



Environmental Resource Mapping

Appendix D

Legend

Listed below are all the layers displayed within the Resource Mapping.
Only layers which appear within the current map page will be listed in the legend.

Alternative Limit of Disturbance	DNR Wetlands and Waterbodies
Map Match Line	DNR Owned Properties and Conservation Easements
Right-of-Way	Forest Interior Dwelling Habitat
Parcel Boundaries	Forest Conservation Act Easements
Roadway Baseline	Historic Properties
Edge of Lane	Park Property
Removal of Existing Pavement	Rail Lines
Proposed New or Reconstructed Bridge	WMATA Metro Line
Proposed Stormwater Management Facility	WMATA Metro Station
General Purpose Lanes	Correctional Facility
High-Occupancy Vehicle Managed Lanes	Fire Station
Managed Lanes	Higher Education
Existing Noise Barrier to Remain	Hospital
Potential Noise Barrier Replacement or Construction (Approximate Location)	Library
Potential Relocations	Place of Worship
Trails	Police Station
FEMA Floodplain 100 Year	Post Office
Delineated Waterways (Feature ID, Refer to NRTR)	Recreation Center
Delineated Wetlands (Feature ID, Refer to NRTR)	School
Wetlands of Special State Concern (Appears on Page 20, 75, and 142)	MDE Land Restoration Program Site
NWI Wetlands and Waterbodies	Potential Hazardous Concerns

Table of Contents

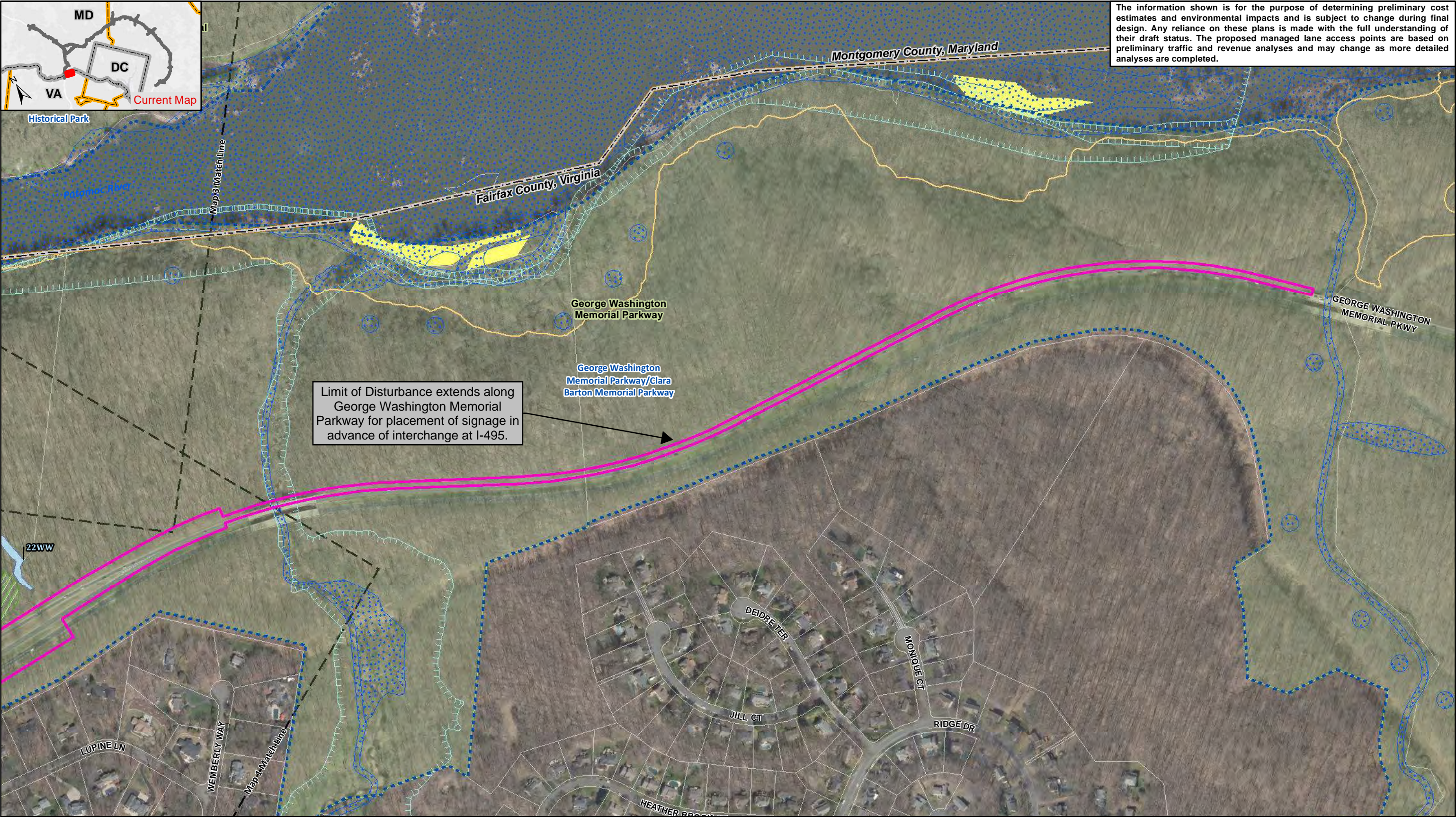
Alternative LOD	Location	Map Numbers
5*	495	1 - 43
	270	44 - 55
8	495	56 - 98
	270	99 - 110
9	495	56 - 98
	270	111 - 122
9M	495	123 - 165
	270	166 - 177
10	495	56 - 98
	270	178 - 189
13B	495	56 - 98
	270	190 - 201
13C	495	56 - 98
	270	202 - 213

* MDOT SHA and FHWA determined Alternative 5 is not a reasonable alternative, but it is included in the DEIS and in the mapping in this Appendix for comparison purposes only.

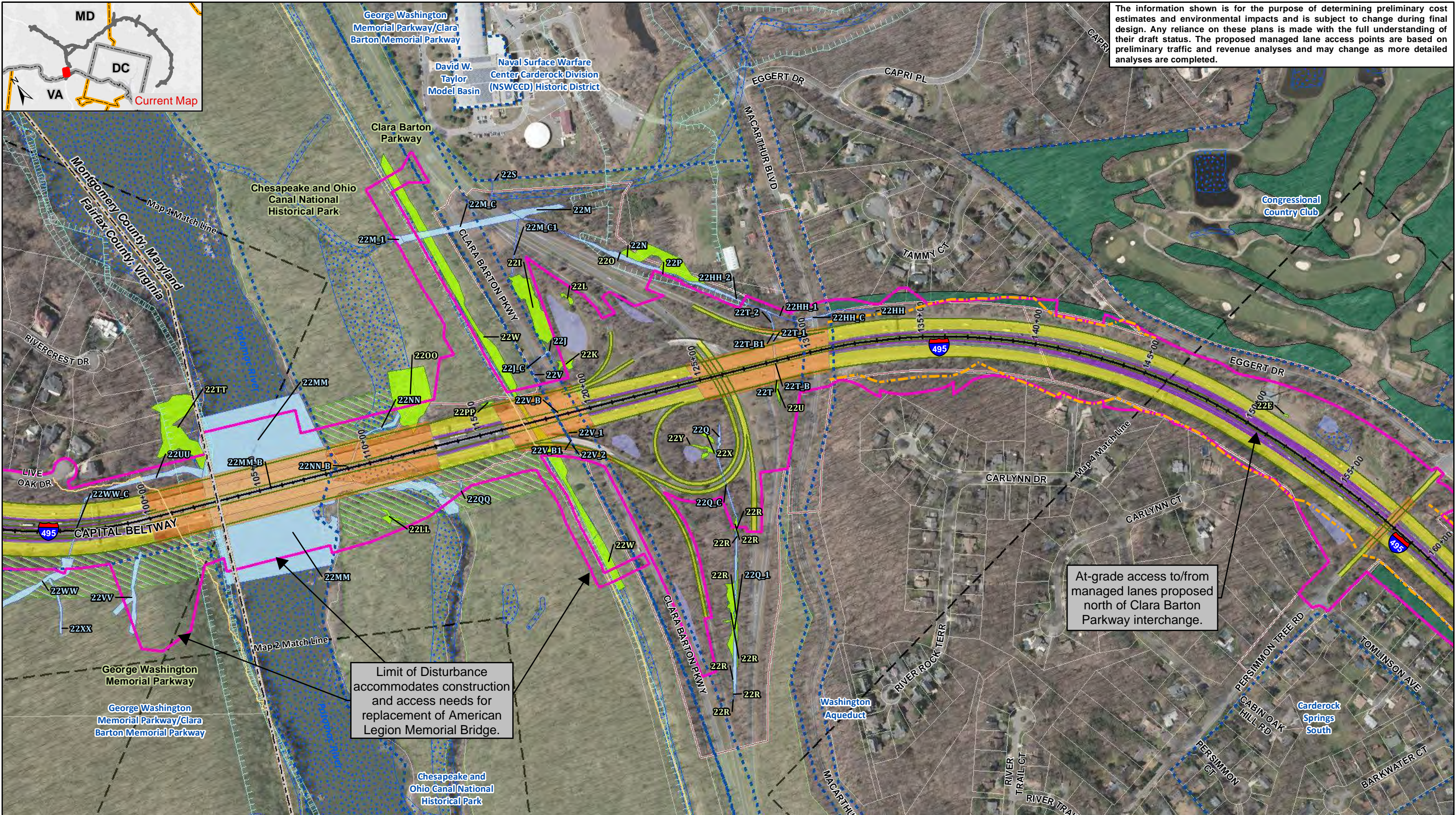
Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.



<p>Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.</p>			<p>MDOT SHA and FHWA determined Alternative 5 is not a reasonable alternative, but it is included in the DEIS and in the mapping in this Appendix for comparison purposes only.</p>			<p>Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.</p>																				
<p>Legend</p> <table><tr><td> Alternative 5 LOD</td><td> Roadway Baseline</td><td> Delineated Waterways (Feature ID, Refer to NRTR)</td><td> Forest Interior Dwelling Habitat</td></tr><tr><td> Map Match Line</td><td> Trails</td><td> NWI Wetlands and Waterbodies</td><td> Historic Properties</td></tr><tr><td> Parcel Boundaries</td><td> FEMA Floodplain 100 Year</td><td> DNR Owned Properties and Conservation Easements</td><td> Park Property</td></tr></table>									Alternative 5 LOD	Roadway Baseline	Delineated Waterways (Feature ID, Refer to NRTR)	Forest Interior Dwelling Habitat	Map Match Line	Trails	NWI Wetlands and Waterbodies	Historic Properties	Parcel Boundaries	FEMA Floodplain 100 Year	DNR Owned Properties and Conservation Easements	Park Property	<p>1 in = 400 feet</p> <p>0 100 200 400 Feet</p>		<p>Environmental Resource Mapping</p> <p>Alternative 5</p> <p>for I-495</p>		<p>Appendix D</p> <p>Map 2</p>	
Alternative 5 LOD	Roadway Baseline	Delineated Waterways (Feature ID, Refer to NRTR)	Forest Interior Dwelling Habitat																							
Map Match Line	Trails	NWI Wetlands and Waterbodies	Historic Properties																							
Parcel Boundaries	FEMA Floodplain 100 Year	DNR Owned Properties and Conservation Easements	Park Property																							



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

At-grade access to/from managed lanes proposed north of Clara Barton Parkway interchange.

Limit of Disturbance accommodates construction and access needs for replacement of American Legion Memorial Bridge.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

MDOT SHA and FHWA determined Alternative 5 is not a reasonable alternative, but it is included in the DEIS and in the mapping in this Appendix for comparison purposes only.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

Legend

Alternative 5 LOD

Map Match Line

Right-of-Way

Parcel Boundaries

Roadway Baseline

Edge of Lane

Proposed New or Reconstructed Bridge

Proposed Stormwater Management Facility

General Purpose Lanes

Managed Lanes

Potential Noise Barrier Replacement or Construction (Approximate Location)

Trails

FEMA Floodplain 100 Year

Delineated Waterways (Feature ID, Refer to NRTR)

Delineated Wetlands (Feature ID, Refer to NRTR)


NWI Wetlands and Waterbodies

Forest Interior Dwelling Habitat

Forest Conservation Act Easements

Historic Properties

Park Property



1 in = 400 feet

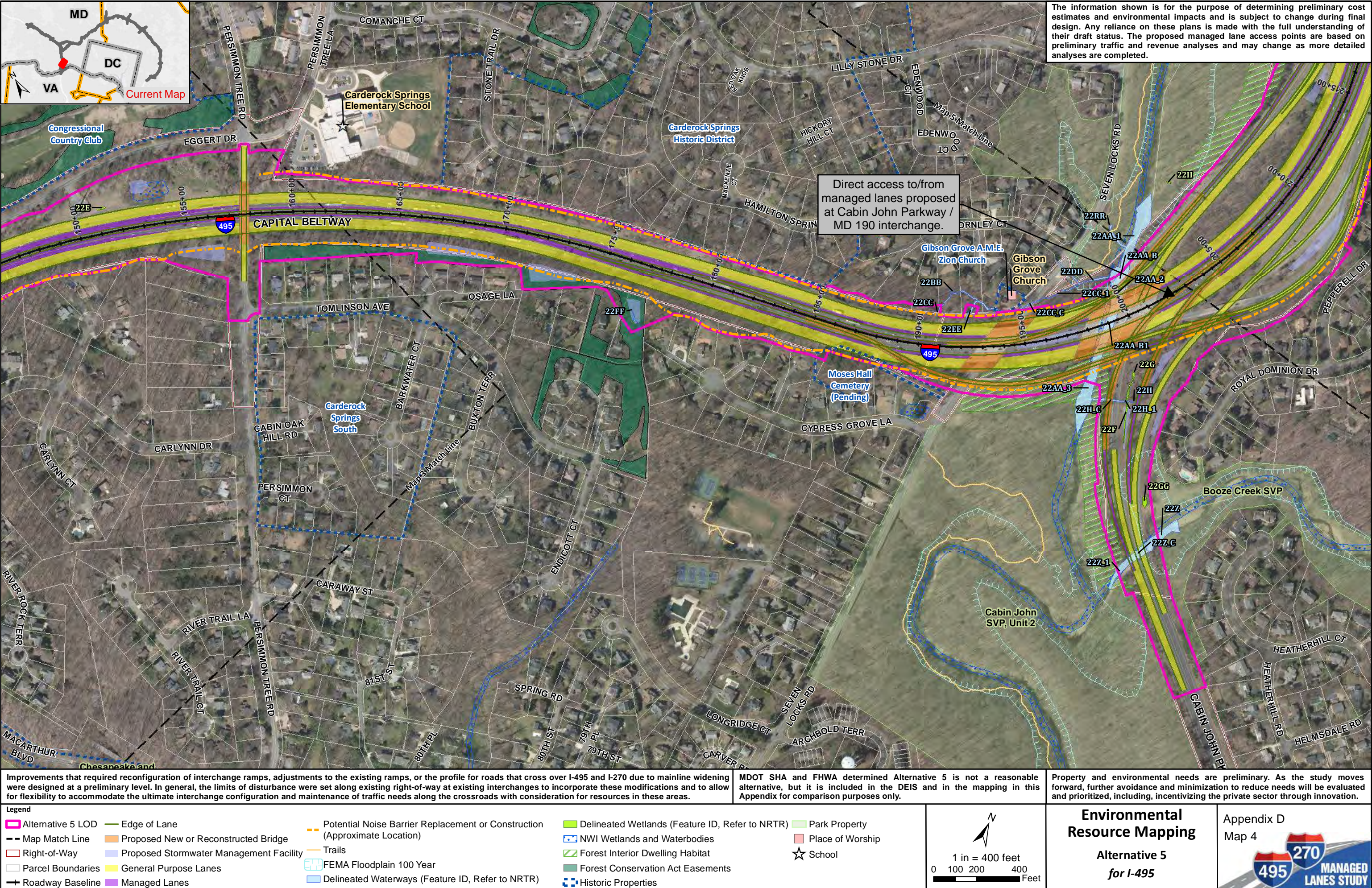
0 100 200 400 Feet

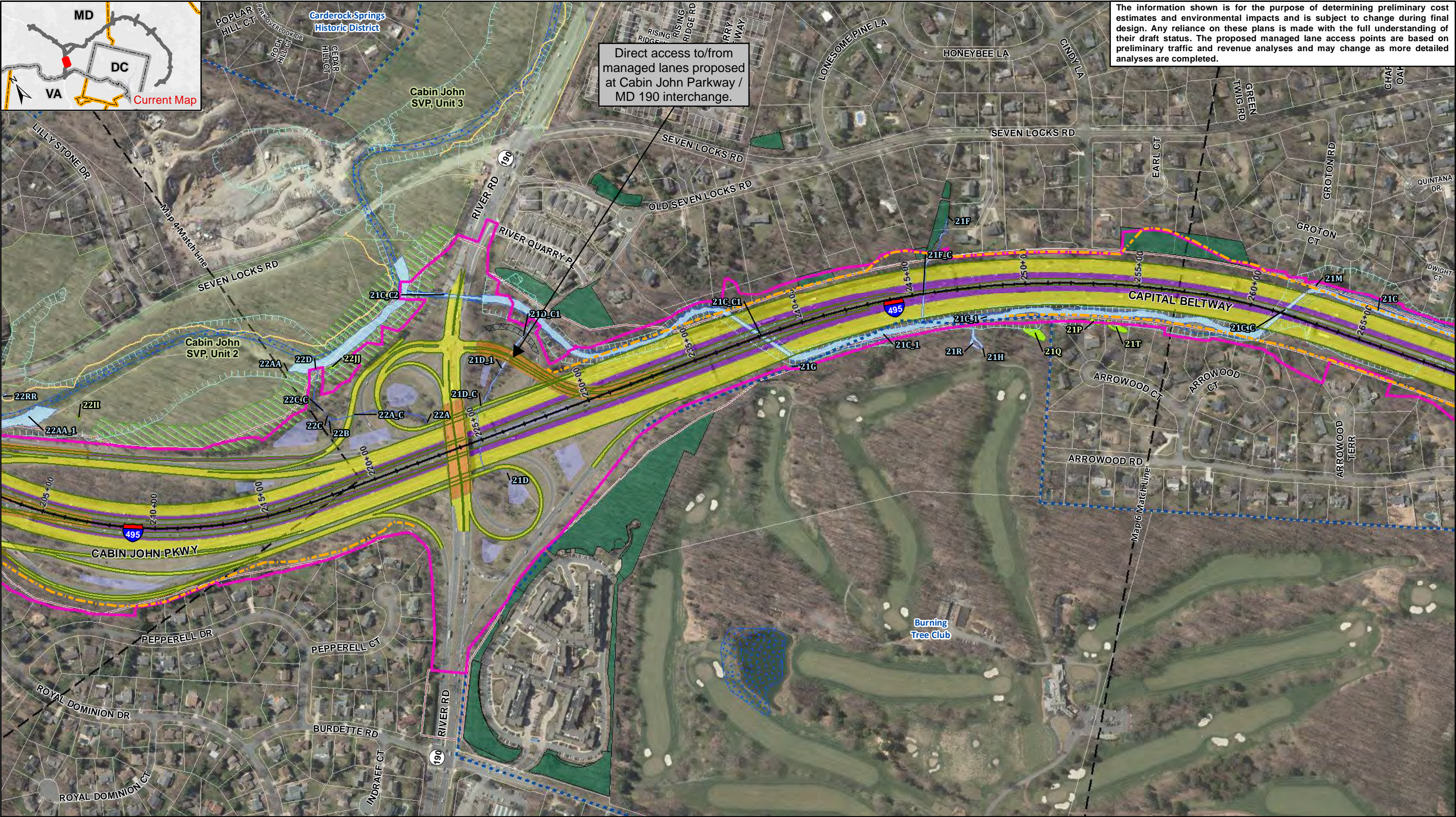
Environmental Resource Mapping

Alternative 5
for I-495

Appendix D
Map 3







The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

MDOT SHA and FHWA determined Alternative 5 is not a reasonable alternative, but it is included in the DEIS and in the mapping in this Appendix for comparison purposes only.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

Legend

Alternative 5 LOD	Edge of Lane	Managed Lanes	Delineated Waterways (Feature ID, Refer to NRTR)	Historic Properties
Map Match Line	Removal of Existing Pavement	Potential Noise Barrier Replacement or Construction (Approximate Location)	Delineated Wetlands (Feature ID, Refer to NRTR)	Park Property
Right-of-Way	Proposed New or Reconstructed Bridge	Trails	NWI Wetlands and Waterbodies	
Parcel Boundaries	Proposed Stormwater Management Facility	FEMA Floodplain 100 Year	Forest Interior Dwelling Habitat	
Roadway Baseline	General Purpose Lanes		Forest Conservation Act Easements	

1 in = 400 feet

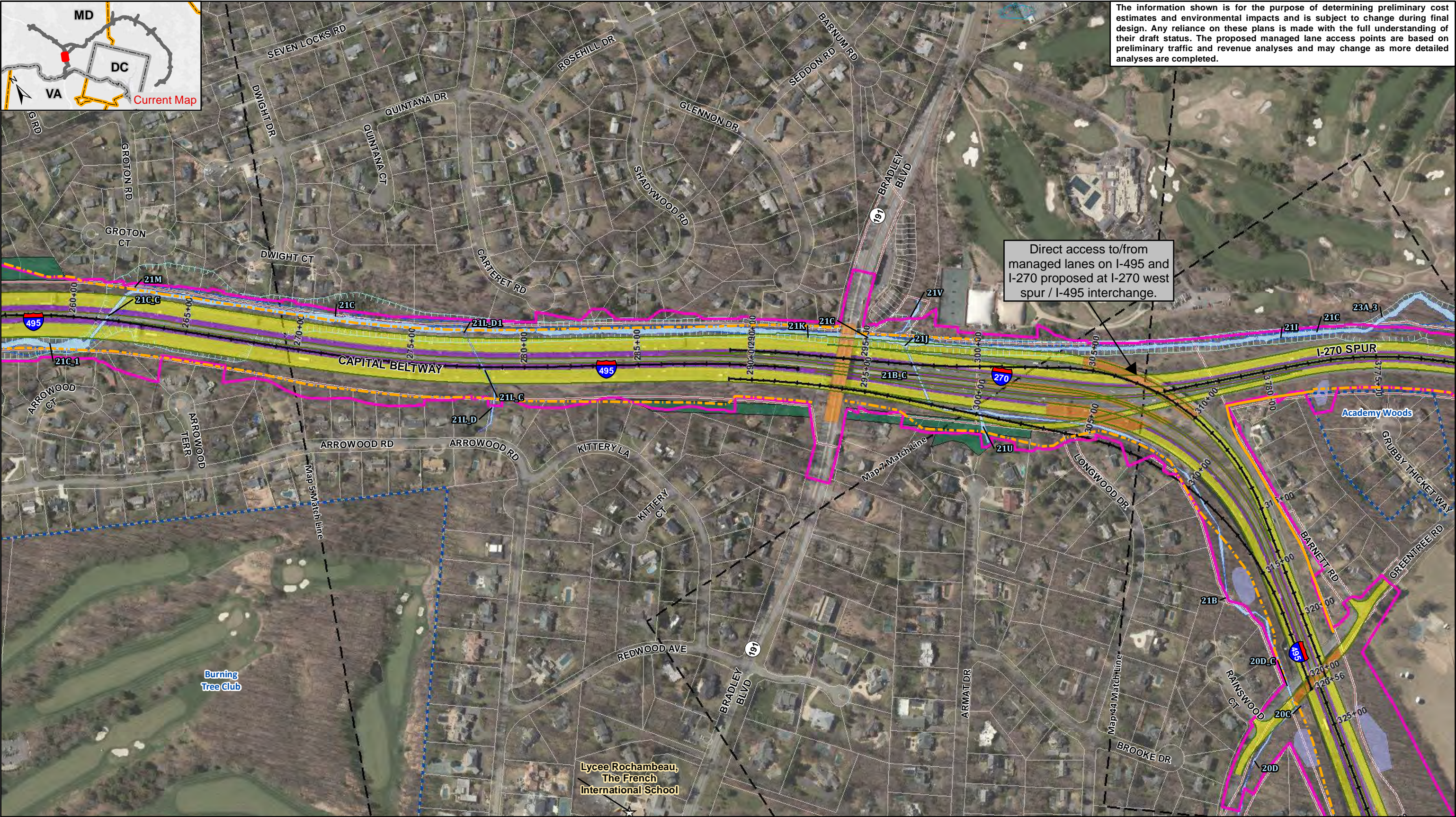
0 100 200 400 Feet

Environmental Resource Mapping

Alternative 5 for I-495

Appendix D Map 5

495 270 MANAGED LANES STUDY



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

Direct access to/from managed lanes on I-495 and I-270 proposed at I-270 west spur / I-495 interchange.

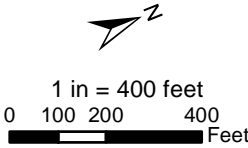
Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

MDOT SHA and FHWA determined Alternative 5 is not a reasonable alternative, but it is included in the DEIS and in the mapping in this Appendix for comparison purposes only.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

- Legend

 - Alternative 5 LOD
 - Map Match Line
 - Right-of-Way
 - Parcel Boundaries
 - Roadway Baseline
 - Edge of Lane
 - Proposed New or Reconstructed Bridge
 - Proposed Stormwater Management Facility
 - General Purpose Lanes
 - Managed Lanes
 - Existing Noise Barrier to Remain
 - Potential Noise Barrier Replacement or Construction (Approximate Location)
 - FEMA Floodplain 100 Year
 - Delineated Waterways (Feature ID, Refer to NRTR)
 - NWI Wetlands and Waterbodies
 - DNR Wetlands and Waterbodies
 - Forest Conservation Act Easements
 - Historic Properties
 - School

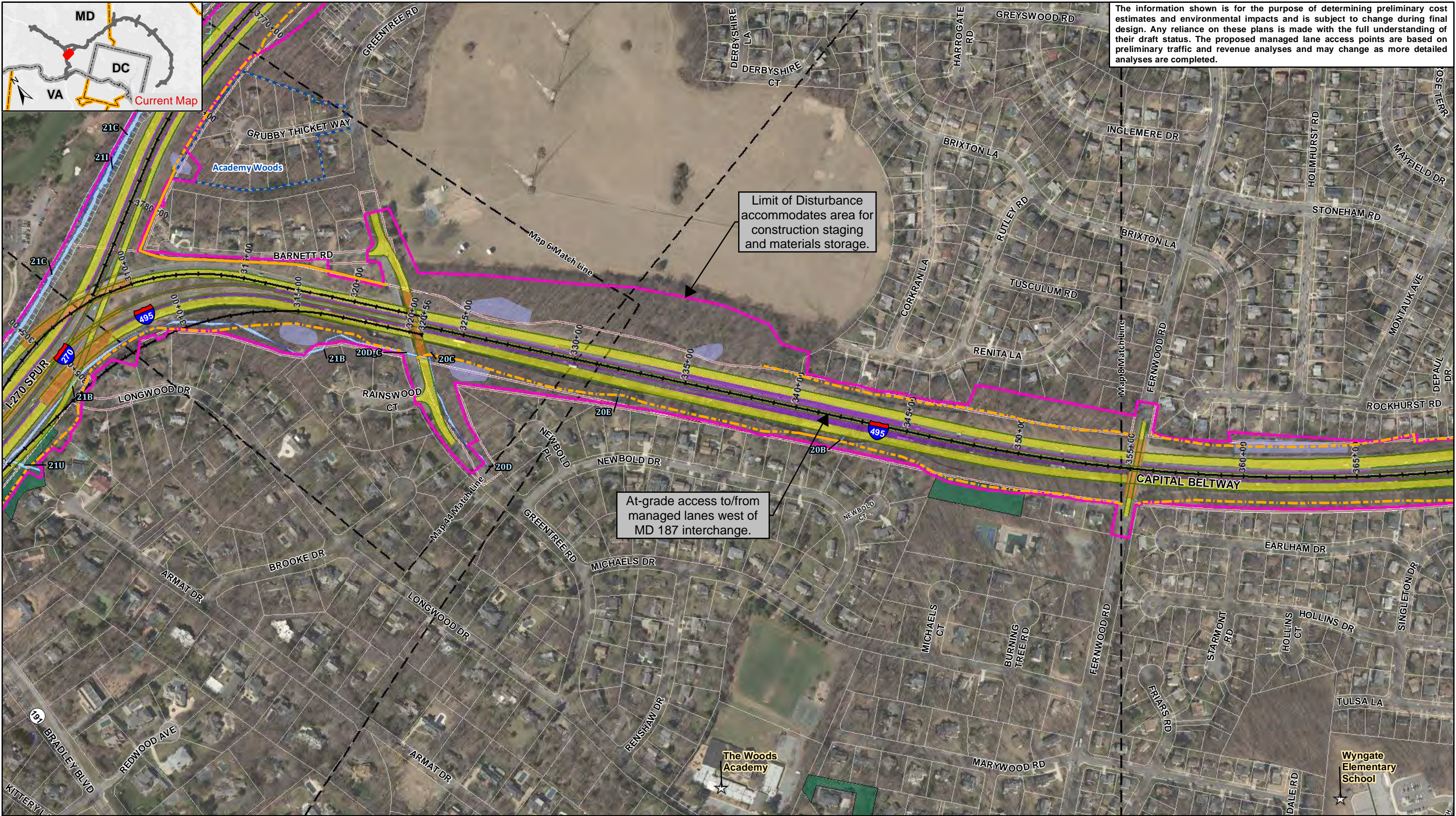


**Environmental
Resource Mapping**

Alternative 5
for I-495

Appendix D
Map 6

**495 270
MANAGED
LANES STUDY**



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

Limit of Disturbance accommodates area for construction staging and materials storage.

At-grade access to/from managed lanes west of MD 187 interchange.

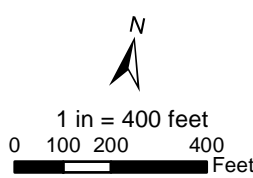
Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

MDOT SHA and FHWA determined Alternative 5 is not a reasonable alternative, but it is included in the DEIS and in the mapping in this Appendix for comparison purposes only.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

- Legend
- | | | |
|-------------------|---|--|
| Alternative 5 LOD | Roadway Baseline | General Purpose Lanes |
| Map Match Line | Edge of Lane | Managed Lanes |
| Right-of-Way | Proposed New or Reconstructed Bridge | Existing Noise Barrier to Remain |
| Parcel Boundaries | Proposed Stormwater Management Facility | Potential Noise Barrier Replacement or Construction (Approximate Location) |
| | | FEMA Floodplain 100 Year |
| | | Delineated Waterways (Feature ID, Refer to NRTR) |

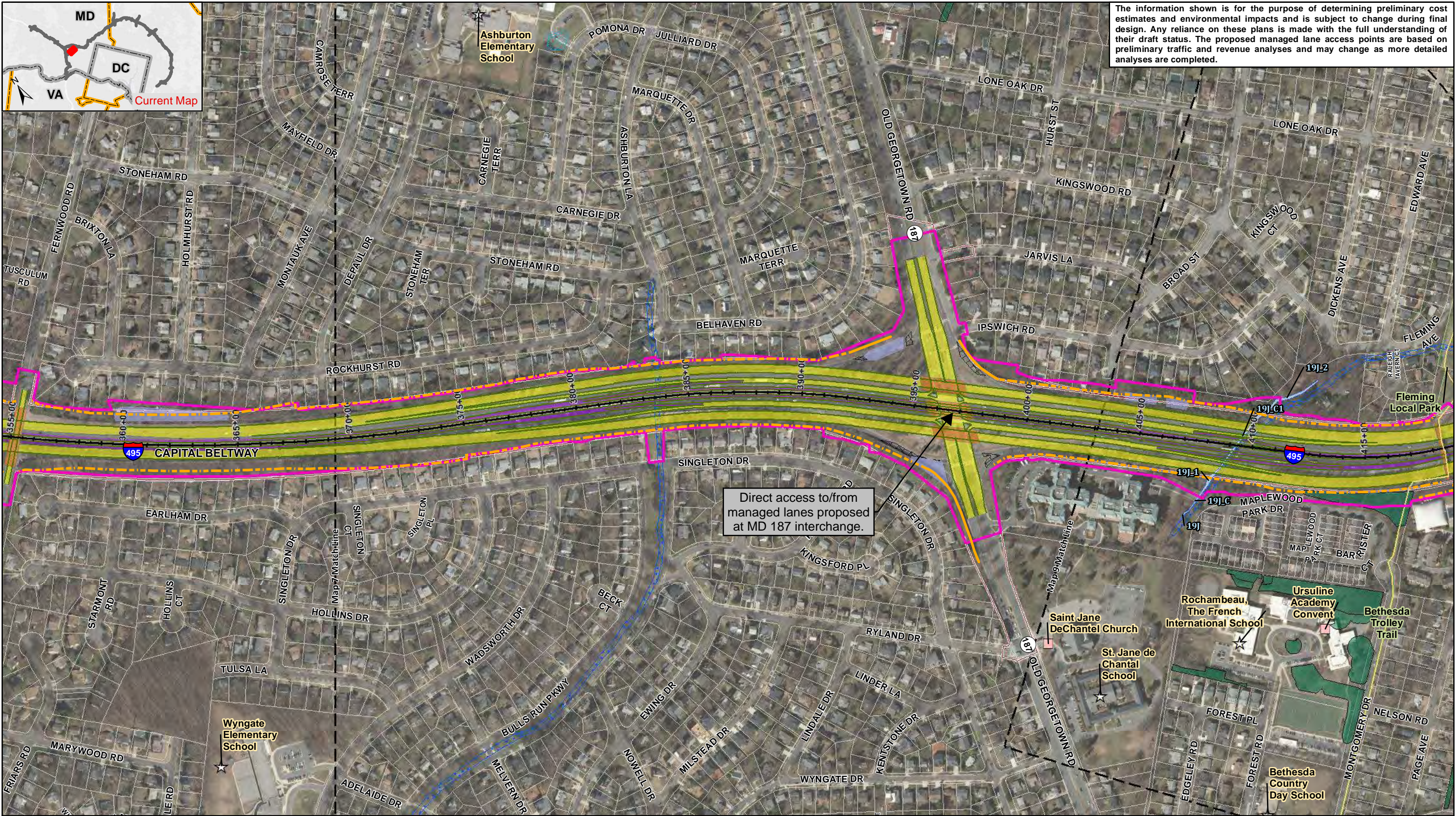
- | |
|-----------------------------------|
| NWI Wetlands and Waterbodies |
| Forest Conservation Act Easements |
| Historic Properties |
| School |



**Environmental
Resource Mapping**

Alternative 5
for I-495

Appendix D
Map 7



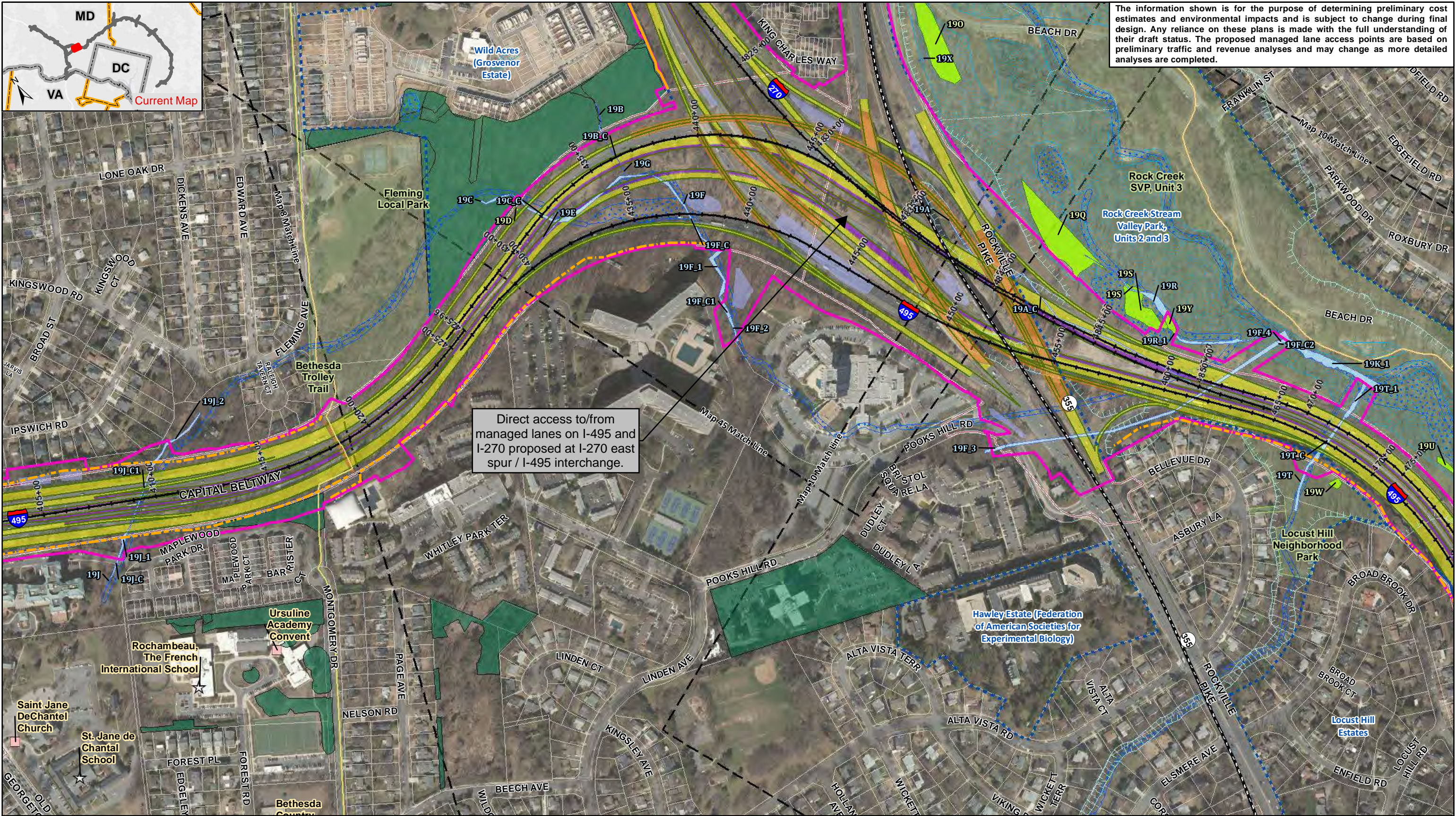
The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

MDOT SHA and FHWA determined Alternative 5 is not a reasonable alternative, but it is included in the DEIS and in the mapping in this Appendix for comparison purposes only.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

Legend Alternative 5 LOD Map Match Line Right-of-Way Parcel Boundaries Roadway Baseline Edge of Lane Removal of Existing Pavement Proposed New or Reconstructed Bridge Proposed Stormwater Management Facility General Purpose Lanes Managed Lanes Existing Noise Barrier to Remain Potential Noise Barrier Replacement or Construction (Approximate Location) Trails Delineated Waterways (Feature ID, Refer to NRTR) NW1 Wetlands and Waterbodies DNR Wetlands and Waterbodies Forest Conservation Act Easements Park Property Place of Worship School	 1 in = 400 feet 0 100 200 400 Feet	Environmental Resource Mapping Alternative 5 for I-495	Appendix D Map 8
--	---	---	-------------------------



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

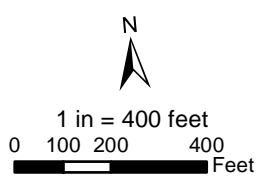
Direct access to/from managed lanes on I-495 and I-270 proposed at I-270 east spur / I-495 interchange.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

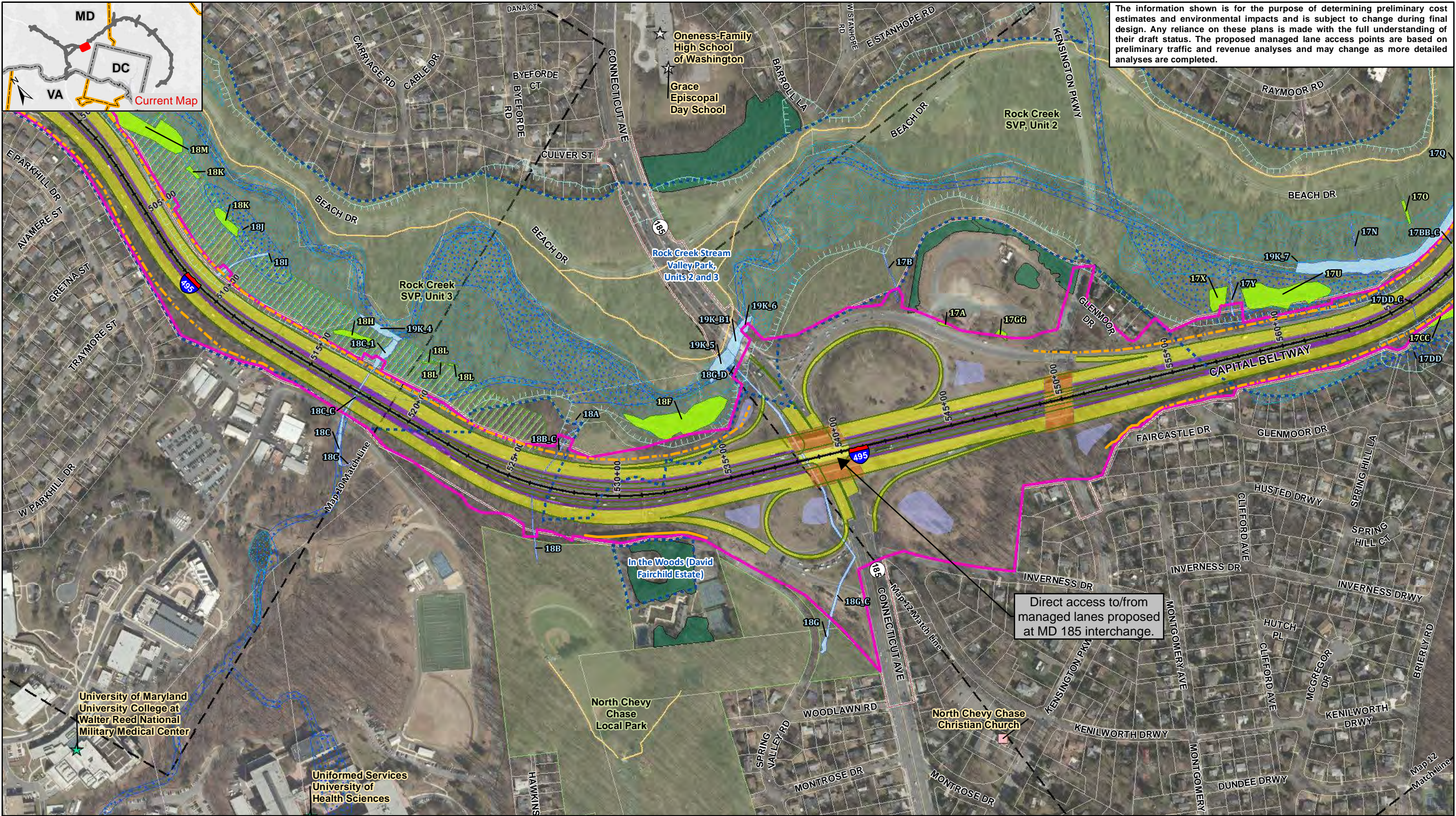
MDOT SHA and FHWA determined Alternative 5 is not a reasonable alternative, but it is included in the DEIS and in the mapping in this Appendix for comparison purposes only.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

- | | | | |
|-------------------|---|--|-----------------------------------|
| Legend | | | |
| Alternative 5 LOD | Proposed New or Reconstructed Bridge | Potential Noise Barrier Replacement or Construction (Approximate Location) | NWI Wetlands and Waterbodies |
| Map Match Line | Proposed Stormwater Management Facility | Trails | DNR Wetlands and Waterbodies |
| Right-of-Way | General Purpose Lanes | FEMA Floodplain 100 Year | Forest Conservation Act Easements |
| Parcel Boundaries | Managed Lanes | Delineated Waterways (Feature ID, Refer to NRTR) | Historic Properties |
| Roadway Baseline | Existing Noise Barrier to Remain | Park Property | Place of Worship |
| Edge of Lane | | WMATA Metro Line | School |



Environmental Resource Mapping Alternative 5 for I-495	Appendix D Map 9
---	-------------------------



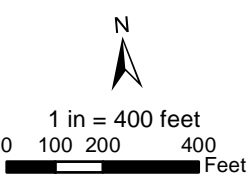
The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

MDOT SHA and FHWA determined Alternative 5 is not a reasonable alternative, but it is included in the DEIS and in the mapping in this Appendix for comparison purposes only.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

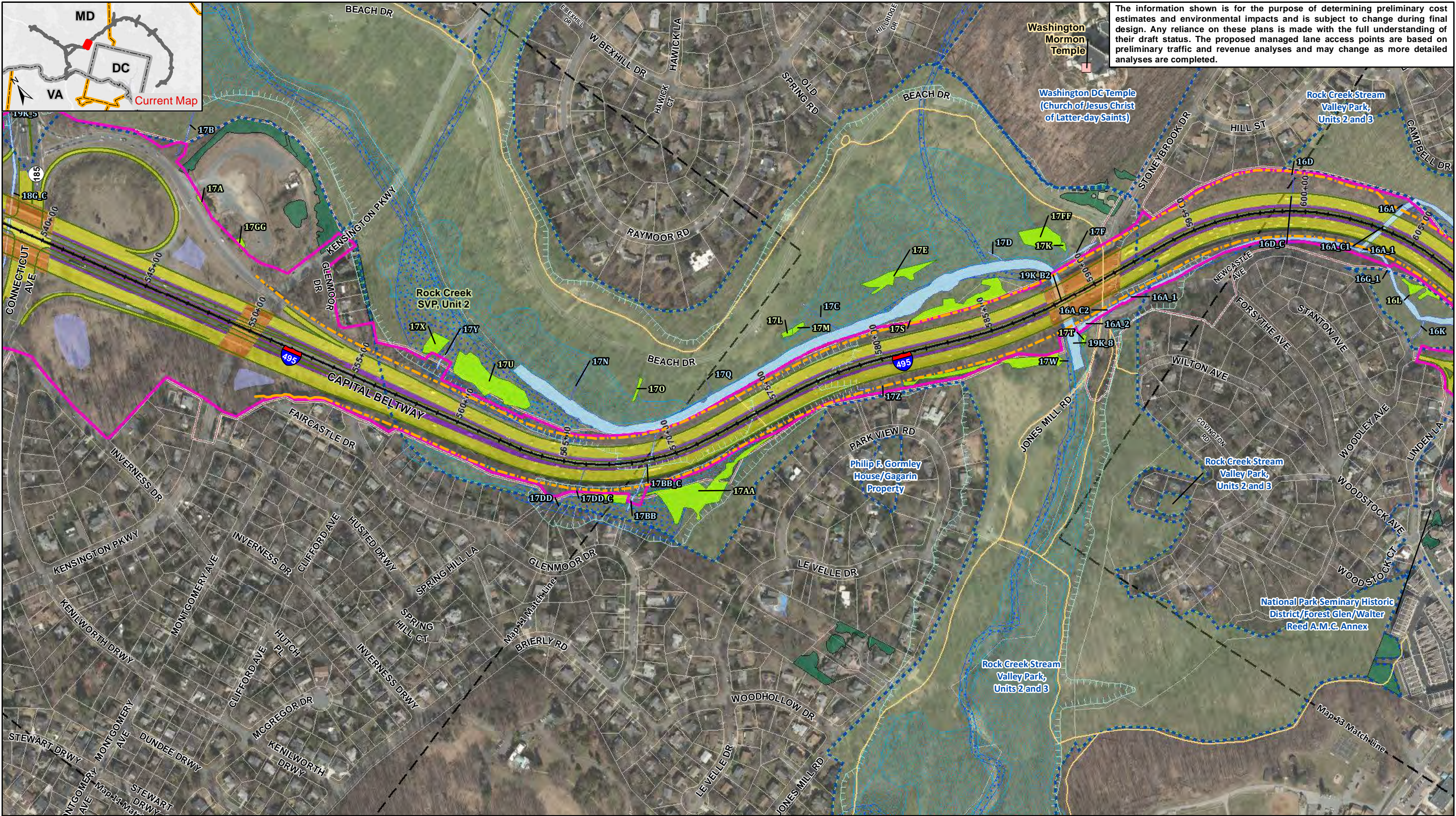
- | | | | | | |
|---------------|---|---|---|--|--|
| Legend | <ul style="list-style-type: none">Alternative 5 LODMap Match LineRight-of-WayParcel BoundariesRoadway BaselineEdge of Lane | <ul style="list-style-type: none">Proposed New or Reconstructed BridgeProposed Stormwater Management FacilityGeneral Purpose LanesManaged LanesExisting Noise Barrier to Remain | <ul style="list-style-type: none">Potential Noise Barrier Replacement or Construction (Approximate Location)TrailsFEMA Floodplain 100 YearDelineated Waterways (Feature ID, Refer to NRTR)Delineated Wetlands (Feature ID, Refer to NRTR) | <ul style="list-style-type: none">NWI Wetlands and WaterbodiesDNR Wetlands and WaterbodiesForest Interior Dwelling HabitatForest Conservation Act EasementsHistoric PropertiesPark Property | <ul style="list-style-type: none">Higher EducationPlace of WorshipSchool |
|---------------|---|---|---|--|--|



Environmental Resource Mapping

Alternative 5
for I-495

Appendix D
Map 11



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

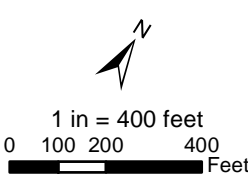
Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

MDOT SHA and FHWA determined Alternative 5 is not a reasonable alternative, but it is included in the DEIS and in the mapping in this Appendix for comparison purposes only.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

- Legend**

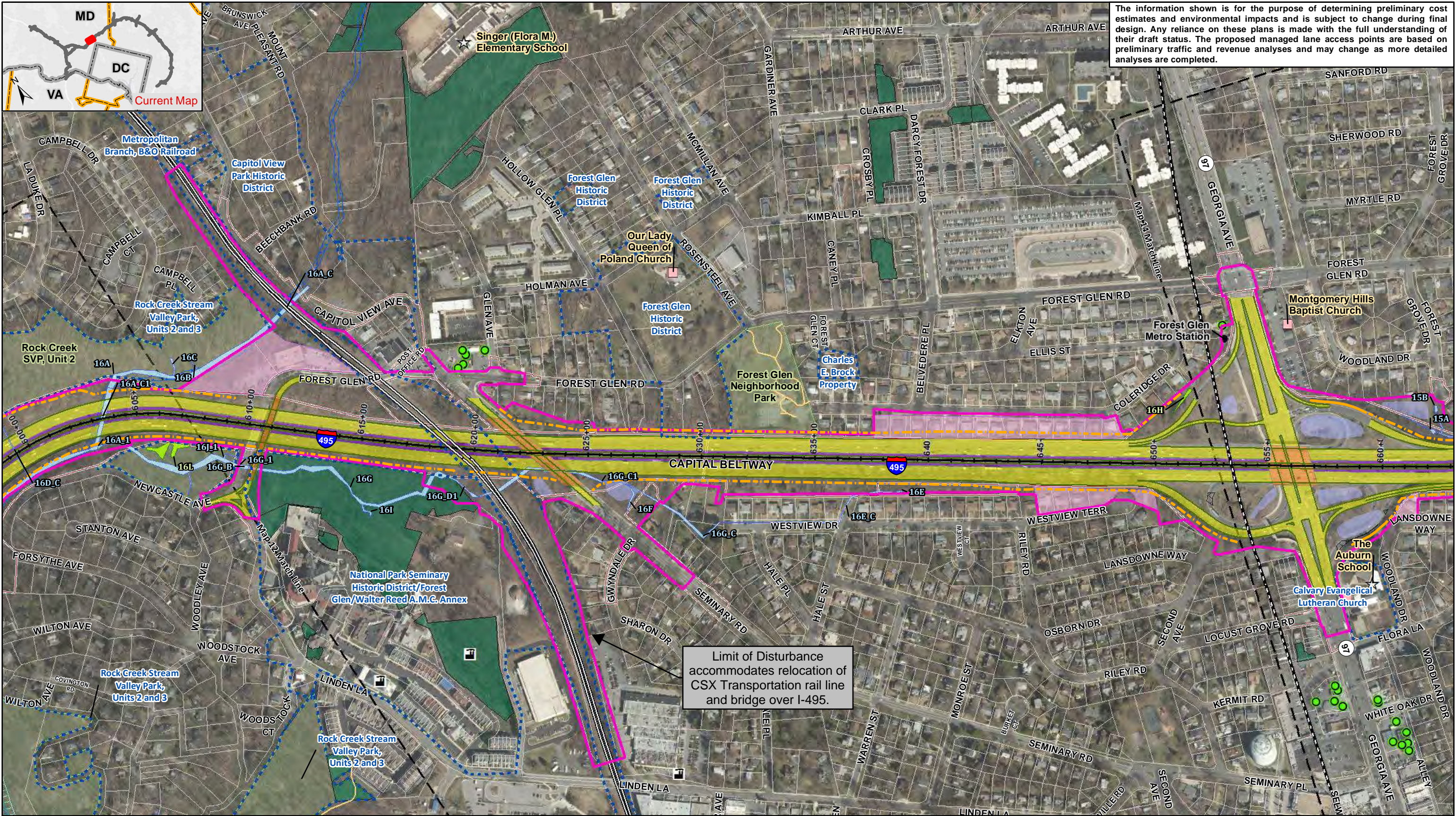
 - Alternative 5 LOD
 - Map Match Line
 - Right-of-Way
 - Parcel Boundaries
 - Roadway Baseline
 - Edge of Lane
 - Proposed New or Reconstructed Bridge
 - Proposed Stormwater Management Facility
 - General Purpose Lanes
 - Managed Lanes
 - Existing Noise Barrier to Remain
 - Potential Noise Barrier Replacement or Construction (Approximate Location)
 - Trails
 - FEMA Floodplain 100 Year
 - Delineated Waterways (Feature ID, Refer to NRTR)
 - Delineated Wetlands (Feature ID, Refer to NRTR)
 - NWI Wetlands and Waterbodies
 - DNR Wetlands and Waterbodies
 - Forest Conservation Act Easements
 - Historic Properties
 - Park Property
 - Place of Worship
 - Post Office



Environmental Resource Mapping

Alternative 5
for I-495

Appendix D
Map 12



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

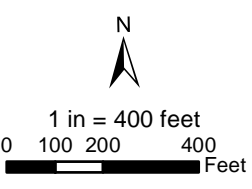
Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

MDOT SHA and FHWA determined Alternative 5 is not a reasonable alternative, but it is included in the DEIS and in the mapping in this Appendix for comparison purposes only.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

- Legend**
- | | | |
|-------------------|---|--|
| Alternative 5 LOD | Removal of Existing Pavement | Potential Noise Barrier Replacement or Construction (Approximate Location) |
| Map Match Line | Proposed New or Reconstructed Bridge | Potential Relocations |
| Right-of-Way | Proposed Stormwater Management Facility | Trails |
| Parcel Boundaries | General Purpose Lanes | FEMA Floodplain 100 Year |
| Roadway Baseline | Managed Lanes | Delineated Waterways (Feature ID, Refer to NRTR) |
| Edge of Lane | Existing Noise Barrier to Remain | |
- NWI Wetlands and Waterbodies
- DNR Wetlands and Waterbodies
- Forest Conservation Act Easements
- Historic Properties
- Park Property

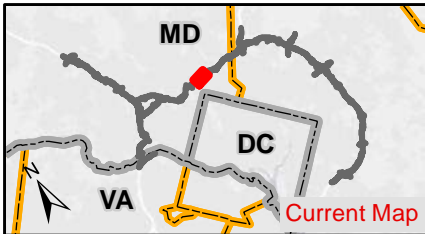
- Rail Lines
- WMATA Metro Line
- WMATA Metro Station
- Fire Station
- Place of Worship
- School
- MDE Land Restoration Program Site
- Potential Hazardous Concerns



Environmental Resource Mapping

Alternative 5
for I-495

Appendix D
Map 13



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

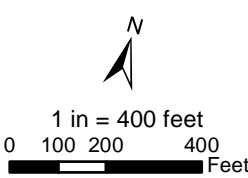


Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

MDOT SHA and FHWA determined Alternative 5 is not a reasonable alternative, but it is included in the DEIS and in the mapping in this Appendix for comparison purposes only.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

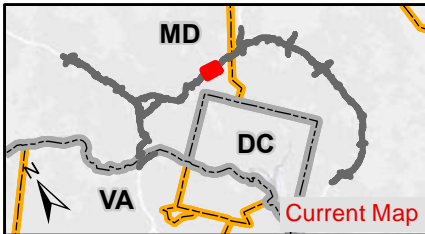
- Legend**
- | | | | | |
|-------------------|---|--|--|------------------------------|
| Alternative 5 LOD | Removal of Existing Pavement | Potential Noise Barrier Replacement or Construction (Approximate Location) | NWI Wetlands and Waterbodies | WMATA Metro Station |
| Map Match Line | Proposed New or Reconstructed Bridge | Potential Relocations | DNR Wetlands and Waterbodies | Hospital |
| Right-of-Way | Proposed Stormwater Management Facility | Trails | Forest Conservation Act Easements | Place of Worship |
| Parcel Boundaries | General Purpose Lanes | Historic Properties | Park Property | Recreation Center |
| Roadway Baseline | Managed Lanes | FEMA Floodplain 100 Year | Delineated Waterways (Feature ID, Refer to NRTR) | School |
| Edge of Lane | Existing Noise Barrier to Remain | | | Potential Hazardous Concerns |



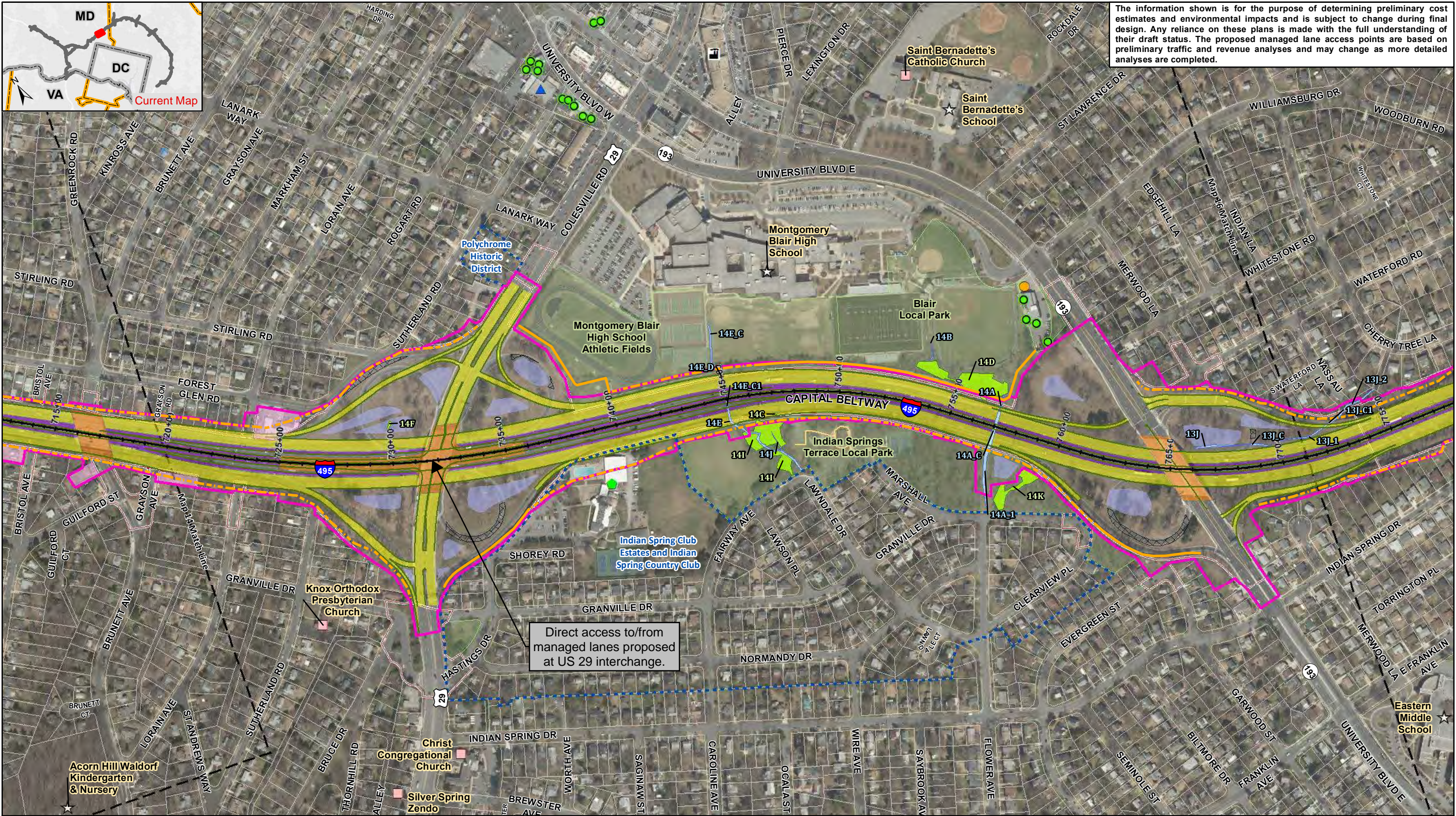
Environmental Resource Mapping

Alternative 5
for I-495





The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

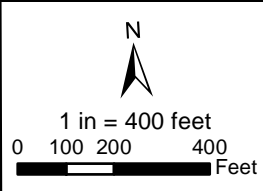


Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

MDOT SHA and FHWA determined Alternative 5 is not a reasonable alternative, but it is included in the DEIS and in the mapping in this Appendix for comparison purposes only.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

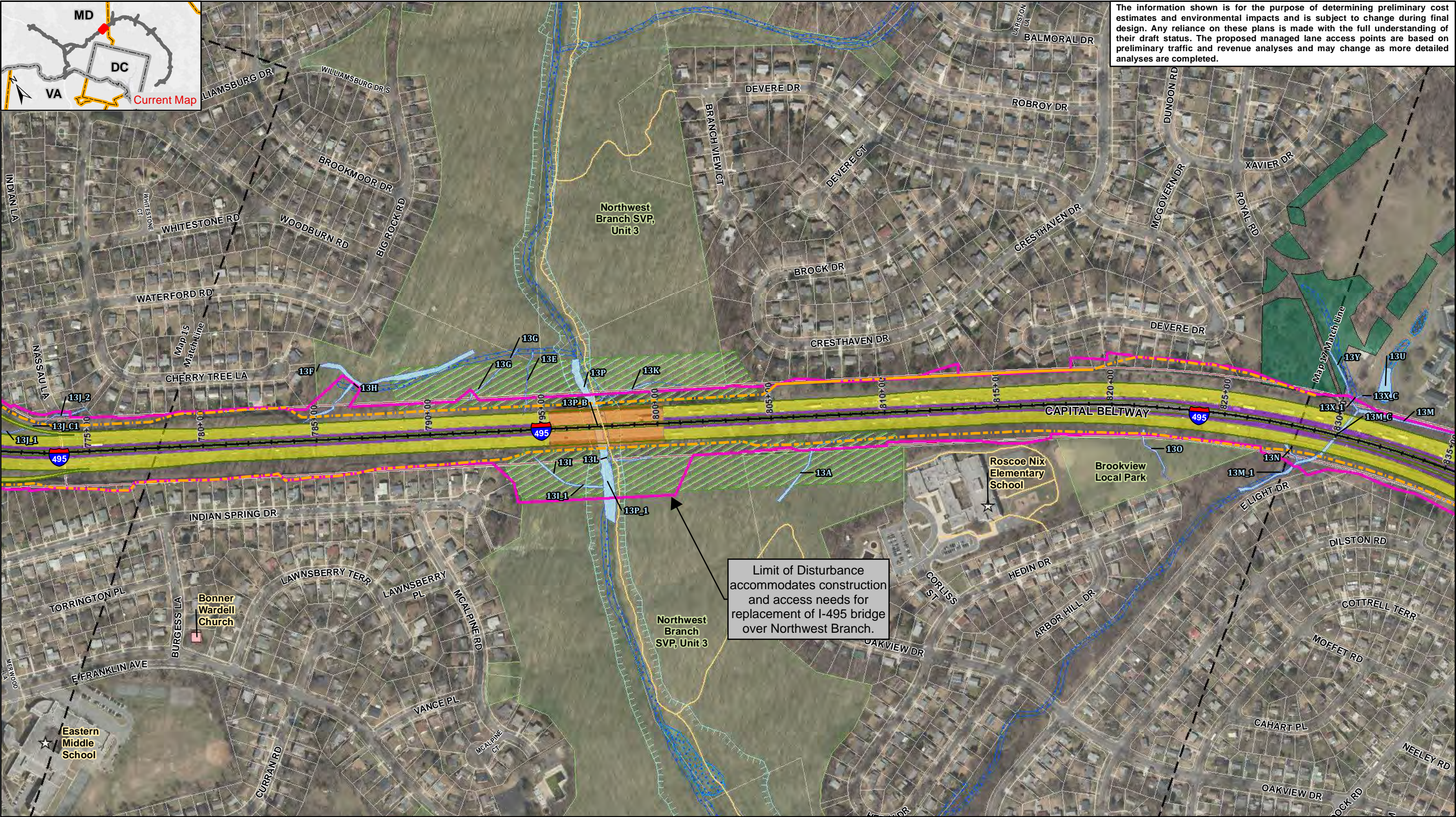
- | | | | | | |
|-------------------|---|--|--|-----------------------------------|------------------------------|
| Legend | Alternative 5 LOD | Removal of Existing Pavement | Potential Noise Barrier Replacement or Construction (Approximate Location) | Historic Properties | School |
| Map Match Line | Proposed New or Reconstructed Bridge | Potential Relocations | Park Property | MDE Land Restoration Program Site | Potential Hazardous Concerns |
| Right-of-Way | Proposed Stormwater Management Facility | Trails | Fire Station | Place of Worship | |
| Parcel Boundaries | General Purpose Lanes | Delineated Waterways (Feature ID, Refer to NRTR) | Post Office | | |
| Roadway Baseline | Managed Lanes | Delineated Wetlands (Feature ID, Refer to NRTR) | Recreation Center | | |
| Edge of Lane | Existing Noise Barrier to Remain | | | | |



Environmental Resource Mapping

Alternative 5
for I-495

Appendix D
Map 15



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

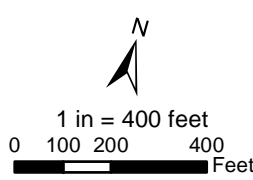
Limit of Disturbance accommodates construction and access needs for replacement of I-495 bridge over Northwest Branch.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

MDOT SHA and FHWA determined Alternative 5 is not a reasonable alternative, but it is included in the DEIS and in the mapping in this Appendix for comparison purposes only.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

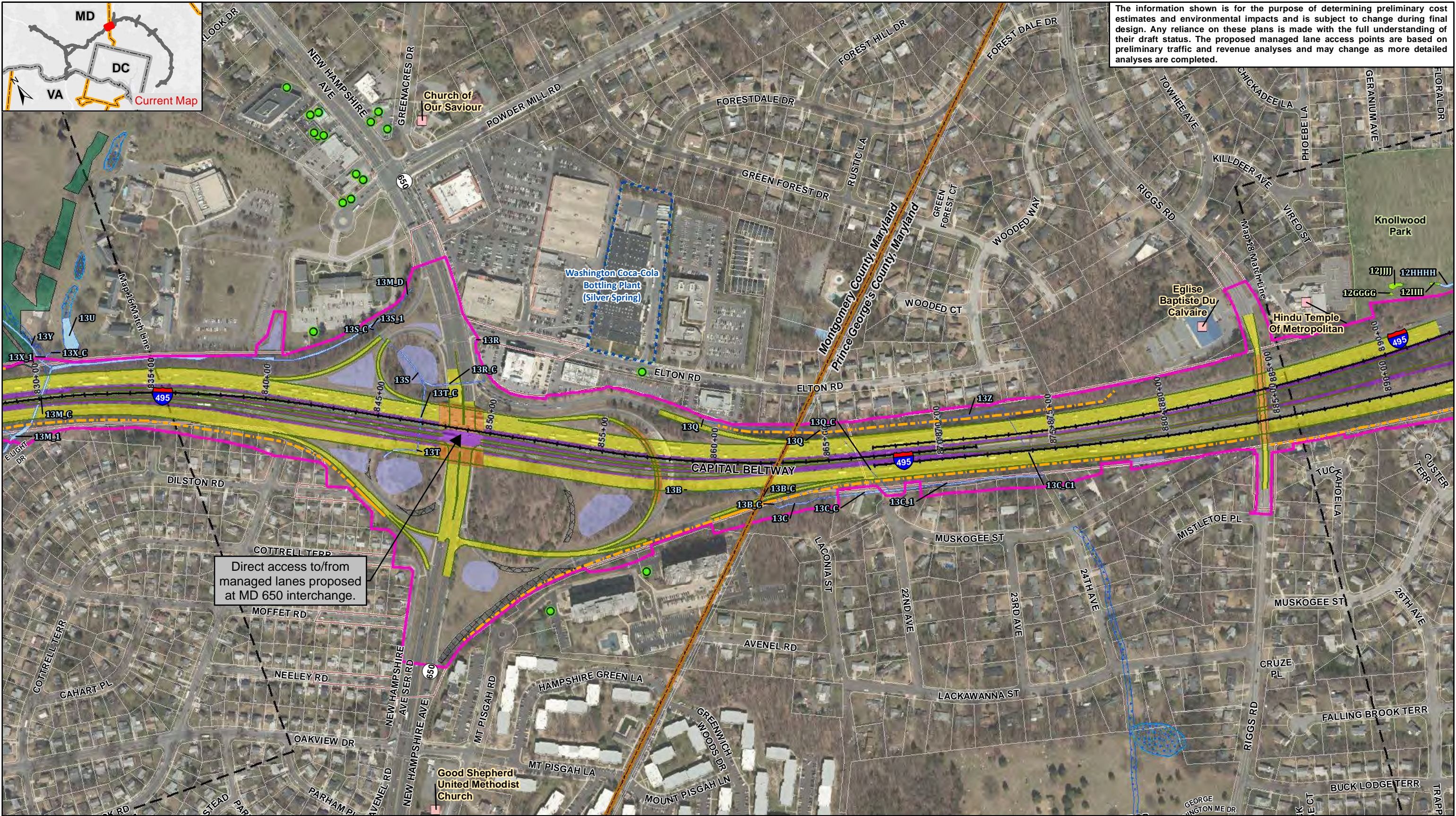
- Legend**
- | | | |
|-------------------|--------------------------------------|--|
| Alternative 5 LOD | Edge of Lane | Potential Noise Barrier Replacement or Construction (Approximate Location) |
| Map Match Line | Proposed New or Reconstructed Bridge | Trails |
| Right-of-Way | General Purpose Lanes | FEMA Floodplain 100 Year |
| Parcel Boundaries | Managed Lanes | Delineated Waterways (Feature ID, Refer to NRTR) |
| Roadway Baseline | Existing Noise Barrier to Remain | |
- | | |
|-----------------------------------|------------------|
| NWI Wetlands and Waterbodies | Place of Worship |
| DNR Wetlands and Waterbodies | School |
| Forest Interior Dwelling Habitat | |
| Forest Conservation Act Easements | |
| Park Property | |



Environmental Resource Mapping

Alternative 5
for I-495

Appendix D
Map 16



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

MDOT SHA and FHWA determined Alternative 5 is not a reasonable alternative, but it is included in the DEIS and in the mapping in this Appendix for comparison purposes only.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

Legend

Alternative 5 LOD

Map Match Line

Right-of-Way

Parcel Boundaries

Roadway Baseline

Edge of Lane

Removal of Existing Pavement

Proposed New or Reconstructed Bridge

Proposed Stormwater Management Facility

General Purpose Lanes

Managed Lanes

Existing Noise Barrier to Remain

Potential Noise Barrier Replacement or Construction (Approximate Location)

Delineated Waterways (Feature ID, Refer to NRTR)

Delineated Wetlands (Feature ID, Refer to NRTR)

NWI Wetlands and Waterbodies

DNR Wetlands and Waterbodies

Forest Conservation Act Easements

Historic Properties

Park Property

Place of Worship

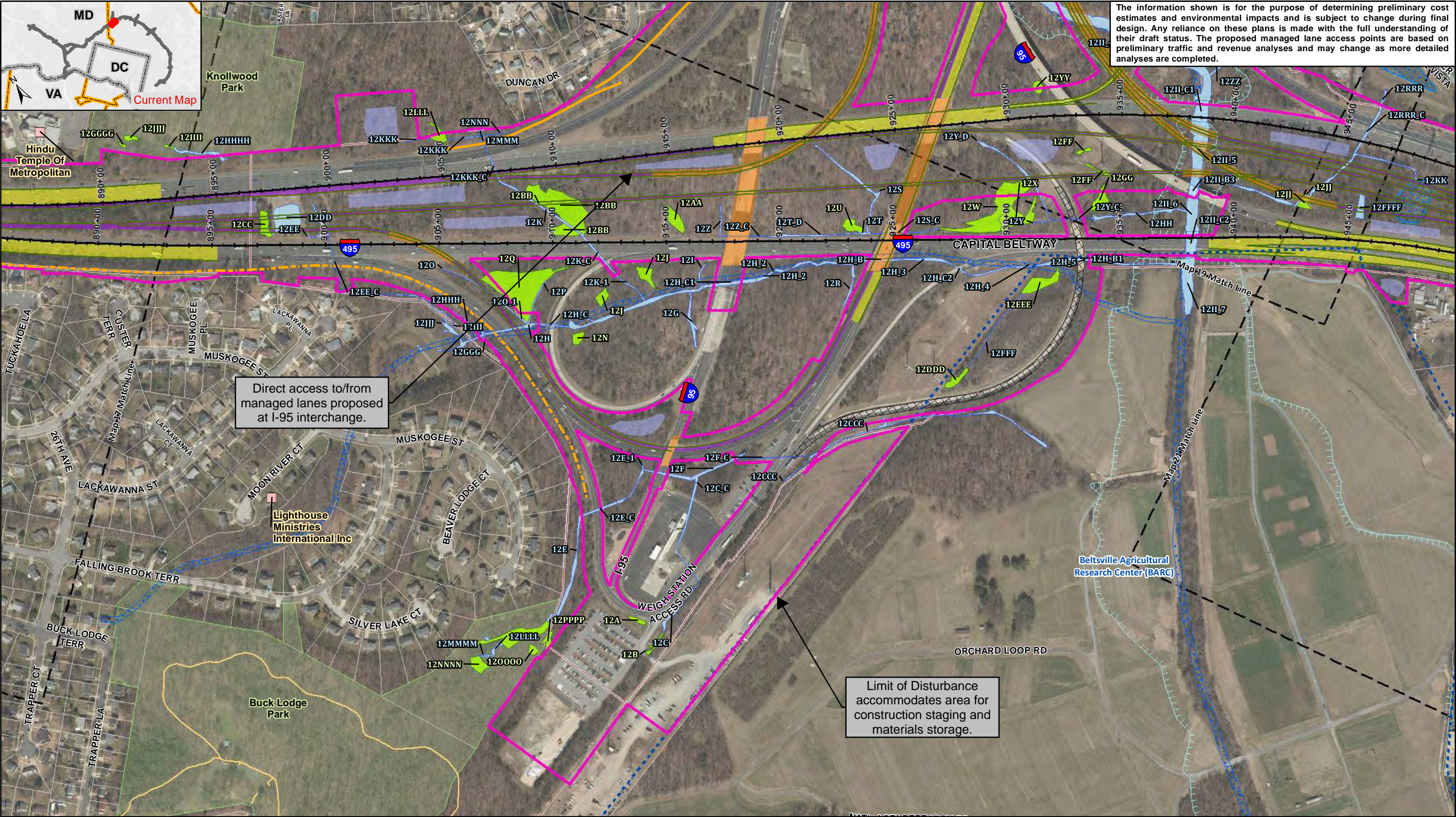
Potential Hazardous Concerns

Environmental Resource Mapping

Alternative 5 for I-495

Appendix D

Map 17



Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

MDOT SHA and FHWA determined Alternative 5 is not a reasonable alternative, but it is included in the DEIS and in the mapping in this Appendix for comparison purposes only.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

Legend

Alternative 5 LOD	Edge of Lane	Managed Lanes
Map Match Line	Removal of Existing Pavement	Existing Noise Barrier to Remain
Right-of-Way	Proposed New or Reconstructed Bridge	Potential Noise Barrier Replacement or Construction (Approximate Location)
Parcel Boundaries	Proposed Stormwater Management Facility	Trails
Roadway Baseline	General Purpose Lanes	

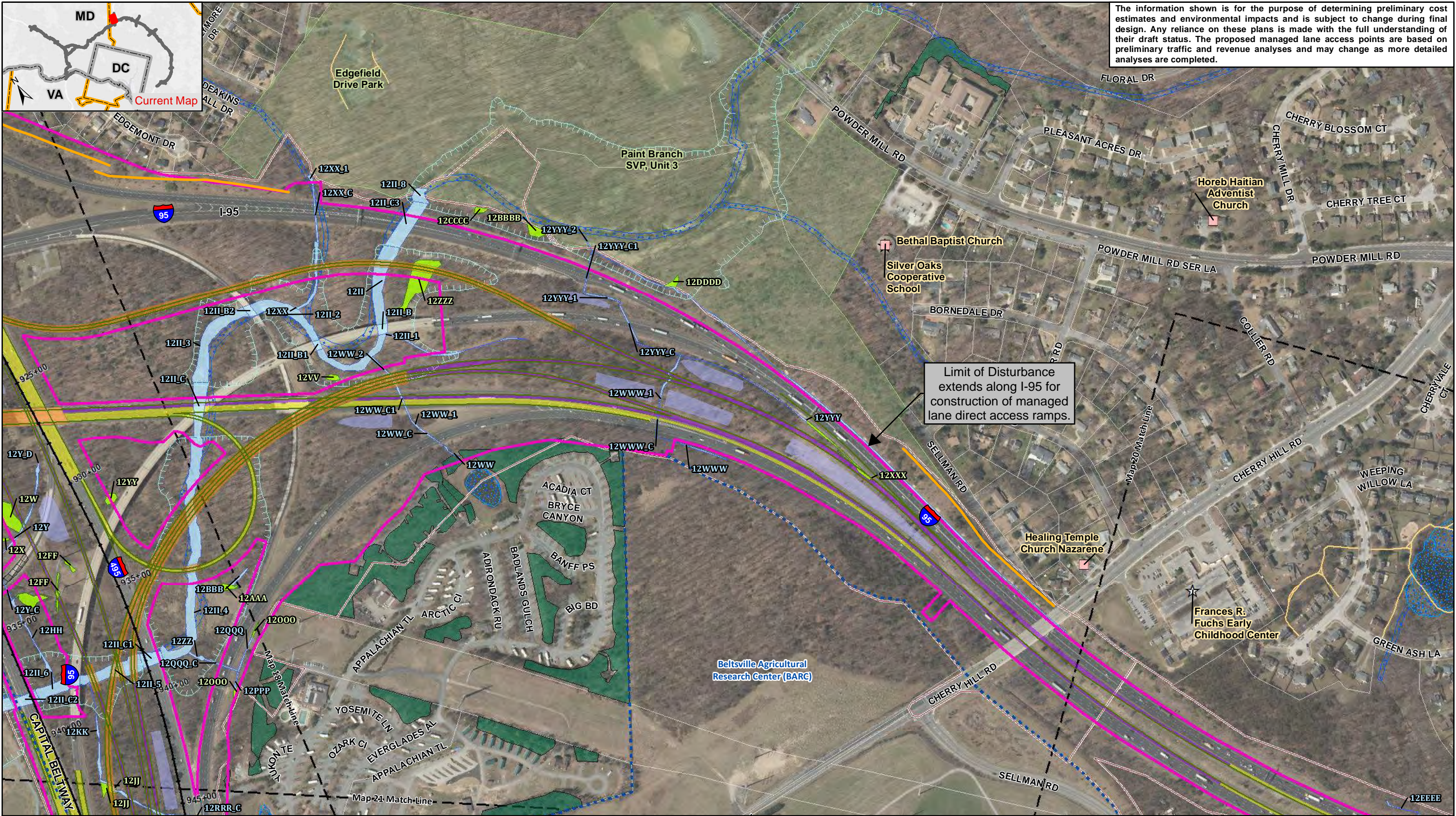
FEMA Floodplain 100 Year	Forest Conservation Act Easements
Delineated Waterways (Feature ID, Refer to NRTR)	Historic Properties
Delineated Wetlands (Feature ID, Refer to NRTR)	Park Property
NWI Wetlands and Waterbodies	Place of Worship
DNR Wetlands and Waterbodies	

1 in = 400 feet
0 100 200 400 Feet

Environmental Resource Mapping

Alternative 5
for I-495

Appendix D
Map 18



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

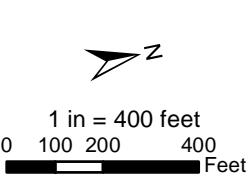
Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

MDOT SHA and FHWA determined Alternative 5 is not a reasonable alternative, but it is included in the DEIS and in the mapping in this Appendix for comparison purposes only.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

- Legend**

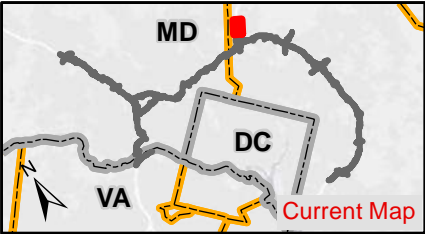
 - Alternative 5 LOD
 - Map Match Line
 - Right-of-Way
 - Parcel Boundaries
 - Roadway Baseline
 - Edge of Lane
 - Removal of Existing Pavement
 - Proposed New or Reconstructed Bridge
 - Proposed Stormwater Management Facility
 - General Purpose Lanes
 - Managed Lanes
 - Existing Noise Barrier to Remain
 - Trails
 - FEMA Floodplain 100 Year
 - Delineated Waterways (Feature ID, Refer to NRTR)
 - Delineated Wetlands (Feature ID, Refer to NRTR)
 - NWI Wetlands and Waterbodies
 - DNR Wetlands and Waterbodies
 - Forest Conservation Act Easements
 - Historic Properties
 - Park Property
 - Place of Worship
 - School



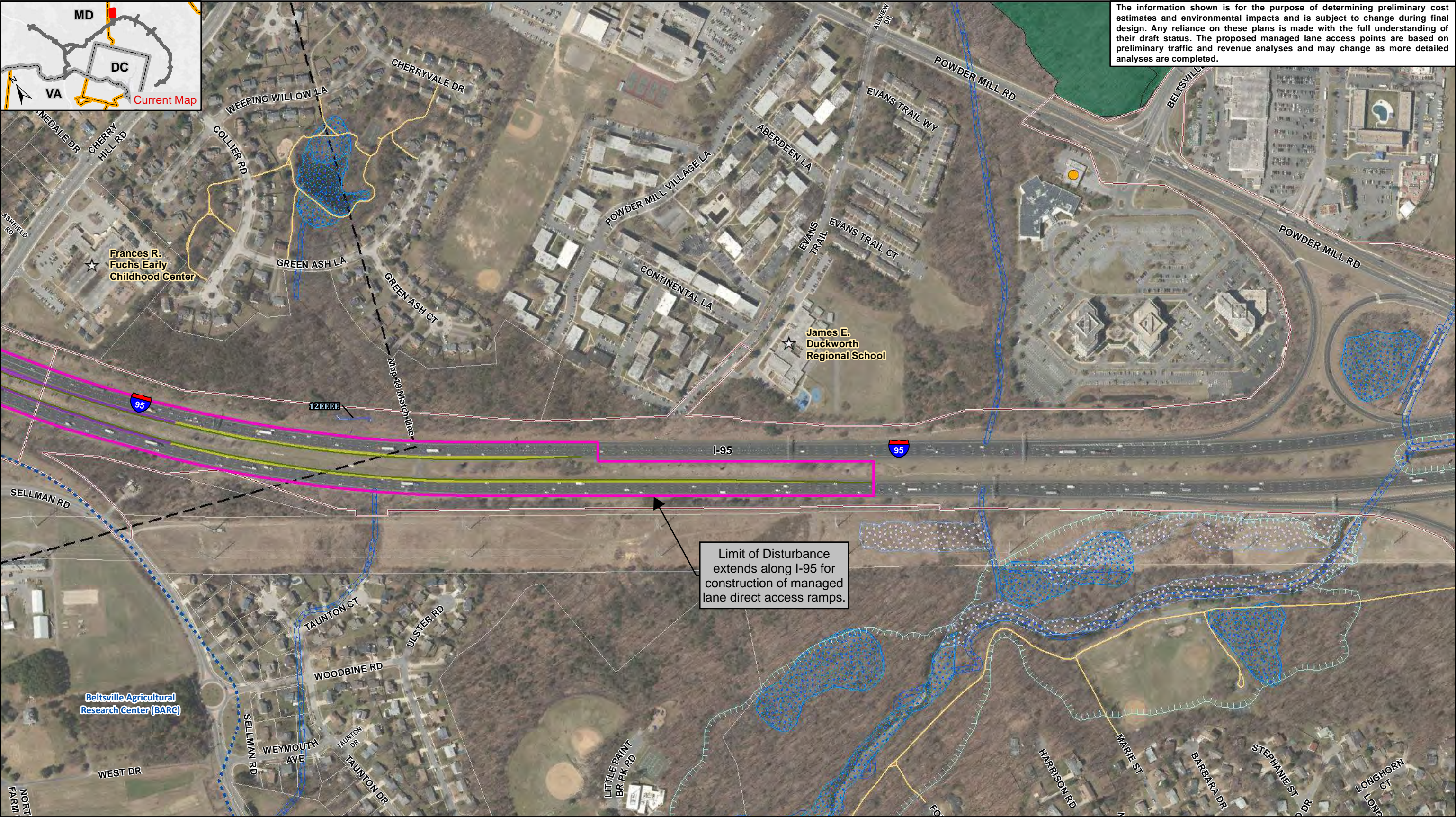
Environmental Resource Mapping

Alternative 5
for I-495

Appendix D
Map 19



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.



Limit of Disturbance extends along I-95 for construction of managed lane direct access ramps.

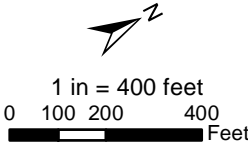
Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

MDOT SHA and FHWA determined Alternative 5 is not a reasonable alternative, but it is included in the DEIS and in the mapping in this Appendix for comparison purposes only.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

Legend

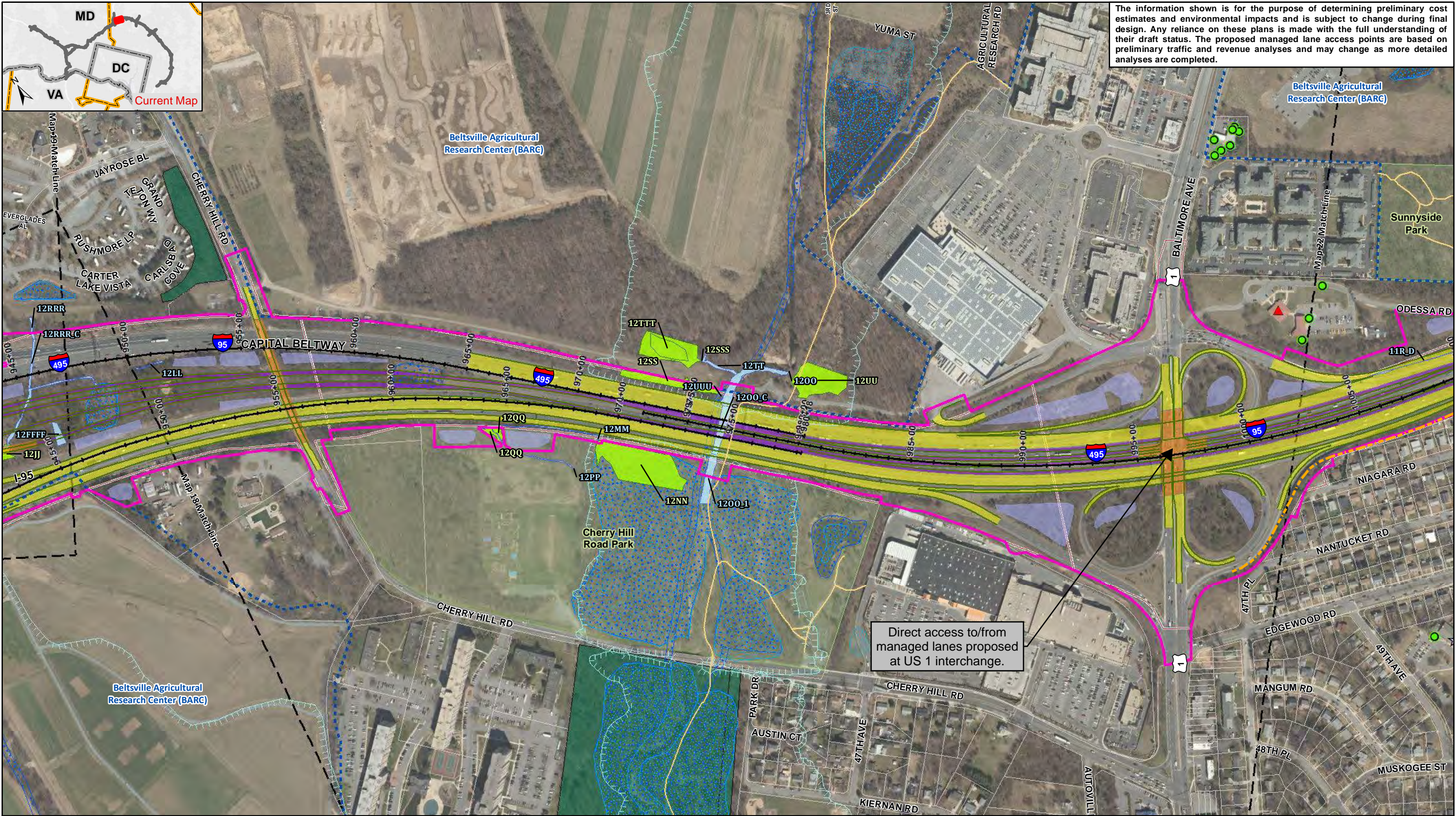
- | | | | | |
|-------------------|-----------------------|--|-----------------------------------|--------------|
| Alternative 5 LOD | Roadway Baseline | Trails | NWI Wetlands and Waterbodies | Fire Station |
| Map Match Line | Edge of Lane | FEMA Floodplain 100 Year | DNR Wetlands and Waterbodies | School |
| Right-of-Way | General Purpose Lanes | Delineated Waterways (Feature ID, Refer to NRTR) | Forest Conservation Act Easements | |
| Parcel Boundaries | Managed Lanes | Wetlands of Special State Concern | Historic Properties | |



**Environmental
Resource Mapping**
**Alternative 5
for I-495**

Appendix D
Map 20





The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

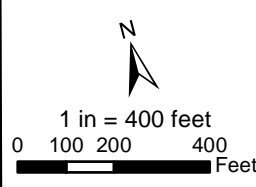
Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

MDOT SHA and FHWA determined Alternative 5 is not a reasonable alternative, but it is included in the DEIS and in the mapping in this Appendix for comparison purposes only.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

- Legend**

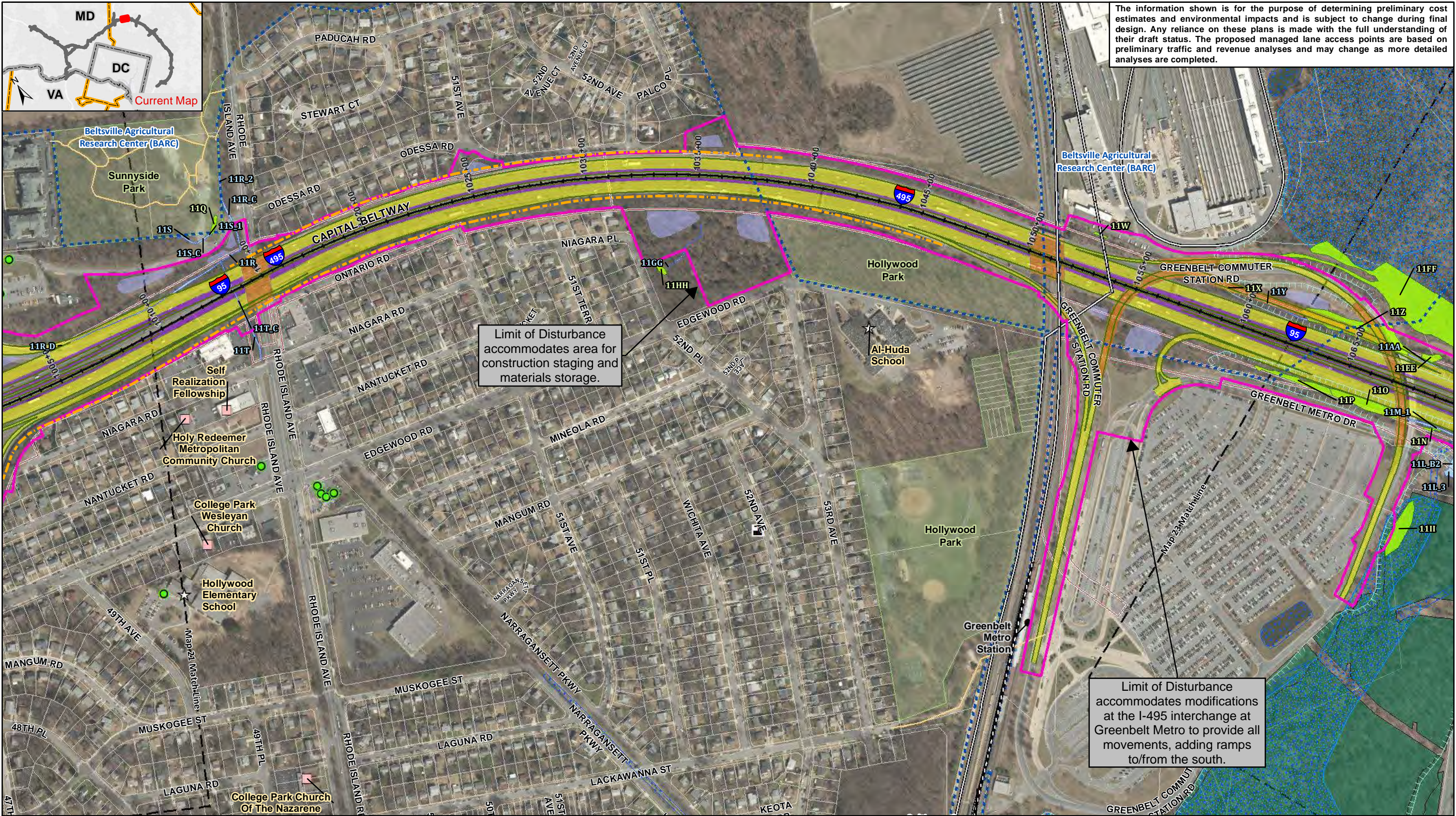
 - Alternative 5 LOD
 - Map Match Line
 - Right-of-Way
 - Parcel Boundaries
 - Roadway Baseline
 - Edge of Lane
 - Proposed New or Reconstructed Bridge
 - Proposed Stormwater Management Facility
 - General Purpose Lanes
 - Managed Lanes
 - Potential Noise Barrier Replacement or Construction (Approximate Location)
 - Trails
 - FEMA Floodplain 100 Year
 - Delineated Waterways (Feature ID, Refer to NRTR)
 - Delineated Wetlands (Feature ID, Refer to NRTR)
 - NWI Wetlands and Waterbodies
 - DNR Wetlands and Waterbodies
 - Forest Conservation Act Easements
 - Historic Properties
 - Park Property
 - Police Station
 - School
 - Potential Hazardous Concerns



Environmental Resource Mapping

Alternative 5
for I-495

Appendix D
Map 21

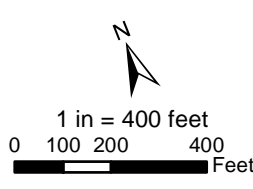


Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

MDOT SHA and FHWA determined Alternative 5 is not a reasonable alternative, but it is included in the DEIS and in the mapping in this Appendix for comparison purposes only.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

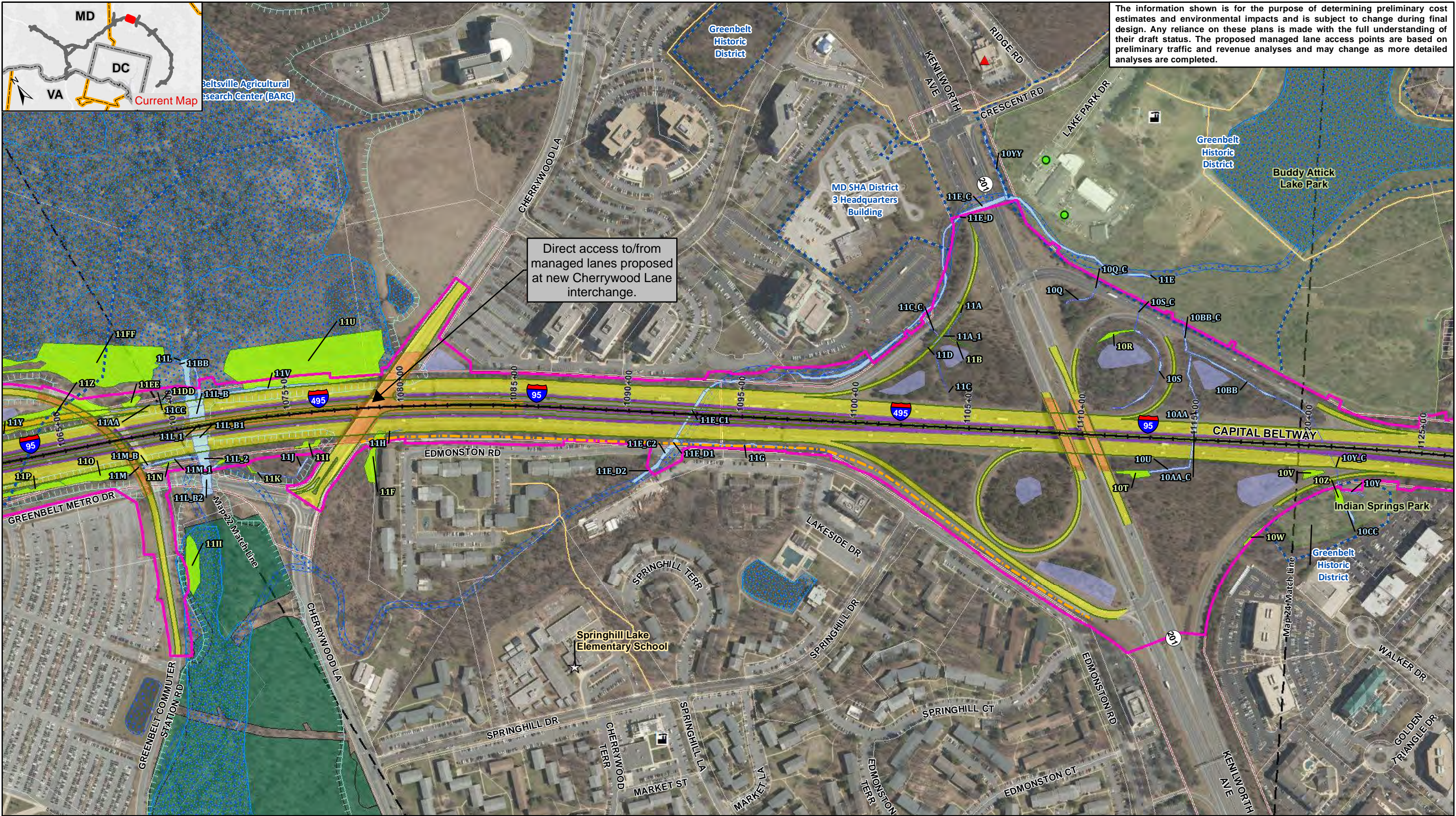
- Legend**
- | | | |
|-------------------|--|--|
| Alternative 5 LOD | Proposed New or Reconstructed Bridge | Trails |
| Map Match Line | Proposed Stormwater Management Facility | FEMA Floodplain 100 Year |
| Right-of-Way | General Purpose Lanes | Delineated Waterways (Feature ID, Refer to NRTR) |
| Parcel Boundaries | Managed Lanes | Delineated Wetlands (Feature ID, Refer to NRTR) |
| Roadway Baseline | Potential Noise Barrier Replacement or Construction (Approximate Location) | NWI Wetlands and Waterbodies |
| Edge of Lane | | DNR Wetlands and Waterbodies |
- | | |
|-----------------------------------|-----------------------------------|
| Forest Conservation Act Easements | Place of Worship |
| Historic Properties | School |
| Park Property | MDE Land Restoration Program Site |
| Rail Lines | Potential Hazardous Concerns |
| WMATA Metro Line | |
| WMATA Metro Station | |



Environmental Resource Mapping

Alternative 5
for I-495

Appendix D
Map 22



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

Direct access to/from managed lanes proposed at new Cherrywood Lane interchange.

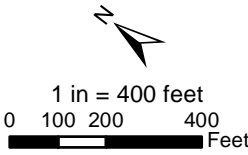
Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

MDOT SHA and FHWA determined Alternative 5 is not a reasonable alternative, but it is included in the DEIS and in the mapping in this Appendix for comparison purposes only.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

- Legend**

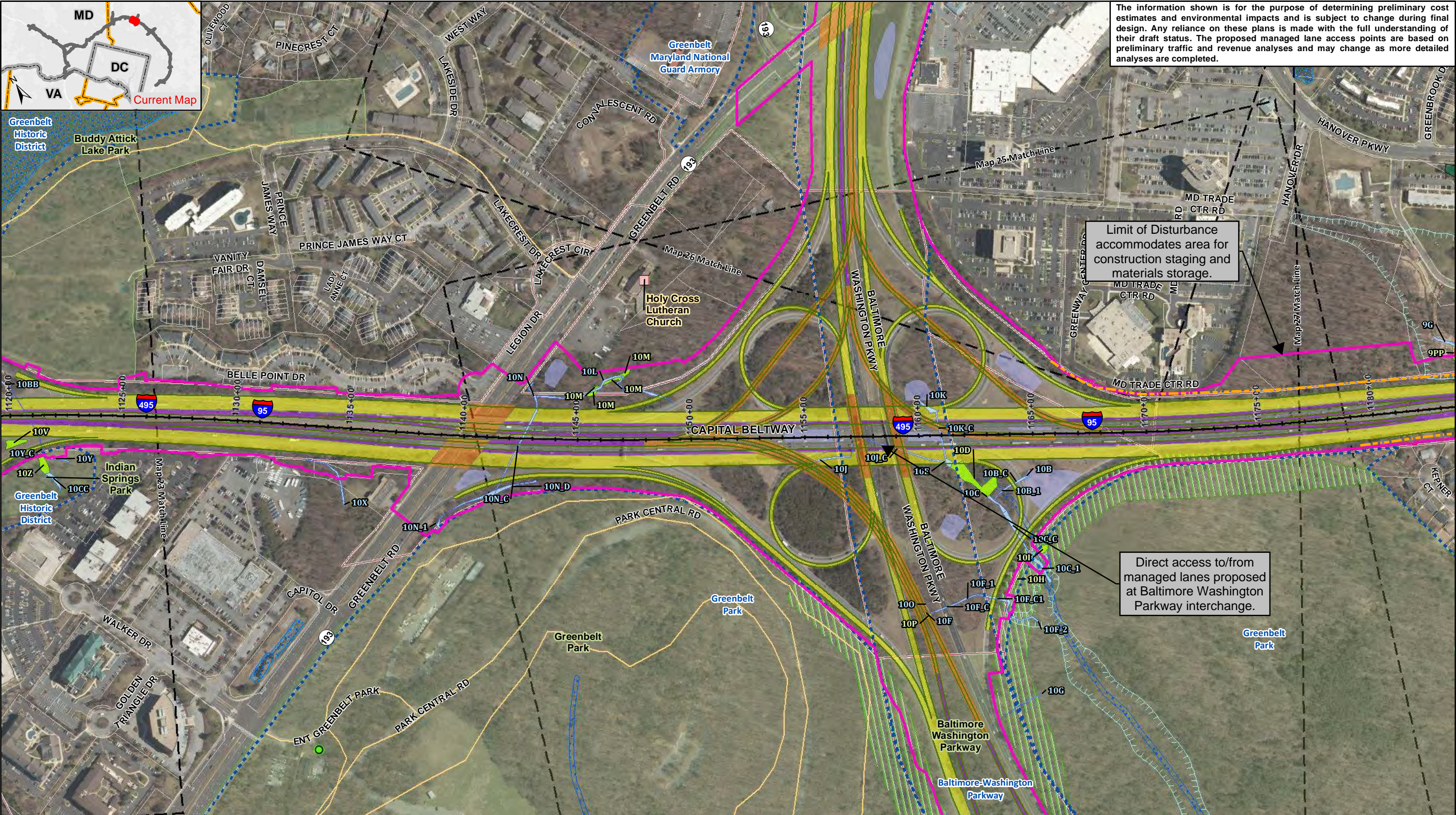
 - Alternative 5 LOD
 - Map Match Line
 - Right-of-Way
 - Parcel Boundaries
 - Roadway Baseline
 - Edge of Lane
 - Proposed New or Reconstructed Bridge
 - Proposed Stormwater Management Facility
 - General Purpose Lanes
 - Managed Lanes
 - Potential Noise Barrier Replacement or Construction (Approximate Location)
 - Trails
 - FEMA Floodplain 100 Year
 - Delineated Waterways (Feature ID, Refer to NRTR)
 - Delineated Wetlands (Feature ID, Refer to NRTR)
 - NWI Wetlands and Waterbodies
 - DNR Wetlands and Waterbodies
 - Forest Conservation Act Easements
 - Historic Properties
 - Park Property
 - Potential Hazardous Concerns
 - Police Station
 - School
 - MDE Land Restoration Program Site



Environmental Resource Mapping

Alternative 5
for I-495

Appendix D
Map 23



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

Limit of Disturbance accommodates area for construction staging and materials storage.

