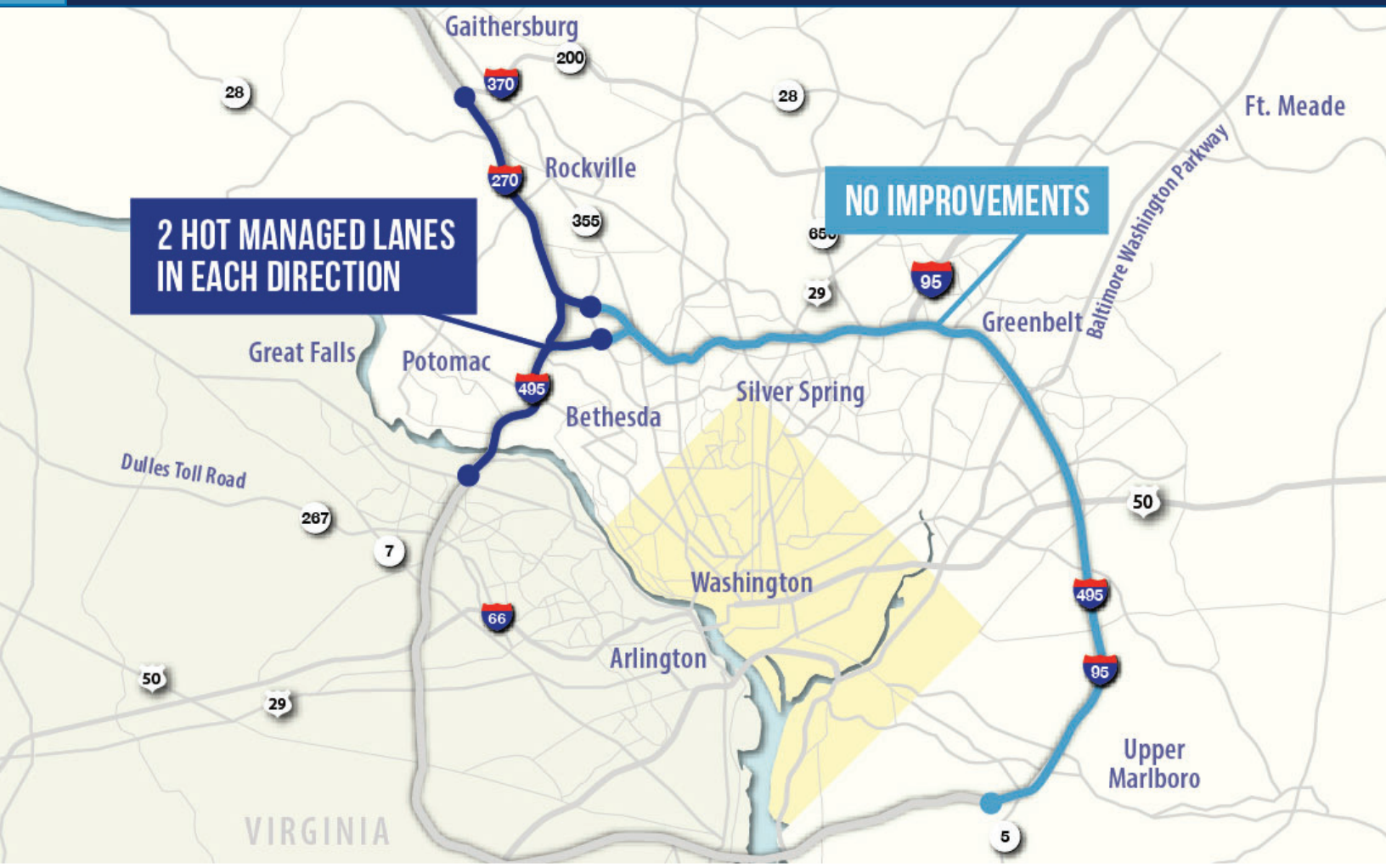
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

U.S. Department of Transportation
Federal Highway Administration

I-495 & I-270 MANAGED LANES STUDY

Supplemental Draft Environmental Impact Statement and Updated Draft Section 4(f) Evaluation

October 2021









I-495 & I-270 MANAGED LANES STUDY

Montgomery and Prince George's Counties, Maryland & Fairfax County, Virginia

SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT
and
UPDATED DRAFT SECTION 4(f) EVALUATION

Submitted Pursuant to:
42 U.S.C. §4332(2)(C) and 49 U.S.C. §303

By:
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
and
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

In Cooperation with:
U.S. Army Corp of Engineers, National Park Service,
U.S. Environmental Protection Agency, National Capital Planning Commission,
Maryland Department of the Environment,
Virginia Department of Transportation, and Maryland-National Capital Park and Planning Commission

9/23/2021
Date of Approval

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This Supplemental Draft Environmental Impact Statement (SDEIS) has been prepared, in accordance with 23 CFR 771.130, to consider new information relative to the Preferred Alternative, Alternative 9 – Phase 1 South. Building off the analysis in the existing Draft Environmental Impact Statement (DEIS), the SDEIS is limited in scope to focus on new information available and analyses completed since the July 10, 2020 DEIS publication while referencing the DEIS for information that remains valid. The Preferred Alternative focuses on constructing two high-occupancy toll (HOT) managed lanes in each direction on I-495 from the GWMP in Virginia to east of MD 187 on I-495, including the American Legion Bridge, and on I-270 from I-495 to north of I-370 and on the I-270 east spur from east of MD 187 to I-270. No action or no improvements are proposed east of the I-270 East Spur as part of the Preferred Alternative. This SDEIS presents a description of the Preferred Alternative, 2045 No Build and Preferred Alternative traffic analyses, the permanent and temporary impacts associated with the Preferred Alternative, including avoidance and minimization efforts as well as details related to the current efforts on conceptual mitigation for unavoidable impacts. Comments on the SDEIS are due 11:59 PM on November 15, 2021 and should be sent to Jeff Folden at the above address or submitted using the online comment form at oplanesmd.com/SDEIS. FHWA does not intend to issue a combined FEIS/ROD.



Supplemental Draft Environmental Impact Statement and Updated Draft Section 4(f) Evaluation

October 2021

U.S. Department of Transportation

Federal Highway Administration

MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY ADMINISTRATION

TABLE OF CONTENTS

EXECUTIVE SUMMARY **ES-1**

1 PURPOSE AND NEED **1-1**

1.1 Background and Context 1-1

1.2 Study Purpose and Need 1-2

2 ALTERNATIVES **2-1**

2.1 Overview of Alternatives Development Process 2-1

2.2 Preferred Alternative 2-4

2.3 Elements of the Preferred Alternative 2-6

2.3.1 Interchanges and HOT Managed Lanes Access 2-6

2.3.2 Stormwater Management Considerations 2-10

2.3.3 Cross Culverts 2-13

2.3.4 Construction and Short-term Effects 2-14

2.3.5 Limit of Disturbance 2-17

2.3.6 Tolling 2-18

2.3.7 Transit-Related Elements 2-21

2.3.8 Pedestrian and Bicycle Facility Considerations 2-23

2.4 Transportation Commitments and Enhancements 2-27

2.5 Phase 1 Solicitation Process and P3 Agreement 2-28

2.5.1 Selection of the Phase Developer 2-29

2.5.2 NEPA and the Progressive P3 Work Together 2-29

3 TRANSPORTATION AND TRAFFIC **3-1**

3.1 Introduction 3-1

3.1.1 Traffic Analysis Data Collection and Modeling Methodology 3-1

3.1.2 Traffic Analysis Area 3-2

3.1.3 Traffic Modeling Assumptions 3-2

3.1.4 Impact of COVID-19 Pandemic on Traffic Demand and Forecasts 3-5

3.2 Existing Conditions 3-7

3.3 Future Traffic Conditions and Alternatives Analysis 3-7

3.3.1 Speed 3-8

3.3.2 Delay 3-10

3.3.3 Travel Time 3-11

3.3.4 Level of Service 3-12
3.3.5 Throughput 3-13
3.3.6 Local Network 3-14
3.3.7 Summary 3-15
3.4 Next Steps 3-16
4 ENVIRONMENTAL RESOURCES, CONSEQUENCES & MITIGATION 4-1
4.1 Land Use and Zoning 4-3
4.1.1 Introduction 4-3
4.1.2 Affected Environment 4-3
4.1.3 Environmental Consequences 4-4
4.2 Demographics 4-4
4.2.1 Introduction 4-4
4.2.2 Affected Environment 4-5
4.2.3 Environmental Consequences 4-5
4.3 Communities & Community Facilities 4-5
4.3.1 Introduction 4-5
4.3.2 Affected Environment 4-5
4.3.3 Environmental Consequences 4-5
4.3.4 Mitigation 4-9
4.4 Parks and Recreational Facilities 4-9
4.4.1 Introduction 4-9
4.4.2 Affected Environment 4-10
4.4.3 Environmental Consequences 4-10
4.4.4 Mitigation 4-18
4.5 Property Acquisitions and Relocations 4-18
4.5.1 Introduction 4-18
4.5.2 Affected Environment 4-18
4.5.3 Environmental Consequences 4-22
4.5.4 Mitigation 4-22
4.6 Visual and Aesthetic Resources 4-24
4.6.1 Introduction 4-24
4.6.2 Affected Environment 4-25
4.6.3 Environmental Consequences 4-27

4.6.4 Mitigation 4-27
4.7 Historic Architectural and Archaeological Resources 4-28
4.7.1 Introduction 4-28
4.7.2 Affected Environment 4-30
4.7.3 Environmental Consequences 4-33
4.7.4 Mitigation 4-40
4.8 Air Quality 4-41
4.8.1 Introduction 4-41
4.8.2 Affected Environment 4-42
4.8.3 Environmental Consequences 4-42
4.8.4 Mitigation 4-44
4.9 Noise 4-45
4.9.1 Introduction 4-45
4.9.2 Affected Environment 4-46
4.9.3 Environmental Consequences 4-46
4.9.4 Mitigation 4-47
4.9.5 Statement of Likelihood 4-48
4.10 Hazardous Materials 4-51
4.10.1 Introduction 4-51
4.10.2 Affected Environment 4-51
4.10.3 Environmental Consequences 4-51
4.10.4 Mitigation 4-53
4.11 Topography, Geology, and Soils 4-53
4.11.1 Introduction 4-53
4.11.2 Affected Environment 4-54
4.11.3 Environmental Consequences 4-54
4.11.4 Mitigation 4-55
4.12 Waters of the US and Waters of the State, Including Wetlands 4-55
4.12.1 Introduction 4-55
4.12.2 Affected Environment 4-57
4.12.3 Environmental Consequences 4-57
4.12.4 Mitigation 4-58
4.13 Watersheds and Surface Water Quality 4-63

4.13.1 Introduction 4-63
4.13.2 Affected Environment 4-64
4.13.3 Environmental Consequences 4-65
4.13.4 Mitigation 4-71
4.14 Groundwater Hydrology 4-73
4.14.1 Introduction 4-73
4.14.2 Affected Environment 4-73
4.14.3 Environmental Consequences 4-73
4.14.4 Mitigation 4-73
4.15 Floodplains 4-74
4.15.1 Introduction 4-74
4.15.2 Affected Environment 4-74
4.15.3 Environmental Consequences 4-75
4.15.4 Mitigation 4-75
4.16 Vegetation and Terrestrial Habitat 4-76
4.16.1 Introduction 4-76
4.16.2 Affected Environment 4-76
4.16.3 Environmental Consequences 4-77
4.16.4 Mitigation 4-78
4.17 Terrestrial Wildlife 4-80
4.17.1 Introduction 4-80
4.17.2 Affected Environment 4-80
4.17.3 Environmental Consequences 4-80
4.17.4 Mitigation 4-81
4.18 Aquatic Biota 4-81
4.18.1 Introduction 4-81
4.18.2 Affected Environment 4-82
4.18.3 Environmental Consequences 4-83
4.18.4 Mitigation 4-84
4.19 Rare, Threatened, and Endangered Species 4-85
4.19.1 Introduction 4-85
4.19.2 Affected Environment 4-85
4.19.3 Environmental Consequences 4-89

4.19.4 Mitigation 4-92
4.20 Unique and Sensitive Areas 4-92
4.20.1 Introduction 4-92
4.20.2 Affected Environment 4-92
4.20.3 Environmental Consequences 4-93
4.20.4 Mitigation 4-93
4.21 Environmental Justice (EJ) and Title VI Compliance 4-93
4.21.1 Introduction 4-93
4.21.2 Affected Environment 4-94
4.21.3 Environmental Consequences 4-102
4.21.4 Mitigation 4-105
4.22 Indirect and Cumulative Effects 4-105
4.22.1 Introduction 4-105
4.22.2 Affected Environment 4-106
4.22.3 Environmental Consequences 4-107
4.23 Consequences of Construction 4-109
4.23.1 Visual and Aesthetic Resources 4-109
4.23.2 Hazardous Materials 4-110
4.23.3 Air Quality 4-110
4.23.4 Noise 4-111
4.24 Commitment of Resources 4-111
4.24.1 Irreversible and Irretrievable Commitment of Resources 4-111
4.24.2 Short-Term Effects/Long-Term Effects 4-112
5 UPDATED DRAFT SECTION 4(F) EVALUATION 5-1
5.1 Introduction 5-1
5.1.1 Purpose and Background 5-1
5.1.2 Description of Preferred Alternative 5-2
5.1.3 Changes Since the Draft Section 4(f) Evaluation and DEIS 5-3
5.2 Inventory and Use of Section 4(f) Properties 5-4
5.2.1 Overview 5-5
5.2.2 George Washington Memorial Parkway 5-10
5.2.3 Chesapeake and Ohio Canal National Historical Park 5-12
5.2.4 Clara Barton Parkway 5-15

5.2.5 Carderock Springs Historic District 5-17
5.2.6 Gibson Grove AME Zion Church 5-19
5.2.7 Cabin John Stream Valley Park Unit 2 5-19
5.2.8 Burning Tree Club 5-23
5.2.9 Academy Woods 5-25
5.2.10 Cabin John Regional Park 5-25
5.2.11 Tilden Woods Stream Valley Park 5-28
5.2.12 Old Farm Neighborhood Conservation Area 5-30
5.2.13 Cabin John Stream Valley Park Unit 6 5-31
5.2.14 Cabin John Stream Valley Park (Rockville) 5-33
5.2.15 Bullards Park and Rose Hill Stream Valley Park 5-35
5.2.16 Rockmead Park 5-37
5.2.17 Woottons Mill Park 5-37
5.2.18 Woodley Gardens 5-39
5.2.19 Rockville Senior Center and Park 5-41
5.2.20 Ward Building 5-45
5.2.21 Malcolm King Park 5-45
5.2.22 Morris Park 5-46
5.3 Avoidance Alternatives and Analysis 5-48
5.4 All Possible Planning 5-51
5.4.1 Summary of All Possible Planning Presented in DEIS 5-51
5.4.2 Preferred Alternative 5-51
5.4.3 American Legion Bridge (ALB) 5-52
5.4.4 Morningstar Tabernacle No. 88 Moses Hall and Cemetery 5-52
5.4.5 Mitigation 5-53
5.5 Least Overall Harm 5-54
5.5.1 Draft Section 4(f) Least Overall Harm Evaluation 5-55
5.5.2 Updated Least Overall Harm Analysis 5-55
5.6 Coordination 5-60
5.7 Conclusion 5-61
6 ONE FEDERAL DECISION 6-1
7 PUBLIC INVOLVEMENT AND AGENCY COORDINATION 7-1
7.1 Introduction 7-1

7.2 Public Involvement 7-1
7.2.1 DEIS Notice of Availability and Comment Period 7-1
7.2.2 Public Outreach with Environmental Justice (EJ) Populations 7-4
7.2.3 Other Community Meetings and Stakeholder Outreach Events 7-6
7.2.4 SDEIS Comment Period and Public Hearing 7-9
7.3 Agency and Stakeholder Coordination 7-9
7.3.1 Natural Resource Agency Coordination 7-14
7.3.2 Section 106 Consultation 7-16
7.3.3 Section 4(f) Agency Coordination 7-18
7.4 Incorporation of Public and Agency Input into the Study 7-19
8 LIST OF PREPARERS 8-1
9 DISTRIBUTION LIST 9-1
9.1 Federal Agencies 9-1
9.2 Federally Recognized Tribes 9-1
9.3 State of Maryland Agencies 9-1
9.4 Commonwealth of Virginia Agencies 9-2
9.5 State Recognized and Other Tribal Groups 9-2
9.6 County and Local Agencies 9-2
9.7 SDEIS Availability 9-2
10 REFERENCES 10-1

LIST OF TABLES

Table 2-1: Interchange Improvements and HOT Managed Lane Access Locations under the Preferred Alternative[1] 2-7
Table 2-2: Stormwater Management for the Preferred Alternative 2-11
Table 2-3: Compensatory SWM Phase 1 South Potential 2-13
Table 2-4: Compensatory SWM Potential Phase 1 South Environmental Impacts 2-13
Table 2-5: Summary and Comparison of Shared Use Path Options 2-25
Table 3-1: Existing Average Daily Traffic (ADT) 3-7
Table 3-2: Existing and No Build Average Daily Traffic (ADT) 3-7
Table 3-3: 2045 Average Daily Traffic (ADT) 3-8
Table 3-4: 2045 Average Speed 3-8
Table 3-5: 2045 Corridor Travel Speed (mph) Results from VISSIM Model 3-9
Table 3-6: 2045 System-Wide Delay 3-10
Table 3-7: 2045 Travel Time Index (TTI) 3-11
Table 3-8: 2045 Travel Time Index (TTI) Results for General Purpose Lanes from VISSIM Model 3-12
Table 3-9: 2045 Percent of Lane-Miles Operating at LOS F 3-12

Table 3-10: 2045 Vehicle Throughput....3-13
Table 3-11: 2045 Vehicle Throughput Results from VISSIM Model....3-13
Table 3-12: 2045 Effect on the Local Network....3-14
Table 3-13: 2045 Local Network Results from MWCOG Model....3-15
Table 4-1: Summary of Quantifiable Impacts for the Preferred Alternative....4-3
Table 4-2: Conversion of Land Use Within the Preferred Alternative LOD (Acres)....4-4
Table 4-3: Property Impacts in Analysis Area Communities....4-6
Table 4-4: Property Impacts to Community Facilities from the Preferred Alternative....4-9
Table 4-5: Potential Public Park Impacts (Acres)....4-10
Table 4-6: Summary of NPS Wetland and Floodplain Impacts on NPS Properties....4-12
Table 4-7: NPS Historic Properties with Adverse Effect....4-13
Table 4-8: RTE Plant Species Surveyed within the Potomac River Gorge Portion....4-13
Table 4-9: Survey Trees on NPS Properties and Impacts from the Preferred Alternative....4-15
Table 4-10: Summary of Impacts from the Preferred Alternative to Parks Acquired....4-17
Table 4-11: M-NCPPC Parkland and Resource Impacts (Acres)....4-19
Table 4-12: City of Rockville Parkland and Resource Impacts (Acres)....4-20
Table 4-13: City of Gaithersburg Parkland and Resource Impacts (Acres)....4-21
Table 4-14: Summary of Right-of-Way Acquisitions and Impacts from the Preferred Alternative....4-22
Table 4-15: Property Impacts by Geographic Area....4-23
Table 4-16: Historic Architectural Properties within the APE for the Preferred Alternative....4-31
Table 4-17: Eligible Archaeological Resources within the APE of the Preferred Alternative....4-32
Table 4-18: Historic Architectural Properties with Known Adverse Effect....4-34
Table 4-19: Historic Properties with Revised Effect Determinations Subsequent to the DEIS....4-36
Table 4-20: Archaeological Resources with a Known Adverse Effect....4-38
Table 4-21: Summary of Noise Sensitive Area (NSA) Impacts and....4-48
Table 4-22: Sites of Potential Concern Summary....4-52
Table 4-23: Impact to Soils by Type in Acres....4-54
Table 4-24: Impacts to Steep Slopes and Highly Erodible Soils in Acres....4-55
Table 4-25: Summary of Impacts to USACE/MDE Wetlands and Waterways....4-58
Table 4-26: Summary of Delineated NPS Wetland Features and Impacts on NPS Properties within the Preferred Alternative LOD....4-59
Table 4-27: Maryland Wetland and Stream Mitigation Requirements....4-61
Table 4-28: Proposed Mitigation Sites....4-61
Table 4-29: Summary of Impacts to Waterways by Classification within USGS HUC8 Watersheds....4-65
Table 4-30: Summary of Impacts to Wetlands and Waterways by Classification within MD 8-Digit Watersheds....4-66
Table 4-31: Impacts to Wetland Buffers by Classification within MD 8-Digit Watersheds....4-66
Table 4-32: Summary of Impacts to Wetlands and Waterways by Classification....4-67
Table 4-33: Additional Impervious Surfaces by MDNR 12-Digit Watershed....4-71
Table 4-34: Additional Impervious Surface by 8-Digit Watershed....4-71
Table 4-35: Waterways and Associated Floodplains within the Preferred Alternative LOD....4-74
Table 4-36: Impacts to FEMA 100-Year Floodplain in Acres....4-75
Table 4-37: Impacts to Forests in Acres....4-77
Table 4-38: NPS Tree Survey Results and Impacts on NPS Properties....4-77

Table 4-39: Impacts to Potential FIDS Habitat Within the Preferred Alternative in Acres 4-81
Table 4-40: Summary of Watershed Quality Index Narrative Score Results 4-83
Table 4-41: SSPRA Impact Acreage within the Preferred Alternative 4-86
Table 4-42: RTE Plant Species Surveyed within the Potomac River Gorge Portion 4-87
Table 4-43: Impacts to Unique and Sensitive Areas (acres) 4-93
Table 4-44: Environmental Justice Working Group Meetings 4-101
Table 4-45: Comparison of Effects to EJ Block Groups Compared to Non-EJ Block Groups 4-102
Table 5-1: Summary of Section 4(f) Property Use 5-6
Table 5-2: Avoided Section 4(f) Use by the Preferred Alternative 5-9
Table 5-3: Avoidance Alternatives 5-49
Table 5-4: Least Overall Harm Analysis 5-56
Table 7-1: DEIS Viewing Locations 7-2
Table 7-2: Environmental Justice Working Group Meetings 7-6
Table 7-3: Stakeholder and Community Meetings 7-7
Table 7-4: Agency & Stakeholder Coordination Meetings Post-DEIS Publication 7-10
Table 7-5: IAWG Meetings Post-DEIS Publication 7-13
Table 7-6: City of Rockville and City of Gaithersburg Meetings Post-DEIS Publication 7-14
Table 7-7: Natural Resource Related Meetings 7-14
Table 7-8: Section 106 Consultation Meetings Post-DEIS Publication 7-17

LIST OF FIGURES

Figure 1-1: I-495 & I-270 Managed Lanes Study Corridors – Preferred Alternative 1-2
Figure 2-1: Alternatives Screening Process 2-2
Figure 2-2: I-495 & I-270 Managed Lanes Study Corridors – Preferred Alternative 2-4
Figure 2-3: Alternative 9 – Phase 1 South Typical Sections (HOT Managed Lanes Shown in Yellow) 2-5
Figure 2-4: Proposed HOT Managed Lanes Access Locations 2-9
Figure 2-5: Shared Use Path Option 2 Alignment (Shown in White) 2-26
Figure 2-6: Shared Use Path Option 3 Alignment (Shown in White) 2-26
Figure 2-7: Shared Use Path Option 4 Alignment (Shown in White) 2-27
Figure 3-1: Limits of VISSIM Model Network and Interchange Locations Included along I-495 and I-270 3-3
Figure 3-2: Daily Traffic Volume Changes on I-495 and I-270 During COVID-19 Pandemic vs. 2019 3-6
Figure 4-1: Analysis Area Communities 4-7
Figure 4-2: Phase 1 South Wetland and Stream Mitigation Sites 4-62
Figure 4-3: Environmental Justice Populations Adjacent to the Preferred Alternative LOD 4-96
Figure 4-4: Maryland EJSCREEN EJScore for Census Tracts in the Analysis Area 4-99
Figure 5-1: I-495 & I-270 Managed Lanes Study Corridors – Preferred Alternative 5-2
Figure 5-2: George Washington Memorial Parkway 5-11
Figure 5-3: Chesapeake and Ohio C&O Canal NHP and Clara Barton Parkway 5-14
Figure 5-4: Carderock Springs Historic District 5-18
Figure 5-5: Gibson Grove AME Zion Church 5-20
Figure 5-6: Cabin John SVP Unit 2 5-22
Figure 5-7: Burning Tree Club 5-24
Figure 5-8: Academy Woods 5-26

Figure 5-9: Cabin John Regional Park 5-27
Figure 5-10: Tilden Woods SVP and Old Farm NCA 5-29
Figure 5-11: Cabin John Stream Valley Park, Unit 6 5-32
Figure 5-12: Cabin John Stream Valley Park (Rockville) 5-34
Figure 5-13: Bullards Park and Rose Hill Stream Valley Park 5-36
Figure 5-14: Rockmead Park 5-38
Figure 5-15: Woottons Mill Park 5-40
Figure 5-16: Woodley Gardens 5-42
Figure 5-17: Rockville Senior Center and Park and Ward Building 5-44
Figure 5-18: Malcolm King Park and Morris Park 5-47

LIST OF APPENDICES

APPENDIX A	Traffic Evaluation Memorandum: Alternative 9 – Phase 1 South
APPENDIX B	COVID-19 Travel Analysis and Monitoring Plan
APPENDIX C	Compensatory Stormwater Mitigation Plan (July 12, 2021)
APPENDIX D	Environmental Resource Mapping
APPENDIX E	Noise Analysis Technical Report Addendum (July 2021)
APPENDIX F	Natural Resources Impact Tables: Alternative 9 – Phase 1 South
APPENDIX G	Wetland and Floodplain Statement of Findings July 2021
APPENDIX H	Rare, Threatened and Endangered Species and Plant Survey Reports
APPENDIX I	Limited Phase 1 Environmental Site Assessment Phase 1 South
APPENDIX J	Visual Impact Assessment Questionnaire
APPENDIX K	EJSCREEN Data & Mapping Supporting the Environmental Justice Analysis

ABBREVIATIONS AND ACRONYMS

495 NEXT	Virginia Department of Transportation I-495 Express Lanes Northern Extension
AC	Acres
ACHP	Advisory Council on Historic Preservation
ADT	Annual Daily Traffic
ALB	American Legion Bridge
AMR	Avoidance, Minimization, and Impacts Report
APE	Area of Potential Effects
ARDS	Alternatives Retained for Detailed Study
AST	Aboveground Storage Tank
BMP	Best Management Practice
BRT	Bus Rapid Transit
C&O	Chesapeake and Ohio
CAVs	Connected and Automated Vehicles
CCA	Capper-Cramton Act
CEA	Community Effects Assessment

CFR	Code of Federal Regulations
CH_4	Methane
CLRP	Constrained Long-Range Plan
CMP	Compensatory Mitigation Plan
CNE	Common Noise Environment
CO	Carbon Monoxide
CO_2	Carbon Dioxide
COMAR	Code of Maryland Regulations
C_{pv}	Channel Protection Volume
CWA	Clean Water Act
dB	Decibel
dBA	A-weighted Decibel
DBH	Diameter at Breast Height
DEIS	Draft Environmental Impact Statement
DHR	Department of Historical Resources
DOT	Department of Transportation
DPW&T	Department of Public Works & Transportation
E&S	Erosion and Sediment Control
EA	Environmental Assessment
EIS	Environmental Impact Statement
EJ	Environmental Justice
EO	Executive Order
EPA	Environmental Protection Agency
ESA	Environmental Site Assessment
ESD	Environmental Site Design
ETC	Electronic Toll Collection
ETL	Express Toll Lane
FEIS	Final Environmental Impact Statement
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIDS	Forest Interior Dwelling Bird Species
FTA	Federal Transit Administration
GHG	Greenhouse Gases
GI	Green Infrastructure
GIA	Green Infrastructure Assessment
GIS	Geographic Information System
GP	General Purpose
GWMP	George Washington Memorial Parkway
H&H	Hydrologic and Hydraulic
HB	House Bill
HOA	Homeowners' Association

HOT	High-occupancy Toll
HOV	High-occupancy Vehicle
HUC	Hydrologic Unit Code
HUD	Housing and Urban Development
IAPA	Interstate Access Point Approval
IAT	Impervious Area Treatment
IAWG	Interagency Working Group
IB	Indiana Bat
IBI	Indices of Biological Integrity
ICC	Intercounty Connector
ICE	Indirect and Cumulative Effects
ICM	Innovative Congestion Management
JD	Jurisdictional Determination
JPA	Joint Permit Application
KLC	Keyes, Lethbridge, and Condon
LF	Linear Feet
LOD	Limits of Disturbance
LOS	Level of Service
LRP/VCP	Land Restoration Program/Voluntary Cleanup Program
LUST	Leaking Underground Storage Tank
MARC	Maryland Area Regional Commuter
MCCC	Maryland Commission on Climate Change
MCDOT	Montgomery County Department of Transportation
MDE	Maryland Department of the Environment
MDNR	Maryland Department of Natural Resources
MDOT SHA	Maryland Department of Transportation State Highway Administration
MDP	Maryland Department of Planning
MDTA	Maryland Transportation Authority
MERLIN	Maryland's Environmental Resources and Land Information Network
MHT	Maryland Historical Trust
MIHP	Maryland Inventory of Historic Properties
M-NCPPC	Maryland-National Capital Park and Planning Commission
MPO	Metropolitan Planning Organization
MPH	Miles per Hour
MSATs	Mobile Source Air Toxics
MSFCMA	Magnuson-Stevens Fishery Conservation and Management Act
MTA	Maryland Transit Administration
MWCOG	Metropolitan Washington Council of Governments
MWG	Mitigation Working Group
N_2O	Nitrous Oxide
NAAQS	National Air Quality Standards

NAC	Noise Abatement Criteria
NB	Northbound
NCPC	National Capital Planning Commission
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NIST	National Institute of Standards and Technology
NLEB	Northern Long-eared Bat
NMFS	National Marine Fisheries Service
NO_2	Nitrogen Dioxide
NOAA	National Oceanic and Atmospheric Administration
NPS	National Park Service
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
NPDES	National Pollutant Discharge Elimination System
NSA	Noise-sensitive Area
O_3	Ozone
OFD	One Federal Decision
OWJ	Officials with Jurisdiction
P3	Public-Private Partnership
PA	Programmatic Agreement
Pb	Lead
PCB	Polychlorinated Biphenyl
PCT	Piscataway Conoy Tribe of Maryland
PEM	Palustrine Emergent
PFO	Palustrine Forested
PM	Particulate Matter
PPE	Personal Protective Equipment
PSI	Preliminary Site Investigations
PSS	Palustrine Scrub-shrub
PTI	Planning Time Index
Q_p	Quantity Management
RBP	Rapid Bioassessment Protocol
RFP	Request for Proposals
ROD	Record of Decision
RTE	Rare, Threatened, and Endangered
SB	Southbound
SDEIS	Supplemental Draft Environmental Impact Statement
SF	Square Feet
SFB	Small-footed Bat
SGCN	Species of Greatest Conservation Need
SO_2	Sulfur Dioxide

SOF	Statement of Findings
SPA	Special Protection Area
SSPRA	Sensitive Species Project Review Areas
SVP	Stream Valley Park
SWAP	State Wildlife Action Plan
SWM	Stormwater Management
TDM	Transportation Demand Management
TEA	Targeted Ecological Area
TMDL	Total Maximum Daily Loads
TNM	Traffic Noise Model
TSM	Transportation System Management
TTI	Travel Time Index
USACE	United States Army Corps of Engineers
USC	United States Code
USDA	United States Department of Agriculture
USDOI	United States Department of the Interior
USDOT	United States Department of Transportation
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
USPS	United States Postal Service
UST	Underground Storage Tank
VAC	Virginia Administrative Code
VDCR	Virginia Department of Conservation and Recreation
VDEQ	Virginia Department of Environmental Quality
VDGIF	Virginia Department of Game and Inland Fisheries
VDHR	Virginia Department of Historic Resources
VDOT	Virginia Department of Transportation
VMT	Vehicle Miles Traveled
WBFC	Washington Biologists' Field Club
WHS	Wildlife and Heritage Service
WMATA	Washington Metropolitan Area Transit Authority
WQ_v	Water Quality Volume
WQC	Water Quality Certification
WSSC	Washington Suburban Sanitary Commission
WUS	Waters of the United States

EXECUTIVE SUMMARY

Overview

What is the Purpose of the Supplemental Draft Environmental Impact Statement?

An Environmental Impact Statement (EIS) may be supplemented at any time, in accordance with 23 CFR 771.130, when the Federal Highway Administration (FHWA) determines that changes to the proposed action or new information relevant to environmental concerns or impacts from the proposed action were not evaluated in the Draft EIS (DEIS). This Supplemental Draft Environmental Impact Statement (SDEIS) has been prepared to consider new information relative to the Preferred Alternative, Alternative 9 - Phase 1 South. Building off the analysis in the existing DEIS, the SDEIS discloses new information relevant to the Preferred Alternative focusing on new information while referencing the DEIS for information that remains valid. The SDEIS also describes the background and context in which the Preferred Alternative, Alternative 9 - Phase 1 South was identified. The SDEIS will be available for the public to review and comment on the Preferred Alternative during a 45-day comment period. Following the comment period of the SDEIS, FHWA and the Maryland Department of Transportation State Highway Administration (MDOT SHA) will consider comments received and will respond to substantive comments on the DEIS and SDEIS in the Final Environmental Impact Statement (FEIS).

What is the Focus of the SDEIS?

The SDEIS focuses on new information related to the Preferred Alternative for the I-495 & I-270 Managed Lanes Study (Study). The Study is considering alternatives that address roadway congestion within the specific Study scope which remains unchanged from the DEIS: I-495 from south of the George Washington Memorial Parkway in Fairfax County, Virginia, including replacement of the American Legion Bridge over the Potomac River, to west of MD 5 and along I-270 from I-495 to north of I-370, including the east and west I-270 spurs, in Montgomery and Prince George's Counties, Maryland. The Preferred Alternative, Alternative 9 - Phase 1 South (shown in **dark blue** in **ES-Figure 1**), includes build improvements within the limits of Phase 1 South only. There is no action or no improvements included at this time on I-495 east of the I-270 east spur to MD 5 (shown in **light blue** in **ES-Figure 1**). While the Preferred Alternative does not include improvements to the remaining parts of I-495 within the scope of the Study, improvements on the remainder of the interstate system may still be needed in the future and would advance separately, subject to additional environmental studies, analysis and collaboration with the public, stakeholders and local agencies.

ES-1: I-495 & I-270 Managed Lanes Study Corridors – Preferred Alternative



What Is the Study's Purpose and Need?

The Purpose and Need Statement remains the same as presented in the **DEIS, Chapter 1** and in the full Purpose and Need Statement in **DEIS, Appendix A.** However, the purpose and needs are restated below for ease to the reader.

The Study's purpose is to develop a travel demand management solution(s) that addresses congestion, improves trip reliability on I-495 and I-270 within the Study limits, and enhances existing and planned multimodal mobility and connectivity.

The needs for the Study are:

- Accommodate Existing Traffic and Long-Term Traffic Growth
- Enhance Trip Reliability
- Provide Additional Roadway Travel Choices
- Accommodate Homeland Security
- Improve Movement of Goods and Services

Two goals for the Study were also identified in addition to the purpose and needs: (1) the use of alternative funding approaches for financial viability and (2) environmental responsibility. Refer to **Chapter 1** and **DEIS, Appendix A** for additional information on the Study's Purpose and Need.

Does the Purpose and Need remain valid with the Preferred Alternative?

Identifying Alternative 9 - Phase 1 South as the Preferred Alternative does not alter the Study's Purpose and Need. The overall need for improvements in the study area remains valid, regardless of the build alternatives evaluated and any potential change to the limits of construction for a preferred alternative. The stated project needs, to accommodate existing and long-term traffic growth, to enhance trip reliability, and to provide additional roadway choices, are still necessary to address transportation

challenges in the study area. In addition, MDOT SHA continues to consider potential changes in traffic and mobility trends as a result of the pandemic, as described in **Chapter 3** of this SDEIS, and will report on those findings in the FEIS.

Will Comments on the DEIS be Addressed?

All substantive comments received on DEIS and SDEIS will be reviewed and responded to in the FEIS.

Over the last year, MDOT SHA and FHWA have considered the nearly 3,000 comments received on the DEIS and have worked with our partner agencies and stakeholders to address many of the common comments received through the following efforts:

- Aligning the Preferred Alternative and permitting process with the phased delivery approach focusing on addressing the severe congestion at the American Legion Bridge as priority.
- Avoiding and significantly reducing property, community, historic, natural resources and parkland impacts.
- Avoiding all residential and business displacements.
- Avoiding impacts to Morningstar Tabernacle No. 88 Moses Hall and Cemetery.
- Identifying on-site and off-site stormwater management to meet regulatory requirements.
- Monitoring and analyzing traffic impacts associated with the COVID-19 Pandemic to understand any impacts to the Study.
- Committing to priority bicycle, pedestrian, and transit improvements to increase multi-modal options for travel within the study corridors.
- Including toll-free travel under the Preferred Alternative for High Occupancy Vehicles (HOV) with three (3) or more user, transit buses, carpool/vanpool and motorcyclists to reduce the reliance on single occupancy vehicles and provide equitable travel options.

This effort was possible through the extensive agency and stakeholder coordination that occurred since publication of the DEIS in July 2020 including:

- Establishing Economic, Transit and Environmental Justice Working Groups
- Holding over 60 individual stakeholder Meetings with municipalities, non-governmental organizations, elected officials and communities.
- Holding over 80 resource and regulatory agency meetings to discuss DEIS comments, avoidance, minimization, and mitigation opportunities; and
- Holding over 60 field and office meetings with regulatory agencies to discuss natural resource impacts, stormwater management, culvert augmentation and permitting.

Refer to SDEIS **Chapters 4** and **5** for more detail on avoidance, minimization and mitigation efforts and **SDEIS, Chapter 7** for more detail on public and agency coordination.

How Has the COVID-19 Pandemic Impacted the Study?

The COVID-19 global pandemic had a profound impact on the daily routines of people across the world, affecting the way residents and commuters in the National Capital Region work, travel, and spend their free time. These changes have altered traffic demand, transit use, and traffic volumes on all roadways in

Maryland, the District of Columbia, and Virginia, including I-495 and I-270. MDOT SHA has been closely monitoring the changes in traffic patterns throughout the pandemic. Refer to **SDEIS, Appendix B** for the COVID-19 Travel Analysis and Monitoring Plan. This plan includes a sensitivity analysis that will confirm the need for the project and verify that the Preferred Alternative would provide benefits if future demand is less than projected. Results will be included in the FEIS.

The traffic data shows a severe drop in traffic volumes in April 2020 after stay-at-home orders were issued across Maryland, with daily traffic volumes on I-270 and I-495 reducing by more than 50 percent compared to April 2019. With the rollout of vaccines in early 2021, the corresponding drop in COVID-19 cases, and the gradual reopening of schools and businesses, traffic volumes have continued to recover and are back to over 90 percent of normal as of August 2021. Transit use has been slower to recover, with usage of the Maryland Department of Transportation Maryland Transit Administration (MDOT MTA) services still down approximately 50 percent compared to pre-pandemic levels as of August 2021 per data presented on MDOT's coronavirus tracking website.

The COVID-19 Travel Analysis and Monitoring Plan will continue to evaluate transportation trends and confirm that the capacity improvements proposed under the Preferred Alternative would be needed and effective if future demand changes substantially from the pre-pandemic forecasts. MDOT SHA must ensure that transportation improvements are being developed to meet our State's needs not only for today, but for the next 25-plus years. Because long-term travel trends are far from settled and because the most recent data suggests traffic is rebounding close to pre-pandemic levels, the SDEIS forecasts continue to apply models that were developed and calibrated prior to 2020 for use in evaluating projected 2045 conditions in this document. However, MDOT SHA will continue to review new data as it becomes available. The sensitivity analysis evaluating several "what if" scenarios related to future traffic demand due to potential long-term changes to teleworking, e-commerce, and transit use as part of the *COVID-19 Travel Analysis and Monitoring Plan* (**SDEIS, Appendix B**) is ongoing.

Refer to **Chapter 3, Section 3.1.4 and SDEIS, Appendix B** for additional detail on the impact of the COVID-19 pandemic on the Study. Results will be presented in the FEIS.

Supplemental Draft Environmental Impact Statement

What is Included in the Supplemental Draft Environmental Impact Statement vs. the Final Environmental Impact Statement?

This SDEIS has been prepared to present new information relative to the Preferred Alternative, Alternative 9 – Phase 1 South. FHWA and MDOT SHA have identified Alternative 9 Phase 1 South as the Preferred Alternative.

This SDEIS supplements the existing DEIS that was published on July 10, 2020. The SDEIS is limited to focus on new information while referencing the DEIS for information that remains valid. The detailed documentation of existing conditions, methodologies, assessments of effects of the DEIS Build Alternatives, and conceptual mitigation, when applicable, are included in the Study technical reports appended to the DEIS (**Appendices A through S**) and are available through the Program website (https://495-270-p3.com/deis/#DEIS).

The SDEIS presents a description of the Preferred Alternative, as well as the associated traffic analysis along with the permanent and temporary impacts associated with the Preferred Alternative. With the advancement of the Preferred Alternative, coordination with the resource agencies on avoidance, minimization, and conceptual mitigation has continued. The SDEIS describes the current efforts from the

July 2020 DEIS publication through summer 2021 on the avoidance, minimization, and conceptual mitigation. Final mitigation and commitments will be included with the Record of Decision (ROD).

The SDEIS is available so that interested citizens, elected officials, government agencies, businesses, and other stakeholders can review and comment on the Preferred Alternative over a 45-day comment period and during a virtual public hearing on November 1, 2021 (refer to oplanesmd.com/SDEIS for the latest details on the virtual public hearing).

After circulation of the SDEIS and review and consideration of comments received, a FEIS will be developed. The FEIS will focus on any additional analysis and refinements of the data, as well as responding to substantive comments received on the DEIS and SDEIS. Additional analyses or final analyses that will be presented in the FEIS include:

- Final Visual Impacts Assessment for the Preferred Alternative, including renderings and final mitigation
- Final Air Quality Analysis for the Preferred Alternative including CO, MSATs, Greenhouse Gas Emissions and construction related air quality impacts.
- Final Section 4(f) Evaluation with the final Least Overall Harm Analysis.
- Final Environmental Justice Analysis including consideration of mitigation, comparison of adverse effects from the Preferred Alternative within EJ populations to adverse effects within a non EJ population reference community and final conclusion of whether disproportionately high and adverse effects would occur.
- Final Mitigation Package including all final measures to mitigate unavoidable impacts for all resources identified through coordination with jurisdictional agencies.
- Final Wetland and Floodplain Statement of Findings identifying final mitigation for impacts to wetlands and floodplain on National Park Service property.
- Final Application Joint Federal/State Application and supporting documentation for the Alteration of Any Floodplain, Waterway, Tidal or Nontidal Wetlands.

What is the Format of the SDEIS?

The format of the SDEIS follows the same format as the July 10, 2020 DEIS and contains ten chapters.

- **Chapter 1** presents the Study's Purpose and Need, which is unchanged from the DEIS, but repeated for ease of the reader. This chapter is supported by the *Purpose and Need Statement* (**DEIS, Appendix A,** https://495-270-p3.com/wp-content/uploads/2020/07/DEIS_AppA_PN_web.pdf).
- **Chapter 2** presents a description of the Preferred Alternative. It also describes other common elements of the Preferred Alternative such as, limits of disturbance (LOD),[1] managed lanes access, stormwater management, culverts, construction and short-term effects, transit elements, pedestrian and bicycle considerations, and tolling.
- **Chapter 3** presents results from the traffic operational analyses conducted for the 2045 No Build Alternative and Preferred Alternative. It also discusses how the effects of the pandemic are being

[1] The limits of disturbance are the proposed boundary within which all construction, staging, materials storage, grading, clearing, erosion and sediment control, landscaping, drainage, stormwater management, noise barrier replacement/construction, and related activities would occur.

considered in the traffic analysis, as well as the effects to local roadway networks. This chapter is supported by *Traffic Evaluation Memorandum – Alternative 9: Phase 1 South* in **SDEIS, Appendix A.**

- **Chapter 4** presents the permanent and temporary impacts associated with the Preferred Alternative. It also provides an update on the measures to avoid, minimize, and mitigate potential environmental effects, where applicable. Final mitigation will be included in the FEIS.
- **Chapter 5** presents the Updated Draft Section 4(f) Evaluation, which updates the potential Section 4(f) uses and mitigation associated with the Preferred Alternative to significant public parks, recreational areas, and historic properties in compliance with Section 4(f) of the US Department of Transportation (USDOT) Act of 1966. This chapter is a supplement to the *Draft Section 4(f) Evaluation* (**DEIS, Appendix F**, https://495-270-p3.com/wp-content/uploads/2020/07/DEIS_AppF_Draft-Section-4f-Eval_web.pdf).
- **Chapter 6** acknowledges that on January 20, 2021, *Executive Order 13807: Establishing Discipline and Accountability in the Environmental Review and Permitting Process for Infrastructure Projects,* was revoked in the *Executive Order 13990: Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis.*
- **Chapter 7** presents a summary of the public outreach and agency coordination for the Study that has occurred, since publication of the DEIS in July 2020 through summer 2021.
- **Chapter 8** presents the List of Preparers of the SDEIS.
- **Chapter 9** presents the Distribution List of agencies, organizations, and persons to whom the SDEIS was made available for review and comment as well as information on public availability of the SDEIS.
- **Chapter 10** presents the references for the SDEIS.

The SDEIS focuses on new information related to the Preferred Alternative. The complete SDEIS and supporting appendices can be found on the Program website: oplanesmd.com/SDEIS. Existing information from the July 2020 DEIS that has not changed will not be repeated in the SDEIS, but the DEIS and supporting technical analyses are available for review and reference on the Program website: https://495-270-p3.com/deis/.

What are the Ways to Comment on the SDEIS?

FHWA and MDOT SHA invite interested elected officials, state and local governments, other Federal agencies, Native American tribal governments, organizations, and members of the public to provide comments on the SDEIS. The SDEIS for the Study and technical reports can be viewed and downloaded from the project website at: oplanesmd.com/SDEIS.

The public comment period opens on October 1, 2021 and will continue until November 15, 2021. *Written and oral comments will be given equal consideration*. MDOT SHA and FHWA will review all comments, and consider and respond to all substantive comments received or postmarked by that date in the preparation of the FEIS. Comments received or postmarked after that date will be reviewed and considered to the extent practicable. A virtual public hearing will be held on November 1, 2021. Refer to oplanesmd.com/SDEIS for the latest information on the public hearing details.

Comments on the SDEIS may be made by:

- Oral testimony at the virtual Public Hearing, on November 1, 2021
- SDEIS comment form at oplanesmd.com/SDEIS
- Email to MLS-NEPA-P3@mdot.maryland.gov
- Letters to Jeff Folden, I-495 & I-270 P3 Program Deputy Director, I-495 & I-270 P3 Office, 707 North Calvert Street, Mail Stop P-601, Baltimore MD 21202
- Call-in a comment at 855-432-1483 and leave a voicemail that is limited to three minutes

Alternatives

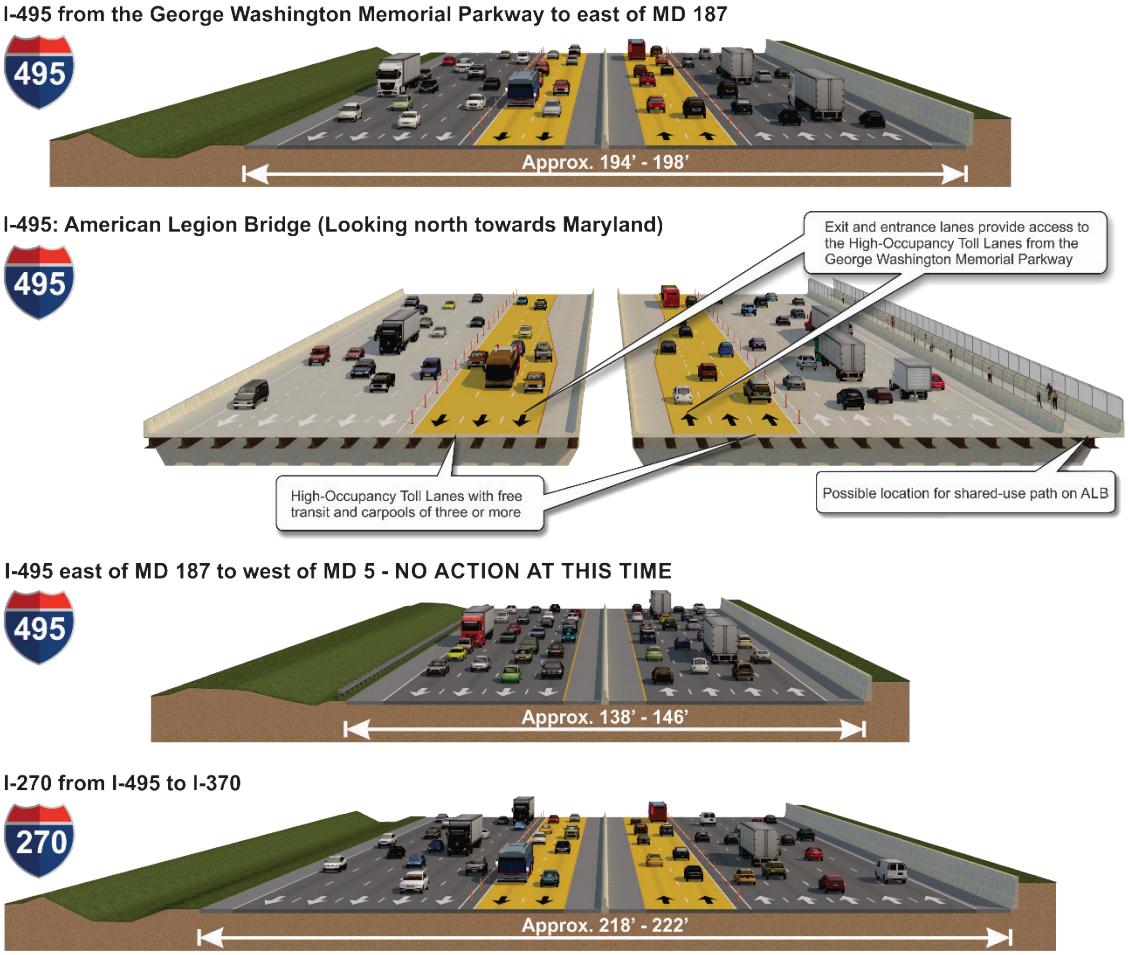
What is the Preferred Alternative?

In January 2021, Alternative 9 was announced as the MDOT SHA Recommended Preferred Alternative based on results of traffic, engineering, financial, and environmental analyses, as well as public comment. After several months of further coordinating with and listening to agencies and stakeholders regarding Alternative 9 as the Recommended Preferred Alternative, MDOT SHA decided to align the Study to be consistent with the previously determined phased delivery and permitting approach which focused on Phase 1 South only. As a result, FHWA and MDOT SHA identified a new Recommended Preferred Alternative: Alternative 9 – Phase 1 South. Alternative 9 – Phase 1 South includes the same improvements proposed as part of Alternative 9 but limited to the Phase 1 South limits only (**Figure ES-1**). This Preferred Alternative was identified after coordination with resource agencies, the public and stakeholders to respond directly to feedback received on the DEIS, and to align the NEPA approval with the P3 Program's planned project phased delivery and permitting approach. FHWA and Cooperating Agencies[2] concurred on Alternative 9 - Phase 1 South as the Preferred Alternative in June 2021.

The Preferred Alternative includes a two-lane, High Occupancy Toll (HOT) managed lanes network on I-495 and I-270 within the limits of Phase 1 South only (**Figure ES-2**). On I-495, the Preferred Alternative consists of adding two, new HOT managed lanes in each direction from the George Washington Memorial Parkway to east of MD 187. On I-270, the Preferred Alternative consists of converting the one existing HOV lane in each direction to a HOT managed lane and adding one new HOT managed lane in each direction on I-270 from I-495 to north of I-370 and on the I-270 east and west spurs. There is no action, or no improvements included at this time on I-495 east of the I-270 east spur to MD 5. Along I-270, the existing collector-distributor (C-D) lanes from Montrose Road to I-370 would be removed as part of the proposed improvements. The managed lanes would be separated from the general purpose lanes using pylons placed within a four-foot wide buffer. Transit buses and HOV 3+ vehicles would be permitted to use the managed lanes toll-free.

[2] NCPC and M-NCPPC did not concur on the Preferred Alternative.

Figure ES-1: Alternative 9 – Phase 1 South Typical Sections (HOT Managed Lanes Shown in Yellow)



What Transit Components Are Included in the Preferred Alternative?

While standalone transit alternatives were found to not meet the Study's Purpose and Need, the Preferred Alternative includes transit elements consistent with the project purpose of enhancing existing and planned multimodal mobility and connectivity. (Refer to **Chapter 2, Section 2.3.7** for additional details on the transit-related elements of the Preferred Alternative.) In furtherance of this key consideration and to address public and agency comments received to-date, MDOT SHA has identified opportunities to enhance transit mobility and connectivity within the Preferred Alternative. These include the following elements:

- Allowing bus transit usage of the HOT managed lanes toll free to provide an increase in speed of travel, assurance of a reliable trip, and connection to local bus service/systems on arterials that directly connect to urban and suburban activity and economic centers.
- Accommodating direct and indirect connections from the proposed HOT managed lanes to existing transit stations and planned Transit Oriented Development at the Shady Grove Metro (I-370), Twinbrook Metro (Wootton Parkway), Montgomery Mall Transit Center (Westlake Terrace), and Medical Center Metro (MD 187).
- Regional transit improvements to enhance existing and planned transit and support new opportunities for regional transit service have been committed to as part of the Preferred Alternative and include:

- Construction of new bus bays at WMATA Shady Grove Metrorail Station
- Increased parking capacity at the Westfield Montgomery Mall Park and Ride

Transit elements were also considered by the Transit Work Group and the joint I-495/American Legion Bridge Transit/Transportation Demand Management (TDM) study by the Virginia Department of Trail and Public Transit and the Maryland Department of Transportation Maryland Transit Administration. Both of these initiatives resulted in reports.

The *Transit Service Coordination Report* completed in coordination with the Transit Work Group was made available to the public in June 2020 on the P3 Program website (https://495-270-p3.com/transit-benefits/) and it is being used to inform affected counties and transit providers about the significant transit opportunities offered by managed lanes such as strategies to maximize the benefits of reliability and speed; provide a basis for the evaluation and prioritization of future capital and operating needs in the service area; and initiate discussions about ways to incorporate regional transit services into the P3 Program.

The *I-495/ALB Transit/TDM Final Report and Plan* was completed in March 2021 and was posted online. (http://www.drpt.virginia.gov/media/3375/i495_alb_transittdm_study_finalreport_030521_combined.pdf) It identified a series of potential investment packages to provide new mobility choices to service bi-state travel. Each package outlined a combination of transit service elements, technology enhancements, Commuter Assistance Programs, and parking needs. The investment packages offered options to move more people across the American Legion Bridge (ALB) in fewer vehicles.

What Additional Transit Commitments Have Been Made through the P3 Agreement?

On August 11, 2021, in accordance with Maryland law, MDOT and MDTA presented to and received approval from the Board of Public Works to award the Phase 1 P3 Agreement to the Selected Proposer for the predevelopment work related to Phase 1 South of the P3 Program. As part of its proposal, the Phase Developer has committed to provide an estimated $300 million for transit services in Montgomery County over the operating term of Phase 1 South.

To further support transit services, MDOT has committed, upon financial close of the Section P3 Agreement for Phase 1 South, to fund not less than $60 million for design and permitting of high priority transit investments in Montgomery County, such as Phase I of the Corridor Cities Transitway, Bus Rapid Transit in the MD 355 Corridor, or other high priority projects and to construct and equip the Metropolitan Grove Bus Operations and Maintenance Facility.

Is the Replacement of the American Legion Bridge Part of the Managed Lanes Study?

Yes, the Preferred Alternative includes the full replacement of the American Legion Bridge (ALB) with a new, wider bridge (not widening of the existing bridge) to accommodate the two HOT lanes in each direction. The existing bridge is nearly 60 years old and would need to be replaced sometime over the next decade regardless of this Study. The new bridge would be constructed in phases to maintain the same number of existing lanes at all times during construction. The new bridge will be replaced in the same existing location.

The reconstructed ALB will include a shared use path to provide bicycle and pedestrian connection between Virginia and Maryland. Refer to **SDEIS, Chapter 2, Section 2.3.8** for the shared use path options under consideration.

Does the Preferred Alternative Address Stormwater Management?

Yes, a preliminary, conceptual level stormwater management (SWM) analysis was completed for the Preferred Alternative and used to assist with the determination of the LOD. (Refer to **Chapter 2, Section 2.3.2** of this document for additional details.) In accordance with the Maryland Stormwater Management Act of 2007, MDOT SHA will ensure SWM water quantity and quality requirements, and treatment will be provided and will improve current conditions, as required under the SWM Act.

For the Preferred Alternative, the water quantity management requirement will be met within each drainage segment, except one: the ALB drainage segment. Based on typical practice, a quantity waiver could be granted for the ALB due to the direct discharge to the Potomac River, a major waterway.

For water quality requirements, the Preferred Alternative will meet the environmental site design (ESD) requirements to the maximum extent practicable (MEP) on-site. However, due to the amount of impervious area requiring treatment and existing site constraints, the full amount of required water quality could not be provided in all drainage segments. For those drainage segments where water quality could not be met on-site, the deficit will be met using compensatory stormwater management within the same watershed as defined by the MDOT SHA *Sediment and Stormwater Guidelines and Procedures* (SSGP), Section 5.5. Based on the results of an off-site compensatory stormwater management analysis, numerous potential water quality sites were identified to meet and exceed the full impervious area treatment (IAT) required for the Preferred Alternative. (Refer to **Chapter 2, Section 2.3.2** and **SDEIS, Appendix C** for additional details on the compensatory stormwater management.)

What Happens to the Improvements That Were Studied for I-495, East of the I-270 East Spur to MD 5?

While the Preferred Alternative does not include improvements to the remaining parts of I-495 within the Study limits, improvements on the remainder of the interstate system may still be needed in the future. Any such improvements would advance separately, and would be subject to additional environmental studies, analysis and collaboration with the public, stakeholders and local agencies.

Tolling

Why Do the New Lanes Need to Be Tolled and Why Does the State Need a Developer to Build Them?

The State of Maryland does not have the funds to construct improvements of this magnitude with an estimated cost of approximately $3 to $3.5 billion as the estimated cost of the Phase 1 South improvements. Additionally, even with the tolls to pay back loans, the State does not have enough bonding capacity to take out loans to pay for the improvements. Therefore, the State has selected a Phase Developer through a competitive process and has entered into a Phase P3 agreement whereby the Developer will design, build, finance, operate, and maintain the managed lanes for a period of time using the toll revenue. MDOT SHA would continue to own all of the lanes on I-495 and I-270 and ensure the highway meets their intended transportation function.

How Will the Toll Rates Be Set?

The toll-rate range setting process is led by the MDTA. They are the only State entity with the authority to set, revise, and fix toll rates in accordance with Transportation Article §4-312 of the Annotated Code of Maryland and COMAR Title 11 Department of Transportation, Subtitle 07 MDTA, Chapter 05 Public Notice of Toll Schedule Revisions (11.07.05). The MDTA is responsible for setting the toll rate ranges and conducting toll collection operations for the Phase 1 South limits.

The toll rate range setting process is centered around a proposal by the MDTA staff to establish minimum toll rates, maximum toll rates, soft rate caps within the minimum and maximum toll rate ranges, a process for annual toll escalation, and toll discounts for certain types of vehicles.

The process for conducting the public hearings and recording comments from the public is specified in Transportation Article, §4-312, Annotated Code of Maryland. The initial proposal was presented to the MDTA Board on May 20, 2021. Per the process, the Board voted to take the toll proposal to public hearings and a public comment period, thereby ensuring the public is engaged in the toll rate range setting process and complying with State law by providing opportunities for public review and comment.

Public hearings were held on July 12 and 14, 2021 and all public hearing materials, including information and studies used in the analysis to justify the toll rate range proposal, were posted on the MDTA's website and remain available for the public to view at https://mdta.maryland.gov/ALB270TollSetting. The comment period lasted from May 20 through August 12, 2021. At the August 26, 2021 MDTA Board Meeting, the MDTA staff presented a summary and analysis of any public comments received at the public hearings. In addition, they responded to questions from the Board members. A summary of the public comments received and the analysis of the comments is available on the MDTA webpage at mdta.maryland.gov/ALB270TollSetting/PublicParticipation.

After consideration of the public comments, at the September 30, 2021, MDTA Board Meeting, the MDTA staff presented the final toll rate range proposal. This final toll rate range will be the recommended action for the Board and is available on the MDTA webpage at mdta.maryland.gov/ALB270TollSetting.

What Could the Toll Rates Be?

Rather than solely focusing on revenue, the Preferred Alternative will be designed to maintain speeds of 45 mph or greater in the HOT lanes. The goal of the HOT lanes is to maintain free-flowing traffic and to use pricing factors to influence traffic flow. As such, the toll rate range will be set to ensure the HOT lanes operate to established operational metrics, which applies the economic principles of supply and demand to influence the utilization of the HOT lanes. The Phase 1 Section Developer will be responsible for setting toll rates within the established toll rate ranges, if approved at the end of the toll rate range setting process.

The proposed toll rate ranges for Preferred Alternative - Phase 1 South limits are available on the MDTA website at http://mdta.maryland.gov/ALB270TollSetting/TollRateRangeSettingProcessandProposal. The toll rate ranges will consist of minimum toll rates, soft toll rate caps, and maximum toll rates for the HOT lanes. The rates will also include annual escalation factors to ensure the toll rate ranges are adequate to cover the full term of the P3 Program agreements (anticipated to be 50 years). Toll rates will be set dynamically, meaning they could change up to every five minutes based on traffic volumes or speed in the HOT lanes to provide customers who choose to use the HOT lanes and pay a toll, a faster and more reliable trip. The actual toll rates will change based on real-time traffic within each tolling segment.

Transportation and Traffic

What Traffic Analysis Was Updated for the SDEIS?

The traffic analysis was updated from a design year of 2040 to a design year of 2045 for the No Build and Preferred Alternatives using traffic volume projections from an updated version of the MWCOG regional forecasting model, Version 2.3.75. The DEIS used an earlier version of the MWCOG model, Version 2.3.71, which was the latest available model version when the Study was initiated and only projected traffic demand out to the year 2040.

For future traffic conditions, the Preferred Alternative was evaluated and compared to the No Build condition using the updated 2045 forecasts for several key operational metrics, including: speed, delay, travel time, level of service, throughput, and the effect on the local network. These metrics are the same metrics used in the DEIS to evaluate and compare the alternatives. Refer to **Chapter 3** of this SDEIS and **SDEIS, Appendix A** for additional details.

SDEIS, Chapter 3 also discusses how MDOT SHA is considering the effects of the COVID-19 pandemic on traffic demand and forecasts. Refer to **Chapter 3, Section 3.1.4** and **SDEIS, Appendix B** for additional details.

What Are the Results of the Traffic Operational Analyses?

The design year 2045 traffic operational evaluation results for the No Build Alternative and the Preferred Alternative are summarized below and presented in **Chapter 3** of this SDEIS and **SDEIS, Appendix A**.

The **No Build Alternative** would not address any of the significant operational issues experienced under existing conditions. It would not be able to accommodate long-term traffic growth, resulting in slow travel speeds, significant delays, long travel times, and an unreliable network. Compared to the 2040 No Build results presented in the DEIS, the 2045 No Build results show higher delays and travel times on I-495 and I-270 due to additional projected traffic growth between 2040 and 2045. This traffic growth is anticipated despite additional transit projects included in the 2045 forecast that help to slightly reduce projected delays on the surrounding local roadway network.

The **Preferred Alternative** is projected to provide tangible operational benefits to the system even though it includes no action or no improvements for a large portion of the study area to avoid and minimize impacts. This alternative would significantly increase throughput across the American Legion Bridge and on the southern section of I-270 while reducing congestion. It would also increase speeds, improve reliability, and reduce travel times and delays along the majority of I-495, I-270, and the surrounding roadway network compared to the No Build Alternative. Although the Preferred Alternative provides less improvement to traffic operations when compared to the Build Alternatives, that included the full 48-mile study limits evaluated in the DEIS (such as Alternatives 9 and 10), it was chosen based in part on feedback from the public and stakeholders who indicated a strong preference for eliminating property and environmental impacts on the top and east side of I-495. Congestion would be present during the PM peak period on I-270 northbound and the I-495 inner loop in the design year of 2045 due to downstream bottlenecks outside of the Preferred Alternative limits.

The FEIS and Interstate Access Point Approval (IAPA), which is an FHWA approval to ensure safety, operations, and engineering acceptability on the interstate system, will include a more detailed assessment of the future mainline and localized operational impacts of the Preferred Alternative. Opportunities to further address safety and operations will be evaluated on the Selected Alternative after the conclusion of NEPA and during final design.

Overall, the Preferred Alternative provides tangible operational benefits that would be significantly better than the No Build.

Environmental Resources, Consequences and Mitigation

What Are the Effects of the Preferred Alternative on the Environmental Resources?

The environmental consequences presented in **Chapter 4** are described for the Preferred Alternative. Since the DEIS, design has advanced on the Preferred Alternative. The permanent or long-term and

temporary or short-term, construction-related effects are quantified and presented in this SDEIS. The summary of environmental effects of the Preferred Alternative are presented in **Table ES-1.**

Table ES-1: Summary of Quantifiable Impacts from the Preferred Alternative

Resource	Permanent[1]	Temporary[1]	Total[1]
Total Potential Impacts to park properties (acres)	21.0	15.1	**36.1**
Total Right-of-way Required[2] (acres)	97.2	18.7	**115.9**
Number of Properties Directly Affected (count)	-	-	**501**
Number of Residential Relocations (count)	-	-	**0**
Number of Business Relocations (count)	-	-	**0**
Number of Historic Properties with Adverse Effect[3] (count)	-	-	**11**
Noise Sensitive Areas Impacted (count)	-	-	**49**
Hazardous Materials Sites of Concern (count)	-	-	**255**
Wetlands of Special State Concern (acres)	0	0	**0**
Wetlands[4] (acres)	3.7	0.6	**4.3**
Wetland 25-foot buffer[4] (acres)	6.5	0.6	**7.1**
Waterways[4] (linear feet)	673,757	343,945	**1,017,702**
Tier II Catchments (acres)	43,852	2,701	**46,553**
100-Year Floodplain (acres)	0	0	**0**
Forest canopy (acres)	33.7	15.1[5]	**48.8**
Rare, Threatened and Endangered Species Habitat (acres)	479.6	20.3	**500.1**
Sensitive Species Project Review Area (acres)	33.4	23.0	**56.4**
Unique and Sensitive Areas (acres)	24.5	20.0	**44.5**

Notes: The impacts in this table are for the mainline improvements for the Preferred Alternative. Any impacts associated with the compensatory stormwater management are preliminary and discussed in SDEIS, Appendix C.

[1] All values are rounded to the tenths place

[2]The right-of-way is based on State records research and filled in with county right-of-way, as necessary.

[3] Refer to Chapter 4, Section 4.7 for additional details on the effects to historic properties.

[4] Refer to **Table 4-25, Section 4.12** for additional details on the impacts to wetlands and waterways.

[5]Temporary forest canopy impacts are cleared forest in areas that will not be permanently acquired or altered by roadway construction. Replanting will occur in these areas. Impacts will be avoided and minimized, and replanting will be maximized within the corridor as determined in final design.

What Avoidance and Minimization Opportunities Have Been Considered for Effects to Environmental Resources?

Since the publication of the DEIS, avoidance and minimization opportunities to historic properties, parklands, wetlands, wetland buffers, waterways, forests, and the Federal Emergency Management Agency's 100-year floodplain have advanced through extensive coordination with the regulatory and resource agencies. The Preferred Alternative, with build improvements only within the limits of Phase 1 South, avoids over 100 acres of parkland and hundreds of wetland and stream features. The impacts associated with the Preferred Alternative were avoided and minimized to the greatest extent practicable in all areas at this preliminary stage of the Study, and avoidance and minimization techniques were specifically refined in some areas of sensitive or recreationally valuable resources, such as the NPS park properties around the American Legion Bridge. Refer to **Chapters 2, 4 and 5** of this document for additional details. The effort to avoid, minimize, and mitigate impacts will continue through ongoing and future coordination with the applicable regulatory and resource agencies. The final avoidance, minimization and mitigation will be documented in the FEIS.

What Minimization Efforts Have Been Incorporated into the Preferred Alternative LOD at the Morningstar Tabernacle No. 88 Moses Hall and Cemetery Property?

In response to public, agency and stakeholder comments following the DEIS publication, MDOT SHA refined the LOD at the Morningstar Tabernacle No. 88 Moses Hall and Cemetery property. In late winter 2021, impacts to Morningstar Cemetery were reduced from 0.3 acres (13,068 square feet) reported in the DEIS for Alternative 9 to approximately 14 square feet of temporary area needed for the construction of a noise barrier adjacent to the property. This effort also avoided all ground disturbance within the cemetery boundary. The reduction was in response to public and agency comments and resulted from design modifications, including changes to the Cabin John Parkway interchange ramp configuration, to minimize impacts to the cemetery property. In summer 2021, additional investigation was conducted to detect and map both potential marked and unmarked graves within and adjacent to the Morningstar Cemetery boundary. Further design refinements were made in response to the results of this investigation and complete avoidance of the Morningstar Cemetery property has now been achieved.

What Minimization Efforts Have Been Incorporated into the Preferred Alternative LOD at the Park Properties and Associated Resources Around the American Legion Bridge?

The most significant avoidance and minimization efforts since the Draft Section 4(f) Evaluation and DEIS focused around the ALB. MDOT SHA and FHWA met with the NPS on December 8, 2020, to discuss the LOD in the vicinity of the ALB that was presented in the DEIS. The NPS requested that MDOT SHA re-assess the LOD in the vicinity of the ALB to limit impacts to NPS land and its natural resources. MDOT SHA convened an 'ALB Strike Team' composed of national and local experts on bridge design, natural resources, and cultural resources who were charged with the following mission:

To develop and evaluate alternatives for the replacement of the ALB to avoid impacts, to the greatest extent practicable, and reduce overall acreage impacts to the C&O Canal National Historic Park and George Washington Memorial Parkway units of the NPS.

The ALB Strike Team considered bridge construction approaches to determine if any of them could limit the LOD further. The ALB Strike Team conducted detailed investigation on a top-down segmental construction approach; a top-down cable stayed approach; and a slide-in place bridge construction approach. In addition, after field analysis and review of readily available information, MDOT SHA and the ALB Strike Team determined that access to the site at river level could be consolidated to the north side of the river along Clara Barton Parkway, eliminating the construction access from the other three quadrants around the bridge and significantly reducing impacts to NPS land. This would be achieved by constructing a temporary construction access road entrance off of the Clara Barton Parkway in the northwest quadrant and installing a temporary bridge over the C&O Canal and a temporary haul road paralleling the C&O Canal towpath. This effort resulted in a 7.8 acre reduction in impact to the George Washington Memorial Parkway and a 5.3 acre reduction at the Chesapeake & Ohio Canal National Historical Park. Refer to **Chapter 4, Section 4.12.4** for additional details on the ALB Strike Team's efforts.

What Mitigation Is Being Considered for Unavoidable Environmental Effects?

The advancement of conceptual mitigation for unavoidable effects to environmental resources from the Preferred Alternative has occurred since the DEIS. The proposed conceptual mitigation is discussed by applicable resource in **Chapter 4** and further detailed in the *Conceptual Mitigation Plan* (**DEIS, Appendix Q**) for the following resources: wetlands; forests; rare, threatened, and endangered species; parkland; cultural resources; noise; air; properties; hazardous materials; topography, geology, soils; groundwater; environmental justice; visual aesthetic; aquatic biota; and unique and sensitive areas. Further mitigation

measures will be identified and refined as the Study progresses and in consideration of public, stakeholder, and agency comment on this SDEIS. The final mitigation will be documented in the FEIS.

What Is the Updated Draft Section 4(f) Evaluation?

Section 4(f) of the USDOT Act of 1966, as amended (49 U.S.C. 303(c)) stipulates that the USDOT, including the FHWA, cannot approve the use of land from a publicly-owned park, recreation area, wildlife or waterfowl refuge, or public or private historic site unless the following conditions apply:

- FHWA determines that there is no feasible and prudent avoidance alternative to the use of land from the property, and the action includes all possible planning to minimize harm to the property resulting from such use (23 CFR §774.3(a)(1) and (2)); or
- FHWA determines that the use of the Section 4(f) properties, including any measures to minimize harm committed to by the applicant, will have a *de minimis* impact on the property (23 CFR §774.3(b)).

Since the publication of the Draft Section 4(f) Evaluation and DEIS in July 2020, the Preferred Alternative has been identified as Alternative 9 – Phase 1 South, which includes the same build improvements proposed as part of Alternative 9 in the DEIS and Draft Section 4(f) Evaluation but limited to the Phase 1 South limits only. No action or no improvements would occur within the study limits outside of Phase 1 South. This decision on the Preferred Alternative considered further coordination with and listening to agencies and stakeholders, including the Officials with Jurisdiction (OWJs) for Section 4(f) properties. The Preferred Alternative is responsive to comments received requesting avoidance of Section 4(f) resources and aligns the Study to be consistent with the previously determined phased delivery and permitting approach.

Chapter 5 of this SDEIS includes the Updated Draft Section 4(f) Evaluation to provide information on the Preferred Alternative. The information included in this Updated Draft Section 4(f) Evaluation will inform FHWA's consideration of the use of Section 4(f) property by the Preferred Alternative. This chapter of the SDEIS provides updated, supplemental information for the Draft Section 4(f) Evaluation, which was included as **DEIS, Appendix F**. This supplemental information does not replace the Draft Section 4(f) Evaluation; it only provides additional analysis. The Section 4(f) Evaluation and this supplement follows established USDOT regulations at 23 CFR 774, FHWA's 2012 Section 4(f) Policy Paper, and 23 U.S.C. 138 and 39 U.S.C. 303.

What Are the Section 4(f) Impacts?

A "use" of (or impact to) Section 4(f) property occurs:

(i) When land is **permanently incorporated** into a transportation facility;
(ii) When there is a **temporary occupancy** of land that is adverse in terms of the statute's preservation purpose as determined by the criteria in 23 CFR §774.13(d); or
(iii) When there is a **constructive use** of a Section 4(f) property as determined by the criteria in 23 CFR §774.15.

The Preferred Alternative would avoid the use of 38 Section 4(f) properties totaling approximately 105 acres relative to the DEIS Build Alternatives. The Preferred Alternative would require use a total of 39.1 acres of 21 Section 4(f) properties (including temporary and permanent), compared to a total of 146.8 acres for the DEIS Build Alternative 9.

Refer to **SDEIS, Chapter 5, Section 5.2** and **DEIS, Appendix F** for additional details. Conceptual mitigation for Section 4(f) impacts has been identified, but coordination with the OWJs for the Section 4(f) properties is still ongoing. The Final Section 4(f) Evaluation will reflect ongoing coordination with OWJs to coordinate impacts and mitigation, and *de minimis* coordination with the OWJs. The Final Section 4(f) Evaluation will also include finalization of the analysis to demonstrate all possible planning to minimize harm, and finalization of the Least Overall Harm Analysis, and final mitigation commitments.

What Are the Next Steps for the Study?

This SDEIS has been approved by FHWA and MDOT SHA and distributed to Federal, state, and local agencies, as well as organizations and other interested parties and is available for public review. There will be a virtual public hearing held during a 45-day review period for the SDEIS; the comment deadline is November 15, 2021. During this 45-day review period, the SDEIS is available in public locations throughout the study corridors and on the Program website oplanesmd.com/SDEIS Comments on the SDEIS are considered equally regardless of whether received orally or in writing and may be made by:

- Oral testimony at the virtual public hearing on November 1, 2021
- SDEIS comment form at oplanesmd.com/SDEIS
- Email to MLS-NEPA-P3@mdot.maryland .gov
- Letters to Jeff Folden, I-495 & I-270 P3 Program Deputy Director, I-495 & I-270 P3 Office, 707 North Calvert Street, Mail Stop P-601, Baltimore MD 21202
- Call-in a comment at 855-432-1483 and leave a voicemail that is limited to three minutes

Following the 45-day review period, the MDOT SHA and FHWA will review all comments and respond to all substantive comments received or postmarked by the end of the comment period in the preparation of the FEIS. Comments received or postmarked after that date will be reviewed and considered to the extent practicable. In addition to the disposition of all substantive comments received on the DEIS and SDEIS, the FEIS will summarize additional and updated information not refined or quantified in the SDEIS, and mitigation measures. The ROD will document the commitments to be carried forth during final design and construction.

Public-Private Partnership (P3) Program

What Is a P3?

A Public-Private Partnership (P3) is an alternative model for delivery of a capital project. A P3 is a partnership between the public or governmental sector with private entities. The P3 seeks to harness private sector expertise, innovation, and funding in order to deliver public infrastructure for the benefit of the public owner and users of the infrastructure. P3s seek to successfully leverage the respective strengths of the public and private sectors to deliver large, complex infrastructure projects in a cost effective and timely fashion. Functions under a P3 agreement may include designing, building, financing, operating, and maintaining a transportation facility. The following definitions of limits are provided to assist in understanding the NEPA and Phase 1 Solicitation process.

- Phase 1: I-495 from south of the ALB to I-270 and I-270 from I-495 to I-70. These are also the limits of the Phase 1 P3 Agreement.
- Phase 1 South: I-495 from south of the ALB to I-270 and I-270 from I-495 to I-370. These are also the limits of the NEPA Preferred Alternative.
- Phase 1 North: I-270 from I-370 to I-70.

What is the Status of the Phase 1 Solicitation Process and P3 Agreement?

The Maryland BPW originally approved the P3 designation for the P3 Program in June 2019 and provided a supplemental approval in January 2020. These approvals allowed MDOT SHA to use Progressive P3 process to design and construct Phase 1 of the P3 Program, by seeking a Phase Developer for Phase 1. This progressive approach allowed the solicitation process to proceed without final commitment during the NEPA process.

As part of the Progressive P3 solicitation, MDOT followed a Request for Proposal (RFP) process seeking interested phase developers in February 2020. MDOT and MDTA, with participation from local jurisdictions, developed a shortlist of four highly qualified Proposers in July 2020. Three of the four shortlisted firms submitted proposals to enter into the Phased P3 Agreement for Phase 1 to assist in the pre-development work, deliver Phase 1 including I-495 from the ALB to I-270, and along I-270 from I-495 to I-70. In February 2021, MDOT SHA identified the Selected Proposer that could best deliver the project in a manner most advantageous to the State.

On August 11, 2021, in accordance with Maryland law, MDOT and MDTA presented to and received approval from the Board of Public Works to award the Phase 1 P3 Agreement to the Selected Proposer, a jointly owned company created for the project, called Accelerate Maryland Partners, Inc. (AMP). They will be completing the predevelopment work related to Phase 1 of the P3 Program.

In accordance with the terms and conditions of the Phase 1 P3 Agreement, MDOT and AMP will further advance predevelopment work on the first section, which includes from the vicinity of the George Washington Memorial Parkway across the American Legion Bridge to I-270 and on I-270 up to I-370, ("Phase 1 South"). The Preferred Alternative in this SDEIS is aligned with the Phase 1 South limits, which is the first section planned for delivery under the Project. As part of its proposal, the Phase Developer has committed to provide an estimated $300 million for transit services in Montgomery County over the operating term of Phase 1 South. To further support transit services, MDOT has committed, upon financial close of the Section P3 Agreement for Phase 1 South, to fund not less than $60 million for design and permitting of high priority transit investments in Montgomery County, such as Phase I of the Corridor Cities Transitway, Bus Rapid Transit in the MD 355 Corridor, or other high priority projects and to construct and equip the Metropolitan Grove Bus Operations and Maintenance Facility.

AMP, as the Phase Developer, is working collaboratively with MDOT, MDTA, and the stakeholders on pre-development work including advancing the preliminary design and due-diligence activities to further minimize impacts. After completion of the predevelopment work with respect to Phase 1 South and, the FEIS, MDOT would seek final approval from the BPW to move forward with the Section P3 Agreement under which a subsidiary of the Phase Developer (called the “Section Developer”) will be responsible for the final design, construction, financing, operations, and maintenance of a particular section for an estimated term of 50 years.

1 PURPOSE AND NEED

The Study Purpose and Need has not changed. Refer to the Draft Environmental Impact Statement (DEIS), Chapter 1 and DEIS, Appendix A. These materials can be viewed through the following links on the Program website:

DEIS, Chapter 1: https://495-270-p3.com/wp-content/uploads/2020/11/2020-06-02_DEIS_01_Purpose_and_Need.pdf

DEIS, Appendix A: https://495-270-p3.com/wp-content/uploads/2020/07/DEIS_AppA_PN_web.pdf

This SDEIS Chapter includes the following updates:

- Identification of the Preferred Alternative, Alternative 9 – Phase 1 South, which is comprised of two, new high-occupancy toll (HOT) managed lanes in each direction on I-495 from George Washington Memorial Parkway (GWMP) to I-270 and then on I-270 from I-495 to I-370 as well as along I-495 and the I-270 east spur to MD 187. No action or improvements on I-495 from the I-270 east spur to west of MD 5.

1.1 Background and Context

The Federal Highway Administration (FHWA), as the Lead Federal Agency, and the Maryland Department of Transportation State Highway Administration (MDOT SHA), as the Local Project Sponsor, have prepared a Supplemental Draft Environmental Impact Statement (SDEIS) under the National Environmental Policy Act (NEPA) for the I-495 & I-270 Managed Lanes Study (Study). The I-495 & I-270 Managed Lanes Study (Study) is the first environmental study under the broader I-495 & I-270 Public-Private Partnership (P3) Program.

In January 2021, Alternative 9 was announced as the MDOT SHA's Recommended Preferred Alternative based on results of traffic, engineering, financial, and environmental analyses, as well as public comment. After several months of further coordinating with and listening to agencies and stakeholders regarding Alternative 9 as the Recommended Preferred Alternative, MDOT SHA decided to align the Study to be consistent with the previously determined phased delivery and permitting approach which focused on Phase 1 South only. As a result, FHWA and MDOT SHA identified a new Recommended Preferred Alternative: Alternative 9 – Phase 1 South. Alternative 9 – Phase 1 South includes the same improvements proposed as part of Alternative 9 but limited to the Phase 1 South limits only.

The Preferred Alternative focuses solely on building a new American Legion Bridge and delivering two high-occupancy toll (HOT) managed lanes in each direction on I-495 from the George Washington Memorial Parkway in Virginia to east of MD 187 on I-495, and on I-270 from I-495 to north of I-370 and on the I-270 eastern spur from east of MD 187 to I-270. Refer to **Figure 1-1**. This Preferred Alternative was identified after coordination with resource agencies, the public and stakeholders to respond directly to feedback received on the DEIS, and to align the NEPA approval with the P3 Program planned project phased delivery and permitting approach.

The 48-mile Study limits remain unchanged: I-495 from south of the GWMP in Fairfax County, Virginia, to west of MD 5 and along I-270 from I-495 to north of I-370, including the east and west I-270 spurs in Montgomery and Prince George's Counties, Maryland. The Preferred Alternative, Alternative 9 - Phase 1 South (shown in **dark blue** in **Figure 1-1**), includes build improvements within the limits of Phase 1 South only totaling approximately 15 miles of proposed improvements. There is no action, or no improvements included at this time on I-495 east of the I-270 east spur to MD 5 (shown in **light blue** in **Figure 1-1**). While the Preferred Alternative does not include improvements to the remaining parts of I-495 within the Study limits, improvements on the remainder of the interstate system may still be needed in the future. Any such improvements would advance separately and would be subject to additional environmental studies and analysis and collaboration with the public, stakeholders and agencies.

Figure 1-1: I-495 & I-270 Managed Lanes Study Corridors – Preferred Alternative



1.2 Study Purpose and Need

The Purpose and Need Statement remains the same as presented in the **DEIS, Chapter 1** and in the full Purpose and Need Statement in **DEIS, Appendix A**. However, the purpose and needs are restated below for ease to the reader.

The purpose of the Study is to develop a travel demand management solution(s) that addresses congestion, improves trip reliability on I-495 and I-270 within the study limits and enhances existing and planned multimodal mobility and connectivity.

The needs for the Study are:

- Accommodate Existing Traffic and Long-Term Traffic Growth
- Enhance Trip Reliability
- Provide Additional Roadway Travel Choices

- Improve Movement of Goods and Services
- Accommodate Homeland Security.

Two goals for the Study were identified in addition to the needs: (1) the use of alternative funding approaches for financial viability and (2) environmental responsibility.

2 ALTERNATIVES

The analysis of the Build Alternatives was documented in the **Draft Environmental Impact Statement (DEIS), Chapter 2** and **DEIS, Appendix B** and can be viewed through the following links on the Program website:

DEIS, Chapter 2: https://495-270-p3.com/wp-content/uploads/2020/11/2020-06-02_DEIS_02_Alternatives_Development.pdf

DEIS, Appendix B: https://495-270-p3.com/wp-content/uploads/2020/07/DEIS_AppB_Alts_web.pdf

This SDEIS Chapter documents the following updates:

- Identification of the Preferred Alternative, which is Alternative 9 – Phase 1 South with two new, high-occupancy toll (HOT) managed lanes on I-495 in each direction from the George Washington Memorial Parkway to east of MD 187 and conversion of the one existing high-occupancy vehicle lane in each direction on I-270 to a HOT managed lane and adding one new HOT managed lane in each direction on I-270 from I-495 to north of I-370 and on the I-270 east and west spurs. There is no action or no improvements on I-495 east of the I-270 east spur.
- The on-site and off-site (compensatory) stormwater management considerations
- Review of existing culverts and potential culvert augmentation requirements
- Advanced constructability review of the Preferred Alternative
- Revisions to the Limit of Disturbance (LOD) for the Preferred Alternative
- Maryland Transportation Authority (MDTA) Toll Rate Setting Process and Proposal
- Transit considerations and connections with the Preferred Alternative
- Pedestrian and bicycle facilities included with the Preferred Alternative
- Public-Private Partnership (P3) solicitation and Phase 1 Developer Agreement

2.1 Overview of Alternatives Development Process

The alternatives development and screening process for the I-495 & I-270 Managed Lanes Study (Study) followed five steps to narrow the Preliminary Range of Alternatives under consideration to the Preferred Alternative (**Figure 2-1**). The results and documentation of the first four steps were presented in the Study's Draft Environmental Impact Statement (DEIS) with the last step, identification of the Preferred Alternative, being documented in this Supplemental DEIS (SDEIS).

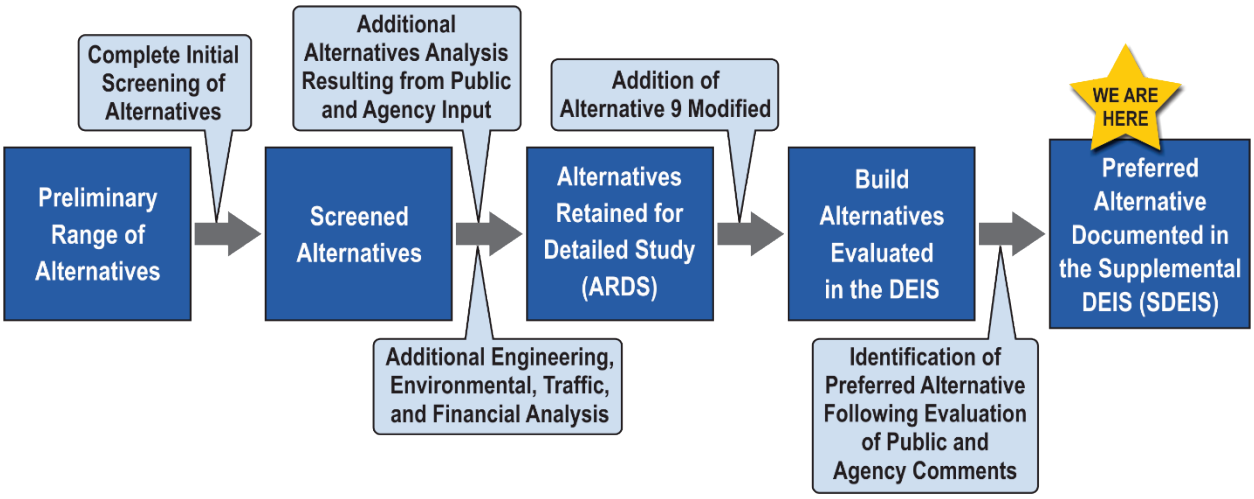
The DEIS evaluated the No Build Alternative (Alternative 1) and six Build Alternatives (Alternatives 8, 9, 9M, 10, 13B and 13C). The following list briefly describes those alternatives:

- Alternative 1: No Build – Though this alternative does not meet the Study's Purpose and Need, consistent with National Environmental Policy Act (NEPA) requirements, the scenario assuming no construction of a Build Alternative was carried forward for further evaluation to serve as a base case for comparing the other alternatives
- Alternative 8: Two Express Toll Lane (ETL) Managed Lanes Network on I-495 and one ETL and retain one High-Occupancy Vehicle (HOV) Lane Network on I-270

- Alternative 9: Two High-Occupancy Toll (HOT) Managed Lanes Network
- Alternative 9M: Two HOT Managed Lanes Network on the west and east side of I-495 and on I-270; one HOT Managed Lane Network on top side of I-495 between I-270 and I-95
- Alternative 10: Two ETL Managed Lanes Network on I-495 and I-270 and retain one HOV Lane Network on I-270 only
- Alternative 13B: Two HOT Managed Lanes Network on I-495 and two Reversible HOT Managed Lanes Network on I-270
- Alternative 13C: Two ETL Managed Lanes Network on I-495 and two Reversible ETL Managed Lanes Network on I-270 and retain one HOV Lane Network on I-270 only

Refer to **DEIS Chapter 2,** and **DEIS Appendix B, Alternatives Technical Report** for additional information.

Figure 2-1: Alternatives Screening Process



The DEIS considered how well each alternative met the Study's Purpose and Need using the following criteria:

- Engineering considerations:
  - Accommodates existing traffic and long-term traffic growth
  - Improves trip reliability
  - Provides additional roadway travel choice
  - Provides ease of use for travelers
- Accommodates homeland security
- Improves the movement of goods and services
- Enhances multimodal mobility and connectivity
- Financial viability
- Environmental considerations

The Council on Environmental Quality (CEQ) guidance describes an "agency's preferred alternative" as one that the agency believes would fulfill its statutory mission and responsibilities, giving consideration to economic, environmental, technical, and other factors.[1] During the current NEPA process, and especially based on input from cooperating agencies and the general public following publication of the DEIS, the Federal Highway Administration (FHWA) and the Maryland Department of Transportation State Highway Administration (MDOT SHA) considered many common themes reflected in the comments.

In January 2021, Alternative 9 was announced as the MDOT SHA Recommended Preferred Alternative based on results of traffic, engineering, financial, and environmental analyses, as well as public comment. Commenters specifically highlighted the need to address improvements to the American Legion Bridge (ALB), a major regional traffic bottleneck, as soon as possible; to minimize property displacement and public parkland impacts; to coordinate with planned managed lane projects in Northern Virginia to provide a seamless regional managed lanes system; and to increase multi-modal transportation options in the Study Area.

After several months of further coordinating with and listening to agencies and stakeholders and reviewing public comments, MDOT SHA decided to align the Recommended Preferred Alternative to be consistent with the previously determined phased delivery and permitting approach, which focuses on Phase 1 South. As a result, FHWA and MDOT SHA identified a new Preferred Alternative: Alternative 9 – Phase 1 South. Alternative 9 – Phase 1 South includes the same improvements proposed as part of Alternative 9 but is limited to the Phase 1 South limits only. The limits of Phase 1 South are along I-495 from the George Washington Memorial Parkway to east of MD 187 and along I-270 from I-495 to north of I-370 and on the I-270 east and west spurs as shown in **dark blue** in **Figure 2-2**. The improvements include two new HOT managed lanes in each direction along I-495 and I-270 within the Phase 1 South limits. There is no action, or no improvements included at this time on I-495 east of the I-270 east spur to MD 5 (shown in **light blue** in **Figure 2-2**). While the Preferred Alternative does not include improvements to the remaining parts of I-495 within the Study limits, improvements on the remainder of the interstate system may still be needed in the future. Any such improvements would advance separately and would be subject to additional environmental studies and analysis and collaboration with the public, stakeholders and agencies.

The overall Study limits remain unchanged: I-495 from south of the George Washington Memorial Parkway in Fairfax County, Virginia, including the ALB over the Potomac River, to west of MD 5 in Prince George's County, Maryland and along I-270 from I-495 to north of I-370, including the east and west I-270 spurs in Montgomery County, Maryland. While the Preferred Alternative does not include improvements to the remaining parts of I-495 within the Study limits, improvements on the remainder of the interstate system may still be needed in the future. Any such improvements would advance separately, and would be subject to additional environmental studies, analysis and collaboration with the public, stakeholders and local agencies.

The FHWA and MDOT SHA's selection of the Preferred Alternative is based on currently available information and consideration of comments received on the DEIS. The majority of the key concerns and comments raised by the agencies and public through review of the DEIS were common among the Build

[1] Council on Environmental Quality, Memorandum to Agencies: Forty Most Frequently Asked Questions Concerning CEQ's National Environmental Policy Act Regulations, 46 Federal Register 18026 (March 23, 1981), as amended (1986); Question 4a

Alternatives retained including, but not limited to, stormwater management, direct access, transit elements, noise, property impacts, and proposed relocations. Identifying a Preferred Alternative allows the lead agencies to continue the coordination, design, and analysis effort on a single alternative. The efforts to further address comments, avoid and minimize impacts, and determine mitigation for unavoidable impacts will continue through the development of the Final Environmental Impact Statement (FEIS).