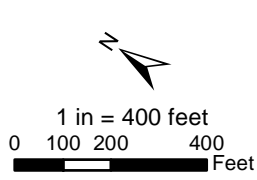
Direct access to/from managed lanes proposed at Baltimore Washington Parkway interchange.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

MDOT SHA and FHWA determined Alternative 5 is not a reasonable alternative, but it is included in the DEIS and in the mapping in this Appendix for comparison purposes only.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

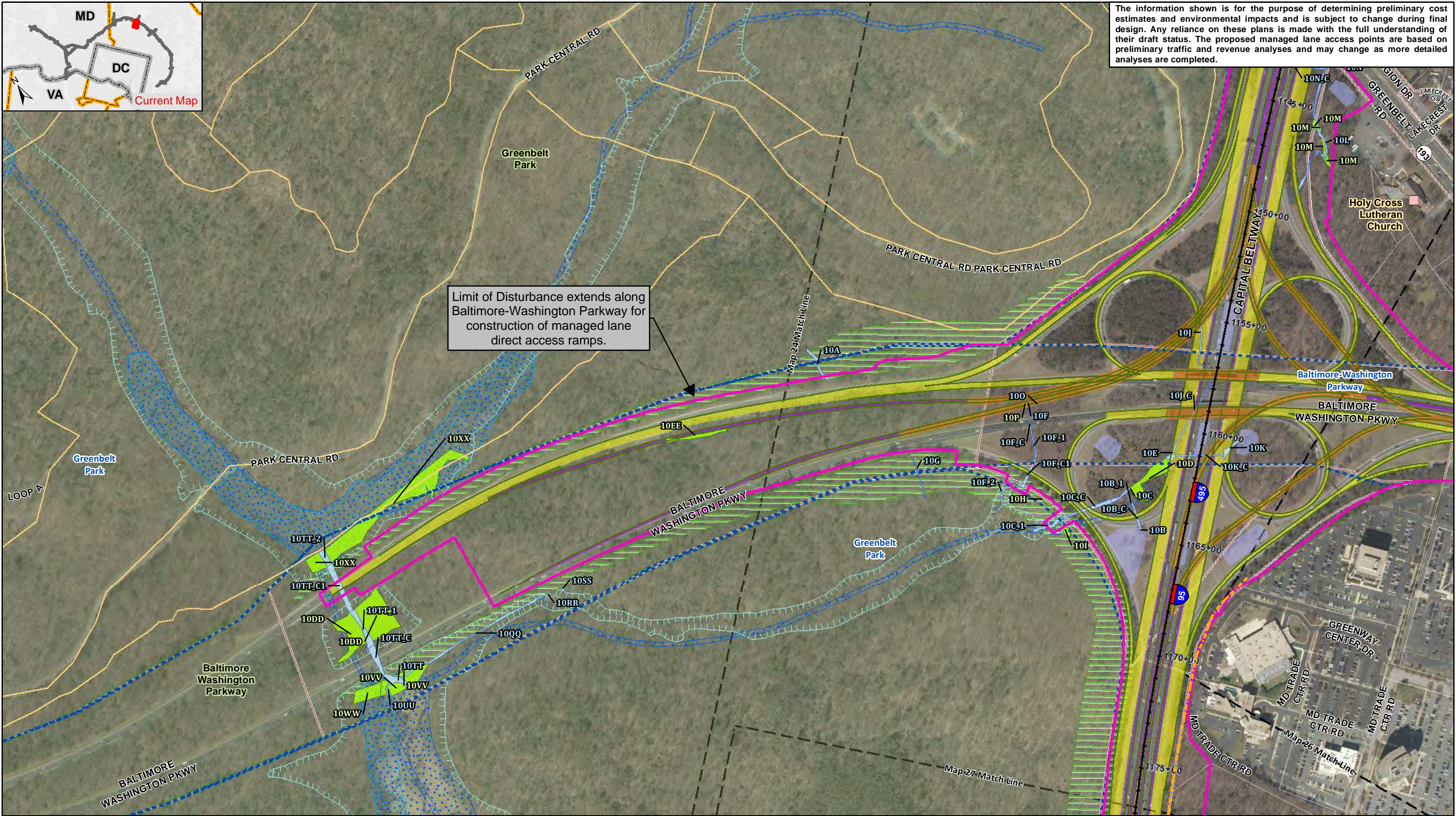
- Legend**
- | | | | | |
|--|---|---|--|---|
| <ul style="list-style-type: none">Alternative 5 LODMap Match LineRight-of-WayParcel BoundariesRoadway Baseline | <ul style="list-style-type: none">Edge of LaneProposed New or Reconstructed BridgeProposed Stormwater Management FacilityGeneral Purpose LanesManaged Lanes | <ul style="list-style-type: none">Potential Noise Barrier Replacement or Construction (Approximate Location)TrailsFEMA Floodplain 100 YearDelineated Waterways (Feature ID, Refer to NRTR) | <ul style="list-style-type: none">Delineated Wetlands (Feature ID, Refer to NRTR)NWI Wetlands and WaterbodiesDNR Wetlands and WaterbodiesForest Interior Dwelling HabitatForest Conservation Act Easements | <ul style="list-style-type: none">Historic PropertiesPark PropertyPlace of WorshipPotential Hazardous Concerns |
|--|---|---|--|---|



Environmental Resource Mapping

Alternative 5
for I-495

Appendix D
Map 24



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

Limit of Disturbance extends along Baltimore-Washington Parkway for construction of managed lane direct access ramps.

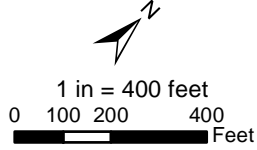
Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

MDOT SHA and FHWA determined Alternative 5 is not a reasonable alternative, but it is included in the DEIS and in the mapping in this Appendix for comparison purposes only.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

Legend

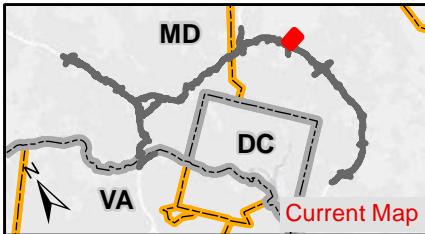
- | | | | | |
|--|---|---|--|--|
| <ul style="list-style-type: none">Alternative 5 LODMap Match LineRight-of-WayParcel BoundariesRoadway Baseline | <ul style="list-style-type: none">Edge of LaneProposed New or Reconstructed BridgeProposed Stormwater Management FacilityGeneral Purpose LanesManaged Lanes | <ul style="list-style-type: none">Potential Noise Barrier Replacement or Construction (Approximate Location)TrailsFEMA Floodplain 100 YearDelineated Waterways (Feature ID, Refer to NRTR) | <ul style="list-style-type: none">Delineated Wetlands (Feature ID, Refer to NRTR)NWI Wetlands and WaterbodiesDNR Wetlands and WaterbodiesForest Interior Dwelling HabitatHistoric Properties | <ul style="list-style-type: none">Park PropertyPlace of Worship |
|--|---|---|--|--|



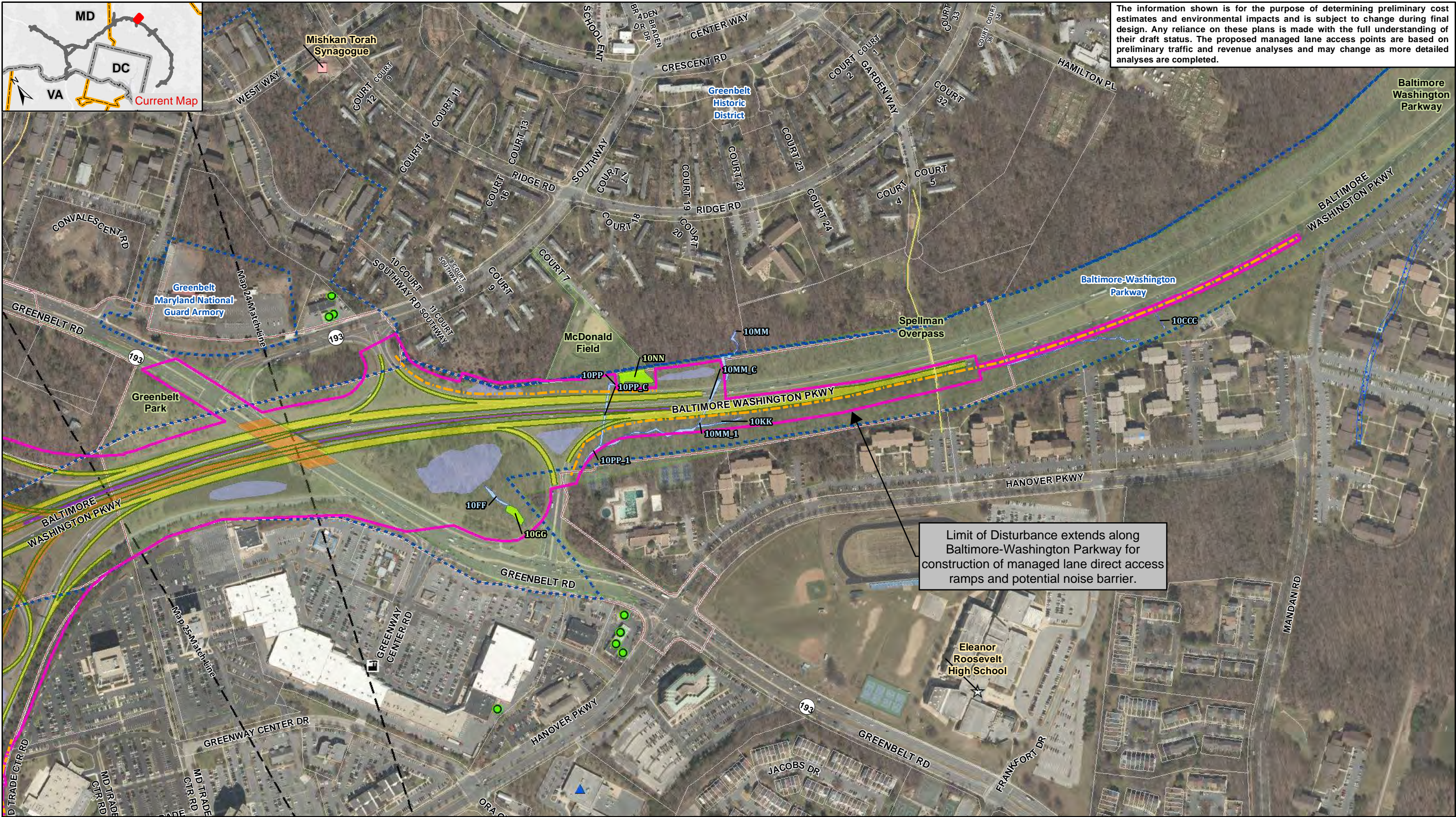
Environmental Resource Mapping
Alternative 5
for I-495

Appendix D
Map 25

MANAGED LANES STUDY



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.



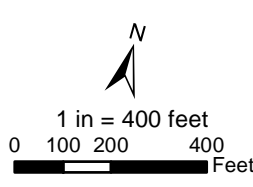
Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

MDOT SHA and FHWA determined Alternative 5 is not a reasonable alternative, but it is included in the DEIS and in the mapping in this Appendix for comparison purposes only.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

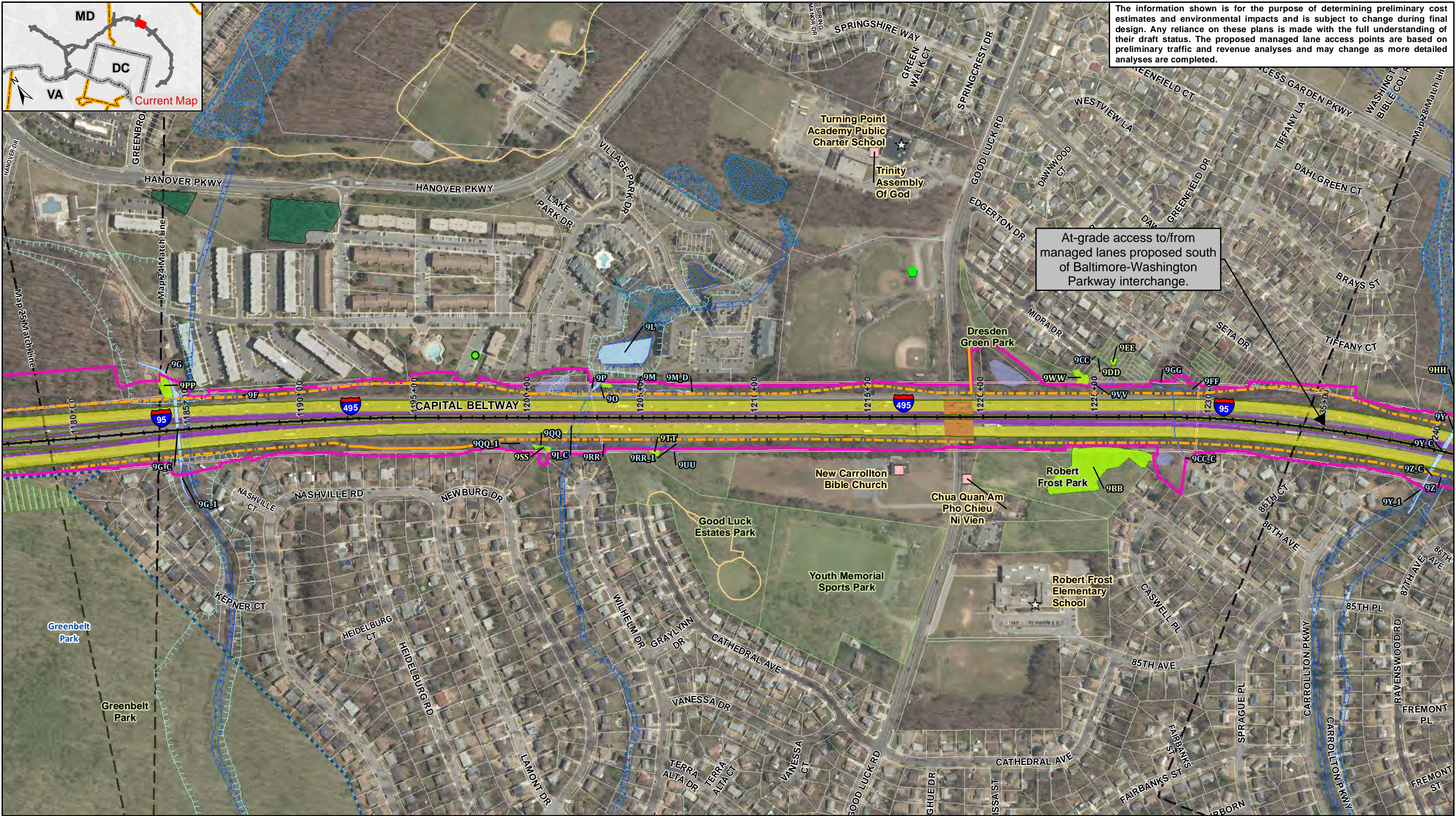
- Legend**
- | | | | | |
|-------------------|---|--|------------------------------|-----------------------------------|
| Alternative 5 LOD | Edge of Lane | Potential Noise Barrier Replacement or Construction (Approximate Location) | NWI Wetlands and Waterbodies | Post Office |
| Map Match Line | Proposed New or Reconstructed Bridge | Trails | DNR Wetlands and Waterbodies | School |
| Right-of-Way | Proposed Stormwater Management Facility | Delineated Waterways (Feature ID, Refer to NRTR) | Historic Properties | MDE Land Restoration Program Site |
| Parcel Boundaries | General Purpose Lanes | Delineated Wetlands (Feature ID, Refer to NRTR) | Park Property | Potential Hazardous Concerns |
| Roadway Baseline | Managed Lanes | | Place of Worship | |

- MDOT SHA and FHWA determined Alternative 5 is not a reasonable alternative, but it is included in the DEIS and in the mapping in this Appendix for comparison purposes only.



Environmental Resource Mapping

Alternative 5
for I-495

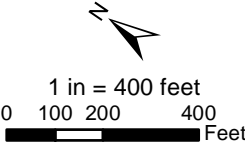


Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

MDOT SHA and FHWA determined Alternative 5 is not a reasonable alternative, but it is included in the DEIS and in the mapping in this Appendix for comparison purposes only.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

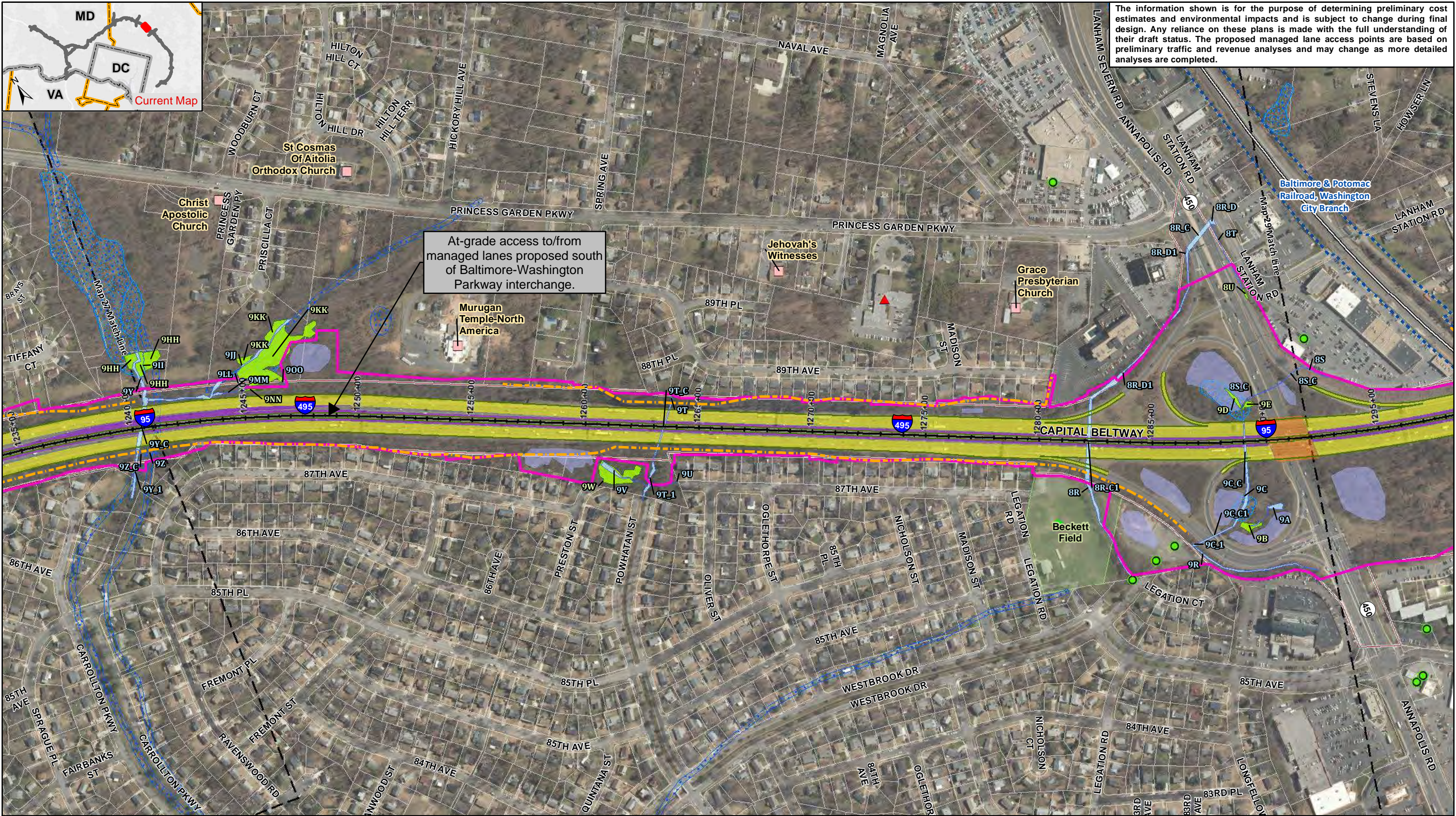
- Legend**
- | | | | | |
|-------------------|---|--|-----------------------------------|------------------------------|
| Alternative 5 LOD | Proposed New or Reconstructed Bridge | Potential Noise Barrier Replacement or Construction (Approximate Location) | NWI Wetlands and Waterbodies | Place of Worship |
| Map Match Line | Proposed Stormwater Management Facility | Trails | DNR Wetlands and Waterbodies | Recreation Center |
| Right-of-Way | General Purpose Lanes | FEMA Floodplain 100 Year | Forest Interior Dwelling Habitat | School |
| Parcel Boundaries | Managed Lanes | Delineated Waterways (Feature ID, Refer to NRTR) | Forest Conservation Act Easements | Potential Hazardous Concerns |
| Roadway Baseline | Existing Noise Barrier to Remain | Delineated Wetlands (Feature ID, Refer to NRTR) | Historic Properties | |
| Edge of Lane | | Park Property | | |



Environmental Resource Mapping

Alternative 5
for I-495

Appendix D
Map 27



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

At-grade access to/from managed lanes proposed south of Baltimore-Washington Parkway interchange.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

MDOT SHA and FHWA determined Alternative 5 is not a reasonable alternative, but it is included in the DEIS and in the mapping in this Appendix for comparison purposes only.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

Legend

Alternative 5 LOD

Map Match Line

Right-of-Way

Parcel Boundaries

Roadway Baseline

Edge of Lane

Proposed New or Reconstructed Bridge

Proposed Stormwater Management Facility

General Purpose Lanes

Managed Lanes

Existing Noise Barrier to Remain

Potential Noise Barrier Replacement or Construction (Approximate Location)

Delineated Waterways (Feature ID, Refer to NRTR)

Delineated Wetlands (Feature ID, Refer to NRTR)

NWI Wetlands and Waterbodies

DNR Wetlands and Waterbodies

Historic Properties

Park Property

Rail Lines

Place of Worship

Police Station

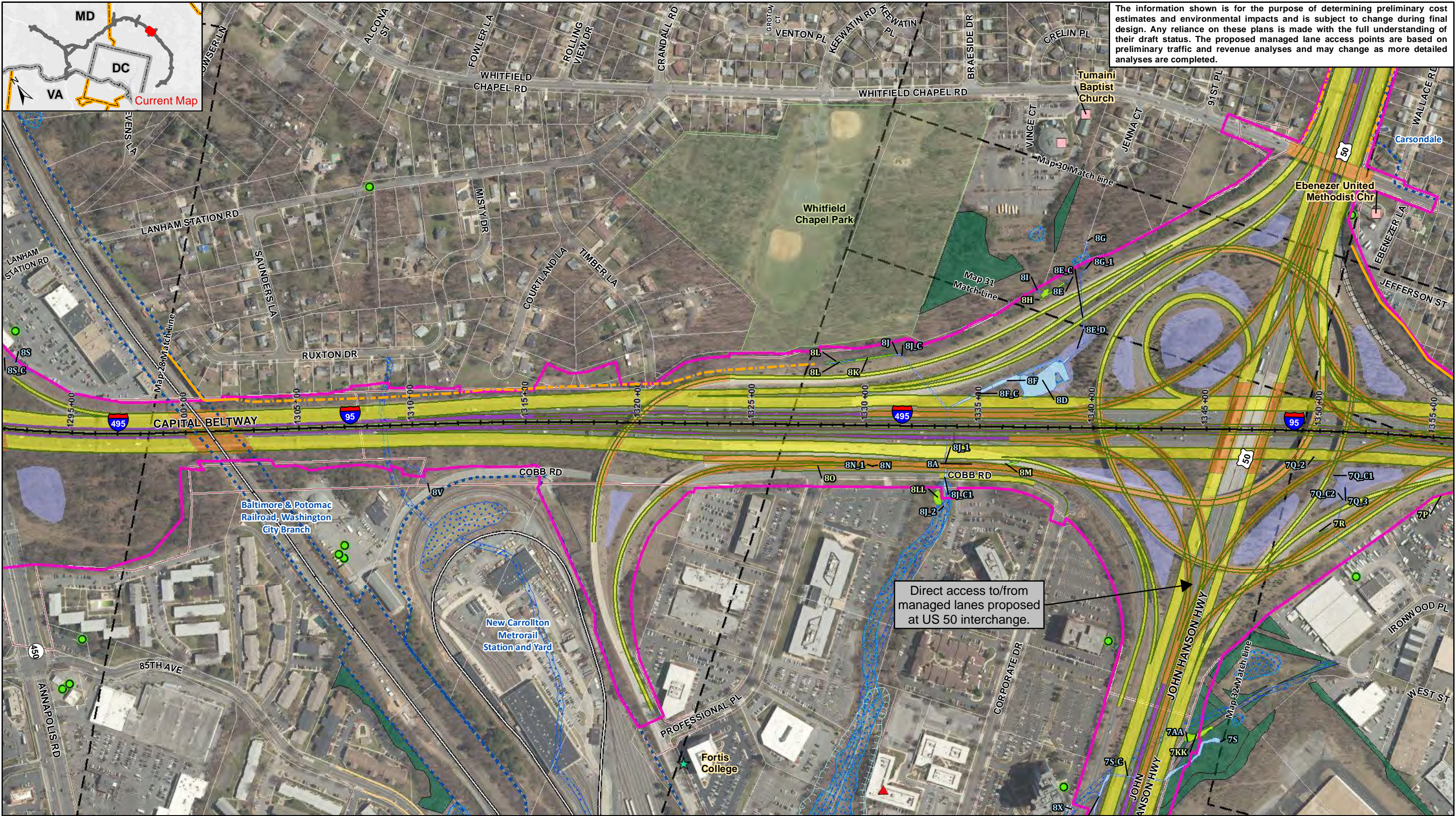
Recreation Center

Potential Hazardous Concerns

Environmental Resource Mapping

Alternative 5 for I-495

Appendix D Map 28



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

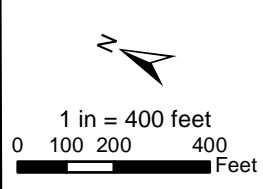
Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

MDOT SHA and FHWA determined Alternative 5 is not a reasonable alternative, but it is included in the DEIS and in the mapping in this Appendix for comparison purposes only.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

- Legend**

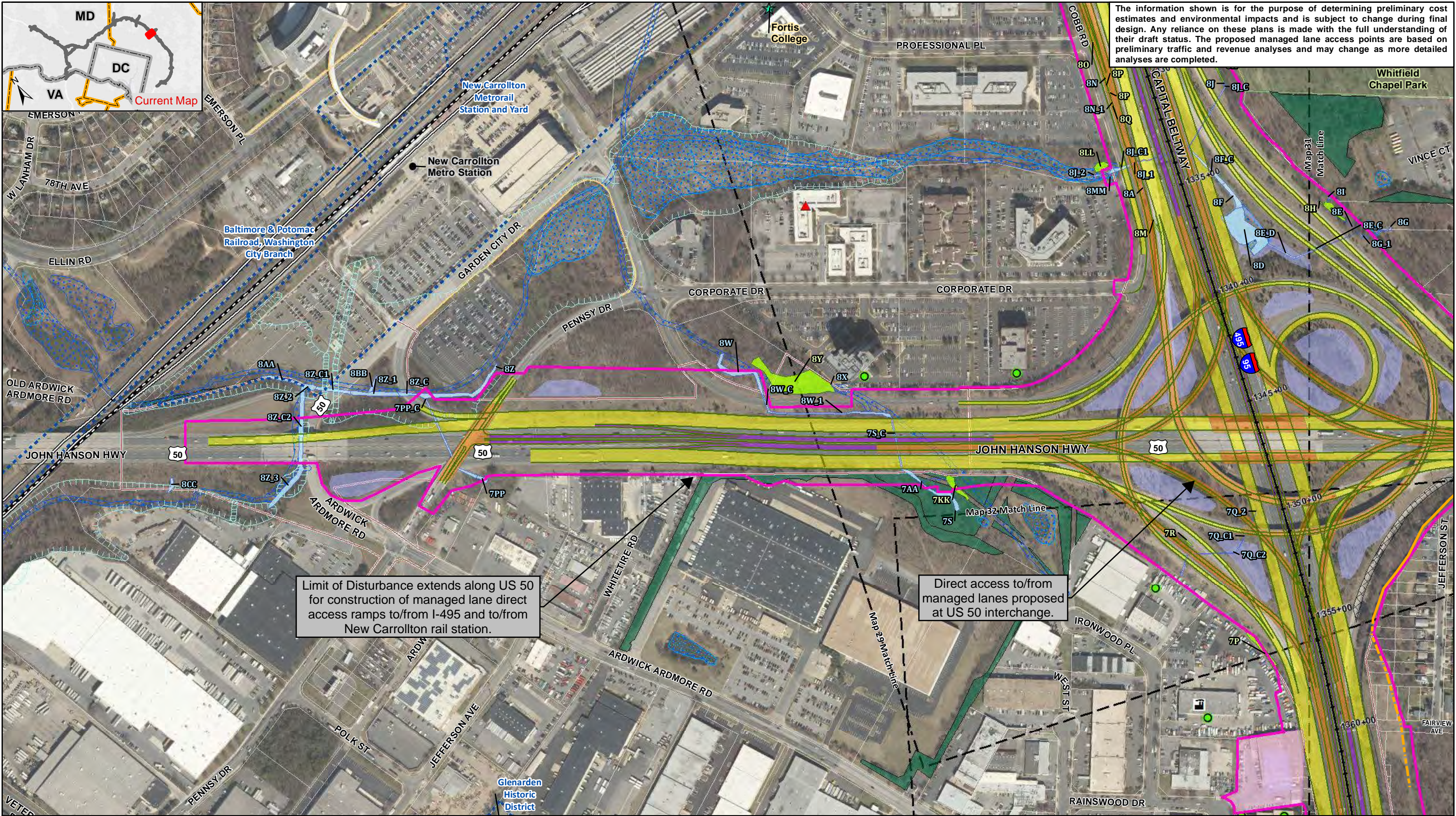
 - Alternative 5 LOD
 - Map Match Line
 - Right-of-Way
 - Parcel Boundaries
 - Roadway Baseline
 - Edge of Lane
 - Removal of Existing Pavement
 - Proposed New or Reconstructed Bridge
 - Proposed Stormwater Management Facility
 - General Purpose Lanes
 - Managed Lanes
 - Existing Noise Barrier to Remain
 - Potential Noise Barrier Replacement or Construction (Approximate Location)
 - Trails
 - FEMA Floodplain 100 Year
 - Delineated Waterways (Feature ID, Refer to NRTR)
 - Delineated Wetlands (Feature ID, Refer to NRTR)
 - NWI Wetlands and Waterbodies
 - DNR Wetlands and Waterbodies
 - Forest Conservation Act Easements
 - Historic Properties
 - Park Property
 - Rail Lines
 - Higher Education
 - Place of Worship
 - Police Station
 - Potential Hazardous Concerns



Environmental Resource Mapping

Alternative 5
for I-495

Appendix D
Map 29



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

Limit of Disturbance extends along US 50 for construction of managed lane direct access ramps to/from I-495 and to/from New Carrollton rail station.

Direct access to/from managed lanes proposed at US 50 interchange.

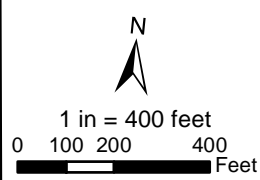
Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

MDOT SHA and FHWA determined Alternative 5 is not a reasonable alternative, but it is included in the DEIS and in the mapping in this Appendix for comparison purposes only.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

- Legend**
- | | | | |
|-------------------|--------------------------------------|---|--|
| Alternative 5 LOD | Roadway Baseline | Proposed Stormwater Management Facility | Potential Noise Barrier Replacement or Construction (Approximate Location) |
| Map Match Line | Edge of Lane | General Purpose Lanes | FEMA Floodplain 100 Year |
| Right-of-Way | Removal of Existing Pavement | Managed Lanes | Delineated Waterways (Feature ID, Refer to NRTR) |
| Parcel Boundaries | Proposed New or Reconstructed Bridge | Existing Noise Barrier to Remain | Potential Relocations |
| | | | Trails |

- FEMA Floodplain 100 Year
Delineated Waterways (Feature ID, Refer to NRTR)
Delineated Wetlands (Feature ID, Refer to NRTR)

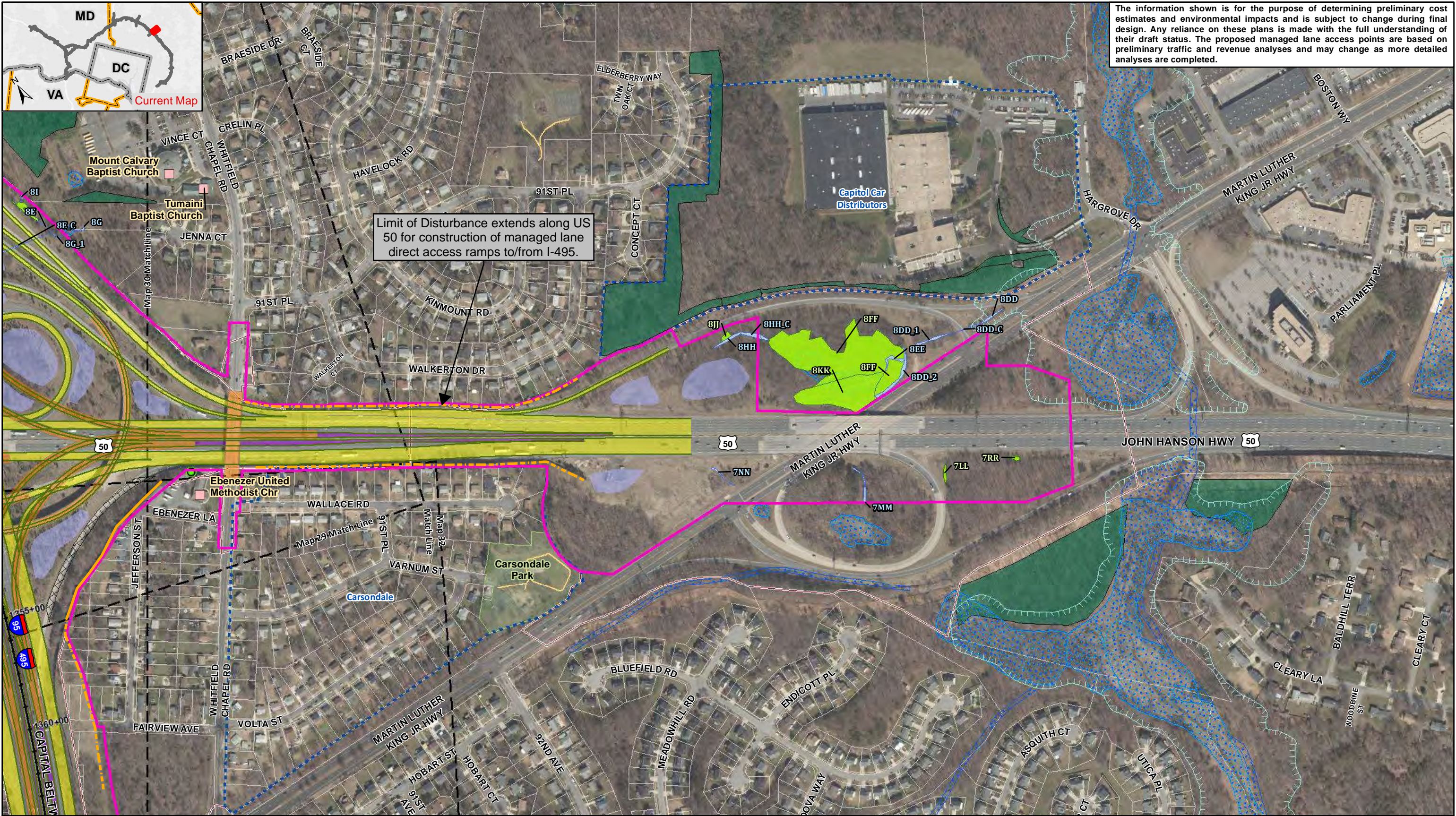


Environmental Resource Mapping

Alternative 5
for I-495

Appendix D
Map 30

495 270 MANAGED LANES STUDY



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

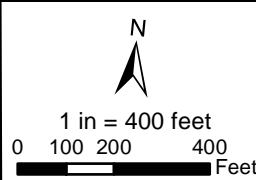
Limit of Disturbance extends along US 50 for construction of managed lane direct access ramps to/from I-495.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

MDOT SHA and FHWA determined Alternative 5 is not a reasonable alternative, but it is included in the DEIS and in the mapping in this Appendix for comparison purposes only.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

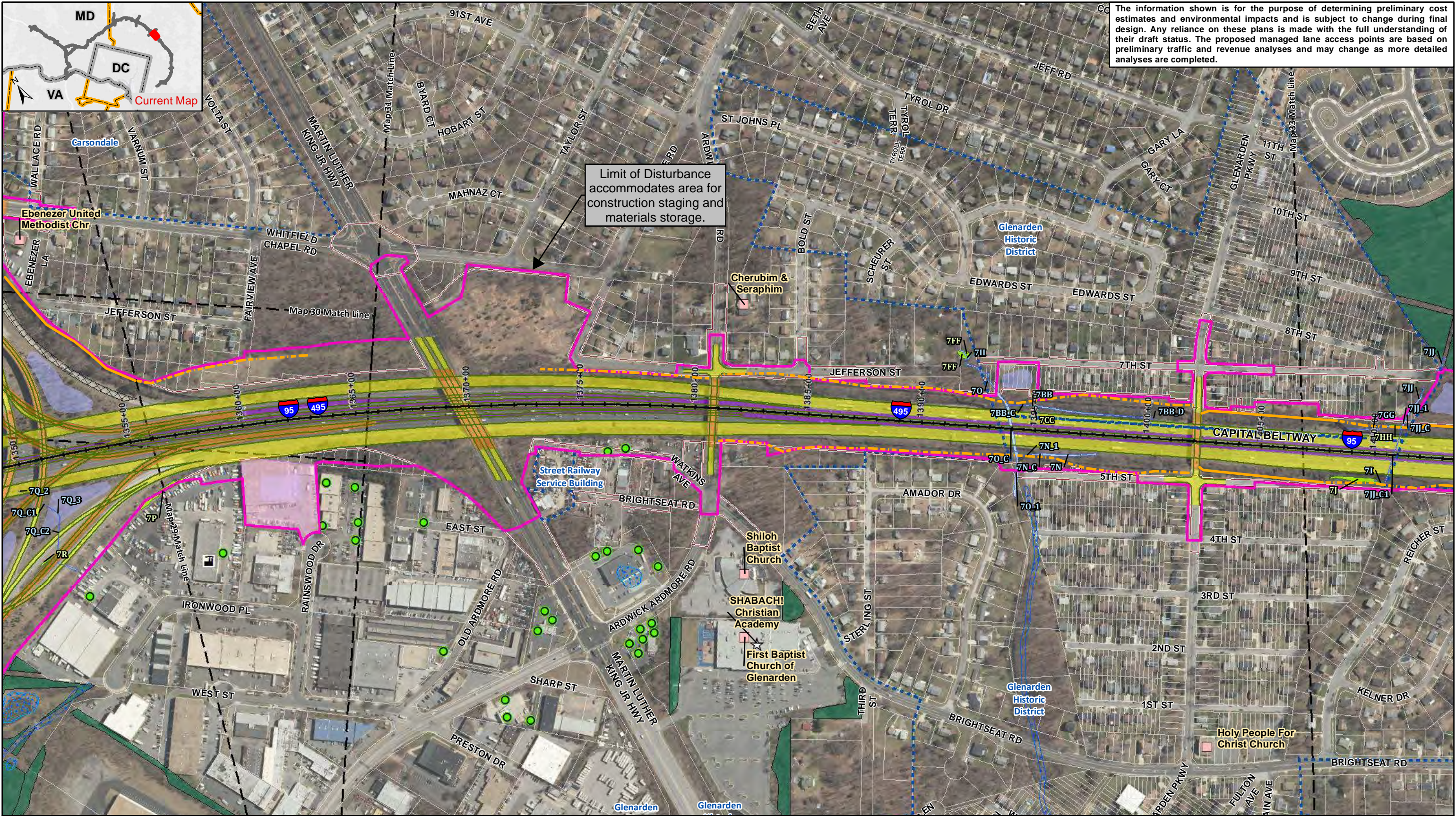
- Legend**
- | | | | | |
|-------------------|---|--|-----------------------------------|------------------------------|
| Alternative 5 LOD | Removal of Existing Pavement | Potential Noise Barrier Replacement or Construction (Approximate Location) | NWI Wetlands and Waterbodies | Potential Hazardous Concerns |
| Map Match Line | Proposed New or Reconstructed Bridge | Trails | DNR Wetlands and Waterbodies | |
| Right-of-Way | Proposed Stormwater Management Facility | FEMA Floodplain 100 Year | Forest Conservation Act Easements | |
| Parcel Boundaries | General Purpose Lanes | Delineated Waterways (Feature ID, Refer to NRTR) | Historic Properties | |
| Roadway Baseline | Managed Lanes | Park Property | Place of Worship | |
| Edge of Lane | Existing Noise Barrier to Remain | Delineated Wetlands (Feature ID, Refer to NRTR) | | |



**Environmental
Resource Mapping**

Alternative 5
for I-495



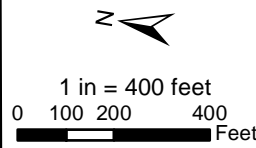


Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

MDOT SHA and FHWA determined Alternative 5 is not a reasonable alternative, but it is included in the DEIS and in the mapping in this Appendix for comparison purposes only.

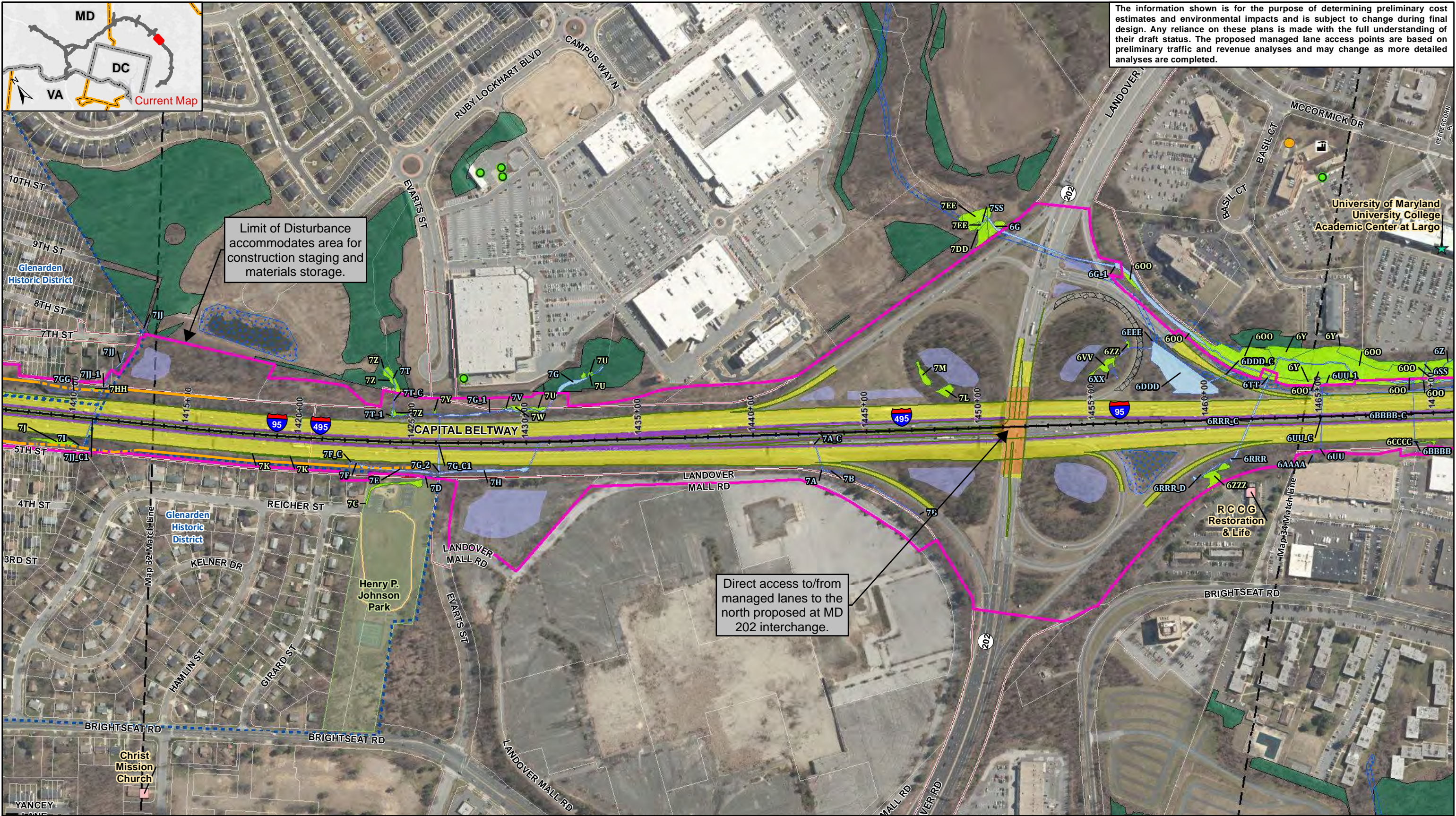
Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

- Legend**
- | | | | | |
|-------------------|---|--|-----------------------------------|-----------------------------------|
| Alternative 5 LOD | Removal of Existing Pavement | Potential Noise Barrier Replacement or Construction (Approximate Location) | DNR Wetlands and Waterbodies | MDE Land Restoration Program Site |
| Map Match Line | Proposed New or Reconstructed Bridge | Potential Relocations | Forest Conservation Act Easements | Potential Hazardous Concerns |
| Right-of-Way | Proposed Stormwater Management Facility | Delineated Waterways (Feature ID, Refer to NRTR) | Historic Properties | Library |
| Parcel Boundaries | General Purpose Lanes | Delineated Wetlands (Feature ID, Refer to NRTR) | NWI Wetlands and Waterbodies | Place of Worship |
| Roadway Baseline | Managed Lanes | School | | |
| Edge of Lane | Existing Noise Barrier to Remain | | | |



Environmental Resource Mapping

Alternative 5
for I-495



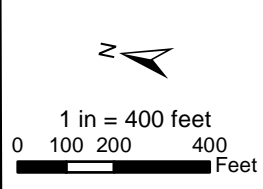
The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

MDOT SHA and FHWA determined Alternative 5 is not a reasonable alternative, but it is included in the DEIS and in the mapping in this Appendix for comparison purposes only.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

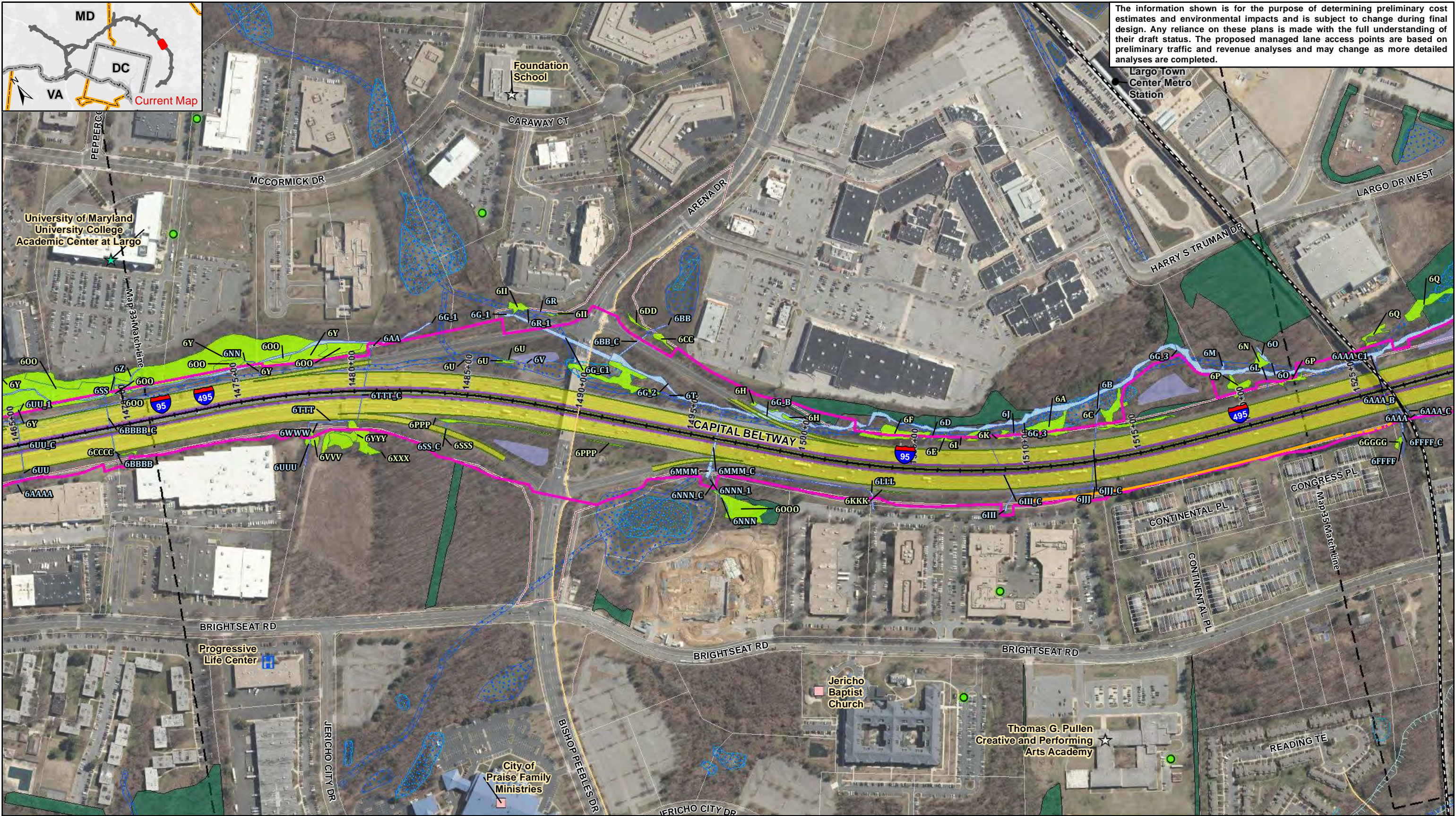
- Legend**
- | | | |
|-------------------|---|--|
| Alternative 5 LOD | Removal of Existing Pavement | Potential Noise Barrier Replacement or Construction (Approximate Location) |
| Map Match Line | Proposed New or Reconstructed Bridge | Trails |
| Right-of-Way | Proposed Stormwater Management Facility | Delineated Waterways (Feature ID, Refer to NRTR) |
| Parcel Boundaries | General Purpose Lanes | Delineated Wetlands (Feature ID, Refer to NRTR) |
| Roadway Baseline | Managed Lanes | NWI Wetlands and Waterbodies |
| Edge of Lane | Existing Noise Barrier to Remain | DNR Wetlands and Waterbodies |
| | | Place of Worship |
| | | MDE Land Restoration Program Site |
| | | Potential Hazardous Concerns |
| | | Fire Station |
| | | Higher Education |



Environmental Resource Mapping

Alternative 5
for I-495

Appendix D
Map 33



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

MDOT SHA and FHWA determined Alternative 5 is not a reasonable alternative, but it is included in the DEIS and in the mapping in this Appendix for comparison purposes only.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

Legend

Alternative 5 LOD	Proposed Stormwater Management Facility	Trails	Forest Conservation Act Easements	School
Map Match Line	General Purpose Lanes	FEMA Floodplain 100 Year	WMATA Metro Line	Potential Hazardous Concerns
Right-of-Way	Managed Lanes	Delineated Waterways (Feature ID, Refer to NRTR)	WMATA Metro Station	
Parcel Boundaries	Existing Noise Barrier to Remain	Delineated Wetlands (Feature ID, Refer to NRTR)	Higher Education	
Roadway Baseline	Potential Noise Barrier Replacement or Construction (Approximate Location)	NWI Wetlands and Waterbodies	Hospital	
Edge of Lane		DNR Wetlands and Waterbodies	Place of Worship	

1 in = 400 feet

0 100 200 400 Feet

Environmental Resource Mapping

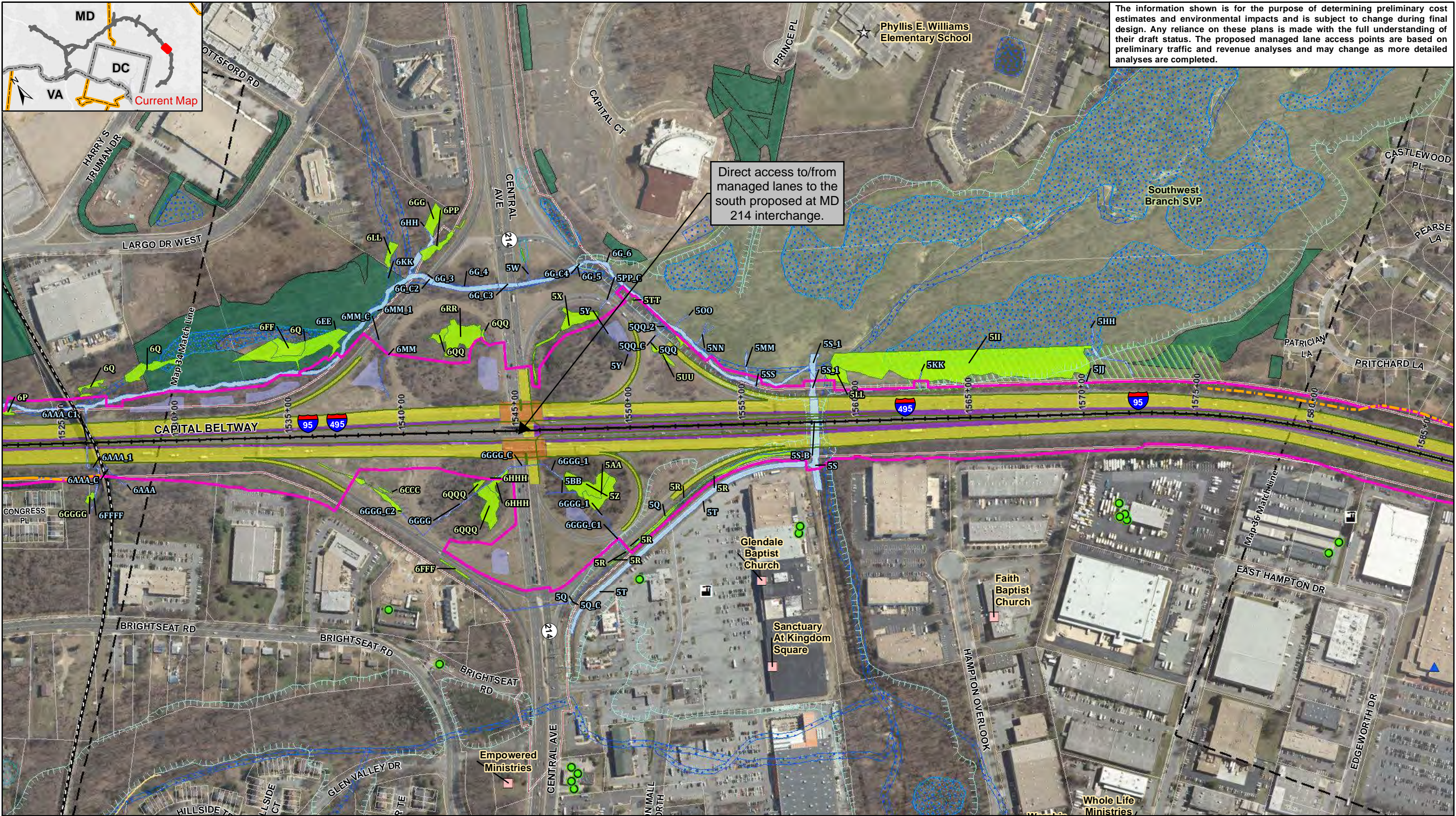
Alternative 5 for I-495

Appendix D

Map 34

495 270

MANAGED LANES STUDY



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

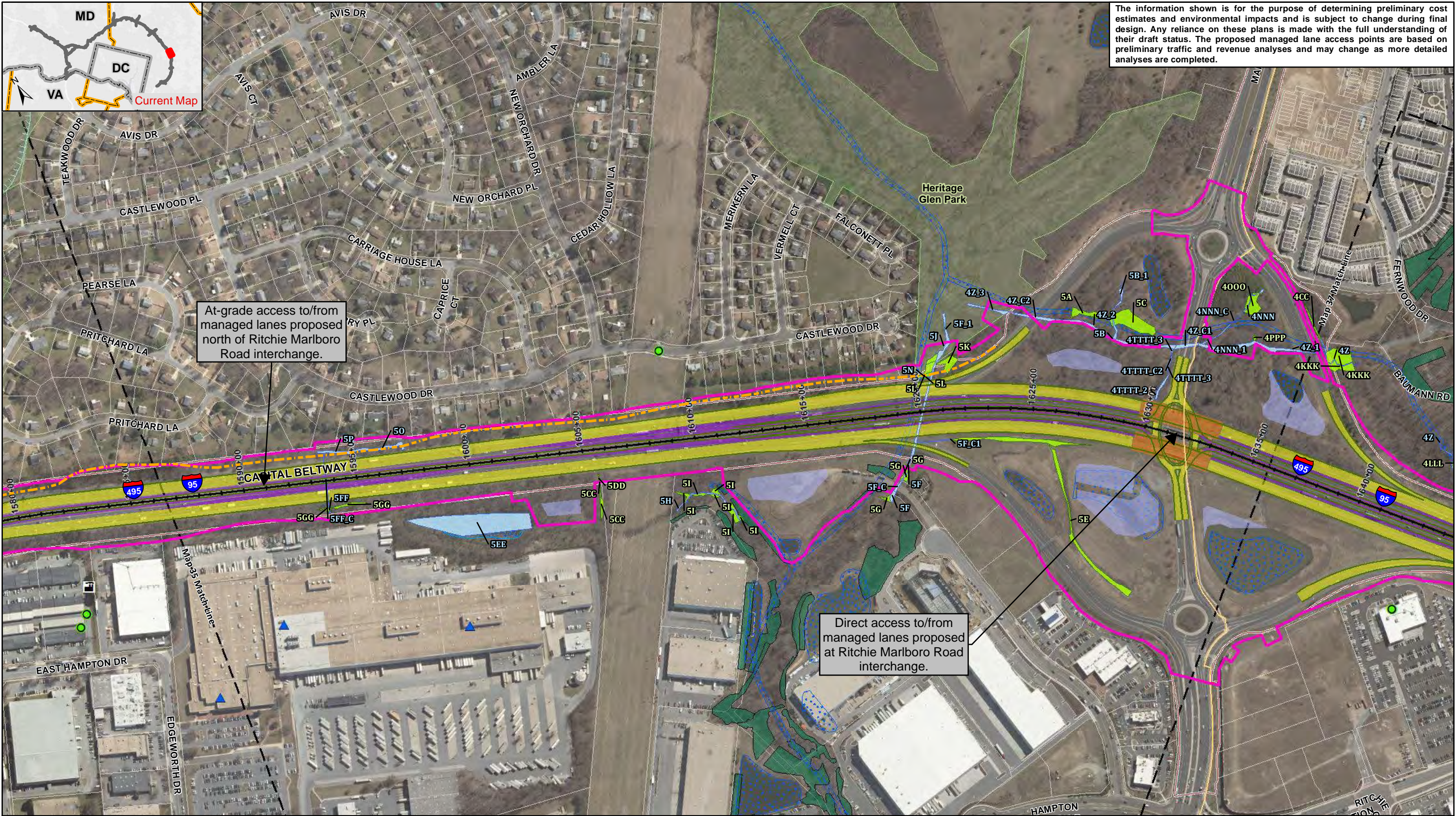
Direct access to/from managed lanes to the south proposed at MD 214 interchange.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

MDOT SHA and FHWA determined Alternative 5 is not a reasonable alternative, but it is included in the DEIS and in the mapping in this Appendix for comparison purposes only.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

Legend Alternative 5 LOD Map Match Line Right-of-Way Parcel Boundaries Roadway Baseline Edge of Lane Proposed New or Reconstructed Bridge Proposed Stormwater Management Facility General Purpose Lanes Managed Lanes Existing Noise Barrier to Remain Potential Noise Barrier Replacement or Construction (Approximate Location) Trails FEMA Floodplain 100 Year Delineated Waterways (Feature ID, Refer to NRTR) Delineated Wetlands (Feature ID, Refer to NRTR)	NWI Wetlands and Waterbodies DNR Wetlands and Waterbodies Forest Interior Dwelling Habitat Forest Conservation Act Easements Park Property WMATA Metro Line Place of Worship Post Office School MDE Land Restoration Program Site Potential Hazardous Concerns	 1 in = 400 feet 0 100 200 400 Feet	Environmental Resource Mapping Alternative 5 for I-495	Appendix D Map 35 MANAGED LANES STUDY
---	--	---	---	---



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

At-grade access to/from managed lanes proposed north of Ritchie Marlboro Road interchange.

Direct access to/from managed lanes proposed at Ritchie Marlboro Road interchange.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

MDOT SHA and FHWA determined Alternative 5 is not a reasonable alternative, but it is included in the DEIS and in the mapping in this Appendix for comparison purposes only.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

Legend

Alternative 5 LOD	Edge of Lane	Potential Noise Barrier Replacement or Construction (Approximate Location)	Delineated Wetlands (Feature ID, Refer to NRTR)	Place of Worship
Map Match Line	Proposed New or Reconstructed Bridge	Trails	NWI Wetlands and Waterbodies	Post Office
Right-of-Way	Proposed Stormwater Management Facility	FEMA Floodplain 100 Year	DNR Wetlands and Waterbodies	MDE Land Restoration Program Site
Parcel Boundaries	General Purpose Lanes	Delineated Waterways (Feature ID, Refer to NRTR)	Forest Conservation Act Easements	Potential Hazardous Concerns
Roadway Baseline	Managed Lanes		Park Property	

1 in = 400 feet

0 100 200 400 Feet

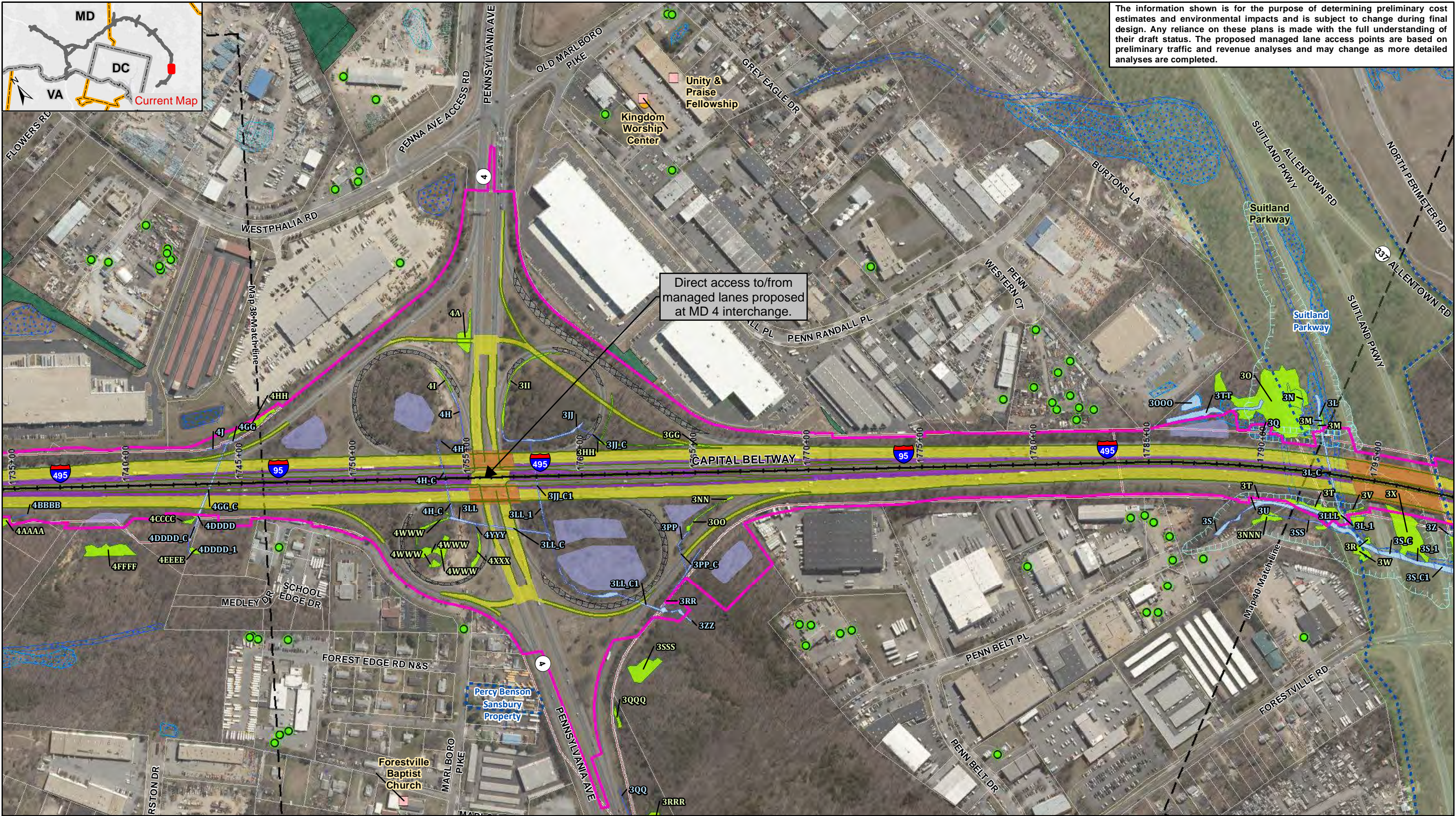
Environmental Resource Mapping

Alternative 5 for I-495

Appendix D

Map 36

495 270 MANAGED LANES STUDY



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

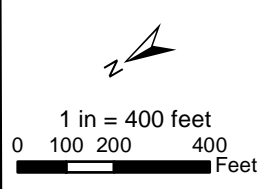
Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

MDOT SHA and FHWA determined Alternative 5 is not a reasonable alternative, but it is included in the DEIS and in the mapping in this Appendix for comparison purposes only.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

- Legend

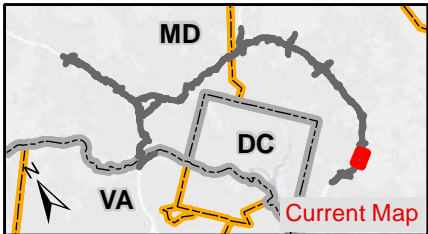
 - Alternative 5 LOD
 - Map Match Line
 - Right-of-Way
 - Parcel Boundaries
 - Roadway Baseline
 - Edge of Lane
 - Removal of Existing Pavement
 - Proposed New or Reconstructed Bridge
 - Proposed Stormwater Management Facility
 - General Purpose Lanes
 - Managed Lanes
 - Potential Noise Barrier Replacement or Construction (Approximate Location)
 - FEMA Floodplain 100 Year
 - Delineated Waterways (Feature ID, Refer to NRTR)
 - Delineated Wetlands (Feature ID, Refer to NRTR)
 - NWI Wetlands and Waterbodies
 - DNR Wetlands and Waterbodies
 - Forest Conservation Act Easements
 - Historic Properties
 - Park Property
 - Fire Station
 - Place of Worship
 - Potential Hazardous Concerns



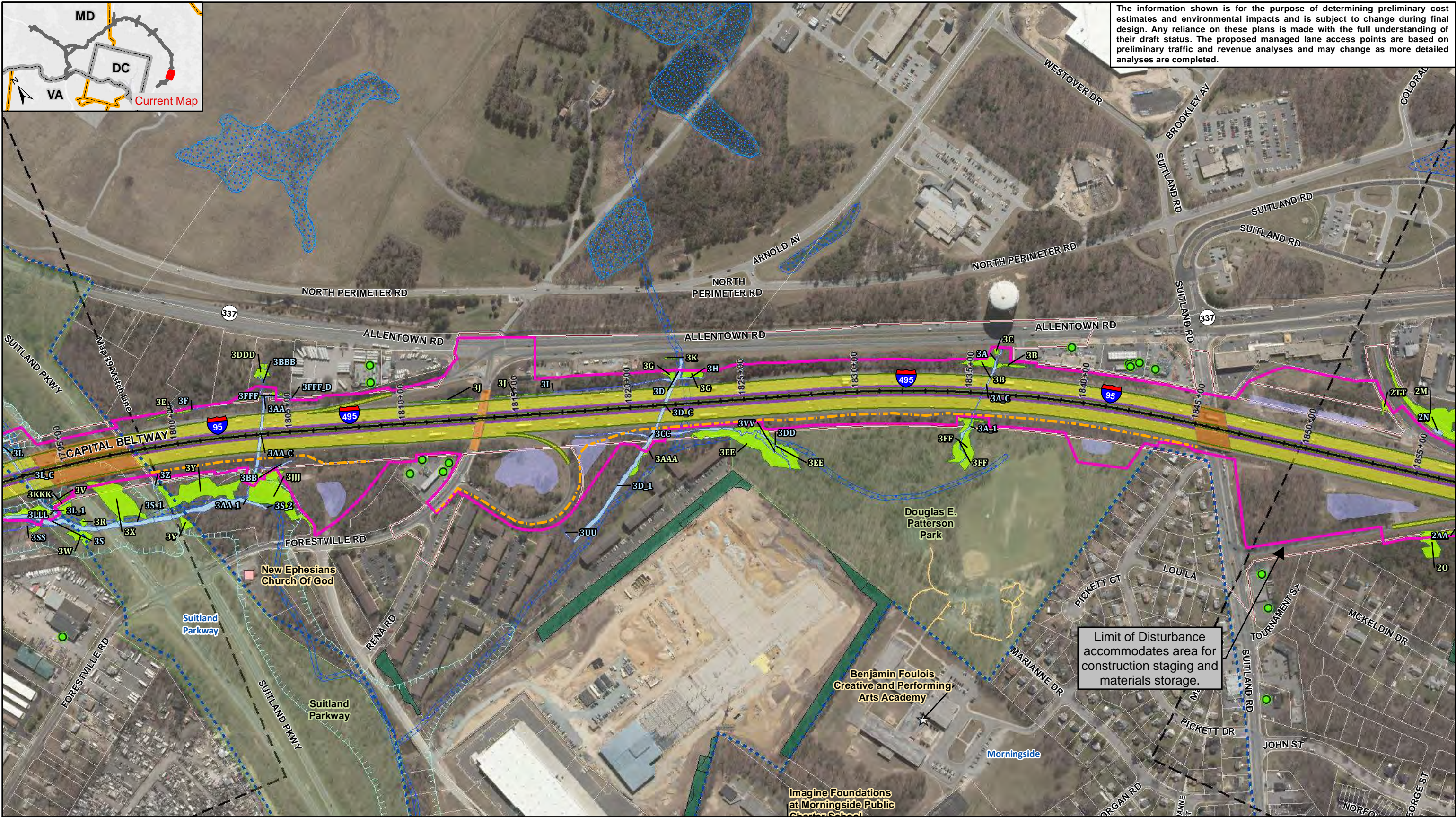
Environmental Resource Mapping

Alternative 5
for I-495

Appendix D
Map 39



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.



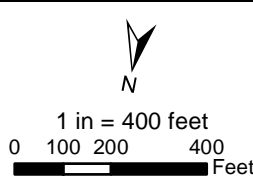


Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

MDOT SHA and FHWA determined Alternative 5 is not a reasonable alternative, but it is included in the DEIS and in the mapping in this Appendix for comparison purposes only.

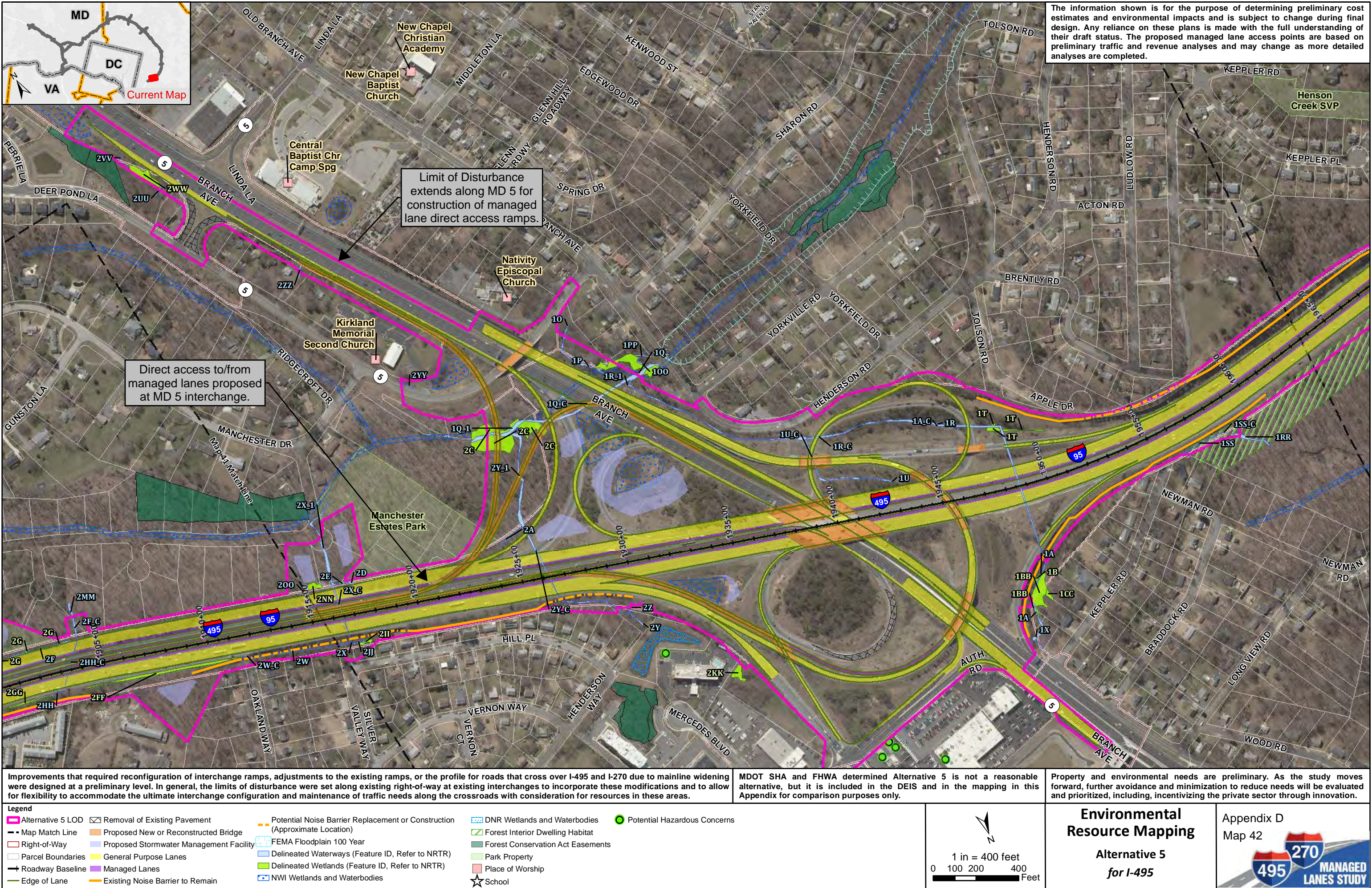
Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

- Legend**
- Alternative 5 LOD
 - Edge of Lane
 - Map Match Line
 - Proposed New or Reconstructed Bridge
 - Right-of-Way
 - Proposed Stormwater Management Facility
 - Parcel Boundaries
 - General Purpose Lanes
 - Roadway Baseline
 - Managed Lanes
 - Existing Noise Barrier to Remain
 - Potential Noise Barrier Replacement or Construction (Approximate Location)
 - NWI Wetlands and Waterbodies
 - DNR Wetlands and Waterbodies
 - Forest Conservation Act Easements
 - Historic Properties
 - Park Property
 - Place of Worship
 - School
 - MDE Land Restoration Program Site
 - Potential Hazardous Concerns



Environmental Resource Mapping

Alternative 5
for I-495



Direct access to/from managed lanes proposed at MD 5 interchange.

Limit of Disturbance extends along MD 5 for construction of managed lane direct access ramps.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

MDOT SHA and FHWA determined Alternative 5 is not a reasonable alternative, but it is included in the DEIS and in the mapping in this Appendix for comparison purposes only.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

Legend

Alternative 5 LOD	Removal of Existing Pavement	Potential Noise Barrier Replacement or Construction (Approximate Location)	DNR Wetlands and Waterbodies	Potential Hazardous Concerns
Map Match Line	Proposed New or Reconstructed Bridge	FEMA Floodplain 100 Year	Forest Interior Dwelling Habitat	
Right-of-Way	Proposed Stormwater Management Facility	Delineated Waterways (Feature ID, Refer to NRTR)	Forest Conservation Act Easements	
Parcel Boundaries	General Purpose Lanes	Delineated Wetlands (Feature ID, Refer to NRTR)	Park Property	
Roadway Baseline	Managed Lanes	NWI Wetlands and Waterbodies	Place of Worship	
Edge of Lane	Existing Noise Barrier to Remain		School	

1 in = 400 feet

0 100 200 400 Feet

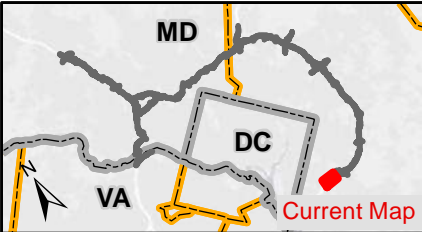
Environmental Resource Mapping

Alternative 5 for I-495

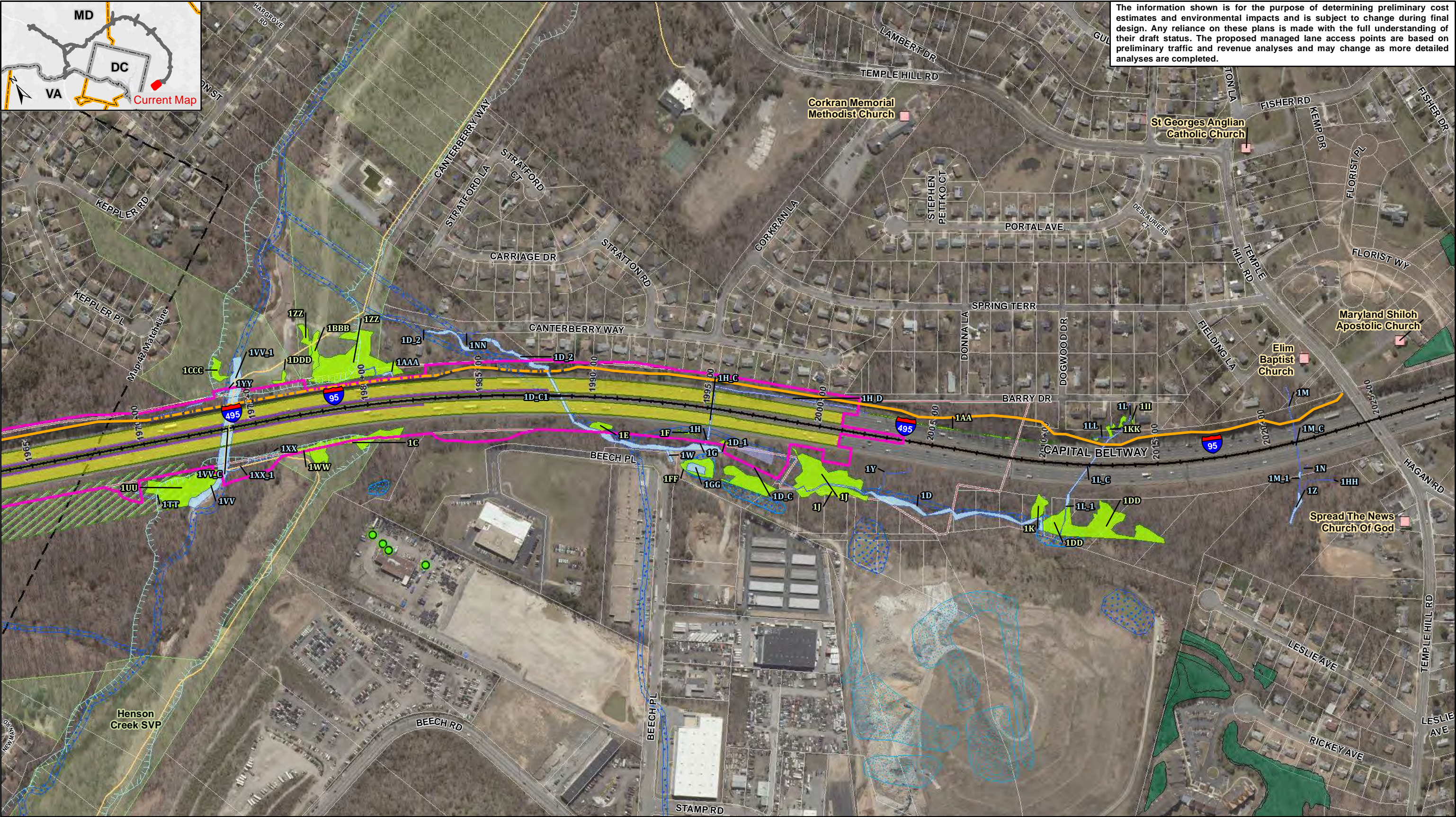
Appendix D

Map 42

495 270 MANAGED LANES STUDY



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.



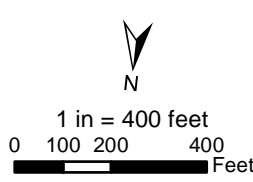
Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

MDOT SHA and FHWA determined Alternative 5 is not a reasonable alternative, but it is included in the DEIS and in the mapping in this Appendix for comparison purposes only.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

- Legend**

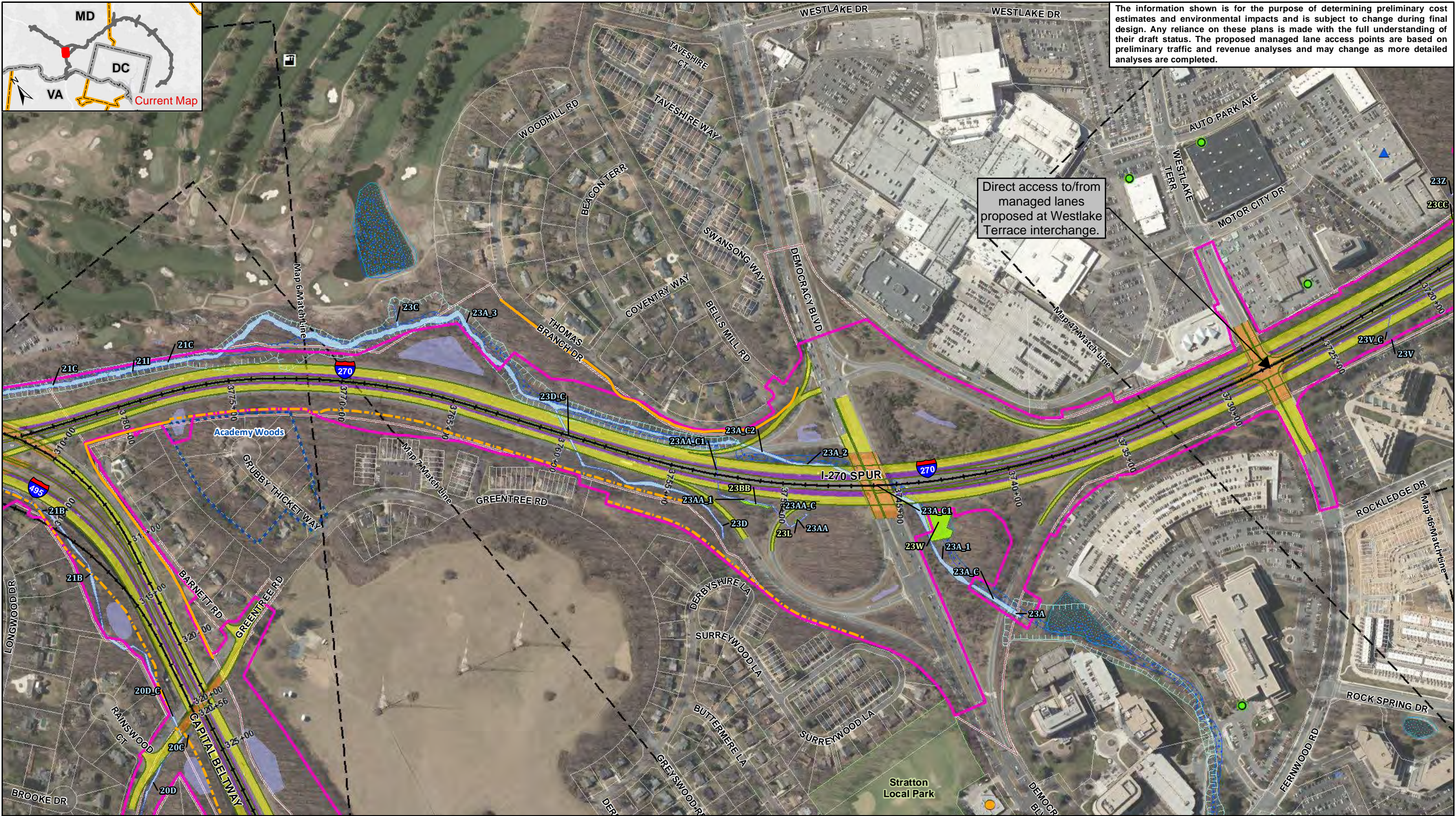
 - Alternative 5 LOD
 - Map Match Line
 - Right-of-Way
 - Parcel Boundaries
 - Roadway Baseline
 - Edge of Lane
 - Proposed Stormwater Management Facility
 - General Purpose Lanes
 - Managed Lanes
 - Existing Noise Barrier to Remain
 - Potential Noise Barrier Replacement or Construction (Approximate Location)
 - Trails
 - FEMA Floodplain 100 Year
 - Delineated Waterways (Feature ID, Refer to NRTR)
 - Delineated Wetlands (Feature ID, Refer to NRTR)
 - NWI Wetlands and Waterbodies
 - DNR Wetlands and Waterbodies
 - Forest Interior Dwelling Habitat
 - Forest Conservation Act Easements
 - Park Property
 - Place of Worship
 - Potential Hazardous Concerns



Environmental Resource Mapping

Alternative 5
for I-495

Appendix D
Map 43



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

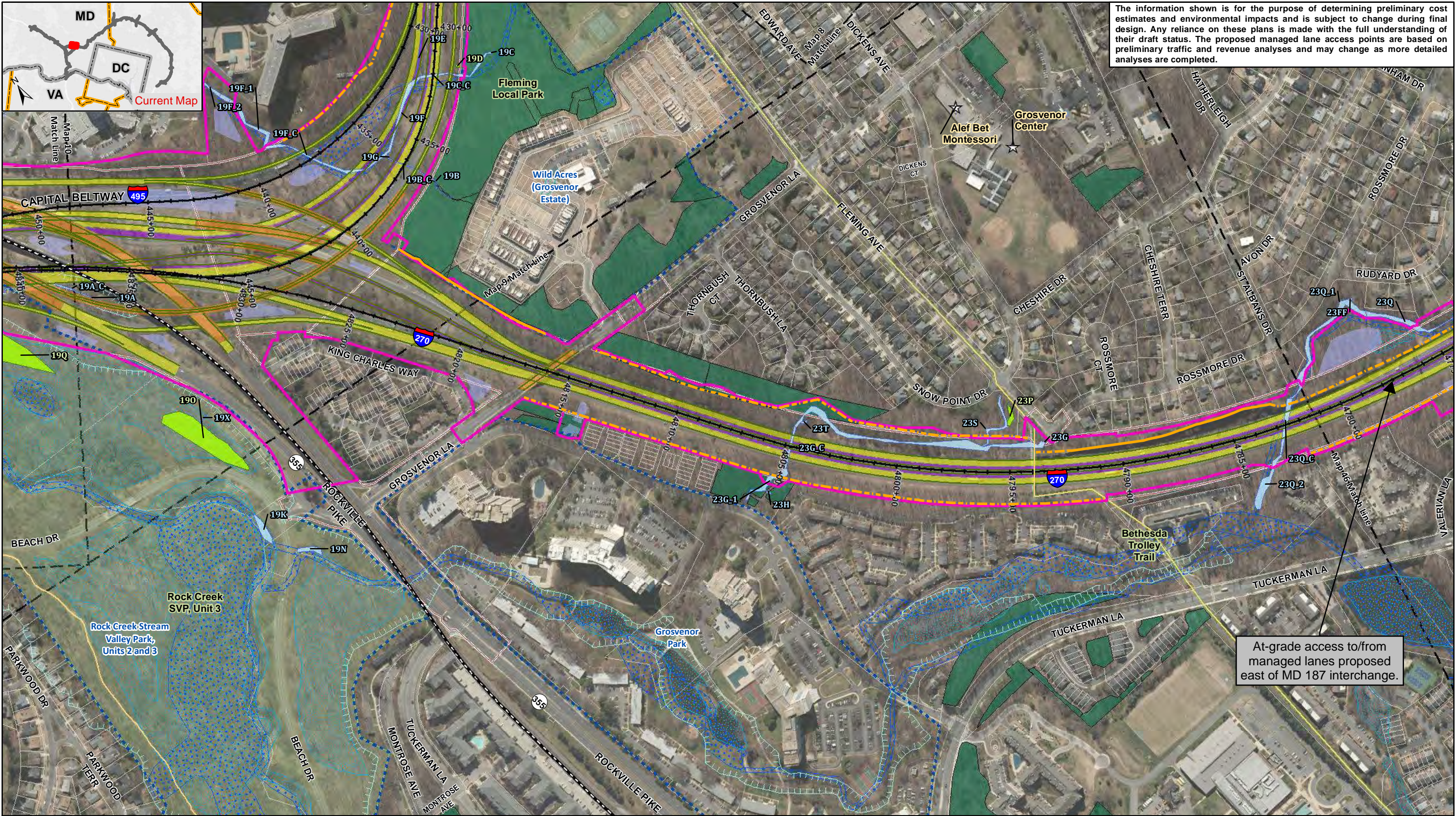
Direct access to/from managed lanes proposed at Westlake Terrace interchange.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

MDOT SHA and FHWA determined Alternative 5 is not a reasonable alternative, but it is included in the DEIS and in the mapping in this Appendix for comparison purposes only.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

Legend Alternative 5 LOD Map Match Line Right-of-Way Parcel Boundaries Roadway Baseline Edge of Lane Proposed New or Reconstructed Bridge Proposed Stormwater Management Facility General Purpose Lanes Managed Lanes Existing Noise Barrier to Remain Potential Noise Barrier Replacement or Construction (Approximate Location) FEMA Floodplain 100 Year Delineated Waterways (Feature ID, Refer to NRTR) Delineated Wetlands (Feature ID, Refer to NRTR) NWI Wetlands and Waterbodies	DNR Wetlands and Waterbodies Forest Conservation Act Easements Historic Properties Park Property Fire Station Post Office MDE Land Restoration Program Site Potential Hazardous Concerns	 1 in = 400 feet 0 100 200 400 Feet	Environmental Resource Mapping Alternative 5 for I-270	Appendix D Map 44
---	---	---	---	--------------------------



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

At-grade access to/from managed lanes proposed east of MD 187 interchange.

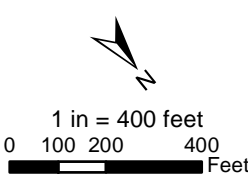
Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

MDOT SHA and FHWA determined Alternative 5 is not a reasonable alternative, but it is included in the DEIS and in the mapping in this Appendix for comparison purposes only.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

- Legend**

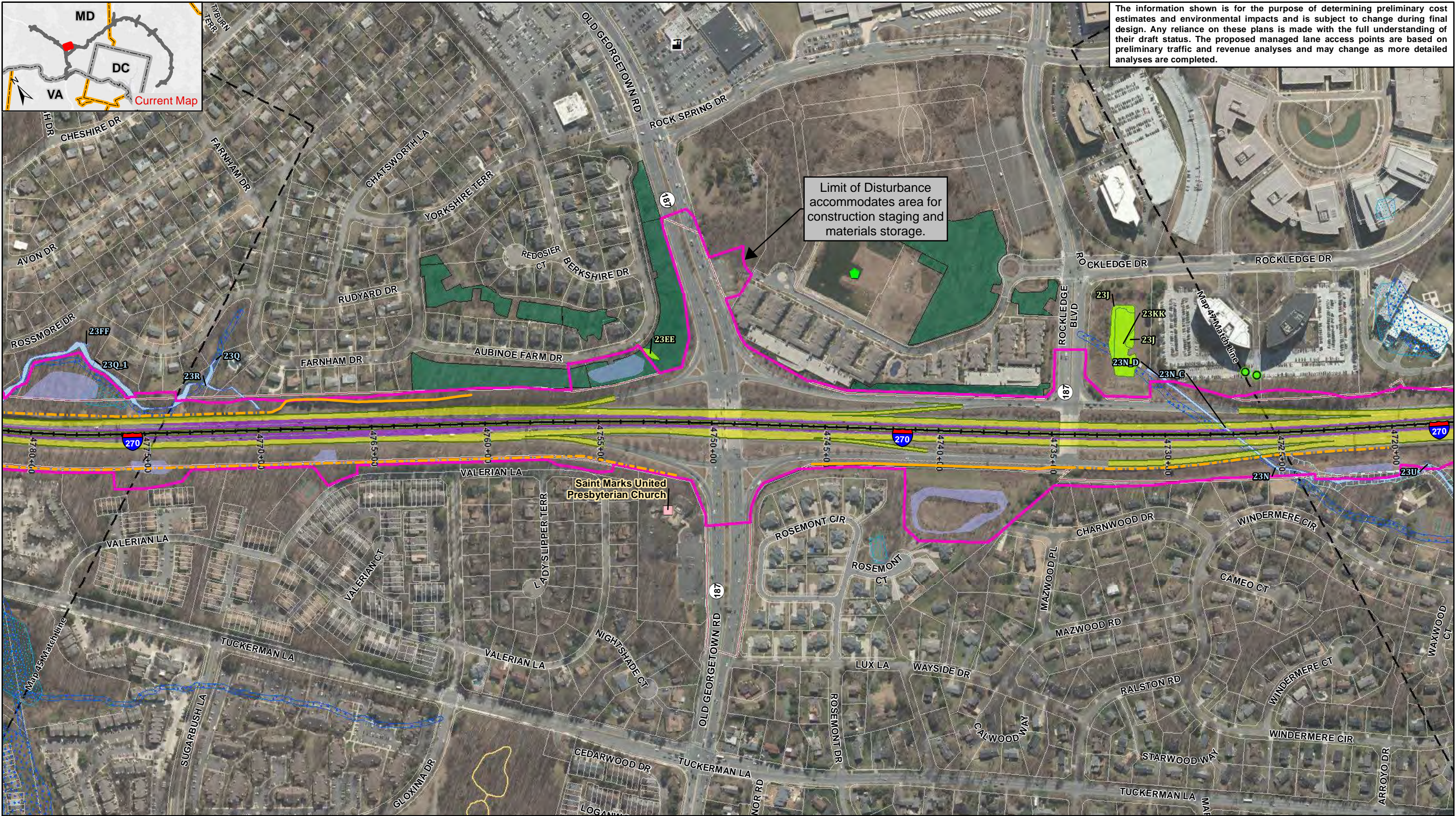
 - Alternative 5 LOD
 - Map Match Line
 - Right-of-Way
 - Parcel Boundaries
 - Roadway Baseline
 - Edge of Lane
 - Proposed New or Reconstructed Bridge
 - Proposed Stormwater Management Facility
 - General Purpose Lanes
 - Managed Lanes
 - Existing Noise Barrier to Remain
 - Potential Noise Barrier Replacement or Construction (Approximate Location)
 - Trails
 - FEMA Floodplain 100 Year
 - Delineated Waterways (Feature ID, Refer to NRTR)
 - Delineated Wetlands (Feature ID, Refer to NRTR)
 - NWI Wetlands and Waterbodies
 - DNR Wetlands and Waterbodies
 - Forest Conservation Act Easements
 - Historic Properties
 - Park Property
 - WMATA Metro Line
 - School



Environmental Resource Mapping

Alternative 5
for I-270

Appendix D
Map 45



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

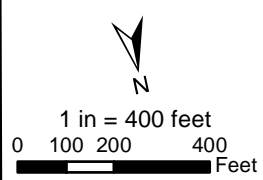
Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

MDOT SHA and FHWA determined Alternative 5 is not a reasonable alternative, but it is included in the DEIS and in the mapping in this Appendix for comparison purposes only.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

- Legend**
- Alternative 5 LOD
 - Edge of Lane
 - Map Match Line
 - Proposed Stormwater Management Facility
 - Right-of-Way
 - General Purpose Lanes
 - Parcel Boundaries
 - Managed Lanes
 - Roadway Baseline
 - Existing Noise Barrier to Remain
 - Potential Noise Barrier Replacement or Construction (Approximate Location)
 - Trails
 - FEMA Floodplain 100 Year
 - Delineated Waterways (Feature ID, Refer to NRTR)
 - Delineated Wetlands (Feature ID, Refer to NRTR)
 - NWI Wetlands and Waterbodies
 - DNR Wetlands and Waterbodies
 - Forest Conservation Act Easements
 - Place of Worship

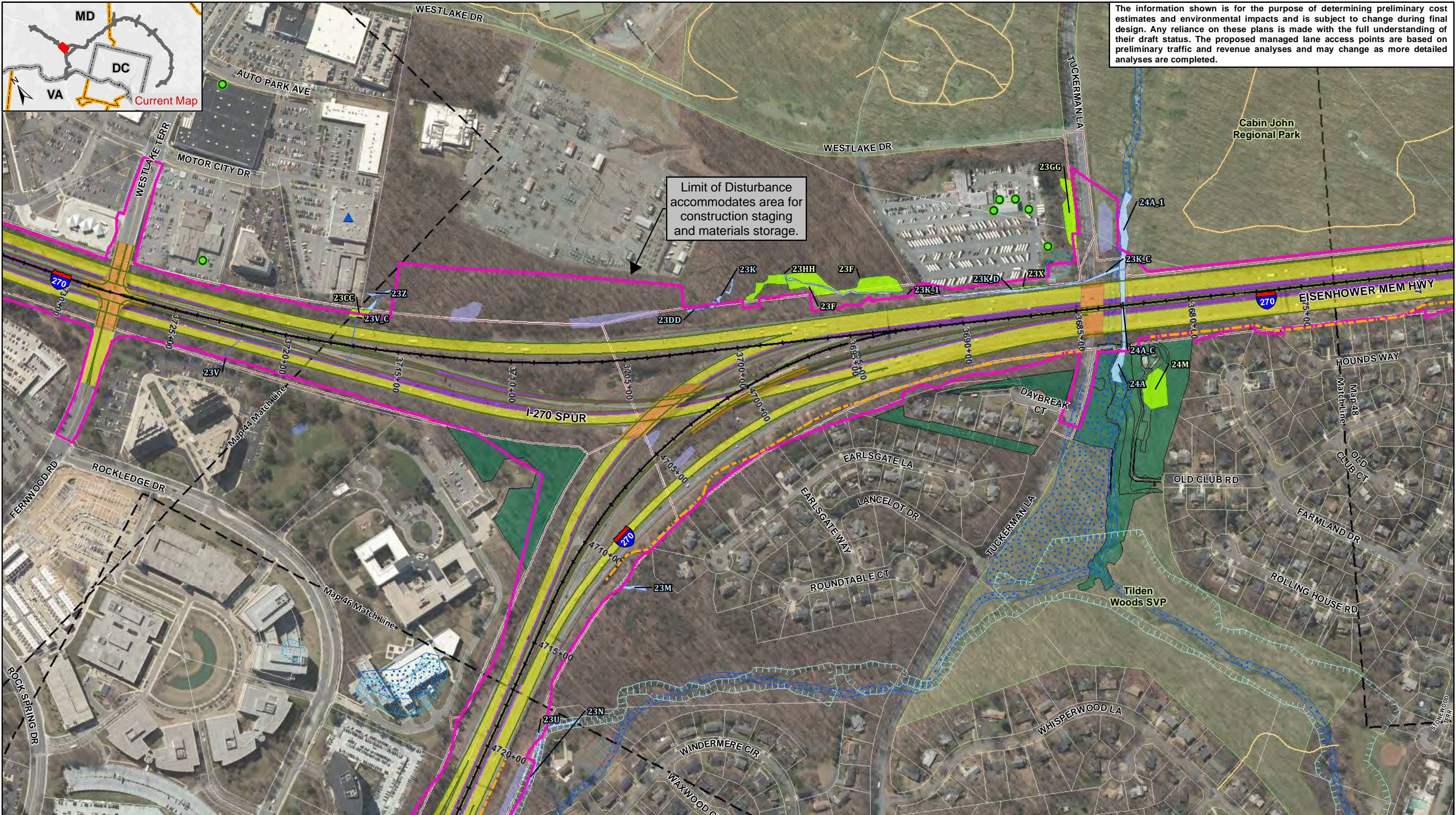
- Recreation Center
- MDE Land Restoration Program Site
- Potential Hazardous Concerns



Environmental Resource Mapping

Alternative 5
for I-270

Appendix D
Map 46



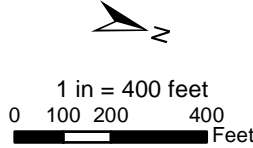
Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

MDOT SHA and FHWA determined Alternative 5 is not a reasonable alternative, but it is included in the DEIS and in the mapping in this Appendix for comparison purposes only.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

Legend

- | | | | | |
|-------------------|---|--|---|------------------------------|
| Alternative 5 LOD | Edge of Lane | Potential Noise Barrier Replacement or Construction (Approximate Location) | Delineated Wetlands (Feature ID, Refer to NRTR) | Post Office |
| Map Match Line | Proposed New or Reconstructed Bridge | Trails | NWI Wetlands and Waterbodies | Potential Hazardous Concerns |
| Right-of-Way | Proposed Stormwater Management Facility | FEMA Floodplain 100 Year | DNR Wetlands and Waterbodies | |
| Parcel Boundaries | General Purpose Lanes | Forest Conservation Act Easements | Park Property | |
| Roadway Baseline | Managed Lanes | Delineated Waterways (Feature ID, Refer to NRTR) | | |



**Environmental
Resource Mapping**

Alternative 5
for I-270

Appendix D
Map 47





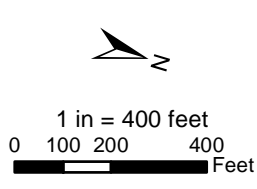
The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

MDOT SHA and FHWA determined Alternative 5 is not a reasonable alternative, but it is included in the DEIS and in the mapping in this Appendix for comparison purposes only.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

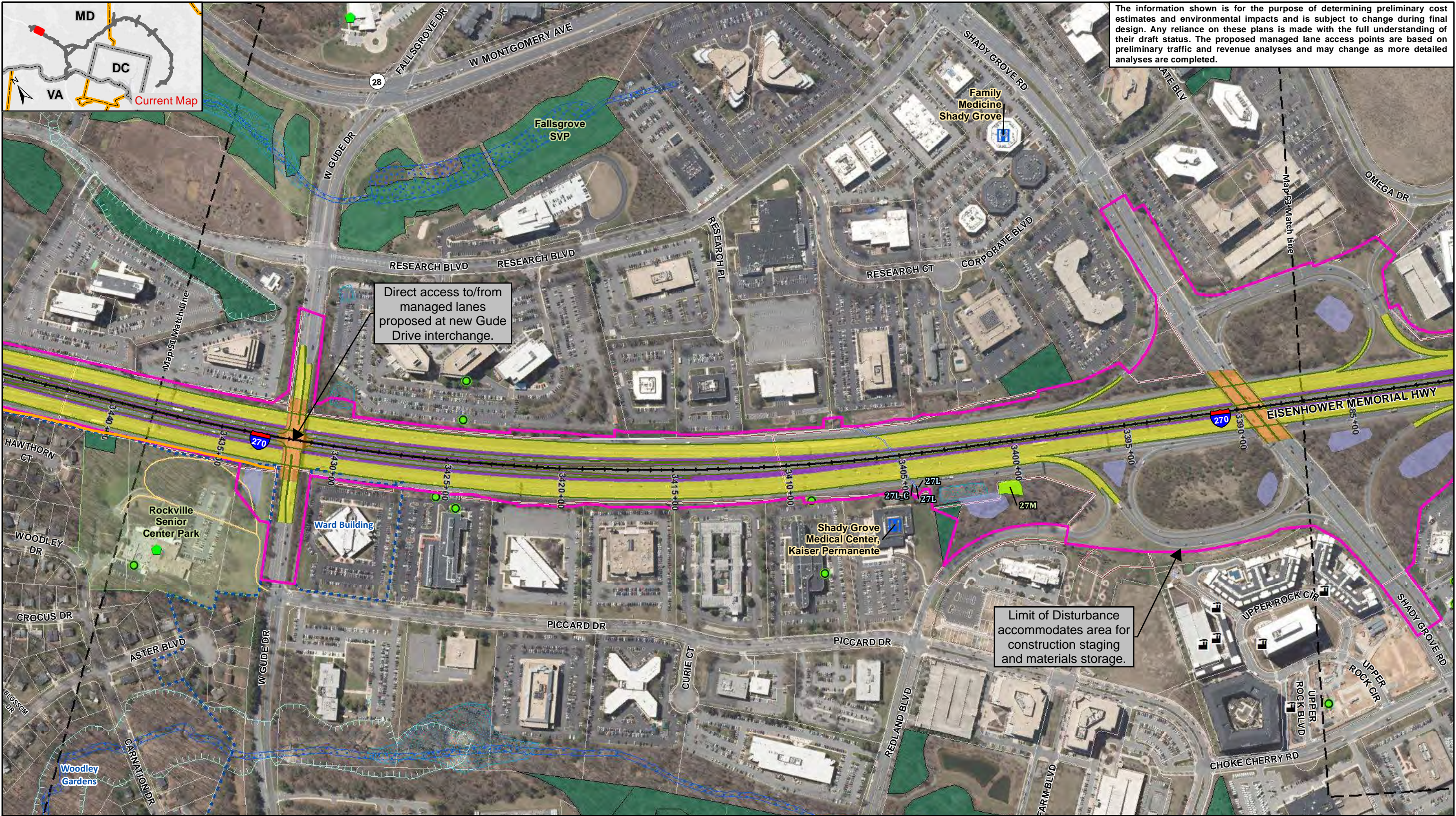
- Legend**
- | | | | | |
|-------------------|---|--|-----------------------------------|------------------------------|
| Alternative 5 LOD | Proposed New or Reconstructed Bridge | Potential Noise Barrier Replacement or Construction (Approximate Location) | NWI Wetlands and Waterbodies | School |
| Map Match Line | Proposed Stormwater Management Facility | Trails | DNR Wetlands and Waterbodies | Potential Hazardous Concerns |
| Right-of-Way | General Purpose Lanes | FEMA Floodplain 100 Year | Forest Conservation Act Easements | |
| Parcel Boundaries | Managed Lanes | Delineated Waterways (Feature ID, Refer to NRTR) | Historic Properties | |
| Roadway Baseline | Existing Noise Barrier to Remain | Delineated Wetlands (Feature ID, Refer to NRTR) | Park Property | |
| Edge of Lane | | | Place of Worship | |



Environmental Resource Mapping

Alternative 5
for I-270

Appendix D
Map 51



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

Direct access to/from managed lanes proposed at new Gude Drive interchange.

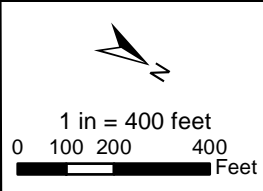
Limit of Disturbance accommodates area for construction staging and materials storage.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

MDOT SHA and FHWA determined Alternative 5 is not a reasonable alternative, but it is included in the DEIS and in the mapping in this Appendix for comparison purposes only.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

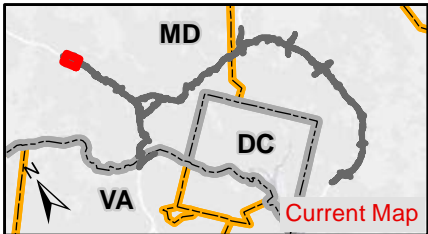
- Legend**
- | | | | |
|-------------------|---|--|-----------------------------------|
| Alternative 5 LOD | Proposed New or Reconstructed Bridge | FEMA Floodplain 100 Year | Historic Properties |
| Map Match Line | Proposed Stormwater Management Facility | Delineated Waterways (Feature ID, Refer to NRTR) | Park Property |
| Right-of-Way | General Purpose Lanes | Delineated Wetlands (Feature ID, Refer to NRTR) | Hospital |
| Parcel Boundaries | Managed Lanes | NWI Wetlands and Waterbodies | Recreation Center |
| Roadway Baseline | Existing Noise Barrier to Remain | DNR Wetlands and Waterbodies | MDE Land Restoration Program Site |
| Edge of Lane | Trails | Forest Conservation Act Easements | Potential Hazardous Concerns |



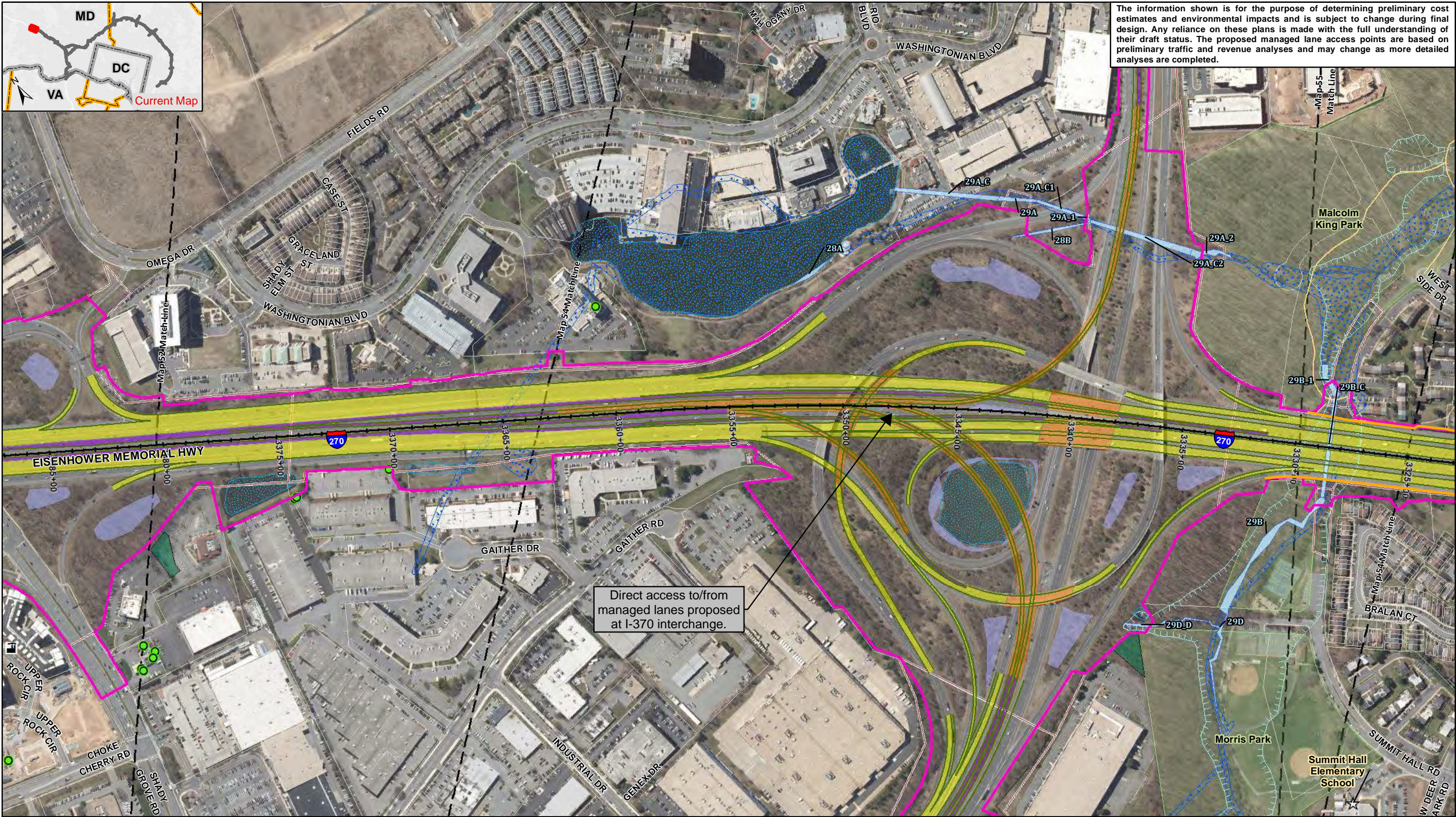
Environmental Resource Mapping

Alternative 5
for I-270

Appendix D
Map 52



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

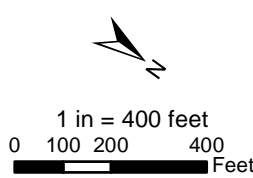


Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

MDOT SHA and FHWA determined Alternative 5 is not a reasonable alternative, but it is included in the DEIS and in the mapping in this Appendix for comparison purposes only.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

- Legend**
- | | | | | |
|-------------------|---|--|-----------------------------------|------------------------------|
| Alternative 5 LOD | Edge of Lane | Existing Noise Barrier to Remain | DNR Wetlands and Waterbodies | Potential Hazardous Concerns |
| Map Match Line | Proposed New or Reconstructed Bridge | Trails | Forest Conservation Act Easements | |
| Right-of-Way | Proposed Stormwater Management Facility | FEMA Floodplain 100 Year | Park Property | |
| Parcel Boundaries | General Purpose Lanes | Delineated Waterways (Feature ID, Refer to NRTR) | School | |
| Roadway Baseline | Managed Lanes | NWI Wetlands and Waterbodies | MDE Land Restoration Program Site | |



Environmental Resource Mapping

Alternative 5
for I-270





The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

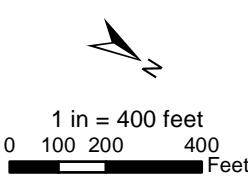
Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

MDOT SHA and FHWA determined Alternative 5 is not a reasonable alternative, but it is included in the DEIS and in the mapping in this Appendix for comparison purposes only.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

Legend

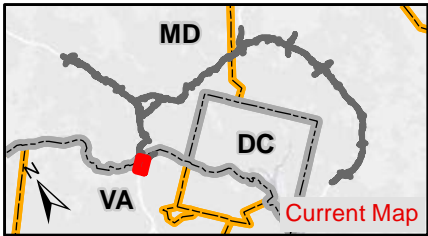
- | | | | | |
|-------------------|----------------------------------|--|------------------------------|------------------|
| Alternative 5 LOD | Roadway Baseline | Trails | NWI Wetlands and Waterbodies | Place of Worship |
| Map Match Line | Edge of Lane | FEMA Floodplain 100 Year | DNR Wetlands and Waterbodies | School |
| Right-of-Way | General Purpose Lanes | Delineated Waterways (Feature ID, Refer to NRTR) | Historic Properties | |
| Parcel Boundaries | Existing Noise Barrier to Remain | Delineated Wetlands (Feature ID, Refer to NRTR) | Park Property | |



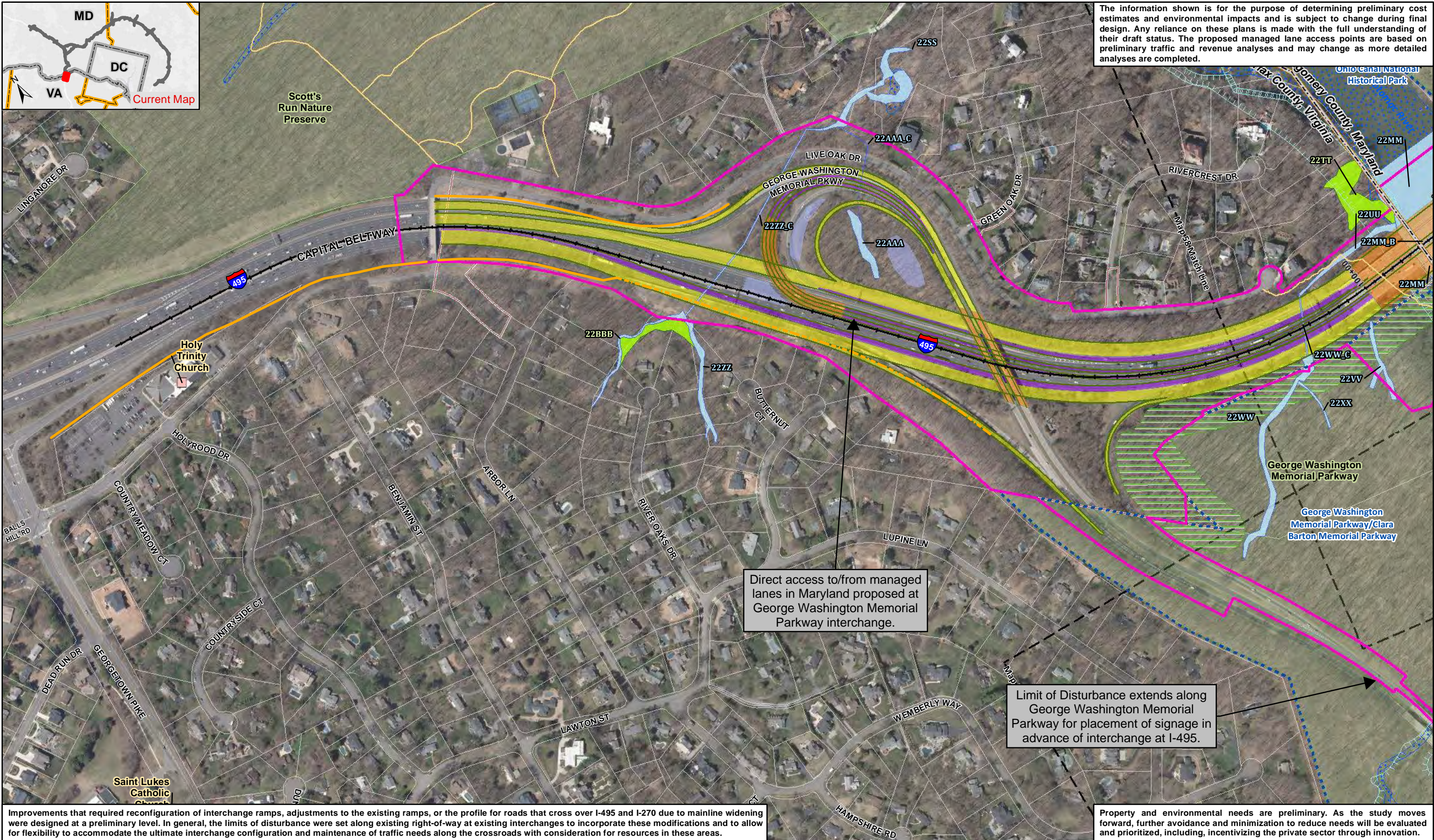
**Environmental
Resource Mapping**

Alternative 5
for I-270

Appendix D
Map 55



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.



Direct access to/from managed lanes in Maryland proposed at George Washington Memorial Parkway interchange.

Limit of Disturbance extends along George Washington Memorial Parkway for placement of signage in advance of interchange at I-495.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

- Legend**

 - Alternative 8, 9, 10, 13B, & 13C LOD
 - Map Match Line
 - Right-of-Way
 - Parcel Boundaries
 - Roadway Baseline
- Edge of Lane
 - Proposed New or Reconstructed Bridge
 - Proposed Stormwater Management Facility
 - General Purpose Lanes
 - Managed Lanes
- Existing Noise Barrier to Remain
 - Potential Noise Barrier Replacement or Construction (Approximate Location)
 - Trails
 - FEMA Floodplain 100 Year
- Delineated Waterways (Feature ID, Refer to NRTR)
 - NWI Wetlands and Waterbodies
 - Forest Interior Dwelling Habitat
 - Historic Properties
- Park Property
 - Place of Worship

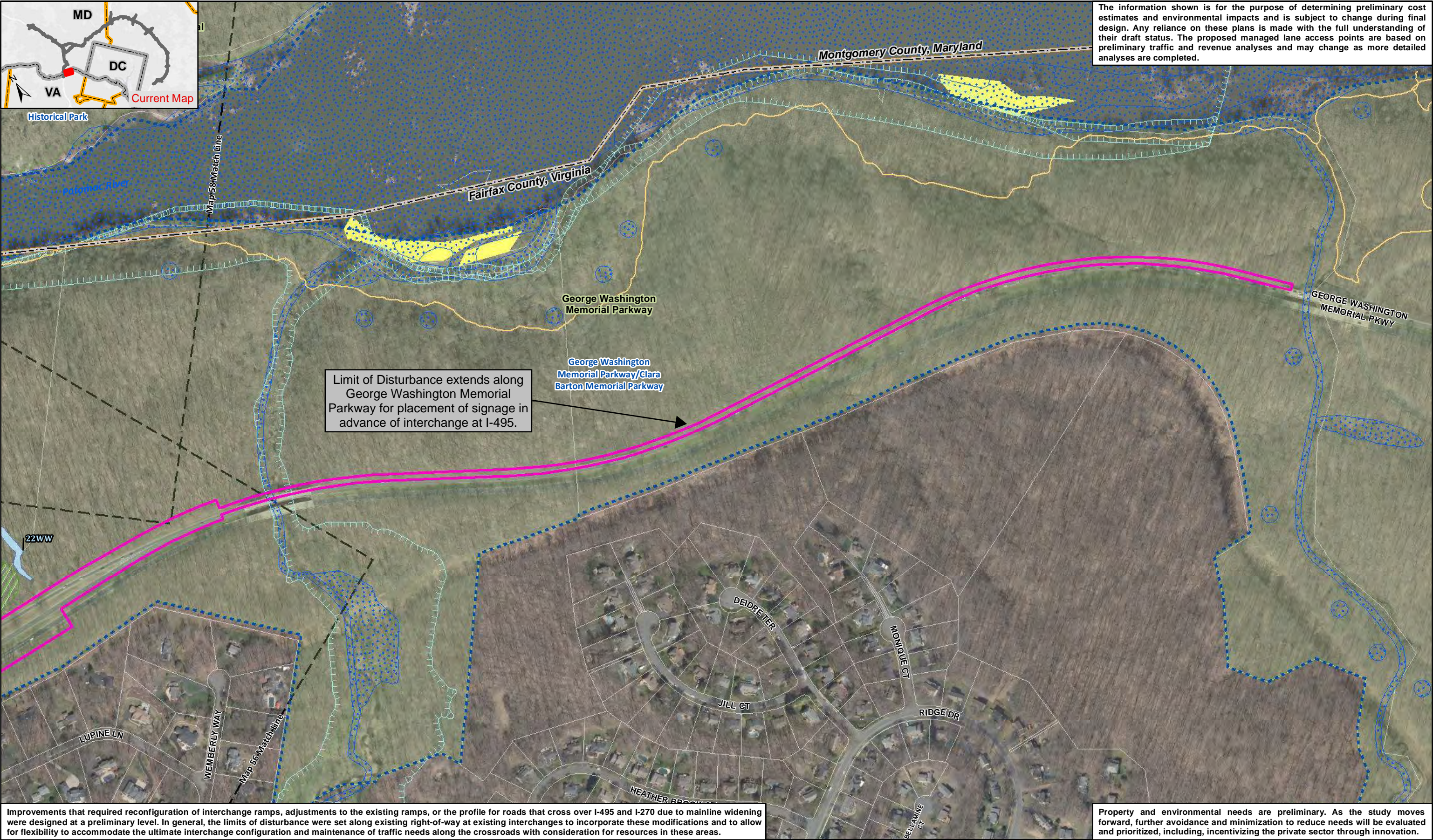
1 in = 400 feet

0 100 200 400 Feet

Environmental Resource Mapping

Alternatives 8, 9, 10, 13B, 13C for I-495

Appendix D
Map 56

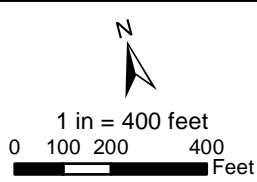


Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

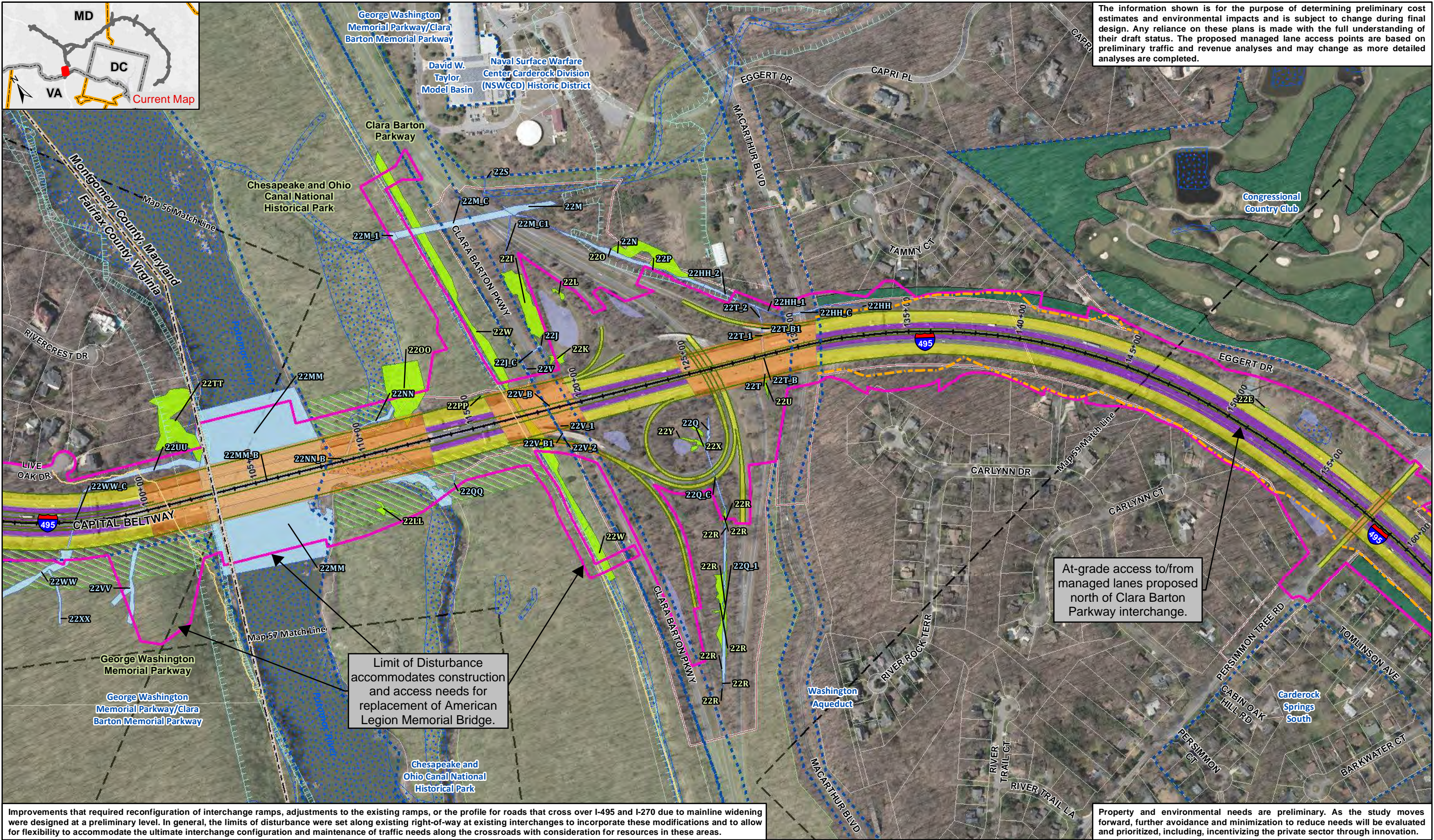
Legend

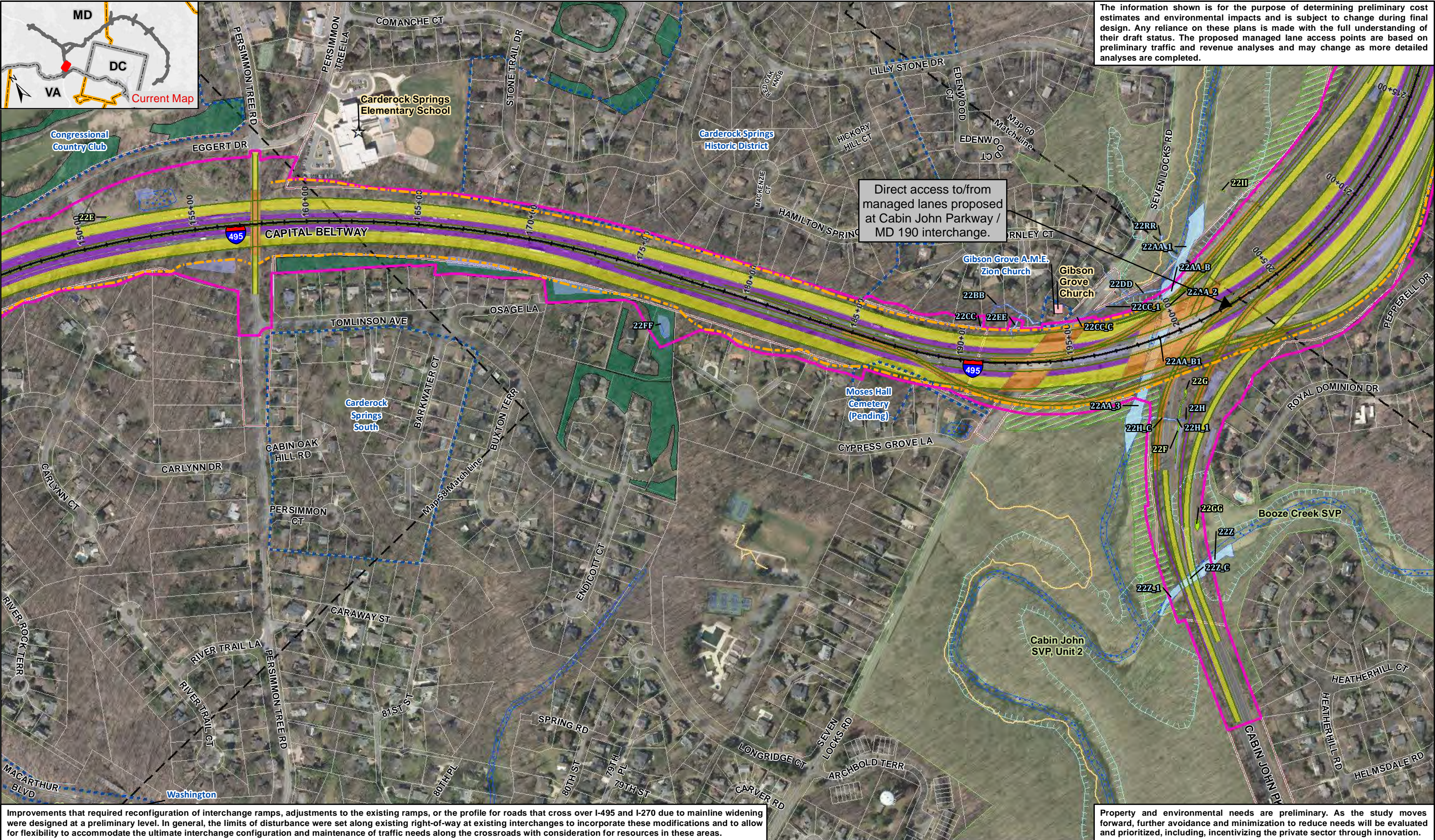
- | | | | |
|--------------------------------------|--------------------------|--|----------------------------------|
| Alternative 8, 9, 10, 13B, & 13C LOD | Roadway Baseline | Delineated Waterways (Feature ID, Refer to NRTR) | Forest Interior Dwelling Habitat |
| Map Match Line | Trails | NWI Wetlands and Waterbodies | Historic Properties |
| Parcel Boundaries | FEMA Floodplain 100 Year | DNR Owned Properties and Conservation Easements | Park Property |



**Environmental
Resource Mapping**
Alternatives 8, 9, 10, 13B, 13C
for I-495



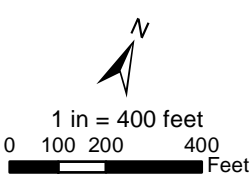




Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

- Legend**
- | | | | | |
|--------------------------------------|---|--|---|------------------|
| Alternative 8, 9, 10, 13B, & 13C LOD | Edge of Lane | Potential Noise Barrier Replacement or Construction (Approximate Location) | Delineated Wetlands (Feature ID, Refer to NRTR) | Park Property |
| Map Match Line | Proposed New or Reconstructed Bridge | Trails | NWI Wetlands and Waterbodies | Place of Worship |
| Right-of-Way | Proposed Stormwater Management Facility | FEMA Floodplain 100 Year | Forest Interior Dwelling Habitat | School |
| Parcel Boundaries | General Purpose Lanes | Delineated Waterways (Feature ID, Refer to NRTR) | Forest Conservation Act Easements | |
| Roadway Baseline | Managed Lanes | | Historic Properties | |

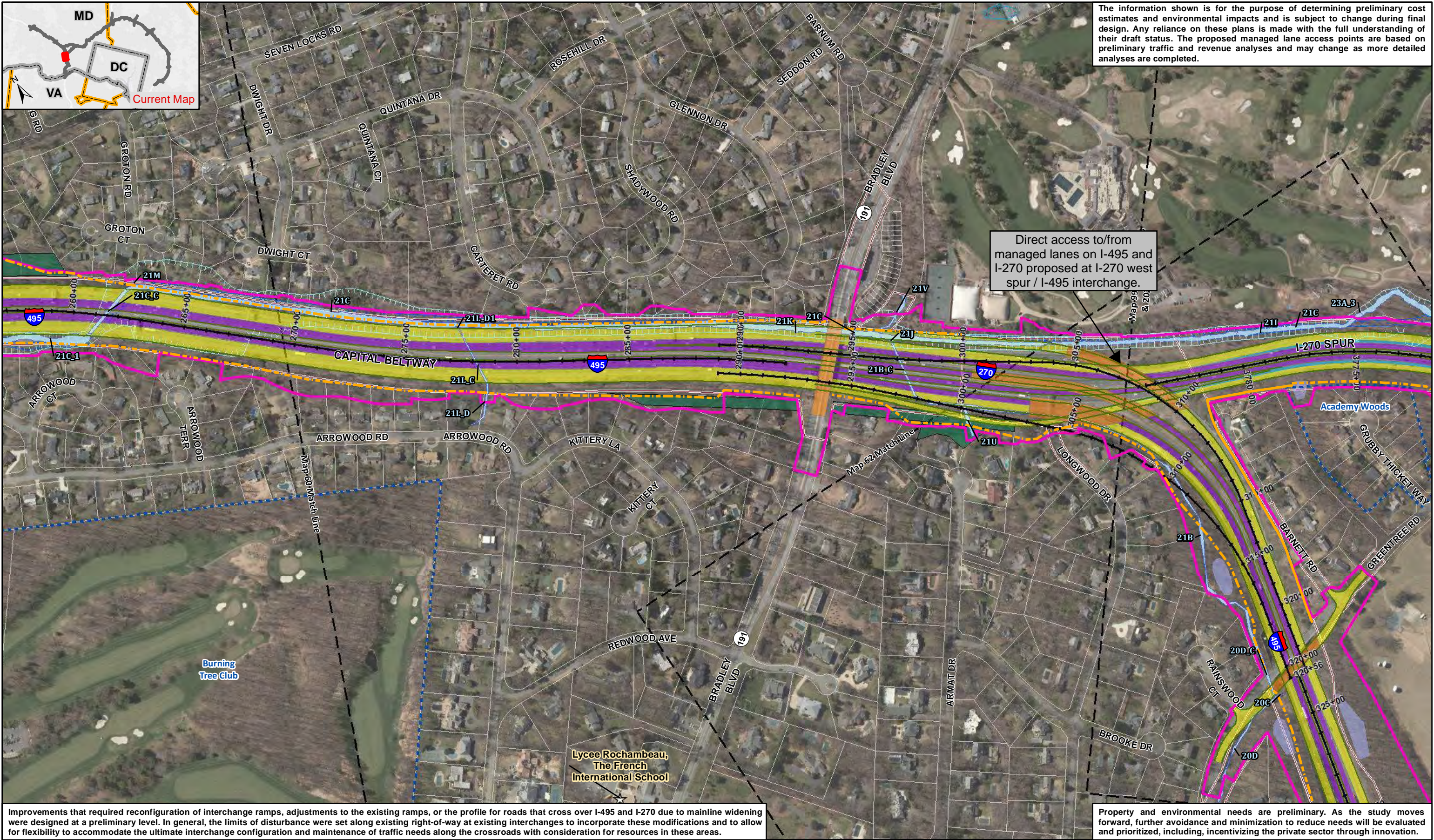


Environmental Resource Mapping

Alternatives 8, 9, 10, 13B, 13C for I-495

Appendix D

Map 59



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

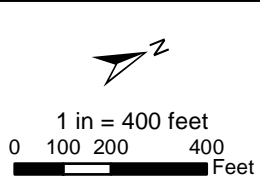
Direct access to/from managed lanes on I-495 and I-270 proposed at I-270 west spur / I-495 interchange.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

- Legend**

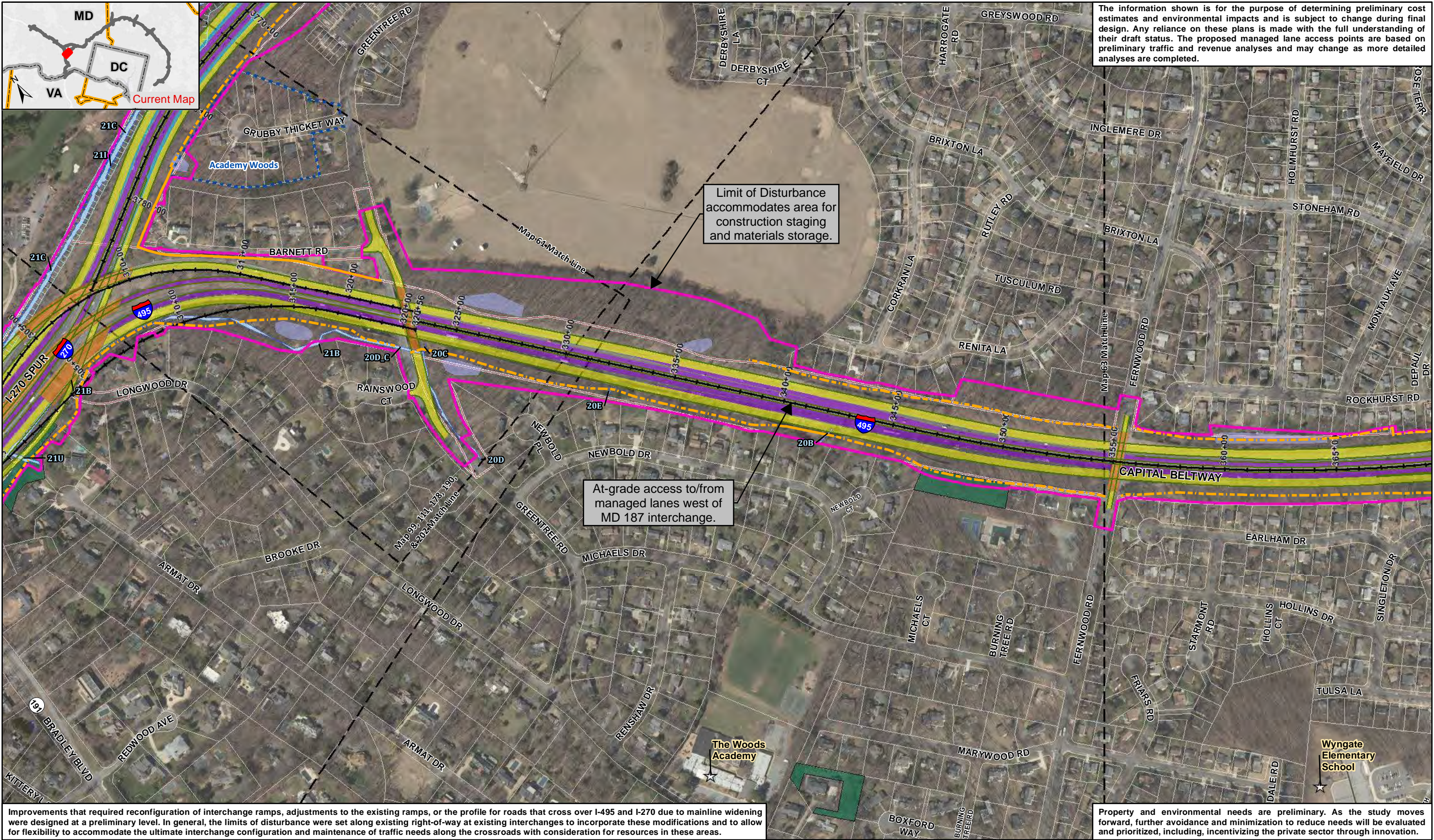
 - Alternative 8, 9, 10, 13B, & 13C LOD
 - Map Match Line
 - Right-of-Way
 - Parcel Boundaries
 - Roadway Baseline
 - Edge of Lane
- Proposed New or Reconstructed Bridge
 - Proposed Stormwater Management Facility
 - General Purpose Lanes
 - HOV Managed Lanes
 - Managed Lanes
 - Existing Noise Barrier to Remain
- Potential Noise Barrier Replacement or Construction (Approximate Location)
 - FEMA Floodplain 100 Year
 - Delineated Waterways (Feature ID, Refer to NRTR)
 - NWI Wetlands and Waterbodies
 - DNR Wetlands and Waterbodies
- Forest Conservation Act Easements
 - Historic Properties
 - School



**Environmental
Resource Mapping**

Alternatives 8, 9, 10, 13B, 13C
for I-495

Appendix D
Map 61



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

Limit of Disturbance accommodates area for construction staging and materials storage.

At-grade access to/from managed lanes west of MD 187 interchange.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

Legend

Alternative 8, 9, 10, 13B, & 13C LOD	Roadway Baseline	General Purpose Lanes	Potential Noise Barrier Replacement or Construction (Approximate Location)	NWI Wetlands and Waterbodies
Map Match Line	Edge of Lane	HOV Managed Lanes	FEMA Floodplain 100 Year	Forest Conservation Act Easements
Right-of-Way	Proposed New or Reconstructed Bridge	Managed Lanes	Delineated Waterways (Feature ID, Refer to NRTR)	Historic Properties
Parcel Boundaries	Proposed Stormwater Management Facility	Existing Noise Barrier to Remain		School

1 in = 400 feet

0 100 200 400 Feet

Environmental Resource Mapping

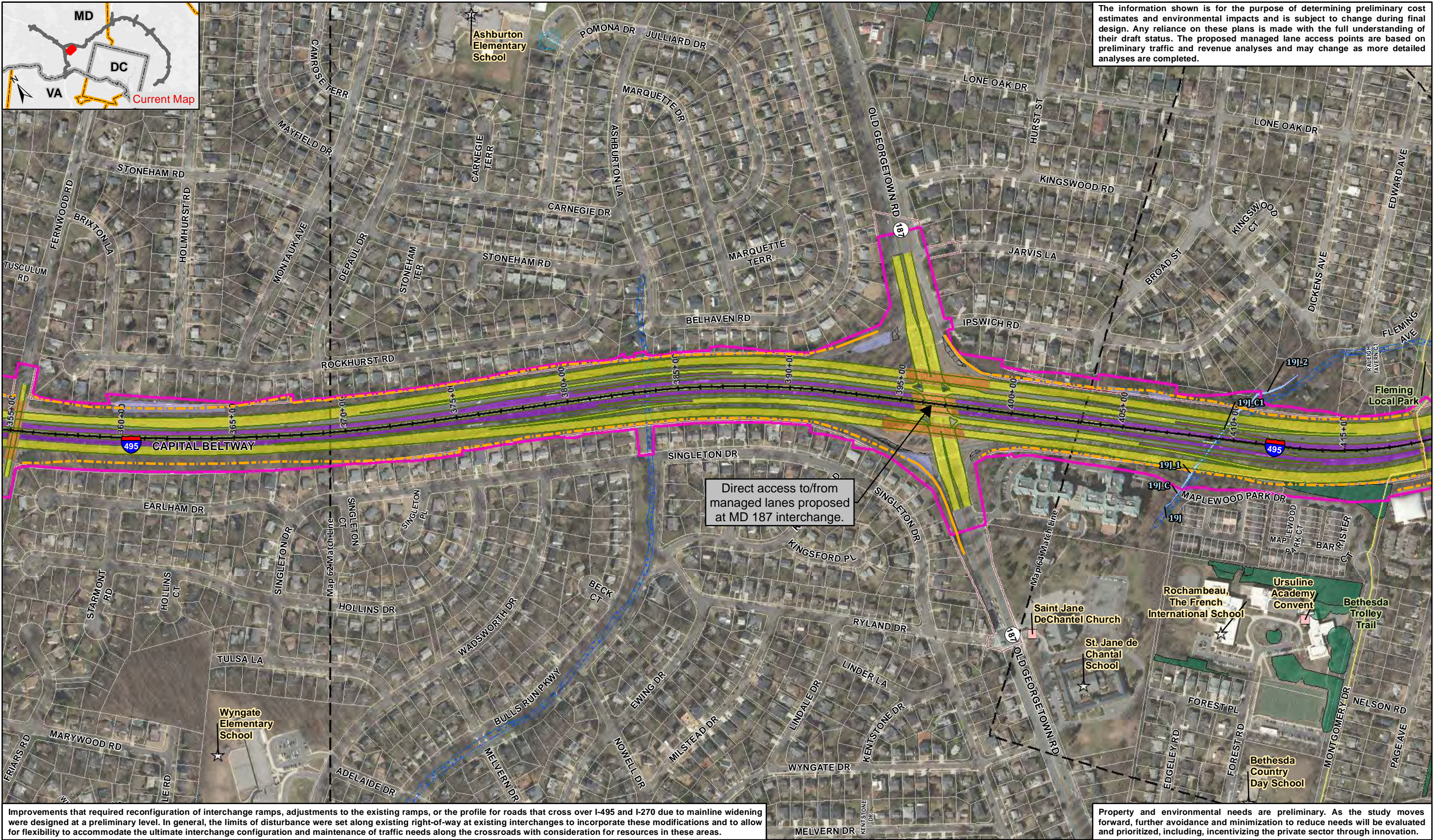
Alternatives 8, 9, 10, 13B, 13C for I-495

Appendix D

Map 62

495 270

MANAGED LANES STUDY



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

Legend

Alternative 8, 9, 10, 13B, & 13C LOD	Edge of Lane	Managed Lanes
Map Match Line	Removal of Existing Pavement	Existing Noise Barrier to Remain
Right-of-Way	Proposed New or Reconstructed Bridge	Potential Noise Barrier Replacement or Construction (Approximate Location)
Parcel Boundaries	Proposed Stormwater Management Facility	Trails
Roadway Baseline	General Purpose Lanes	

Delineated Waterways (Feature ID, Refer to NRTR)	Place of Worship
NWI Wetlands and Waterbodies	School
DNR Wetlands and Waterbodies	
Forest Conservation Act Easements	
Park Property	

1 in = 400 feet

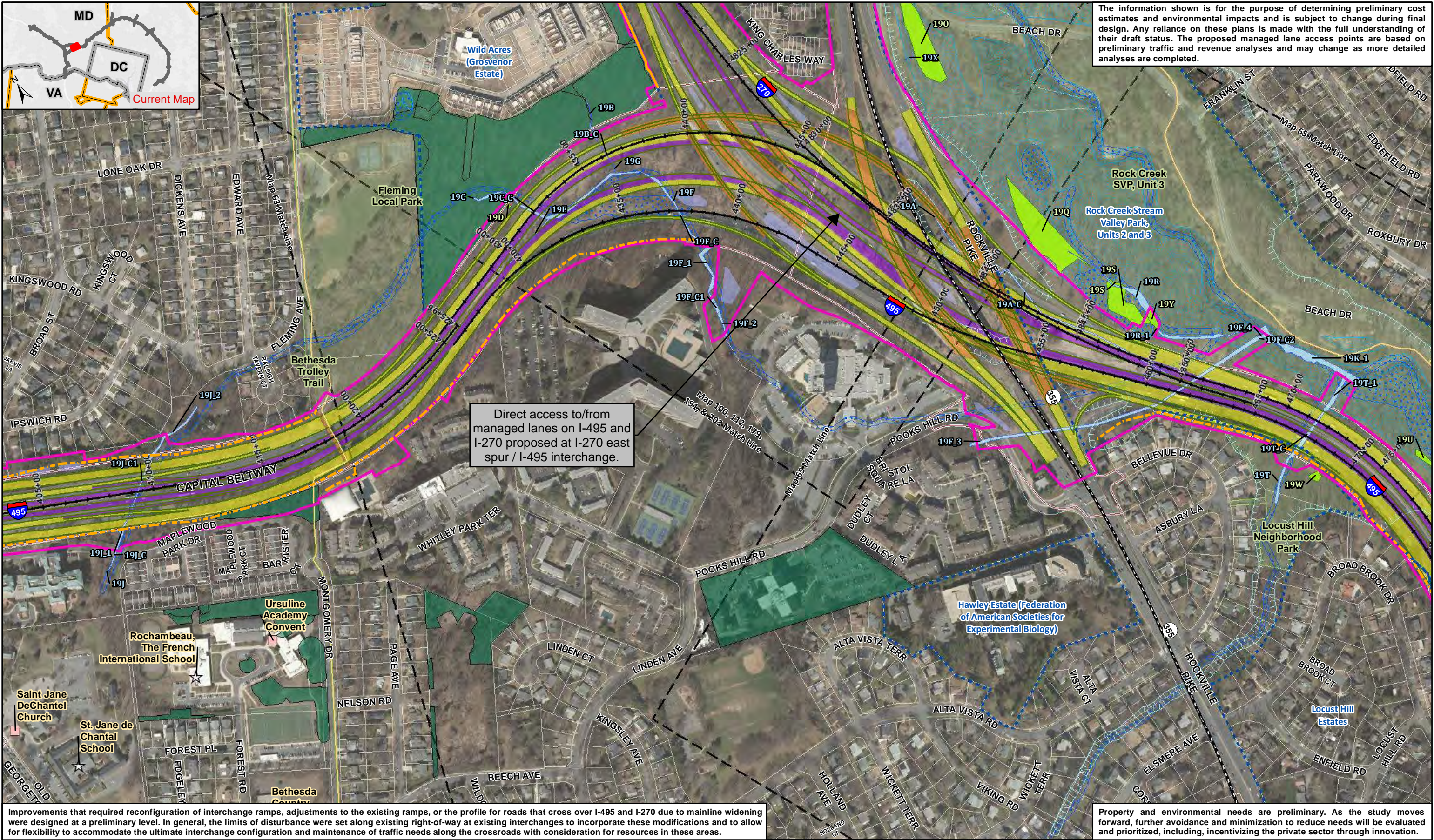
0 100 200 400 Feet

Environmental Resource Mapping

Alternatives 8, 9, 10, 13B, 13C for I-495

Appendix D

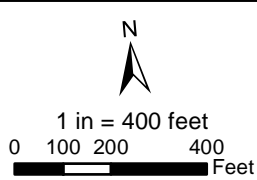
Map 63



Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

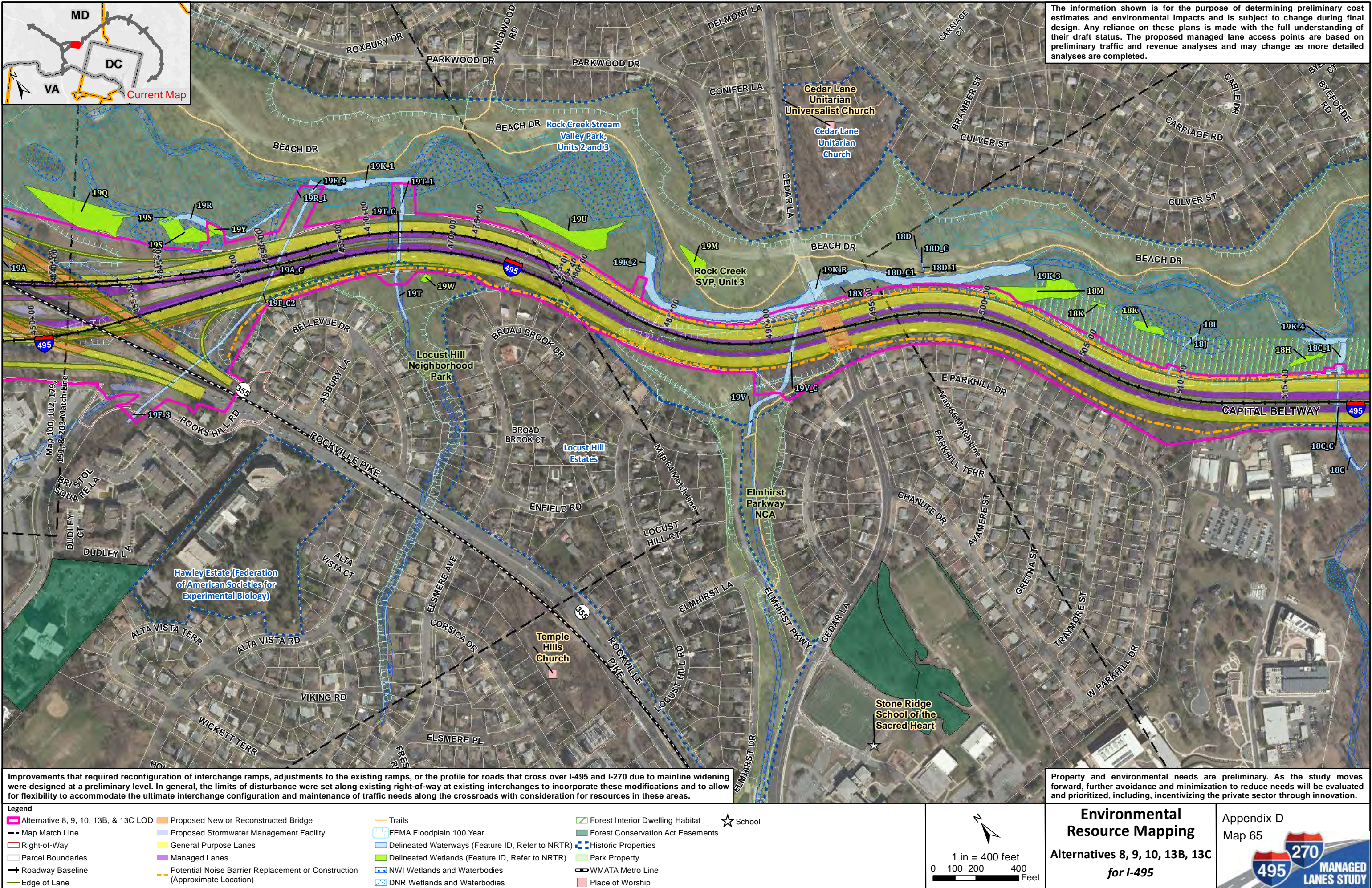
- Legend**
- | | | | | |
|--------------------------------------|---|--|-----------------------------------|------------------|
| Alternative 8, 9, 10, 13B, & 13C LOD | Proposed New or Reconstructed Bridge | Potential Noise Barrier Replacement or Construction (Approximate Location) | NWI Wetlands and Waterbodies | Place of Worship |
| Map Match Line | Proposed Stormwater Management Facility | Trails | DNR Wetlands and Waterbodies | School |
| Right-of-Way | General Purpose Lanes | FEMA Floodplain 100 Year | Forest Conservation Act Easements | |
| Parcel Boundaries | Managed Lanes | Delineated Waterways (Feature ID, Refer to NRTR) | Historic Properties | |
| Roadway Baseline | Existing Noise Barrier to Remain | Park Property | WMATA Metro Line | |
| Edge of Lane | | Delineated Wetlands (Feature ID, Refer to NRTR) | | |



Environmental Resource Mapping

Alternatives 8, 9, 10, 13B, 13C
for I-495

Appendix D
Map 64



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

- Alternative 8, 9, 10, 13B, & 13C LOD

Map Match Line

Right-of-Way

Parcel Boundaries

Roadway Baseline

Edge of Lane

Proposed New or Reconstructed Bridge

Proposed Stormwater Management Facility

General Purpose Lanes

Managed Lanes

Potential Noise Barrier Replacement or Construction (Approximate Location)

Trails

FEMA Floodplain 100 Year

Delineated Waterways (Feature ID, Refer to NRTR)

Delineated Wetlands (Feature ID, Refer to NRTR)

NWI Wetlands and Waterbodies

DNR Wetlands and Waterbodies

Forest Interior Dwelling Habitat

Forest Conservation Act Easements

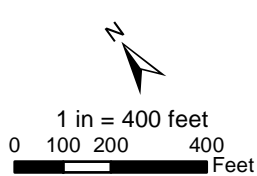
Historic Properties

Park Property

WMATA Metro Line

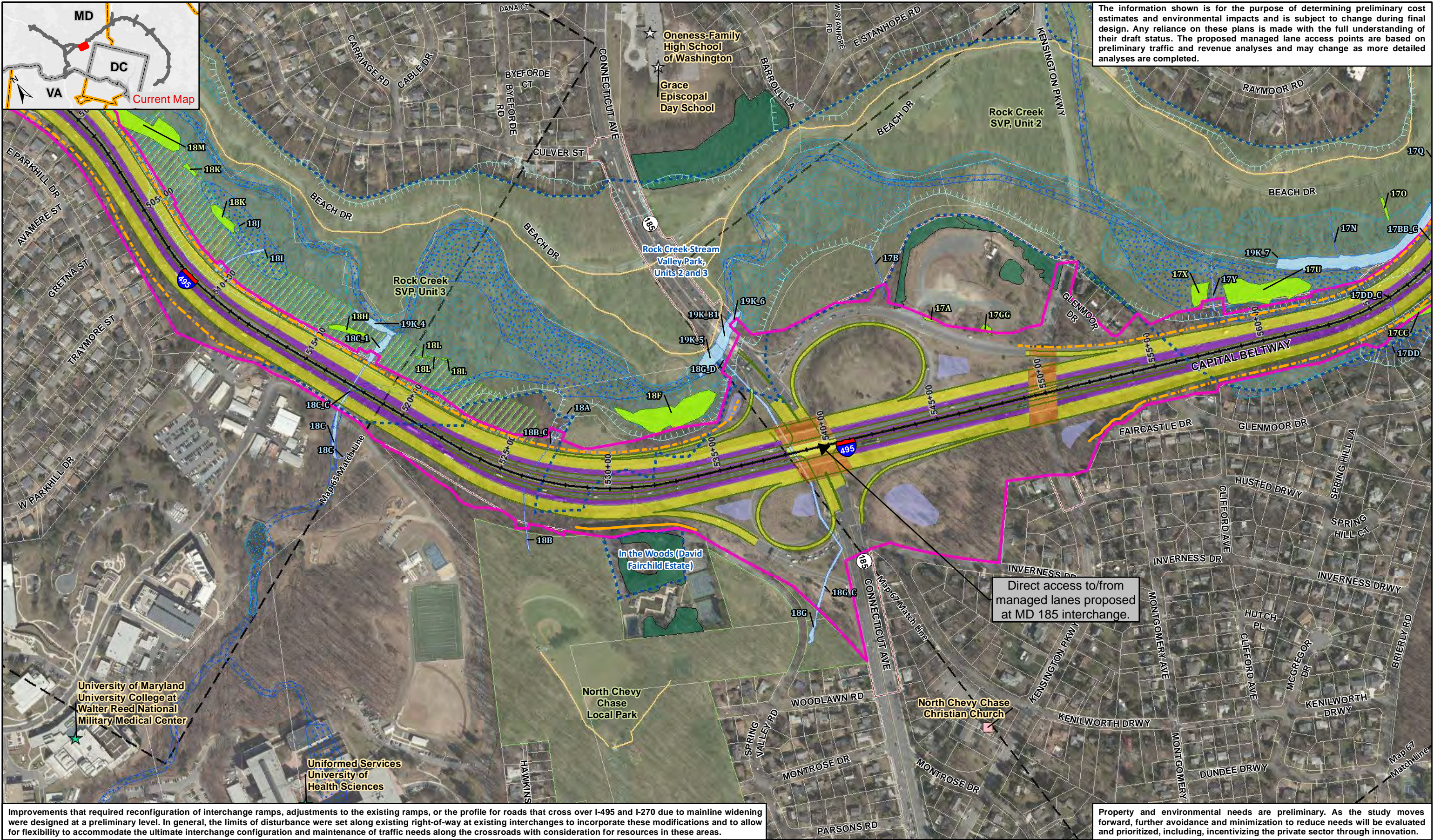
Place of Worship

School



Environmental Resource Mapping
Alternatives 8, 9, 10, 13B, 13C
for I-495

Appendix D
Map 65



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

Legend

Alternative 8, 9, 10, 13B, & 13C LOD

Map Match Line

Right-of-Way

Parcel Boundaries

Roadway Baseline

Edge of Lane

Proposed New or Reconstructed Bridge

Proposed Stormwater Management Facility

General Purpose Lanes

Managed Lanes

Existing Noise Barrier to Remain

Potential Noise Barrier Replacement or Construction (Approximate Location)

Trails

FEMA Floodplain 100 Year

Delineated Waterways (Feature ID, Refer to NRTR)

Delineated Wetlands (Feature ID, Refer to NRTR)

NWI Wetlands and Waterbodies

DNR Wetlands and Waterbodies

Forest Interior Dwelling Habitat

Forest Conservation Act Easements

Historic Properties

Park Property

Higher Education

Place of Worship

School

1 in = 400 feet

0 100 200 400 Feet

Environmental Resource Mapping

Alternatives 8, 9, 10, 13B, 13C

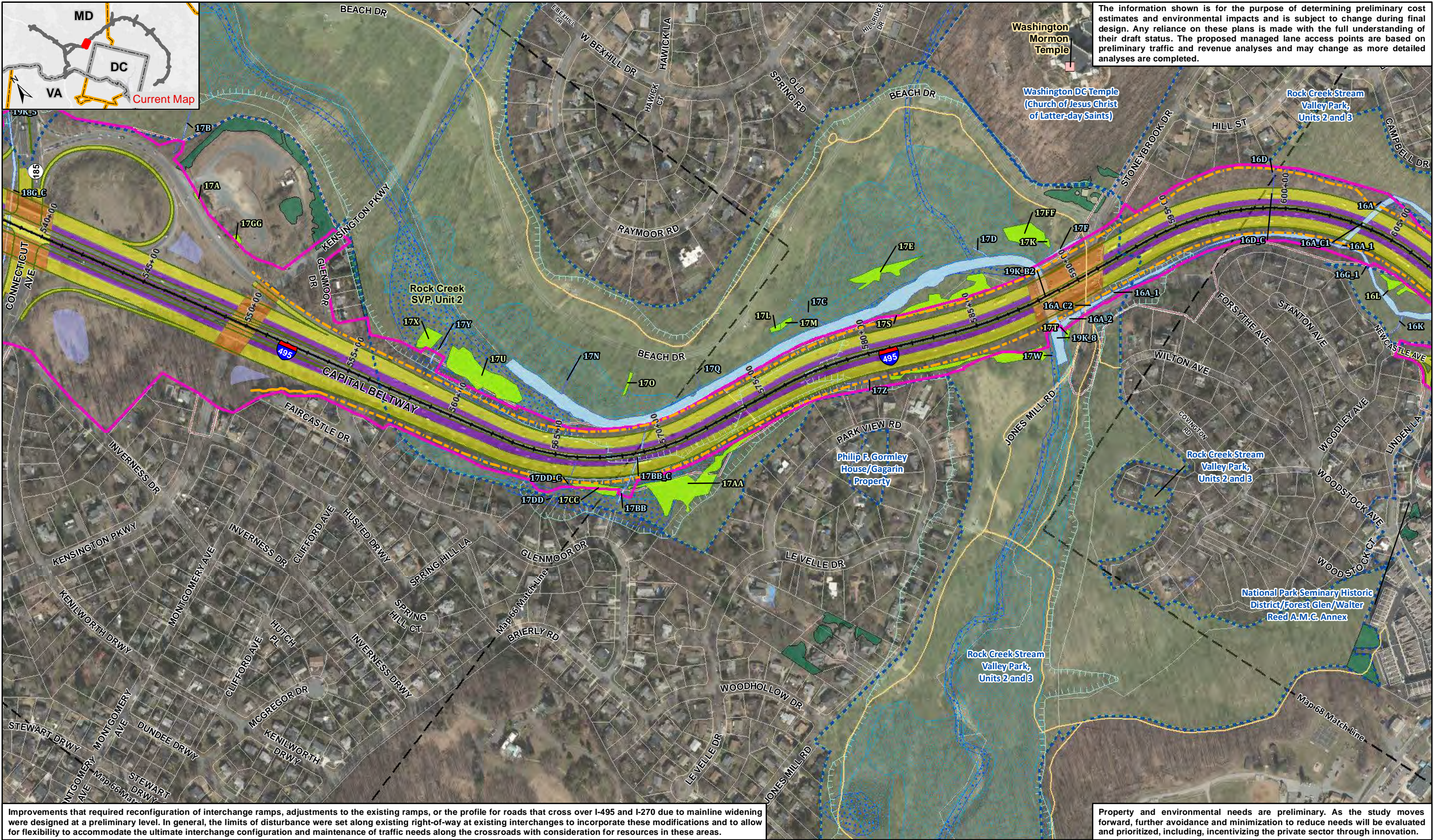
for I-495

Appendix D

Map 66

495 270

MANAGED LANES STUDY



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

Legend

- Alternative 8, 9, 10, 13B, & 13C LOD
- Map Match Line
- Right-of-Way
- Parcel Boundaries
- Roadway Baseline
- Edge of Lane
- Proposed New or Reconstructed Bridge
- Proposed Stormwater Management Facility
- General Purpose Lanes
- Managed Lanes
- Existing Noise Barrier to Remain
- Potential Noise Barrier Replacement or Construction (Approximate Location)
- Trails
- FEMA Floodplain 100 Year
- Delineated Waterways (Feature ID, Refer to NRTR)
- Delineated Wetlands (Feature ID, Refer to NRTR)
- NWI Wetlands and Waterbodies
- DNR Wetlands and Waterbodies
- Forest Conservation Act Easements
- Historic Properties
- Park Property
- Place of Worship
- Post Office

1 in = 400 feet

0 100 200 400 Feet

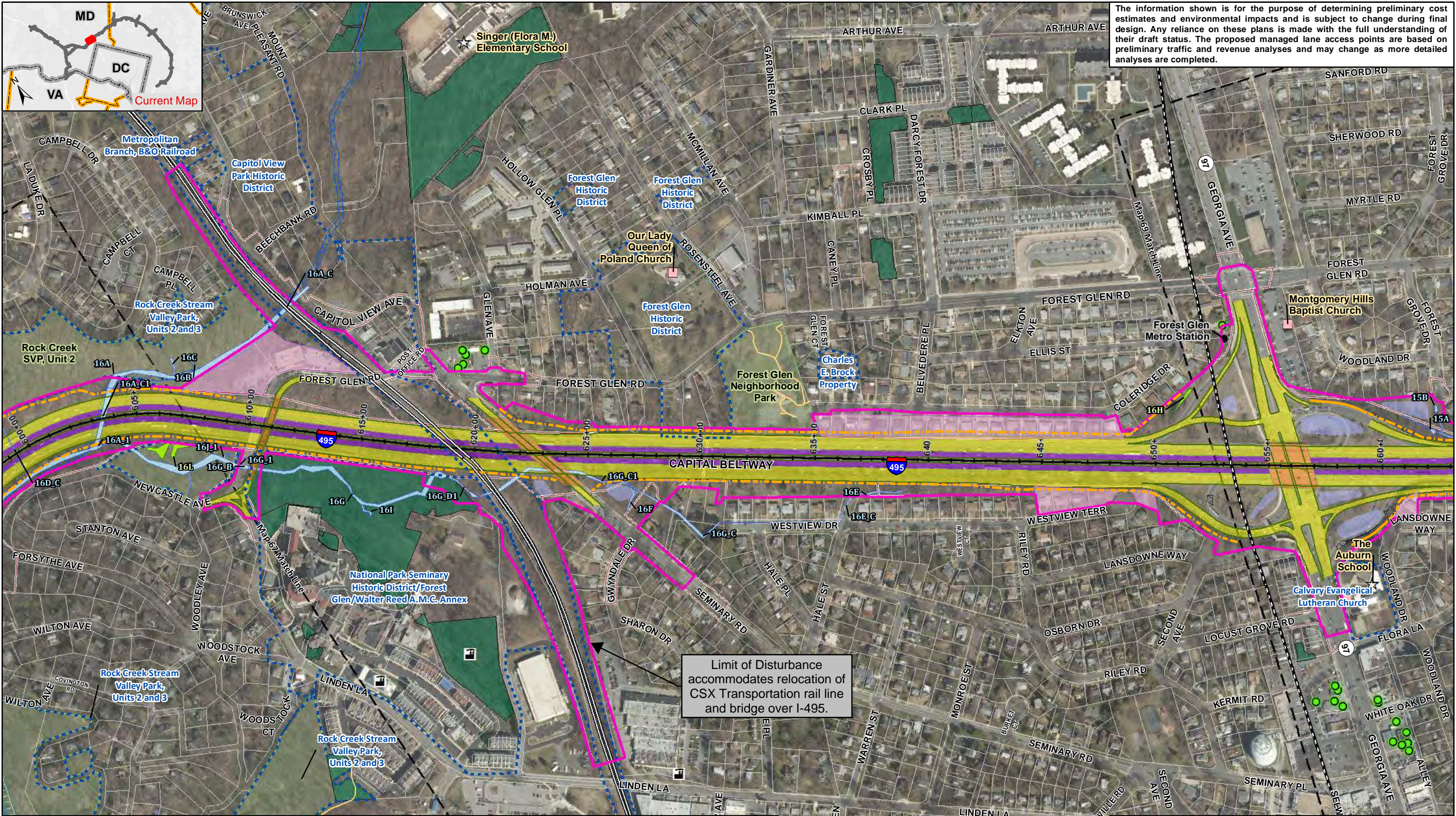
Environmental Resource Mapping

Alternatives 8, 9, 10, 13B, 13C

for I-495

Appendix D

Map 67



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

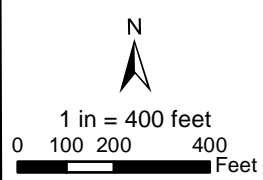
Limit of Disturbance accommodates relocation of CSX Transportation rail line and bridge over I-495.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

- Legend**
- | | | | |
|--|--|---|---|
| <ul style="list-style-type: none">Alternative 8, 9, 10, 13B, & 13C LODMap Match LineRight-of-WayParcel BoundariesRoadway BaselineEdge of Lane | <ul style="list-style-type: none">Removal of Existing PavementProposed New or Reconstructed BridgeProposed Stormwater Management FacilityGeneral Purpose LanesManaged LanesExisting Noise Barrier to Remain | <ul style="list-style-type: none">Potential Noise Barrier Replacement or Construction (Approximate Location)Potential RelocationsTrailsFEMA Floodplain 100 YearDelineated Waterways (Feature ID, Refer to NRTR) | <ul style="list-style-type: none">Delineated Wetlands (Feature ID, Refer to NRTR)NWI Wetlands and WaterbodiesDNR Wetlands and WaterbodiesForest Conservation Act EasementsHistoric PropertiesPark Property |
|--|--|---|---|

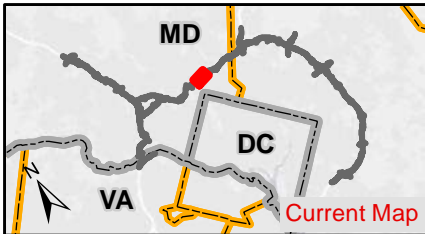
- | | |
|--|--|
| <ul style="list-style-type: none">Rail LinesWMATA Metro LineWMATA Metro StationFire StationPlace of WorshipSchool | <ul style="list-style-type: none">MDE Land Restoration Program SitePotential Hazardous Concerns |
|--|--|



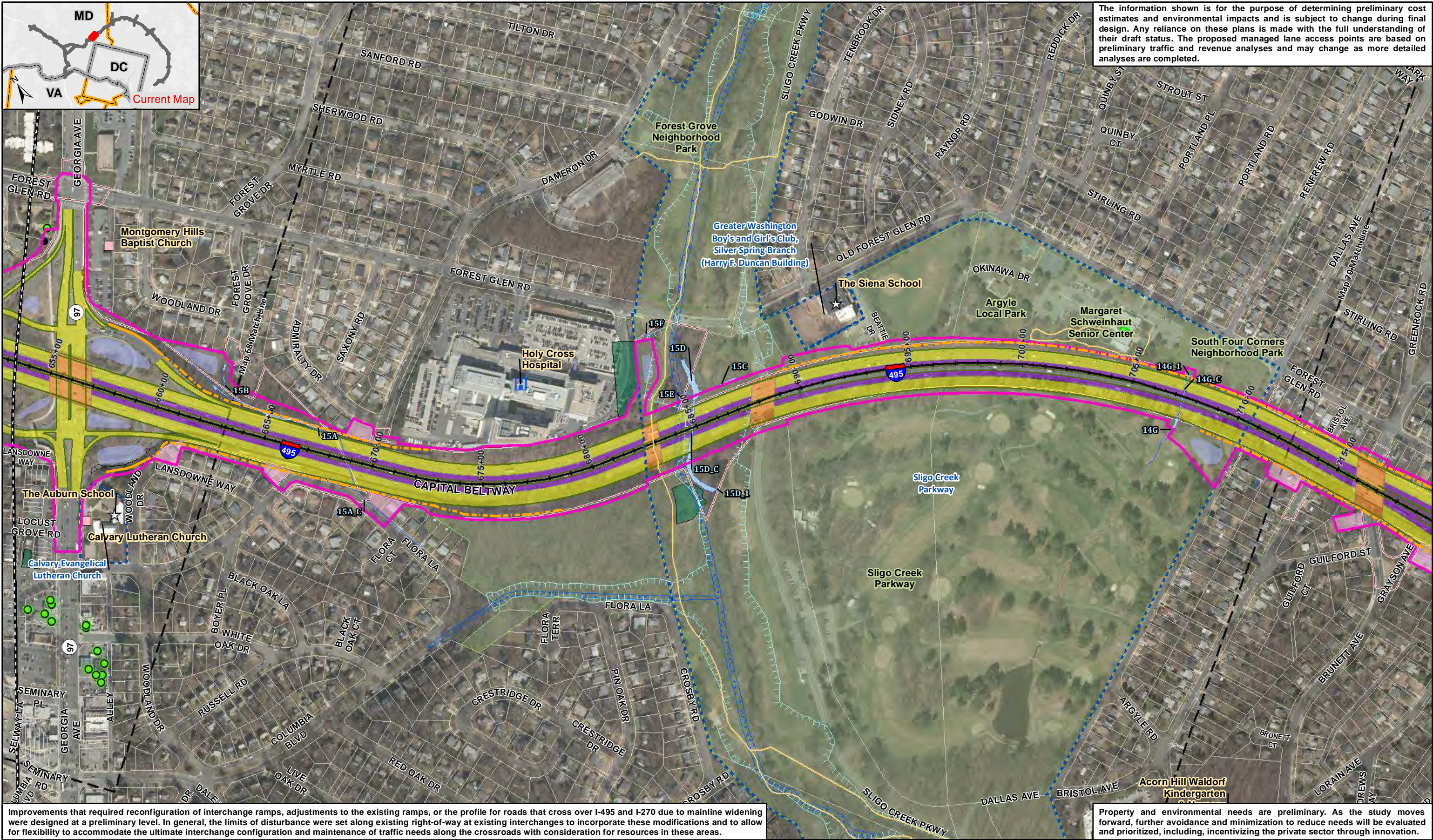
Environmental Resource Mapping

Alternatives 8, 9, 10, 13B, 13C
for I-495

Appendix D
Map 68



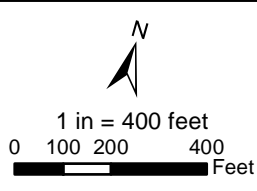
The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.



Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

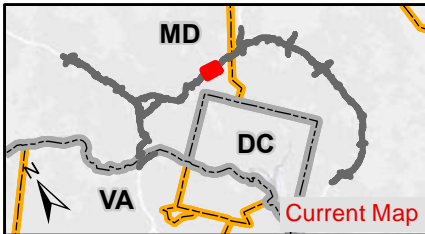
- | | | | |
|--------------------------------------|--|---|---------------------|
| Legend | | | |
| Alternative 8, 9, 10, 13B, & 13C LOD | Proposed New or Reconstructed Bridge | Potential Relocations | Historic Properties |
| Map Match Line | Proposed Stormwater Management Facility | Trails | Park Property |
| Right-of-Way | General Purpose Lanes | FEMA Floodplain 100 Year | WMATA Metro Line |
| Parcel Boundaries | Managed Lanes | Delineated Waterways (Feature ID, Refer to NRT) | WMATA Metro Station |
| Roadway Baseline | Existing Noise Barrier to Remain | NWI Wetlands and Waterbodies | Hospital |
| Edge of Lane | Potential Noise Barrier Replacement or Construction (Approximate Location) | DNR Wetlands and Waterbodies | Place of Worship |
| Removal of Existing Pavement | | Forest Conservation Act Easements | Recreation Center |



Environmental Resource Mapping

Alternatives 8, 9, 10, 13B, 13C
for I-495

Appendix D
Map 69



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.



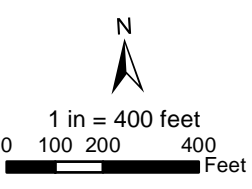
Direct access to/from managed lanes proposed at US 29 interchange.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

- Legend**

 - Alternative 8, 9, 10, 13B, & 13C LOD
 - Map Match Line
 - Right-of-Way
 - Parcel Boundaries
 - Roadway Baseline
 - Edge of Lane
 - Removal of Existing Pavement
 - Proposed New or Reconstructed Bridge
 - Proposed Stormwater Management Facility
 - General Purpose Lanes
 - Managed Lanes
 - Existing Noise Barrier to Remain
 - Potential Noise Barrier Replacement or Construction (Approximate Location)
 - Potential Relocations
 - Trails
 - Delineated Waterways (Feature ID, Refer to NRTR)
 - Delineated Wetlands (Feature ID, Refer to NRTR)
 - Historic Properties
 - Park Property
 - Fire Station
 - Place of Worship
 - Post Office
 - Recreation Center
 - School
 - MDE Land Restoration Program Site
 - Potential Hazardous Concerns



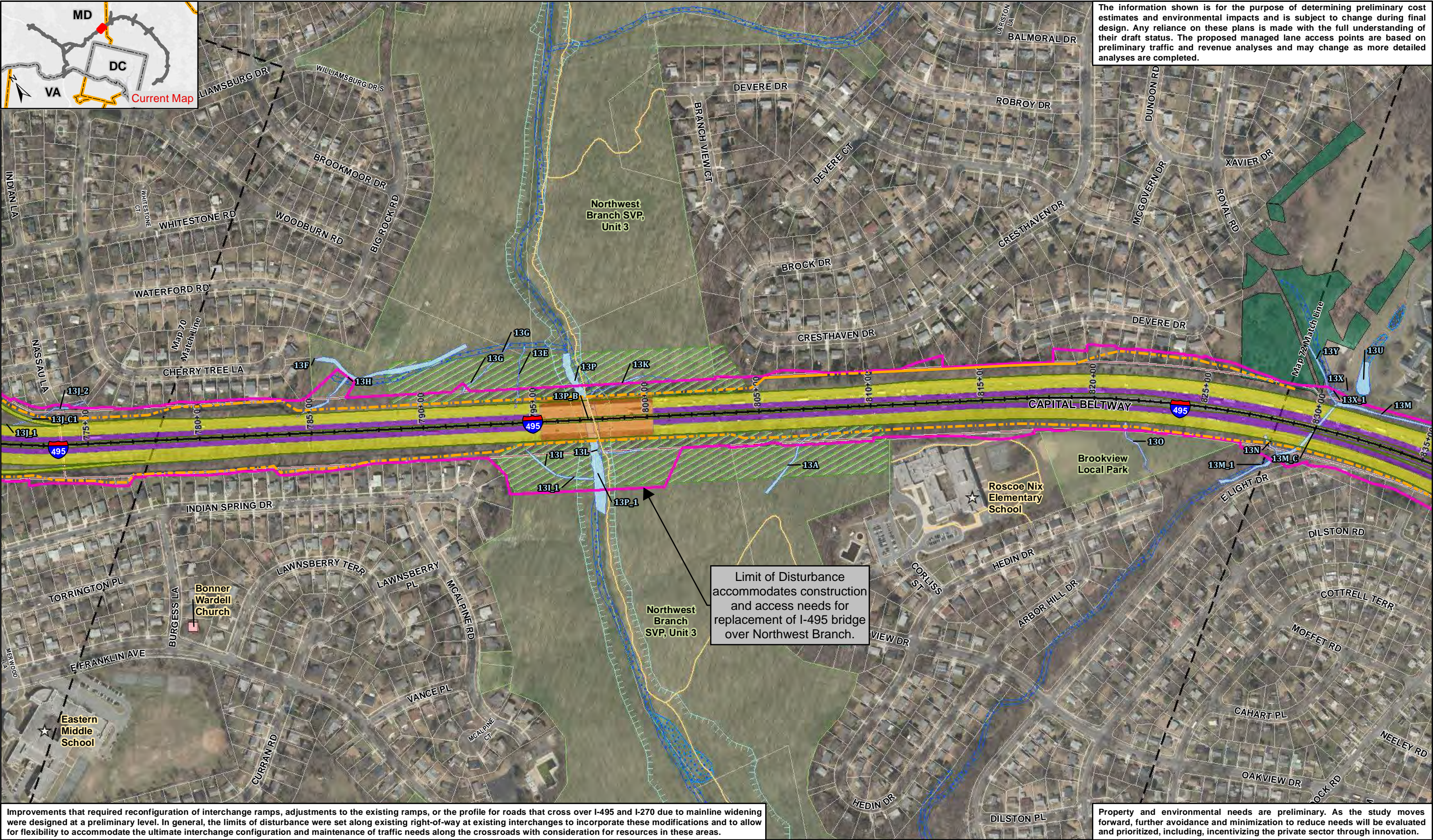
Environmental Resource Mapping

Alternatives 8, 9, 10, 13B, 13C

for I-495

Appendix D

Map 70



Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

Legend

Alternative 8, 9, 10, 13B, & 13C LOD	Edge of Lane	Potential Noise Barrier Replacement or Construction (Approximate Location)	NWI Wetlands and Waterbodies	Place of Worship
Map Match Line	Proposed New or Reconstructed Bridge	Trails	DNR Wetlands and Waterbodies	School
Right-of-Way	General Purpose Lanes	FEMA Floodplain 100 Year	Forest Interior Dwelling Habitat	
Parcel Boundaries	Managed Lanes	Delineated Waterways (Feature ID, Refer to NRTR)	Forest Conservation Act Easements	
Roadway Baseline	Existing Noise Barrier to Remain		Park Property	

1 in = 400 feet

0 100 200 400 Feet

Environmental Resource Mapping

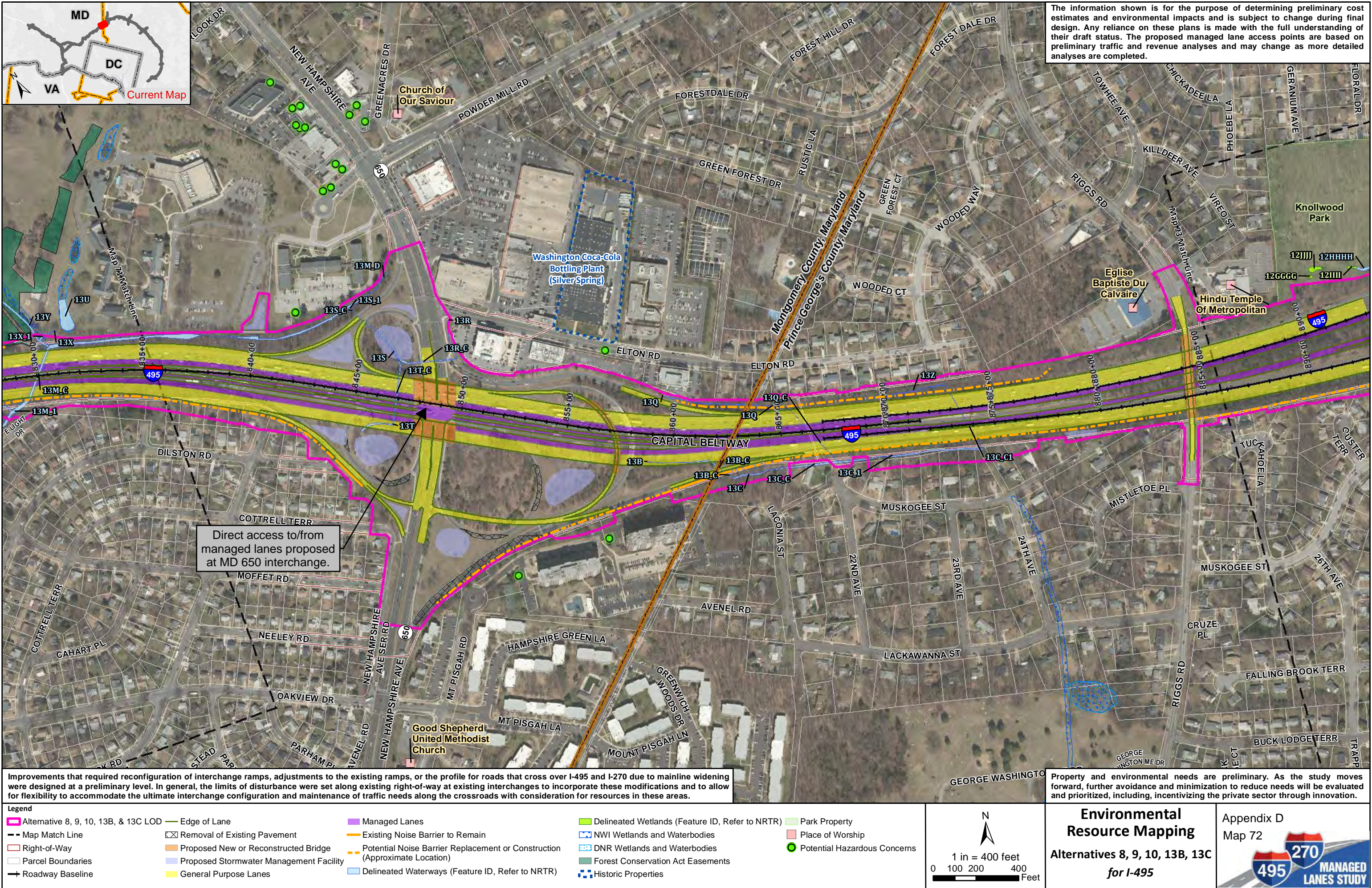
Alternatives 8, 9, 10, 13B, 13C for I-495

Appendix D

Map 71

495 270

MANAGED LANES STUDY



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

Legend

- Alternative 8, 9, 10, 13B, & 13C LOD
- Map Match Line
- Right-of-Way
- Parcel Boundaries
- Roadway Baseline

- Edge of Lane
- Removal of Existing Pavement
- Proposed New or Reconstructed Bridge
- Proposed Stormwater Management Facility
- General Purpose Lanes

- Managed Lanes
- Existing Noise Barrier to Remain
- Potential Noise Barrier Replacement or Construction (Approximate Location)
- Delineated Waterways (Feature ID, Refer to NRTR)

- Delineated Wetlands (Feature ID, Refer to NRTR)
- NWI Wetlands and Waterbodies
- DNR Wetlands and Waterbodies
- Forest Conservation Act Easements
- Historic Properties

- Park Property
- Place of Worship
- Potential Hazardous Concerns

1 in = 400 feet

0 100 200 400 Feet

Environmental Resource Mapping

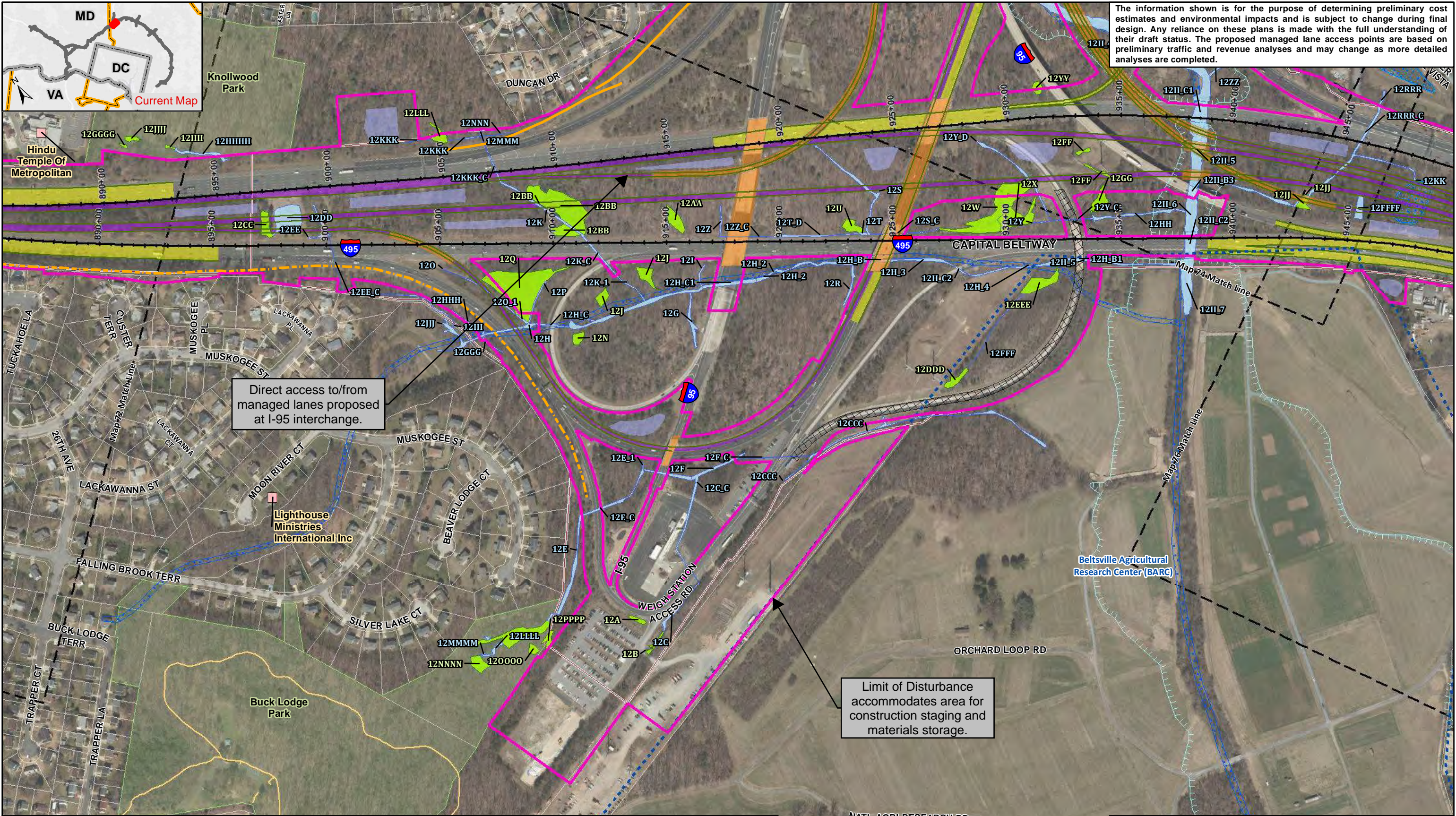
Alternatives 8, 9, 10, 13B, 13C for I-495

Appendix D

Map 72

495 270

MANAGED LANES STUDY



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

Legend

- Alternative 8, 9, 10, 13B, & 13C LOD
- Map Match Line
- Right-of-Way
- Parcel Boundaries
- Roadway Baseline

- Edge of Lane
- Removal of Existing Pavement
- Proposed New or Reconstructed Bridge
- Proposed Stormwater Management Facility
- General Purpose Lanes

- Managed Lanes
- Existing Noise Barrier to Remain
- Potential Noise Barrier Replacement or Construction (Approximate Location)
- Trails

- FEMA Floodplain 100 Year
- Delineated Waterways (Feature ID, Refer to NRTR)
- Delineated Wetlands (Feature ID, Refer to NRTR)
- NWI Wetlands and Waterbodies
- DNR Wetlands and Waterbodies

- Forest Conservation Act Easements
- Historic Properties
- Park Property
- Place of Worship

1 in = 400 feet

0 100 200 400 Feet

Environmental Resource Mapping

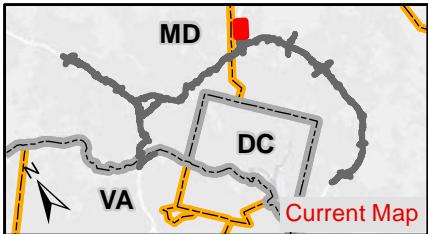
Alternatives 8, 9, 10, 13B, 13C for I-495

Appendix D

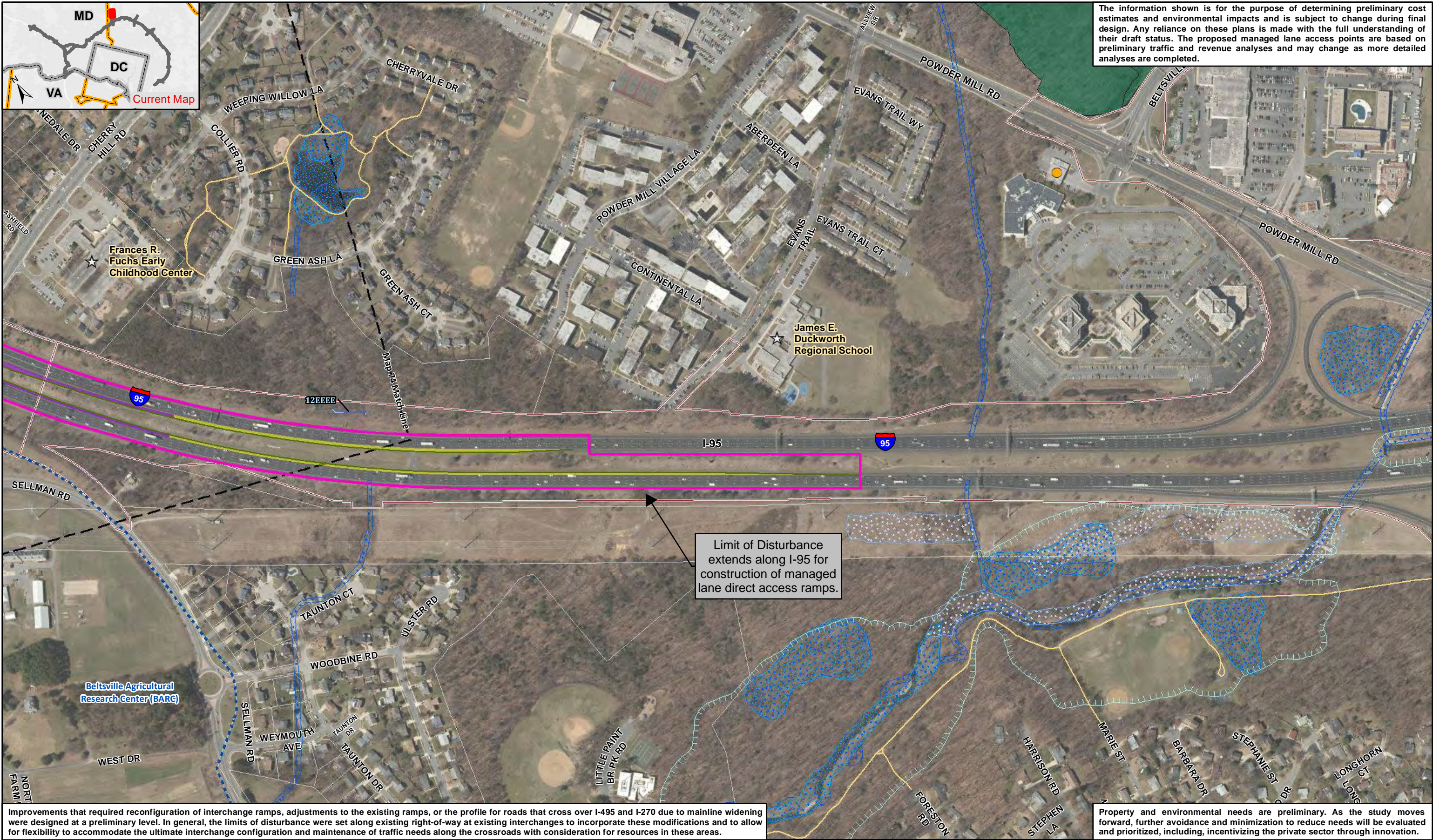
Map 73

495 270

MANAGED LANES STUDY



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

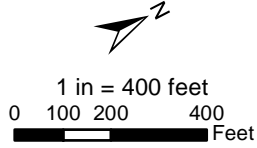


Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

Legend

- | | | | | |
|--------------------------------------|-----------------------|--|-----------------------------------|--------------|
| Alternative 8, 9, 10, 13B, & 13C LOD | Roadway Baseline | Trails | NW1 Wetlands and Waterbodies | Fire Station |
| Map Match Line | Edge of Lane | FEMA Floodplain 100 Year | DNR Wetlands and Waterbodies | School |
| Right-of-Way | General Purpose Lanes | Delineated Waterways (Feature ID, Refer to NRTR) | Forest Conservation Act Easements | |
| Parcel Boundaries | Managed Lanes | Wetlands of Special State Concern | Historic Properties | |

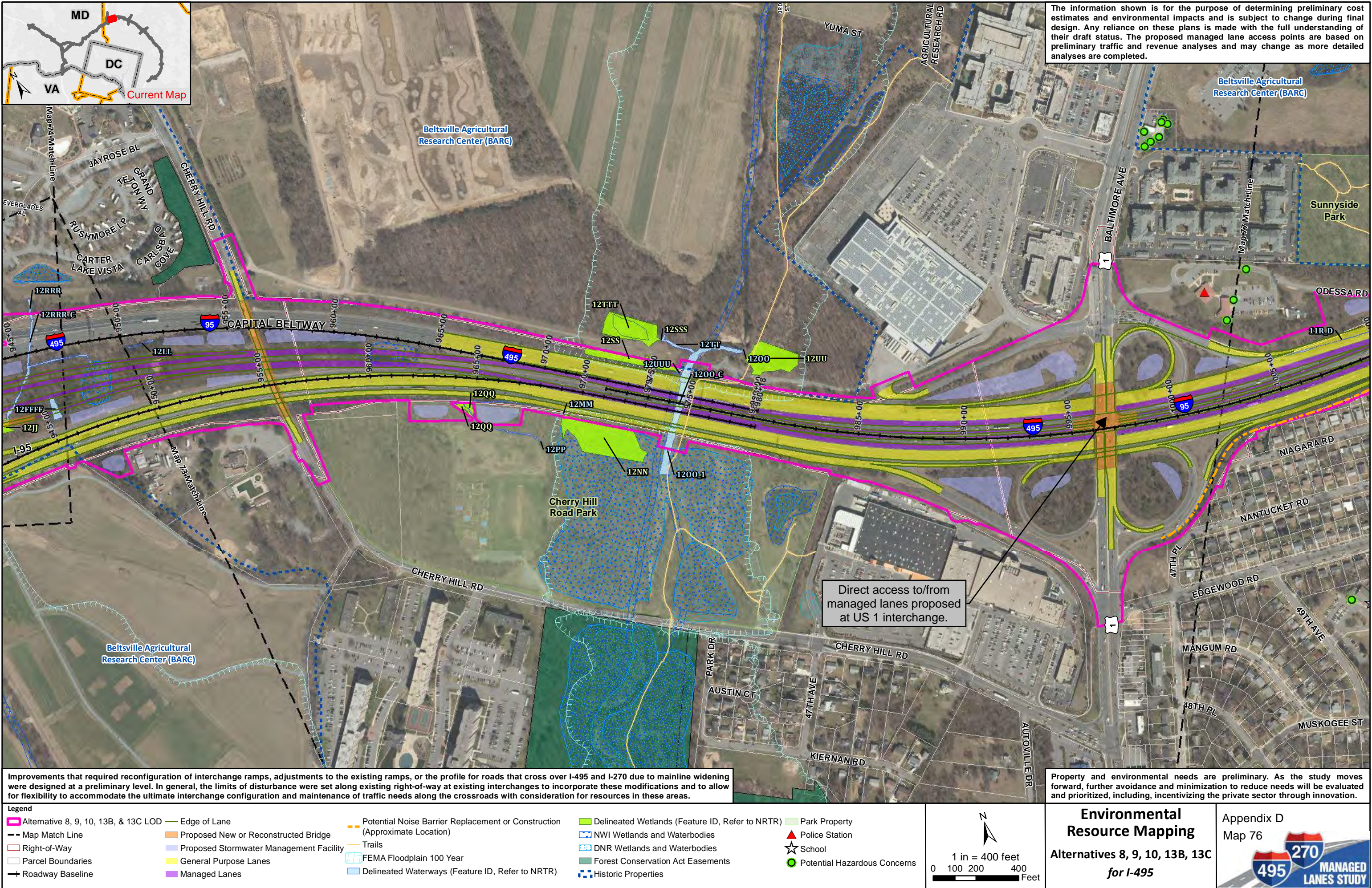


Environmental Resource Mapping

Alternatives 8, 9, 10, 13B, 13C for I-495

Appendix D
Map 75

MANAGED LANES STUDY



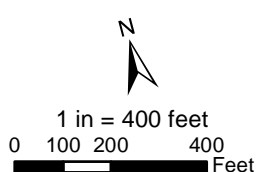
The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

- Legend**

 - Alternative 8, 9, 10, 13B, & 13C LOD
 - Map Match Line
 - Right-of-Way
 - Parcel Boundaries
 - Roadway Baseline
 - Edge of Lane
 - Proposed New or Reconstructed Bridge
 - Proposed Stormwater Management Facility
 - General Purpose Lanes
 - Managed Lanes
 - Potential Noise Barrier Replacement or Construction (Approximate Location)
 - Trails
 - FEMA Floodplain 100 Year
 - Delineated Waterways (Feature ID, Refer to NRTR)
 - Delineated Wetlands (Feature ID, Refer to NRTR)
 - NWI Wetlands and Waterbodies
 - DNR Wetlands and Waterbodies
 - Forest Conservation Act Easements
 - Historic Properties
 - Park Property
 - Police Station
 - School
 - Potential Hazardous Concerns



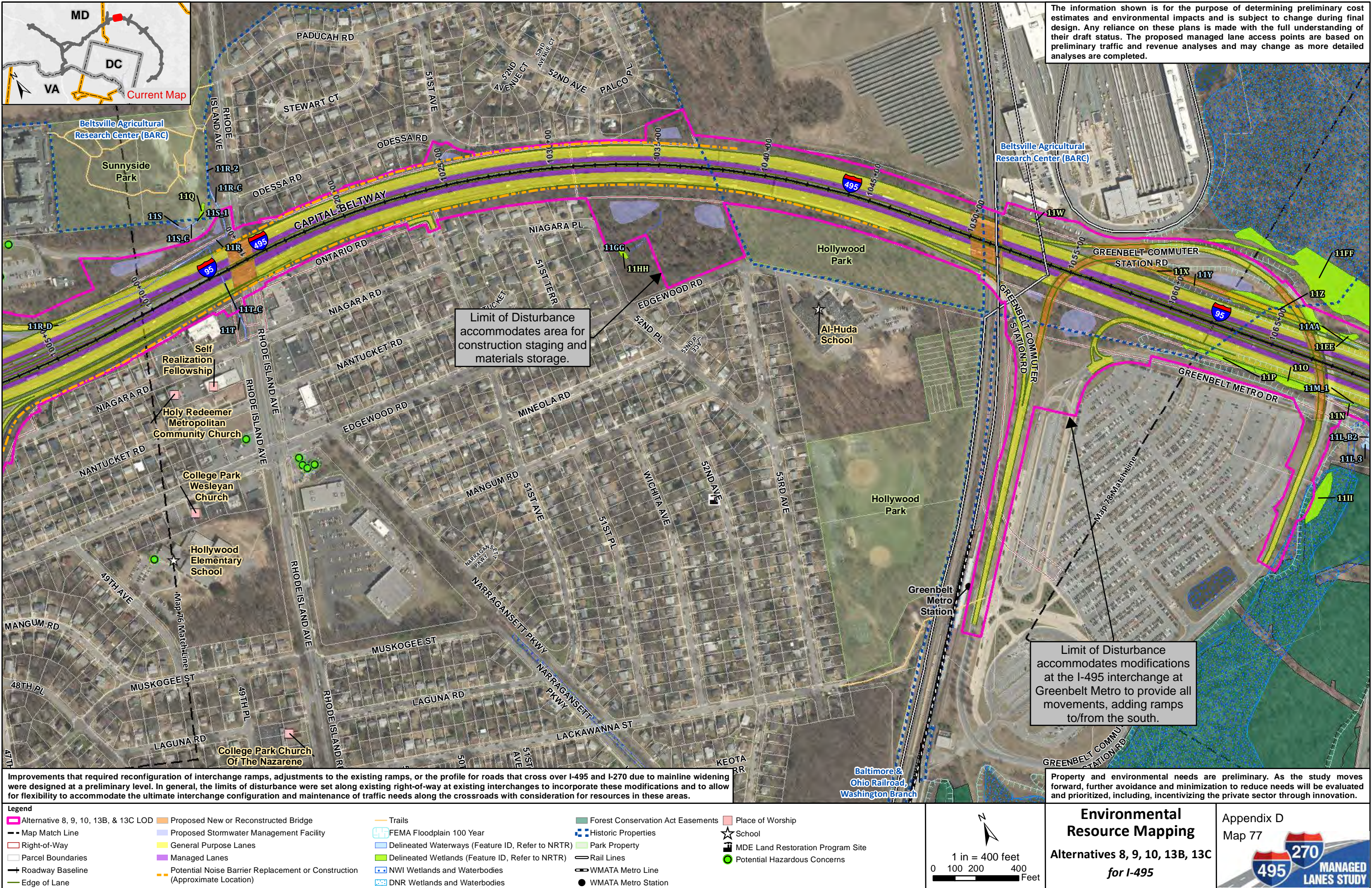
Environmental Resource Mapping

Alternatives 8, 9, 10, 13B, 13C

for I-495

Appendix D

Map 76



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

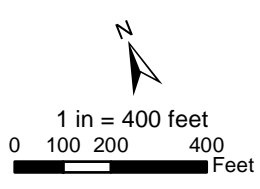
Limit of Disturbance accommodates area for construction staging and materials storage.

Limit of Disturbance accommodates modifications at the I-495 interchange at Greenbelt Metro to provide all movements, adding ramps to/from the south.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

- Legend**

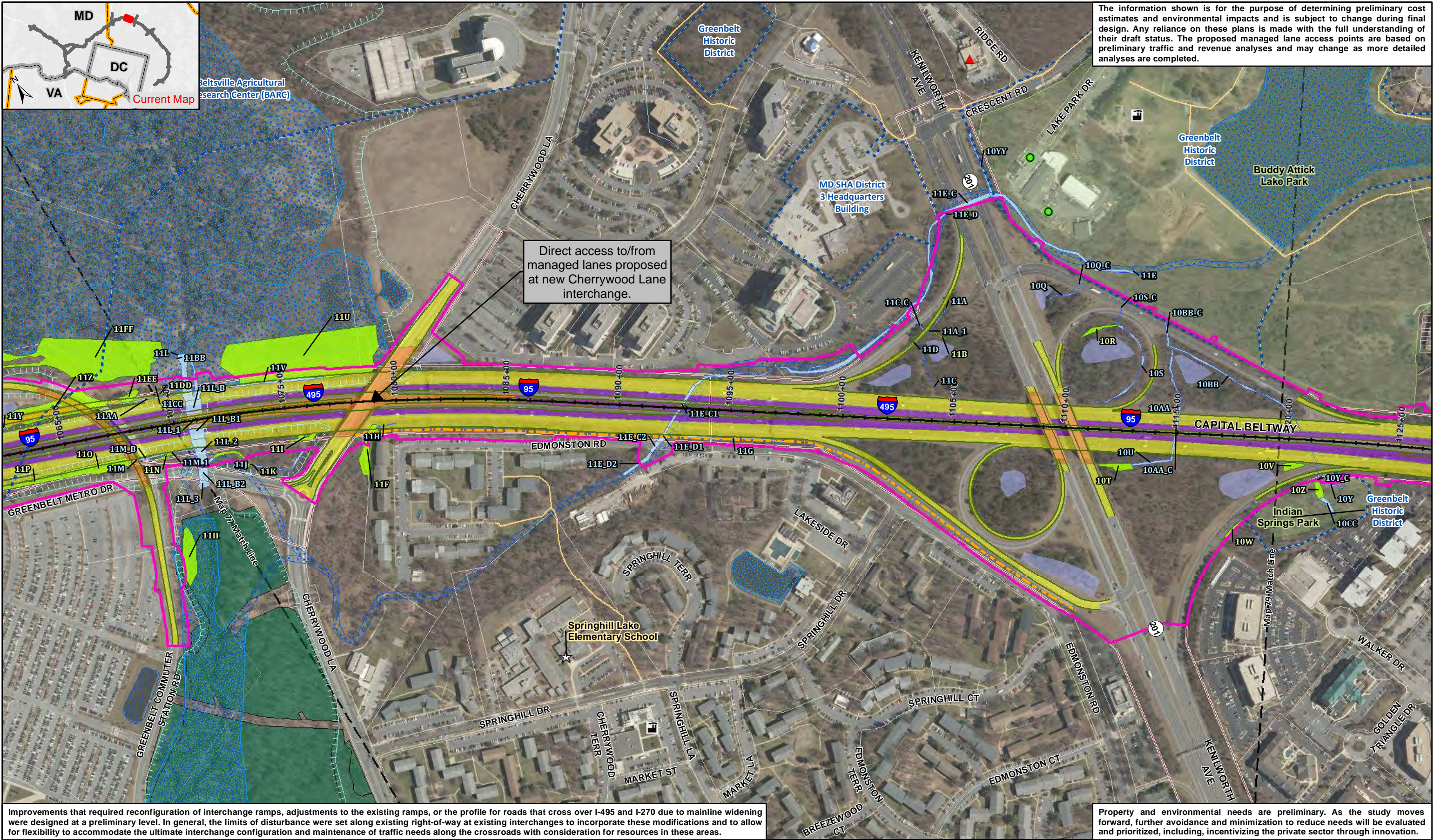
 - Alternative 8, 9, 10, 13B, & 13C LOD
 - Map Match Line
 - Right-of-Way
 - Parcel Boundaries
 - Roadway Baseline
 - Edge of Lane
- Proposed New or Reconstructed Bridge
 - Proposed Stormwater Management Facility
 - General Purpose Lanes
 - Managed Lanes
 - Potential Noise Barrier Replacement or Construction (Approximate Location)
- Trails
 - FEMA Floodplain 100 Year
 - Delineated Waterways (Feature ID, Refer to NRTR)
 - Delineated Wetlands (Feature ID, Refer to NRTR)
 - NWI Wetlands and Waterbodies
 - DNR Wetlands and Waterbodies
- Forest Conservation Act Easements
 - Historic Properties
 - Park Property
 - Rail Lines
 - WMATA Metro Line
 - WMATA Metro Station
- Place of Worship
 - School
 - MDE Land Restoration Program Site
 - Potential Hazardous Concerns



Environmental Resource Mapping

Alternatives 8, 9, 10, 13B, 13C for I-495

Appendix D
Map 77



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

Legend

- Alternative 8, 9, 10, 13B, & 13C LOD
- Map Match Line
- Right-of-Way
- Parcel Boundaries
- Roadway Baseline
- Edge of Lane

- Proposed New or Reconstructed Bridge
- Proposed Stormwater Management Facility
- General Purpose Lanes
- Managed Lanes
- Potential Noise Barrier Replacement or Construction (Approximate Location)

- Trails
- FEMA Floodplain 100 Year
- Delineated Waterways (Feature ID, Refer to NRTR)
- Delineated Wetlands (Feature ID, Refer to NRTR)
- NWI Wetlands and Waterbodies
- DNR Wetlands and Waterbodies

- Forest Conservation Act Easements
- Historic Properties
- Park Property
- Police Station
- School
- MDE Land Restoration Program Site

- Potential Hazardous Concerns

1 in = 400 feet

0 100 200 400 Feet

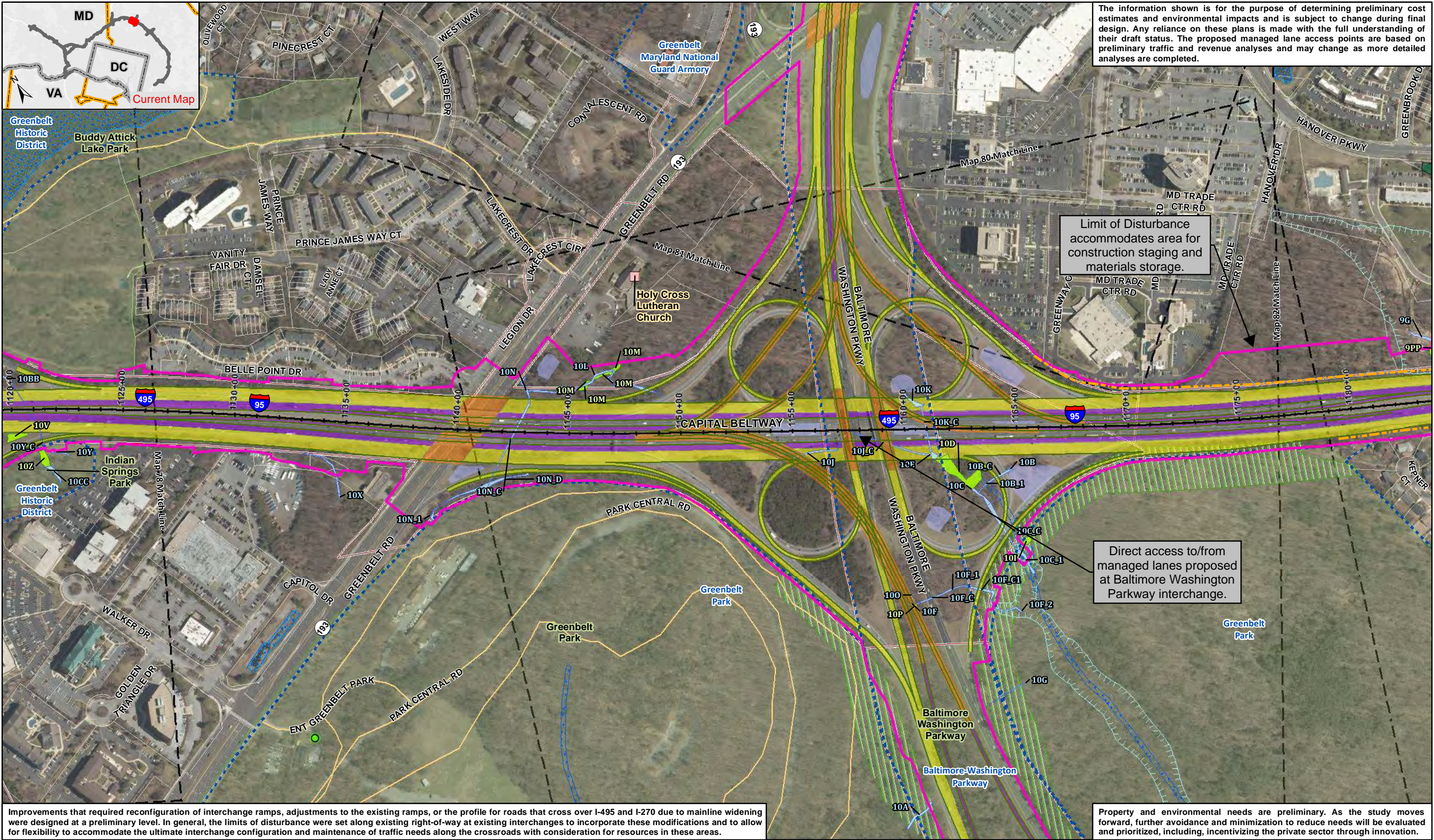
Environmental Resource Mapping

Alternatives 8, 9, 10, 13B, 13C for I-495

Appendix D

Map 78

MANAGED LANES STUDY



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

Limit of Disturbance accommodates area for construction staging and materials storage.