Figure 2-2: I-495 & I-270 Managed Lanes Study Corridors – Preferred Alternative

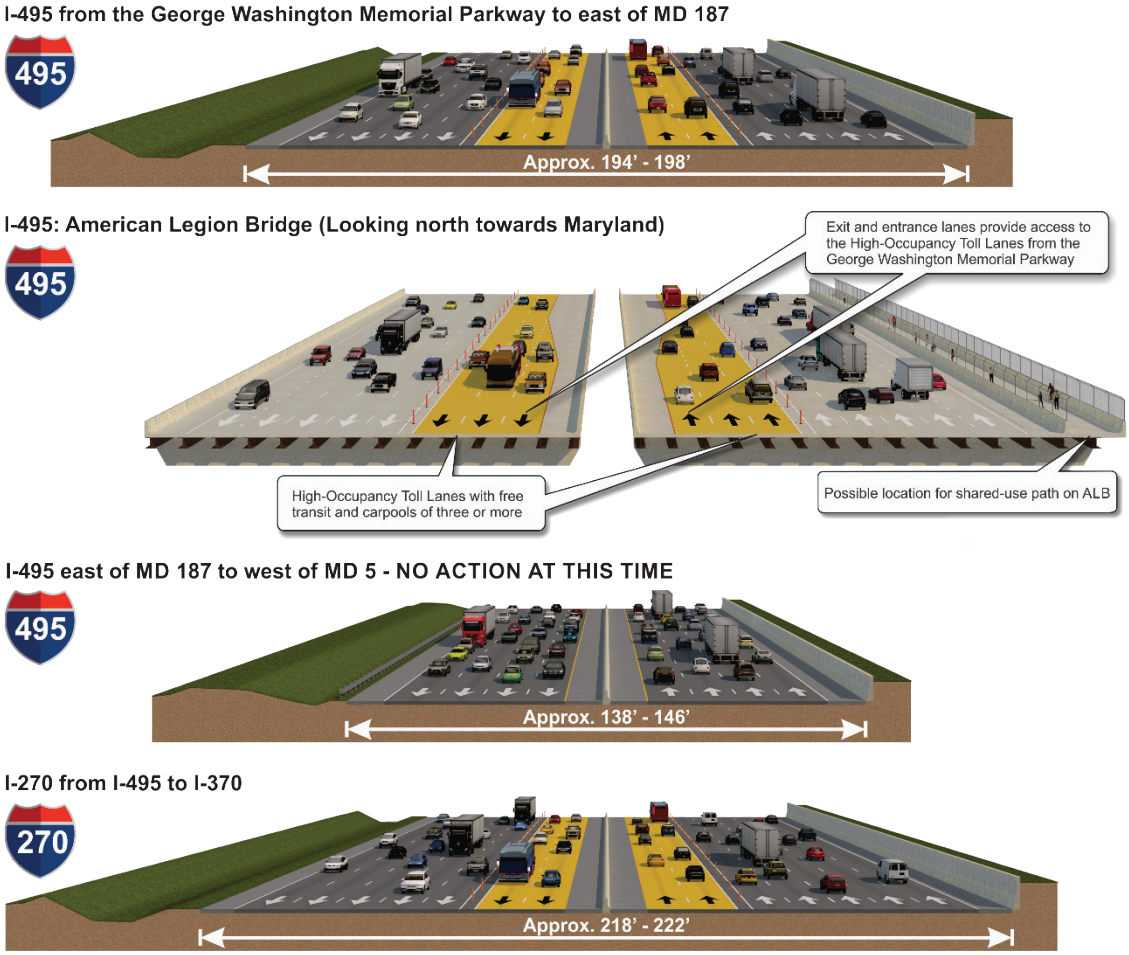


2.2 Preferred Alternative

Alternative 9 - Phase 1 South has been identified as the Preferred Alternative and includes a two-lane, HOT managed lanes network on I-495 and I-270 (**Figure 2-3**). On I-495, the Preferred Alternative consists of adding two new, HOT managed lanes in each direction from the George Washington Memorial Parkway to east of MD 187. On I-270, the Preferred Alternative consists of converting the one existing HOV lane in each direction to a HOT managed lane and adding one new HOT managed lane in each direction from I-495 to north of I-370 and on the I-270 east and west spurs. There is no action (i.e., no improvements) included at this time on I-495 east of the I-270 east spur. Along I-270, the existing collector-distributor (C-D) lane separation from Montrose Road to I-370 would be removed as part of the proposed improvements. The managed lanes would be separated from the general purpose (GP) lanes using flexible delineators placed within a buffer. Transit buses and HOV 3+ vehicles would be allowed free passage in the managed lanes.

The preliminary, estimated capital cost for the Preferred Alternative ranges between $3.0 and $3.5 Billion. This estimate includes costs for construction, property acquisition, and environmental mitigation.

Figure 2-3: Alternative 9 – Phase 1 South Typical Sections (HOT Managed Lanes Shown in Yellow)



Alternative 9 – Phase 1 South was identified as the Preferred Alternative in response to public and agency comments received on the DEIS. The Preferred Alternative would:

- Further align with the phased delivery and permitting approach.
- Focus improvements on Phase 1 South, including the American Legion Bridge, the biggest traffic chokepoint in the region. Replacement of the bridge is part of a bi-state effort to improve mobility and would provide a seamless regional system of managed lanes by connecting to Virginia over the American Legion Bridge.
- Expedite replacement of the American Legion Bridge with a private funding source.
- Provide options for travel by keeping all existing general purpose lanes free.
- Reduce reliance on single occupancy vehicles and permitting buses, carpool, vanpool, and personal vehicles with three or more people to travel faster and more reliably in the new HOT lanes free of charge any time of the day.
- Avoid all residential and commercial displacements.

- Minimize impacts by over 50% to National Parks near the American Legion Bridge (George Washington Memorial Parkway and Chesapeake & Ohio Canal National Historical Park) and completely avoid three other National Parks: Baltimore Washington Parkway, Greenbelt Park, and Suitland Parkway.
- Avoid approximately 22 acres of Maryland-National Capital Park and Planning Commission parkland including Rock Creek, Sligo Creek, and Northwest Branch Stream Valley Parks.
- Permit continued collaboration with the public and agency partners to work through issues raised outside of Phase 1 South through separate, future environmental studies.

As described in greater detail in **SDEIS, Chapter 3**, the Preferred Alternative is projected to provide substantial, tangible operational benefits to the regional system even though it includes no action for a large portion of the study area in an effort to avoid and minimize impacts. The Preferred Alternative would significantly increase throughput across the American Legion Bridge and on the southern section of I-270 while reducing congestion. It would also increase speeds, improve reliability, and reduce travel times and delays along I-495, I-270, and the surrounding roadway network compared to the No Build Alternative, albeit to a lesser degree than the Build Alternatives presented in the DEIS that provided managed lanes throughout the full study area limits. Projected daily traffic volumes served would increase with development of the Preferred Alternative when compared to the No Build Alternative because the freeways would be able to accommodate latent demand that would otherwise use the local roadway network to avoid congestion. Congestion would be present during the PM peak period on I-270 northbound and the I-495 inner loop in the design year of 2045 due to downstream bottlenecks outside of the Preferred Alternative limits, but overall operations would be significantly better than the No Build.

2.3 Elements of the Preferred Alternative

Updated design elements of the Preferred Alternative presented in this SDEIS include Interchanges and HOT Managed Lanes Access (**Section 2.3.1**); Stormwater Management Considerations (**Section 2.3.2**); Cross Culverts (**Section 2.3.3**); Construction and Short-term Effects (**Section 2.3.4**); Limit of Disturbance (**Section 2.3.5**); Tolling (**Section 2.3.6**); Transit-Related Elements (**Section 2.3.7**); and Pedestrian and Bicycle Considerations (**Section 2.3.8**). These elements contributed to refinement of the Preferred Alternative and associated impacts. Specifically, modifications to the Preferred Alternative since the DEIS included roadway design adjustments, revisions to noise barrier locations based on further analysis, consideration of additional needs at culvert augmentation sites, and continued application of avoidance and minimization efforts at sensitive resources.

2.3.1 Interchanges and HOT Managed Lanes Access

The HOT managed lane access locations within the Phase 1 South limits, except for the exchange ramps, did not change from those identified in the DEIS for the Build Alternatives. This section indicates which access points and interchange improvements are and are not included in the Preferred Alternative.

There are 34 existing interchanges within the Study limits, and 14 existing interchanges within the limits of Phase 1 South of the Preferred Alternative. All 14 interchanges would be modified as needed to accommodate the mainline widening of I-495 and I-270. The HOT managed lanes traveling in the same direction as the GP lanes would be separated from the GP lanes by a buffer and flexible delineators as shown in the typical sections (**Figure 2-3**). Access to and from the HOT lanes would be provided via direct

access ramps at select existing interchanges; direct access ramps at two new interchanges; exchange ramps between Virginia and Maryland where ingress to the managed lanes from the GP lanes or egress from the managed lanes to the GP lanes would be provided; and at the end points of the Preferred Alternative.

The preliminary direct access locations were identified using the following considerations:

- Providing system-to-system connections between major interstates and freeways (e.g., I-495/I-270 west spur, I-270/I-370)
- Providing access at interchanges with high traffic demand (e.g., MD 190)
- Providing access throughout the Study Area for reasonable access to the managed lanes (e.g., Gude Drive, Wootton Parkway)
- Providing access in consideration of land use and at major transit facilities (e.g., Westlake Terrace at Montgomery Mall Transit Center)
- Potential community, property, and environmental impacts resulting from providing access.

In total, access to and from the HOT managed lanes is proposed at nine locations (five existing interchanges, two new interchanges, and two exchange ramp locations), as well as at the end of the HOT lanes along eastbound I-495 east of MD 187, along the northbound I-270 east spur south of MD 187, and along southbound I-270 north of I-370. The interchanges that will be modified to accommodate the widened mainline and managed lane access locations are listed in **Table 2-1** and shown in **Figure 2-4**. **Table 2-1** also includes a list of the I-495 interchange locations within the Study Limits and outside of Phase 1 South limits that will not be improved for the Preferred Alternative.

Table 2-1: Interchange Improvements and HOT Managed Lane Access Locations under the Preferred Alternative[1]

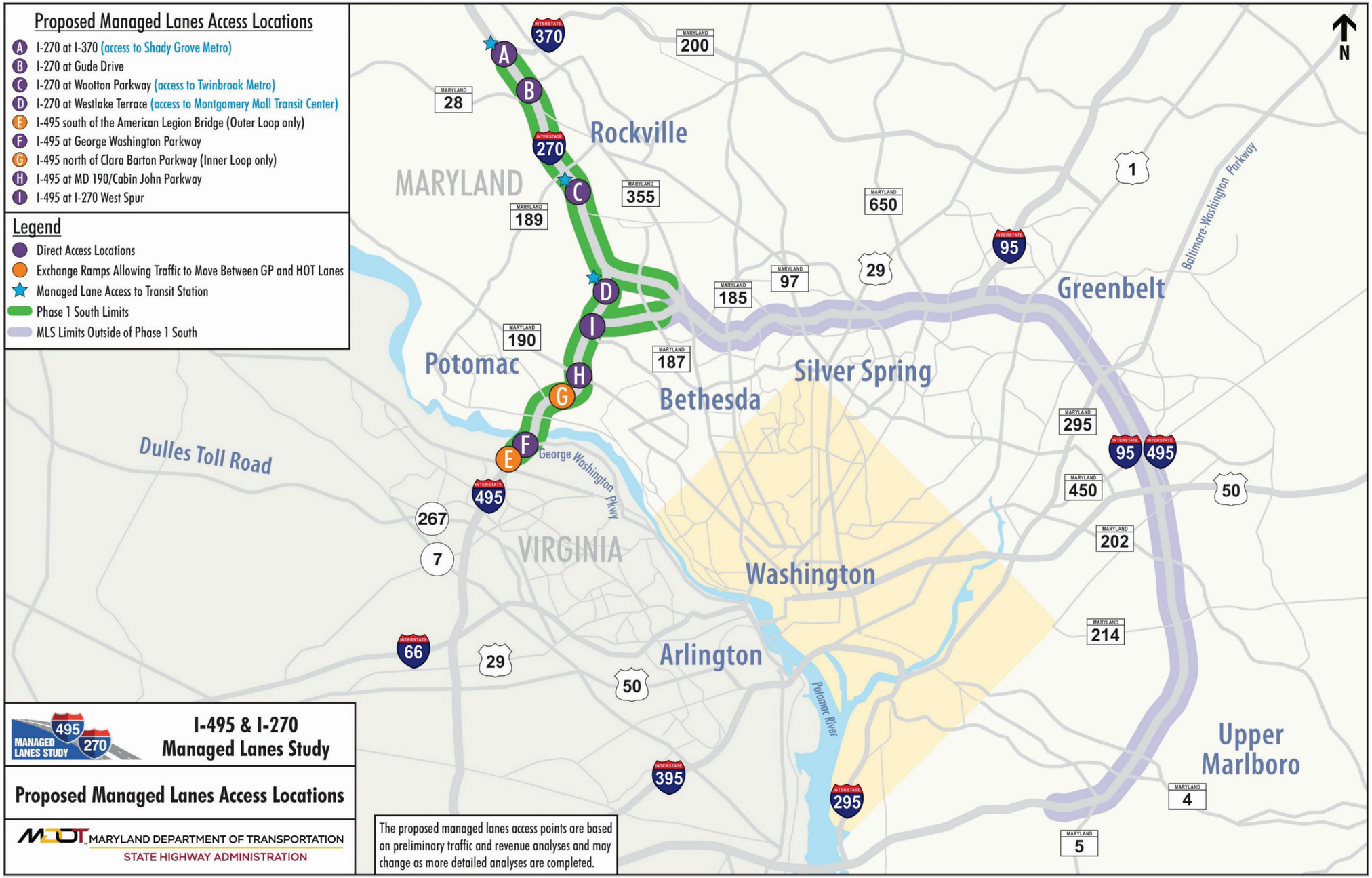
Location	Modification
Interface with Virginia I-495 HOT Lanes south of the ALB (see location 'E' on **Figure 2-4**)	• Exchange ramp from Maryland HOT managed lanes to Virginia GP lanes (outer loop only)
I-495/George Washington Memorial Parkway Interchange (see location 'F' on **Figure 2-4**)	• HOT lanes direct access to managed lanes in Maryland • Adjusted interchange ramps to accommodate widened mainline
I-495/Clara Barton Parkway Interchange	• Adjusted interchange ramps to accommodate widened mainline
Interface with Virginia I-495 HOT Lanes north of Clara Barton Parkway (see location 'G' on **Figure 2-4)**	• Exchange ramp from Virginia GP lanes to Maryland HOT managed lanes (inner loop only)
I-495/MD 190/Cabin John Parkway Interchange (see location 'H' on **Figure 2-4**)	• HOT lanes direct access interchange • Adjusted interchange ramps to accommodate widened mainline
I-495/I-270 west spur Interchange (see location 'I' on **Figure 2-4**)	• HOT lanes direct access interchange • Reconstructed interchange to accommodate HOT lanes
I-495/MD 187 Interchange	• Potential adjustment of interchange ramps to accommodate widened mainline
I-495/I-270 east spur/MD 355 Interchange	• No proposed interchange improvements
I-495/MD 185 Interchange	• No proposed interchange improvements
I-495/MD 97 Interchange	• No proposed interchange improvements

Location	Modification
I-495/US 29 Interchange	• No proposed interchange improvements
I-495/MD 193 Interchange	• No proposed interchange improvements
I-495/MD 650 Interchange	• No proposed interchange improvements
I-495/ I-95 Interchange	• No proposed interchange improvements
I-495/US 1 Interchange	• No proposed interchange improvements
I-495/Greenbelt Metro Interchange	• No proposed interchange improvements
I-495/MD 201 Interchange	• No proposed interchange improvements
I-495/Baltimore-Washington Parkway Interchange	• No proposed interchange improvements
I-495/MD 450 Interchange	• No proposed interchange improvements
I-495/US 50 Interchange	• No proposed interchange improvements
I-495/MD 202 Interchange	• No proposed interchange improvements
I-495/Arena Drive Interchange	• No proposed interchange improvements
I-495/MD 214 Interchange	• No proposed interchange improvements
I-495/Ritchie Marlboro Interchange	• No proposed interchange improvements
I-495/MD 4 Interchange	• No proposed interchange improvements
I-495/MD 337/Suitland Road Interchange	• No proposed interchange improvements
I-495/MD 5 Interchange	• No proposed interchange improvements
I-270 west spur/Democracy Boulevard Interchange	• Adjusted interchange ramps to accommodate widened mainline
I-270 west spur/Westlake Terrace Interchange (see location 'D' on **Figure 2-4**)	• Repurposed existing HOV only ramps to/from north to HOT lanes direct access ramps • Added HOT lanes direct access ramps to/from south
I-270 Y-Split Interchange	• Reconstructed interchange to accommodate HOT lanes
I-270/Montrose Road Interchange	• Adjusted interchange ramps to accommodate widened mainline
I-270/Wootton Parkway Interchange *(new interchange)* (see location 'C' on **Figure 2-4**)	• New interchange for HOT lanes direct access only
I-270/MD 189 Interchange	• Reconfigured interchange ramps to accommodate widened mainline
I-270/MD 28 Interchange	• Adjusted interchange ramps to accommodate widened mainline
I-270/Gude Drive Interchange *(new interchange)* (see location 'B' on **Figure 2-4**)	• New interchange for HOT lanes direct access only
I-270/Shady Grove Road Interchange	• Adjusted interchange ramps to accommodate widened mainline
I-270/I-370 Interchange (see location 'A' on **Figure 2-4**)	• HOT lanes direct access interchange (to/from south only) • Adjusted interchange ramps to accommodate widened mainline
I-270 east spur/MD 187/Rockledge Drive Interchange	• Adjusted interchange ramps to accommodate widened mainline

Note: The rows shaded in blue indicate HOT managed lanes access locations.

[1]The proposed managed lanes access points may change based on public and agencies' comments on the SDEIS and as more detailed analyses are completed, and the Interstate Access Point Approval request is reviewed by FHWA.

Figure 2-4: Proposed HOT Managed Lanes Access Locations



2.3.2 Stormwater Management Considerations

A. Introduction

A planning-level, conceptual identification of stormwater management (SWM) needs was considered throughout the Study Area when establishing the limit of disturbance (LOD) for the Preferred Alternative. The Maryland *Stormwater Management Act of 2007* emphasizes environmental site design (ESD)[2] and consideration of SWM early in the planning stage of a project to better balance transportation needs, right-of-way considerations, and requirements of the Act, which include both water quality (i.e., ESD) and water quantity management. Water quality management treats the first flush of rainfall to remove pollutants and improve downstream conditions. Water quantity management stores and slowly releases water to reduce downstream flooding.

Modifications to conceptual stormwater management for the SDEIS included: reevaluation of stormwater needs and locations for roadway updates based on traffic operations and noise barrier locations; continued avoidance and minimization; and coordination with key agency stakeholders. For example, continued coordination with National Park Service (NPS) led to the removal of all SWM facilities outside of the transportation footprint on NPS owned property. The methodology for stormwater evaluation remained the same as presented in the **DEIS, Chapter 2** and is restated below in **Section 2.3.2.B** for ease to the reader.

The land adjacent to the study corridors is heavily developed with numerous natural, cultural, and socioeconomic resources. The existing roadways are a mix of open section (i.e., no curb or concrete barrier) and closed section (i.e., curb or retaining wall) with superelevated cross slopes through horizontal curves. The density of development adjacent to the study corridors, combined with numerous environmental sensitive areas, complicated the efforts of finding enough suitable SWM site locations. However, as the design continues to progress, MDOT SHA will ensure SWM water quality requirements and treatment will be provided to the maximum extent practicable (MEP) at on-site locations, as required under the SWM Act.

B. Methodology and Assumptions

The 2000 Maryland Stormwater Design Manual (Rev. May 2009) requires all projects to provide Water Quality Volume (WQv), Channel Protection Volume (Cpv), Recharge Volume (Rev), and Overbank Protection Volume or Quantity management (Qp). In addition, the Preferred Alternative will need to meet the county requirements within their jurisdiction limits. Montgomery County requires a Qp of 10-year management and Qp of 100-year management if downstream flooding problems exist. Coordination with the county will continue through final design. All new impervious area and a minimum of 50 percent of reconstructed impervious area will require treatment. Reconstructed impervious area is defined as existing impervious area that is removed, exposing bare earth, before being repaved or repurposed. To calculate both the total new and reconstructed impervious area, water quality shading was performed for the preliminary roadway engineering for all new and existing pavement within the limits of the Preferred Alternative. Existing study points (where water leaves the State right-of-way) were identified in each

[2] Title 4, Subtitle 201.1(B) of the Stormwater Management Act of 2007 defines ESD as "...using small-scale stormwater management practices, nonstructural techniques, and better site planning to mimic natural hydrologic runoff characteristics and minimize the impact of land development on water resources." Under this definition, ESD includes optimizing conservation of natural features (e.g., drainage patterns, soil, vegetation); minimizing impervious surfaces (e.g., pavement, concrete channels, roofs); slowing down runoff to maintain discharge timing and to increase infiltration and evapotranspiration; or using other nonstructural practices or innovative technologies approved by the Maryland Department of Environment (MDE).

section and field investigated to determine existing conditions. SWM requirements or impervious area requiring treatment were determined for the Preferred Alternative and preliminary SWM facility locations were identified. An evaluation of potential water quality loss was also conducted.

For this analysis, the redeveloped impervious area was quantified by assuming all shoulders and one to two of the existing lanes would need to be reconstructed. Based on the preliminary engineering, there are locations where existing pavement removal could result in a reduced SWM requirement. To be conservative, pavement removal was only included in the water quality shading when an existing interchange was reconfigured, resulting in ramp removal, or the pavement removal width was greater than ten (10) feet. During detailed design, further pavement removal opportunities may be realized.

C. Assumed Stormwater Management Provided for the Preferred Alternative

Six types of SWM facilities were identified in the analysis for this Study: quantity ponds, quality ponds, water quality outfalls, swales, quantity vaults, and water quality vaults. The proposed, preliminary large surface SWM features are shown on the *Environmental Resource Mapping* (**SDEIS, Appendix D**).

The quantity requirements for the Preferred Alternative must be met for each drainage section. The quantity management requirement is met in each drainage segment, except one: the ALB drainage segment. Based on typical practice, a quantity waiver could be granted for the ALB due to the direct discharge to the Potomac River, a major waterway. The ESD requirements must be maximized; however, any deficit within a given drainage segment could be met utilizing compensatory SWM within the same watershed as defined by the MDOT SHA *Sediment and Stormwater Guidelines and Procedures (SSGP), Section 5.5*., Compensatory SWM is anticipated to be provided through a variety of means including, but not limited to, new SWM facilities to provide water quality treatment for untreated existing impervious surfaces, stream restoration, outfall stabilization, existing SWM facility retrofits, pavement removal, or generation of water quality credits as provided in applicable sections of the SSGP. **Table 2-2** summarizes the required quantity, provided quantity, required ESD and provided ESD for the Preferred Alternative, and the resulting compensatory SWM mitigation requirement.

Table 2-2: Stormwater Management for the Preferred Alternative

Required Quantity surface area (ac)	Provided Quantity surface area (ac)	Required ESD surface area (ac)	Provided ESD surface area (ac)	Impervious Area Requiring Offsite Treatment (ac)
28	26	85	40	114

Due to the large amount of impervious area requiring treatment for the Preferred Alternative and existing site constraints, ESD could not be met onsite for the Preferred Alternative. Consequently, compensatory SWM treatment may be required to offset the ESD deficit, as shown in **Table 2-2**. It is important to consider that the methodology used to determine the conceptual SWM requirements for the Study was based on surface area requirements and was developed to support overall costs and determine right-of-way needs. Detailed stormwater management design, to be performed during final design, and/or use of innovative technologies may reduce the compensatory stormwater management requirements. As noted above, water quantity requirements were met on site in every drainage segment except one: the ALB drainage segment.

D. Compensatory Stormwater Management Plan Considerations

Due to the heavily urbanized areas and numerous resources along the study corridors that limit the amount of SWM water quality that can be practically provided on-site, alternate means for providing SWM were evaluated. MDOT SHA performed an extensive planning level study to identify compensatory, or off-site, SWM opportunities to ensure the SWM water quality requirements of the Preferred Alternative could be met. The results of this evaluation, presented in this SDEIS, were not included in the DEIS because the study was completed after the DEIS publication.

Potential SWM sites were identified to meet the compensatory SWM needs for the Preferred Alternative. The methodologies, assumptions, and evaluations documented below were used for this compensatory SWM analysis to support and inform the Joint Permit Application (JPA), the SDEIS, and ultimately the FEIS and Record of Decision (ROD). The compensatory treatment identified generally exceeds the requirement; however, the intent was to provide an excess of compensatory SWM sites to evaluate in detail during final design. Although it is anticipated that sites may be dropped from consideration when final design deems them infeasible and through coordination with Maryland Department of the Environment (MDE) and MDOT SHA permitting authorities, there would still be an adequate amount of treatment potential to meet the study area needs.

All findings of the compensatory SWM efforts are documented in the Compensatory Stormwater Mitigation Plan (**SDEIS, Appendix C**) and will be included in the JPA and FEIS, and ROD. This section summarizes the compensatory SWM requirements and potential water quality credit only.

a. Methodology and Assumptions

According to the Code of Maryland Regulations (COMAR), "the management of stormwater runoff is necessary to reduce stream channel erosion, pollution, siltation and sedimentation, and local flooding..." The quantification of the SWM required, water quality, and water quantity for a project is determined by the amount of existing impervious area and proposed impervious area located within the study area or LOD. While the MDE and MDOT SHA Water Quality Banking Agreement indicates SWM water quantity requirements must be met on-site for any given project, the SWM water quality requirements, while desirable to be met on-site, can be met elsewhere within the same MDE 6-digit watershed when on-site treatment is not practicable.

For the compensatory SWM analysis, LODs were identified for three types of sites: (1) SWM facilities, (2) stream restoration sites, and (3) pavement removal sites. In general, SWM facility sites were selected to maximize impervious area draining to the site and are primarily within the MDOT SHA right-of-way, while minimizing impacts to private properties and historic and environmental resources (trees, wetlands, waterways, 100-year floodplains, etc.). Each SWM facility is expected to meet a minimum of 1-inch treatment credit, which will provide full impervious area treatment (IAT) credit for MDOT SHA impervious area. For all non-MDOT SHA impervious areas draining to a site, or for pavement removal, half of the impervious area treated or removed is the resultant IAT credit. Unlike the SWM facility and pavement removal locations, the stream restoration sites are generally located outside of MDOT SHA right-of-way and will have impacts to private properties and environmental resources; however, impacts to wetlands and waterways at these sites are generally considered self-mitigating. Self-mitigating sites are sites where the potential design would improve the function of the environmental resources and would not require

impacts to be mitigated. The credit potential of one-acre IAT credit per 100 linear foot stream restored is a conservative estimate used for the efforts and additional credit may be realized during final design.

To ensure full compliance with NEPA requirements, impacts to forests, wetlands, waterways, floodplains, and properties were determined using desktop evaluations of compensatory SWM sites by the following disciplines: water resources, cultural resources, forestry, hazardous materials, maintenance of traffic, wetlands and waterways, right-of-way, parks/Section 4(f), structures, utilities, and constructability. All desktop evaluations were completed using the best data available at the time and were utilized to inform the LOD for each site. In addition to the desktop evaluations performed, field assessments were performed by the water resources, forestry, wetlands, and stream disciplines to inform the environmental resource delineations and determine SWM feasibility. Refer to **SDEIS, Appendix C** for additional details on the methodology.

b. Compensatory Stormwater Management Requirements and Potential

The current Compensatory Stormwater Management Plan will provide the opportunity for up to 298 acres of IAT for the Preferred Alternative, through use of SWM facilities, stream restoration, and pavement removal (**Table 2-3**). As stated above, the compensatory IAT potential exceeds the requirement; however, the intent of the plan is to provide an excess of compensatory SWM sites to evaluate in more detail during final design.

Table 2-3: Compensatory SWM Phase 1 South Potential

MDE 6-Digit Watershed	Target Compensatory SWM IART Requirement (AC)	Compensatory SWM IAT Potential (AC)
Washington Metropolitan (No. 021402)	114	298

Further avoidance and minimization of impacts to resources that would be caused by work associated with the compensatory SWM sites will be investigated during final design. In addition, the use of alternate sites which could have fewer or no impacts is encouraged. Final impacts should not exceed those presented in the JPA and the Compensatory Stormwater Management Plan, listed below in **Table 2-4**. While it may be possible that alternate compensatory SWM sites identified during final design could result in an increase in impacts, the full approval and permitting process, including any necessary evaluations for the anticipated environmental and other permitting approvals, would be required.

Table 2-4: Compensatory SWM Potential Phase 1 South Environmental Impacts

Potential LOD Area (acre)	Potential Property Impact (acre)	Wetland Impact (AC/SF)			Wetland Buffer Impact (AC/SF)	Waterway Impact (LF/SF)		FEMA 100-Year Floodplain Impact (AC/SF)	Forest Impact (AC/SF)	Specimen Tree Impact (Count/ DBH)
		PFO	PSS	PEM		Perennial	Intermittent			
234.9	37.5	4.1 / 176,854	0.02 / 871	0.6 / 27,007	7.7 / 335,232	20,994 / 226,250	4,666 / 24,126	46.5 / 2,023,362	76.4 / 3,329,321	38 / 1,410

2.3.3 Cross Culverts

The approach for identifying cross culverts and cross culvert augmentation remains the same as presented in the **DEIS, Chapter 2** and is included below for ease of review by the reader. All major cross culverts, defined as culverts 36 inches in diameter or greater with a drainage area greater than 25 acres, were

identified and analyzed to determine if they would need additional capacity in the proposed conditions. Major culverts were identified by desktop analysis using the MDOT SHA large and small structure database; LiDAR topographic data with one-foot contours; the MDOT SHA National Pollutant Discharge Elimination System (NPDES) database; and field observations.

If an existing culvert crossing needed additional capacity in the proposed conditions, then an auxiliary culvert was proposed to meet the need. It was assumed that the auxiliary culverts could be installed using trenchless technologies (installing the culvert underground without disturbing the existing road) so as not to disrupt traffic traveling on the existing road. Existing culverts were also proposed to be extended so the new outfall structure could be tied to the proposed grading limits for the Preferred Alternative.

After the need for the culvert augmentation was identified, further investigations including site visits and additional hydrologic and hydraulic computations, were conducted to set the LOD at each location. For all proposed culvert augmentation sites in the Preferred Alternative, site visits were conducted to assess the existing site condition, as well as the potential LOD requirements as they relate to the existing condition and the proposed crossing modification. Several agencies, including FHWA, United States Army Corps of Engineers (USACE) and MDE Nontidal Wetlands and Waterways, attended specific site visits to provide general feedback on the LOD requirements related to culvert augmentation.

To prepare for the site visit, a desktop review of each location was conducted, and the following data was compiled into an assessment form: existing and proposed culvert geometry, drainage area parameters, and an estimate of the potential capacity increase via augmentation. Additional site-specific information, such as upstream and downstream channel conditions including any bank erosion, channel head cutting, or other instability; notation of any unusual site circumstances including potentially impacted built infrastructure; and a photo documentation log, were added to the assessment form during the field investigations. Based on the field findings, LODs were proposed for each augmentation site, and they are included in the Preferred Alternative LOD.

Detailed hydrologic and hydraulic analysis will be completed during final design to confirm that augmentation is required. The detailed design will utilize additional data, including roadway and stream topographic survey, to analyze each culvert crossing location more thoroughly and will assess the hydraulic impacts associated with augmentation to confirm that the proposed design will meet the regulatory requirements. During final design, it is possible that culvert augmentation will not be needed at some previously identified locations or will be needed at other additional locations.

2.3.4 Construction and Short-term Effects

Construction of the Preferred Alternative will be conducted in a heavily developed area constrained by existing residential and commercial development and environmental resources. Continued, detailed analysis was completed since publication of the DEIS to further assess constructability requirements relative to the existing constraints and to identify additional appropriate adjustments to the LOD and cost estimate. Incorporation of the results of this constructability analysis allows for a more complete picture of the potential impacts. An overview of the analysis was provided in **DEIS, Chapter 2** and is repeated below, with an update on the ALB and Thomas Branch constructability evaluations that occurred following the publication of the DEIS.

A. Constructability Considerations

The constructability analysis was based on assumptions and conceptual ideas about construction phasing, methodology, and the general sequence of how the work may proceed. These include:

- Construction sequencing to construct the improvements in a manner that limits the total number of phases and accommodates reasonable and feasible construction methods.
- Maintenance of traffic to maintain the existing number of mainline travel lanes during peak periods, maintain traffic on crossroads, and maintain existing interchange ramp movements. Temporary off-peak lane closures were assumed.
- Construction access and staging to ensure that the LOD allows for storage of construction equipment and materials and construction access to/from the site.
- The ability of regional construction suppliers and contractors to meet the scheduled demand for resources given the scope of this project and the many other large concurrent projects proposed within the region.

B. Elements Included in the Constructability Analysis

The constructability analysis included potential approaches to complete the proposed work, including:

- Mainline widening to accommodate the HOT lanes.
- Interchange reconstruction to accommodate mainline widening and direct access for the HOT lanes, including new or reconstructed bridges and ramp structures within the existing interchange areas.
- Mainline bridges and overpass reconstruction to accommodate the widened mainline.
- Construction in challenging locations such as the ALB and the bridges over the Chesapeake and Ohio (C&O) Canal and Clara Barton Parkway (see section C. below) and widening adjacent to Thomas Branch. The constructability analysis included coordination with the regulatory agencies at the properties or resources under their jurisdiction including the National Park Service (NPS), Maryland-National Capital Park and Planning Commission (M-NCPPC), USACE, MDE, and Maryland Department of Natural Resources (DNR).
- Minimization of impacts to community, residential and commercial properties, and regulated resources such as cemeteries, parks, historic and archeological resources, and at wetlands and streams, to the greatest extent practicable.
- Drainage outfall stabilization and cross culvert reconstruction to accommodate roadway drainage, including MD Code 378[3] compliance.
- Avoidance and minimization of utility impacts where feasible and accommodation of utility relocations where impacts may be unavoidable.
- Retaining wall construction in cut and fill sections to minimize impacts.
- Construction, extension, or replacement of noise barriers.

The Preferred Alternative LOD also accounts for land needed for construction. The assumed areas for construction staging, materials storage, and access needs at specific locations are identified on the

[3] Plans must be submitted to the local Soil Conservation District for approval and prepared in accordance with MD 378: USDA Natural Resources Conservative Service Maryland Pond Code 378, January 2000.

Environmental Resource Mapping (**SDEIS, Appendix D**). The quantified property impacts presented in this SDEIS (**Chapter 4, Section 4.5**) are separated by permanent (or long-term) effects and temporary (or short-term) effects. Short-term, construction related work includes construction staging, material and equipment storage, construction easements, and other areas needed to support the construction, but are not part of the long-term improvements.

C. American Legion Bridge Strike Team

The Preferred Alternative includes the full replacement of the ALB on I-495 spanning the Potomac River with a new, wider bridge on the existing centerline. The existing bridge is nearly 60 years old and would need to be replaced regardless of the outcome of this Study. The new bridge would also need to be constructed to maintain the existing number of travel lanes at all times.

Comments on the Build Alternatives presented in the DEIS reflected a common support for advancing replacement of the ALB. With its location over the Potomac River and adjacent to several federally-owned parks, MDOT SHA created a separate group (the ALB Strike Team) whose mission was to investigate alternative bridge designs and construction techniques that could be employed to reduce, minimize, and avoid impacts to water and parkland resources in and around the ALB. The results of the effort are reflected in the Preferred Alternative and are the result of the coordination with key agency and public stakeholders, including NPS, M-NCPPC, USACE, MDE, and Maryland DNR.

The National Park Service properties that border the Potomac River at the ALB include the George Washington Memorial Parkway, the Chesapeake and Ohio Canal National Historic Park (including the C&O Canal Towpath and Plummer's Island), and Clara Barton Parkway. In addition to these sensitive properties, there are also many construction challenges associated with replacement of the ALB, such as access constraints.

A number of bridge types and construction methods (both standard and innovative) were evaluated during the Strike Team's analysis. A westward/upstream shift of the bridge alignment and additional phases of construction were also evaluated for the different bridge options. These options were presented to the stakeholders and a conventional structure was recommended that remained on the existing bridge centerline. Impacts to Plummer's Island were significantly reduced compared to those presented for the Build Alternatives in the DEIS by strategically locating the proposed piers for the replacement bridge and eliminating construction access from the island. In addition to a reduction of total impacts at the bridge construction site, the Strike Team effort resulted in a reduction of the number of construction access locations from all four quadrants, as noted in the DEIS, to the northwest quadrant only, due to its grade and proximity to a nearby roadway. This change substantially minimized impacts to the surrounding land. Refer to **Chapter 4, Section 4.4.3** for additional information on the minimization efforts around the ALB.

D. Thomas Branch Investigation

Thomas Branch runs parallel to I-495 and the I-270 west spur from the interchange of Democracy Boulevard and the I-270 west spur to the interchange of MD 190 (River Road) and I-495, for approximately three miles. The proposed roadway improvements along I-495 and I-270 would impact Thomas Branch for nearly the entire length where it runs parallel to and crosses under these roadways. An analysis of the impacts and minimization efforts along Thomas Branch were performed for the Build Alternatives for the DEIS. Further review efforts continued after publication of the DEIS and for this SDEIS to ensure that

multiple scenarios were considered to limit impacts to the resource while determining the LOD for the Preferred Alternative.

Because the LOD along Thomas Branch is constrained to minimize impacts to adjacent residential properties, a multi-disciplinary group was formed to identify a potential construction scenario for Thomas Branch based on the hydrologic and hydraulic conditions of the proposed improvement area. The group evaluated the major construction challenges and risks, as well as costs associated with those risks; this analysis informed the LOD required for construction of the Preferred Alternative. The group identified segments of Thomas Branch that would need to be enclosed and locations of retaining walls along the proposed roadway widening that would allow the stream to remain at grade. Major construction issues include the presence of bedrock slightly below the surface, maintenance of traffic, maintenance of stream flow, and utility constraints. Adjustments to the LOD recommended by this multi-disciplinary group were incorporated for the Preferred Alternative. Refinements to the proposed construction methods and minimization techniques to limit impacts to Thomas Branch will continue through final design.

2.3.5 Limit of Disturbance

A limit of disturbance (LOD) was established for the Preferred Alternative. The LOD is the proposed boundary within which all mainline construction-related activities would occur. The LOD for the Preferred Alternative was determined from the proposed roadway typical section, interchange configuration, and roadside design elements and is shown on the *Environmental Resource Mapping* (**SDEIS, Appendix D**). Property impacts associated with the LOD were broken into permanent (or long-term) and temporary (or short-term) areas. Examples of temporary impacts where a temporary construction easement would be acquired include the use of property for construction staging and/or storage that is not needed for the project after construction. The LOD for the Preferred Alternative assumed the potential area of disturbance for the following elements:

What changes were made to the Limit of Disturbance since the DEIS?

Modifications to the LOD for the Preferred Alternative included:

- Roadway design adjustments based on traffic operations;
- Revisions to noise barrier locations based on further analysis;
- Inclusion of LOD needs at culvert augmentation sites through detailed evaluation; and
- Continued application of avoidance and minimization efforts at sensitive resources

- Profile adjustments and roadway shifts due to mainline widening
- Inclusion of pedestrian and bicycle facilities for roads that cross over I-495 and I-270
- Direct access ramps and exchange ramps for access to the HOT managed lanes
- Interchange ramp relocation, reconfiguration, and tie-ins due to mainline widening
- On-site drainage and stormwater management, including swales, ponds, and large facilities along the roadside and within interchanges
- Relocation of existing streams, where determined to be feasible
- Culvert extensions, auxiliary pipes, and outfall stabilization areas
- Noise barrier replacement/construction
- Reconstruction of I-495 and I-270 mainline and interchange ramp bridges over water and roadways

- Full replacement of the ALB
- Utility relocations
- Avoidance and impact minimization of adjacent land uses such as: streams, wetlands, historic properties, parks, and private properties
- Construction access, staging, materials storage, grading, clearing, and erosion and sediment control

For the compensatory or off-site stormwater management sites, an LOD for each potential site was developed. Refer to **SDEIS, Appendix C** for details.

2.3.6 Tolling

The Preferred Alternative will include tolling of the HOT lanes. The toll rates and the toll rate ranges are determined through a multi-step process that is codified in Maryland law, which provides for public input through public hearings and official public testimony. This process was outlined in the DEIS and has advanced since the DEIS was published. The toll rate ranges are in the process of being finalized now, with an anticipated completion in Fall 2021, following the Notice of Availability for this SDEIS. This section provides a more detailed explanation of the toll rate setting process and the current status of the effort.

The toll-rate setting process is led by the Maryland Transportation Authority (MDTA). They are the only State entity with the authority to set, revise, and fix toll rates in accordance with Transportation Article §4-312 of the Annotated Code of Maryland and COMAR Title 11 Department of Transportation, Subtitle 07 MDTA, Chapter 05 Public Notice of Toll Schedule Revisions (11.07.05). The MDTA is responsible for setting the toll rate ranges and conducting toll collection operations for the Phase 1 South limits.

The MDTA toll rate proposal includes minimum toll and maximum toll rate ranges, soft rate caps, a process for annual toll escalation, and toll discounts for certain types of vehicles. The minimum and maximum toll rates are the lowest and highest toll rate per mile that would be charged in any tolling segment. The soft rate cap is the toll rate per mile that can only be exceeded when certain thresholds are met. More detailed explanations are provided below in **Section 2.3.6.C**.

Maryland law requires the establishment of toll rate ranges for variably priced facilities, including those utilizing dynamic pricing, such as the Preferred Alternative. The toll rate range proposal will be limited to only Phase 1 South. Any action to set, revise and fix tolls outside of Phase 1 South limits would require a separate toll setting process in accordance with State law.

MDTA has spent the past two years conducting due diligence activities on the toll rate range proposal which included traffic and revenue studies, post-model processing, and feedback from potential developers. The toll rate ranges proposed by MDTA are available on their website at http://mdta.maryland.gov/ALB270TollSetting/TollRateRangeSettingProcessandProposal. The following sections provide more detail on the toll rate setting process, variably and dynamically priced facilities, and the current MDTA toll proposal.

A. Toll Rate Setting Process

The toll rate range setting process is centered on a proposal by the MDTA staff to establish minimum toll rates, maximum toll rates, soft rate caps within the minimum and maximum toll rate ranges, a process for annual toll escalation, and toll discounts for certain types of vehicles.

The process for conducting the public hearings and recording comments from the public is specified in Transportation Article, §4-312, Annotated Code of Maryland. The initial proposal was presented to the MDTA Board on May 20, 2021. Per the process, the Board voted to take the toll proposal to public hearings and a public comment period, thereby ensuring the public is engaged in the toll rate range setting process and complying with State law by providing opportunities for public review and comment.

The comment period lasted from May 20 through August 12, 2021. Two public hearings were held:

- **Monday, July 12, 2021**: in-person hearing at the Hilton Washington D.C./Rockville Hotel & Executive Meeting Center in Rockville, 2 to 4 PM and 6 to 8 PM
- **Wednesday, July 14, 2021**: virtual hearing, 2 to 4 PM and 6 to 8 PM

All public hearing materials, including information and studies used in the analysis to justify the toll rate range proposal, were posted on the MDTA's website and remain available for the public to view at mdta.maryland.gov/ALB270TollSetting/PublicParticipation. The material presented included the background and justification for the toll rate ranges (minimum and maximum per-mile rates), soft rate caps within the ranges, and discounts, as well as the process required for completing the hearings.

The process for approving and finalizing the proposed toll rate ranges is also specified in Transportation Article, §4-312, Annotated Code of Maryland. At the August 26, 2021 MDTA Board Meeting, the MDTA staff presented a summary and analysis of comments received at the public hearings. In addition, they responded to questions from the Board members. A summary of the public comments received, and the analysis of the comments is available on the MDTA webpage at mdta.maryland.gov/ALB270TollSetting/PublicParticipation.

After consideration of the public comments, at the September 30, 2021 MDTA Board Meeting, the MDTA staff will present the final toll rate range proposal. This final toll rate range will be the recommended action for the Board and is available on the MDTA webpage at mdta.maryland.gov/ALB270TollSetting.

The MDTA is accepting written comments on the recommended action/final toll rate range proposal into October. At a fall MDTA Board Meeting, the MDTA staff are expected to present a summary and analysis of any public comments received during this second public comment period at an open meeting. The comment summary and analysis will be posted to the MDTA webpage at mdta.maryland.gov/ALB270TollSetting. During this meeting, the MDTA Board will vote on the final toll

rate range recommendation. Before the Board votes, the public will be provided a third opportunity to comment on the final toll rate range recommendation live during the MDTA Board Meeting.

B. Variably Priced and Dynamically Priced Facility

The Preferred Alternative will be a variably priced facility that utilizes dynamic pricing. A variably priced toll facility requires the establishment of toll rate ranges (minimum and maximum) for each vehicle classification and payment method. The MDTA Board is also responsible for establishing an annual escalation process and discount programs (including free passage) for certain types of vehicles.

Dynamic pricing is a method of calculating the toll where the pricing mileage rate varies within the approved toll rate range in real time. A dynamic facility uses operational metrics to adjust the toll in real time. Toll rates adjust to maintain free-flowing traffic by using pricing factors to influence the traffic flow—when lanes become more congested, the toll increases, and when the lanes become less congested, the toll decreases. Tolls will be collected electronically at highway speeds, using overhead gantries, with no toll plazas or toll booths (cashless tolling). Similar to the Virginia Express Lanes, MD 200, and the I-95 Express Toll Lanes north of Baltimore, current toll rates for common destinations will be displayed on electronic roadway signs allowing drivers to know their toll prior to entering the HOT lanes.

C. MDTA Toll Rate Range Proposal

The Preferred Alternative will be designed to maintain speeds of 45 mph or greater in the HOT lanes. The goal of the HOT lanes is to maintain free-flowing traffic and to use pricing factors to influence traffic flow. As such, the toll rate range will be set to ensure the HOT lanes operate to established operational metrics, which applies the economic principles of supply and demand to influence the utilization of the HOT lanes. The Phase 1 Section Developer will be responsible for setting toll rates within the established toll rate ranges, if approved at the end of the toll rate range setting process. The Developer will not only be responsible to ensure the free-flowing traffic goals but will also have to cover design, maintenance, finance and operations costs from the generated toll revenue. The toll rate range proposal will only be used if a ROD is signed by FHWA at the end of this study.

The proposed toll rate ranges for Phase 1 South will consist of minimum toll rates, soft toll rate caps, and maximum toll rates for the HOT lanes. The rates will also include annual escalation factors to ensure the toll rate ranges are adequate to cover the full term of the P3 Program agreements (anticipated to be 50 years). Toll rates will be set dynamically, meaning they could change up to every five minutes based on traffic volumes or speed in the HOT lanes to provide customers who choose to use the HOT lanes and pay a toll, a faster and more reliable trip. The actual toll rates will change based on real-time traffic within each tolling segment.

The toll rate ranges will only apply to the HOT lanes; the existing free general-purpose lanes will not be tolled. In addition, the proposal will include discounts for qualifying vehicles—including HOV 3+ (including carpools and vanpools), buses and motorcycles. MDTA recognizes that designated HOV compliant vehicles are required to be toll-free under the Federal regulation Section 166; however, MDTA is using the term ‘discount’ to refer to all vehicles that would have a toll rate that is lower than the standard toll rate.

a. Minimum Toll Rate

The minimum toll rate is the lowest toll rate per mile that will be charged at any tolling segment for the HOT lanes or the lowest total toll a customer will pay regardless of how far they travel. The minimum toll rate is intended to cover toll capture, processing and collection costs.

b. Soft Rate Caps

The soft rate cap is the toll rate amount that can only be exceeded when at least one of the following thresholds are met within a given tolling segment during the preceding five-minute period: the average traffic volume exceeds 1,600 passenger car equivalent vehicles per hour per lane or the average speed in a tolling segment is below 50 mph. The soft rate cap will always be lower than the maximum toll rate and can be exceeded only temporarily to provide customers who choose to pay a toll, a faster and more reliable trip. The toll rate will continue to decrease once throughput and speed performance targets are achieved until it is at or below the soft rate cap.

MDTA is proposing the soft rate cap as a protection for customers. The purpose of the soft rate cap is to constrain the toll rate charged to customers when throughput and speed performance targets are achieved. This provides customers protection from price gouging when traffic conditions do not justify higher rates. Although not standard practice in the tolling industry, the MDTA is choosing to be one of only two states in the United States to set a soft rate cap to constrain the toll rate as a protective measure for customers.

c. Maximum Toll Rate

The maximum toll rate is the highest per-mile toll rate that may be charged within any tolling segment for the HOT lanes. The actual per-mile rate paid by customers is responsive to real-time traffic. The maximum rates cannot be exceeded under any circumstance. The maximum rate will only be realized under conditions where the soft rate cap is exceeded, which would be during times of deteriorating performance. In extremely rare circumstances, when traffic demand is very high and customers are experiencing decreased speeds in a given tolling segment, the toll rate may reach the maximum toll rate. The toll rate is determined on a segment-by-segment basis. The maximum toll rate is required for the most congested tolling segments and likely would not come into effect for many segments.

d. Escalation

The minimum and maximum toll rate ranges, and the soft rate cap within them, will be adjusted annually according to pre-determined escalation factor equations. The adjustments are necessary to ensure the toll rates will (1) keep up with the growing traffic demand for the HOT lanes, (2) account for annual inflation, and (3) achieve the goal of providing a faster and more reliable trip for customers who choose to pay the toll over the life of project. For the toll rates to effectively manage demand and ensure reliability for users of the HOT lanes into the future, the maximum per mile rates, soft rate caps, and unregistered video surcharge rates will escalate over time to account for inflation, population employment, and income growth. The minimum per mile toll rate ranges and the minimum trip tolls are both subject to escalation for inflation only.

2.3.7 Transit-Related Elements

A description of the transit-related elements considered for the Build Alternatives and the State Board of Public Works (BPW) consideration of regional transit service improvements in the P3 agreements was

included in **DEIS, Chapter 2**. The same transit-related elements apply for the Preferred Alternative within the area of the build improvements. This section has been updated to describe additional transit considerations since publication of the DEIS and connections specifically related to the Preferred Alternative.

A. Enhanced Transit Mobility and Connectivity

A key element of this Study's Purpose and Need includes enhancing existing and planned multimodal mobility and connectivity. In furtherance of this key consideration and to address public and agency comments on the DEIS, MDOT SHA has identified opportunities to enhance transit mobility and connectivity within the Preferred Alternative including the following elements:

- Free bus transit usage of the HOT managed lanes to provide an increase in speed of travel, assurance of a reliable trip, and connection to local bus service/systems on arterials that directly connect to activity and economic centers.
- Direct and indirect connections from the proposed HOT managed lanes to existing transit stations and planned Transit Oriented Development as shown in **Figure 2-4** at the Shady Grove Metro (I-370), Twinbrook Metro (Wootton Parkway), Westfield Montgomery Mall Transit Center (Westlake Terrace), and Medical Center Metro (MD 187).
- Regional transit improvements to enhance existing and planned transit and support new opportunities for regional transit service including:
    - Construction of new bus bays at WMATA Shady Grove Metrorail Station
    - Increased parking capacity at the Westfield Montgomery Mall Park and Ride

a. BPW and Regional Transit Services

On August 11, 2021, in accordance with Maryland law, MDOT and MDTA presented to and received approval from the Board of Public Works to award the Phase 1 P3 Agreement to the Selected Proposer for the predevelopment work related to Phase 1 South of the P3 Program. As part of its proposal, the Phase Developer has committed to provide an estimated $300 million for transit services in Montgomery County over the operating term of Phase 1 South.

Transit Riders Will Benefit from the Managed Lanes

- Enhances transit mobility and connectivity to existing and planned transit facilities.
- Improved highway system will provide less-congested and more reliable routes for bus service.
- Provides opportunities for planned or modified bus service to connect to underserved suburban to suburban transit markets.
- Provides opportunities for new express bus service in National Capital Region, such as between Bethesda and Tysons.

To further support transit services, MDOT has committed, upon financial close of the Section P3 Agreement for Phase 1 South, to fund not less than $60 million for design and permitting of high priority transit investments in Montgomery County, such as Phase I of the Corridor Cities Transitway, Bus Rapid Transit in the MD 355 Corridor, or other high priority projects and to construct and equip the Metropolitan Grove Bus Operations and Maintenance Facility.

b. Transit Work Group, Transit Service Coordination Report, and I-495/American Legion Bridge Transit and TDM Plan

As described in the DEIS, the MDOT Secretary convened the I-495 & I-270 Managed Lanes Transit Work Group in May 2019 to seek input on existing transit services and help identify feasible opportunities for transit to use the managed lanes. The transit and planning representatives who are both directly and indirectly affected by the P3 Program include Montgomery, Prince George's, Frederick, Howard, Anne Arundel, and Charles Counties, as well as MDOT MTA commuter bus and Maryland Rail Commuter (MARC) and WMATA, MDOT Secretary's Office of Planning and Capital Programming, MDOT SHA, FHWA, Federal Transit Administration and the Metropolitan Washington Council of Governments.

The *Transit Service Coordination Report* was made available to the public in June 2020 and was the result of coordination between MDOT, local governments, and the transit providers through the I-495 & I-270 Managed Lanes Transit Work Group. The purpose of the report was to inform the development of the I-495 & I-270 P3 Program and assist the affected counties and transit providers in prioritizing capital and operating investments. Ongoing collaboration with the affected jurisdictions continues to establish priorities, identify and develop specific regional transit service improvements to be considered as part of the memorandum of understandings, and determine appropriate long-term funding strategies.

The I-495/American Legion Bridge Transit/Transportation Demand Management (TDM) Study was initiated to identify a range of current and future potential multimodal solutions that could be implemented to reduce congestion, improve trip reliability and regional connections, and enhance existing and planned multimodal mobility and connectivity for travel between Maryland and Virginia across the ALB. The study was a joint effort between the MDOT Maryland Transit Administration and the Virginia Department of Rail and Public Transportation. The potential construction of managed lanes in both states represents an opportunity to implement new transit service options that take advantage of the infrastructure and provide riders with congestion-free service.

The *I-495/ALB Transit/TDM Final Report and Plan*[4] was completed in March 2021 and identified a series of potential investment packages to provide new mobility choices to service bi-state travel. Each package outlined a combination of transit service elements, technology enhancements, Commuter Assistance Programs, and parking needs. The investment packages offered options to move more people across the ALB in fewer vehicles. The suggested next steps recommended in the Final Report included advancement of transit service before or during construction of the managed lanes, consideration of a bus-on-shoulder approach based on the sequence and duration of construction of the managed lanes, working with local entities and transit providers to facilitate first-last mile connections, and determining local service modifications. Additional next steps were related to commuter assistance programs and technology enhancements, and parking and facility needs. Consideration of these potential investment packages and regional transit improvements will continue through development of the FEIS, ROD and P3 agreements.

Further, the ALB will be designed and constructed such that a future capital improvement project will have one or more feasible options to achieve the full design and implementation of a transit line across the ALB. These options will be enabled by designing the northbound and southbound structures to not

[4] http://www.drpt.virginia.gov/media/3375/i495_alb_transittdm_study_finalreport_030521_combined.pdf

preclude future superstructure modifications and additional foundation and substructure capacity capable of supporting a new transit line.

2.3.8 Pedestrian and Bicycle Facility Considerations

A preliminary determination of existing pedestrian and bicycle facilities that would need to be replaced as part of the Build Alternatives was considered in the **DEIS, Chapter 2**. The updates since the DEIS consist of additional consideration of the proposed master plan facilities, refinement of the design approach applied for the Preferred Alternative in consultation with the key agency stakeholders, and development of options for a proposed shared use path connection across the ALB, between Maryland and Virginia.

Many pedestrian and bicycle facilities exist along crossroads or as separate facilities that cross over or under I-495 and I-270. The different facility types considered as part of this Study are described in guidance from the jurisdictions with ownership of these existing facilities within Phase 1 South including the MDOT SHA *Bicycle Policy & Design Guidelines* (January 2015), Montgomery County Planning Department's *Bicycle Facility Design Toolkit* (May 2018), and City of Rockville's *Bikeway Master Plan* (April 2017) and are defined below:

- Bikeway – General term denoting any trail, path, part of a highway, surfaced or smooth shoulder or any other travel way specifically signed, marked, or otherwise designated for bicycle travel. Bikeways include bike lanes, shared lanes, shared-use paths, and trails.
- Bike lane – Any portion of a roadway or shoulder which includes pavement markings and signage for the preferential or exclusive use of bicyclists. Separated bike lanes, or cycle tracks, are exclusive bikeways that are physically separated from both traffic and the sidewalk. They operate one-way or two-way.
- Shared lane – A roadway lane which is open to both bicycle and motor vehicle travel, without assigned space for each.
- Sidepath – Also known as a shared-use path, a paved or unpaved bikeway outside the motor vehicle traveled way providing two-way travel for pedestrians and bicycles within the highway right-of-way. A sidepath is physically separated from motorized vehicular traffic by an open space, curb, curb and gutter, or barrier.
- Off-street trail: A shared-use path providing two-way travel for pedestrians and bicycles located outside of the highway right-of-way.

Through coordination with the local agencies having jurisdiction over and/or maintenance responsibility for these facilities, existing pedestrian and bicycle facilities impacted by the Preferred Alternative would be replaced in kind or upgraded to meet the master plan recommended facilities. Provision of these upgraded facilities would be subject to maintenance agreements between MDOT SHA and the local jurisdictions in compliance with Maryland law.

The preliminary design approach for facilities along crossroads where the crossroad bridge would be reconstructed is to replace, upgrade, or provide new pedestrian/bicycle facilities consistent with the master plan, where adjacent connections on either side of the bridge currently exist. Where the I-495 and I-270 mainline or ramps cross over a roadway or pedestrian/bicycle facility and the bridge would be replaced, the mainline and ramp bridges would be lengthened to accommodate the footprint for the master plan facility under the structure. Identification of the proposed master plan facilities was conducted in coordination with M-NCPPC, the Montgomery County Department of Transportation

(MCDOT) and the City of Rockville and will be refined during final design. Additional new facilities or upgrades included in the Preferred Alternative were designed at a planning level in accordance with MDOT SHA, Montgomery County, or City of Rockville design requirements, as referenced above.

MDOT and the Virginia Department of Transportation have agreed to reconstruct the ALB with a new pedestrian and bicycle shared use path to provide multi-modal connectivity across the Potomac River, likely anticipated to be located along the east side of the ALB. The path would connect to the planned Fairfax County trail system and the Montgomery County master plan trail system at MacArthur Boulevard. An existing connection from the MacArthur Boulevard sidepath to the C&O Canal towpath exists just outside of the Study Area, supporting regional connectivity.

Since the DEIS, four options were developed for a proposed shared use path connection between the ALB and MacArthur Boulevard in Maryland. These options have been presented to agency stakeholders for input including NPS, MCDOT, M-NCPPC, and USACE. Through this coordination, Option 1 was eliminated from further consideration. A description of the remaining three options is summarized in the bullets below and graphical depictions of the path locations are shown in white in **Figure 2-5** through **Figure 2-7**. The shared use path options are included in the LOD for the Preferred Alternative and, therefore, any associated impacts are included in the overall impact totals.

- Option 2 (**Figure 2-5**) would provide the shortest path between the ALB and MacArthur Boulevard, traversing approximately 1,600 feet. From the ALB to north of eastbound Clara Barton Parkway, the path would be adjacent to and barrier-separated from I-495, thus presenting a single bridge structure over the towpath, Canal, and Parkway and limiting the visual effect of the path. North of the eastbound Clara Barton Parkway, the alignment of Option 2 would rise to cross over the northbound I-495 to eastbound Clara Barton Parkway ramp on a bridge and over Clara Barton Parkway westbound, connecting to the sidepath along MacArthur Boulevard. This alignment would allow for a natural buffer between the trail and I-495 ramps at the Clara Barton Parkway interchange, enhancing the user experience and reducing the visual effect of the trail from the Parkway.
- Option 3 (**Figure 2-6**) is similar to Option 2 and is approximately 1,770 feet long between the ALB and MacArthur Boulevard. From the ALB to north of the eastbound Clara Barton Parkway, Option 3 would be adjacent to and barrier-separated from I-495, thus presenting a single bridge structure over the towpath, Canal, and Eastbound Parkway and limiting the visual effect of the path. North of eastbound Clara Barton Parkway, the alignment would rise to cross over the northbound I-495 to eastbound Clara Barton Parkway ramp and over Clara Barton Parkway westbound on a bridge, connecting to the sidepath along MacArthur Boulevard. This option would keep the path alignment close to, but above, the existing loop ramp and would connect to MacArthur Boulevard further west than Option 2. The alignment would not provide a vegetative buffer between the trail and I-495 ramps.
- Option 4 (**Figure 2-7**) would provide an alignment approximately 2,050 feet long between the ALB and MacArthur Boulevard, which would remain parallel to I-495 while raising the elevation of the path to cross over the roadway ramps to and from the I-495 inner loop to Clara Barton Parkway. To meet vertical grade requirements of the Americans with Disabilities Act, Option 4 would include a switchback ramp north of the ALB to facilitate the grade change required to cross over the I-495 ramp to Clara Barton Parkway. This option would be on a continuous structure above I-

495, from the switchback ramp to MacArthur Boulevard. The trail would horizontally consolidate impacts with I-495 but would be more visible for a greater distance along the C&O Canal towpath and Clara Barton Parkway due to the height. It would also need to include additional safety measures due to the height and length of the structure.

These options for the shared use path connection between the ALB and MacArthur Boulevard will continue to be evaluated and coordinated with the agency stakeholders. The preferred alignment for the path will be identified in the FEIS. A summary of the key aspects of each shared use path option is provided in **Table 2-5**.

Table 2-5: Summary and Comparison of Shared Use Path Options

Alignment Option	Length between ALB and MacArthur Blvd	Overall Change in Elevation	Percent of Alignment in Tunnel	Percent of Alignment Higher than 25' above Existing Ground
Option 2	1,600'	29'	0%	34%
Option 3	1,770'	33'	0%	42%
Option 4	2,050'	51'	0%	78%

Figure 2-5: Shared Use Path Option 2 Alignment (Shown in White)

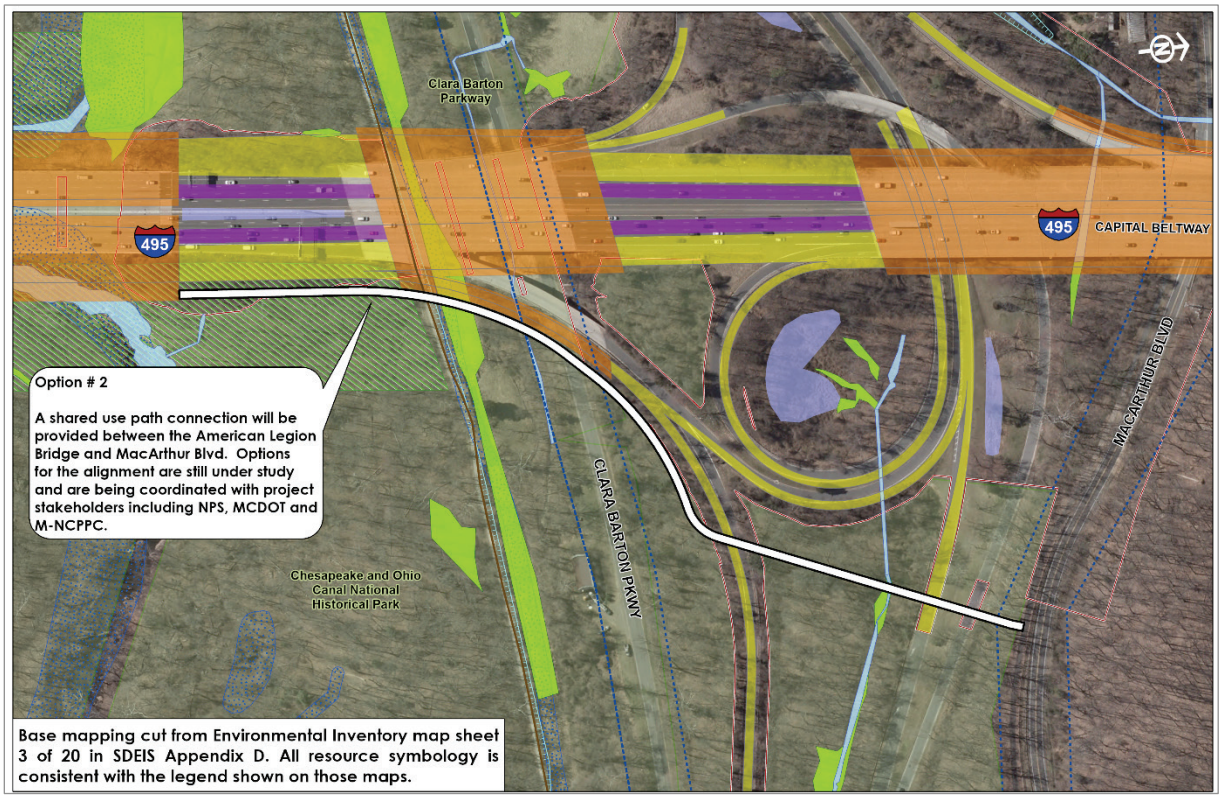


Figure 2-6: Shared Use Path Option 3 Alignment (Shown in White)

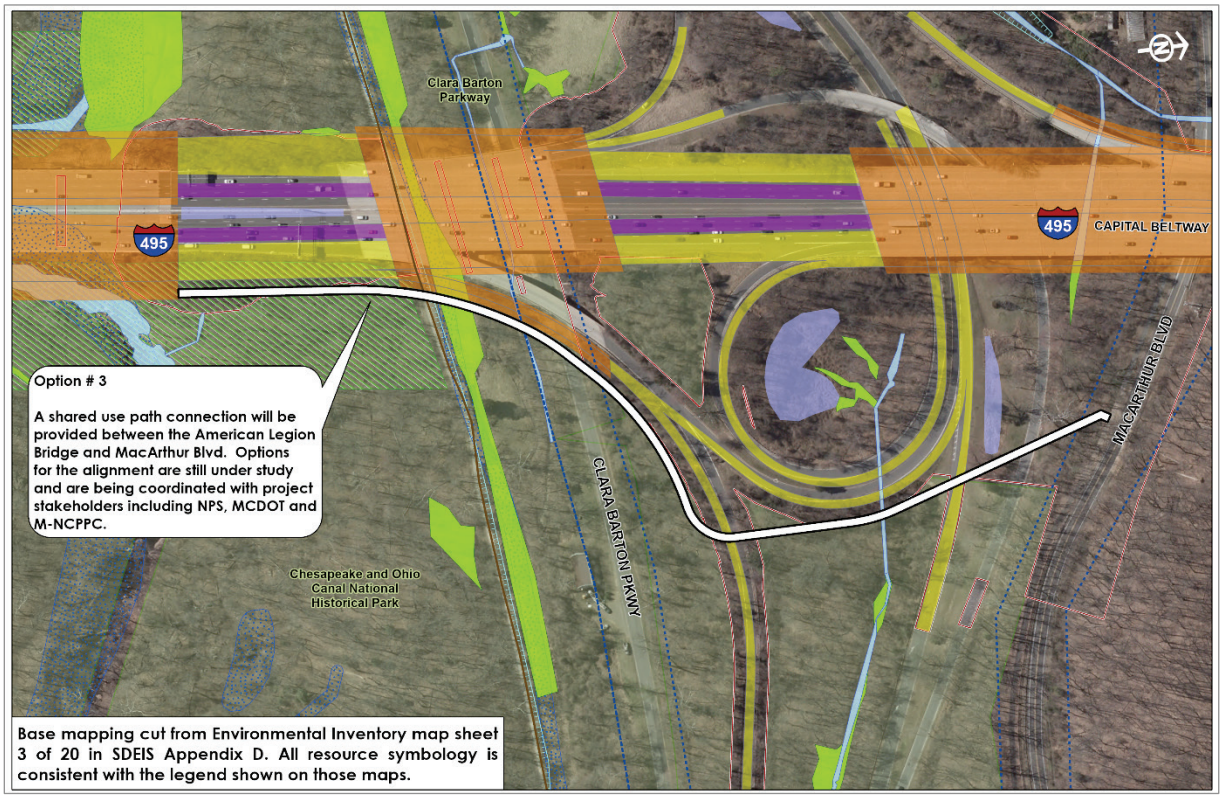
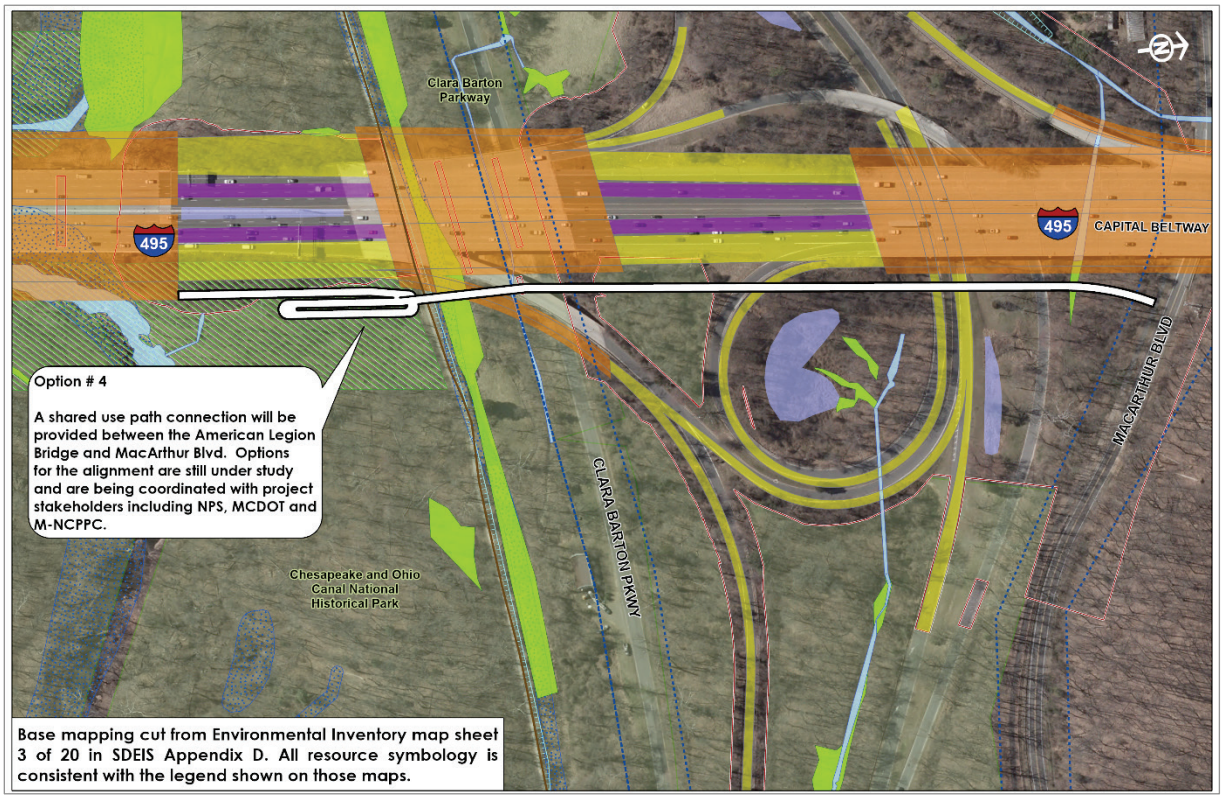


Figure 2-7: Shared Use Path Option 4 Alignment (Shown in White)



2.4 Transportation Commitments and Enhancements

Mitigation for unavoidable impacts is continuing to be evaluated and is being identified in close coordination with the partner resource and regulatory agencies. Final mitigation will be identified in the FEIS. Beyond mitigation for unavoidable impacts, MDOT SHA is committing to certain elements that have been identified as priorities through extensive coordination with local, state, and federal agency partners and in consideration of public comments received on the DEIS. These commitments and enhancements will serve to support new options for travel, reduce reliance on single occupancy vehicles, support new opportunities for regional transit service, and provide meaningful benefits to adjacent resources to improve values and functions that may be compromised. While extensive coordination efforts were performed to consider and address key concerns, the ultimate list of commitments will be finalized by MDOT SHA in the ROD. The current list of proposed commitments and enhancements include the following:

1. Commitment to *priority bicycle and pedestrian connections to remove barriers and provide connectivity* for bicyclists and pedestrians consistent with connections identified in the Montgomery County and City of Rockville master plans and priorities, including but not limited to:
    - Constructing a new pedestrian/bicycle shared use path across the ALB to connect facilities in Maryland and Virginia
    - Lengthening the I-270 bridge over Tuckerman Lane to accommodate future pedestrian/bicycle facilities along Tuckerman Lane
    - Constructing new sidepaths across MD 190 over I-495
    - Widening the existing variable-width sidepath along Seven Locks Road under I-495 (Cabin John Trail)
    - Constructing a new sidewalk along the west side of Seven Locks Road under I-495 to connect First Agape AME Zion Church (Gibson Grove Church) and Morningstar Tabernacle No. 88 Moses Hall and Cemetery
2. Commitment to certain *regional transit improvements* to enhance existing and planned transit and support new opportunities for regional transit service, as outlined in **Section 2.3.7** Transit Related Elements and below:
    - Construct new bus bays at WMATA Shady Grove Metrorail Station
    - Increase parking capacity at Westfield Montgomery Mall Transit Center
3. Commit to *environmental enhancements* that would provide meaningful benefits to adjacent resources to improve the values, services, attributes, and functions which may be compromised including water quality improvements, stream restoration, and removal of invasive species on county parkland.
    - Commit to continue working collaboratively with partner agencies to further avoid and minimize community, cultural, environmental, and parkland impacts, and finalize mitigation based on identified priorities that would, at a minimum, bring no net loss to impacted resources with a goal of net benefit.

- Commit to addressing water quality concerns on parkland focused on stabilizing streams, creating natural surface channels, and revegetating areas to improve water quality and reduce flooding and pollutant loads.
- Committed improvements include stream bank and bed stabilization and removal of concrete lined channels in identified priority areas such as Cabin John Stream Valley Park.

2.5 Phase 1 Solicitation Process and P3 Agreement

The Preferred Alternative is aligned with Phase 1 South Solicitation, which is the first section planned to be delivered under the I-495 & I-270 P3 Program. This Preferred Alternative does not suggest that improvements will not be needed on sections of I-495 that are recommended for no action at this time, including the top side and east side of I-495. However, under the Preferred Alternative, consideration of improvements to the remaining parts of I-495 would be required to advance separately, subject to additional environmental studies, analysis, and collaboration with the public, stakeholders, and agency partners. Additional improvements would proceed through subsequent P3 solicitation(s) or a public project delivery model, such as Design-Build. The following definitions of limits are provided to assist in understanding the NEPA and Phase 1 Solicitation process.

- Phase 1: I-495 from south of the ALB to I-270 and I-270 from I-495 to I-70. These are also the limits of the Phase 1 P3 Agreement.
- Phase 1 South: I-495 from south of the ALB to I-270 and I-270 from I-495 to I-370. These are also the limits of the NEPA Preferred Alternative.
- Phase 1 North: I-270 from I-370 to I-70.

2.5.1 Selection of the Phase Developer

The BPW originally approved the P3 designation for the P3 Program in June 2019 and provided a supplemental approval in January 2020. These approvals allowed MDOT SHA to use a Progressive P3 process to design and construct Phase 1 of the P3 Program, by seeking a phase developer for Phase 1. This progressive approach allowed the solicitation process to proceed without final commitment during the NEPA process.

As part of the progressive P3 solicitation, MDOT followed a two-step Request for Proposal (RFP) process, which began with MDOT seeking interested phase developers through a Request for Qualifications issued in February 2020. Statements of Qualifications were submitted and evaluated by MDOT and MDTA with participation from local jurisdictions and resulted in a shortlist of four highly qualified Proposers in July 2020.

The Proposers were then invited to submit proposals to enter into the Phase P3 Agreement for Phase 1 to assist in the predevelopment work and financial commitments for delivering Phase 1. The RFP outlined how each Proposer should present their plan to advance MDOT's goals of delivery certainty, minimizing impacts, maximizing value to the State, providing community benefits, congestion relief, and financial elements such as cost of performing predevelopment work and willingness to offer an upfront payment for the right to develop and deliver Phase 1 including I-495 from the ALB to I-270, and along I-270 from I-495 to I-70. Transparency, fairness, and competition were prioritized to ultimately identify the Proposer (the Selected Proposer) that could best deliver the project in a manner most advantageous to the State.

With the initiation of the solicitation process in February 2020, Proposers had nearly a year to develop their proposals.

Three of the four shortlisted firms submitted proposals to enter into the Phase P3 Agreement for Phase 1 to assist in the pre-development work. In February 2021, MDOT SHA identified the Selected Proposer that could best deliver the project in a manner most advantageous to the State.

On August 11, 2021, in accordance with Maryland law, MDOT and MDTA presented to and received approval from the Board of Public Works to award the Phase 1 P3 Agreement to the Selected Proposer, a jointly owned company created for the project, called Accelerate Maryland Partners, Inc. (AMP). Initially, they will be completing the predevelopment work related to Phase 1 South of the P3 Program; however, there is also an option in the Phase 1 Agreement for AMP to proceed with predevelopment work for Phase 1 North after the necessary NEPA approvals have been issued.

2.5.2 NEPA and the Progressive P3 Work Together

As noted above, Phase 1 South will be delivered using a Progressive P3 approach, which is designed to minimize risks to the State, provide more-efficient pricing, better schedule certainty, and support a phased delivery approach of the Preferred Alternative identified in this SDEIS.

As the first step to this two-step Progressive P3, AMP, the Phase Developer, has entered into the Phase P3 Agreement and is working collaboratively with MDOT, MDTA, and the stakeholders on predevelopment work for Phase 1 South. This upfront effort is focusing on advancing the preliminary design and due-diligence activities by involving all stakeholders – including Montgomery and Frederick Counties, municipalities, property owners, utilities, and citizens. During the predevelopment work, the focus will be on further avoiding and minimizing impacts to environmental resources, communities, properties, utilities, and other features.

After completion of the predevelopment work with respect to Phase 1 South and the FEIS and ROD, MDOT would seek final approval from the BPW to move forward with the Section P3 Agreement under which a subsidiary of the Phase Developer (called the “Section Developer”) will be responsible for the final design, construction, financing, operations and maintenance of such section for an estimated term of 50 years.

3 TRANSPORTATION AND TRAFFIC

The traffic analysis of the Build Alternatives was documented in the Draft Environmental Impact Statement (DEIS), **Chapter 3** and **DEIS, Appendix C**. It can be viewed through the following links on the project website:

https://495-270-p3.com/wp-content/uploads/2020/11/2020-06-02_DEIS_03_Traffic.pdf

https://495-270-p3.com/wp-content/uploads/2020/07/APP-C_MLS_Traffic-Tech-Report-Appendices.pdf

What is new in this Supplemental DEIS (SDEIS) Chapter:

- Traffic analysis results for the No Build Alternative with an updated design year 2045
- Traffic analysis results for the Preferred Alternative: Alternative 9 - Phase 1 South with design year 2045
- Discussion regarding the impact of COVID-19 on traffic demand and forecasts and the State's ongoing monitoring plan

3.1 Introduction

As noted in **Chapter 1**, any proposed action resulting from the Managed Lanes Study (Study) must accommodate existing congestion on I-495 and I-270 and long-term traffic growth. An understanding of current and projected traffic demands on the transportation network along the study corridors and the surrounding area is essential to properly evaluate how each of the Build Alternatives would address these traffic challenges. The DEIS and its appendices presented results from the traffic operational analyses conducted for the 2040 No Build Alternative and eight (8) Build Alternatives (Alternative 5, Alternative 8, Alternative 9, Alternative 9M, Alternative 10, Alternative 13B, Alternative 13C, and the MD 200 Diversion Alternative). This chapter presents the results from the traffic operational analyses conducted for the 2045 No Build condition and the Preferred Alternative: Alternative 9 - Phase 1 South. For additional details, refer to the *Traffic Evaluation Memorandum: Alternative 9 - Phase 1 South* in **SDEIS, Appendix A**.

3.1.1 Traffic Analysis Data Collection and Modeling Methodology

Baseline conditions for year 2017 and elements of the Study's Purpose and Need are unchanged from the DEIS. The DEIS assumed a design year of 2040. In this SDEIS, detailed traffic operational analyses were performed for the No Build Alternative and the Preferred Alternative for the updated design year of 2045. Refer to Paragraph 1 below and **Section 3.1.3** for additional details regarding why the design year was updated, as planned. Analysis was also completed for this SDEIS to evaluate the Preferred Alternative's ability to meet the Study's Purpose and Need based on year 2045 conditions. Similar to the DEIS, the evaluation methodology included a three-step process:

1. First, a regional forecasting model was developed for the No Build Alternative and Preferred Alternative using the Metropolitan Washington Council of Governments Travel Demand Model (MWCOG model), which is the model typically used by MDOT SHA and other transportation agencies to evaluate projects in the Washington, DC metro area. For the SDEIS, MDOT SHA used an updated version of the MWCOG model, Version 2.3.75, which was released in Fall 2018. The DEIS used an earlier version of the MWCOG model, Version 2.3.71. There are three primary differences between the model versions. First, land use data was

updated as part of MWCOG's regularly updated population, household, and employment cooperative forecasts from Round 9.0 to Round 9.1. Second, the transportation network was updated with new projects per the latest Constrained Long-Range Plan (CLRP), approved in 2018. Finally, forecasts were performed at five-year intervals out to the year 2045, which allowed MDOT SHA to extend the design year to 2045 for analysis in the SDEIS.

2. Next, the outputs from the MWCOG model were used to develop traffic volume projections for the design year of 2045 for each roadway segment and ramp movement within the study limits during the peak periods for the No Build Alternative and Preferred Alternative.
3. Finally, traffic simulation models were developed for the 2045 No Build Alternative and 2045 Preferred Alternative using VISSIM software to determine the projected operational performance in several key metrics during the AM peak period (6AM to 10AM) and the PM peak period (3PM to 7PM). The metrics were selected to evaluate the effectiveness of each of the Build Alternatives to efficiently move people through the region and to provide benefits to the transportation system. These same metrics used to evaluate in this SDEIS were the same used to evaluated for the other Build Alternatives in the DEIS: speed, delay, travel time, level of service, throughput, and local network impacts.

3.1.2 Traffic Analysis Area

The traffic analysis area for the DEIS extended beyond the Study limits to capture upstream and downstream effects. Evaluation of the Preferred Alternative in the SDEIS used the same limits for the VISSIM simulation models as in the DEIS, as shown in **Figure 3-1** and listed below:

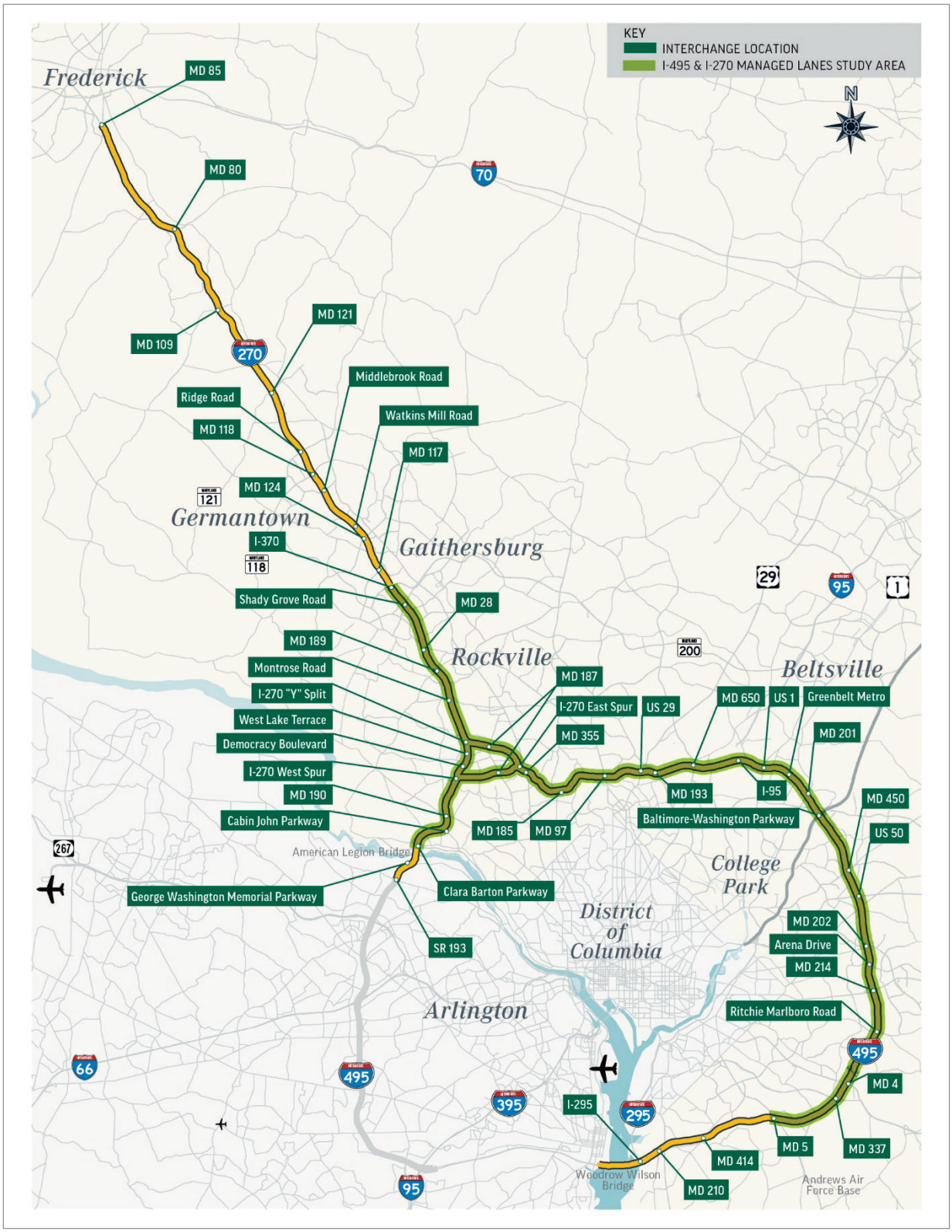
- I-495 from VA 193 in Virginia across the American Legion Bridge (ALB) and through the state of Maryland to the Woodrow Wilson Bridge
- I-270 from the I-70 ramp merges to I-495, including the East and West Spurs

Additionally, the updated version of the MWCOG model used to develop 2045 volume projections for this SDEIS covered the same area as the previous version for the DEIS: the entire National Capital Region of surrounding roadways in 22 jurisdictions, including Montgomery County, Prince George's County, and Frederick County in Maryland, as well as Arlington County and Fairfax County in Virginia, and the District of Columbia.

3.1.3 Traffic Modeling Assumptions

The DEIS used a 2040 design year to evaluate the Build Alternatives. MDOT SHA assumed the design year 2040 for all traffic analysis in the DEIS because at the time the Study began, that was the latest approved regional forecasting model from MWCOG. The 2040 forecasts were used to compare alternatives and determine which alternatives would be expected to provide the best operational benefit to meet the Study's Purpose and Need. A new version of the MWCOG model was approved and released in October 2018 that projected traffic demand out to the year 2045. The DEIS included a sensitivity analysis comparing the 2040 forecasts to the 2045 forecasts (refer to **Appendix J** of the **DEIS, Appendix C**, *Traffic Technical Report*) and a commitment to include updated 2045 operational analyses for the Preferred Alternative to evaluate how that Alternative would meet the Purpose and Need based on the latest MWCOG model. Therefore, this SDEIS assumes a design year 2045 for the No Build Alternative and Preferred Alternative.

Figure 3-1: Limits of VISSIM Model Network and Interchange Locations Included along I-495 and I-270



The analysis for the design year assumed completion of several background projects included in the region's CLRP. The impacts of these background projects were assumed as part of the baseline conditions for the design year 2045 No Build Alternative and for 2045 Preferred Alternative. The following roadway projects of regional significance within the Study limits were not in the baseline model, but were assumed to be in place in the year 2040 in the DEIS and are also assumed to be in place in the year 2045 for the purposes of this Study:

- I-270 Innovative Congestion Management (ICM) Improvements
- Virginia Department of Transportation I-495 Express Lanes Northern Extension (495 NEXT)
- I-270 at Watkins Mill Road Interchange (open to traffic in June 2020)
- Greenbelt Metro Station Access Improvements

Additionally, the benefits of the following proposed transit projects on the traffic demands for the roadway network within the study corridors were accounted for in the 2040 modeling and also included in the 2045 modeling:

- Purple Line Light Rail
- Corridor Cities Transitway (CCT)
- US 29 Bus Rapid Transit (BRT)
- Randolph Road BRT
- North Bethesda Transitway

The updated 2045 MWCOG model also includes the following additional transit projects that are part of Montgomery County's Rapid Transit System that were not included in the 2040 model:

- MD 355 BRT
- Veirs Mill Road BRT
- New Hampshire Avenue BRT

Potential roadway or transit improvements on I-270 from north of I-370 to I-70 were not included as part of this Study, as alternatives for that segment will be developed as part of a separate NEPA process (https://495-270-p3.com/i270-environmental/).

Each of the Build Alternatives studied as part of the traffic analysis for the DEIS and SDEIS included managed lanes. The managed lanes were assumed to be buffer-separated with a physical delineation from the adjacent general purpose (GP) lanes, with access provided via direct connections at key locations. The direct access locations have evolved throughout the Study based on input from the stakeholders and design modifications to avoid or minimize impacts to sensitive resources, while still meeting the Purpose and Need.

The operational analysis results presented in this SDEIS assume direct access would be provided at the following locations, consistent with the latest design for the Preferred Alternative.

- Three (3) Interchanges on I-495:
  - George Washington Memorial Parkway
  - Cabin John Parkway / MD 190
  - I-270 west spur
- A Set of Exchange Ramps, including one (1) slip ramp per direction:

- Outer loop exchange ramp from Maryland high-occupancy toll (HOT) managed lanes to Virginia GP lanes south of the ALB
- Inner loop exchange ramp from Virginia GP lanes to Maryland HOT managed lanes north of Clara Barton Parkway

- Five (5) Interchanges on I-270:
  - I-495 and I-270 Y-split on the west spur
  - Westlake Terrace
  - Wooton Parkway
  - Gude Drive
  - I-370 (to/from the south)

Assumptions related to tolling and considerations for connected and automated vehicles (CAVs) are unchanged from the DEIS and can be found in **DEIS, Chapter 3** at the following link: (https://495-270-p3.com/wp-content/uploads/2020/11/2020-06-02_DEIS_03_Traffic.pdf)

3.1.4 Impact of COVID-19 Pandemic on Traffic Demand and Forecasts

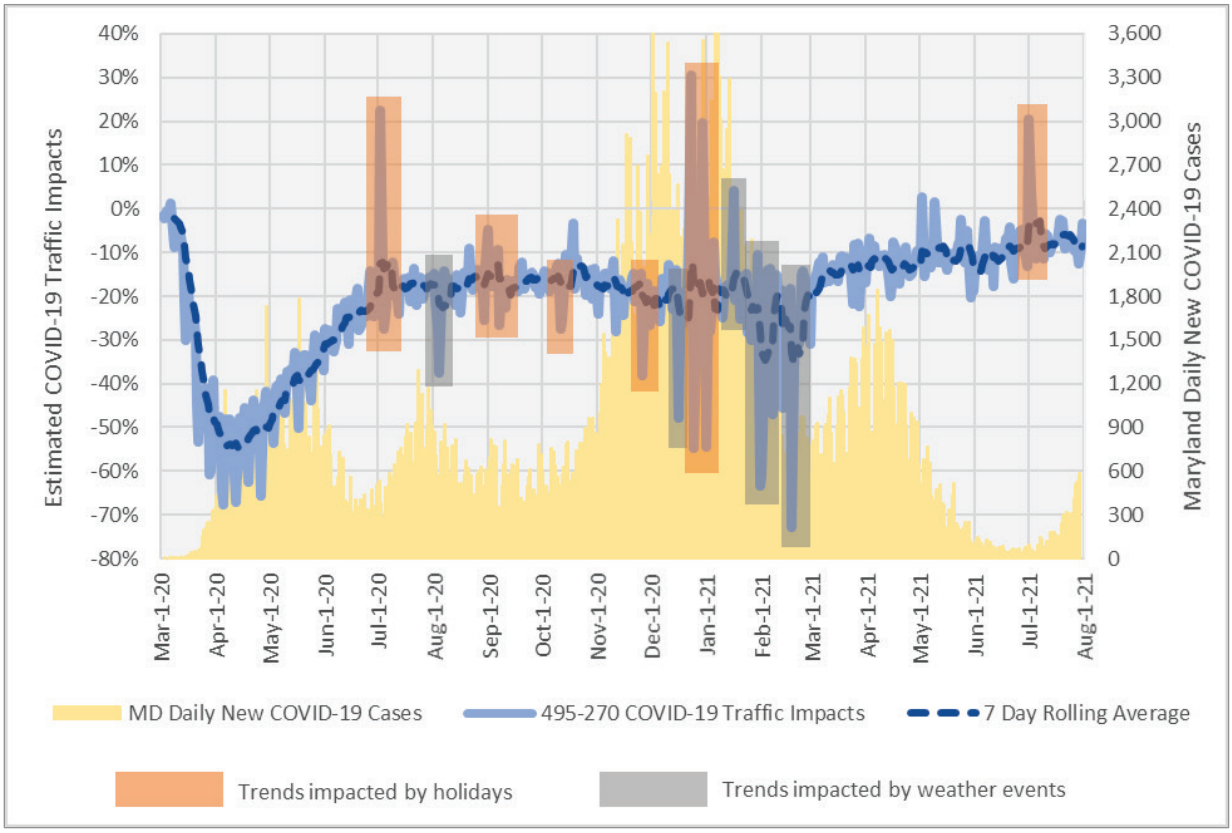
The COVID-19 global pandemic clearly impacted the daily routines of people across the world, affecting the way Maryland residents and regional commuters work, travel, and spend their free time. In the short-term, these changes have altered travel demand, transit use, and traffic volumes on all roadways in Maryland, including I-495 and I-270. As part of its ongoing mission, and in response to public comments on the DEIS, MDOT SHA has been closely monitoring the changes in traffic patterns throughout the pandemic. **Figure 3-2** shows how traffic volumes within the study corridors have fluctuated during the pandemic compared to pre-pandemic levels. The data shows a severe drop in traffic volumes in April 2020 after stay-at-home orders were issued across Maryland, with daily traffic volumes on I-270 and I-495 reducing by more than 50 percent compared to April 2019. After the stay-at-home order was replaced with a "safer at home" advisory in May 2020, traffic volumes gradually increased throughout the summer, stabilizing at approximately 15 percent less than typical conditions during fall 2020. As cases began to surge in November/December 2020, traffic volumes dipped again through the winter. With the rollout of vaccines in early 2021, the corresponding drop in COVID-19 cases, and the gradual reopening of schools and businesses, daily traffic volumes have continued to recover. Volumes were back to over 90 percent of normal as of August 2021 compared to expected 2021 levels considering two years of growth since 2019. MDOT SHA will continue to monitor volumes into fall 2021 and winter 2021-2022.