Direct access to/from managed lanes proposed at Baltimore Washington Parkway interchange.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

Legend

Alternative 8, 9, 10, 13B, & 13C LOD

Map Match Line

Right-of-Way

Parcel Boundaries

Roadway Baseline

Edge of Lane

Proposed New or Reconstructed Bridge

Proposed Stormwater Management Facility

General Purpose Lanes

Managed Lanes

Potential Noise Barrier Replacement or Construction (Approximate Location)

Trails

FEMA Floodplain 100 Year

Delineated Waterways (Feature ID, Refer to NRTR)

Delineated Wetlands (Feature ID, Refer to NRTR)

NWI Wetlands and Waterbodies

DNR Wetlands and Waterbodies

Forest Interior Dwelling Habitat

Forest Conservation Act Easements

Historic Properties

Park Property

Place of Worship

Potential Hazardous Concerns

1 in = 400 feet

0 100 200 400 Feet

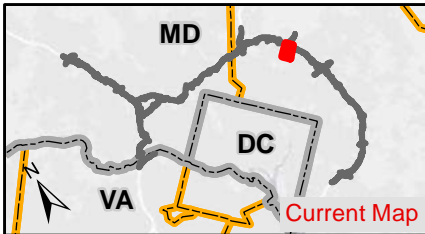
Environmental Resource Mapping

Alternatives 8, 9, 10, 13B, 13C

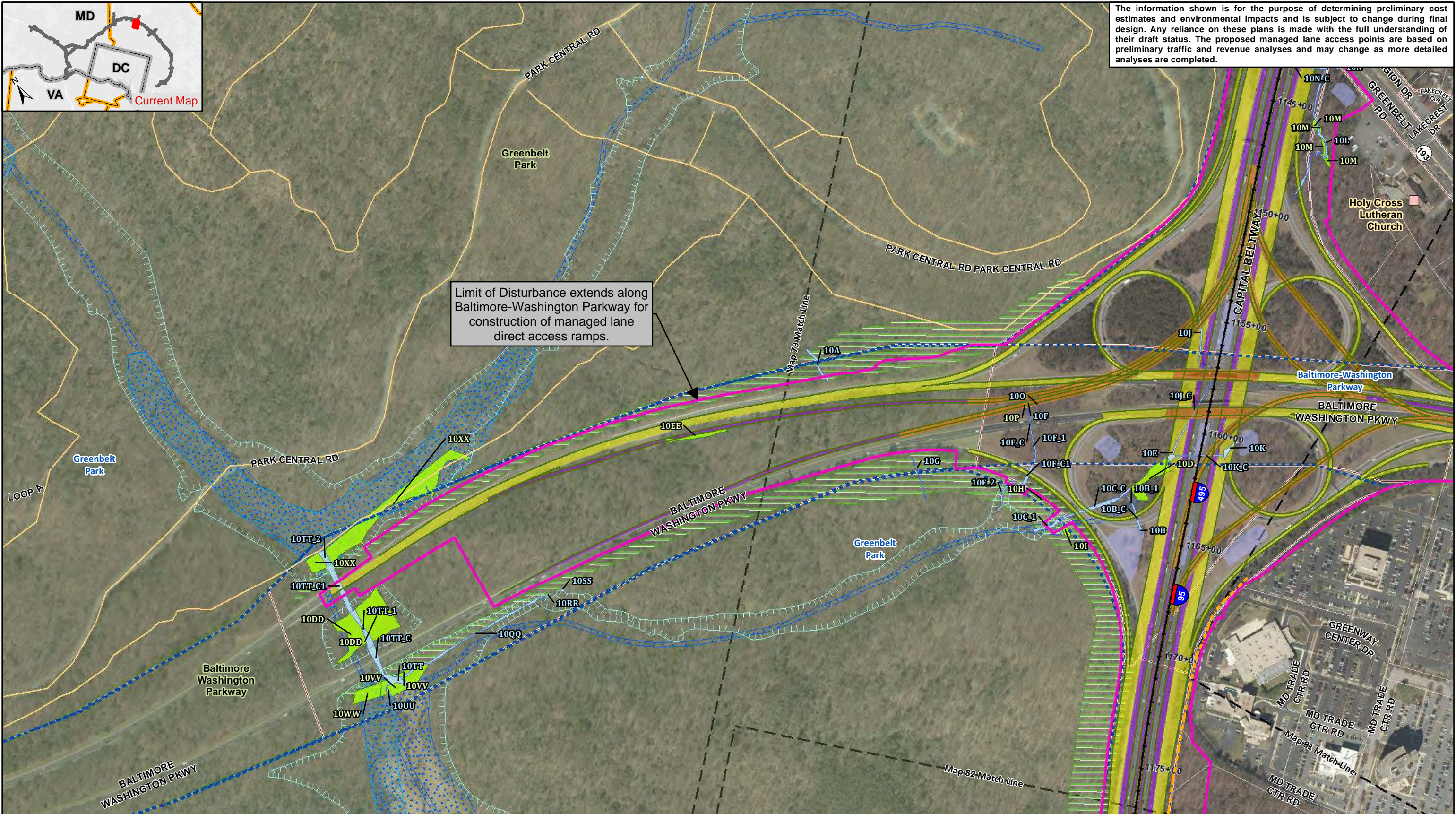
for I-495

Appendix D

Map 79



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.



Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

Legend

Alternative 8, 9, 10, 13B, & 13C LOD	Edge of Lane	Potential Noise Barrier Replacement or Construction (Approximate Location)	Delineated Wetlands (Feature ID, Refer to NRTR)	Park Property
Map Match Line	Proposed New or Reconstructed Bridge	Trails	NWI Wetlands and Waterbodies	Place of Worship
Right-of-Way	Proposed Stormwater Management Facility	FEMA Floodplain 100 Year	DNR Wetlands and Waterbodies	
Parcel Boundaries	General Purpose Lanes	Delineated Waterways (Feature ID, Refer to NRTR)	Forest Interior Dwelling Habitat	
Roadway Baseline	Managed Lanes		Historic Properties	

1 in = 400 feet

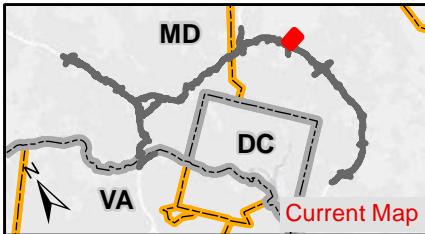
0 100 200 400 Feet

Environmental Resource Mapping

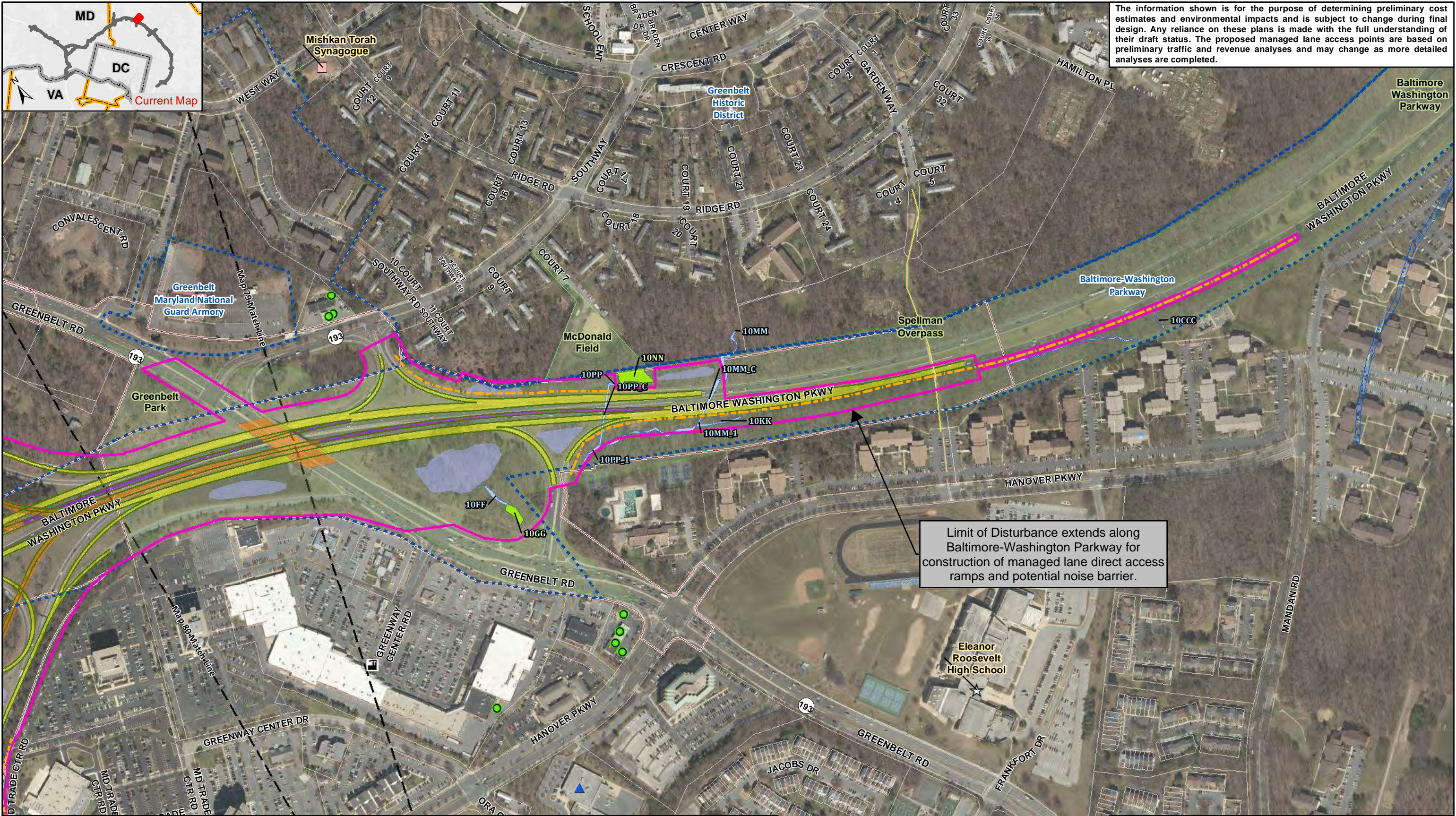
Alternatives 8, 9, 10, 13B, 13C for I-495

Appendix D

Map 80



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

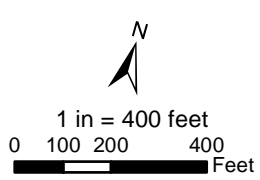


Limit of Disturbance extends along Baltimore-Washington Parkway for construction of managed lane direct access ramps and potential noise barrier.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

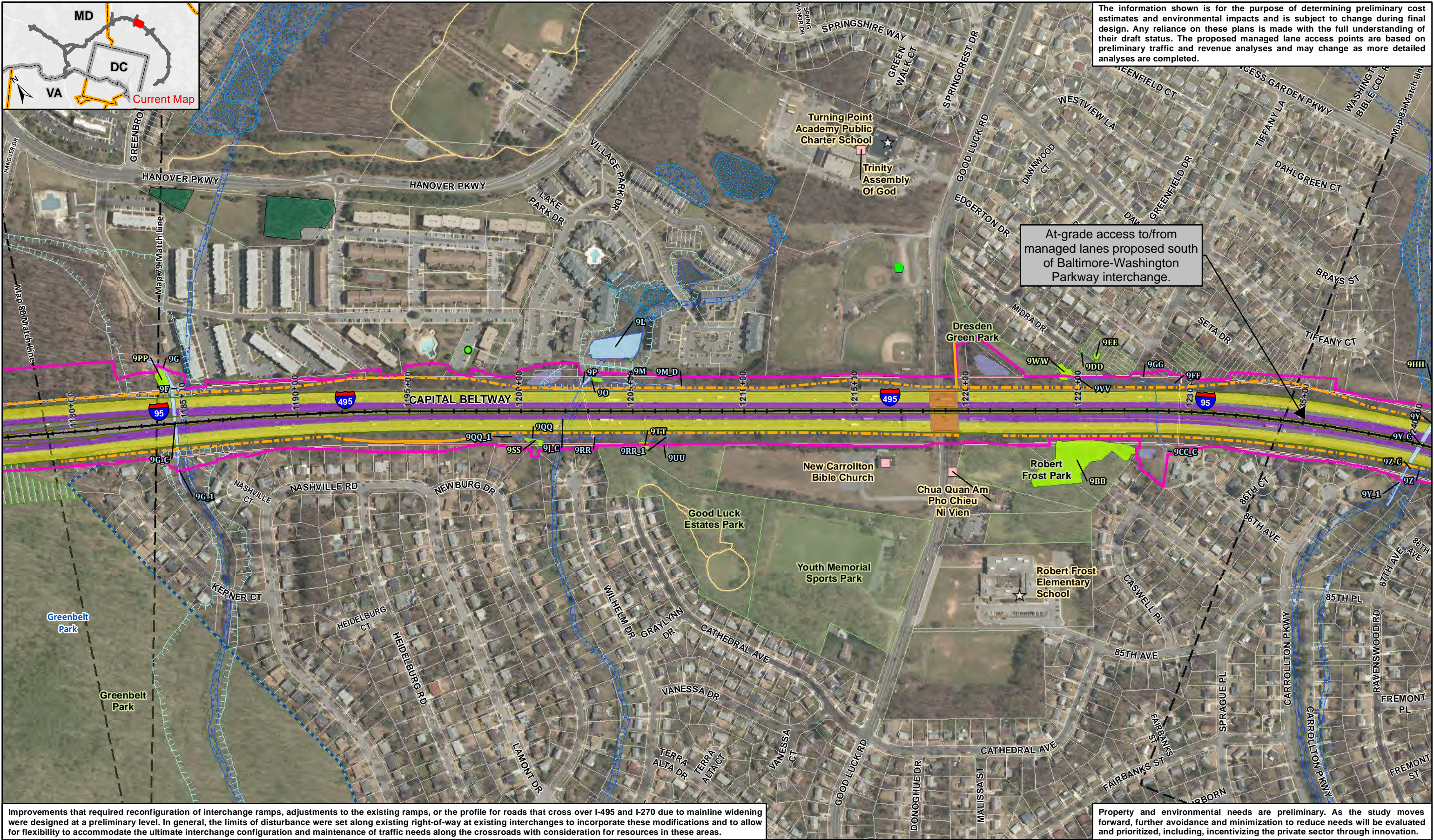
- | | | | |
|--------------------------------------|---|--|-----------------------------------|
| Legend | | | |
| Alternative 8, 9, 10, 13B, & 13C LOD | Edge of Lane | NWI Wetlands and Waterbodies | Post Office |
| Map Match Line | Proposed New or Reconstructed Bridge | DNR Wetlands and Waterbodies | School |
| Right-of-Way | Proposed Stormwater Management Facility | Historic Properties | MDE Land Restoration Program Site |
| Parcel Boundaries | General Purpose Lanes | Park Property | Potential Hazardous Concerns |
| Roadway Baseline | Managed Lanes | Delineated Waterways (Feature ID, Refer to NRTR) | Place of Worship |
| | | Trails | |
| | | Delineated Wetlands (Feature ID, Refer to NRTR) | |



Environmental Resource Mapping

Alternatives 8, 9, 10, 13B, 13C
for I-495

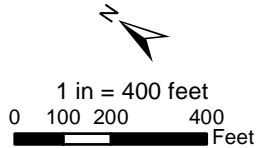
Appendix D
Map 81



Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

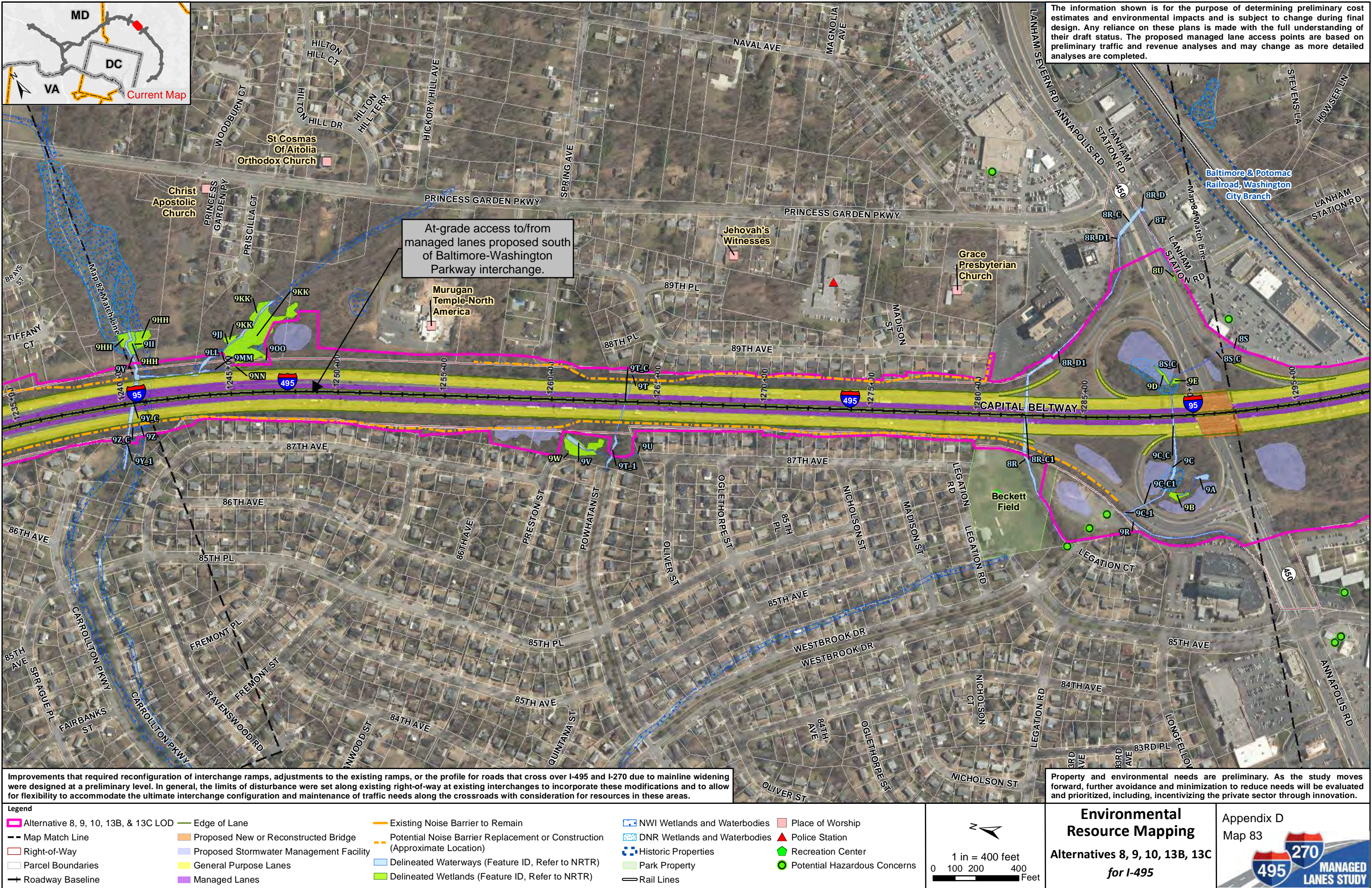
Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

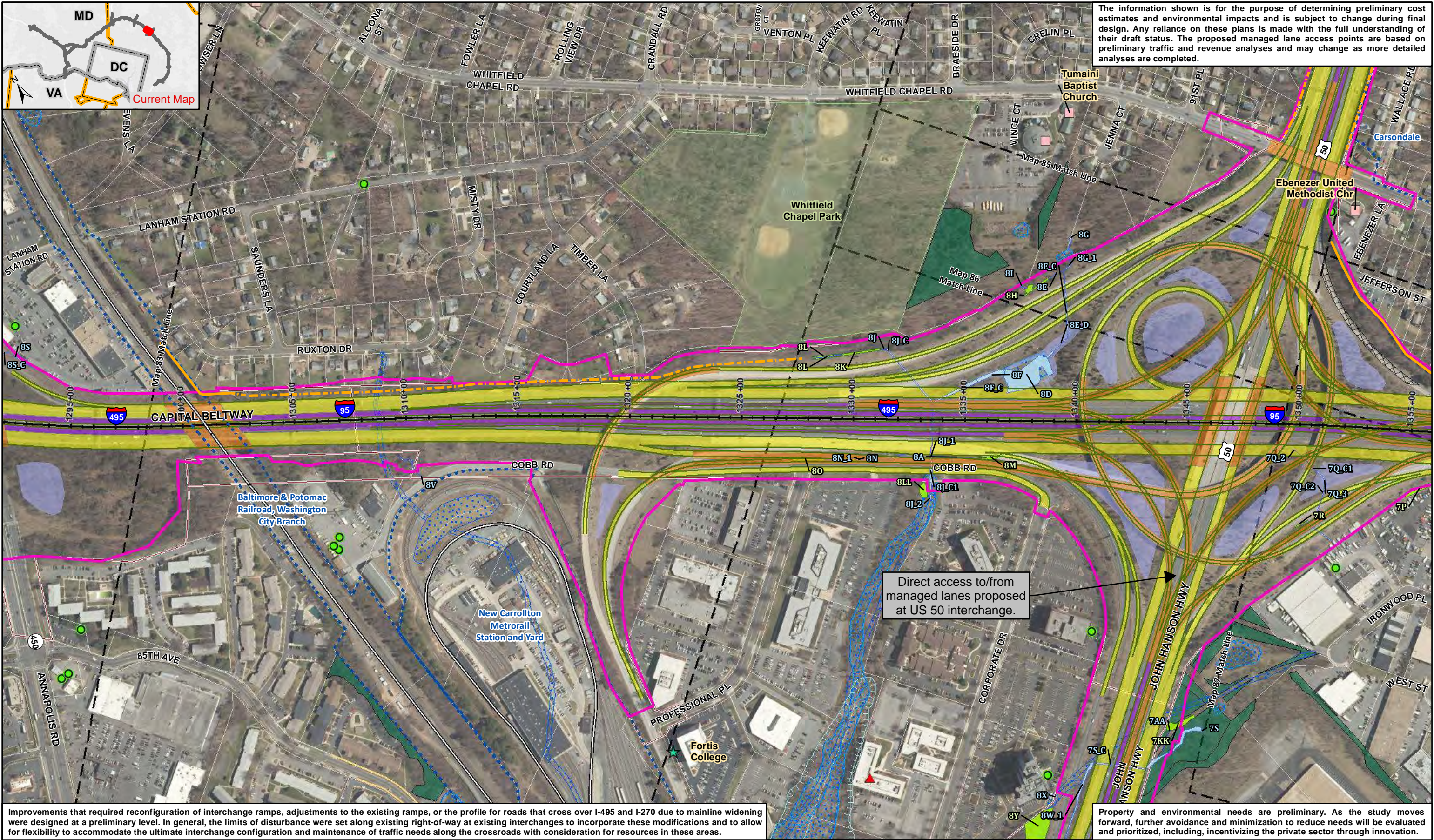
- Legend**
- | | | | | |
|--------------------------------------|---|--|-----------------------------------|------------------------------|
| Alternative 8, 9, 10, 13B, & 13C LOD | Proposed New or Reconstructed Bridge | Potential Noise Barrier Replacement or Construction (Approximate Location) | NWI Wetlands and Waterbodies | Place of Worship |
| Map Match Line | Proposed Stormwater Management Facility | Trails | DNR Wetlands and Waterbodies | Recreation Center |
| Right-of-Way | General Purpose Lanes | FEMA Floodplain 100 Year | Forest Interior Dwelling Habitat | School |
| Parcel Boundaries | Managed Lanes | Delineated Waterways (Feature ID, Refer to NRTR) | Forest Conservation Act Easements | Potential Hazardous Concerns |
| Roadway Baseline | Existing Noise Barrier to Remain | Delineated Wetlands (Feature ID, Refer to NRTR) | Historic Properties | |
| Edge of Lane | | | Park Property | |



Environmental Resource Mapping
Alternatives 8, 9, 10, 13B, 13C
for I-495



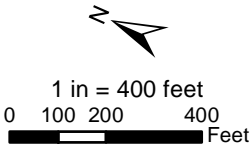




Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

- Legend**

 - Alternative 8, 9, 10, 13B, & 13C LOD
 - Map Match Line
 - Right-of-Way
 - Parcel Boundaries
 - Roadway Baseline
 - Edge of Lane
- Removal of Existing Pavement
 - Proposed New or Reconstructed Bridge
 - Proposed Stormwater Management Facility
 - General Purpose Lanes
 - Managed Lanes
 - Existing Noise Barrier to Remain
- Potential Noise Barrier Replacement or Construction (Approximate Location)
 - Trails
 - FEMA Floodplain 100 Year
 - Delineated Waterways (Feature ID, Refer to NRTR)
 - Delineated Wetlands (Feature ID, Refer to NRTR)
- NWI Wetlands and Waterbodies
 - DNR Wetlands and Waterbodies
 - Forest Conservation Act Easements
 - Historic Properties
 - Park Property
 - Rail Lines
- Higher Education
 - Place of Worship
 - Police Station
 - Potential Hazardous Concerns

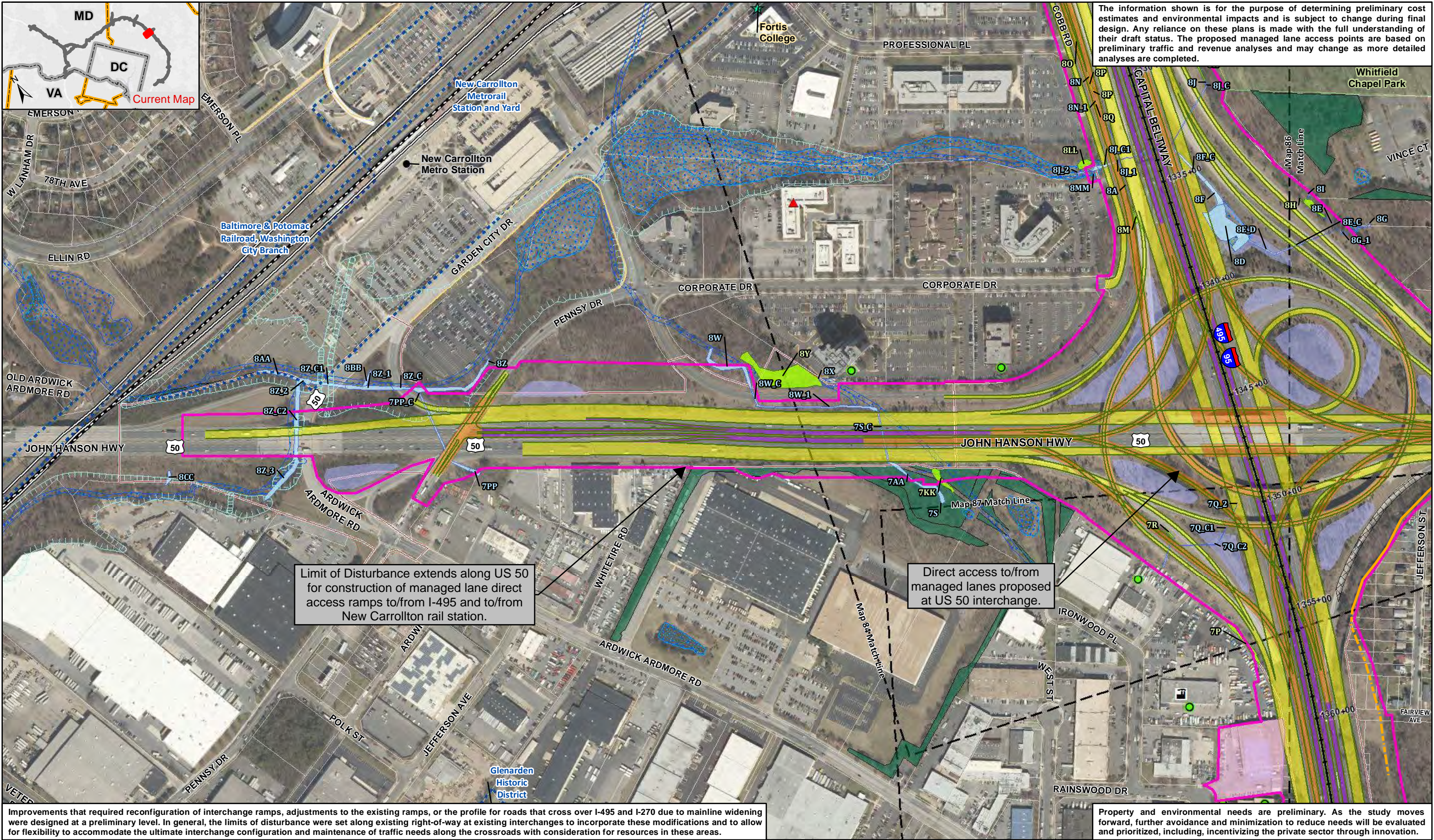


Environmental Resource Mapping

Alternatives 8, 9, 10, 13B, 13C
for I-495

Appendix D
Map 84

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

Limit of Disturbance extends along US 50 for construction of managed lane direct access ramps to/from I-495 and to/from New Carrollton rail station.

Direct access to/from managed lanes proposed at US 50 interchange.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

Legend

Alternative 8, 9, 10, 13B, & 13C LOD	Parcel Boundaries	Removal of Existing Pavement
Map Match Line	Roadway Baseline	
Right-of-Way	Edge of Lane	

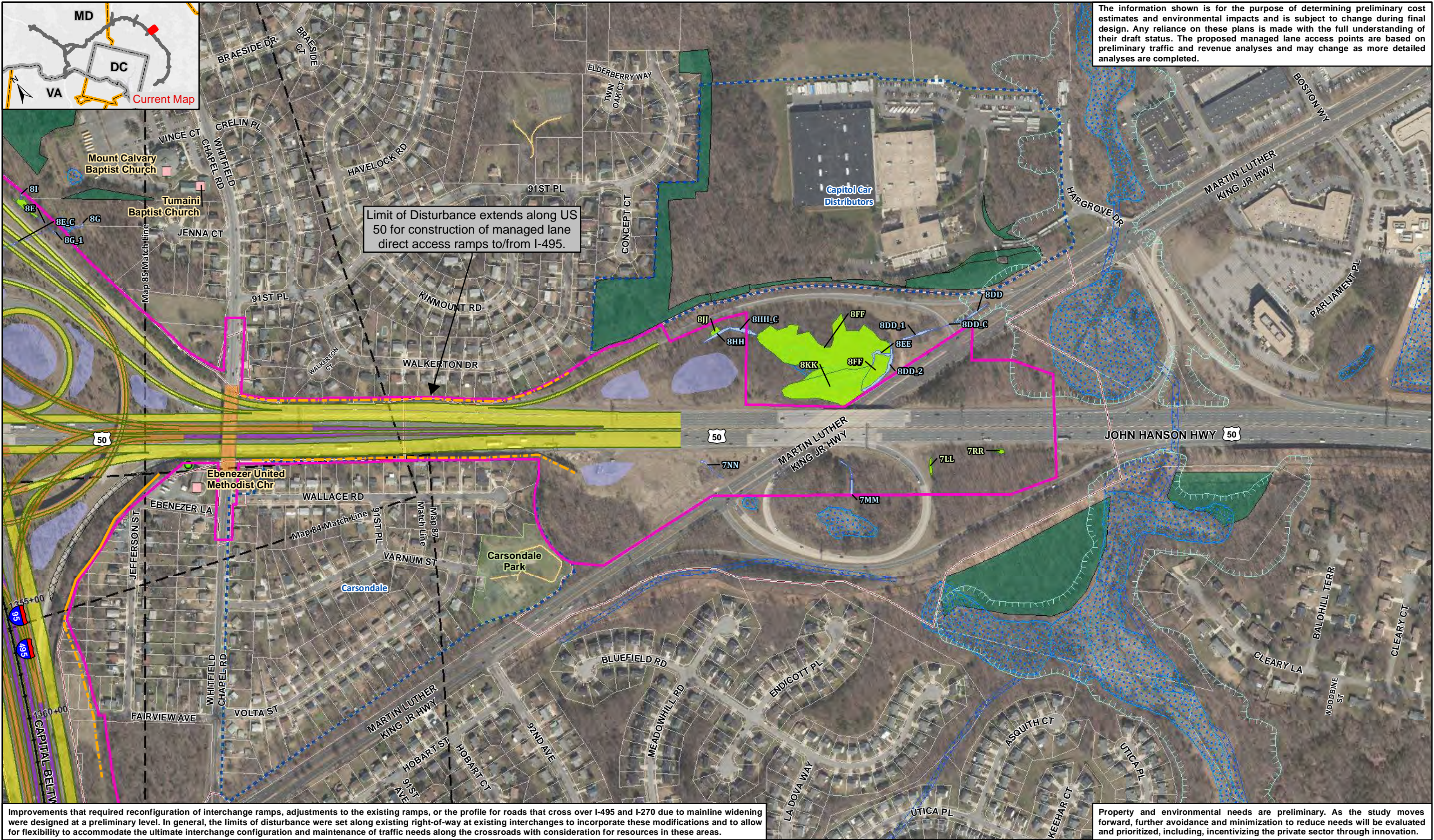
1 in = 400 feet

0 100 200 400 Feet

Environmental Resource Mapping

Alternatives 8, 9, 10, 13B, 13C for I-495

Appendix D
Map 85



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

Limit of Disturbance extends along US 50 for construction of managed lane direct access ramps to/from I-495.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

Legend

Alternative 8, 9, 10, 13B, & 13C LOD	Map Match Line	Right-of-Way	Parcel Boundaries	Roadway Baseline	Edge of Lane
Removal of Existing Pavement	Proposed New or Reconstructed Bridge	Proposed Stormwater Management Facility	General Purpose Lanes	Managed Lanes	Existing Noise Barrier to Remain
Potential Noise Barrier Replacement or Construction (Approximate Location)	Trails	FEMA Floodplain 100 Year	Delineated Waterways (Feature ID, Refer to NRTR)	Delineated Wetlands (Feature ID, Refer to NRTR)	

NWI Wetlands and Waterbodies	Potential Hazardous Concerns
DNR Wetlands and Waterbodies	
Forest Conservation Act Easements	
Historic Properties	
Park Property	
Place of Worship	

Scale

1 in = 400 feet

0 100 200 400 Feet

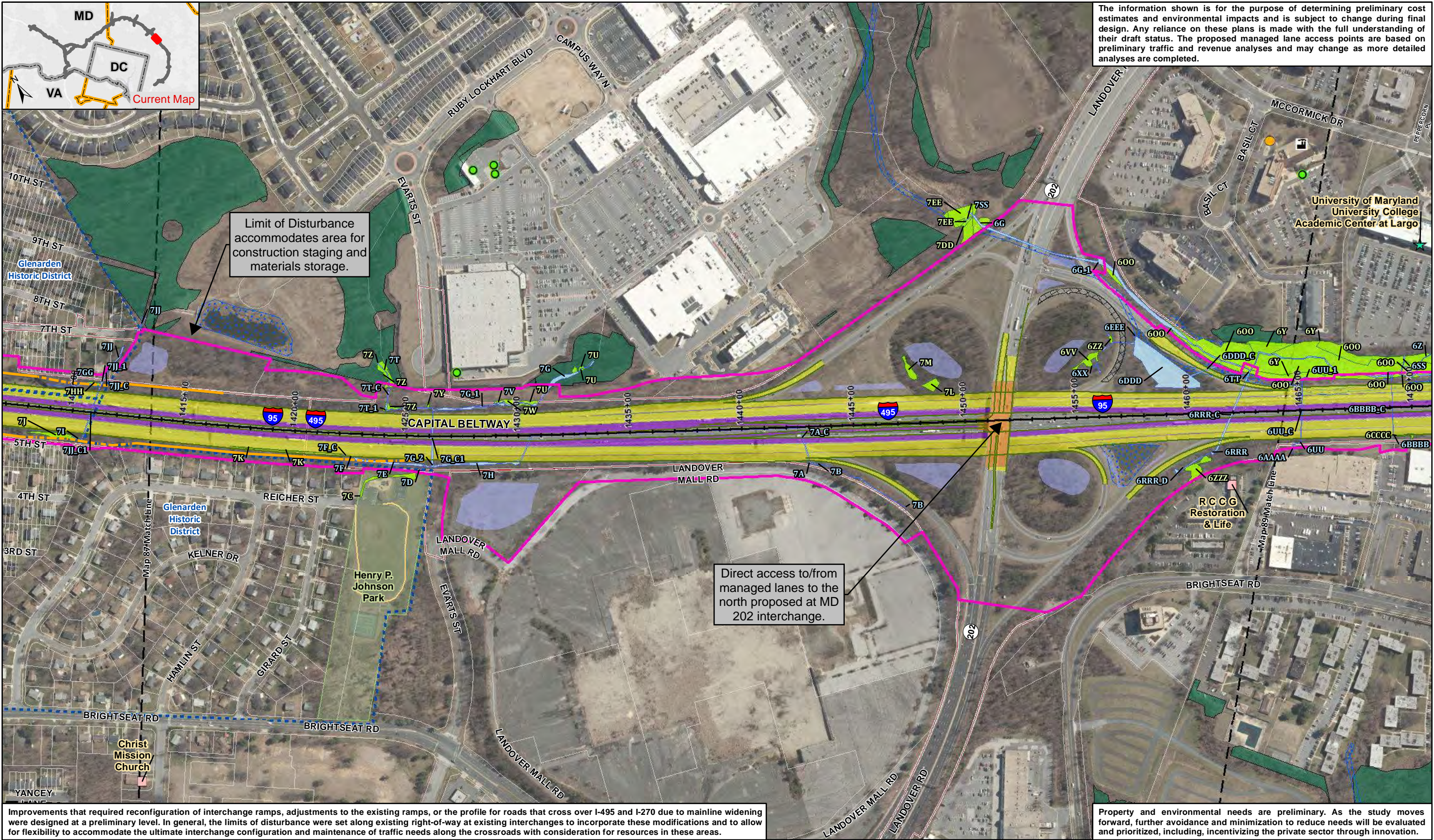
Environmental Resource Mapping

Alternatives 8, 9, 10, 13B, 13C

for I-495

Appendix D

Map 86



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

Legend

Alternative 8, 9, 10, 13B, & 13C LOD

Map Match Line

Right-of-Way

Parcel Boundaries

Roadway Baseline

Edge of Lane

Removal of Existing Pavement

Proposed New or Reconstructed Bridge

Proposed Stormwater Management Facility

General Purpose Lanes

Managed Lanes

Existing Noise Barrier to Remain

Potential Noise Barrier Replacement or Construction (Approximate Location)

Trails

Delineated Waterways (Feature ID, Refer to NRTR)

Delineated Wetlands (Feature ID, Refer to NRTR)

NWI Wetlands and Waterbodies

DNR Wetlands and Waterbodies

Forest Conservation Act Easements

Historic Properties

Park Property

Fire Station

Higher Education

Place of Worship

MDE Land Restoration Program Site

Potential Hazardous Concerns

1 in = 400 feet

0 100 200 400 Feet

Environmental Resource Mapping

Alternatives 8, 9, 10, 13B, 13C for I-495

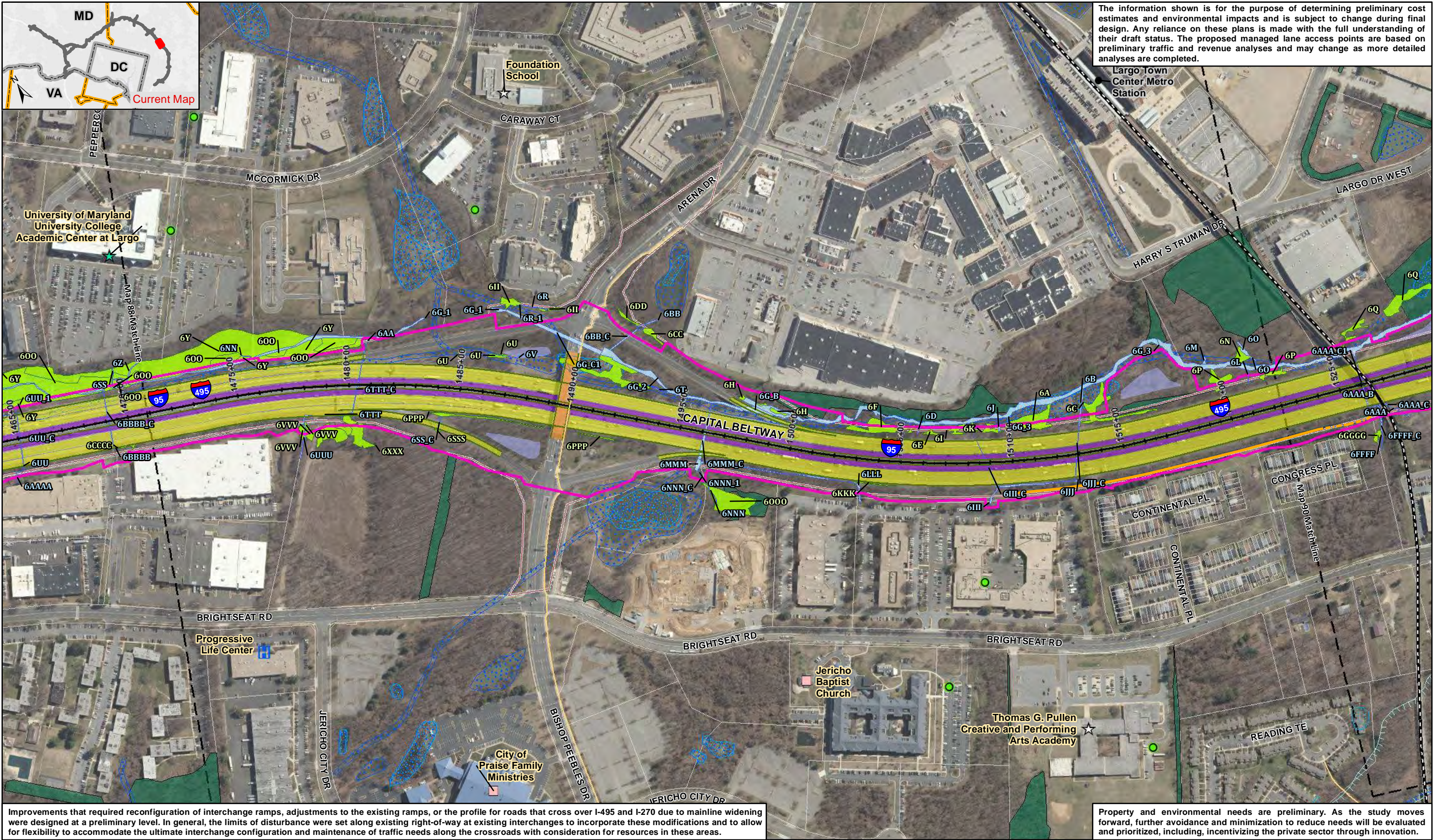
Appendix D

Map 88

270

495

MANAGED LANES STUDY



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

Legend

Alternative 8, 9, 10, 13B, & 13C LOD

Map Match Line

Right-of-Way

Parcel Boundaries

Roadway Baseline

Edge of Lane

Proposed New or Reconstructed Bridge

Proposed Stormwater Management Facility

General Purpose Lanes

Managed Lanes

Existing Noise Barrier to Remain

Potential Noise Barrier Replacement or Construction (Approximate Location)

Trails

FEMA Floodplain 100 Year

Delineated Waterways (Feature ID, Refer to NRTR)

Delineated Wetlands (Feature ID, Refer to NRTR)

NWI Wetlands and Waterbodies

DNR Wetlands and Waterbodies

Forest Conservation Act Easements

WMATA Metro Line

WMATA Metro Station

Higher Education

Hospital

Place of Worship

School

Potential Hazardous Concerns

1 in = 400 feet

0 100 200 400 Feet

Environmental Resource Mapping

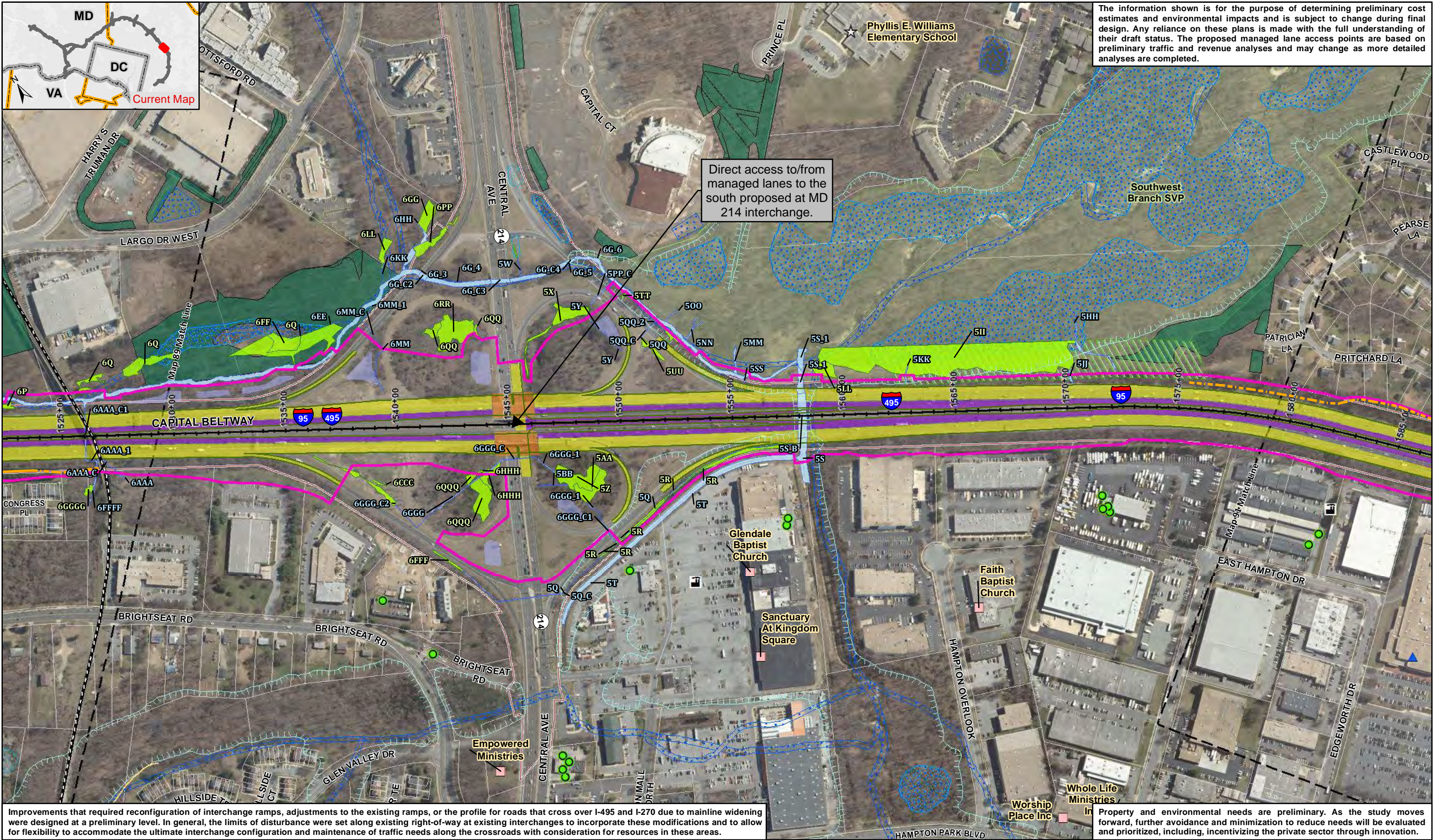
Alternatives 8, 9, 10, 13B, 13C for I-495

Appendix D

Map 89

495 270

MANAGED LANES STUDY



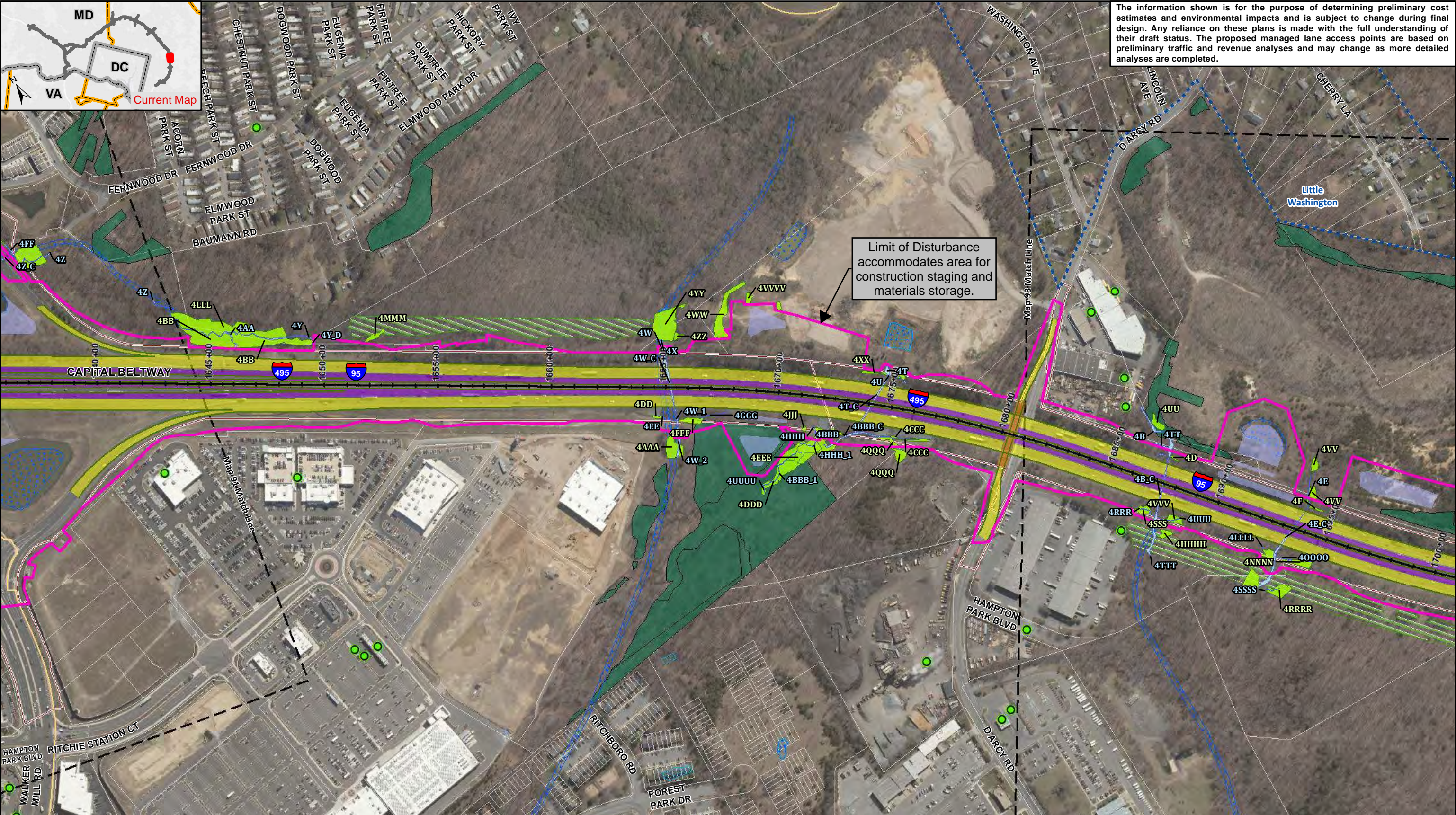
The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

Direct access to/from managed lanes to the south proposed at MD 214 interchange.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

Legend Alternative 8, 9, 10, 13B, & 13C LOD Map Match Line Right-of-Way Parcel Boundaries Roadway Baseline Edge of Lane	Proposed New or Reconstructed Bridge Proposed Stormwater Management Facility General Purpose Lanes Managed Lanes Existing Noise Barrier to Remain	Potential Noise Barrier Replacement or Construction (Approximate Location) Trails FEMA Floodplain 100 Year Delineated Waterways (Feature ID, Refer to NRTR) Delineated Wetlands (Feature ID, Refer to NRTR)	NWI Wetlands and Waterbodies DNR Wetlands and Waterbodies Forest Interior Dwelling Habitat Forest Conservation Act Easements Park Property WMATA Metro Line	Place of Worship Post Office School MDE Land Restoration Program Site Potential Hazardous Concerns	1 in = 400 feet 0 100 200 400 Feet	Environmental Resource Mapping Alternatives 8, 9, 10, 13B, 13C for I-495	Appendix D Map 90 MANAGED LANES STUDY
--	---	---	--	--	---------------------------------------	---	--



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

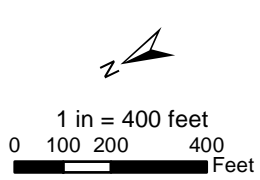
Limit of Disturbance accommodates area for construction staging and materials storage.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

- Legend**

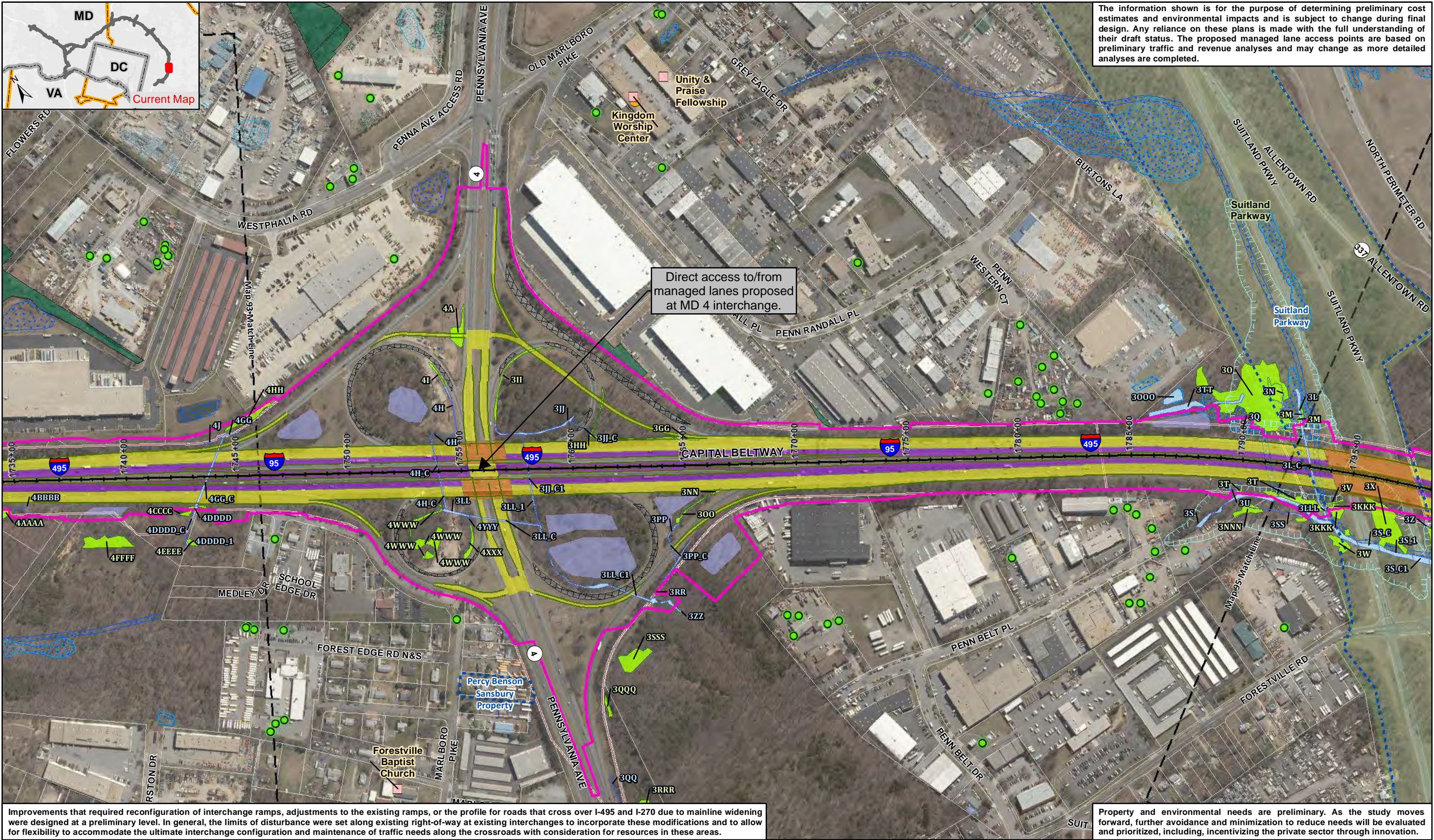
 - Alternative 8, 9, 10, 13B, & 13C LOD
 - Map Match Line
 - Right-of-Way
 - Parcel Boundaries
- Roadway Baseline
 - Edge of Lane
 - Proposed New or Reconstructed Bridge
 - Proposed Stormwater Management Facility
- General Purpose Lanes
 - Managed Lanes
 - Trails
 - Delineated Waterways (Feature ID, Refer to NRTR)
- Delineated Wetlands (Feature ID, Refer to NRTR)
 - NWI Wetlands and Waterbodies
 - DNR Wetlands and Waterbodies
 - Forest Interior Dwelling Habitat
- Forest Conservation Act Easements
 - Historic Properties
 - Potential Hazardous Concerns



Environmental Resource Mapping

Alternatives 8, 9, 10, 13B, 13C
for I-495

Appendix D
Map 92



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

Legend

Alternative 8, 9, 10, 13B, & 13C LOD

Map Match Line

Right-of-Way

Parcel Boundaries

Roadway Baseline

Edge of Lane

Removal of Existing Pavement

Proposed New or Reconstructed Bridge

Proposed Stormwater Management Facility

General Purpose Lanes

Managed Lanes

Potential Noise Barrier Replacement or Construction (Approximate Location)

FEMA Floodplain 100 Year

Delineated Waterways (Feature ID, Refer to NRTR)

Delineated Wetlands (Feature ID, Refer to NRTR)

NWI Wetlands and Waterbodies

DNR Wetlands and Waterbodies

Forest Conservation Act Easements

Historic Properties

Park Property

Fire Station

Place of Worship

Potential Hazardous Concerns

1 in = 400 feet

0 100 200 400 Feet

Environmental Resource Mapping

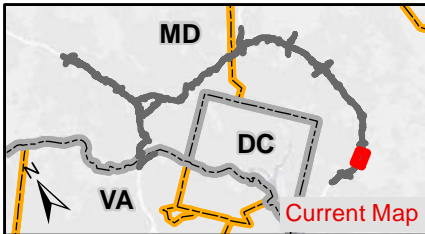
Alternatives 8, 9, 10, 13B, 13C for I-495

Appendix D

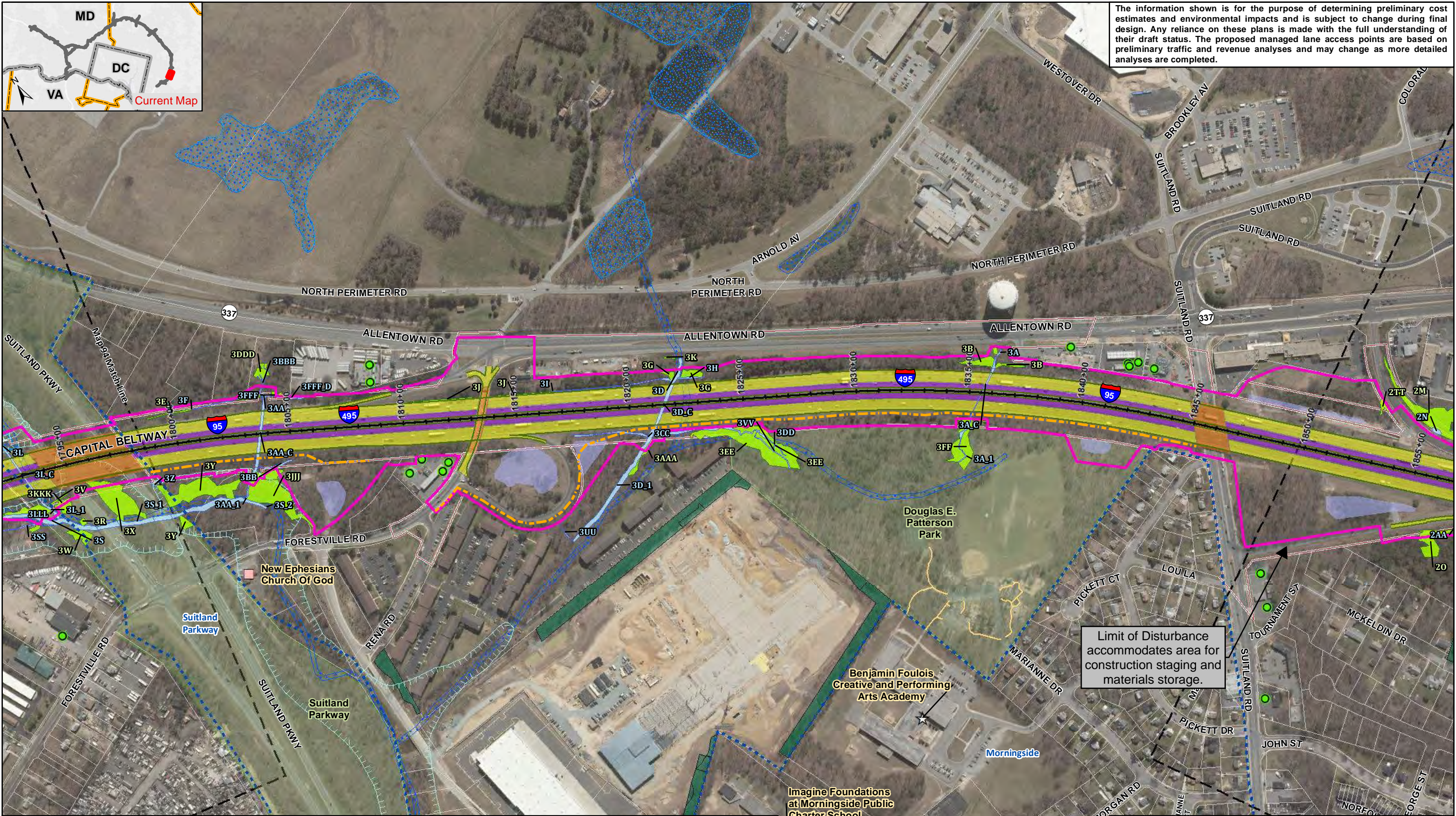
Map 94

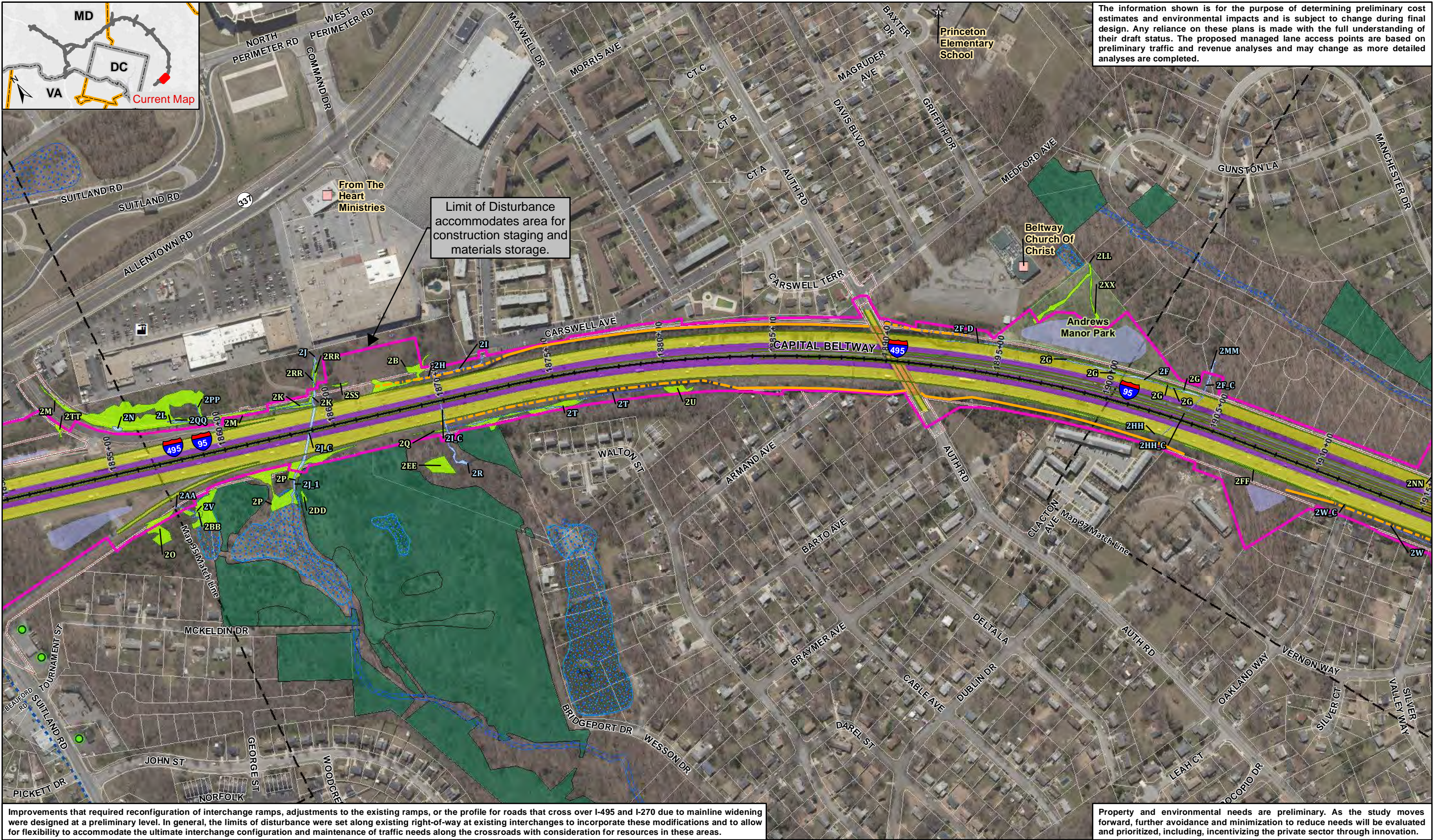
495 270

MANAGED LANES STUDY



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.





The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

Legend

Alternative 8, 9, 10, 13B, & 13C LOD	Edge of Lane
Map Match Line	Existing Noise Barrier to Remain
Right-of-Way	Proposed New or Reconstructed Bridge
Parcel Boundaries	Potential Noise Barrier Replacement or Construction (Approximate Location)
Roadway Baseline	Proposed Stormwater Management Facility
	General Purpose Lanes
	Managed Lanes

NWI Wetlands and Waterbodies	Place of Worship
DNR Wetlands and Waterbodies	School
Forest Conservation Act Easements	MDE Land Restoration Program Site
Delineated Waterways (Feature ID, Refer to NRTR)	Potential Hazardous Concerns
Historic Properties	
Delineated Wetlands (Feature ID, Refer to NRTR)	
Park Property	

N

1 in = 400 feet

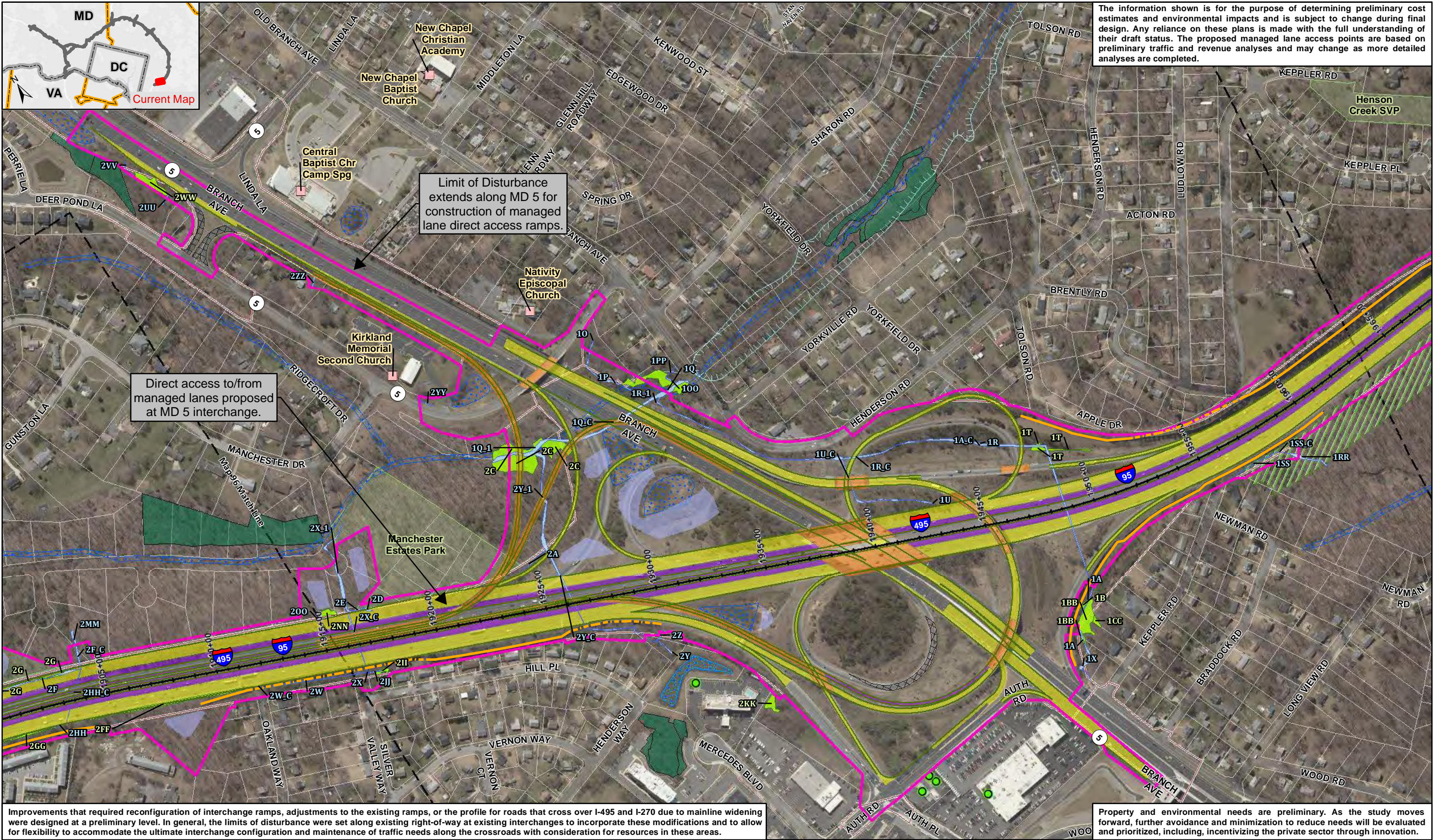
0 100 200 400 Feet

Environmental Resource Mapping

Alternatives 8, 9, 10, 13B, 13C for I-495

Appendix D

Map 96



Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

Legend

Alternative 8, 9, 10, 13B, & 13C LOD

Map Match Line

Right-of-Way

Parcel Boundaries

Roadway Baseline

Edge of Lane

Removal of Existing Pavement

Proposed New or Reconstructed Bridge

Proposed Stormwater Management Facility

General Purpose Lanes

Managed Lanes

Existing Noise Barrier to Remain

Potential Noise Barrier Replacement or Construction (Approximate Location)

FEMA Floodplain 100 Year

Delineated Waterways (Feature ID, Refer to NRTR)

Delineated Wetlands (Feature ID, Refer to NRTR)

NWI Wetlands and Waterbodies

DNR Wetlands and Waterbodies

Forest Interior Dwelling Habitat

Forest Conservation Act Easements

Park Property

Place of Worship

School

Potential Hazardous Concerns

1 in = 400 feet

0 100 200 400 Feet

Environmental Resource Mapping

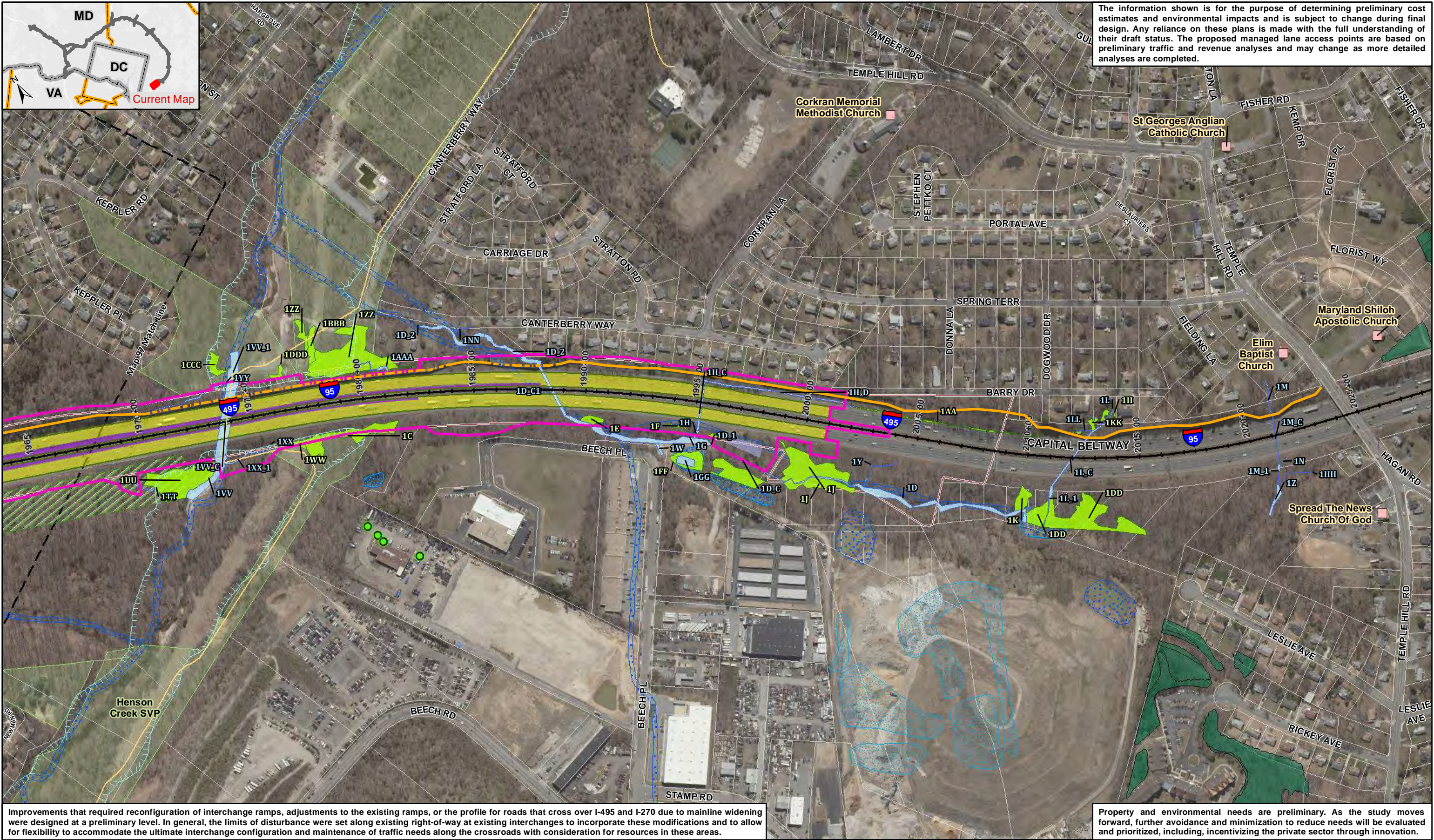
Alternatives 8, 9, 10, 13B, 13C for I-495

Appendix D

Map 97

495 270

MANAGED LANES STUDY



Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

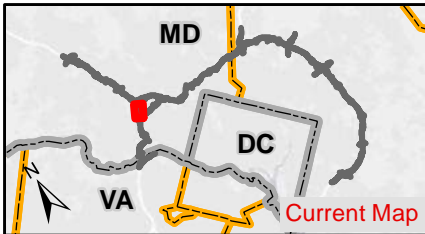
Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

Legend Alternative 8, 9, 10, 13B, & 13C LOD Map Match Line Right-of-Way Parcel Boundaries Roadway Baseline	Edge of Lane Proposed Stormwater Management Facility General Purpose Lanes Managed Lanes Existing Noise Barrier to Remain	Potential Noise Barrier Replacement or Construction (Approximate Location) Trails FEMA Floodplain 100 Year Delineated Waterways (Feature ID, Refer to NRTR)	Delineated Wetlands (Feature ID, Refer to NRTR) NWI Wetlands and Waterbodies DNR Wetlands and Waterbodies Forest Interior Dwelling Habitat Forest Conservation Act Easements	Park Property Place of Worship Potential Hazardous Concerns
--	---	--	--	---

1 in = 400 feet
0 100 200 400 Feet

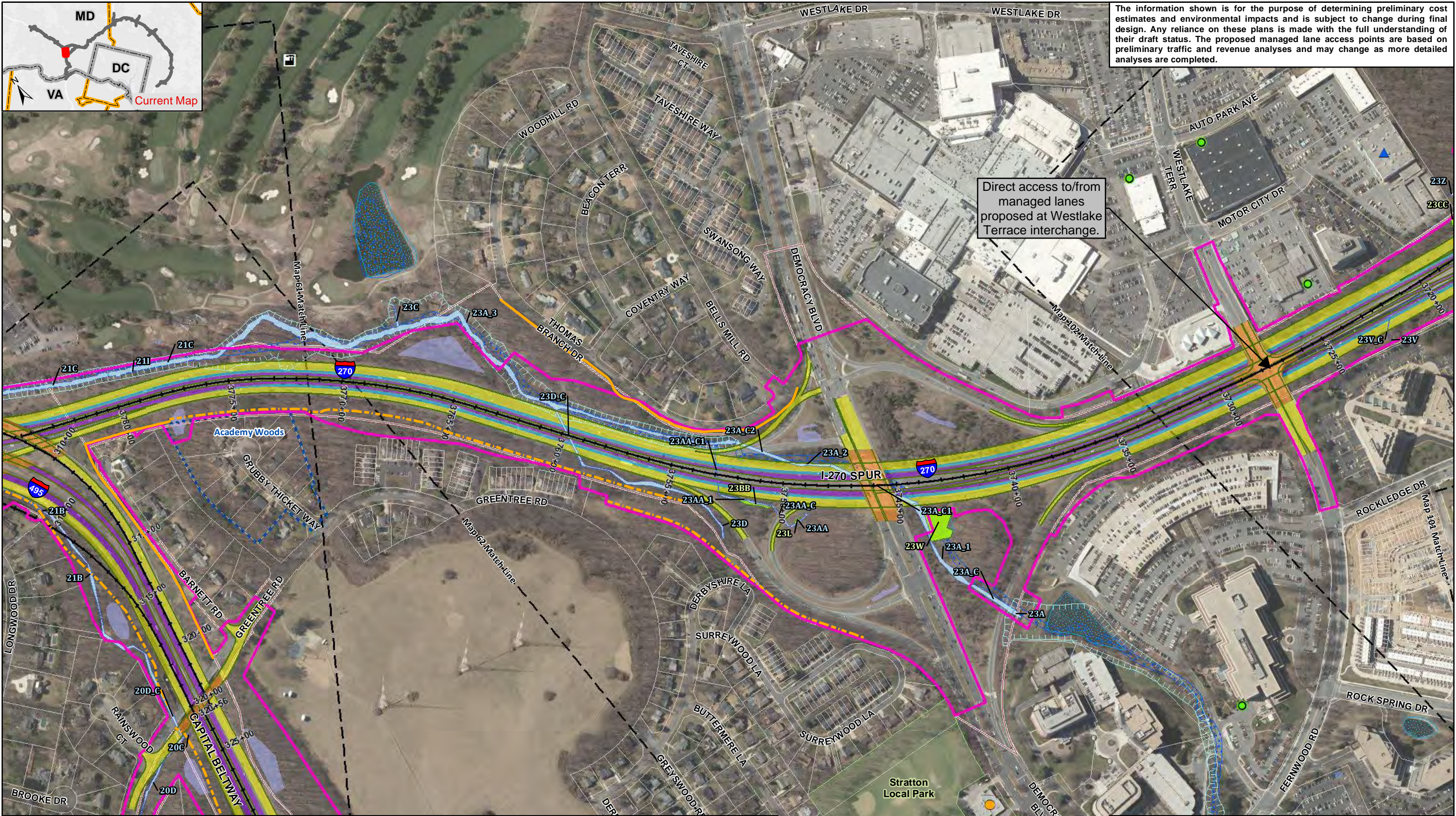
Environmental Resource Mapping
Alternatives 8, 9, 10, 13B, 13C
for I-495

Appendix D
Map 98



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

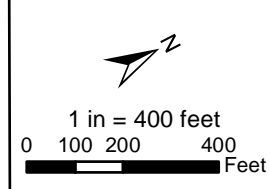
Direct access to/from managed lanes proposed at Westlake Terrace interchange.



Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

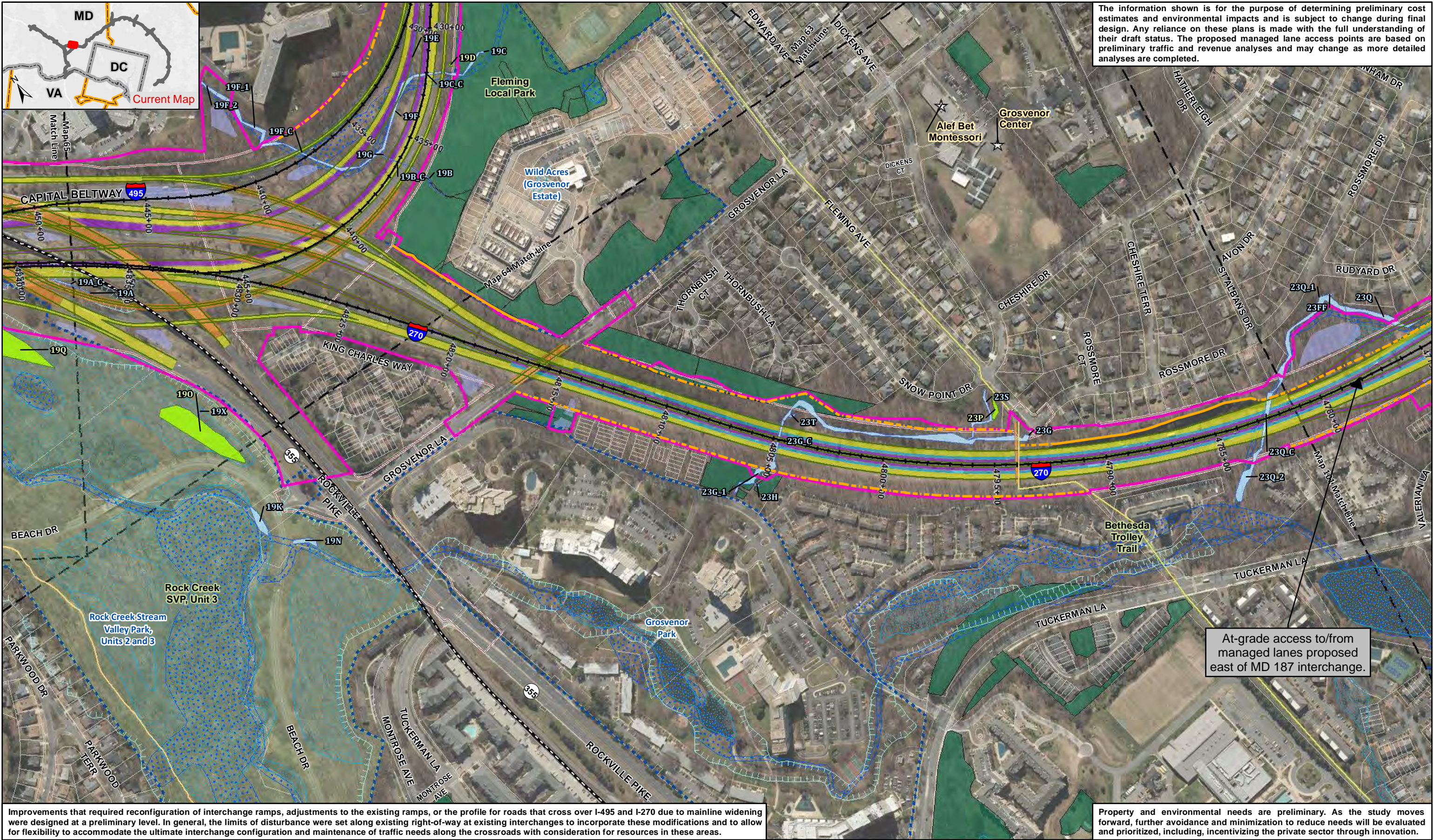
- Legend**
- | | | | | |
|-------------------|---|--|-----------------------------------|-----------------------------------|
| Alternative 8 LOD | Proposed New or Reconstructed Bridge | Potential Noise Barrier Replacement or Construction (Approximate Location) | DNR Wetlands and Waterbodies | MDE Land Restoration Program Site |
| Map Match Line | Proposed Stormwater Management Facility | FEMA Floodplain 100 Year | Forest Conservation Act Easements | Potential Hazardous Concerns |
| Right-of-Way | General Purpose Lanes | Delineated Waterways (Feature ID, Refer to NRTR) | Historic Properties | Fire Station |
| Parcel Boundaries | HOV Managed Lanes | Delineated Wetlands (Feature ID, Refer to NRTR) | Park Property | Post Office |
| Roadway Baseline | Managed Lanes | NWI Wetlands and Waterbodies | | |
| Edge of Lane | Existing Noise Barrier to Remain | | | |



Environmental Resource Mapping

Alternative 8
for I-270

Appendix D
Map 99



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

At-grade access to/from managed lanes proposed east of MD 187 interchange.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

Legend

Alternative 8 LOD	Edge of Lane	Managed Lanes	FEMA Floodplain 100 Year	Forest Conservation Act Easements
Map Match Line	Proposed New or Reconstructed Bridge	Existing Noise Barrier to Remain	Delineated Waterways (Feature ID, Refer to NRTR)	Historic Properties
Right-of-Way	Proposed Stormwater Management Facility	Potential Noise Barrier Replacement or Construction (Approximate Location)	Delineated Wetlands (Feature ID, Refer to NRTR)	Park Property
Parcel Boundaries	General Purpose Lanes	Trails	NWI Wetlands and Waterbodies	WMATA Metro Line
Roadway Baseline	HOV Managed Lanes		DNR Wetlands and Waterbodies	School

1 in = 400 feet

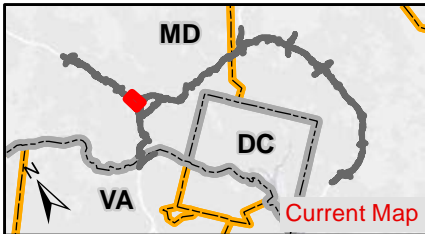
0 100 200 400 Feet

Environmental Resource Mapping

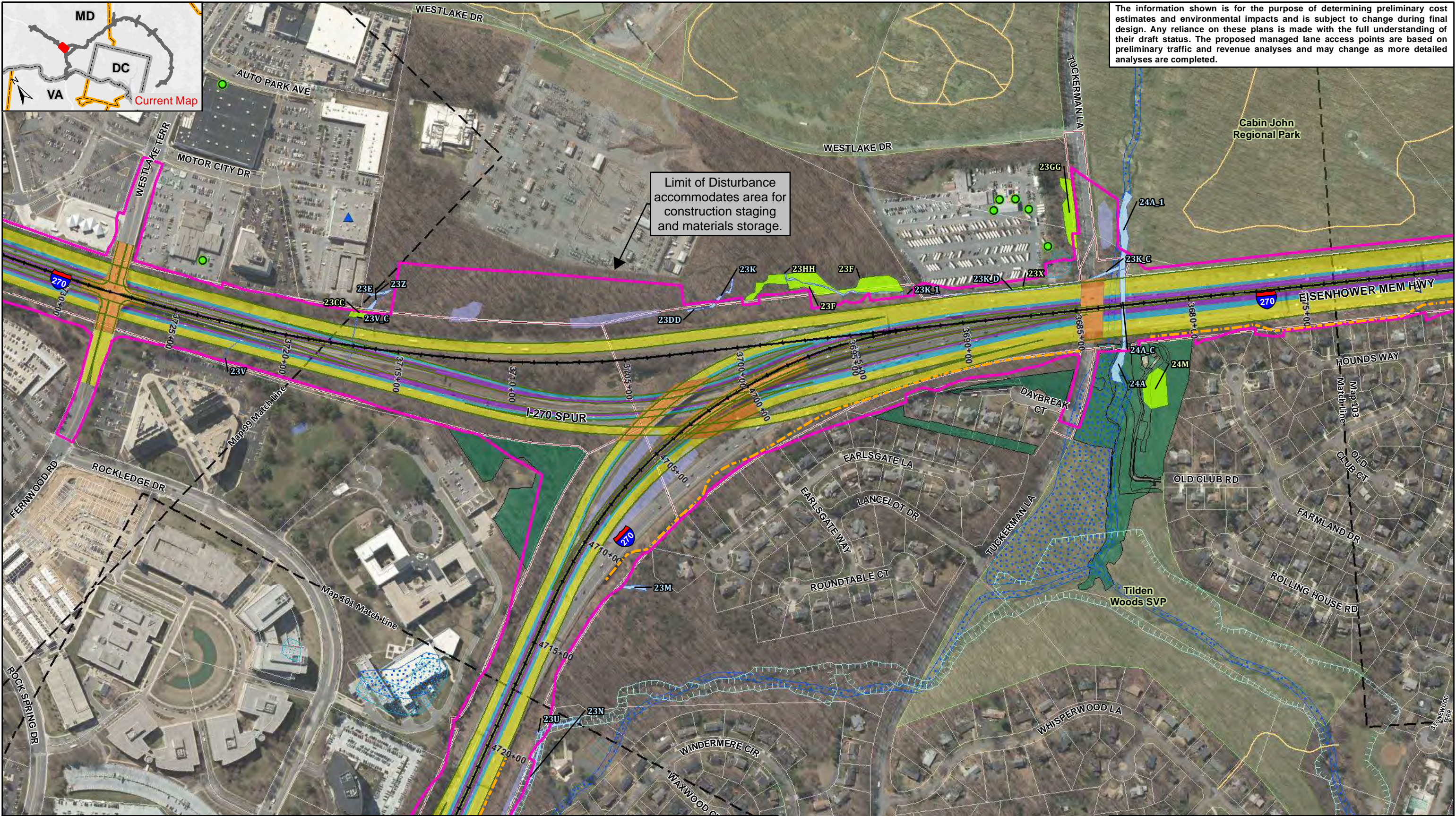
Alternative 8 for I-270

Appendix D Map 100

495 270 MANAGED LANES STUDY



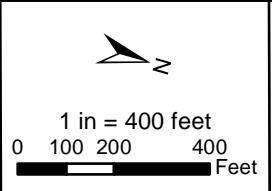
The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.



Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

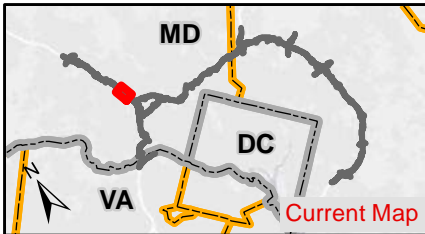
- | | | | | |
|-------------------|---|--|--|------------------------------|
| Legend | | | | |
| Alternative 8 LOD | Edge of Lane | Managed Lanes | Delineated Waterways (Feature ID, Refer to NRTR) | Park Property |
| Map Match Line | Proposed New or Reconstructed Bridge | Potential Noise Barrier Replacement or Construction (Approximate Location) | Delineated Wetlands (Feature ID, Refer to NRTR) | Post Office |
| Right-of-Way | Proposed Stormwater Management Facility | Trails | NWI Wetlands and Waterbodies | Potential Hazardous Concerns |
| Parcel Boundaries | General Purpose Lanes | FEMA Floodplain 100 Year | DNR Wetlands and Waterbodies | |
| Roadway Baseline | HOV Managed Lanes | | Forest Conservation Act Easements | |



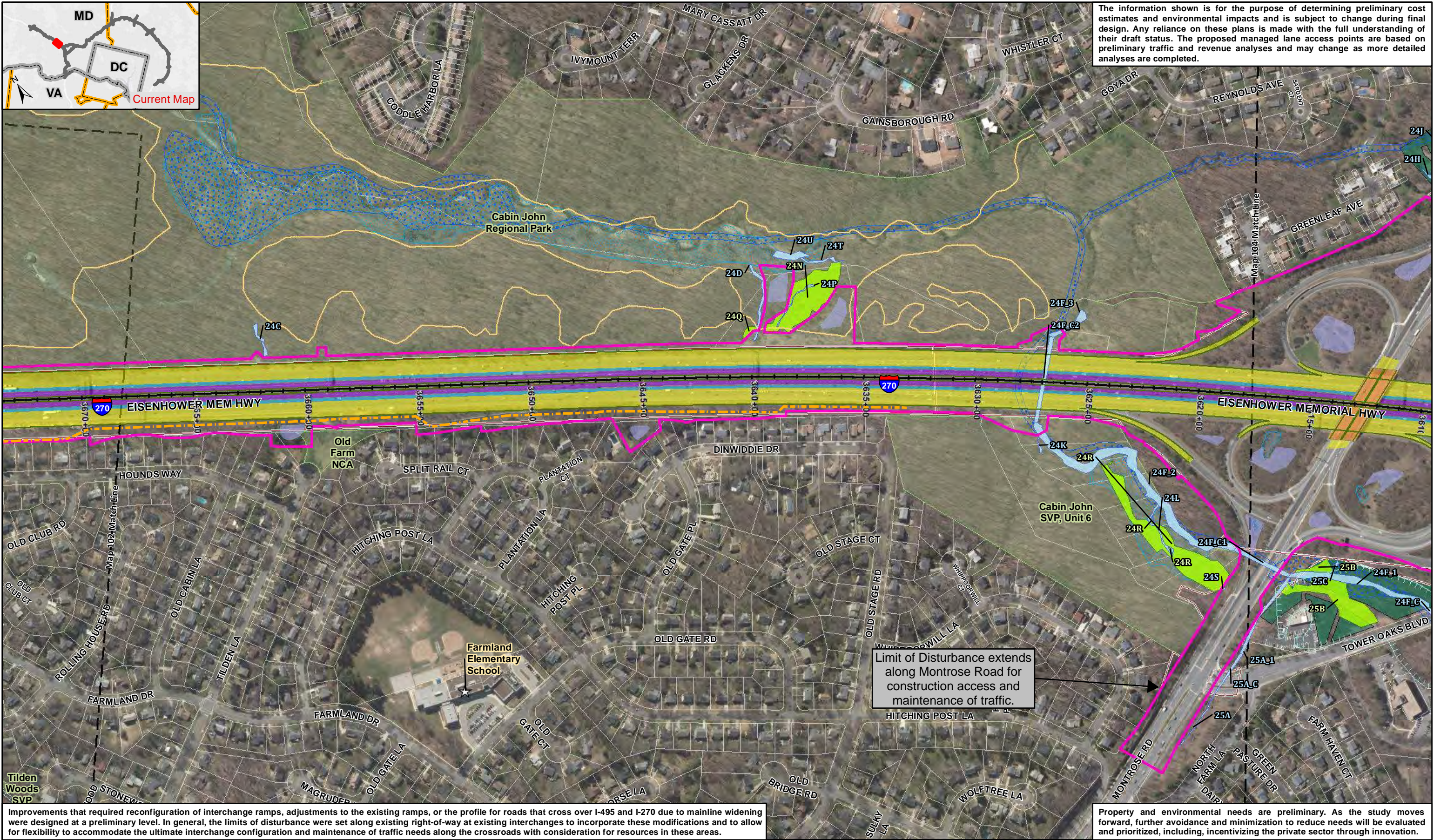
Environmental Resource Mapping

Alternative 8
for I-270

Appendix D
Map 102



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.



Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

Legend

Alternative 8 LOD

Map Match Line

Right-of-Way

Parcel Boundaries

Roadway Baseline

Edge of Lane

Proposed New or Reconstructed Bridge

Proposed Stormwater Management Facility

General Purpose Lanes

HOV Managed Lanes

Managed Lanes

Potential Noise Barrier Replacement or Construction (Approximate Location)

Trails

FEMA Floodplain 100 Year

Delineated Waterways (Feature ID, Refer to NRTR)

Delineated Wetlands (Feature ID, Refer to NRTR)

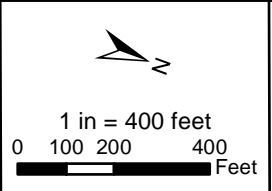
NWI Wetlands and Waterbodies

DNR Wetlands and Waterbodies

Forest Conservation Act Easements

Park Property

School

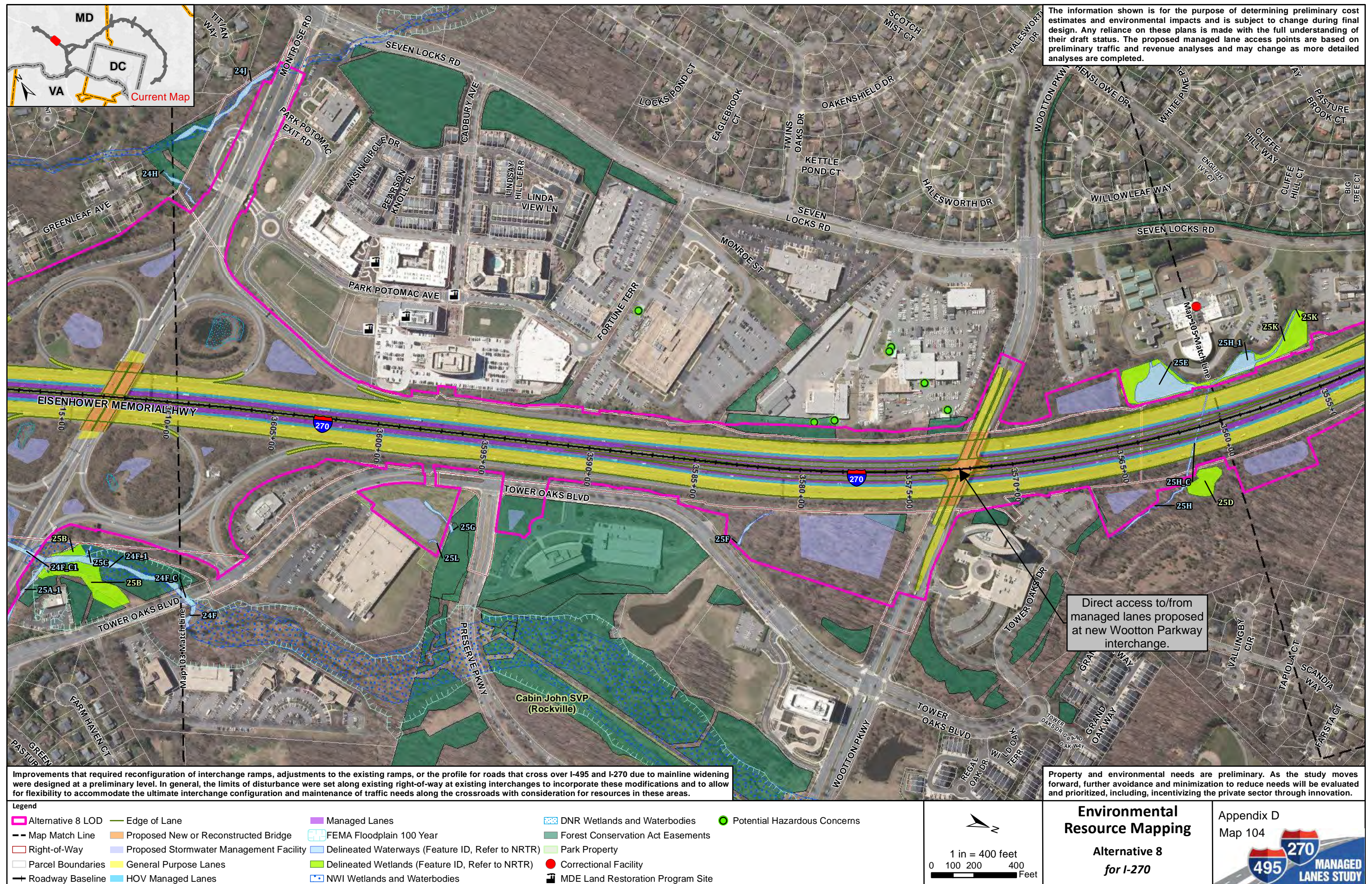


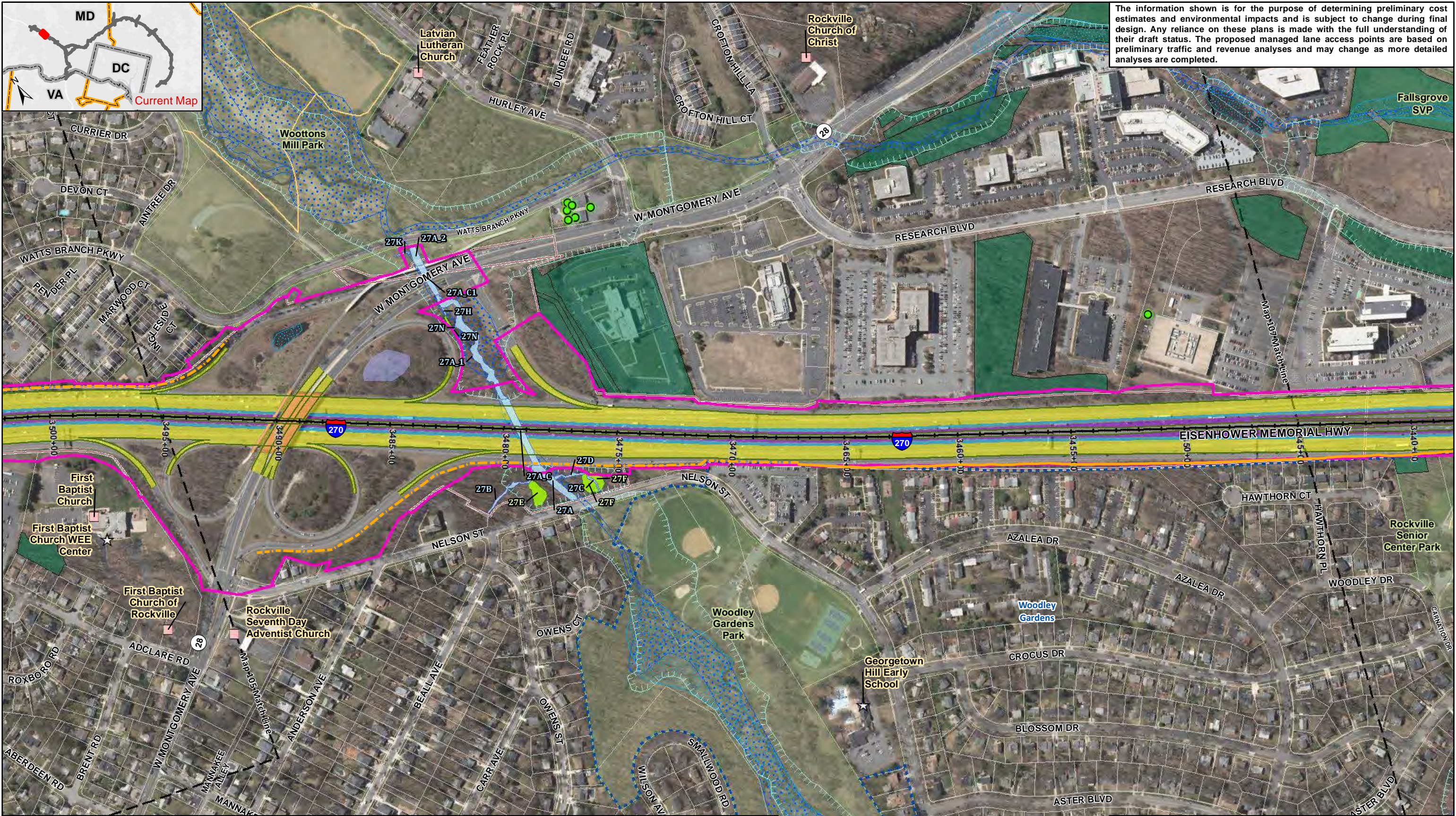
Environmental Resource Mapping

Alternative 8 for I-270

Appendix D

Map 103





The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

Legend

Alternative 8 LOD	Proposed New or Reconstructed Bridge	Potential Noise Barrier Replacement or Construction (Approximate Location)	NWI Wetlands and Waterbodies	School
Map Match Line	Proposed Stormwater Management Facility	Trails	DNR Wetlands and Waterbodies	Potential Hazardous Concerns
Right-of-Way	General Purpose Lanes	FEMA Floodplain 100 Year	Forest Conservation Act Easements	
Parcel Boundaries	HOV Managed Lanes	Delineated Waterways (Feature ID, Refer to NRTR)	Historic Properties	
Roadway Baseline	Managed Lanes	Delineated Wetlands (Feature ID, Refer to NRTR)	Park Property	
Edge of Lane	Existing Noise Barrier to Remain		Place of Worship	

1 in = 400 feet

0 100 200 400 Feet

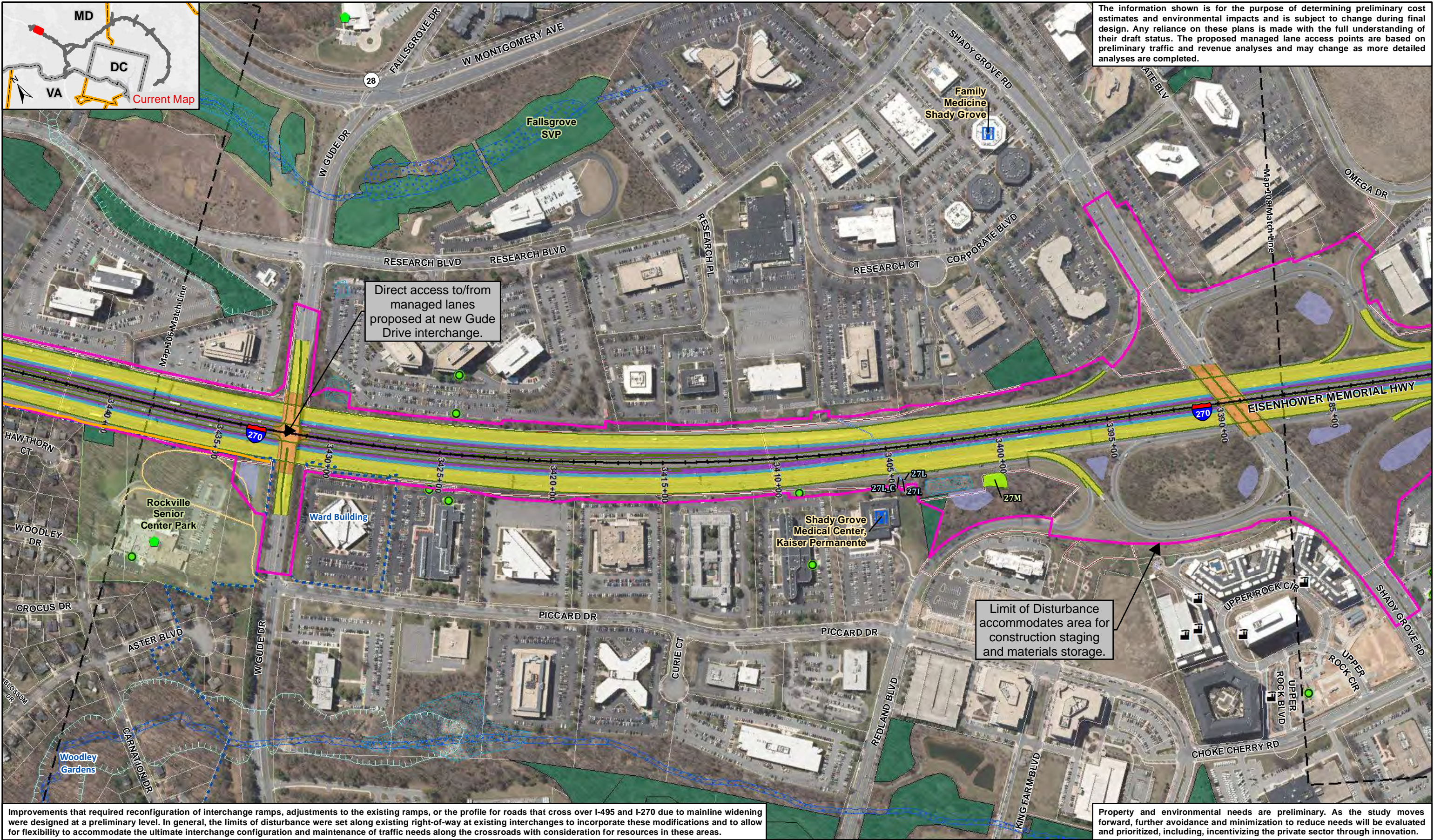
Environmental Resource Mapping

Alternative 8 for I-270

Appendix D

Map 106

495 270 MANAGED LANES STUDY



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

Direct access to/from managed lanes proposed at new Gude Drive interchange.

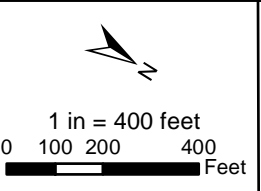
Limit of Disturbance accommodates area for construction staging and materials storage.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

- Legend**

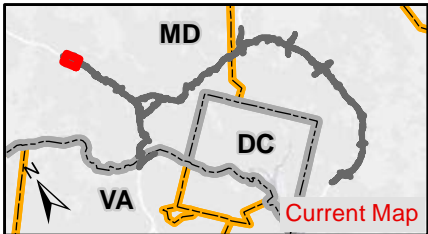
 - Alternative 8 LOD
 - Map Match Line
 - Right-of-Way
 - Parcel Boundaries
 - Roadway Baseline
 - Edge of Lane
- Proposed New or Reconstructed Bridge
 - Proposed Stormwater Management Facility
 - General Purpose Lanes
 - HOV Managed Lanes
 - Managed Lanes
 - Existing Noise Barrier to Remain
- Trails
 - FEMA Floodplain 100 Year
 - Delineated Waterways (Feature ID, Refer to NRTR)
 - Delineated Wetlands (Feature ID, Refer to NRTR)
 - NWI Wetlands and Waterbodies
 - DNR Wetlands and Waterbodies
- Forest Conservation Act Easements
 - Historic Properties
 - Park Property
 - Hospital
 - Recreation Center
 - MDE Land Restoration Program Site
- Potential Hazardous Concerns



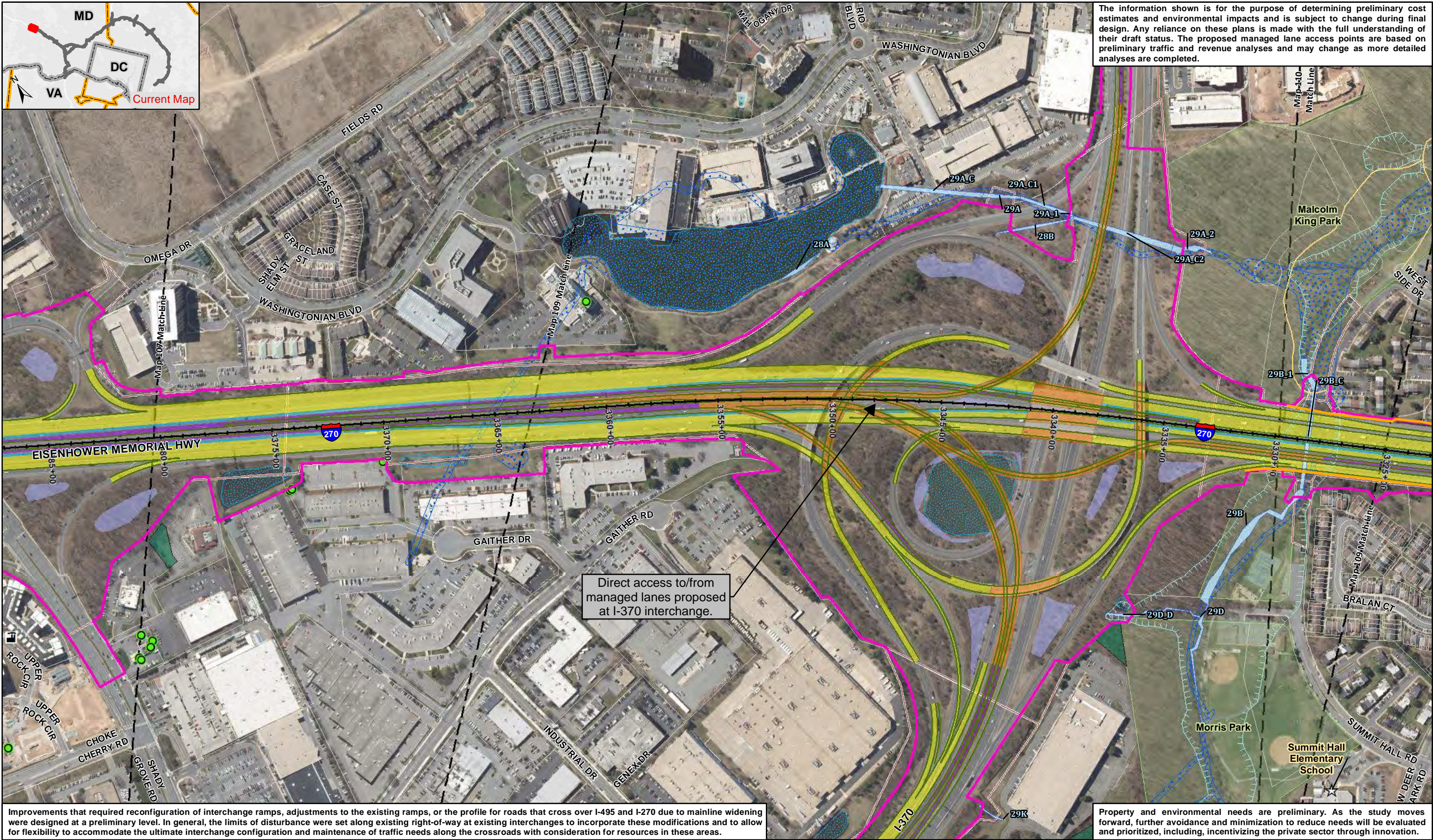
Environmental Resource Mapping

Alternative 8
for I-270

Appendix D
Map 107



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

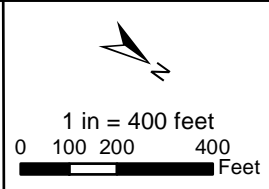


Direct access to/from managed lanes proposed at I-370 interchange.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

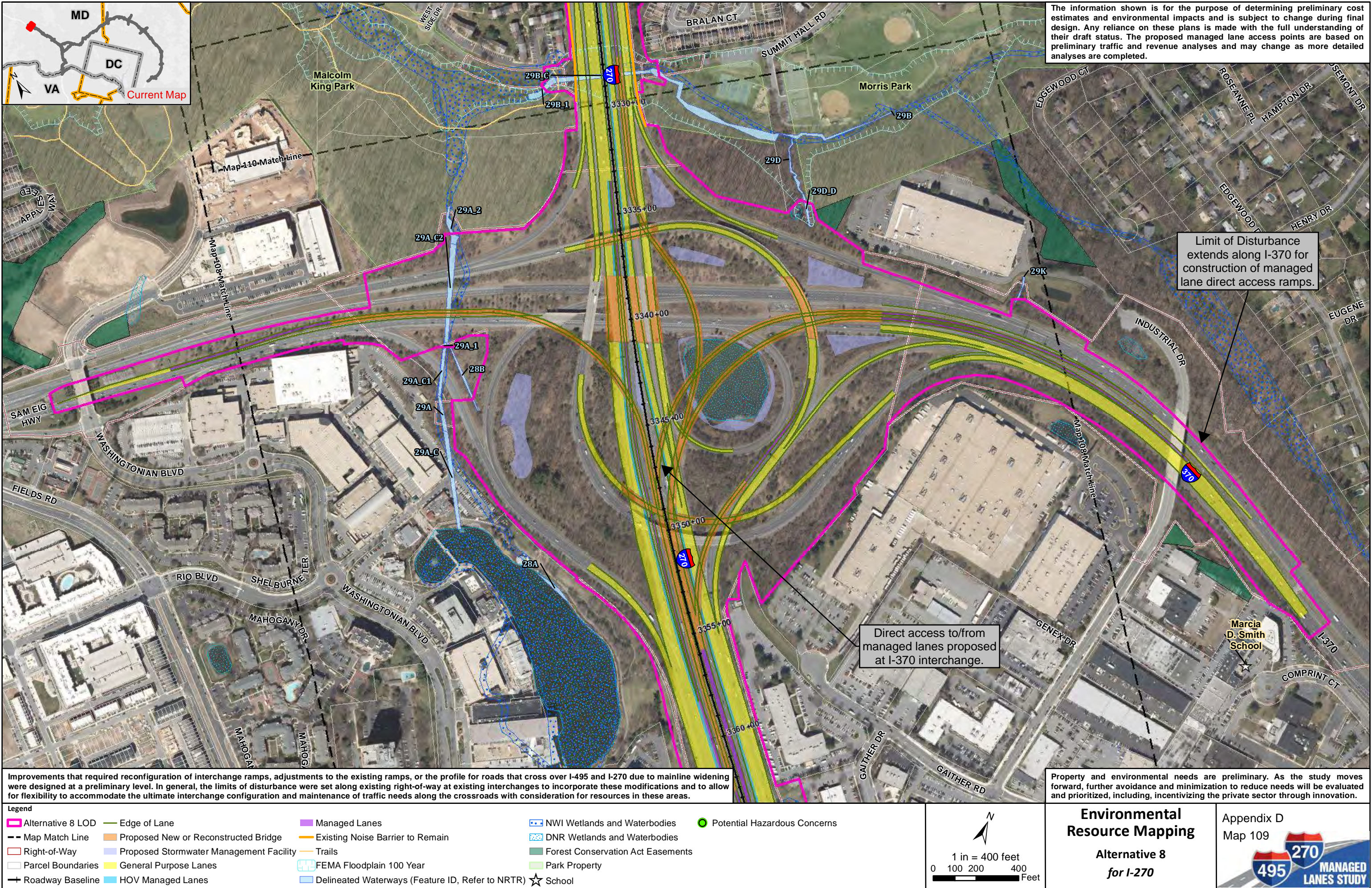
Legend			
Alternative 8 LOD	Edge of Lane	Managed Lanes	NWI Wetlands and Waterbodies
Map Match Line	Proposed New or Reconstructed Bridge	Existing Noise Barrier to Remain	DNR Wetlands and Waterbodies
Right-of-Way	Proposed Stormwater Management Facility	Trails	Forest Conservation Act Easements
Parcel Boundaries	General Purpose Lanes	FEMA Floodplain 100 Year	Park Property
Roadway Baseline	HOV Managed Lanes	Delineated Waterways (Feature ID, Refer to NRTR)	School



Environmental Resource Mapping

Alternative 8
for I-270

Appendix D
Map 108



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

Limit of Disturbance extends along I-370 for construction of managed lane direct access ramps.

Direct access to/from managed lanes proposed at I-370 interchange.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

Legend

Alternative 8 LOD

Map Match Line

Right-of-Way

Parcel Boundaries

Roadway Baseline

Edge of Lane

Proposed New or Reconstructed Bridge

Proposed Stormwater Management Facility

General Purpose Lanes

HOV Managed Lanes

Managed Lanes

Existing Noise Barrier to Remain

Trails

FEMA Floodplain 100 Year

Delineated Waterways (Feature ID, Refer to NRTR)

School

NWI Wetlands and Waterbodies

DNR Wetlands and Waterbodies

Forest Conservation Act Easements

Park Property

Potential Hazardous Concerns

N

1 in = 400 feet

0 100 200 400 Feet

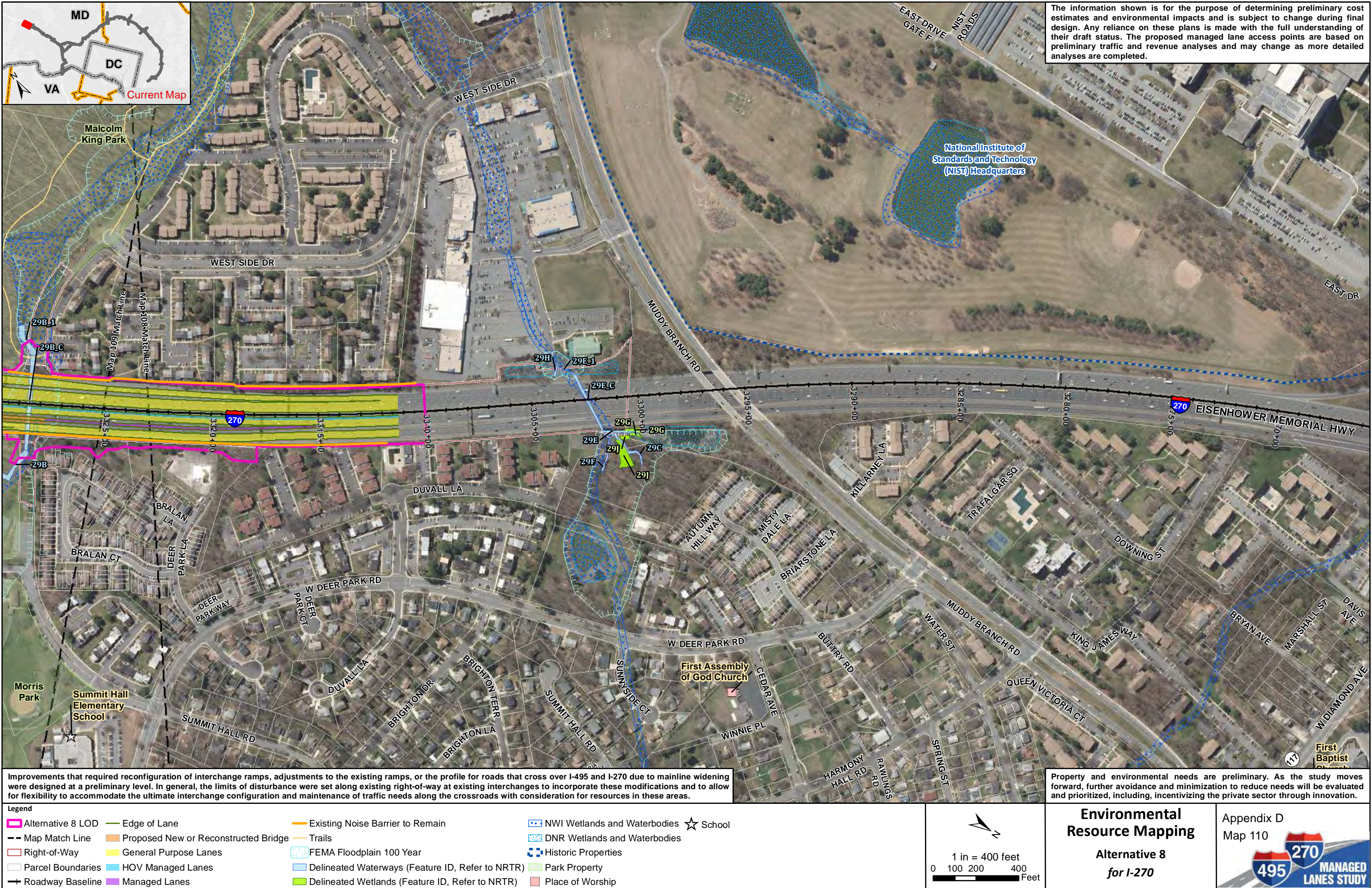
Environmental Resource Mapping

Alternative 8 for I-270

Appendix D Map 109

495 270

MANAGED LANES STUDY



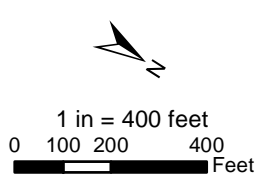
The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

- Legend**

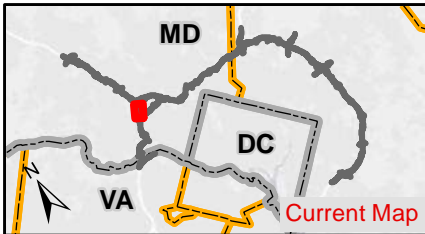
 - Alternative 8 LOD
 - Map Match Line
 - Right-of-Way
 - Parcel Boundaries
 - Roadway Baseline
- Edge of Lane
 - Proposed New or Reconstructed Bridge
 - General Purpose Lanes
 - HOV Managed Lanes
 - Managed Lanes
- Existing Noise Barrier to Remain
 - Trails
 - FEMA Floodplain 100 Year
 - Delineated Waterways (Feature ID, Refer to NRTR)
 - Delineated Wetlands (Feature ID, Refer to NRTR)
- NWI Wetlands and Waterbodies
 - DNR Wetlands and Waterbodies
 - Historic Properties
 - Park Property
 - Place of Worship
- School



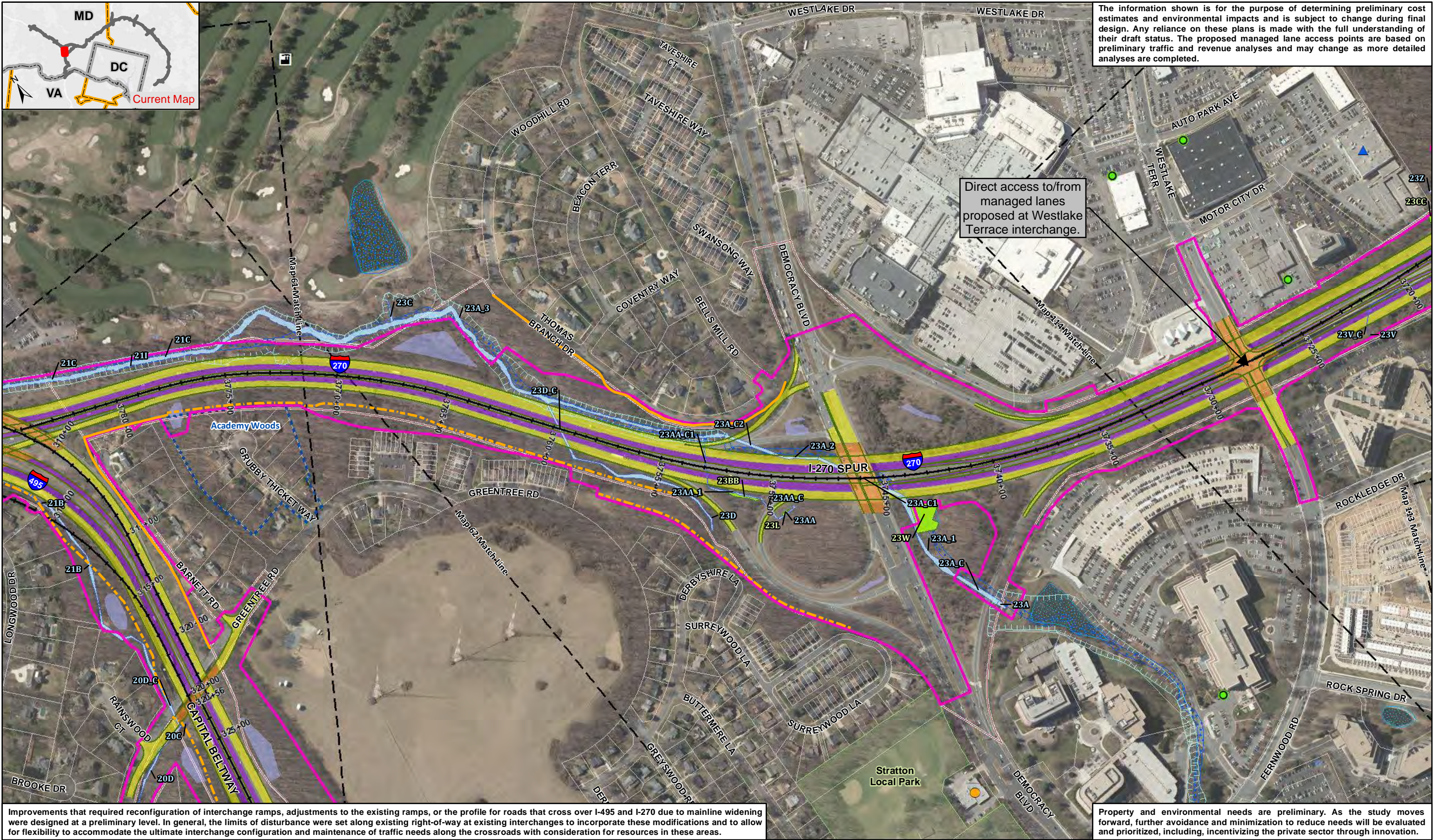
Environmental Resource Mapping

Alternative 8
for I-270

Appendix D
Map 110



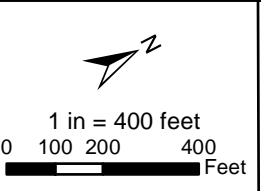
The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.



Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

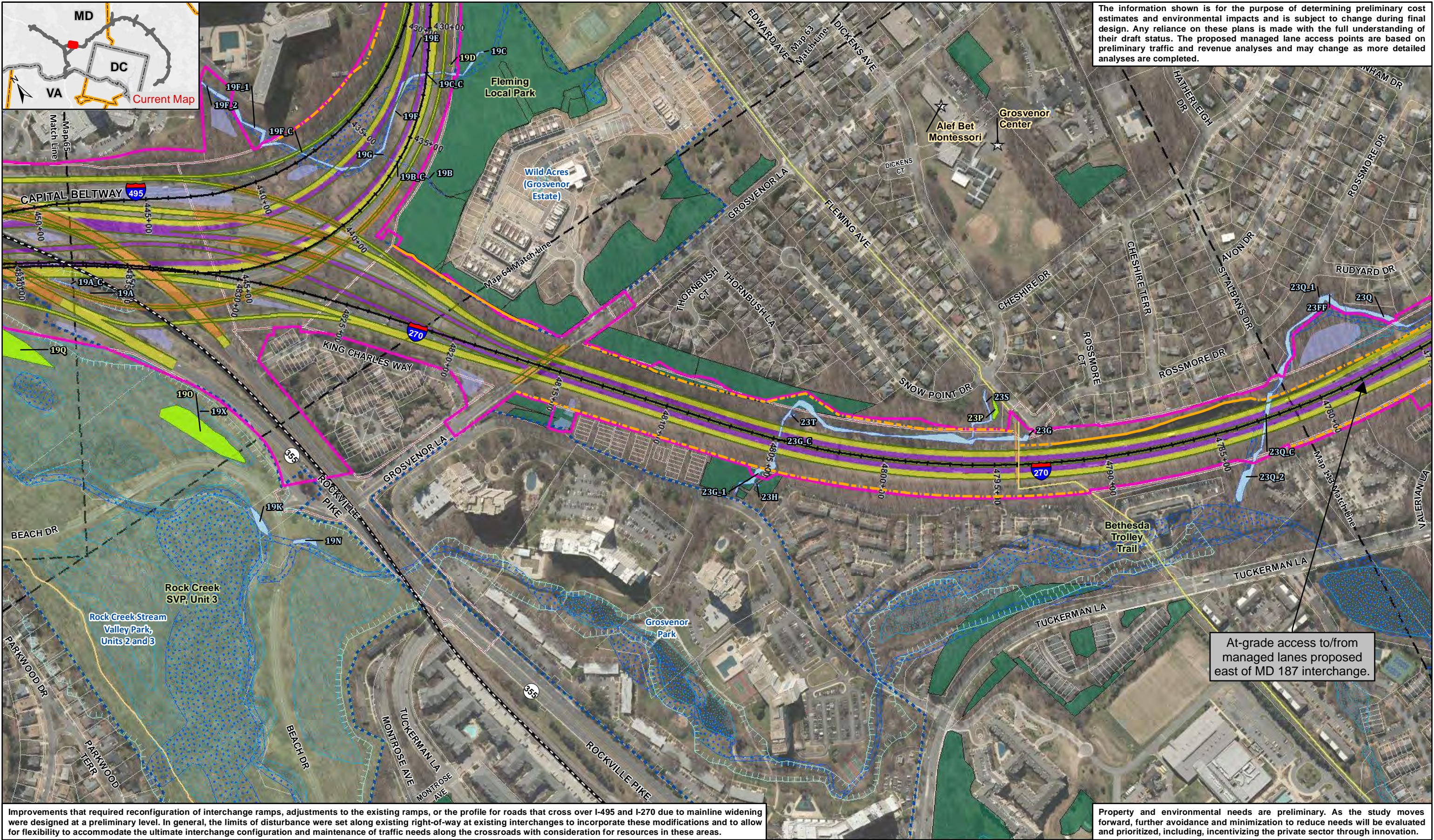
- Legend**
- | | | | | |
|-------------------|---|--|-----------------------------------|-----------------------------------|
| Alternative 9 LOD | Proposed New or Reconstructed Bridge | Potential Noise Barrier Replacement or Construction (Approximate Location) | DNR Wetlands and Waterbodies | MDE Land Restoration Program Site |
| Map Match Line | Proposed Stormwater Management Facility | FEMA Floodplain 100 Year | Forest Conservation Act Easements | Potential Hazardous Concerns |
| Right-of-Way | General Purpose Lanes | Delineated Waterways (Feature ID, Refer to NRTR) | Historic Properties | Park Property |
| Parcel Boundaries | Managed Lanes | Delineated Wetlands (Feature ID, Refer to NRTR) | Fire Station | Post Office |
| Roadway Baseline | Existing Noise Barrier to Remain | NWI Wetlands and Waterbodies | | |
| Edge of Lane | | | | |



Environmental Resource Mapping

Alternative 9
for I-270

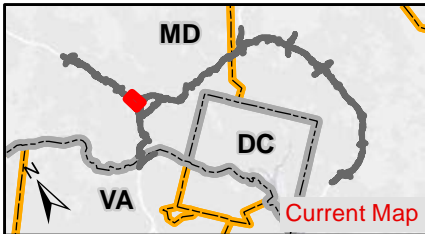
Appendix D
Map 111



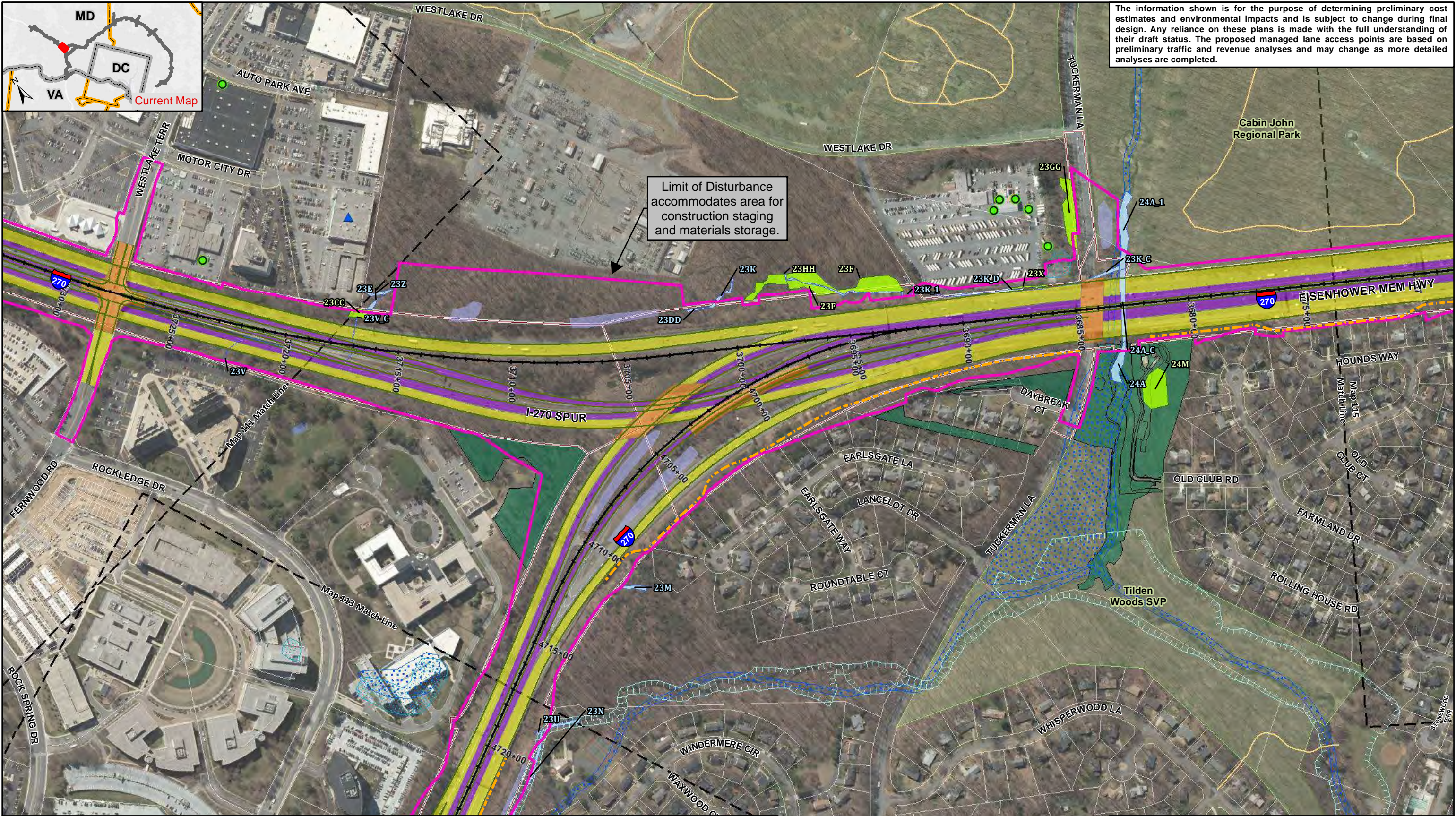
Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

Legend Alternative 9 LOD Map Match Line Right-of-Way Parcel Boundaries Roadway Baseline Edge of Lane Proposed New or Reconstructed Bridge Proposed Stormwater Management Facility General Purpose Lanes Managed Lanes Existing Noise Barrier to Remain Potential Noise Barrier Replacement or Construction (Approximate Location) Trails FEMA Floodplain 100 Year	Delineated Waterways (Feature ID, Refer to NRTR) Delineated Wetlands (Feature ID, Refer to NRTR) NWI Wetlands and Waterbodies DNR Wetlands and Waterbodies Forest Conservation Act Easements Historic Properties Park Property WMATA Metro Line School	1 in = 400 feet 0 100 200 400 Feet	Environmental Resource Mapping Alternative 9 for I-270	Appendix D Map 112
--	--	---------------------------------------	---	---------------------------



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.



Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

Legend

Alternative 9 LOD	Edge of Lane	Potential Noise Barrier Replacement or Construction (Approximate Location)	Delineated Wetlands (Feature ID, Refer to NRTR)	Post Office
Map Match Line	Proposed New or Reconstructed Bridge	Trails	NWI Wetlands and Waterbodies	Potential Hazardous Concerns
Right-of-Way	Proposed Stormwater Management Facility	FEMA Floodplain 100 Year	DNR Wetlands and Waterbodies	
Parcel Boundaries	General Purpose Lanes	Delineated Waterways (Feature ID, Refer to NRTR)	Forest Conservation Act Easements	
Roadway Baseline	Managed Lanes		Park Property	

1 in = 400 feet

0 100 200 400 Feet

Environmental Resource Mapping

Alternative 9 for I-270

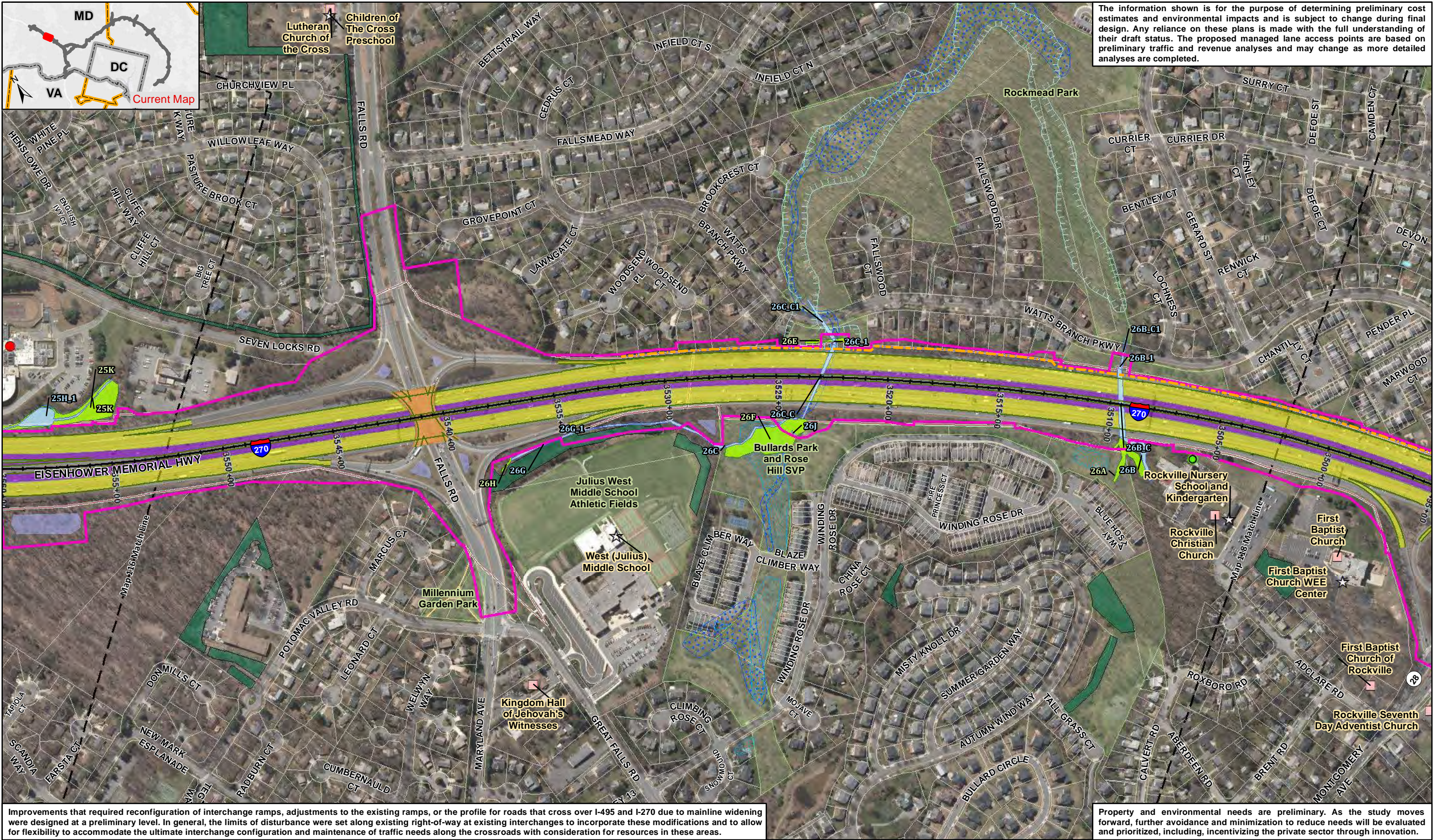
Appendix D

Map 114

270

495

MANAGED LANES STUDY



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

Legend Alternative 9 LOD Map Match Line Right-of-Way Parcel Boundaries Roadway Baseline Edge of Lane Proposed New or Reconstructed Bridge Proposed Stormwater Management Facility General Purpose Lanes Managed Lanes Potential Noise Barrier Replacement or Construction (Approximate Location) Trails FEMA Floodplain 100 Year Delineated Waterways (Feature ID, Refer to NRTR)	Delineated Wetlands (Feature ID, Refer to NRTR) NWI Wetlands and Waterbodies DNR Wetlands and Waterbodies Forest Conservation Act Easements Park Property	Correctional Facility Place of Worship School Potential Hazardous Concerns	 1 in = 400 feet 0 100 200 400 Feet	Environmental Resource Mapping Alternative 9 for I-270	Appendix D Map 117 MANAGED LANES STUDY
--	---	---	---	---	--

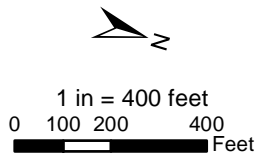


The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

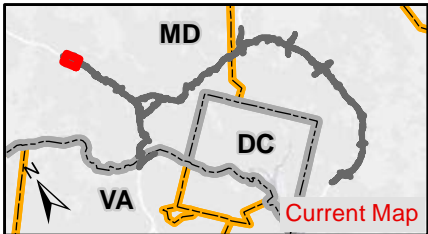
Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

- Legend**
- | | | | | |
|-------------------|---|--|-----------------------------------|------------------------------|
| Alternative 9 LOD | Proposed New or Reconstructed Bridge | Potential Noise Barrier Replacement or Construction (Approximate Location) | NWI Wetlands and Waterbodies | School |
| Map Match Line | Proposed Stormwater Management Facility | Trails | DNR Wetlands and Waterbodies | Potential Hazardous Concerns |
| Right-of-Way | General Purpose Lanes | FEMA Floodplain 100 Year | Forest Conservation Act Easements | |
| Parcel Boundaries | Managed Lanes | Delineated Waterways (Feature ID, Refer to NRTR) | Historic Properties | |
| Roadway Baseline | Existing Noise Barrier to Remain | Delineated Wetlands (Feature ID, Refer to NRTR) | Park Property | |
| Edge of Lane | | Place of Worship | | |

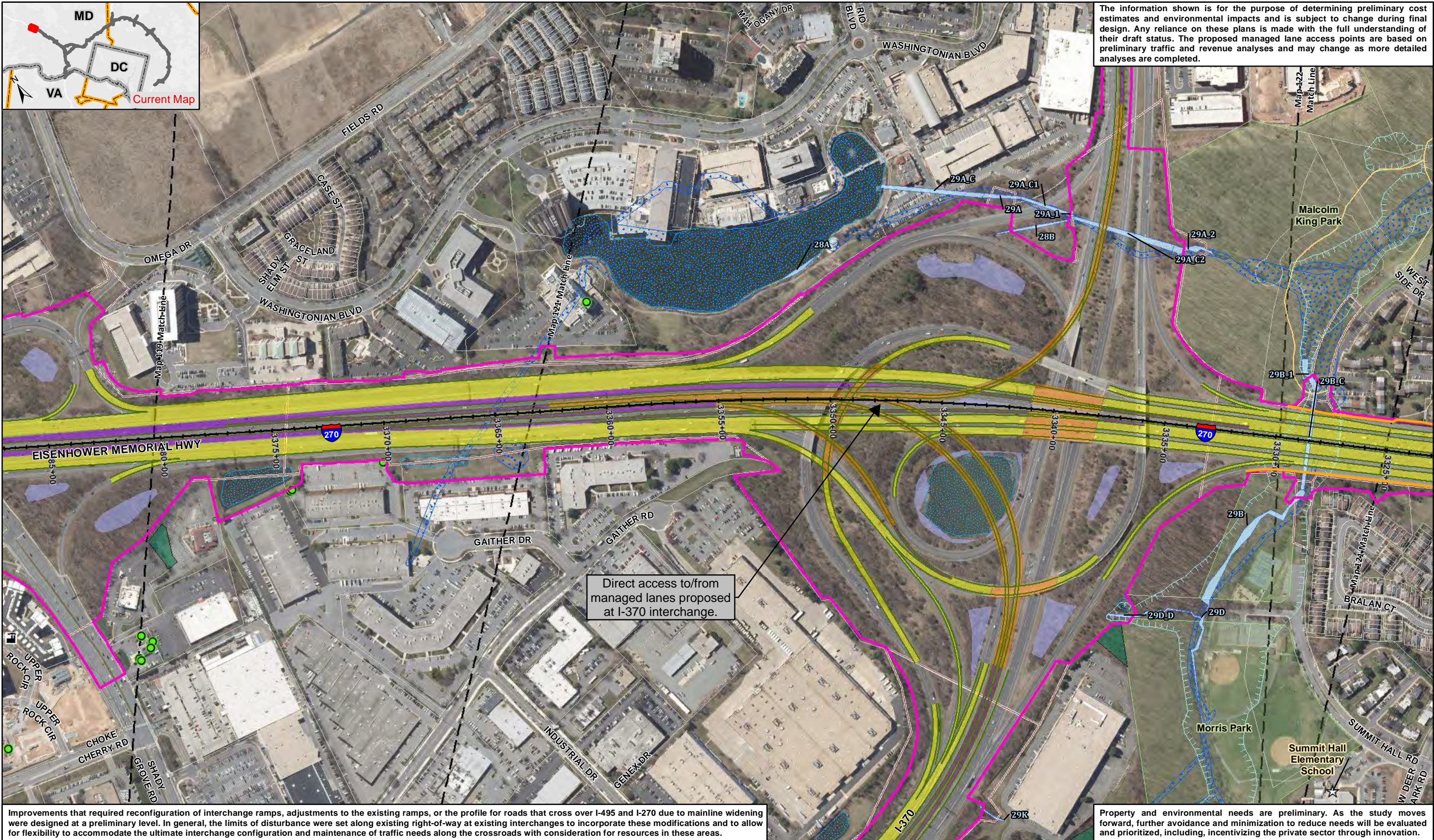


Environmental Resource Mapping

Alternative 9
for I-270



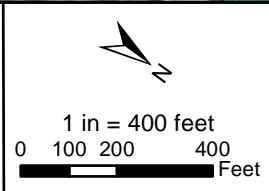
The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.



Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

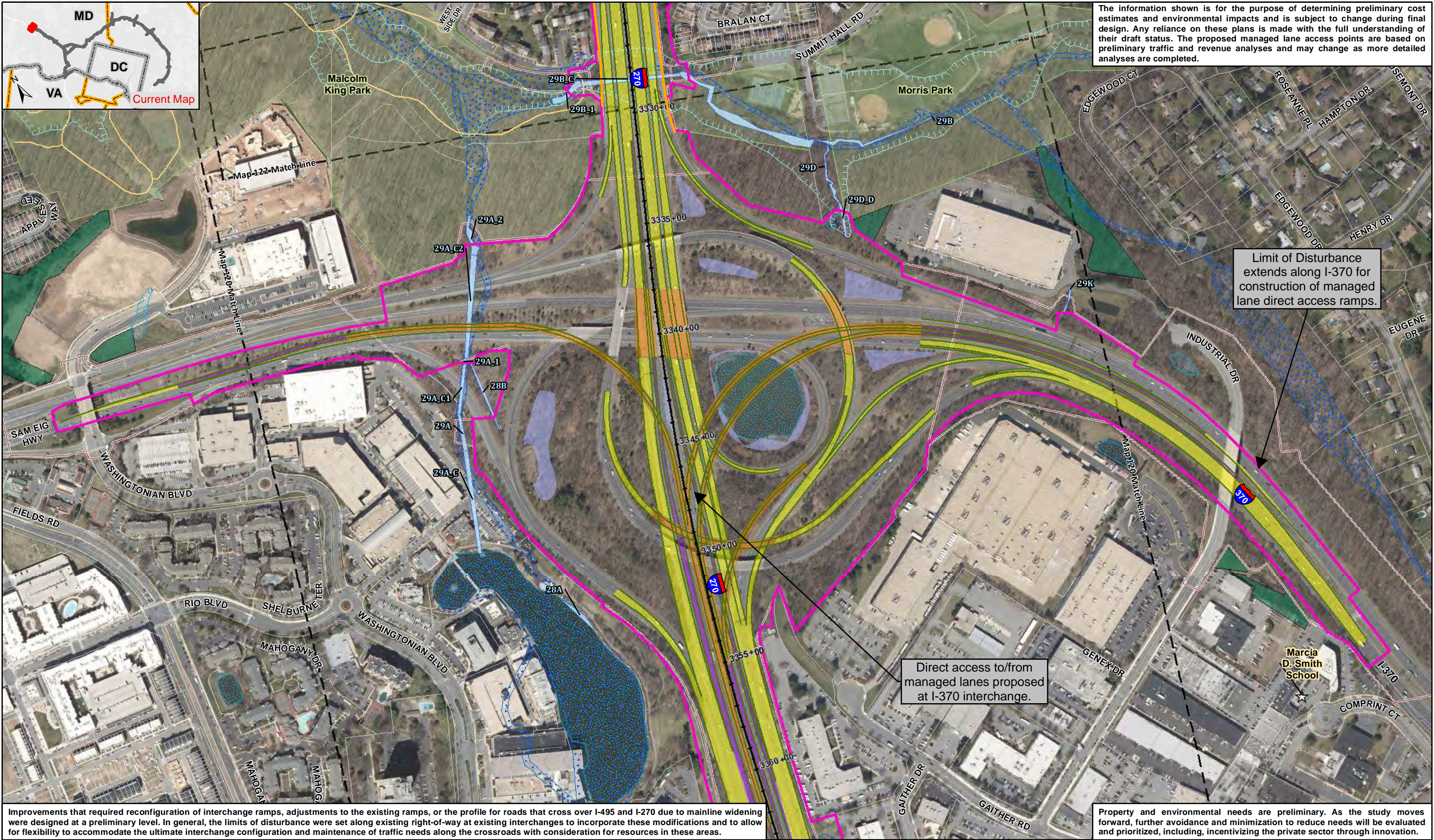
Legend			
Alternative 9 LOD	Edge of Lane	Existing Noise Barrier to Remain	DNR Wetlands and Waterbodies
Map Match Line	Proposed New or Reconstructed Bridge	Trails	Forest Conservation Act Easements
Right-of-Way	Proposed Stormwater Management Facility	FEMA Floodplain 100 Year	Park Property
Parcel Boundaries	General Purpose Lanes	Delineated Waterways (Feature ID, Refer to NRTR)	School
Roadway Baseline	Managed Lanes	NWI Wetlands and Waterbodies	MDE Land Restoration Program Site



Environmental Resource Mapping

Alternative 9
for I-270

Appendix D
Map 120



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

Limit of Disturbance extends along I-370 for construction of managed lane direct access ramps.

Direct access to/from managed lanes proposed at I-370 interchange.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

- Legend

Alternative 9 LOD

Map Match Line

Right-of-Way

Parcel Boundaries

Roadway Baseline

Edge of Lane

Proposed New or Reconstructed Bridge

Proposed Stormwater Management Facility

General Purpose Lanes

Managed Lanes

Existing Noise Barrier to Remain

Trails

FEMA Floodplain 100 Year

Delineated Waterways (Feature ID, Refer to NRTR)

NWI Wetlands and Waterbodies

DNR Wetlands and Waterbodies

Forest Conservation Act Easements

Park Property

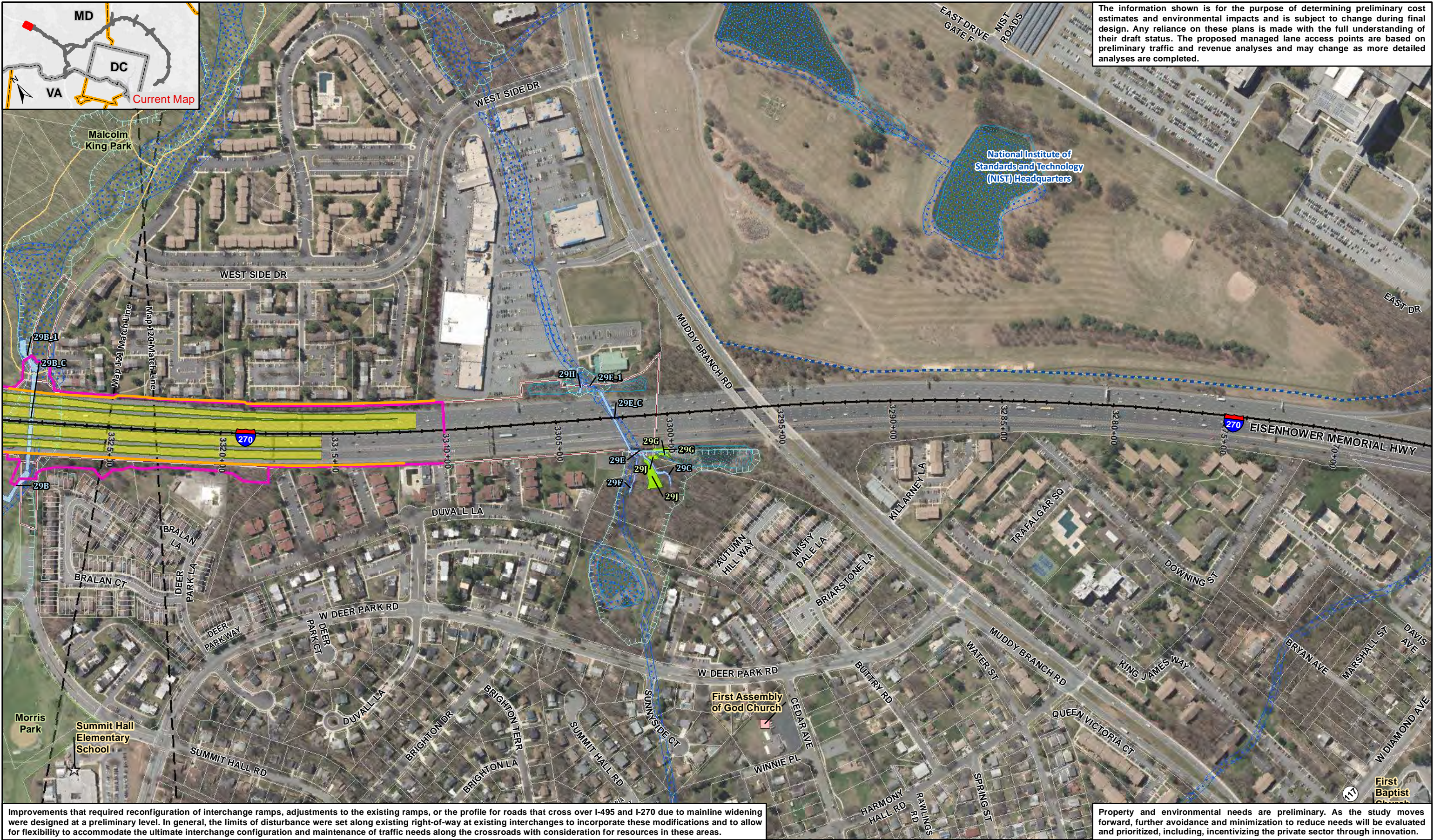
School

Potential Hazardous Concerns
-
- Environmental Resource Mapping

Alternative 9 for I-270

Appendix D

Map 121



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

Legend

Alternative 9 LOD	Roadway Baseline	Trails	NWI Wetlands and Waterbodies	Place of Worship
Map Match Line	Edge of Lane	FEMA Floodplain 100 Year	DNR Wetlands and Waterbodies	School
Right-of-Way	General Purpose Lanes	Delineated Waterways (Feature ID, Refer to NRTR)	Historic Properties	
Parcel Boundaries	Existing Noise Barrier to Remain	Delineated Wetlands (Feature ID, Refer to NRTR)	Park Property	

1 in = 400 feet

0 100 200 400 Feet

Environmental Resource Mapping

Alternative 9

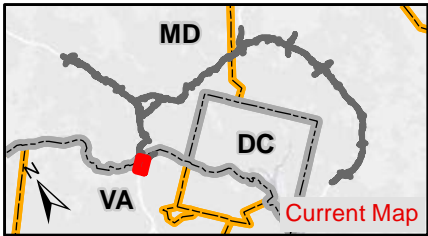
for I-270

Appendix D

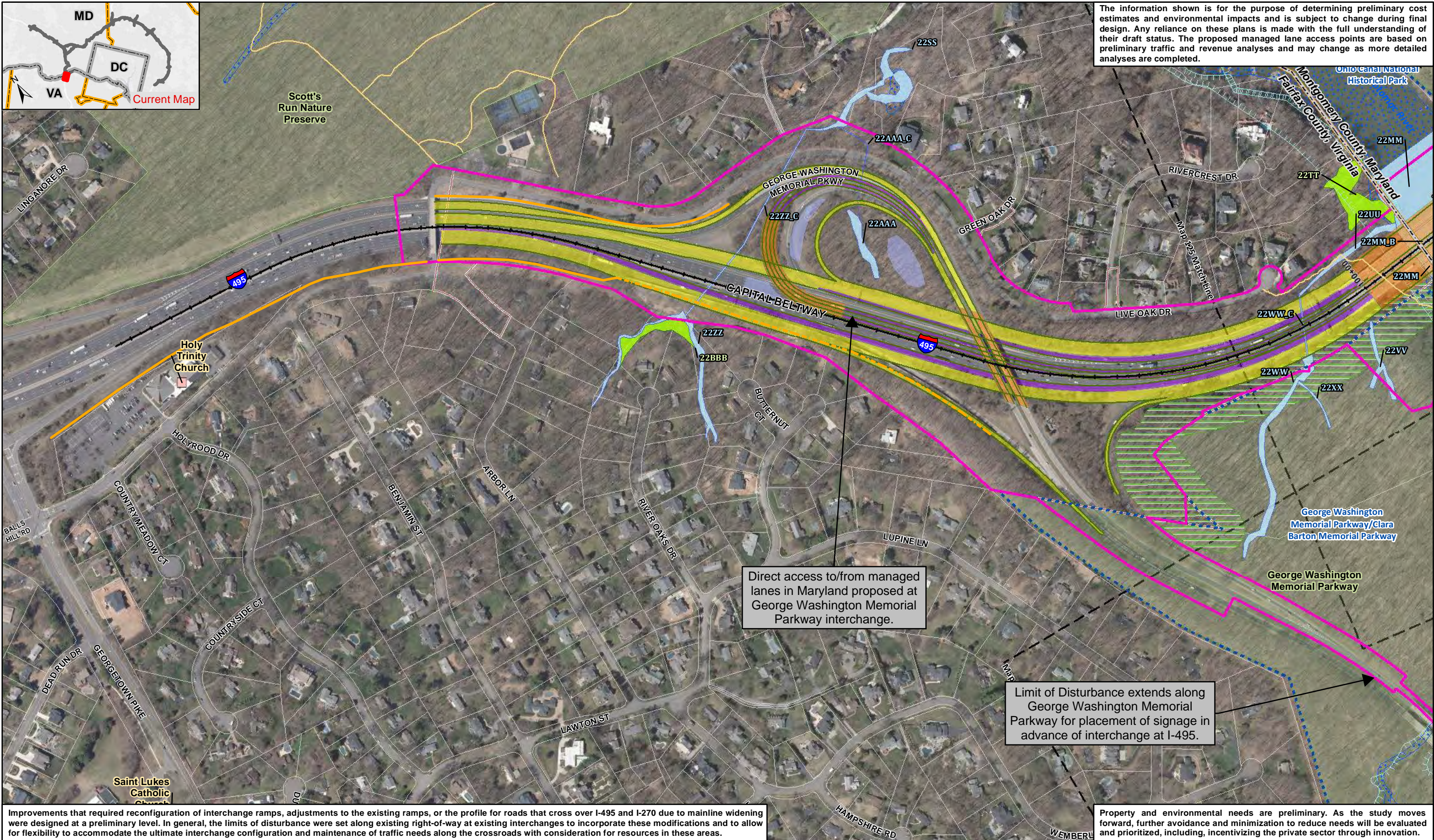
Map 122

495 270

MANAGED LANES STUDY



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

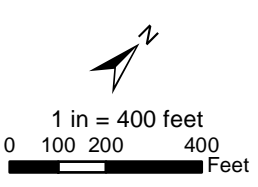


Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

- Legend**

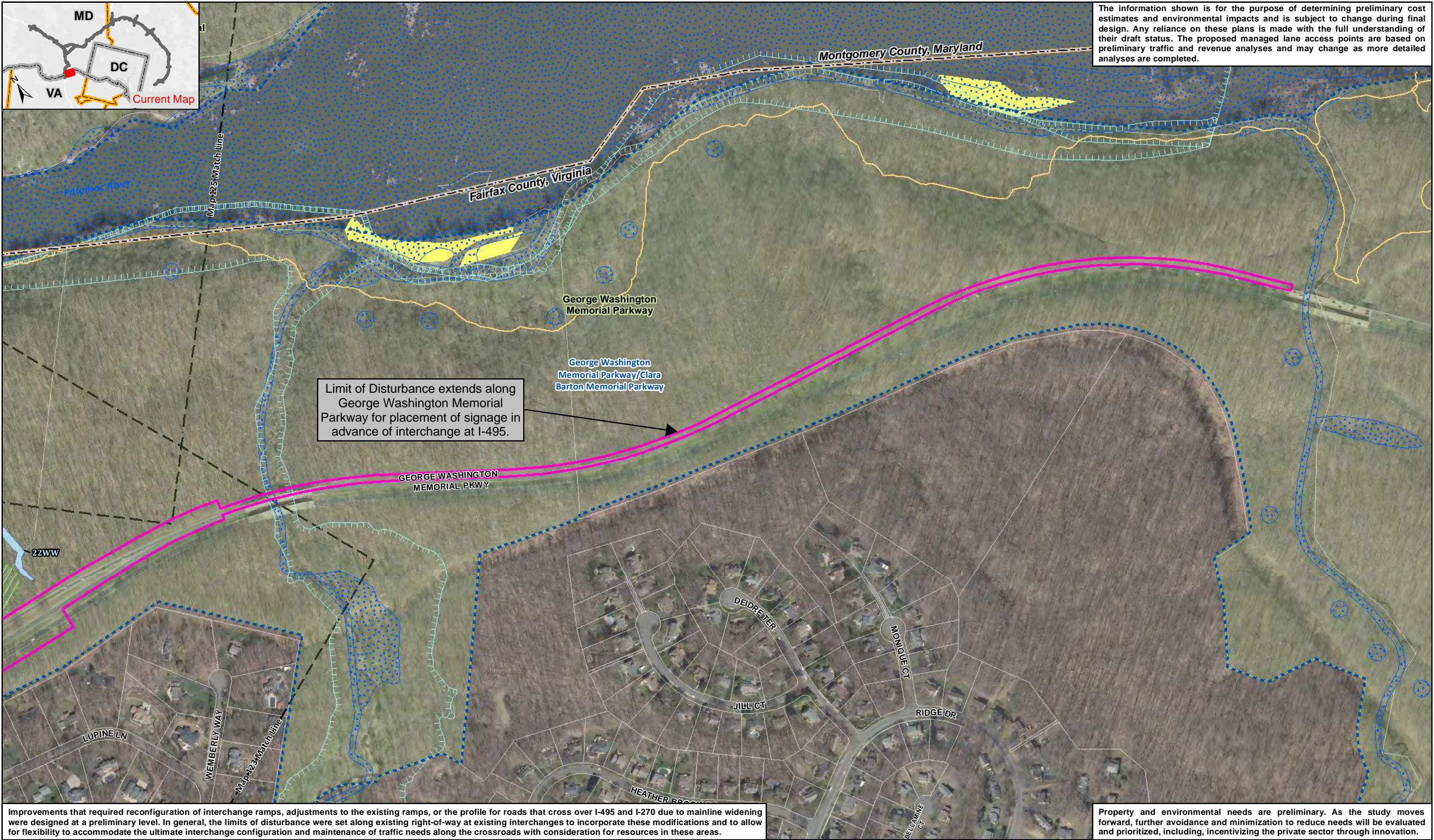
 - Alternative 9M LOD
 - Map Match Line
 - Right-of-Way
 - Parcel Boundaries
 - Roadway Baseline
 - Edge of Lane
 - Proposed New or Reconstructed Bridge
 - Proposed Stormwater Management Facility
 - General Purpose Lanes
 - Managed Lanes
 - Existing Noise Barrier to Remain
 - Potential Noise Barrier Replacement or Construction (Approximate Location)
 - Trails
 - FEMA Floodplain 100 Year
 - Delineated Waterways (Feature ID, Refer to NRTR)
 - Delineated Wetlands (Feature ID, Refer to NRTR)
 - NWI Wetlands and Waterbodies
 - Forest Interior Dwelling Habitat
 - Historic Properties
 - Park Property
 - Place of Worship



Environmental Resource Mapping

Alternative 9M
for I-495

Appendix D
Map 123

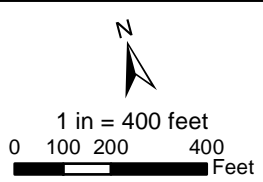


The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

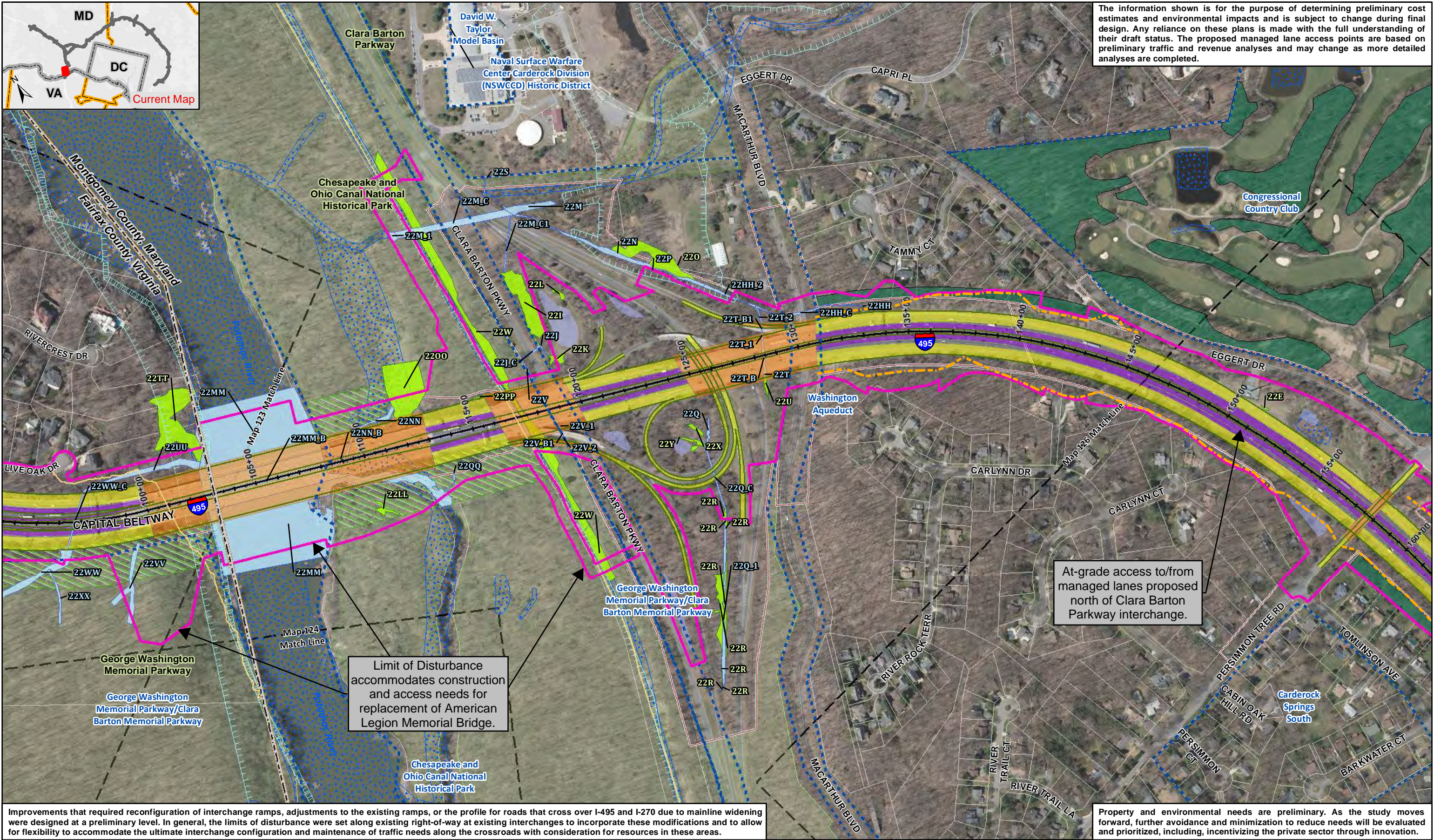
- Legend
- | | | | |
|--------------------|--------------------------|--|----------------------------------|
| Alternative 9M LOD | Roadway Baseline | Delineated Waterways (Feature ID, Refer to NRTR) | Forest Interior Dwelling Habitat |
| Map Match Line | Trails | NWI Wetlands and Waterbodies | Historic Properties |
| Parcel Boundaries | FEMA Floodplain 100 Year | DNR Owned Properties and Conservation Easements | Park Property |



**Environmental
Resource Mapping**

Alternative 9M
for I-495





The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

At-grade access to/from managed lanes proposed north of Clara Barton Parkway interchange.

Limit of Disturbance accommodates construction and access needs for replacement of American Legion Memorial Bridge.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

Legend

Alternative 9M LOD	Edge of Lane	Potential Noise Barrier Replacement or Construction (Approximate Location)	Delineated Wetlands (Feature ID, Refer to NRTR)	Park Property
Map Match Line	Proposed New or Reconstructed Bridge	Trails	NWI Wetlands and Waterbodies	
Right-of-Way	Proposed Stormwater Management Facility	FEMA Floodplain 100 Year	Forest Interior Dwelling Habitat	
Parcel Boundaries	General Purpose Lanes	Delineated Waterways (Feature ID, Refer to NRTR)	Forest Conservation Act Easements	
Roadway Baseline	Managed Lanes		Historic Properties	

1 in = 400 feet

0 100 200 400 Feet

Environmental Resource Mapping

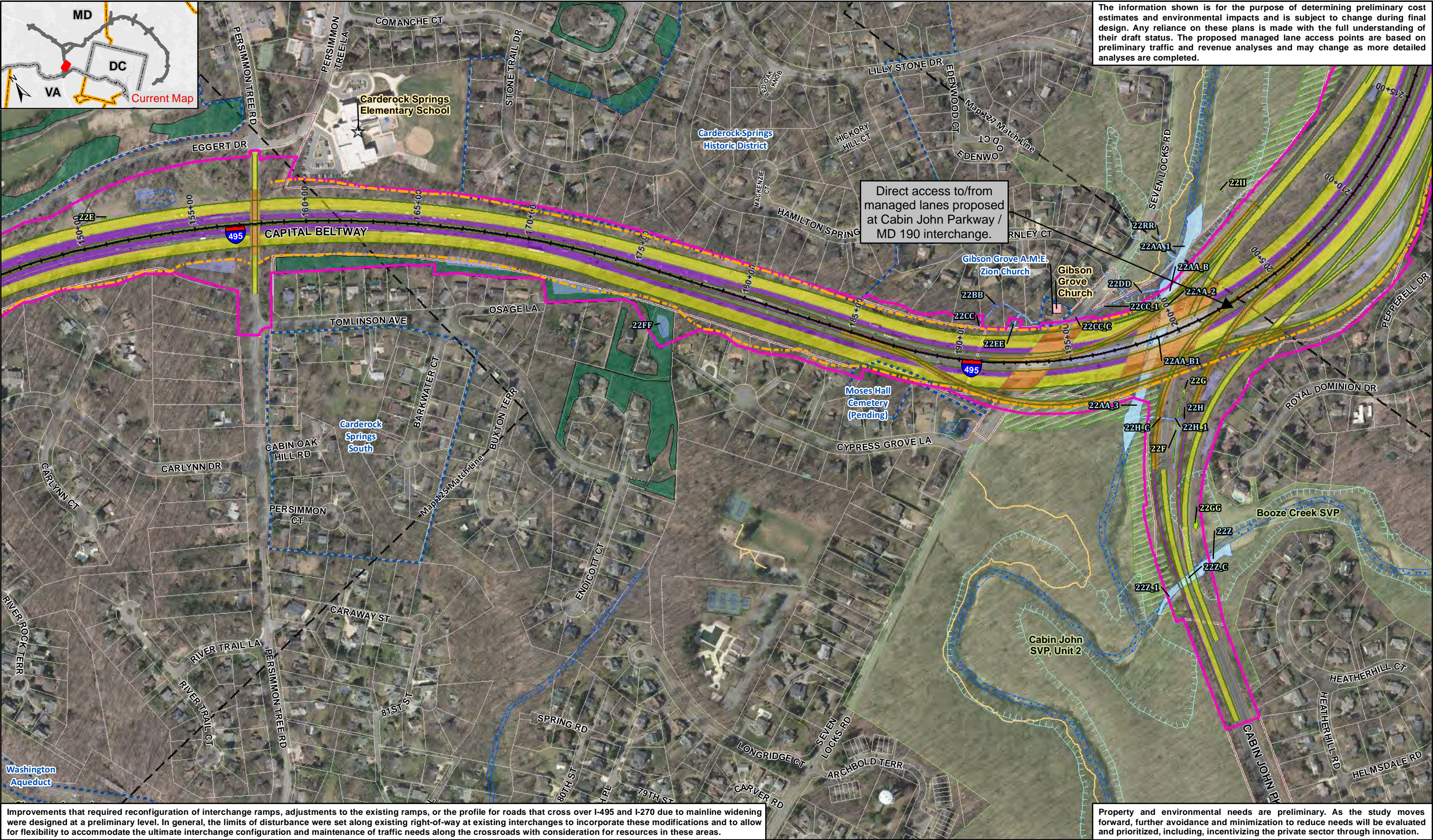
Alternative 9M for I-495

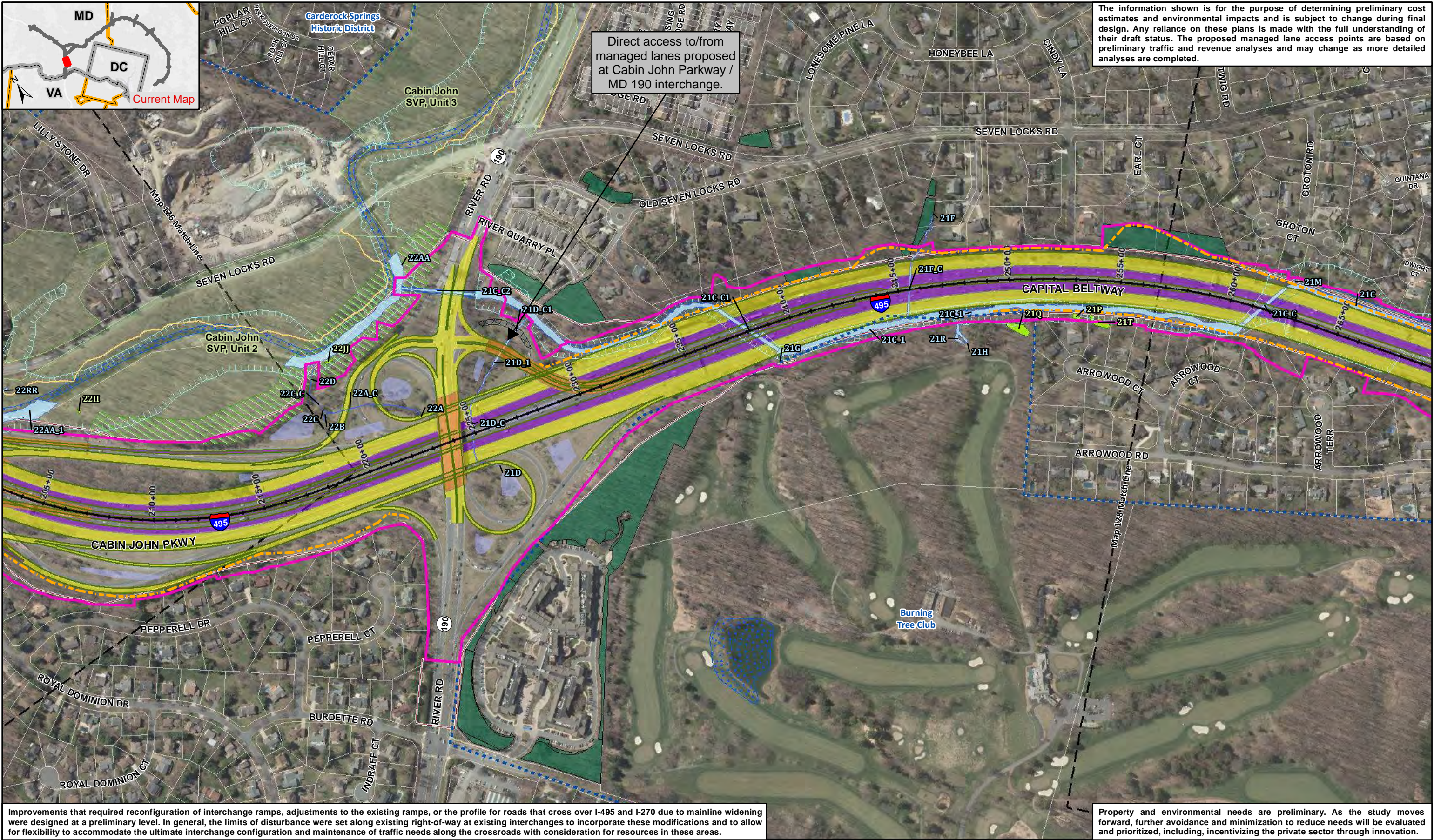
Appendix D

Map 125

495 270

MANAGED LANES STUDY





Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

Legend

Alternative 9M LOD	Edge of Lane	Managed Lanes	Delineated Waterways (Feature ID, Refer to NRTR)	Historic Properties
Map Match Line	Removal of Existing Pavement	Potential Noise Barrier Replacement or Construction (Approximate Location)	Delineated Wetlands (Feature ID, Refer to NRTR)	Park Property
Right-of-Way	Proposed New or Reconstructed Bridge	Trails	NWI Wetlands and Waterbodies	
Parcel Boundaries	Proposed Stormwater Management Facility	FEMA Floodplain 100 Year	Forest Interior Dwelling Habitat	
Roadway Baseline	General Purpose Lanes		Forest Conservation Act Easements	

1 in = 400 feet

0 100 200 400 Feet

Environmental Resource Mapping

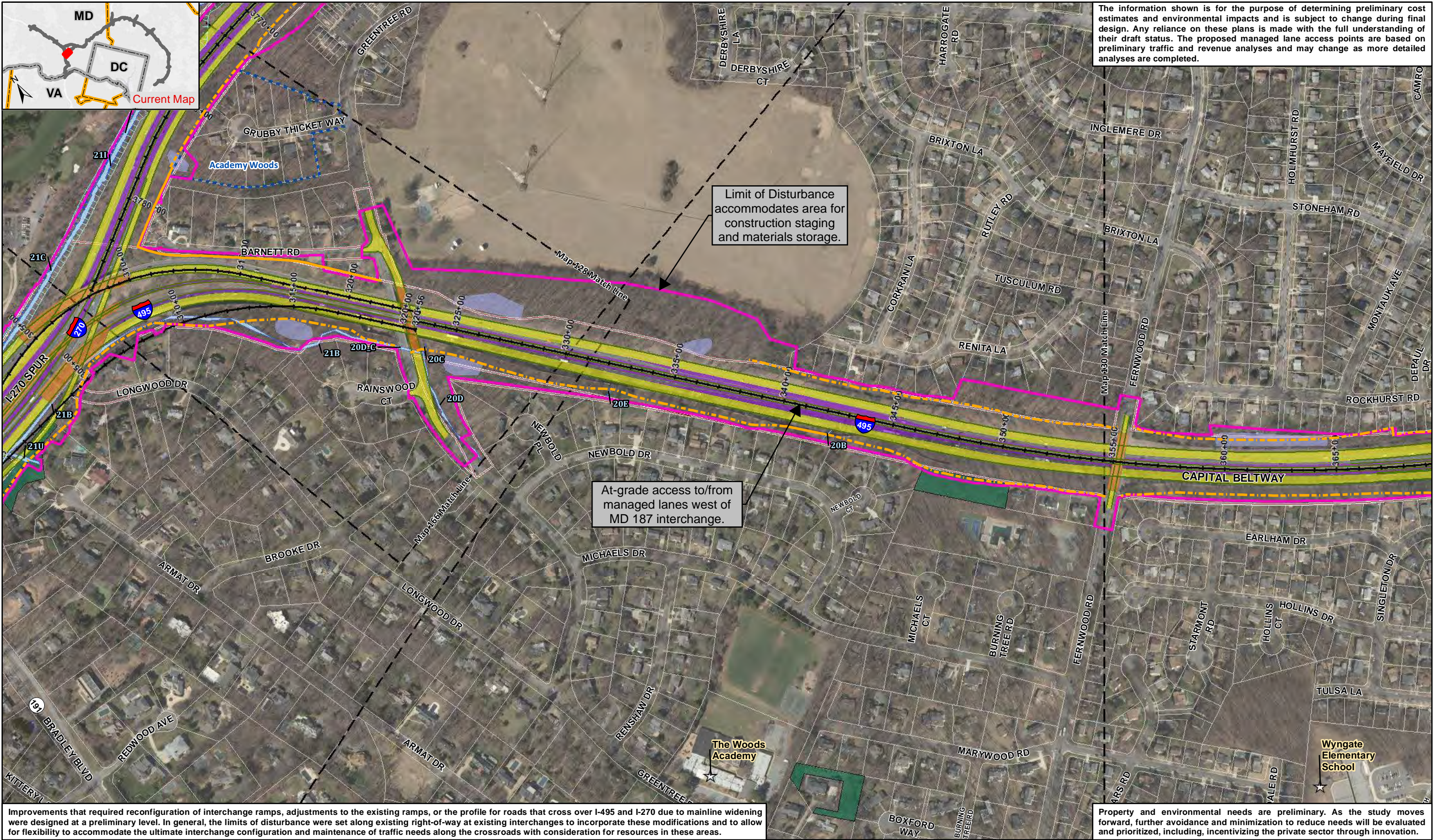
Alternative 9M for I-495

Appendix D

Map 127

495 270

MANAGED LANES STUDY



Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

Legend

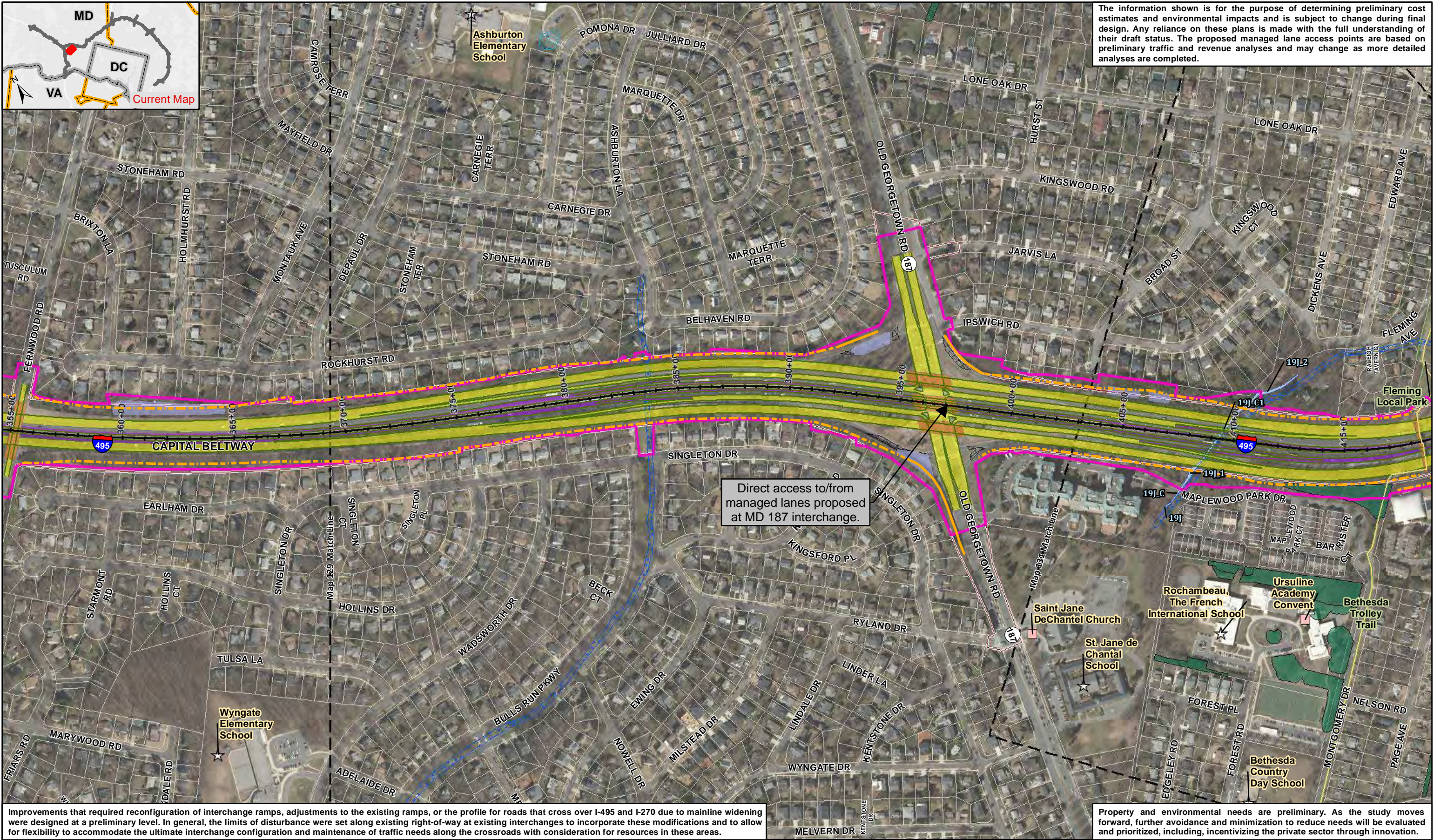
Alternative 9M LOD	Roadway Baseline	General Purpose Lanes	Potential Noise Barrier Replacement or Construction (Approximate Location)	NWI Wetlands and Waterbodies
Map Match Line	Edge of Lane	Managed Lanes	FEMA Floodplain 100 Year	Forest Conservation Act Easements
Right-of-Way	Proposed New or Reconstructed Bridge	Existing Noise Barrier to Remain	Delineated Waterways (Feature ID, Refer to NRTR)	Historic Properties
Parcel Boundaries	Proposed Stormwater Management Facility			School

1 in = 400 feet
0 100 200 400 Feet

Environmental Resource Mapping
Alternative 9M
for I-495

Appendix D
Map 129

495 270
MANAGED LANES STUDY



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

Legend

Alternative 9M LOD

Map Match Line

Right-of-Way

Parcel Boundaries

Roadway Baseline

Edge of Lane

Removal of Existing Pavement

Proposed New or Reconstructed Bridge

Proposed Stormwater Management Facility

General Purpose Lanes

Managed Lanes

Existing Noise Barrier to Remain

Potential Noise Barrier Replacement or Construction (Approximate Location)

Trails

Delineated Waterways (Feature ID, Refer to NRTR)

NWI Wetlands and Waterbodies

DNR Wetlands and Waterbodies

Forest Conservation Act Easements

Park Property

Place of Worship

School

N

1 in = 400 feet

0 100 200 400 Feet

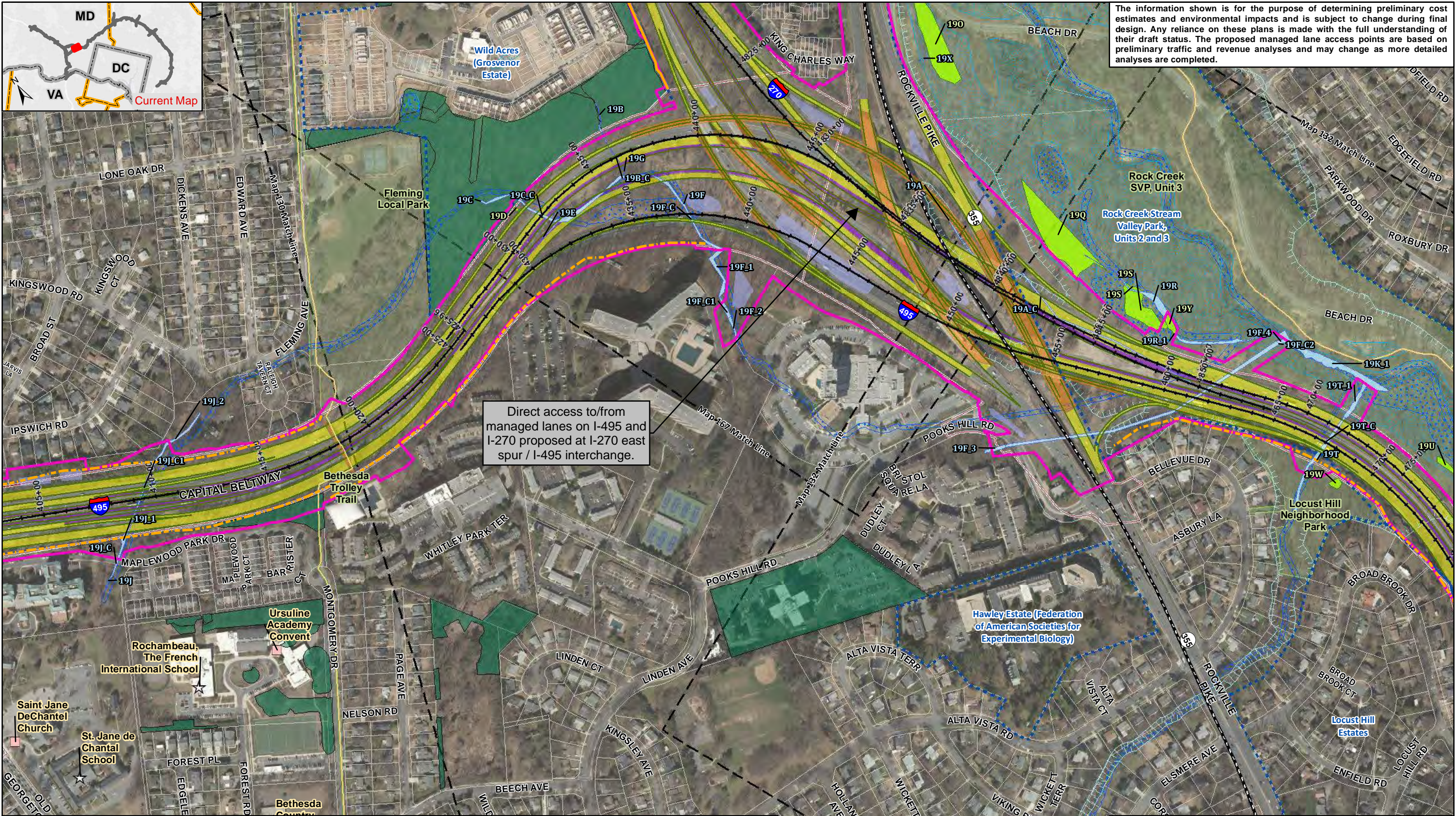
Environmental Resource Mapping

Alternative 9M for I-495

Appendix D

Map 130

MANAGED LANES STUDY



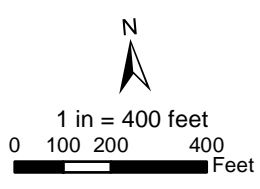
The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

Direct access to/from managed lanes on I-495 and I-270 proposed at I-270 east spur / I-495 interchange.

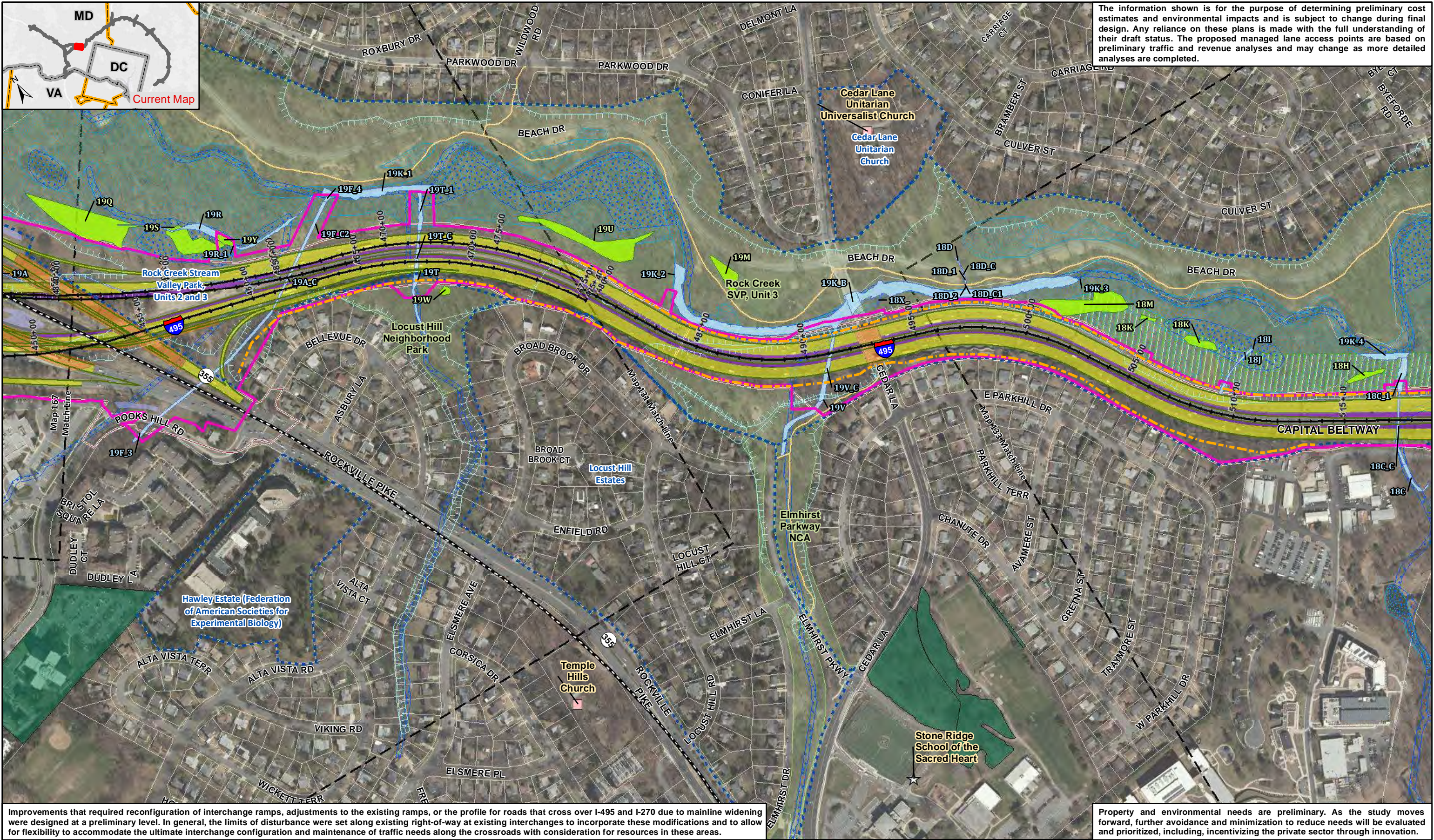
Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

- | | | | | | |
|-------------------|---|--|--|------------------------------|------------------|
| Legend | Alternative 9M LOD | Proposed New or Reconstructed Bridge | Potential Noise Barrier Replacement or Construction (Approximate Location) | NWI Wetlands and Waterbodies | Place of Worship |
| Map Match Line | Proposed Stormwater Management Facility | DNR Wetlands and Waterbodies | Forest Conservation Act Easements | School | |
| Right-of-Way | General Purpose Lanes | Trails | Historic Properties | | |
| Parcel Boundaries | Managed Lanes | FEMA Floodplain 100 Year | Park Property | | |
| Roadway Baseline | Existing Noise Barrier to Remain | Delineated Waterways (Feature ID, Refer to NRTR) | WMATA Metro Line | | |
| Edge of Lane | | Delineated Wetlands (Feature ID, Refer to NRTR) | | | |



Environmental Resource Mapping Alternative 9M for I-495	Appendix D Map 131 MANAGED LANES STUDY
--	---



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

Legend

Alternative 9M LOD	Proposed New or Reconstructed Bridge	Trails	Forest Interior Dwelling Habitat	★ School
Map Match Line	Proposed Stormwater Management Facility	FEMA Floodplain 100 Year	Forest Conservation Act Easements	
Right-of-Way	General Purpose Lanes	Delineated Waterways (Feature ID, Refer to NRTR)	Historic Properties	
Parcel Boundaries	Managed Lanes	Delineated Wetlands (Feature ID, Refer to NRTR)	Park Property	
Roadway Baseline	Potential Noise Barrier Replacement or Construction (Approximate Location)	NWI Wetlands and Waterbodies	WMATA Metro Line	
Edge of Lane		DNR Wetlands and Waterbodies	Place of Worship	

1 in = 400 feet

0 100 200 400 Feet

Environmental Resource Mapping

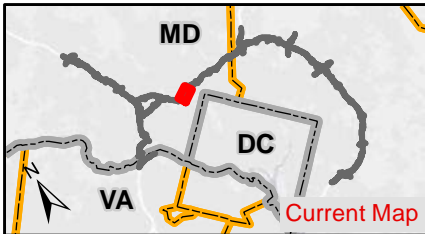
Alternative 9M for I-495

Appendix D

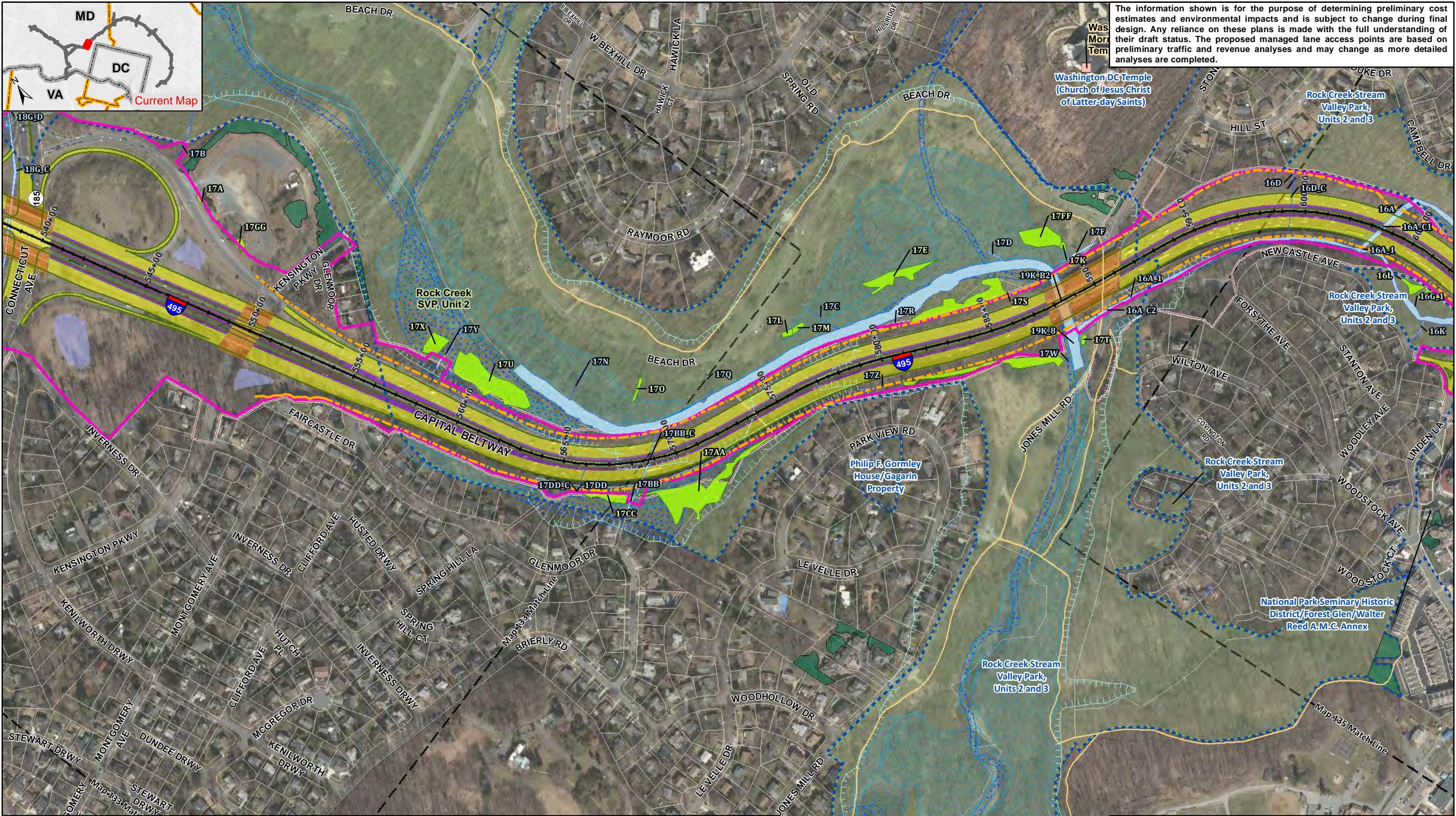
Map 132

495 270

MANAGED LANES STUDY



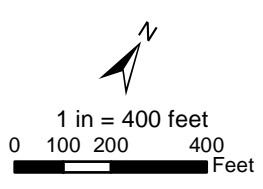
The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.



Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

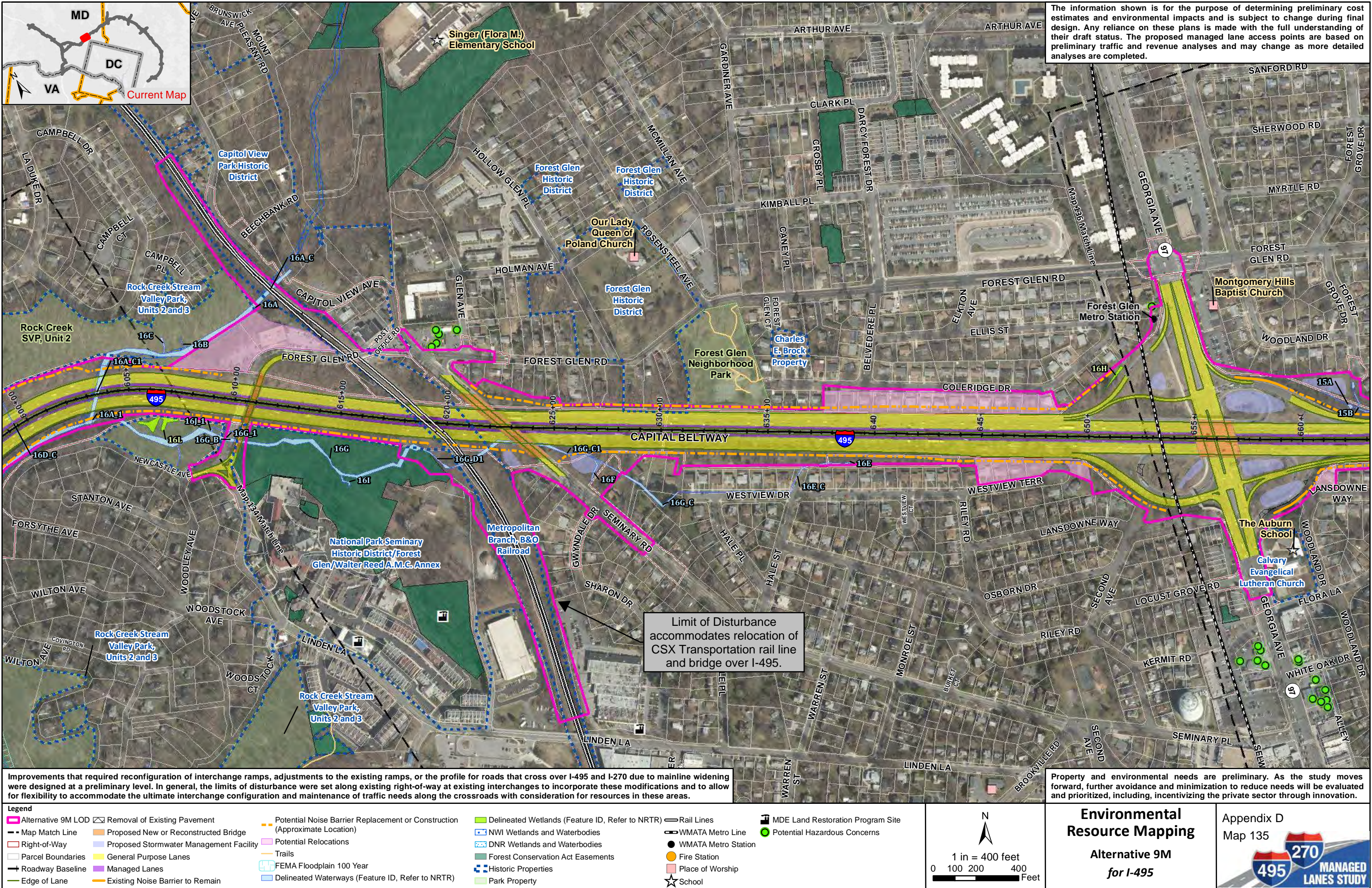
- | | | | |
|--------------------|---|--|--|
| Legend | | | |
| Alternative 9M LOD | Edge of Lane | Existing Noise Barrier to Remain | Delineated Waterways (Feature ID, Refer to NRTR) |
| Map Match Line | Proposed New or Reconstructed Bridge | Potential Noise Barrier Replacement or Construction (Approximate Location) | Delineated Wetlands (Feature ID, Refer to NRTR) |
| Right-of-Way | Proposed Stormwater Management Facility | NWI Wetlands and Waterbodies | Park Property |
| Parcel Boundaries | General Purpose Lanes | DNR Wetlands and Waterbodies | Place of Worship |
| Roadway Baseline | Managed Lanes | FEMA Floodplain 100 Year | Post Office |

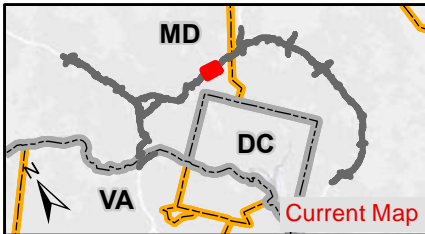


Environmental Resource Mapping

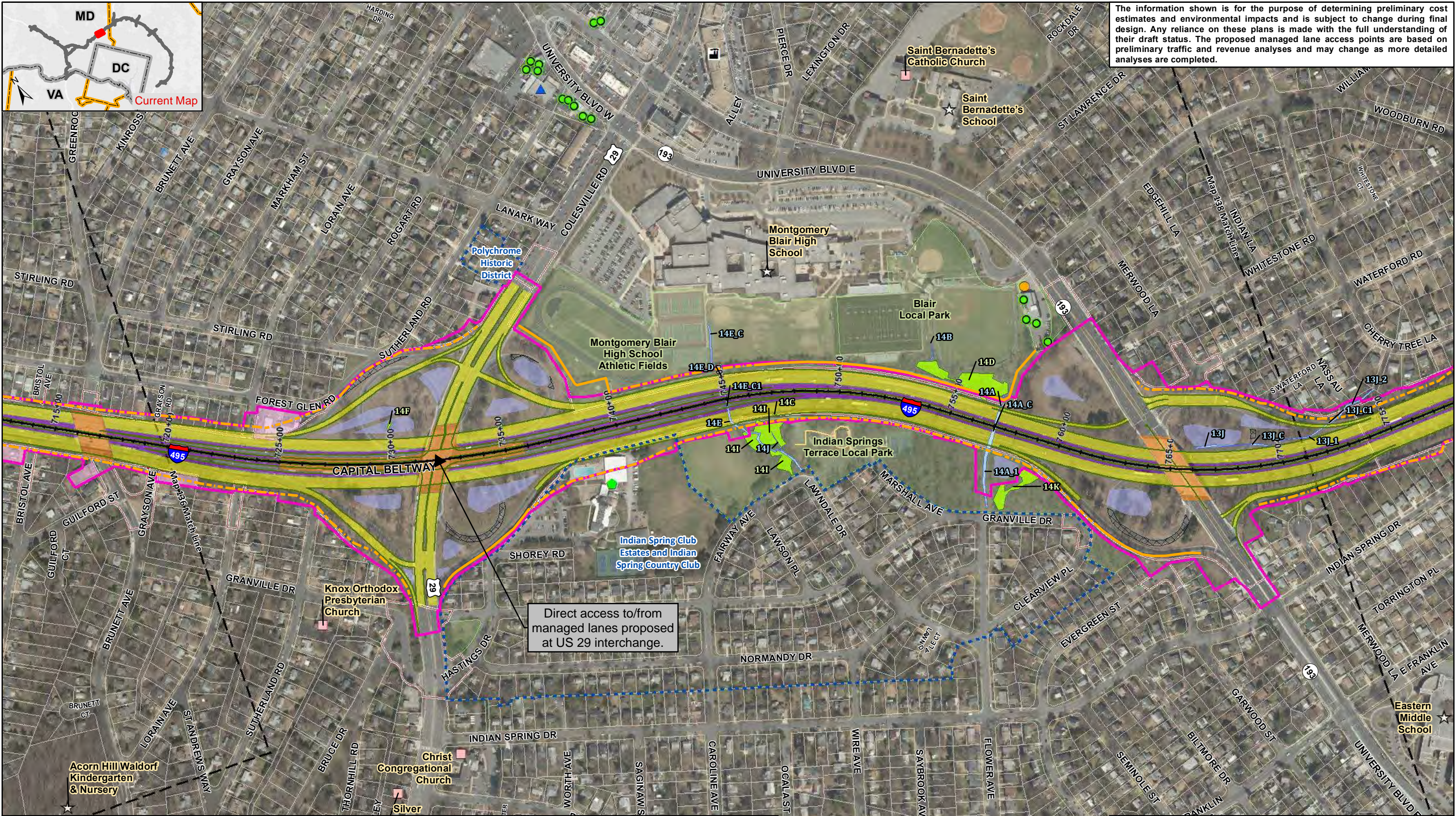
Alternative 9M
for I-495

Appendix D
Map 134





The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

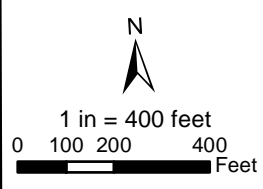


Direct access to/from managed lanes proposed at US 29 interchange.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

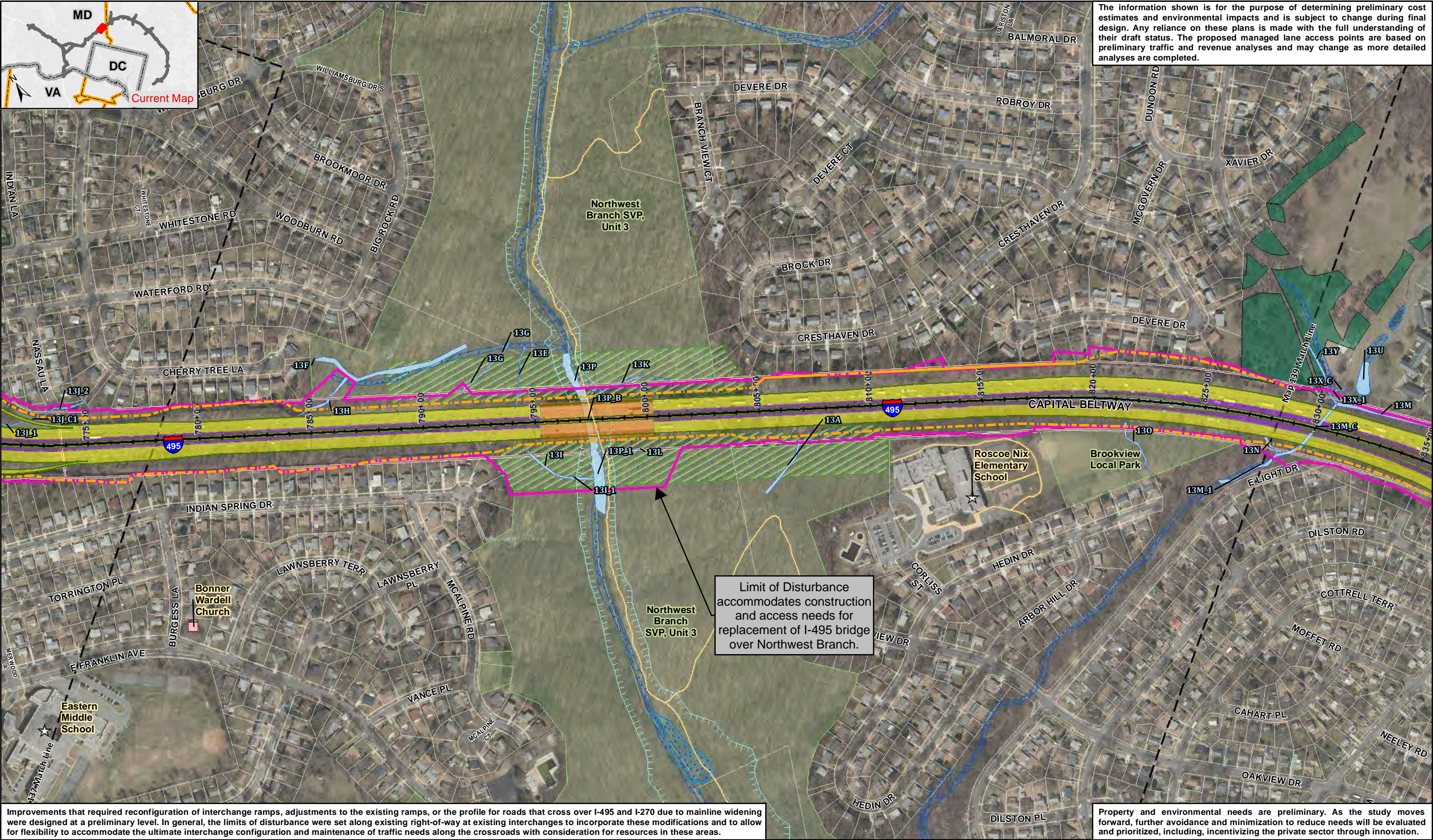
- | | | | | | |
|-------------------|---|--|--|---------------------|-----------------------------------|
| Legend | Alternative 9M LOD | Removal of Existing Pavement | Potential Noise Barrier Replacement or Construction (Approximate Location) | Historic Properties | School |
| Map Match Line | Proposed New or Reconstructed Bridge | Potential Relocations | Trails | Park Property | MDE Land Restoration Program Site |
| Right-of-Way | Proposed Stormwater Management Facility | Delineated Waterways (Feature ID, Refer to NRTR) | Delineated Wetlands (Feature ID, Refer to NRTR) | Fire Station | Potential Hazardous Concerns |
| Parcel Boundaries | General Purpose Lanes | Managed Lanes | Place of Worship | Post Office | Recreation Center |
| Roadway Baseline | Existing Noise Barrier to Remain | | | | |
| Edge of Lane | | | | | |



Environmental Resource Mapping

Alternative 9M
for I-495

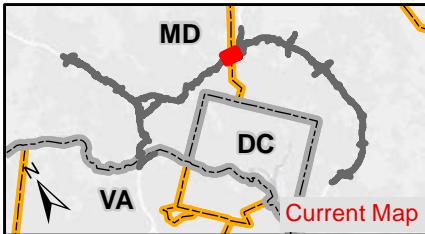
Appendix D
Map 137



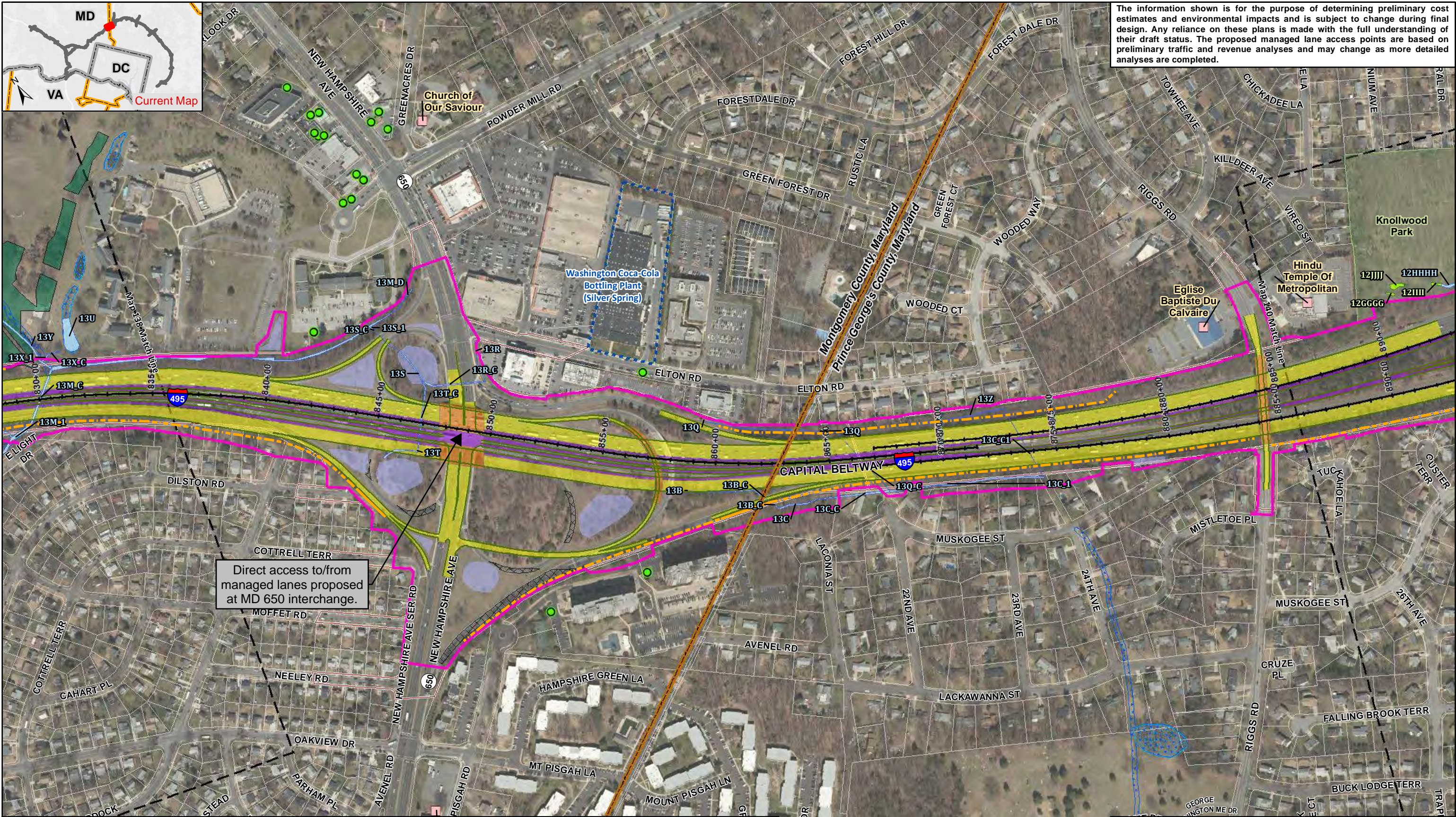
Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

Legend Alternative 9M LOD Map Match Line Right-of-Way Parcel Boundaries Roadway Baseline Edge of Lane Proposed New or Reconstructed Bridge General Purpose Lanes Managed Lanes Existing Noise Barrier to Remain Potential Noise Barrier Replacement or Construction (Approximate Location) Trails FEMA Floodplain 100 Year Delineated Waterways (Feature ID, Refer to NRTR)	NWI Wetlands and Waterbodies DNR Wetlands and Waterbodies Forest Interior Dwelling Habitat Forest Conservation Act Easements Park Property Place of Worship School	1 in = 400 feet 0 100 200 400 Feet	Environmental Resource Mapping Alternative 9M for I-495	Appendix D Map 138
--	--	---------------------------------------	--	---------------------------



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

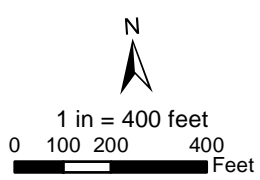


Direct access to/from managed lanes proposed at MD 650 interchange.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

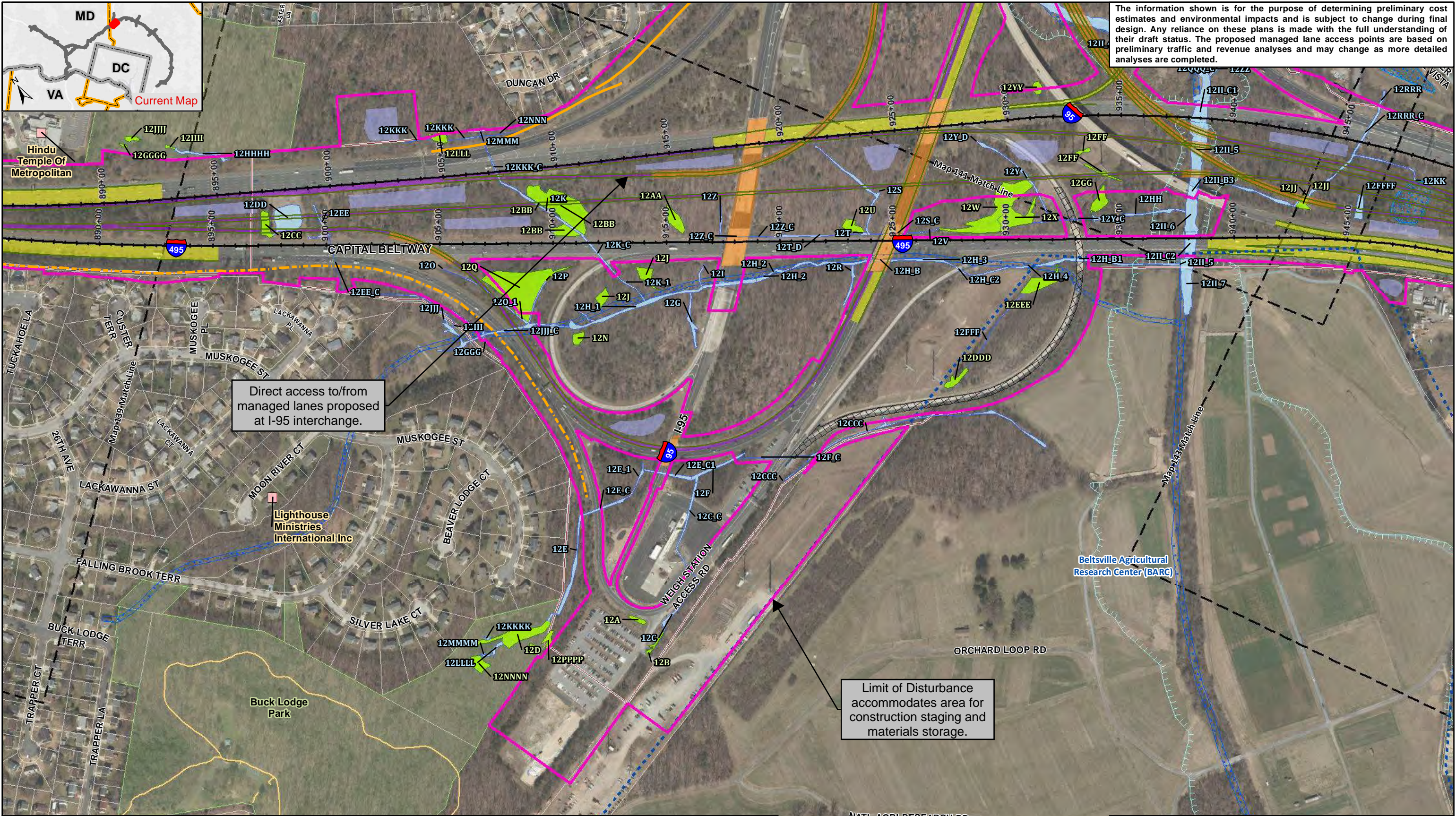
- Legend**
- | | | | | |
|--------------------|---|--|---|------------------------------|
| Alternative 9M LOD | Edge of Lane | Managed Lanes | Delineated Wetlands (Feature ID, Refer to NRTR) | Park Property |
| Map Match Line | Removal of Existing Pavement | Existing Noise Barrier to Remain | NWI Wetlands and Waterbodies | Place of Worship |
| Right-of-Way | Proposed New or Reconstructed Bridge | Potential Noise Barrier Replacement or Construction (Approximate Location) | DNR Wetlands and Waterbodies | Potential Hazardous Concerns |
| Parcel Boundaries | Proposed Stormwater Management Facility | Delineated Waterways (Feature ID, Refer to NRTR) | Forest Conservation Act Easements | |
| Roadway Baseline | General Purpose Lanes | | Historic Properties | |



Environmental Resource Mapping

Alternative 9M
for I-495

Appendix D
Map 139



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

Direct access to/from managed lanes proposed at I-95 interchange.

Limit of Disturbance accommodates area for construction staging and materials storage.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

Legend

Alternative 9M LOD	Edge of Lane	Managed Lanes
Map Match Line	Removal of Existing Pavement	Existing Noise Barrier to Remain
Right-of-Way	Proposed New or Reconstructed Bridge	Potential Noise Barrier Replacement or Construction (Approximate Location)
Parcel Boundaries	Proposed Stormwater Management Facility	Trails
Roadway Baseline	General Purpose Lanes	

FEMA Floodplain 100 Year	Forest Conservation Act Easements
Delineated Waterways (Feature ID, Refer to NRTR)	Historic Properties
Delineated Wetlands (Feature ID, Refer to NRTR)	Park Property
NWI Wetlands and Waterbodies	Place of Worship
DNR Wetlands and Waterbodies	

1 in = 400 feet

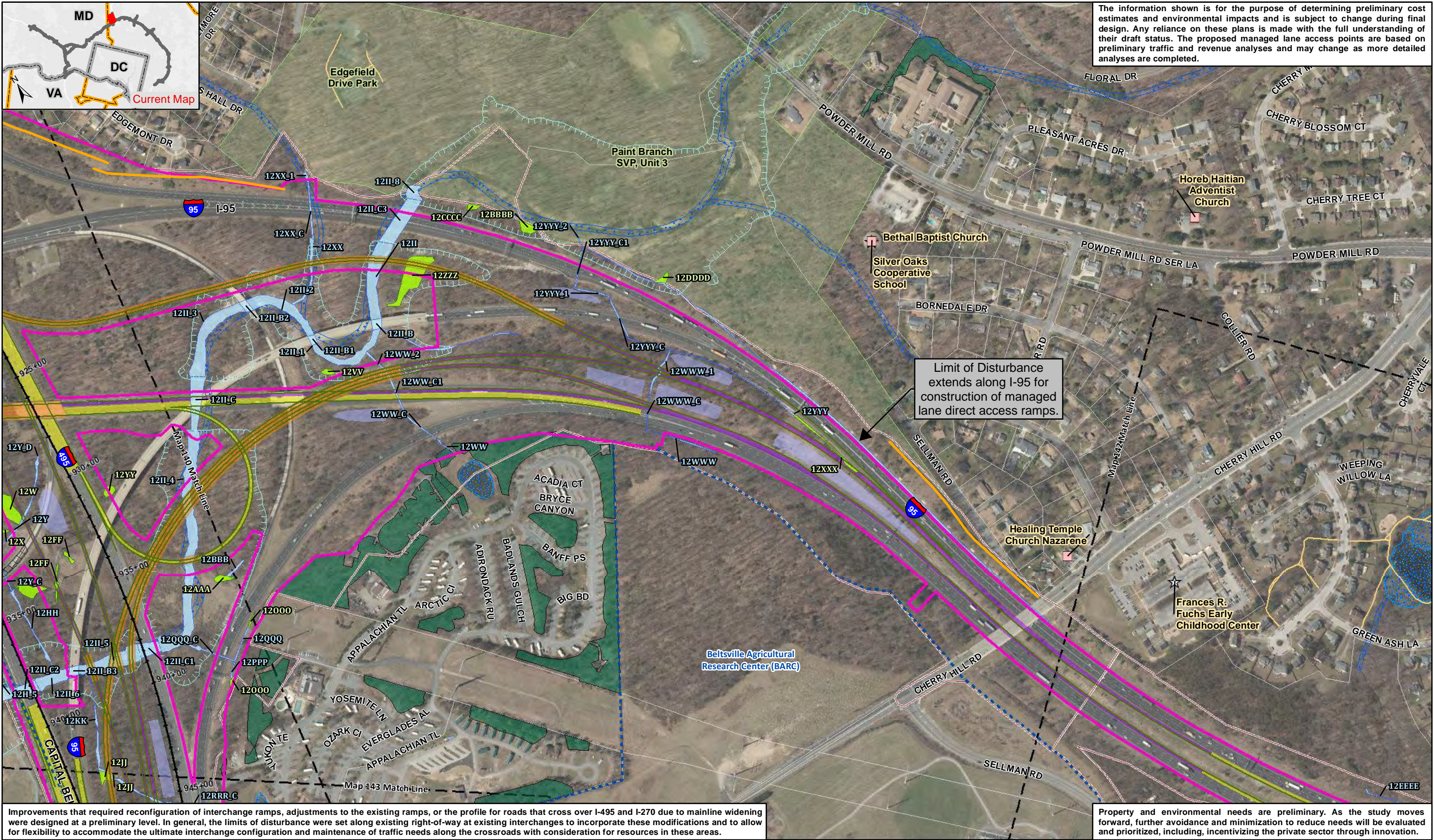
0 100 200 400 Feet

Environmental Resource Mapping

Alternative 9M for I-495

Appendix D

Map 140



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

Legend

Alternative 9M LOD	Edge of Lane	Managed Lanes	Delineated Wetlands (Feature ID, Refer to NRTR)	Park Property
Map Match Line	Removal of Existing Pavement	Existing Noise Barrier to Remain	NWI Wetlands and Waterbodies	Place of Worship
Right-of-Way	Proposed New or Reconstructed Bridge	Trails	DNR Wetlands and Waterbodies	School
Parcel Boundaries	Proposed Stormwater Management Facility	FEMA Floodplain 100 Year	Forest Conservation Act Easements	
Roadway Baseline	General Purpose Lanes	Delineated Waterways (Feature ID, Refer to NRTR)	Historic Properties	

1 in = 400 feet

0 100 200 400 Feet

Environmental Resource Mapping

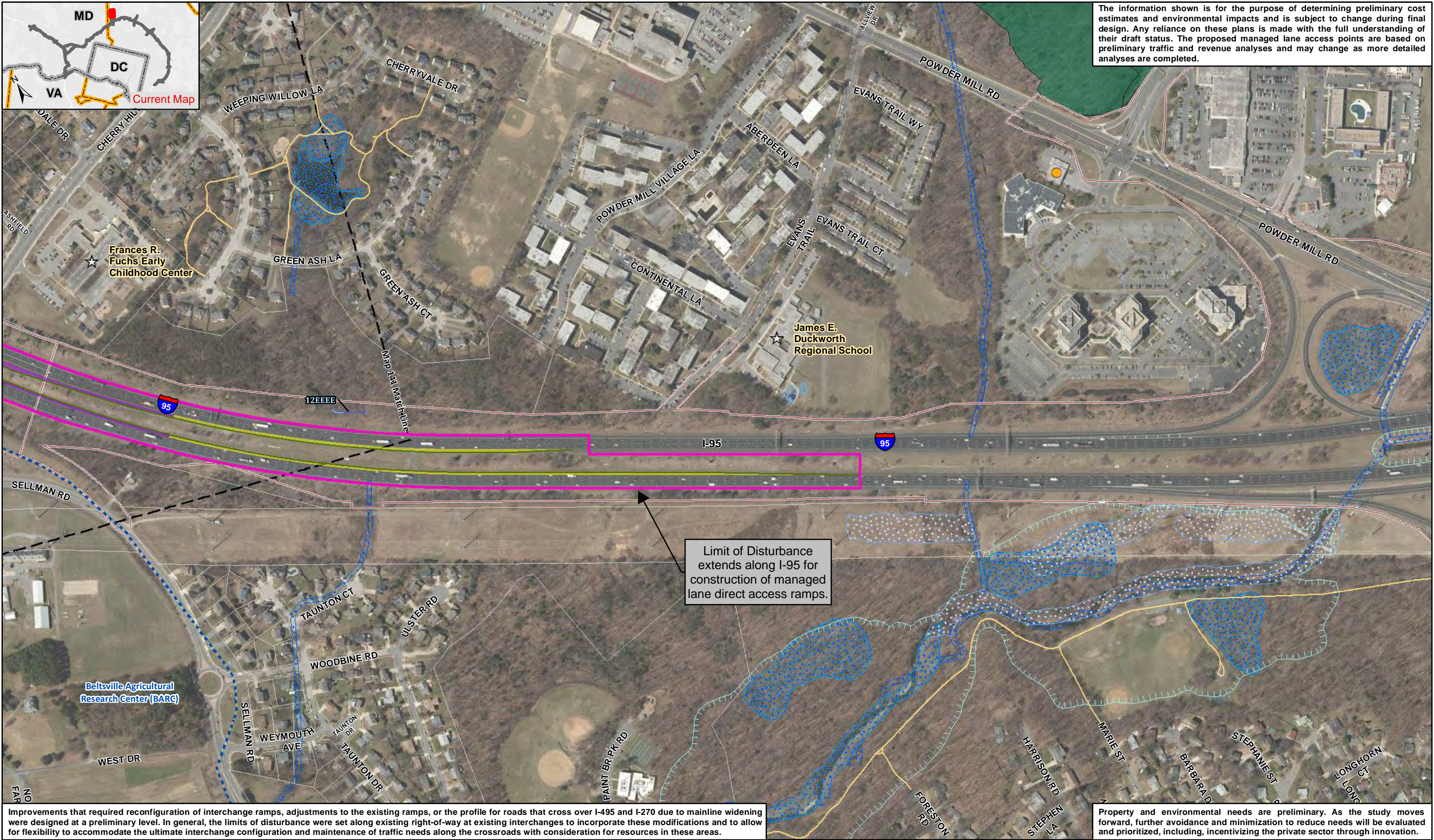
Alternative 9M for I-495

Appendix D

Map 141

495 270

MANAGED LANES STUDY



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

Legend

Alternative 9M LOD	Roadway Baseline	Trails
Map Match Line	Edge of Lane	FEMA Floodplain 100 Year
Right-of-Way	General Purpose Lanes	Delineated Waterways (Feature ID, Refer to NRTR)
Parcel Boundaries	Managed Lanes	Wetlands of Special State Concern

NWI Wetlands and Waterbodies	Fire Station
DNR Wetlands and Waterbodies	School
Forest Conservation Act Easements	
Historic Properties	

1 in = 400 feet

0 100 200 400 Feet

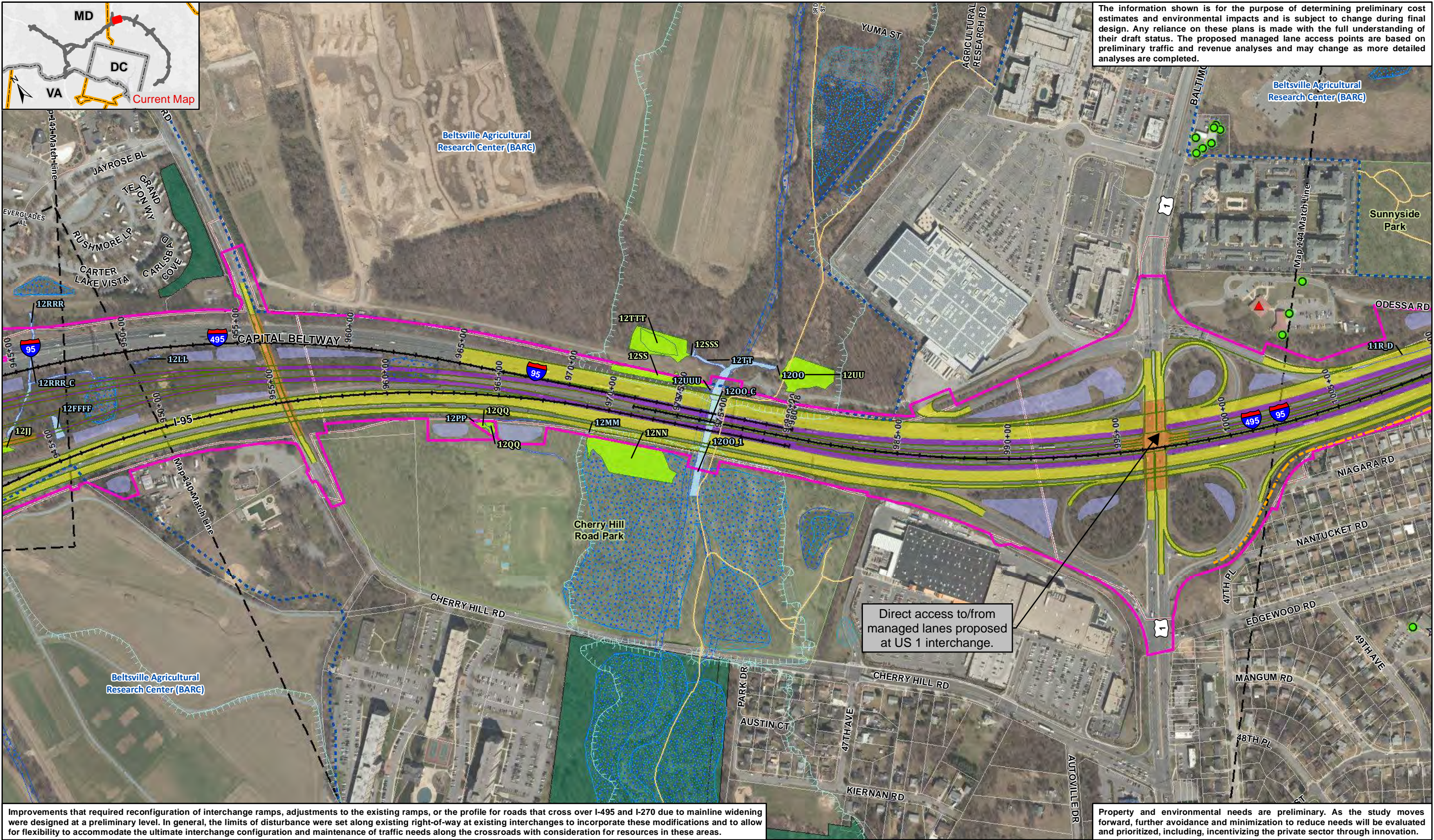
Environmental Resource Mapping

Alternative 9M

for I-495

Appendix D

Map 142



Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

Legend

Alternative 9M LOD	Edge of Lane	Potential Noise Barrier Replacement or Construction (Approximate Location)	Delineated Wetlands (Feature ID, Refer to NRTR)	Park Property
Map Match Line	Proposed New or Reconstructed Bridge	Trails	NWI Wetlands and Waterbodies	Police Station
Right-of-Way	Proposed Stormwater Management Facility	FEMA Floodplain 100 Year	DNR Wetlands and Waterbodies	Potential Hazardous Concerns
Parcel Boundaries	General Purpose Lanes	Delineated Waterways (Feature ID, Refer to NRTR)	Forest Conservation Act Easements	
Roadway Baseline	Managed Lanes		Historic Properties	

1 in = 400 feet

0 100 200 400 Feet

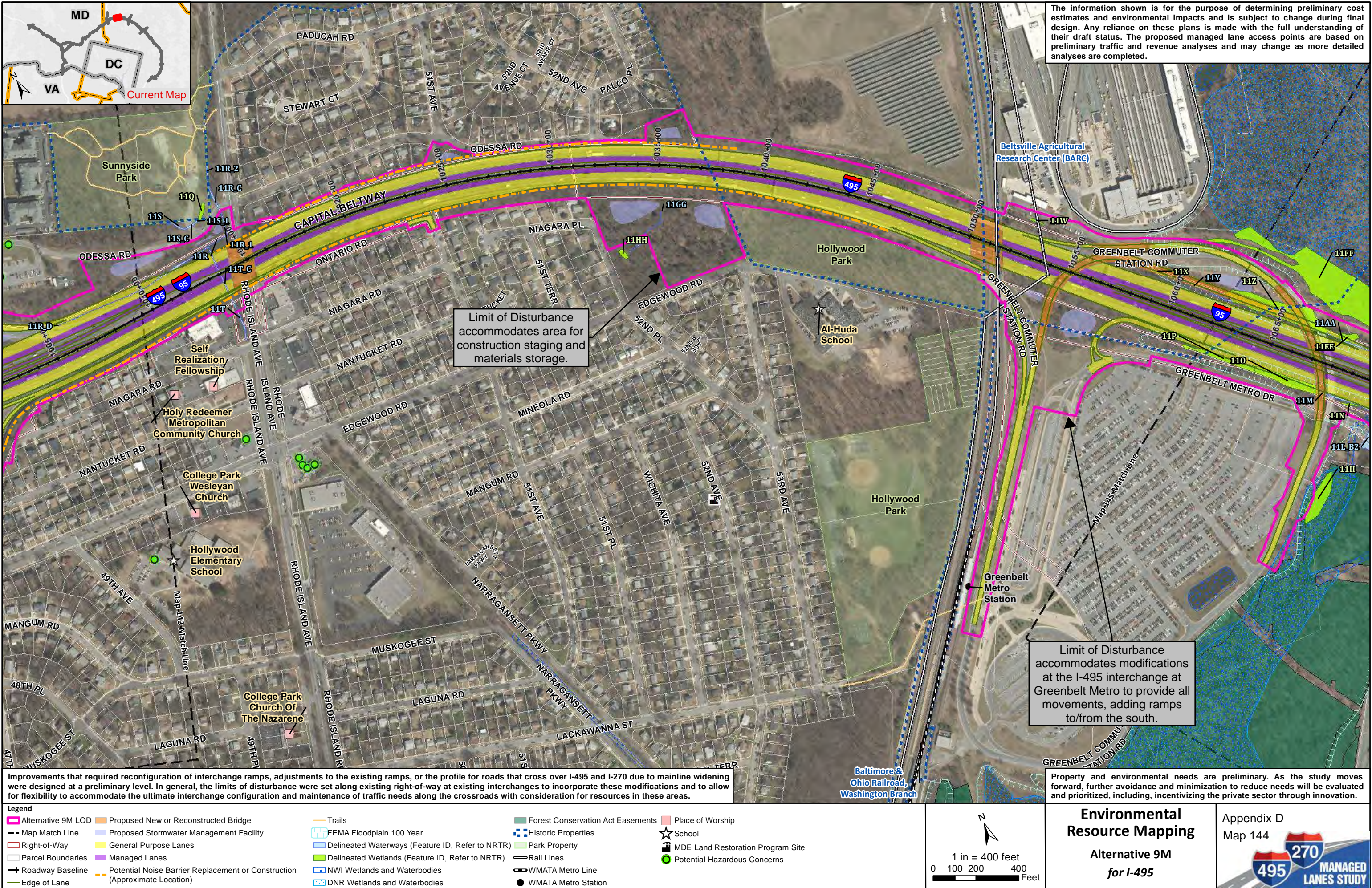
Environmental Resource Mapping

Alternative 9M for I-495

Appendix D

Map 143

495 270 MANAGED LANES STUDY



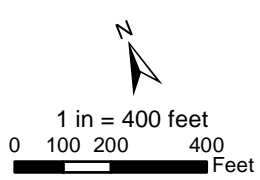
The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

Limit of Disturbance accommodates area for construction staging and materials storage.

Limit of Disturbance accommodates modifications at the I-495 interchange at Greenbelt Metro to provide all movements, adding ramps to/from the south.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

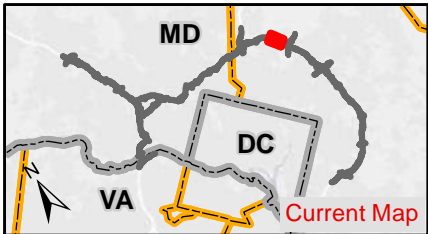
- Legend
- | | | | | |
|--------------------|--|--|-----------------------------------|-----------------------------------|
| Alternative 9M LOD | Proposed New or Reconstructed Bridge | Trails | Forest Conservation Act Easements | Place of Worship |
| Map Match Line | Proposed Stormwater Management Facility | FEMA Floodplain 100 Year | Historic Properties | School |
| Right-of-Way | General Purpose Lanes | Delineated Waterways (Feature ID, Refer to NRTR) | Park Property | MDE Land Restoration Program Site |
| Parcel Boundaries | Managed Lanes | Delineated Wetlands (Feature ID, Refer to NRTR) | NWI Wetlands and Waterbodies | Potential Hazardous Concerns |
| Roadway Baseline | Potential Noise Barrier Replacement or Construction (Approximate Location) | DNR Wetlands and Waterbodies | WMATA Metro Line | |
| Edge of Lane | | | WMATA Metro Station | |



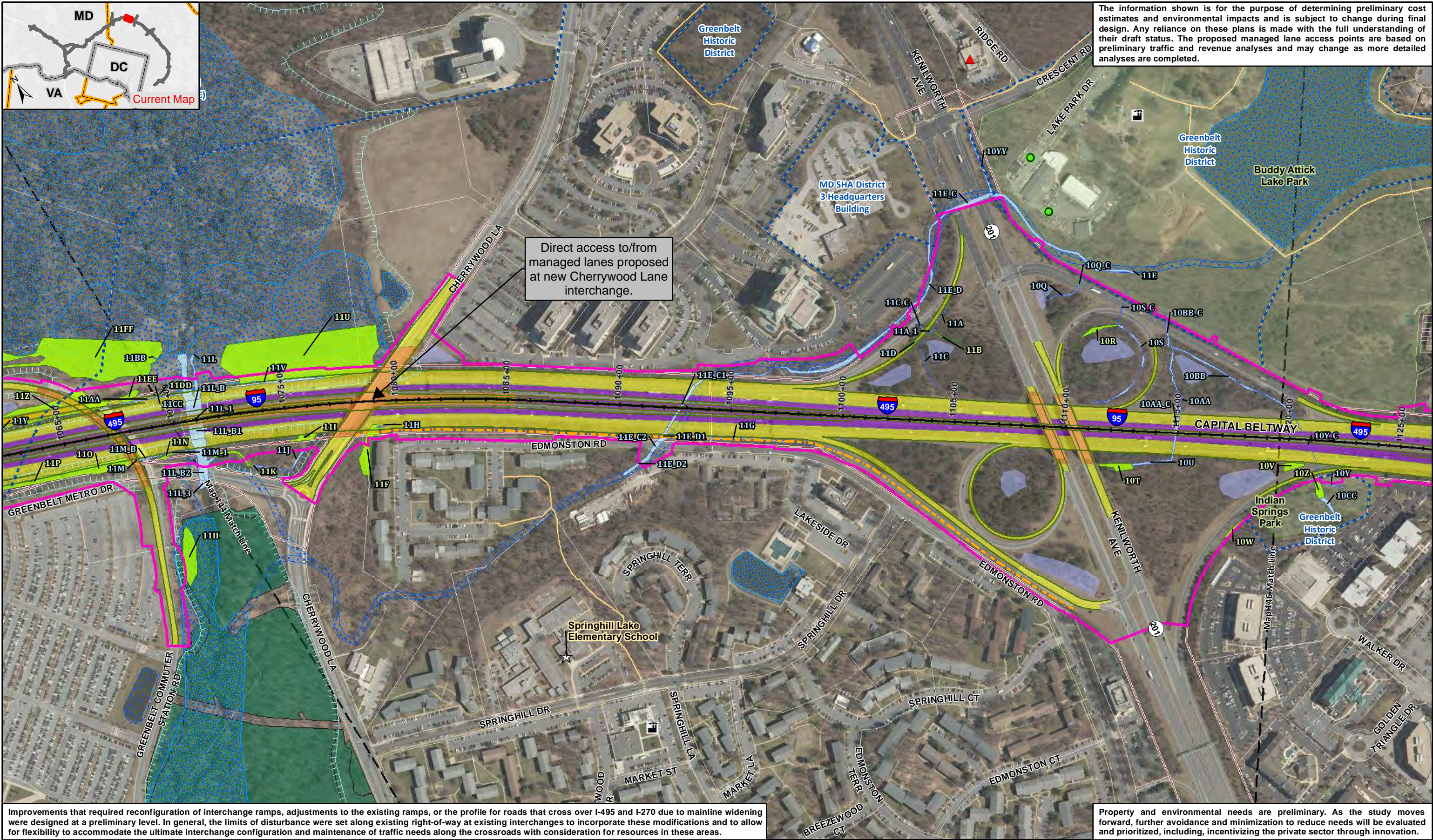
Environmental Resource Mapping

Alternative 9M
for I-495

Appendix D
Map 144



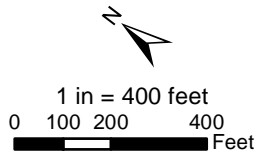
The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.



Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

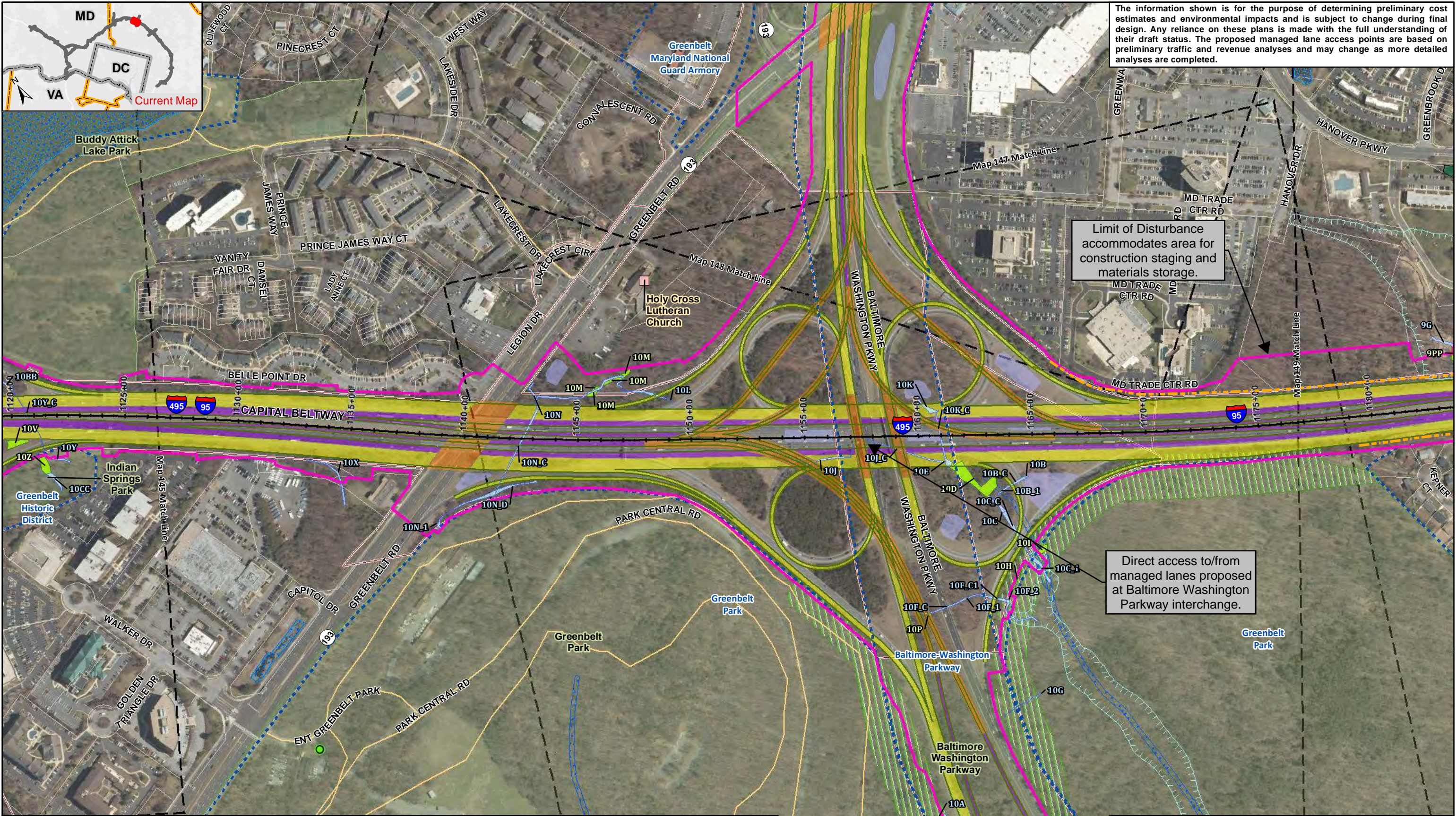
- | | | | |
|--------------------|--|--|-----------------------------------|
| Legend | | | |
| Alternative 9M LOD | Proposed New or Reconstructed Bridge | Trails | Forest Conservation Act Easements |
| Map Match Line | Proposed Stormwater Management Facility | FEMA Floodplain 100 Year | Historic Properties |
| Right-of-Way | General Purpose Lanes | Delineated Waterways (Feature ID, Refer to NRTR) | Park Property |
| Parcel Boundaries | Managed Lanes | Delineated Wetlands (Feature ID, Refer to NRTR) | NWI Wetlands and Waterbodies |
| Roadway Baseline | Potential Noise Barrier Replacement or Construction (Approximate Location) | DNR Wetlands and Waterbodies | Potential Hazardous Concerns |
| Edge of Lane | | Police Station | MDE Land Restoration Program Site |
| | | School | |



Environmental Resource Mapping

Alternative 9M
for I-495





The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

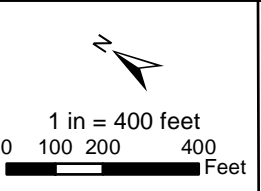
Limit of Disturbance accommodates area for construction staging and materials storage.

Direct access to/from managed lanes proposed at Baltimore Washington Parkway interchange.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

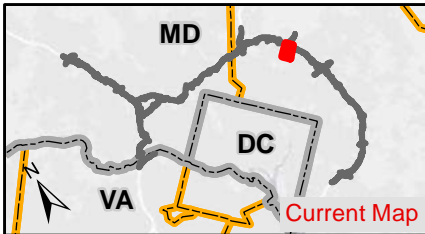
- Legend**
- | | | | | |
|---|---|---|--|---|
| <ul style="list-style-type: none">Alternative 9M LODMap Match LineRight-of-WayParcel BoundariesRoadway Baseline | <ul style="list-style-type: none">Edge of LaneProposed New or Reconstructed BridgeProposed Stormwater Management FacilityGeneral Purpose LanesManaged Lanes | <ul style="list-style-type: none">Potential Noise Barrier Replacement or Construction (Approximate Location)TrailsFEMA Floodplain 100 YearDelineated Waterways (Feature ID, Refer to NRTR) | <ul style="list-style-type: none">Delineated Wetlands (Feature ID, Refer to NRTR)NWI Wetlands and WaterbodiesDNR Wetlands and WaterbodiesForest Interior Dwelling HabitatForest Conservation Act Easements | <ul style="list-style-type: none">Historic PropertiesPark PropertyPlace of WorshipPotential Hazardous Concerns |
|---|---|---|--|---|



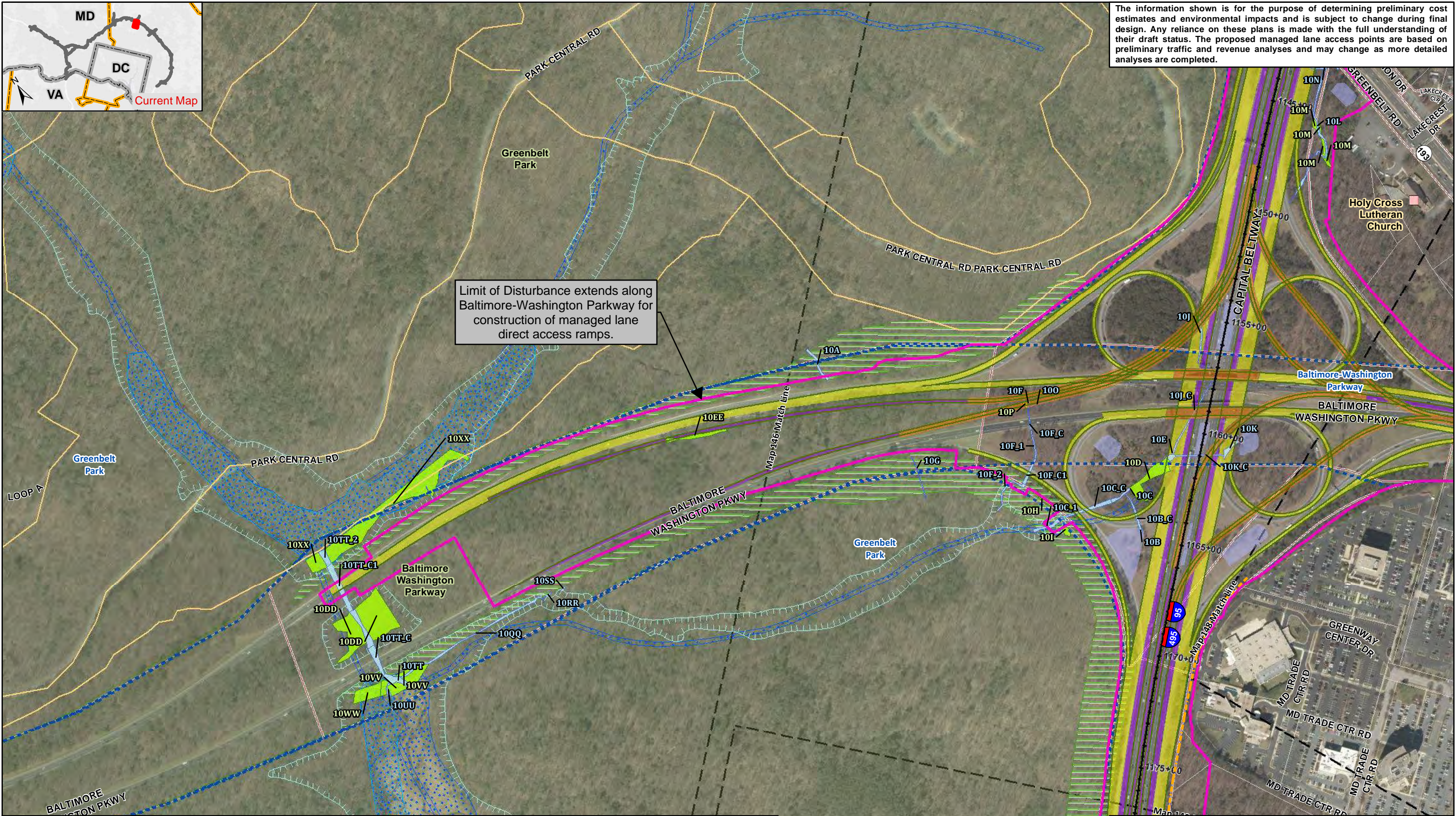
Environmental Resource Mapping

Alternative 9M
for I-495

Appendix D
Map 146



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

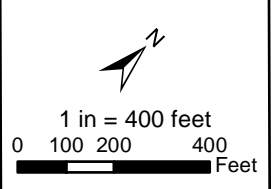


Limit of Disturbance extends along Baltimore-Washington Parkway for construction of managed lane direct access ramps.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

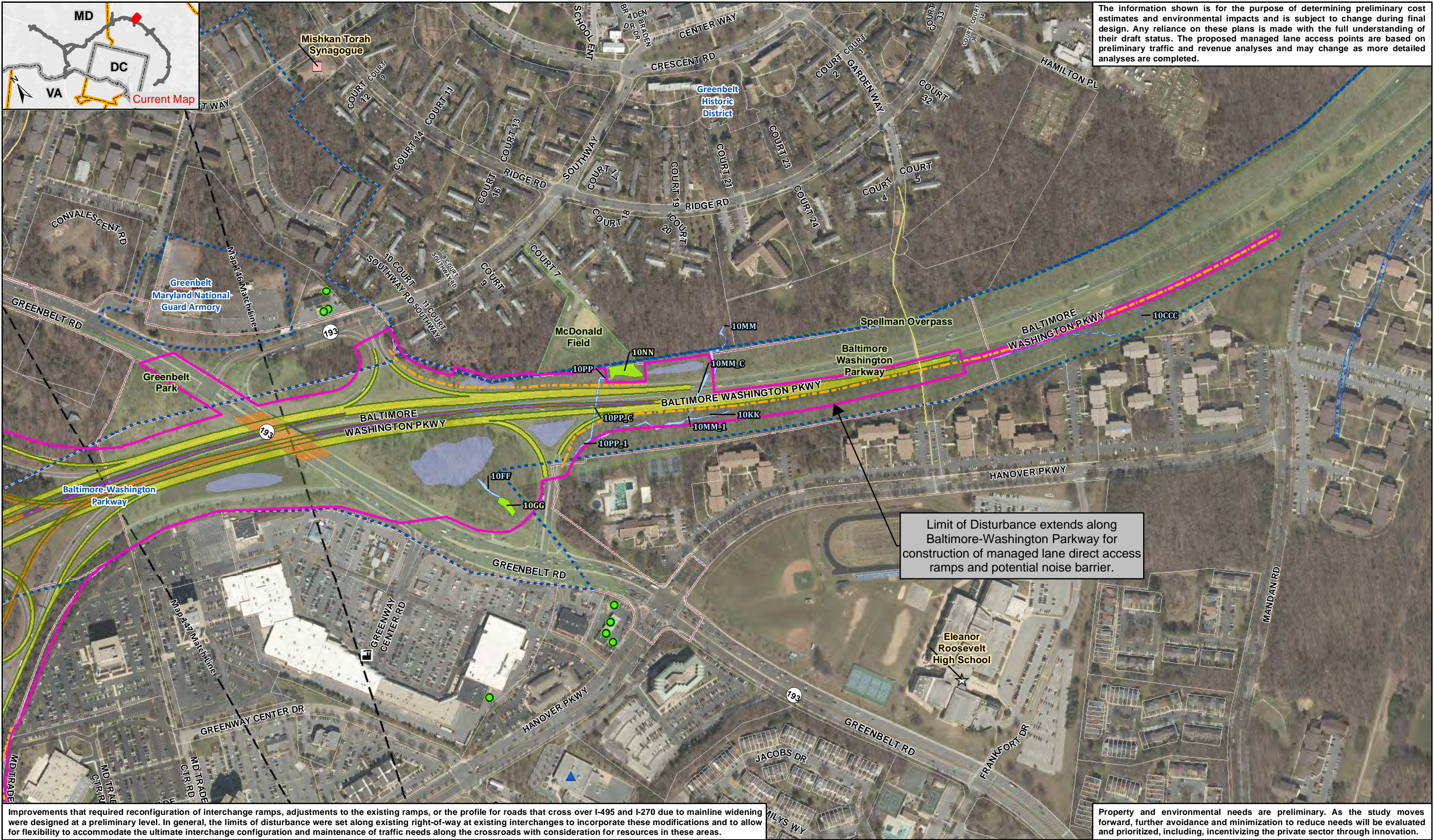
- Legend**
- | | | | | |
|--------------------|---|--|---|------------------|
| Alternative 9M LOD | Edge of Lane | Potential Noise Barrier Replacement or Construction (Approximate Location) | Delineated Wetlands (Feature ID, Refer to NRTR) | Park Property |
| Map Match Line | Proposed New or Reconstructed Bridge | Trails | NWI Wetlands and Waterbodies | Place of Worship |
| Right-of-Way | Proposed Stormwater Management Facility | FEMA Floodplain 100 Year | DNR Wetlands and Waterbodies | |
| Parcel Boundaries | General Purpose Lanes | Delineated Waterways (Feature ID, Refer to NRTR) | Forest Interior Dwelling Habitat | |
| Roadway Baseline | Managed Lanes | Historic Properties | | |



Environmental Resource Mapping

Alternative 9M
for I-495

Appendix D
Map 147



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

Legend

Alternative 9M LOD	Edge of Lane	Potential Noise Barrier Replacement or Construction (Approximate Location)	NWI Wetlands and Waterbodies	Post Office
Map Match Line	Proposed New or Reconstructed Bridge	Trails	DNR Wetlands and Waterbodies	School
Right-of-Way	Proposed Stormwater Management Facility	Delineated Waterways (Feature ID, Refer to NRTR)	Historic Properties	MDE Land Restoration Program Site
Parcel Boundaries	General Purpose Lanes	Delineated Wetlands (Feature ID, Refer to NRTR)	Park Property	Potential Hazardous Concerns
Roadway Baseline	Managed Lanes		Place of Worship	

1 in = 400 feet

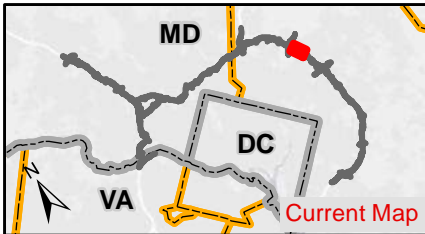
0 100 200 400 Feet

Environmental Resource Mapping

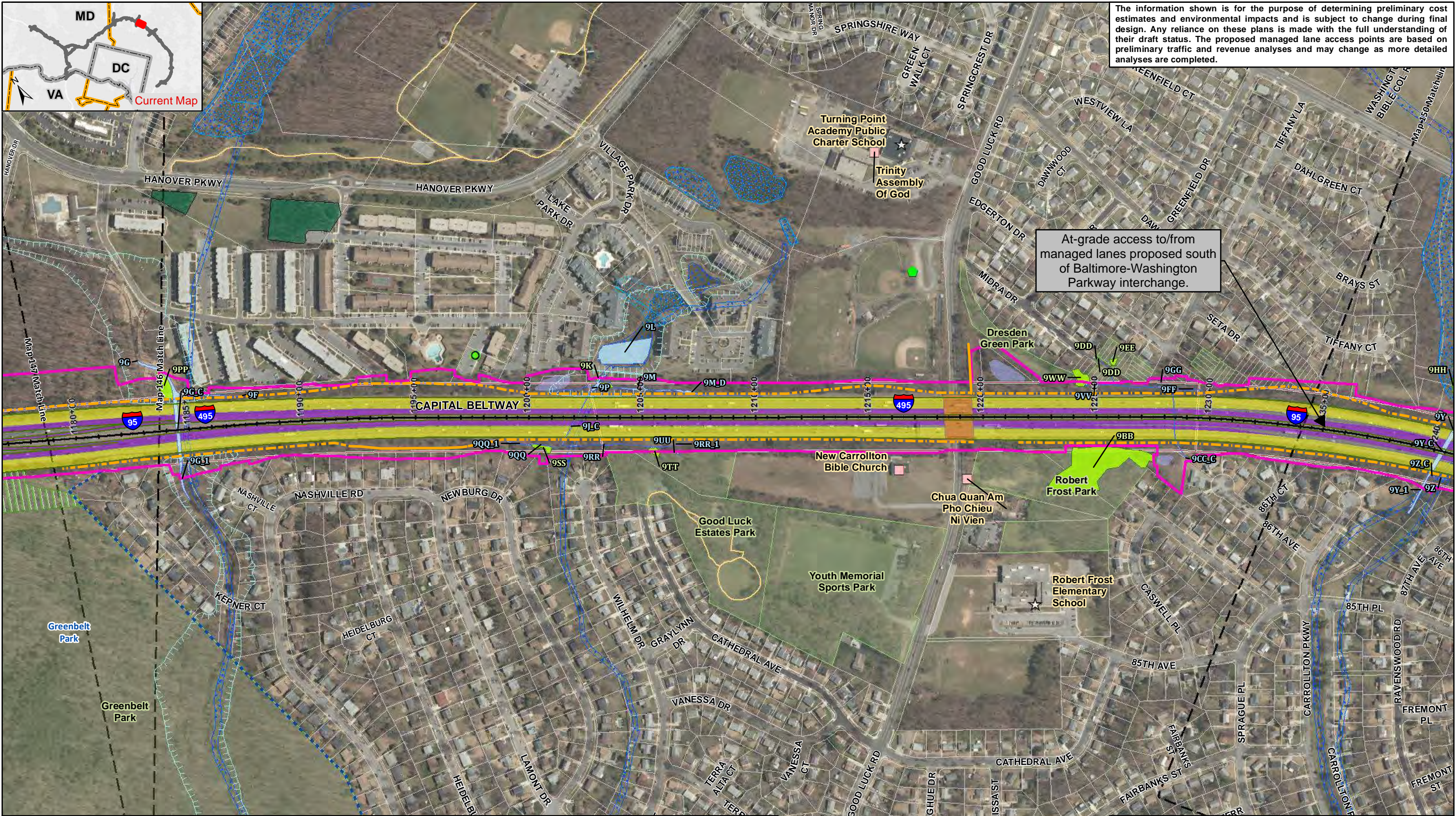
Alternative 9M for I-495

Appendix D
Map 148

495 270
MANAGED LANES STUDY



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

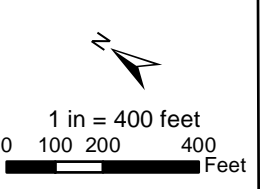


At-grade access to/from managed lanes proposed south of Baltimore-Washington Parkway interchange.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

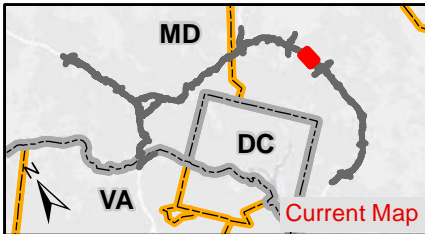
- Legend**
- | | | | | |
|--------------------|---|---|-----------------------------------|------------------------------|
| Alternative 9M LOD | Proposed New or Reconstructed Bridge | Potential Noise Barrier Replacement or Construction | NWI Wetlands and Waterbodies | Place of Worship |
| Map Match Line | Proposed Stormwater Management Facility | Trails | DNR Wetlands and Waterbodies | Recreation Center |
| Right-of-Way | General Purpose Lanes | FEMA Floodplain 100 Year | Forest Interior Dwelling Habitat | School |
| Parcel Boundaries | Managed Lanes | Delineated Waterways (Feature ID, Refer to NRTR) | Forest Conservation Act Easements | Potential Hazardous Concerns |
| Roadway Baseline | Existing Noise Barrier to Remain | Delineated Wetlands (Feature ID, Refer to NRTR) | Historic Properties | |
| Edge of Lane | | Park Property | | |



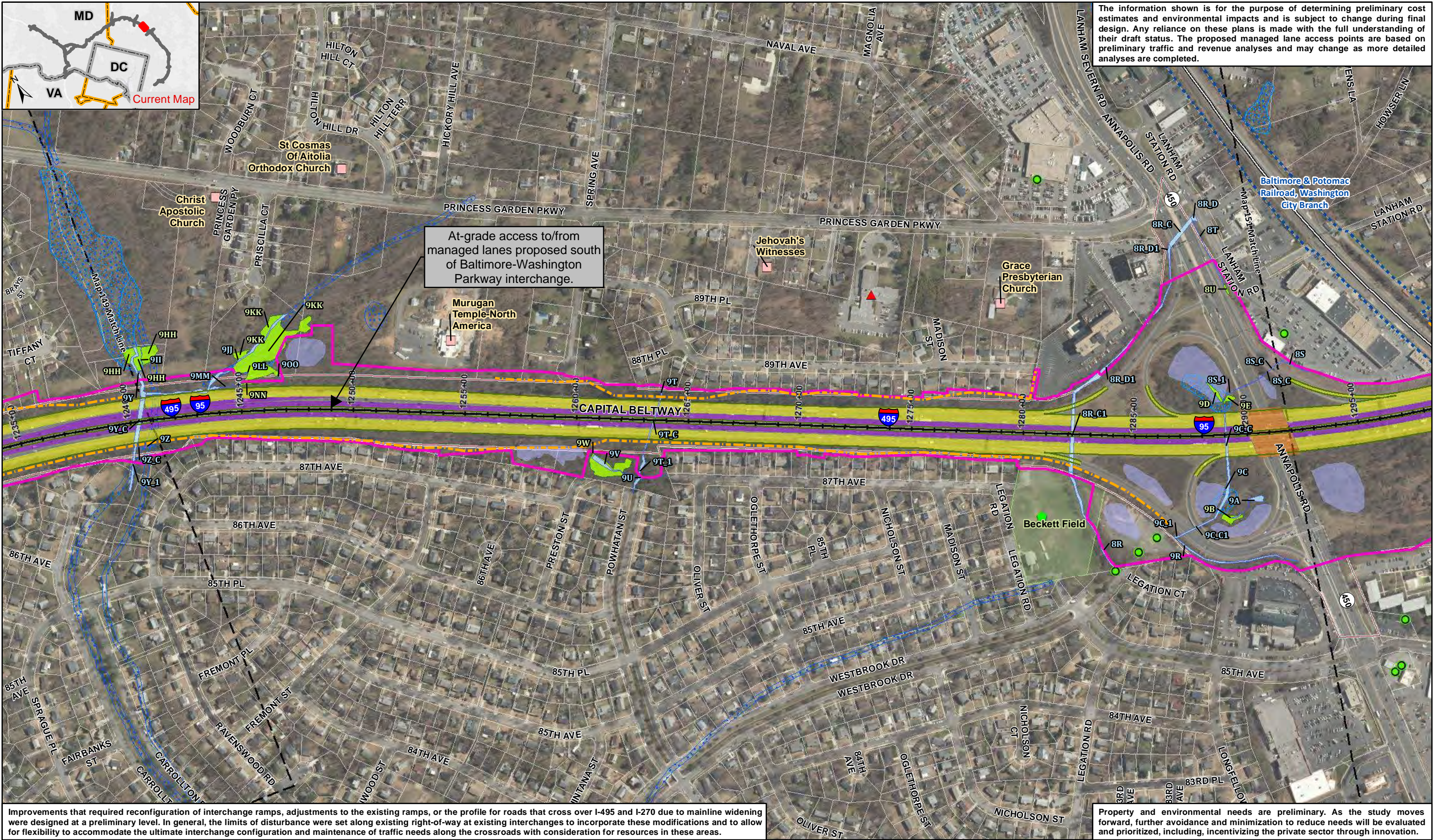
Environmental Resource Mapping

Alternative 9M
for I-495

Appendix D
Map 149



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.



Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

Legend

Alternative 9M LOD	Edge of Lane	Existing Noise Barrier to Remain	NWI Wetlands and Waterbodies	Place of Worship
Map Match Line	Proposed New or Reconstructed Bridge	Potential Noise Barrier Replacement or Construction (Approximate Location)	DNR Wetlands and Waterbodies	Police Station
Right-of-Way	Proposed Stormwater Management Facility	Delineated Waterways (Feature ID, Refer to NRTR)	Historic Properties	Recreation Center
Parcel Boundaries	General Purpose Lanes	Delineated Wetlands (Feature ID, Refer to NRTR)	Park Property	Potential Hazardous Concerns
Roadway Baseline	Managed Lanes		Rail Lines	

1 in = 400 feet

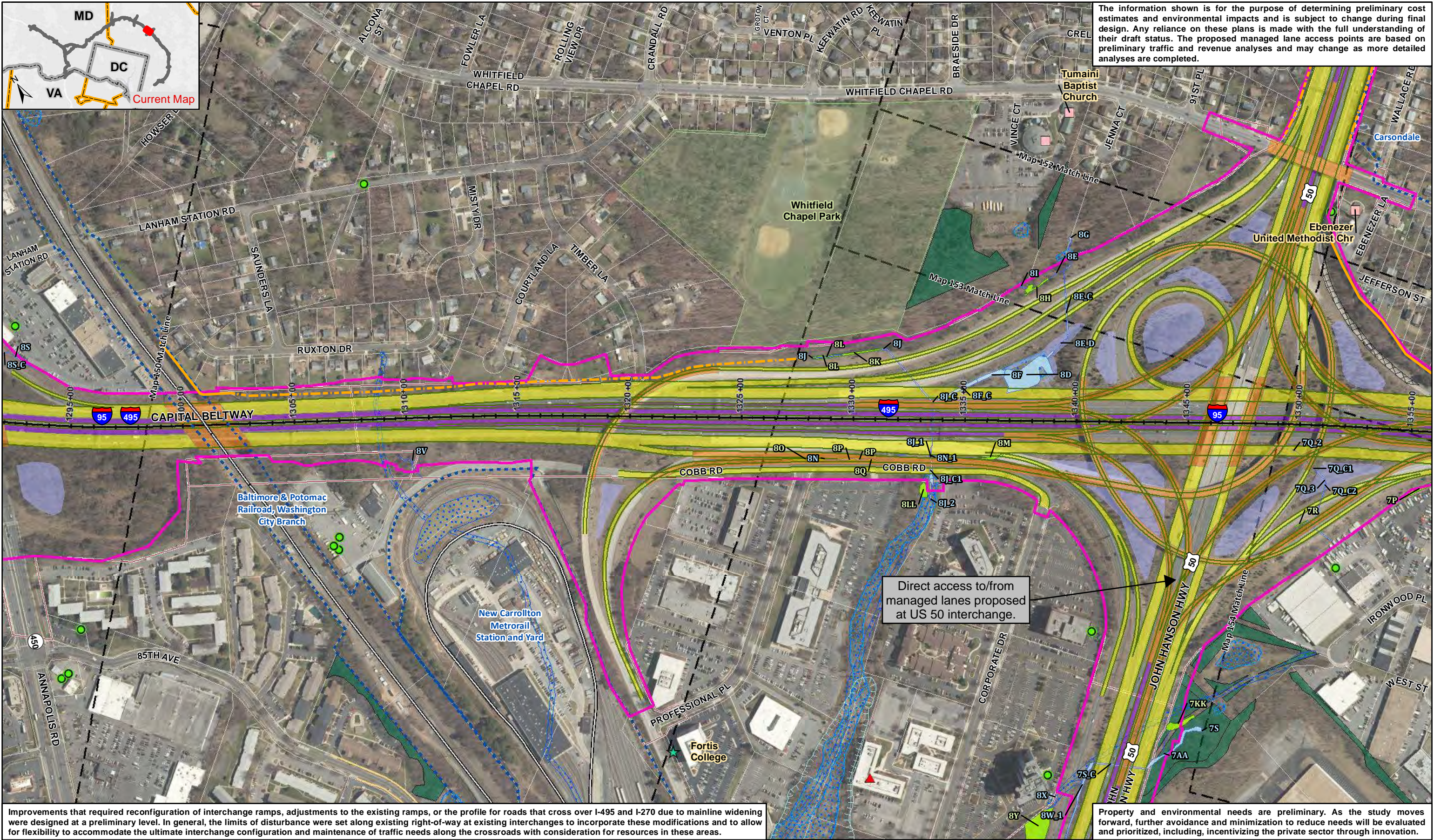
0 100 200 400 Feet

Environmental Resource Mapping

Alternative 9M
for I-495

Appendix D
Map 150

495 270
MANAGED LANES STUDY



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

Legend

Alternative 9M LOD	Removal of Existing Pavement	Potential Noise Barrier Replacement or Construction (Approximate Location)	NWI Wetlands and Waterbodies	Higher Education
Map Match Line	Proposed New or Reconstructed Bridge	Trails	DNR Wetlands and Waterbodies	Place of Worship
Right-of-Way	Proposed Stormwater Management Facility	FEMA Floodplain 100 Year	Forest Conservation Act Easements	Police Station
Parcel Boundaries	General Purpose Lanes	Delineated Waterways (Feature ID, Refer to NRTR)	Historic Properties	Potential Hazardous Concerns
Roadway Baseline	Managed Lanes	Delineated Wetlands (Feature ID, Refer to NRTR)	Park Property	
Edge of Lane	Existing Noise Barrier to Remain		Rail Lines	

1 in = 400 feet

0 100 200 400 Feet

Environmental Resource Mapping

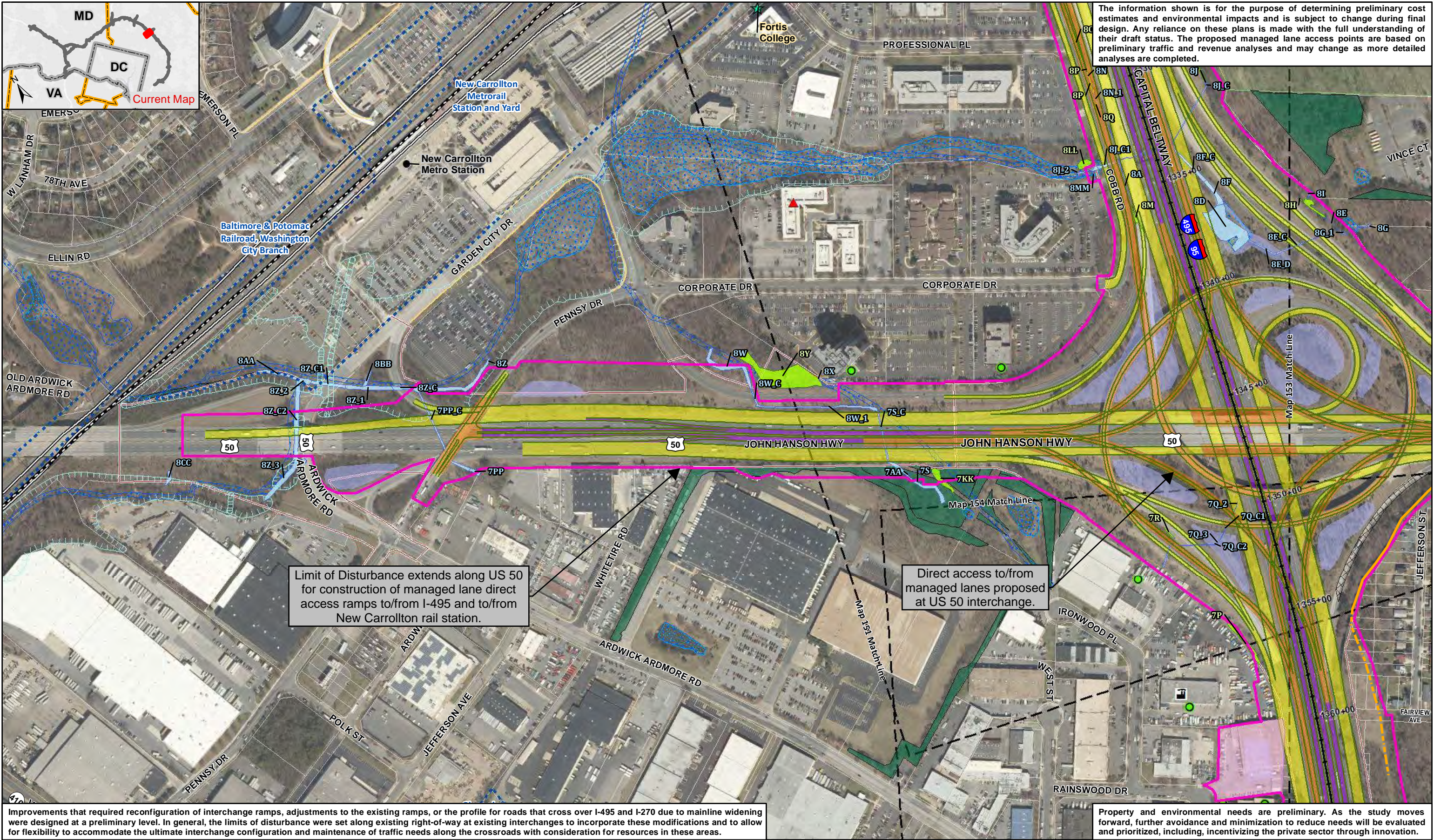
Alternative 9M for I-495

Appendix D

Map 151

495 270

MANAGED LANES STUDY



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

Limit of Disturbance extends along US 50 for construction of managed lane direct access ramps to/from I-495 and to/from New Carrollton rail station.

Direct access to/from managed lanes proposed at US 50 interchange.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

Legend

- Alternative 9M LOD
- Map Match Line
- Right-of-Way
- Parcel Boundaries
- Roadway Baseline

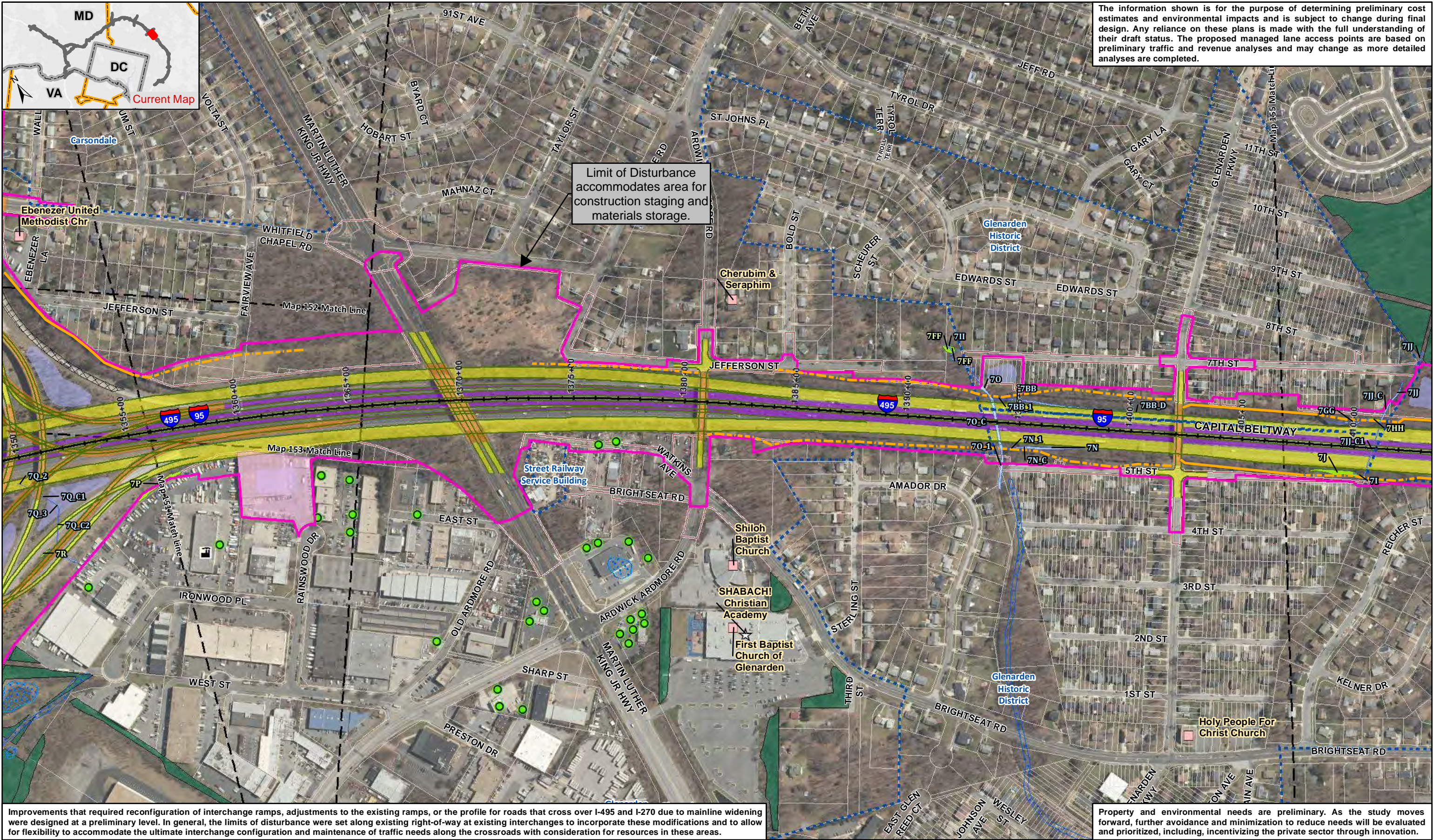
1 in = 400 feet

0 100 200 400 Feet

Environmental Resource Mapping

Alternative 9M for I-495

Appendix D
Map 152



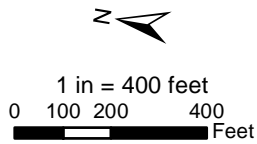
The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

- Legend**

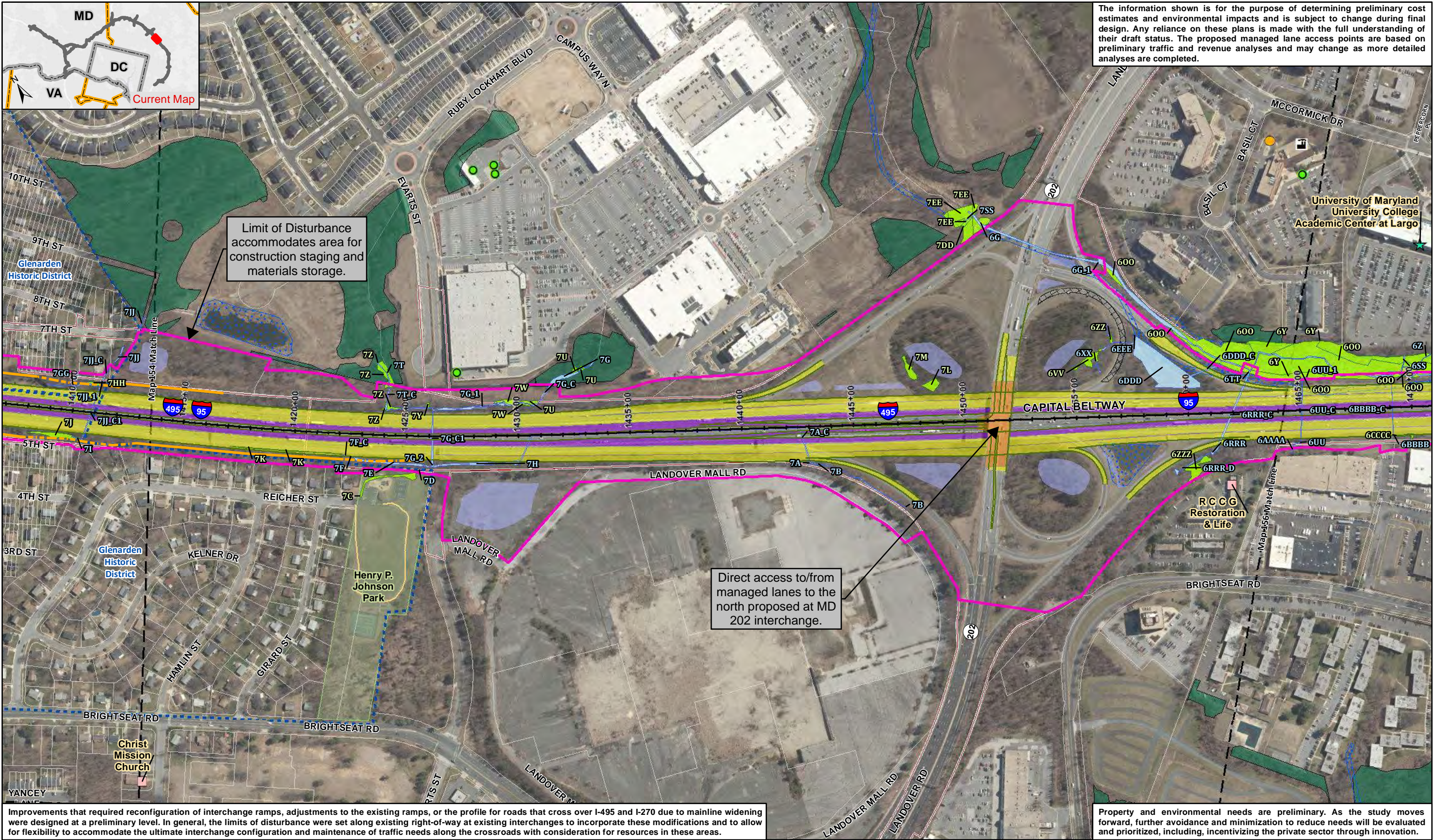
 - Alternative 9M LOD
 - Map Match Line
 - Right-of-Way
 - Parcel Boundaries
 - Roadway Baseline
 - Edge of Lane
 - Removal of Existing Pavement
 - Proposed New or Reconstructed Bridge
 - Proposed Stormwater Management Facility
 - General Purpose Lanes
 - Managed Lanes
 - Existing Noise Barrier to Remain
 - Potential Noise Barrier Replacement or Construction (Approximate Location)
 - Potential Relocations
 - Delineated Waterways (Feature ID, Refer to NRTR)
 - Delineated Wetlands (Feature ID, Refer to NRTR)
 - NWI Wetlands and Waterbodies
 - DNR Wetlands and Waterbodies
 - Forest Conservation Act Easements
 - Historic Properties
 - Library
 - Place of Worship
 - School
 - MDE Land Restoration Program Site
 - Potential Hazardous Concerns



Environmental Resource Mapping

Alternative 9M
for I-495

Appendix D
Map 154



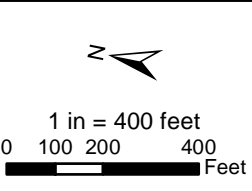
The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

- Legend**

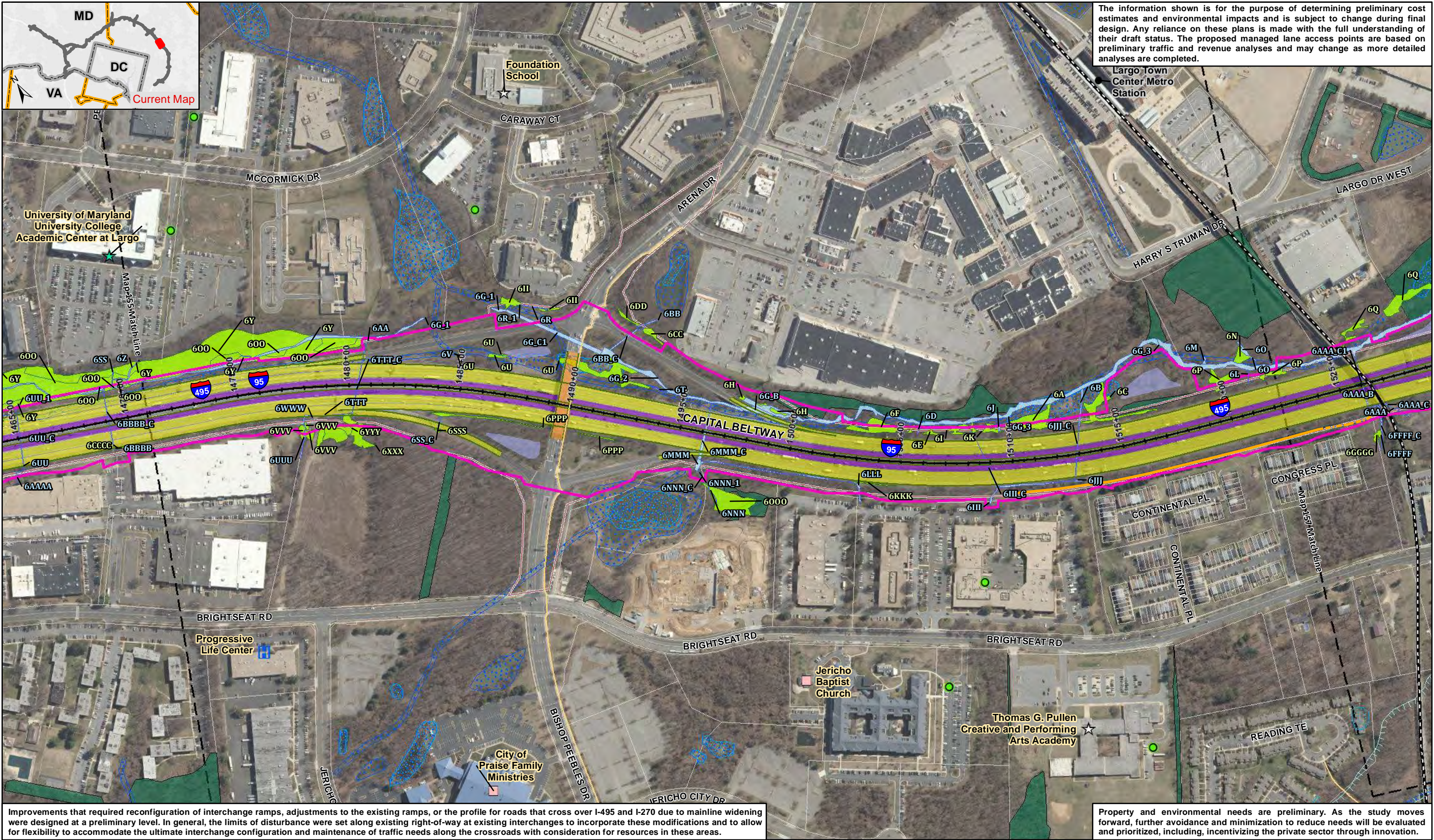
 - Alternative 9M LOD
 - Map Match Line
 - Right-of-Way
 - Parcel Boundaries
 - Roadway Baseline
 - Edge of Lane
 - Removal of Existing Pavement
 - Proposed New or Reconstructed Bridge
 - Proposed Stormwater Management Facility
 - General Purpose Lanes
 - Managed Lanes
 - Existing Noise Barrier to Remain
 - Potential Noise Barrier Replacement or Construction (Approximate Location)
 - Trails
 - Delineated Waterways (Feature ID, Refer to NRTR)
 - Delineated Wetlands (Feature ID, Refer to NRTR)
 - NWI Wetlands and Waterbodies
 - DNR Wetlands and Waterbodies
 - Forest Conservation Act Easements
 - Historic Properties
 - Park Property
 - Fire Station
 - Higher Education
 - Place of Worship
 - MDE Land Restoration Program Site
 - Potential Hazardous Concerns



Environmental Resource Mapping

Alternative 9M
for I-495

Appendix D
Map 155

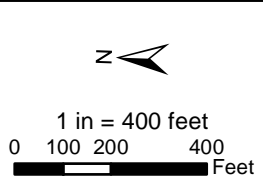


The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

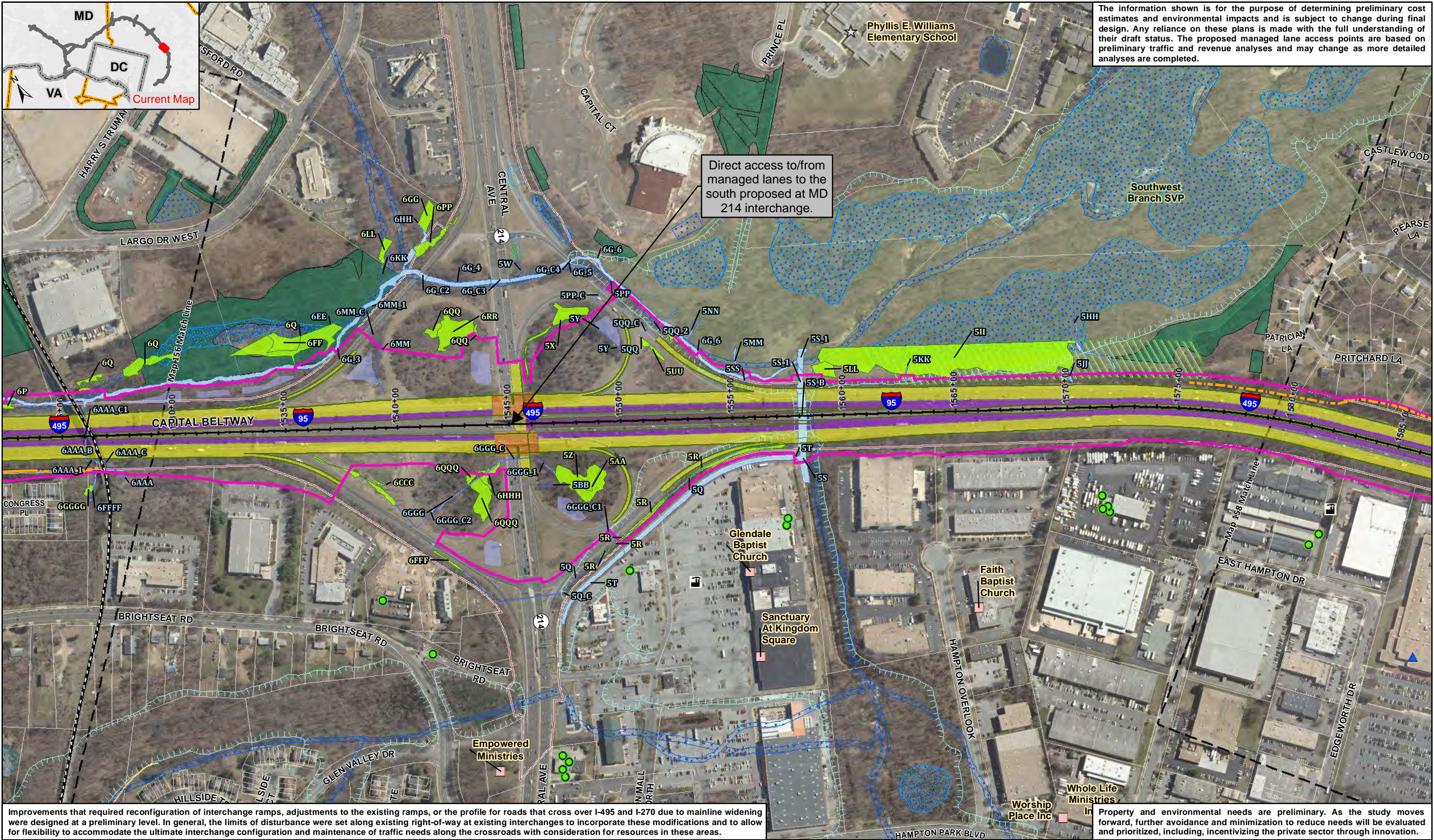
- Legend**
- | | | | | |
|--------------------|---|--|-----------------------------------|------------------------------|
| Alternative 9M LOD | Proposed New or Reconstructed Bridge | Potential Noise Barrier Replacement or Construction (Approximate Location) | NWI Wetlands and Waterbodies | Hospital |
| Map Match Line | Proposed Stormwater Management Facility | Trails | DNR Wetlands and Waterbodies | Place of Worship |
| Right-of-Way | General Purpose Lanes | FEMA Floodplain 100 Year | Forest Conservation Act Easements | School |
| Parcel Boundaries | Managed Lanes | Delineated Waterways (Feature ID, Refer to NRTR) | WMATA Metro Line | Potential Hazardous Concerns |
| Roadway Baseline | Existing Noise Barrier to Remain | Delineated Wetlands (Feature ID, Refer to NRTR) | WMATA Metro Station | |
| Edge of Lane | | | Higher Education | |



Environmental Resource Mapping

Alternative 9M
for I-495

Appendix D
Map 156



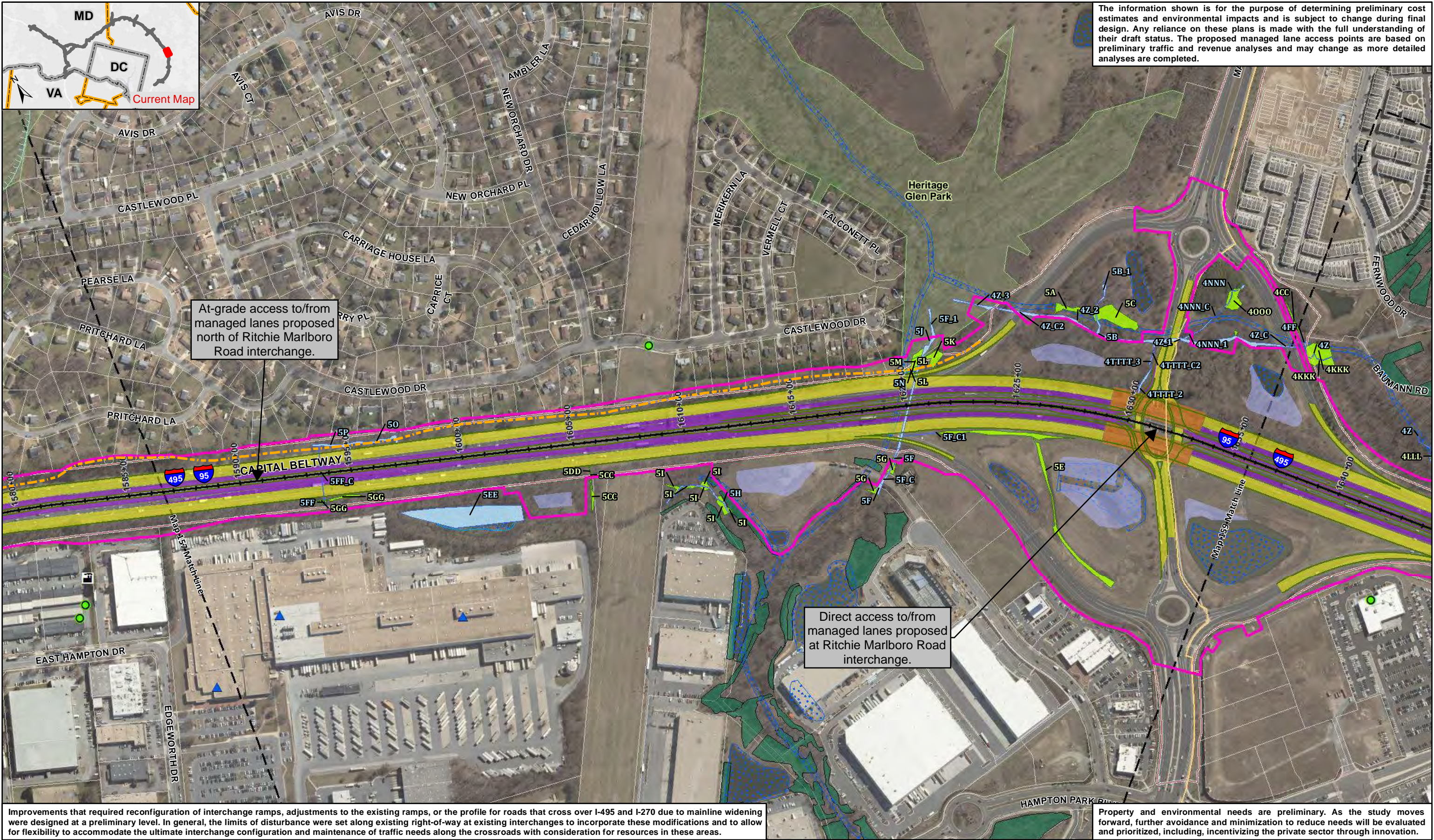
The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

Direct access to/from managed lanes to the south proposed at MD 214 interchange.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

Legend Alternative 9M LOD Map Match Line Right-of-Way Parcel Boundaries Roadway Baseline Edge of Lane Proposed New or Reconstructed Bridge Proposed Stormwater Management Facility General Purpose Lanes Managed Lanes Existing Noise Barrier to Remain Potential Noise Barrier Replacement or Construction (Approximate Location) Trails FEMA Floodplain 100 Year Delineated Waterways (Feature ID, Refer to NRTR) Delineated Wetlands (Feature ID, Refer to NRTR)	NWI Wetlands and Waterbodies DNR Wetlands and Waterbodies Forest Interior Dwelling Habitat Forest Conservation Act Easements Park Property WMATA Metro Line Place of Worship Post Office School MDE Land Restoration Program Site Potential Hazardous Concerns	1 in = 400 feet 0 100 200 400 Feet	Environmental Resource Mapping Alternative 9M for I-495	Appendix D Map 157
--	--	---------------------------------------	--	---------------------------



At-grade access to/from managed lanes proposed north of Ritchie Marlboro Road interchange.