Statewide, weekly traffic volumes were only down seven (7) percent for the week of August 16, 2021 compared to the same week in 2019, per MDOT's coronavirus tracking website, linked below. Volumes during the afternoon peak hour have recovered closer to pre-pandemic levels compared to morning hours and daily volumes, with some permanent count stations on I-270 and I-495 recording higher volumes between 5PM and 6PM in May 2021 than May 2019. Transit use has been slower to recover, with usage of Maryland Transit Administration (MTA) services still down approximately 50 percent compared to pre-pandemic levels as of August 2021 per data presented on MDOT's coronavirus tracking website: (https://www.mdot.maryland.gov/tso/Pages/Index.aspx?PageId=141)

There is uncertainty surrounding forecasts for post-pandemic traffic levels and transit use and there is no definitive model to predict how or if changes to mobility patterns during the pandemic will affect long-term traffic projections. To adapt to the ongoing and potential long-term travel impacts associated with the pandemic, MDOT SHA developed a *COVID-19 Travel Analysis and Monitoring Plan* for the Study. A copy of the latest version of the plan is included in **SDEIS, Appendix B**. The plan includes three components:

- **Monitoring**: tracking changes in roadway and transit demand during the pandemic, including daily and hourly volume data, i.e., how does travel change in response to the number of cases, vaccine distribution, unemployment rates, school closings, and policy changes;
- **Research:** reviewing historical data and surveys/projections from the Transportation Research Board and the National Capital Region Transportation Planning Board;
- **Sensitivity Analyses**: evaluating "what if" scenarios, including potential changes in teleworking, eCommerce, and transit use on projected 2045 travel demand and operations.

Figure 3-2: Daily Traffic Volume Changes on I-495 and I-270 During COVID-19 Pandemic vs. 2019



This plan will continue to evaluate transportation trends and confirm that the capacity improvements proposed under the Preferred Alternative would be needed and effective if future demand changes substantially from the pre-pandemic forecasts. MDOT SHA must ensure that transportation improvements are being developed to meet our State's needs not only for today, but for the next 25-plus years. Historically, vehicular travel has increased as the economy recovered following economic events and societal changes, such as the 2008 Great Recession. As noted above, traffic volumes within the Study area continue to increase as businesses and schools reopen with more openings expected by fall 2021. Because long-term travel trends are far from settled and because the most recent data suggests traffic is rebounding close to pre-pandemic levels, the SDEIS forecasts continue to apply models that were developed and calibrated prior to 2020 for use in evaluating projected 2045 conditions in this document. However, MDOT SHA will continue to review new data as it becomes available. The sensitivity analysis evaluating several "what if" scenarios related to future traffic demand due to potential long-term changes to teleworking, e-commerce, and transit use as part of the *COVID-19 Travel Analysis and Monitoring Plan* (**SDEIS, Appendix B**) is ongoing. Results will be presented in the Final Environmental Impact Statement (FEIS).

3.2 Existing Conditions

The Study limits are the same as the DEIS and include many of the most heavily traveled, most congested, and most unreliable roadway segments in Maryland[1]. According to the *2019 Maryland State Highway Mobility Report*, the top four highest volume roadway sections in Maryland based on average daily traffic (ADT) are contained within the study limits. These locations include I-270 from the I-270 Split to MD 117, I-495 from the I-270 east spur to I-95, I-495 from the Virginia State Line to the I-270 west spur, and I-495 from MD 4 to I-95. **Table 3-1** shows the existing (year 2017) ADT for each segment within the study area, which reflects total traffic in both directions. Regional travel impacts of the COVID-19 pandemic were discussed above in Section 3.1.4.

Table 3-1: Existing Average Daily Traffic (ADT)

Corridor	Segment	Existing Volumes (2017)
I-270 (both directions)	I-370 to MD 28	226,000
	MD 28 to I-270 Spur	259,000
I-495 (both directions)	at American Legion Bridge	243,000
	MD 190 to I-270 Spur	253,000
	Between I-270 Spurs	119,000
	MD 355 to I-95	235,000
	I-95 to US 50	230,000
	US 50 to MD 214	235,000
	MD 214 to MD 4	221,000
	MD 4 to MD 5	198,000

3.3 Future Traffic Conditions and Alternatives Analysis

Traffic volumes throughout the study corridors are projected to continue to grow over the next 20 to 25 years due to expected increases in population and employment in the Washington, DC metropolitan region. **Table 3-2** shows the projected design year 2040 ADT for each segment along I-495 and I-270 within the study limits under the No Build condition that were presented in the DEIS, as well as the updated design year 2045 ADT values prepared for the SDEIS. Despite many segments already operating at or near capacity, daily traffic volumes on I-270 and I-495 are projected to continue to increase between now and the design year 2045 under the No Build condition.

Table 3-2: Existing and No Build Average Daily Traffic (ADT)

Corridor	Segment	Existing (2017)	No Build (2040)	No Build (2045)
I-270	I-370 to MD 28	226,000	265,000	274,000
	MD 28 to I-270 Spur	259,000	299,000	308,000
I-495	at American Legion Bridge	243,000	277,000	285,000
	MD 190 to I-270 Spur	253,000	282,000	289,000
	Between I-270 Spurs	119,000	127,000	129,000
	MD 355 to I-95	235,000	252,000	256,000
	I-95 to US 50	230,000	245,000	248,000
	US 50 to MD 214	235,000	252,000	256,000

[1] Segments as defined by *2019 Maryland State Highway Mobility Report*

Corridor	Segment	Existing (2017)	No Build (2040)	No Build (2045)
	MD 214 to MD 4	221,000	244,000	249,000
	MD 4 to MD 5	198,000	218,000	223,000

For future traffic conditions, the Preferred Alternative was evaluated and compared to the No Build condition using updated 2045 forecasts for several key operational metrics, including speed, delay, travel time, level of service, throughput, and the effect on the local network. These metrics are the same metrics used in the DEIS to evaluate and compare the alternatives. The results were obtained from the MWCOG model and the VISSIM traffic simulation models and are summarized in the following sections. For additional details, refer to **SDEIS, Appendix A,** *Traffic Evaluation Memorandum: Alternative 9 - Phase 1 South*.

Table 3-3 shows the projected design year 2045 ADT for each segment along I-495 and I-270 within the study limits for the No Build and Preferred Alternative. Locations that add capacity to I-270 and I-495 under the Preferred Alternative would be projected to see an increase in daily traffic volumes served compared to the No Build Alternative because the freeways would be able to accommodate latent demand that would otherwise use the local roadway network to avoid congestion.

Table 3-3: 2045 Average Daily Traffic (ADT)

Corridor	Segment	No Build (2045)	Preferred Alternative (2045)
I-270	I-370 to MD 28	274,000	277,000
	MD 28 to I-270 Spur	308,000	311,000
I-495	at American Legion Bridge	285,000	309,000
	MD 190 to I-270 Spur	289,000	317,000
	Between I-270 Spurs	129,000	135,000
	MD 355 to I-95	256,000	267,000
	I-95 to US 50	248,000	250,000
	US 50 to MD 214	256,000	258,000
	MD 214 to MD 4	249,000	251,000
	MD 4 to MD 5	223,000	224,000

3.3.1 Speed

The metric of average speed was calculated from the traffic simulation model output. Speed data was compiled for all links in the system. Similar to the DEIS, the speed data is summarized in two tables shown below. **Table 3-4** shows the average speed for the Preferred Alternative in the GP lanes for the entire study limits of I-495 and I-270 compared to the No Build Alternative during the peak periods in the design year of 2045 to determine if benefits would be achieved in the GP lanes. The results are shown for the entire study limits to be consistent with the results presented in the DEIS, even though the Build improvements for the Preferred Alternative are only proposed in the Phase 1 South limits.

Table 3-4: 2045 Average Speed

Alternative	Average Speed[1] (GP Lanes)
No Build	24 mph
Preferred Alternative	29 mph

Note: [1] Reflects weighted average speed on I-270 and I-495 during peak hours

The results indicated that the additional capacity proposed under the Preferred Alternative would improve average speed in the GP lanes by five (5) miles per hour (mph) on average throughout the study area during the peak periods compared to the No Build condition.

Detailed corridor travel speed results by peak hour and direction for the GP lanes and the managed lanes are provided in **Table 3-5**. During the 2045 AM peak, speeds in the I-495 GP lanes are projected to improve under the Preferred Alternative compared to No Build and all HOT lanes are projected to maintain speeds of at least 50 mph. On the I-495 outer loop, average speeds in the GP lanes are projected to improve from 33 mph to 52 mph between the I-270 west spur and the George Washington Memorial Parkway and improve slightly (from 26 mph to 27 mph) in the no action area between MD 5 and the I-270 West Spur. On the I-495 inner loop, average speeds in the GP lanes are projected to improve from 36 mph to 45 mph between the George Washington Memorial Parkway and the I-270 west spur and remain unchanged (at 31 mph) in the no action area between MD 5 and the I-270 west spur. On I-270 southbound, average speeds in the GP lanes are projected to improve from 46 mph to 50 mph between I-370 and I-495. On I-270 northbound, speeds are free flow during the AM peak period under both the No Build and the Preferred Alternative. The results show a slight decrease in average speed along I-270 northbound under the Preferred Alternative compared to No Build (from 63 mph to 61 mph) because the No Build data reflects speeds in the Express Lanes and therefore does not account for vehicles in the Local Lanes that are typically moving slower than vehicles in the Express Lanes while entering and exiting the facility.

Table 3-5: 2045 Corridor Travel Speed (mph) Results from VISSIM Model

Peak Period	Corridor	Travel Lanes	Alternative	
			No Build	Preferred
AM Peak	I-495 Outer Loop from MD 5 to I-270 West Spur[1]	GP Lanes	26	27
		HOT Lanes	-	-
	I-495 Outer Loop from I-270 West Spur to George Washington Memorial Parkway	GP Lanes	33	52
		HOT Lanes	-	56
	I-495 Inner Loop from George Washington Memorial Parkway to I-270 West Spur	GP Lanes	36	45
		HOT Lanes	-	51
	I-495 Inner Loop from I-270 West Spur to MD 5[1]	GP Lanes	31	31
		HOT Lanes	-	-
	I-270 Northbound from I-495 to I-370	GP Lanes	63[2]	61
		HOT Lanes	-	63
	I-270 Southbound from I-370 to I-495	GP Lanes	46[2]	50
		HOT Lanes	-	58
PM Peak	I-495 Outer Loop from MD 5 to I-270 West Spur[1]	GP Lanes	25	48
		HOT Lanes	-	-
	I-495 Outer Loop from I-270 West Spur to George Washington Memorial Parkway	GP Lanes	37	52
		HOT Lanes	-	59
	I-495 Inner Loop from George Washington Memorial Parkway to I-270 West Spur	GP Lanes	7	7
		HOT Lanes	-	23
	I-495 Inner Loop from I-270 West Spur to MD 5[1]	GP Lanes	23	27
		HOT Lanes	-	-
	I-270 Northbound from I-495 to I-370	GP Lanes	29[2]	28
		HOT Lanes	-	37
	I-270 Southbound from I-370 to I-495	GP Lanes	60[2]	56
		HOT Lanes	-	56

Notes: [1] Shaded rows reflect locations with no action proposed under the Preferred Alternative. [2] No Build results along I-270 are shown for the Express Lanes. Under No Build conditions, vehicles enter and exit I-270 via a separated Local Lanes system, which will be eliminated under the Build alternatives to reduce the roadway footprint and minimize impacts.

During the 2045 PM peak, the Preferred Alternative is projected to improve speeds significantly along the I-495 outer loop for both the GP lanes and the HOT lanes. On the I-495 outer loop, average speeds in the GP lanes are projected to improve from 37 mph to 52 mph between the I-270 west spur and the George Washington Memorial Parkway and also improve significantly (from 25 mph to 48 mph) in the no action area between MD 5 and the I-270 west spur due to the Preferred Alternative relieving the downstream bottleneck. The HOT lanes on the I-495 outer loop are projected to operate at free flow conditions (59 mph) during the PM peak. However, speeds along the I-495 inner loop and I-270 northbound are limited by downstream congestion outside the limits of Phase 1 South during the PM peak under the Preferred Alternative. On the I-495 inner loop, average speeds in the GP lanes are projected to remain unchanged (7 mph) between the George Washington Memorial Parkway and the I-270 west spur under the Preferred Alternative during the 2045 PM peak hour compared to the No Build Alternative because of severe congestion on the top side of I-495 in the proposed no action area. Average speeds in the HOT lanes would be better (23 mph) but would not be expected to achieve the desired 45 mph in 2045 without additional improvements along I-495 east of the I-270 west spur.

On I-270 northbound, average speeds in the GP lanes would be similar for the Preferred Alternative compared to the No Build Alternative in the 2045 PM peak without additional improvements on I-270 north of I-370 (speeds would reduce slightly from 29 mph to 28 mph) because of severe congestion where I-270 reduces to two lanes north of the Phase 1 South limits. Average speeds in the HOT lanes would be better (37 mph) but would not be expected to achieve the desired 45 mph without additional improvements along I-270 north of I-370 by 2045. As noted earlier in **Section 3.1.3**, potential improvements in this section of I-270 are being evaluated under a separate pre-NEPA study. On I-270 southbound, speeds in the GP lanes and HOT lanes are free flow during the PM peak period under both the No Build and the Preferred Alternative. The results show a slight decrease in average speed along I-270 southbound under the Preferred Alternative compared to No Build (from 60 mph to 56 mph) because the No Build data reflects speeds in the Express Lanes and therefore does not account for vehicles in the Local Lanes that are typically moving slower than vehicles in the Express Lanes while entering and exiting the facility. Additional details are provided in the *Traffic Evaluation Memorandum: Alternative 9 - Phase 1 South* (**SDEIS, Appendix A**).

3.3.2 Delay

System-wide delay was calculated to determine the average amount of time each vehicle in the traffic simulation model was delayed while trying to reach its destination. Delay can be caused by slow travel due to congestion or vehicles yielding the right-of-way at stop-controlled or signalized intersections. **Table 3-6** shows the projected average delay per vehicle in the entire network under the No Build Alternative and the Preferred Alternative during the 2045 AM peak period and the 2045 PM peak period.

Table 3-6: 2045 System-Wide Delay

Alternative	Average Delay (min/vehicle)		Percent Improvement vs. No Build	
	AM Peak	PM Peak	AM Peak	PM Peak
No Build	12.9	13.6	N/A	N/A
Preferred Alternative	10.6	9.2	18%	32%

The results indicated that the Preferred Alternative would be projected to reduce system-wide delay by 18 percent during the AM peak period and by 32 percent during the PM peak period compared to 2045 No Build conditions. These results reflect all vehicles in the model, including those traveling on I-495 and I-270 for the entire length of the study area (including the no action areas) and those traveling through and within the cross-street interchanges.

3.3.3 Travel Time

Travel time index (TTI) was calculated for each segment of I-495 and I-270 based on the outputs from the traffic simulation model. TTI quantifies the average travel time and congestion levels during the peak periods and is defined as the ratio of the average (50th percentile) travel time during a particular hour to the travel time during free-flow or uncongested conditions. TTI also serves as a proxy for the Planning Time Index (PTI), which is used to estimate reliability, because there is a strong correlation between PTI and TTI. Roadways with a lower TTI have some reserve capacity to absorb the disruption caused by non-recurring congestion (and generally have a lower PTI), while roadways with high TTI values are more likely to be impacted by minor incidents (and generally have a higher PTI). **Table 3-7** shows the weighted average TTI values for the entire study area (including the no action areas) in the GP lanes for the Preferred Alternative and the No Build Alternative in the design year 2045.

Table 3-7: 2045 Travel Time Index (TTI)

Alternative	Weighted Average TTI[1] (GP Lanes)
No Build	2.36
Preferred Alternative	2.01

Note: [1] Reflects weighted average TTI on I-270 and I-495 during peak hours

MDOT SHA defines "congestion" as any roadway segment with a TTI value greater than 1.15, while "severe congestion" is reached when TTI values exceed 2.0. Under the 2045 No Build Alternative, the weighted average TTI along I-270 and I-495 during the peak hours is 2.36, which reflects severe congestion. The results indicated that the GP lanes under the Preferred Alternative would improve compared to No Build but would remain in the severe congestion category in the design year of 2045. TTI values broken down by segment are provided in **Table 3-8** and have been color coded based on MDOT SHA's definition of uncongested conditions, moderate congestion, heavy congestion, and severe congestion.

The results indicated that the Preferred Alternative would be projected to improve five segments from congested levels under the No Build Alternative (TTI over 1.15) to uncongested (TTI under 1.15) and improve two segments from severe congestion (TTI over 2.0) to heavy congestion (TTI under 2.0). However, the I-495 inner loop from I-270 to I-95 would be projected to degrade during the 2045 AM peak hour from moderate congestion (TTI of 1.3) to severe congestion (TTI over 2.0) due to congestion on the top side of I-495 in the proposed no action area. Additionally, the segment of the I-495 inner loop from Virginia 193 to I-270 would also degrade slightly during the 2045 PM peak hour due to residual effects of congestion in the proposed no action area on the top side of I-495. Additional details are provided in the *Traffic Evaluation Memorandum: Alternative 9 - Phase 1 South* (**SDEIS**, **Appendix A**).

Table 3-8: 2045 Travel Time Index (TTI) Results for General Purpose Lanes from VISSIM Model

Peak Period	Corridor	Alternative	
		No Build	Preferred
AM Peak	I-495 Inner Loop from Virginia 193 to I-270	1.7	1.0
	I-495 Outer Loop from I-270 to Virginia 193	1.3	1.1
	I-495 Inner Loop from I-270 to I-95	1.3	2.7
	I-495 Outer Loop from I-95 to I-270	2.9	2.6
	I-495 Inner Loop from I-95 to MD 5	2.5	1.9
	I-495 Outer Loop from MD 5 to I-95	2.5	2.5
	I-270 Northbound from I-495 to I-370	1.0	1.0
	I-270 Southbound from I-370 to I-495	1.2	1.1
PM Peak	I-495 Inner Loop from Virginia 193 to I-270	6.6	6.9
	I-495 Outer Loop from I-270 to Virginia 193	1.6	1.1
	I-495 Inner Loop from I-270 to I-95	4.8	3.0
	I-495 Outer Loop from I-95 to I-270	3.5	1.1
	I-495 Inner Loop from I-95 to MD 5	1.5	1.8
	I-495 Outer Loop from MD 5 to I-95	2.4	1.5
	I-270 Northbound from I-495 to I-370	1.9	1.9
	I-270 Southbound from I-370 to I-495	1.0	1.0

Notes: [1] MDOT SHA defines various levels of congestion based on TTI: Uncongested (green) – TTI ≤ 1.15; Moderate Congestion (yellow) – 1.15 < TTI ≤ 1.3; Heavy Congestion (orange) – 1.3 < TTI < 2.0; Severe Congestion (red) – TTI ≥ 2. [2] This table summarizes TTI in the GP lanes. All HOT/Express Toll Lanes would have TTI values in the uncongested range (TTI less than 1.15).

3.3.4 Level of Service

Level of Service (LOS) is a letter grade assigned to a section of roadway that measures the quality of traffic flow, ranging from LOS A to LOS F. LOS A represents optimal, free-flow conditions, while LOS F represents failing conditions where demand exceeds capacity. For freeway segments, the *Highway Capacity Manual* assigns LOS grades based on density. Urban freeway segments reach failing (LOS F) conditions when the density exceeds 45 passenger cars per mile per lane. The percentage of lane-miles projected to operate at LOS F during the peak periods in the design year of 2045 was calculated from the traffic simulation model output for the Preferred Alternative and the No Build Alternative. The results include the entire study areas (including the no action areas) and are shown in **Table 3-9.**

Table 3-9: 2045 Percent of Lane-Miles Operating at LOS F

Alternative	Percent of Lane-Miles Operating at LOS F		
	AM Peak	PM Peak	Average
No Build	33%	50%	41%
Preferred Alternative	29%	29%	29%

The results indicated that the Preferred Alternative would be effective at reducing the number of failing segments within the study corridors. However, it is projected that 29 percent of the lane miles would continue to operate at LOS F in the design year of 2045 under the Preferred Alternative, primarily in areas along I-495 east of the I-270 east spur that would have no action.

3.3.5 Throughput

The metric of vehicle throughput was calculated from the traffic simulation model output to quantify how efficiently goods, services, and people could be moved through the study corridors under each alternative. Throughput represents the number of vehicles that pass by a given point in the roadway network in a set amount of time. Four key locations were chosen for evaluating throughput during the peak periods: I-495 crossing the American Legion Bridge, I-495 west of I-95, I-495 at MD 5, and I-270 at Montrose Road. These locations cover the four main segments of the study area, separated by major freeway junctions (I-495 at I-95 and I-495 at I-270) and are considered representative of the entire study area. **Table 3-10** summarizes the average vehicle-throughput at the four key locations for the No Build Alternative and the Preferred Alternative in terms of vehicles per hour. The values include traffic traveling in both directions and account for vehicles traveling in both the GP lanes and the managed lanes. For consistency, the same four key locations used in the DEIS are reported in this SDEIS even though the Preferred Alternative includes no action in two of the four locations. Under No Build conditions, the number of vehicles (and people) that can travel through the system during the peak period is constrained by congestion. The Preferred Alternative would result in increased throughput compared to the No Build Alternative. This translates into increased efficiency of the roadway network in getting people, goods, and services to their destinations. Additional benefits of increased throughput on the highway include reduced peak spreading (i.e., less congestion in the off-peak hours) and reduced burden on the surrounding roadway network.

Table 3-10: 2045 Vehicle Throughput

Alternative	Average Vehicle Throughput at Four Key Locations[1] (veh/hr)
No Build	15,600
Preferred Alternative	17,600

Note: [1] Evaluation locations include I-495 at American Legion Bridge, I-495 west of I-95, I-495 at MD 5, I-270 at Montrose Road

Table 3-11 provides additional detail by showing the vehicle throughput results generated from the VISSIM outputs at each key location. Results are reported in terms of vehicles per hour and percent increase in vehicle-throughput for the Preferred Alternative compared to the No Build Alternative, rounded to the nearest five (5) percent. As expected, the most significant increases under the Preferred Alternative occur at the locations where HOT lanes are proposed (I-495 at the American Legion Bridge and I-270 at Montrose Road). For additional information, refer to the *Traffic Evaluation Memorandum: Alternative 9 - Phase 1 South* (**SDEIS, Appendix A**).

Table 3-11: 2045 Vehicle Throughput Results from VISSIM Model

Metric	Peak Period	Location	Alternative	
			No Build	Preferred
Vehicle-Throughput (veh/hr)	AM Peak	I-495 at American Legion Bridge	17,869	22,930
		I-495 west of I-95	15,393	14,523
		I-495 at MD 5	10,661	12,197
		I-270 at Montrose Rd	17,765	20,774

Metric	Peak Period	Location	Alternative	
			No Build	Preferred
	PM Peak	I-495 at American Legion Bridge	15,999	19,635
		I-495 west of I-95	14,896	15,965
		I-495 at MD 5	14,591	14,086
		I-270 at Montrose Rd	17,403	20,563
Percent Change in Vehicle-Throughput vs. 2045 No Build	AM Peak	I-495 at American Legion Bridge	N/A	30%
		I-495 west of I-95	N/A	< 0%
		I-495 at MD 5	N/A	15%
		I-270 at Montrose Rd	N/A	15%
	PM Peak	I-495 at American Legion Bridge	N/A	25%
		I-495 west of I-95	N/A	5%
		I-495 at MD 5	N/A	< 0%
		I-270 at Montrose Rd	N/A	20%

3.3.6 Local Network

While the focus of the Study is to provide benefits to travelers using I-495 and I-270, the proposed action would also have impacts on the surrounding local roadway network[2]. This impact was quantified by using the results of the MWCOG regional model output for the No Build Alternative and the Preferred Alternative to calculate the total vehicle hours of delay on all arterials in Montgomery County, Maryland, Prince George's County, Maryland, and the District of Columbia. Other regions in Maryland and Virginia showed negligible changes in local delay as a result of the project. **Table 3-12** shows the relative change in total delay on the local network for the Preferred Alternative compared to the No Build Alternative. The results indicated that the Preferred Alternative would be projected to result in a net reduction in daily delay on the surrounding arterials of 3.5 percent by drawing traffic off the local network, despite some localized increases in arterial traffic near the managed lane access interchanges.

Table 3-12: 2045 Effect on the Local Network

Alternative	Percent Reduction Local Network Delay vs. No Build[1]
No Build	N/A
Preferred Alternative	3.5%

Note: [1] Based on total daily vehicle-hours of delay from 2045 MWCOG model for arterials in Montgomery County, Prince George's County, and the District of Columbia

[2] For the purposes of this Study, the local roadway network includes minor and principal arterials, but not roadways that are classified as expressways, freeways, or interstate.

Table 3-13 provides additional detail by showing the total vehicle hours of delay and percent reduction compared to the 2045 No Build Alternative for arterials in Montgomery County, Prince George's County, and the District of Columbia individually. Montgomery County would be projected to experience the largest local network savings under the Preferred Alternative as a result of the proposed physical roadway widening along portions of I-495 and I-270 in Montgomery County to provide HOT lanes under this Alternative. Prince George's County and the District of Columbia would also expect to experience some benefits to the local network despite no physical roadway improvements within these jurisdictions under the Preferred Alternative.

Table 3-13: 2045 Local Network Results from MWCOG Model

Metric	Alternative	
	No Build	**Preferred**
Daily Delay (vehicle-hours) for All Arterials in Montgomery County	242,408	230,882
Percent Reduction vs. No Build (Montgomery County)	*N/A*	*4.8%*
Daily Delay (vehicle-hours) for All Arterials in Prince George's County	160,143	157,832
Percent Reduction vs. No Build (Prince George's County)	*N/A*	*1.4%*
Daily Delay (vehicle-hours) for All Arterials in District of Columbia (DC)	176,612	169,859
Percent Reduction vs. No Build (District of Columbia)	*N/A*	*3.8%*
Total Daily Delay (vehicle-hours) for All Arterials in Montgomery County, Prince George's County, and the District of Columbia (DC)	579,163	558,573
Percent Reduction vs. No Build (Total)	**N/A**	**3.5%**

3.3.7 Summary

The following summarizes the results of the design year 2045 traffic operational evaluation for the No Build Alternative and the Preferred Alternative presented in this chapter of the SDEIS.

1. The **No Build Alternative** would not address any of the significant operational issues experienced under existing conditions, and it would not be able to accommodate long-term traffic growth, resulting in slow travel speeds, significant delays, long travel times, and an unreliable network. Compared to the 2040 No Build results presented in the DEIS, the 2045 No Build results show higher delays and travel times on I-495 and I-270 due to additional projected traffic growth between 2040 and 2045. This traffic growth is anticipated despite additional transit projects included in the 2045 forecast that help to slightly reduce projected delays on the surrounding local roadway network.

2. The **Preferred Alternative** is projected to provide meaningful operational benefits to the system even though it includes no action or no improvements for a large portion of the study area to avoid and minimize impacts. This alternative would significantly increase throughput across the American Legion Bridge and on the southern section of I-270 while reducing congestion. It would also increase speeds, improve reliability, and reduce travel times and delays along the majority of I-495, I-270, and the surrounding roadway network compared to the No Build Alternative. Although the Preferred Alternative provides less improvement to traffic operations when compared to the Build Alternatives that included the full 48-mile study limits evaluated in the DEIS

(such as Alternatives 9 and 10), it was chosen based in part on feedback from the public and stakeholders who indicated a strong preference for eliminating property and environmental impacts on the top and east side of I-495. Congestion would be present during the PM peak period on I-270 northbound and the I-495 inner loop in the design year of 2045 due to downstream bottlenecks outside of the Preferred Alternative limits. .

3.4 Next Steps

As the Study progresses, traffic models for the Preferred Alternative will continue to be refined and updated to reflect ongoing design enhancements resulting from stakeholder coordination. In addition, MDOT SHA will continue to monitor traffic trends and changes in travel behavior related to the COVID-19 pandemic and will complete a sensitivity analysis of potential long-term impacts to the forecasts per the *COVID-19 Travel Analysis and Monitoring Plan* (**SDEIS, Appendix B**). These updated traffic results will be documented in the FEIS.

MDOT SHA will also continue to work with FHWA to evaluate operations and safety at the project termini and at all interchanges within the limits of the proposed build improvements as part of the Interstate Access Point Approval (IAPA) process. This requires an evaluation of the operations and safety of each interchange including the nearby intersections by analyzing any localized increase in demand on cross streets near the interchange. The IAPA will evaluate potential ways to mitigate increases in traffic volumes to ensure safe and efficient operations on these roads. Potential mitigation strategies include signal timing adjustments, adding or extending turn lanes, changing lane assignments, pedestrian and bicycle improvements, modification to intersections such as new traffic signals, and TDM strategies such as dynamic signage to encourage traffic to use I-270 and MD 200 when practical to avoid congested segments in the no action areas. These mitigation strategies will continue to be refined as the IAPA is completed and will be included in the FEIS. Any mitigation proposed will avoid environmental impacts along I-495 outside of the Phase 1 South limits. The IAPA will be included as an appendix to the FEIS.

4 ENVIRONMENTAL RESOURCES, CONSEQUENCES & MITIGATION

This chapter presents an overview of the socio-economic, cultural, natural, and other environmental resources along the study corridors, the anticipated permanent and temporary effects to those resources from the Preferred Alternative, and a preliminary assessment of measures to avoid, minimize, and mitigate unavoidable effects to those resources. This chapter follows the same format as the Draft Environmental Impact Statement (DEIS), Chapter 4 and is supported by the 19 DEIS Technical Reports which can be viewed through the following links on the program website:

DEIS, Chapter 4: https://495-270-p3.com/wp-content/uploads/2020/11/2020-06-02_DEIS_04_Environmental.pdf

The supporting DEIS, Technical Reports are available on the Program website: https://495-270-p3.com/deis/#DEIS

This Supplemental DEIS (SDEIS) Chapter includes the following updates:

- Updates on applicable resources related to the Preferred Alternative, Alternative 9 - Phase 1 South limits from George Washington Memorial Parkway to east of MD 187 and then on I-270 from I-495 to I-370 including the I-270 east spur from east MD 187 to I-270.
- The proposed effects, both permanent and temporary, from the Preferred Alternative.
- Updated agency coordination that has occurred since the DEIS related to further avoidance, minimization and mitigation of resources.

This SDEIS does not include final mitigation for the permanent and temporary impacts presented in chapter; it presents conceptual mitigation to the same level of detail as the DEIS. The final mitigation for unavoidable impacts is still being coordinated with the applicable resource and regulatory agencies and will be included in the FEIS.

This chapter provides an updated summary of existing resources, anticipated effects, and mitigation related to the Preferred Alternative. The results and analysis documented in the DEIS and the Study technical reports appended to the DEIS remain valid. Additional technical analyses and supporting documentation have been appended to support the SDEIS. All supporting documentation is cross-referenced throughout this chapter and available through the program website (https://495-270-p3.com/deis/).

Since the DEIS was published in July 2020, design has advanced (refer to **SDEIS, Chapter 2** for details). Permanent or long-term effects and temporary or short-term construction-related effects of the Preferred Alternative have been quantified. A summary of the permanent and temporary effects associated with the Preferred Alternative are shown in **Table 4-1**. The anticipated construction effects are discussed qualitatively throughout this chapter, in **Section 4.23** and in **Chapter 2, Section 2.3.4**.

Additional opportunities to avoid, minimize, and mitigate effects will be considered and the commitments will be documented in the Final Environmental Impact Statement (FEIS). All substantive comments received on the DEIS and SDEIS will be responded to in the FEIS.

Common terms used throughout this chapter are defined below.

- ***Study corridors***, as defined in the Study scope, includes I-495 from south of the George Washington Memorial Parkway in Fairfax County, Virginia, including the American Legion Bridge (ALB) crossing over the Potomac River, to west of MD 5 in Prince George's County, Maryland; and I-270 from I-495 to I-370 in Montgomery County, including the east and west I-270 spurs north of I-495.

- ***Phase 1 South Limits*** were defined as the limits of the build improvements associated with the Preferred Alternative, Alternative 9 – Phase 1 South and includes two, new high-occupancy toll (HOT) managed lanes in each direction on I-495 from George Washington Memorial Parkway to east of MD 187 and then on I-270 from I-495 to I-370 including the I-270 east spur from east MD 187 to I-270.

- ***Corridor study boundary*** was defined as 48 miles long and approximately 300 feet on either side of the centerline of I-495 and I-270. The corridor study boundary was used to define the data collection area for gathering information on existing environmental conditions. The corridor study boundary was used in the environmental resource investigations for Natural Resources, summarized in **Sections 4.11** through **4.20** of this chapter, and parks and Section 4(f) Resources summarized in **Section 4.4** and **Chapter 5** of this document.

- ***Limits of Disturbance (LOD)*** were established for the Preferred Alternative and includes two, new HOT managed lanes in each direction on I-495 from George Washington Memorial Parkway to east of MD 187 and then on I-270 from I-495 to I-370 including the I-270 east spur from east MD 187 to I-270. The LOD is the proposed boundary within which all mainline construction, construction access, staging, materials storage, grading, clearing, erosion and sediment control, landscaping, drainage, stormwater management, noise barrier replacement/construction, and related activities would occur (refer to **Chapter 2, Section 2.3.5**).

- ***Permanent impacts*** are defined as those impacts which result in long term or permanent change to the use of the land due to the Preferred Alternative. An acquisition of property in fee, a perpetual right of way easement or any other perpetual easement is considered as a permanent impact.

- ***Temporary impacts*** are those impacts that are short-term and related to the construction of the Preferred Alternative. Short-term, construction related work includes construction staging, material and equipment storage, construction easements, and other areas needed to support the construction, but not part of the long-term improvements. An acquisition of a short-term easement for construction related work is defined as a temporary impact.

Table 4-1: Summary of Quantifiable Impacts for the Preferred Alternative

Resource	Permanent[1]	Temporary[1]	Total[1]	Section Reference in Chapter 4
Total Potential Impacts to Park Properties (acres)	21.0	15.1	**36.1**	Section 4.4
Total Right-of-Way Required[2] (acres)	97.2	18.7	**115.9**	Section 4.5
Number of Properties Directly Affected (count)	-	-	**501**	Section 4.5
Number of Residential Relocations (count)	-	-	**0**	Section 4.5
Number of Business Relocations (count)	-	-	**0**	Section 4.5
Number of Historic Properties with Adverse Effect[3]	-	-	**11**	Section 4.7
Noise Sensitive Areas Impacted (count)	-	-	**49**	Section 4.9
Hazardous Materials Sites of Concern (count)	-	-	**255**	Section 4.10
Wetlands of Special State Concern	0	0	**0**	Section 4.12
Wetlands[4] (acres)	3.7	0.6	**4.3**	Section 4.12
Wetland 25-foot Buffer[4] (acres)	6.5	0.6	**7.1**	Section 4.12
Waterways[4] (square feet)	673,757	343,945	**1,017,702**	Section 4.12
Waterways[4] (linear feet)	43,852	2,701	**46,553**	Section 4.12
Tier II Catchments (acres)	0	0	**0**	Section 4.13
100-Year Floodplain (acres)	33.7	15.1	**48.8**	Section 4.15
Forest Canopy (acres)	479.6	20.3[5]	**500.1**	Section 4.16
Rare, Threatened and Endangered Species Habitat (acres)	33.4	23.0	**56.4**	Section 4.19
Sensitive Species Project Review Area (acres)	24.5	20.0	**44.5**	Section 4.19
Unique and Sensitive Areas (acres)	139.2	29.4	**168.5**	Section 4.20

Notes: The impacts in this table are for the mainline improvements for the Preferred Alternative. Any impacts associated with the compensatory stormwater management are preliminary and discussed in **SDEIS, Appendix C**.

[1] All values are rounded to the tenths place.

[2] The right-of-way is based on State records research and supplemented with county right-of-way, as necessary.

[3] Refer to Chapter 4, Section 4.7 for additional details on the effects to historic properties.

[4] Refer to Table 4-25, Section 4.12 for additional details on the impacts to wetlands and waterways.

[5]Temporary forest canopy impacts are cleared forest in areas that will not be permanently acquired or altered by roadway construction. Replanting will occur in these areas. Impacts will be avoided and minimized, and replanting will be maximized within the corridor as determined in final design.

4.1 Land Use and Zoning

4.1.1 Introduction

Local governments adopt plans and identify land use patterns and development goals in long-term comprehensive plans that are implemented through zoning codes. Zoning codes regulate the type and density of development that occurs within delineated land area. For details of the land use, zoning, and development patterns reviewed for the Study, as well as applicable federal and state regulations and methodology, refer to the **DEIS, Appendix E, Section 3.1** *Community Effects Assessment and Environmental Justice Analysis Technical Report* (https://495-270-p3.com/wp-content/uploads/2020/07/DEIS_AppE_CEA-EJ-Tech-Report_web.pdf).

4.1.2 Affected Environment

As documented in the DEIS, the existing land use conditions were identified through review of zoning designations because these data are consistently updated by municipalities. (Refer to **DEIS, Chapter 4, Section 4.1** and **DEIS, Appendix E, Section 3.1**) Other information, such as the land use data provided by the Maryland Department of Planning, is valuable, but not as current (most recent reports date from

2010). For land use in Virginia, Fairfax County maintains current land use data (Fairfax, 2021). All of this existing land use data was compared to the LOD of the Preferred Alternative for the SDEIS.

4.1.3 Environmental Consequences

The Preferred Alternative would result in the conversion of existing land uses to right-of-way for transportation use across each of the seven land use types, including the alteration of transportation right-of-way from non-highway facilities (e.g., railway, county roadway right-of-way, etc.) outside of the existing I-495 and I-270 highway footprint (**Table 4-2**).

Table 4-2: Conversion of Land Use Within the Preferred Alternative LOD (Acres)

Land Use	Perm[1]	Temp[1]	Total[1]
Transportation[2]	11.9	1.6	**13.5**
Residential	46.6	10.4	**57.0**
Planned Unit/ Planned Community	11.7	0.2	**11.9**
Park/Open Space	19.0	15.3	**34.2**
Mixed-Use	18.8	3.5	**22.3**
Industrial	2.6	0.0	**2.6**
Commercial/ Employment	3.1	0.1	**3.2**
TOTAL CHANGE IN LAND USE[3] (ACRES)	**113.6**	**31.2**	**144.8**

Notes: [1] All values are rounded to the tenths place.

[2]Transportation Land Use totals refer to transportation right-of-way outside of the existing I-495 & I-270 highway footprint, such as railway facilities, county right-of-way, and vegetated buffer zones.

[3]Total change in land use acreage differs from property acreage requirements in **Section 4.5** due to differences in GIS base layer boundaries. Property acreage requirements are calculated by applying the LOD over precise parcel/property line boundaries, while land use conversion acreage is calculated by applying the LOD over generalized land use/zoning boundaries.

Since the Preferred Alternative does not include any improvements east of MD 187, all residential and business displacements that were previously associated with the DEIS Build Alternatives have been avoided. The land use conversions under the Preferred Alternative would primarily consist of partial property acquisitions, which are mostly strips of land from undeveloped areas or areas of landscaping and trees along the existing I-495 and I-270 transportation corridors. (Refer to **Section 4.5** for additional details on the property acquisitions associated with the Preferred Alternative.) The proposed expansion of the existing interstates under the Preferred Alternative would not be expected to result in a substantial land use change to the surrounding urbanized area within the Preferred Alternative LOD. The extent, pace, and location of development beyond the Preferred Alternative LOD would be influenced and controlled by the respective county land development policies and plans. The proposed improvements would accommodate future planned growth beyond the Preferred Alternative LOD; however, future growth is not dependent on these improvements. I-495 and I-270 would remain access-controlled under the Preferred Alternative LOD.

4.2 Demographics

4.2.1 Introduction

This Study evaluates potential changes to the demographics of the region. The population and demographic data from the US Census, 2015-2019 American Community Survey Five-Year Estimates was used in the DEIS and Community Effect Assessment. For details on the demographic data reviewed for the Study, as well as applicable federal and state regulations and methodology, refer to the **DEIS, Chapter 4,**

Section 4.2 and **DEIS, Appendix E, Section 3.2** *Community Effects Assessment and Environmental Justice Analysis Technical Report* (https://495-270-p3.com/wp-content/uploads/2020/07/DEIS_AppE_CEA-EJ-Tech-Report_web.pdf).

4.2.2 Affected Environment

The demographic data was presented in the **DEIS, Chapter 4, Section 4.2** and in **DEIS Appendix E, Section 3.2.1**. A review of the demographic data from the 2019 American Community Survey for 2015- 2019 will be reviewed and presented in the FEIS.

4.2.3 Environmental Consequences

The Preferred Alternative does not result in any full acquisitions or residential or business displacements. By providing additional roadway capacity through managed lanes, the Preferred Alternative, would accommodate increased traffic and congestion attributed to the projected regional population growth between 2010 and 2045. The maintained function of I-495 and I-270, access to travel choices, and enhanced trip reliability would maintain the area's desirability for future economic activity, and therefore, the Preferred Alternative would have a negligible impact to population growth or general demographics within the region. Those minimal demographic changes would be consistent with approved master plans and population growth projections associated with those plans.

4.3 Communities & Community Facilities

4.3.1 Introduction

For the DEIS, Census block groups were matched with the municipality or Census Designated Place in which they were primarily located to define the Analysis Area Communities. Similarly, for the SDEIS, impacts are being assessed based on the Analysis Area Communities that are located within or adjacent to the Preferred Alternative LOD. For details on the demographic data reviewed for the Study, as well as applicable federal and state regulations and methodology, refer to the **DEIS, Chapter 2, Section 4.3** and **DEIS, Appendix E, Section 3.2** *Community Effects Assessment and Environmental Justice Analysis Technical Report* (https://495-270-p3.com/wp-content/uploads/2020/07/DEIS_AppE_CEA-EJ-Tech-Report_web.pdf). A review of the demographic data from the 2015-2019 American Community Survey for 2015- 2019 will be reviewed and presented in the FEIS.

4.3.2 Affected Environment

Of the 36 Analysis Area Communities identified in the DEIS, seven (7) communities are located within or adjacent to the limits of the proposed build improvements in the Preferred Alternative LOD: Gaithersburg, Rockville, Bethesda, North Bethesda, Cabin John, and Potomac in Montgomery County, Maryland; and McLean in Fairfax County, Virginia. These Analysis Area Communities are shown in **Figure 4-1.**

4.3.3 Environmental Consequences

The Preferred Alternative requires property acquisition to accommodate the following Study elements: managed lanes, shoulders, traffic barrier, direct access at-grade auxiliary lanes or ramps, cut and fill slopes, stormwater management (SWM) facilities, retaining walls, and noise barriers along the existing highway corridor. Construction of the Preferred Alternative would also require relocation of signage, guardrails, communications towers, and light poles due to the widening of the roadway. Similarly, where noise barriers already exist, they would be replaced; additional noise barriers may be constructed as

described in **Section 4.9.3**. Impacts from the construction activities and operation of the Preferred Alternative on communities and community facilities are described below.

A. Communities

There are no residential or business relocations or displacements with the Preferred Alternative. As shown in **Table 4-3**, partial property impacts under the Preferred Alternative are dispersed throughout the seven Analysis Area Communities within the Preferred Alternative LOD.

Table 4-3: Property Impacts in Analysis Area Communities

Analysis Area Community	Number of Impacted Parcels[1]	Property Impacts (Acres)		
		Permanent[2]	Temporary[2]	Total[2]
Gaithersburg	18	4.7	0.0	**4.7**
Rockville	114	40.1	3.8	**44.0**
North Bethesda	143	16.6	2.2	**18.8**
Bethesda	101	7.6	1.9	**9.5**
Cabin John	28	6.6	2.0	**8.6**
Potomac	82	20.4	4.8	**25.2**
McLean	16	1.3	3.8	**5.0**

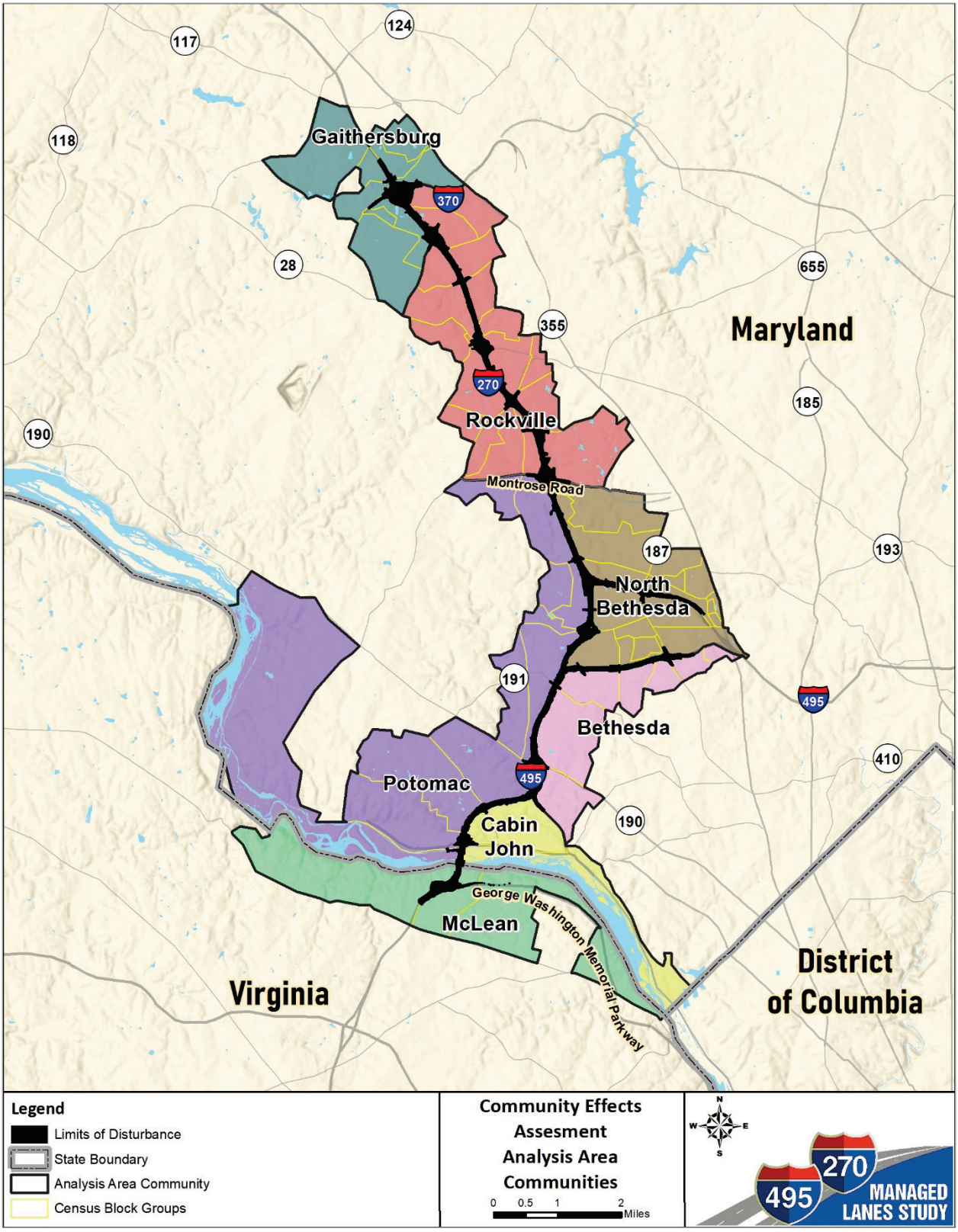
Notes: [1] One impacted parcel falls in both the Cabin John and Potomac Analysis Area Communities and is counted twice for the purpose of this table; it is only counted once in the calculation of the total number of impacted parcels.
[2]All values are rounded to the tenths place.

Of the total 115.9 acres of property required under the Preferred Alternative (refer to **Table 4-3** for details), the Rockville Analysis Area Community would experience the largest proportion (38.0 percent) of the property impacts, and the Potomac Analysis Area Community would experience the second-largest proportion (21.7 percent) of the property impacts; at 4.1 percent, the Gaithersburg Analysis Area Community would experience the smallest proportion of property impacts.

Property acquisitions under the Preferred Alternative would occur to properties adjacent to the existing I-495 and I-270 roadway alignments, acquiring strips of land from undeveloped areas or areas of trees and landscaping directly adjacent to I-495 or I-270. Permanent acquisitions may also be required for the off-site stormwater management. (Offsite stormwater management locations are preliminary at this point in the Study and will be identified by the developers in coordination with property owners during final design; refer to **SDEIS, Appendix C** for additional details on the compensatory stormwater management.)

Divisions or isolation of properties, persons, or groups would not occur due to the generally parallel nature of the Preferred Alternative LOD along I-495 and I-270 and the fact that no properties would be displaced. As such, the existing sense of community cohesion of communities along the study corridors would not be impacted. The Preferred Alternative also would not eliminate access or provide new access to properties, nor would it impede access between residences, community facilities, and businesses as no properties are accessed directly from I-495 or I-270.

Figure 4-1: Analysis Area Communities



Properties immediately adjacent to the improved highway may experience an increase in noise impacts as travel lanes are moved closer to the properties; however, the increased noise experienced by properties set back from the highway would be negligible. Noise abatement will occur within all seven (7) Analysis Area Communities. For specific noise barrier locations, refer to the *Environmental Resource Mapping* (**SDEIS, Appendix D**). Details on noise impacts and proposed abatement along the study corridors is provided in **Section 4.9.4.**

Construction would require the removal of vegetation to varying degrees from strips of land adjacent to the study corridors within the Preferred Alternative LOD. As a result of the vegetation removal, the wider interstates, added direct access, at-grade auxiliary lanes or ramps, retaining walls, and noise barriers would become more visible and prominent. The views from adjacent properties, including residential properties, commercial enterprises, parkland/ open space properties, and a number of community resources would experience an impact; however, impacts would generally be consistent with existing views of the study corridors as the surrounding area is adjacent to the existing interstate facilities and are visually consistent with the existing highway setting.

Additionally, the Preferred Alternative would require modifications at existing interchanges to accommodate the mainline widening, direct access, at-grade auxiliary lanes, or ramps. This would require the reconstruction of structures spanning the study corridor to lengthen or raise the elevation of these structures. In general, construction would introduce some new elements, such as direct access ramps, but they would generally be compatible with the existing visual character or qualities along the study corridor as the Preferred Alternative is expanding existing interstates.

The Preferred Alternative is projected to relieve traffic congestion and improve trip reliability which would result in more predictable travel and increased response times for emergency services and travel times to other community facilities, especially during peak travel periods. The Preferred Alternative would also reduce traffic on local roads by three and half (3.5) percent, which would lead to better access to facilities and improved emergency response times along local roadways.

Residents and employees who live, work, and utilize services immediately adjacent to the study corridors may experience changes in current quality of life due to visual and aesthetic impacts, partial property acquisition, and temporary construction activities. Additionally, community residents could experience a benefit to quality of life due to reduced congestion along the study corridors and improved trip reliability and travel choices to destination points within the region.

B. Community Facilities

A summary of the community facilities where partial property impacts would occur is shown in **Table 4-4**. Public parks and historic properties identified in the Section 4(f) Evaluation are not included in this assessment of community facilities. Details on park impacts can be found in **Section 4.4** and **Chapter 5** of this SDEIS. Details on historic cemeteries is found in **Section 4.7.**

As previously stated, property acquisitions under the Preferred Alternative would primarily occur to properties adjacent to the existing I-495 and I-270 roadway alignments, acquiring strips of land from undeveloped areas or areas of trees and landscaping directly adjacent to I-495 or I-270. There are no residential, business, community facility relocations or displacements associated with the Preferred Alternative.

Table 4-4: Property Impacts to Community Facilities from the Preferred Alternative

Community Facility	Property Impacts (Acres)		
	Permanent[1]	Temporary[1]	Total[1]
St. Jane de Chantal School	< 0.1	0.0	**< 0.1**
Saint Marks United Presbyterian Church	< 0.1	0.0	**< 0.1**
Carderock Springs Elementary School	0.2	0.1	**0.2**
Gibson Grove Church	0.1	0.0	**0.1**
First Baptist Church	0.4	0.0	**0.4**
First Christ Church of Scientist	< 0.1	< 0.1	**0.1**
Montgomery County Detention Center	3.7	0.1	**3.7**
Rockville Christian Church	0.5	0.0	**0.5**
Rockville Senior Center	1.0	0.0	**1.0**
Shady Grove Medical Center, Kaiser Permanente	0.5	0.0	**0.5**
Sterling Care Rockville Nursing	0.9	0.0	**0.9**
West (Julius) Middle School	1.8	0.0	**1.8**

Note: [1] All values are rounded to the tenths place.

Refer to **Section 4.4.3** for a discussion on potential public park impacts.

The Preferred Alternative would not eliminate existing access or provide new access to impacted community facility properties, as none of these properties are currently accessed directly from I-495 or I-270.[1] No permanent impacts to the operation of community facilities would occur. MDOT SHA will continue to coordinate with the neighboring communities through design and construction.

4.3.4 Mitigation

The design of all highway elements would follow aesthetic and landscaping guidelines and would be visually consistent with the existing highway setting. The aesthetic and landscaping guidelines would be developed by the P3 Developer in consultation with local jurisdictions, private interest groups (private developers or companies), local community or business associations, as well as local, state, and federal agencies. Further detail on mitigation efforts for impacts to communities and community facilities are provided in **Section 4.5**: Property Acquisitions and Relocations, **Section 4.6**: Visual and Aesthetic Resources, and **Section 4.9**: Noise.

4.4 Parks and Recreational Facilities

4.4.1 Introduction

Publicly-owned parks and recreation facilities within the LOD of the Preferred Alternative were reviewed in support of the SDEIS and the Updated Draft Section 4(f) Evaluation, **Chapter 5** of this document. Detailed information regarding individual, publicly-owned parks and potential impacts are addressed in the *Draft Section 4(f) Evaluation* (**DEIS, Appendix F**) https://495-270-p3.com/wp-content/uploads/2020/07/DEIS_AppF_Draft-Section-4f-Eval_web.pdf and **Chapter 5** of this SDEIS.

[1] This discussion of impacts to community facilities excludes impacts public parks and public parks with historic properties, which are described in **Section 4.4.3**.

4.4.2 Affected Environment

The Preferred Alternative would avoid the use of 37 Section 4(f) properties that were previously reported as Section 4(f) uses in the DEIS and Draft Section 4(f) Evaluation, totaling approximately 105 acres of park property avoided. The Preferred Alternative would impact 15 park properties. The impacts are described in Section 4.4.3 and in greater detail in Chapter 5 of this document.

4.4.3 Environmental Consequences

A. Park Impacts for Preferred Alternative

The Preferred Alternative would impact park/ open space land and recreational facilities. Based on the current LOD, the permanent and temporary right-of-way needed from park/ open space properties for the Preferred Alternative is shown in **Table 4-5**. The impacts to publicly-owned parks would be partial property acquisitions along adjacent interstates for roadway widening, stormwater management, augmentation of culverts, construction of retaining walls, grading, construction or reconstruction of noise barriers, and landscaping. Removal of trees and landscaping that buffer the park from the study corridors would occur but will be minimized to the greatest extent possible. The detailed analysis and potential impacts to individual publicly-owned parks is represented in **Chapter 5, Table 5-1** and described in **Section 5.2** of this SDEIS.

Table 4-5: Potential Public Park Impacts (Acres)

Public Park/ Open Space/ Rec. Facility	Park Owner/ Operator	Park Size[1] (Acres)	Permanent[2]	Temporary[2]	Total[2]
Chesapeake and Ohio Canal National Historical Park[3]	NPS	~19,575	1.0	9.1	**10.1**
Clara Barton Parkway[3]	NPS	96.2	1.6	0.9	**2.5**
George Washington Memorial Parkway	NPS	7,146	0.7	3.7	**4.4**
Malcolm King Park	City of Gaithersburg	78.5	1.3	0	**1.3**
Morris Park	City of Gaithersburg	30.7	1.1	0	**1.1**
Bullards Park and Rose Hill Stream Valley Park	City of Rockville	16.8	3.3	0	**3.3**
Cabin John Stream Valley Park (Rockville)	City of Rockville	33.1	2.1	0	**2.1**
Rockmead Park	City of Rockville	27.4	0.2	0.1	**0.3**
Woottons Mill Park	City of Rockville	95.3	0.7	0	**0.7**
Rockville Senior Center Park	City of Rockville	12.2	1.0	0	**1.0**
Cabin John Regional Park	M-NCPPC Montgomery Co.	514.0	5.7	0.6	**6.3**
Cabin John Stream Valley Park, Unit 2	M-NCPPC Montgomery Co.	105.0	0.8	0.6	**1.4**
Old Farm Neighborhood Conservation Area	M-NCPPC Montgomery Co.	0.8	0.1	0	**0.1**
Tilden Woods Stream Valley Park	M-NCPPC Montgomery Co.	67.4	0.6	0.1	**0.7**

Public Park/ Open Space/ Rec. Facility	Park Owner/ Operator	Park Size[1] (Acres)	Permanent[2]	Temporary[2]	Total[2]
Cabin John Stream Valley Park, Unit 6	M-NCPPC Montgomery Co.	19.8	0.8	0	**0.8**
Total Potential Impacts to Park Properties (acres)		-	**21.0**	**15.1**	**36.1**

Notes: [1]The size of Section 4(f) properties is sourced from data or documentation provided by the Officials with Jurisdiction.
[2] All values are rounded to the tenths place.
[3] Section 4(f) impacts to C&O Canal NHP and Clara Barton Parkway as currently noted in **Chapter 5** exclude the area that currently has an existing transportation use. The area within NPS property defined as transportation use includes existing I-495 at-grade roadway sections to the toe of slope, Clara Barton Parkway Interchange ramp sections to the toe of slope, existing pier locations for the structure over the C&O Canal and eastbound Clara Barton Parkway, and existing pier locations for the American Legion Bridge. The LOD accounts for structures over NPS land; however these aerial crossings would not require a permanent acquisition of land.

B. Resource Impacts by Park Owner/Operator

The following section presents the impacts by agency with jurisdiction over park properties with the Preferred Alternative LOD.

a. National Park Service (NPS)

As part of the inter-agency coordination process, the NPS requested that resource impacts occurring on NPS properties be specifically quantified. The following text summarizes the potential, specific impacts to resources on NPS properties. Further details on these impacts are available in **Section 4.12, 4.15 4.16** and **Chapter 5** of the SDEIS. A summary of coordination with NPS is included in **Chapters 5 and 7** of this document.

Based on property information provided by NPS, MDOT SHA has now evaluated impacts to the C&O Canal NHP using a single boundary applicable to both the historic property and public park, rather than two separate boundaries as reported in the DEIS. This change to use a single boundary was made at the request of NPS. Impacts to the C&O Canal NHP and Clara Barton Parkway in the DEIS and Draft Section 4(f) Evaluation were based on readily available property information which included permits for operation and maintenance of the existing highway, including an area surrounding the highway, bridges, and ramps. While the intent to formally transfer property from NPS to MDOT SHA was noted in historical documents, neither NPS nor MDOT SHA recovered official documentation formalizing the transfer. Therefore, this SDEIS has altered the area delineated as within transportation use. MDOT SHA, FHWA, and NPS have agreed that Section 4(f) impacts to C&O Canal NHP and Clara Barton Parkway could exclude the area that currently has an existing transportation use. The area within NPS property defined as transportation use includes existing I-495 at-grade roadway sections to the toe of slope, Clara Barton Parkway Interchange ramp sections to the toe of slope, existing pier locations for the structure over the C&O Canal NHP and eastbound Clara Barton Parkway, and existing pier locations for the ALB. The Preferred Alternative LOD accounts for structures over NPS land; however these aerial crossings would not require a permanent acquisition of land.

Wetlands on NPS property are subject to NPS Director's Order #77-1: *Wetland Protection*. NPS requires avoidance, minimization, and compensation for unavoidable adverse impacts to wetlands via restoration of degraded wetlands on NPS property at a minimum of a 1:1 restoration/replacement ratio that can be adjusted upward to ensure functional replacement. NPS requires that a Wetland and Floodplain Statement of Findings (SOF) be prepared in accordance with the procedural manual during the National Environmental Policy Act (NEPA) process documenting compliance with DO #77-1 for proposed actions

that would result in adverse impacts to wetlands (**Table 4-6**). The draft SOF has been developed for the Preferred Alternative, refer to **SDEIS, Appendix G**. The SDEIS and the draft SOF have been advertised for public comment and have a concurrent 45-day comment period. The final SOF will be attached to the FEIS.

Table 4-6: Summary of NPS Wetland and Floodplain Impacts on NPS Properties from the Preferred Alternative

Park Unit and Resource (unit)	Permanent	Temporary	Total
George Washington Memorial Parkway[1]			
Riverine wetlands (sq feet)	862	0	**862**
Riverine wetlands (linear feet)	69	0	**69**
Palustrine wetlands (acres)	0	0	**0**
FEMA 100-year floodplain (sq. ft/acres)	1,098/0.03	2,603.1/0.06	**3,701/0.09**
C&O Canal National Historical Park			
Riverine wetlands (sq feet)	14	7,105	7,179
Riverine wetlands (linear feet)	11	1,099	1,110
Palustrine wetlands (acres)	0.05	0.59	0.64
FEMA 100-year floodplain (sq. ft/acres)	35,541/0.82	290,892/6.68	**326,433/7.49**
Clara Barton Parkway			
Riverine wetlands (sq feet)	203	48	251
Riverine wetlands (linear feet)	45	17	62
Palustrine wetlands (acres)	0.01	0.01	0.02
FEMA 100-year floodplain (sq. ft/acres)	0/0	0/0	**0/0**

Note: The impacts indicated in this table are only those occurring on NPS property as defined in the NPS DO #77-1: Wetland Protection and Procedural Manual #77-1: Wetland Protection.

Work within floodplains on NPS lands must adhere to NPS DO #77-2: Floodplain Management, unless exempted, which calls for the avoidance of long- and short-term environmental effects associated with the occupancy and modification of floodplains. The floodplain impacts by NPS park are presented in **Table 4-6**. The Floodplain Statement of Findings has been prepared and combined with the Wetland Statement of Findings in SOF in the **SDEIS, Appendix G**.

The three NPS parks within the Preferred Alternative - Phase 1 South limits are also historic properties listed on or eligible for listing on the National Register of Historic Places. In a letter dated March 12, 2020, the Maryland Historical Trust (MHT) concurred with the eligibility and effects determination for the Study as well as the need for further Phase I and II archaeological investigation in the specified areas. **Table 4-7** summarizes the NPS historic properties that would incur an adverse effect from the Preferred Alternative. (Refer to **Section 4.7.3** and **Tables 4-18 and 4-19** for specific details on the adverse effects to historic park properties). Due to the complexity of the Study and current state of design, MDOT SHA and FHWA will conclude the Section 106 of the National Historic Preservation Act (NHPA) process through execution of a Programmatic Agreement (PA). MDOT SHA and FHWA will continue to work with NPS to resolve the adverse effects through development of appropriate mitigation measures that will be captured in the PA.

Table 4-7: NPS Historic Properties with Adverse Effect

MIHP#/DHR#	Name	Period of Significance	NRHP Criteria[1]
M: 12-46	Chesapeake and Ohio Canal National Historical Park	1828-1924	A, C, D
M: 35-61 and 029-0228 (Virginia)	George Washington Memorial Parkway/ Clara Barton Memorial Parkway	1930-1966	B, C
18MO749	C&O Canal Site 1	Early Woodland	D
18MO751	C&O Canal Site 3	1828-1924	D
(N/A)	Dead Run Ridges Archaeological District	Late Archaic-Woodland	D
44FX0374 (Virginia)	N/A	Late Archaic- Late Woodland	D
44FX0379 (Virginia)	N/A	Late Archaic- Early Woodland	D
44FX0389 (Virginia)	N/A	Late Archaic- Late Woodland	D

Note: [1] The NRHP Criteria are:

A. Associated with events that have made a significant contribution to the broad patterns of our history; or
B. Associated with the lives of persons significant in our past; or
C. Embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
D. Have yielded or may be likely to yield, information important in prehistory or history.

NPS has identified state and globally rare plants and invertebrates from NPS property within the Potomac Gorge on both sides of the Potomac River through numerous distributional surveys over the past ten to twenty years. Some of these areas lie adjacent to the corridor study boundary. **Table 4-8** includes the list of these state-listed rare plant and invertebrate species from the NPS Potomac Gorge park surveys and their state and global protected species ranking. (Refer to **Section 4.19** for additional details.) The RTE species that would be impacted by the Preferred Alternative are highlighted in green in **Table 4-8**.

Table 4-8: RTE Plant Species Surveyed within the Potomac River Gorge Portion of the Preferred Alternative LOD

Scientific Name	Common Name	Status
Maryland and Virginia		
Arabis patens	Spreading Rockcress	S3G3/S1G3
Carex careyana	Carey's Sedge	S1G4G5 Endangered/ S3G4G5
Erigenia bulbosa	Harbinger-of- Spring	S3G5/S3G5
Erythronium albidum	Small White Fawn-Lily	S2G5 Threatened/ S2G5
Maianthemum stellatum	Starry False Solomon's-Seal	S2G5 Endangered/ S2G5
Phacelia covillei	Buttercup Scorpion-Weed	S2G3 Threatened/ S1
Ripariosida hermaphrodita	Virginia Fanpetals	S1G3 Endangered/ S1G3
Solidago racemosa	Rand's Goldenrod	S1G3 Threatened/ S1G3?
Valeriana pauciflora	Large-flower Valerian	S1G4 Endangered/ S1G4

Scientific Name	Common Name	Status
Maryland Only		
Astragalus canadensis	Canadian Milk-Vetch	S1G5 Endangered
Baptisia australis	Blue Wild Indigo	S2G5 Threatened
Bromus latiglumis	Early-leaf Brome	S1G5 Endangered
Carex hitchcockiana	Hitchcock's Sedge	S1G5 Endangered
Clematis viorna	Vasevine	S3G5
Corallorhiza wisteriana	Spring Coralroot	S1G5 Endangered
Coreopsis tripteris	Tall Tickseed	S1G5 Endangered
Cubelium concolor	Green-Violet	S3G5
Cuscuta polygonorum	Smartweed Dodder	S1G5 Endangered/ S1G5
Galactia volubilis	Downy Milk-Pea	S5G3
Gentiana villosa	Striped Gentian	S1G4 Endangered
Geum aleppicum	Yellow Avens	S1G5 Endangered/ SHG5
Helianthus occidentalis	Few-leaf Sunflower	S1G5 Threatened/ S1G5T5
Hibiscus laevis	Halberd-leaf Rose-Mallow	S3G5
Homalosorus pycnocarpos	Glade Fern	S2G5 Threatened
Iresine rhizomatosa	Juda's-Bush	S1 G5 Endangered
Lipocarpha micrantha	Small-flower Halfchaff Sedge	S1G5 Endangered/ S2G5
Matelea obliqua	Climbing Milkweed	S1S2G4? Endangered
Mecardonia acuminata	Axil-Flower	S2G5 Endangered
Monarda clinopodia	White Bergamot	S3S4G5
Paspalum fluitans	Horse-tail Paspalum	S2G5 Threatened
Phaseolus polystachios	Thicket Bean	S3G5
Polygala polygama	Racemed Milkwort	S1G5 Threatened
Potamogeton foliosus	Leafy Pondweed	S2G5
Pycnanthemum verticillatum	Whorled Mountain-Mint	S2G5 Threatened
Rumex altissumus	Tall Dock	S1G5 Endangered
Sagittaria rigida	Sessile-fruit Arrowhead	S1G5 Endangered/ S1G5
Salix interior	Sandbar Willow	S1G5 Endangered/ S1G5TNR
Silene nivea	Snowy Catchfly	S1G4? Endangered/ S1G4?
Triphora trianthophoros	Threebirds	S1G4? Endangered/ S1G3G4T3T4
Virginia Only		
Borodinia dentata	Short's Rockcress	S3G5/S1G5
Senecio suaveolens	False Indian-Plantain	S1G4 Endangered/ S2G4

Source: Townsend 2019, MDNR 2021, Weakley 2012, Brown and Brown 1984

1State Rank: S1=Critically Imperiled/Highly State Rare; S2=Imperiled/State Rare; S3=Vulnerable/Watchlist; T=Subspecies/Variety Ranked Differently than Species

Global Rank: G3=Vulnerable; G4=Apparently Secure; G5=Secure; ?=Inexact Numeric Rank; NR=Not Ranked

Since the DEIS was published, a tree inventory was conducted on NPS property within the corridor study boundary. Following the guidance in the *Forest Inventory and Analysis National Core Field Guide. Volume I: Field Data Collection Procedures for Phase 2 Plots. Version 9.0, October 2019*, an inventory of all trees and standing dead trees ≥ 5 inches diameter at breast height (DBH) (4.5 feet, DBH) was completed within the survey limits, including the identification of all significant trees (trees ≥ 24 inches DBH < 30 inches) and specimen trees (≥ 30 inches DBH or 75% of the size of the state champion). The results are summarized in **Table 4-9**. Refer to **Section 4.16** for additional details on the NPS tree survey.

Table 4-9: Survey Trees on NPS Properties and Impacts from the Preferred Alternative

NPS Property	Number of Live Individual Trees Surveyed	Live Tree Impacts[1] (#/DBH)	Number of Standing Dead Trees Surveyed	Standing Dead Tree Impacts[1] (#/DBH)	Total inches of DBH
George Washington Memorial Parkway	2,175	82/1,108	154	9/113	31,900
C&O Canal NHP	1,544	815/10,148	244	115/1,339	19,345
Clara Barton Parkway	756	315/3,999	114	51/669	10,098
Totals	**4,475**	**1,212/15,255**	**512**	**175/2,121**	**61,343**

Notes: [1] Impacts to trees are only considered permanent totals; there are no temporary impacts.

Since the publication of the DEIS, considerable avoidance and minimization has been undertaken to the NPS properties around the American Legion Bridge (ALB). MDOT SHA and FHWA met with the NPS on December 8, 2020 to discuss the LOD in the vicinity of the ALB that was presented for the Build Alternatives in the DEIS. The NPS requested that MDOT SHA re-assess the LOD in the vicinity of the ALB to limit impacts to NPS land and its natural and cultural resources. MDOT SHA convened an 'ALB Strike Team' composed of national and local experts on bridge design, natural resources, and cultural resources who were charged with the following mission:

To develop and evaluate alternatives for the replacement of the ALB to avoid impacts, to the greatest extent practicable, and reduce overall acreage impacts to the C&O Canal National Historic Park (C&O Canal NHP) and George Washington Memorial Parkway units of the NPS.

The ALB Strike Team conducted an intensive investigation in January 2021 to explore alternative design solutions, project phasing solutions, site access solutions, and the potential use of specialty construction techniques to limit the LOD. The ALB Strike Team presented its results to the NPS on February 8, 2021.

MDOT SHA established the Base LOD as the "Base Option," which includes a conventionally constructed bridge structure built in two phases on the existing bridge centerline with the assumption of temporary construction access over the Potomac River via trestles and causeways. This Base Option included minor LOD reductions from the DEIS LOD to minimize impacts to Plummers Island. The Base Option also started with construction access in all four quadrants and was minimized to remove the construction access in the southwest, southeast, and northeast quadrants, which significantly reduced impacts to NPS property.

The ALB Strike Team first reviewed the avoidance and minimization options developed by MDOT SHA to date, and agreed that these options were not practicable, with the exception of the top-down construction option, which was investigated in further detail. The ALB Strike Team then reviewed the viability of the Base Option and confirmed that this on-center alignment with a conventional construction approach was a viable option. The ALB Strike Team also considered a "west shift" of the LOD to entirely

avoid impacts to Plummers Island and determined that a conventional construction approach with a west shift was also a viable option.

The ALB Strike Team then considered other bridge construction approaches to determine if any of them could limit the LOD further than the Base Option could. The Strike Team conducted detailed investigation on a top-down segmental construction approach; a top-down cable stayed approach; and a slide-in place bridge construction approach.

After field analysis and known information review, MDOT SHA and the ALB Strike Team determined that access to the site at river level could be consolidated to the north side of the river along Clara Barton Parkway, eliminating the construction access from the other three quadrants around the bridge and significantly reducing impacts to NPS land. This would be achieved by constructing a temporary construction access road entrance off of the Clara Barton Parkway in the northwest quadrant and installing a temporary bridge over the C&O Canal and a temporary access road paralleling the C&O Canal towpath.

MDOT SHA determined the LOD options for the ALB based on the results of the ALB Strike Team investigations. The bridge construction types with the smallest LOD footprint were the Base Option and the Cast-In-Place Segmental Option, both with a similar LOD requirement. Both construction types could be built with an on-center alignment or a west-shift alignment. MDOT SHA compared the NPS land impacts and those of the natural and cultural resources surrounding the ALB and determined that the on-center alignment would impact the least amount of total NPS Land; would not require re-configuration of the Clara Barton Parkway interchange; and would not require residential displacement, as the west shift alignment would. For these reasons, the on-center alignment with the reduced LOD required by the Base Option or Cast-In-Place Segmental bridge types was incorporated into the Preferred Alternative LOD.

Despite the minimization efforts, impacts to Plummers Island could not be avoided completely, but impacts have been reduced by 1.7 acres. In the DEIS, the Build Alternatives had 1.9 acres of impacts to Plummers Island. Under the Preferred Alternative, approximately 0.2 acres of impact at Plummers Island would be required for the ALB substructure, including permanent pier placement and construction activities. Construction activities may include efforts such as excavation, demolition of existing bridge foundation and piers, installation of proposed foundations, piers, abutments and slope protection. Access to the existing and proposed piers is required for these activities. Impacts were minimized by strategically locating the piers, specifically the new piers in close proximity to the existing piers such that a single access method could be used for demolition of the existing and construction of the proposed structures. However, some impact is unavoidable based on construction requirements and the structural requirements for pier locations.

b. National Capital Planning Commission (NCPC)

The Capper-Cramton Act (CCA) of 1930 (46 Stat. 482), as amended, states that lands purchased with funds appropriated under the CCA for the park, parkway, and playground system in Maryland shall be developed and administered by Maryland-National Capital Park and Planning Commission (M-NCPPC) in accordance with plans approved by the National Capital Park and Planning Commission (predecessor of NCPC). NCPC also has responsibility under NEPA and is participating as a Cooperating agency to fulfill their NEPA responsibility for CCA-related stream valley parks. A summary of coordination with NCPC is included in **Chapters 5 and 7** of this document. MDOT SHA and FHWA will continue to coordinate with NCPC on their

authority over Capper-Cramton properties. **Table 4-10** includes a summary of impacts from the Preferred Alternative to parks acquired with Capper-Crampton Funding.

Table 4-10: Summary of Impacts from the Preferred Alternative to Parks Acquired with Capper-Cramton Funding (Acres)

Park Property Acquired with Capper-Cramton Funding	Permanent	Temporary	Total
George Washington Memorial Parkway	0.7	3.7	**4.4**
Clara Barton Parkway	1.6	0.9	**2.5**
Cabin John Stream Valley Park, Unit 2[1]	0.8	0.6	**1.4**
Cabin John Regional Park[1]	5.7	0.6	**6.3**

Note: [1]Additional research is necessary to determine whether these specific parks were acquired with Capper-Cramton Act funding. If research reveals they were not funded through Capper-Cramton Act, the change will be reflected in the FEIS.

The Preferred Alternative avoids many significant park resources including Capper-Cramton funded parkland at: Rock Creek Stream Valley Park, Locust Hill Neighborhood Park, Sligo Creek Parkway, and Northwest Branch Stream Valley Park. In addition, MDOT SHA has worked extensively with NPS and M-NCPPC on minimization measures to reduce environmental impacts, including significantly reduced impacts to Capper-Cramton funded parkland around the American Legion Bridge by more than 50 percent from the DEIS. MDOT SHA and FHWA will continue to coordinate with NCPC and M-NCPPC on additional minimization measures and appropriate mitigation measures for the remaining unavoidable impacts.

c. Maryland-National Capital Park and Planning Commission Parkland and Resource Impacts

Coordination is on-going with M-NCPPC on potential impacts and ways to avoid, minimize and mitigate for impacts to parkland and environmental resources within those parks. A summary of coordination with M-NCPPC is included in **Chapters 5 and 7** of this document. The Preferred Alternative avoids over 20 acres of M-NCPPC park property previously impacted under the DEIS Build Alternatives, including avoiding impacts to Rock Creek, Northwest Branch, Sligo Creek, Southwest Branch, and Henson Creek Stream Valley Parks. The Preferred Alternative parkland and resource impact totals on M-NCPPC park properties is summarized in **Table 4-11**. Refer to **Chapter 5, Section 2** for additional details on impacts to these parks. The FEIS and Final Section 4(f) Evaluation will include final park impact numbers accounting for greater avoidance and minimization, along with commitments for park mitigation.

d. City of Rockville Parkland and Resource Impacts

Coordination is on-going with the City of Rockville on potential impacts and ways to avoid, minimize and mitigate for impacts to parkland and environmental resources within those parks. A summary of coordination with the City of Rockville is included in **Chapters 5 and 7** of this document. The Preferred Alternative parkland and resource impact totals on Rockville park properties is summarized in **Table 4-12**. Refer to **Chapter 5, Section 2** for additional details on impacts to these parks. The FEIS and Final Section 4(f) Evaluation will include final park impact numbers accounting for greater avoidance and minimization, along with commitments for park mitigation.

e. City of Gaithersburg Parkland and Resource Impacts

Coordination is on-going with the City of Gaithersburg on potential impacts and ways to avoid, minimize and mitigate for impacts to parkland and environmental resources within those parks. A summary of coordination with the City of Gaithersburg is included in **Chapters 5 and 7** of this document. The Preferred Alternative parkland and resource impact totals on Gaithersburg park properties is summarized in **Table 4-13**. Refer to **Chapter 5, Section 2** for additional details on impacts to these parks. The FEIS and Final Section 4(f) Evaluation will include final park impact numbers accounting for greater avoidance and minimization, along with commitments for park mitigation.

4.4.4 Mitigation

Mitigation for impacts to publicly-owned park properties is being coordinated with the Officials with Jurisdiction (OWJ) over the impacted park properties. Potential mitigation to park and recreational facilities could be, but not limited to elements such as: landscaping; replacement land; visual and noise barriers; restoring streams; and funding of park related buildings and amenities. Refer to **Chapter 5, Section 5.4.5** of this SDEIS for the additional details. The final mitigation for impacts to publicly-owned parks will be outlined in the FEIS.

4.5 Property Acquisitions and Relocations

4.5.1 Introduction

Property acquisitions within the Preferred Alternative LOD for conversion to transportation right-of-way include only partial acquisitions with no full acquisitions. A partial acquisition is considered one that does not cause a business or residential relocation and has been assumed where a principle building of a residence, business, or community facility is located more than 20 feet from the Preferred Alternative LOD. A full property acquisition resulting in a relocation would be assumed where a principle building is located within 20 feet of the LOD. This methodology to determine where a full property acquisition would be required was developed in coordination with the MDOT SHA Office of Real Estate based on similar project experience and engineering judgment.

The Preferred Alternative LOD was determined from the proposed roadway typical section, interchange configuration, and roadside design elements. The proposed roadway typical section, roadside design features, and topography and terrain were used to determine the cut and fill lines required to construct the Preferred Alternative. Generally, the cut and fill lines were offset by an additional ten feet to create the LOD. For further details on the establishment of the LOD refer to **Chapter 2, Section 2.3.5** of this SDEIS. For details on the applicable federal and state regulations and methodology related to property acquisition, refer to the **DEIS, Chapter 4, Section 4.5** and **DEIS, Appendix E, Section 3.6** *Community Effects Assessment and Environmental Justice Analysis Technical Report* (https://495-270-p3.com/wp-content/uploads/2020/07/DEIS_AppE_CEA-EJ-Tech-Report_web.pdf).

4.5.2 Affected Environment

In the DEIS, the Build Alternatives had a range of 25-34 displacements and a range of 1,392-1,518 number of properties impacted. The Preferred Alternative avoids all displacements and has currently reduced impacts to 501 properties within the Preferred Alternative LOD; resulting in 891 to 1,017 properties avoided.

Table 4-11: M-NCPPC Parkland and Resource Impacts (Acres)

	Park/Resource	Permanent	Temporary	Total	Potential Activities to Occur on Park Property
Parkland	Cabin John Regional Park	5.7	0.6	**6.3**	• Widening of SB I-270 and construction of retaining wall along outside shoulder • Potential utility relocations • 3 SWM facilities • Potential augmentation of two storm drains and one culvert
	Cabin John SVP, Unit 2	0.8	0.6	**1.4**	• Construction of new exit ramp on structure from I-495 • Noise barrier along I-495 Inner Loop MLS Direct access ramp to River Rd. (Barrier is on structure through park) • Grading associated with new ramp from I-495 Outer Loop Managed Lanes to SB Cabin John Parkway • Pipe augmentation at 2 locations in southwest quadrant of I-495/River Road interchange
	Old Farm NCA	0.1	0.0	**0.1**	• Grading and access associated with a SWM facility adjacent to the park along NB I-270. • Construction of relocated noise barrier
	Tilden Woods Stream Valley Park	0.6	0.1	**0.7**	• Access for construction of replacement bridge along I-270 over Tuckerman Lane and potential adjustment of the profile along Tuckerman Lane under I-270 • Potential utility relocation • Potential augmentation of existing culvert conveying Old Farm Creek beneath I-270
	Cabin John SVP, Unit 6	0.8	0.0	**0.8**	• Construction of retaining wall along outside shoulder of realigned ramp from NB I-270 to EB Montrose Road • Potential augmentation of existing culvert that conveys Cabin John Creek beneath I-270
	Total Acres	**7.9**	**1.3**	**9.2**	
Natural Resources	Forest Canopy (Acres) (overlapping wetland info removed)	7.4	1.3	**8.7**	
	Area in Forest Conservation Easements (acres)	0.6	0.1	**0.6**	
	Wetlands (acres)	0.1	0.0	**0.1**	
	Wetlands 25ft Buffer (acres)	0.2	0.0	**0.2**	
	Waterways (Linear Feet)	1,631.7	21.4	**1,653.1**	

Table 4-12: City of Rockville Parkland and Resource Impacts (Acres)

	Park/Resource	Permanent	Temporary	Total	Potential Activities to Occur on Park Property
Parkland	Bullards Park and Rose Hill SVP	3.3	0	**3.3**	• Potential for grading or modification of existing joint-use SWM facility near Julius West Middle School pond to allow for additional storage of headwater pool likely removing the need for culvert augmentation • Potential modification of existing SWM facility at the north end of the park to allow for additional storage of headwater pool likely removing the need for culvert augmentation
	Cabin John SVP (Rockville)	2.1	0	**2.1**	• Recent MDOT SHA TMDL site • Retrofit potential to increase storage in upstream step pools
	Julius West Middle School Athletic Fields	0	0	**0.0**	• No impacts anticipated
	Millennium Garden Park	0	0	**0.0**	• No impacts anticipated
	Rockmead Park	0.2	0.1	**0.3**	• Provide plunge pool at downstream end of augmented culvert on southern end of park • Provide plunge pool at downstream end of augmented culvert on northern end of park • Temporary impacts due to construction of retaining wall at edge of roadway shoulder (northern end of park) and potential modifications to existing retaining wall and noise barrier
	Woottons Mill Park	0.7	0	**0.7**	• Improve drainage outfall at southern end of park • Potential stream restoration improvement resulting from culvert augmentation at northern end of park
	Rockville Senior Center Park	1	0	**1.0**	• Provide new SWM facility • Reconstruction of E Gude Drive for replacement of bridge over I-270
	Total Acres	**7.3**	**0.1**	**7.4**	
Natural Resources	Forest Canopy (Acres) (overlapping wetland info removed)	84.9	3.5	**88.4**	
	Area in Forest Conservation Easements (Acres)	4.2	0.4	**4.6**	
	Wetlands (Acres)	2.54	<0.1	**2.5**	
	Wetlands 25ft Buffer (Acres)	2.8	0.03	**2.8**	
	Waterways (Linear Feet)	6,083.8	0.0	**6,083.8**	

Table 4-13: City of Gaithersburg Parkland and Resource Impacts (Acres)

	Resource	Permanent	Temporary	Total	Potential Activities to Occur on Park Property
Parkland	Malcolm King Park	1.3	0	**1.3**	• Construct retaining wall along I-270 SB • Install auxiliary culvert under I-270 and provide outfall stabilization • Install auxiliary culvert under I-370
	Morris Park	1.1	0	**1.1**	
Natural Resources	Forest Canopy (Acres) (overlapping wetland info removed)	1.69	0.01	1.70	
	Area in Forest Conservation Easements (Acres)	0	0	**0**	
	Wetlands (Acres)	0.15	0	**0.15**	
	Wetlands 25ft Buffer (Acres)	0.26	0.0	**0.26**	
	Waterways (Linear Feet)	925.3	0	**925.3**	

4.5.3 Environmental Consequences

The Preferred Alternative does not result in any full acquisitions or residential or business displacements.

The Preferred Alternative would impact 115.9 acres of total right-of-way that is outside of the existing highway right-of-way (97.2 acres for permanent use and 18.7 acres for temporary use) from properties adjacent to the existing I-495 and I-270 roadway alignments. The number and types of properties impacted by the Preferred Alternative are shown in **Table 4-14**. The proposed right-of-way impacts would not eliminate existing access or provide new access to impacted properties, as none of these properties are currently accessed directly from I-495 or I-270.

Table 4-14: Summary of Right-of-Way Acquisitions and Impacts from the Preferred Alternative

Property Types (# of properties)	Total[1]
Residential Relocations	**0**
Residential Properties Impacted	**389**
Business Relocations	**0**
Business/Other Properties Impacted[2]	**112**
Total Number of Properties Impacted	**501[3]**

Notes: [1] The number of properties relocated or impacted is not broken out by permanent and temporary to avoid double-counting a property that is impacted for both permanent and temporary use. Only the total count is provided.
[2] Business/Other Properties Impacted is equal to the sum of impacted properties with non-residential zoning designations, including Commercial/Employment, Industrial, Mixed-use, Park/Open Space, Planned Unit/Planned Community, and Transportation.
[3] One impacted property falls in both the Cabin John and Potomac Analysis Area Communities but is only counted once for the purposes of calculating the total number of impacted properties.

The Preferred Alternative results in property impacts due to roadway widening to construct additional travel lanes, reconfiguration of interchange ramps, reconstruction of significant bridges and other structures, augmentation and extension of culverts, replacement or extension of existing noise barriers, construction of new noise barriers, and utility relocation that cannot be accommodated within existing highway right-of-way. Generally, the proposed property acquisition for right-of-way would include acquiring strips of land, or strip takes, from undeveloped areas or areas of trees and landscaping in yards that back to I-495 or I-270. Acquisition of larger areas would be needed for the accommodation of SWM facilities or drainage improvements. The proposed SWM facilities are shown on the *Environmental Resource Mapping* (**SDEIS, Appendix D**).

A breakdown of partial property impacts along the study corridor is presented by areas between existing interchanges in **Table 4-15**. To provide localized context, property impacts are presented for 16 areas between existing interchanges; page references to the *Environmental Resource Mapping* **(SDEIS, Appendix D**) are provided for each area. Each individual property acquisition identified will be evaluated further during final design.

4.5.4 Mitigation

Full property acquisitions have been avoided and other property impacts minimized through a series of engineering and design refinement approaches. Approaches included elimination of roadside elements such as bioswales for stormwater management, steep side slope grading, addition of concrete barrier, and retaining walls at the edge of the proposed road shoulder, elimination/relocation of managed lane

access points, shifting the centerline alignment (asymmetrical widening), reduction in number of lanes, and interchange configuration changes. Many of these approaches were previously studied and are described in the *Alternatives Technical Report* (**DEIS, Appendix B** https://495-270-p3.com/wp-content/uploads/2020/07/DEIS_AppB_Alts_web.pdf). Where possible, these same approaches were incorporated into the LOD for the Preferred Alternative. As the design of the Preferred Alternative progressed, property impacts have been minimized where feasible. All affected private property owners would be compensated for the fair market value of the acquired portion of land and any structures acquired for the construction of the Preferred Alternative. Ongoing coordination with area businesses would occur to prevent or minimize both short- and long-term disruptions.

Table 4-15: Property Impacts by Geographic Area

Geographic Area	Permanent	Temporary	Total[1,2]
Area 1: I-495 west side, south of George Washington Parkway (Appendix D, Map 1)			
Number of Existing Properties Impacted	—	—	**11**
Total Acreage of Partial Property Acquisitions	0.7	0.1	**0.8**
Area 2: I-495 west side, between George Washington Parkway and Clara Barton Parkway (Appendix D, Maps 1-5)			
Number of Existing Properties Impacted	—	—	**8**
Total Acreage of Partial Property Acquisitions	1.0	8.3	**9.3**
Area 3: I-495 west side, between Clara Barton Parkway and MD 190 (River Road) (Appendix D, Maps 5-10)			
Number of Existing Properties Impacted	—	—	**62**
Total Acreage of Partial Property Acquisitions	9.1	1.4	**10.5**
Area 4: I-495 west side, between MD 190 (River Road) and I-270 west spur (Appendix D, Maps 10-12)			
Number of Existing Properties Impacted	—	—	**82**
Total Acreage of Partial Property Acquisitions	10.0	1.9	**11.9**
Area 5: I-495 top side, between I-270 west spur and MD 187 (Old Georgetown Road) (Appendix D, Maps 12-16)			
Number of Existing Properties Impacted	—	—	**97**
Total Acreage of Partial Property Acquisitions	2.7	<0.1	**2.7**
Area 6: I-495 top side, between MD 187 (Old Georgetown Road) and I-270 east spur (Appendix D, Map 16)			
Number of Existing Properties Impacted	—	—	**12**
Total Acreage of Partial Property Acquisitions	1.0	0.4	**1.4**
Area 7: I-270 west spur, between I-495 and Democracy Boulevard (Appendix D, Maps 12, 17)			
Number of Existing Properties Impacted	—	—	**4**
Total Acreage of Partial Property Acquisitions	1.5	0.7	**2.1**
Area 8: I-270 west spur, between Democracy Boulevard and Westlake Terrace (Appendix D, Maps 17-18)			
Number of Existing Properties Impacted	—	—	**3**
Total Acreage of Partial Property Acquisitions	1.2	<0.1	**1.2**
Area 9: I-270 east spur, between I-495 and MD 187 (Old Georgetown Road) (Appendix D, Maps 19-20)			
Number of Existing Properties Impacted	—	—	**5**
Total Acreage of Partial Property Acquisitions	1.3	0	**1.3**
Area 10: I-270 west and east spurs, between Y-split and Westlake Terrace and MD 187 (Appendix D, Maps 18, 20-22)			
Number of Existing Properties Impacted	—	—	**22**
Total Acreage of Partial Property Acquisitions	7.3	0.9	**8.2**
Area 11: I-270 mainline, between Y-split and Montrose Road (Appendix D, Maps 22-26)			
Number of Existing Properties Impacted	—	—	**64**
Total Acreage of Partial Property Acquisitions	16.6	1.1	**17.8**

Geographic Area	Permanent	Temporary	Total[1,2]
Area 12: I-270 mainline, between Montrose Road and MD 189 (Falls Road) (Appendix D, Maps 25-29)			
Number of Existing Properties Impacted	—	—	**23**
Total Acreage of Partial Property Acquisitions	19.5	0.3	**19.8**
Area 13: I-270 mainline, between MD 189 (Falls Road) and MD 28 (W. Montgomery Ave.) (Appendix D, Maps 29-31)			
Number of Existing Properties Impacted	—	—	**48**
Total Acreage of Partial Property Acquisitions	9.0	0.7	**9.7**
Area 14: I-270 mainline, between MD 28 (W. Montgomery Ave.) and Shady Grove Road (Appendix D, Maps 31-34)			
Number of Existing Properties Impacted	—	—	**39**
Total Acreage of Partial Property Acquisitions	8.8	2.7	**11.5**
Area 15: I-270 mainline, between Shady Grove Road and I-370 (Appendix D, Maps 34-38)			
Number of Existing Properties Impacted	—	—	**10**
Total Acreage of Partial Property Acquisitions	4.4	0.2	**4.5**
Area 16: I-270 mainline, north of I-370 (Appendix D, Maps 36, 39)			
Number of Existing Properties Impacted	—	—	**12**
Total Acreage of Partial Property Acquisitions	3.2	<0.1	**3.2**
Phase 1 South - Total			
Number of Existing Properties Impacted	—	—	**502**
Total Right-of-way[3] (acres)	**97.2**	**18.7**	**115.9**

Note: [1] The number of properties impacted is not broken out by permanent and temporary to avoid double-counting a property that is impacted for both permanent and temporary use. Only the total count is provided.
[2] The total acreage may not equal the sum of the permanent and temporary impacts due to rounding.
[3] Total right-of-way acreage requirements differs from total land use conversion acreage due to differences in GIS base layer boundaries. Right-of-way acreage requirements are calculated by applying the LOD over precise property line boundaries, while land use conversion acreage is calculated by applying the LOD over generalized land use/zoning boundaries.

4.6 Visual and Aesthetic Resources

4.6.1 Introduction

Visual resources are those physical features that comprise the visual landscape, including land, water, vegetation, and man-made elements. These elements are the stimuli upon which a person's visual experience is based. Comments received during the development of the DEIS inquired about the visual changes that may impact highway travelers and the surrounding neighbors. In response to public comments and agency coordination, a Visual Impact Assessment (VIA) is in development by the project team. The VIA is being prepared in accordance with FHWA's Guidance for Visual Impact Assessment of Highway Projects.

FHWA's Guidelines describe the context of a VIA within a transportation study as:

> *A VIA is part of a larger environmental review process, which in turn is part of a still larger highway project development process. As part of this process, the VIA is intended to provide decision makers with information on the adverse and beneficial impacts on visual quality that can influence the selection of a preferred project alternative. The VIA provides designers with the information they need to most effectively mitigate adverse impacts on visual quality while implementing concepts to enhance existing visual quality (page 1-4).*

Section 3.3.2 of FHWA's Guidelines describes two methods that may be used for determining the appropriate level of VIA: 1) a VIA scoping questionnaire or 2) a comparative matrix. To determine the appropriate level of VIA, MDOT SHA completed the scoping questionnaire (refer to **SDEIS, Appendix J**). The scoping questionnaire consists of 10 questions. The questions cover two topics, environmental compatibility and viewer sensitivity. For each question, MDOT SHA selected an answer from a set of multiple-choice responses. For each response, the scope of the study, anticipated impacts, and comments received throughout the project duration were considered. The rationale for each response is documented in the completed scoping questionnaire. The total VIA scoping questionnaire score for the Study is 19[2] (refer to **Appendix J**).

Per FHWA's Guidance and based on the questionnaire score, an Abbreviated VIA will be prepared and included in the FEIS. The Abbreviated VIA includes a brief project description and a report of the findings of the VIA's establishment, inventory, analysis, and mitigation phases. Maps, aerial photography and photographs will be used to supplement the text.

4.6.2 Affected Environment

The VIA defines the area of visual effect (AVE) as the area around the corridor that has views of the corridor that could be influenced by topography, vegetation, and built structures, consistent with FHWA's Guidelines. The study corridor consists of mostly homogeneous visual resources. The typical width is variable, with I-495 between 138 and 146 feet, and I-270 between 228-256 feet. White concrete dividers separate the direction lanes. Portions of the I-495 are bifurcated, with the inner loop higher. Galvanized metal can be seen in many of the structural elements along the I-495 study corridor, including guardrails and light poles. The bridges along the I-495 study corridor are steel with concrete parapets painted green. Within I-270 study corridor, the structural elements are painted brown, including guardrails, light poles, and bridges. Throughout the study corridor, pedestrian guardrails are primarily galvanized chain link with a curved top and pedestrian bridges are steel truss structures with powder coated chain link fence. Noise barriers are present throughout the study corridor and are mostly brown, concrete formliner with the bridge-mounted noise walls being painted corrugated metal. Some sections of noise barriers are set back from the roadside to provide a planting shelf. In many areas deciduous trees, of varying density, around the highway provide a screen between the highway and adjacent development. Most of the developed land adjacent to the highway is built-out to the edge of the right-of-way fencing or noise barriers. As such, the AVE for the proposed action encompasses a 300-foot corridor study boundary within the Phase 1 South limits, including the corridor itself as well as those properties directly adjacent to the proposed improvements.

The two types of viewsheds within the AVE are dynamic and static. Dynamic viewsheds are composed of the views from travelers using the highway with "views from the road". As the traveler moves along the highway the topography, direction, and natural and built features limit the viewshed and mark the separations of a continuous viewshed. The travelers along the AVE are mostly commuting, touring, and shipping travelers, many of which regularly travel the corridor along a similar route. As defined by FHWA's

[2] An Abbreviated VIA includes a brief project description and a report of the findings of the VIA's establishment, inventory, analysis, and mitigation phases. Maps, aerial photography and photographs are used sparingly and only when such illustrations reduce the need for text. An Abbreviated VIA is typically used for an EA or EIS-level project when it has been identified during scoping that there are minimal visual concerns.
https://www.environment.fhwa.dot.gov/env_topics/other_topics/VIA_Guidelines_for_Highway_Projects.aspx#fig32

Guidance, these travelers mostly prioritize project coherence. Natural harmony and cultural order are not as emphasized and mostly aid in wayfinding or touring. The dynamic view includes wooded areas on one or both sides interrupted by noise barriers and a turf median or concrete barrier in the center. Portions of the noise barriers have no vegetation in front of the barrier and some areas have mature deciduous wooded areas in front of the noise barriers. Also, a planting shelf with vines, shrubs, and ornamental grasses as well as groupings of trees are clustered throughout the study area. Views above and beyond the noise barriers are of mature deciduous forests in good condition and more extensive in nature.

Static viewsheds consist of what neighbors can see from a single viewpoint. Neighbors of the highway are individuals or institutions that are adjacent to the study corridors and have "views of the road". Within the AVE, neighbors include residential, recreational/parks, and institutional neighbors, as defined by Section 5.3 of FHWA's Guidance. However, this VIA focuses on the views from recreational/parks neighbors at five key park locations based on agency and public comments received to date. Key park locations were identified in response to public and agency comments and coordination. These locations include public parks and facilities under the jurisdiction of the NPS and M-NCPPC.

NPS Properties:

- George Washington Memorial Parkway
- Chesapeake and Ohio Canal National Historic Park
- Clara Barton Parkway

M-NCPPC Montgomery County Locations:

- Cabin John Regional Park - Near I-270 and Campground
- Seven Locks Road - Near Cabin John Stream Valley Park, Unit 2

Visual quality, as described in the FHWA VIA Guidelines, is the experience of having visual perceptions. The FHWA VIA Guidelines recognize three types of visual perception including: natural harmony, cultural order, and project coherence. FHWA's Guidance (Section 5.4.3) clearly states that it is not necessary to analyze degrees of harmony, orderliness, and coherence for each viewer group, simply the side of the dichotomy viewers perceived the visual quality is adequate. Visual quality considers landform, landcover, viewer, and the proximity of viewer to the proposed action.

Natural harmony, one of the aspects of visual quality, is the sense of harmony viewers feel when viewing the natural environment. Natural visual resources include land, water, vegetation, animals, and atmospheric conditions. The perception of natural harmony changes based on the viewer's expectations of natural harmony. Cultural order is another aspect of visual quality and evaluates the perception of cultural order of each individual viewer within the cultural environment. The cultural environment is seen in buildings, infrastructure, structures, and art. Project coherence, the third aspect of visual quality, is the sense of coherence within the project elements within the project environment. The visual project elements include highway geometrics, grading, constructed elements, vegetative cover, and traffic control devices. Individual expectations influence viewer's perception of coherence among the elements.

4.6.3 Environmental Consequences

The construction of the Preferred Alternative would include managed lanes, shoulders, traffic barriers, cut and fill slopes, SWM facilities, retaining walls, and noise barriers along the existing highway corridor. Additionally, the Preferred Alternative would require modifications at existing interchanges to accommodate the mainline widening and direct access at-grade auxiliary lanes or ramps. This may require the reconstruction of structures spanning the study corridors to lengthen or raise the elevation of these structures.

Construction of the Preferred Alternative would also require relocation of signage, guardrails, communications towers, and light poles due to the widening of the roadway. These ancillary features would be the same or similar in appearance as the existing interstate features. Under the Preferred Alternative they may be positioned closer to the adjacent land uses (residential areas, commercial enterprises, and community facilities). The design of all highway elements would follow aesthetic and landscaping guidelines that will be developed by the P3 Developer in consultation with local jurisdictions, private interest groups (private developers or companies), and local community or business associations, as well as local, state, and federal agencies.

Similarly, where noise barriers already exist, they would be replaced. Additional noise barriers may be constructed as detailed in **Section 4.9** of this chapter. Under the Preferred Alternative, noise barriers may be positioned closer to the surrounding land uses (residential areas, commercial enterprises and community facilities); however, they would be of similar height, material, and aesthetic as the existing noise barriers. (Refer to the *Environmental Resource Mapping* in **SDEIS, Appendix D** for the proposed locations of the noise barriers.

Construction would require the removal of vegetation to varying degrees throughout the study corridors. Larger areas of tree removal near the American Legion Bridge on NPS property will be needed for construction and cannot be accommodated elsewhere due to the steep slopes. As a result of the vegetation removal, the wider interstates, added ramps, retaining walls, and noise barriers would become more visible and prominent from both the dynamic and static views. The static views from adjacent properties, including residential properties, commercial enterprises, parkland/ open space properties, and a number of community resources would experience an impact. In general, however, impacts would be consistent with existing views along the majority of the study corridors because of the dominant presence of the existing interstate facilities and the surrounding area's urbanized nature.

As design advances on a Preferred Alternative, MDOT SHA will complete the VIA in accordance with FHWA's Guidance and summarized in the FEIS. The VIA will include renderings at the key park locations to ensure the design is context sensitive. A detailed analysis of impacts and renderings at key park locations will be presented in the VIA and summarized in the FEIS.

4.6.4 Mitigation

Mitigation measures to lessen the visual impact of the improvements would be considered as appropriate. For example, MDOT SHA reduced the number of signs and considered the aesthetics of signage along the NPS and M-NCPPC parkways per NPS and M-NCPPC request. Vegetation removal would be minimized, and additional landscaping may be incorporated in other areas as well. Mitigation for tree removal will be done in accordance with the Maryland Reforestation Law and NPS and M-NCPPC agency requirements, such as on-site planting, when feasible. Mitigation for tree removal will be developed in partnership

between MDOT SHA, NPS, and M-NCPPC and documented in the FEIS. Aesthetic treatments on retaining walls and noise barriers and visual barriers are mitigation could be considered.

During final design, the P3 Developer would develop and follow aesthetic and landscaping guidelines of all highway elements in consultation with the local jurisdictions, private interest groups (private developers or companies), local community or business associations, as well as local, state, and Federal agencies. The goal will be to design highway elements to be sensitive to the context of the surrounding land use, including historic and park resources. Further, mitigation for resource impacts would be developed in accordance with jurisdictional agency requirements, and all final mitigation will be documented in the FEIS.

4.7 Historic Architectural and Archaeological Resources

4.7.1 Introduction

The consideration of the Study's impacts to historic properties is being done in compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (NHPA) (54 U.S.C. § 306108), and its implementing regulations (36 CFR Part 800). The requirements for coordination of Section 106 review with NEPA is outlined in 36 CFR Part 800.8. A historic property is a district, site, building, structure, or object included in or eligible for the National Register of Historic Places (NRHP) (36 CFR Part 800.16[l][1]). The location of the historic properties is shown on the *Environmental Resource Mapping* (**SDEIS, Appendix D**).

Per consultation requirements at 36 CFR 800.4(a)(1), MDOT SHA established the area of potential effects (APE) to identify historic properties. Direct, physical effects to historic properties were considered possible within the LOD of the Preferred Alternative. The APE includes the LOD where direct, physical effects to historic properties could occur and an additional 250-foot buffer on either side of the LOD to account for potential audible, visual, or atmospheric effects that are not considered physical impacts. Since the development of the APE as presented in the DEIS, MDOT SHA coordinated with Maryland Historical Trust (MHT), Virginia Department of Historic Resources (VDHR), and consulting parties, and provided an update to the APE by letter dated July 23, 2020. The update was prompted by the identification of potential off-site, stream and water quality mitigation sites in Maryland, and MHT agreed with the APE revision on September 4, 2020. MHT, VDHR, and consulting parties were notified by MDOT SHA of the Preferred Alternative by email on May 13, 2021. The revised APE reflecting the Preferred Alternative was provided to MHT, VDHR and consulting parties on September 8, 2021.

The revised APE reflects the reduced LOD based on the Phase 1 South limits of the Preferred Alternative, additional off-site compensatory stormwater management mitigation sites in Maryland, and incorporate minimization and avoidance efforts. The following sections describe properties and impacts within the revised APE within the Preferred Alternative LOD for the Phase 1 South limits only.

A. Section 106 Consultation

36 CFR Part 800 outlines a consultation process with specific parties to complete the required review. Since the publication of the DEIS, MDOT SHA and FHWA have invited additional parties to participate in the Section 106 consultation process for this undertaking (36 CFR Part 800.2[c][5] and 800.3[f]). Those parties include the Indian Spring Citizens Association, the National Park Seminary Master Association, the Washington Biologists' Field Club, and the National Trust for Historic Preservation. For a list of additional

consulting parties previously invited to consult in the Study refer to **DEIS, Chapter 4, Table 4-8** (https://oplanesmd.com/wp-content/uploads/2020/11/2020-06-02_DEIS_04_Environmental.pdf).

Numerous consultation activities have occurred since the publication of the DEIS in July 2020 to advance the Section 106 process and are summarized here.

MDOT SHA submitted an update to the undertaking's APE, new and revised eligibility determinations on three architectural resources, and new and revised effects determinations for six historic properties by letter dated July 23, 2020. MHT agreed with the APE revision and effects findings on September 4, 2020. MDOT SHA also recommended archaeological investigations at six stream and water quality mitigation sites within the APE.

MDOT SHA in coordination with FHWA requested a determination of eligibility from the Keeper of the National Register of Historic Places for the Dead Run Ridges Archaeological District (44FX3922). The Keeper of the National Register determined that the archaeological district was eligible for the NRHP on September 9, 2020. The district is proposed for treatment in the PA.

On February 11, 2021, MDOT SHA submitted a letter to MHT and consulting parties transmitting the results of MDOT SHA's archaeological and architectural investigations at the off-site stream and water quality mitigation sites, together with National Register of Historic Places (NRHP) eligibility and effect findings. MDOT SHA evaluated an additional six architectural resources within the expanded APE for the off-site mitigation sites, including two previously identified Maryland Inventory of Historic Properties (MIHP) and four unrecorded resources. The expanded APE includes two previously identified MIHP resources: the Carrollton Manor Rural Historic District (F-1-134) and the Hebb-Kline Farmstead (F-1-202) in Frederick County. The expanded APE also identified four unrecorded architectural resources. The Montgomery Village Golf Club (M: 20-52), in Montgomery County, and the Chesapeake Beach Railway Prism (AA-2559; PG:72-81), in Anne Arundel and Prince George's Counties, each lack integrity, and MDOT SHA determined they were not eligible for the NRHP. The remaining two resources, a single-family dwelling in Charles County (6535 Ward Place) and the Fort Washington Golf Range in Prince George's County, were determined not eligible for the NRHP and were documented on MHT's Short Form for Ineligible Properties.

MDOT SHA archaeological investigations at off-site stream and water quality mitigation sites within the APE identified two archaeological sites at the Beltsville Agricultural Research Center, sites 18PR113 and 18PR1190. MDOT SHA concluded that the two sites warrant Phase II evaluation to determine their eligibility for the NRHP, unless avoidance is feasible. Several other sites (as well as non-site artifact scatters) have been determined not eligible for the NRHP. Additionally, several, potential archeological sites located at the off-site mitigation sites, (18CH971, 18CH972, and 18PR111) could not be fully delineated by the project; it has been determined that, within the Preferred Alternative LOD, these sites do not contain significant archaeological deposits that would be NRHP-eligible or contribute to site significance.

A consulting parties' meeting took place on March 10, 2021 to present Study updates, ongoing avoidance and minimization efforts and present the first draft of a Programmatic Agreement (PA) that, when executed will be the conclusion of the Section 106 review process. Future consulting parties' meetings are

anticipated to continue with discussions related to the development of the PA, including development of commitments to avoid, minimize or mitigate adverse effects to historic properties.

On May 27, 2021, MDOT SHA transmitted a documentation and archaeological monitoring report addressing the Morningstar Tabernacle No. 88 Moses Hall and Cemetery (M: 35-212) to the MHT, VDHR, and consulting parties for their review and comment. The property had already been determined eligible for the NRHP with MHT concurrence as part of prior correspondence; the report provided additional detailed mapping of significant features and historical context to aid in minimization and avoidance planning; no formal concurrence was requested.

On September 8, 2021, MDOT SHA provided additional consultation materials including: additional ground penetrating radar results at the Morningstar Tabernacle No. 88 Moses Hall and Cemetery, a revision to the APE to reflect the Phase 1 South limits including avoidance and minimization measures, archaeological and historic architectural assessments of the proposed stormwater mitigation locations, new determinations of eligibility, and revised effect determinations to reflect the reduced APE based on the Phase 1 South limits. Additionally, a comment from VDHR was addressed to revise the effect determination on one archaeological site in Virginia. Concurrence was requested from MHT on the eligibility determinations and revised effect determinations, in accordance with each agency's jurisdictional authority.

4.7.2 Affected Environment

A. Historic Architectural Resources

The DEIS identified 51 NRHP-eligible architectural historic properties within the APE. Of those properties documented in the DEIS, 32 are outside the revised APE for the Preferred Alternative, which for the purposes of the SDEIS, is limited to the area of the build improvements within the Phase 1 South limits and does not encompasses offsite compensatory stormwater management and wetland mitigation locations.

Four Evaluation Criteria for Inclusion in the NRHP

A. Associated with events that have made a significant contribution to the broad patterns of our history; or
B. Associated with the lives of persons significant in our past; or
C. Embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
D. Have yielded or may be likely to yield, information important in prehistory or history.

Since the publication of the DEIS, additional architectural resources were identified and evaluated for NRHP eligibility. On July 23, 2020, MDOT SHA found that Morningstar Tabernacle No. 88 Moses Hall and Cemetery (M: 35-212), the site of a late nineteenth-century African American benevolent society, is eligible for listing in the NRHP. The property had previously been identified for further research in the DEIS and MDOT SHA moved forward with that research rather than deferring to the Programmatic Agreement as proposed in the DEIS. MHT concurred with the eligibility determination on September 4, 2020.

MDOT SHA submitted several additional or revised eligibility determinations for architectural resources to MHT on September 8, 2021, based on the revised APE for the Preferred Alternative. As of that date, a total of 19 known and newly determined-eligible historic properties have been identified within the expected revised APE of the Preferred Alternative (mainline only), pending concurrence from MHT (refer to **Table 4-16** and the *Environmental Resource Mapping* in **SDEIS, Appendix D**). MDOT SHA has completed

eligibility evaluations of above-ground resources in the APE per the methodology described in the *Gap Analysis* (https://495-270-p3.com/wp-content/uploads/2020/07/CulturalResourcesTR_Volume_2.pdf). Prior to September 8, 2021, there were no eligibility findings where SHPO concurrence has not been obtained.

Table 4-16: Historic Architectural Properties within the APE for the Preferred Alternative

State	MIHP#/ VDHR#	Name	County	Period of Significance	NRHP Status	NRHP Criteria
MD	M: 30-38	Academy Woods	Montgomery	1967-1974	Eligible (Upon reaching 50 years)	C
MD	M: 35-121	Burning Tree Club	Montgomery	1922-1923	Eligible	A, C
MD	M: 29-59	Carderock Springs Historic District	Montgomery	1962-1967	Listed	A, C
MD	M: 35-194	Carderock Springs South	Montgomery	1966-1971	Eligible	C
MD	M: 12-46	Chesapeake and Ohio Canal National Historical Park	Montgomery	1828-1924	Listed	A, C, D
MD	M: 29-79	Congressional Country Club	Montgomery	1924-1978	Eligible	A, C
MD	M: 29-47	David W. Taylor Model Basin	Montgomery	1938-1970	Listed	A, C
MD and VA	M: 35-61 and 029-0228 (Virginia)	George Washington Memorial Parkway/Clara Barton Parkway	Montgomery/ Arlington and Fairfax (Virginia)/District of Columbia	1930-1966	Listed	B, C
MD	M: 29-39	Gibson Grove A.M.E. Zion Church	Montgomery	1923	Eligible	A, Criteria Consideration A
MD	M: 30-39	Grosvenor Park	Montgomery	1963-1966	Eligible (Upon reaching 50 years)	A, C
MD	M: 26-89	Latvian Evangelical Lutheran Church of Washington, DC	Montgomery	1975-1979	Eligible pending concurrence	A, Criteria Consideration A
MD	M: 29-40	Magruder Blacksmith Shop	Montgomery	c. 1750-1850	Eligible pending concurrence	C
MD	M: 35-212	Morningstar Tabernacle No. 88 Moses Hall and Cemetery	Montgomery	1887-1973	Eligible	A, C
MD	M: 20-47	National Institute of Standards and Technology (NIST) Headquarters	Montgomery	1963-1969	Listed	A, C
MD	M: 29-52	Naval Surface Warfare Center Carderock Division (NSWCCD) Historic District	Montgomery	1938-1958	Eligible	A, C

State	MIHP#/ VDHR#	Name	County	Period of Significance	NRHP Status	NRHP Criteria
MD	M: 26-72-1	Ward Building	Montgomery	1978	Eligible (Upon reaching 50 years)	C
MD	M: 29-49	Washington Aqueduct	Montgomery	1853-1939	Listed (NHL)	A, C
MD	M: 12-46	Washington Biologists' Field Club on Plummers Island	Montgomery	1901-1971	Eligible, pending concurrence	A
MD	M: 26-71	Woodley Gardens	Montgomery	1960-1970	Eligible	A, C

B. Archaeological Resources

The DEIS identified 67 archaeological resources within the APE. Of those archaeological resources documented in the DEIS, 47 will be outside the expected revised APE for the Preferred Alternative. As of June 14, 2021, 20 archaeological resources are located within the revised APE for the Preferred Alternative, seven of those resources have been determined eligible for the NRHP (**Table 4-17**).

Phase II evaluations of sites 18MO191 and 18MO752 have been recommended, and this work has not yet been completed. In addition, design refinements would now impact portions of two other unevaluated archaeological sites (18MO190 and 18MO457), and further archaeological work is recommended at these locations to define site boundaries and determine potential impacts. It is anticipated that these additional investigations will be commitments documented in the PA.

As documented in the DEIS, VDHR did not concur with MDOT SHA's recommendation that individual archaeological sites located with the George Washington Memorial Parkway in Virginia be characterized as an archaeological district and recommended four of the five sites individually eligible for listing on the NRHP (Sites 44FX0374, 44FX0379, 44FX0381 and 44FX0389). Subsequently on July 27, 2020, MDOT SHA, in coordination with FHWA, requested a determination of eligibility from the Keeper of the National Register of Historic Places for the Dead Run Ridges Archaeological District (44FX3922). The Secretary of the Interior determined that the archaeological district was eligible for the NRHP on September 9, 2020. VDHR concurred with the finding that the Dead Run Ridges Archaeological District (44FX3922), and sites 44FX0374, 44FX0379, 44 FX0381, and 44FX0389 would be adversely affected by the MLS on October 5, 2020. The archaeological sites are proposed for treatment in the PA.

Table 4-17: Eligible Archaeological Resources within the APE of the Preferred Alternative

State	MIHP#/ VDHR#	Name	County	Period of Significance	NRHP Status	NRHP Criteria
MD	18MO749	C&O Canal Site 1	Montgomery	Early Woodland	Eligible	D
MD	18MO751	C&O Canal Site 3	Montgomery	1828-1924	Eligible	D
VA	44FX3922	Dead Run Ridges Archaeological District	Fairfax	Late Archaic-to Late-Woodland	Eligible	D
VA	44FX0374	N/A	Fairfax	Late Archaic to Late Woodland	Eligible	D
VA	44FX0379	N/A	Fairfax	Late Archaic to Early Woodland	Eligible	D

State	MIHP#/ VDHR#	Name	County	Period of Significance	NRHP Status	NRHP Criteria
VA	44FX0381	N/A	Fairfax	Late Archaic & Late Woodland	Eligible	D
VA	44FX0389	N/A	Fairfax	Late Archaic to Late Woodland	Eligible	D

C. Historic Cemeteries

The DEIS identified two historic cemeteries in Maryland within the APE. The two cemeteries are still located within the LOD for the Preferred Alternative. First, the Montgomery County Poor Farm Cemetery (18MO266) is located along I-270 and was associated with the Montgomery County Almshouse. Archaeological remains of the Poor Farm Cemetery were identified in 1984, and salvage archaeology was later conducted in 1987 when a small number of remains were identified and reinterred. An unknown but large number of interments were relocated from the Poor Farm Cemetery during construction of I-270, and an unknown number of unidentified remains may likely remain within the LOD. Because the boundaries of the Poor Farm Cemetery are poorly understood and no marked graves remain, MDOT SHA expects to fully investigate areas to be impacted by construction that may be associated with the Poor Farm Cemetery as design is advanced further. This is expected to be a commitment in the project PA.

Second, the Morningstar Tabernacle No. 88 Moses Hall and Cemetery (M: 35-212) is located on the west side of Seven Locks Road, south of I-495, and was closely associated with the Gibson Grove A.M.E. Zion Church community. A detailed noninvasive study of the property documenting identifiable grave features was completed and sent to consulting parties on May 27, 2021.

As part of continuing investigations, MDOT SHA conducted a ground penetrating radar (GPR) survey at Morningstar Tabernacle No. 88 Moses Hall and Cemetery (M:35-212), including the adjoining MDOT SHA right-of-way, and provided the results to MHT and consulting parties on September 8, 2021. The results suggested the potential for additional interments outside the cemetery property boundary, MDOT SHA has adjusted LOD near the cemetery to avoid the areas where GPR indicated potential for grave features and included additional buffer around this area within right-of-way to avoid possible impacts. MDOT SHA will continue consultation with the MHT and stakeholders to determine whether additional investigations are appropriate following the design avoidance measures.

No historic cemeteries were identified in Virginia.

4.7.3 Environmental Consequences

An effect to a historic property occurs when there is an alteration to the characteristics of an historic property qualifying it for inclusion in or eligibility for the NRHP (36 CFR Part 800.16[i]). An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify it for inclusion in the NRHP in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association (36 CFR Part 800.5[a][1]).

A. Historic Architectural Resources

Four historic architectural properties (including NRHP-eligible or listed parks and parkways) within the expected revised APE for the Preferred Alternative (mainline) fall within the LOD and would experience an adverse effect (**Table 4-18**). No properties are proposed for complete demolition or destruction but contributing features of some properties would experience physical impacts of varying degrees. The Preferred Alternative avoids many significant historic properties that were documented in the DEIS including, but not limited to: Baltimore-Washington Parkway, Greenbelt Park, Glenarden Historic District, Indian Spring Club Estates and Indian Spring Country Club, National Park Seminary/Forest Glen/Walter Reed A.M.C Annex, Rock Creek Stream Valley Park, and Sligo Creek Parkway. On September 8, 2021, MDOT SHA requested concurrence that the historic properties that are now outside the APE for the Preferred Alternative would experience no adverse effect. The four (4) properties that will have adverse effects are described below (**pages 4-37 and 4-38**).

Table 4-18: Historic Architectural Properties with Known Adverse Effect

State	MIHP#/ VDHR#	Jurisdiction	Name	Period of Significance	NRHP Criteria	Nature of Adverse Effect
MD	M: 12-46	NPS/ C&O Canal NHP	Chesapeake and Ohio Canal National Historical Park	1828-1924	A, C, D	LOD Impacts to contributing features; diminishment of setting
MD and VA	M: 35-61 and 029-0228 (Virginia)[1]	NPS/ George Washington Memorial Parkway	George Washington Memorial Parkway/Clara Barton Parkway	1930-1966	B, C	LOD Impacts to contributing features; diminishment of setting (Virginia); temporary diminishment of setting (Maryland)
MD	M: 35-212	Private	Morningstar Tabernacle No. 88 Moses Hall and Cemetery	1887-1973	A, C	Pending further consultation following avoidance measures
MD	M: 12-46-2	NPS/ C&O Canal NHP	Washington Biologists' Field Club on Plummers Island	1901-1971	A (pending concurrence)	LOD impacts; diminishment of setting (pending concurrence)

Notes: [1] National Park Service-National Capital Parks-East

Based on design information available when the DEIS was published in June 2020, effects could not be fully determined on three historic properties (Carderock Springs Historic District, Gibson Grove A.M.E Zion Church, and the Washington Aqueduct). On July 23, 2020, MDOT SHA revised the effect finding for the Washington Aqueduct (M: 24-29) to no adverse effect and MHT concurred on September 4, 2020. The LOD at this location represent above-grade impacts, and no physical impacts to the historic property are anticipated. The vertical aspect of the LOD remains at the surface at this location with a crossing of an underground segment of the Aqueduct at MacArthur Boulevard, and ground disturbance that would affect the Aqueduct will be prohibited. Current design is not expected to alter the character of the property.

On September 8, 2021, MDOT SHA provided an eligibility determination for the Washington Biologists' Field Club on Plummers Island (WBFC), and found it to be eligible for the NRHP, and submitted the finding to MHT for concurrence (**Table 4-18**). The WBFC is entirely within the boundaries of the Chesapeake and Ohio Canal National Historical Park, and but has individual independent significance. Because the Preferred Alternative would diminish the setting of the property, an adverse effect finding was also made and is pending concurrence with MHT.

MDOT also revised effect findings to two historic properties: Carderock Springs Historic District and Gibson Grove A.M.E. Zion Church (**Table 4-19**). Design advancement and further analysis of the LOD have resulted in a finding of no adverse effect for the Carderock Springs Historic District property, pending MHT concurrence. The Preferred Alternative would result permanent and temporary impacts in total of less than 0.1 acres of the Carderock Springs Historic District. This impact has increased from the no impact reported in the DEIS. The increase in impact from the DEIS resulted from design refinement, including advanced design at Cabin John Parkway Interchange to minimize impacts to Morningstar Tabernacle No. 88 Moses Hall and Cemetery, as well as exchange ramps, construction of retaining and noise walls along the outer loop, and clearing and erosion and sediment control measures. The LOD adjoining Carderock Springs Historic District is almost entirely within MDOT SHA right-of-way but will impact approximately 3.2 square feet of the rear yard at 7610 Hamilton Springs Road, a contributing resource within the district. The LOD includes a ten-foot offset behind the proposed noise wall. The proposed centerline of I-495 is shifted north compared to existing conditions through this section. These actions will not disturb the original topography and natural vegetation within Carderock Springs itself, and the proposed noise wall will further screen the district from visual and audible effects already present along I-495. No diminishment of location, design, materials, association and workmanship will occur, and setting and feeling will remain consistent with the existing highway facility.

For the Gibson Grove A.M.E. Zion Church, design advancement has identified proposed construction activities at this location including outfall stabilization, culvert augmentation, bridge erection, and construction access. Some of these activities are included to improve the condition of the highway drainage on the property, as has been requested by the current church leaders. Physical impacts to the church property are limited to 0.1 acres of permanent impacts along the north side of I-495, at a steep hillside adjoining the church as compared to less than 0.1 acre in the DEIS. This slight increase in impacts is the result of advanced design at the Cabin John Parkway interchange for exchange ramps and to minimize impacts to Morningstar Tabernacle No. 88, Moses Hall and Cemetery (M: 35-212). These design changes have caused a shift in the highway alignment to the north, resulting in increased impacts to Gibson Grove A.M.E. Zion Church from construction of a new bridge over Seven Locks Road. The new bridge will be widened to the north along Seven Locks Road, resulting in increased temporary impacts to the church property during construction. In consideration of the small size of the church parcel, and the extent of construction activities on the property, there would be a long-term, but temporary diminishment of the property's integrity of setting and feeling. MDOT SHA has determined the project will adversely affect the Gibson Grove A.M.E. Zion Church, pending MHT concurrence.

Table 4-19: Historic Properties with Revised Effect Determinations Subsequent to the DEIS

State	MIHP#/ VDHR#	Jurisdiction	Name	Period of Significance	NRHP Criteria	Nature of Possible Adverse Effect
MD	M: 29-59	Private/ Multiple Owners	Carderock Springs Historic District	1962-1967	A, C	Changed to No Adverse Effect - No diminishment of location, design, materials, association or workmanship based on updated design; Pending MHT Concurrence
MD	M: 29-39	Private	Gibson Grove A.M.E. Zion Church	1923	A	Changed to Adverse Effect - a temporary but long-term diminishment of the property's setting and feeling due to construction impacts on a small sized property; Pending MHT concurrence
VA	N/A	NPS/GWMP	Archaeological Site 44FX0381	Late Archaic & Late Woodland	D	Changed to No Adverse Effect, updated LOD avoid the site; Pending VDHR concurrence

As of September 8, 2021, MDOT SHA has determined that there are 14 eligible or listed properties within the revised APE of the Preferred Alternative (mainline) that would not be adversely effected. These properties would either experience slight alteration of the characteristics that qualify them for inclusion in the NRHP, but there would be no diminishment of these characteristics, or there would be no appreciable alteration of the properties at all.

a. Chesapeake and Ohio Canal National Historical Park

Built between 1828 and 1850, the Chesapeake and Ohio (C&O) Canal operated until 1924, extending 184.5 miles from Georgetown, DC to Cumberland, Maryland. It represents one of the most intact and impressive survivals of the American canal-building era. The C&O Canal National Historical Park, eligible under criteria A, C, and D, would be adversely affected.

Project activities at this location include accommodate a temporary access road for construction vehicles and materials to build the new ALB and remove the existing structure, reconstruction and maintenance of I-495 northbound ramp to Clara Barton Parkway and the eastbound Clara Barton Parkway ramp to northbound I-495, construction of a trail connection between a multi-use path on the east side of the new ALB and the C&O Canal towpath.

Since the publication of the DEIS, minimization efforts have reduced the LOD along the northbound lanes, including significant reductions of LOD on the Plummers Island portion of the C&O Canal National Historical Park and along the C&O Canal towpath and east of the highway. Refer to **Section 4.4.3** for details on the minimization efforts to the properties around the American Legion Bridge. The Preferred Alternative includes expansion of the American Legion Bridge within the park boundaries, increasing visual and physical intrusion into the setting of the park, resulting in diminishment of setting. Long-term construction access and staging is also required at the park, which will cause additional temporary diminishment of setting, feeling, and association for the duration of construction.

b. George Washington Memorial Parkway/Clara Barton Parkway

As one of the nation's premier parkways, George Washington Memorial Parkway/Clara Barton Parkway comprises 7,146 acres and extends 38.3 miles in association with the Potomac River. The northern section of the parkway runs on opposite sides of the Potomac River from Arlington Memorial Bridge to the Capital

Beltway/Interstate 495, a distance of 9.7 miles in Virginia, and includes the 6.6-mile Clara Barton Parkway. The George Washington Memorial Parkway/Clara Barton Parkway, eligible under criteria B and C, would be adversely affected.

Project activities in Virginia include the construction of the new American Legion Bridge including access for removal of the existing piers and superstructure, new pier construction, and superstructure erection; the construction, operation, and future maintenance of new direct access ramps to the managed lanes on I-495; the construction of a shared use path and retaining wall along the east side of I-495 and approaching the American Legion Bridge; the extension of a culvert; and the installation, operation, and future maintenance of electrical conduit and signage to inform the traveling public of toll rates and operation of the facility. Since the publication of the DEIS, minimization efforts have reduced the LOD for the Preferred Alternative in Virginia in the quadrant southeast of the American Legion Bridge. The LOD is now primarily confined to a small strip of land north of the westbound lanes of George Washington Memorial Parkway for the installation, operation and maintenance of conduit for signing. In addition, LOD is needed along I-495 between the inner loop and George Washington Memorial Parkway accommodate a retaining wall and shared-use path. There is a small area in the southeast quadrant for the American Legion Bridge pier and superstructure construction activities. (Refer to **SDEIS, Appendix D, Maps 2-4**.)

Project activities at this location include accommodate a temporary access road for construction vehicles and materials to build the new ALB and remove the existing structure, reconstruction and maintenance of I-495 northbound ramp to Clara Barton Parkway and the eastbound Clara Barton Parkway ramp to northbound I-495, construction of a trail connection between a multi-use path on the east side of the new ALB and the C&O Canal towpath. (Refer to **SDEIS, Appendix D, Maps 2 and 4**.)

c. Morningstar Tabernacle No. 88 Moses Hall and Cemetery

MDOT SHA has evaluated an alternative to avoid the Morningstar Cemetery and associated potential graves identified in an area of adjacent right-of-way through a GPR survey.

The proposed typical section of the Preferred Alternative along the northbound I-495 Inner Loop managed lane ramp in the vicinity of the cemetery consists of the following:

- 12-foot left shoulder (adjacent to concrete traffic barrier)
- 15-foot travel lane
- 4-foot right shoulder (adjacent to concrete traffic barrier)
- Noise barrier located five feet from the centerline of concrete traffic barrier

The proposed modification reduces the northbound I-495 Inner Loop managed lane ramp left shoulder width to 6 feet (from 12 feet). The ramp's right shoulder remains four (4) feet in width; however, the noise barrier would be relocated to the back of the concrete traffic barrier. The LOD is established five (5) feet from the centerline of the noise barrier for approximately 300 feet along the frontage of the Morningstar Cemetery property. An area similarly reducing impacts to existing right-of-way extends approximately 65 feet west of the identified potential graves to provide a buffer margin.

This alternative minimizes the overall width of the section avoiding earthwork (cuts or fills) at the nearest GPR-indicated feature that may be a grave.

Although this minimization effort has eliminated project impacts within the property and avoids associated potentially indicated burial features within right-of-way adjacent to the cemetery, MDOT SHA continues to find that the property will be adversely affected pending further consultation regarding options for future investigations and other issues raised regarding indirect and cumulative effects.

B. Archaeological Resources

The effects assessment anticipates the Preferred Alternative would have an adverse effect on all NRHP-eligible archaeological resources located within the LOD. Archaeological resources outside the LOD would not be affected and no additional investigations to determine eligibility would be conducted for those sites. MDOT SHA finds three archaeological properties are adversely affected: two archaeological sites in Maryland and Dead Run Ridges Archaeological District in Virginia listed in **Table 4-20**. As part of the materials provided on September 8, 2021, MDOT SHA, on behalf of FHWA, determined that site 44FX0381 would no longer be adversely affected as an individual site, based on the updated limits of disturbance and requested concurrence on the determination from VDHR. Some additional archaeological investigations would be required within the expected revised APE for the Preferred Alternative to determine the presence of archaeological sites and/or National Register eligibility of sites, as discussed in *Volume 4* of the *Cultural Resources Technical Report* (**Appendix G**) in the DEIS (https://oplanesmd.com/wp-content/uploads/2020/07/CulturalResourcesTR_Volume_4.pdf. The properties with adverse effects are described below.

Table 4-20: Archaeological Resources with a Known Adverse Effect

State	MIHP#/ VDHR#	Jurisdiction	Name	Period of Significance	NRHP Criteria	Nature of Adverse Effect
MD	18MO749	NPS/ C&O Canal NHP	C&O Canal Site 1	Early Woodland	D	The site will be partially or completely destroyed or significantly diminished in all aspects of integrity
MD	18MO751	NPS/ C&O Canal NHP	C&O Canal Site 3	1828-1924	D	The site will be partially or completely destroyed or significantly diminished in all aspects of integrity
VA	44FX3922	NPS/ George Washington Memorial Parkway	Dead Run Ridges Archaeological District	Late Archaic-Woodland	D	Limited portions of individual sites within the district would likely be destroyed, and the district would likely be diminished in some aspects of integrity
VA	44FX0374	NPS/ GWMP	N/A	Late Archaic-Late Woodland	D	Limited portions of the margin of this site within the district would likely be destroyed
VA	44FX0379	NPS/ GWMP	N/A	Late Archaic-Early Woodland	D	Limited portions of the margin of this site within the district would likely be destroyed
VA	44FX0389	NPS/ GWMP	N/A	Late Archaic-Late Woodland	D	Limited portions of the margin of this site within the district would likely be destroyed

a. C&O Canal Site 1 (18MO749)

Located in the Chesapeake and Ohio Canal National Historical Park, Site 18MO749 is an Early Woodland period precontact archaeological site eligible under criterion D. Because the site is within the Preferred

Alternative LOD, the site would likely be partially or completely destroyed or significantly diminished in all aspects of integrity by construction of the project.

b. C&O Canal Site 3 (18MO751)

Situated in the Chesapeake and Ohio Canal National Historical Park Site 18MO751 is a historic period (circa 1828-1924) archaeological site eligible under criteria A, C and D. Because the site is within the Preferred Alternative LOD, the site would likely be partially or completely destroyed or significantly diminished in all aspects of integrity by construction of the project.

c. Dead Run Ridges Archaeological District

MDOT SHA evaluated a number of recorded precontact archaeological sites within the George Washington Memorial Parkway property in Virginia. MDOT SHA has determined that several of the investigated sites, together with previously recorded sites that were not investigated as part of the study, constitute a NRHP-eligible archaeological district of related resources (44FX3922); the district was determined eligible by the Keeper of the Register when VDHR did not concur with MDOT SHA's initial finding. Contributing sites within the proposed district boundary and inside the Preferred Alternative LOD include 44FX0379, 44FX0381, and 44FX0389; these sites are also individually eligible for the NRHP. Sites 44FX3160 and 44FX3900 were investigated and found neither individually eligible nor, in the case of 44FX3160, contributing to the district (44FX3900 is not part of the defined District). Because the district is partially within the Preferred Alternative LOD, portions of individual sites within the district would likely be destroyed, and the district and sites 44FX0374, 44FX0379, and 44FX0389 would likely be diminished in some aspects of integrity by construction of the project, although impacts have been reduced from the revised Preferred Alternative LOD. Site 44FX0381 would no longer experience an adverse effect as it is outside the Preferred Alternative LOD, pending concurrence with this finding by VDHR.

C. Historic Cemeteries

The parcels containing the likely location of the Montgomery County Poor Farm Cemetery would be impacted by the LOD of the Preferred Alternative. The parcels containing the known location of NRHP-eligible Morningstar Tabernacle No. 88 Moses Hall and Cemetery would not be impacted by the LOD for the Preferred Alternative based on refinements to completely avoid the parcels.

a. Morningstar Tabernacle No. 88 Moses Hall and Cemetery

Since the publication of the DEIS, MDOT SHA has undergone efforts to continue to evaluate Morningstar Cemetery to the extent practicable through documentary and non-invasive research. On May 27, 2021, MDOT SHA submitted a technical report documenting the non-invasive investigations at Morningstar Tabernacle No. 88 Moses Hall and Cemetery to aid in the development of avoidance and minimization and treatment approaches in the PA.

Additionally, MDOT SHA conducted a GPR survey at Morningstar Tabernacle No. 88 Moses Hall and Cemetery (M: 35-212), including the adjoining MDOT SHA right-of-way, and provided the results to MHT and consulting parties on September 8, 2021. As described earlier in this section in **Section 4.7.3.A.c**, MDOT SHA has adjusted the Preferred Alternative LOD near the cemetery to avoid the areas where GPR indicated potential for grave features and included additional buffer around this area within right-of-way to avoid potential impacts. MDOT SHA will continue consultation with the SHPOs and affected communities to determine whether additional investigations are appropriate following the avoidance

measures. Any further investigations, treatment measures or other commitments to avoid impacts are expected to be a commitment in the Section 106 PA.

b. Montgomery County Poor Farm Cemetery

Because the Montgomery County Poor Farm cemetery location is unclear, with no surface features remaining or known historic maps showing the cemetery, MDOT SHA proposes to conduct archaeological delineation and treatment of any cemetery features and/or human remains as a commitment in the PA, with the treatment approach determined in consultation with MHT and affected consulting parties; the investigation and treatment would be implemented prior to construction.

4.7.4 Mitigation

A. Section 106 Programmatic Agreement

Due to the complexity and wide scope of the Study, ongoing consultation to address effects to historic properties will be necessary, MDOT SHA expects the Section 106 process would conclude through the execution of a PA, as described at 36 CFR Part 800.14[b]. Therefore, FHWA notified the Advisory Council on Historic Preservation (ACHP) of this anticipated PA in March 2018, and ACHP notified MDOT SHA and FHWA in May 2018 of their participation in consultation for this undertaking (36 CFR Part 800.6[a][1][iii]). As noted in the PA outline that was appended to the DEIS, the PA would provide protocols for additional consultation, historic properties identification, effects assessment, and adverse effects resolution as design advances. MDOT SHA will oversee implementation of the PA as the project continues following the anticipated Record of Decision (ROD).

On March 10, 2021, MDOT SHA provided a first draft of the PA for review and comment to MHT, VDHR and consulting parties. On the same day, MDOT SHA held a consulting parties meeting that presented an introduction and summary of the contents of the first draft of the PA to MHT, VDHR, and the consulting parties. MDOT SHA is currently reviewing consulting parties' comments and it is anticipated that the second draft will be developed with the consulting parties in the Fall of 2021 with a goal of having a signature ready PA in Early 2022, prior to the completion of the FEIS.

B. Historic Architectural Resources

MDOT SHA will conduct consultation to identify mitigation to include in the PA for properties that would experience an adverse effect under the Preferred Alternative, and where design cannot be adjusted to avoid adverse effects. Typical Section 106 mitigation for architectural resources could include, but is not limited to, elements such as: context-sensitive design, creation of interpretive materials, documentation, or property-specific initiatives. However, specific mitigation for the Study would be determined through the consultation process. Identified mitigation must be reasonable, feasible, and commensurate with the impact to the resource(s).

For any historic properties for which the effects cannot be determined, MDOT SHA will treat these resources under the PA for the Study to evaluate effects, and continue to avoid, minimize, or mitigate such effects as design advances.

C. Archaeological Resources

For the NRHP-eligible archaeological resources located within the LOD of the Preferred Alternative, the Section 106 consultation process will continue to assess anticipated effects and efforts to avoid, minimize,

or mitigate such effects. MDOT SHA will record the terms and conditions in the PA agreed upon to resolve adverse effects to these archaeological resources; these commitments are anticipated to be in a flexible treatment plan to be incorporated by reference into the PA. Typical Section 106 mitigation for unavoidable adverse effects to archaeological resources can include, but not be limited to efforts including: recovery of archaeological data through excavation, reporting, and public interpretation of archaeological results. However, specific mitigation for the Study would be determined through the consultation process. Identified mitigation must be reasonable, feasible, and commensurate with the impact to the resource(s).

For previously identified archaeological sites within the LOD of the Preferred Alternative that require additional evaluation to determine eligibility for the NRHP, MDOT SHA would include commitments in the PA and treatment plan for phased evaluation of these sites, in addition to additional evaluation of areas inaccessible in the initial Phase I survey, or where additional investigations such as deep testing has been recommended. The PA would also include provisions for avoidance, minimization, or mitigation of adverse effects should any of these resources, or newly identified resources be determined NRHP-eligible.

D. Historic Cemeteries

The two cemeteries within or near the Preferred Alternative LOD, the Morningstar Tabernacle No. 88 Moses Hall and Cemetery and the location of the Montgomery County Poor Farm Cemetery, will be subject to delineation, evaluation and treatment under the PA, as determined through consultation. MDOT SHA has worked and will work to avoid or minimize impacts and coordinate with affected communities on the treatment of human remains. MDOT SHA has coordinated extensively with interested stakeholders and will continue to do so to identify appropriate mitigation measures or other context-sensitive commitments. The PA will document how adverse effects will be addressed, mitigation commitments, and procedures for both marked and unmarked human remains in compliance with state and federal regulations; this commitment is also anticipated to be a treatment plan incorporated by reference into the PA.

4.8 Air Quality

4.8.1 Introduction

As required by the Clean Air Act and Amendments, the US Environmental Protection Agency (EPA) sets the National Ambient Air Quality Standards (NAAQS) for airborne pollutants that have adverse impacts on human health and the environment, referred to as criteria pollutants. The criteria pollutants are carbon monoxide (CO), sulfur dioxide (SO_2), ozone (O_3), particulate matter ($PM_{2.5}$ and PM_{10}), nitrogen dioxide (NO_2), and lead (Pb). In addition to the criteria pollutants for which there are NAAQS, EPA also regulates Mobile Source Air Toxics (MSATs). The nine priority MSATs are: benzene, 1,3-butadiene, formaldehyde, acrolein, acetaldehyde, diesel particulate matter, ethylbenzene, naphthalene, and polycyclic organic matter. Greenhouse gases (GHGs) are another pollutant monitored by EPA. The primary GHGs in the Earth's atmosphere are Carbon Dioxide (CO_2), Methane (CH_4), Nitrous Oxide (N_2O), and Fluorinated Gases. The methodologies for assessing the pollutants is summarized in the **DEIS, Chapter 4, Section 4.8** and within the *Air Quality Technical Report* (**DEIS, Appendix I**) (https://495-270-p3.com/deis/).

4.8.2 Affected Environment

The Preferred Alternative is located in Montgomery County, Maryland and a small area in Fairfax County, Virginia. The EPA Green Book[3] lists these counties as attainment for all NAAQS with the exception of the 2015 8-hour ozone standard,[4] for which the counties are nonattainment. The EPA recently redesignated the area to maintenance/attainment for the 2008 8-hour ozone standard.[5] The 2015 Ozone NAAQS (0.070ppm) are more stringent than the 2008 NAAQS (0.075ppm). Maryland, Virginia and the District of Columbia submitted maintenance plans to EPA that demonstrated maintenance of the 2008 ozone NAAQS through 2030 and therefore their request to be redesignated to maintenance/attainment of those NAAQS was granted by EPA in April 2019. The measured ambient air concentrations closest to the study area were all well below the corresponding NAAQS, except for the exceedance of the 2015 8-hour ozone standard recorded at all the monitor locations.

The Maryland counties were redesignated from a nonattainment area to attainment and entered a 20-year maintenance period for CO in March 1996. The area was considered a maintenance area for the 20 years following until March 2016 when the counties completed the maintenance period. Since the Maryland counties have completed the maintenance period, transportation conformity no longer applies for CO. The study corridor is an attainment area for fine PM2.5.6. Similarly, Fairfax County is designated attainment for CO, and is also considered attainment for the 1997 fine particulate matter per the EPA 2016 ruling.

4.8.3 Environmental Consequences

The Study is currently included in the NCRTPB Fiscal Year (FY) 2019 – 2024 TIP [TIP ID 6432 and Agency ID AW0731 (planning activities)] and the NCRTPB Visualize 2045 Long Range Plan (CEID 1182, CEID 3281, and Appendix B page 56). This Study is included in the Air Quality Conformity Analysis that accompanies the Visualize 2045 Plan. The Visualize 2045 Air Quality Analysis is based upon the most current planning assumptions available for the Washington region. The analysis used MOVES2014a, the latest emission factor model specified by EPA for use in preparation of state implementation plans and conformity assessments at the time of analysis.

As part of the conformity analysis, consultation with affected agencies such as the EPA, FHWA, FTA, and the Metropolitan Washington Air Quality Committee (MWAQC), as well as with the public was completed. 23 CFR 450.324(c) requires that the Metropolitan Planning Organization review and update the transportation plan at least every four years in air quality nonattainment and maintenance areas to confirm the transportation plan's validity and consistency with current and forecasted transportation and land use conditions and trends and to extend the forecast period to at least a 20-year planning horizon.

[3] https://www.epa.gov/green-book

[4] These counties were redesignated to attainment of the 2008 ozone NAAQS, effective May 15, 2019 (See: https://www.federalregister.gov/documents/2019/04/15/2019-06128/air-plan-approval-district-of-columbia-maryland-and-virginia-maryland-and-virginia-redesignation).

[5] https://www.federalregister.gov/documents/2019/04/15/2019-06128/air-plan-approval-district-of-columbia-maryland-and-virginia-maryland-and-virginia-redesignation

[6] The EPA issued a final rule (81 FR 58010), effective October 24, 2016, on "Fine Particulate Matter National Ambient Air Quality Standards: State Implementation Plan Requirements" that stated, in part: "Additionally, in this document the EPA is revoking the 1997 primary annual standard for areas designated as attainment for that standard because the EPA revised the primary annual standard in 2012." (See: https://www.gpo.gov/fdsys/pkg/FR-2016-08-24/pdf/2016-18768.pdf). Accordingly, Washington, DC-MD-VA is no longer designated as maintenance for $PM_{2.5}$, and the associated EPA regulatory requirements for conformity for $PM_{2.5}$ are eliminated for Washington (DC-MD-VA).

The National Capital Region Transportation Planning Board (TPB) is currently updating the Visualize 2045 plan, to be completed in 2022. The design concept and scope for the Preferred Alternative will be included in the Air Quality Conformity analysis accompanying the update to Visualize 2045 which will be approved in 2022. As the Study is included in the currently conforming long-range plan, it is not anticipated that the updated Air Quality Conformity analysis which includes the Preferred Alternative would cause an exceedance of the NAAQS or ozone.

The Air Quality Analysis Study Area (i.e., Montgomery County and Fairfax County) is in an attainment area for fine particulate matter (PM2.5), therefore, transportation conformity requirements pertaining to PM2.5 do not apply for this Project and no further analysis of PM2.5 was required.

The Study is located in a region where the maintenance period for CO has expired and the CO NAAQS no longer apply, (**DEIS, Section 4.8.2**) and the EPA project-level ("hot-spot") transportation conformity requirements do not apply. However, CO is highlighted in the FHWA 1987 guidance as a transportation pollutant to be summarized in an EIS. Therefore, the DEIS presented the results of the potential impacts for CO at worst-case intersections throughout the study corridors. The methodologies and assumptions applied for the analysis are consistent with FHWA[7] and EPA guidance.[8,9] An updated traffic analysis to determine the worst-case intersections and interchanges on Preferred Alternative throughout the corridors will be performed. If the result of this updated analysis changes the ranking of the worst-case intersections and interchanges, updated CO air quality modeling will be performed on the Preferred Alternative using the updated intersection and interchange data. The results of the traffic analysis and CO modeling, if performed, will be presented in the FEIS.

Because the Preferred Alternative includes no action/no improvements for the majority of the study area, the affected network was updated to focus on just those segments near the Phase 1 South limits using the FHWA suggested methodology for determining segments with meaningful changes resulting from the proposed improvements. Based on the Preferred Alternative, fewer links met the affected network criteria, which reduced the footprint of the affected area compared to the previous version. The updated affected network was developed using the Regional Travel Demand Forecast Metropolitan Washington Council of Governments (MWCOG) Regional Travel Demand Model for the Preferred Alternative in 2025 and 2045 analysis years. The results of an updated MSAT analysis using traffic data derived from this affected network will be presented in the FEIS.

GHG emissions are different from criteria air pollutants since their effects in the atmosphere are global rather than localized, and since they remain in the atmosphere for decades to centuries. GHG emissions from vehicles using roadways are a function of distance traveled (expressed as vehicle miles traveled (VMT)), vehicle speed, and road grade.

To date, no GHG emissions NAAQS have been established by the EPA and there is no approved regulatory requirement that has been established to analyze these emissions at a project level for transportation projects. However, recognizing the importance of GHG emissions, and consistent with CEQ's 2016 Final Guidance for Federal Departments and Agencies on Consideration of Greenhouse Gas Emissions and the

[7] https://www.environment.fhwa.dot.gov/projdev/impTA6640.asp
[8] https://www3.epa.gov/scram001/guidance/guide/coguide.pdf
[9] https://nepis.epa.gov/Exe/ZyPdf.cgi?Dockey=P100M2FB.pdf

Effects of Climate Change in National Environmental Policy Act Reviews[10], MDOT SHA utilized the best available data and EPA approved emissions model available at the time of development of the DEIS air quality analysis to estimate GHG emissions associated with the Build Alternatives. GHG emissions on the affected transportation network for all modeled Build Alternatives in the DEIS are projected to be lower in the opening (2025) and design (2040) years compared to base year conditions. All Build Alternatives are projected to slightly increase annual tailpipe GHG emissions by an average of 1.4 percent compared to the No Build Alternative in 2040. VMT derived from the affected network developed for the MSAT analysis for the Preferred Alternative will be used to characterize the VMT changes for the GHG discussions and to conduct an updated GHG analysis for the Preferred Alternative. The links identified in the affected network include only roadway links that could significantly impact the study corridors and excludes roadway links not affected by the Preferred Alternative. The results of the updated GHG emissions analysis will be presented in the FEIS.

GHG emissions are also generated during roadway construction and maintenance activities. A quantitative analysis of the construction related GHG emissions of the Preferred Alternative will be conducted using FHWA's Infrastructure Carbon Estimator tool. The results of this analysis will be included in the FEIS.

Maryland is committed to reducing GHG and to preparing our State for the impacts of climate change. The Maryland Commission on Climate Change (MCCC) and its Mitigation Working Group (MWG) have demonstrated that commitment by working collaboratively with experts and stakeholders across State and local agencies, environmental, non-profit and academic institutions. The resulting body of work quantifies baseline GHG emissions by sector to understand the impacts that specific plans, policies, and programs will have on future emissions economy-wide. Statewide analyses do not indicate that the HOT lanes will impede Maryland's ability to meet our GHG emission reduction goals. In fact, the Greenhouse Gas Reduction Act Plan documents Maryland's existing and future emissions reductions under several scenarios, all of which include this project. The document illustrates that Maryland will not only meet the 40% by 2030 goal, but that we are dedicated to working together to exceed that goal and to strive for a 50% reduction by 2030.

MDOT continues to be an active partner in the MCCC and Maryland's GHG reduction efforts and is leading the way on transportation sector scenario and emissions analyses. MDOT has worked with stakeholders, communities, and our partners on the MWG to better understand the impacts of the changes within the transportation sector, ranging from technology improvements, such as the deployment of automated, connected, and electric vehicles to the importance of improving mobility and expanding telework.

4.8.4 Mitigation

All required construction-related permits would be obtained from MDE prior to construction. During construction the contractor may use the following dust control measures, to minimize and mitigate, to the greatest extent practicable, impacts to air quality:

- Minimize land disturbance;
- Minimize traffic disruption to the extent possible, especially during peak travel hours;
- Cover trucks when hauling soil, stone, and debris (MDE Law);
- Use water trucks to minimize dust;

[10] https://ceq.doe.gov/docs/ceq-regulations-and-guidance/nepa_final_ghg_guidance.pdf

- Use dust suppressants if environmentally acceptable;
- Stabilize or cover stockpiles;
- Construct stabilized construction entrances per construction standard specifications;
- Regularly sweep all paved areas including public roads;
- Stabilize onsite haul roads using stone; and
- Temporarily stabilize disturbed areas per MDE erosion and sediment standards.

Refer to **Section 4.23.3** for additional information on short-term construction related impacts.

4.9 Noise

4.9.1 Introduction

As defined in Title 23 of the CFR Part 772 (23 CFR 772), this project is classified as a Type I project[11] for the noise analysis. The objective of this noise analysis is to present the predicted loudest-hour build traffic noise levels, to determine if these noise levels cause a traffic noise impact, and, if so, to determine whether noise abatement is feasible and reasonable for the Preferred Alternative along the study corridors. All prediction modeling was performed using FHWA's Traffic Noise Model (TNM) v2.5. Refer to the **DEIS, Chapter 4, Section 4.9 and DEIS, Appendix J** (https://495-270-p3.com/deis/) for the regulations and methodology used for the MLS noise analysis. The MLS study area overlaps with VDOT's I-495 Express Lanes Northern Extension Study between the Potomac River and Live Oak Drive. For the Maryland portion of the study area MDOT SHA's *Highway Noise Abatement Planning and Engineering Guidelines* (April 2020) was followed, and for the Virginia portion of the study area Virginia Department of Transportation's (VDOT) *Highway Traffic Noise Impact Analysis Guidance Manual* (February 2018) was followed.

What is a decibel?

A decibel is the basic unit of sound measurement. Decibels represent relative acoustic energy intensities. Because the range of energy found throughout the spectrum of normal hearing is so wide, a base 10 logarithmic scale is used to make the numbers more understandable.

The TNM validation process confirms the model's ability to reproduce the Measured Noise Levels. Measured Noise Levels correspond to ambient measurements taken in conjunction with highway traffic counts. A difference of three decibels or less between the monitored and modeled levels is considered acceptable, since this is the limit of change detectable by typical human hearing. FHWA guidance specifies that the arithmetic difference between monitored and predicted existing noise levels is a measure of the model's accuracy.

Impact criteria is defined based upon the Noise Abatement Criteria (NAC) for the identified type of activities or land uses present within each noise-sensitive area (NSA) [VDOT uses the term Common Noise Environment (CNE); however, for this summary, CNEs will be referred to as NSAs]. The majority of the NSAs that MDOT SHA and VDOT evaluate fall within Activity Categories B and C, which are considered impacted at a noise level of 66 dB(A) or greater. Activity Category B noise-sensitive receptors are defined exclusively as residences. Category C noise-sensitive receptors consist of non-residential land uses where

[11] 23 CFR Part 772.5 (1 through 8) define the types of projects that are classified as a Type I Project. The I-495 and I-270 Managed Lanes Study proposes the addition of through-traffic lanes, including the addition of HOV and HOT lanes. This qualifies this study as a Type I Project according to 772.5 (3).

frequent outdoor activity exists such as, sporting areas, campgrounds, parks, picnic areas, playgrounds, schools, places of worship, and other recreational areas.

Federal regulation (23 CFR 772), the MDOT SHA *Highway Noise Abatement Planning and Engineering Guidelines* (April 2020), and VDOT *Highway Traffic Noise Impact Analysis Guidance Manual* (February 2018) require that noise abatement be investigated at all NSAs where the build traffic noise levels approach or exceed the FHWA NAC for the defined land use category, or where there are substantial increases (10 dB(A) per the 2020 MDOT SHA Guidelines and 2018 VDOT Manual) from existing to build condition noise levels. According to MDOT SHA's Guidelines and VDOT's Manual, for a Type I project an impact is identified when design year noise levels are predicted to equal or exceed the appropriate MDOT SHA NAC Approach Criteria or exceed the appropriate VDOT NAC Criteria[12] for each land use, or when predicted noise levels are anticipated to increase over existing year noise. No NSAs will experience a substantial increase as a result of the Preferred Alternative.

4.9.2 Affected Environment

Under the Preferred Alternative there are 64 noise sensitive areas (NSA) along the study corridors. In the DEIS, 133 NSAs were reviewed, a reduction in 69 NSAs. The NSAs are comprised of areas that have different land use activity categories which share a common noise environment and have been grouped into a single NSA. Geographically, four (4) NSAs are located along I-495 in Virginia, 20 NSAs are located along I-495 in Maryland, and 40 NSAs are located along I-270 (**Table 4-21**).

There are several existing Type I and Type II noise barriers within the study area. For this analysis, noise barriers that are anticipated to be displaced for roadway improvements or stormwater management conflicts, have been analyzed to verify that there is no decrease in performance as replacement barriers. Any barriers that are displaced, will be re-evaluated during the final design process to verify that replacement noise barriers meet or exceed the noise abatement performance of the existing noise barriers to be replaced including insertion loss and line of sight.

4.9.3 Environmental Consequences

The results of the updated noise analysis by NSA for the Preferred Alternative are presented in **Table 4-21**. Of the four (4) NSAs along I-495 in Virginia, three (3) are predicted to result in noise impacts from the Preferred Alternative. One (1) NSA location currently does not have an existing noise barrier and warrants further consideration of noise abatement due to the construction of the proposed highway improvements. (Refer to the *Environmental Resource Mapping* (**SDEIS, Appendix D**) and *Map 1* of the *Noise Analysis Technical Report Addendum* (**SDEIS, Appendix E**).

Of the 20 NSAs along I-495 in Maryland, 19 are predicted to result in noise impacts from the Preferred Alternative; with 15 having levels equal to or exceeding 75 dB(A)[13]. Seven (7) NSA locations currently do not have an existing noise barrier and warrant further consideration of noise abatement due to the

[12] VDOT defines approach as 1 dB(A) below the set FHWA noise abatement criteria.

[13] In Maryland, higher absolute noise levels, defined by MDOT SHA as at or above 75 dB(A), are factored into the reasonableness determination for the barrier system. Noise levels at or above 75 dB(A) may warrant a higher noise reduction design goal than the minimum of 7 dB(A) identified in the MDOT SHA Highway Noise Policy, and this condition is used in determining the cost effectiveness evaluation threshold.

construction of the proposed highway improvements. (Refer to the *Environmental Resource Mapping* **(SDEIS, Appendix D**) and *Maps 2 through 8* of the *Noise Analysis Technical Report* (**SDEIS, Appendix E**).

Of the 39 NSAs along I-270, 27 are predicted to result in noise impacts from the Preferred Alternative; with 14 having levels equal to or exceeding 75 dB(A). Twelve (12) NSA locations currently do not have an existing noise barrier and warrant further consideration of noise abatement due to the construction of the proposed highway improvements. (Refer to the *Environmental Resource Mapping* (**SDEIS, Appendix D**) and *Maps 9 through 18* of the *Noise Analysis Technical Report Addendum* (**SDEIS, Appendix E**).

4.9.4 Mitigation

Federal regulation (23 CFR 772), MDOT SHA *Highway Noise Abatement Planning and Engineering Guidelines* (April 2020), and VDOT *Highway Traffic Noise Impact Analysis Guidance Manual* (February 2018) require that noise abatement be investigated at all NSAs where the design year build traffic noise levels approach or exceed the FHWA NAC for the defined land use category. Where noise abatement was warranted for consideration, additional criteria were examined to determine if the abatement is feasible and reasonable. Elements of the feasibility and reasonableness criteria are defined in the MDOT SHA *Highway Noise Abatement Planning and Engineering Guidelines* (April 2020) and VDOT *Highway Traffic Noise Impact Analysis Guidance Manual* (February 2018). The assessment of noise abatement *feasibility*, in general, focuses on whether it is physically possible to build an abatement measure (i.e., noise barrier) that achieves a minimally acceptable level of noise reduction. Barrier feasibility considers three primary factors: acoustics (MDOT SHA requires barriers to achieve a 5 dB(A) noise reduction at 70 percent of the impacted residences, VDOT requires barriers to achieve a 5 dB(A) noise reduction at 50 percent of the impacted receptors), safety, and access. The assessment of noise abatement *reasonableness*, in general, focuses on whether it is practical to build an abatement measure. Barrier reasonableness considers three primary factors: viewpoints, design goal (MDOT SHA requires barriers to achieve a 7 dB(A) noise reduction at a minimum of three (3)[14] or 50 percent of the impacted residences, VDOT requires barriers to achieve a 7 dB(A) noise reduction at a minimum of one (1) impacted receptor[15]), and cost effectiveness (the MDOT SHA threshold is 700-2,700 square feet per benefited residence depending on the scope of the project, the VDOT threshold is 1,600 square feet per benefitted receptor). Refer to **SDEIS, Appendix E, Section 4.2** for additional details on the elements of the feasibility and reasonableness criteria.

Several noise barrier scenarios have been analyzed for this Study: existing noise barriers to remain in place; existing noise barriers displaced by proposed construction to be replaced by a reconstructed barrier on a new alignment; existing noise barriers that were evaluated for extensions; and noise barriers on new alignment. **Table 4-21**is a summary of the noise barrier system mitigation based on the current design of the Preferred Alternative. The proposed and assumed locations of the existing and feasible and reasonable noise barriers are shown on the *Environmental Resource Mapping* (**SDEIS, Appendix D**).

[14] NSAs must have a minimum of three (3) impacted receptors in order to be considered for noise abatement in Maryland per MDOT SHA noise policy.

[15] A receptor is a discrete or representative location of a noise sensitive area, typically used for modeling purposes. A residence is one dwelling unit, either one single family residence or one dwelling unit in a multifamily dwelling. A receptor may represent more than one residence.

4.9.5 Statement of Likelihood

Based on the studies performed thus far, MDOT SHA and VDOT recommend installation of highway traffic noise abatement in the form of a noise barrier for the NSAs as reflected in **Table 4-21**. These preliminary indications of likely abatement measures are based upon preliminary design for barrier square footage equal to or less than the maximum amount allowed per benefited residence by the MDOT SHA *Highway Noise Abatement Planning and Engineering Guidelines* (April 2020) and VDOT *Highway Traffic Noise Impact Analysis Guidance Manual* (February 2018). Concrete is the typical material used for construction of noise barriers and is assumed as part of the barrier analysis; however, a final determination of material will be made in final design, based upon FHWA requirements to achieve a minimum 20 dB(A) Transmission Loss in accordance with ASTM Recommended Practice E413-87. The findings in this analysis are based upon preliminary design information. A preliminary determination of horizontal and vertical alignment for the noise barriers was made based on the latest design concept (**Table 4-21**); however, final determination of noise barrier feasibility, reasonableness, dimensions and locations will be made in final design. Engineering changes reflected in final design could alter the conclusions reached in this analysis, leading to recommendations to add or omit noise barrier locations. A Final Design Noise Analysis will be performed for this Study based on detailed engineering information during the final design phase. The views and opinions of benefited property owners and residents may be solicited through public involvement and outreach activities during final design.

Table 4-21: Summary of Noise Sensitive Area (NSA) Impacts and Preliminary Noise Barrier System Abatement

NSA	Map Number, App D	Impacted [* if => than 75 dB(A)]		Preliminary Noise Barrier Mitigation	Feasible and Reasonable?		Preliminary Barrier Dimensions (ft)	
		Yes	No		Yes	No	Length	Height
Area 1: I-495 west side, south of George Washington Parkway								
VA-01	1	Y		495 VA-1	Y		1,871	17
VA-03[16]	1	Y		495 VA-3	N/A		3,072	20
Area 2: I-495 west side, between George Washington Parkway and Clara Barton Parkway								
VA-02	1	Y*		495 VA-2	Y		2,099	19
VA-04	1		N	N/A	N/A		N/A	N/A
Area 3: I-495 west side, between Clara Barton Parkway and MD 190								
1-01	3	Y*		495 MD-1	Y		1,363	22
1-02	3	Y*		495 MD-2	Y		6,281	24
1-04	3,4	Y*						
1-05	4,5	Y*		495 MD-4	Y		3,434	24
1-03	4	Y*		495 MD-3	Y		3,980	24
2-01	4,5	Y						
Area 4: I-495 west side, between MD 190 and I-270 west spur								
1-06	5	Y*		495 MD-5	Y		6,892	29
3-01	5,6	Y*						
1-38	5	Y		495 MD-7	Y		783	32

[16] NSA VA-03 has an existing noise barrier; since it is physically impacted by the project it will be replaced in-kind in accordance with VDOT policy. Since this is a replacement barrier, cost effectiveness is not required.

NSA	Map Number, App D	Impacted [* if => than 75 dB(A)]		Preliminary Noise Barrier Mitigation	Feasible and Reasonable?		Preliminary Barrier Dimensions (ft)	
		Yes	No		Yes	No	Length	Height
4-01[17]	5	Y*		495 MD-6A		N	N/A	N/A
2-02	5,6	Y*		495 MD-6	Y		4,433	32
Area 5: I-495 top side, between I-270 west spur and MD 187								
3-02	6,7	Y*		495 MD-8	Y		2,663	31
3-04	7	Y		495 MD-11	Y		3,114	24
1-08	7	Y*						
2-03	7	Y*		495 MD-10	Y		1,678	22
2-04	8	Y*		495 MD-12	Y		4,092	24
2-05	8	Y*		495 MD-13	Y		4,507	20
Area 6: I-495 top side, between MD 187 and I-270 east spur								
2-06	8	Y		495 MD-14	Y		2,134	19
1-09A	8	Y						
1-10	8	Y*		495 MD-15	Y		1,869	28
Area 7: I-270 west spur, between I-495 and Democracy Boulevard								
5-36	9	Y*		270-11	Y		5,515	26
5-37A[18]	9	Y*		Existing Barrier to Remain	N/A		N/A	N/A
				270-12A - Replacement	Y		347	20
				270-12B - Extension		N	N/A	N/A
5-37B[19]	6,9	Y*		270-12C	Y		641	27
				270-12D		N	N/A	N/A
Area 8: I-270 west spur, between Democracy Boulevard and Westlake Terrace								
5-32A	9		N	N/A	N/A		N/A	N/A
Area 9: I-270 east spur, between I-495 and MD 187								
5-33A	10,11	Y*		270-8	Y		5,562	28
5-34A	10,11	Y*		270-9	Y		4,069	22
Area 10: I-270 west and east spurs, between Y-split and Westlake Terrace and MD 187								
5-32C[20]	12	N/A		N/A	N/A		N/A	N/A
5-32B[21]	11,12	Y		270-10	N/A		N/A	N/A
5-31	11	Y		270-7B	Y		3,755	11
5-30	12	Y*		270-7A	Y		2,860	16

[17] NSA 4-01 consists of a golf course. Barrier 6A was assessed in combination with Barrier 6; however, the combined barrier system exceeded the MDOT SHA threshold of 2,700. Therefore, each noise barrier was evaluated individually. Barrier 6A did not meet the MDOT SHA threshold of 2700, and is therefore, not feasible and reasonable.

[18] NSA 5-37A consists of single family residences. The existing noise barrier combined with an extended and relocated barrier is not feasible and reasonable; therefore, each noise barrier was evaluated individually. 270-12A was evaluated as an existing noise barrier to be replaced; however, the barrier did not meet the MDOT SHA threshold of 1700 sf-p-r. Since this is a replacement barrier and the cost effectiveness criteria cannot be met the replacement barrier, Barrier 270-12A must still be constructed and must meet or exceed the existing noise barrier performance. The extension of the noise barrier is not reasonable (>1700 sf-p-r and < 50% of impacts receive 7 dB(A) insertion loss).

[19] NSA 5-37B consists of the Bethesda Overlook townhouses and the tennis courts and golf course of the Bethesda Country Club. A combined barrier system was evaluated for this area; however, the barrier system did not meet the MDOT SHA threshold of 2700 sf-p-r; therefore, the barriers were assessed separately. Barrier 270-12C, which shields the townhouses and tennis courts is feasible and reasonable; while Barrier 270-12D, which shields the golf course is not feasible and reasonable.

[20] NSA 5-32C consists of an office building without any outdoor uses; therefore, this NSA requires no further consideration.

[21] NSA 5-32B consists of a pedestrian path. The barrier is not reasonable (>1700 sf-p-r).

NSA	Map Number, App D	Impacted [* if => than 75 dB(A)]		Preliminary Noise Barrier Mitigation	Feasible and Reasonable?		Preliminary Barrier Dimensions (ft)	
		Yes	No		Yes	No	Length	Height
Area 11: I-270 mainline, between Y-split and Montrose Road								
5-29	12,13	Y*		270-15	Y		5,885	21
5-28	12,13,14		N	N/A	N/A		N/A	N/A
Area 12: I-270 mainline, between Montrose Road and MD 189								
5-27	14		N	N/A	N/A		N/A	N/A
5-26[22]	14	N/A		N/A	N/A		N/A	N/A
5-25[23]	14,15	N/A		N/A	N/A		N/A	N/A
5-24[24]	15	Y		270-16		N	N/A	N/A
5-23	14,15		N	Existing Barrier to Remain	N/A		N/A	N/A
Area 13: I-270 mainline, between MD 189 and MD 28								
5-22	15	Y		270-06	Y		4,762	24
5-19	15	Y						
5-18	15,16	Y*						
5-21	15	Y*		270-14	Y		4,666	18
5-20	15	Y*						
5-17	15,16	Y*						
5-16	16		N	N/A	N/A		N/A	N/A
Area 14: I-270 mainline, between MD 28 and Shady Grove Road								
5-15	16	Y		270-5	Y		5,952	22
5-13	16	Y						
5-12	16,17	Y*						
5-14	16,17		N	N/A	N/A		N/A	N/A
5-11[25]	17	Y		270-13		N	N/A	N/A
5-10[26]	17	Y		270-3		N	N/A	N/A
5-09[27]	17	Y		270-2		N	N/A	N/A
5-08[27]	17	Y						
Area 15: I-270 mainline, between Shady Grove Road and I-370								
5-07[28]	18	Y*		270-1		N	N/A	N/A
5-06	18	Y						
5-05[29]	18	N/A		N/A	N/A		N/A	N/A
5-03	18		N	N/A	N/A		N/A	N/A
Area 16: I-270 mainline, north of I-370								

[22] NSA 5-26 consists of commercial, retail, medical and office space without any outdoor uses; therefore, this NSA requires no further consideration.
[23] NSA 5-25 consists of the Montgomery County Detention Center. The outdoor uses are shielded by the building. Due to the distance separation from the roadway and an estimated reduction of 25 dB(A) by the windows, interior impacts are not anticipated; therefore, this NSA requires no further consideration.
[24] NSA 5-24 consists of a school with outdoor uses. The barrier is not reasonable (>1700 sf-p-r).
[25] NSA 5-11 consists of offices, medical facilities, and an apartment building. The barrier for this area is not reasonable (>1700 sf-p-r).
[26] NSA 5-10 consists of offices, hotels, and a medical facility. The barrier for this area is not reasonable (>1700 sf-p-r).
[27] NSAs 5-08 and 5-09 consist of an apartment complex and a hotel. The barrier evaluated for this area is not feasible (<70% of impacts are benefited).
[28] NSA 5-06 consists of the Rio Washingtonian Center. NSA 5-07 consists of various commercial land uses. The barrier for this area is not reasonable (>2700 sf-p-r).
[29] NSA 5-05 consists of restaurants and shops at the northern end of the Rio Washingtonian Center with no evident outdoor use areas; as such it requires no further consideration.

NSA	Map Number, App D	Impacted [* if => than 75 dB(A)]		Preliminary Noise Barrier Mitigation	Feasible and Reasonable?		Preliminary Barrier Dimensions (ft)	
		Yes	No		Yes	No	Length	Height
5-04	19		N	N/A	N/A		N/A	N/A
5-02[30]	18,20	Y*		Existing Barrier to Remain	N/A		N/A	N/A
5-01[31]	18,20	Y*		Existing Barrier to Remain	N/A		N/A	N/A
Summary of Noise Barrier System Mitigation								
Existing Noise Barriers that would remain in place as currently constructed							3	
Existing Noise Barriers recommended to be extended							2	
Existing Noise Barriers that would be displaced and replaced with a reconstructed barrier							8	
Existing Noise Barriers recommended to be reconstructed and extended							9	
New Noise Barriers recommended for construction							9	
Noise Barrier is not reasonable or feasible							8	

4.10 Hazardous Materials

4.10.1 Introduction

Since the publication of the DEIS, a detailed review of the potential for hazardous materials and contaminate mobilization during construction for the Preferred Alternative was conducted for the SDEIS. This included a review of previous files and historical records, GIS review of the proximity of the sites of concern to the LOD, site visits, interviews of regulatory personnel, and review of property information. For additional details refer to **SDEIS, Appendix I, DEIS, Chapter 4, Section 4.10** https://495-270-p3.com/wp-content/uploads/2020/11/2020-06-02_DEIS_04_Environmental.pdf and **DEIS, Appendix K** https://495-270-p3.com/wp-content/uploads/2020/07/AppK_HazMat_web.pdf .

4.10.2 Affected Environment

The DEIS identified 501 sites of concern associated with the Build Alternatives. Within or adjacent to the Preferred Alternative LOD, the number of sites identified were 255. The sites are shown on the *Environmental Resource Mapping* in **SDEIS, Appendix D**. For additional details on the 255 sites within or adjacent to the Preferred Alternative LOD refer to **SDEIS, Appendix I**.

4.10.3 Environmental Consequences

A. Sites of Potential Concern

The 255 sites of concern were assigned a risk classification (i.e., high, moderate or low) based on the potential of environmental impacts being present within or in close proximity to the Preferred Alternative LOD. To determine the risk, information including a regulatory environmental database as well as historical imagery/maps were reviewed, and a site reconnaissance was conducted. Thereafter, regulatory documentation provided by regulatory agencies (e.g., MDE and US EPA) was requested and reviewed for any site that was preliminary ranked as a high or moderate risk and the site ranking revised accordingly based on this additional information. A breakdown of the final rankings is presented in the **Table 4-22**. Prior to acquisition of right-of-way and construction, further investigation shall be conducted to evaluate

[30] Impacts were identified in NSA 5-02 behind the existing barrier; however, the existing barrier meets the feasible and reasonableness criteria. Therefore, the existing barrier will remain in place.

[31] Impacts were identified in NSA 5-01 behind the existing barrier; however, the existing barrier meets the feasible and reasonableness criteria. Therefore, the existing barrier will remain in place.

if environmental media within the LOD have been impacted by the sites of concern. Refer to the *Environmental Resource Mapping* for the sites of concern (**SDEIS, Appendix D**).

Table 4-22: Sites of Potential Concern Summary

Concern Ranking	# of Sites
High	11
Moderate	41
Low	83
De minimis	120
Total Sites	**255**

Of the 255 sites of concern, 11 sites were classified as High Concern[32] due to the potential for contaminant mobilization within or adjacent to the Preferred Alternative LOD. These properties include: a gasoline station, an auto repair facility, former auto repair facility, dry cleaning facility, various current and former commercial facilities, former photo processing plant, and residential properties. Identified high risk sites of concern require additional investigation to determine if the impacts to environmental media within the LOD exist, and whether or not these contaminants would impact construction activities. These sites have a high potential for contaminant mobilization from leaking underground storage tank (LUST) facilities, or other facilities with potential environmental concerns relating to petroleum contamination. Several of the LUST facilities, as well as other properties not listed as LUST facilities, have evidence of environmental monitoring and/or remediation activity likely related to past petroleum releases.

There are 41 sites identified as Moderate Concern[33], meaning the sites have hazardous materials or contaminant documentation related to their current or historical use, but is not expected to impact the Preferred Alternative LOD. These sites include the following: both closed and active underground storage tanks (UST); active aboveground storage tanks; USTs that contain products other than gasoline, kerosene, heating oil, etc.; dry cleaning facilities; current and former auto repair facilities; gasoline stations; distressed vegetation and ground staining; and hazardous materials storage sites. If the LOD were to change, these sites may or may not require additional evaluation and characterization based on the needs of the final design and construction in the area.

There are 83 Low Concern[34] sites identified within the within or adjacent to the Preferred Alternative LOD. These low priority sites represent a low concern for additional mobilization or impact to the project construction. The sites are mapped and listed to document their location relative to the study corridor in the event significant changes to the proposed design require a reevaluation of the potential sites of concern. In addition, if hazardous materials or contamination is encountered during construction, identification of these potential sites of concern may help to identify the contaminant source.

The remaining 120 sites were determined to be of De minimis Concern. Sites were classified as de minimis risk as they were judged to be unlikely for potential contamination based on review of the environmental

[32] Sites that fell under the high concern ranking are sites where releases are documented and are located within or adjacent to the LOD and thus, have the greatest potential to have impacted environmental media within the LOD.
[33] Moderate concern sites are sites that are known to have environmental issues but are either located at a sufficient distance from the LOD or were hydraulically separated from the LOD where impacts to the LOD are not anticipated.
[34] Low concern sites are sites that either had no documented releases or prior releases were documented to be adequately remediated.

database listings, and/or site reconnaissance. In general, de minimis sites were listed in a regulatory database but had no history of contamination or spills, no current or previous RCRA generator permits, air emission permits, national pollutant discharge elimination system (NPDES) permits; or had active/closed petroleum storage tanks, land restoration program/ voluntary cleanup program (LRP/VCP) sites, but were determined to be hydrologically downgradient/crossgradient and a reasonable distance from the LOD, whereas any environmental concerns associated with the site were determined to have no impact on the LOD. Additionally, the site reconnaissance did not identify hazardous materials or evidence of contamination at de minimis sites visited.

B. Stormwater Management Facilities of Concern

Recognizing that non-point source pollution may contribute to the overall degradation of environmental media over time, areas where significant volumes of non-point source pollution from runoff were evaluated. Storm sewers can act as conduits that carry pollutants (sediments, metals, petroleum constituents) to receiving bodies, such as SWM facilities. Over time, the concentrations of certain pollutants that are deposited can accumulate. When concentrations of certain pollutants (e.g., petroleum hydrocarbons, lead) increase in the sediments of the SWM facilities, regulatory disposal requirements take effect when they are excavated and removed as they are now considered a regulated material that requires disposal per Federal and state regulations. Existing stormwater facilities located within or partially within the Preferred Alternative LOD were identified with the use of GIS, aerial photography, stormwater drainage maps, as well as site reconnaissance of the basins. In total, 11 SWM facilities identified within the Preferred Alternative LOD were categorized as high concern.

4.10.4 Mitigation

Prior to acquisition of right-of-way and construction, it is recommended that Phase II Environmental Site Investigation (ESI) activities be conducted to characterize the soils within the LOD nearest to each of the 11 high concern sites listed in **Section 8.2.1 of SDEIS, Appendix I**, as well as sediments located in the 11 SWM basins of concern listed in **Section 8.2.5 of SDEIS, Appendix I**. Proposed investigation for the high concern sites should adequately characterize surficial and subsurface soils, as well as groundwater, if anticipated to be encountered. Sample locations should take into account locations of previous releases, former/current/abandoned storage tanks, and inferred groundwater flow, as well as proposed soil/groundwater disturbance during construction (refer to **Section 4.23.2**). The laboratory analytical suite should be tailored to the contaminant(s) potentially present. Proposed investigation for the SWM basins of concern listed in Section 8.2.5 of the Limited Phase I ESA should adequately characterize deposited sediments present near each outfall as well as in each basin. Should contaminants be present at levels potentially indicative of hazardous waste, subsequent sampling utilizing Toxicity Characteristic Leaching Procedure (TCLP) is recommended.

4.11 Topography, Geology, and Soils

4.11.1 Introduction

The evaluation for topography, geology, and soils referenced data from multiple public sources including US Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) website, Web Soil Survey, US Geological Survey (USGS) geospatial data, the physiographic map of Maryland, and Maryland's Environmental Resources and Land Information Network (MERLIN). Refer to the **DEIS, Chapter 4, Section 4.11** (https://oplanesmd.com/wp-content/uploads/2020/11/2020-06-02_DEIS_04_Environmental.pdf)

and **DEIS, Appendix L, Section 2.1** (https://oplanesmd.com/wp-content/uploads/2020/07/DEIS_App-L_NRTR_web.pdf) for the applicable federal and state regulations and methodology.

4.11.2 Affected Environment

The USDA-NRCS Web Soil Survey (2018) identified 44 soil map units within the Preferred Alternative LOD; 151 mapped soil units were identified in the DEIS with the Build Alternatives. Refer to the **DEIS, Appendix L, Section 2.1** for a detailed description of soil types and hydrologic groups.

4.11.3 Environmental Consequences

Topography within the Preferred Alternative LOD would be altered by surficial excavation and grading, thereby changing the relative ground elevation, but this work is not anticipated to have a substantial effect on underlying sediments. Possible impacts to geologic formations and rock structures include impacts from construction activities, such as cutting and filling. The primary impact to soils from the Preferred Alternative would be soil removal or alterations to the soil profile and structure due to construction activities. Additional impacts could potentially include leaching of chemicals into the soil from general construction or accidental spills, soil erosion, and soil compaction associated with the use of heavy equipment.

Within the Preferred Alternative, two soil units are classified as hydric[35], one soil unit is classified as predominantly hydric, zero soil units are classified as partially hydric, 13 soil units are classified as predominantly non-hydric, and 26 soil units are classified as non-hydric. Nine (9) soil units are classified as Prime Farmland Soils and seven soil units are classified as Farmland of Statewide Importance.

Impacts to soils from the Preferred Alternative construction are presented in **Table 4-23** and **Table 4-24.** The impacts to "hydric soils" listed in the tables are based upon the NRCS Web Soil Survey and do not correspond with the specific hydric soil acreage delineated as jurisdictional wetlands in accordance with the Clean Water Act (CWA). As noted in **Table 4-23**, most evaluated categories of soils will be permanently and/or temporarily impacted, with the exception of Prime Farmland and Partially Hydric soils, which will not be impacted.

Table 4-23: Impact to Soils by Type in Acres

	Perm	Temp	Total
Farmland of Statewide Importance[1]	1.8	<0.1	**1.8**
Prime Farmland[2]	0.0	0.0	**0.0**
Hydric	23.2	0.2	**23.4**
Predominantly Hydric	63.6	1.2	**64.8**
Partially Hydric	0.0	0.0	**0.0**
Predominantly Non-Hydric	414.1	7.1	**421.2**
Non-Hydric	640.5	28.3	**668.8**

Notes: [1] All of the Farmland of Statewide Importance are located within Virginia.
[2] Prime farmland soils exclude acres that are parkland or waterways.

Highly erodible soils are potentially more prone to erosion from wind, rain, and disturbance (USDA NRCS, 2010). The Code of Maryland Regulations (COMAR) defines "highly erodible soils" as soils with a slope

[35] The National Technical Committee for Hydric Soils (NTCHS) defines hydric soils as soils that are saturated or inundated long enough during the growing season to become anaerobic in their upper layer and support the growth and reproduction of hydrophytic vegetation (59 FR 16835, proposed July 13, 1994).

greater than 15 percent, or those soils with a soil erodibility factor (K factor) greater than 0.35 and with slopes greater than 5 percent (COMAR 26.17.01). Based on this definition, 35 soil units within the Preferred Alternative are highly erodible. Highly erodible soils are located throughout the Preferred Alternative, with higher concentrations along I-270, and I-495 west of New Hampshire Avenue. **Table 4-24** lists the anticipated impacts to steep slope and highly erodible soils.

Table 4-24: Impacts to Steep Slopes and Highly Erodible Soils in Acres

	Perm	Temp	Total
Steep Slopes > 5, K Factor > 0.35	232.9	5.1	**238.0**
Steep Slopes 15	288.5	8.9	**297.4**

4.11.4 Mitigation

Construction of the Preferred Alternative requires consideration of hydric and highly erodible soils, as well as steep slopes. Measures to protect soils from erosion would be implemented based on approved Erosion and Sediment Control Plans (E&S Plans) prepared in accordance with Maryland and Virginia regulations. Detailed geotechnical studies would be performed before construction to identify subsurface issues that may impact project construction or the surrounding environment. MDOT SHA would minimize any negative effects, such as unstable soils or high-water table, through engineering design. Negative impacts to the surrounding environment, such as sedimentation, would be minimized through implementation and strict adherence to erosion and sediment control plans.

Additional water quality protection measures will be implemented to prevent soil erosion and subsequent sediment influx into nearby waterways. Construction contractors are designated as co-permittees on the National Pollutant Discharge Elimination System (NPDES) permit to ensure compliance. This permit is issued under Maryland's General Permit for construction activities and is implemented with a regular inspection program for construction site sediment control devices that includes penalties for inadequate maintenance. To ensure compliance, onsite evaluations by a certified erosion and sediment control inspector would occur throughout the duration of construction.

Fairfax County, Virginia requires any projects with land-disturbing activities exceeding 2,500 square feet (SF) to prepare an erosion and sediment control plan (Fairfax County, 2018g). The County must approve each plan before any land-disturbing activities begin, and each project is subject to inspections throughout the duration of land-disturbing activities to prevent erosion and sediment control violations.

4.12 Waters of the US and Waters of the State, Including Wetlands

4.12.1 Introduction

Wetlands and waterways are protected by several federal and state regulations. Refer to the **DEIS, Chapter 4, Section 4.12** (https://oplanesmd.com/wp-content/uploads/2020/11/2020-06-02_DEIS_04_Environmental.pdf) and **DEIS, Appendix L, Section 2.3** (https://oplanesmd.com/wp-content/uploads/2020/07/DEIS_App-L_NRTR_web.pdf) for the applicable federal and state regulations and methodology.

On June 22, 2020, the EPA and Department of the Army implemented the Navigable Waters Protection Rule (NWPR). The definition of “Waters of the United States” became effective in 49 states (including Maryland and Virginia) and all US territories. The NWPR established the scope of federal regulatory

authority under the Clean Water Act. The NWPR includes four simple categories of jurisdictional waters and provides specific exclusions for many water features that traditionally have not been federally regulated.

The four jurisdictional waters categories are: territorial seas and waters which are currently used, formerly used, or could be used for commerce which are subject to ebb and flow of the tide; tributaries; lakes and ponds; or adjacent wetlands. The 12 exclusions are detailed in the full NWPR[36] document. The rule eliminates the USACE jurisdiction of ephemeral channels, ditches that do not meet the definition of a tributary, and isolated wetlands. The USACE jurisdiction of delineated features was updated for this SDEIS based on the NWPR[37].

Executive Order (EO) 11990, "Protection of Wetlands," issued May 24, 1977, directs all federal agencies to avoid to the maximum extent possible the long- and short-term adverse impacts associated with the occupancy, destruction, or modification of wetlands and to avoid direct or indirect support of new construction in wetlands wherever there is a practicable alternative. In the absence of such alternatives, NPS must modify actions to preserve and enhance wetland values and minimize degradation. According to the Procedural Manual #77-1: Wetland Protection (NPS 2016), wetlands are defined as all shallow water habitats including riverine wetlands (streams) and palustrine wetlands. Therefore, the acreage of wetlands calculated on NPS property includes some of the features that are considered waterways by USACE and MDE.

The NPS Wetland Statement of Findings (SOF) characterizes the wetland and floodplain resources that may be adversely impacted within NPS managed lands as a result of implementing the Preferred Alternative, describes adverse impacts that the project would likely have on these resources, and documents the steps that would be taken to avoid, minimize, and offset these impacts. (Refer to **SDEIS, Appendix G**.) To comply with EO 11990 within the context of the agency's mission, the NPS has developed a set of policies and procedures found in Director's Order 77-1: Wetland Protection (NPS 2012a) and Procedural Manual #77-1: Wetland Protection (NPS 2012a). These policies and procedures emphasize: 1) exploring all practical alternatives to building on, or otherwise adversely affecting, wetlands; 2) reducing impacts to wetlands whenever possible; and 3) providing direct compensation for any unavoidable wetland impacts by restoring degraded or destroyed wetlands on other NPS properties. If a preferred alternative would have adverse impacts on wetlands, a SOF must be prepared that documents the above steps and presents the rationale for choosing an alternative that would have adverse impacts on wetlands. The methodology for wetlands and waterways delineated within the corridor study boundary is discussed in **Section 2.3.1.B** of the *Natural Resources Technical Report* (**DEIS, Appendix L**).

In addition to wetland methodology detailed in **Section 2.3** of the *Natural Resources Technical Report* (**DEIS, Appendix L**), wetlands and waterways located on NPS parkland were identified by Cowardin

[36] https://www.epa.gov/wotus/current-implementation-waters-united-states

[37] While the Navigable Waters Protection Rule defined jurisdiction of Waters of the US under the Clean Water Act during the development of the SDEIS, that rule was vacated on August 30, 2021. As a result, the EPA and USACE are interpreting the jurisdictional limits of Waters of the US consistent with the pre-2015 regulatory regime following the Solid Waste Agency of Northern Cook County (SWANCC) and Rapanos Supreme Court decisions. Jurisdiction of delineated features and impact quantities will be updated to the current regulatory interpretation and reported in the FEIS.

classification including the system, subsystem, class, subclass, and any applicable modifiers (Cowardin, 1979). SOF includes a detailed mitigation plan proposed to compensate for impacts to wetlands on NPS land.

4.12.2 Affected Environment

A total of 49 nontidal wetland and/or wetland buffer features and 172 waterway segments were identified within the Preferred Alternative LOD. This is a significant reduction from the 407 nontidal wetland features and 1,075 waterway segment features delineated in the 48-mile corridor study boundary in the DEIS. Not only has the impact area been significantly reduced in the Preferred Alternative, but the 2020 NWPR removed 109 ephemeral channels from USACE jurisdiction within the 48-mile corridor study boundary and 113 ephemeral channels from USACE jurisdiction within Alternative 9 – Phase I South limits. The jurisdictional wetlands and waterways features within the Preferred Alternative are shown on the *Environmental Resource Mapping* (**SDEIS**, **Appendix D**).

4.12.3 Environmental Consequences

Direct impacts to wetlands and waterways associated with construction of the Preferred Alternative include: roadway improvements (i.e., widening, grading, etc.), bridge expansions or rehabilitations, culvert extensions or augmentations, relocation of impacted channels, SWM facility outfalls, and construction-related access. Additional LOD has been added since the DEIS to accommodate the augmented culverts, based on modeling and field assessment. This has resulted in increased impacts to wetlands and waterways in areas that require increased upstream storage to avoid augmentation or stream stabilization downstream of augmented culverts. Indirect impacts to wetlands and waterways from the Preferred Alternative could result from roadway runoff, sedimentation, and changes to hydrology. A detailed assessment of hydrologic effects will occur once final limits of cut and fill are determined in the final phase of engineering design.

Detailed impact tables are included in **SDEIS, Appendix F**. **Table 4-25**provides a summary of all impacts to wetlands in acres (AC) and square feet (SF), and all impacts to waterways in linear feet (LF) and SF within the Preferred Alternative LOD by classification. **Tables 1 through 9** in **SDEIS, Appendix F** summarize the potential direct impacts to wetlands and waterways by classification in total, by county, by federal HUC8, or USGS designated hydrologic unit code (HUC), Maryland 8-digit watersheds, and Maryland Department of Natural Resources (MDNR) 12-digit watersheds. No Maryland Wetlands of Special State Concern would be impacted within the Preferred Alternative LOD.

Table 4-25: Summary of Impacts to USACE/MDE Wetlands and Waterways within Preferred Alternative

Type	Classification	PERM		TEMP		TOTAL	
		AC	SF	AC	SF	AC	SF
Wetlands	PEM	2.58	112,103	0.34	15,188	**2.92**	**127,291**
	PFO	1.06	46,196	0.30	12,902	**1.36**	**59,098**
	PSS	0.01	481	0	0	**0.01**	**481**
	Total	**3.65**	**158,780**	**0.64**	**28,090**	**4.29**	**186,870**
Waterways		**LF**	**SF**	**LF**	**SF**	**LF**	**SF**
	Intermittent	12,907	109,148	1,172	7,801	**14,079**	**116,949**
	Perennial	30,256	713,765	1,591	182,725	**31,847**	**896,490**
	Ephemeral	26	358	0	0	**26**	**358**
	Total	**43,852**	**673,757**	**2,701**	**343,945**	**46,553**	**1,017,702**

PEM – Palustrine Emergent; PFO – Palustrine Forested; PSS – Palustrine Scrub-shrub

A draft SOF has been developed to document practical alternatives to adversely affecting wetlands, efforts to reduce impacts to wetlands and mitigation for any unavoidable wetland impacts by restoring degraded or destroyed wetlands on NPS properties. The draft SOF has been developed concurrently with the SDEIS, refer to **SDEIS, Appendix G**. The SDEIS and the draft SOF will be advertised for public comment and will have a concurrent 45-day comment period. The final, signed SOF will be attached to the ROD. Impacts to, full Cowardin classification of, and the function and value of these features are summarized for each NPS property in **Table 4-26**.

4.12.4 Mitigation

A. Avoidance and Minimization

The corridor study boundary is characterized by an extensive network of streams and wetlands that are located adjacent to and flow beneath the existing roadway, resulting in unavoidable impacts to these resources with roadway modification and/or widening under the Preferred Alternative. Continual efforts to avoid and minimize impacts have occurred throughout the planning process and will continue during final design.

The process for avoidance and minimization of impacts to wetlands, their buffers, waterways, and the FEMA 100-year floodplain to the greatest extent practicable is detailed in the *Avoidance, Minimization, and Impacts Report* (AMR) (**DEIS, Appendix M** https://oplanesmd.com/wp-content/uploads/2020/07/DEIS_AppM_AMR-Appendices_print.pdf), which will be updated to reflect all avoidance and minimization efforts with the FEIS. In summary, this process entailed identification of avoidance and minimization opportunities throughout the limits of the study corridor, and extensive coordination of potential options with the regulatory agencies over a three-year period. The AMR describes the targeted avoidance and minimization of impacts to resources in specific areas of the study corridor and presents impact reductions resulting from the avoidance and minimization process and provides justifications for unavoidable impacts.

Table 4-26: Summary of Delineated NPS Wetland Features and Impacts on NPS Properties within the Preferred Alternative LOD

Park Unit and Feature Name	Cowardin Classification	Sq ft			Acres			Linear feet (Streams)			Functions and Values
		Perm	Temp	Total	Perm	Temp	Total	Perm	Temp	Total	
George Washington Memorial Parkway											
Riverine Wetlands											
22WW	R4SB4	862	-	**862**	0.02	-	**0.02**	69	-	**69**	Habitat; Flow Stability; Riparian Vegetation
Clara Barton Parkway											
Riverine Wetlands											
22Q_1	R3UB2H	203	48	**251**	<0.01	<0.01	**0.01**	45	17	**62**	Bank Stability; Channel Stability
Palustrine Wetlands											
22R	PFO1E	338	307	**645**	0.01	0.01	**0.02**	NA	NA	**NA**	Nutrient Removal; Wildlife Habitat
C&O Canal National Historic Park											
Riverine Wetlands											
22NN	R4SB4	-	3,474	3,474	-	0.08	**0.08**	-	275	**275**	Minimal
22NN_B	R4SB4	10	1,465	1,475	<0.01	0.04	**0.04**	8	153	**161**	Minimal
22QQ	R4SB5	-	466	466	-	0.02	**0.02**	-	105	**105**	Minimal
22V	R4SB3d	-	190	190	-	<0.01	**<0.01**	-	76	**76**	Minimal
22V_1	R4SB3d	2	90	92	<0.01	<0.01	**<0.01**	1	40	**41**	Minimal
22V_2	R4SB3d	-	1,083	1,083	-	0.03	**0.03**	-	255	**255**	Minimal
22V_B	R4SB3d	-	331	331	-	0.01	**0.01**	-	168	**168**	Minimal
22V_B1	R4SB3d	2	6	68	<0.01	<0.01	**<0.01**	2	27	**29**	Minimal
Palustrine Wetlands											
22OO	PFO1B	1,708	10,429	12,137	0.04	0.24	**0.28**	NA	NA	**NA**	Nutrient Removal; Production Export; Habitat
22PP	PFO1A	490	-	490	0.01	-	**0.01**	NA	NA	**NA**	Groundwater Recharge; Production Export
22W	PEM1A/C	-	15,113	15,113	-	0.35	**0.35**	NA	NA	**NA**	Floodflow Alteration; Habitat; Uniqueness

Notes:
1. These impact calculations are based on the NPS GIS Park Boundaries received via email from NPS personnel on 4/29/2021 (Tammy Stidham).
2. MDOT SHA Preferred Alternative includes the Centerline ALB Alignment from March 4, 2021 with additional refinements to the design and constructability assumptions.
3. A "-" symbol indicates that no impacts to the resource occurs within that category.

Since the DEIS, considerable additional avoidance and minimization has been undertaken. Impacts to several waterways, wetlands and wetland buffers were reduced following public and agency comments received during the DEIS public comment period. All noise barrier locations were reviewed and revised, as needed, to avoid impacts to wetlands and waterways. MDOT SHA and FHWA coordinated closely with M-NCPPC in a series of office and field meetings to avoid and minimize impacts to wetlands and waterways within all M-NCPPC parks located within the Preferred Alternative. (Refer to **Chapter 7, Section 7.3.1** for a summary of the natural resource related agency meetings.) In addition, as described in **Section 4.4.3** of this chapter considerable effort to avoid and minimize impacts to NPS parkland including wetlands and waters resources on their property was undertaken since the publication of the DEIS. Specifically, minimization efforts at NPS park properties and resources included:

- Convening an ALB Strike Team to investigate potential design options, structure types, construction methods, and construction access routes to reduce the LOD and therefore reduce overall impact to NPS land and to wetlands, streams, and floodplains.
- Reducing the number of access roads, which were originally proposed in all four quadrants of the ALB and were limited to a single proposed access road in the northwest quadrant, thereby reducing impact to wetlands and streams.
- Selecting the on-center alignment, which has fewest wetland impacts and lowest impact to NPS land, while also eliminating the need to re-configure the CBP interchange or cause residential displacement.

B. Mitigation

In Maryland, wetland mitigation requirements were developed based on MDE's *Maryland Nontidal Wetland Mitigation Guidance, Second Edition January 2011*. The MDE guidelines include standard replacement ratios based on the wetland type (e.g., emergent, forested, etc.) being impacted. Stream mitigation requirements in Maryland were determined based on the USACE's *Maryland Stream Mitigation Framework Calculator Beta Version May 11, 2020* (MSMF). The MSMF provides an accounting tool based upon functional assessments, stream size, and length of impacts to determine appropriate mitigation, with the goal of achieving "no net functional loss." The new method provides a consistent and transparent process for stream impacts and mitigation quantification based on resource type, reach length, stream quality, drainage area, site sensitivity, and several other input values, resulting in a stream mitigation requirement that is recorded in functional feet.

Based on the Preferred Alternative direct and indirect impacts, the current mitigation requirement estimate in Maryland includes 7.22 acres of wetland mitigation credits and 7,295 functional feet of stream credits that are detailed in **Table 4-27**. No mitigation bank credits within an appropriate service area, or in-lieu fee programs were identified in Maryland, and therefore MDOT SHA decided to pursue permittee-responsible mitigation for the requirements. A two-tiered approach was used to identify potential off-site, permittee-responsible mitigation sites that included a traditional mitigation site search on public lands and developer proposals on private lands. Permittee-responsible mitigation sites were chosen based on their potential for functional uplift, construction feasibility, proximity to the study area, mitigation credits, and replacement of lost functions, values, and services resulting from the roadway improvements. For further details on the permittee-responsible mitigation site selection process refer to the Draft Compensatory Mitigation Plan (CMP) (**DEIS, Appendix N**).

Table 4-27: Maryland Wetland and Stream Mitigation Requirements

Wetlands			
Impact Type	**Impact (AC)**	**Replacement Ratio**	**Mitigation Requirement (AC)**
PFO	2.92	2:1	5.84
PSS	0.01	2:1	0.02
PEM	1.36	1:1	1.36
Total	**4.29**		**7.22**
Waterways			
Impact Type	**Impact (LF)**	**Mitigation Requirement (FF)**	
Perennial	32,454	7,036	
Intermittent	14,063	259	
Total	**46,402**	**7,295**	

Note: All impacts requiring mitigation in the Phase 1-South limits are within the Middle Potomac-Catoctin watershed.

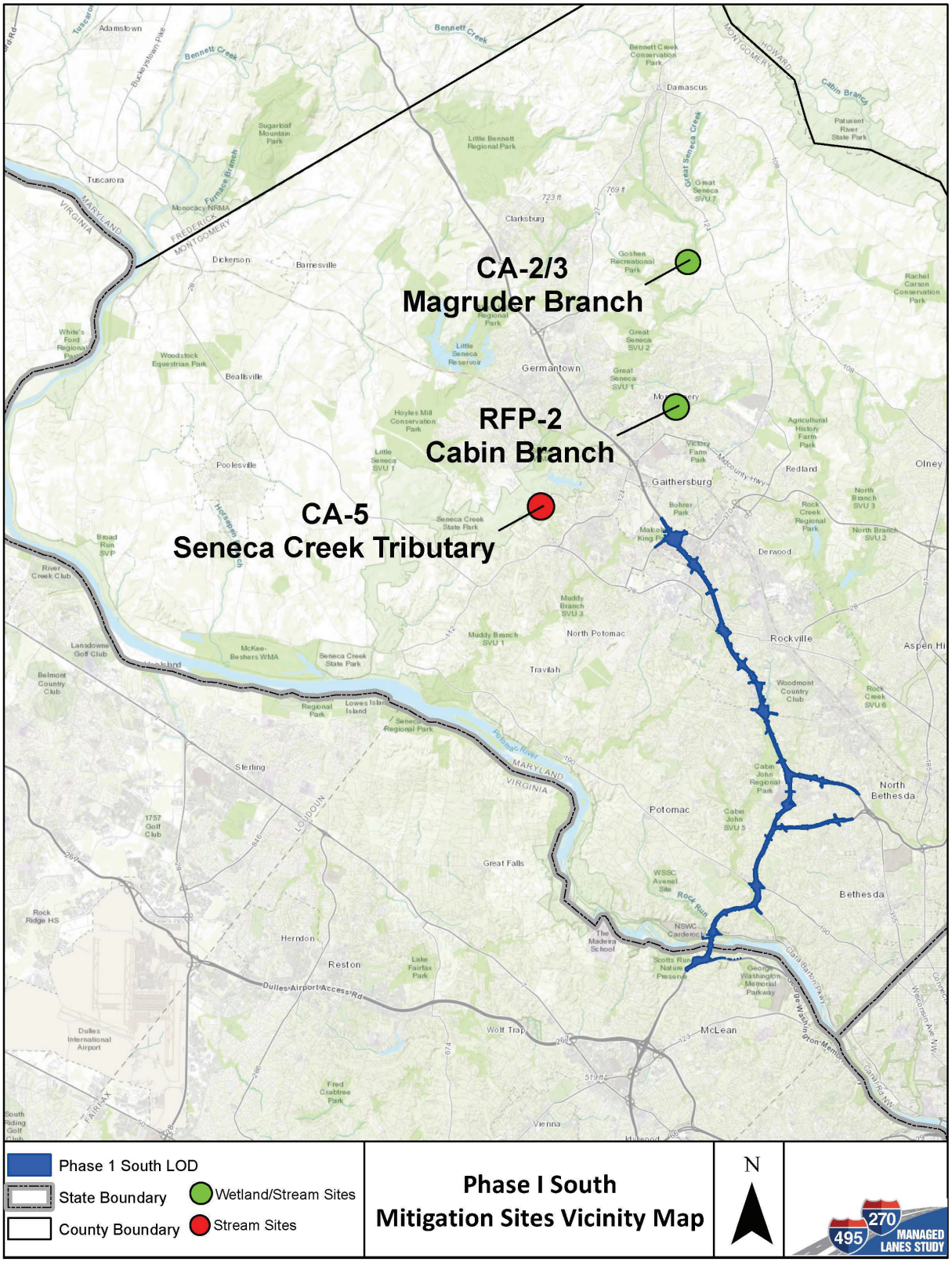
The current proposed permittee-responsible, off-site mitigation in Maryland consists of three (3) mitigation sites, including a total of 20.57 acres of potential wetland mitigation credits and 10,460 functional feet of potential stream mitigation credits. **Table 4-28** includes details on the proposed mitigation sites and a location map of the mitigation sites is included in **Figure 4-2**. Further details on the Preferred Alternative impacts, mitigation requirements, proposed mitigation sites, and Phase II Mitigation Plans will be included in the Final CMP, which will be available with the FEIS.

Table 4-28: Proposed Mitigation Sites

Site ID	Site Name	Mitigation Type (Credit Ratios)	Proposed Wetland Credit (AC)	Proposed Stream Credit (FF)
CA-2/3	Magruder Branch	Stream Restoration (MSMF) Wetland Creation/Restoration (1:1) Wetland Enhancement (4:1)	15.97	3,468
CA-5	Seneca Creek Tributary	Stream Restoration (MSMF)	0.00	918
RFP-2	Cabin Branch	Stream Restoration (MSMF) Wetland Creation (1:1) Wetland Buffer Enhancement (15:1)	4.60	6,074
		Total:	**20.57**	**10,460**

Note: All proposed mitigation sites are located in the Middle Potomac-Catoctin watershed.

Figure 4-2: Phase 1 South Wetland and Stream Mitigation Sites



Based on the Preferred Alternative impacts, in Virginia, wetland mitigation requirements were determined based on replacement ratios in the Virginia Administrative Code (9VAC25-680-70), and stream mitigation requirements were developed based on the USACE's *Unified Stream Methodology for use in Virginia, January 2007*. Privately-owned mitigation banks will be used to fulfill the current mitigation requirement estimate of 0.26 wetland mitigation credits and 506 riverine mitigation credits in the Fairfax County Middle Potomac-Catoctin watershed. MDOT SHA will negotiate with the banker to identify credits, confirm credit use with the USACE, and purchase credits to be included in the Final CMP.

NPS requires avoidance, minimization, and compensation for unavoidable adverse impacts to NPS wetlands via restoration of degraded wetlands on NPS property at a minimum of a 1:1 restoration/replacement ratio that can be adjusted upward to ensure functional replacement. NPS requires that a SOF be prepared in accordance with the procedural manual during NEPA documenting compliance with DO #77-1 for proposed actions that would result in adverse impacts to wetlands. The current NPS wetland mitigation requirement estimate includes a total of 1.24 acres of NPS wetland mitigation based on the functional impact replacement ratios that are described in the SOF. MDOT SHA has worked with NPS to identify mitigation opportunities on NPS property for unavoidable impacts to wetlands. Based on coordination with NPS, one mitigation site (CHOH-13) is proposed that includes approximately 1.49 acres of potential wetland mitigation. The site was identified in the NPS *Environmental Assessment (EA) for the Wetland Restoration Action Plan (WRAP) for Catoctin Mountain Park, Chesapeake & Ohio Canal National Historical Park, Harpers Ferry National Historical Park, Monocacy National Battlefield, April 2017* and is considered a high priority site due to its location within one of the NPS wetlands being impacted by the project. The CHOH-13 mitigation site is not included in the proposed MDE and USACE mitigation credit totals and has been identified for the sole purpose of fulfilling the NPS mitigation requirement. A concept design of the proposed mitigation site is included in the SOF, **SDEIS, Appendix G**.

4.13 Watersheds and Surface Water Quality

4.13.1 Introduction

Surface waters include rivers, streams, and open water features such as ponds and lakes. Streams are generally defined as water flowing in a channel with defined bed and bank and an ordinary high water mark. Section 401 and Section 402 of the Federal CWA (33 U.S.C. 1341 and 1342) regulate water quality and the introduction of contaminants to waterbodies. The MDE and VDEQ are the regulatory agencies responsible for ensuring adherence to water quality standards in Maryland and Virginia, respectively. Refer to the **DEIS, Chapter 4, Section 4.13** (https://oplanesmd.com/wp-content/uploads/2020/11/2020-06-02_DEIS_04_Environmental.pdf) and **DEIS, Appendix L, Section 2.4** (https://oplanesmd.com/wp-content/uploads/2020/07/DEIS_App-L_NRTR_web.pdf) for the applicable federal and state regulations and methodology.

Like all surface waters, surface drinking water supplies are protected under Section 401 and Section 402 of the Federal CWA (33 U.S.C. 1341 and 1342), which regulate water quality and the introduction of contaminants to waterbodies based on designated use classes. Surface drinking water supplies are also protected under the Safe Drinking Water Act (SDWA), which was enacted to protect public health by regulating the nation's public drinking water supply. The SDWA sets enforceable maximum contaminant levels and post-treatment testing requirements that are enforced during water treatment and delivery. It

also sets up a framework for source water protection and prevention to provide multiple barriers to pollution of waterways that provide raw water for drinking water use.

4.13.2 Affected Environment

The Preferred Alternative in Virginia and Maryland falls within the Potomac River drainage basin. More specifically, the Preferred Alternative crosses the Middle Potomac-Catoctin (USGS HUC8 02070008) and Middle Potomac-Anacostia-Occaquan (USGS HUC8 02070010) watersheds. The USGS HUC8 watersheds are divided into smaller subwatersheds determined by USGS, Maryland, and Virginia. Within Virginia, the USGS HUC12 Nichols Run – Potomac River subwatershed includes two streams that cross the Preferred Alternative, Scotts Run and Dead Run. Within Maryland, MDNR 12-digit watersheds are third order stream drainage watersheds determined by USGS contours in a joint state and Federal effort. MDNR 12-digit watersheds with streams that cross the Preferred Alternative include Potomac River/Rock Run, Cabin John Creek, Watts Branch, and Muddy Branch. Note that while the Preferred Alternative LOD crosses the Rock Creek watershed, the stream of Rock Creek is not within the Preferred Alternative LOD and is not impacted by the build improvements included in the Preferred Alternative.

The Potomac River is classified as Use I-P and is protected for Water Contact Recreation, Protection of Aquatic Life, and Public Water Supply due to its role as the primary source of drinking water for the District of Columbia, and many of the surrounding communities. The Washington Aqueduct, which is operated by the USACE, withdrawals and treats approximately 150 million gallons of water per day on average from the Potomac River to provide drinking water to the District of Columbia, as well as Fairfax and Arlington Counties, Virginia. The Aqueduct's primary water intake is located above Great Falls, several miles upstream of the Preferred Alternative's crossing of the Potomac River on the American Legion Bridge. However, the Aqueduct system also has an intake at the dam at Little Falls, approximately 3 miles downstream of the Preferred Alternative, and is used intermittently for drinking water supplies according to the National Pollution Discharge Elimination System (NPDES) permit for the Aqueduct (NPDES Permit No. DC0000019). In addition, the Preferred Alternative crosses the Source Water Protection Area for the Aqueduct. Within the corridor study boundary, the Source Water Protection Area includes the river itself and the landward area on either side of the river to the watershed boundary, but overall encompasses the entire Potomac River watershed in Maryland and Virginia.

Virginia's Chesapeake Bay Preservation Act designates Resource Protection Areas (RPA) as: tidal wetlands; certain non-tidal wetlands; tidal shores; and a 100-foot vegetated buffer area located adjacent to and landward of these features and along both sides of any perennial waterway. Impacts to RPAs require a Water Quality Impact Assessment and a Revegetation Plan. RPAs are typically regulated under the General VPDES Permit for Discharges of Stormwater from Construction Activities (VAR10), however VDEQ has exempted the I-495 & I-270 Managed Lanes Study from this regulatory requirement since it is a public roadway "construction, installation, operation, and maintenance" project. As a condition of this exemption, VDEQ requires the optimization of the road alignment and design to prevent or otherwise minimize (1) encroachment into locally-designated Resource Protection Areas and (2) adverse effects on water quality.

Based on review of available information on the National Wild and Scenic River System website, there are no Federally-designated Wild and Scenic Rivers in Maryland. However, the Potomac River in Montgomery County and its tributaries are state-designated as Scenic under the Maryland Scenic and Wild Rivers

Program. No waterways within the Virginia portion of the Preferred Alternative are state-designated as Scenic Rivers.

4.13.3 Environmental Consequences

The Preferred Alternative would affect surface waters, surface water quality, and watershed characteristics within the Preferred Alternative LOD due to direct and indirect impacts to intermittent and perennial stream channels and increases in impervious surface in their watersheds. The impacts to jurisdictional surface waters by classification are summarized in **Table 4-25** of this chapter. The impacts to jurisdictional surface waters by MDNR 12-digit and USGS HUC8 watersheds are provided in **SDEIS, Appendix F** and **Tables 4-29 to 4-32.**

Table 4-29: Summary of Impacts to Waterways by Classification within USGS HUC8 Watersheds

Classification	Permanent		Temporary		Total[1]	
	LF	SF	LF	SF	LF	SF
Middle Potomac-Anacostia-Occoquan						
Intermittent	204	635	0	0	**204**	**635**
Perennial	430	4,741	0	0	**430**	**4,741**
Middle Potomac-Catoctin						
Intermittent	12,416	100,592	1,453	14,611	**13,869**	**115,203**
Perennial	30,776	567,431	1,248	329,334	**32,024**	**896,765**
Ephemeral	26	358	0	0	**26**	**358**

Note: All impacts to wetlands and their buffers are in the Middle Potomac-Catoctin USGS HUC8 Watershed, therefore refer to **Table 4-27** for wetland and wetland buffer impacts. 1 Totals are rounded to the tenths place.

Table 4-30: Summary of Impacts to Wetlands and Waterways by Classification within MD 8-Digit Watersheds

Type	Classification	AC	SF	AC	SF	AC	SF
		Permanent		Temporary		Total	
Wetlands	**Cabin John Creek**	**1.31**	**56,964**	**0.00**	**0**	1.31	56,964
	PEM	1.01	44,020	0.00	0	1.01	44,020
	PFO	0.30	12,944	0.00	0	0.30	12,944
	Potomac River Montgomery County	**2.27**	**98,492**	**0.59**	**25,924**	2.85	124,416
	PEM	1.57	68,083	0.34	15,188	1.91	83,271
	PFO	0.69	29,928	0.25	10,736	0.93	40,664
	PSS	0.01	481	0.00	0	0.01	481
	Grand Total	**3.57**	**155,456**	**0.59**	**25,924**	**4.16**	**181,380**
		LF	**SF**	**LF**	**SF**	**LF**	**SF**
		Permanent		**Temporary**		**Total**	
Waterways	**Cabin John Creek**	**31,243**	**490,868**	**186**	**4,644**	**31,429**	**495,512**
	Intermittent	7,096	48,496	10	78	7,106	48,574
	Perennial	24,147	442,372	176	4,566	24,323	446,938
	Potomac River Montgomery County	**9,118**	**145,581**	**2,253**	**332,652**	**11,371**	**478,233**
	Intermittent	4,655	43,984	1,181	7,884	5,836	51,868
	Perennial	4,463	101,597	1,072	324,768	5,535	426,365
	Rock Creek	**634**	**5,376**	**0**	**0**	**634**	**5,376**
	Intermittent	204	635	0	0	204	635
	Perennial	430	4,741	0	0	430	4,741
	Grand Total	**40,995**	**641,825**	**2,439**	**337,296**	**43,434**	**979,121**

Table 4-31: Impacts to Wetland Buffers by Classification within MD 8-Digit Watersheds

Classification	AC	SF	AC	SF	AC	SF
	Permanent		Temporary		Total	
Cabin John Creek	**3.49**	**152,141**	**0.00**	**71**	**3.49**	**152,212**
PEM	2.25	97,825	0.00	54	**2.25**	**97,879**
PFO	1.25	54,316	0.00	17	**1.25**	**54,333**
Potomac River Montgomery County	**3.00**	**130,506**	**0.61**	**26,655**	**3.61**	**157,161**
PEM	1.64	71,444	0.46	20,180	**2.10**	**91,624**
PFO	1.24	54,221	0.15	6,475	**1.39**	**60,696**
PSS	0.11	4,841	0.00	0	**0.11**	**4,841**
Grand Total	**6.49**	**282,647**	**0.61**	**26,726**	**7.10**	**309,373**

Table 4-32: Summary of Impacts to Wetlands and Waterways by Classification within MDNR 12-Digit Watersheds

MDNR Watershed and Classification	AC/LF[1]	SF[1]	AC/LF[1]	SF[1]	AC/LF[1]	SF[1]
	Permanent[2]		Temporary[2]		Total[2]	
Cabin John Creek						
Waterway	**31,243**	**490,868**	**186**	**4,644**	**31,429**	**495,512**
Perennial	24,147	42,372	176	4,566	**24,323**	**46,938**
Intermittent	7,107	48,565	10	78	**7,117**	**48,643**
Wetland	**1.31**	**56,964**	**0.00**	**0**	**1.31**	**56,964**
PEM	0.26	11,422	0.00	0	**0.26**	**11,422**
PFO	1.05	45,542	0.00	0	**1.05**	**45,542**
Muddy Branch						
Waterway	**2,808**	**47,952**	**0**	**0**	**2,808**	**47,952**
Perennial	2,108	42,223	0	0	**2,108**	**42,223**
Intermittent	700	5,729	0	0	**700**	**5,729**
Wetland	**0.14**	**6,307**	**0.00**	**0**	**0.14**	**6,307**
PEM	0.04	1,532	0.00	0	**0.04**	**1,532**
PFO	0.11	4,775	0.00	0	**0.11**	**4,775**
Potomac River/Rock Run						
Waterway	**1,631**	**21,506**	**2,253**	**332,652**	**3,884**	**354,158**
Perennial	745	15,472	1,072	324,768	**1,817**	**340,240**
Intermittent	886	6,034	1,181	7,884	**2,067**	**13,918**
Wetland	**0.16**	**6,846**	**0.59**	**25,850**	**0.75**	**32,696**
PEM	0.05	2,028	0.35	15,114	**0.39**	**17,142**
PFO	0.11	4,818	0.25	10,736	**0.36**	**15,554**
Rock Creek						
Waterway	**634**	**5,376**	**0**	**0**	**634**	**5,376**
Perennial	430	4,741	0	0	**430**	**4,741**
Intermittent	204	635	0	0	**204**	**635**
Watts Branch						
Waterway	**4,668**	**76,054**	**0**	**0**	**4,668**	**76,054**
Perennial	1,610	43,902	0	0	**1,610**	**43,902**
Intermittent	3,058	32,152	0	0	**3,058**	**32,152**
Wetland	**1.96**	**85,339**	**0.00**	**74**	**1.96**	**85,413**
PEM	1.48	64,330	0.00	74	**1.48**	**64,404**
PFO	0.35	15,147	0.00	0	**0.35**	**15,147**
PSS	0.13	5,862	0.00	0	**0.13**	**5,862**
Cabin John Creek						
Waterway	31,254	490,937	186	4,644	**31,440**	**495,581**
Perennial	24,147	442,372	176	4,566	**24,323**	**446,938**
Intermittent	6,992	47,738	0.00	0	**6,992**	**47,738**

MDNR Watershed and Classification	AC/LF[1]	SF[1]	AC/LF[1]	SF[1]	AC/LF[1]	SF[1]
Ephemeral	115	827	10.00	78	**125**	**905**
Wetland	1.31	56,964	0.00	0	**1.31**	**56,964**
PEM	0.26	11,422	0.00	0	**0.26**	**11,422**
PFO	1.05	45,542	0.00	0	**1.05**	**45,542**
Muddy Branch						
Waterway	2,808	47,952	0	0	**2,808**	**47,952**
Perennial	2,108	42,223	0	0	**2,108**	**42,223**
Intermittent	700	5,729	0	0	**700**	**5,729**
Wetland	0.14	6,307	0.00	0	**0.14**	**6,307**
PEM	0.04	1,532	0.00	0	**0.04**	**1,532**
PFO	0.11	4,775	0.00	0	**0.11**	**4,775**
Potomac River/Rock Run						
Waterway	1,631	21,506	2,253	332,652	**3,884**	**354,158**
Perennial	745	15,472	1,072	324,768	**1,817**	**340,240**
Intermittent	886	6,034	1,181	7,884	**2,067**	**13,918**
Wetland	0.16	6,846	0.59	25,850	**0.75**	**32,696**
PEM	0.05	2,028	0.35	15,114	**0.39**	**17,142**
PFO	0.11	4,818	0.25	10,736	**0.36**	**15,554**
Rock Creek						
Waterway	634	5,376	0	0	**634**	**5,376**
Perennial	430	4,741	0	0	**430**	**4,741**
Intermittent	204	635	0	0	**204**	**635**
Watts Branch						
Waterway	4,668	76,054	0	0	**4,668**	**76,054**
Perennial	1,610	43,902	0	0	**1,610**	**43,902**
Intermittent	3,058	32,152	0	0	**3,058**	**32,152**
Wetland	1.96	85,339	0.00	74	**1.96**	**85,413**
PEM	1.48	64,330	0.00	74	**1.48**	**64,404**
PFO	0.35	15,147	0.00	0	**0.35**	**15,147**
PSS	0.13	5,862	0.00	0	**0.13**	**5,862**

Notes: 1. Wetlands are presented in acres and square feet; waterways are presented in linear feet and square feet. 2. Totals are rounded to the tenths place. 3. If a classification does not appear under the wetlands or waters category, no features with that classification were identified within that watershed. (e.g., No wetlands were identified in the Rock Creek watershed within the Preferred Alternative.)

MDE has designated certain surface waters of the state as Tier II (High Quality) waters, based on monitoring data that documented water quality conditions that exceeded the minimum standard necessary to meet designated uses. There are no delineated tributaries within the Preferred Alternative LOD that drain to Tier II waters.

Impacts to surface water quality during construction include physical disturbances or alterations, accidental spills, and sediment releases. These impacts can affect aquatic life through the potential to contaminate waterways in the vicinity of the corridor study boundary, and could potentially increase

contaminants in the raw water for the drinking water supply. Direct stream channel impacts associated with the Preferred Alternative are compared and quantified in **SDEIS, Appendix F**. The potential negative water quality results of these impacts are discussed below.

During construction, large areas of exposed soil can be severely eroded by wind and rain when the vegetation and naturally occurring soil stabilizers are removed. Erosion of these exposed soils can considerably increase the sediment load to receiving waters (Barrett et al., 1993). Sediment loads caused by the construction could eventually enter the intermittent drinking water intake at Little Falls Dam. These increased sediment loads can destroy or damage fish spawning areas and macroinvertebrate habitat and could increase maintenance and sediment removal cycles for the drinking water supply system. An accidental sediment release in a stream can clog the respiratory organs of fish, macroinvertebrates, and the other members of their food web (Berry et al., 2003). Additional suspended sediment loads have also been shown to cause stream warming by reflecting radiant energy (CWP, 2003).

Initial roadway construction would result in is the removal of trees and other riparian buffer vegetation. The removal of riparian vegetation, including forest and tree cover, greatly reduces the buffering of nutrients and other runoff materials and allows unfiltered water to directly enter a stream channel (Trombulak and Frissell, 2001). Tree removal during the construction process can reduce the amount of shade provided to a stream and raise the water temperature of the affected stream. In addition to tree removal, stormwater discharges also have the potential to increase surface water temperatures in nearby waterways. The effects of the temperature change depend on stream size, existing temperature regime, volume and temperature of stream baseflow, and the degree of shading.

Forest impacts associated with the Preferred Alternative LOD would encompass 500 acres (permanent and temporary) in both Maryland and Virginia. Forest impacts in Maryland total 463 acres within the Washington Metropolitan Watershed (MDE 6-Digit Watershed 021402) and 40 acres in Virginia within the Middle Potomac Watershed (HUC 8-digit Watershed 02070008). Unavoidable impacts to forest from construction of the Preferred Alternative in Maryland will be regulated by MDNR under Maryland Reforestation Law. Any forest mitigation planting in Maryland will be conducted within the affected county and/or affected MDE 6-Digit Watershed to meet the Maryland Reforestation Law mitigation requirements, if possible. Impacts to Forest Conservation Act easements in Maryland, including state and county-owned easements, would encompass a total of 14.7 acres within the Preferred Alternative LOD. Unavoidable impacts to forest from construction of the Preferred Alternative in Virginia would require specific coordination with regulatory agencies including NPS and VDCR. In Virginia, impacts to vegetation within the RPA must be avoided and minimized to the greatest extent practicable to avoid impacts to surface water quality as required by VDEQ.

Impacts associated with the use of the road after construction are mainly based on the potential for contamination of surface waters and related drinking water supplies by runoff from new impervious roadway surfaces. Potential contaminants to surface waters include heavy metals, deicing compounds, organic pollutants, contaminants of emerging concern, hazardous chemical spills, pathogens, and sediment.

The most common heavy metal contaminants are lead, aluminum, iron, cadmium, copper, manganese, titanium, nickel, zinc, and boron. Most of these contaminants are related to gasoline additives and regular highway maintenance. Other sources of metals include mobilization by excavation, vehicle wear,

combustion of petroleum products, historical fuel additives, and catalytic-converter emissions. Generally, heavy metals from highways found in streams are not at concentrations high enough to cause acute toxicity (CWP, 2003).

Deicing compounds are used during the winter on commercial and residential properties and for highway safety maintenance. The deicing compounds from commercial and residential properties wash into roadways and flow along with compounds applied directly to the road into streams, posing a threat to water quality. Sodium chloride is the most common deicing compound, but it can also be blended with calcium chloride or magnesium chloride. Urea and ethylene glycol are also sometimes used to deice. MDOT SHA most commonly uses rock salt (sodium chloride), a salt brine, and magnesium chloride. Chlorides from these salts can cause acute and chronic toxicity in fish, macroinvertebrates, and plants. The effect of chlorides in streams is dependent on the amount that is applied and the dilution of the receiving waters. Runoff containing road salts, among other things, can cause elevated conductivity in streams, especially during the spring. Applications of deicing materials can also cause several issues with drinking water systems including altered taste and odor, pipe corrosion, modification of treatment, mobilization of harmful nutrients, and potential loss or need to mitigate drinking water sources.

Organic pollutants, including dioxins and PCBs, have been found in higher concentrations along roadways. Sources of these compounds include runoff derived from exhaust, fuel, lubricants, and asphalt (Buckler and Granato, 1999). Non-point sources such as agricultural farms and lawn fertilizer also contribute organic pollutants to streams via roadways. These organic pollutants are known to accumulate in concentrations that can cause mortality and affect growth and reproduction in aquatic organisms (Lopes and Dionne, 1998).

New impervious surfaces may result in an increase in the presence of contaminants of emerging concern in surface waters, including the downstream water supply. These include contaminants such as pharmaceuticals and personal care products (PPCPs), endocrine disrupting chemicals (EDCs), organic wastewater contaminants (OWCs), persistent organic pollutants (POPs), microconstituents, and nanomaterials. There is evidence indicating that even low levels of some contaminants of emerging concern in the environment may affect wildlife, but no indication that they pose a threat to human health from consuming water treated to current EPA standards. According to DC Water, the levels at which these chemicals have currently been detected in water treated from the Washington Aqueduct are very small.

Surface water contamination may also occur due to sudden hazardous spills on new impervious surfaces from the Preferred Alternative that could affect aquatic life and the water supply. The Potomac River Basin Drinking Water Source Protection Partnership Early Warning and Emergency Response Workgroup works with the local utilities and response agencies to prepare, practice, and respond to spills of hazardous materials to minimize effects from hazardous spills on Potomac River drinking water sources.

Sediments are also a primary pollution concern associated with an increase in impervious areas. The Preferred Alternative would add the most impervious surface to the Cabin John Creek watershed with 98.2 acres added. The least additional impervious surface would be added to the Rock Creek and Watts Branch watersheds, with 2.6 and 6.8 acres added, respectively. Refer to **Table 4-33** for additional impervious surface anticipated under the Preferred Alternative. Additional impervious surface includes all new impervious surface outside of the existing roadway footprint. Water quality would be protected by

implementing strict erosion and sediment control plans with best management practices (BMPs) appropriate to protect water quality during construction activities. Post-construction stormwater management and compliance with total maximum daily loads (TMDLs) will be accounted for in the stormwater design and water quality monitoring to comply with required permits.

Table 4-33: Additional Impervious Surfaces by MDNR 12-Digit Watershed

Watershed Name	MDNR 12-Digit Watershed	Total	
		AC	SF
Potomac River/Rock Run	021402020845	17.7	770,788
Cabin John Creek	021402070841	98.2	4,276,484
Rock Creek[1]	021402060836	2.6	112,088
Muddy Branch	021402020848	12.0	522,982
Watts Branch	021402020846	6.8	297,506
Nichols Run - Potomac River (Virginia)[2]	N/A	20.7	903,116

Notes: [1] Rock Creek stream is not within the Preferred Alternative LOD and is not impacted by the Preferred Alternative. [2] Part of the additional impervious surface area is in the Nichols Run - Potomac River HUC12 Watershed in Virginia and is not associated with an MDNR 12-digit Watershed.

Table 4-34: Additional Impervious Surface by 8-Digit Watershed

Watershed Name	MD 8-Digit Watershed	Total	
		AC	SF
Potomac River - Montgomery County	02140202	37.5	1,635,527
Rock Creek	02140206	0.9	38,535
Cabin John Creek	02140207	95.6	4,162,181
Virginia: Nichols Run - Potomac River	-	20.7	902,589

Culverts were evaluated throughout the study corridor to determine flood risk potential and the need for auxiliary culverts. Additional culvert pipes running alongside the existing culverts are proposed in those areas where flood risk potential was identified. Refer to **Chapter 2, Section 2.3.3** of this document for additional details on culverts.

The Preferred Alternative will affect the Potomac River in Montgomery County and its tributaries, which is designated as Scenic under the Maryland Scenic and Wild Rivers Program (MDNR, 2018a). Any aesthetic impacts to scenic streams would be mostly temporary, during construction activities. However, replacement or major modification of the American Legion Bridge could have a longer-term aesthetic effect on the Scenic designated rivers and would therefore be designed to protect the scenic value of the resource. As noted in Section 4.13.2 of this document, MDNR will assist the MDOT SHA with coordination for Maryland Scenic Rivers.

4.13.4 Mitigation

Impacts to surface waters will be unavoidable under the Preferred Alternative. However, continual efforts to avoid and minimize impacts have occurred throughout the planning process in consultation with the regulatory agencies and will continue as the Study moves forward. MDOT SHA continues to work with regulatory agencies and resource managers to identify sensitive aquatic resources and determine further avoidance and minimization possibilities. Agency recommendations would be and have been evaluated

and implemented wherever practicable and will continue to be evaluated as the Study progresses. Efforts to avoid and minimize direct impacts to natural resources, including surface water and water quality, to date have included: alignment shifts to avoid water resources, alteration of roadside ditch design, addition of retaining walls to minimize the roadway footprint, revision of ramp design, revision of construction access areas, relocation of managed lanes access to avoid water resources, shifting the location of noise barriers, and revision of preliminary stormwater management locations to avoid streams. MDOT SHA is committed to continuing efforts to maximize avoidance and minimization where practicable. The results of the planning stage avoidance and minimization efforts are further detailed in the *Avoidance, Minimization, and Impacts Report* (**DEIS, Appendix M**). Any unavoidable impacts would be mitigated as required under state and Federal wetlands and waterways permits that would be issued for the Preferred Alternative. Avoidance and minimization efforts to reduce impacts to wetlands and waterways are described in **Section 4.12.4**. In Virginia, impacts to vegetation within RPAs have been avoided to the greatest extent practicable, as required by VDEQ.

Impacts to the state-designated Scenic Rivers have been minimized to the maximum extent practicable during preliminary design. Coordination with MDNR and the Scenic and Wild River Advisory Board will continue throughout future project design phases. Typically, protection of tributaries to state-designated Scenic Rivers is achieved through minimization and mitigation measures that are already being applied to waterways within the Preferred Alternative LOD.

The Study requires a Section 401 water quality certification from MDE indicating that anticipated discharges from the Study will comply with federally-mandated water quality standards. The submission of the request for water quality certification is anticipated in early 2022 with MDE issuance anticipated in late 2022. Minimization efforts for potential water quality impacts that could result from road crossings may include the proper maintenance of flood-prone flows through proposed structures using flood relief culverts to avoid increased scour and sedimentation. Most of the stream systems within the corridor study boundary currently have floodplain access; this should be retained as much as possible to preserve benefits such as velocity dissipation, storage, and sedimentation/stabilization. Other efforts would consider retaining or adding riparian buffers, as well as aquatic life passage through structures. Post-construction stormwater management and compliance with TMDLs will be accounted for in the stormwater design and water quality monitoring to comply with required permits.

Erosion and sediment control, as well as SWM techniques, are the most important minimization efforts in relation to water quality. Impacts to water quality would be minimized through adherence to erosion and sediment control procedures and MDE storm water management regulations. In 2012, MDE revised erosion and sediment control regulations in adherence with the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control (MDE, 2014). These revisions include the establishment of a grading unit criteria, along with stricter stabilization requirements to more thoroughly protect water quality. SWM would be developed in compliance with all applicable MDE regulations and guidance and designed in accordance with MDE's 2000 Maryland Stormwater Design Manual (MDE, 2009) and MDE's SWM Act of 2007.

Consideration of providing effective SWM for all the build alternatives has been considered throughout the planning process and allows for identification of the right-of-way needs for the most effective SWM solutions, and avoidance of additional natural resource impacts from SWM to the maximum extent practicable. Refer to **Chapter 2, Section 2.3.2** for details on the conceptual SWM analysis for the Preferred

Alternative. Water quantity treatment would be met onsite or through waiver requests in specific areas. The project would attempt to meet water quality treatment requirements onsite, where practicable. Where this is not practicable, water quality requirements would be met offsite in accordance with MDE regulations. Other measures may also be considered in particularly sensitive watersheds after further coordination with resource agencies, such as redundant erosion and sediment control measures in especially sensitive watersheds and/or providing on-site environmental monitors during construction to provide extra assurance that erosion and sediment control measures are fully implemented and functioning as designed. These measures will also minimize potential impacts of contaminants on downstream drinking water supplies. Contaminants entering the Washington Aqueduct are also treated by the Dalecarlia and McMillan treatment plants, which must meet EPA's drinking water standards prescribed in the Aqueduct's NPDES Permit.

4.14 Groundwater Hydrology

4.14.1 Introduction

With federal oversight from the EPA, MDE and VDEQ are the regulatory agencies responsible for regulating the public drinking water supply Maryland and Virginia through wellhead protection programs, respectively. Refer to **the DEIS, Chapter 4, Section 4.14** (https://oplanesmd.com/wp-content/uploads/2020/11/2020-06-02_DEIS_04_Environmental.pdf) and **DEIS, Appendix L, Section 2.5** (https://oplanesmd.com/wp-content/uploads/2020/07/DEIS_App-L_NRTR_web.pdf) for the applicable federal and state regulations and methodology.

4.14.2 Affected Environment

The Preferred Alternative LOD is underlain by the crystalline-rock and undifferentiated sedimentary-rock aquifer, one of the three primary aquifers of the Piedmont and Blue Ridge Physiographic Province. Refer to **DEIS, Appendix L, Section 2.5.** for the detailed description of the crystalline-rock and undifferentiated sedimentary-rock aquifer within the Piedmont and Blue Ridge Physiographic Province.

4.14.3 Environmental Consequences

The Preferred Alternative may affect groundwater and hydrology, mainly due to highway runoff impacts from stormwater infiltration. Groundwater can be contaminated by roadway runoff which could include substances such as gasoline, oil, and road salts that can seep into the soil and enter the groundwater flow. Soil composition affects how readily contaminants may reach groundwater sources. For example, contaminants are more likely to reach groundwater in sandy soils, which allow more infiltration, than clay soils, which have low infiltration rates. The entire Preferred Alternative falls within the service area of the Washington Suburban Sanitary Commission (WSSC) in Maryland and Fairfax County Water Authority in Virginia, which receive their drinking water supply from the Potomac River and/or the Patuxent River. Groundwater wells within the corridor study boundary that are still in use are generally for commercial and industrial usage, and not for drinking water. Consequently, drinking water impacts from groundwater resources are not anticipated. Groundwater impacts are highly geographically variable, based on local soil types, slope variability, impervious area, and widespread construction throughout the region. Therefore, groundwater impacts are difficult to quantify and attribute to one source.

4.14.4 Mitigation

During construction activities of the Preferred Alternative, erosion and sediment (E&S) plans with the most appropriate BMPs would be in place to mitigate potential impacts to groundwater and hydrology by

capturing sediment and pollutants before they are released to the surrounding environment, while also maintaining local groundwater quantities through recharge. Environmental site design SWM features would be developed to maintain current infiltration rates to the greatest extent practicable. This will ensure that recharge of the local water table and shallow aquifers is maintained, to preserve local groundwater quantities. The use of the latest stormwater management BMP in design, including wet ponds and bioswales that filter pollutants through vegetation and soil mediums, would help to reduce the potential for contamination of shallow groundwater resources, while promoting infiltration.

4.15 Floodplains

4.15.1 Introduction

Floodplains are governed by local Flood Insurance Programs and supervised by the Federal Emergency Management Agency (FEMA). Refer to **the DEIS, Chapter 4, Section 4.15** (https://495-270-p3.com/wp-content/uploads/2020/11/2020-06-02_DEIS_04_Environmental.pdf/) and **DEIS, Appendix L, Section 2.6** (https://oplanesmd.com/wp-content/uploads/2020/07/DEIS_App-L_NRTR_web.pdf) for the applicable federal and state regulations and methodology. Work within floodplains on NPS lands must adhere to NPS Floodplain Management D.O. #77-2 unless exempted. The NPS Wetland and Floodplain Statement of Findings (SOF) is included in **SDEIS, Appendix G**.

4.15.2 Affected Environment

The Preferred Alternative LOD overlaps the FEMA 100-year floodplains of ten stream systems to varying degrees. **Table 4-35**lists each stream and the location where its associated floodplain crosses or enters the Preferred Alternative LOD. All FEMA 100-year floodplains within the Preferred Alternative LOD are depicted on the *Environmental Resource Mapping* (**SDEIS, Appendix D**) of this document.

Table 4-35: Waterways and Associated Floodplains within the Preferred Alternative LOD

Name of Associated Waterway	Location Where Floodplain Crosses Preferred Alternative LOD
Muddy Branch	Crosses under I-270, north of I-370 interchange and enters SE of I-270/ Muddy Branch Road intersection
Watts Branch	Crosses under I-270, NW of West Montgomery Avenue interchange
Unnamed Tributary to Watts Branch	Small area between I-270 and Watts Branch Parkway near Fallswood Court
Cabin John Creek	Enters NE portion of I-270/Montrose Road interchange, enters south of the I-495/Cabin John Parkway, crosses the I-495/Cabin John Parkway interchange, enters southwest of I-495/River Road interchange
Booze Creek	SW of the I-495/Cabin John Parkway
Unnamed Tributary to Old Farm Creek	Small area between I-270 and Windermere Court
Thomas Branch	Follows Thomas Branch from I-270 Spur S at Democracy Blvd (starting at NE corner of interchange), south along I-495 to the River Road interchange where it meets Cabin John Creek
Potomac River	At the Maryland/Virginia border
Rock Run	Northwest of I-495/Clara Barton Parkway interchange
Unnamed Tributary to Muddy Branch	Northeast of I-270/I-370 interchange

4.15.3 Environmental Consequences

The 100-year floodplain impacts presented in **Table 4-36** represent the estimated footprint of fill areas associated with construction of the Preferred Alternative. Actual analysis of potential study related changes to hydraulic function and elevation of floodplains would be determined using hydraulic and hydrologic floodplain modeling as part of the engineering process for each structure in later phases of design. Construction of roadway improvements across drainageways and in floodplains may lead to increases in floodplain elevation and size, which must be addressed. Detailed analysis and design solutions will be required to accommodate increased flood volumes to eliminate impacts to insurable properties. MDOT SHA conducted an assessment to determine where culvert augmentations are likely necessary to limit upstream increases in floodplain elevation related to culvert extensions and included these in the Preferred Alternative LOD. The proposed expansion of the roadway would increase the size of existing floodplain encroachments but would not result in new significant floodplain encroachments.

Table 4-36: Impacts to FEMA 100-Year Floodplain in Acres

Resource	Perm	Temp	Total
FEMA 100-Year Floodplain (acres of fill)	33.7	15.1	**48.8**

Section 14 of the Rivers and Harbors Act of 1899, as amended and codified in 33 U.S.C 408 (Section 408) regulates alteration of USACE civil work's projects, such as dams, levees, or flood channels. No Section 408 resources were identified by USACE within the Preferred Alternative LOD.

Work within floodplains on NPS lands must adhere to NPS DO #77-2: Floodplain Management, unless exempted, which calls for the avoidance of long- and short-term environmental effects associated with the occupancy and modification of floodplains. There are two FEMA 100-year floodplains that cross NPS lands within the Phase 1 South limits: Potomac River and Rock Run. Under the Preferred Alternative, there would be 3.98 acres of floodplain impacts on NPS lands. The Floodplain Statement of Findings has been prepared and combined in SOF in the **SDEIS, Appendix G**.

4.15.4 Mitigation

FEMA 100-year floodplain impacts were avoided and minimized to the greatest extent practicable based on the preliminary design while also minimizing increases to flooding levels. Impacts to large, vegetated floodplains were avoided and minimized to maintain hydrologic function as well as wildlife habitat. A detailed hydrologic and hydraulic (H&H) study would be prepared during final design to identify the existing storm discharge and floodplain impacts. All construction occurring within the FEMA designated floodplains must comply with FEMA-approved local floodplain construction requirements. These requirements consider structural evaluations, fill levels, and grading elevations. All hydraulic structures would be designed to accommodate flood flows without causing substantial impact. Culverts and bridges would be designed to limit the increase of the regulatory flood elevation to protect structures from flooding risks, and the use of standard hydraulic design techniques for all waterway openings would be utilized where feasible to maintain current flow regimes and limit adjacent flood risk (COMAR 26.17.04). The use of state-of-the-art erosion and sediment control techniques and stormwater management controls would also minimize the risks or impacts to beneficial floodplain values due to encroachments.

If H&H studies find that the flood elevation would change, mitigation will be implemented, if required. SHA will submit project plans to MDE for approval of structural evaluations, fill volumes, proposed grading

evaluations, structural flood-proofing, and flood protection measures in compliance with FEMA requirements, USDOT Order 5650.2, *Floodplain Management and Protection*, and EO 11988. Improvements at existing culverts are required to maintain existing 100-year high water elevations. Culvert improvements and new culvert design would ensure that flood risk to adjacent properties is not increased, a requirement of COMAR 26.17.04.11. 23 CFR § 650.115(a) will be consulted when determining design standards for flood control measures. The requirement set forth in 23 CFR § 650.111 to complete location hydraulic studies for floodplain encroachment areas will be complied with at later stages of design. Any significant encroachments associated with the Preferred Alternative will include a finding by FHWA in the FEIS that the proposed significant encroachment is the only practicable alternative.

4.16 Vegetation and Terrestrial Habitat

4.16.1 Introduction

Terrestrial habitats identified within the corridor study boundary include: forests, urban and maintained areas, agricultural lands, open fields, and barren lands. While some wetlands have adjacent terrestrial zones, they are considered a separate and distinct habitat type for the purposes of this document and are discussed in **Section 4.12** of this chapter.

NPS requested a tree inventory on their lands within the corridor study boundary. Following the guidance in the *Forest Inventory and Analysis National Core Field Guide. Volume I: Field Data Collection Procedures for Phase 2 Plots. Version 9.0, October 2019*, an inventory of all trees and standing dead trees ≥ 5 inches DBH (4.5 feet, DBH) was completed within the survey limits, including the identification of all significant trees (trees ≥ 24 inches DBH < 30 inches) and specimen trees (≥ 30 inches DBH or 75% of the size of the state champion).

Refer to **the DEIS, Chapter 4, Section 4.16** (https://oplanesmd.com/wp-content/uploads/2020/11/2020-06-02_DEIS_04_Environmental.pdf) and **DEIS, Appendix L, Section 2.7** (https://oplanesmd.com/wp-content/uploads/2020/07/DEIS_App-L_NRTR_web.pdf) for the applicable federal and state regulations and methodology.

4.16.2 Affected Environment

Forest is the most common terrestrial habitat within the corridor study boundary. Within the Preferred Alternative LOD larger forested areas are found on parkland and within stream valleys, with smaller areas of mostly disturbed vegetation occurring in residential and commercial areas. In Maryland, there are 45 forest conservation easements with the Preferred Alternative LOD. In Virginia, there are resource protection areas (RPA) that will be affected by the project. Vegetation within RPAs is subject to regulation under the Chesapeake Bay Protection Act. Refer to **Section 4.13.2** for more information regarding RPAs.

Since the DEIS was published, a tree inventory was conducted on NPS property within the extent of the DEIS Build Alternatives LOD plus 50-feet, to ensure that all critical root zones within the LOD would be included. NPS Tree Survey Limits include NPS properties located in C&O Canal National Historical Park, Clara Barton Parkway, and George Washington Memorial Parkway. Species, DBH, and condition were recorded for each of the inventoried trees. A total of 1,788 trees in C&O Canal Historical Park, 870 trees in Clara Barton Parkway, and 2,329 trees in George Washington Memorial Parkway were inventoried during the survey.

4.16.3 Environmental Consequences

Construction of the Preferred Alternative would involve the physical removal and disturbance of vegetated areas, including forests, within the LOD due to clearing and grading of land needed for construction of highway travel lanes; highway interchanges and ramps; noise barriers; and construction of required stormwater management, among other construction related activities. Forest canopy total impacts within the Preferred Alternative LOD would encompass 500 acres (permanent and temporary). Impacts to Forest Conservation Act easements, including state and county-owned easements, would encompass a total of 14.7 acres within the Preferred Alternative LOD. **Table 4-37** summarizes impacts to forested areas based on forest cover and **Table 4-38** summarizes the tree survey results and permanent tree impacts on NPS properties.

Table 4-37: Impacts to Forests in Acres

Resource	Perm	Temp	Total
Forest Canopy	479.6	20.3[1]	**500.1**
Forest Conservation Act Easements[2]	13.9	0.8	**14.7**
TMDL Reforestation Sites[3]	0.9	0.0	**0.9**
ICC Reforestation Sites	2.8	0.0	**2.8**

Notes: [1]Temporary forest canopy impacts are cleared forest in areas that will not be permanently acquired or altered by roadway construction. Replanting will occur in these areas. Impacts will be avoided and minimized, and replanting will be maximized within the corridor as determined in final design.
[2]Forest Conservation Easement impacts include both county and state forest conservation easements. Data provided from Montgomery County, M-NCPPC.
[3]MDOT SHA planted thousands of trees within the corridor study boundary under the Chesapeake Bay TMDL Tree Program and the Intercounty Connector (ICC) Project Mitigation Program, with the goal of establishing new forested areas to mitigate for stormwater runoff and project construction impacts.

Table 4-38: NPS Tree Survey Results and Impacts on NPS Properties

NPS Property	Number of Live Individual Trees Surveyed	Live Tree Impacts[1] (#/DBH)	Number of Standing Dead Trees Surveyed	Standing Dead Tree Impacts[1] (#/DBH)	Total inches of DBH
George Washington Memorial Parkway	2,175	82/1,108	154	9/113	31,900
C&O Canal	1,544	815/10,148	244	115/1,339	19,345
Clara Barton Parkway	756	315/3,999	114	51/669	10,098
Totals	**4,475**	**1,212/15,255**	**512**	**175/2,121**	**61,343**

Notes: [1] Impacts to trees are only considered permanent totals; there are no temporary impacts.

Direct forest and tree impacts would include tree removal, critical root zone disturbance, tree canopy clearing/limb removal, soil compaction, changes in soil moisture regimes due to grading operations and other construction-related activities, and sunscald and windthrow of individual trees growing along the newly exposed edges of retained forested areas. Indirect impacts to vegetated areas could result from increased roadway runoff, sedimentation, and the introduction of non-native plant species within disturbed areas. These indirect impacts could lead to terrestrial habitat degradation within the corridor study boundary, and ultimately a decrease in plant and animal species that inhabit these areas.

Forest resources within the Preferred Alternative LOD in Virginia include forest on VDOT property, private property, and on NPS property. Mitigation for any impacts to these forests would require specific coordination with NPS, Virginia Department of Conservation and Recreation (VDCR), and VDEQ. No

Virginia Department of Forestry open space easements or Agricultural/Forested Districts are located within the Preferred Alternative LOD.

Impacts to contiguous forest areas, such as Forest Interior Dwelling Bird Species (FIDS) habitat areas, increase habitat fragmentation and edge to interior ratio, which has the potential to negatively impact wildlife species that rely on these forested corridors as habitat. Many wildlife species in the Washington DC metropolitan region rely on forested corridors to move safely within an otherwise urbanized environment. Impacts to potential FIDS habitat would be due to widening of the existing highway, resulting in slightly contracted forest interiors required by FIDS species, but most of these impacts would not result in new edge habitat that would occur from bisecting the FIDS habitat. A few contiguous forested areas within the study corridor would be bisected, such as those along the George Washington Memorial Parkway, which would result in increased edge habitat. Increased edge habitat supports species common to developed areas such as deer and red-tailed hawks but impacts populations that rely on mature forests such as barred owls and scarlet tanagers, thereby reducing biodiversity. Increased deer habitat within an urbanized setting promotes unhealthy population growth and can pose a roadway hazard by increasing deer-related automobile accidents. Increased edge-to-interior ratio in forests also results in increased introduction of invasive plant species, resulting in lower plant biodiversity and fewer native plant species that support native wildlife.

4.16.4 Mitigation

Avoidance and minimization efforts to reduce forest impacts have occurred during development of the Preferred Alternative. Every reasonable effort was made to minimize disturbance to or removal of forest and trees by minimizing the LOD of the Preferred Alternative. Additional avoidance and minimization efforts will continue through final design, although opportunities for additional avoidance and minimization of impacts to roadside forest and tree resources are limited due to constrained right-of-way and adjacent urban and suburban land uses.

Unavoidable impacts to forest from construction of the Preferred Alternative in Maryland will be regulated by MDNR under Maryland Reforestation Law. Forest impacts must be replaced on an acre-for-acre or one-to-one basis on public lands, within two years or three growing seasons of project completion (MDNR, 1997). The Maryland Reforestation Law hierarchy for mitigation options is on-site planting, then off-site planting on public lands within the affected county and/or watershed. If planting is not feasible, there is the option to purchase credits from forest mitigation banks, or to pay into the state Reforestation Fund at a rate of ten cents per square foot or $4,356 per acre. As such, MDOT SHA would first be required to find available public land to be reforested within the affected county and/or watershed. If this is not possible, MDOT SHA could purchase credits in a forest mitigation bank or pay into the MDNR Reforestation Fund that is used by MDNR to plant replacement trees. Forest mitigation banking must be conducted in accordance with the Maryland Forest Conservation Act (Forest Conservation Act [FCA]; MD Natural Resources Code Ann. §5-1601-1613).

A reforestation mitigation site search was conducted from June 2019 to December 2020 to identify potential off-site mitigation opportunities on public lands for the entire corridor study boundary in Maryland, prior to the identification of the Preferred Alternative. The site search included outreach to public property owners in the affected counties (Montgomery and Prince George's Counties) and watersheds (Washington Metropolitan and Patuxent River MDE 6-Digit Watersheds) to identify potential reforestation sites. MDOT excess lands were also reviewed for potential reforestation sites and to identify

opportunities for creation of forest retention mitigation banks that could be used for mitigation based on a 1:2 credit ratio. Nearly 240 off-site reforestation mitigation opportunities were reviewed on public lands in the affected counties and watersheds, resulting in 79 recommended off-site reforestation mitigation sites that could provide 352.6 acres of credit, including 295.3 acres of reforestation planting on public lands and 114.6 acres (57.3 credit acres) of forest retention on MDOT SHA excess lands. The methodology and results of this site search are documented in the *I-495/I-270 MLS Maryland Reforestation Law Mitigation Site Search Report*, which was submitted to MDNR for review in December 2020.

The Maryland 2021 Legislative Session House Bill 991 (HB0991; *Tree Solutions Now Act*) passed on May 30, 2021 and enacted June 1, 2021 updates the Maryland Forest Conservation Act to allow for "qualified conservation" as a form of "forest mitigation banking," but defines "qualified conservation" as conservation of existing forest that "was approved on or before December 31, 2020 by the appropriate State or local forest conservation program for the purpose of establishing a forest mitigation bank." Approved forest mitigation banks that protect existing forest may continue to sell credits until June 30, 2024, but no new banks can be established via conservation of existing forest. Therefore, the retention sites previously proposed as MLS forest mitigation bank sites are no longer viable and have been removed from the proposed mitigation approach.

MDOT SHA revised the proposed forest mitigation approach in August 2021 based on the identification of the Preferred Alternative, passage of HB0991, and identification of additional reforestation sites on MDOT SHA excess lands. The revised site search results include 68 recommended off-site mitigation sites that could provide 39.96 acres of reforestation planting on public lands within the affected county and watershed of the RPA. An additional 268.48 acres of potential reforestation could potentially be planted outside of the affected county and watershed but would require a variance from DNR. In addition, forest impacts may be mitigated by purchasing credits from approved forest mitigation banks in the affected county and/or watershed. Any remaining mitigation required may be fulfilled through payment into the Reforestation Fund, as approved by DNR. The results of the revised site search are documented in the addendum to the *I-495/I-270 MLS Maryland Reforestation Law Mitigation Site Search Report* dated August 2021.

Specific mitigation for impacts to Forest Conservation Easement areas, Reforestation Areas, State Parks, county parks, or NPS lands in both Maryland and Virginia is under development and will be determined through coordination with the appropriate regulatory agency (e.g., MDNR, NPS, NCPC, VDCR, VDEQ, City of Rockville, and City of Gaithersburg). Mitigation requirements for these agencies may be more stringent than those of the Maryland Reforestation Law and, where appropriate, MDOT SHA will provide mitigation according to these requirements. As an initial step in the development of tree mitigation for these agencies, MDOT SHA preliminarily identified on-site and off-site planting areas to mitigate for impacts to these specific easement and park resources. Potential tree planting sites have been identified on NPS, M-NCPPC, City of Gaithersburg, and City of Rockville park properties based on mitigation site searches conducted within affected parks as well as parks within a few miles of the Preferred Alternative LOD. The mitigation site search preliminarily identified a total of 151.6 acres of potential off-site tree planting on NPS properties, 9.5 acres of potential tree planting opportunities on M-NCPPC parkland properties, 18.6 acres of potential tree planting opportunities on City of Rockville parkland properties, and 4.2 acres of potential tree planting opportunities on City of Gaithersburg parkland. The final forest mitigation plan will be developed by the P3 Developer in conjunction with MDOT SHA and the affected jurisdictions and landowners including NPS during the final design phase of the project.

Vegetation within RPAs in Virginia has been avoided and minimized to the maximum extent practicable and any unavoidable impacts will be mitigated through onsite planting to the extent feasible.

4.17 Terrestrial Wildlife

4.17.1 Introduction

The conservation of terrestrial wildlife is managed in both Maryland and Virginia through the implementation of state wildlife action plans (SWAP). The SWAP was initiated by the USFWS in 2005 to have states track wildlife species to determine those species of greatest conservation need (SGCN). Refer to the **DEIS, Chapter 4, Section 4.17** (https://oplanesmd.com/wp-content/uploads/2020/11/2020-06-02_DEIS_04_Environmental.pdf) and **DEIS, Appendix L, Section 2.8** (https://oplanesmd.com/wp-content/uploads/2020/07/DEIS_App-L_NRTR_web.pdf) for the applicable federal and state regulations and methodology.

4.17.2 Affected Environment

Terrestrial wildlife expected within the Phase I South limits reflect the availability of various natural and man-modified habitats. Because most of the area adjacent to the existing highway corridors is urbanized, natural habitats along the corridors are comprised of a mix of scattered, small, remnant patches of forest and disturbed old fields.

4.17.3 Environmental Consequences

There would be terrestrial wildlife impacts from construction of the Preferred Alternative, which would involve widening the existing highways and ancillary improvements. Therefore, clearing of small forest fragments and encroachments on larger forest resources would result in displacements of some edge-adapted species, but would not result in substantial loss of terrestrial wildlife habitat. Typically, forests along the Preferred Alternative LOD are early- to mid-successional (MDOT SHA, 2006) and many areas would regain functionality due to replanting requirements. The Preferred Alternative could potentially contribute contaminants to remaining wildlife habitat through pollutant runoff.

Bald eagles are not expected to be negatively affected by the Preferred Alternative, because no bald eagle nests have been identified by USFWS within the study corridor boundary. Since bald eagle populations are expanding, it is possible that additional nesting pairs may utilize areas near highways in the future. MDOT SHA will consult with the USFWS when construction begins to confirm the presence/absence of bald eagle nests in the vicinity of the Study. USFWS determined that the improvements to the ALB will require removal and replacement of the resident peregrine falcon nest box. USFWS expects disruption of the falcons for multiple nesting seasons due to long-term construction activities.

The Preferred Alternative is not located within a Critical Area; therefore, no Colonial Water Bird Nesting Areas are anticipated to appear or be affected within the Preferred Alternative LOD. There would be impacts to 11.9 acres of potential FIDS habitat within the Preferred Alternative LOD, based on 2019 land cover data, as summarized in **Table 4-39**. Impacts to potential FIDS habitat would be due to widening of the existing highway, resulting in slightly contracted forest interiors required by FIDS species, but would not result in new edge habitat, as would occur from bisecting the FIDS habitat. **Table 4-39** also includes the historic FIDS habitat estimated within the area of the Preferred Alternative LOD in 2006 to provide context for how quickly this type of habitat is being diminished within Montgomery and Fairfax Counties with increasing urbanization and development.

Table 4-39: Impacts to Potential FIDS Habitat Within the Preferred Alternative in Acres

FIDS Habitat Source	Permanent	Temporary	Total
Potential FIDS Habitat (MDOT SHA, 2019 land cover data)	8.9	3.0	**11.9**
Historic FIDS Habitat (DNR, 2006 land cover data)	26.6	5.7	**32.3**
Potential FIDS Habitat on NPS Land	0.49	1.85	**2.19**
Historic FIDS Habitat on NPS Land	0.43	4.66	**5.09**

Most forest impacts would be to smaller, upland forest stands resulting in reductions in available edge habitat, rather than complete elimination of habitat. Therefore, some less motile wildlife could be killed during construction and other more mobile species would be shifted away from the new construction, potentially into already occupied territories requiring further movement into unoccupied suitable habitat, if available. It is also possible that these wildlife movements would be onto existing roadways resulting in potential mortality from vehicle strikes, posing threats to both wildlife and drivers. This effect would likely be most pronounced within the smallest forest stands where remaining habitat may be too small to support populations. The vast majority of wildlife-vehicle collisions reported in the US involve deer, as they are most likely to cause human injury and vehicle damage due to their size, use of edge habitats adjacent to roadways, and prevalence (FHWA,[38] 2008).

4.17.4 Mitigation

Impacts to terrestrial wildlife from the Preferred Alternative would be unavoidable, primarily due to reduction in available vegetated habitat. Impacts to wildlife are anticipated to be minimal since the Preferred Alternative would improve an existing roadway corridor which is already populated by edge and disturbance acclimated species. In addition, impacts to potential FIDS habitat would be minimal, resulting from slightly impacted forest interiors. Efforts to avoid and minimize forest impacts are discussed in Section 4.16.4 in this chapter. To minimize vehicle collisions with large animals, MDOT SHA would also investigate options such as fencing and landscaping. In addition, the use of erosion and sediment control BMPs would help to minimize pollutant runoff into surrounding wildlife habitat.

To minimize potential impacts to the currently nesting peregrine falcons, USFWS recommends that MDOT SHA remove the existing peregrine falcon nest box on the ALB just prior to the nesting season when construction is scheduled to begin. Disruption for one or more nesting seasons due to long-term construction activities is anticipated. Once construction activities are nearly complete near the former nest site, USFWS recommends that the nest box be reinstalled. MDOT SHA will follow the USFWS recommended protection measures for the peregrine falcon nesting on the ALB.

4.18 Aquatic Biota

4.18.1 Introduction

Fish and shellfish species are protected through Magnuson-Stevens Fishery Conservation and Management Act (MSFCMA) and MDNR Fishery Management Plans. Updated existing data on aquatic biota within the corridor study boundary were gathered from state and county agencies since the DEIS.

[38] FHWA, 2008. Wildlife-Vehicle Collision Reduction Study: Report to Congress. August 2008. FHWA-HRT-08-034.

The Chesapeake Fish Passage Prioritization (CFPP) database was reviewed for all watersheds in the vicinity of the corridor study boundary. The CFPP project is a collaboration led by The Nature Conservancy and is comprised of fish blockage data for the greater Chesapeake Bay watershed (Martin, 2019). This database includes historic blockages that have not been recently confirmed, as well as partial blockages and blockages with aquatic life passage facilities. Despite the limitations of the database, it provides useful context for the current status of fish movement and blockages within each watershed. In addition to blockage data, the CFPP project tool also includes data on migratory, or diadromous, fish habitat for American shad (*Alosa sapidissima*), hickory shad (*Alosa mediocris*), blueback herring (*Alosa aestivalis*), alewife (*Alosa pseudoharengus*), striped bass (*Morone saxatilis*), and American eel (*Anguilla rostrata*).

Following additional coordination with the National Oceanic and Atmospheric Administration, National Marine Fisheries Service in 2021, this migratory fish data was reviewed for watersheds crossed by the corridor study boundary to determine if those six migratory species have the potential to occur in study area streams. The review was based on documented or potential presence of the six migratory fish species and their potential to use the stream for migratory purposes, spawning, or during other critical life stages. The potential current usage of stream segments by diadromous species is based on the connection to streams with documented occurrence and the expectation that they could be using a certain stream segment based on stream characteristics and a lack of barriers, as determined by the Chesapeake Fish Passage Workgroup. This supplementary data is summarized by watershed below.

Refer to the **DEIS, Chapter 4, Section 4.18** (https://oplanesmd.com/wp-content/uploads/2020/11/2020-06-02_DEIS_04_Environmental.pdf) and **DEIS, Appendix L, Section 2.9** (https://oplanesmd.com/wp-content/uploads/2020/07/DEIS_App-L_NRTR_web.pdf) for the applicable federal and state regulations and methodology.

4.18.2 Affected Environment

No Essential Fish Habitat was identified within the study corridors, therefore the MSFCMA does not apply to this Study.

Three parameters were evaluated for each of the five MDNR 12-digit watersheds and areas in the USGS HUC8 Fairfax County Middle Potomac watershed within the corridor study boundary: aquatic habitat, benthic macroinvertebrates, and fish. Aquatic habitat quality was quantified using the EPA Rapid Bioassessment Protocol (RBP), which uses a numerical index ranking scale from 0 (Poor) to 200 (Excellent). Benthic macroinvertebrates and fish were assessed using various Indices of Biological Integrity (IBI), with scores ranging from Very Poor to Excellent. The *Natural Resources Technical Report* (**DEIS, Appendix L**) expands upon the different IBIs used and the significance of the scores. A summary of the quality index score results (numerical range) for each of the parameters within the assessed watersheds is provided in **Table 4-40**. The total number of waterways within each watershed that were evaluated varied depending on data availability.

Table 4-40: Summary of Watershed Quality Index Narrative Score Results

Watershed	Aquatic Habitat (RBP Score Range)	Benthic Invertebrates (IBI Score Range)	Fish (IBI Score Range)
Fairfax County Middle Potomac	Fair – Good	Very Poor - Poor	Very Poor
Potomac River/Rock Run	Good	Poor - Fair	Fair - Good
Cabin John Creek	Fair – Good	Very Poor – Poor/Fair	Poor – Fair/Good
Rock Creek	Fair – Good/Fair	Very Poor – Poor/Fair	Very Poor - Good
Watts Branch	Fair – Good	Fair	Fair - Good
Muddy Branch	Fair – Good	Poor - Fair	Fair - Good

4.18.3 Environmental Consequences

The Preferred Alternative would have the potential to affect aquatic biota in the corridor study boundary due to direct and indirect impacts to perennial and intermittent stream channels. Stream channel impacts associated with the Preferred Alternative LOD are anticipated to be 45,779.67 linear feet, and wetland impacts are anticipated to be 4.3 acres. More details are provided in Section 4.12 of this chapter. Impacts to aquatic biota could range from mortality of aquatic organisms during construction of culvert extensions and loss of natural habitat from the placement of culvert pipes and other in-stream structures to more gradual changes in stream conditions. Impacts to aquatic biota, including species of freshwater mussels, are possible from the replacement of bridges and their in-water piers. Replacement of the American Legion Bridge crossing the Potomac River will require extensive in-stream work and all required precautions will be taken to avoid and minimize impacts to the stream and its aquatic biota. MDOT SHA has begun coordinating with MDNR regarding the request for a mussel survey in the Potomac River.

During construction of culvert extensions, the associated stream channel is excavated and any organisms living within the stream channel would be displaced or crushed by construction equipment. The primary impact from this activity would be to benthic organisms, such as macroinvertebrates, that are relatively stationary. However, fish mortality is also a possibility as they can be trapped in pools during dewatering of the channel. Even if a natural stream bottom is reestablished within the culvert, the habitat is unlikely to support the same fish or macroinvertebrate community present before construction as culverts are relatively straight and typically do not allow for the development of the varied habitat of an unrestrained channel. In the majority of the impacted streams, the area of channel disturbance for the culvert extension is relatively small in comparison to the remaining habitat available. In addition to displacement and habitat alteration, decreased aquatic organism passage and genetic isolation of resident aquatic species populations could result from the extension of culverts. Other temporary impacts to aquatic biota related to construction include the potential for unintentional sediment discharges that degrade aquatic habitat and impair aquatic communities. Additionally, the conversion of open-space and forested areas to impervious surfaces has the potential to have a wide range of impacts on corridor study boundary streams and their inhabitants. **Tables 4-33 and 4-34** identifies the additional impervious surface impacts by 12- and 8-digit watersheds. Additional impervious surface includes all new impervious surface outside of the existing roadway footprint.

Impervious surface creation is unavoidable when widening a roadway. Converting open space and forested areas to impervious surfaces increases hydrologic flashiness, or the change in flow rate of surface waters from the input of surface water runoff. Flashy systems contribute to bank erosion and channel

incision, resulting in disconnection of stream channels from their floodplains; increased sediment loading; degraded physical habitat; and changes in channel morphology. Disconnection from the floodplain effects water quality by eliminating water filtration by floodplain wetlands from the system. Poor water quality has detrimental effects on aquatic biota by negatively impacting their health and limiting which species can survive in a given system. Bank erosion contributes to sedimentation and can also uproot riparian trees, effecting the width of the riparian forest, which effects water temperature and quality, and creating log jams, which can affect stream morphology. Increased sediment loading contributes to turbidity and poor water clarity, which degrades in-water habitat for fish and other aquatic biota such as bottom invertebrates.

4.18.4 Mitigation

MDOT SHA will continue to coordinate with regulatory agencies and resource managers to identify sensitive aquatic resources and determine further potential avoidance and minimization as design is refined. Agency recommendations would be evaluated based on engineering and cost effectiveness and would be implemented wherever possible. Avoidance and minimization efforts to date have included alignment shifts, reductions to roadside ditch widths to minimize the overall width of improvements, bridging waterways when feasible, shifting of noise barrier locations, and addition of retaining walls where practicable.

Bridges and depressed culverts would be used wherever possible to maintain natural stream substrate in areas where new or replaced culverts are necessary. However, opportunities for using depressed culverts may be limited because most existing culverts would be extended or augmented rather than replaced. Channel morphology would be evaluated, and culvert extensions designed to maintain aquatic life passage by avoiding downstream scour and channel degradation. Preliminary designs do not include culvert replacements but do include augmentations resulting from installing new pipes adjacent to existing culverts to provide additional area for flow.

All in-stream work in Maryland would comply with the stream closure period for the designated use class of the stream, including that for culvert extensions, and any potential waiver requests would require agency approval(s). In-stream work is prohibited in Use I streams from March 1 through June 15.

Replacement of the American Legion Bridge crossing the Potomac River will require extensive in-stream work, and all required precautions will be taken to avoid and minimize impacts to the steam and its aquatic biota. MDOT SHA has agreed to conduct a mussel survey in the Potomac River surrounding the ALB prior to construction. Construction approaches that minimize the temporal extent of in-water activities in the Potomac River surrounding the ALB will be considered to the extent practicable. Causeways and trestles proposed adjacent to the existing ALB will be designed to avoid impacting fish passage by maintaining river velocities below approximately 3 feet per second at commonly observed discharges (e.g., below 90 percentile) during the period in which anadromous fish are spawning (February 15 - June 15). Trestles or other non-fill accessways will be used in areas of deeper water (e.g., extending from the southern bank) to the extent practicable to minimize fill and associated flow restrictions.

In particularly sensitive areas, other impact minimization activities may be considered and could include: more specialized stormwater management options; redundant erosion and sediment control measures; monitoring of aquatic biota above and below sensitive stream crossings before and after construction to quantify any inadvertent impacts that occur at the crossing; fish relocation from dewatered work areas

during construction to reduce fish mortality; and use of a qualified environmental monitor on-site to enhance erosion and sediment control compliance. Through the use of erosion and sediment control measures, stormwater management, and other BMPs, MDOT SHA will minimize impacts from any additional impervious area from the proposed project to the greatest extent practicable to avoid further declines in the quality of aquatic habitat and communities.

4.19 Rare, Threatened, and Endangered Species

4.19.1 Introduction

Since the publication of the DEIS in July 2020, several species-specific surveys have occurred. This section provides an update on those survey results. Refer to the **DEIS, Chapter 4, Section 4.19** (https://oplanesmd.com/wp-content/uploads/2020/11/2020-06-02_DEIS_04_Environmental.pdf) and **DEIS, Appendix L, Section 2.10** (https://oplanesmd.com/wp-content/uploads/2020/07/DEIS_App-L_NRTR_web.pdf) for the applicable federal and state regulations and methodology.

4.19.2 Affected Environment

A. Northern Long-eared Bat and Indiana Bat

Background information about the federally threatened northern long-eared bat (NLEB) and federally endangered Indiana bat (IB) and early project coordination with the Virginia and Maryland field offices of the USFWS regarding these species within the corridor study boundary are discussed in **DEIS, Appendix L, Section 2.10.2.A**. Similarly, the results of bridge surveys for the presence of roosting bats and evening emergence surveys for bats potentially roosting on the ALB and Northwest Branch Bridge in 2019 were also provided in **DEIS, Appendix L, Section 2.10.2.B** and within the *Bridge Survey Report for the Northern Long-eared Bat (Myotis septentrionalis) and Indiana Bat (Myotis sodalis)* in **SDEIS, Appendix H**.

MDOT SHA agreed to conduct acoustic surveys for the presence of NLEB or IB within the corridor study boundary. MDOT SHA determined suitable locations for deploying the acoustic survey devices by conducting a broad mapping study within the corridor study boundary of suitable maternity roosting and foraging habitat and travel corridors for these bats. A meeting between the MDOT SHA, FHWA, USFWS, and MDNR was held on April 20, 2020, to summarize the results of the bat habitat assessments and to outline a more precise acoustic survey approach based on these results. During the meeting, MDNR also requested that MDOT SHA include acoustic surveys for the state-listed endangered small-footed bat (*Myotis leibii*) (SFB) and that bridge surveys for the presence of roosting bats be conducted on four I-495 bridge spans, two at Kenilworth Avenue North and two at Greenbelt Road, none of which were surveyed in 2019. Additionally, the USFWS requested that the bridges at Suitland Parkway and Clara Barton Parkway eastbound be surveyed since they were under construction in 2019 and could not be adequately surveyed at that time. On June 29, 2020, a diurnal survey was conducted of abutments, decking, and piers of these bridges looking for the presence of roosting bats or bat guano. No bats or bat guano were found beneath any of these seven bridges and associated ramps during the survey. The Clara Barton Parkway westbound bridge and associated ramps were resurveyed during the 2020 bridge surveys to see whether bats were again found roosting within gaps between the pier caps, as observed in 2019. Two individuals of the same species, big brown bat, found there in 2019, were again found roosting under the bridge in 2020. The results of the 2020 bridge surveys are included within the *Additional Bridge Survey Report for the Northern Long-eared Bat (Myotis septentrionalis) and Indiana Bat (Myotis sodalis)* in **SDEIS, Appendix H.**

On June 10, 2020, the USFWS approved the *I-495 & I-270 Managed Lanes Study Acoustic Surveys Technical Study Plan for Threatened and Endangered Bat Species*. This study plan (**SDEIS**, **Appendix H**) was used as a framework for conducting the acoustic surveys for threatened and endangered bat species within the corridor study boundary during summer 2020. MDOT SHA and FHWA agreed to conduct the acoustic surveys to satisfy Section 7(a)(1) of the ESA.

The survey resulted in the recording of 54,700 bat calls at 70 sites. Three of the sites had calls identified as NLEB. All of these NLEB call locations were from smaller strips of forest adjacent to residential communities between the I-495/I-95 interchange and just west of the I-495/I-270 interchange. No calls were recorded of either IB or SFB. Specific details of study methodology and results are provided within the *Natural Resources Technical Report* (**DEIS, Appendix L**) and within the *I-495 & I-270 Managed Lanes Study Threatened and Endangered Bat Habitat Assessment and Acoustic Survey Report* in **SDEIS, Appendix H**.

B. Fisheries

A response was received on August 9, 2018 from NMFS, included in *Appendix N* of the *Natural Resources Technical Report* (**DEIS, Appendix L**), stating the corridor study boundary lies outside the limits of potential direct or indirect effects to Federally-listed or proposed threatened or endangered species under the jurisdiction of NMFS. Therefore, further consultation with NMFS under Section 7 of the ESA is not needed unless the study changes substantially or new information becomes available.

C. Sensitive Species Project Review Areas

A discussion of mapped sensitive species project review areas (SSPRAs) within the corridor study boundary is included in **DEIS, Appendix L, Section 2.10.2.C**.

Table 4-41 displays the impact acreage of SSPRA located within the Preferred Alternative.

Table 4-41: SSPRA Impact Acreage within the Preferred Alternative

	Permanent	Temporary	Total
Total SSPRA in Acres	24.5	20.0	**44.5**

D. State-Listed Species of Concern

a. Plants

Project coordination with the MDNR, VDCR, VDGIF, and NPS regarding the potential presence of rare, threatened, and endangered (RTE) species within the corridor study boundary is documented in **DEIS, Appendix L, Section 2.10.2.D**.

Further coordination with the NPS in late 2019 resulted in an expanded list of RTE plants from the Chesapeake and Ohio Canal National Historical Park (C&O Canal) unit that potentially occur or historically occurred within or near the Preferred Alternative. The NPS requested that MDOT SHA conduct field surveys for these species within the corridor study boundary where suitable habitat exists. In 2020, MDOT SHA performed targeted plant surveys within the C&O Canal and George Washington Memorial Parkway portions of the corridor study boundary, which encompasses the area inclusive of the Preferred Alternative LOD.

Table 4-42 provides a list of the 41 species of RTE plants that were surveyed within the C&O Canal (Maryland) and George Washington Memorial Parkway (Virginia) units of the project corridor study boundary. The RTE species that would be impacted by the Preferred Alternative are highlighted in green in **Table 4-42**. Field survey methodologies are described within the *Rare, Threatened, and Endangered Plant Survey Report I-495 & I-270 Managed Lanes Study* found within *Appendix R* of the *Natural Resources Technical Report* **DEIS, Appendix L, Section 2.10**. Methodologies for the 2020 RTE plant survey are included in **SDEIS, Appendix H**.

Table 4-42: RTE Plant Species Surveyed within the Potomac River Gorge Portion of the Preferred Alternative

Scientific Name	Common Name	Status
Maryland and Virginia		
Arabis patens	Spreading Rockcress	S3G3/S1G3
Carex careyana	Carey's Sedge	S1G4G5 Endangered/ S3G4G5
Erigenia bulbosa	Harbinger-of- Spring	S3G5/S3G5
Erythronium albidum	Small White Fawn-Lily	S2G5 Threatened/ S2G5
Maianthemum stellatum	Starry False Solomon's-Seal	S2G5 Endangered/ S2G5
Phacelia covillei	Buttercup Scorpion-Weed	S2G3 Threatened/ S1
Ripariosida hermaphrodita	Virginia Fanpetals	S1G3 Endangered/ S1G3
Solidago racemosa	Rand's Goldenrod	S1G3 Threatened/ S1G3?
Valeriana pauciflora	Large-flower Valerian	S1G4 Endangered/ S1G4
Maryland Only		
Astragalus canadensis	Canadian Milk-Vetch	S1G5 Endangered
Baptisia australis	Blue Wild Indigo	S2G5 Threatened
Bromus latiglumis	Early-leaf Brome	S1G5 Endangered
Carex hitchcockiana	Hitchcock's Sedge	S1G5 Endangered
Clematis viorna	Vasevine	S3G5
Corallorhiza wisteriana	Spring Coralroot	S1G5 Endangered
Coreopsis tripteris	Tall Tickseed	S1G5 Endangered
Cubelium concolor	Green-Violet	S3G5
Cuscuta polygonorum	Smartweed Dodder	S1G5 Endangered/ S1G5
Galactia volubilis	Downy Milk-Pea	S5G3
Gentiana villosa	Striped Gentian	S1G4 Endangered
Geum aleppicum	Yellow Avens	S1G5 Endangered/ SHG5
Helianthus occidentalis	Few-leaf Sunflower	S1G5 Threatened/ S1G5T5
Hibiscus laevis	Halberd-leaf Rose-Mallow	S3G5
Homalosorus pycnocarpos	Glade Fern	S2G5 Threatened
Iresine rhizomatosa	Juda's-Bush	S1 G5 Endangered
Lipocarpha micrantha	Small-flower Halfchaff Sedge	S1G5 Endangered/ S2G5
Matelea obliqua	Climbing Milkweed	S1S2G4? Endangered
Mecardonia acuminata	Axil-Flower	S2G5 Endangered

Scientific Name	Common Name	Status
Monarda clinopodia	White Bergamot	S3S4G5
Paspalum fluitans	Horse-tail Paspalum	S2G5 Threatened
Phaseolus polystachios	Thicket Bean	S3G5
Polygala polygama	Racemed Milkwort	S1G5 Threatened
Potamogeton foliosus	Leafy Pondweed	S2G5
Pycnanthemum verticillatum	Whorled Mountain-Mint	S2G5 Threatened
Rumex altissumus	Tall Dock	S1G5 Endangered
Sagittaria rigida	Sessile-fruit Arrowhead	S1G5 Endangered/ S1G5
Salix interior	Sandbar Willow	S1G5 Endangered/ S1G5TNR
Silene nivea	Snowy Catchfly	S1G4? Endangered/ S1G4?
Triphora trianthophoros	Threebirds	S1G4? Endangered/ S1G3G4T3T4
Virginia Only		
Borodinia dentata	Short's Rockcress	S3G5/S1G5
Senecio suaveolens	False Indian-Plantain	S1G4 Endangered/ S2G4

Source: Townsend 2019, MDNR 2021, Weakley 2012, Brown and Brown 1984
1State Rank: S1=Critically Imperiled/Highly State Rare; S2=Imperiled/State Rare; S3=Vulnerable/Watchlist; T=Subspecies/Variety Ranked Differently than Species
Global Rank: G3=Vulnerable; G4=Apparently Secure; G5=Secure; ?=Inexact Numeric Rank; NR=Not Ranked

Within the Preferred Alternative LOD in Virginia, two (2) RTE plant species were found, including Carey's sedge (*Carex careyana*) and buttercup scorpion-weed (*Phacelia covillei*). On the Maryland side, seven (7) RTE plant species were documented within the corridor study boundary. Documented RTE plants included:

- Buttercup Scorpion-Weed
- Carey's Sedge
- Tall Dock
- Halberd-leaf Rose-Mallow
- White Bergamot
- Rand's Goldenrod
- Horse-tail Paspalum

Further details of the plant survey results for Maryland are described within the 2019 *Rare, Threatened, and Endangered Plant Survey Report I-495 & I-270 Managed Lanes Study* found within **DEIS, Appendix R** of the *Natural Resources Technical Report* (**DEIS, Appendix L**) and the 2020 RTE survey results are described in *the Rare, Threatened, and Endangered Plant Survey Report I-495 & I-270 Managed Lanes Study* in **SDEIS, Appendix H**.

b. Wood Turtle

During MDOT SHA coordination with the VDEQ in October 2020 regarding its review of the DEIS, the VDEQ requested that a habitat evaluation of streams in the Virginia portion of the corridor study boundary be conducted for the presence of wood turtle (*Glyptemys insculpta*). The wood turtle is a state-threatened species in Virginia, and is known to occur in Turkey Run, a waterbody located east of the corridor study

boundary. The evaluation was to include an assessment of potential upland and aquatic habitats, the results of which would be reported to the Virginia Department of Wildlife Resources (VDWR).

To assess the potential presence of wood turtles within the Virginia portion of the corridor study boundary, qualified biologists conducted field surveys of all delineated streams in February and March 2021. Survey methodology and study results are summarized in the *Wood Turtle Habitat Assessment and Survey Report – Virginia I-495 & I-270 Managed Lanes Study* found in **SDEIS, Appendix H**. Portions of eight (8) streams, including the Virginia shoreline of the Potomac River, were assessed within the Virginia corridor study boundary. Four (4) of the streams were either intermittent or ephemeral and, thus, were not suitable overwintering habitat for wood turtles. The perennial streams within the corridor study boundary provided only marginal habitat because of their relatively small size and shallow flow. Wood turtles generally do not prefer large rivers but will use smaller tributary streams that flow into larger rivers. Therefore, while some instream habitat features were observed within the Potomac River, no turtles were found, nor would they be expected to overwinter there. No suitable tributary streams flowing into the Potomac River occur within the corridor study boundary. Upland habitats within the corridor study boundary were also determined to be suboptimal, as the habitat is primarily forested with few suitable openings for basking and egg laying. No wood turtles were found during the field surveys.

4.19.3 Environmental Consequences

The USFWS Information Planning and Consultation indicated that the NLEB may occur within the corridor study boundary and recommended that acoustic and bridge surveys be performed for NLEB in accordance with the most recent *Range-wide Indiana bat/NLEB Summer Survey Guidelines*. USFWS also recommended surveys for the Indiana bat to determine if they utilize summer habitat within the study corridors because the Indiana bat was detected near the corridor study boundary by Virginia Tech between 2017 and 2019.Additionally, the NPS, MD MDNR, and VDCR have identified rare, threatened, and endangered state-listed plant and invertebrate species that occur on NPS lands within the Potomac River Gorge. Neither NLEB or IB species were confirmed within the corridor study boundary during visual bridge and emergence surveys in 2019. However, temporary day roosting by big brown bats on the bridge over McArthur Boulevard/Clara Barton Parkway westbound and evidence of guano beneath the ALB and bridge over Seven Locks Road, suggest that bats do occasionally roost on suitable I-495 bridges. As noted above, based on the small amount of guano observed beneath the day roosting big brown bats and guano found on other bridges, none of the I-495 bridges appeared to serve as maternity roosting habitat, but were likely used as temporary day or night roosting sites. Therefore, potential impacts to bridge roosting bats within the Preferred Alternative LOD would be minimal and would likely cause a shift to other suitable roosting sites near the bridges rather than resulting in an impact to the bats.

To determine potential impacts to suitable forested habitat for the NLEB and IB, acoustic surveys were conducted within the corridor study boundary during the 2020 active season (May 15 through August 15). Acoustic surveys were conducted to better determine the potential presence of these federally listed bat species within the corridor study boundary. Mist net and radio telemetry surveys were proposed within the corridor study boundary for the 2020 survey season, however the USFWS asked that mist netting not be conducted due to concerns of transmission of COVID-19 to bats.

Informal consultation between the FHWA, MDOT SHA and the USFWS continued with submittal of the habitat assessment and acoustic study report to the USFWS and MDNR. MDOT SHA coordinated closely with USFWS and MDNR regarding NLEB and Indiana bat, and Endangered Species Act Section 7 consultation has concluded as follows.

In a letter to the FHWA dated January 13, 2021, the USFWS issued a "no effect" determination for the IB based on the absence of documented IB during bridge, emergence, and acoustic surveys. The USFWS also indicated that the project is covered by the January 5, 2016, Programmatic Biological Opinion on Final 4(d) Rule for the NLEB and Activities Excepted from Take Prohibitions since the area where forest clearing would occur does not have known maternity roost trees or hibernacula. In their letter, the USFWS stated that the project was "not likely to adversely affect" the NLEB. MDOT SHA coordinated closely with USFWS and MDNR regarding NLEB and Indiana bat, and Endangered Species Act Section 7 consultation has concluded.

The MDNR identified several state-listed threatened or endangered plant species that may occur within scour bars or the adjacent floodplain of the Potomac River. A habitat assessment and targeted species survey was completed on federal lands within the C&O Canal National Historical Park in late June and early July 2019 to determine whether suitable habitat for the state listed plant species exists. Marginally suitable habitat was found for climbing milkweed (*Matelea obliqua*) and buttercup scorpionweed within less disturbed understory of upland terrace forest habitat and on scour bar/riverside outcrop barren habitat along the Potomac River for the remaining species. The 2019 targeted species survey did not identify any of the listed species, though surveys for the buttercup scorpionweed were required to be conducted during the suitable flowering period for this species in the spring of 2020. Based on the results of the targeted RTE species survey conducted in 2019, the Preferred Alternative would not be anticipated to impact five of the six MDNR Wildlife and Heritage Service listed plant species of concern within the Potomac River corridor. Further surveys were conducted in this area and within the Potomac Gorge in Virginia in the spring and summer of 2020 to determine whether buttercup scorpionweed and other state-listed or rare plants occur within the corridor study boundary. The 2020 RTE Plant Survey determined that the following 6 targeted plant species would be impacted by the Preferred Alternative (highlighted in green in **Table 4-42**): tall dock (*Rumex latissimus*), Carey's Sedge (*Carex caryana*), Buttercup Scorpion-Weed (*Phacelia covillei*), Horse-tail Paspalum (*Paspalum fluitans*), Halberd-leaf Rose-Mallow (*Hibiscus laevis*), and Rand's Goldenrod (**Solidago racemosa**). More details about these species can be found in the 2020 RTE survey results are described in *the Rare, Threatened, and Endangered Plant Survey Report I-495 & I-270 Managed Lanes Study* in **SDEIS, Appendix H**. MDNR, VDCR, NPS, and USFWS have reviewed the plant survey results and did not have further comments.

Based on currently available information, including targeted RTE plant species surveys during summer 2019 and 2020, there will be anticipated effects to RTE plant species from the Preferred Alternative in the vicinity of the ALB. Potential impacts, including wetlands, waterways, forests, archaeological sites, and RTE plant species, were considered in the development of the Preferred Alternative LOD in the vicinity of the ALB. While complete avoidance of these resources was not possible, impacts were minimized to the greatest extent practicable. Most RTE plant impacts will occur during the construction phase of the ALB for temporary access, equipment storage, and the building of the new bridge. For buttercup scorpionweed, the most abundant and widespread RTE plant species occurring on the Potomac's mesic upper river terraces, approximately 80 percent of its impacted area, including tens of thousands of plants, would be within the temporary limits of disturbance. While this represents a significant temporary impact,

it should be noted that this species was also widespread and abundant outside the limits of our project survey upstream and downstream of the ALB on both the Maryland and Virginia sides of the Potomac River. Impacts to other RTE plant species within the temporary limits of disturbance include 10-50 Carey's sedges, thousands of horse-tail paspalum, 10-15 tall dock, 10-50 Rand's goldenrod, and about 50 halberd-leaf rose-mallow. Horse-tail paspalum was also observed in abundance upstream of the ALB on the Maryland shoreline and both upstream and downstream of the ALB on the Virginia shoreline. While temporarily disturbed areas will be restored following construction of the replacement ALB, the duration of construction will be several years, likely resulting in permanent impacts to RTE plants within the temporary limits of disturbance. However, restored areas will be replanted with RTE plant species that were documented growing within those areas prior to construction (**Section 4.19.4, Mitigation**).

Buttercup scorpionweed and horse-tail paspalum are the only two RTE plant species with individuals located within the permanent limits of disturbance. The greatest permanent impacts to buttercup scorpionweed would occur at the northern end of the ALB, affecting thousands of individual plants within an area of about an acre. Permanent impacts would also occur to perhaps a few hundred horse-tail paspalum plants along the Potomac River shoreline and edges of Rock Run Culvert for the placement of bridge piers.

MDNR indicated in an email on February 28, 2020, included in the **SDEIS, Appendix H** that MDNR no-longer tracks bald eagle nests and that although this species is no-longer listed by the state, it is protected under the federal Bald and Golden Eagle Protection Act (16 U.S.C. 668-668c). MDNR generally defers to the National Bald Eagle Management Guidelines. MDOT SHA has coordinated and will continue to coordinate with USFWS concerning bald eagles, in addition to peregrine falcons, as discussed in **Section 4.17**.

Surveys for the state-listed wood turtle were conducted in the Virginia portion of the Preferred Alternative LOD; no wood turtles were found and only marginally-suitable habitat was identified. Virginia Department of Wildlife Resources (DWR) determined this project is not likely to result in significant adverse impacts upon this species. However, because they may be encountered on site during work, DWR recommends the following as avoidance and minimization measures:

- Prior to the commencement of work all contractors associated with work at this site be made aware of the possibility of encountering wood turtles on site and become familiar with their appearance, status and life history. An appropriate information sheet / field observation form to distribute to contractors and employees was provided.

- If any wood turtles are encountered and are in jeopardy during the development or construction of this project, remove them from immediate harm and call DWR. If staff on site hold an appropriate Threatened and Endangered Species Scientific Collection Permit, this staff member may relocate wood turtles out of harm's way and into suitable habitat, preferably within the nearest perennial stream. Any relocations should be reported to DWR, and the wood turtle observation form should be completed and faxed to DWR.

- To minimize potential wildlife entanglements, resulting from use of synthetic/plastic erosion and sediment control matting, use matting made from natural/organic materials such as coir fiber, jute, and/or burlap.

4.19.4 Mitigation

MDOT SHA and FHWA have worked closely with USFWS and MDNR to ensure protection of listed bat species. While the Study was determined to have "no effect" on the IB and "not likely to adversely affect" the NLEB, MDOT SHA voluntarily committed to a time of year restriction for tree clearing from May 1 through July 31 of any year within a 3-mile buffer around each of the three positive NLEB detection locations within the study corridors to go above and beyond what is required to protect this bat species. IB was not detected in the acoustic or bridge surveys.

MDOT SHA commits to coordinating with NPS and MDNR to determine a mitigation plan for RTE plant species prior to construction. This will include the use of matting along access roads to minimize soil compaction during construction, replanting of appropriate RTE plants within temporarily disturbed areas following construction, and monitoring of replanted RTE plant populations to ensure successful reestablishment.

4.20 Unique and Sensitive Areas

4.20.1 Introduction

Unique and Sensitive Areas are ecological resources designated by state and local municipalities that do not fall within the regulations of other environmental resources such as waterways or forests. Maryland's 2001 GreenPrint Program was established to protect Maryland's most-ecologically-valuable natural lands and watersheds, which were designated as Targeted Ecological Areas (TEAs). TEAs were created based on rankings of Green Infrastructure (GI); RTE species; aquatic habitat and biota; water quality; coastal ecosystem; and climate change adaptation. GI areas were identified by the Maryland Greenways Commission and MDNR's Green Infrastructure Assessment (GIA), which considered land cover, wetlands, sensitive species, roads, streams, terrestrial and aquatic conditions, floodplains, soils, and developmental pressure to identify a network of "hubs" and "corridors" containing the most-ecologically-critical undeveloped lands remaining in Maryland. Montgomery County has designated certain watersheds as Special Protection Areas (SPAs) due to the presence of high-quality water resources and related natural features that could be jeopardized by development activities without additional water quality protection measures. Environmental Overlay Zones were established within the limits of SPAs to impose additional land use regulations and impervious surface limits on the underlying areas (Montgomery Planning, 2012[39]; Blackwell, 1989[40]). Refer to the **DEIS, Chapter 4, Section 4.20** (https://oplanesmd.com/wp-content/uploads/2020/11/2020-06-02_DEIS_04_Environmental.pdf), **DEIS, Appendix L, Section 2.11** (https://oplanesmd.com/wp-content/uploads/2020/07/DEIS_App-L_NRTR_web.pdf), and DEIS, Appendix Q (https://495-270-p3.com/wp-content/uploads/2020/07/DEIS_AppQ_Conceptual-Mitigation-Plan_May-2020_web.pdf) for the applicable federal and state regulations and methodology.

4.20.2 Affected Environment

A. Targeted Ecological Areas and Green Infrastructure

Four (4) GI corridors and three (3) GI hubs overlap within the limits of the Preferred Alternative LOD. In addition, TEAs overlap with the Preferred Alternative LOD between Cabin John Creek and the Potomac

[39] Montgomery Planning. 2012. Special Protection Areas (SPA). Available at: http://www.montgomeryplanning.org/environment/spa/index.shtm [Accessed 7 September 2018].
[40] Blackwell, Robert J. 1989. *Overlay Zoning, Performance Standards, and Environmental Protection After Nollan*. 16 B.C. Envtl. Aff. L. Rev. 615. Available at: http://lawdigitalcommons.bc.edu/ealr/vol16/iss3/6 [Accessed 7 September 2018].

River in Montgomery County.

B. Special Protection Area (SPA) and Environmental Overlay Zones

There are no SPAs or Environmental Overlay Zones within the limits of the Preferred Alternative LOD, but the Piney Branch SPA is located approximately 4,000 feet southwest of the I-270/Shady Grove Road interchange.

C. Natural Area Preserves and Conservation Sites

There are no Virginia Department of Conservation and Recreation- National Heritage Natural Area Preserves within the limits of the Preferred Alternative LOD or within Fairfax County, Virginia. There are two VDCR Conservation Sites within a five-mile radius of the Preferred Alternative.

4.20.3 Environmental Consequences

Impacts to unique and sensitive areas associated with the Preferred Alternative are summarized in **Table 4-43**. There would be no impacts to SPAs or VDCR Natural Area Preserves and Conservation Sites resulting from the Preferred Alternative.

Table 4-43: Impacts to Unique and Sensitive Areas (acres)

Resource	Permanent Impacts	Temporary Impacts	Total Impacts
Targeted Ecological Areas	41.94	16.67	**58.61**
Green Infrastructure Hubs	12.96	10.85	**23.81**
Green Infrastructure Corridors	84.27	1.86	**86.13**
Special Protection Areas	0.0	0.0	**0.0**
TOTAL Unique and Sensitive Area Types	**139.17**	**29.38**	**168.55**

Construction of the Preferred Alternative would increase the man-made footprint within the TEAs and GI areas, but the GI hubs and corridors would remain intact. However, road widening would create larger gaps in GI corridors. New manmade structures and roadways impact contiguous forest blocks and wetland complexes in TEAs and GI areas, which are often habitats for FIDS, and contain biologically important rivers, streams, and other natural resources. Refer to **Sections 4.12.3, 4.13.3, 4.15.3, 4.16.3, 4.17.3, 4.18.3** for additional details on the potential impacts to habitats.

4.20.4 Mitigation

Avoidance and minimization efforts to reduce impacts to GI and TEAs will involve a two-tiered approach. The first tier is occurring during the planning stage where effort is being made to avoid wetlands and waterways, floodplains, and large forested areas to the greatest extent practicable. Many GI, TEA, and wildlife corridors overlap with wetlands, waterways, and parkland. The second tier of avoidance and minimization will occur during final design, with advancement of the design and further refinements to the LOD to further reduce impacts.

4.21 Environmental Justice (EJ) and Title VI Compliance

4.21.1 Introduction

All federal agencies have certain obligations under Title VI of the 1964 Civil Rights Act and EO 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (EJ Order). Under Title VI and related statutes, each federal agency is required to ensure that no person is excluded from participation in, denied the benefit of, or subjected to discrimination under any program

or activity receiving federal financial assistance on the basis of race, color, national origin,[41] age, sex, disability, or religion. EO 12898 states that "…each Federal agency shall make achieving Environmental Justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations."

EO 12898 directs Federal agencies to identify and address the disproportionately high and adverse human health or environmental effects of their actions on minority and low-income populations, to the greatest extent practicable and permitted by law. A disproportionately high and adverse effect on minority and low-income populations is defined by the FHWA Order 6640.23A: *FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* (2012), as an impact that:

- Would be predominately borne by a minority and/or low-income population, or
- Will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the nonminority population and/or non-low-income population.

The EJ analysis presented in this section of the SDEIS includes the following new information:

- An enhanced existing conditions section that includes data from the EPA and Maryland EJSCREEN websites
- The potential effects, both beneficial and potentially adverse, of the Preferred Alternative on EJ populations
- Public outreach to Environmental Justice populations since the DEIS

Coordination regarding potential mitigation and community enhancements is ongoing through the EJ Working Group. The final mitigation will be documented in the FEIS and commitments will be documented in the ROD.

4.21.2 Affected Environment

A. Review of EJ Analysis in the DEIS

The strategies developed under EO 12898, USDOT Order 5610.2(c), FHWA Order 6640.23A, and FHWA memorandum Guidance on Environmental Justice and NEPA (2011) set forth the appropriate and necessary steps to identify and address disproportionately high and adverse effects of Federal transportation projects on minority and low-income populations. Based on the EO and FHWA strategies, the DEIS documented the following steps in the EJ Analysis for the Study:

1. The identification of minority race and ethnicity populations and low-income populations (EJ populations) along the study corridors (**DEIS, Chapter 4, Sections 4.21.2A and 4.21.2B** and *Community Effects Assessment and Environmental Justice Analysis Technical Report*, **DEIS, Appendix E, Section 4.2.1**);

[41] Including individuals with Limited English Proficiency.

2. The review of demographic data to determine the existing environmental and community conditions of the EJ populations (**DEIS, Chapter 4, Section 4.21.3** and *Community Effects Assessment and Environmental Justice Analysis Technical Report*, **DEIS, Appendix E, Section 4.3**);

3. The documentation of public outreach as planned, conducted and refined throughout the study duration in consideration of the demographic and community data to ensure meaningful involvement in EJ populations (**DEIS, Chapter 4, Section 4.21.3** and *Community Effects Assessment and Environmental Justice Analysis Technical Report*, **DEIS, Appendix E, Section 4.3**); and

4. The identification of beneficial and adverse effects to EJ populations under the No Build and Build Alternatives (**DEIS, Chapter 4, Section 4.21.5**(**DEIS, Chapter 4, Section 4.21.3** and *Community Effects Assessment and Environmental Justice Analysis Technical Report*, **DEIS, Appendix E, Section 4.5**).

B. EJ Populations Update for the SDEIS

In support of the SDEIS, the Census block groups were reviewed against the Phase 1 South limits of the Preferred Alternative. In the DEIS, 111 block groups or 55 percent of the study corridor's block groups were identified as EJ populations[42]. Under the Preferred Alternative, there are 66 analysis area block groups, of which 16, or 24 percent are identified as EJ populations. Therefore, under the Preferred Alternative, 95 block groups identified as EJ populations in the DEIS are now avoided.

Of the 16 block groups identified as EJ populations approximate to the Preferred Alternative, 12 met the criteria[43] as minority race and ethnicity populations. The 12 block groups with minority populations were located in the communities of Gaithersburg, Rockville, Potomac, and North Bethesda (Refer to **Figure 4-3**).

Of the 16 block groups identified as EJ populations, one block group, in the community of North Bethesda, was identified as a low-income population. This block group was identified as having a median household income at or below $69,850[44].

Three (3) of the 16 block groups identified as EJ populations met the criteria for minority race and ethnicity as well as low-income populations. These three (3) block groups were identified in the communities of Gaithersburg and Potomac.

C. Online Environmental Justice Mapping Tools

a. EPA EJSCREEN

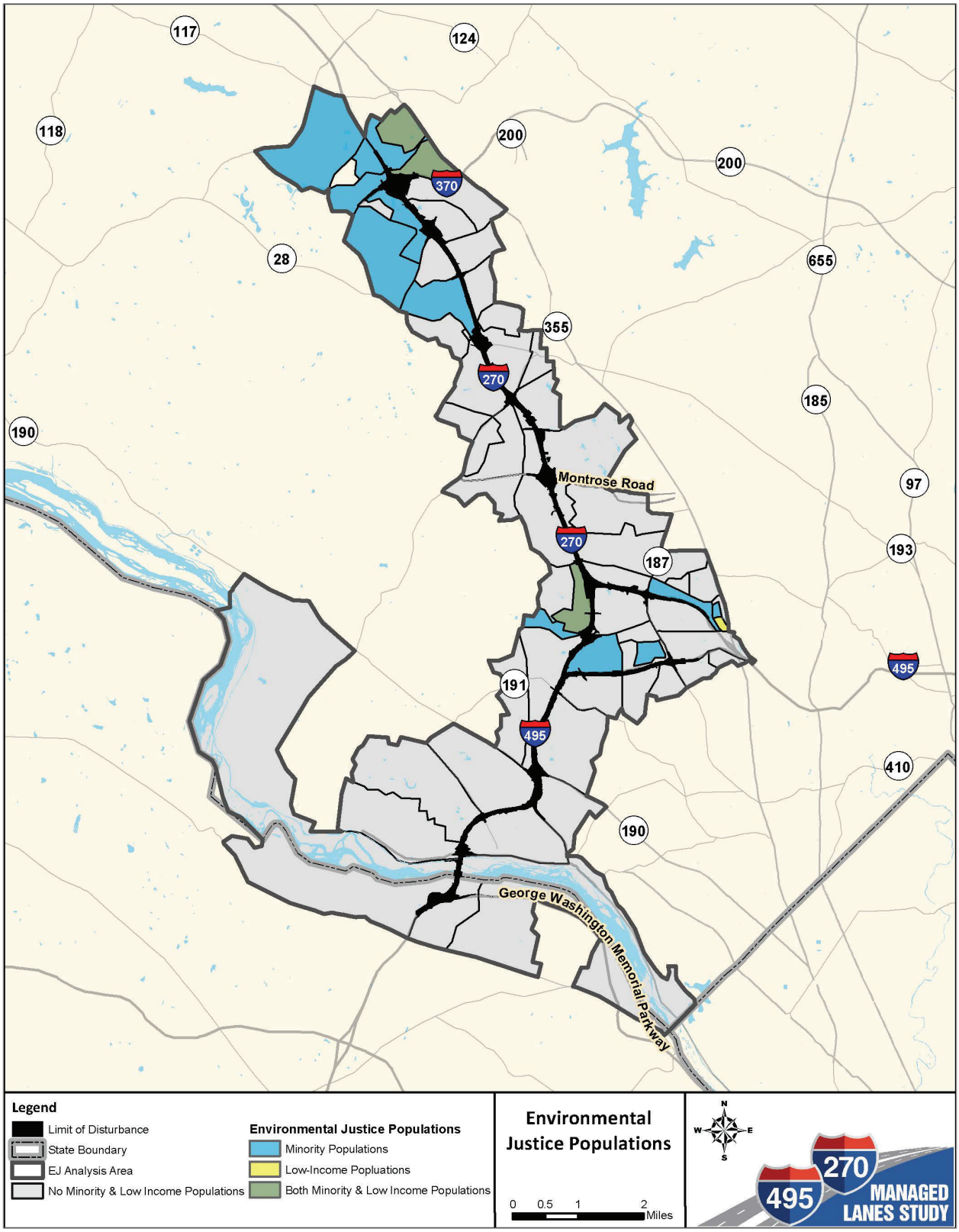
The EPA hosts an online EJ screening and mapping tool that combines environmental and demographic data for various geographies and presents them in maps and reports. The EPA uses publicly-available data and combines environmental and demographic characteristics (indicators) to produce an EJ index for a specific geography. (https://www.epa.gov/ejscreen).

[42] For the purposes of this EJ Analysis, the terms "EJ population" and "EJ block group" are interchangeable. Note that actual populations of minority race and ethnicity persons and low-income persons may not geographically conform to block group boundaries.

[43] A block group was identified as a minority population if the block group's percent of minority race/ethnicity persons was equal to or exceeded that of Maryland's state-wide percent (49 percent).

[44] The median household income of $69,850 is based on the HUD 2019 Low-Income Limit for a family of three in the Washington-Arlington-Alexandria, DC-VA, MD Fair Market Rent Area.

Figure 4-3: Environmental Justice Populations Adjacent to the Preferred Alternative LOD



For each Census block group, the demographic index (the combined average of percent minority race/ethnicity and percent low-income households) is formulaically applied to an environmental indicator. The resulting score is the EJ index[45] for a geography for each of the environmental indicators. Definitions of the EPA EJSCREEN demographic and environmental indicators, as well as the 11 heat maps showing the EJ indices for each EPA EJSCREEN[46] environmental indicator, can be found in **SDEIS, Appendix K, pages 2-4** and **15-25**.

The EPA EJSCREEN indexes presented here are percentiles comparing the environmental and demographic characteristics of the Analysis Area block groups[47] to those of all block groups within the State of Maryland. For instance, if a block group has an EJ index score of 86 for the hazardous waste proximity indicator, it means that 14 percent of block groups in Maryland have higher values. The higher the EJ index, the greater the potential for EJ concern.

A table summarizing the comparison of the Study's EJ block groups to EPA EJSCREEN indices for each environmental indicator can be found in **SDEIS Appendix K, pages 5-9**. Results from the review of EPA EJSCREEN data show that eight (8) of the Study's 16 EJ block groups are at or above the 50th percentile for the following EJ Indexes: Hazardous Waste Proximity, National Air Toxics Assessment (NATA)[48], Air Toxics Cancer Risk, NATA Diesel PM, NATA Respiratory Hazard Index, Particulate Matter (PM 2.5), Ozone, Superfund Proximity, and Traffic Proximity and Volume. Additionally, 10 of the Study's 16 EJ block groups are at or above the 50th percentile for the Lead Paint and Proximity to Risk Management Plan (RMP) sites EJ Indexes. Zero of the Study's EJ block groups are at or above the 50th percentile for the Wastewater Discharge Indicator EJ Index.

For all of the EPA EJ Indexes except the Wastewater Discharge Indicator, there are non-EJ block groups that fall at or above the 50th percentile. Out of all the Analysis Area Community block groups, those with the highest EJ Index scores are located in the Gaithersburg Analysis Area Community; one exception is the Wastewater Discharge Indicator, which has the highest EJ Index scores in the Rockville and North Bethesda Analysis Area Communities. This can be seen in 11 heat maps showing the EJ indices for each EPA EJSCREEN environmental indicator, as well as a table with the raw data for each block group, in **SDEIS Appendix K, pages 15-25**.

[45] Per EPA, an EJ Index ultimately measures *disparity*. Within EPA EJSCREEN, *disparity* is the difference between the environmental indicator's average value among minority race and ethnicity persons and low-income households in the block group versus the average values in the state. A higher EJ Index identifies a block group as contributing more toward the state's disparity in the respective environmental indicator category.

[46] See https://www.epa.gov/EJSCREEN/overview-environmental-indicators-EJSCREEN for definition details and explanations of methodology.

[47] Analysis Area block groups are all block groups that are located within one-quarter mile to either side of the Preferred Alternative LOD. There are a total of 66 Analysis Area block groups. Additionally, Analysis Area block groups are also grouped into Analysis Area Communities for ease of reader understanding: the block groups are matched with the municipality or Census-Designated Place in which they are primarily located to form the Analysis Area Communities. Overall, the 66 Analysis Area block groups can be sorted into seven Analysis Area Communities.

[48] The National Air Toxics Assessment, or NATA, is EPA's review of air toxics in the United States based on modeled air quality.

b. Maryland EJSCREEN Data

Influenced by the EPA EJSCREEN mapping tool, Maryland EJSCREEN, developed by the Community Engagement, Environmental Justice, and Health (CEEJH) Laboratory at the University of Maryland (UMD) School of Public Health, also assesses and maps EJ risks for Census tracts in Maryland (https://p1.cgis.umd.edu/ejscreen/). For each tract, the population characteristics (average of sensitive populations and socioeconomic factors) is formulaically applied to a pollution burden indicator (average of exposures and environmental effects). The resulting scores for the various pollution burden indicators are combined into a single overall EJ Score[49] for each tract. Definitions of the MD EJSCREEN population characteristics and pollution burden indicators can be found in **SDEIS, Appendix K, pages 3-4**.[50]

The MD EJSCREEN EJ Scores presented here are percentiles comparing the pollution burden indicators and population characteristics of each Analysis Area tract[51] to those of all tracts within the State of Maryland. For instance, a tract with an EJ Score of 90 is in the 90th percentile, meaning only 10 percent of tracts in Maryland have higher values. The higher the EJ index, the greater the potential for EJ concern. **Figure 4-4** is a heat map showing the overall EJ Score for each of the tracts. The raw data for each tract can be found in **SDEIS, Appendix K, page 8**.

A table summarizing the comparison of the Study's EJ tracts to MD EJSCREEN indices for each environmental indicator can also be found in **SDEIS, Appendix K, page 13-14**. Results from the review of MD EJSCREEN data show that all eight (8) of the Study's EJ tracts fall at or above the 50th percentile for Exposure. Five of the Study's eight (8) EJ tracts fall at or above the 50th percentile for the Overall EJScore, while four (4) EJ tracts fall at or above the 50th percentile for Sensitive Populations. Lastly, three (3) of the Study's eight (8) EJ tracts fall at or above the 50th percentile for both the Environmental Effects and Socioeconomic Factors. All of the indicators, except for Socioeconomic Factors, have non-EJ tracts that fall at or above the 50th percentile. When looking at all 32 of the Analysis Area tracts, Gaithersburg, Rockville, North Bethesda, Bethesda, and Potomac all have some of the highest scores for various indicators.

c. Summary of EJSCREEN Data and Mapping Tools

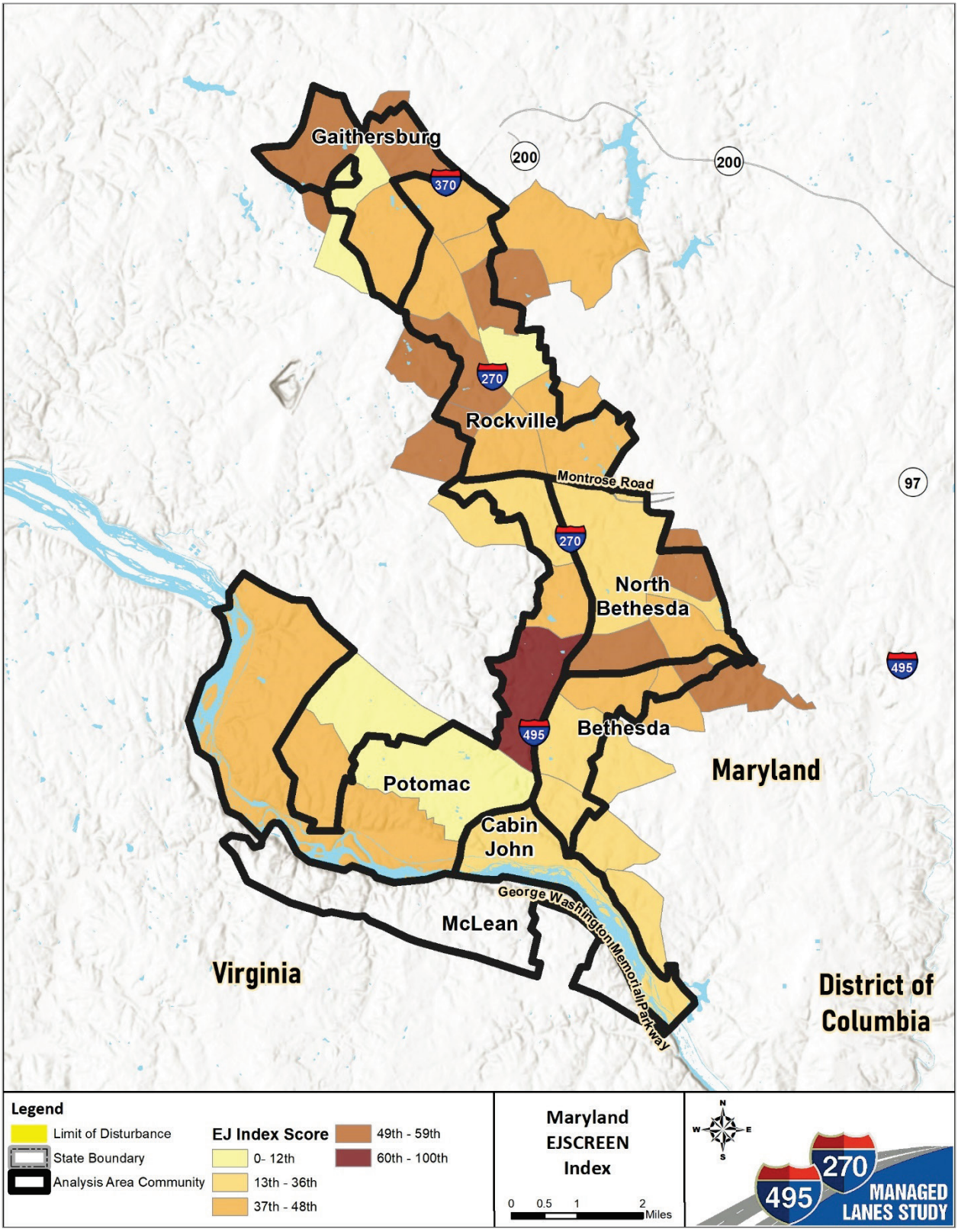
The review of the EPA EJSCREEN and MD EJSCREEN data and mapping tools confirm that the methodology and identification of EJ block groups completed to date for the Study is largely in line with similar assessments completed by outside expert institutions. The EJSCREEN tools also provide an additional layer of nuance by selecting specific, measurable, and common EJ issues faced by EJ-susceptible populations along the study corridors. Mapping is an easily digestible visual of where Analysis Area block groups and communities with higher concentrations of EJ-susceptible populations are located.

[49] See https://p1.cgis.umd.edu/mdejscreen/help.html for definition details and explanations of methodology.

[50] See https://www.epa.gov/EJSCREEN/overview-environmental-indicators-EJSCREEN for a description of each environmental indicator.

[51] MD EJSCREEN data is not available at the block group level, so data presented here is based on Census tracts within which the Analysis Area block groups are located. Note that a tract encompasses a larger area than a block group.

Figure 4-4: Maryland EJSCREEN EJScore for Census Tracts in the Analysis Area



The results of this review, in combination with the Study's formal EJ Analysis, will help inform and guide MDOT SHA and the P3 Developer where public outreach should be focused as mitigation measures and community enhancements are identified both prior to issuance of the ROD and implemented during final design and construction. Information on project mitigation, community enhancements, and outreach to EJ populations will be provided in the FEIS and ROD.

D. Public Outreach to Environmental Justice Populations Since the DEIS

In addition to standard public notifications of the availability of the DEIS and notification of the Public Hearings and associated comment period, MDOT SHA implemented additional notification methods to encourage meaningful involvement by low-income and minority race/ethnicity populations, as well as other traditionally marginalized populations in review of the DEIS and participation in the Public Hearings. These efforts include the following:

- Mailed flyers in English, Spanish, Amharic, and French[52] flyers to approximately 200 affordable housing complexes, schools, and places of worship[53] in the study area. Emailed PDFs of these flyers to the organizations that have email addresses listed online. A cover letter was sent with both forms of distribution.
- Uploaded to the project website the DEIS Executive Summary translated into Spanish, Amharic, and French.
- Provided hard copies of the translated DEIS Executive Summary at the DEIS viewing locations.
- Spanish language advertisements in *El Tiempo Latino*, *Washington Hispanic*, and on eltiempo.com.
- Additional County outreach:
    - Montgomery County News press release;
    - Inclusion in Montgomery County Executive's weekly newsletter;
    - Inclusion in Montgomery County Department of Transportation bi-weekly newsletter and social media posts;
    - Distribution of flyer via Maryland-National Capital Park and Planning Commission (M-NCPPC) Prince George's County Planning email databases;
        - Planning Department listserv with approximately 19,200 email addresses;
        - Community Association listserv with approximately 700 email addresses;
    - Inclusion in Prince George's County social media posts; and
    - Coordination with Prince George's County Faith-Based Advisory Board to distribute information to their ministry listserv with approximately 70 email addresses.
- Additional translation of flyer to Simplified Chinese, Korean, Malayalam, Punjabi, Tagalog, and Yoruba, uploaded to the project website, and distribution of hard copies to groceries largely serving immigrant communities.

[52] Spanish, French, and Amharic are the top primary languages of English for Speakers of Other Languages (ESOL) learners in both counties.

[53] Includes Environmental Justice (EJ)- area schools with above-average participation in the Free and Reduced-price Meals Program; places of worship in EJ areas; and all affordable-housing complexes within the study area.

- ALDI (Beltsville, Lanham)
- Anarkali Bazar (Greenbelt)
- Giant Food (Greenbelt, Largo, Marlow Heights)
- Global International Grocery (Silver Spring)
- Great Wall Supermarket (Rockville)
- Jumbo Food International Supermarket (Temple Hills)
- La Colonia International Supermarket (Camp Springs)
- Las Americas Market (Rockville)
- Latino Market Grocery (Gaithersburg)
- Lidl (District Heights)
- Periyar Asian Grocery (Landover Hills)
- Safeway (Greenbelt)
- Save A Lot (Forestville)
- Shoppers (College Park, Forestville, Largo, New Carrollton)

Since the DEIS publication and in response to comments from the EPA, an EJ Working Group was established to support the EJ analysis and outreach efforts to be conducted for the Study moving forward. Agency members include FHWA, EPA, MDOT SHA, Maryland Department of Planning (MDP), Montgomery County Department of Transportation (MCDOT), M-NCPPC, and Prince George's County Department of Public Works and Transportation (DPW&T). The goals of the EJ Working Group are to:

- Develop potential mitigation measures and identify additional outreach opportunities using federal, state, and local experience;
- Identify potential commitments to EJ/public health mitigation measures related to social/health vulnerability indicators; and
- Identify recommendations for additional engagement opportunities including FEIS notifications and outreach to communities during final design and construction.

Since the DEIS was published, three EJ Working Group meetings have occurred (**Table 4-44**).

Table 4-44: Environmental Justice Working Group Meetings

DATE	AGENDA ITEMS
March 2, 2021	Kick-off Meeting; introductions, goals
April 7, 2021	Data collection to support existing conditions discussion in EJ Analysis; discussion on EJ Public Outreach Plan and future opportunities; mitigation considerations
September 15, 2021	EJ Outreach and Engagement Plan Through SDEIS/FEIS/ROD

Additional Environmental Justice Working Group meetings will be held between publication of this SDEIS and publication of the FEIS. The results of the Working Group will be incorporated into the Study and documented in the FEIS and ROD.

4.21.3 Environmental Consequences

Both beneficial and adverse effects of the Preferred Alternative on identified EJ populations are considered in this EJ Analysis. Typically, potential effects of a proposed action could include physical impacts to private property, including community facility property, as well as physical impacts to existing transportation right-of-way. Per FHWA EJ Order 6640.23A, consideration is also given to effects on the following environmental characteristics: human health and safety; air quality; noise/vibration; water quality; hazardous materials; natural resources; visual landscape and aesthetic values; economy and employment; access and mobility; community cohesion/isolation and quality of life; and tolling considerations. Applying those categories to the Study's proposed action, the potential effects of the Preferred Alternative between EJ block group and non-EJ block groups is summarized in **Table 4-45**.

Table 4-45: Comparison of Effects to EJ Block Groups Compared to Non-EJ Block Groups

Resource	Impacts to 16 EJ Block Groups	Impacts to 50 Non-EJ Block Groups
Property	• 49 impacted properties • 16.9 total acres of impact	• 452 impacted properties • 99.0 total acres of impact
Community Facilities	• 1 place of worship property	• 4 places of worship properties • 3 school properties • 2 healthcare facility properties • 1 correctional facility property • 1 recreation center property
Demographics	Implementation of the Preferred Alternative would not result in changes to the existing population size or demographic characteristics (age and sex, disability, household income, race and ethnicity, Limited English Proficiency, Free and Reduced Lunch program participation) of the Analysis Area, including the existing population size or demographic characteristics of EJ populations. No property relocations would occur under the Preferred Alternative.	
Traffic	The Preferred Alternative is projected to provide operational benefits to the proposed managed lanes as well as general purpose lanes on the I-495 and I-270 interstate system, plus operational benefits to the surrounding local arterial network. The Preferred Alternative would significantly increase vehicle throughput across the American Legion Bridge and on the southern section of I-270 while reducing congestion. It would also increase speeds, improve reliability, and reduce travel times and delays along the majority of I-495, I-270, and the surrounding roadway network compared to the No Build Alternative. Populations in both EJ block groups and non-EJ block groups would have the opportunity to experience these operational benefits.	
Air Quality	Montgomery County, Maryland and Fairfax County, Virginia are in attainment for all National Ambient Air Quality Standards (NAAQS) for criteria pollutants, with the exception of ozone, for which the counties are in nonattainment. However, because ozone is measured at the regional level and is not a point-source pollutant, air quality impacts associated with ozone would not differ between EJ block groups and non-EJ block groups. Additionally, while the Preferred Alternative is not predicted to increase emission burdens for Mobile Source Air Toxics (MSAT) recent research has been conducted on the benefits of roadside barriers to improve air quality.	

Resource	Impacts to 16 EJ Block Groups	Impacts to 50 Non-EJ Block Groups
	Construction-related air quality impacts of the project would be limited to short-term increased fugitive dust and mobile-source emissions, including carbon monoxide, during construction. Air quality impacts associated with construction would not differ between EJ block groups and non-EJ block groups. To minimize the amount of emissions generated, efforts would be made during construction to limit traffic disruptions, especially during peak travel hours. State and local regulations regarding dust control and other air quality emission reduction controls would be followed.	
Human Health and Safety	See text on Air Quality, above, for a description of anticipated effects to airborne pollution levels in EJ block groups and non-EJ block groups. The Preferred Alternative would maintain the existing separation between highway operations and local traffic, bicyclists, and pedestrians through access limits and physical barriers in accordance with state and federal regulation. Where direct access ramps would be constructed, alterations to traffic patterns and roadway/sidewalk networks would be mitigated by the inclusion of signage, high-visibility crosswalk markings, pedestrian countdown signals, and the implementation of a temporary detour network. Additional capacity on I-495 and I-270 would assist in accommodating a population evacuation and improving emergency response access should an event related to homeland security occur.	
Noise	• 5 noise abatement measures	• 34 of noise abatement measures
Hazardous Materials	• 27 low sites of concern • 4 moderate sites of concern • 2 high sites of concern	• 37 low sites of concern • 56 moderate sites of concern • 9 high sites of concern
Natural Resources	• 105.5 acres of impacts to tree canopy • 0.3 acres of impacts to wetlands • 1.4 acres of impacts to wetland buffers • 7,430.7 linear feet of impacts to waterway	• 401.3 acres of impacts to tree canopy • 4.0 acres of impacts to wetlands • 5.7 acres of impacts to wetland buffers • 39,019.1 linear feet of impacts to waterways
Visual Landscape and Aesthetic Values	The Preferred Alternative would result in changes to viewsheds or visual impacts within the Analysis Area. The construction of managed lanes, shoulders, traffic barriers, cut and fill slopes, stormwater management facilities, retaining walls, and noise walls along the existing corridor would not introduce new elements incompatible with the existing visual character or qualities. Where managed lanes access ramps would be constructed, new interchanges and structures may be introduced that could impact the viewsheds of adjacent properties and communities.	
Economy and Employment	The Preferred Alternative would not result in business relocations and would not impact access to area businesses or employers. There would be no overall impact to the distribution of worker occupation, or major employers within EJ or non-EJ populations within the Analysis Area. Proposed improvements would help address increasing congestion, thereby maintaining mobility throughout the region, including areas with EJ populations.	

Resource	Impacts to 16 EJ Block Groups	Impacts to 50 Non-EJ Block Groups
	Through Opportunity MDOT Program, the agency will provide resources for job seekers and small, minority-, women-, and veteran-owned businesses and disadvantaged businesses to prepare for potential opportunities to work with MDOT and the I-495 & I-270 P3 Program.	
Access and Mobility	Under the Preferred Alternative, traffic, access, and mobility would be maintained during construction in compliance with MDOT SHA Work Zone Safety and Mobility requirements. Where direct access ramps would be constructed, alterations to traffic patterns and roadway/sidewalk networks would be mitigated by the inclusion of signage, high-visibility crosswalk markings, pedestrian countdown signals, and the implementation of a temporary detour network. Existing pedestrian and bicycle facilities impacted would be replaced in-kind, at a minimum. The Preferred Alternative would not eliminate or impede access between residences and community facilities. An incremental enhancement to access may occur due to reduced congestion on local routes, while bus transit systems could utilize the managed lanes on I-495 and I-270. Under the Preferred Alternative, more options for travel with less congestion would be available including toll-free travel for bus transit and High Occupancy Vehicles with three or more passengers (HOV 3+) including carpools and vanpools, in the managed lanes.	
Community Cohesion/Isolation and Quality of Life	The Preferred Alternative would not result in residential or business relocations; however, partial property acquisition would occur throughout the study corridors and would generally include acquiring strips of land from undeveloped areas or areas of trees from properties adjacent to I-495 or I-270, resulting in an overall reduction of property size. These impacts would be limited to the individuals immediately affected, occurring in areas bordering the existing highway right-of-way. Divisions or isolation of properties, persons, or groups would not occur due to the generally parallel nature of the limits of disturbance along the study corridors. Residents and employees who live, work, or utilize services immediately adjacent to the study corridors may experience changes in quality of life from property acquisition or temporarily during construction; however, community residents would experience a benefit to quality of life due to reduced congestion and enhanced trip reliability and travel choices to destination points in the region.	
Tolling Considerations	While the travel speed and trip reliability benefits offered by the tolled lanes could be a less feasible choice for EJ populations due to cost burden, under the Preferred Alternative, all existing GP lanes would remain toll-free and would undergo travel time improvements that would benefit all road users. Additionally, under the Preferred Alternative, toll-free travel for bus transit and High Occupancy Vehicles with three or more passengers (HOV 3+) in the managed lanes, including carpools and vanpools, would be provided. Toll rate caps would be set through a public process by the Maryland Transportation Authority, and public notice of toll schedule revisions would be required.	

A final comparison of environmental resource impacts in EJ block groups and non-EJ block groups will be presented in the FEIS. The determination of disproportionately high and adverse impacts to EJ populations will be made on the Preferred Alternative and will be disclosed in the FEIS.

4.21.4 Mitigation

Measures to mitigate any disproportionately high and adverse impacts will be determined in consideration of the specific impacts to EJ populations and will be done with input from the potentially affected minority and/or low-income populations. Strategies for mitigating potential adverse effects to EJ populations may consist of, but are not limited to:

- Ongoing public outreach and engagement directly with EJ populations
- Free bus transit usage of managed lanes for faster and more reliable trip
- Direct access to existing and proposed transit stations and transit-oriented development areas within the analysis area
- No toll for eligible High Occupancy Vehicles with three or more passengers
- Making cross highway pedestrian and bicycle enhancements and connections that have been impacted by the existing interstates.

To ensure equitable access to the managed lanes, MDOT SHA and MDTA are committed to the following:

- Engaging with the EJ populations in advance of implementing the MLS toll program, including education for low-income populations about the tolling program;
- Offering easy access to E-ZPass transponders for all members of the community;
- Accommodating multiple options to replenish transponders using cash, check, credit card or money order by visiting one of MDTA's conveniently located E-ZPass Maryland Customer Service Centers (CSCs). Customers can also drop off check or money order payments 24/7 in designated drop boxes outside CSCs at an MDTA toll facility or mail their check or money order to MDTA.

If no disproportionately high and adverse effects are determined to occur to EJ populations from the Study, MDOT SHA may still consider community enhancements. Mitigation and/or community enhancements to address these impacts or comments are under development in coordination with the Environmental Justice Working Group and will be documented in the FEIS and ROD.

4.22 Indirect and Cumulative Effects

4.22.1 Introduction

This indirect and cumulative effects (ICE) assessment was conducted in accordance with MDOT SHA's current ICE guidelines (MDOT SHA, 2012) and in accordance with NEPA's CEQ implementing regulations. The ICE analysis considers the effects of the proposed action in the context of general trends on population, employment, and general growth based on master plans, reports, census and geographic data, historic maps, and aerial imagery. It considers planning and forecasting documents concerning past, present, and future economic development; the history and origins of the proposed action and previous studies; and data reflected in previously completed NEPA documents for understanding of the potential for indirect and cumulative effects in the region.

Indirect effects are caused by the action and are later in time or farther removed in distance but are still reasonably-foreseeable(40 CFR § 1508.8(b)).

Cumulative effects are defined as impacts on the environment that result from the incremental impact of the action when added to past, present, and reasonably-foreseeable future actions, regardless of what agency (Federal or non-Federal) or person undertakes such actions (40 CFR § 1508.7).

4.22.2 Affected Environment

The ICE Analysis documented in the DEIS in **Chapter 4, Section 4.22** (https://495-270-p3.com/wp-content/uploads/2020/11/2020-06-02_DEIS_04_Environmental.pdf) and **DEIS, Appendix O** (https://495-270-p3.com/wp-content/uploads/2020/07/DEIS_AppO_ICE-Tech-Report_May-2020_web.pdf) presumed potential development of managed lanes in the entire study area, including the shorter limits of the Preferred Alternative - Phase 1 South. The analytical assumptions underlying the indirect and cumulative effects based on the Build Alternatives documented in the DEIS have not changed and remain valid. Because of the reduced Phase I South limits for the Preferred Alternative, as described below, the anticipated indirect and cumulative effects similarly are likely less than those described in the DEIS.

A. Past and Present Land Use

Existing land use in the ICE Analysis Area includes a mix of developed residential, commercial, and institutional land uses, along with open spaces, forested areas, and relatively small areas of farmland. For the Maryland portion of the ICE Analysis Area, Land Use/Land Cover (LULC) is available for 1973, 2002, and 2010 data years from the MDP. The data suggests an overall pattern of agricultural and forest land converted into residential use between 1973 and 2010. Institutional and industrial uses rose modestly in this time frame, and other land use categories were generally stable. Land use in the Maryland portion of the ICE Analysis Area is predominantly suburban, mid to low-density residential use, with more dense areas closer to Washington, DC and becoming less intense further from the city core. Commercial, industrial, and institutional uses are generally clustered around major transportation corridors, especially interstate highways. Green spaces are generally stream valley corridors and larger parks dispersed throughout the area.

The land use data for the District of Columbia from 2005, as presented in the District of Columbia Comprehensive Plan notes the expansive city core of about four-square miles centered around the open spaces of the Federal city. The core is surrounded by an inner ring of moderate- to high-density residential and mixed-use neighborhoods. Beyond the inner ring is an outer ring of less dense development, characterized largely by single-family housing and garden apartments. However, as noted in the Comprehensive Plan, the District was almost fully developed by 1960.

The Virginia portion of the ICE Analysis Area is generally characterized by mature suburban residential land uses, with commercial and other uses focused in hubs along major transportation corridors. The land uses are denser in the areas closer to Washington, DC, becoming more suburban further away from the urban core. The Virginia portion of the ICE Analysis Area has seen a major growth in office buildings since 1970, particularly in areas close to highways, Metrorail stations, and near Washington, DC. Residential land use accounts for 50 percent of the land use in the Fairfax County portion of the ICE Analysis Area.

B. Future Land Use

The availability and level of detail for future land use varies depending on the planning jurisdiction. County and local master plans focus on protecting existing open space and residential communities by directing future development to designated areas. There are no planned developments in the ICE Analysis Area that are dependent upon the completion of the Preferred Alternative. An updated review of the county and local master plans will be included with the FEIS.

C. Population, Housing and Employment Growth

All of the ICE Analysis Area jurisdictions are projected to increase in population by 2040. Most are estimated to rise at a somewhat more modest pace compared to the prior decades, as the land uses become more mature and available land becomes scarcer. The population and employment projections will be updated for 2045 in the FEIS using the latest Metropolitan Washington Council of Governments Travel Demand Model (MWCOG model).

4.22.3 Environmental Consequences

The reduced, Phase 1 South limits of the Preferred Alternative would result in a substantial reduction in the ICE analysis footprint, as a result, a reduced potential for indirect and cumulative effects. The following summary provides a broad assessment of the indirect and cumulative effects that are likely to occur with the proposed development of the Preferred Alternative. Refer to **DEIS, Chapter 4, Section 22** and **DEIS, Appendix O, Section 3** for the indirect and cumulative effects analysis of the DEIS Build Alternatives. The final indirect and cumulative effects analysis on the Preferred Alternative will be included in the FEIS.

A. Indirect Effects

Indirect effects are caused by the action and are later in time or farther removed in distance but are still reasonably-foreseeable. Indirect effects may include growth-inducing effects and other effects related to induced changes in the patterns of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems (40 CFR § 1508.8).

The indirect effects of worsening traffic congestion under the No Build Alternative could include loss of economic productivity, changes in community cohesion resulting from reduced access and delays, effects on the desirability of communities, and potential changes to individual decisions about where to live and work. While no resources are anticipated to be directly impacted by a No Build Alternative, the No Build Alternative does include currently planned and programmed infrastructure projects that may affect the ICE Analysis Area. Moreover, under the No Build Alternative, motor vehicle volumes are forecasted to increase over time and with them are anticipated increases in travel times and delays related to growing traffic congestion. Worsening traffic congestion could have potential negative effects on motor vehicle-reliant activities, such as: emergency response services, supply chain/commercial trucking and deliveries, school bus schedules, and workforce commuters.

Roadway improvements, such as those proposed under the Preferred Alternative, can attract commercial or real estate development, or induced growth. The possibility of induced growth in this ICE Analysis Area would be diminished by the context for the proposed action due to the reduced Phase 1 South limits of the Preferred Alternative. On the “top side” of I-495, it was unlikely that the area would have experienced indirect effects, as it is almost entirely built out and/or preserved. For the Prince George’s portion of the MLS study corridors, by contrast, the location of managed lanes access was aimed at supporting growing areas or areas that the county wanted to target grow.

Within the Phase 1 South limits, the ICE Analysis Area includes many mature land uses and developments, with limited unoccupied land for additional development, as well as the long-term presence of the existing highway facilities. Moreover, much of the undeveloped land within the ICE Analysis Area is designated by comprehensive plans for preservation. As a result of these contextual factors, the likelihood of induced commercial or residential development is reduced substantially by the pre-existing built-out environment.

The Preferred Alternative could change travel patterns by providing increased capacity along existing facilities. More rural, less-developed portions of the ICE Analysis Area and other locations where undeveloped land exists would be most likely to experience pressure for new development from improved access along the I-270 and I-495 corridors. Noise impacts could occur to communities from greater traffic volumes on connecting roadways. Indirect impacts would be minimized by adherence to existing master plans and zoning regulations pertaining to new development.

Indirect impacts to wetlands, wetland buffers and waterways from the Preferred Alternative could result from roadway runoff, sedimentation, changes to hydrology, and facility-related run-off quality and quantity associated with the conversion of land from rural to urban and suburban uses, as well as changes in drainage patterns and imperviousness. Indirect downstream impacts to surface water would be minimized through the development and application of approved erosion and sediment control plans and stormwater-related best management practices (BMPs). Any wetlands impacts associated with proposed public or private development would require permitting by the USACE and state regulatory agencies, as well as review and approval by county governments to ensure consistency with environmental protection guidelines. Coordination with federal, state and local agencies overseeing water resources in the ICE Analysis Area will continue throughout the Study to determine appropriate mitigation for impacts.

B. Cumulative Effects

Cumulative effects are defined as impacts on the environment that result from the incremental impact of the action when added to past, present, and reasonably-foreseeable future actions, regardless of what agency (Federal or non-Federal) or person undertakes such actions (40 CFR § 1508.7).

Past actions that have impacted resources include the numerous infrastructure and land development activities that occurred in the ICE Analysis Area throughout the ICE time frame. The decades of growth and development in the ICE Analysis Area has entailed continuous expansion and intensification of urban and suburban land uses into previously rural landscapes. Similarly, the network of transportation infrastructure has been continually expanded to accommodate the transportation needs of the growing regional economy and population.

The past, present and future actions have had both beneficial and adverse impacts. Past and present growth and development have improved local economies and led to provision of community facilities, transportation infrastructure, and recreational resources benefiting residences and businesses. Construction and expansion of transportation facilities has facilitated economic growth by providing access to employment and community facilities and allowing for more efficient movement of goods and services. Refer to **DEIS, Chapter 4, Section 22** and **DEIS, Appendix O, Section 3** for the cumulative effects analysis of the DEIS Build Alternatives.

Increased population and employment in the ICE Analysis Area is expected to increase traffic volumes and create eventual need for more transportation improvement projects. The proposed action is one of many reasonably-foreseeable future transportation projects designed to address both existing volumes, as well as anticipated growth. The Preferred Alternative alone would provide improved access, mobility, and traffic conditions. Combined with the other projects identified in the *Indirect and Cumulative Effects Technical Report* (**DEIS, Appendix O**, **Section 3.1.3B**), it is anticipated that there would be a greater overall benefit to local communities.

The proposed action, along with other future transportation projects would cause noise impacts, with potential cumulative effects on communities in the vicinity of improved and new roadways. Cumulative impacts to water quality could occur from stream loss and the incremental increase of impervious surfaces that may increase runoff from past, present, and future development projects. These would be minimized through the use of BMPs during construction and use of SWM facilities. The incremental effect would be minimized by the required permitting process, which would identify avoidance, minimization, and mitigation as needed to offset wetland losses.

4.23 Consequences of Construction

The LOD of the Preferred Alternative accounts for areas needed for construction. The assumed areas for construction access, staging and materials storage are identified on the *Environmental Resource Mapping* (**SDEIS, Appendix D**). Since the DEIS, design and LOD refinements have occurred. The long-term effects and short-term, construction-related effects of the Preferred Alternative have been quantified and documented in this SDEIS. Impacts associated with construction that will be further evaluated for the Preferred Alternative in final design including, traffic congestion associated with construction maintenance of traffic, impacts to business and residential access, utility disruptions, vibrations, sediment erosion and stormwater management, and construction related noise.

Due to the magnitude of the Study, MDOT SHA acknowledged in the DEIS the need to construct any Build Alternative in phases. Phase 1 South of the P3 Program, construction of the Preferred Alternative along I-495 from the vicinity of the George Washington Memorial Parkway in Virginia, across and including the ALB, to its interchange with I-270 at the West Spur, and I-270 from its interchange with I-495 to its interchange with I-370. A separate, independent NEPA study would include I-270 north of I-370 up to I-70.

It is anticipated that construction will last approximately four to five years. Details related to when construction related activities will occur will be determined in final design; however, the project will likely require night work to occur when activities could not be completed safely during the day. Advanced notice of construction related activities would be provided and all reasonable efforts to minimize impacts to residential communities would be undertaken. MDOT SHA will continue to coordinate with the neighboring communities through design and construction. Construction will require maintenance of traffic throughout the duration of work to minimize the disruption to highway users.

4.23.1 Visual and Aesthetic Resources

Construction would require the removal of vegetation to varying degrees throughout the study corridors. As a result of the vegetation removal, the wider interstates, added ramps, retaining walls, and noise barriers would become more visible and prominent from both the dynamic and static views. The static views from adjacent properties, including residential properties, commercial enterprises, parkland/ open space properties, and a number of community resources would experience an impact; however, impacts would generally be consistent with existing views of the study corridors as the surrounding area is adjacent to the existing interstate facilities and the surrounding area is urban in nature. Temporary visual impacts from both dynamic and static views will occur from the addition of construction equipment including cranes, heavy vehicles, trucks, borrow material and equipment stockpiling, safety signage, temporary barriers, etc. MDOT SHA has also been coordinating with NPS and M-NCPPC on visual impacts and mitigation at their park properties. Final mitigation as agreed upon with these agencies will be documented in the FEIS and ROD.

4.23.2 Hazardous Materials

Prior to acquisition of right-of-way and construction, Preliminary Site Investigations (PSIs) would be conducted to further investigate properties within and in the vicinity of the Preferred Alternative LOD that have a high potential for mitigation contaminated materials exposed during construction activities (refer to **Section 4.10** for additional details). Proposed investigation for the high concern sites should adequately characterize surficial and subsurface soils, as well as groundwater, if anticipated to be encountered. Sample locations should take into account locations of previous releases, former/current/abandoned storage tanks, and inferred groundwater flow, as well as proposed soil/groundwater disturbance during construction. The Developer would be required to use best management practices to minimize the release of any hazardous materials during construction.

4.23.3 Air Quality

Most emissions associated with construction are considered short-term or temporary in nature. The primary air quality concerns during construction would be a potential short-term localized increase in the concentration of fugitive dust (including airborne $PM_{2.5}$ and PM_{10}), as well as mobile source emissions, including pollutants such as CO. To minimize the amount of emissions generated, efforts would be made during construction to limit traffic disruptions, especially during peak travel hours. A quantitative analysis of the construction-related GHG emissions for the Preferred Alternative will be conducted using FHWA's Infrastructure Carbon Estimator tool. The results of that analysis will be included in the FEIS.

Mobile source emissions include pollutants such as CO. Since CO emissions from motor vehicles generally increase with decreasing vehicle speed, disruption of traffic during construction (such as temporary reduction of roadway capacity and increased queue lengths) could result in short-term elevated concentrations of CO. To minimize the amount of emissions generated, efforts would be made during construction to limit traffic disruptions, especially during peak travel hours.

Construction and subsequent maintenance of the project would also generate GHG emissions. Preparation of the roadway corridor (e.g., earth-moving activities) involves a considerable amount of energy consumption and resulting GHG emissions; manufacture of the materials used in construction and fuel used by construction equipment also contribute to GHG emissions; and on-road vehicle delay during construction would also increase fuel use, resulting in GHG emissions. A quantitative analysis of the construction related GHG emissions for the Preferred Alternative will be conducted using FHWA's Infrastructure Carbon Estimator tool. The results of that analysis will be included in the FEIS.

During construction the contractor may use some or all of the following dust control measures, to minimize and mitigate, to the greatest extent practicable, impacts to air quality:

- Minimize land disturbance;
- Cover trucks when hauling soil, stone, and debris (MDE Law);
- Use water trucks to minimize dust;
- Use dust suppressants if environmentally acceptable;
- Stabilize or cover stockpiles;
- Construct stabilized construction entrances per construction standard specifications;
- Regularly sweep all paved areas including public roads;
- Stabilize onsite haul roads using stone; and
- Temporarily stabilize disturbed areas per MDE erosion and sediment standards.

4.23.4 Noise

Noise would be generated from the construction of the highway improvements and the noise barriers. (Refer to **Section 4.9** for additional details). The Developer would be responsible for developing a construction work sequence that minimizes the duration of time without a noise barrier in place.

Land uses that are sensitive to vehicular noise are also sensitive to construction noise. Despite highway construction being a short-term phenomenon, significant noise impacts can occur. The extent and severity of these impacts depend on the phase of construction and the noise characteristics of construction equipment being used. As with any major construction project, areas around the construction site are likely to experience varied periods and degrees of noise impact. This type of project will likely employ the following equipment, which could be a source of construction noise: bulldozers and earthmovers; front-end loaders; dumps and other diesel trucks; and compressors. Generally, sensitive land uses near construction zones may experience noise levels between 78 dB(A) and 83 dB(A). Maintenance and adjustments to equipment, temporary noise barriers, construction of permanent noise barriers first where possible, variation of construction activity areas, public involvement, and financial incentives to contractors are all mitigation procedures that can decrease temporary noise impacts. During final design, these mitigation measures will be considered to minimize public exposure to short-term noise impacts. Wherever possible, the Developer will be required to construct any proposed noise barrier prior to demolishing the existing sound barrier. This would reduce noise and screen neighborhoods from construction activities. Where a proposed noise barrier cannot be constructed prior to demolishing an existing noise barrier, the Developer will be required to begin construction of the new noise barrier within 60 days of beginning the existing sound barrier demolition; the developer would also be required to continue construction operations of the proposed noise barrier until it is completed. Contract provisions will allow the P3 Developer to salvage and reuse certain sound barrier materials to minimize construction duration. These provisions were added to reduce construction impacts to surrounding properties.

4.24 Commitment of Resources

4.24.1 Irreversible and Irretrievable Commitment of Resources

The construction of the Preferred Alternative would result in the commitment of natural, physical, and financial resources that would be irreversible and irretrievable. The irreversible dedication of land to transportation use for the construction of the Preferred Alternative would render the land unusable for any other use. Approximately 115.9 acres of land converted to transportation use under the Preferred Alternative, 97.2 acres of permanent and 18.7 temporary impacts (refer to **Section 4.1.3, Table 4-2**). Land used in the construction and operation of the proposed facility (right-of-way) is considered an irreversible commitment during the time period that the land is used for a transportation facility.

As part of this permanent land alteration, approximately 500 acres of forest canopy (refer to **Section 4.16.3, Table 4-37**), 4.3 acres of wetlands, and 45,779.7 linear feet of streams (refer to **Section 4.12.3, Table 4-25**) have the potential to be affected by the Preferred Alternative. While forest, stream and wetland mitigation would account for some of these losses, these individual distinct ecosystems could be irreversibly impacted.

Significant amounts of fossil fuels, electricity, labor, and highway construction materials would be irretrievably expended for the construction of the Preferred Alternative. Anticipated construction materials would include aggregates, asphalt, cement, gravel, and sand. Concrete and steel would be

required for bridges and other structures such as retaining walls and noise barriers. Fuel, electricity, and labor required to manufacture, transport, and install these materials would be irretrievably lost. No long-term impacts to construction-related resources are anticipated for the Preferred Alternative.

Since the managed lanes would generate toll revenue, the anticipated construction costs could be recouped over time. Projects that include a future revenue source such as tolls may be constructed with no direct state and federal funding upfront. The I-495 & I-270 P3 Program has a goal to implement the improvements at no net cost to the State. However, if a state subsidy is required, it would typically be paid to the Developer at the beginning of the contract, whereas if positive excess cashflows are anticipated, they could be paid to the State at the beginning of the contract and/or as revenue sharing payments to the State during the operation of the facility.

The commitment of these resources is based on the concept that residents in the immediate area, state, and region would benefit from the improved quality of the transportation system. These benefits would consist of reduced congestion, enhanced trip reliability, additional roadway choices, and improved movement of goods and services, as described in **Chapters 1 and 2**, which are expected to outweigh the commitment of the irreversible and irretrievable resources.

4.24.2 Short-Term Effects/Long-Term Effects

Short-term impacts to resources in relation to long-term productivity have been evaluated in accordance with (42 USC 4332(C)(iv)) and guidelines published by the Council on Environmental Quality on implementing NEPA (40 CFR 1502.16). This analysis qualitatively discusses the relationship between short-term impacts to and use of resources, and the long-term benefits and productivity of the environment. For this analysis, short-term refers to the estimated three-to-five-year period of construction, the time when the largest number of temporary environmental effects is most likely to occur. Long-term refers to the more than 100-year life span estimated for the proposed improvements. This section discusses whether the short-term uses of environmental resources by the proposed improvements would affect (either positively or negatively) the long-term productivity of the environment.

A. Short-Term Impacts

Construction of the Preferred Alternative would result in short-term impacts, as described in **Chapter 2**, **Section 2.3.4.**

An increase in employment and job opportunities for future permitting and design, construction workers, suppliers, and inspectors would result during construction of the Preferred Alternative. As of the time of this document, more than $3 billion in private infrastructure investment will support economic development and job growth in communities and the region with over 7,500 jobs/year during construction. This short-term employment, use of materials to construct the improvements, and purchases of goods and services generated by construction could create a short-term improvement in the local economy that would diminish once the construction is completed. Workers who live in the region may fill these new positions or it is possible that people may move to the area as a result of the job opportunities created by the project. The concentration of workers within the area would stimulate the local economy by increasing business at area commercial and retail establishments. Increased sales tax would be derived from the commercial sales and from the sales of materials required for construction.

During construction, detours may be required rerouting travelers to other area roadways. Some travelers may choose to take alternate routes to avoid construction areas and further delays. The use of alternate routes may increase fossil fuel usage and could result in loss of business for commercial establishments thereby lowering sales tax revenues. Rerouting may lead to increased congestion and delays on the detour routes.

Expanding roadway alignments, materials storage areas, and movement of construction vehicles may result in the removal of existing vegetation. A temporary increase in air quality and noise impacts are expected. Water resources would also be needed for construction activities including mixing aggregate materials, road wetting, and landscaping.

B. Long-Term Impacts

The long-term impacts and benefits of the implementation of the Preferred Alternative would remain for the duration of the facility's life. The increased capacity and reduced traffic congestion would result in more efficient use of fossil fuels.

Reduced congestion, enhanced trip reliability, and additional roadway choices would result in quicker trips and commutes for drivers. Improved movement of goods and services would benefit the local and regional economy. Generally, logistics costs decrease as trucks and commercial vehicles travel in less congested conditions, spending less time en route, thus improving supply chain fluidity for regional industries dependent on truck traffic.

Improving congestion and reducing the amount and duration of idle traffic would result in decreased air pollution. Together, these effects would result in an enhanced overall environment for the many communities in Maryland along I-495, I-270, and the greater National Capital area.

The implementation of the Preferred Alternative would require permanent conversion of property to transportation uses. Real estate taxes paid of those properties would be eliminated. These long-term loses may be offset by areas adjacent to the improvements that experience induced growth.

5 UPDATED DRAFT SECTION 4(F) EVALUATION

This Updated Draft Section 4(f) Evaluation provides information focused on the Preferred Alternative being studied in the Supplemental Draft Environmental Impact Statement (SDEIS). This supplemental information does not replace the DEIS or Draft Section 4(f) Evaluation published in July 2020. The DEIS documents can be viewed through the following links on the Program website:

DEIS, Chapter 5: https://oplanesmd.com/wp-content/uploads/2020/11/2020-06-02_DEIS_05_Section_4f.pdf

DEIS, Appendix F: https://oplanesmd.com/wp-content/uploads/2020/07/DEIS_AppF_Draft-Section-4f-Eval_web.pdf

This SDEIS Chapter includes the following updates:

- Identification of the Preferred Alternative, which is Alternative 9 – Phase 1 South
- Reduced list of Section 4(f) Properties based on the Preferred Alternative limits of disturbance
- Identification of temporary and permanent impacts to Section 4(f) properties
- Updates on all possible planning to avoid and minimize the use of Section 4(f) properties within the Preferred Alternatives limits
- Updated Least Overall Harm Analysis and Coordination

The Final Section 4(f) Evaluation, including final mitigation for unavoidable Section 4(f) uses, will be included with the Final Environmental Impact Statement (FEIS) along with the Least Overall Harm Analysis conclusion.

5.1 Introduction

Section 4(f) of the US Department of Transportation (USDOT) Act of 1966 as amended (49 USC. 303(c)) is a Federal law that protects significant publicly-owned parks, recreation areas, wildlife and/or waterfowl refuges, or any significant public or private historic sites. Section 4(f) applies to all transportation projects that require funding or other approvals by the USDOT. As a USDOT agency, FHWA must comply with Section 4(f) and its implementing regulations at 23 CFR 774.

5.1.1 Purpose and Background

Since the publication of the Draft Section 4(f) Evaluation and DEIS in July 2020, the Preferred Alternative has been identified as Alternative 9 – Phase 1 South. Alternative 9 – Phase 1 South includes the same improvements proposed as part of Alternative 9 in the DEIS and Draft Section 4(f) Evaluation but limited to the Phase 1 South limits only (I-495 from the George Washington Memorial Parkway to east of MD 187 and I-270 from I-495 to I-370 and on the I-270 east spur to MD 187). The Preferred Alternative is described in **Section 5.1.2** below. This decision to identify Alternative 9 – Phase 1 South as the Preferred Alternative was based in part on extensive coordination with and input from agencies and stakeholders, including the Officials with Jurisdiction (OWJs) for Section 4(f) properties (See **DEIS Chapter 5, Section 5.4** for information on OWJ). Comments received on the DEIS and Draft Section 4(f) Evaluation from agencies and

stakeholders specifically requested avoidance of significant parkland and historic resources within the study corridors. The Preferred Alternative is responsive to comments received and aligns the Study to be consistent with the previously determined phased delivery and permitting approach by limiting the build improvements to Phase 1 South and avoiding improvements on I-495 east of the I-270 east spur. The result is complete avoidance of significant Section 4(f) properties within the Study limits, which remain the same as the DEIS, on I-495 east of the I-270 east spur to MD 5 in Prince George's County.

This Updated Draft Section 4(f) Evaluation provides information focused on the potential impacts to Section 4(f) properties as related to the Preferred Alternative being discussed in the SDEIS. The information included in this Updated Draft Section 4(f) Evaluation will inform FHWA's consideration of the use of Section 4(f) property by the Preferred Alternative. This chapter of the SDEIS provides updated, supplemental information for the Draft Section 4(f) Evaluation included in **DEIS, Appendix F**. This supplemental chapter does not replace the Draft Section 4(f) Evaluation; it only provides additional analysis. The Section 4(f) Evaluation and this supplement follow established US DOT regulations including 23 CFR 774, FHWA's *2012 Section 4(f) Policy Paper*, and 23 USC 138 and 39 USC 303.

5.1.2 Description of Preferred Alternative

Alternative 9 – Phase 1 South has been identified as the Preferred Alternative and includes two, new high-occupancy toll (HOT) managed lanes network on portions of I-495 and I-270 (shown in **dark blue** in **Figure 5-1**). On I-495, the Preferred Alternative consists of adding two, HOT managed lanes in each direction from the George Washington Memorial Parkway in Virginia to east of MD 187. On I-270, the Preferred Alternative consists of converting the one existing HOV lane in each direction to a HOT managed lane and adding one HOT managed lane in each direction from I-495 to I-370 and on the I-270 east spur to MD 187. There is no action, or no improvements included at this time on I-495 east of the I-270 east spur (shown in **light blue** in **Figure 5-1**). Along I-270, the existing collector-distributor (C-D) lane designation from Montrose Road to I-370 would be removed as part of the proposed improvements.

Figure 5-1: I-495 & I-270 Managed Lanes Study Corridors – Preferred Alternative



5.1.3 Changes Since the Draft Section 4(f) Evaluation and DEIS

The Preferred Alternative which includes build improvements only within the Phase 1 South limits avoids approximately 105 acres of Section 4(f) properties, including both parks and historic resources. In addition, impacts to several parks and historic resources were reduced following consideration of public and agency comments received during the DEIS public comment period. MDOT SHA and FHWA coordinated closely with the OWJs in a series of office and field meetings to identify opportunities to further avoid and minimize impacts to historic resources and park land including contributing features within parks such as forested areas, wetlands and waterways within the Preferred Alternative limits of disturbance (LOD). (Refer to **SDEIS, Chapter 7**, for a summary of agency coordination.)

Since the DEIS and Draft Section 4(f) Evaluation, substantial efforts to avoid and minimize impacts to park and historic resources around the American Legion Bridge (ALB) has occurred. MDOT SHA and FHWA met with the National Park Service (NPS) on December 8, 2020 to discuss the limit of disturbance (LOD) in the vicinity of the ALB that was presented in the DEIS. The NPS requested that MDOT SHA re-assess the LOD in the vicinity of the ALB to limit impacts to NPS land and its natural resources. MDOT SHA convened an 'ALB Strike Team' composed of national and local experts on bridge design and construction, natural resources, and cultural resources who were charged with the following mission:

To develop and evaluate alternatives for the replacement of the ALB to avoid impacts, to the greatest extent practicable, and reduce overall acreage impacts to the Chesapeake and Ohio Canal National Historical Park (C&O Canal NHP) and George Washington Memorial Parkway units of the NPS.

The ALB Strike Team considered bridge construction approaches to determine if any of the approaches could further reduce the LOD. The Strike Team conducted detailed investigation of a top-down segmental construction approach; a top-down cable stayed design approach; and a slide-in place bridge construction approach. In addition, after field analysis and review of readily available information, MDOT SHA and the ALB Strike Team determined that access to the existing bridge could be consolidated to the northwest quadrant along Clara Barton Parkway, eliminating the construction access from the other three quadrants around the bridge and significantly reducing impacts to NPS land. This would be achieved by constructing a temporary construction access road entrance off of the Clara Barton Parkway in the northwest quadrant and installing a temporary bridge over the C&O Canal and a temporary haul road paralleling the C&O Canal towpath. Refer to **Chapter 4, Section 4.4.3** for additional details on the ALB Strike Team's efforts.

Another focus area for avoidance and minimization was at the Morningstar Tabernacle No. 88 Moses Hall and Cemetery (Morningstar Cemetery) located adjacent to I-495 inner loop just south of Cabin John Parkway. In response to comments received on the DEIS and Draft Section 4(f) Evaluation, impacts to the Morningstar Cemetery boundary were reduced from 0.3 acres (13,068 square feet) reported in the DEIS for Alternative 9 to approximately 14 square feet of temporary area needed for construction access to build a noise barrier adjacent to the property. This design refinement also resulted in complete avoidance of ground disturbance within the cemetery boundary. In July 2021, additional investigation was conducted to detect and map both potential marked and unmarked graves within and adjacent to the cemetery boundary. Complete avoidance of the Morningstar Cemetery property has been achieved based on further design refinements in response to the results of this investigation.

With identification of a Preferred Alternative, design refinements have progressed and quantified impacts have been further broken down into permanent or long-term effects and temporary or short-term

construction-related effects. Additional opportunities to avoid, minimize, and mitigate effects will be considered and the commitments will be documented in the Final Section 4(f) Evaluation and the FEIS.

Since the DEIS, MDOT SHA has further evaluated the ownership of Millennium Garden Park, which was previously identified as a Section 4(f) property in the Draft Section 4(f) Evaluation. MDOT SHA has determined that, even though the property is maintained as a park by the City of Rockville, it is owned by MDOT SHA for transportation use. In accordance with 23 CFR 774.11(h), the Millennium Garden Park property is not subject to Section 4(f) as it is owned by MDOT SHA for transportation use and has not been included in this Updated Draft Section 4(f) Evaluation.

5.2 Inventory and Use of Section 4(f) Properties

Regulations at 23 CFR 774.17 define a Section 4(f) property as "publicly-owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance, or land of an historic site of national, state, or local significance." 23 CFR 774.17 further defines "Historic site" to include any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places (NRHP).

Pursuant to 23 CFR 774.17, a "use" of Section 4(f) property occurs:

(1) When land is **permanently incorporated** into a transportation facility;

(2) When there is a **temporary occupancy** of land that is adverse in terms of the statute's preservation purpose as determined by the criteria in 23 CFR 774.13(d); that is, when one or more of the following criteria for temporary occupancy are not met:

- The duration of the occupancy must be less than the time needed for the construction of the project, and no change of ownership occurs;
- Both the nature and magnitude of the changes to the Section 4(f) land are minimal;
- No permanent adverse physical changes, nor interference with activities or purposes of the resources on a temporary or permanent basis, are anticipated;
- The land must be returned to a condition that is at least as good as existed prior to the project; and
- There is documented agreement with the appropriate Federal, State, or local officials having jurisdiction over the land that the above conditions have been met.

(3) When there is a **constructive use** of a Section 4(f) property. As defined in 23 CFR 774.15, a constructive use occurs when the transportation project does not incorporate land from a Section 4(f) property, but the project's proximity impacts are so severe that the protected activities, features, or attributes that qualify the property for protection under Section 4(f) are substantially impaired. The degree of impact and impairment must be determined in consultation with the Officials with Jurisdiction in accordance with 23 CFR 774.15(d)(3). Refer to the Section 4(f) Evaluation, Section 1.2.2 A for a preliminary analysis of constructive use.

An impact to a significant public park, recreation area, or wildlife and waterfowl refuge may be determined to be *de minimis* if the transportation use of the Section 4(f) property, including incorporation of any measure(s) to minimize harm (such as any avoidance, minimization, mitigation, or enhancement

measures), does not adversely affect the activities, features, or attributes that qualify the resource for protection under Section 4(f) (23 CFR 774.17). For historic sites, a *de minimis* impact means that FHWA has determined (in accordance with 36 CFR 800) that either no historic property is affected by the project or that the project will have "no adverse effect" on the historic property. A *de minimis* impact determination does not require analysis to determine if avoidance alternatives are feasible and prudent, but consideration of avoidance, minimization, mitigation or enhancement measures should occur.

5.2.1 Overview

The Draft Section 4(f) Evaluation included descriptions of all Section 4(f) properties identified within the corridor study boundary, the use of Section 4(f) properties for all previously evaluated alternatives, and discussion of minimization measures for each property. The Preferred Alternative included in this SDEIS (Alternative 9 – Phase 1 South) avoids the use of Section 4(f) properties within the Study limits outside of Phase 1 South where no improvements are proposed, resulting in lower overall impacts to Section 4(f) properties. **Table 5-1** presents the Section 4(f) properties impacted by the Preferred Alternative. Each property with a potential Section 4(f) use is then described in **Sections 5.2.2 through 5.2.23** of this chapter. **Table 5-1** notes the Official with Jurisdiction (OWJ) for each Section 4(f) property; the OWJ is designated in the Section 4(f) regulations and are for the purposes of Section 4(f) only.

The last column in **Table 5-1** summarizes, at a high-level, changes to impacts from the DEIS related to design refinements of the Preferred Alternative LOD at each property. Additional details on changes to each property since the DEIS are provided in **Sections 5.2.2 through 5.2.23.** Refinements to the LOD for the Preferred Alternative included the following elements:

- Profile adjustments and roadway shifts due to mainline widening
- Inclusion of pedestrian and bicycle facilities for roads that cross over I-495 and I-270
- Direct access ramps and exchange ramps for access to the HOT managed lanes
- Interchange ramp relocation, reconfiguration, and tie-ins due to mainline widening
- On-site drainage and stormwater management, including swales, ponds, and large facilities along the roadside and within interchanges
- Relocation of existing streams, where determined to be feasible
- Culvert extensions, auxiliary pipes, and outfall stabilization areas
- Noise barrier replacement/construction
- Reconstruction of I-495 and I-270 mainline and interchange ramp bridges over water and roadways
- Full replacement of the ALB
- Utility relocations
- Avoidance and impact minimization of adjacent land uses such as: streams, wetlands, historic properties, parks, and private properties
- Construction access, staging, materials storage, grading, clearing, and erosion and sediment control

Table 5-1: Summary of Section 4(f) Property Use

Section 4(f) Property	Official(s) with Jurisdiction[1]	Property Type	Anticipated Section 4(f) Approval	Impact[2] (acres)	Change from DEIS Alternative 9
George Washington Memorial Parkway	Advisory Council on Historic Preservation (ACHP), NPS, Virginia Department of Historic Resources (VDHR)	Public Park and Historic Property	Individual Evaluation	**Permanent: 0.7** **Temporary: 3.7** **Total: 4.4**	Total impact reduced by 7.8 acres from DEIS impact of 12.2 acres
Chesapeake & Ohio Canal National Historical Park[3]	ACHP, Maryland Historical Trust (MHT), NPS	Public Park and Historic Property	Individual Evaluation	**Permanent: 1.0** **Temporary: 9.1** **Total: 10.1**	Total impact reduced by 5.3 acres from DEIS impact of 15.4 acres; altered areas within transportation use; revised property boundary to combine Public Park and Historic Property areas
Clara Barton Parkway[3]	ACHP, MHT, NPS	Public Park and Historic Property	Individual Evaluation	**Permanent: 1.6** **Temporary: 0.9** **Total: 2.5**	Total impact increased by 0.7 acres from DEIS impact of 1.8 acres; altered areas within transportation use; revised property boundary to combine Public Park and Historic Property areas
Carderock Springs Historic District	MHT	Historic Property	*De minimis*	**Permanent: < 0.1** **Temporary: < 0.1** **Total: < 0.1**	Total impact increased by less than 0.1 acres from no impact in DEIS
Gibson Grove AME Church	MHT	Historic Property	Individual Evaluation	**Permanent: 0.1** **Temporary: 0.0** **Total: 0.1**	Total impact increased by 0.1 acres from no impact in DEIS

Section 4(f) Property	Official(s) with Jurisdiction[1]	Property Type	Anticipated Section 4(f) Approval	Impact[2] (acres)	Change from DEIS Alternative 9
Cabin John Stream Valley Park Unit 2	Maryland-National Capital Park and Planning Commission (M-NCPPC) Montgomery County, NCPC	Public Park	*De minimis*	**Permanent: 0.8** **Temporary: 0.6** **Total: 1.4**	Total impact increased by 0.3 acres from DEIS impact of 1.1 acres
Burning Tree Club	MHT	Historic Property	*De minimis*	**Permanent: 1.3** **Temporary: 0.0** **Total: 1.3**	Total impact increased by 0.5 acres from DEIS impact of 0.8 acres
Academy Woods	MHT	Historic Property	*De minimis*	**Permanent: 0.2** **Temporary: 0.0** **Total: 0.2**	No change
Cabin John Regional Park	M-NCPPC Montgomery County	Public Park	Individual Evaluation	**Permanent: 5.7** **Temporary: 0.6** **Total: 6.3**	Total impact increased by 0.6 acres from DEIS impact of 5.7 acres
Tilden Woods Stream Valley Park	M-NCPPC Montgomery County	Public Park	*De minimis*	**Permanent: 0.6** **Temporary: 0.1** **Total: 0.7**	Total impact increased by 0.5 acres from DEIS impact of 0.2 acres
Old Farm Neighborhood Conservation Area	M-NCPPC Montgomery County	Public Park	*De minimis*	**Permanent: 0.1** **Temporary: 0.0** **Total: 0.1**	No change
Cabin John Stream Valley Park Unit 6	M-NCPPC Montgomery County	Public Park	*De minimis*	**Permanent: 0.8** **Temporary: 0.0** **Total: 0.8**	Total impact increased by 0.4 acres from DEIS impact of 0.4 acres
Cabin John Stream Valley Park (Rockville)	City of Rockville Department of Recreation and Parks	Public Park	Individual Evaluation	**Permanent: 2.1** **Temporary: 0.0** **Total: 2.1**	No change
Bullards Park and Rose Hill Stream Valley Park	City of Rockville Dept. of Recreation and Parks	Public Park	Individual Evaluation	**Permanent: 3.3** **Temporary: 0.0** **Total: 3.3**	Total impact increased by 3.0 acres from DEIS impact of 0.3 acres, impact likely greater than *de minimis*
Rockmead Park	City of Rockville Department of Recreation and Parks	Public Park	*De minimis*	**Permanent: 0.2** **Temporary: 0.1** **Total: 0.3**	Total impact increased by 0.1 acres from DEIS impact of 0.2 acres

Section 4(f) Property	Official(s) with Jurisdiction[1]	Property Type	Anticipated Section 4(f) Approval	Impact[2] (acres)	Change from DEIS Alternative 9
Woottons Mill Park	City of Rockville Department of Recreation and Parks	Public Park	*De minimis*	**Permanent: 0.7** **Temporary: 0.0** **Total: 0.7**	Total impact increased by 0.5 acres from DEIS impact of 0.2 acres
Woodley Gardens	MHT	Historic Property	*De minimis*	**Permanent: 1.2** **Temporary: 0.1** **Total: 1.3**	Total impact increased by 0.6 acres from DEIS impact of 0.7 acres
Rockville Senior Center and Park	City of Rockville Department of Recreation and Parks, MHT	Public Park and Historic Property	*De minimis*	**Permanent: 1.0** **Temporary: 0.0** **Total: 1.0**	Total impact increased by 0.3 acres from DEIS impact of 0.7 acres
Ward Building	MHT	Historic Property	*De minimis*	**Permanent: 0.2** **Temporary: 0.0** **Total: 0.2**	Total impact increased by 0.1 acres from DEIS impact of 0.1 acres
Malcolm King Park	City of Gaithersburg Department of Parks, Recreation and Culture	Public Park	Individual Evaluation	**Permanent: 1.3** **Temporary: 0.0** **Total: 1.3**	Total impact increased by 1.2 acres from DEIS impact of 0.1 acres, impact likely greater than *de minimis*
Morris Park	City of Gaithersburg Department of Parks, Recreation and Culture	Public Park	Individual Evaluation	**Permanent: 1.1** **Temporary: 0.0** **Total: 1.1**	Total impact increased by 1.0 acres from DEIS impact of 0.1 acres, impact likely greater than *de minimis*

Note: 1. Virginia Department of Historic Resources (VDHR) serves as the Virginia State Historic Preservation Office; Maryland Historical Trust (MHT) serves as the Maryland State Historic Preservation Office.

2.All impacts rounded to the tenths. The DEIS impacts reflect Build Alternative 9. For purposes of determining Section 4(f) use, temporary impacts are considered short-term, construction related activities that do not require permanent incorporation of a Section 4(f) resource into a transportation facility. Short-term, construction related work includes but is not limited to construction staging, material and equipment storage, construction access easements, and other areas needed to support the construction, but not part of the long-term improvement.

3. Section 4(f) impacts to C&O Canal NHP and Clara Barton Parkway as currently noted in Chapter 5 exclude the area that currently has an existing transportation use. The area within NPS property defined as transportation use includes existing I-495 at-grade roadway sections to the toe of slope, Clara Barton Parkway Interchange ramp sections to the toe of slope, existing pier locations for the structure over the C&O Canal and eastbound Clara Barton Parkway, and existing pier locations for the American Legion Bridge.

While the Study limits remain the same as noted in the DEIS, the limits of build improvements under the Preferred Alternative are limited to Phase 1 South only. There is no action or no improvements included at this time on I-495 east of the I-270 east spur to MD 5. Therefore, the Preferred Alternative would avoid the use of 38 Section 4(f) properties that were previously reported as Section 4(f) uses in the DEIS and

Draft Section 4(f) Evaluation, totaling approximately 105 acres. The properties avoided and acreage of Section 4(f) use previously included in the DEIS are included in **Table 5-2**.

Table 5-2: Avoided Section 4(f) Use by the Preferred Alternative

Section 4(f) Properties No Longer Impacted by the Preferred Alternative	Acres of Avoided Section 4(f) Use
Andrews Manor Park	2.6
Baltimore Washington Parkway	69.3
Beckett Field	0.2
Beltsville Agricultural Research Center (BARC)	0.5
Blair Local Park	0.4
Buddy Attick Lake Park	0.1
Calvary Evangelical Lutheran Church	<0.1
Carsondale	0.1
Cherry Hill Road Park	1.8
Douglas E. Patterson Park	0.7
Fleming Local Park	0.1
Forest Glen Historic District	0.2
Forest Glen Neighborhood Park	0.3
Glenarden Historic District	0.8
Greenbelt Historic District	0.3
Greenbelt Park	0.6
Grosvenor Estate (Wild Acres)	0.1
Henry P. Johnson Park	<0.1
Henson Creek Stream Valley Park	0.1
Heritage Glen Park	0.5
Hollywood Park	<0.1
Indian Spring Club Estates and Indian Spring Country Club	1.2
Indian Springs Park (City of Greenbelt)	0.1
Indian Springs Terrace Local Park	1.4
Locust Hill Neighborhood Park	0.3
Manchester Estates Park	0.5
McDonald Field	<0.1
Metropolitan Branch, Baltimore & Ohio Railroad	8.8
Montgomery Blair High School Athletic Fields	1.4
Morningstar Tabernacle No. 88 Moses Hall and Cemetery	0.3
National Park Seminary Historic District / Forest Glen	1.2
Northwest Branch Stream Valley Park, Unit 3	3.2
Rock Creek Stream Valley Park, Unit 2	0.4
Rock Creek Stream Valley Park, Unit 3	3.3
Sligo Creek Parkway	4.1
South Four Corners Neighborhood Park	0.1

Section 4(f) Properties No Longer Impacted by the Preferred Alternative	Acres of Avoided Section 4(f) Use
Southwest Branch Stream Valley Park	0.3
Suitland Parkway	0.3
TOTAL ACRES AVOIDED	**105.6**

Note: all avoided impacts presented are relative to DEIS Alternative 9.

Properties that would experience a Section 4(f) use from the Preferred Alternative are detailed in **Sections 5.2.2** through **5.2.23** below. Within the Preferred Alternative LOD, there are four properties subject to the Capper Cramton Act and one property, the C&O Canal NHP, subject to Section 6(f). Refer to **Chapter 4, Section 4.4** and **Table 4-9** for discussion of park properties subject to the Capper Cramton Act. **Section 1.2.8** in the Draft Section 4(f) Evaluation includes additional information on other relevant authority including Capper Cramton Act of 1930 and Section 6(f) of the Land and Water Conservation Act (**DEIS, Appendix F**).

5.2.2 George Washington Memorial Parkway

Type of Section 4(f) Property: Historic Property and Public Park

Officials with Jurisdiction: NPS, VDHR

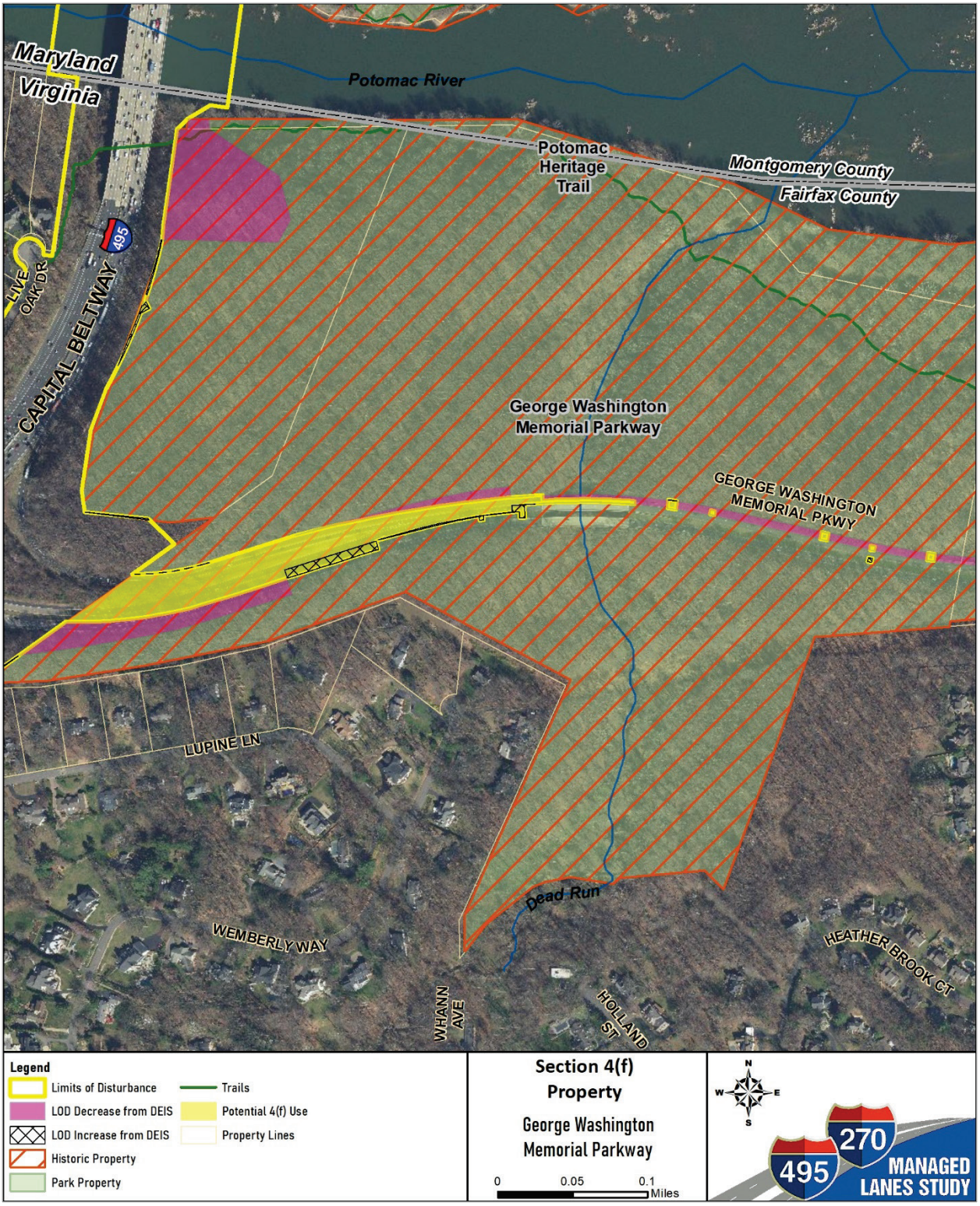
Type of Section 4(f) Approval: Individual Evaluation

George Washington Memorial Parkway is a publicly-owned park and NRHP-listed historic district that extends along the Potomac River from I-495 to Mount Vernon in Virginia. The George Washington Memorial Parkway is administered by the NPS. The George Washington Memorial Parkway is a scenic roadway honoring the nation's first president that protects and preserves cultural and natural resources along the Potomac River below Great Falls to Mount Vernon. It is also a historic district listed in the NRHP for its association with twentieth-century parkway design, engineering, landscape architecture, park planning and conservation, commemoration, and its association with George Washington. Features within George Washington Memorial Parkway include the Potomac Heritage National Scenic Trail and Turkey Run Park conservation area. The park boundary of George Washington Memorial Parkway extends 38.3 miles and comprises approximately 7,300 acres, including all administrative units and features. Clara Barton Parkway (**Section 5.2.4**) is part of the larger George Washington Memorial Parkway Historic District with a separate historic boundary in Maryland.

George Washington Memorial Parkway is also a historic district that was listed in the NRHP on June 2, 1995. It is historically significant under Criterion B for its association with the life of George Washington and Criterion C for its embodiment of the distinctive characteristics of a parkway.

The Preferred Alternative would result in a Section 4(f) use of 4.4 acres of George Washington Memorial Parkway (**Figure 5-2**), including 0.7 acres of permanent impact and 3.7 acres of temporary impact. This impact has been reduced by 7.8 acres compared to the total impact of 12.2 acres reported in the DEIS for Alternative 9.

Figure 5-2: George Washington Memorial Parkway



The impacts to George Washington Memorial Parkway would be required to accommodate access for construction activities to build the new American Legion Bridge and remove the existing structure; the construction, operation, and future maintenance of new direct access ramps to the managed lanes on I-495; the installation, operation, and future maintenance of electrical conduit and permanent signage to inform the traveling public of toll rates and operation of the facility, resurfacing of George Washington Memorial Parkway for maintenance of traffic during construction, construction of a shared use path along the I-495 inner loop and retaining wall. Detailed mapping of the Preferred Alternative design at George Washington Memorial Parkway can be found in **SDEIS, Appendix D – Maps 2-4**.

The Preferred Alternative may result in temporary impacts to the Potomac Heritage National Scenic Trail during construction. A detour would be provided for users of the Potomac Heritage National Scenic Trail if impacted during construction of the Preferred Alternative. The trail would be restored after construction is completed. No other recreational facilities within George Washington Memorial Parkway would be impacted by the Preferred Alternative.

The decrease in impact from the DEIS is due to minimization measures applied at the ALB. MDOT SHA conducted extensive minimization efforts to reduce impacts in the vicinity of the ALB, including impacts to George Washington Memorial Parkway, by evaluating alternative bridge designs and construction staging methods and coordinating with NPS as described in **Section 5.1.3 and Chapter 4, Section 4.4.3**. Minimization efforts resulted in the elimination of a construction access area within George Washington Memorial Parkway that was previously to be used for the location of a construction crane. A new interchange configuration pulled roadwork off the George Washington Memorial Parkway mainline within the park boundary, and a refined signing layout was developed limiting ground disturbance to only those areas where signs will be removed or placed and where electrical conduit must be placed. Through coordination with NPS, a retaining wall was included in the design adjacent to the proposed shared use path that runs parallel to I-495 to further reduce impacts.

Coordination is ongoing with NPS to identify parkland mitigation opportunities. Potential mitigation measures under consideration include acquisition of replacement parkland; wetland restoration; reforestation; trail improvements; and species-specific mitigations for RTE plant species. Mitigation for the use of George Washington Memorial Parkway would also be consistent with stipulations identified in the Section 106 Programmatic Agreement and would be coordinated with the MHT and Section 106 consulting parties. Final mitigation commitments including all possible planning to minimize harm will be included in the Final Section 4(f) Evaluation and FEIS.

5.2.3 Chesapeake and Ohio Canal National Historical Park

Type of Section 4(f) Property: Historic Property and Public Park

Officials with Jurisdiction: MHT, NPS

Type of Section 4(f) Approval: Individual Evaluation

The Chesapeake and Ohio Canal National Historical Park (C&O Canal NHP) is an NRHP-listed historic district and publicly-owned park and recreation area encompassing 19,575 acres. The C&O Canal NHP stretches along the Potomac River from Rock Creek at Georgetown in Washington, DC, to Cumberland, Maryland, for 184.5 miles. Construction on the C&O Canal began in 1828 and concluded in 1850. The C&O Canal

became a unit of the NPS as a national monument in 1961 and then established as a national historical park in 1971.

The C&O Canal NHP was designated to preserve and interpret the 19th century transportation canal and its associated scenic, natural, and cultural resources; and to provide opportunities for education and appropriate outdoor recreation. The C&O Canal NHP is listed on the NRHP and contains more than 1,300 historic structures, including one of the largest collections of 19th century canal features and buildings in the national park system.

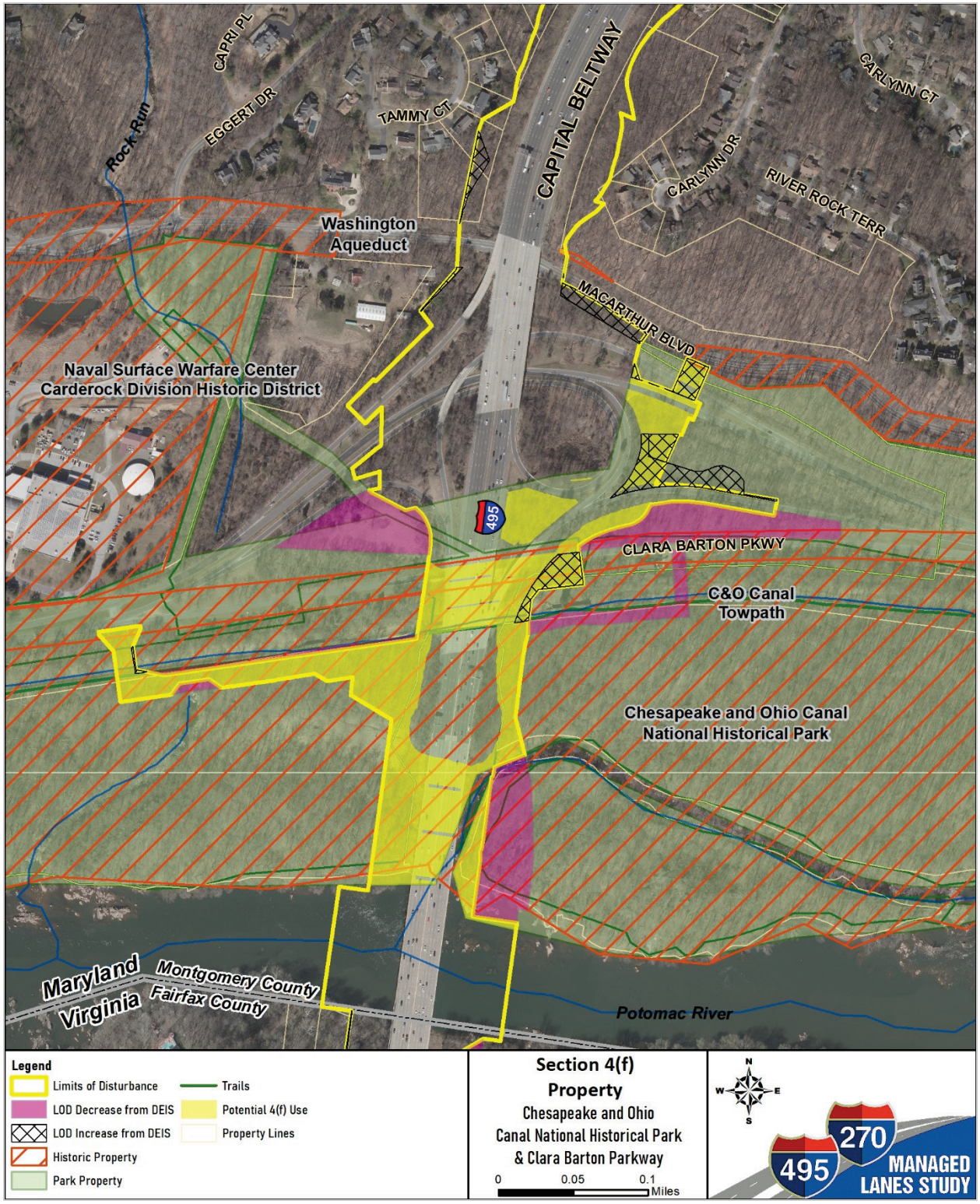
The C&O Canal NHP was listed in the NRHP on October 15, 1966, prior to becoming a national historical park. A supplementary listing under the name "Chesapeake and Ohio Canal National Historical Park" was added to the NRHP on February 3, 2015. The C&O Canal NHP is listed in the NRHP under Criteria A, C, and D. In addition to 455 contributing resources previously listed in the NRHP, the supplemental listing added 796 contributing resources comprising 106 buildings, 175 sites, 483 structures, and 32 objects.

Based on property information provided by NPS, MDOT SHA has now evaluated impacts to the C&O Canal NHP using a single boundary applicable to both the historic property and public park, rather than two separate boundaries as reported in the DEIS. This change to use a single boundary was made at the request of NPS. Impacts to the C&O Canal in the DEIS and Draft Section 4(f) Evaluation were based on readily available property information which included permits for operation and maintenance of the existing highway, including an area surrounding the highway, bridges, and ramps. While the intent to formally transfer property from NPS to MDOT SHA was noted in historical documents, neither NPS nor MDOT SHA recovered official documentation formalizing the transfer. Therefore, this SDEIS has altered the area delineated as within transportation use. MDOT SHA, FHWA, and NPS have agreed that Section 4(f) impacts to C&O Canal could exclude the area that currently has an existing transportation use. The area within NPS property defined as transportation use includes existing I-495 at-grade roadway sections to the toe of slope, Clara Barton Parkway Interchange ramp sections to the toe of slope, existing pier locations for the structure over the C&O Canal and eastbound Clara Barton Parkway, and existing pier locations for the ALB.

The Preferred Alternative would result in a Section 4(f) use of 10.1 acres of the C&O Canal NHP (**Figure 5-3**), including 1.0 acre of permanent impact and 9.1 acres of temporary impact. These impacts have decreased by 5.3 acres compared to the total impact of 15.4 acres reported in the DEIS for Alternative 9.

The impacts to C&O Canal NHP would be required to accommodate a temporary access road for construction vehicles and materials to build the new ALB and remove the existing structure, the construction and maintenance of the realigned ramp from I-495 northbound to Clara Barton Parkway, a temporary bridge crossing of the C&O Canal and towpath, and the construction of a shared-use path on the east side of the new ALB. Detailed mapping of the Preferred Alternative design at the C&O Canal NHP can be found in **SDEIS, Appendix D** – **Map 4**.

Figure 5-3: Chesapeake and Ohio C&O Canal NHP and Clara Barton Parkway



The C&O Canal towpath, which functions as a recreational facility, would be temporarily impacted during construction. The C&O Canal Towpath would be maintained for pedestrian and bike traffic during construction and would be returned to its original condition upon completion of construction. The proposed construction access road would be horizontally offset from the C&O Canal Towpath. Note that pedestrian traffic on the C&O Canal Towpath would be maintained across the proposed construction access road at all times and the towpath would remain open. Flaggers would be located at the C&O Canal towpath to ensure safe passage of towpath users during construction. Preliminary conceptual design for the proposed shared use path is still under review, and alternative configurations are being evaluated and coordinated with project stakeholders including NPS, Montgomery County Department of Transportation (MCDOT), and Maryland-National Capital Park and Planning Commission (M-NCPPC) (refer to **Section 2.3.8** for the shared-use path options under consideration). No other recreational facilities within the C&O Canal NHP would be impacted by the Preferred Alternative.

The decrease in impacts at the C&O Canal NHP resulted from minimization measures that have been applied around the ALB. MDOT SHA conducted extensive minimization efforts to reduce impacts in the vicinity of the ALB, including impacts to C&O Canal NHP, by evaluating alternative bridge designs, construction access paths, and construction staging methods in coordination with NPS as described in **Section 5.1.3**. Minimization measures include the elimination of one proposed access road east of I-495. An overall reduction in the LOD was achieved due to the ALB Strike Team analysis, resulting in a proposed construction method requiring less work area within C&O Canal relative to the DEIS.

On March 12, 2020, MHT concurred that the Study would have an adverse effect on C&O Canal NHP.

Coordination is ongoing with NPS to identify parkland mitigation opportunities. Potential mitigation measures under consideration include: acquisition of replacement parkland; wetland restoration; rehabilitation to canal, towpath, and masonry structures; reforestation; and species-specific mitigations for RTE plant species. Mitigation for the use of C&O Canal NHP would also be consistent with stipulations identified in the Section 106 Programmatic Agreement and would be coordinated with the MHT and Section 106 consulting parties. Final mitigation commitments including all possible planning to minimize harm will be included in the Final Section 4(f) Evaluation and FEIS.

5.2.4 Clara Barton Parkway

Type of Section 4(f) Property: Historic Property and Public Park

Officials with Jurisdiction: MHT, NPS

Type of Section 4(f) Approval: Individual Evaluation

The Clara Barton Parkway is an administrative unit of George Washington Memorial Parkway within Maryland. Clara Barton Parkway extends 6.6 miles along the northern shore of the Potomac River between the Naval Surface Warfare Center at Carderock and the Washington, DC border with Maryland. The historic boundary in Maryland comprises 96.2 acres. Though Clara Barton Parkway has a separate historic boundary in Maryland, it is part of the larger George Washington Memorial Parkway Historic District.

Clara Barton Parkway is under the jurisdiction of NPS and was designed for recreational driving, to link sites that commemorate important episodes in American history, and to preserve habitat for local wildlife.

The Clara Barton Parkway is also a historic property and was listed in the NRHP on June 2, 1995. It is historically significant under Criterion B for its association with the life of George Washington and Clara Barton, persons significant in our past, and Criterion C for its embodiment of the distinctive characteristics of a parkway.

The Preferred Alternative would result in a Section 4(f) use of 2.5 acres of the Clara Barton Parkway (**Figure 5-3**), of which 1.6 acres are permanent and 0.9 acres are temporary impacts. This impact has increased by 0.7 acres from the total impact of 1.8 acres reported in the DEIS for Alternative 9.

The impacts to Clara Barton Parkway would be required to accommodate a temporary access road for construction vehicles and materials to build the new American Legion Bridge (ALB) and remove the existing structure for reconstruction and maintenance of I-495 northbound ramp to Clara Barton Parkway and the eastbound Clara Barton Parkway ramp to northbound I-495; and for construction of a trail connection between a shared-use path on the east side of the new ALB and the existing sidepath along MacArthur Boulevard. Detailed mapping of the Preferred Alternative design at Clara Barton Parkway can be found in **SDEIS, Appendix D** – **Maps 4-5**.

Impacts to Clara Barton Parkway in the DEIS and Draft Section 4(f) Evaluation were based on readily available property information which included permits for operation and maintenance of the existing highway, including an area surrounding the highway, bridges, and ramps. While the intent to formally transfer property from NPS to MDOT SHA was noted in historical documents, neither NPS nor MDOT SHA recovered official documentation formalizing the transfer. Therefore, this SDEIS has altered the area delineated as within transportation use. MDOT SHA, FHWA, and NPS have agreed that Section 4(f) impacts to C&O Canal NHP and Clara Barton Parkway could exclude the area that currently has an existing transportation use. The area within NPS property defined as transportation use includes existing I-495 at-grade roadway sections to the toe of slope, Clara Barton Parkway Interchange ramp sections to the toe of slope, existing pier locations for the structure over the C&O Canal and eastbound Clara Barton Parkway, and existing pier locations for the ALB.

Despite the increase in impacts from the DEIS, MDOT SHA conducted extensive efforts to reduce impacts in the vicinity of the ALB, including impacts to Clara Barton Parkway, by evaluating alternative bridge designs and construction staging methods and coordinating these efforts with NPS. Detailed construction evaluation resulted in the elimination of one proposed access road in the southwest quadrant of the bridge and Potomac River, just south of the Clara Barton Parkway.

Coordination is ongoing with NPS to identify parkland mitigation opportunities. Potential mitigation measures under consideration include funds to support recommended safety improvements to Clara Barton Parkway. Mitigation for the use of Clara Barton Parkway would also be consistent with stipulations identified in the Section 106 Programmatic Agreement and would be coordinated with the MHT and Section 106 consulting parties. Final mitigation commitments including all possible planning to minimize harm will be included in the Final Section 4(f) Evaluation and FEIS.

5.2.5 Carderock Springs Historic District

Type of Section 4(f) Property: Historic Property

Official with Jurisdiction: MHT

Type of Section 4(f) Approval: *De Minimis* Impact

Carderock Springs is a planned residential development of 275 modernist houses located northwest of Bethesda in Montgomery County, Maryland. The Carderock Springs Historic District is significant under Criterion A as an example of a type of residential development which resulted from the collaborative efforts of builder Edmund J. Bennett and architects Keyes, Lethbridge, and Condon (KLC) in the suburbs of Washington, DC. The Carderock Springs Historic District is also significant under Criterion C for its distinctive examples of modernist houses in a carefully planned and landscaped development designed to have a "natural" appearance by retaining most of the original vegetation and topography.

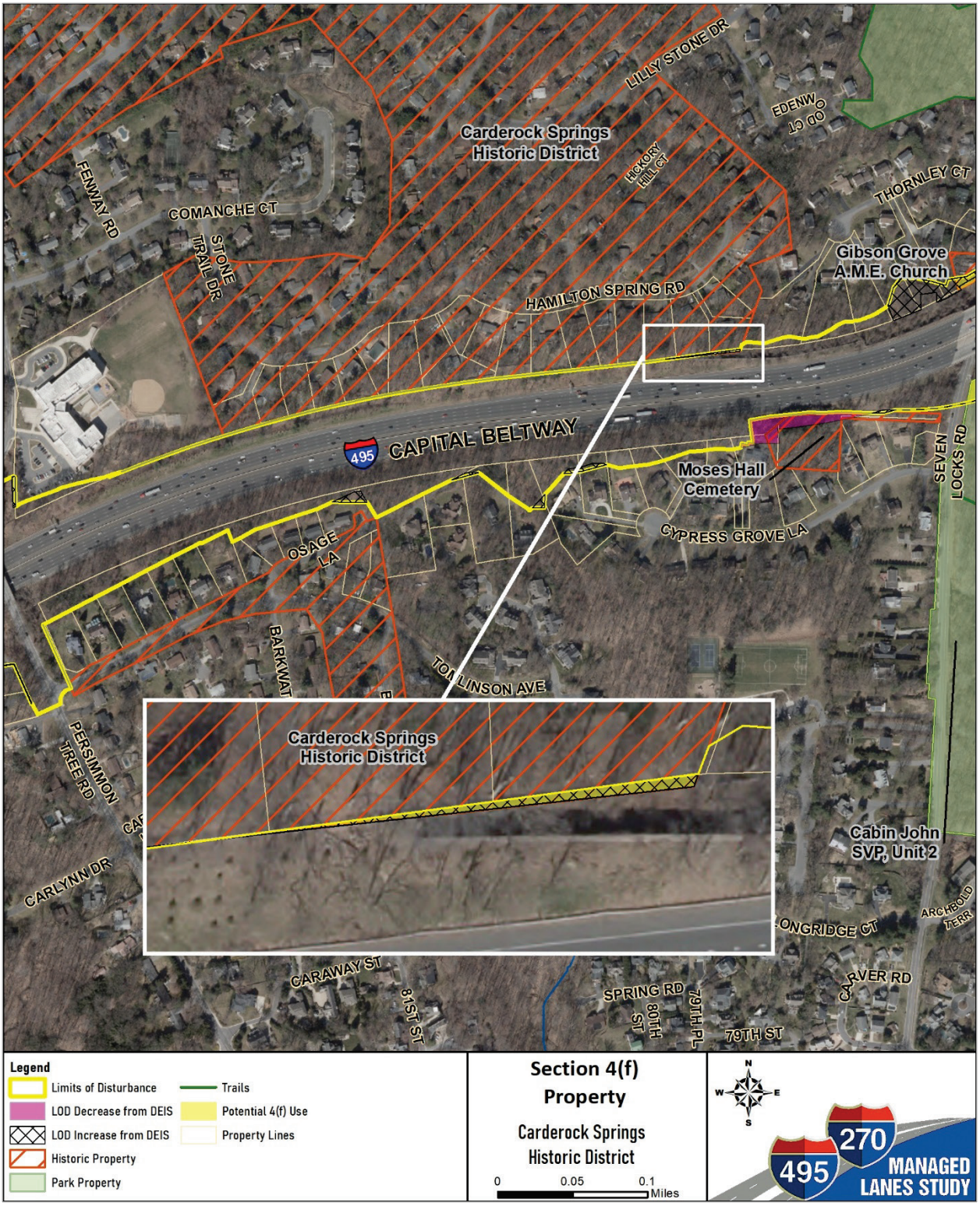
The Preferred Alternative would result in a Section 4(f) use of less than 0.1 acres of the Carderock Springs Historic District (**Figure 5-4**), including less than 0.1 acres of permanent impact and less than 0.1 acres of temporary impact. This impact has increased from no impact reported in the DEIS.

The increase in impact from the DEIS is due to design refinements to avoid and minimize impacts to Morningstar Cemetery located on the opposite side of I-495 from the Carderock Springs Historic District. The proposed centerline of I-495 is shifted north compared to existing conditions through this section to avoid and minimize impacts to Morningstar Cemetery. Impact to the Carderock Springs Historic District is due shifting of the mainline, adding managed lanes exchange ramps, constructing retaining and noise walls along the outer loop, and clearing and erosion and sediment control measures. Detailed mapping of the Preferred Alternative design at the Carderock Springs Historic District can be found in **SDEIS, Appendix D – Map 7**.

The Preferred Alternative would impact portions of two contributing properties in the Carderock Springs historic district. No contributing structures would be impacted within the district.

MDOT SHA had included provisions for making an effect determination at a later time (upon design advancement) to Carderock Springs Historic District under an initial draft Section 106 Programmatic Agreement. However, based on refined design MDOT SHA anticipates that there would be no adverse effect, and will coordinate the finding with MHT for concurrence. If MHT concurs, FHWA would make a *de minimis* impact determination for the Carderock Springs Historic District. A final *de minimis* determination would be documented in the Final Section 4(f) Evaluation and FEIS.

Figure 5-4: Carderock Springs Historic District



5.2.6 Gibson Grove AME Zion Church

Type of Section 4(f) Property: Historic Property

Official with Jurisdiction: MHT

Type of Section 4(f) Approval: Individual Evaluation

Gibson Grove AME Zion Church is a small, wood-frame structure set on a hill overlooking Seven Locks Road, immediately north of I-495. Gibson Grove AME Zion Church is eligible for the National Register of Historic Places under Criterion A. The church derives its significance from its association with the African American settlement of Gibson Grove that was founded in the 1880s by former slaves. The original church was a log structure that was replaced with the current edifice in 1923. It is the only remaining building associated with the African American Gibson Grove community.

The Preferred Alternative would result in a Section 4(f) use of 0.1 acres of the Gibson Grove AME Zion Church property (**Figure 5-5**), all of which would be permanent impact. This impact has increased by 0.1 acres compared to no impact reported in the DEIS for Alternative 9. The Gibson Grove Church building will not be directly impacted by the Preferred Alternative.

The increase in impact from the DEIS is due to design refinements including outfall stabilization, culvert augmentation, bridge reconstruction, and construction access. A shift of the roadway centerline towards the Gibson Grove AME Zion Church was included in the Preferred Alternative to avoid impacts to Morningstar Cemetery, located on the opposite side of I-495 from the Gibson Grove Church. Detailed mapping of the Preferred Alternative design at Gibson Grove AME Zion Church can be found in **SDEIS, Appendix D** – **Map 8**.

MDOT SHA and FHWA are currently assessing the potential for an adverse effect to Gibson Grove AME Zion Church and has requested concurrence from MHT on the determination pursuant to Section 106. Mitigation for the use of Gibson Grove AME Zion Church would be consistent with stipulations identified in the Section 106 Programmatic Agreement and be coordinated with the MHT and Section 106 consulting parties. Final mitigation commitments including all possible planning to minimize harm will be included in the Final Section 4(f) Evaluation and FEIS.

5.2.7 Cabin John Stream Valley Park Unit 2

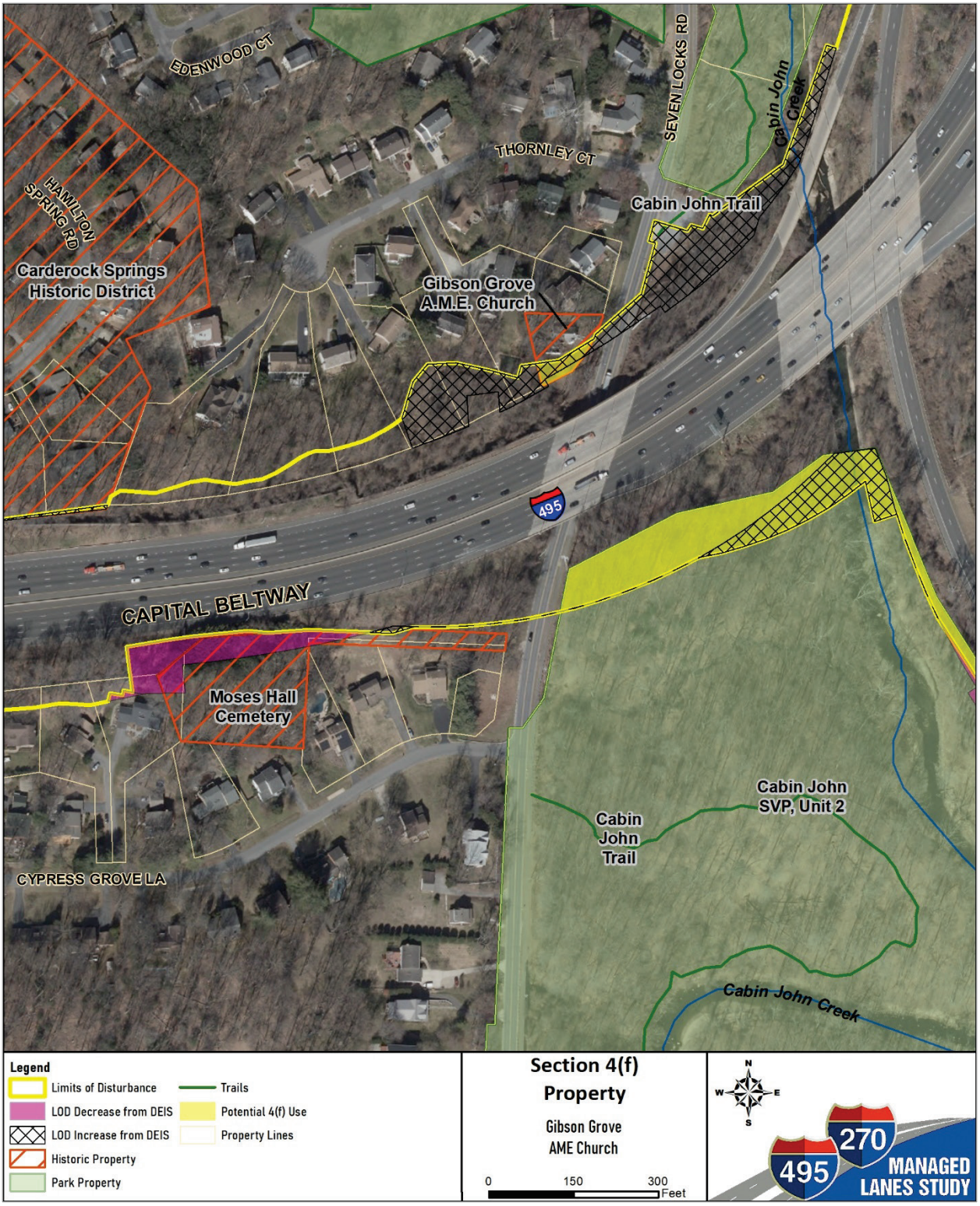
Type of Section 4(f) Property: Public Park

Official with Jurisdiction: M-NCPPC Montgomery County

Type of Section 4(f) Approval: *De Minimis* Impact

Cabin John Stream Valley Park Unit 2 is one of six units that comprise M-NCPPC Montgomery County's Cabin John Stream Valley Park, a publicly-owned park and recreation area. Cabin John Stream Valley Park Unit 2 extends north-south across I-495 from south of River Road to along Cabin John Parkway, where it abuts Unit 1 of the park. The entirety of Cabin John Stream Valley Park encompasses 520 acres across six units; of which Unit 2 comprises approximately 105.0 acres.

Figure 5-5: Gibson Grove AME Zion Church



Cabin John Stream Valley Park features portions of the natural-surface Cabin John Trail that runs north-south and connects the stream valley park's Potomac Area to Cabin John Parkway. The park also features undeveloped wooded area that provides a protective buffer along Cabin John Creek.

The Preferred Alternative would result in a Section 4(f) use of 1.4 acres of Cabin John Stream Valley Park, Unit 2 (**Figure 5-6**), including 0.8 acres of permanent impact and 0.6 acres of temporary impact. This impact has increased by 0.3 acres compared to the total impact of 1.1 acres reported in the DEIS for Alternative 9.

The impacts to Cabin John Stream Valley Park would be required to accommodate widening of I-495, replacement of the bridges across Seven Locks Road and Cabin John Parkway and associated construction access, realigning the interchange with Cabin John Parkway, a proposed noise barrier along the inner loop of I-495, and providing northbound managed lane access to River Road (**Figure 5-6**). Along southbound Cabin John Parkway, there would be impacts due to culvert augmentation and construction of a retaining wall along the Parkway and resurfacing of Cabin John Parkway for maintenance of traffic. Additionally, two culverts would be augmented in the southwest quadrant of the I-495 and River Road interchange. Detailed mapping of the Preferred Alternative design at Cabin John Stream Valley Park Unit 2 can be found in **Appendix D** – **Maps 8 - 10**.

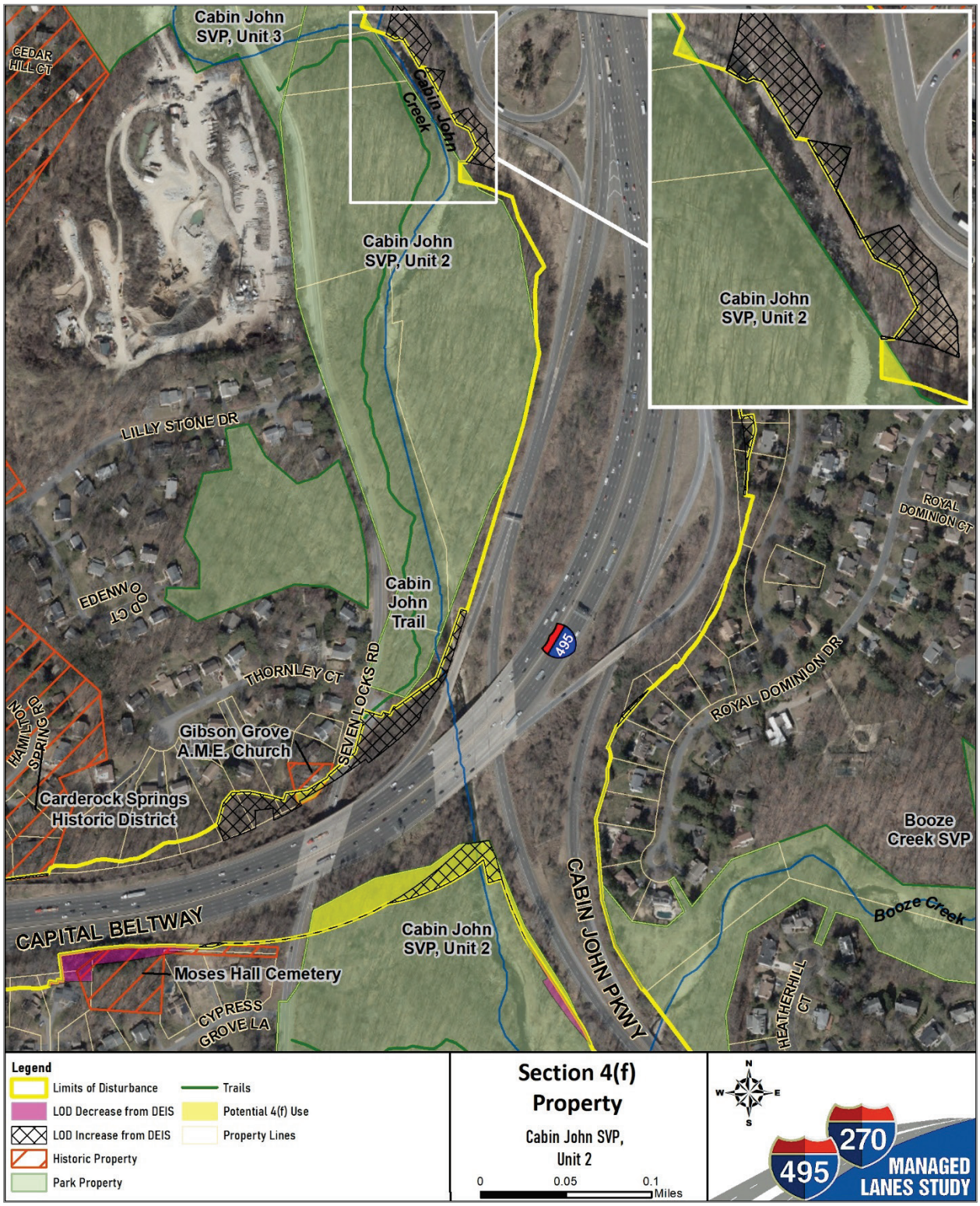
The increase in impact from the DEIS is due to design refinements along I-495 for construction of bridges and new interchange modifications. The alignment shift of I-495 included to reduce impacts at Morningstar Cemetery also led to redesigned of the direct access ramp connection to the River Road interchange which resulted in an increase in LOD at Cabin John Stream Valley Park Unit 2.

No recreational facilities within Cabin John Stream Valley Park Unit 2 would be impacted by the Preferred Alternative.

FHWA intends to make a *de minimis* impact determination for Cabin John Stream Valley Park Unit 2 if M-NCPPC concurs that the Preferred Alternative, after measures to minimize harm are employed, would not adversely affect the activities, features, or attributes that make the property eligible for Section 4(f) protection, and in consideration of public comments.

MDOT SHA would identify and pursue the acquisition of replacement parkland in coordination with M-NCPPC as potential mitigation for parkland impacts. Other mitigation measures under consideration include a visual barrier at the edge of the ramps along southbound I-495, stream bank and bed stabilization, and removal of a concrete lined channel along a tributary to Cabin John Creek. MDOT SHA is coordinating with M-NCPPC to develop final mitigation commitments at Cabin John Stream Valley Park Unit 2 including all possible planning to minimize harm to be included in the Final Section 4(f) Evaluation and FEIS.

Figure 5-6: Cabin John SVP Unit 2



5.2.8 Burning Tree Club

Type of Section 4(f) Property: Historic Property

Official with Jurisdiction: MHT

Type of Section 4(f) Approval: *De Minimis* Impact

Burning Tree Club is a privately-owned, historic golf course in the northeast quadrant of the interchange of I-495 and River Road. The 221-acre club includes a Tudor Revival clubhouse and 18-hole golf course built in 1922 and 1923. Burning Tree Club is eligible for the NRHP under Criteria A and C. Burning Tree Club is significant under Criterion A as an exclusive, male-only social institution devoted to the pastime of golf, and an example of the type of recreational organization that flourished during the 1920s.

The Preferred Alternative would result in a Section 4(f) use of 1.3 acres of Burning Tree Club (**Figure 5-7**), all of which would be permanent impact. This impact has increased by 0.5 acres compared to the total impact of 0.8 acres reported in the DEIS for Alternative 9.

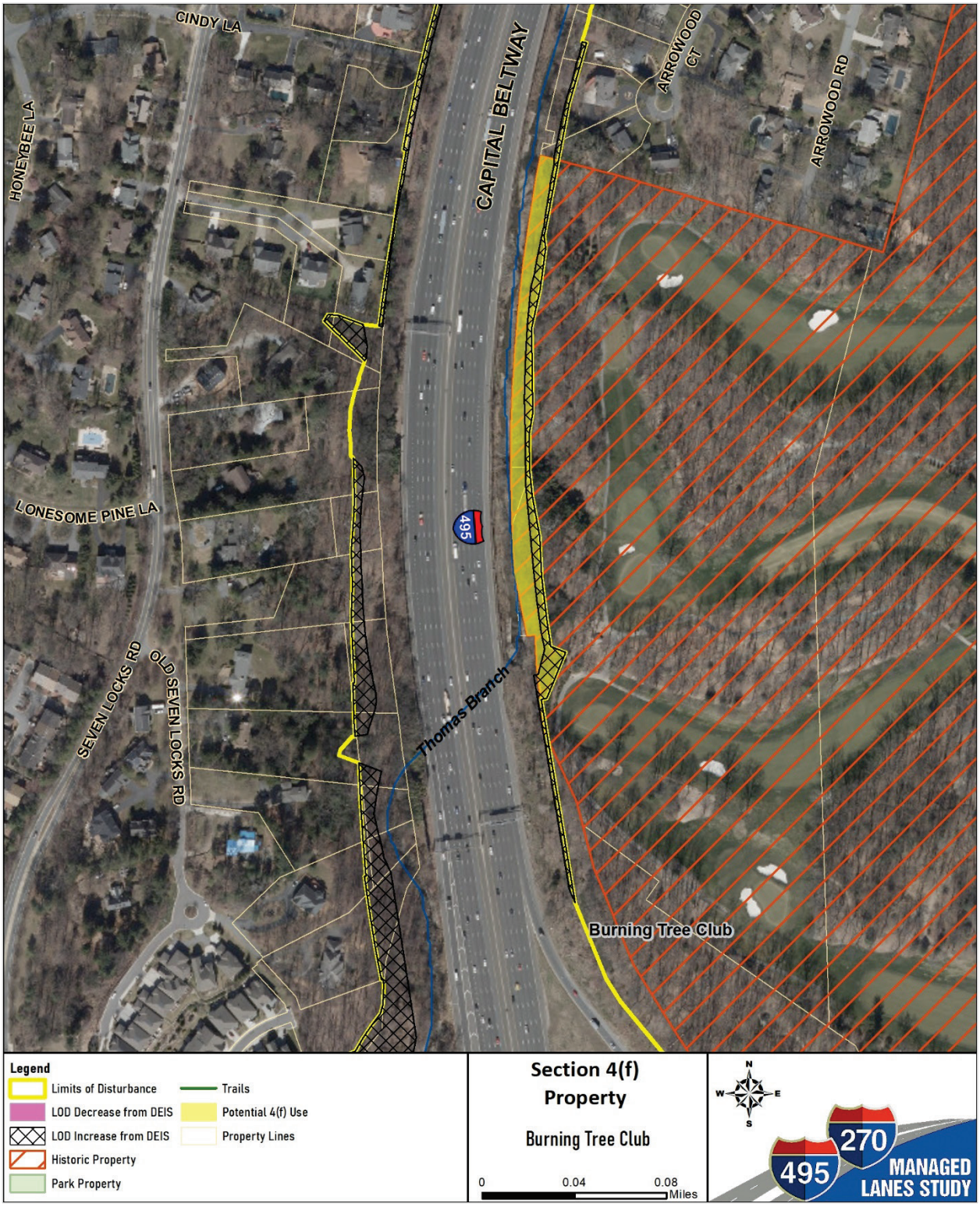
The impacts to Burning Tree Club would be required to accommodate widening I-495, the augmentation of an existing culvert carrying Thomas Branch beneath I-495, construction of a retaining wall, and the realignment of Thomas Branch along the east side of I-495. Detailed mapping of the Preferred Alternative design at the Burning Tree Club can be found in **SDEIS, Appendix D** – **Maps 10 and 11**.

The increase in impact from the DEIS is due to design refinements, including proposed relocation of Thomas Branch and utilities, and construction of a headwall structure.

The LOD expansion is located at the edge of the property, along the Capital Beltway. The revised LOD would not impact the golf course itself or its associated paths and would not alter the characteristics that qualify the property for the NRHP.

On March 12, 2020, MHT concurred that the Managed Lanes Study would have no adverse effect on Burning Tree Club and provided written acknowledgement of FHWA's intent to make a *de minimis* impact finding based on the impacts presented in the DEIS. This initial MHT review was conducted prior to recent design changes and avoidance and minimization efforts. MDOT SHA anticipates that there would still be no adverse effect to the Burning Tree Club and submitted documentation for concurrence to MHT on September 8, 2021. Therefore, FHWA still intends to make a *de minimis* impact determination for Burning Tree Club provided MHT concurs with the effect determination and acknowledges the intent to make the *de minimis* finding. A final *de minimis* determination would be documented in the Final Section 4(f) Evaluation and FEIS.

Figure 5-7: Burning Tree Club



5.2.9 Academy Woods

Type of Section 4(f) Property: Historic Property

Official with Jurisdiction: MHT

Type of Section 4(f) Approval: *De Minimis* Impact

Academy Woods is a Section 4(f) historic property comprised of a small neighborhood on 6.5 acres northeast of the western I-495 and I-270 spur interchange in Bethesda. The historic district is eligible for the NRHP under Criterion C as representative of a type, period, and method of construction.

The Preferred Alternative would result in a Section 4(f) use of 0.2 acres of Academy Woods (**Figure 5-8**), all of which would be permanent impact. There has been no change compared to the impact reported in the DEIS for Alternative 9.

The impacts to Academy Woods would be required to accommodate the construction, operation and future maintenance of a stormwater management facility, and construction of a noise barrier. Detailed mapping of the Preferred Alternative design at Academy Woods can be found in **SDEIS, Appendix D – Map 13**.

The impacts to Academy Woods have not changed from those reported for Alternative 9 in the DEIS. Refer to the **DEIS Appendix F, Section 2.2.1** for more detail.

On March 12, 2020, MHT concurred that the Study would have no adverse effect on Academy Woods and provided written acknowledgement of FHWA's intent to make a *de minimis* impact finding. As such, the impact to Academy Woods Historic District under the Preferred Alternative would constitute a minor use. FHWA intends to issue a finding of *de minimis* impact to Academy Woods. A final *de minimis* determination would be documented in the Final Section 4(f) Evaluation and FEIS.

5.2.10 Cabin John Regional Park

Type of Section 4(f) Property: Public Park

Official with Jurisdiction: M-NCPPC Montgomery County

Type of Section 4(f) Approval: Individual Evaluation

Cabin John Regional Park is a publicly-owned park and recreation area situated between Democracy Boulevard and southbound I-270. The 513.8-acre park contains a playground, dog park, picnic shelters, a miniature train, grills, horseshoe pits, and restrooms. The park has more than four miles of natural surface trails and two miles of hard surface trails. Athletic facilities include an indoor ice rink, baseball field, five softball fields, a volleyball court, and indoor tennis center. The Locust Grove Nature Center and Robert C. McDonnell Campground are also within the park.

The Preferred Alternative would result in a Section 4(f) use of 6.3 acres of Cabin John Regional Park (**Figure 5-9**), including 5.7 acres of permanent impact and 0.6 acres of temporary impact. This impact has increased by 0.6 acres compared to the total impact of 5.7 acres reported in the DEIS for Alternative 9.

Figure 5-8: Academy Woods

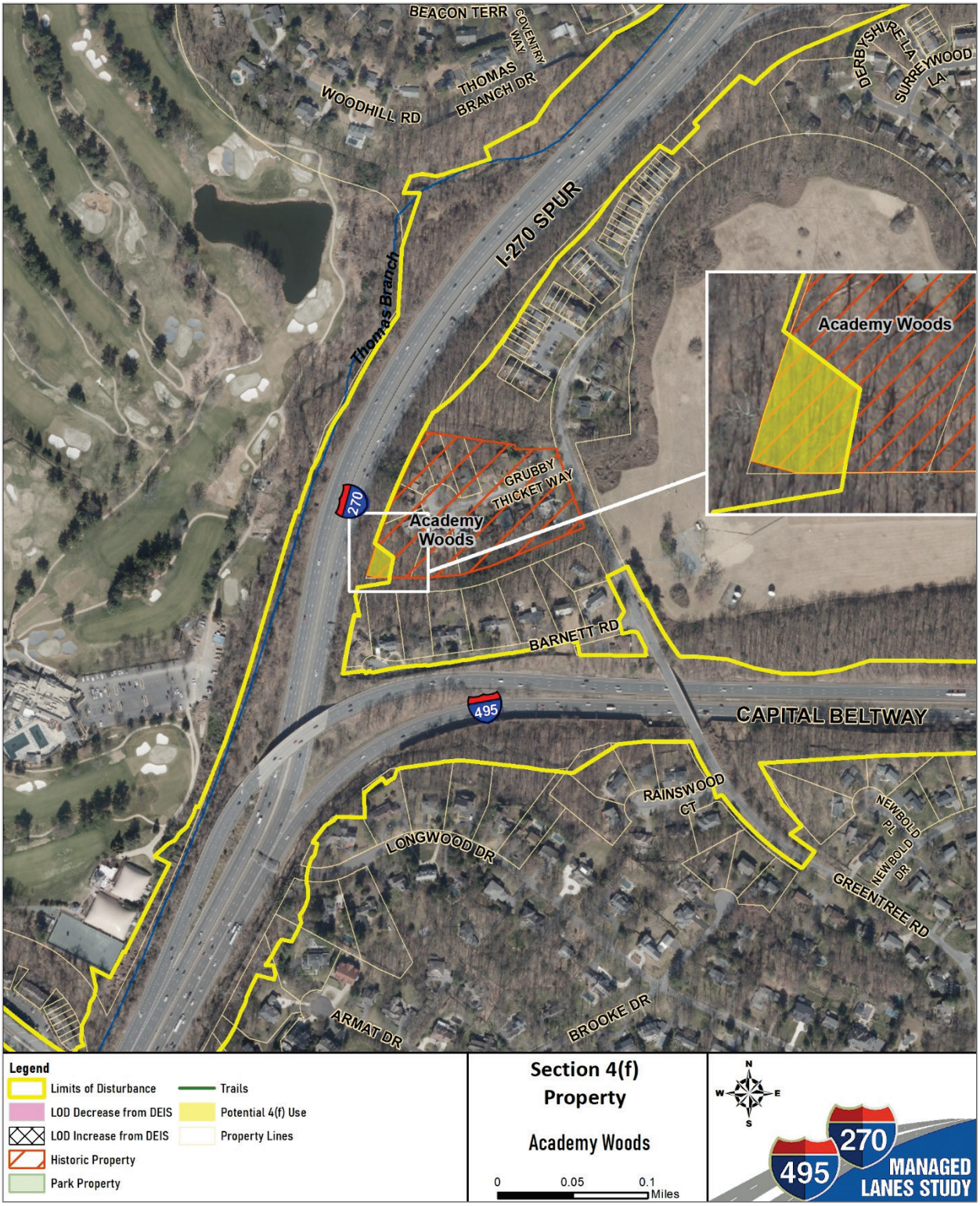
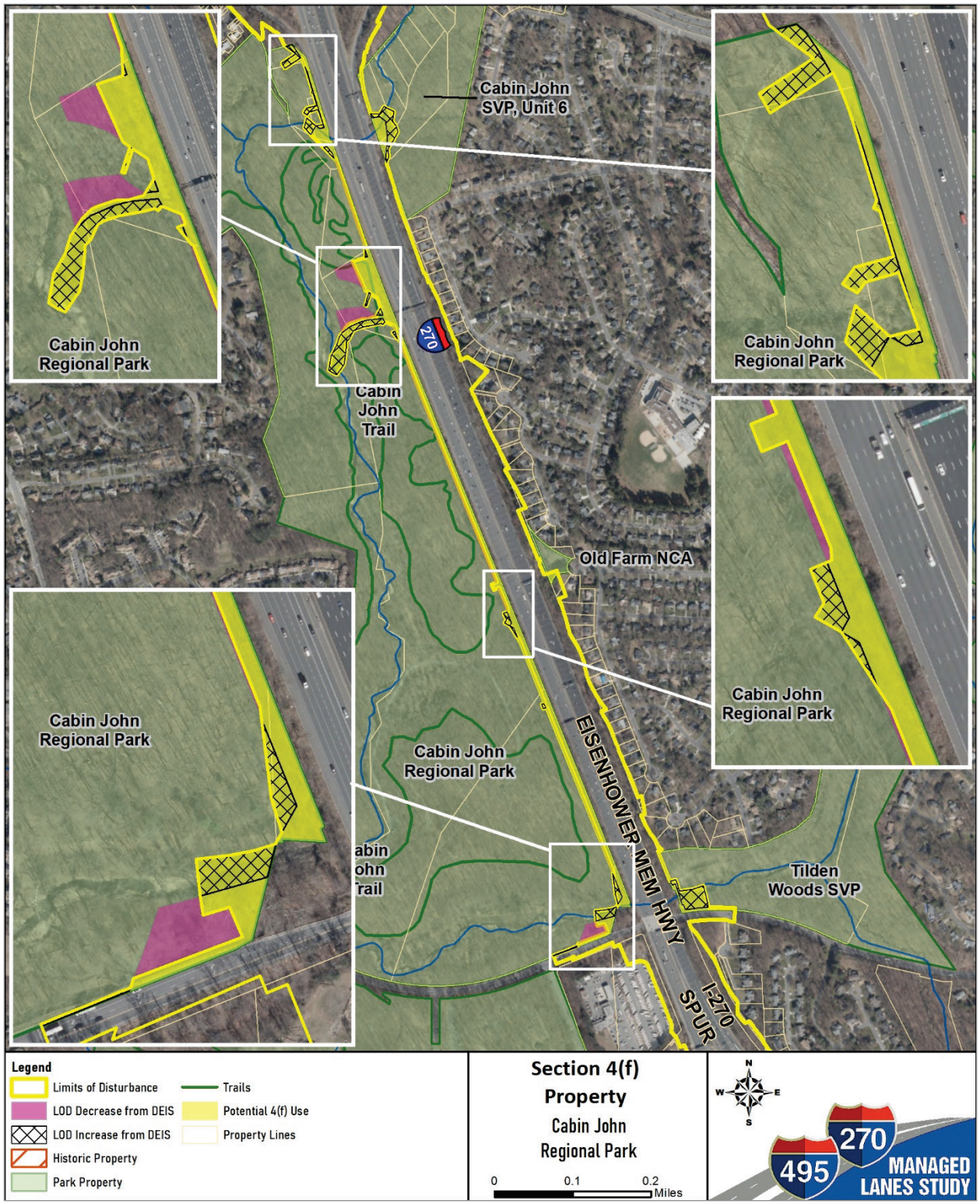


Figure 5-9: Cabin John Regional Park



The impacts to Cabin John Regional Park would be required due to widening of southbound I-270 and construction of a retaining wall along the outside shoulder, utility relocations, a SWM facility, augmentation of two storm drains and one culvert, and outfall stabilization. Impacts would occur to the connecting trail between the Highway Loop Trail and Kidney Bean Loop Trail. Detailed mapping of the Preferred Alternative design at Cabin John Regional Park can be found in **SDEIS, Appendix D – Maps 23 - 25**.

A portion of the connecting trail between the Highway Loop Trail and Kidney Bean Loop Trail would need to be realigned in coordination with M-NCPPC. Access to the trail would be maintained throughout construction. No other recreational facilities would be impacted by the Preferred Alternative.

The increase in impact from the DEIS is due to expanded LOD needed to accommodate culvert augmentation, outfall stabilization, utility relocation, updated roadway configuration and retaining wall, and temporary drainage needs along the retaining wall. Expansion of the LOD in certain areas was in response to M-NCPPC's comments to ensure stable outfall channels.

MDOT SHA has identified potential mitigation opportunities for the site including tree planting and improvements to the connecting trail between the Highway Loop Trail and Kidney Bean Loop Trail. MDOT SHA would also identify and pursue the acquisition of replacement parkland in coordination with M-NCPPC as potential mitigation for parkland impacts. Also under consideration are a visual barrier along southbound I-270 and improvements to the Robert C. McDonnell Campground. MDOT SHA is coordinating with M-NCPPC to develop final mitigation commitments at Cabin John Regional Park including all possible planning to minimize harm to be included in the Final Section 4(f) Evaluation and FEIS.

5.2.11 Tilden Woods Stream Valley Park

Type of Section 4(f) Property: Public Park

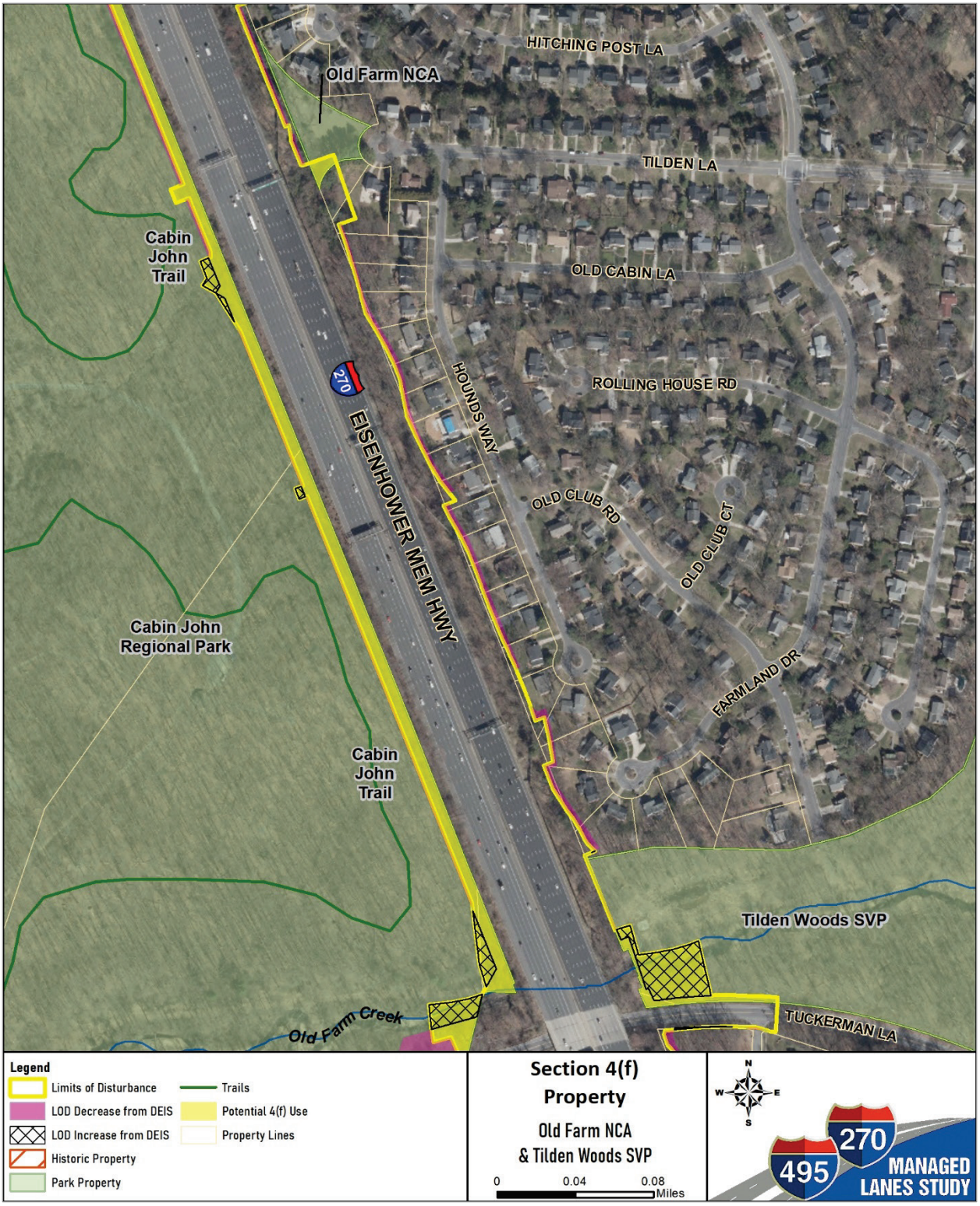
Official with Jurisdiction: M-NCPPC Montgomery County

Type of Section 4(f) Approval: *De Minimis* Impact

Tilden Woods Stream Valley Park is a publicly-owned park, and recreation area, accessed via Sulky Lane in Bethesda. Tilden Woods Stream Valley Park extends along the banks of Old Farm Creek from Montrose Road to I-270. This 67.4-acre park consists of an undeveloped wooded area that provides a protective buffer along Old Farm Creek. This park is under the jurisdiction of M-NCPPC and was acquired in pieces beginning in 1961 using Program Open Space funds.

The Preferred Alternative would result in a Section 4(f) use of 0.7 acres of Tilden Woods Stream Valley Park (**Figure 5-10**), including 0.6 acres of permanent impact and 0.1 acres of temporary impact. This impact has increased by 0.5 acres compared to the total impact of 0.2 acres reported in the DEIS for Alternative 9.

Figure 5-10: Tilden Woods SVP and Old Farm NCA



The impacts to Tilden Woods Stream Valley Park would be required to accommodate an area for construction to widen I-270, replacing the bridge that carries I-270 over Tuckerman Lane, augmenting the existing culvert conveying Old Farm Creek beneath I-270, providing access for construction vehicles and materials, and utility relocation. Detailed mapping of the Preferred Alternative design at Tilden Woods Stream Valley Park can be found in **SDEIS, Appendix D** – **Maps 22 and 23**.

No recreational facilities would be impacted by the Preferred Alternative at Tilden Woods Stream Valley Park.

The increase in impact from the DEIS is due to design refinements including culvert augmentation and utility relocation.

FHWA intends to make a *de minimis* impact determination for Tilden Woods Stream Valley Park if M-NCPPC Montgomery County concurs that the Preferred Alternative, after measures to minimize harm are employed, would not adversely affect the activities, features, or attributes that make the property eligible for Section 4(f) protection and in consideration of public comments.

MDOT SHA would identify and pursue the acquisition of replacement parkland in coordination with the M-NCPPC as potential mitigation for impacts to parkland. Replacement parkland of equal or greater monetary and recreational value is required for Tilden Woods Stream Valley Park because the impacted park was acquired with Program Open Space Funds. MDOT SHA has also identified potential offsite tree planting mitigation opportunities. MDOT SHA is coordinating with M-NCPPC to develop mitigation commitments at Tilden Woods Stream Valley Park and final mitigation will be included in the Final Section 4(f) Evaluation and FEIS.

5.2.12 Old Farm Neighborhood Conservation Area

Type of Section 4(f) Property: Public Park

Official with Jurisdiction: M-NCPPC Montgomery County

Type of Section 4(f) Approval: *De Minimis* Impact

Old Farm Neighborhood Conservation Area is a publicly-owned park and recreation area at 7030 Tilden Lane in Rockville. The park is bounded to the west by I-270. The 0.8-acre park is composed of an undeveloped wooded area.

The Preferred Alternative would result in a Section 4(f) use of 0.1 acres of Old Farm Neighborhood Conservation Area (**Figure 5-10**), all of which would be permanent impact. The impact has not changed compared to the total impact reported in the DEIS for Alternative 9.

The impacts to Old Farm Neighborhood Conservation Area would be required to construct, operate, and maintain a stormwater management facility on land adjacent to the park. Detailed mapping of the Preferred Alternative design at Old Farm Neighborhood Conservation Area can be found in **SDEIS, Appendix D** – **Map 23**.

No recreational facilities would be impacted by the Preferred Alternative at Old Farm Neighborhood Conservation Area.

FHWA intends to make a *de minimis* impact determination for Old Farm Neighborhood Conservation Area if M-NCPPC, Montgomery County concurs that the Preferred Alternative, after measures to minimize harm are employed, would not adversely affect the activities, features, or attributes that make the property eligible for Section 4(f) protection, and in consideration of public comments.

MDOT SHA would identify and pursue the acquisition of replacement parkland in coordination with M-NCPPC as potential mitigation for impacts to parkland. Potential tree planting mitigation is also under consideration. MDOT SHA is coordinating with M-NCPPC to develop mitigation commitments at the Old Farm Neighborhood Conservation Area and final mitigation will be included in the Final Section 4(f) Evaluation and FEIS.

5.2.13 Cabin John Stream Valley Park Unit 6

Type of Section 4(f) Property: Public Park

Official with Jurisdiction: M-NCPPC Montgomery County

Type of Section 4(f) Approval: *De Minimis* Impact

Cabin John Stream Valley Park Unit 6 is one of six units that comprise M-NCPPC Montgomery County's Cabin John Stream Valley Park, a publicly-owned park and recreation area. Cabin John Stream Valley Park Unit 6 is the northernmost portion of the stream valley park and is situated east of I-270 bounded by Old Stage Road to the south and the I-270 offramp to Montrose Road to the north. The entirety of Cabin John Stream Valley Park encompasses 520 acres; of which Unit 6 comprises 19.8 acres. Cabin John Stream Valley Park features portions of the natural surface Cabin John Trail that runs north-south and connects the stream valley park's Potomac area to Cabin John Parkway as well as an undeveloped wooded area that provides a protective buffer along Cabin John Creek.

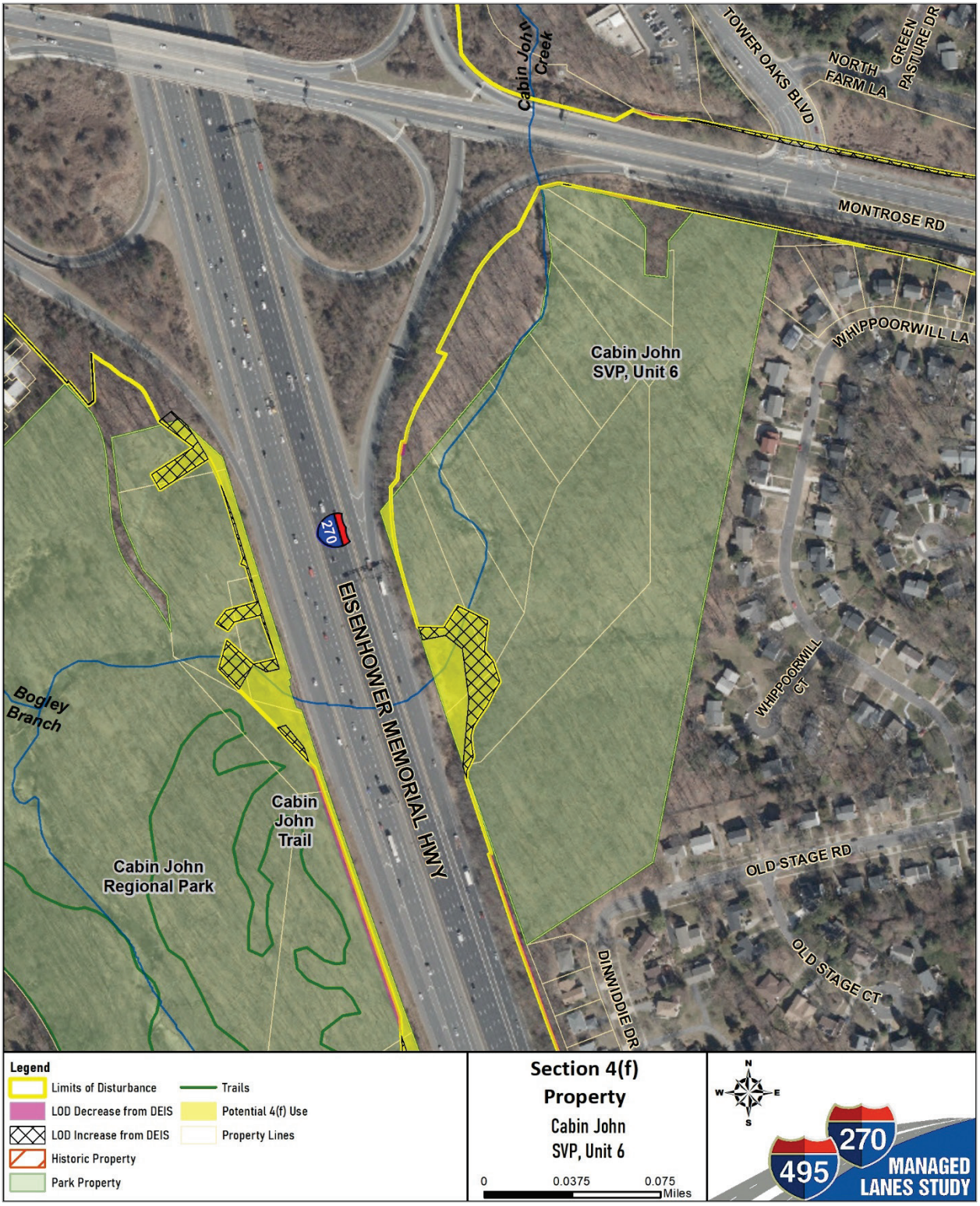
The Preferred Alternative would result in a Section 4(f) use of 0.8 acres of Cabin John Stream Valley Park Unit 6 (**Figure 5-11**), all of which would be permanent impact. This impact has increased by 0.4 acres compared to the total impact of 0.4 acres reported in the DEIS for Alternative 9.

The impacts to Cabin John Stream Valley Park Unit 6 would be required to accommodate: tree removal, grading, improvements to the existing culvert, access for construction vehicles and materials, construction of a retaining wall along the realigned ramp from northbound I-270 to eastbound Montrose Road, and construction of a SWM facility. Detailed mapping of the Preferred Alternative design at Cabin John Stream Valley Park Unit 6 can be found in **SDEIS, Appendix D** – **Map 24**.

The Preferred Alternative would not impact any recreational facilities in Cabin John Stream Valley Park Unit 6.

The increase in impact from the DEIS is due to design refinements including culvert augmentation, stormwater pond location, and updated roadway configuration and retaining wall. Expansion of the LOD in certain areas was in response to M-NCPPC's comments to improve stormwater management and existing drainage issues.

Figure 5-11: Cabin John Stream Valley Park, Unit 6



FHWA intends to make a *de minimis* impact determination for Cabin John Stream Valley Park Unit 6 if M-NCPPC concurs that the Preferred Alternative, after measures to minimize harm are employed, would not adversely affect the activities, features, or attributes that make the property eligible for Section 4(f) protection, and in consideration of public comments.

MDOT SHA would identify and pursue the acquisition of replacement parkland in coordination with M-NCPPC as potential mitigation for parkland impacts MDOT SHA is coordinating with M-NCPPC to develop final mitigation commitments at Cabin John Stream Valley Park Unit 6 including all possible planning to minimize harm to be included in the Final Section 4(f) Evaluation and FEIS.

5.2.14 Cabin John Stream Valley Park (Rockville)

Type of Section 4(f) Property: Public Park

Official with Jurisdiction: City of Rockville Department of Recreation and Parks

Type of Section 4(f) Approval: Individual Evaluation

Cabin John Stream Valley Park (Rockville) is a publicly-owned park and recreation area east of Tower Oaks Boulevard and south of Preserve Parkway in Rockville. The 4.5-acre park provides a wooded buffer along a portion of the environmentally sensitive Cabin John Creek.

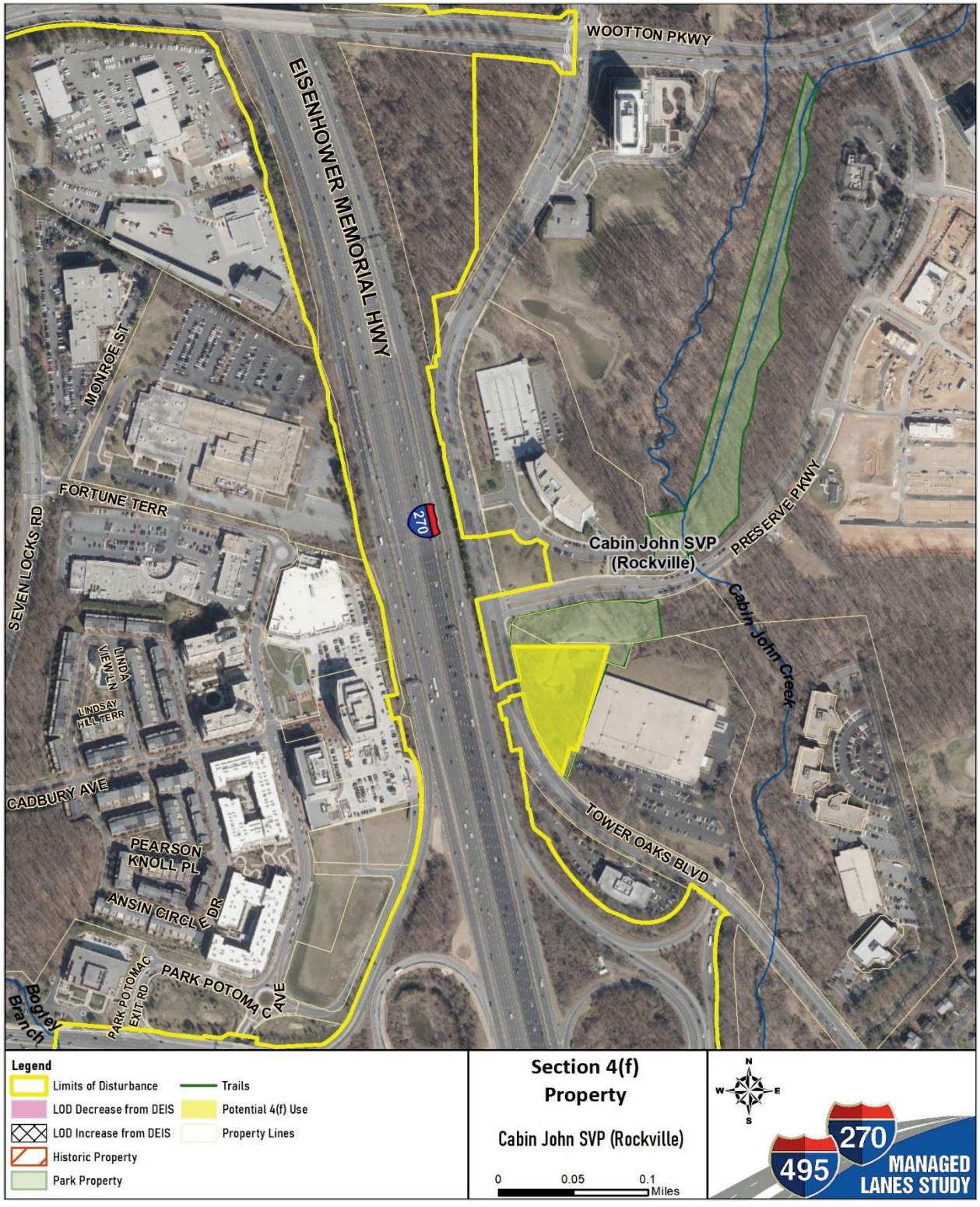
The Preferred Alternative would result in a Section 4(f) use of 2.1 acres of Cabin John Stream Valley Park (Rockville) (**Figure 5-12**), all of which would be permanent impact. This impact has not changed compared to the total impact reported in the DEIS for Alternative 9.

The impacts to Cabin John Stream Valley Park (Rockville) would be required to construct, operate, and maintain a stormwater management facility. Detailed mapping of the Preferred Alternative design at Cabin John Stream Valley Park (Rockville) can be found in **SDEIS, Appendix D** – **Map 26**. Refer to the **DEIS Appendix F, Section 2.2.1** for more detail.

No recreational facilities in Cabin John Stream Valley Park (Rockville) would be impacted by the Preferred Alternative.

MDOT SHA would identify and pursue the acquisition of replacement parkland and/or other mitigation opportunities in coordination with the City of Rockville. Final mitigation commitments at Cabin John Stream Valley Park including all possible planning to minimize harm will be included in the Final Section 4(f) Evaluation and FEIS.

Figure 5-12: Cabin John Stream Valley Park (Rockville)



5.2.15 Bullards Park and Rose Hill Stream Valley Park

Type of Section 4(f) Property: Public Park

Official with Jurisdiction: City of Rockville Department of Recreation and Parks

Type of Section 4(f) Approval: Individual Evaluation

Bullards Park and Rose Hill Stream Valley Park is a publicly-owned park and recreation area abutting the northbound lanes of I-270 in Rockville. The 4.7-acre park is divided into two sections. The stream valley park comprises the central and southern portions of the park while the northern portion, Bullards Park, contains basketball courts, hard and natural surface trails, a playground, and picnic area. The Preferred Alternative would result in a Section 4(f) use of 3.3 acres of Bullards Park and Rose Hill Stream Valley Park (**Figure 5-13**), all of which would be permanent impact. This impact has increased by 3.0 acres compared to the total impact of 0.3 acres reported in the DEIS for Alternative 9.

The impacts to Bullards Park and Rose Hill Stream Valley Park would be required for grading or modification of existing stormwater management (SWM) facilities, including an existing joint-use SWM facility near the Julius West Middle School pond, and the modification of an existing SWM facility at the north end of the park property. Based on continued coordination with the City of Rockville, MDOT SHA, and FHWA, the assumption regarding the applicability of Section 4(f) to the existing joint-use SWM facility and potential impacts may be modified and updated in the Final Section 4(f) Evaluation. Detailed mapping of the Preferred Alternative design at Bullards Park and Rose Hill Stream Valley Park can be found in **SDEIS, Appendix D** – **Map 30**.

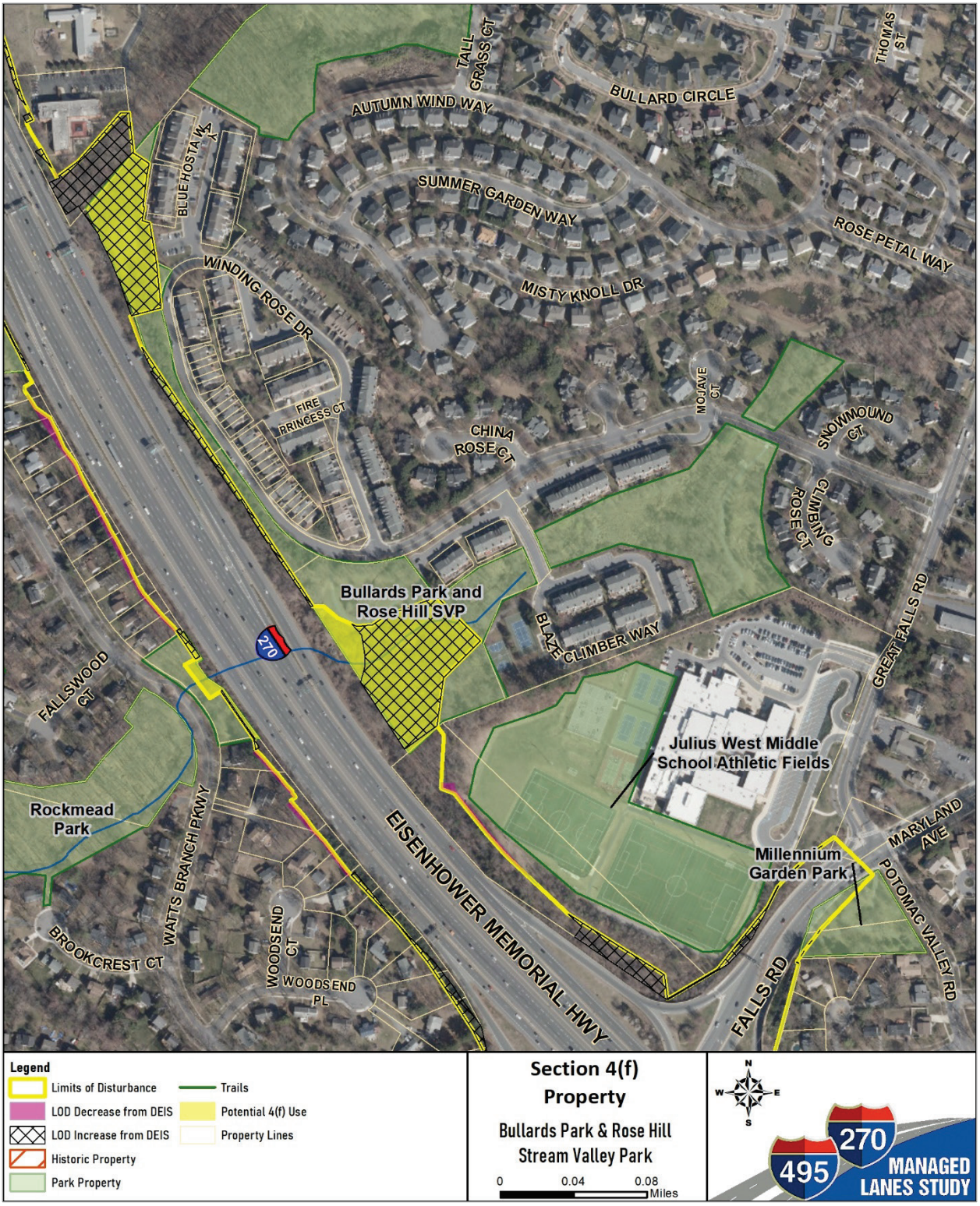
The increase in impact from the DEIS is due to further adjustment and evaluation of the LOD to account for culvert augmentation in the vicinity of this park.

No recreational facilities would be impacted by the Preferred Alternative in Bullards Park and Rose Hill Stream Valley Park.

MDOT SHA and FHWA previously anticipated that the Section 4(f) use of Bullards Park and Rose Hill Stream Valley Park would be *de minimis* based on the impacts presented in the DEIS. However, impacts to Bullards Park and Rose Hill Stream Valley Park are now anticipated to be greater than *de minimis,* and thus requiring an Individual Section 4(f) Evaluation.

MDOT SHA has identified potential park mitigation and enhancement opportunities for Bullards Park and Rose Hill Stream Valley Park, including trail and path improvements, addition of park amenities such as benches, and the addition of decorative landscaping. MDOT SHA would also identify and pursue the acquisition of replacement parkland in coordination with the City of Rockville as potential mitigation for parkland impacts. MDOT SHA will continue coordinating with the City of Rockville to identify final mitigation commitments including all possible planning to minimize harm for inclusion in the Final Section 4(f) Evaluation and FEIS.

Figure 5-13: Bullards Park and Rose Hill Stream Valley Park



5.2.16 Rockmead Park

Type of Section 4(f) Property: Public Park

Official with Jurisdiction: City of Rockville Department of Recreation and Parks

Type of Section 4(f) Approval: *De Minimis* Impact

Rockmead Park is a publicly-owned park and recreational facility at 1800 Greenplace Terrace in Rockville. This 25.3-acre park abuts the southbound lanes of I-270. Park amenities include open space, benches, natural and hard surface paths, and playground equipment.

The Preferred Alternative would result in a use of 0.3 acres of Rockmead Park (**Figure 5-14**), including 0.2 acres of permanent impact and 0.1 acres of temporary impact. This impact has increased by 0.1 acres compared to the total impact of 0.2 acres reported in the DEIS for Alternative 9.

The impacts to Rockmead Park would be required to accommodate improvements to two existing culverts that convey waterways beneath I-270 and providing access for construction vehicles and materials, construction of a retaining wall and a noise barrier. Detailed mapping of the Preferred Alternative design at Rockmead Park can be found in **SDEIS, Appendix D** – **Map 30**.

No recreational facilities would be impacted by the Preferred Alternative at Rockmead Park.

FHWA intends to make a *de minimis* impact determination for Rockmead Park if the City of Rockville Department of Recreation and Parks concurs that the Preferred Alternative, after measures to minimize harm are employed, would not adversely affect the activities, features, or attributes that make the property eligible for Section 4(f) protection, and in consideration of public comments.

MDOT SHA would identify and pursue the acquisition of replacement parkland in coordination with the City of Rockville as potential mitigation for impacts to parkland. MDOT SHA has identified additional potential mitigation opportunities including stream restoration, trail and path improvements, additional park amenities, improvements to playground equipment, and decorative landscaping. MDOT SHA is coordinating with the City of Rockville to develop mitigation commitments at Rockmead Park and final mitigation will be included in the Final Section 4(f) Evaluation and FEIS.

5.2.17 Woottons Mill Park

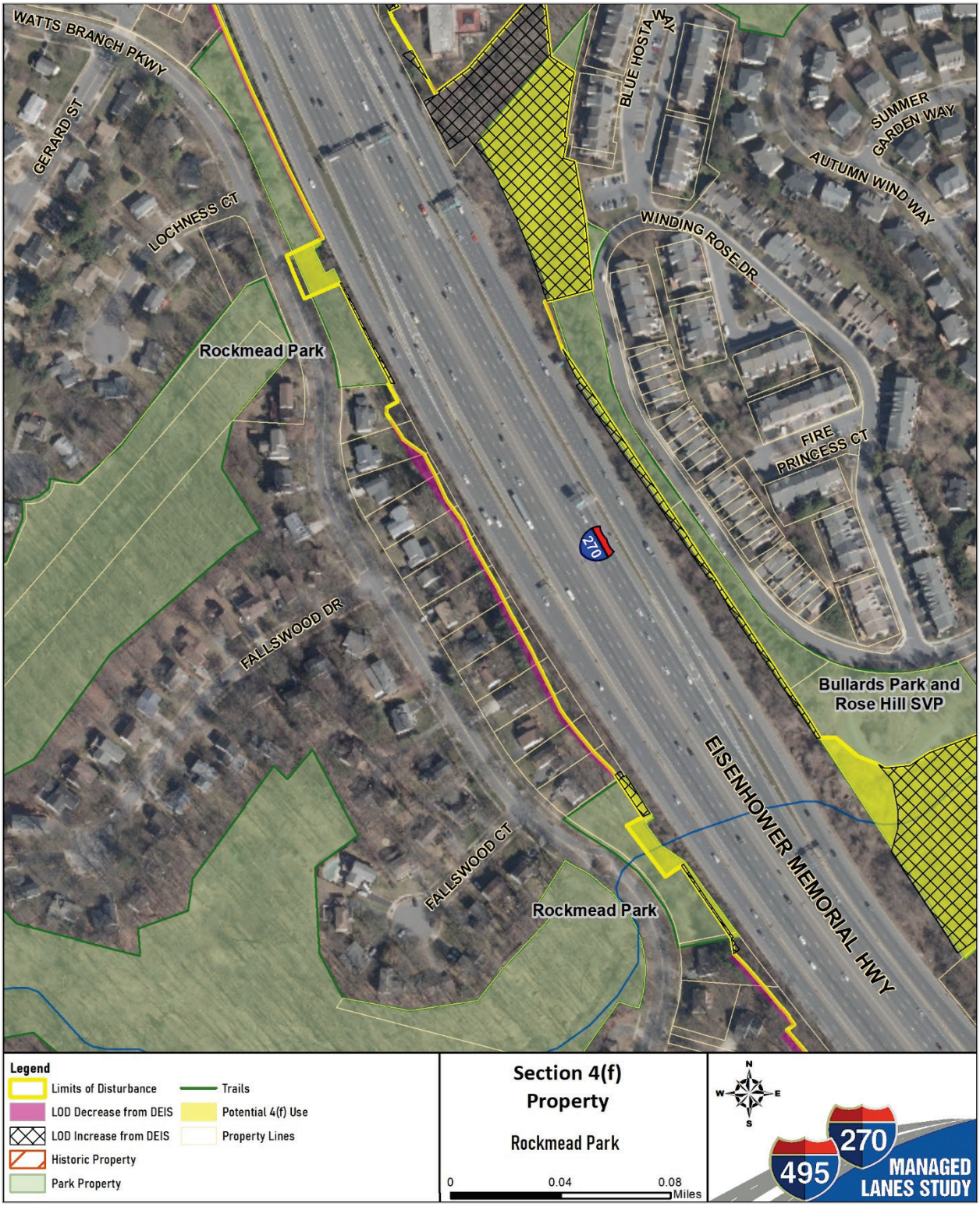
Type of Section 4(f) Property: Public Park

Official with Jurisdiction: City of Rockville Department of Recreation and Parks

Type of Section 4(f) Approval: *De Minimis* Impact

Woottons Mill Park is a publicly-owned park and recreation area on Hurley Road in Rockville. Woottons Mill Park extends along a portion of Watts Branch from the southwest quadrant of the I-270 and MD 28 interchange to the intersection of Scott Drive and Wootton Parkway.

Figure 5-14: Rockmead Park



The increase in impact from the DEIS is due to design refinements requiring additional LOD for a noise wall, an updated roadway configuration and retaining wall, and further adjustment and evaluation of the LOD to account for culvert augmentation within the park.

Amenities within this 106.5-acre park include basketball and tennis courts, benches and picnic tables, natural surface and hard surface paths, playground equipment, and garden plots.

The Preferred Alternative would result in a Section 4(f) use of 0.7 acres of Woottons Mill Park (**Figure 5-15**), all of which would be permanent impact. The impact has increased by 0.5 acres compared to the total impact of 0.2 acres reported in the DEIS for Alternative 9.

The impacts to Woottons Mill Park would be required to improve a storm drain outfall, and augmentation of one culvert with potential stream restoration improvements. Detailed mapping of the Preferred Alternative design at Woottons Mill Park can be found in **SDEIS, Appendix D** – **Map 31**.

No recreational facilities would be impacted by the Preferred Alternative in Woottons Mill Park.

The increase in impact from the DEIS is due to design refinements for culvert augmentation.

FHWA intends to make a *de minimis* impact determination for Woottons Mill Park if the City of Rockville Department of Recreation and Parks concurs that the Preferred Alternative, after measures to minimize harm are employed, would not adversely affect the activities, features, or attributes that make the property eligible for Section 4(f) protection, and in consideration of public comments.

MDOT SHA has also identified potential mitigation opportunities including trail and path improvements, improvements to basketball and/or tennis courts, improvement to the bridge over Watts Branch, improvements to the Veirs Drive parking area, and shade tree planting. MDOT SHA is coordinating with City of Rockville to develop mitigation commitments at Woottons Mill Park to be included in the Final Section 4(f) Evaluation and FEIS.

5.2.18 Woodley Gardens

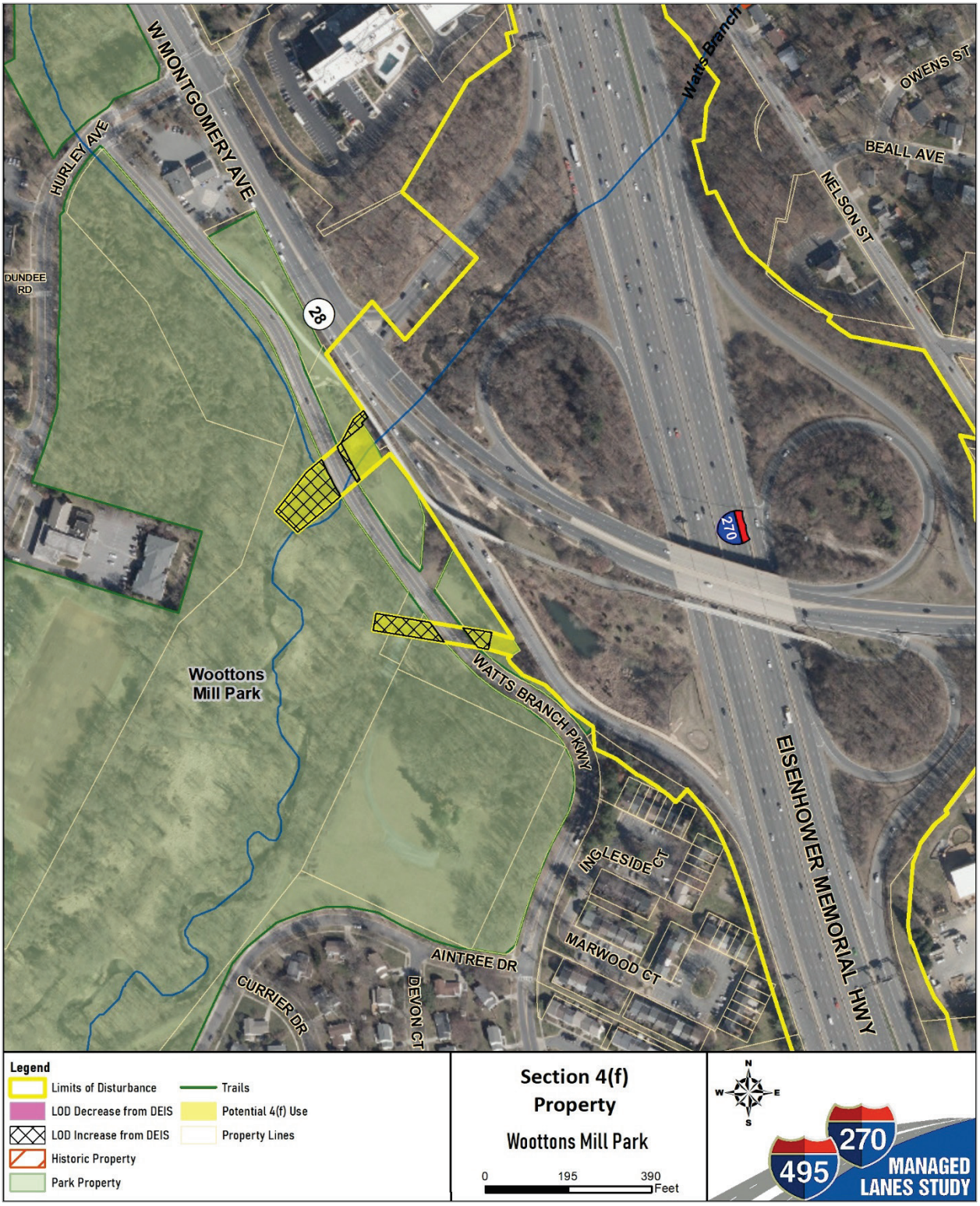
Type of Section 4(f) Property: Historic Property

Official with Jurisdiction: MHT

Type of Section 4(f) Approval: *De Minimis* Impact

Woodley Gardens is a planned residential development containing Colonial Revival-style, single- and multi-family dwellings constructed between 1960 and 1970 in Rockville, Maryland. The approximately 200-acre development is east of I-270 and south of the Gude Drive overpass. Woodley Gardens is an important, early example of mixed housing types in a planned residential development and is, therefore, eligible for the NRHP under Criterion A as a historic district. Woodley Gardens is also significant as a historic district under Criterion C as an excellent, intact example of a planned residential development with a period of significance ranging from 1960 to 1970.

Figure 5-15: Woottons Mill Park



The Preferred Alternative would result in a Section 4(f) use of 1.3 acres of Woodley Gardens (**Figure 5-16**), including 1.2 acres of permanent impact and 0.1 acres of temporary impact. This impact has increased by 0.6 acres compared to the total impact of 0.7 acres reported in the DEIS for Alternative 9.

The impacts to Woodley Gardens would be required to accommodate the construction, operation, and future maintenance of a stormwater management facility, construction of a retaining wall and noise barrier, utility relocations, and storm drain impacts. Detailed mapping of the Preferred Alternative design at Woodley Gardens can be found in **SDEIS, Appendix D** – **Maps 31 and 32**.

The increase in impact from the DEIS is due to design refinements including an updated roadway configuration resulting in changes to the location of the noise barrier and retaining wall, utility relocations, and storm drain impacts.

The LOD expansion encompasses a portion of the parking lot adjoining the Woodley Gardens Shopping Center. The parking lot is a character-defining feature of the contributing shopping center, but impacts will be limited to several spaces along the edge of the lot and will not alter the characteristics that qualify the district for the NRHP.

On March 12, 2020, MHT concurred that the Managed Lanes Study would have no adverse effect on Woodley Gardens and provided written acknowledgement of FHWA's intent to make a *de minimis* impact finding based on the impacts identified in the DEIS. This initial MHT review was conducted prior to recent design changes and avoidance and minimization efforts. MDOT SHA anticipates that there would still be no adverse effect to Woodley Gardens, and have submitted documentation for concurrence to MHT as of September 8, 2021. Therefore, FHWA intends to make a finding of *de minimis* impact to Woodley Gardens provided MHT concurs with the effect determination and acknowledges the intent to make the *de minimis* finding. A final de minimis determination would be documented in the Final Section 4(f) Evaluation and FEIS.

5.2.19 Rockville Senior Center and Park

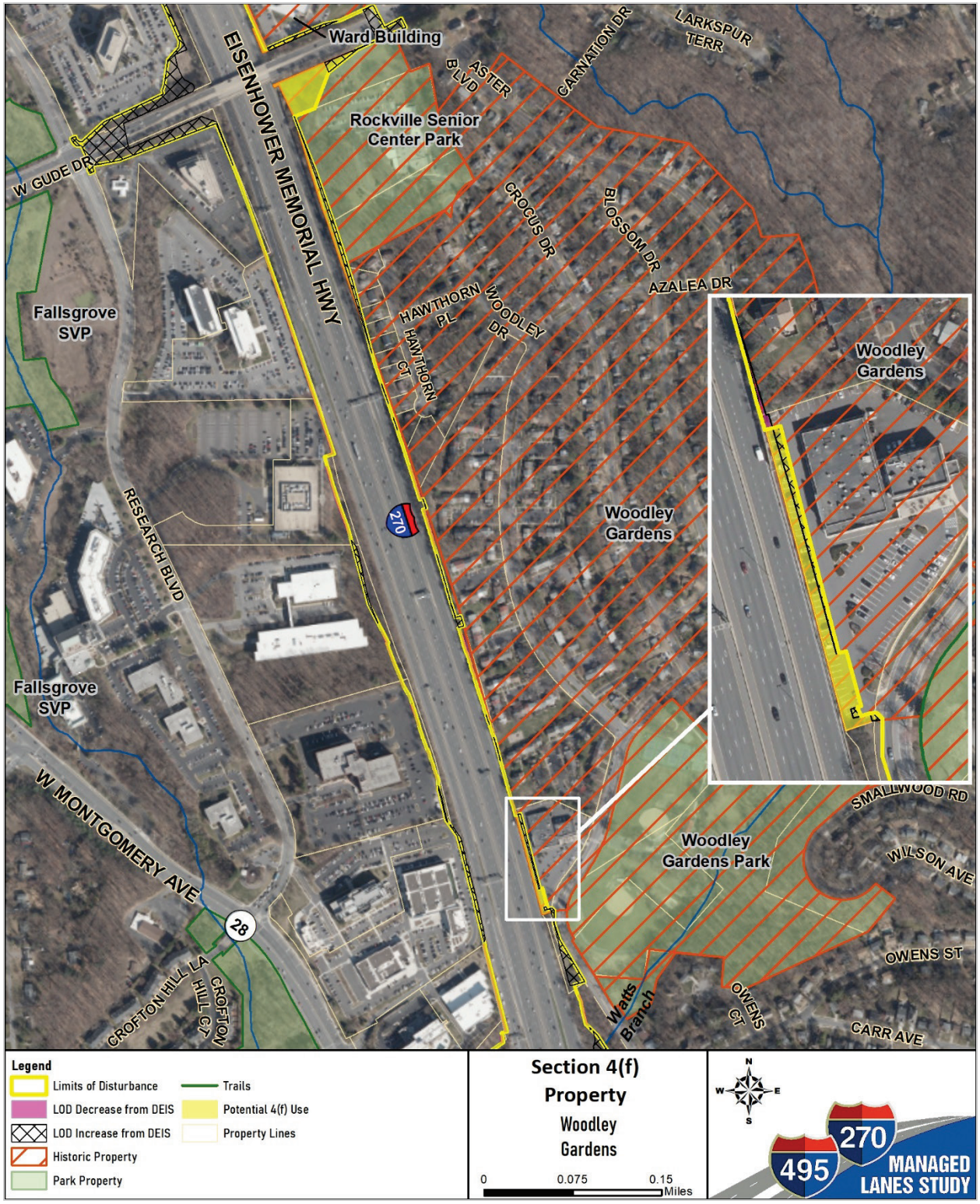
Type of Section 4(f) Property: Historic Property and Public Park

Officials with Jurisdiction: MHT, City of Rockville

Type of Section 4(f) Approval: *De Minimis* Impact

Rockville Senior Center and Park is a publicly-owned park and recreational facility at 1150 Carnation Drive in Rockville. This 12.1-acre park is immediately south of West Gude Drive and abuts the northbound lanes of I-270. Park amenities consist of benches, picnic tables, walking paths, a nature trail, community garden, outdoor fitness equipment, art, bocce ball court, and playground equipment. The senior center building features additional recreational facilities including fitness rooms, a woodworking studio and meeting space.

Figure 5-16: Woodley Gardens



The senior center building of the Rockville Senior Center and Park is the former Woodley Gardens Elementary School and contributes to the significance of Woodley Gardens, eligible for the NRHP under Criteria A and C as an early example of a developed residential-focused, mixed use community in Rockville. The landscaping and park elements of the senior center were added after 1982, outside the Woodley Gardens period of significance (1960-1970). Significant elements of Woodley Gardens include the dwellings, shopping center, swim club, Woodley Gardens Park, and the Rockville Senior Center building.

The Preferred Alternative would result in a use of 1.0 acres of Rockville Senior Center and Park (**Figure 5-17**) all of which would be permanent impact. This impact has increased by 0.3 acres compared to the total impact of 0.7 acres reported in the DEIS for Alternative 9.

The impacts to Rockville Senior Center and Park would be required to accommodate the construction, operation, and future maintenance of a stormwater management facility, construction of a retaining wall and noise barrier, and widening of Gude Drive. Detailed mapping of the Preferred Alternative design at Rockville Senior Center and Park can be found in **SDEIS, Appendix D** – **Map 33**.

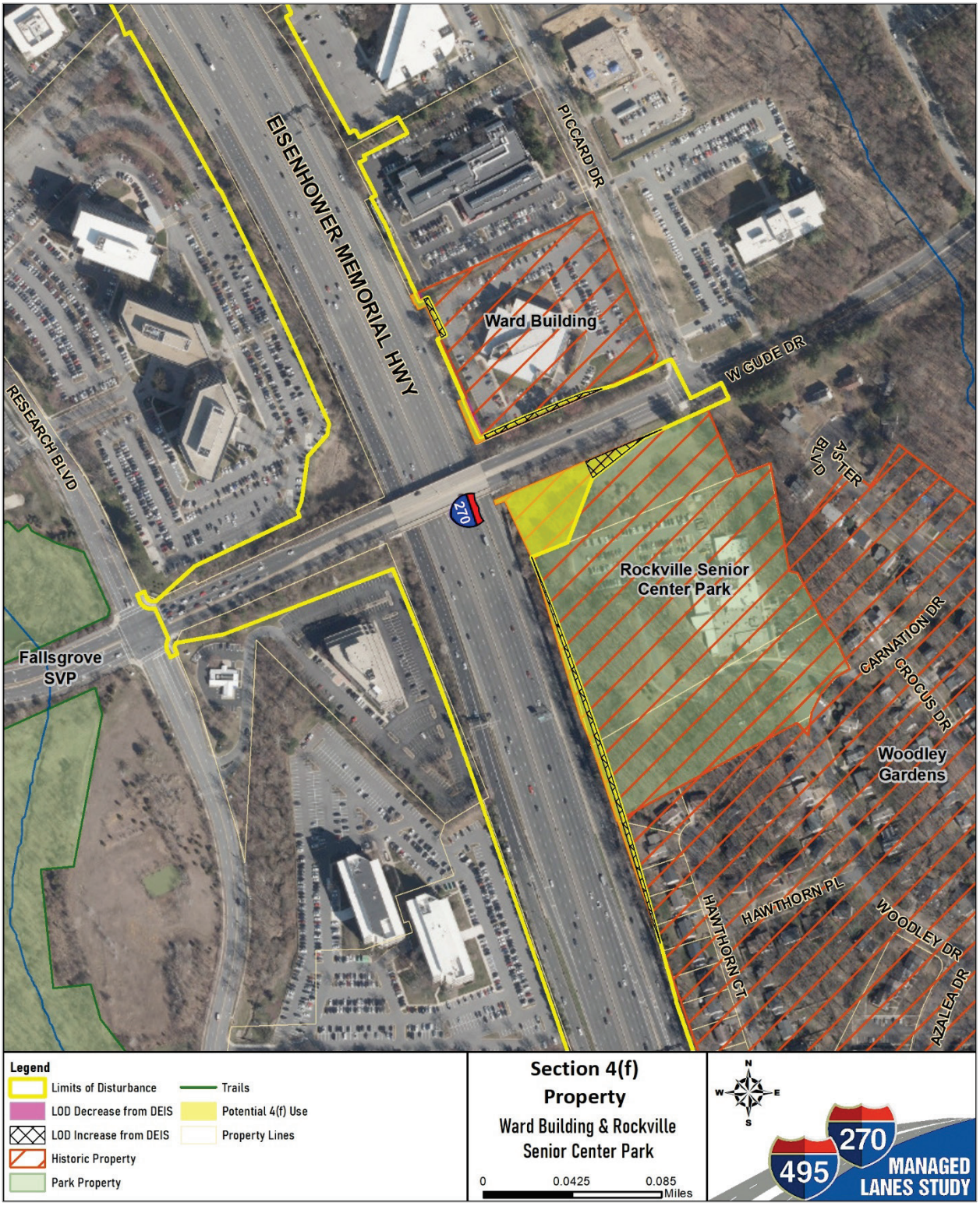
No recreational facilities would be impacted by the Preferred Alternative at Rockville Senior Center and Park.

The increase in impact from the DEIS is due to design refinements including an updated roadway configuration that resulted in changes to the location of the retaining wall and noise barrier, and grading and side slope construction associated with widening Gude Drive.

On March 12, 2020, MHT concurred that the Managed Lanes Study would have no adverse effect on Woodley Gardens, including Rockville Senior Center; and provided written acknowledgement of FHWA's intent to make a *de minimis* impact finding based on the DEIS impacts. This initial MHT review was conducted prior to recent design changes and avoidance and minimization efforts. MDOT SHA anticipates that there would still be no adverse effect to the Rockville Senior Center and Park and submitted documentation for concurrence to MHT on September 8, 2021. FHWA intends to make a finding of *de minimis* impact to Rockville Senior Center and Park if the City of Rockville Department of Recreation and Parks and MHT concur that the Preferred Alternative, after measures to mitigate and minimize harm are employed, would not adversely affect the activities, features, or attributes that make the property eligible for Section 4(f) protection, and in consideration of public comments. A final *de minimis* determination would be documented in the Final Section 4(f) Evaluation and FEIS.

Parkland mitigation measures will be identified in coordination with the City of Rockville. Potential mitigation measures include replacement parkland, trail/path improvements, addition of park amenities such as benches along or near the path, and addition of decorative landscaping along or near the path. Final mitigation commitments including all possible planning to minimize harm will be included in the Final Section 4(f) Evaluation and FEIS.

Figure 5-17: Rockville Senior Center and Park and Ward Building



5.2.20 Ward Building

Type of Section 4(f) Property: Historic Property

Official with Jurisdiction: MHT

Type of Section 4(f) Approval: *De Minimis* Impact

The Ward Building is a Brutalist-style suburban corporate office constructed in 1978 at 1300 Piccard Drive, Rockville, Maryland. The property is 4.76 acres laying just east of I-270 and north of the Gude Drive overpass. The Ward Building is eligible under Criterion C for its high artistic value as an example of Brutalist-style architecture.

The Preferred Alternative would result in a use of 0.2 acres of the Ward Building (**Figure 5-17**), all of which would be permanent impact. This impact has increased by 0.1 acres compared to the total impact of 0.1 acres reported in the DEIS for Alternative 9.

The impacts to the Ward Building would be required to accommodate widening of I-270, widening of Gude Drive, and construction area for a retaining wall. Detailed mapping of the Preferred Alternative design at the Ward Building can be found in **Appendix D** – **Map 33**.

The increase in impact from the DEIS is due to updated roadway configuration, grading and side slope construction associated with widening Gude Drive, and retaining wall construction.

The LOD expansion encompasses areas along the parking lot surrounding the Ward Building and would not affect the characteristics that qualify the building for the NRHP.

On March 12, 2020, MHT concurred that the Managed Lanes Study would have no adverse effect on the Ward Building and provided written acknowledgement of FHWA's intent to make a *de minimis* impact finding based on the impacts described in the DEIS. This initial MHT review was conducted prior to recent design changes and avoidance and minimization efforts. MDOT SHA anticipates that there would still be no adverse effect to the Ward Building and submitted documentation for concurrence to MHT on September 8, 2021. Therefore, FHWA intends to make a finding of *de minimis* impact to the Ward Building provided MHT concurs with the effect determination and acknowledges the intent to make the *de minimis* finding. A final *de minimis* determination would be documented in the Final Section 4(f) Evaluation and FEIS.

5.2.21 Malcolm King Park

Type of Section 4(f) Property: Public Park

Official with Jurisdiction: City of Gaithersburg Department of Parks, Recreation and Culture

Type of Section 4(f) Approval: Individual Evaluation

Malcolm King Park is a publicly-owned park and recreation area at 1200 West Side Drive in Gaithersburg. The 72.9-acre park abuts the interchange of southbound I-270 and westbound I-370. Park amenities include a basketball court, picnic area, playground, tot lot, two miles of hiking trails, and two tennis courts. The majority of the park's acreage is wooded and serves as an environmental buffer for Muddy Branch.

The Preferred Alternative would result in a Section 4(f) use of 1.3 acres of Malcolm King Park (**Figure 5-18**), all of which would be permanent impact. This impact has increased by 1.2 acres compared to the total impact of 0.1 acres reported in the DEIS for Alternative 9.

The impacts to Malcolm King Park would be required to accommodate a constructability area related to widening I-270; augmenting the existing culvert conveying Muddy Branch beneath I-270, stabilizing the Muddy Branch outfall, and improvements to the existing outfall for a culvert that passes under I-370. Detailed mapping of the Preferred Alternative design at Malcolm King Park can be found in **SDEIS, Appendix D** – **Map 36**.

No recreational facilities would be impacted by the Preferred Alternative at Malcolm King Park.

The increase in impact from the DEIS is due to design refinements including additional LOD for culvert augmentation, outfall stabilization, and an updated roadway configuration.

MDOT SHA and FHWA previously anticipated that the Section 4(f) use of Malcolm King Park would be *de minimis* based on the impacts presented in the DEIS. However, based on the increased impacts identified in this SDEIS, impacts to Malcom King Park are now anticipated to be greater than *de minimis*, and thus requiring an individual Section 4(f) evaluation.

MDOT SHA would identify and pursue the acquisition of replacement parkland in coordination with the City of Gaithersburg as potential mitigation for impacts to parkland. Other potential mitigation opportunities include trail/path improvements and improvements to or addition of playground equipment. MDOT SHA is coordinating with the City of Gaithersburg to develop mitigation commitments at Malcolm King Park and final mitigation will be included in the Final Section 4(f) Evaluation and FEIS.

5.2.22 Morris Park

Type of Section 4(f) Property: Public Park

Official with Jurisdiction: City of Gaithersburg Department of Parks, Recreation and Culture

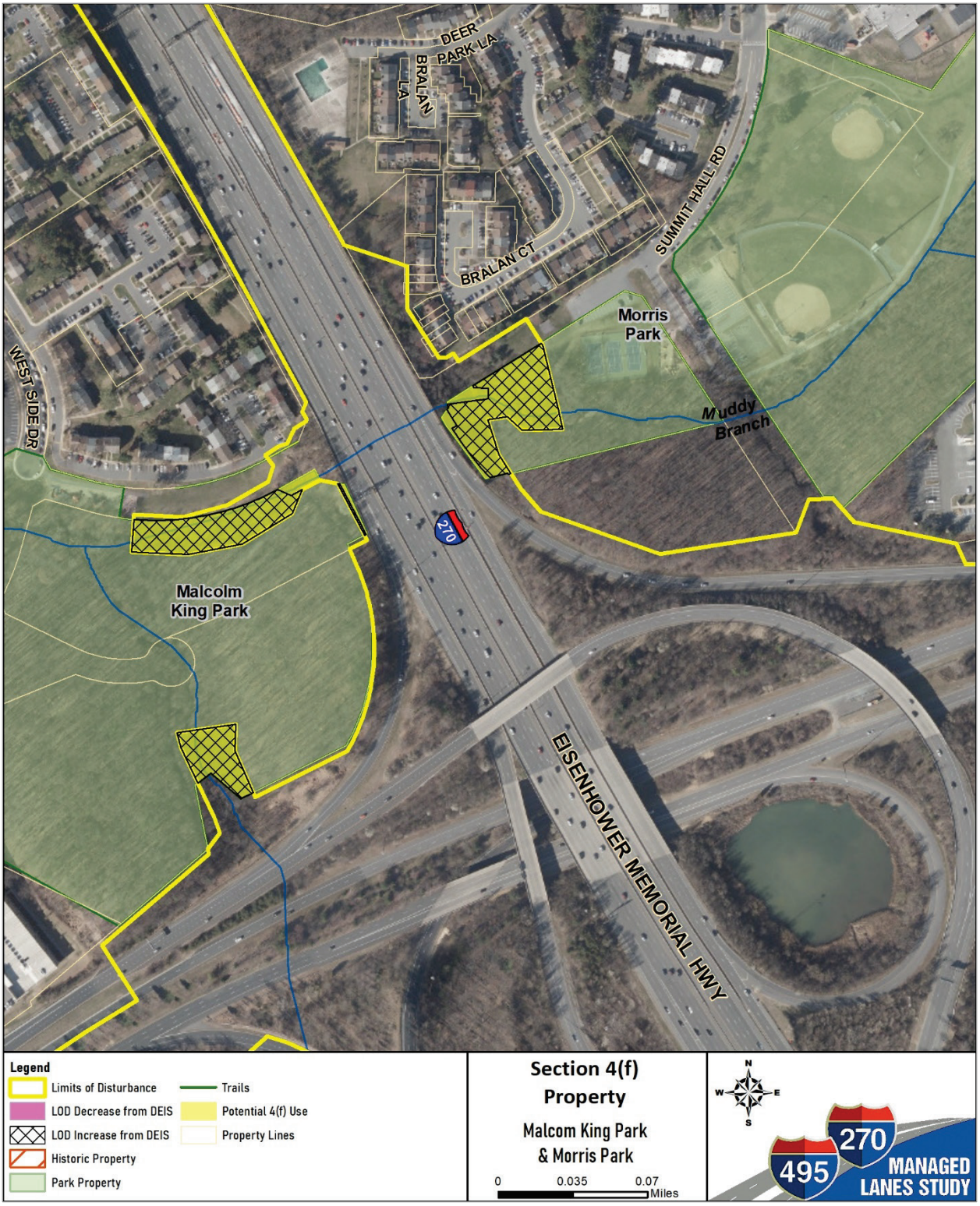
Type of Section 4(f) Approval: Individual Evaluation

Morris Park is a publicly-owned park and recreation area on Summit Hall Road in Gaithersburg. The 37.2-acre park abuts the interchange of northbound I-270 and westbound I-370. Park amenities include two baseball fields, three tennis courts, a basketball court, soccer field, picnic pavilion, picnic area with grill, playground, and tot lot. Wooded areas of the park provide an environmental buffer along Muddy Branch creek.

The Preferred Alternative would result in a Section 4(f) use of 1.1 acres of Morris Park (**Figure 5-18**), all of which would be permanent impact. The impact to Morris Park has increased by 1.0 acres compared to the total impact of 0.1 acres reported in the DEIS for Alternative 9.

The impacts to Morris Park would be required to accommodate an area for construction related to widening I-270, augmenting the existing culvert conveying Muddy Branch beneath I-270, stabilizing the Muddy Branch outfall, and storm drain improvements.

Figure 5-18: Malcolm King Park and Morris Park



No recreational facilities would be impacted by the Preferred Alternative at Morris Park.

The increase in impact from the DEIS is due to design refinements requiring additional LOD for culvert augmentation and a storm drain improvements. Detailed mapping of the Preferred Alternative design at Morris Park can be found in **SDEIS, Appendix D** – **Map 36**.

MDOT SHA and FHWA previously anticipated that the Section 4(f) use of Malcolm King Park would be *de minimis* based on the impacts presented in the DEIS. However, based on the increased impacts identified in this SDEIS, impacts to Morris Park are now anticipated to be greater than *de minimis*, and thus requiring an individual Section 4(f) evaluation.

MDOT SHA would identify and pursue the acquisition of replacement parkland in coordination with the City of Gaithersburg as potential mitigation for impacts to parkland. Other potential mitigation opportunities include trail/path improvements, improvements to tennis courts, and improvements to or addition of playground equipment. MDOT SHA is coordinating with the City of Gaithersburg to develop mitigation commitments at Morris Park and final mitigation will be included in the Final Section 4(f) Evaluation and FEIS.

5.3 Avoidance Alternatives and Analysis

Section 4(f) stipulates that the USDOT, including the FHWA, cannot approve a transportation project that uses Section 4(f) property, unless FHWA determines that:

- There is no feasible and prudent avoidance alternative to the use of land from the property, and the action includes all possible planning to minimize harm to the property resulting from such use (23 CFR 774.3(a)(1) and (2)); or
- The use of the Section 4(f) properties, including any measures to minimize harm (such as avoidance, minimization, mitigation, or enhancements measures) committed to by the applicant, will have a *de minimis* impact on the property (23 CFR 774.3(b)).

Section 3 of the **Draft Section 4(f) Evaluation (DEIS, Appendix F)** included discussion of six avoidance alternatives, summarized briefly in the following table. No feasible and prudent alternatives were identified that completely avoid the use of Section 4(f) property. **Table 5-3** summarizes the avoidance alternatives evaluated in the Draft Section 4(f) Evaluation.

The alternatives previously included in the DEIS least overall harm analysis are carried forward here, as they are still applicable to the current evaluation of least overall harm in this SDEIS with revised project limits. The Preferred Alternative, a minimization alternative, is also included for evaluation in the revised discussion of least overall harm.

Table 5-3: Avoidance Alternatives

Avoidance Alternative	Description	Avoidance Analysis Findings[1]
Alternative 1: No Build Alternative	Alternative 1 would avoid all Section 4(f) property impacts. Under this alternative routine maintenance and safety improvements would occur but there would be no changes to the existing lane configuration on I-495 and I-270. There would be no operational improvements or increased capacity along I-495 and I-270.	Alternative 1 would avoid impacts to Section 4(f) properties but would be unreasonable to proceed with in light of the Study's stated Purpose and Need. Alternative 1 causes other severe problems of a magnitude that substantially outweigh the importance of protecting Section 4(f) properties.
Increased Bus Transit	This alternative would include expansion of existing bus transit services within the limits of the Study on both I-270 and I-495 and the additional surrounding roadway network. This could be in the form of an increase in bus service on existing I-495 and I-270 within the limits of the Study, or consideration of dedicated facilities such as bus rapid transit systems on existing infrastructure.	An extensive regionwide network of dedicated BRT facilities along I-495 and I-270 would not achieve the Study's Purpose and Need. It would be unreasonable to proceed with the Bus Transit Alternative in light of the stated Purpose and Need. This avoidance alternative causes other severe problems of a magnitude that substantially outweigh the importance of protecting the Section 4(f) properties.
Transportation System Management/ Transportation Demand Management (TSM/TDM)	Transportation System Management (TSM)/Transportation Demand Management (TDM) strategies are improvements to existing facilities that improve the operation and coordination of transportation services and facilities.	A TSM/TDM Alternative would not accommodate existing and future long-term traffic, nor would these measures enhance trip reliability. In addition, the TSM/TDM Alternative would not directly provide an additional travel choice, accommodate Homeland Security, improve the movement of goods and services, nor enhance multimodal connectivity; and it would not provide a revenue source. Based on these factors, the TSM/TDM Alternative is not a feasible and prudent alternative. This avoidance alternative causes other severe problems of a magnitude that substantially outweigh the importance of protecting the Section 4(f) properties.

[1] Refer to the definition of *feasible and prudent avoidance alternative* in 23 CFR § 774.17.

Avoidance Alternative	Description	Avoidance Analysis Findings[1]
Section 4(f) Avoidance Alternative 1	Section 4(f) Avoidance Alternative 1 would construct four new managed lanes off-alignment between George Washington Memorial Parkway and MD 4, outside of I-495. To avoid the use of any Section 4(f) property on I-270, four managed lanes would be constructed off alignment to the west of existing I-270. The alignment of Section 4(f) Avoidance Alternative 1 would rejoin existing I-270 at the MD 200 interchange, the limit of the Study.	Section 4(f) Avoidance Alternative 1 would result in additional construction, maintenance, and operational costs of an extraordinary magnitude. After reasonable mitigation, it would still cause severe social, economic, and environmental impacts; severe disruption to established communities; and severe impacts to environmental resources protected under other Federal statutes. Section 4(f) Avoidance Alternative 1 causes other severe problems of a magnitude that substantially outweighs the importance of protecting Section 4(f) properties.
Section 4(f) Avoidance Alternative 2	Section 4(f) Avoidance Alternative 2 would construct four new managed lanes off-alignment between George Washington Memorial Parkway and MD 4. The managed lanes would be constructed inside the alignment of existing I-495 through nearly full the limits of the Study. To avoid the use of any Section 4(f) property on I-270, four managed lanes would also be constructed off alignment to the east of existing I-270.	Avoidance Alternative 2 would result in additional construction, maintenance, and operational costs of an extraordinary magnitude. After reasonable mitigation, it would still cause severe social, economic, and environmental impacts; severe disruption to established communities; and severe impacts to environmental resources protected under other Federal statutes. Section 4(f) Avoidance Alternative 2 causes other severe problems of a magnitude that substantially outweighs the importance of protecting Section 4(f) properties.
Section 4(f) Avoidance Alternative 3	Section 4(f) Avoidance Alternative 3 would construct four managed lanes as proposed in the Preferred Alternative. However, where impacts to Section 4(f) properties would occur, the location specific options would be incorporated into the alignment of Section 4(f) Avoidance Alternative 3.	Although Section 4(f) Avoidance Alternative 3 would result in additional construction, maintenance, and operational costs of an extraordinary magnitude. After reasonable mitigation, it would still cause severe social, economic, and environmental impacts; severe disruption to established communities; and severe impacts to environmental resources protected under other Federal statutes. Section 4(f) Avoidance Alternative 3 causes other severe problems of a magnitude that substantially outweighs the importance of protecting Section 4(f) properties.

The Preferred Alternative presented in this SDEIS would not avoid the use of all Section 4(f) properties. It would, however, avoid the use of 38 Section 4(f) properties totaling roughly 105 acres compared to DEIS Build Alternative 9 (**Table 5-2**). Those 105 acres of impact to 38 properties would be fully avoided by the Preferred Alternative.

5.4 All Possible Planning

Section 4(f) states FHWA may not approve the use of Section 4(f) property unless there is no feasible and prudent avoidance alternative, and the action includes all possible planning to minimize harm to the property resulting from such use. "All possible planning," as defined in 23 CFR 774.17, includes all reasonable measures to minimize harm or mitigate for adverse impacts and effects. The cost of mitigation should be a reasonable public expenditure in light of the severity of the impact on Section 4(f) property, in accordance with 23 CFR 771.105(e).

The DEIS presented measures that had been identified to ensure all possible planning to minimize harm and mitigate for adverse impacts and effects. These measures are summarized here and detailed in **Section 4 of the Draft Section 4(f) Evaluation** (**DEIS, Appendix F**). Additional minimization and mitigation efforts have been implemented in conjunction with the Preferred Alternative presented in this SDEIS and Updated Draft Section 4(f) Evaluation.

5.4.1 Summary of All Possible Planning Presented in DEIS

Pursuant to Section 106, MDOT SHA is in the process of drafting a Programmatic Agreement to resolve adverse effects to historic properties. In general, mitigation measures agreed upon as part of the Section 106 process satisfy the requirement to include all possible planning to minimize harm for historic properties under Section 4(f).

With regard to public parks, all possible planning will involve the minimization activities described herein as well as mitigation coordinated with the OWJs over public parks and recreation areas. All possible planning to minimize harm will additionally involve an agreement document that outlines the process to continue coordination with the OWJs over Section 4(f) properties through the design phase of the project.

Members of the public are also afforded an opportunity to provide comments. Mitigation measures involving the public parks and recreation areas may involve a replacement of land and/or facilities of comparable value and function, or monetary compensation to enhance the remaining land.

Section 4 of the Draft Section 4(f) Evaluation (**DEIS, Appendix F**) includes detailed discussion of the methodology and assumptions for establishing LODs (**DEIS, Appendix F, Section 4.1**), the considerations for adjacent land use and minimization of the LOD (**DEIS, Appendix F, Section 4.2**) and a summary of potential mitigation measures (**DEIS, Appendix F, Section 4.3**).

New measures intended to address all possible planning to minimize harm to Section 4(f) properties are documented in this SDEIS and included in the Preferred Alternative's avoidance of 38 Section 4(f) properties as compared to the DEIS Alternative 9. Additional avoidance and minimization measures at Section 4(f) properties include extensive design refinements in the vicinity of the ALB and at Morningstar Cemetery, and new conceptual mitigation measures developed in coordination with the OWJs for each Section 4(f) property impacted.

5.4.2 Preferred Alternative

The Preferred Alternative presented in this SDEIS was developed as a Section 4(f) minimization alternative based in part on extensive coordination with and input from agencies and stakeholders, including the Officials with Jurisdiction (OWJs) for Section 4(f) properties. Comments received on the DEIS and Draft Section 4(f) Evaluation from agencies and stakeholders specifically requested avoidance of significant

parkland and historic resources within the Study area. The Preferred Alternative is responsive to comments received and aligns the Study to be consistent with the previously determined phased delivery and permitting approach by limiting the build improvements to the area of Phase 1 South only while avoiding improvements on I-495 east of the I-270 East Spur. The result is complete avoidance of significant Section 4(f) properties within the Study limits, *which remain the same as the DEIS*, on I-495 east of the I-270 east spur to MD 5 in Prince George's County. These include complete avoidance of significant stream valley parks including: Rock Creek, Northwest Branch, Sligo Creek, Southwest Branch, and Henson Creek Stream Valley Parks, as well as historic parks of national significance including the Baltimore-Washington Parkway, Greenbelt Park and Suitland Parkway.

5.4.3 American Legion Bridge (ALB)

MDOT SHA conducted an extensive engineering evaluation at the ALB to identify strategies for minimizing impacts at NPS owned Section 4(f) properties adjacent to the bridge including the C&O Canal NHP, Clara Barton Parkway, and George Washington Memorial Parkway. MDOT SHA convened a multidisciplinary team of experts referred to as the 'ALB Strike Team' to develop and evaluate alternatives for the replacement of the ALB that avoid impacts, to the greatest extent practicable, or reduce overall acreage impacts to the three NPS properties in the vicinity of the ALB.

The ALB Strike Team explored strategies for reducing the LOD including top-down construction, alternate construction phasing, alternate bridge types, and construction access requirements. Bridge type options were evaluated including conventional structures, cable stayed, and cast-in-place segmental bridges. Alternate construction phases such as Accelerated Bridge Construction techniques were also evaluated to investigate options to reduce the construction duration. Options for the ultimate roadway and bridge alignment as well as construction access and phasing to reduce impacts to Plummer's Island were also considered.

The ALB Strike Team evaluation determined that one construction access road located in the northwest quadrant of the ALB and Potomac River would be sufficient to provide construction access for removal of the existing bridge and construction of a new bridge thus eliminating the need for construction access in the three other quadrants.

Overall, MDOT SHA's efforts to minimize impacts to NPS properties in the vicinity of the ALB has led to reductions of 5.3 acres at the C &O Canal NHP and 7.8 acres at the George Washington Memorial Parkway relative to the DEIS impacts. Refer to **Section 5.1.3** for additional details.

5.4.4 Morningstar Tabernacle No. 88 Moses Hall and Cemetery

MDOT SHA has coordinated directly with the Friends of Moses Hall and other consulting parties since early 2020 on avoidance and minimization efforts at the Morningstar Tabernacle No. 88 Moses Hall and Cemetery (Morningstar Cemetery). In January 2021, MDOT SHA implemented bamboo removal within the Morningstar Cemetery to continue documentation of the cemetery features and boundaries. Through design efforts that led to refinements of the LOD, MDOT SHA developed design options that would avoid all ground disturbance within the cemetery parcel and reduce impacts to the overall Section 4(f) property from 0.3 acre reported in the DEIS to the current estimated impact of less than 0.1 acre (approximately 14 square feet of temporary area) associated with the construction of a noise barrier adjacent to the property.

In July 2021, MDOT SHA evaluated an alternative to avoid the Morningstar Cemetery and associated potential graves identified in an area of adjacent right-of-way through ground-penetrating radar (GPR) survey.

The proposed typical section of the SDEIS layout along the northbound I-495 inner loop managed lane ramp in the vicinity of the cemetery consists of the following:

- 12-foot left shoulder (adjacent to concrete traffic barrier)
- 15-foot travel lane
- 4-foot right shoulder (adjacent to concrete traffic barrier)
- Noise barrier located five feet from the centerline of concrete traffic barrier

The proposed modification reduces the northbound I-495 inner loop managed lane ramp left shoulder width to 6 feet (from 12 feet). The ramp's right shoulder remains four (4) feet in width; however, the noise barrier would be relocated to the back of the concrete traffic barrier. The LOD is established five feet from the centerline of the noise barrier for approximately 300 feet along the frontage of the Morningstar Cemetery property. An area similarly reducing impacts to existing right-of-way extends approximately 65 feet west of the identified potential graves to provide a buffer margin.

This alternative minimizes the overall width of the section avoiding earthwork (cuts or fills) at the nearest GPR-indicated feature that may be a grave.

Although this minimization effort has eliminated project impacts within the property and avoids associated potentially indicated burial features within right-of-way adjacent to the cemetery, MDOT SHA continues to find that the property will be adversely affected pending further consultation regarding options for future investigations and other issues raised regarding indirect and cumulative effects. Any potential proximity effects of the Preferred Alternative, such as visual changes, would not substantially impair the aesthetic features or attributes of Morningstar Cemetery that contribute to the value of the property. Nor would the Preferred Alternative restrict access to the property. The overall proximity impacts from the Preferred Alternative would not substantially impair the activities, features, or attributes that qualify Morningstar Cemetery for protection under Section 4(f); therefore no constructive use would occur per 23 CFR 774.15.

Additional information about investigation and mitigation activities at Morningstar Cemetery are detailed in **SDEIS, Chapter 4, Section 4.7.3.D** and **Section 4.7.4.D**.

5.4.5 Mitigation

MDOT SHA has coordinated extensively with the OWJs on Section 4(f) properties impacted by the Preferred Alternative to identify potential mitigation measures. Potential mitigation measures identified in this SDEIS are preliminary in nature, as this coordination is ongoing. Final mitigation commitments including all possible planning to minimize harm will be developed in more detail in coordination with the OWJs and included in the Final Section 4(f) Evaluation and FEIS.

Potential mitigation measures for parkland identified to date include:

- Identification and acquisition of replacement parkland;
- Trail and path improvements;

- Addition of park amenities, recreational equipment and facilities;
- Landscaping, tree planting and reforestation;
- Visual and noise barriers;
- Wetland creation or restoration;
- Stream restoration;
- Species-specific mitigations for RTE species;
- Funds to support safety improvements; and,
- Parking, roadway and bridge improvements within park areas.

Potential mitigation measures for historic properties identified in the current draft PA include:

- Property-specific design-review consultation to ensure context-sensitive design for new facilities;
- Cultural Landscape documentation;
- Rehabilitation of historic structures and features;
- Data recovery, research and archaeological treatment plans;
- Cemeteries and human remains treatment plan;
- Preservation of vegetation and planting for vegetative screening;
- Development of historical interpretive materials, plaques and signage located for public accessibility; and,
- Completion of NRHP nominations.

5.5 Least Overall Harm

Pursuant to 23 CFR 774.3(c)(1), if the avoidance analysis determines that there is no feasible and prudent avoidance alternative, then only the alternative that causes the least overall harm may be approved. Because no feasible and prudent avoidance alternative has been identified, all remaining alternatives are evaluated to determine which would cause the least overall harm.

23 CFR 774.3(c)(1) identifies seven factors for identifying the alternative with the least overall harm.

- Factor 1: The ability to mitigate adverse impacts to each Section 4(f) property (including any measures that result in benefits to the property);
- Factor 2: The relative severity of the remaining harm, after mitigation, to the protected activities, attributes, or features that qualify each Section 4(f) property for protection;
- Factor 3: The relative significance of each Section 4(f) property; and
- Factor 4: The views of the OWJs over each Section 4(f) property.
- Factor 5: The degree to which each alternative meets the Purpose and Need for the project;
- Factor 6: After reasonable mitigation, the magnitude of any adverse impacts to resources not protected by Section 4(f); and
- Factor 7: Substantial differences in costs among the alternatives.

5.5.1 Draft Section 4(f) Least Overall Harm Evaluation

The Draft Section 4(f) Evaluation included a preliminary assessment of least overall harm which compared location-specific avoidance options, other minimization alternatives, and Alternatives Retained for Detailed Study (ARDS) based on the least overall harm criteria. (Refer to **DEIS, Appendix F, Section 5**.)

The DEIS included discussion of 18 location-specific alternatives identified to avoid the use of individual Section 4(f) properties, developed to be incorporated into the DEIS Build Alternatives. Each alternative was evaluated using the seven factors of least overall harm. The alternatives consisted of alignment shifts, tunnels, or bridges that were developed to avoid specific Section 4(f) properties for which the impacts were not anticipated to be *de minimis*.

In general, the evaluation determined that these location specific options would result in additional use of other Section 4(f) properties, adverse impacts of a severe magnitude to resources not subject to Section 4(f) protection, or a substantial increase in cost. Because the location-specific options modify relatively short portions of the end-to-end Build Alternatives, each would meet the Purpose and Need of the Study to some degree. However, the analysis determined that the location specific options that more substantially deviate from the existing alignments of I-495 and I-270 and result in a lengthier travel routes would be less effective in addressing the project needs.

The DEIS considered other minimization alternatives including Alternative 5: 1-Lane High-Occupancy Toll Managed Lane Network and the MD 200 Diversion Alternative. These were evaluated along with the six Build Alternatives that were retained for detailed study in the DEIS. These alternatives included managed lanes that differ in the manner in which the proposed travel lanes would be designated and configured. The six ARDS included Alternatives 8, 9, 9M, 10, 13B, and 13C. These are described in detail in the **DEIS, Chapter 2, Section 2.6**.

5.5.2 Updated Least Overall Harm Analysis

The preliminary results of the Least Overall Harm Analysis were presented in the **DEIS, Appendix F, Section 5.4**, and are summarized below for each of the alternatives (**Table 5-4**). The table has been updated to include the Preferred Alternative included in this SDEIS.

Table 5-4: Least Overall Harm Analysis

Alternative	i. The ability to mitigate adverse impacts to each Section 4(f) property (including any measures that result in benefits to the property	ii. The relative severity of the remaining harm, after mitigation, to the protected activities, attributes, or features that qualify each Section 4(f) property for protection	iii. The relative significance of each Section 4(f) property	iv. The views of the official(s) with jurisdiction over each Section 4(f) property	v. The degree to which each alternative meets the purpose and need for the project	vi. After reasonable mitigation, the magnitude of any adverse impacts to properties not protected by Section 4(f)	vii. Substantial differences in costs among the alternatives	Preliminary Summary
DEIS Build Alternatives								
Alternative 8	Substantially equal ability to mitigate adverse impacts to each Section 4(f) property	Substantially equal relative harm given the physical footprint among the Build Alternatives. Harm would occur to properties as described in Section 2	All DEIS build alternatives would impact the same number of Section 4(f) properties	OWJs provided views during the review period of the DEIS and Draft Section 4(f) Evaluation; coordination ongoing until Final Section 4(f)	Meets Purpose and Need to a Lesser Degree	Substantially equal magnitude of adverse impacts to properties not protected by Section 4(f)	Total Cost of Alternative would be between $8.7 and $9.6 Billion	Would meet the Purpose and Need to a lesser degree than other DEIS Build Alternatives. Would create traffic problems that would reduce trip reliability in the managed lanes.
Alternative 9					Meets Purpose and Need to Greater Degree		Total Cost of Alternative would be between $8.7 and $9.6 Billion	Would meet the Purpose and Need; impacts to properties protected by Section 4(f) are minimized; appropriate mitigation measures for use of Section 4(f) property to minimize harm.
Alternative 9 Modified					Meets Purpose and Need to a Lesser Degree	Lesser Magnitude of Adverse Impacts than Build Alternatives	Cost of Alternative would be between $8.5 and $9.3 Billion. Not financially viable owing to lower revenue.	Would meet the Purpose and Need to a lesser degree than other DEIS Build Alternatives because it does not successfully address existing traffic and long-term traffic growth or enhance trip reliability, and it is not financially viable.
Alternative 10					Meets Purpose and Need	Greater Magnitude of Adverse Impacts than other Build Alternatives	Total Cost of Alternative would be between $9.0 and $9.9 Billion	Would have greater impacts to Section 4(f) Properties, natural resources, and property relocations as well as greater cost, but would provide no additional benefit in meeting Purpose and Need.
Alternative 13B					Meets Purpose and Need to a Lesser Degree	Substantially equal magnitude of adverse impacts to properties not protected by Section 4(f)	Total Cost of Alternative would be between $8.7 and $9.6 Billion. Not financially viable owing to lower revenue	Would meet the Purpose and Need to a lesser degree than the other DEIS Build Alternatives. Would only accommodate traffic growth in the peak direction during peak period. Would not be financially self-sufficient.
Alternative 13C					Meets Purpose and Need to a Lesser Degree		Total Cost of Alternative would be between $8.8 and $9.7 Billion. Not financially viable owing to lower revenue	Would meet the Purpose and Need to a lesser degree. Would have negative impacts to travel along I-495 during the AM peak period as reversible lanes can only be operated in one direction at a time. Would not be financially self-sufficient.
SDEIS Preferred Alternative								
Preferred Alternative **Alternative 9 – Phase 1 South**	Substantially equal ability to mitigate adverse impacts to each Section 4(f) property relative to the DEIS Build Alternatives, with fewer property impacts to mitigate.	Substantially lower overall harm due to shorter project limits and fewer Section 4(f) properties impacted.	Less harm than DEIS Build Alternatives	Modified project limits to avoid Section 4(f) properties, in response to feedback from OWJ; coordination ongoing until Final Section 4(f)	Meets Purpose and Need to a Lesser Degree	Substantially lower magnitude of overall impacts to properties not protected by Section 4(f) due to shorter project limits	Cost of Alternative would be between $3.0 and $3.5 Billion.	Would meet the Purpose and Need. Would have substantially lower impacts to Section 4(f) properties and resources not protected by Section 4(f) due to shorter project limits.

Alternative	i. The ability to mitigate adverse impacts to each Section 4(f) property (including any measures that result in benefits to the property	ii. The relative severity of the remaining harm, after mitigation, to the protected activities, attributes, or features that qualify each Section 4(f) property for protection	iii. The relative significance of each Section 4(f) property	iv. The views of the official(s) with jurisdiction over each Section 4(f) property	v. The degree to which each alternative meets the purpose and need for the project	vi. After reasonable mitigation, the magnitude of any adverse impacts to properties not protected by Section 4(f)	vii. Substantial differences in costs among the alternatives	Preliminary Summary
Other Alternatives Considered								
MD 200 Diversion Alternative	Greater Ability to Mitigate than DEIS Build Alternatives	Less Harm than DEIS Build Alternatives	Less Harm than DEIS Build Alternatives	OWJs to provide views during the review period of the DEIS and Draft Section 4(f) Evaluation; coordination ongoing until Final Section 4(f)	Does not meet Purpose and Need	Lesser Magnitude of Adverse Impacts than DEIS Build Alternatives	Cost of Alternative would be between $7.0 and $8.1 Billion. Not financially viable owing to lower revenue.	The MD 200 Diversion Alternative would not address the Study's Purpose and Need of accommodating long-term traffic growth, enhancing trip reliability or improving the movement of goods and services. Would not be financially self-sufficient.
Alternative 5	Greater Ability to Mitigate than DEIS Build Alternatives	Less Harm than DEIS Build Alternatives	Less Harm than DEIS Build Alternatives	OWJs to provide views during the review period of the DEIS and Draft Section 4(f) Evaluation; coordination ongoing until Final Section 4(f)	Does not meet Purpose and Need	Lesser Magnitude of Adverse Impacts than DEIS Build Alternatives	Cost of Alternative would be between $7.8 and $8.5 Billion. Not financially viable owing to lower revenue.	Alternative 5 does not meet the Study's Purpose and Need because it does not address existing traffic and long-term traffic growth or enhance trip reliability, and it is not financially viable.
Location Specific Options								
LS-1	Greater Ability to Mitigate than DEIS Build Alternatives	Less Harm than DEIS Build Alternatives	Less Harm than DEIS Build Alternatives	OWJs to provide views during the review period of the DEIS and Draft Section 4(f) Evaluation; coordination ongoing until Final Section 4(f)	Meets Purpose and Need	Lesser Magnitude of Adverse Impacts than DEIS Build Alternatives	Greater Cost than DEIS Build Alternatives or Preferred Alternative	Option LS-1 would meet the Purpose and Need of the project, it would cost $600 million more to construct than the DEIS Build Alternatives along this portion of the project.
LS-2	Greater Ability to Mitigate than DEIS Build Alternatives	Less Harm than DEIS Build Alternatives	Less Harm than DEIS Build Alternatives			Lesser Magnitude of Adverse Impacts than DEIS Build Alternatives	Greater Cost than DEIS Build Alternatives or Preferred Alternative Not financially viable owing to lower revenue	Option LS-2 would adequately meet the Purpose and Need of the project, it would cost in excess of $1 billion more than the DEIS Build Alternatives along this portion of the project.
LS-3	Less Ability to Mitigate than DEIS Build Alternatives	Greater Harm than DEIS Build Alternatives	Less Harm than DEIS Build Alternatives			Greater Magnitude of Adverse Impacts than DEIS Build Alternatives	Greater Cost than DEIS Build Alternatives or Preferred Alternative	Option LS-3 would result in 10.4 acres of additional impacts to Section 4(f) properties, which would create additional mitigation along this portion of the project when compared to the DEIS Build Alternatives. Would cost in excess of $1.7 billion more than the DEIS Build Alternatives along this portion of the project.
LS-4	Less Ability to Mitigate than DEIS Build Alternatives	Greater Harm than DEIS Build Alternatives	Greater Harm than DEIS Build Alternatives			Greater Magnitude of Adverse Impacts than DEIS Build Alternatives	Greater Cost than DEIS Build Alternatives	When compared to the DEIS Build Alternatives, Option LS-4 would result in 11 acres of additional impacts to Section 4(f) properties and cost nearly $700 million more.

Alternative	i. The ability to mitigate adverse impacts to each Section 4(f) property (including any measures that result in benefits to the property	ii. The relative severity of the remaining harm, after mitigation, to the protected activities, attributes, or features that qualify each Section 4(f) property for protection	iii. The relative significance of each Section 4(f) property	iv. The views of the official(s) with jurisdiction over each Section 4(f) property	v. The degree to which each alternative meets the purpose and need for the project	vi. After reasonable mitigation, the magnitude of any adverse impacts to properties not protected by Section 4(f)	vii. Substantial differences in costs among the alternatives	Preliminary Summary
LS-5	Less Ability to Mitigate than DEIS Build Alternatives	Greater Harm than DEIS Build Alternatives	Greater Harm than DEIS Build Alternatives	OWJs to provide views during the review period of the DEIS and Draft Section 4(f) Evaluation; coordination ongoing until Final Section 4(f)	Meets Purpose and Need	Lesser Magnitude of Adverse Impacts than DEIS Build Alternatives	Greater Cost than DEIS Build Alternatives or Preferred Alternative	Option LS-5 would result in 3.8 acres of additional impacts to Section 4(f) properties and cost $27 million more than the DEIS Build Alternatives along this portion of the Study.
LS-6	Great Ability to Mitigate than DEIS Build Alternatives	Less Harm than DEIS Build Alternatives	Less Harm than DEIS Build Alternatives			Lesser Magnitude of Adverse Impacts than DEIS Build Alternatives	Greater Cost than DEIS Build Alternatives or Preferred Alternative	Option LS-6 would cost $25 million more than the DEIS Build Alternatives along this portion of the Study.
LS-7	Less Ability to Mitigate than DEIS Build Alternatives	Greater Harm than DEIS Build Alternatives	Greater Harm than DEIS Build Alternatives			Greater Magnitude of Adverse Impacts than DEIS Build Alternatives	Greater Cost than DEIS Build Alternatives or Preferred Alternative	Option LS-7 would result in an increase of 12 acres of impact to Section 4(f) properties, result in 547 additional relocations, and cost approximately $1.2 billion more than the DEIS Build Alternatives along this portion of the Study.
LS-8	Less Ability to Mitigate than DEIS Build Alternatives	Greater Harm than DEIS Build Alternatives	Greater Harm than DEIS Build Alternatives			Lesser Magnitude of Adverse Impacts than DEIS Build Alternatives	Greater Cost than DEIS Build Alternatives or Preferred Alternative	Option LS-8 would result in 0.9 acres of additional impacts to Section 4(f) properties and cost $250 million more than the DEIS Build Alternatives along this portion of the Study.
LS-9	Greater Ability to Mitigate than DEIS Build Alternatives	Less Harm than DEIS Build Alternatives	Less Harm than DEIS Build Alternatives			Lesser Magnitude of Adverse Impacts than Build Alternative	Greater Cost than DEIS Build Alternatives or Preferred Alternative	Option LS-9 would cost approximately $200 million more than the DEIS Build Alternatives along this portion of the Study.
LS-10	Less Ability to Mitigate than DEIS Build Alternatives	Greater Harm than DEIS Build Alternatives	Greater Harm than DEIS Build Alternatives			Lesser Magnitude of Adverse Impacts than DEIS Build Alternatives	Greater Cost than DEIS Build Alternatives or Preferred Alternative	When compared to the DEIS Build Alternatives, Option LS-10 would result in 6.1 acres of additional impacts to one Section 4(f) property: BARC. Option LS-10 would cost approximately $88 million more than the DEIS Build Alternatives along this portion of the project.
LS-11	Greater Ability to Mitigate than DEIS Build Alternatives	Less Harm than DEIS Build Alternatives	Less Harm than DEIS Build Alternatives			Lesser Magnitude of Adverse Impacts than DEIS Build Alternatives	Greater Cost than DEIS Build Alternatives or Preferred Alternative	Option LS-11 would cost approximately $500 million more than the DEIS Build Alternatives along this portion of the project.

Alternative	i. The ability to mitigate adverse impacts to each Section 4(f) property (including any measures that result in benefits to the property	ii. The relative severity of the remaining harm, after mitigation, to the protected activities, attributes, or features that qualify each Section 4(f) property for protection	iii. The relative significance of each Section 4(f) property	iv. The views of the official(s) with jurisdiction over each Section 4(f) property	v. The degree to which each alternative meets the purpose and need for the project	vi. After reasonable mitigation, the magnitude of any adverse impacts to properties not protected by Section 4(f)	vii. Substantial differences in costs among the alternatives	Preliminary Summary
LS-12	Greater Ability to Mitigate than DEIS Build Alternatives	Substantially Equal	Less Harm than DEIS Build Alternatives	OWJs to provide views during the review period of the DEIS and Draft Section 4(f) Evaluation; coordination ongoing until Final Section 4(f)	Meets Purpose and Need	Greater Magnitude of Adverse Impacts than DEIS Build Alternatives	Less cost than DEIS Build Alternatives; greater cost than the Preferred Alternative	Option LS-12 would cost approximately $1 million less than the DEIS Build Alternatives. However, Option LS-12 would result in two displacements versus none by the DEIS Build Alternatives or the Preferred Alternative.
LS-13	Substantially Equal	Substantially Equal	Substantially Equal			Greater Magnitude of Adverse Impacts than DEIS Build Alternatives	Greater Cost than DEIS Build Alternatives or Preferred Alternative	Option LS-13 would cause severe impacts to community resources, potentially resulting in the relocation of 166 properties and cost approximately $400 million more than the DEIS Build Alternatives.
LS-14	Greater Ability to Mitigate than DEIS Build Alternatives	Less Harm than DEIS Build Alternatives	Less Harm than DEIS Build Alternatives			Lesser Magnitude of Adverse Impacts than DEIS Build Alternatives	Greater Cost than DEIS Build Alternatives or Preferred Alternative	Option LS-14 would cause additional impacts to wetlands and forest resources and cost approximately $125 million more than the DEIS Build Alternatives.
LS-15	Greater Ability to Mitigate than DEIS Build Alternatives	Less Harm than DEIS Build Alternatives	Less Harm than DEIS Build Alternatives			Lesser Magnitude of Adverse Impacts than DEIS Build Alternatives	Greater Cost than DEIS Build Alternatives or Preferred Alternative	Option LS-15 would cost approximately $25 million more than the DEIS Build Alternatives along this portion of the Study.
LS-16	Greater Ability to Mitigate than DEIS Build Alternatives	Less Harm than DEIS Build Alternatives	Less Harm than DEIS Build Alternatives			Greater Magnitude of Adverse Impacts than DEIS Build Alternatives	Greater Cost than DEIS Build Alternatives or Preferred Alternative	Option LS-16 would cost approximately $1.6 billion more than the DEIS Build Alternatives along this portion of the project.
LS-17	Greater Ability to Mitigate than DEIS Build Alternatives	Less Harm than DEIS Build Alternatives	Less Harm than DEIS Build Alternatives			Greater Magnitude of Adverse Impacts than DEIS Build Alternatives	Greater Cost than DEIS Build Alternatives or Preferred Alternative	Option LS-17 would cost approximately $270 million more than the DEIS Build Alternatives along this portion of the project.
LS-18	Greater Ability to Mitigate than DEIS Build Alternatives	Less Harm than DEIS Build Alternatives	Less Harm than DEIS Build Alternatives			Greater Magnitude of Adverse Impacts than DEIS Build Alternatives	Less Cost than DEIS Build Alternatives or Preferred Alternative	Option LS-18 would be more difficult to permit than the DEIS Build Alternatives.

Based on the information presented in the Draft Section 4(f) Evaluation and this Updated Draft Section 4(f) Evaluation, FHWA and MDOT SHA have reached a preliminary conclusion that the Preferred Alternative is the alternative with least overall harm. The Preferred Alternative meets the Purpose and Need for the study and impacts far fewer Section 4(f) properties and total acreage relative to the other Build Alternatives that would meet the Purpose and Need. The Preferred Alternative would avoid the use of 38 Section 4(f) properties totaling approximately 105 acres relative to the DEIS Build Alternatives. The Preferred Alternative would require use a total of 39.1 acres of Section 4(f) property (including temporary and permanent), compared to 146.8 acres for the DEIS Build Alternative 9. Because the OWJs have not had a chance to review the updated information related to the Preferred Alternative, and mitigation is not yet finalized, this least overall harm conclusion is preliminary. Coordination with the OWJs has continued since the DEIS and will continue to the Final Section 4(f) Evaluation and the FEIS. The Final Section 4(f) Evaluation, FEIS, and Record of Decision (ROD) will include final mitigation commitments including all possible planning to minimize harm developed in coordination with the OWJs, final *de minimis* determinations with documented concurrence from the OWJs, and the final determination of the alternative with least overall harm.

5.6 Coordination

Section 4(f) of the US Department of Transportation Act of 1966 mandates that use of a publicly-owned park, recreation area, wildlife/waterfowl refuge, or historic site for a transportation project cannot be approved unless certain conditions are applied. Section 4(f) regulations require the Draft Section 4(f) Evaluation be made available for coordination and comment to OWJs over the Section 4(f) resource (23 CFR §774.5). Since the publication of the DEIS in July 2020, MDOT SHA has conducted conference calls, meetings, and field reviews with, or sent letters to the following agencies with jurisdiction over parkland along the Phase 1 South limits: NPS, M-NCPPC Montgomery County, National Capital Planning Commission (NCPC), City of Rockville, and the City of Gaithersburg. FHWA and MDOT SHA have also held meetings and coordinated with the agencies with jurisdiction over historic sites, including NPS, ACHP, NCPC, MHT, and the VDHR. MDOT SHA has worked closely with the OWJs over all Section 4(f) properties to identify minimization and mitigation measures necessary for Section 4(f) approval. **Tables 7-4, 7-5** and **7-6** in **Chapter 7** of this document in detail the meetings held and topics covered. Coordination with the OWJs will continue, as needed, through the development of the Final Section 4(f) Evaluation and will focus on efforts to further reduce impacts and harm to Section 4(f) properties and the development of appropriate Section 4(f) mitigation and enhancement opportunities. Prior to the Final Section 4(f) Evaluation, a draft of the Final Section 4(f) Evaluation will be provided for coordination and comment to the OWJs over their Section 4(f) resource, such as MHT for historic properties.

In addition to OWJs, the Section 4(f) Evaluation must be made available to the US Department of the Interior (USDOI) and as needed, to the US Department of Agriculture (USDA) and the Department of Housing and Urban Development (HUD) (23 CFR §774.5). The Draft Section 4(f) Evaluation was provided to USDOI for review in conjunction with the DEIS in July 2020. USDOI provided preliminary comments to MDOT SHA but those comments did not represent the formal consultation of FHWA with USDOI, as required under 23 CFR §774.5(a). USDOI will again be afforded the opportunity to review and provide comments on the Updated Draft Section 4(f) Evaluation in conjunction with this chapter. However, formal coordination with USDOI is not expected to occur until the Final Section 4(f) Evaluation as this will enable USDOI to provide comments on FHWA's conclusions regarding the existence of feasible and prudent

avoidance alternatives, the inclusion of all possible planning to minimize harm to Section 4(f) properties (including mitigation), and the least overall harm alternative. The Preferred Alternative would not affect resources requiring coordination with USDA and HUD and, therefore, consultation with these agencies is not necessary.

The public was afforded notice and opportunity for comment on the Draft Section 4(f) Evaluation per 23 CFR 774(b)(2). This public involvement has been conducted in conjunction with the overall NEPA document public involvement process, as outlined in **SDEIS, Chapter 7**. Additional public notice and opportunity for comment will be provided concurrent with the SDEIS.

Prior to making a Section 4(f) *de minimis* impact determination, public notice and opportunity for public review is required. For historic resources, MDOT SHA has notified MHT and consulting parties of the intent to make a *de minimis* impact determination via letters as part of the Section 106 process. For park resources, the opportunity for public notice and review is occurring as part of the public review of the DEIS and SDEIS as the intent to make a *de minimis* impact determination has been documented in the Draft Section 4(f) Evaluation and the Updated Section 4(f) Evaluation. Prior to the Final Section 4(f) Evaluation, a draft of the Final Section 4(f) Evaluation will be provided to the OWJs over each Section 4(f) resource, such as MHT for historic properties, for review and comment.

5.7 Conclusion

Based on the information presented in the Draft Section 4(f) Evaluation and this Updated Draft Section 4(f) Evaluation, FHWA and MDOT SHA have reached a preliminary conclusion that the Preferred Alternative is the alternative with least overall harm.

The Final Section 4(f) Evaluation will reflect ongoing coordination with OWJs to coordinate impacts and mitigation, and *de minimis* coordination with the OWJs. The Final Section 4(f) Evaluation will also include finalization of the analysis to demonstrate all possible planning to minimize harm, and finalization of the Least Overall Harm Analysis, and final mitigation commitments.

6 ONE FEDERAL DECISION

On January 20, 2021, *Executive Order 13807: Establishing Discipline and Accountability in the Environmental Review and Permitting Process for Infrastructure Projects,* was revoked in the *Executive Order 13990: Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis* (https://www.whitehouse.gov/briefing-room/presidential-actions/2021/01/20/executive-order-protecting-public-health-and-environment-and-restoring-science-to-tackle-climate-crisis/).

In the 2018 *Memorandum of Understanding Implementing One Federal Decision Under Executive Order 13807*[1] issued by the Office of Management and Budget (OMB) and the Council on Environmental Quality (CEQ), the three concurrence points in the environmental review process where the lead Federal agency must request the concurrence of Cooperating Agencies with authorization decision responsibilities were:

- Purpose and Need (generally prior to the issuance of the notice of intent for an infrastructure project);
- Alternatives to be carried forward for evaluation (prior to detailed analysis in the Draft EIS); and
- Identified preferred alternative (prior to identification in the Draft EIS or the Final EIS).

Written concurrence was received[2] on the Purpose and Need on May 16, 2018, on the ARDS on June 5, 2019, and on the Revised ARDS on October 16, 2019, and Recommended Preferred Alternative on June 29, 2021. Refer to **SDEIS, Chapter 7** for a summary of the agency coordination that has occurred since the publication of the DEIS in July 2020. Agency coordination will continue through the completion of NEPA. The final list of necessary permits, approvals and authorizations will be included in the Final Environmental Impact Statement and Record of Decision.

[1] Memorandum of Understanding Implementing One Federal Decision Under Executive Order 13807, https://www.whitehouse.gov/wp-content/uploads/2018/04/MOU-One-Federal-Decision-m-18-13-Part-2-1.pdf

[2] NCPC concurred on the Purpose and Need only; M-NCPPC did not concur on Purpose and Need or ARDS, including revised ARDS

7 PUBLIC INVOLVEMENT AND AGENCY COORDINATION

Outreach to and engagement with the public, stakeholders and agencies has continued since the publication of the DEIS in July of 2020. The summary of outreach that occurred up to the publication of the DEIS is available in Chapter 7 of the DEIS and DEIS, Appendix P.

DEIS, Chapter 7: https://495-270-p3.com/wp-content/uploads/2020/11/2020-06-02_DEIS_07_PIA_Coordination.pdf

DEIS, Appendix P: https://495-270-p3.com/wp-content/uploads/2020/07/DEIS_AppP_PITR_web.pdf

This SDEIS chapter updates coordination from July 2020 through June of 2021, including:

- The public involvement efforts during the DEIS Comment Period, including specific outreach to environmental justice populations,
- Stakeholder and community engagement, and
- Agency coordination that has occurred related to NEPA, Permitting, Section 106 and Section 4(f) coordination.

7.1 Introduction

A comprehensive public involvement and agency coordination program has been conducted throughout the I-495 & I-270 Managed Lanes Study (Study). This chapter summarizes the outreach, engagement, and agency consultation that has occurred since publication of the Draft Environmental Impact Statement (DEIS) on July 10, 2020.

7.2 Public Involvement

7.2.1 DEIS Notice of Availability and Comment Period

The DEIS was published on July 10, 2020 and was made available on the I-495 & I-270 P3 Program webpage (https://495-270-p3.com/deis/) and on the US Environmental Protection Agency (EPA) EIS Database webpage. The DEIS comment period was 120-days, from July 10, 2020 to November 9, 2020.

Opportunities to comment on the DEIS were provided by the following ways:

- Oral testimony at one of the Public Hearings in the main hearing room
- Oral testimony to a court reporter at a Public Hearing in private in a separate room
- DEIS comment form at https://495-270-p3.com/DEIS/
- Email to MLS-NEPA-P3@mdot.maryland.gov
- Written comments on a comment form at a Public Hearing
- Letters to Lisa B. Choplin, DBIA, I-495 & I-270 P3 Program Director, I-495 & I-270 P3 Office, 707 North Calvert Street, Mail Stop P-601, Baltimore MD 21202

Four virtual or online hearings were held during the DEIS Comment Period on the following days:

- Tuesday, August 18, 2020
- Thursday, August 20, 2020

- Tuesday, August 25, 2020
- Thursday, September 3, 2020

Two in-person hearings were held during the DEIS Comment Period on:

- Tuesday, September 1, 2020
- Thursday, September 10, 2020

To provide persons without electronic access to view the DEIS in hard copy, MDOT SHA and FHWA employed innovative approaches due to widespread closures of many public facilities, including libraries, caused by the global, 2020 COVID-19 pandemic. Due to these closures of public facilities, temporary facilities to house the DEIS for public review were provided at eight community-based public library parking lot locations along the study corridors, as well as one location in Washington, D.C. Lobbies at six centrally-located post offices in Montgomery and Prince George's Counties were also used for DEIS viewing locations. Locations were available during the week and weekend days, with day and evening hours to provide adequate options for the public to view the documents. Lastly, six select MDOT SHA, Maryland Transportation Authority (MDTA), and Virginia Department of Transportation (VDOT) offices within or near the study area were also open to the public for viewing of the DEIS and Technical Reports. Each DEIS viewing location was compliant with the Americans with Disabilities Act (ADA) and equipped with required Personal Protective Equipment (PPE), including masks, hand sanitizers, and antibacterial cleaning solution. A strict safety protocol, in compliance with the State-mandated COVID-19 guidelines, was followed to ensure the safety of the public and MDOT SHA staff. A full list of the 21 DEIS viewing locations and hours when the location was open for viewing the documentation are included in **Table 7-1**.

Table 7-1: DEIS Viewing Locations

	COUNTY	LOCATION	VIEWING TIMES
1	Prince George's	LARGO-KETTERING LIBRARY 9601 Capital Ln Largo, MD 20774	Tues. & Thurs. 11 AM – 7 PM Sun. 12 PM – 5 PM
2	Prince George's	NEW CARROLLTON LIBRARY 7414 Riverdale Rd New Carrollton, MD 20784	Tues. & Thurs. 11 AM – 7 PM Sun. 12 PM – 5 PM
3	Prince George's	GLENARDEN LIBRARY 8724 Glenarden Pkwy Glenarden, MD 20706	Tues. & Thurs. 11 AM – 7 PM Sun. 12 PM – 5 PM
4	Prince George's	SPAULDINGS LIBRARY 5811 Old Silver Hill Rd District Heights, MD 20747	Tues. & Thurs. 11 AM – 7 PM Sun. 12 PM – 5 PM
5	Prince George's	MDOT SHA D3 OFFICE 9300 Kenilworth Ave Greenbelt, MD 20770	Mon. – Fri. 11 AM – 7 PM Sat. & Sun. 12 PM – 5 PM
6	Prince George's	KENILWORTH POST OFFICE 6270 Kenilworth Ave Riverdale, MD 20737	Mon. – Fri. 9 AM – 5 PM Sat. 9 AM – 12 PM
7	Prince George's	HAMPTON PARK POST OFFICE 9201 Edgeworth Dr. Capitol Heights, MD 20790	Mon. – Fri. 9 AM – 5 PM Sat. 9 AM – 4 PM
8	Prince George's	LARGO POST OFFICE 9801 Apollo Dr.	Mon. – Fri. 9 AM – 5 PM Sat. 9 AM – 3 PM

COUNTY		LOCATION	VIEWING TIMES
		Upper Marlboro, MD 20774	
9	Prince George's	TEMPLE HILLS POST OFFICE 4806 Saint Barnabas Rd. Temple Hills, MD 20748	Mon. – Fri. 9 AM – 5 PM Sat. 9 AM – 2:30 PM
10	Montgomery	CHEVY CHASE LIBRARY 8005 Connecticut Ave Chevy Chase, MD 20815	Tues. & Thurs. 11 AM – 7 PM Sun. 12 PM – 5 PM
11	Montgomery	DAVIS (N. BETHESDA) LIBRARY 6400 Democracy Blvd Bethesda, MD 20817	Tues. & Thurs. 11 AM – 7 PM Sun. 12 PM – 5 PM
12	Montgomery	KENSINGTON PARK LIBRARY 4201 Knowles Ave Kensington, MD 20895	Tues. & Thurs. 11 AM – 7 PM Sun. 12 PM – 5 PM
13	Montgomery	POTOMAC LIBRARY 10101 Glenolden Dr Potomac, MD 20854	Tues. & Thurs. 11 AM – 7 PM Sun. 12 PM – 5 PM
14	Montgomery	MDOT SHA GAITHERSBURG SHOP 502 Quince Orchard Rd Gaithersburg, MD 20878	Mon. – Fri. 11 AM – 7 PM Sat. & Sun. 12 PM – 5 PM
15	Montgomery	MDOT SHA MD 200 WEST OPERATIONS 16902 Crabbs Branch Way Rockville, MD 20855	Mon. – Fri. 11 AM – 7 PM Sat. & Sun. 12 PM – 5 PM
16	Montgomery	MDOT SHA FAIRLAND SHOP 12020 Plum Orchard Rd. Silver Spring, MD 20904	Mon. – Fri. 11 AM – 7 PM Sat. & Sun. 12 PM – 5 PM
17	Montgomery	MDOT SHA SILVER SPRING OFFICE 8537 Georgia Ave Silver Spring, MD 20904	Mon. – Fri. 11 AM – 7 PM Sat. & Sun. 12 PM – 5 PM
18	Montgomery	WEST LAKE POST OFFICE 10421 Motor City Dr Bethesda, MD 20817	Mon. – Fri. 9 AM – 5 PM Sat. 9 AM – 1 PM
19	Montgomery	ROCKVILLE POST OFFICE 500 N. Washington St Rockville, MD 20850	Mon. – Fri. 9 AM – 5 PM Sat. 9 AM – 4 PM
20	Fairfax, VA	VDOT N. VA DISTRICT OFFICE 4975 Alliance Dr Fairfax, VA 22030	Mon. – Fri. 9 AM – 4 PM
21	Washington, DC*	SHEPHERD PARK LIBRARY 7420 Georgia Ave NW Washington, DC 20012	Mon. – Fri. 11 AM – 2 PM and 3 PM – 7 PM

Note: Documentation included approximately 150 Flyers, 20 Executive Summaries, Staff Reference sheets, Comment Forms, Sign-in sheets, and Brochures.

*Flash drive only (no other documentation)

The extensive and innovative efforts to provide opportunity for public comment on the DEIS was unprecedented in Maryland. MDOT SHA and FHWA successfully held four virtual public hearings, each lasting nine hours, to maximize the opportunity for participation throughout the day. The virtual public hearings were held on the following dates from 9 AM to 8 PM (including two short breaks):

- Tuesday, August 18, 2020;
- Thursday, August 20, 2020;
- Tuesday, August 25, 2020; and
- Thursday, September 3, 2020.

Approximately 400 people participated in the virtual public hearings.

Two, in-person public hearings were also held in early September 2020, each lasting nine hours, in full compliance with State-mandated COVID-19 guidelines to keep both the public and staff safe. In-person hearings included a live presentation repeated at the beginning of the morning, afternoon, and evening sessions. The in-person public hearings were held on the following dates from 12 PM to 9 PM (including one short break):

- Tuesday, September 1, 2020, at Homewood Suites by Hilton (9103 Basil Court, Largo, MD 20774); and
- Thursday, September 10, 2020, at Hilton Executive Meeting Center (1750 Rockville Pike Rockville, MD 20852).

A total of 22 people attended the in-person public hearings.

Each virtual and in-person hearing could be listened to live via phone to accommodate persons without access to a computer. The public and elected officials could register to provide verbal testimony during both the virtual and in-person hearings and had the option to provide voicemail testimony during any of the six public hearings. The virtual hearings held were live-streamed on YouTube with automatic closed captioning. For full transparency, the recorded testimony was transcribed and posted on the I-495 & I-270 P3 Program webpage (https://495-270-p3.com/your-participation/past-public-outreach/) along with the in-person public hearing testimony transcripts. Plain-text versions of the presentation script and display boards were also uploaded to the program website so that website visitors may use Google translate and/or text-to-voice programs for the visually impaired.

The MDOT SHA and FHWA granted a 30-day extension of the public comment period for the DEIS. A 90-day comment period was originally provided on the DEIS, twice the minimum time required by FHWA. Based on input from the public, community partners, stakeholders and local and federal officials, MDOT SHA supported extending the comment period to 120 days and made a formal request to FHWA, which has authority to grant any extension. FHWA approved the request, and comments on the DEIS were accepted until November 9, 2020.

7.2.2 Public Outreach with Environmental Justice (EJ) Populations

In addition to standard public notifications of the availability of the DEIS and notification of the Public Hearings and associated comment period, MDOT SHA implemented additional notification methods to encourage meaningful involvement by low-income and minority race/ethnicity populations, as well as other traditionally marginalized populations in review of the DEIS and participation in the Public Hearings. These efforts include the following:

- Mailed flyers in English, Spanish, Amharic, and French[1] flyers to approximately 200 affordable housing complexes, schools, and places of worship[2] in the study area. Emailed PDFs of these flyers to the organizations that have email addresses listed online. A cover letter was sent with both forms of distribution.
- Uploaded to the project website the DEIS Executive Summary translated into Spanish, Amharic, and French.
- Provided hard copies of the translated DEIS Executive Summary at the DEIS viewing locations.
- Spanish language advertisements in *El Tiempo Latino*, *Washington Hispanic*, and on eltiempo.com.
- Additional County outreach:
    - Montgomery County News press release;
    - Inclusion in Montgomery County Executive's weekly newsletter;
    - Inclusion in Montgomery County Department of Transportation bi-weekly newsletter and social media posts;
    - Distribution of flyer via Maryland-National Capital Park and Planning Commission (M-NCPPC) Prince George's County Planning email databases;
        - Planning Department listserv with approximately 19,200 email addresses;
        - Community Association listserv with approximately 700 email addresses;
    - Inclusion in Prince George's County social media posts; and
    - Coordination with Prince George's County Faith-Based Advisory Board to distribute information to their ministry listserv with approximately 70 email addresses.
- Additional translation of flyer to Simplified Chinese, Korean, Malayalam, Punjabi, Tagalog, and Yoruba, uploaded to the project website, and distribution of hard copies to groceries largely serving immigrant communities.
    - ALDI (Beltsville, Lanham)
    - Anarkali Bazar (Greenbelt)
    - Giant Food (Greenbelt, Largo, Marlow Heights)
    - Global International Grocery (Silver Spring)
    - Great Wall Supermarket (Rockville)
    - Jumbo Food International Supermarket (Temple Hills)
    - La Colonia International Supermarket (Camp Springs)
    - Las Americas Market (Rockville)
    - Latino Market Grocery (Gaithersburg)
    - Lidl (District Heights)
    - Periyar Asian Grocery (Landover Hills)
    - Safeway (Greenbelt)

[1] Spanish, French, and Amharic are the top primary languages of English for Speakers of Other Languages (ESOL) learners in both counties.
[2] Includes Environmental Justice (EJ)- area schools with above-average participation in the Free and Reduced-price Meals Program; places of worship in EJ areas; and all affordable-housing complexes within the study area.

- Save A Lot (Forestville)
- Shoppers (College Park, Forestville, Largo, New Carrollton)

Since the DEIS publication and in response to comments from the EPA, an EJ Working Group was established to support the EJ analysis and outreach efforts to be conducted for the Study moving forward. Agency members include FHWA, EPA, MDOT SHA, Maryland Department of Planning (MDP), Montgomery County Department of Transportation (MCDOT), M-NCPPC, and Prince George's County Department of Public Works and Transportation (DPW&T). The goals of the EJ Working Group are to:

- Develop potential mitigation measures and identify additional outreach opportunities using federal, state, and local experience;
- Identify potential commitments to EJ/public health mitigation measures related to social/health vulnerability indicators; and
- Identify recommendations for additional engagement opportunities including Final Environmental Impact Statement (FEIS) notifications and post-NEPA outreach to communities.

Since the DEIS was published, two EJ Working Group meetings have occurred (**Table 7-2**).

Table 7-2: Environmental Justice Working Group Meetings

DATE	AGENDA ITEMS
March 2, 2021	Kick-off Meeting; introductions, goals
April 7, 2021	Data collection to support existing conditions discussion in EJ Analysis; Discussion on EJ Public Outreach Plan and future opportunities; Mitigation considerations
September 15, 2021	EJ Outreach and Engagement Plan Through SDEIS/FEIS/ROD

7.2.3 Other Community Meetings and Stakeholder Outreach Events

Engagement with communities, stakeholders and elected officials continued to occur after the DEIS was published in July 2020 (**Table 7-3**). All meetings except for one were held virtually due to the COVID-19 Pandemic. The focus of this engagement was to better understand comments received on the DEIS, provide Study related updates, and seek feedback on a host of topics including effects of COVID-19 on traffic, transit opportunities, alternatives design, managed lanes access, bicycle and pedestrian improvements, economic benefits and environmental concerns. MDOT SHA continued engaging with stakeholder working groups that were either initiated before the DEIS or developed after including the Transit Working Group, Regional Economic Working Group, and Environmental Justice Working Group, as discussed above. In February 2021, MDOT SHA reinitiated meetings, held virtually, with several Homeowners' Associations (HOAs) and Community Associations. Active engagement with stakeholders, communities, and elected official will continue to occur as the Study progresses. On April 6, 2021, an e-mail blast was sent to more than 600 e-mail addresses compiled from the Montgomery County Mailing List Generator for Homeowners Associations, Citizens and Civic Associations. HOA and CA leaders along the project corridor were invited to schedule a project briefing by the project team for their community. Ten groups responded, seven briefings were scheduled and held, and three briefings are planned for later in the year. In addition, MDOT SHA has held over 40 meetings with elected officials.

Table 7-3: Stakeholder and Community Meetings

DATE	ORGANIZATION
July 9, 2020	Northern Virginia Transportation Alliance
July 20, 2020	Montgomery County Council Transportation & Environment Committee Briefing
July 21, 2020	Greater Washington Partnership
September 3, 2020	Stakeholder Group Briefing (Suburban Maryland Transportation Alliance, Northern Virginia Transportation Alliance, AAA Mid-Atlantic, Chambers of Commerce, Greater Washington Board of Trade, Maryland Transportation Builders and Materials Association)
September 14, 2020	Montgomery County Department of Transportation
September 15, 2020	Prince George's County Department of Public Works and Transportation
September 22, 2020	Prince George's County Council Briefing
October 5, 2020	Virginia Department of Transportation 495 NEXT Project Public Hearing
October 6, 2020	Frederick County Department of Transportation
October 8, 2020	Virginia Department of Transportation 495 NEXT Project Public Hearing (in-person)
October 26, 2020	Montgomery County Council Transportation and Environment Committee
November 6, 2020	Disadvantaged Business Enterprise Opportunity MDOT Networking Event
November 10, 2020	Northern Virginia Transportation Alliance "What You Need to Know About Transportation" Seminar
November 16, 2020	Upcounty Citizens Advisory Board Land Use Committee
November 18, 2020	Greater Washington Partnership Capital Region Transportation Forum
November 20, 2020	Frederick County Department of Transportation
November 20, 2020	Stakeholder Group Update (Suburban Maryland Transportation Alliance, Northern Virginia Transportation Alliance, AAA Mid-Atlantic, Chambers of Commerce, Greater Washington Board of Trade, Maryland Transportation Builders and Materials Association)
December 1, 2020	Great Seneca Science Corridor IAC
December 4, 2020	Maryland Transportation Builders and Materials Association Together for Transportation Coalition
December 9, 2020	Montgomery County Business Roundtable
December 18, 2020	Stakeholder Group Update (Suburban Maryland Transportation Alliance, Northern Virginia Transportation Alliance, AAA Mid-Atlantic, Chambers of Commerce, Greater Washington Board of Trade, Maryland Transportation Builders and Materials Association)
January 15, 2021	Stakeholder Group Update (Suburban Maryland Transportation Alliance, Northern Virginia Transportation Alliance, AAA Mid-Atlantic, Chambers of Commerce, Greater Washington Board of Trade, Maryland Transportation Builders and Materials Association)
January 19, 2021	Northern Virginia Transportation Alliance/Suburban Maryland Transportation Alliance Joint Briefing
January 19, 2021	MDOT Office of Small Business Policy Small Business Enterprise Outreach Event
January 26, 2021	Transit Work Group
February 3, 2021	Regional Economic Work Group
February 4, 2021	Laborers International Union of North America
February 8, 2021	Montgomery County Economic Development Corporation
February 10, 2021	Leadership Montgomery

DATE	ORGANIZATION
February 12, 2021	Asian American Chamber of Commerce
February 19, 2021	Stakeholder Group Update (Suburban Maryland Transportation Alliance, Northern Virginia Transportation Alliance, AAA Mid-Atlantic, Chambers of Commerce, Greater Washington Board of Trade, Maryland Transportation Builders and Materials Association)
February 19, 2021	Montgomery County Department of Transportation Office of Small and Minority SBE Outreach
February 24, 2021	Regency Estates Civic Association
February 24, 2021	Conference of Minority Transportation Officials
February 25, 2021	Lantian Development
March 1, 2021	Washington Biologists' Field Club (WBFC)
March 12, 2021	ASHE Potomac Chapter
March 19, 2021	Hispanic Chamber of Commerce of Montgomery County
March 30, 2021	Peterson Companies
March 31, 2021	Regional Economic Work Group
April 14, 2021	Frederick County Chamber Transportation Advisory Committee
April 16, 2021	Stakeholder Group Update (Suburban Maryland Transportation Alliance, Northern Virginia Transportation Alliance, AAA Mid-Atlantic, Chambers of Commerce, Greater Washington Board of Trade, Maryland Transportation Builders and Materials Association)
April 20, 2021	Montgomery County Civic Federation
April 26, 2021	ITE Annual Meeting
April 29, 2021	George Mason University P3 Panel
April 30, 2021	Rubenstein Partners
May 6, 2021	Opportunity MDOT Stakeholders Meeting
May 11, 2021	Avonglen HOA
May 20, 2021	Rosemont Citizens Association
May 25, 2021	Maplewood Park HOA
May 26, 2021	Regional Economic Work Group Steering Committee
June 2, 2021	North Potomac Citizens Association
June 2, 2021	Friends of Moses Hall Cemetery and First Agape AME Zion Church Stakeholder Group
June 8, 2021	Luxmanor Citizens Association
June 10, 2021	Joint Briefing for Budget Committee Staff
June 11, 2021	Leadership Montgomery
June 15, 2021	Rock Creek Conservancy Advocacy Committee
June 24, 2021	Regional Economic Work Group
July 22, 2021	Hispanic Chamber of Commerce of Montgomery County
August 3, 2021	Frederick County Department of Transportation
August 13, 2021	Frederick Keys Baseball Game (Pop-up Event with informational booth)
August 18, 2021	Shady Grove Farmers Market (Pop-up Event with informational booth)
August 28, 2021	Derwood Farmers Market (Pop-up Event with informational booth)
September 4, 2021	Rockville Arts Festival (Pop-up Event with informational booth)

Note: All meetings held virtually unless otherwise denoted.

7.2.4 SDEIS Comment Period and Public Hearing

FHWA and MDOT SHA invite interested elected officials, state and local governments, other Federal agencies, Native American tribal governments, organizations, and members of the public to provide comments on the SDEIS.

The public comment period opens on October 1, 2021 and will continue until November 15, 2021. *Written and oral comments will be given equal consideration*, and FHWA will review all comments, and consider and respond to all substantive comments received or postmarked by that date in the preparation of the FEIS. Comments received or postmarked after that date will be reviewed and considered to the extent practicable. Comments on the SDEIS may be made by:

- Oral testimony at the Virtual Public Hearing, on November 1, 2021
- SDEIS comment form at oplanesmd.com/SDEIS
- Email to MLS-NEPA-P3@mdot.maryland.gov
- Letters to Jeff Folden, I-495 & I-270 P3 Program Deputy Director, I-495 & I-270 P3 Office, 707 North Calvert Street, Mail Stop P-601, Baltimore MD 21202
- Call-in a comment at 855-432-1483 and leave a voicemail that is limited to three minutes

The SDEIS Virtual Public Hearing will be held on November 1, 2021 with two sessions to provide the public an opportunity to provide live oral testimony on the SDEIS. Session 1 is from 2 PM to 4 PM and Session 2 is from 6 PM to 8 PM. Individuals are required to register in advance to be admitted to the phone queue for comment. Registration is available at oplanesmd.com/SDEIS or by calling 855-432-1483. Instructions will be emailed to registered individuals with their approved session time prior to the hearings.

At the start of each session, the Hearing Officer will give a brief presentation which includes the purpose of the hearing, ground rules of the hearing, how to comment on the SDEIS, and instructions on how to testify. He will also explain Title VI, on behalf of MDOT SHA. Responses to questions will not be given at the hearing; responses to comments will be provided in the FEIS.

In addition to verbal public testimony, stakeholders may provide one-on-one testimony during the call-in hearing sessions by calling 855-432-1483 and leaving a single voicemail message limited to three minutes. The public can listen live to the hearing sessions via telephone by calling 855-432-1483 or livestream at oplanesmd.com/SDEIS. After the hearing, transcripts will be available on the website.

The SDEIS document, supporting appendices, hearing materials, information displays, and interactive digital mapping will be available on the Program website oplanesmd.com/SDEIS beginning Friday, October 1, 2021.

7.3 Agency and Stakeholder Coordination

The FHWA and MDOT SHA actively engaged the Federal, state, regional, and local agencies, as well as the adjacent counties, Metropolitan Planning Organizations (MPO), and other agency stakeholders throughout the Study process, simultaneously with other public involvement efforts. Additional detail on agency coordination conducted up to DEIS publication is available in **DEIS, Chapter 7** (https://495-270-p3.com/wp-content/uploads/2020/11/2020-06-02_DEIS_07_PIA_Coordination.pdf) and **DEIS, Appendix P** (https://495-270-p3.com/wp-content/uploads/2020/07/DEIS_AppP_PITR_web.pdf).

Since the DEIS was published in July 2020, MDOT SHA has continued to meet with FHWA, as the Lead Federal Agency, the Cooperating Agencies and other state and local agencies and stakeholders. The meetings are listed in **Table 7-4** and focused on discussing individual agencies' and stakeholders' DEIS comments and working towards a resolution of critical study topics. Other ongoing agency involved collaboration and consultation has included: Section 106 Consulting Parties meetings, Executive Steering Committee meetings, and the establishment of the Environmental Justice Working Group. MDOT SHA continues to address DEIS comments and further minimized the limits of disturbance based in part on agency coordination. Areas of substantial resource avoidance or minimization include the American Legion Bridge area where impacts have been reduced by over fifty percent since the DEIS; the Morningstar Tabernacle No. 88 Moses Hall and Cemetery where design refinements resulted in complete avoidance; and M-NCPPC parkland where MDOT SHA continues to address location specific comments and outfall stabilization. These avoidance and minimization efforts were based on the extensive agency coordination as detailed in **Table 7-4** through **Table 7-8**. Another focus area for avoidance and minimization was located adjacent to the I-495 inner loop just south of Cabin John Parkway.

Table 7-4: Agency & Stakeholder Coordination Meetings Post-DEIS Publication

DATE	PURPOSE	AGENCIES AND/OR STAKEHOLDERS REPRESENTED
August 3, 2020	Stream Mitigation Calculator Coordination	US Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE)
August 6, 2020	Water and Science Administration Working Meeting	MDE
August 17, 2020	Park Impacts and Mitigation Meeting	M-NCPPC Montgomery County
September 3, 2020	Wetland Mitigation Meeting	National Park Service (NPS) and FHWA
September 21, 2020	Park Impacts and Mitigation Meeting	M-NCPPC Montgomery County
September 28, 2020	Park Impacts and Mitigation Meeting	M-NCPPC Prince George's County
September 29, 2020	Informal Section 7 Consultation	US Fish and Wildlife Service (USFWS), FHWA, and Maryland Department of Natural Resources (MDNR)
October 5, 2020	Wetland Mitigation Meeting	NPS
October 20, 2020	Park Impacts and Mitigation Meeting	M-NCPPC Montgomery County
October 20, 2020	Bicycle and Pedestrian Improvements Coordination Meeting	M-NCPPC Prince George's County and Prince George's County DPW&T
November 2, 2020	Right-of-Way Coordination Meeting	M-NCPPC Montgomery County
November 23, 2020	Permitting Strategy Meeting	FHWA, USACE, MDE, and EPA
December 1, 2020	Biweekly FHWA Coordination Meeting	FHWA
December 1, 2020	Northwest Branch Stormwater Management Meeting	M-NCPPC Montgomery County
December 2, 2020	Permitting Strategy Meeting	USACE, MDE, EPA, and FHWA
December 8, 2020	Plummers Island Avoidance and Minimization Efforts Meeting	NPS, MDNR, USFWS, MDE, USACE, and FHWA
December 11, 2020	Bicycle and Pedestrian Improvements Coordination Meeting	M-NCPPC Montgomery County and Montgomery County Department of Transportation (DOT)
December 11, 2020	Culvert Field Meeting	EPA, MDE, USACE and FHWA
December 14, 2020	DEIS Comments Review Meeting	NPS and FHWA
December 15, 2020	Reoccurring FHWA Coordination Meeting	FHWA
December 17, 2020	Permitting Strategy Meeting	FHWA, USACE, MDE, and EPA
January 12, 2021	Reoccurring FHWA Coordination Meeting	FHWA

DATE	PURPOSE	AGENCIES AND/OR STAKEHOLDERS REPRESENTED
January 19, 2021	Issue Resolution Kick-off Meeting	M-NCPPC Montgomery and Prince George's County
January 20, 2021	Northwest Branch Stormwater Management Meeting	M-NCPPC Montgomery County
February 1, 2021	Collaborative Leadership Summit	FHWA, USACE, EPA, NPS, National Park and Planning Commission (NCPC), USFWS, US Postal Service (USPS), National Oceanic and Atmospheric Administration National Marine Fisheries Service (NOAA NMFS), US NAVY, MDNR, MDE, M-NCPPC, VDOT, Maryland Historical Trust (MHT), MDP, MDTA, Maryland Transit Authority (MTA), MC DOT, and PG DW&T
February 3, 2021	DEIS Comments Review Meeting	NCPC and FHWA
February 3, 2021	Reoccurring FHWA Coordination Meeting	FHWA
February 8, 2021	American Legion Bridge and Baltimore-Washington Parkway Impacts Coordination Meeting	NPS and FHWA
February 9, 2021	MLS and I-495 NEXT Coordination Meeting	VDOT
February 9, 2021	DEIS Comments Review Meeting	MDNR and FHWA
February 10, 2021	DEIS Comments Review Meeting	USACE, MDE, and FHWA
February 11, 2021	Reoccurring FHWA Coordination Meeting	FHWA
February 18, 2021	DEIS Comments Review Meeting	EPA and FHWA
February 25, 2021	Executive Steering Committee	FHWA, USACE, US Department of Agriculture (USDA), EPA, NPS, NCPC, USFWS, USPS, NOAA NMFS, US Navy, US Airforce Joint Base Andrews (JBA), MDNR, MDE, M-NCPPC, VDOT, MHT, MDP, MDTA, MTA, MC DOT, and PG DPW&T
February 26, 2021	Carderock and Bethesda Property Impacts Meeting	US Navy and FHWA
March 2, 2021	Reoccurring FHWA Coordination Meeting	FHWA
March 4, 2021	American Legion Bridge, Baltimore-Washington Parkway, and George Washington Memorial Parkway Impacts Coordination Meeting	NPS and FHWA
March 10, 2021	DEIS Comments Review and Stormwater Management Meeting	M-NCPPC Montgomery County
March 15, 2021	DEIS Comments Review Meeting	M-NCPPC Montgomery County
March 17, 2021	Reoccurring FHWA Coordination Meeting	FHWA
March 19, 2021	Stormwater Management Meeting	M-NCPPC Prince George's County
March 24, 2021	DEIS Comments Review and Stormwater Management Meeting	M-NCPPC Prince George's County
April 1, 2021	Transportation Use and Property Boundary Meeting	NPS and FHWA
April 6, 2021	American Legion Bridge and Resources Update Meeting	USACE and MDE
April 6, 2021	Reoccurring FHWA Coordination Meeting	FHWA

DATE	PURPOSE	AGENCIES AND/OR STAKEHOLDERS REPRESENTED
April 9, 2021	DEIS Comments Review and Stormwater Management Meeting	M-NCPPC Prince George's County
April 12, 2021	Rock Creek DEIS Comments Review Meeting	M-NCPPC Montgomery County
April 13, 2021	Stormwater Management Site Meeting	M-NCPPC Montgomery County
May 4, 2021	Reoccurring FHWA Coordination Meeting	FHWA
May 12, 2021	Phase 1 South Park Impacts and Mitigation Meeting	M-NCPPC Montgomery County
May 18, 2021	SDEIS Air and Noise Coordination Meeting	FHWA
May 26, 2021	Executive Steering Committee	FHWA, USACE, EPA, NPS, NCPC, USFWS, USPS NOAA NMFS, US Navy, JBA, MDNR, MDE, M-NCPPC, VDOT, MHT, MDP, MDTA, MC DOT, and PG DPW&T
June 1, 2021	Reoccurring FHWA Coordination Meeting	FHWA
June 2, 2021	Mosses Hall Cemetery and First Agape AME Zion Church Bicycle and Pedestrian Connection on Seven Locks Road Meeting	First Agape AME Zion Church at Gibson Grove, Friends of Moses Hall, M-NCPPC Montgomery County, MCDOT, and FHWA
June 8, 2021	Air Quality Conformity Determination Meeting	FHWA
June 10, 2021	Compensatory Stormwater Management Plan Meeting	FHWA
June 21, 2021	Park Impacts and Mitigation Meeting	NPS and FHWA
June 21, 2021	American Legion Bridge Trail Connection Meeting	M-NCPPC, MCDOT, NPS, and FHWA
June 21, 2021	Maryland and Virginia 495 Interface Technical Coordination	VDOT
June 23, 2021	Transportation Use and Property Boundary Meeting	NPS and FHWA
June 30, 2021	Transportation Use and Property Boundary Meeting	NPS and FHWA
July 7, 2021	Air Quality Conformity	FHWA
July 8, 2021	Transportation Use and Property Boundary Meeting	NPS and FHWA
July 12, 2021	Park Impacts	NCPC, NPS, FHWA
July 13, 2021	Maryland and Virginia 495 Interface Technical Coordination	VDOT
July 14, 2021	NPS Parkland Impacts	FHWA
July 20, 2021	Maryland and Virginia 495 Interface Technical Coordination	VDOT
July 27, 2021	NEPA and Section 106 Process	FHWA
August 3, 2021	Maryland and Virginia 495 Interface Technical Coordination	VDOT
August 9, 2021	Air Quality and Environmental Justice Meeting	FHWA
August 16, 2021	SDEIS Comments	FHWA
August 17, 2021	Maryland and Virginia 495 Interface Technical Coordination	VDOT

DATE	PURPOSE	AGENCIES AND/OR STAKEHOLDERS REPRESENTED
August 18, 2021	Highway Deed Easement Process with NPS and SDEIS Comments	FHWA
August 18, 2021	Reoccurring FHWA Coordination Meeting	FHWA
August 23, 2021	I-495 NEXT and MLS Coordination Meeting	VDOT and Fairfax County Department of Transportation
August 25, 2021	SDEIS Comments	
August 26, 2021	Air Quality SDEIS Comments	FHWA
August 30, 2021	SDEIS Comments	FHWA
August 31, 2021	Maryland and Virginia 495 Interface Technical Coordination	VDOT
September 1, 2021	Review of Common SDEIS Comments	FHWA, NPS, USACE, EPA, NCPC, MDE, M-NCPPC, MCDOT
September 7, 2021	Reoccurring FHWA Coordination Meeting	FHWA

Note: All meetings held virtually unless otherwise denoted.

Since the DEIS was published in July 2020, MDOT SHA held three virtual Interagency Agency Working Group (IAWG) meetings with members from 27 Cooperating and Participating Agencies. The focus of the IAWG meetings was to provide Study updates, present common DEIS comment themes, discuss proposed responses to common comments, discuss ongoing public and agency collaboration, present avoidance and minimization measures, and to identify the recommended preferred alternative, present justification for recommending the alternative and to listen to feedback on the alternative (**Table 7-5**).

Table 7-5: IAWG Meetings Post-DEIS Publication

DATE	IAWG MEETING #	PURPOSE	AGENCIES REPRESENTED
January 27, 2021	13	Provide MLS Study Update, Review Summary of DEIS Comments, Announce Recommended Preferred Alternative and Associated Commitments, and a New Agency and Stakeholder Collaboration Process	Advisory Council on Historic Preservation (ACHP), EPA, FHWA, USFWS, MDE, MDNR, MDOT MTA, MDP, MDTA, MHT, M-NCPPC, MC DOT, Metropolitan Washington Council of Governments (MWCOG), US Navy, NCPC, National Institute of Standards and Technology (NIST), NPS, PG DPW&T, USACE, USPS, and VDOT
February 17, 2021	14	Provide Update on Agency and Stakeholder