Direct access to/from managed lanes proposed at Ritchie Marlboro Road interchange.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

Legend

Alternative 9M LOD	Edge of Lane	Potential Noise Barrier Replacement or Construction (Approximate Location)	Delineated Wetlands (Feature ID, Refer to NRTR)	Place of Worship
Map Match Line	Proposed New or Reconstructed Bridge	Trails	NWI Wetlands and Waterbodies	Post Office
Right-of-Way	Proposed Stormwater Management Facility	FEMA Floodplain 100 Year	DNR Wetlands and Waterbodies	MDE Land Restoration Program Site
Parcel Boundaries	General Purpose Lanes	Delineated Waterways (Feature ID, Refer to NRTR)	Forest Conservation Act Easements	Potential Hazardous Concerns
Roadway Baseline	Managed Lanes		Park Property	

1 in = 400 feet

0 100 200 400 Feet

Environmental Resource Mapping

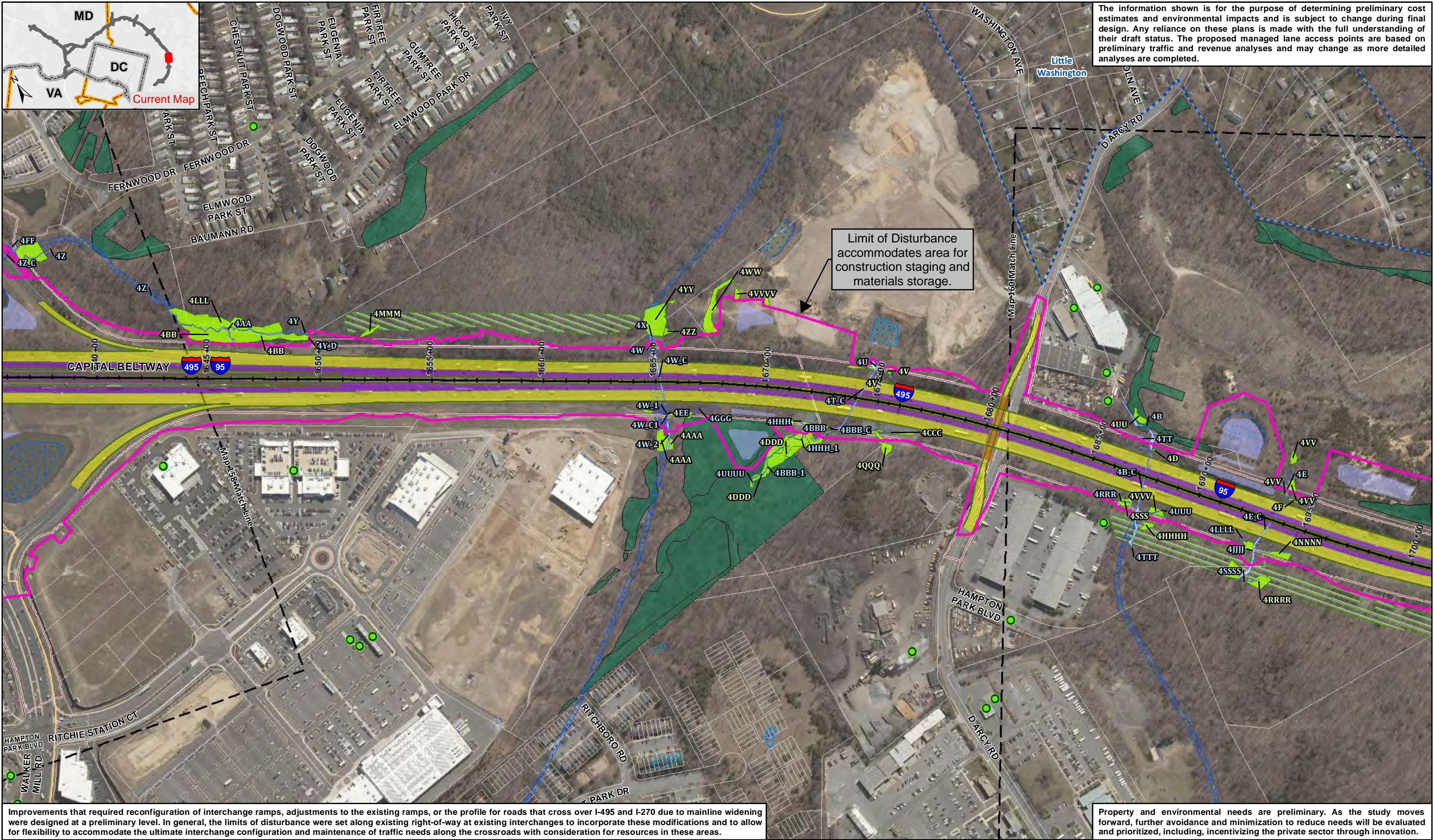
Alternative 9M for I-495

Appendix D

Map 158

495 270

MANAGED LANES STUDY



Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

Legend

Alternative 9M LOD

Map Match Line

Right-of-Way

Parcel Boundaries

Roadway Baseline

Edge of Lane

Proposed New or Reconstructed Bridge

Proposed Stormwater Management Facility

General Purpose Lanes

Managed Lanes

Trails

Delineated Waterways (Feature ID, Refer to NRTR)

Delineated Wetlands (Feature ID, Refer to NRTR)

NWI Wetlands and Waterbodies

DNR Wetlands and Waterbodies

Forest Interior Dwelling Habitat

Forest Conservation Act Easements

Historic Properties

Potential Hazardous Concerns

1 in = 400 feet

0 100 200 400 Feet

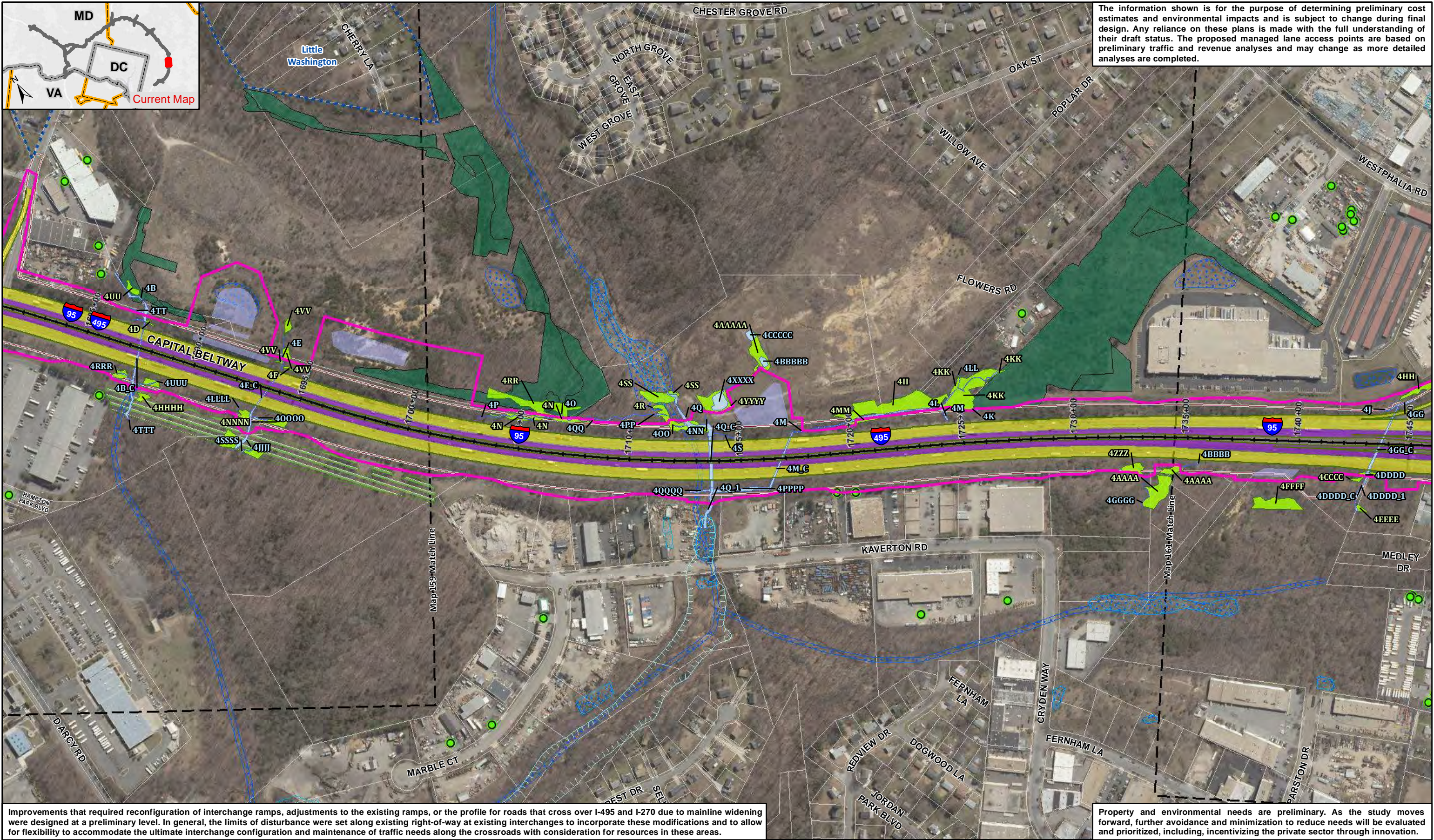
Environmental Resource Mapping

Alternative 9M for I-495

Appendix D

Map 159

MANAGED LANES STUDY



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

Legend

Alternative 9M LOD	Roadway Baseline	General Purpose Lanes	Delineated Wetlands (Feature ID, Refer to NRTR)	Forest Conservation Act Easements
Map Match Line	Edge of Lane	Managed Lanes	NWI Wetlands and Waterbodies	Historic Properties
Right-of-Way	Proposed New or Reconstructed Bridge	FEMA Floodplain 100 Year	DNR Wetlands and Waterbodies	Potential Hazardous Concerns
Parcel Boundaries	Proposed Stormwater Management Facility	Delineated Waterways (Feature ID, Refer to NRTR)	Forest Interior Dwelling Habitat	

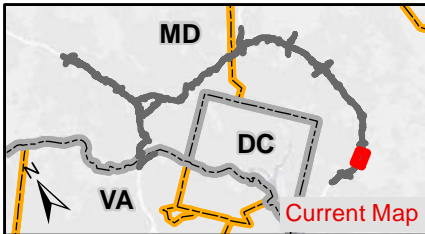
1 in = 400 feet

0 100 200 400 Feet

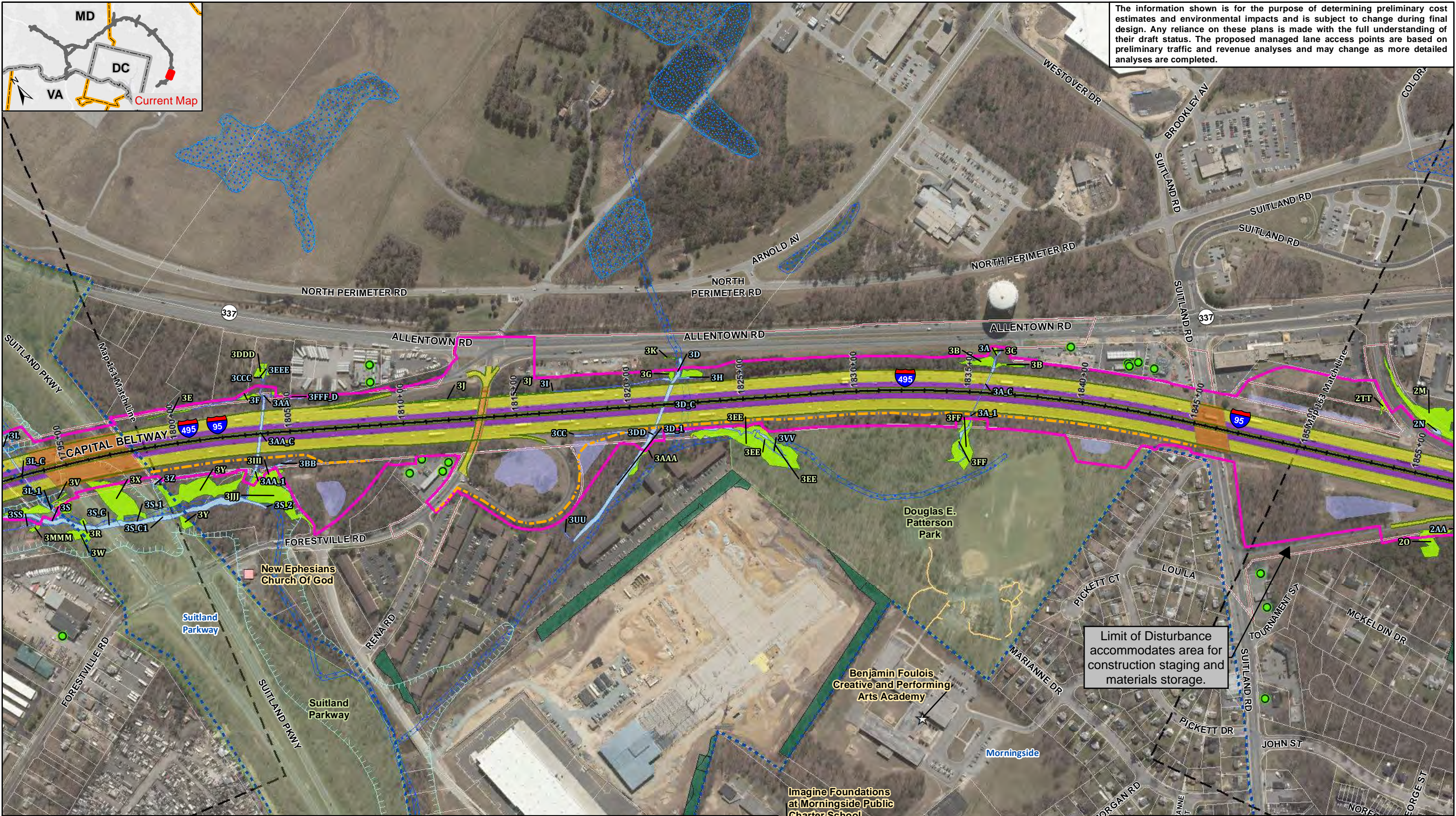
Environmental Resource Mapping

Alternative 9M
for I-495

Appendix D
Map 160



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

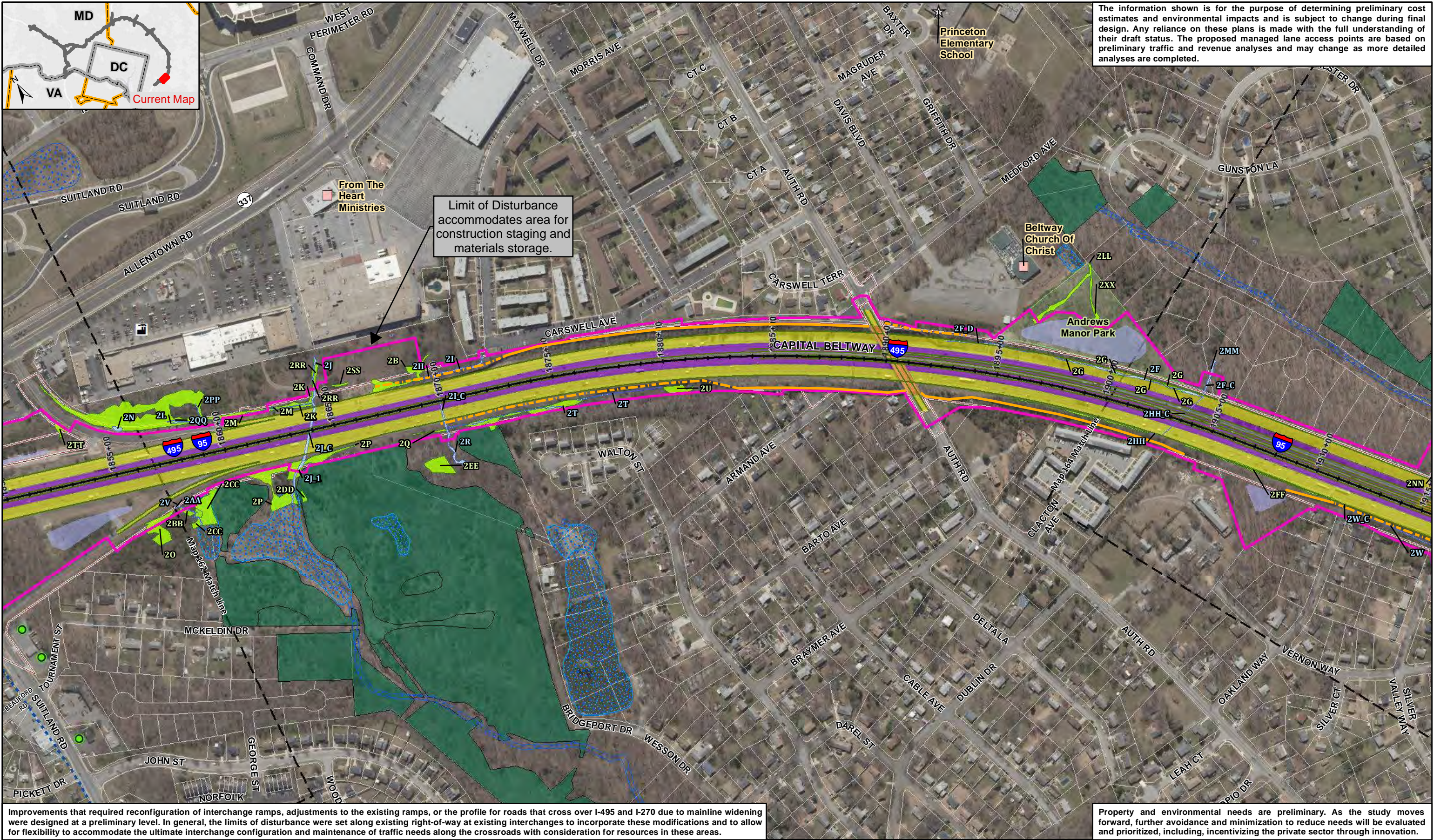


Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Limit of Disturbance accommodates area for construction staging and materials storage.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

Legend Alternative 9M LOD Map Match Line Right-of-Way Parcel Boundaries Roadway Baseline Edge of Lane Proposed New or Reconstructed Bridge Proposed Stormwater Management Facility General Purpose Lanes Managed Lanes Potential Noise Barrier Replacement or Construction (Approximate Location) Trails FEMA Floodplain 100 Year Delineated Waterways (Feature ID, Refer to NRTR) Delineated Wetlands (Feature ID, Refer to NRTR) NWI Wetlands and Waterbodies DNR Wetlands and Waterbodies Forest Conservation Act Easements Historic Properties Park Property Place of Worship Police Station School Potential Hazardous Concerns	 1 in = 400 feet 0 100 200 400 Feet	Environmental Resource Mapping Alternative 9M for I-495	Appendix D Map 162 MANAGED LANES STUDY
---	---	--	--



Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

Legend

Alternative 9M LOD	Edge of Lane
Map Match Line	Proposed New or Reconstructed Bridge
Right-of-Way	Proposed Stormwater Management Facility
Parcel Boundaries	General Purpose Lanes
Roadway Baseline	Managed Lanes

Existing Noise Barrier to Remain	NWI Wetlands and Waterbodies	Place of Worship
Potential Noise Barrier Replacement or Construction (Approximate Location)	DNR Wetlands and Waterbodies	School
Delineated Waterways (Feature ID, Refer to NRTR)	Forest Conservation Act Easements	MDE Land Restoration Program Site
Delineated Wetlands (Feature ID, Refer to NRTR)	Historic Properties	Potential Hazardous Concerns
	Park Property	

1 in = 400 feet

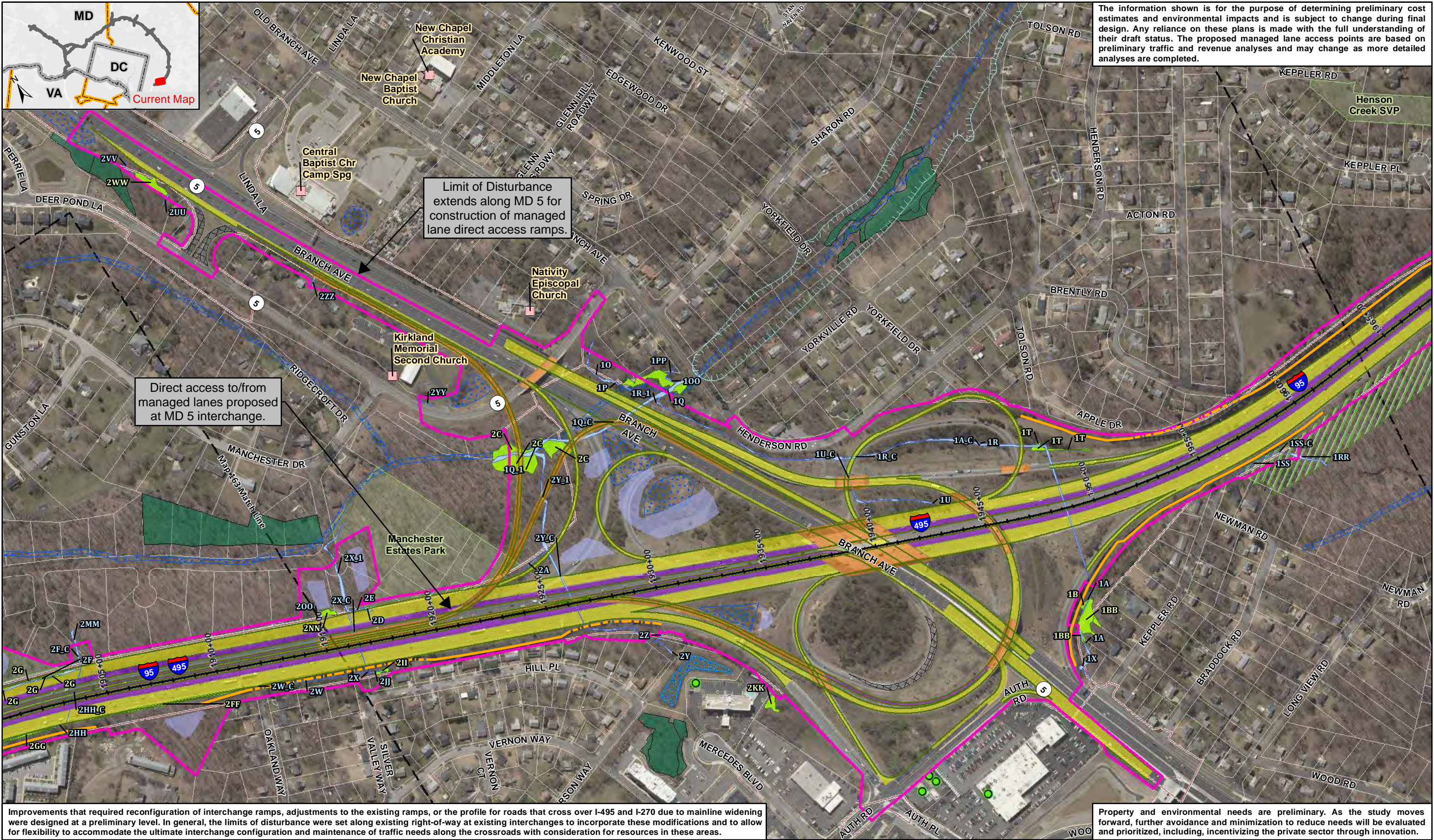
0 100 200 400 Feet

Environmental Resource Mapping

Alternative 9M
for I-495

Appendix D
Map 163

495 270 MANAGED LANES STUDY



Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

Legend

Alternative 9M LOD	Removal of Existing Pavement	Potential Noise Barrier Replacement or Construction (Approximate Location)	DNR Wetlands and Waterbodies	Potential Hazardous Concerns
Map Match Line	Proposed New or Reconstructed Bridge	FEMA Floodplain 100 Year	Forest Interior Dwelling Habitat	
Right-of-Way	Proposed Stormwater Management Facility	Delineated Waterways (Feature ID, Refer to NRTR)	Forest Conservation Act Easements	
Parcel Boundaries	General Purpose Lanes	Delineated Wetlands (Feature ID, Refer to NRTR)	Park Property	
Roadway Baseline	Managed Lanes	NWI Wetlands and Waterbodies	Place of Worship	
Edge of Lane	Existing Noise Barrier to Remain		School	

1 in = 400 feet

0 100 200 400 Feet

Environmental Resource Mapping

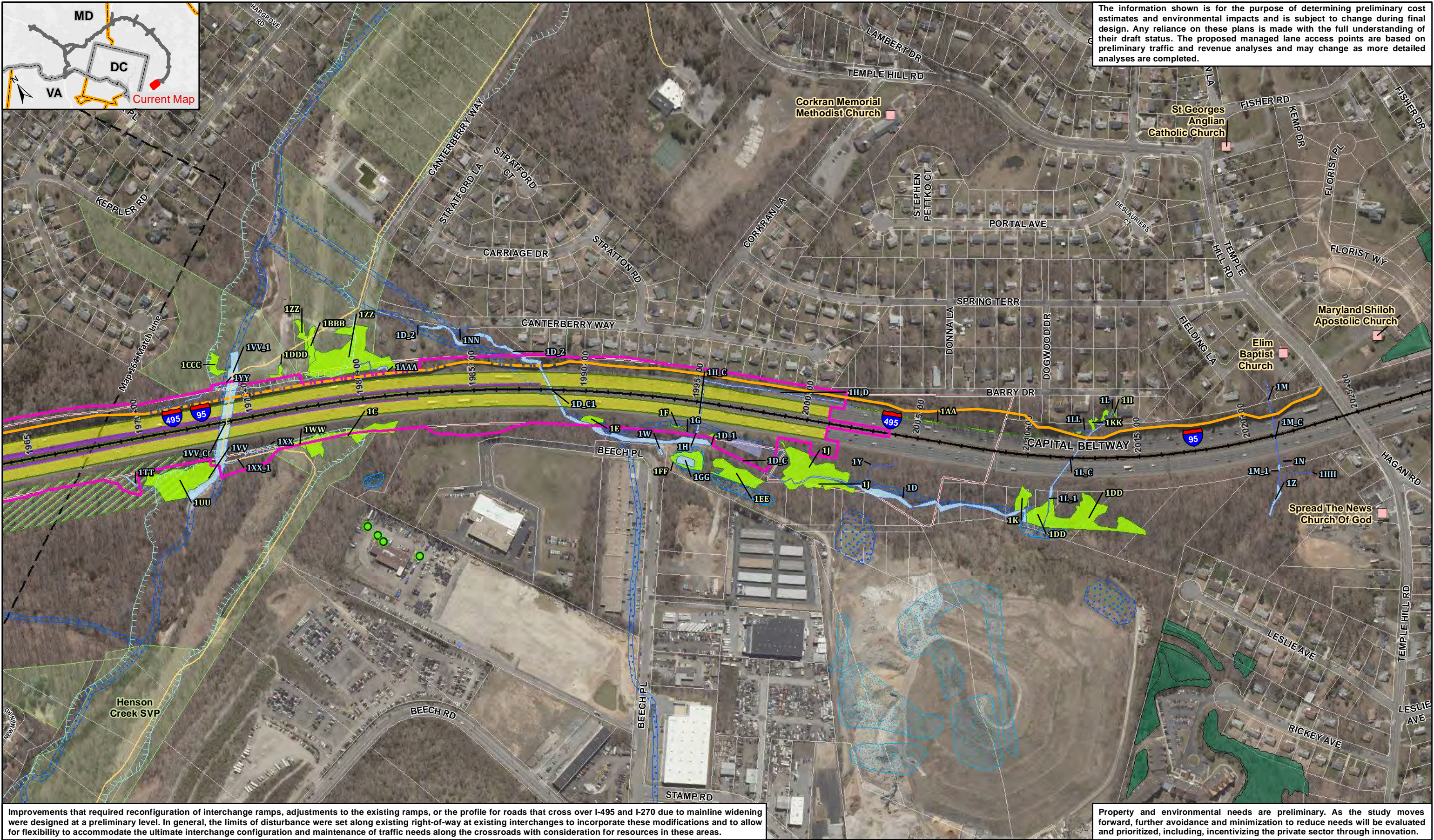
Alternative 9M for I-495

Appendix D

Map 164

495 270

MANAGED LANES STUDY



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

Legend

Alternative 9M LOD	Edge of Lane	Potential Noise Barrier Replacement or Construction (Approximate Location)	Delineated Wetlands (Feature ID, Refer to NRTR)	Park Property
Map Match Line	Proposed Stormwater Management Facility	Trails	NWI Wetlands and Waterbodies	Place of Worship
Right-of-Way	General Purpose Lanes	FEMA Floodplain 100 Year	DNR Wetlands and Waterbodies	Potential Hazardous Concerns
Parcel Boundaries	Managed Lanes	Delineated Waterways (Feature ID, Refer to NRTR)	Forest Interior Dwelling Habitat	
Roadway Baseline	Existing Noise Barrier to Remain		Forest Conservation Act Easements	

1 in = 400 feet

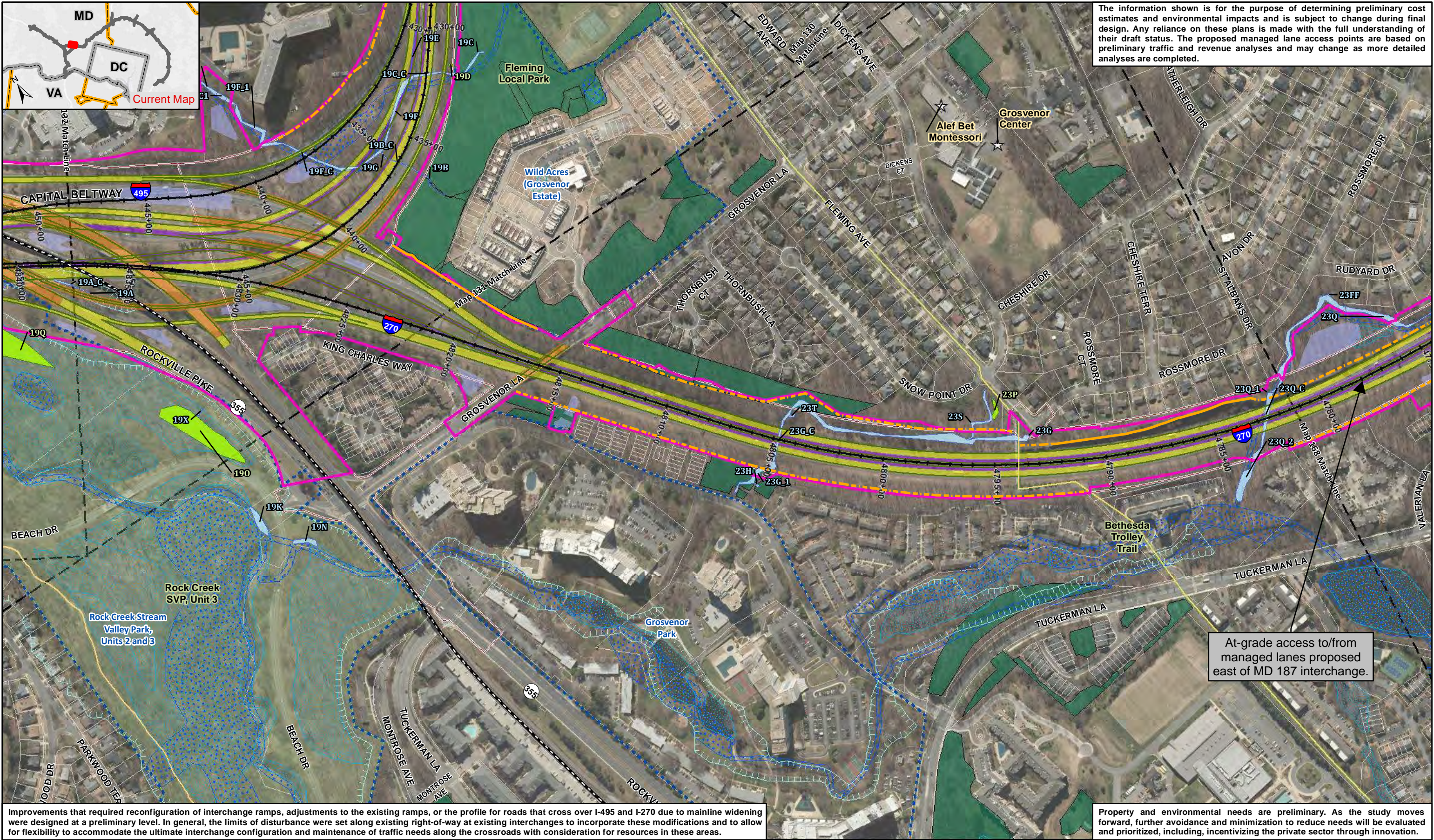
0 100 200 400 Feet

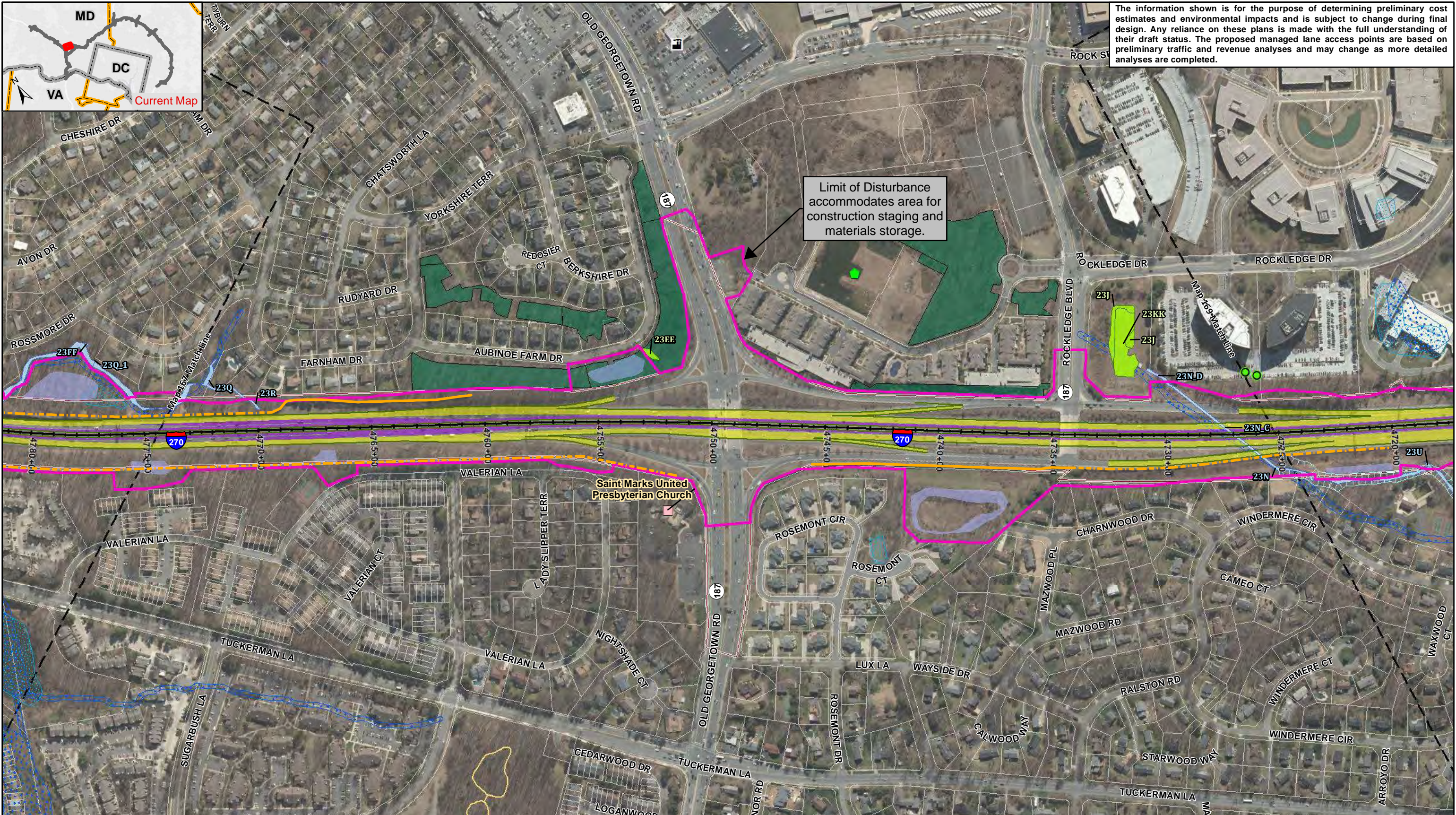
Environmental Resource Mapping

Alternative 9M
for I-495

Appendix D
Map 165

495 270
MANAGED LANES STUDY



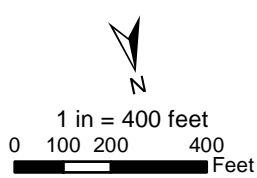


The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

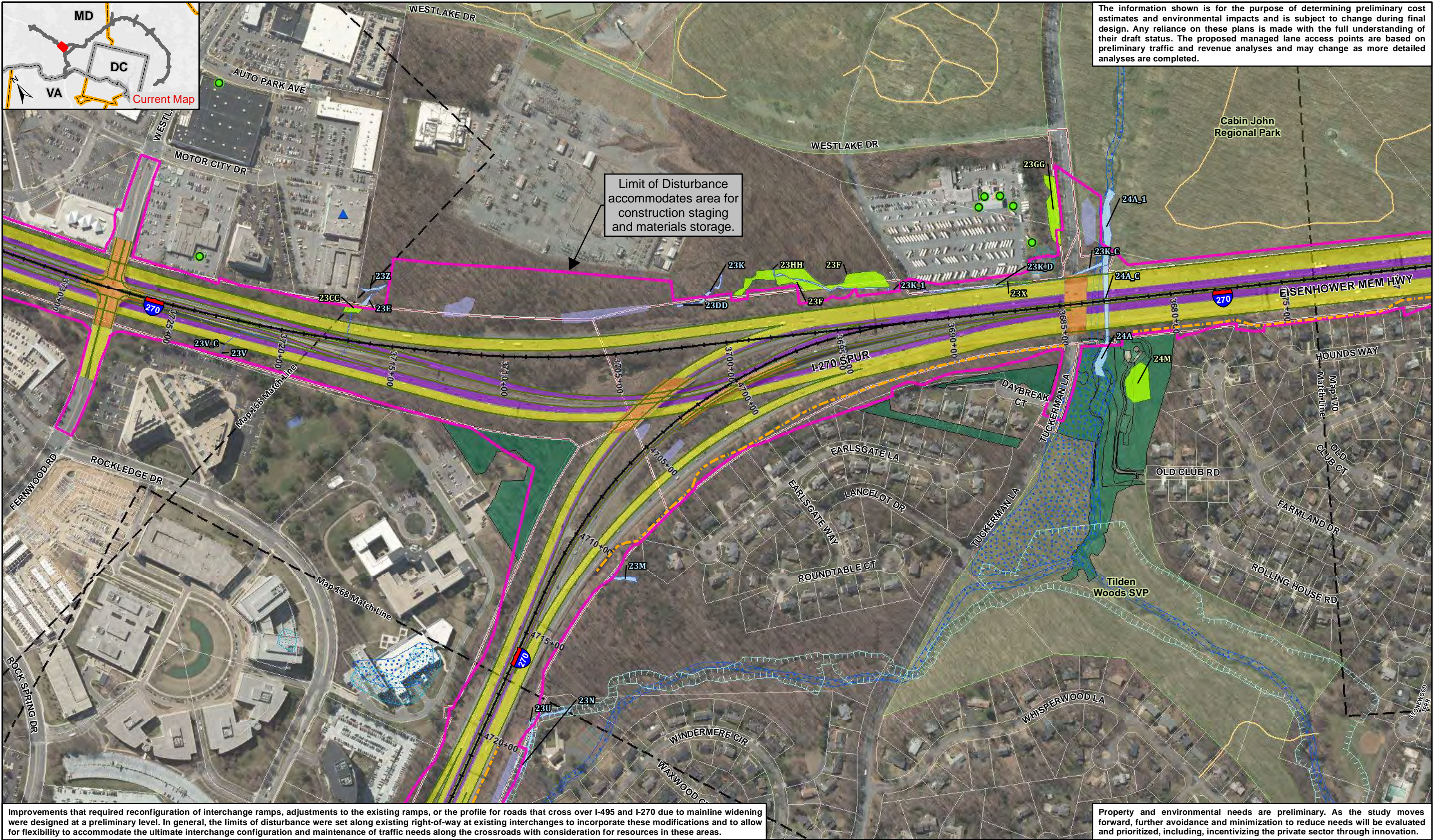
- Legend**
- Alternative 9M LOD
 - Edge of Lane
 - Map Match Line
 - Proposed Stormwater Management Facility
 - Right-of-Way
 - General Purpose Lanes
 - Parcel Boundaries
 - Managed Lanes
 - Roadway Baseline
 - Existing Noise Barrier to Remain
 - Potential Noise Barrier Replacement or Construction (Approximate Location)
 - Trails
 - FEMA Floodplain 100 Year
 - Delineated Waterways (Feature ID, Refer to NRTR)
 - Delineated Wetlands (Feature ID, Refer to NRTR)
 - NWI Wetlands and Waterbodies
 - DNR Wetlands and Waterbodies
 - Forest Conservation Act Easements
 - Place of Worship
 - Recreation Center
 - MDE Land Restoration Program Site
 - Potential Hazardous Concerns



Environmental Resource Mapping

Alternative 9M
for I-270

Appendix D
Map 168



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

Legend

Alternative 9M LOD	Edge of Lane	Potential Noise Barrier Replacement or Construction (Approximate Location)	Delineated Wetlands (Feature ID, Refer to NRTR)	Post Office
Map Match Line	Proposed New or Reconstructed Bridge	Trails	NWI Wetlands and Waterbodies	Potential Hazardous Concerns
Right-of-Way	Proposed Stormwater Management Facility	FEMA Floodplain 100 Year	DNR Wetlands and Waterbodies	
Parcel Boundaries	General Purpose Lanes	Delineated Waterways (Feature ID, Refer to NRTR)	Forest Conservation Act Easements	
Roadway Baseline	Managed Lanes		Park Property	

1 in = 400 feet

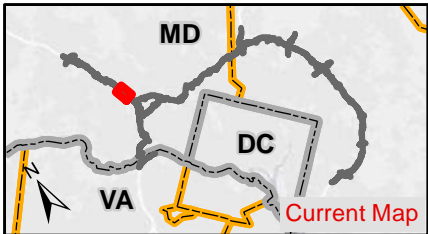
0 100 200 400 Feet

Environmental Resource Mapping

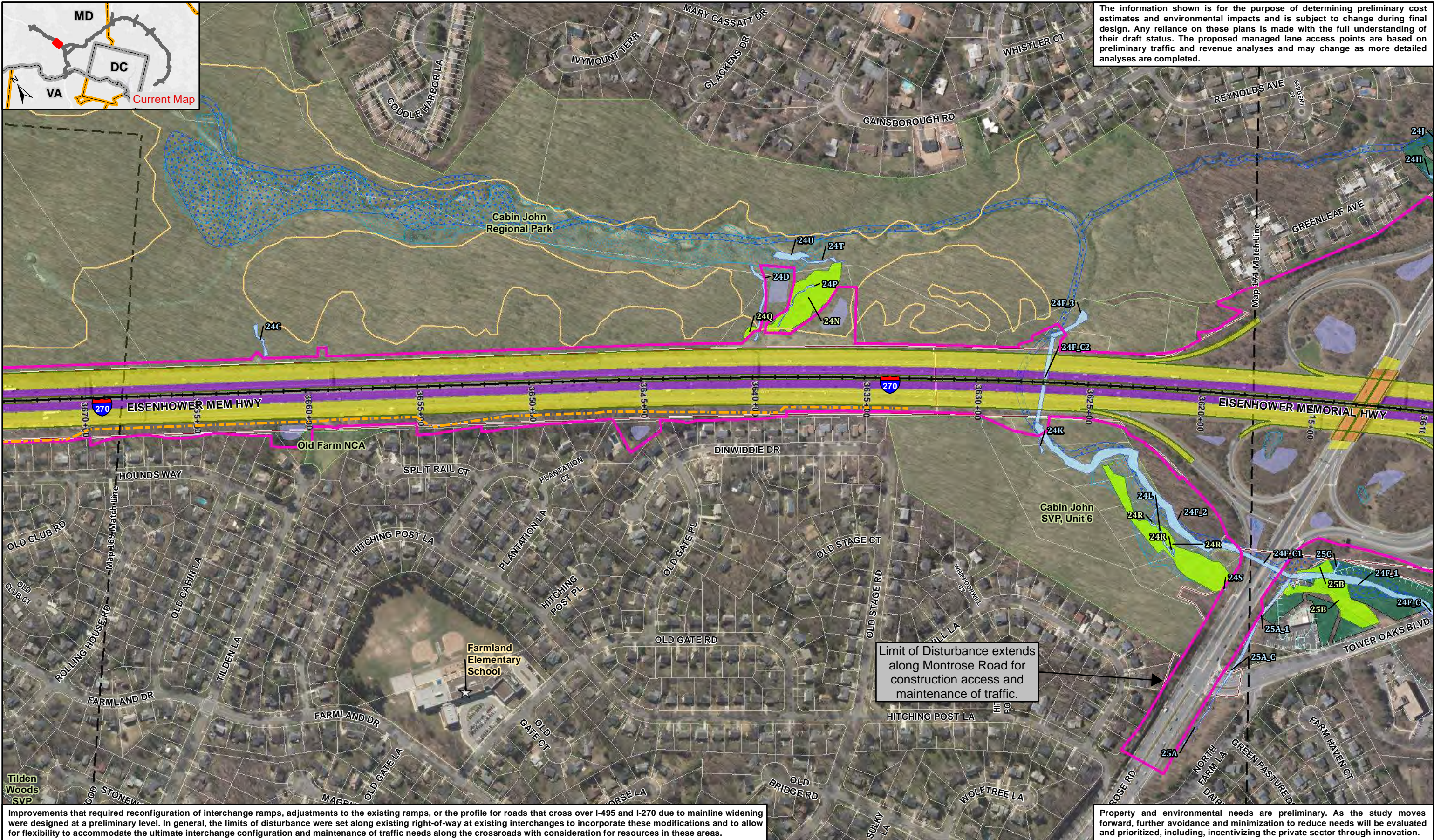
Alternative 9M for I-270

Appendix D
Map 169

495 270
MANAGED LANES STUDY



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.



Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

Legend

- Alternative 9M LOD
- Map Match Line
- Right-of-Way
- Parcel Boundaries
- Roadway Baseline
- Edge of Lane
- Proposed New or Reconstructed Bridge
- Proposed Stormwater Management Facility
- General Purpose Lanes
- Managed Lanes
- Potential Noise Barrier Replacement or Construction (Approximate Location)
- Trails
- FEMA Floodplain 100 Year
- Delineated Waterways (Feature ID, Refer to NRTR)
- Delineated Wetlands (Feature ID, Refer to NRTR)
- NWI Wetlands and Waterbodies
- DNR Wetlands and Waterbodies
- Forest Conservation Act Easements
- Park Property
- School

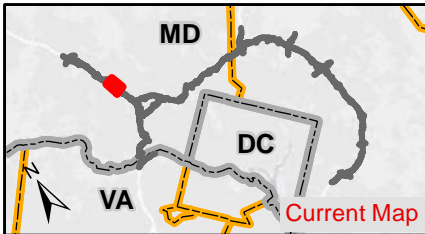
1 in = 400 feet

0 100 200 400 Feet

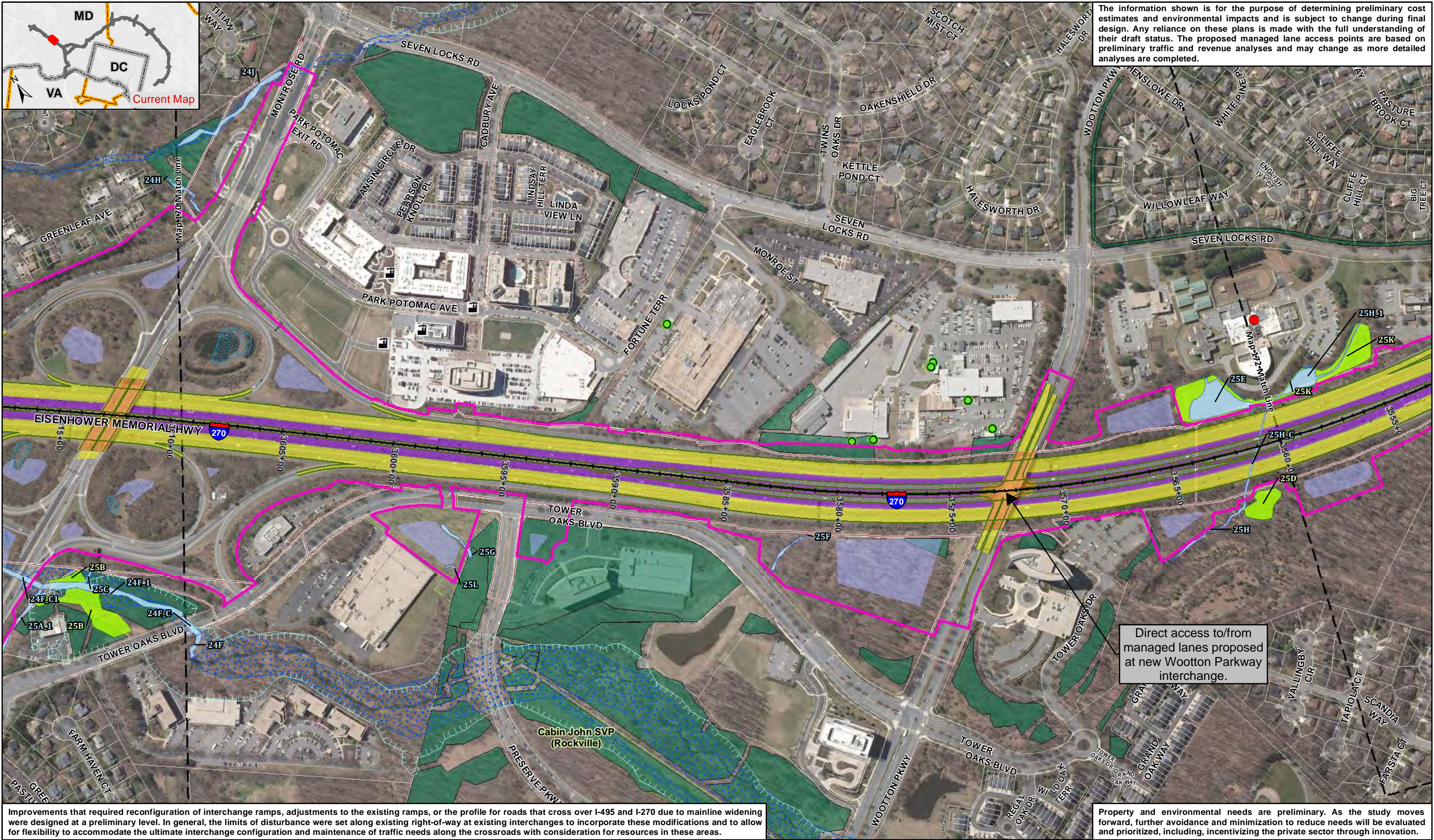
Environmental Resource Mapping

Alternative 9M
for I-270

Appendix D
Map 170



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.



Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

Legend

Alternative 9M LOD	Edge of Lane	FEMA Floodplain 100 Year	Forest Conservation Act Easements
Map Match Line	Proposed New or Reconstructed Bridge	Delineated Waterways (Feature ID, Refer to NRTR)	Park Property
Right-of-Way	Proposed Stormwater Management Facility	Delineated Wetlands (Feature ID, Refer to NRTR)	Correctional Facility
Parcel Boundaries	General Purpose Lanes	NWI Wetlands and Waterbodies	MDE Land Restoration Program Site
Roadway Baseline	Managed Lanes	DNR Wetlands and Waterbodies	Potential Hazardous Concerns

1 in = 400 feet

0 100 200 400 Feet

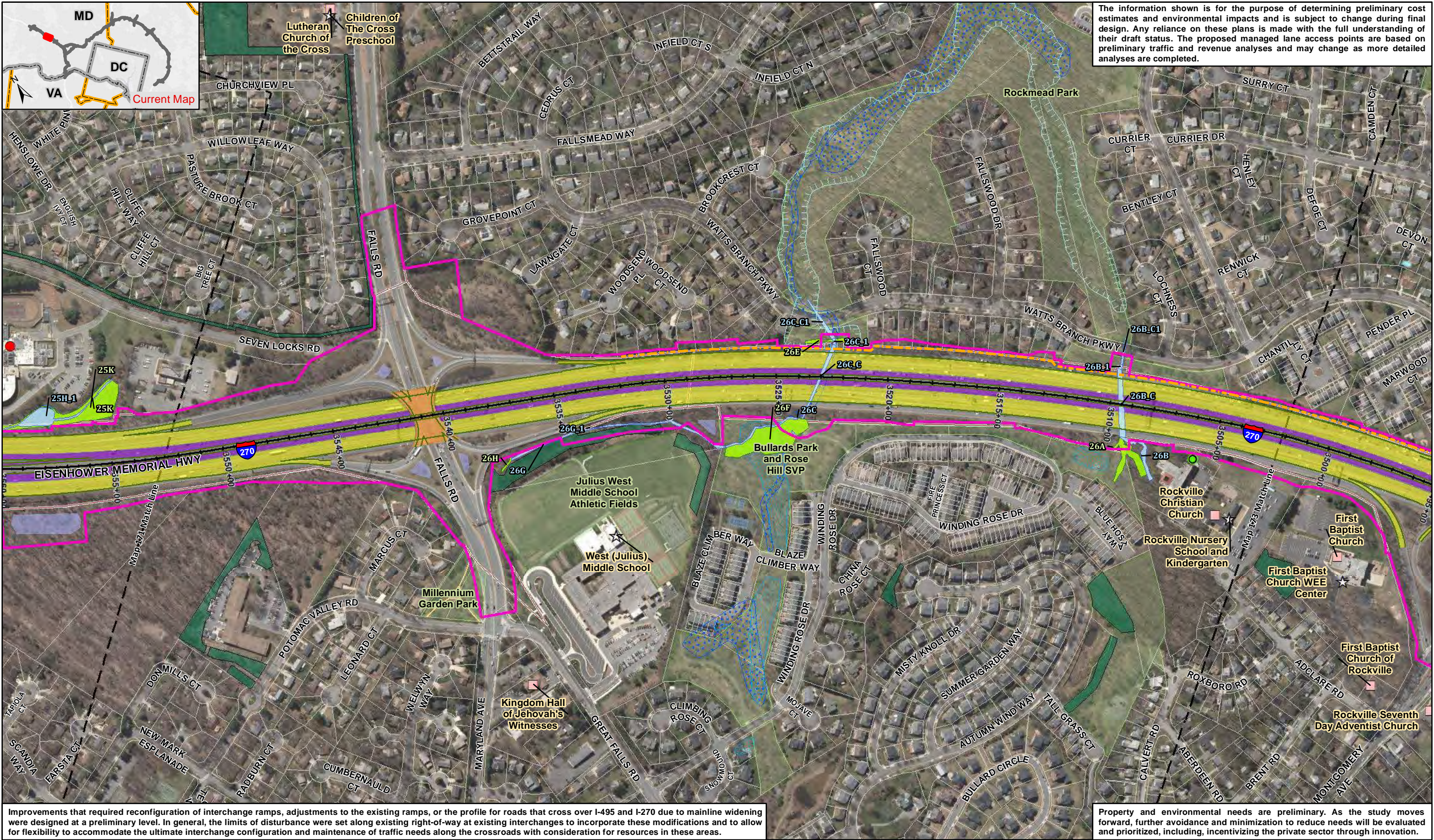
Environmental Resource Mapping

Alternative 9M for I-270

Appendix D

Map 171

495 270 MANAGED LANES STUDY



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

Legend

Alternative 9M LOD

Map Match Line

Right-of-Way

Parcel Boundaries

Roadway Baseline

Edge of Lane

Proposed New or Reconstructed Bridge

Proposed Stormwater Management Facility

General Purpose Lanes

Managed Lanes

Potential Noise Barrier Replacement or Construction (Approximate Location)

Trails

FEMA Floodplain 100 Year

Delineated Waterways (Feature ID, Refer to NRTR)

Delineated Wetlands (Feature ID, Refer to NRTR)

NWI Wetlands and Waterbodies

DNR Wetlands and Waterbodies

Forest Conservation Act Easements

Park Property

Correctional Facility

Place of Worship

School

Potential Hazardous Concerns

1 in = 400 feet

0 100 200 400 Feet

Environmental Resource Mapping

Alternative 9M for I-270

Appendix D

Map 172

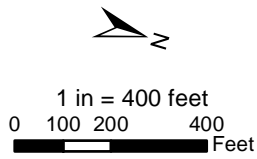


The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

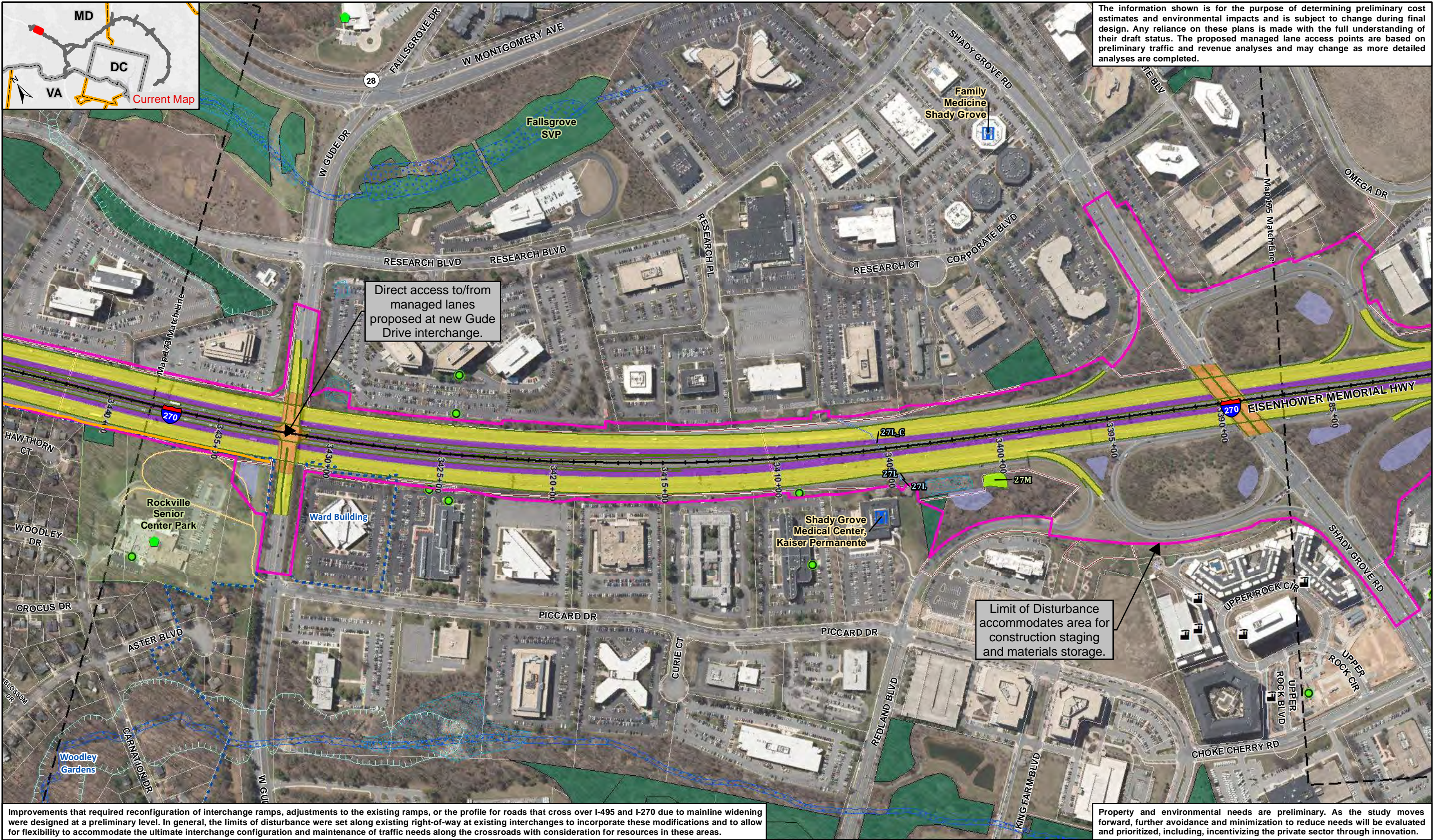
Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

- Legend**
- | | | | | |
|--------------------|---|---|-----------------------------------|------------------------------|
| Alternative 9M LOD | Proposed New or Reconstructed Bridge | Potential Noise Barrier Replacement or Construction | NWI Wetlands and Waterbodies | School |
| Map Match Line | Proposed Stormwater Management Facility | (Approximate Location) | DNR Wetlands and Waterbodies | Potential Hazardous Concerns |
| Right-of-Way | General Purpose Lanes | Trails | Forest Conservation Act Easements | |
| Parcel Boundaries | Managed Lanes | FEMA Floodplain 100 Year | Historic Properties | |
| Roadway Baseline | Existing Noise Barrier to Remain | Delineated Waterways (Feature ID, Refer to NRTR) | Park Property | |
| Edge of Lane | | Delineated Wetlands (Feature ID, Refer to NRTR) | Place of Worship | |



Environmental Resource Mapping

Alternative 9M
for I-270



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

Direct access to/from managed lanes proposed at new Gude Drive interchange.

Limit of Disturbance accommodates area for construction staging and materials storage.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

Legend

Alternative 9M LOD	Proposed New or Reconstructed Bridge	FEMA Floodplain 100 Year	Historic Properties
Map Match Line	Proposed Stormwater Management Facility	Delineated Waterways (Feature ID, Refer to NRTR)	Park Property
Right-of-Way	General Purpose Lanes	Delineated Wetlands (Feature ID, Refer to NRTR)	Hospital
Parcel Boundaries	Managed Lanes	NWI Wetlands and Waterbodies	Recreation Center
Roadway Baseline	Existing Noise Barrier to Remain	DNR Wetlands and Waterbodies	MDE Land Restoration Program Site
Edge of Lane	Trails	Forest Conservation Act Easements	Potential Hazardous Concerns

1 in = 400 feet

0 100 200 400 Feet

Environmental Resource Mapping

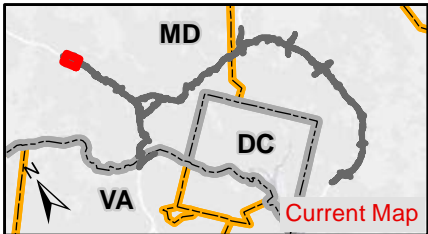
Alternative 9M for I-270

Appendix D

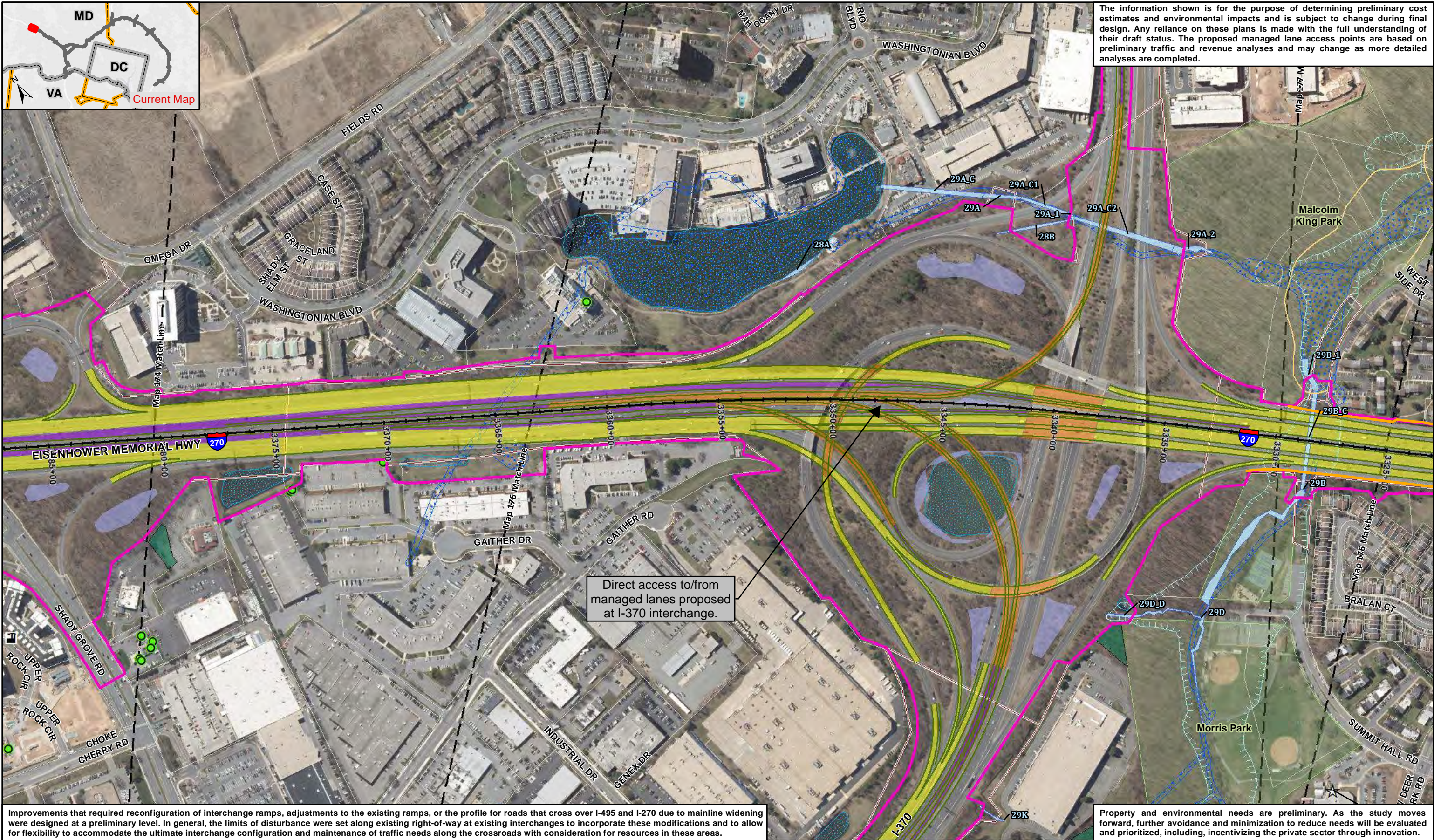
Map 174

495 270

MANAGED LANES STUDY



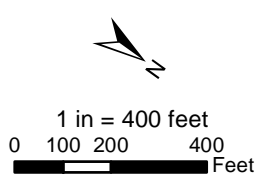
The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.



Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

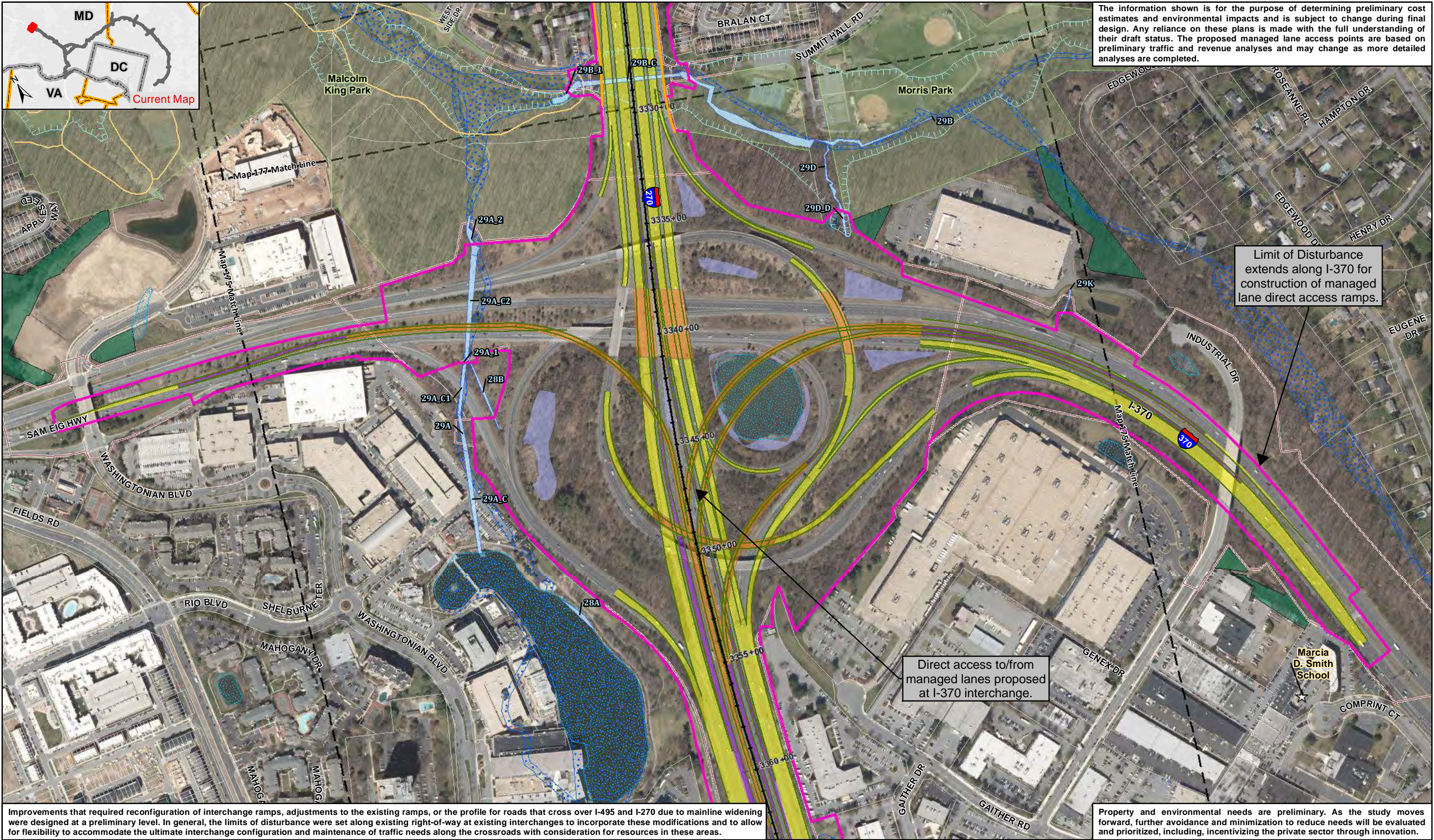
- Legend**
- | | | | | |
|--------------------|---|--|-----------------------------------|------------------------------|
| Alternative 9M LOD | Edge of Lane | Existing Noise Barrier to Remain | DNR Wetlands and Waterbodies | Potential Hazardous Concerns |
| Map Match Line | Proposed New or Reconstructed Bridge | Trails | Forest Conservation Act Easements | |
| Right-of-Way | Proposed Stormwater Management Facility | FEMA Floodplain 100 Year | Park Property | |
| Parcel Boundaries | General Purpose Lanes | Delineated Waterways (Feature ID, Refer to NRTR) | School | |
| Roadway Baseline | Managed Lanes | NWI Wetlands and Waterbodies | MDE Land Restoration Program Site | |



Environmental Resource Mapping

Alternative 9M
for I-270

Appendix D
Map 175



Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

- Legend

Alternative 9M LOD

Map Match Line

Right-of-Way

Parcel Boundaries

Roadway Baseline

Edge of Lane

Proposed New or Reconstructed Bridge

Proposed Stormwater Management Facility

General Purpose Lanes

Managed Lanes

Existing Noise Barrier to Remain

Trails

FEMA Floodplain 100 Year

Delineated Waterways (Feature ID, Refer to NRTR)

NWI Wetlands and Waterbodies

DNR Wetlands and Waterbodies

Forest Conservation Act Easements

Park Property

School

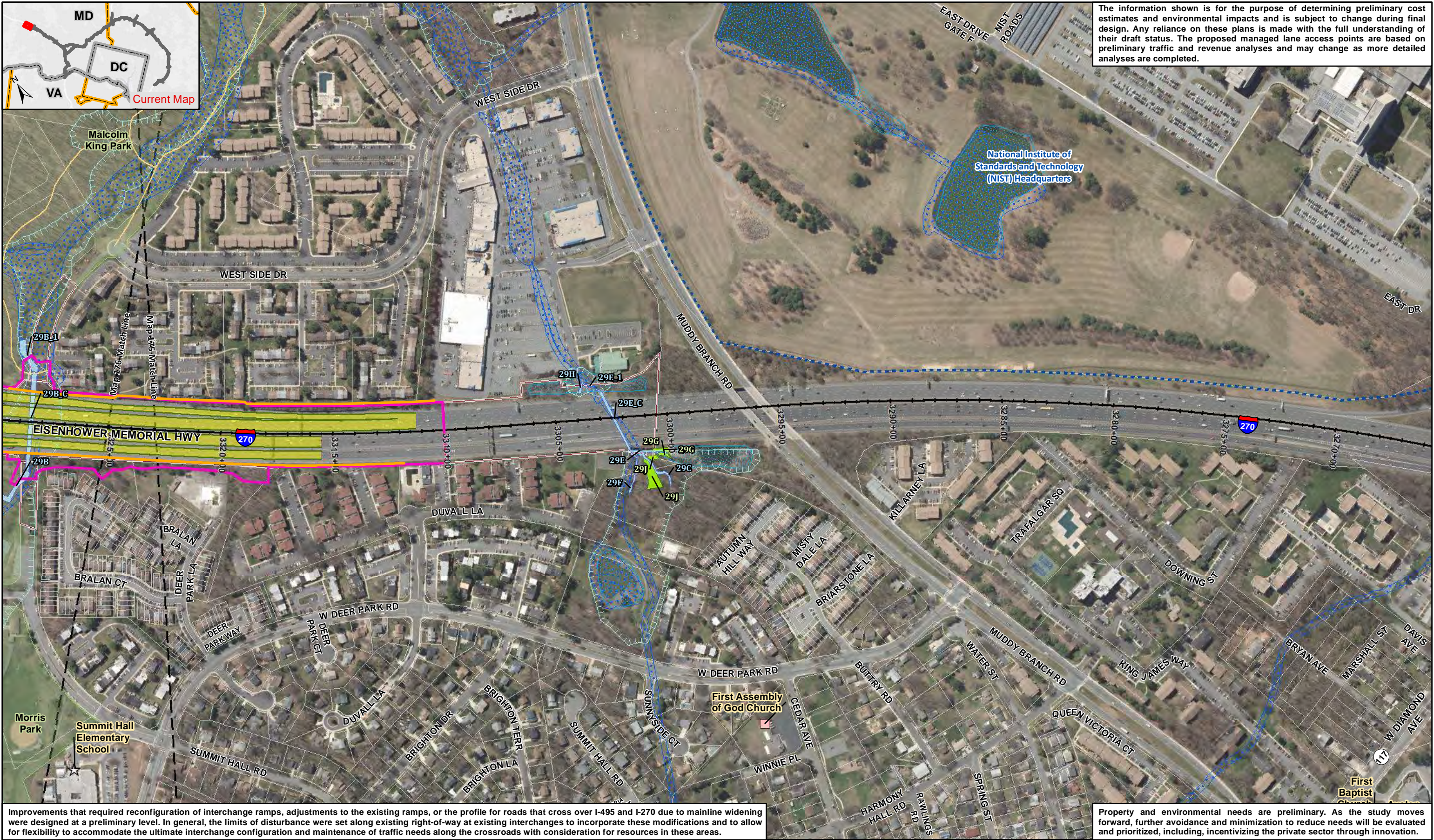
Potential Hazardous Concerns

Environmental
Resource Mapping

Alternative 9M
for I-270

Appendix D
Map 176

MANAGED
LANES STUDY



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

Alternative 9M LOD

Map Match Line

Right-of-Way

Parcel Boundaries

Roadway Baseline

Edge of Lane

General Purpose Lanes

Existing Noise Barrier to Remain

Trails

FEMA Floodplain 100 Year

Delineated Waterways (Feature ID, Refer to NRTR)

Delineated Wetlands (Feature ID, Refer to NRTR)

NWI Wetlands and Waterbodies

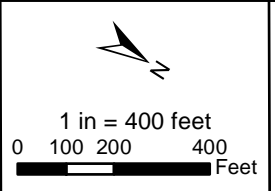
DNR Wetlands and Waterbodies

Historic Properties

Park Property

Place of Worship

School

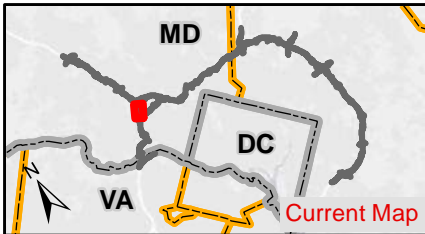


Environmental Resource Mapping

Alternative 9M for I-270

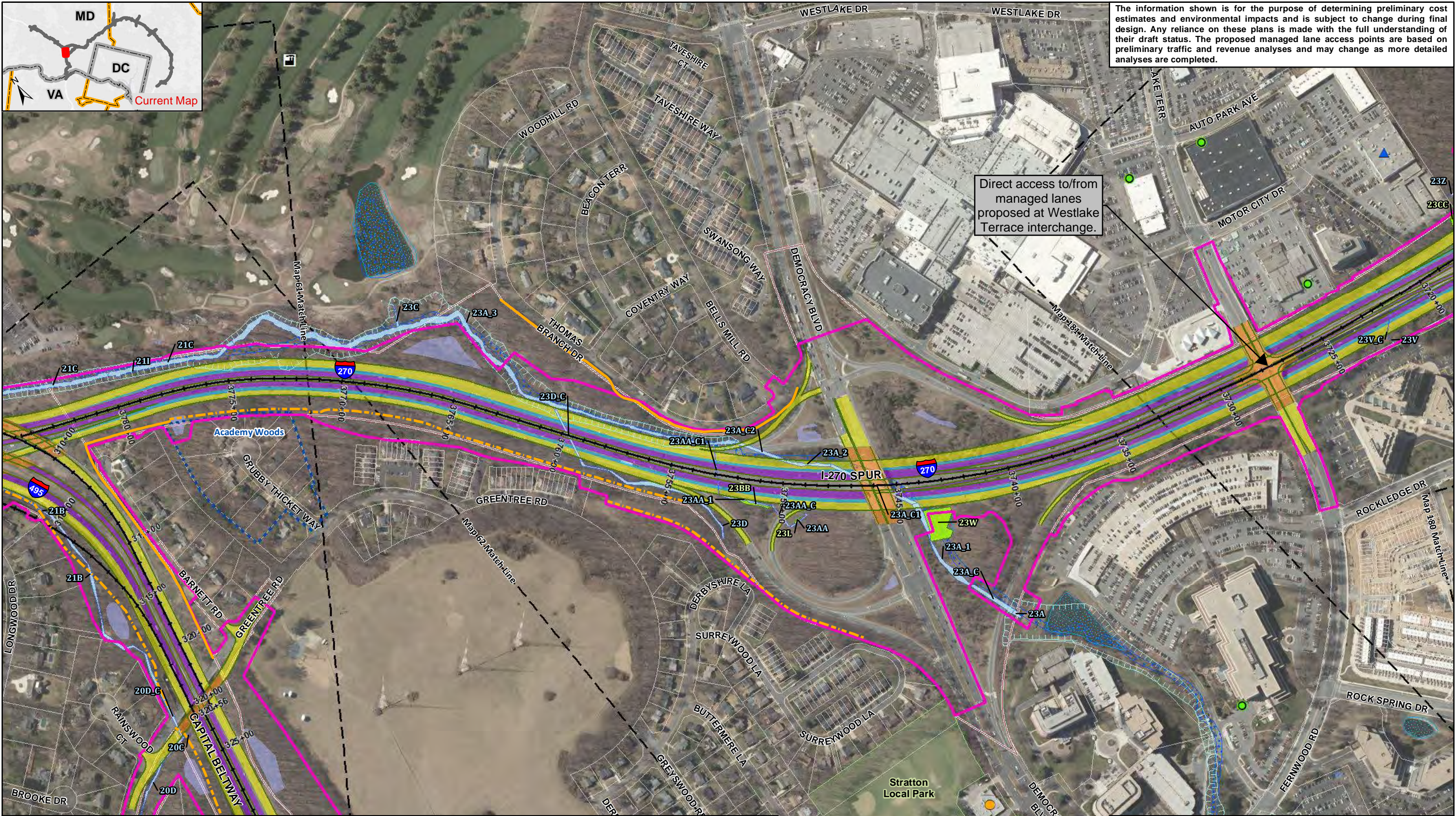
Appendix D

Map 177



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

Direct access to/from managed lanes proposed at Westlake Terrace interchange.

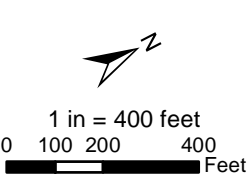


Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

- Legend**

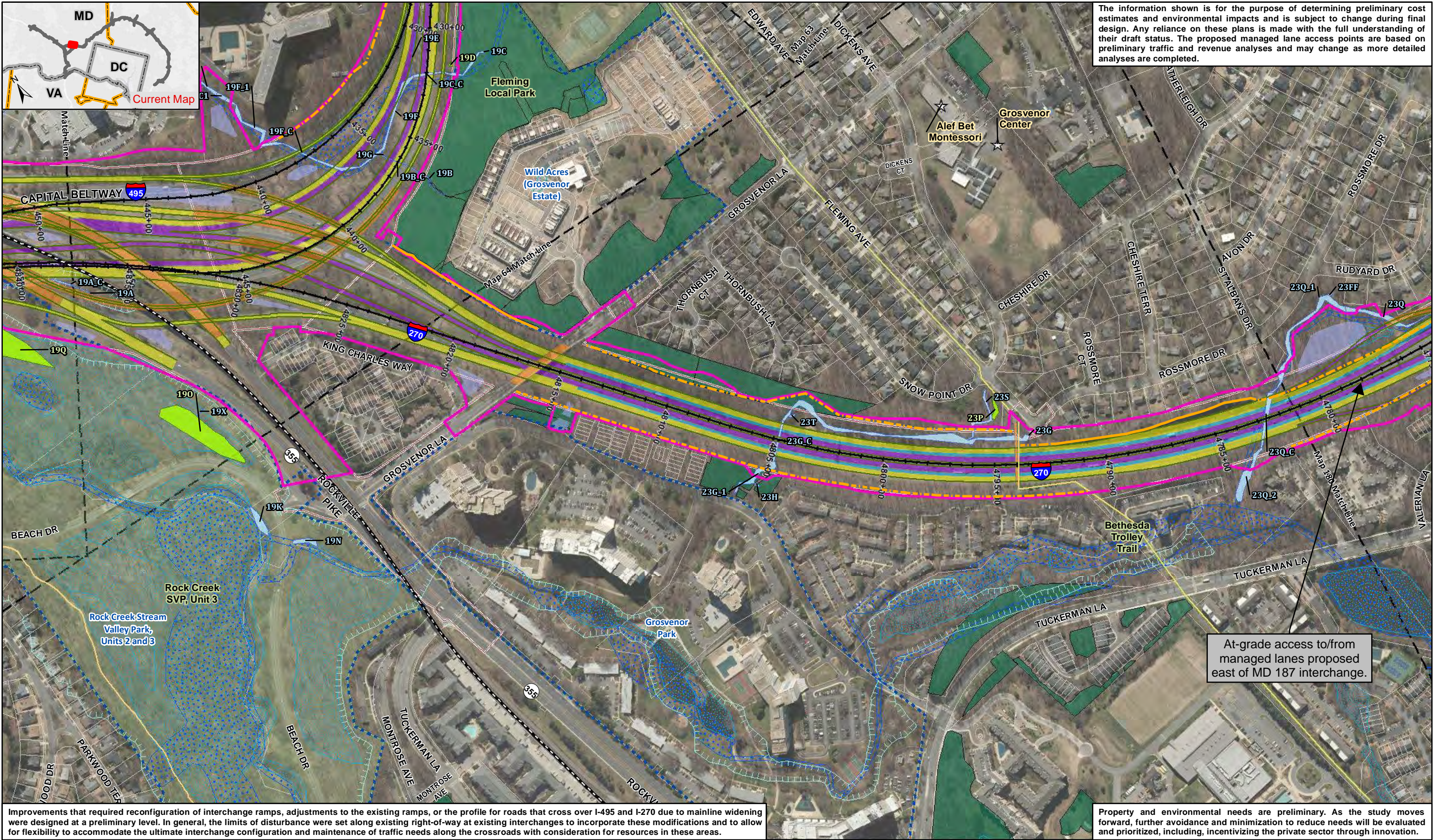
 - Alternative 10 LOD
 - Map Match Line
 - Right-of-Way
 - Parcel Boundaries
 - Roadway Baseline
 - Edge of Lane
 - Proposed New or Reconstructed Bridge
 - Proposed Stormwater Management Facility
 - General Purpose Lanes
 - HOV Managed Lanes
 - Managed Lanes
 - Existing Noise Barrier to Remain
 - Potential Noise Barrier Replacement or Construction (Approximate Location)
 - FEMA Floodplain 100 Year
 - Delineated Waterways (Feature ID, Refer to NRTR)
 - NWI Wetlands and Waterbodies
 - DNR Wetlands and Waterbodies
 - Forest Conservation Act Easements
 - Historic Properties
 - Park Property
 - Fire Station
 - Post Office
 - MDE Land Restoration Program Site
 - Potential Hazardous Concerns



Environmental Resource Mapping

Alternative 10
for I-270

Appendix D
Map 178



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

At-grade access to/from managed lanes proposed east of MD 187 interchange.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

Legend

Alternative 10 LOD

Map Match Line

Right-of-Way

Parcel Boundaries

Roadway Baseline

Edge of Lane

Proposed New or Reconstructed Bridge

Proposed Stormwater Management Facility

General Purpose Lanes

HOV Managed Lanes

Managed Lanes

Existing Noise Barrier to Remain

Potential Noise Barrier Replacement or Construction (Approximate Location)

Trails

FEMA Floodplain 100 Year

Delineated Waterways (Feature ID, Refer to NRTR)

Delineated Wetlands (Feature ID, Refer to NRTR)

NWI Wetlands and Waterbodies

DNR Wetlands and Waterbodies

Forest Conservation Act Easements

Historic Properties

Park Property

WMATA Metro Line

School

1 in = 400 feet

0 100 200 400 Feet

Environmental Resource Mapping

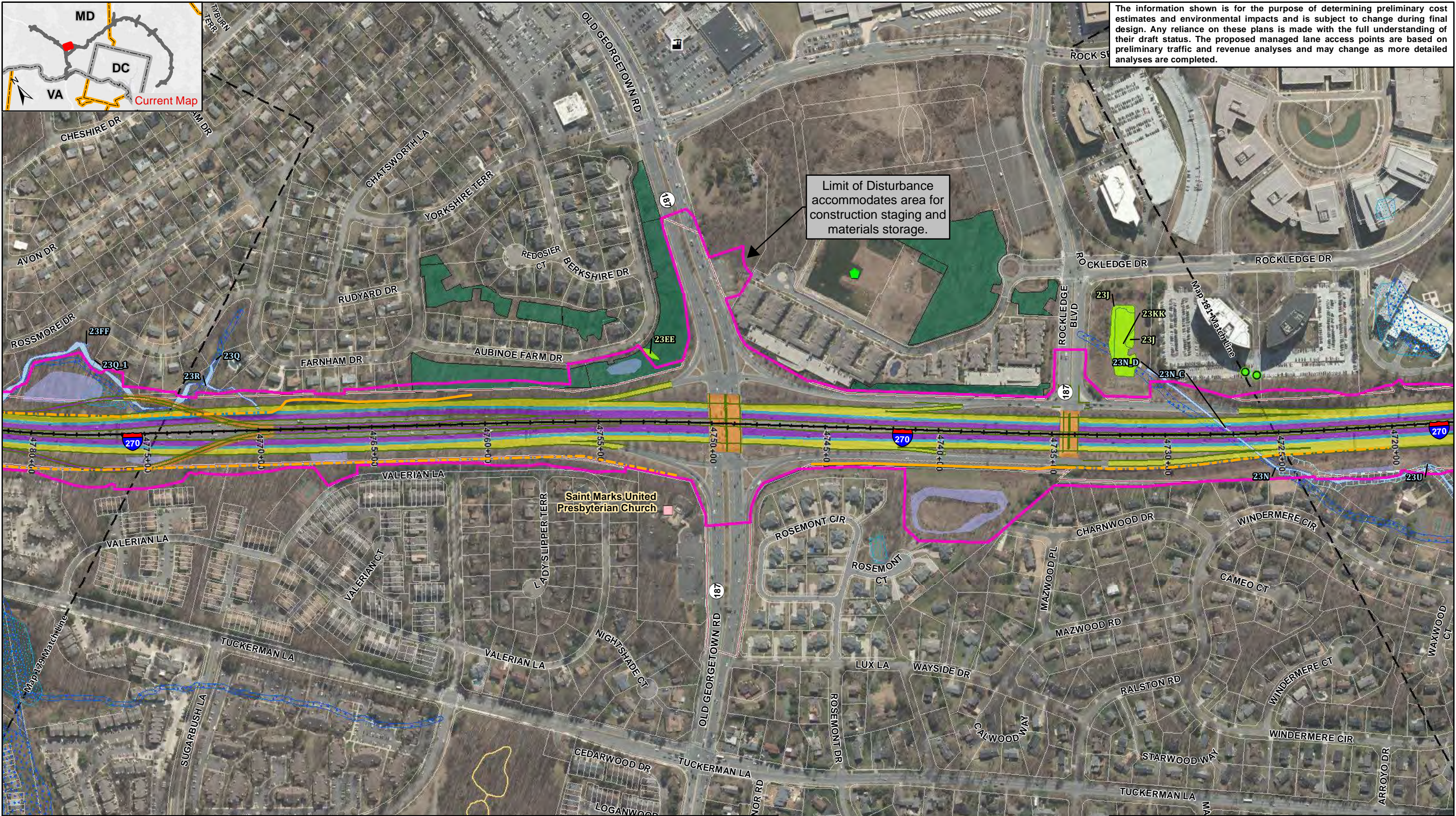
Alternative 10 for I-270

Appendix D

Map 179

495 270

MANAGED LANES STUDY



Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

Legend

Alternative 10 LOD	Proposed New or Reconstructed Bridge	Potential Noise Barrier Replacement or Construction (Approximate Location)	NWI Wetlands and Waterbodies	Potential Hazardous Concerns
Map Match Line	Proposed Stormwater Management Facility	Trails	DNR Wetlands and Waterbodies	
Right-of-Way	General Purpose Lanes	FEMA Floodplain 100 Year	Forest Conservation Act Easements	
Parcel Boundaries	HOV Managed Lanes	Delineated Waterways (Feature ID, Refer to NRTR)	Place of Worship	
Roadway Baseline	Managed Lanes	Delineated Wetlands (Feature ID, Refer to NRTR)	Recreation Center	
Edge of Lane	Existing Noise Barrier to Remain		MDE Land Restoration Program Site	

1 in = 400 feet

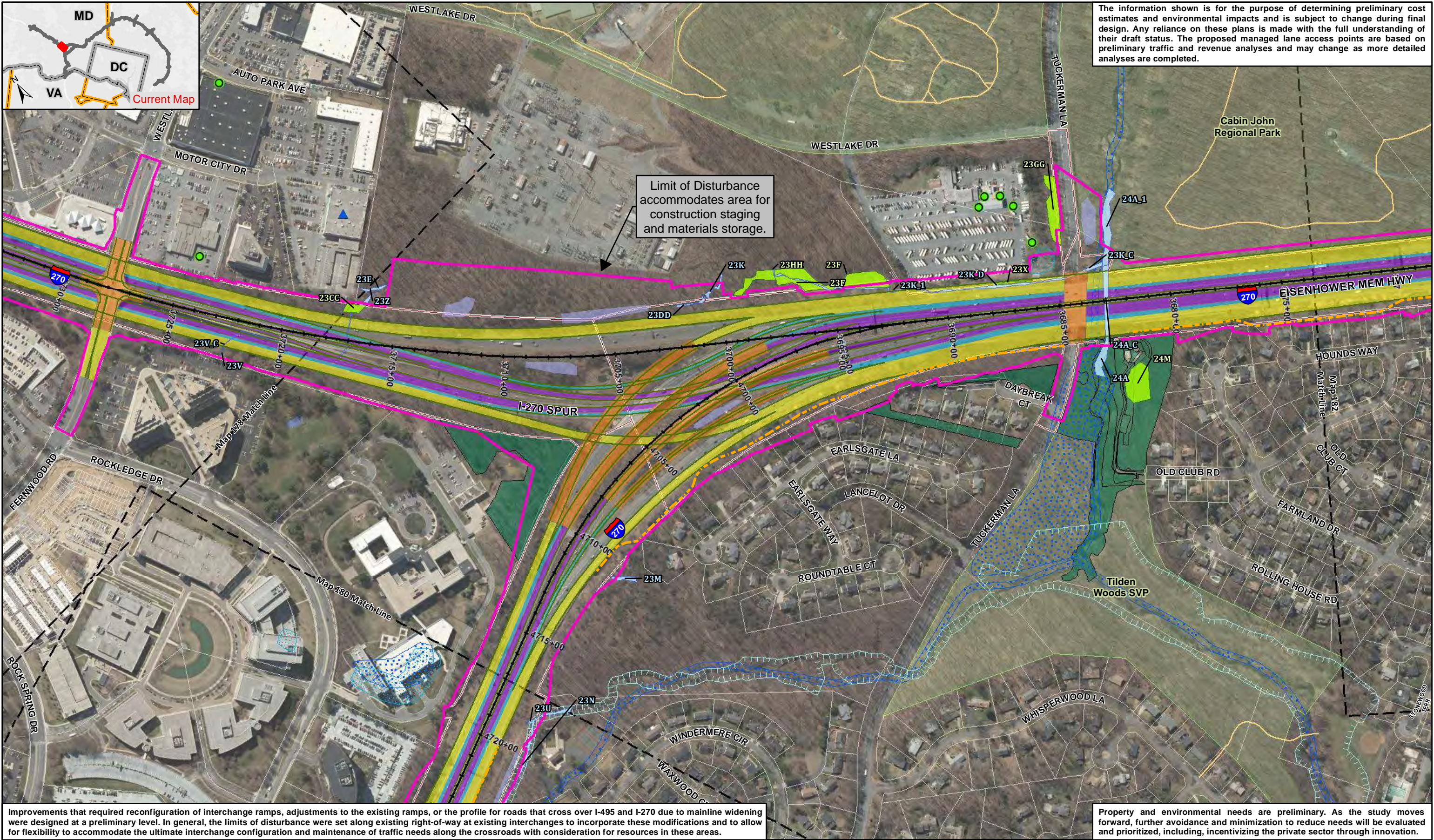
0 100 200 400 Feet

Environmental Resource Mapping

Alternative 10
for I-270

Appendix D
Map 180

495 270 MANAGED LANES STUDY



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

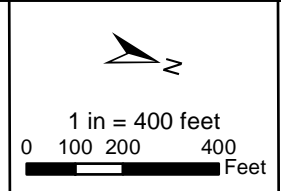
Limit of Disturbance accommodates area for construction staging and materials storage.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

- Legend**

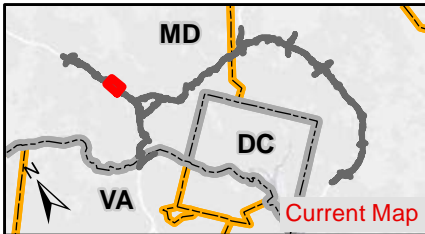
 - Alternative 10 LOD
 - Edge of Lane
 - Managed Lanes
 - Map Match Line
 - Proposed New or Reconstructed Bridge
 - Potential Noise Barrier Replacement or Construction (Approximate Location)
 - Right-of-Way
 - Proposed Stormwater Management Facility
 - Parcel Boundaries
 - General Purpose Lanes
 - Roadway Baseline
 - HOV Managed Lanes
 - Delineated Waterways (Feature ID, Refer to NRTR)
 - Delineated Wetlands (Feature ID, Refer to NRTR)
 - NWI Wetlands and Waterbodies
 - DNR Wetlands and Waterbodies
 - Forest Conservation Act Easements
 - Park Property
 - Post Office
 - Potential Hazardous Concerns



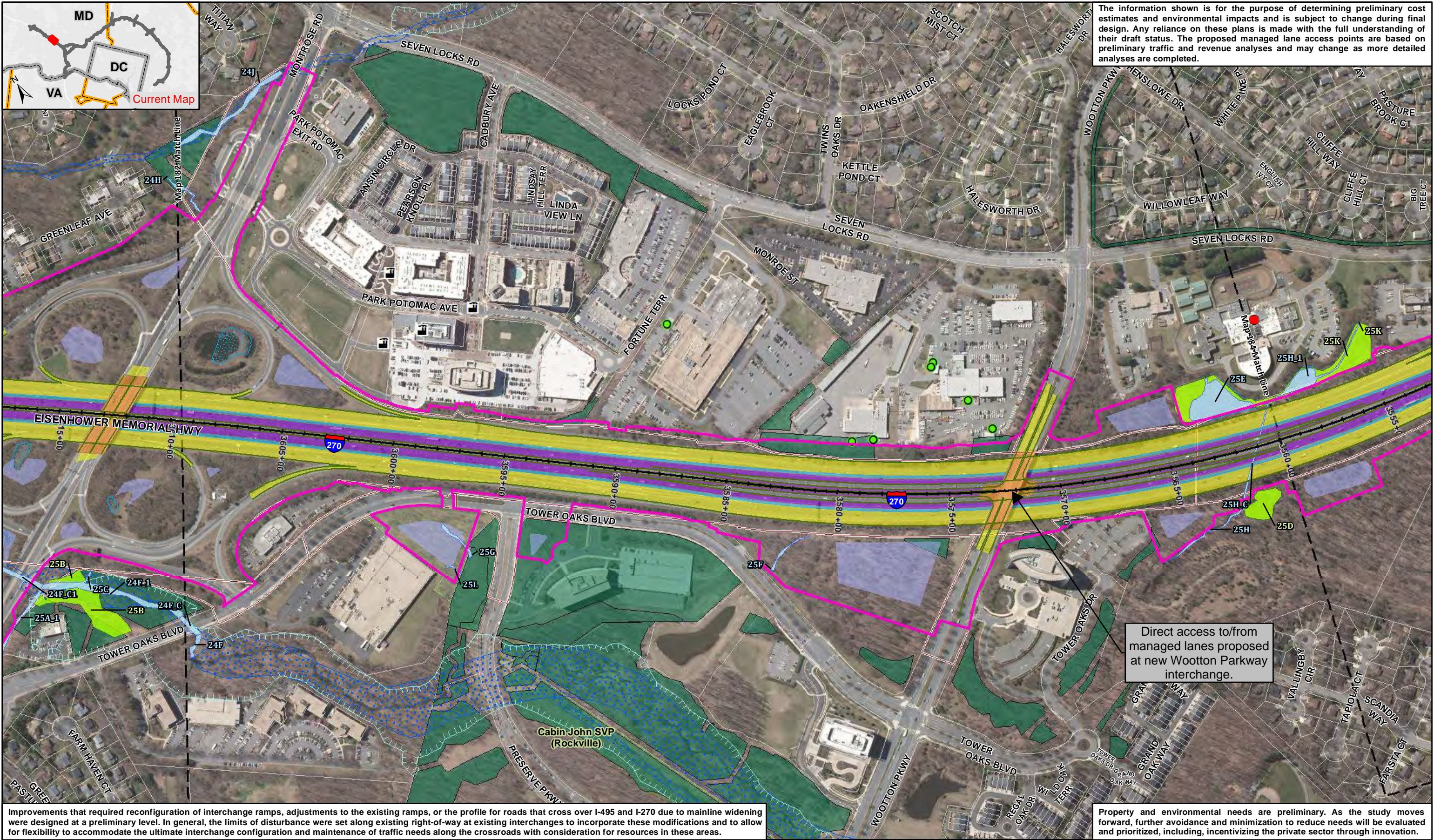
Environmental Resource Mapping

Alternative 10
for I-270

Appendix D
Map 181



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.



Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

Legend			
Alternative 10 LOD	Edge of Lane	DNR Wetlands and Waterbodies	Potential Hazardous Concerns
Map Match Line	Proposed New or Reconstructed Bridge	FEMA Floodplain 100 Year	Forest Conservation Act Easements
Right-of-Way	Proposed Stormwater Management Facility	Delineated Waterways (Feature ID, Refer to NRTR)	Park Property
Parcel Boundaries	General Purpose Lanes	Delineated Wetlands (Feature ID, Refer to NRTR)	Correctional Facility
Roadway Baseline	HOV Managed Lanes	NWI Wetlands and Waterbodies	MDE Land Restoration Program Site

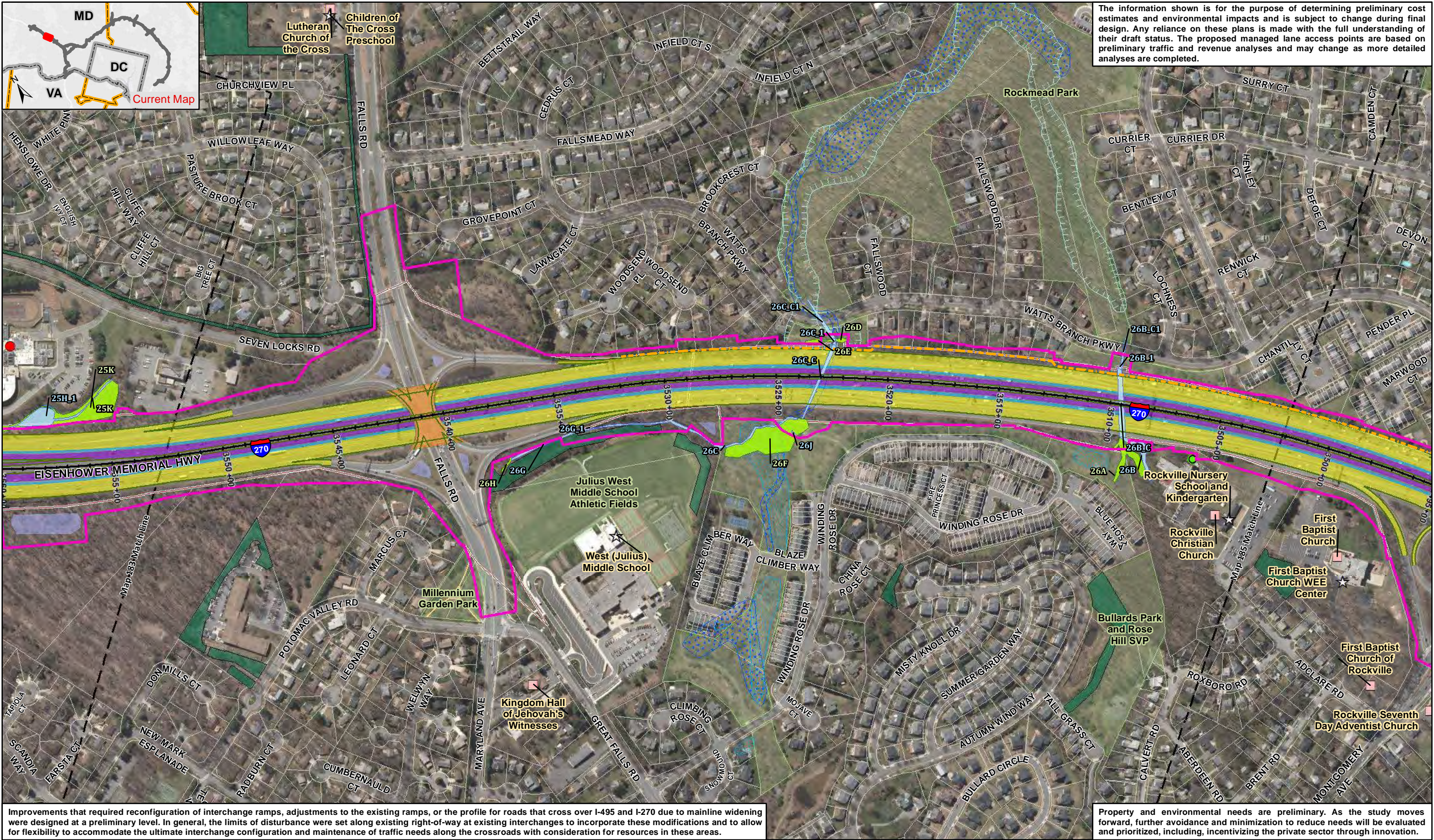
1 in = 400 feet

0 100 200 400 Feet

Environmental Resource Mapping

Alternative 10
for I-270

Appendix D
Map 183



Legend

Alternative 10 LOD	Proposed New or Reconstructed Bridge	Potential Noise Barrier Replacement or Construction (Approximate Location)	NWI Wetlands and Waterbodies	School
Map Match Line	Proposed Stormwater Management Facility	Trails	DNR Wetlands and Waterbodies	Potential Hazardous Concerns
Right-of-Way	General Purpose Lanes	FEMA Floodplain 100 Year	Forest Conservation Act Easements	
Parcel Boundaries	HOV Managed Lanes	Delineated Waterways (Feature ID, Refer to NRTR)	Park Property	
Roadway Baseline	Managed Lanes	Delineated Wetlands (Feature ID, Refer to NRTR)	Correctional Facility	
Edge of Lane			Place of Worship	

1 in = 400 feet

0 100 200 400 Feet

Environmental Resource Mapping

Alternative 10
for I-270

Appendix D
Map 184

495 270
MANAGED LANES STUDY



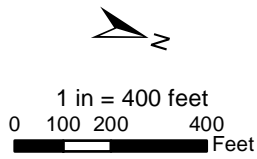
The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

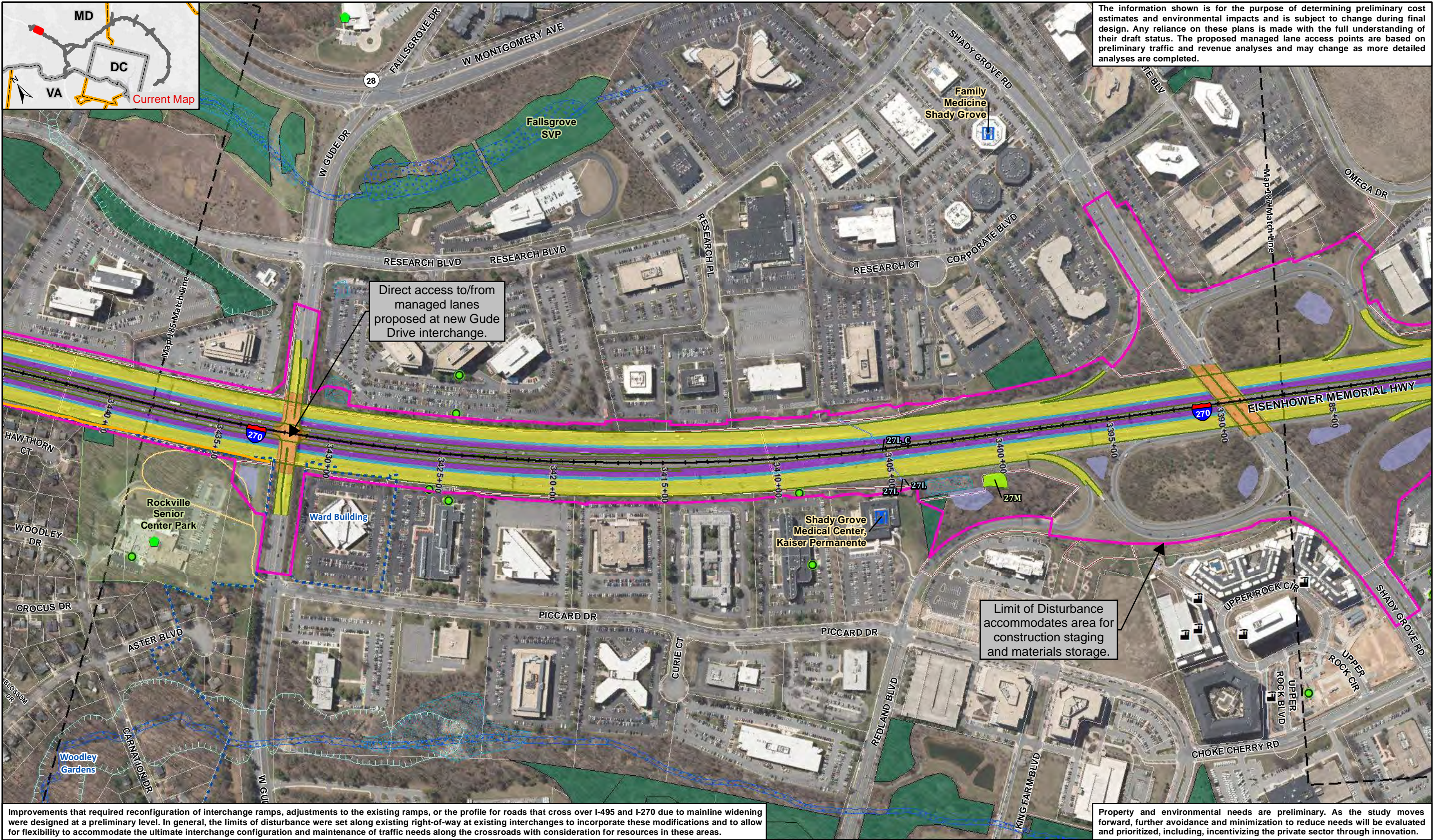
- Legend**

 - Alternative 10 LOD
 - Map Match Line
 - Right-of-Way
 - Parcel Boundaries
 - Roadway Baseline
 - Edge of Lane
 - Proposed New or Reconstructed Bridge
 - Proposed Stormwater Management Facility
 - General Purpose Lanes
 - HOV Managed Lanes
 - Managed Lanes
 - Existing Noise Barrier to Remain
 - Potential Noise Barrier Replacement or Construction (Approximate Location)
 - Trails
 - FEMA Floodplain 100 Year
 - Delineated Waterways (Feature ID, Refer to NRTR)
 - Delineated Wetlands (Feature ID, Refer to NRTR)
 - NWI Wetlands and Waterbodies
 - DNR Wetlands and Waterbodies
 - Forest Conservation Act Easements
 - Historic Properties
 - Park Property
 - Place of Worship
 - School
 - Potential Hazardous Concerns



Environmental Resource Mapping

Alternative 10
for I-270



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

Direct access to/from managed lanes proposed at new Gude Drive interchange.

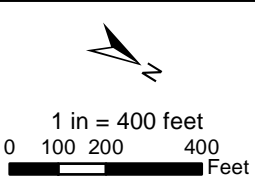
Limit of Disturbance accommodates area for construction staging and materials storage.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

- Legend**

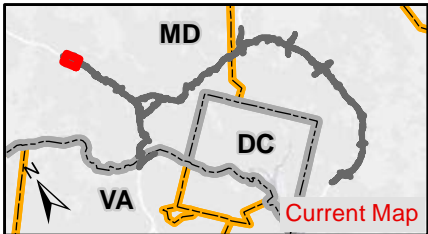
 - Alternative 10 LOD
 - Map Match Line
 - Right-of-Way
 - Parcel Boundaries
 - Roadway Baseline
 - Edge of Lane
- Proposed New or Reconstructed Bridge
 - Proposed Stormwater Management Facility
 - General Purpose Lanes
 - HOV Managed Lanes
 - Managed Lanes
 - Existing Noise Barrier to Remain
- Trails
 - FEMA Floodplain 100 Year
 - Delineated Waterways (Feature ID, Refer to NRTR)
 - Delineated Wetlands (Feature ID, Refer to NRTR)
 - NWI Wetlands and Waterbodies
 - DNR Wetlands and Waterbodies
- Forest Conservation Act Easements
 - Historic Properties
 - Park Property
 - Hospital
 - Recreation Center
 - MDE Land Restoration Program Site
- Potential Hazardous Concerns



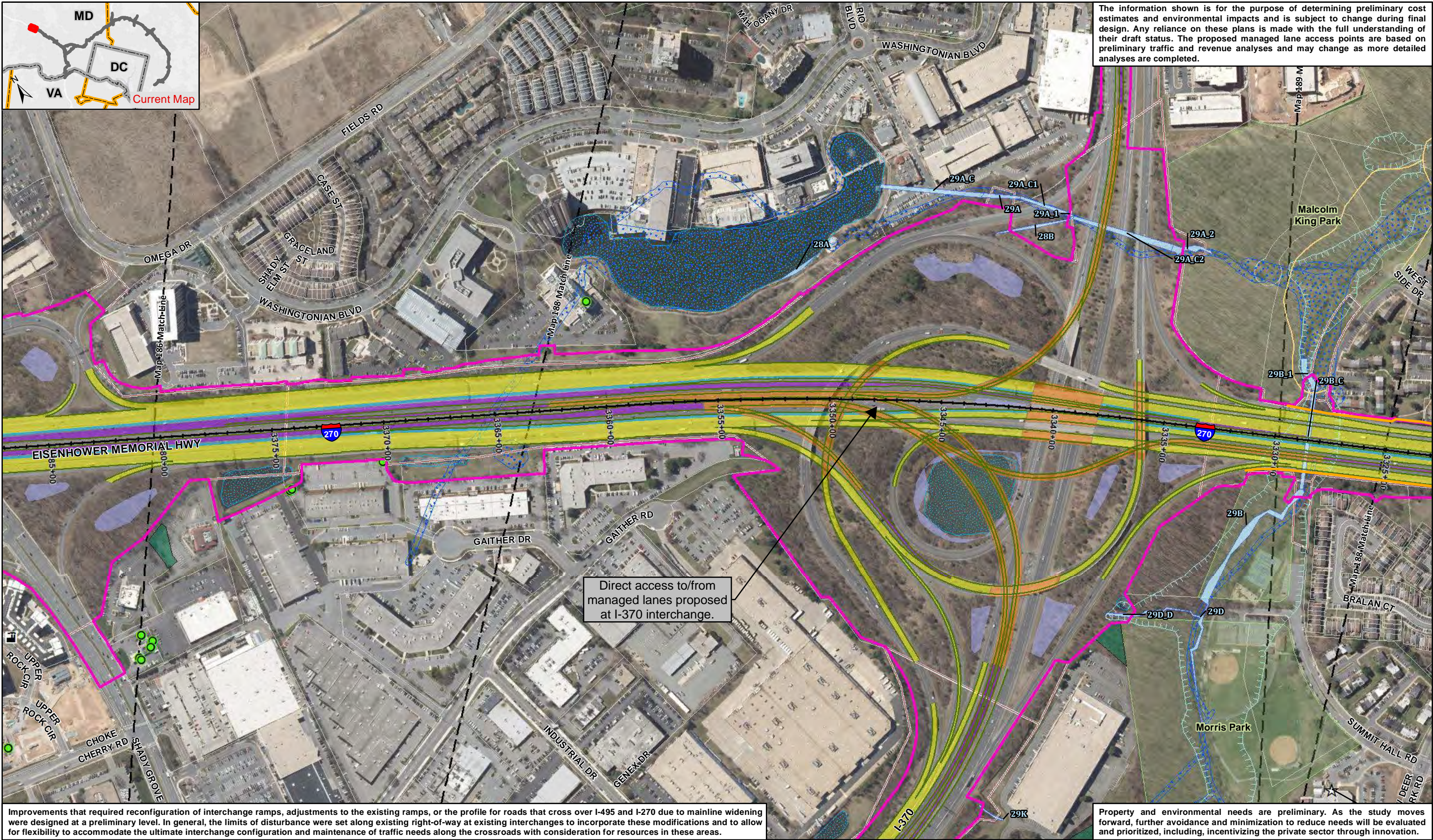
Environmental Resource Mapping

Alternative 10
for I-270

Appendix D
Map 186



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.



Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

Legend

Alternative 10 LOD

Map Match Line

Right-of-Way

Parcel Boundaries

Roadway Baseline

Edge of Lane

Proposed New or Reconstructed Bridge

Proposed Stormwater Management Facility

General Purpose Lanes

Managed Lanes

Existing Noise Barrier to Remain

Trails

FEMA Floodplain 100 Year

Delineated Waterways (Feature ID, Refer to NRTR)

NWI Wetlands and Waterbodies

DNR Wetlands and Waterbodies

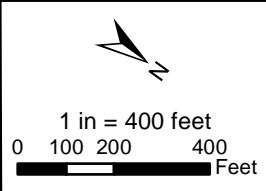
Forest Conservation Act Easements

Park Property

School

MDE Land Restoration Program Site

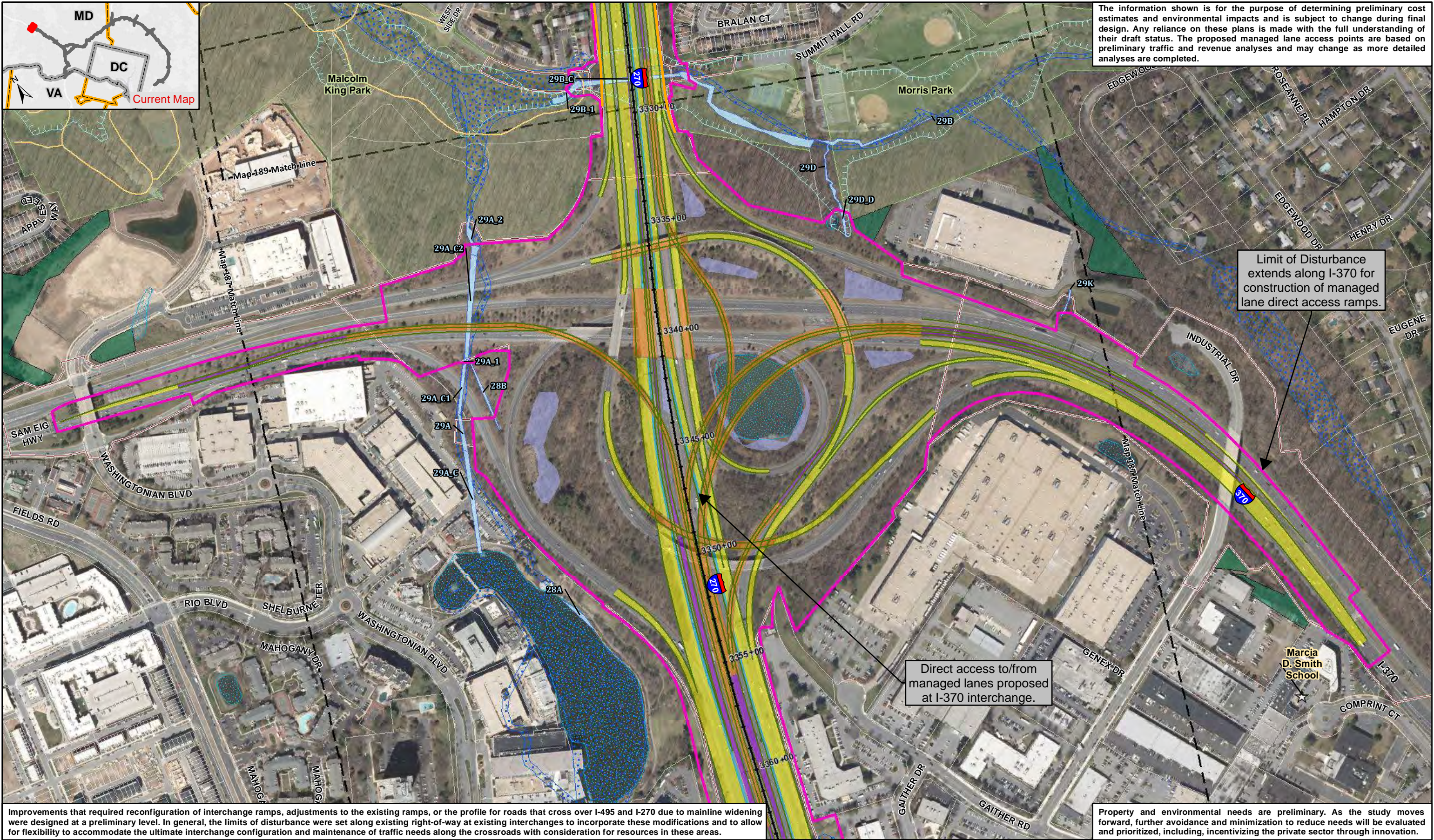
Potential Hazardous Concerns



Environmental Resource Mapping

Alternative 10
for I-270

Appendix D
Map 187



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

Limit of Disturbance extends along I-370 for construction of managed lane direct access ramps.

Direct access to/from managed lanes proposed at I-370 interchange.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

Legend

Alternative 10 LOD

Map Match Line

Right-of-Way

Parcel Boundaries

Roadway Baseline

Edge of Lane

Proposed New or Reconstructed Bridge

Proposed Stormwater Management Facility

General Purpose Lanes

HOV Managed Lanes

Managed Lanes

Existing Noise Barrier to Remain

Trails

FEMA Floodplain 100 Year

Delineated Waterways (Feature ID, Refer to NRTR)

School

NWI Wetlands and Waterbodies

DNR Wetlands and Waterbodies

Forest Conservation Act Easements

Park Property

Potential Hazardous Concerns

N

1 in = 400 feet

0 100 200 400 Feet

Environmental Resource Mapping

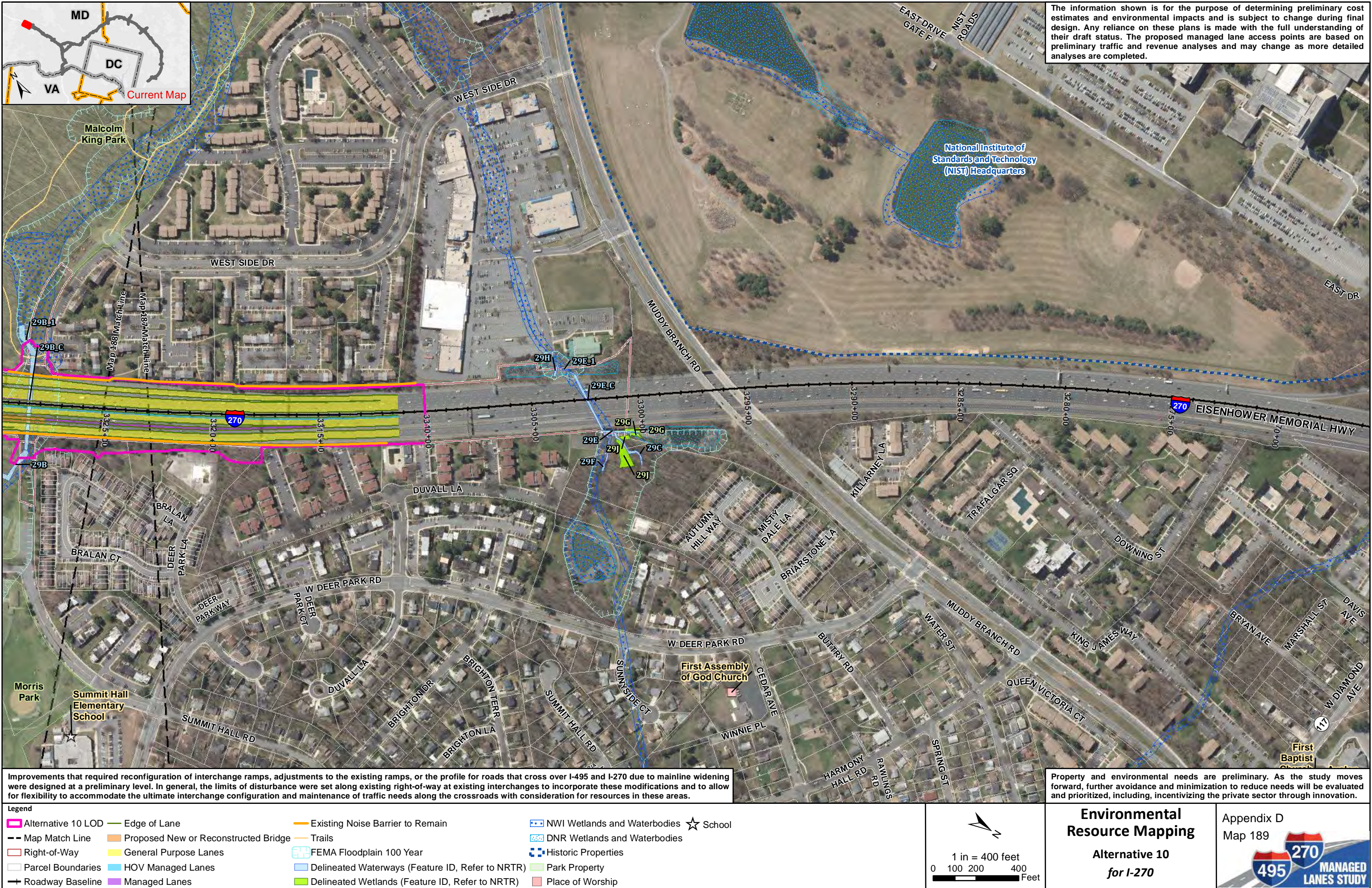
Alternative 10 for I-270

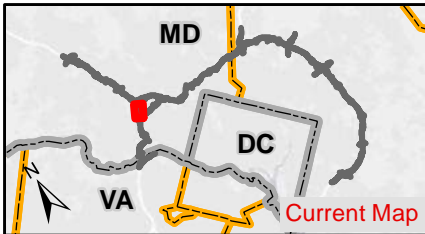
Appendix D Map 188

495

270

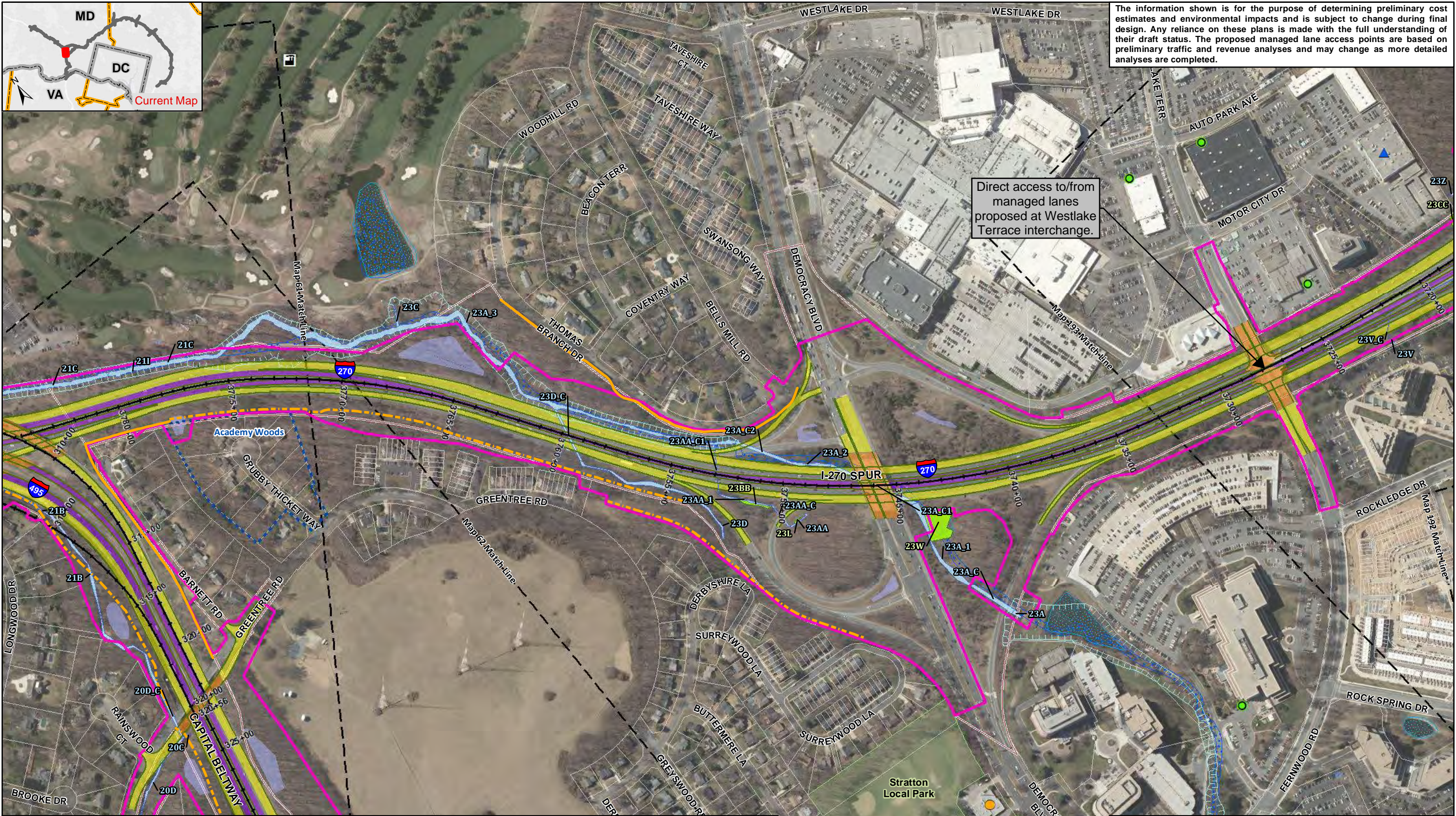
MANAGED LANES STUDY





The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

Direct access to/from managed lanes proposed at Westlake Terrace interchange.

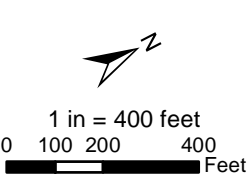


Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

- Legend**

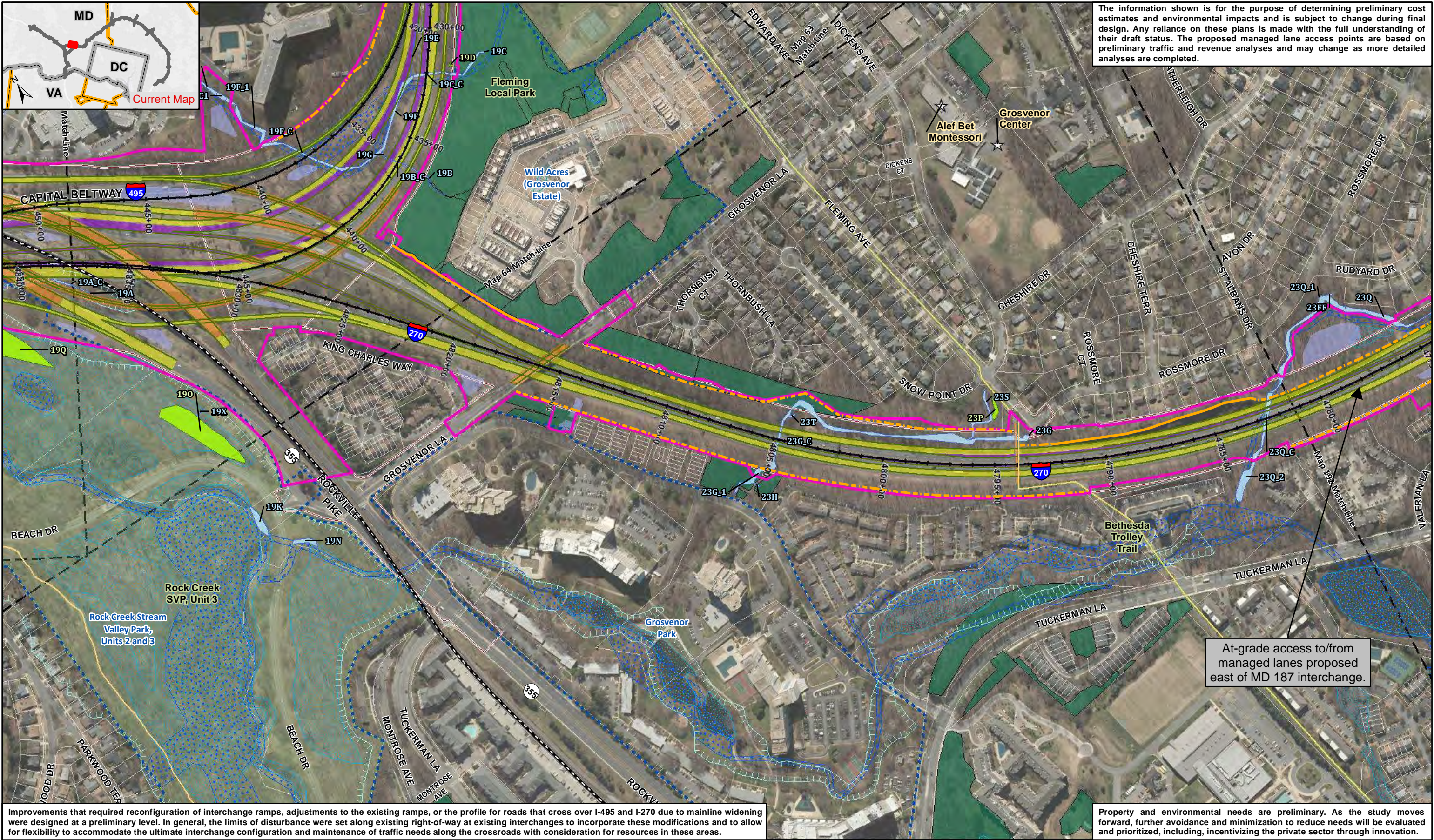
 - Alternative 13B LOD
 - Map Match Line
 - Right-of-Way
 - Parcel Boundaries
 - Roadway Baseline
 - Edge of Lane
- Proposed New or Reconstructed Bridge
 - Proposed Stormwater Management Facility
 - General Purpose Lanes
 - Managed Lanes
 - Existing Noise Barrier to Remain
- Potential Noise Barrier Replacement or Construction (Approximate Location)
 - FEMA Floodplain 100 Year
 - Delineated Waterways (Feature ID, Refer to NRTR)
 - Delineated Wetlands (Feature ID, Refer to NRTR)
 - NWI Wetlands and Waterbodies
- DNR Wetlands and Waterbodies
 - Forest Conservation Act Easements
 - Historic Properties
 - Park Property
 - Fire Station
 - Post Office
- MDE Land Restoration Program Site
 - Potential Hazardous Concerns



Environmental Resource Mapping

Alternative 13B
for I-270

Appendix D
Map 190



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

At-grade access to/from managed lanes proposed east of MD 187 interchange.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

Legend

Alternative 13B LOD

Map Match Line

Right-of-Way

Parcel Boundaries

Roadway Baseline

Edge of Lane

Proposed New or Reconstructed Bridge

Proposed Stormwater Management Facility

General Purpose Lanes

Managed Lanes

Existing Noise Barrier to Remain

Potential Noise Barrier Replacement or Construction (Approximate Location)

Trails

FEMA Floodplain 100 Year

Delineated Waterways (Feature ID, Refer to NRTR)

Delineated Wetlands (Feature ID, Refer to NRTR)

NWI Wetlands and Waterbodies

DNR Wetlands and Waterbodies

Forest Conservation Act Easements

Historic Properties

Park Property

WMATA Metro Line

School

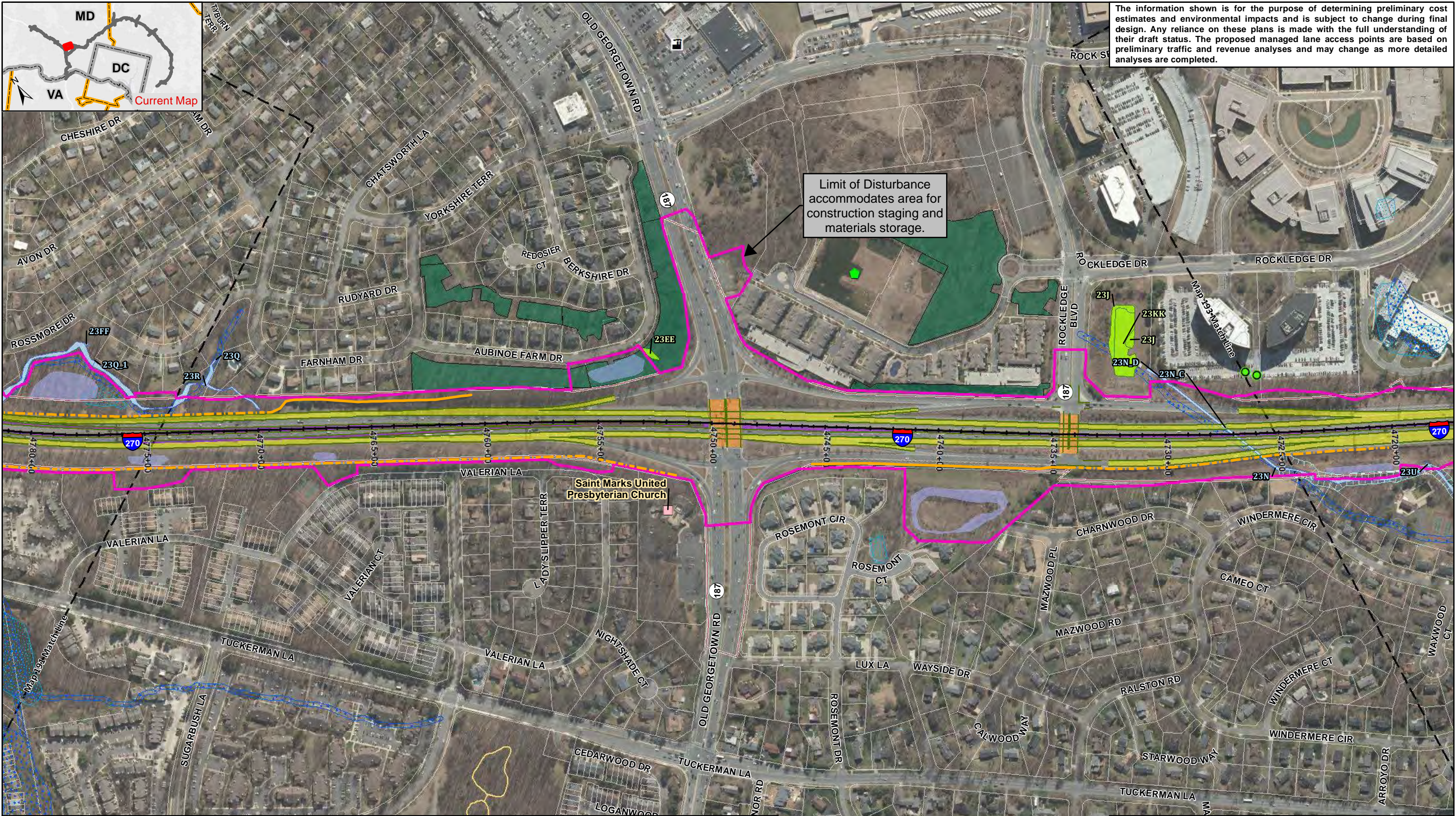
1 in = 400 feet

0 100 200 400 Feet

Environmental Resource Mapping

Alternative 13B
for I-270

Appendix D
Map 191



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

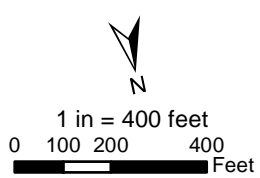
Limit of Disturbance accommodates area for construction staging and materials storage.

Saint Marks United Presbyterian Church

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

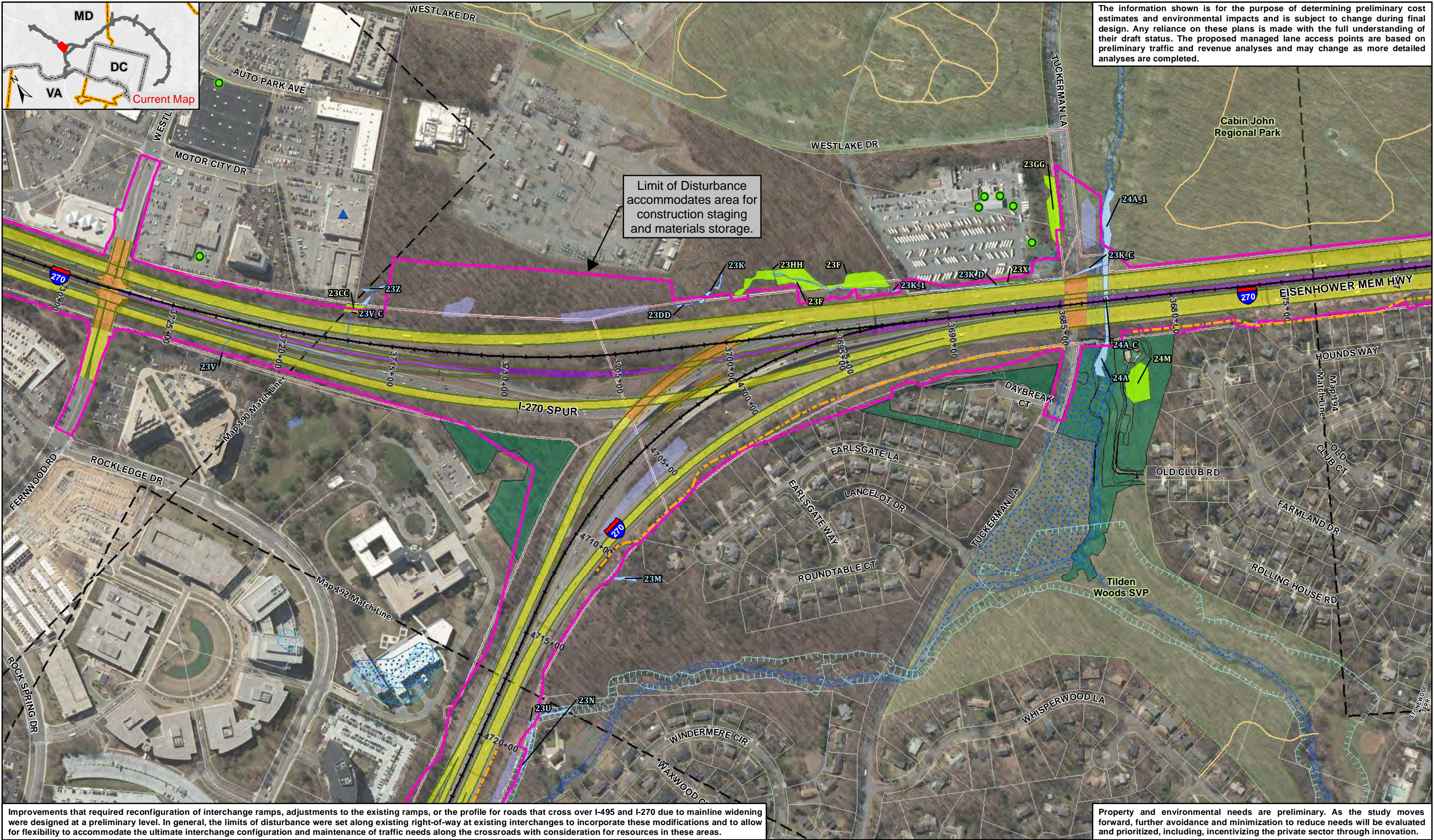
- Legend**
- | | | | | |
|---------------------|---|--|--|-----------------------------------|
| Alternative 13B LOD | Edge of Lane | Existing Noise Barrier to Remain | Delineated Waterways (Feature ID, Refer to NRTR) | Place of Worship |
| Map Match Line | Proposed New or Reconstructed Bridge | Potential Noise Barrier Replacement or Construction (Approximate Location) | Delineated Wetlands (Feature ID, Refer to NRTR) | Recreation Center |
| Right-of-Way | Proposed Stormwater Management Facility | Trails | NWI Wetlands and Waterbodies | MDE Land Restoration Program Site |
| Parcel Boundaries | General Purpose Lanes | FEMA Floodplain 100 Year | DNR Wetlands and Waterbodies | Potential Hazardous Concerns |
| Roadway Baseline | Managed Lanes | | Forest Conservation Act Easements | |



Environmental Resource Mapping

Alternative 13B
for I-270

Appendix D
Map 192



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

Limit of Disturbance accommodates area for construction staging and materials storage.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

Legend

Alternative 13B LOD	Edge of Lane	Potential Noise Barrier Replacement or Construction (Approximate Location)	Delineated Wetlands (Feature ID, Refer to NRTR)	Post Office
Map Match Line	Proposed New or Reconstructed Bridge	Trails	NWI Wetlands and Waterbodies	Potential Hazardous Concerns
Right-of-Way	Proposed Stormwater Management Facility	FEMA Floodplain 100 Year	DNR Wetlands and Waterbodies	
Parcel Boundaries	General Purpose Lanes	Delineated Waterways (Feature ID, Refer to NRTR)	Forest Conservation Act Easements	
Roadway Baseline	Managed Lanes		Park Property	

1 in = 400 feet

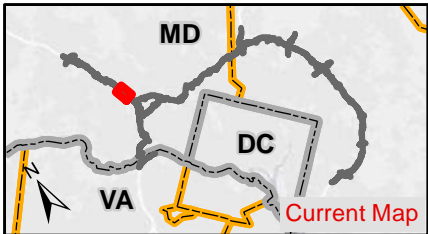
0 100 200 400 Feet

Environmental Resource Mapping

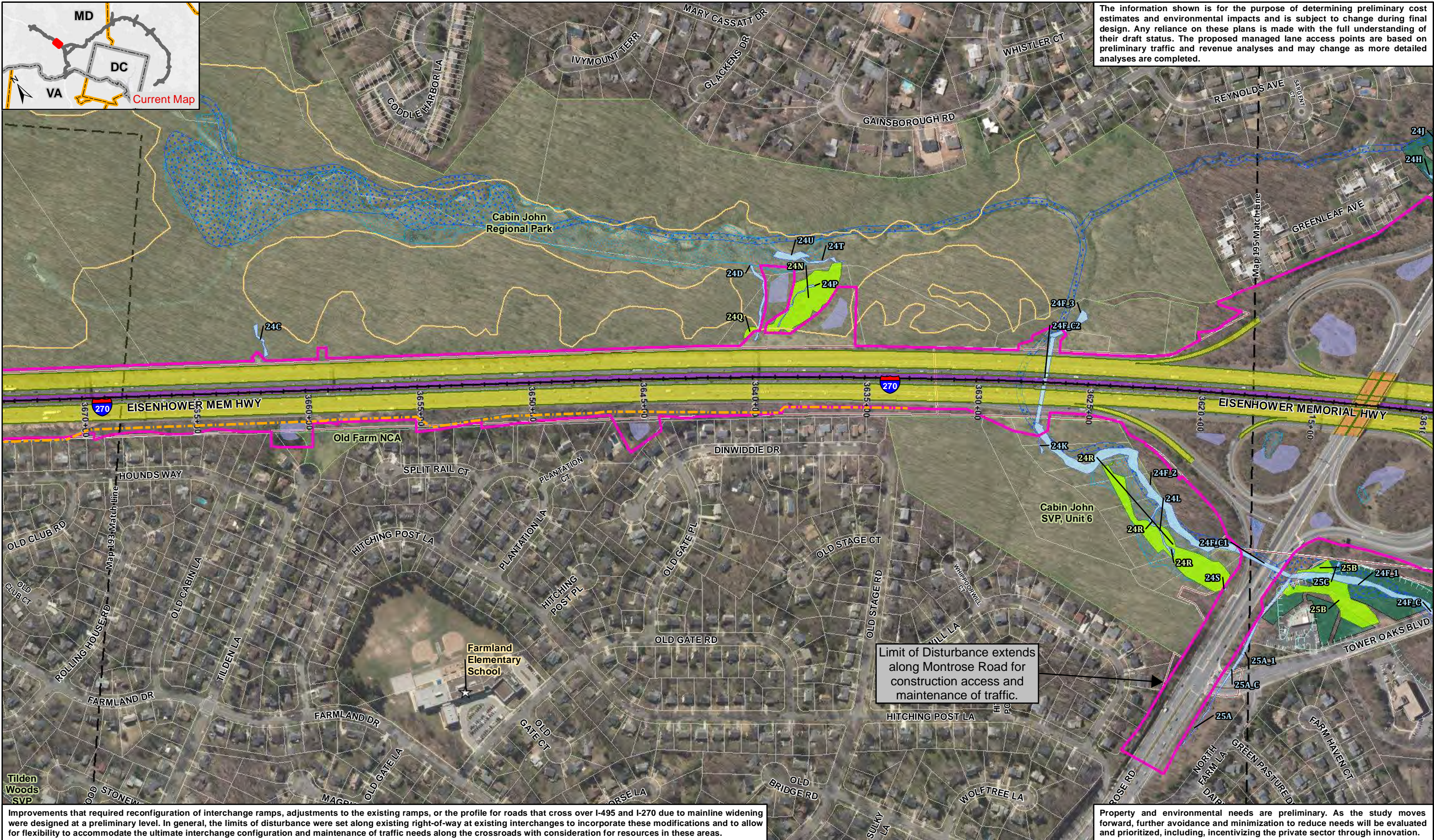
Alternative 13B for I-270

Appendix D
Map 193

270
495 **MANAGED LANES STUDY**



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

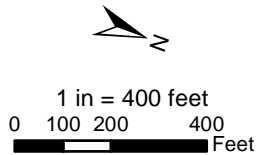


Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Limit of Disturbance extends along Montrose Road for construction access and maintenance of traffic.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

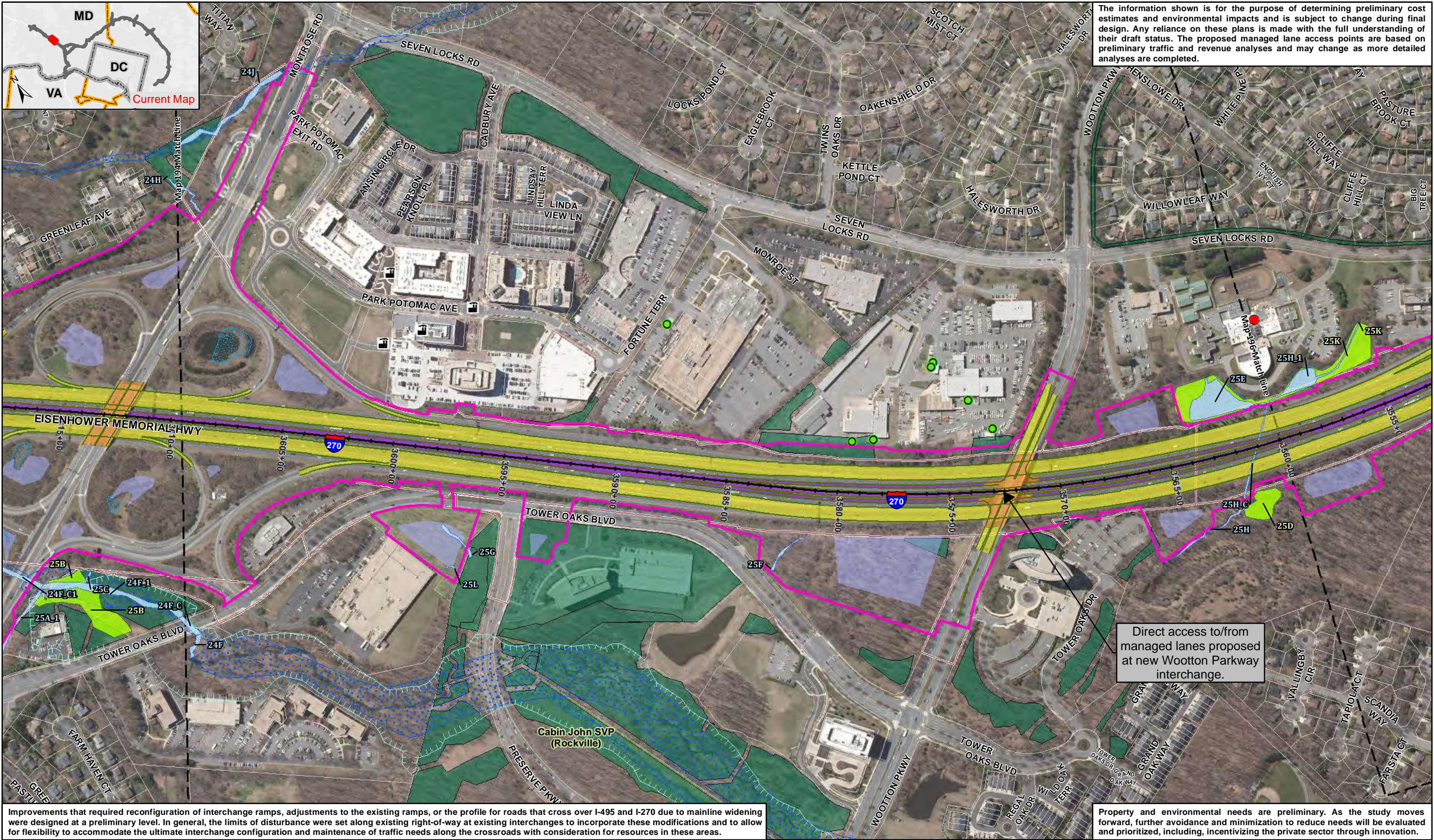
- Legend**
- | | | | | |
|---------------------|---|--|---|--------|
| Alternative 13B LOD | Edge of Lane | Potential Noise Barrier Replacement or Construction (Approximate Location) | Delineated Wetlands (Feature ID, Refer to NRTR) | School |
| Map Match Line | Proposed New or Reconstructed Bridge | Trails | NWI Wetlands and Waterbodies | |
| Right-of-Way | Proposed Stormwater Management Facility | FEMA Floodplain 100 Year | DNR Wetlands and Waterbodies | |
| Parcel Boundaries | General Purpose Lanes | Delineated Waterways (Feature ID, Refer to NRTR) | Forest Conservation Act Easements | |
| Roadway Baseline | Managed Lanes | Park Property | | |



Environmental Resource Mapping

Alternative 13B
for I-270

Appendix D
Map 194



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

Legend

Alternative 13B LOD	Edge of Lane	FEMA Floodplain 100 Year	Forest Conservation Act Easements
Map Match Line	Proposed New or Reconstructed Bridge	Delineated Waterways (Feature ID, Refer to NRTR)	Park Property
Right-of-Way	Proposed Stormwater Management Facility	Delineated Wetlands (Feature ID, Refer to NRTR)	Correctional Facility
Parcel Boundaries	General Purpose Lanes	NWI Wetlands and Waterbodies	MDE Land Restoration Program Site
Roadway Baseline	Managed Lanes	DNR Wetlands and Waterbodies	Potential Hazardous Concerns

1 in = 400 feet

0 100 200 400 Feet

Environmental Resource Mapping

Alternative 13B

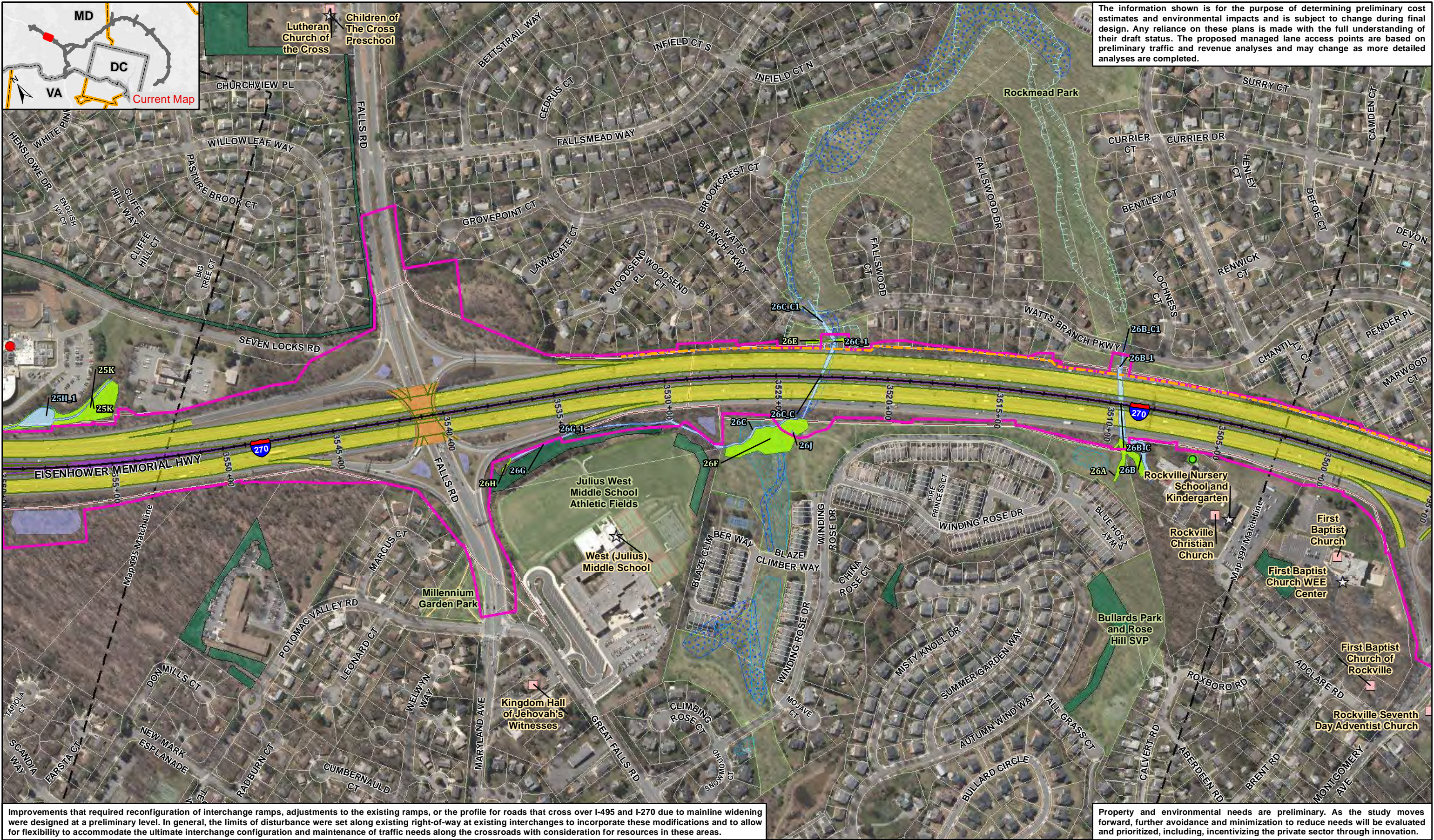
for I-270

Appendix D

Map 195

495 270

MANAGED LANES STUDY



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

Legend

Alternative 13B LOD

Map Match Line

Right-of-Way

Parcel Boundaries

Roadway Baseline

Edge of Lane

Proposed New or Reconstructed Bridge

Proposed Stormwater Management Facility

General Purpose Lanes

Managed Lanes

Potential Noise Barrier Replacement or Construction (Approximate Location)

Trails

FEMA Floodplain 100 Year

Delineated Waterways (Feature ID, Refer to NRTR)

Delineated Wetlands (Feature ID, Refer to NRTR)

NWI Wetlands and Waterbodies

DNR Wetlands and Waterbodies

Forest Conservation Act Easements

Park Property

Correctional Facility

Place of Worship

School

Potential Hazardous Concerns

1 in = 400 feet

0 100 200 400 Feet

Environmental Resource Mapping

Alternative 13B for I-270

Appendix D

Map 196

495

270

MANAGED LANES STUDY



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

Legend

Alternative 13B LOD	Proposed New or Reconstructed Bridge	Potential Noise Barrier Replacement or Construction (Approximate Location)	NWI Wetlands and Waterbodies	School
Map Match Line	Proposed Stormwater Management Facility	Trails	DNR Wetlands and Waterbodies	Potential Hazardous Concerns
Right-of-Way	General Purpose Lanes	FEMA Floodplain 100 Year	Forest Conservation Act Easements	
Parcel Boundaries	Managed Lanes	Delineated Waterways (Feature ID, Refer to NRTR)	Historic Properties	
Roadway Baseline	Existing Noise Barrier to Remain	Delineated Wetlands (Feature ID, Refer to NRTR)	Park Property	
Edge of Lane			Place of Worship	

1 in = 400 feet

0 100 200 400 Feet

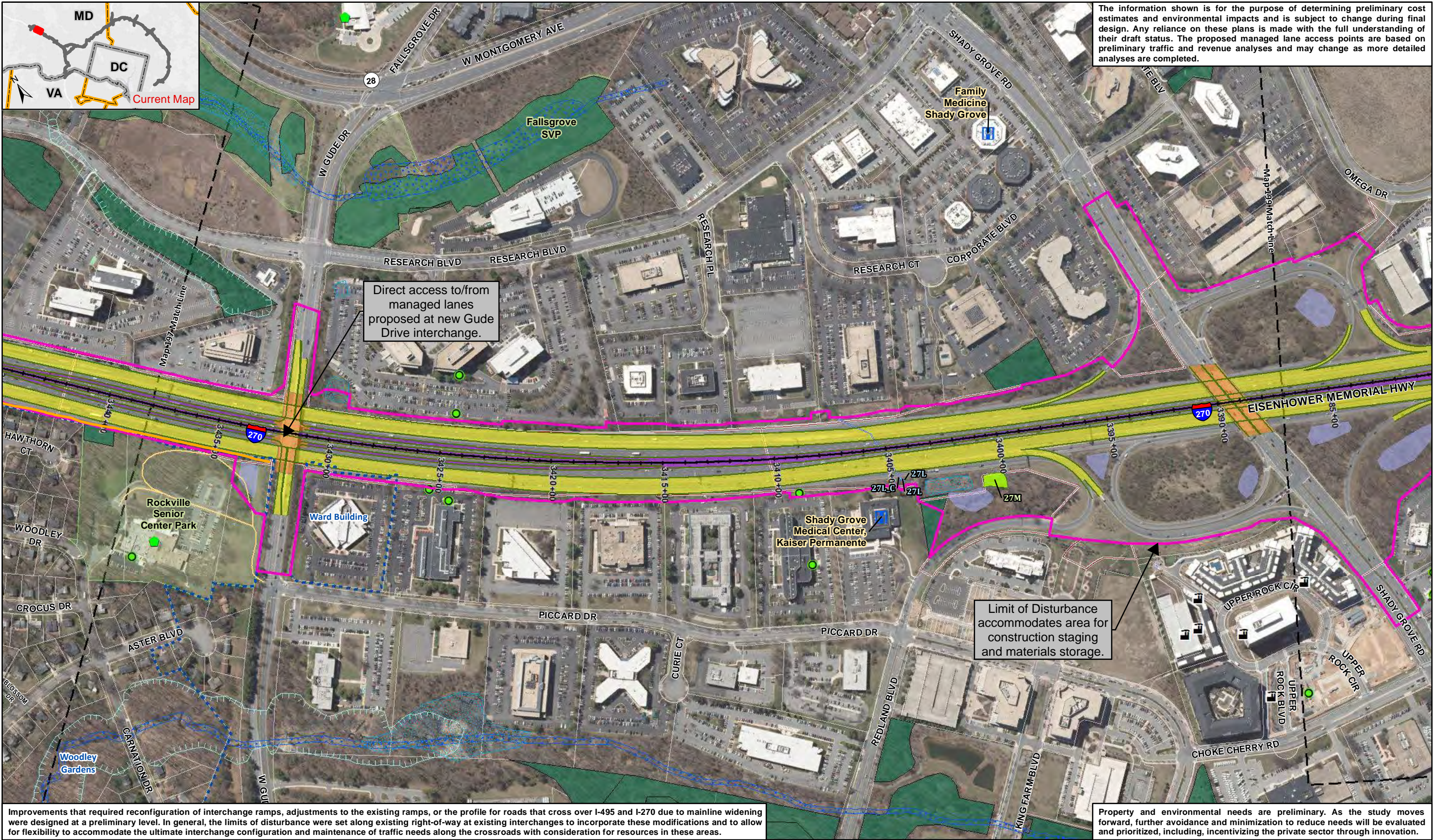
Environmental Resource Mapping

Alternative 13B for I-270

Appendix D

Map 197

495 270 MANAGED LANES STUDY



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

Direct access to/from managed lanes proposed at new Gude Drive interchange.

Limit of Disturbance accommodates area for construction staging and materials storage.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

Legend

Alternative 13B LOD	Proposed New or Reconstructed Bridge	FEMA Floodplain 100 Year	Historic Properties
Map Match Line	Proposed Stormwater Management Facility	Delineated Waterways (Feature ID, Refer to NRTR)	Park Property
Right-of-Way	General Purpose Lanes	Delineated Wetlands (Feature ID, Refer to NRTR)	Hospital
Parcel Boundaries	Managed Lanes	NWI Wetlands and Waterbodies	Recreation Center
Roadway Baseline	Existing Noise Barrier to Remain	DNR Wetlands and Waterbodies	MDE Land Restoration Program Site
Edge of Lane	Trails	Forest Conservation Act Easements	Potential Hazardous Concerns

1 in = 400 feet

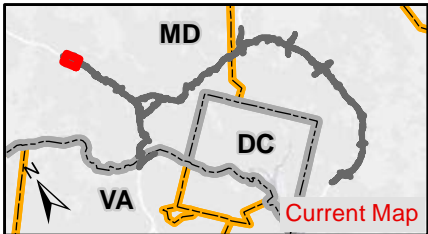
0 100 200 400 Feet

Environmental Resource Mapping

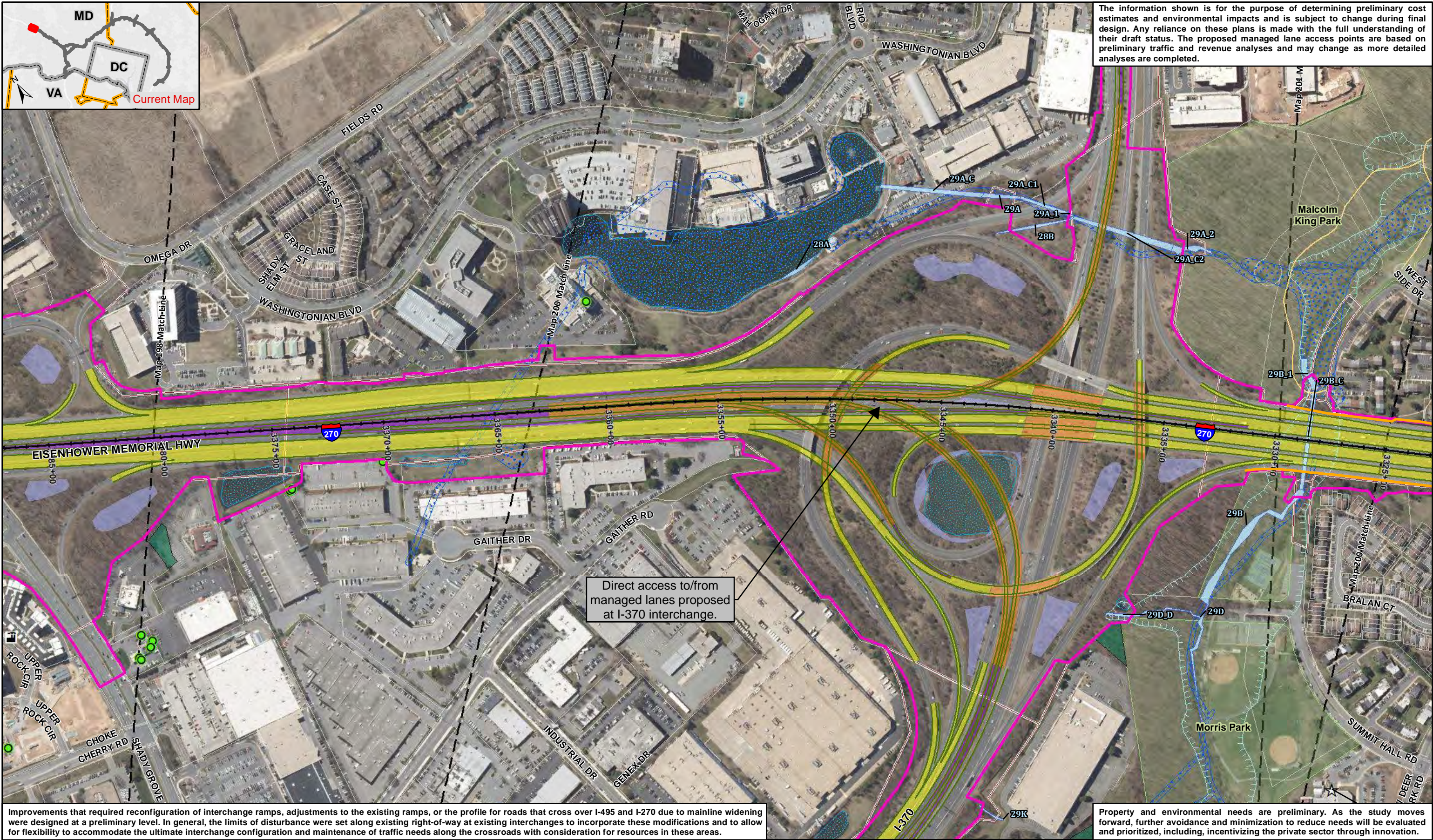
Alternative 13B for I-270

Appendix D
Map 198

495 270 MANAGED LANES STUDY



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

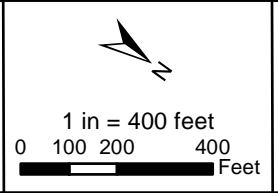


Direct access to/from managed lanes proposed at I-370 interchange.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

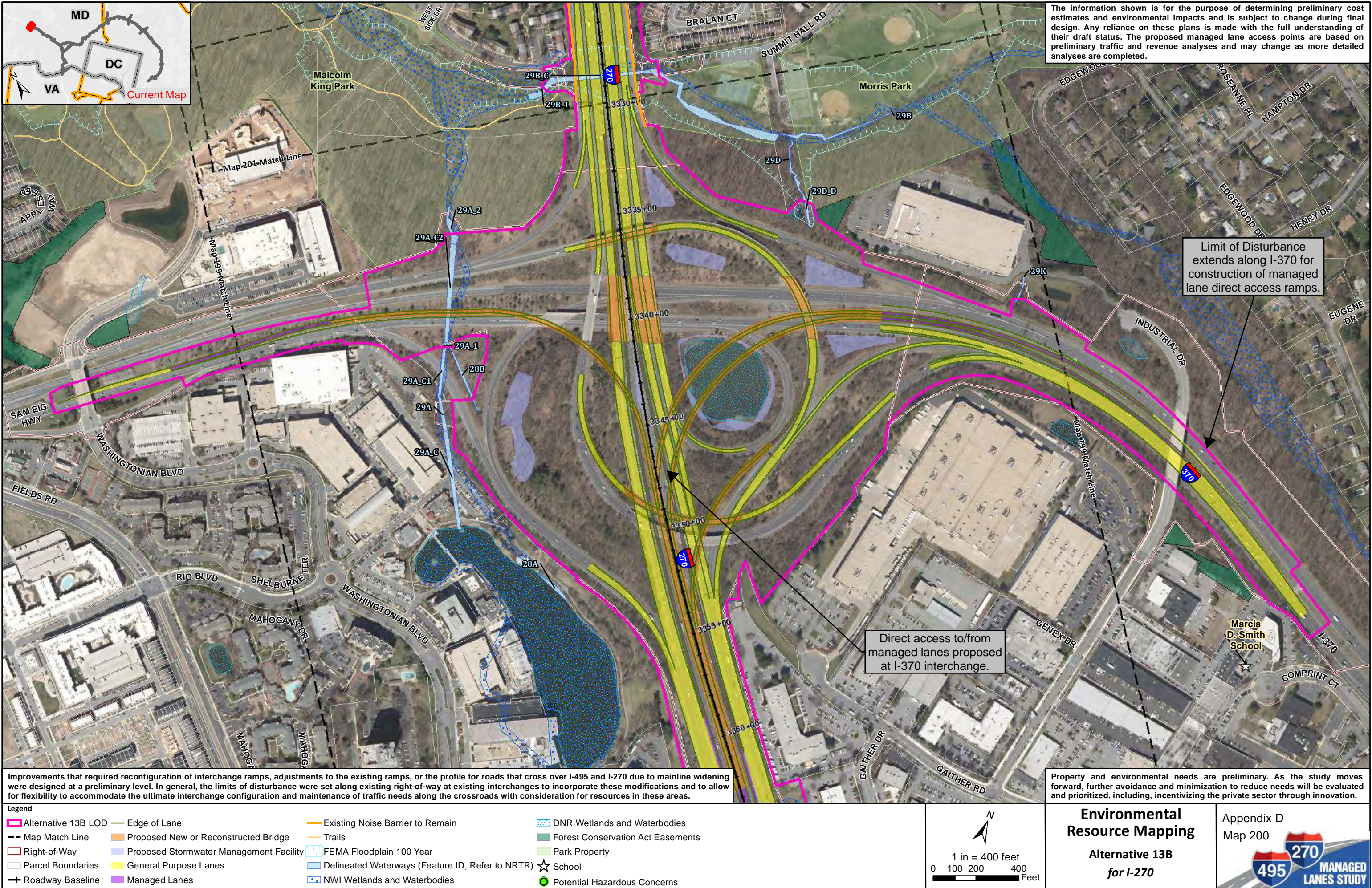
Legend			
Alternative 13B LOD	Edge of Lane	Existing Noise Barrier to Remain	DNR Wetlands and Waterbodies
Map Match Line	Proposed New or Reconstructed Bridge	Trails	Forest Conservation Act Easements
Right-of-Way	Proposed Stormwater Management Facility	FEMA Floodplain 100 Year	Park Property
Parcel Boundaries	General Purpose Lanes	Delineated Waterways (Feature ID, Refer to NRTR)	School
Roadway Baseline	Managed Lanes	NWI Wetlands and Waterbodies	MDE Land Restoration Program Site



Environmental Resource Mapping

Alternative 13B
for I-270

Appendix D
Map 199



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

Limit of Disturbance extends along I-370 for construction of managed lane direct access ramps.

Direct access to/from managed lanes proposed at I-370 interchange.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

- Legend

Alternative 13B LOD

Map Match Line

Right-of-Way

Parcel Boundaries

Roadway Baseline

Edge of Lane

Proposed New or Reconstructed Bridge

Proposed Stormwater Management Facility

General Purpose Lanes

Managed Lanes

Existing Noise Barrier to Remain

Trails

FEMA Floodplain 100 Year

Delineated Waterways (Feature ID, Refer to NRTR)

NWI Wetlands and Waterbodies

DNR Wetlands and Waterbodies

Forest Conservation Act Easements

Park Property

School

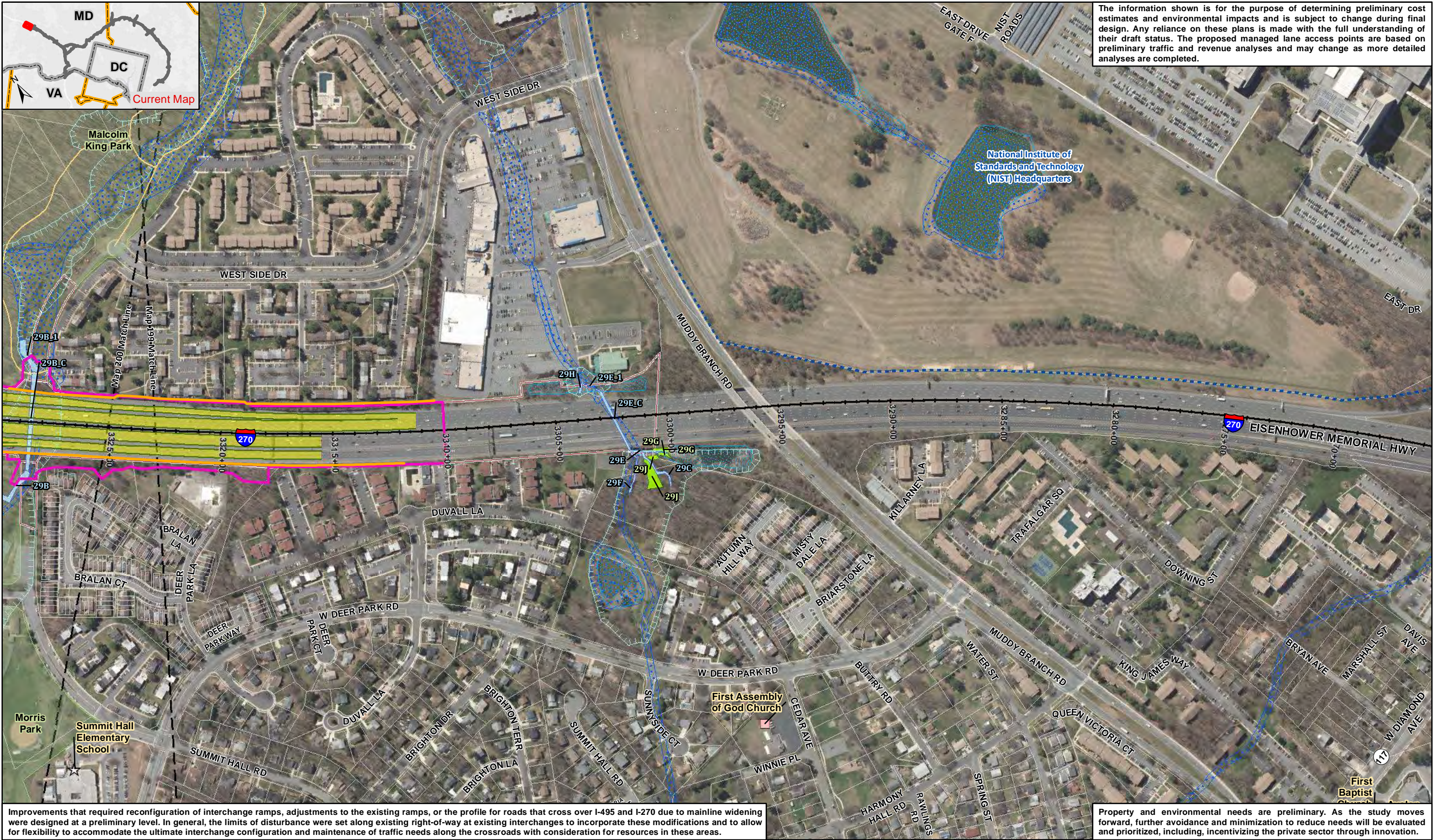
Potential Hazardous Concerns

Environmental Resource Mapping

Alternative 13B for I-270

Appendix D

Map 200



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

Legend

Alternative 13B LOD

Map Match Line

Right-of-Way

Parcel Boundaries

Roadway Baseline

Edge of Lane

General Purpose Lanes

Existing Noise Barrier to Remain

Trails

FEMA Floodplain 100 Year

Delineated Waterways (Feature ID, Refer to NRTR)

Delineated Wetlands (Feature ID, Refer to NRTR)

NWI Wetlands and Waterbodies

DNR Wetlands and Waterbodies

Historic Properties

Park Property

Place of Worship

School

1 in = 400 feet

0

100

200

400

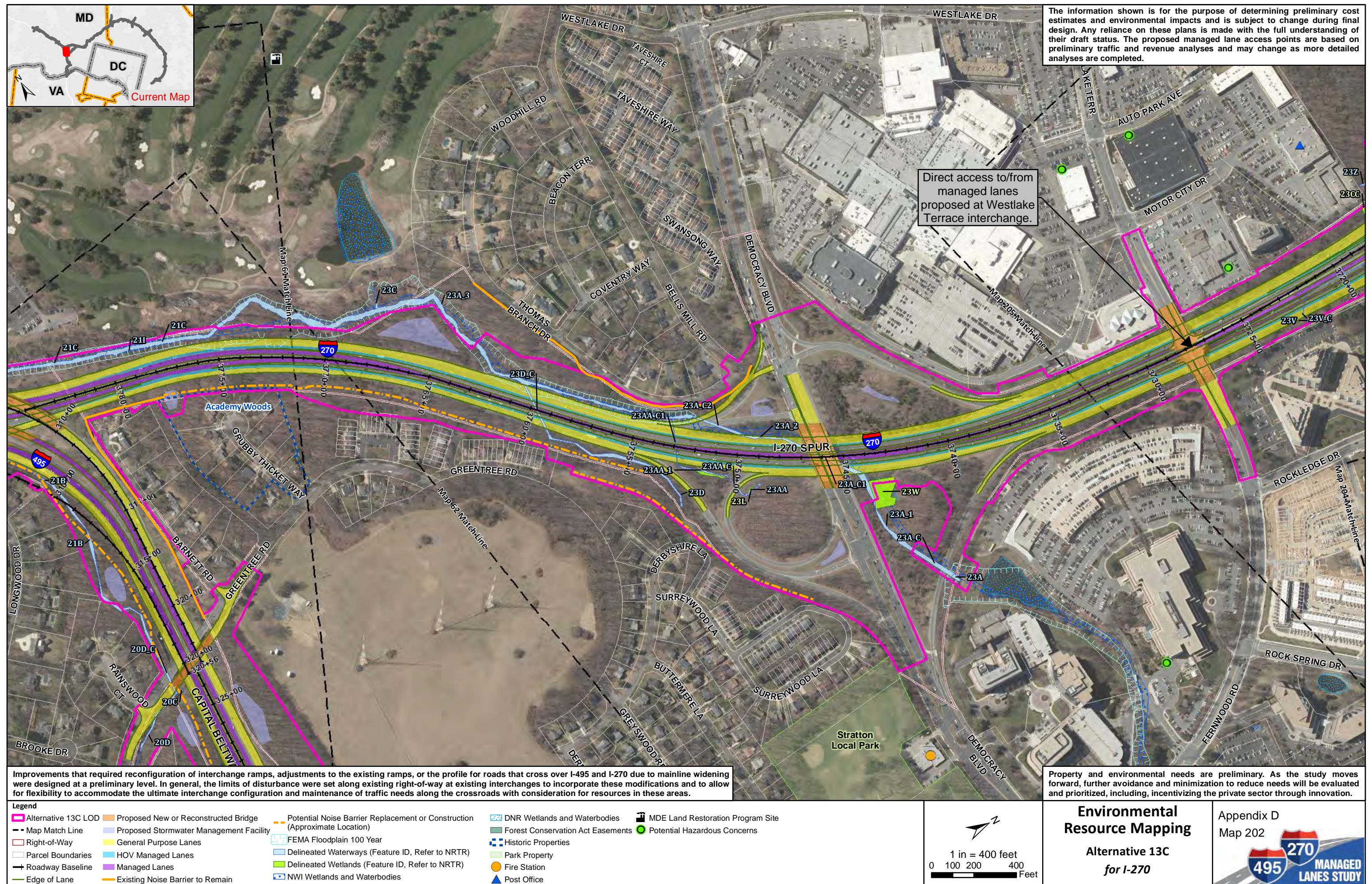
Feet

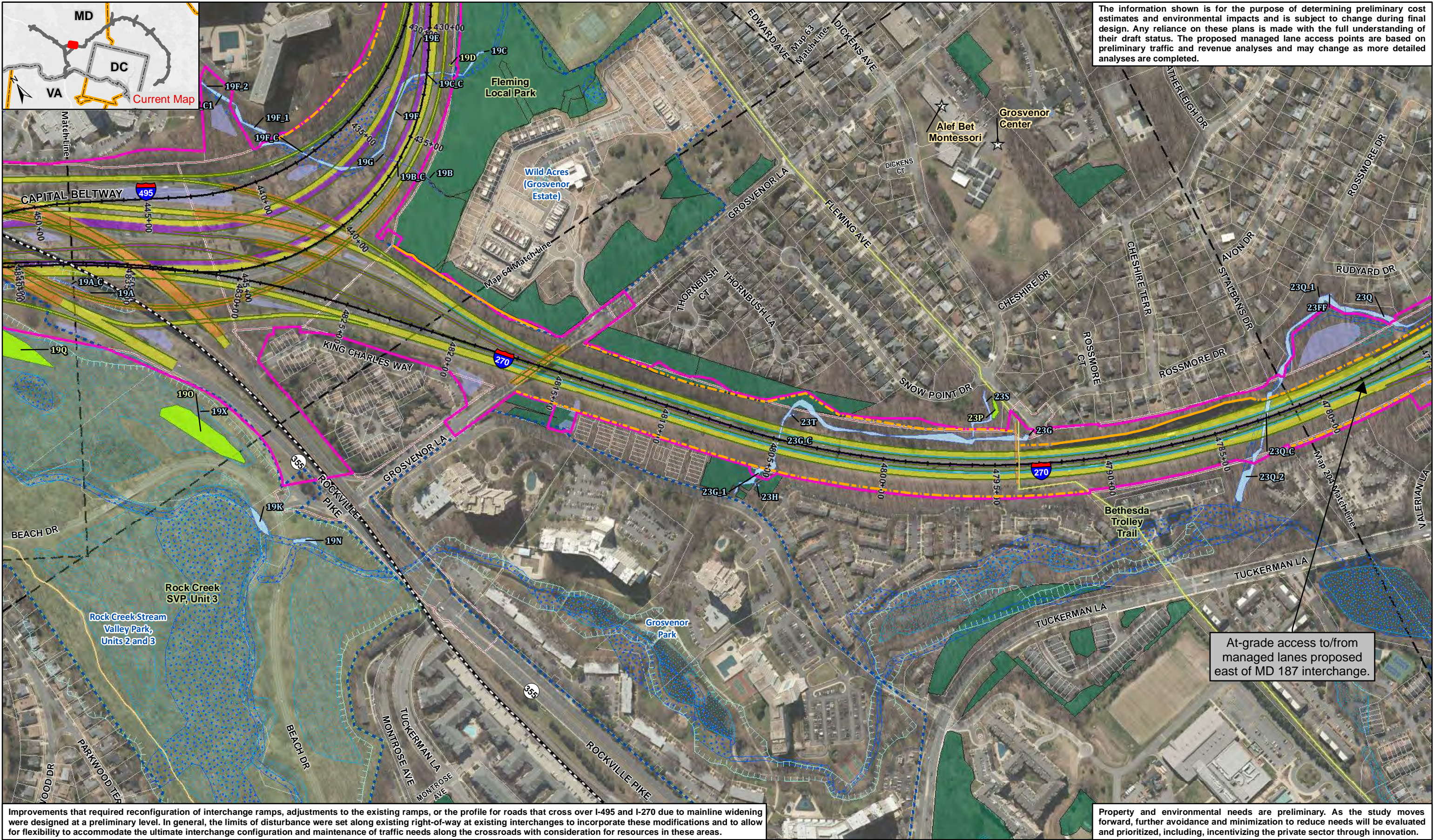
Environmental Resource Mapping

Alternative 13B for I-270

Appendix D

Map 201





The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

At-grade access to/from managed lanes proposed east of MD 187 interchange.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

Legend

- Alternative 13C LOD
- Map Match Line
- Right-of-Way
- Parcel Boundaries
- Roadway Baseline
- Edge of Lane
- Proposed New or Reconstructed Bridge
- Proposed Stormwater Management Facility
- General Purpose Lanes
- HOV Managed Lanes
- Managed Lanes
- Existing Noise Barrier to Remain
- Potential Noise Barrier Replacement or Construction (Approximate Location)
- Trails
- FEMA Floodplain 100 Year
- Delineated Waterways (Feature ID, Refer to NRTR)
- Delineated Wetlands (Feature ID, Refer to NRTR)
- NWI Wetlands and Waterbodies
- DNR Wetlands and Waterbodies
- Forest Conservation Act Easements
- Historic Properties
- Park Property
- WMATA Metro Line
- School

1 in = 400 feet

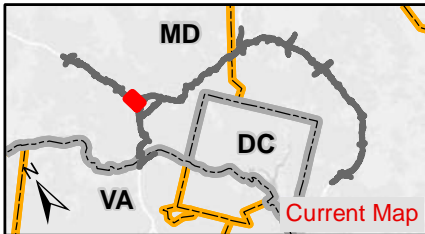
0 100 200 400 Feet

Environmental Resource Mapping

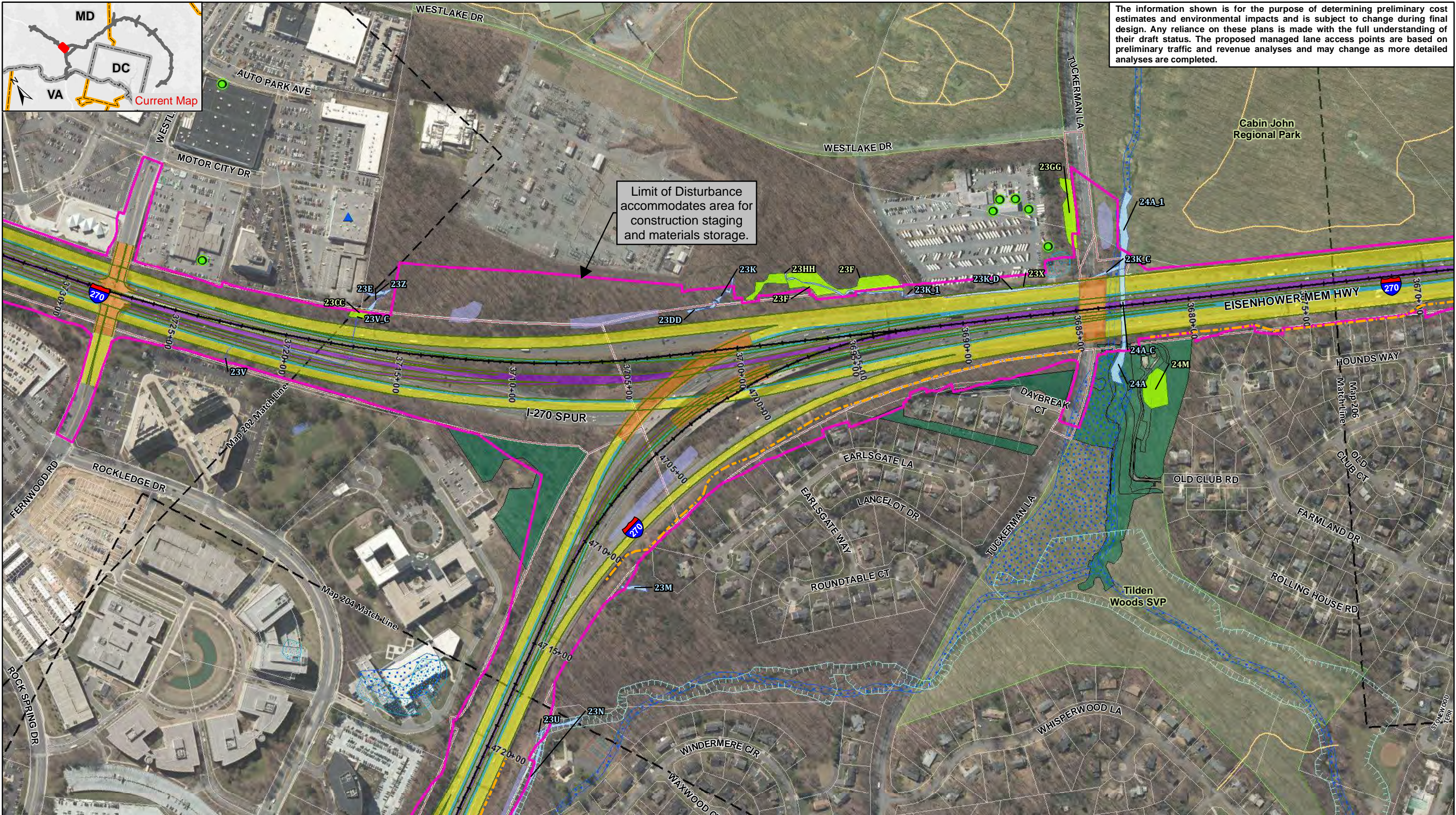
Alternative 13C for I-270

Appendix D
Map 203

MANAGED LANES STUDY



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

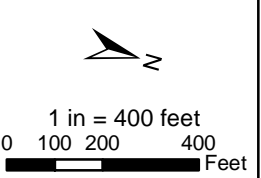


Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

- Legend**

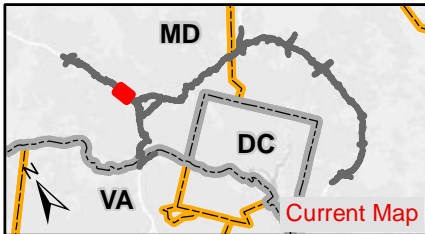
 - Alternative 13C LOD
 - Map Match Line
 - Right-of-Way
 - Parcel Boundaries
 - Roadway Baseline
 - Edge of Lane
 - Proposed New or Reconstructed Bridge
 - Proposed Stormwater Management Facility
 - General Purpose Lanes
 - HOV Managed Lanes
 - Managed Lanes
 - Potential Noise Barrier Replacement or Construction (Approximate Location)
 - Trails
 - FEMA Floodplain 100 Year
 - Delineated Waterways (Feature ID, Refer to NRTR)
 - Delineated Wetlands (Feature ID, Refer to NRTR)
 - NWI Wetlands and Waterbodies
 - DNR Wetlands and Waterbodies
 - Forest Conservation Act Easements
 - Park Property
 - Post Office
 - Potential Hazardous Concerns



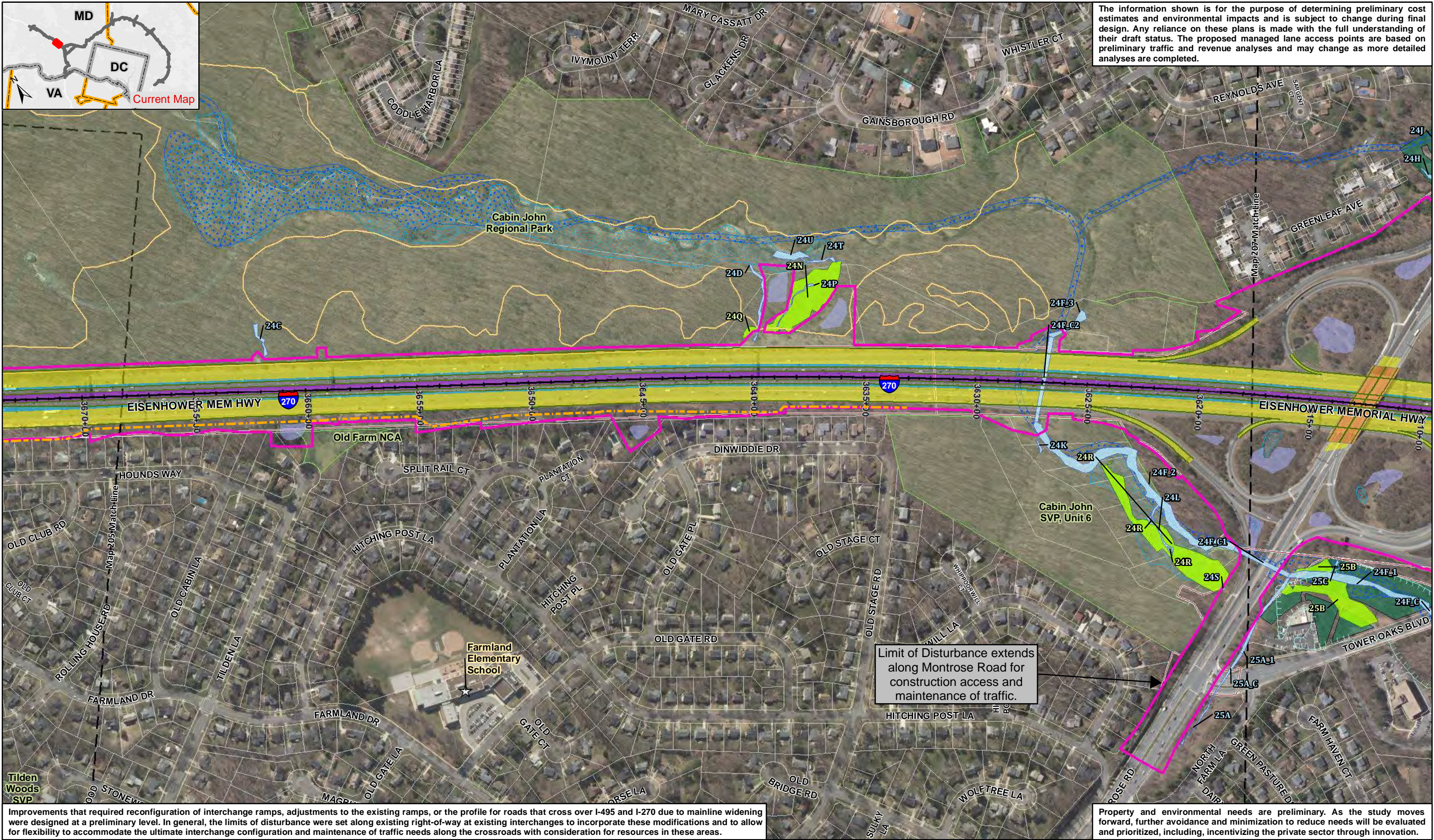
Environmental Resource Mapping

Alternative 13C
for I-270

Appendix D
Map 205



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

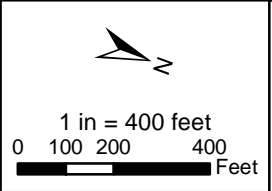


Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

- Legend**

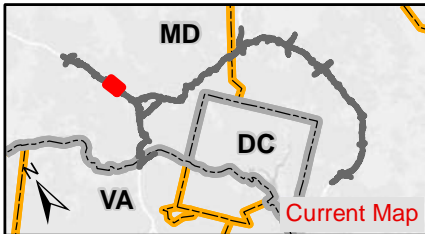
 - Alternative 13C LOD
 - Edge of Lane
 - Map Match Line
 - Proposed New or Reconstructed Bridge
 - Right-of-Way
 - Proposed Stormwater Management Facility
 - Parcel Boundaries
 - General Purpose Lanes
 - Roadway Baseline
 - HOV Managed Lanes
 - Managed Lanes
 - Potential Noise Barrier Replacement or Construction (Approximate Location)
 - Trails
 - FEMA Floodplain 100 Year
 - Delineated Waterways (Feature ID, Refer to NRTR)
 - Delineated Wetlands (Feature ID, Refer to NRTR)
 - NWI Wetlands and Waterbodies
 - DNR Wetlands and Waterbodies
 - Forest Conservation Act Easements
 - Park Property
 - School



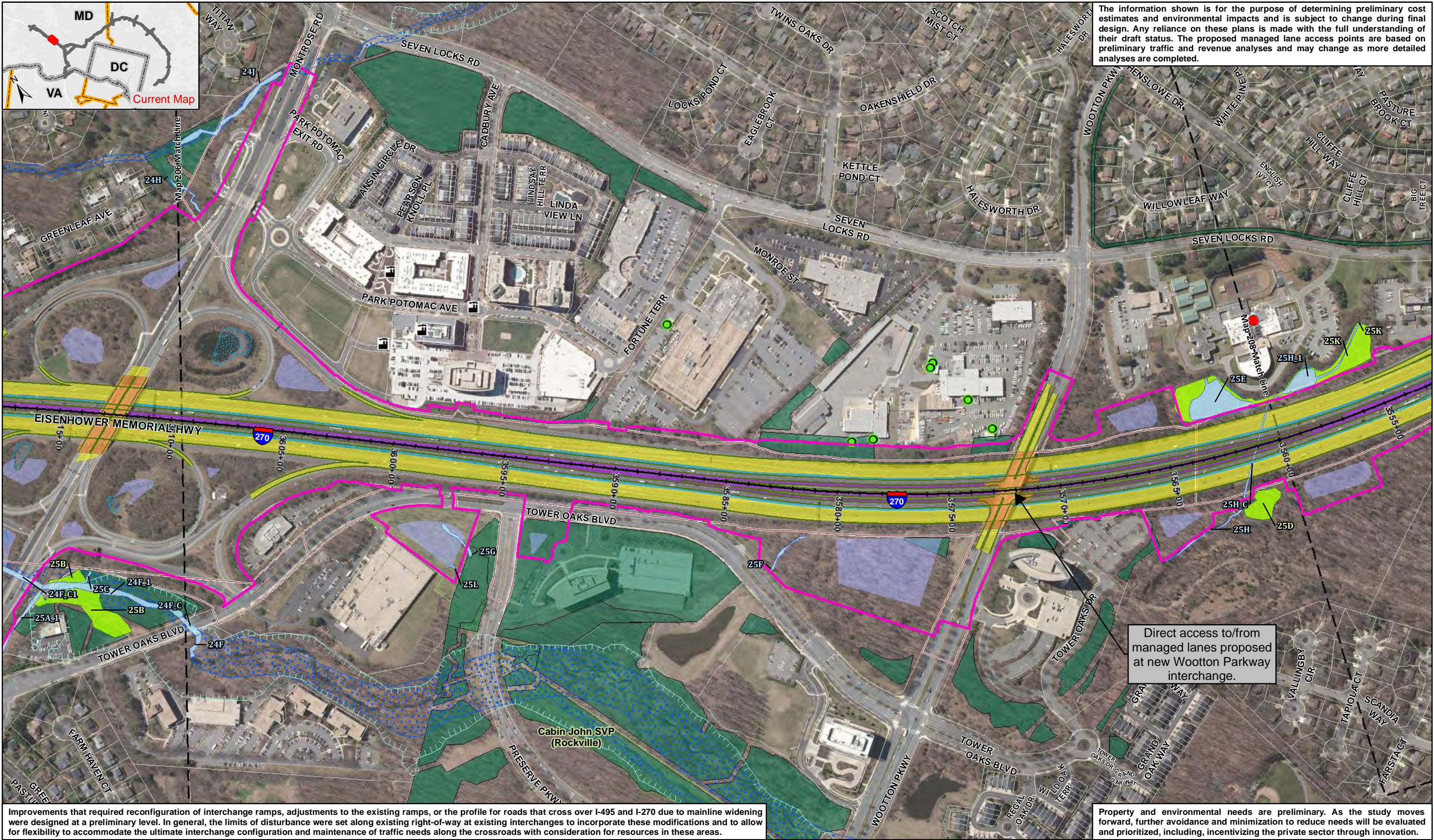
Environmental Resource Mapping

Alternative 13C
for I-270

Appendix D
Map 206



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.



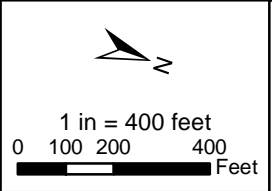
Direct access to/from managed lanes proposed at new Wootton Parkway interchange.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

Legend

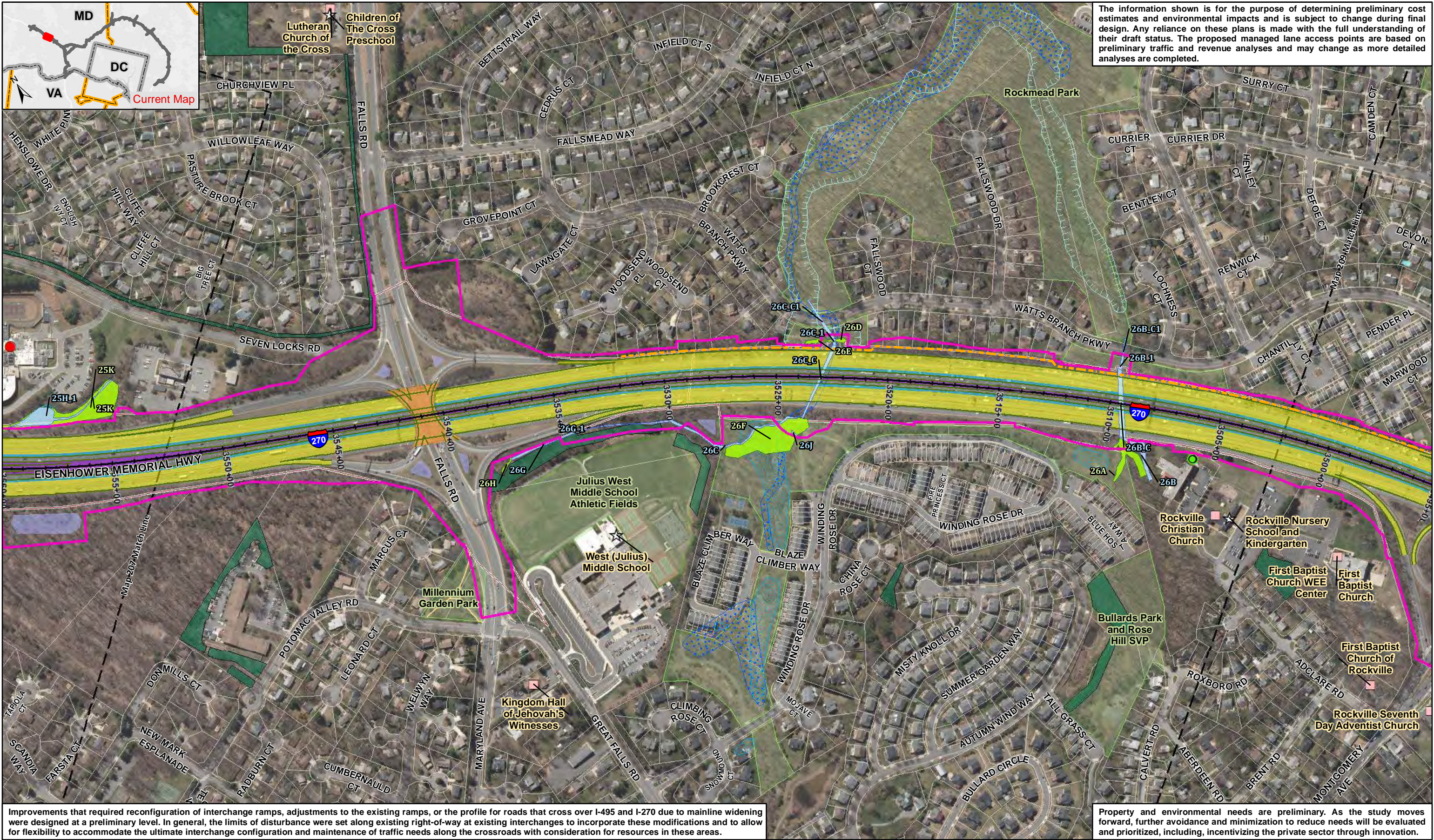
- Alternative 13C LOD
- Map Match Line
- Right-of-Way
- Parcel Boundaries
- Roadway Baseline
- Edge of Lane
- Proposed New or Reconstructed Bridge
- Proposed Stormwater Management Facility
- General Purpose Lanes
- HOV Managed Lanes
- Managed Lanes
- FEMA Floodplain 100 Year
- Delineated Waterways (Feature ID, Refer to NRTR)
- Delineated Wetlands (Feature ID, Refer to NRTR)
- NWI Wetlands and Waterbodies
- DNR Wetlands and Waterbodies
- Forest Conservation Act Easements
- Park Property
- Correctional Facility
- MDE Land Restoration Program Site
- Potential Hazardous Concerns



Environmental Resource Mapping

Alternative 13C
for I-270

Appendix D
Map 207



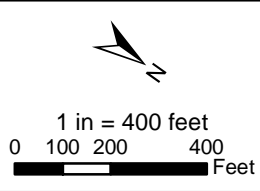
The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

- Legend**

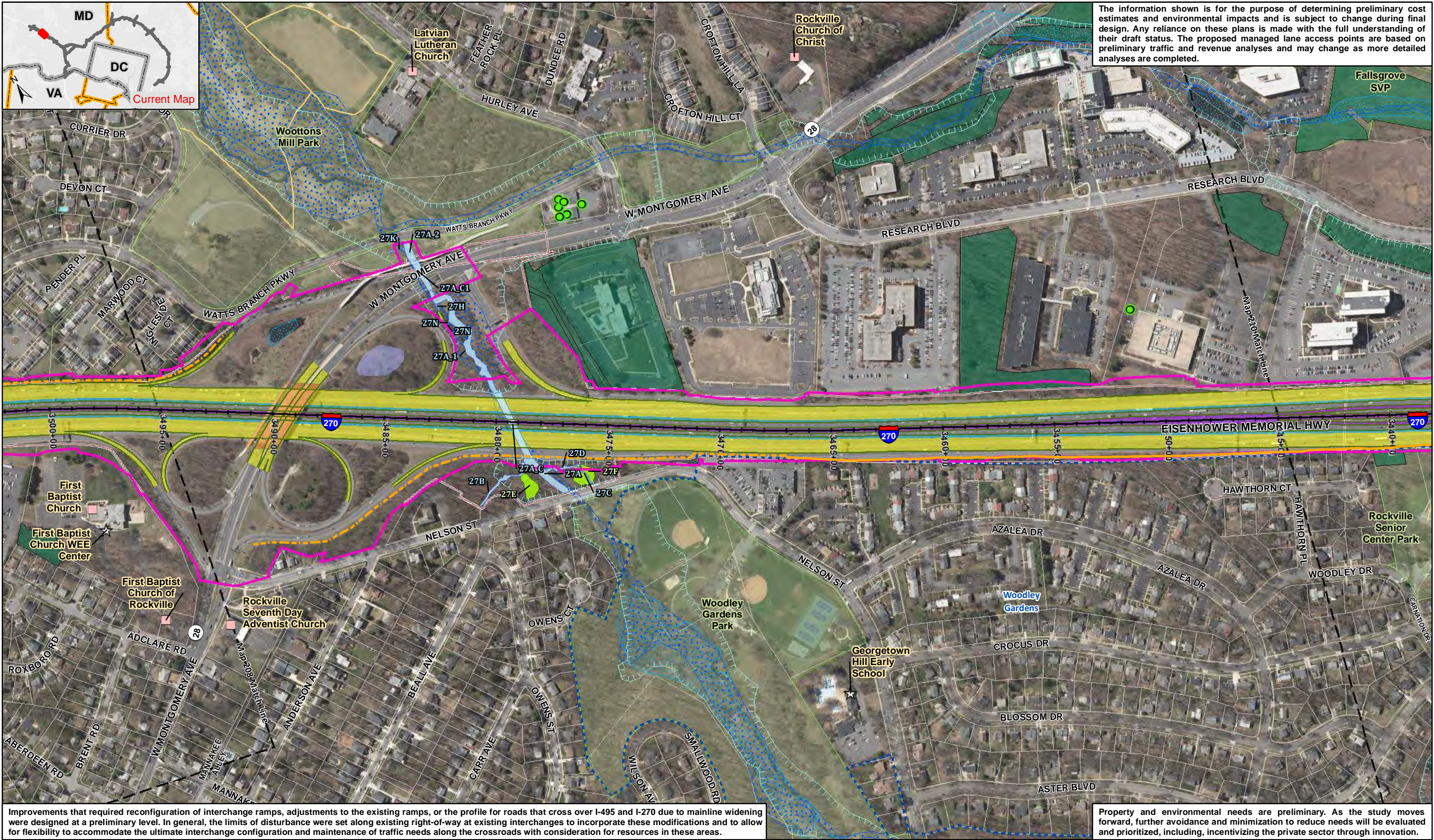
 - Alternative 13C LOD
 - Map Match Line
 - Right-of-Way
 - Parcel Boundaries
 - Roadway Baseline
 - Edge of Lane
- Proposed New or Reconstructed Bridge
 - Proposed Stormwater Management Facility
 - General Purpose Lanes
 - HOV Managed Lanes
 - Managed Lanes
- Potential Noise Barrier Replacement or Construction (Approximate Location)
 - Trails
 - FEMA Floodplain 100 Year
 - Delineated Waterways (Feature ID, Refer to NRTR)
 - Delineated Wetlands (Feature ID, Refer to NRTR)
- NWI Wetlands and Waterbodies
 - DNR Wetlands and Waterbodies
 - Forest Conservation Act Easements
 - Park Property
 - Correctional Facility
 - Place of Worship
- School
 - Potential Hazardous Concerns



Environmental Resource Mapping

Alternative 13C
for I-270

Appendix D
Map 208

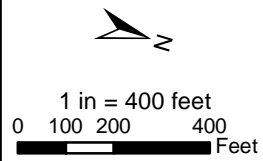


The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

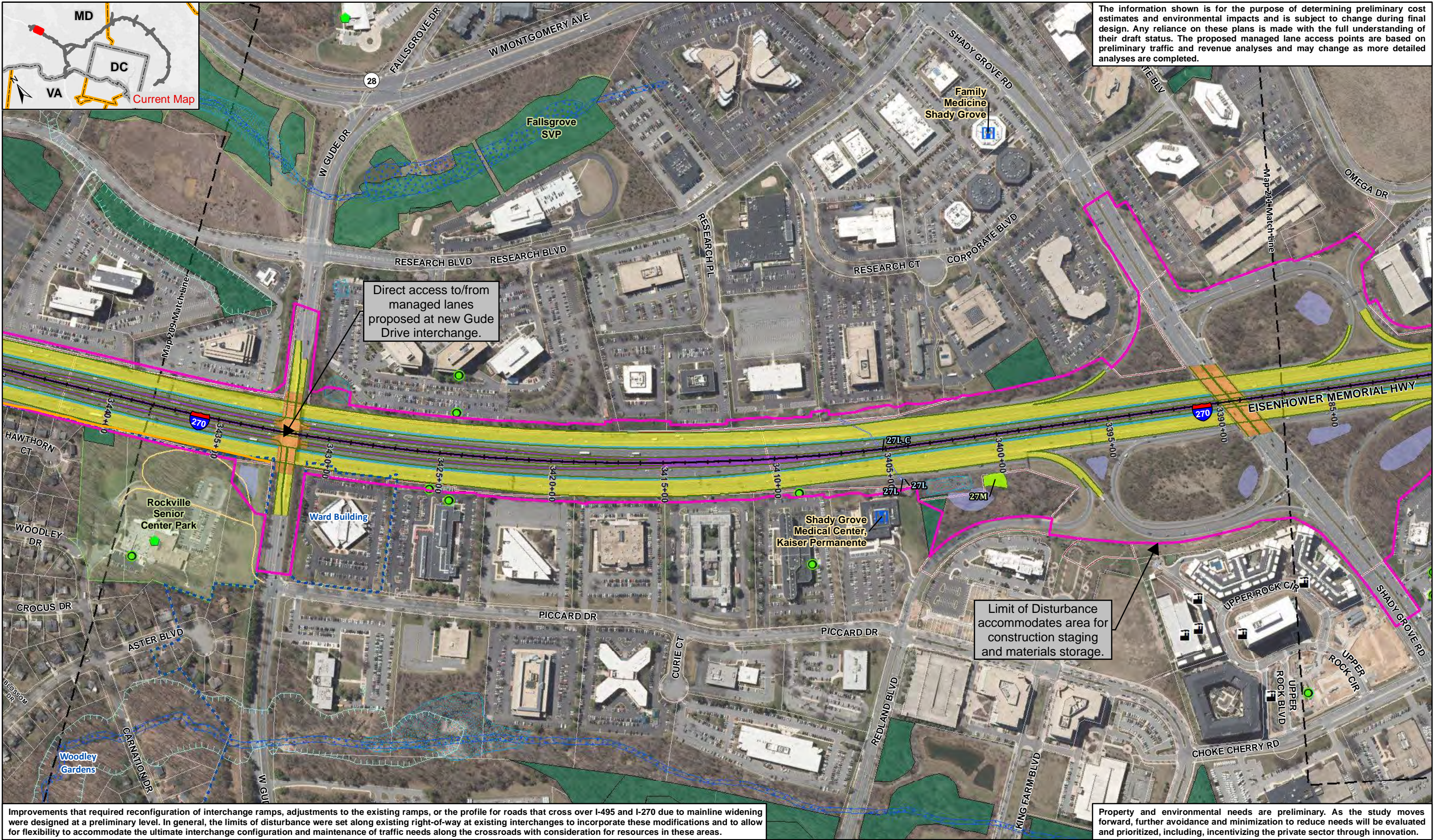
Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

- Legend**
- | | | | | |
|---------------------|---|--|-----------------------------------|------------------------------|
| Alternative 13C LOD | Proposed New or Reconstructed Bridge | Potential Noise Barrier Replacement or Construction (Approximate Location) | NWI Wetlands and Waterbodies | School |
| Map Match Line | Proposed Stormwater Management Facility | Trails | DNR Wetlands and Waterbodies | Potential Hazardous Concerns |
| Right-of-Way | General Purpose Lanes | FEMA Floodplain 100 Year | Forest Conservation Act Easements | |
| Parcel Boundaries | HOV Managed Lanes | Delineated Waterways (Feature ID, Refer to NRTR) | Historic Properties | |
| Roadway Baseline | Managed Lanes | Delineated Wetlands (Feature ID, Refer to NRTR) | Park Property | |
| Edge of Lane | Existing Noise Barrier to Remain | | Place of Worship | |



Environmental Resource Mapping

Alternative 13C
for I-270



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

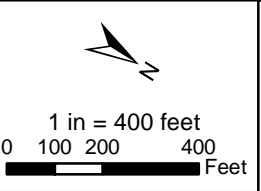
Direct access to/from managed lanes proposed at new Gude Drive interchange.

Limit of Disturbance accommodates area for construction staging and materials storage.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

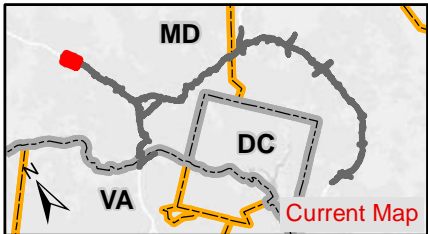
- Legend**
- | | | |
|---------------------|---|--|
| Alternative 13C LOD | Proposed New or Reconstructed Bridge | Trails |
| Map Match Line | Proposed Stormwater Management Facility | FEMA Floodplain 100 Year |
| Right-of-Way | General Purpose Lanes | Delineated Waterways (Feature ID, Refer to NRTR) |
| Parcel Boundaries | HOV Managed Lanes | Delineated Wetlands (Feature ID, Refer to NRTR) |
| Roadway Baseline | Managed Lanes | NWI Wetlands and Waterbodies |
| Edge of Lane | Existing Noise Barrier to Remain | DNR Wetlands and Waterbodies |
| | Forest Conservation Act Easements | Potential Hazardous Concerns |
| | Historic Properties | Park Property |
| | Hospital | Recreation Center |
| | MDE Land Restoration Program Site | |



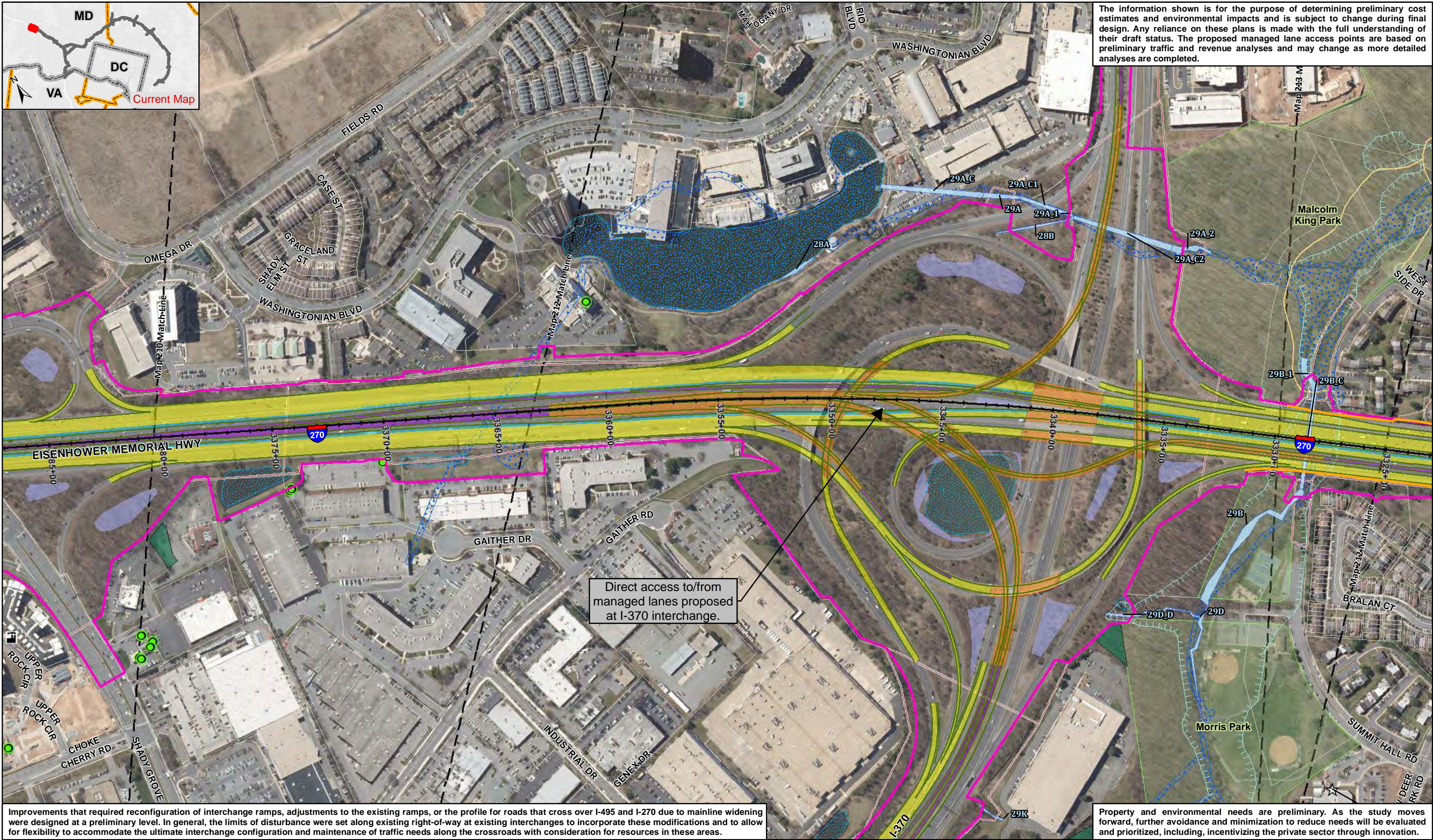
Environmental Resource Mapping

Alternative 13C
for I-270

Appendix D
Map 210



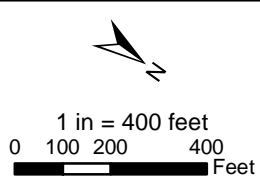
The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.



Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

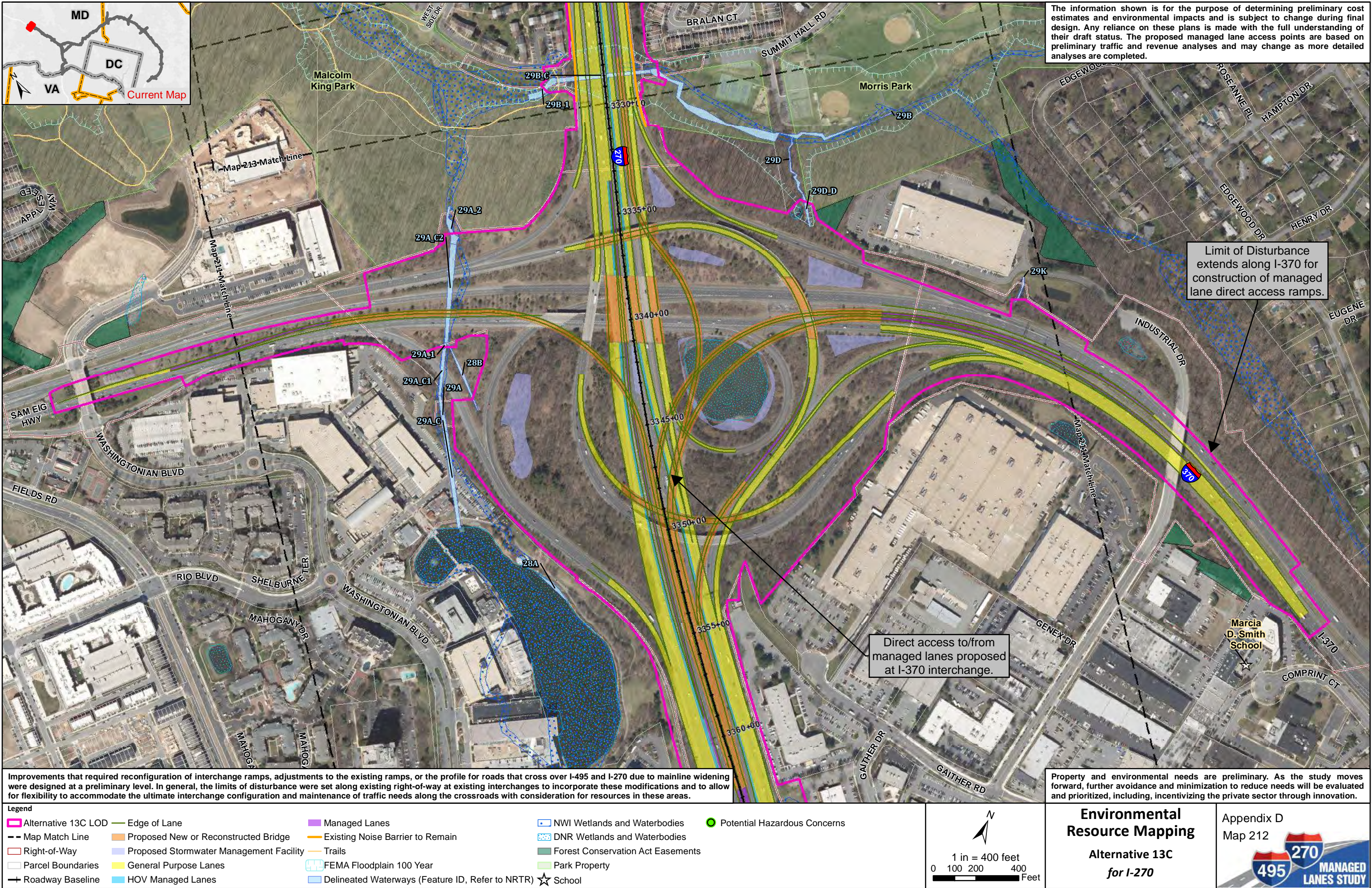
- Legend**
- | | | |
|---------------------|---|--|
| Alternative 13C LOD | Edge of Lane | Managed Lanes |
| Map Match Line | Proposed New or Reconstructed Bridge | Existing Noise Barrier to Remain |
| Right-of-Way | Proposed Stormwater Management Facility | Trails |
| Parcel Boundaries | General Purpose Lanes | FEMA Floodplain 100 Year |
| Roadway Baseline | HOV Managed Lanes | Delineated Waterways (Feature ID, Refer to NRTR) |
| | NWI Wetlands and Waterbodies | Forest Conservation Act Easements |
| | DNR Wetlands and Waterbodies | Park Property |
| | MDE Land Restoration Program Site | School |
| | Potential Hazardous Concerns | |



Environmental Resource Mapping

Alternative 13C
for I-270

Appendix D
Map 211



The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.

Limit of Disturbance extends along I-370 for construction of managed lane direct access ramps.

Direct access to/from managed lanes proposed at I-370 interchange.

Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.

Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.

Legend

Alternative 13C LOD

Map Match Line

Right-of-Way

Parcel Boundaries

Roadway Baseline

Edge of Lane

Proposed New or Reconstructed Bridge

Proposed Stormwater Management Facility

General Purpose Lanes

HOV Managed Lanes

Managed Lanes

Existing Noise Barrier to Remain

Trails

FEMA Floodplain 100 Year

Delineated Waterways (Feature ID, Refer to NRTR)

NWI Wetlands and Waterbodies

DNR Wetlands and Waterbodies

Forest Conservation Act Easements

Park Property

School

Potential Hazardous Concerns

1 in = 400 feet

0 100 200 400 Feet

Environmental Resource Mapping

Alternative 13C for I-270

Appendix D

Map 212

495 270

MANAGED LANES STUDY

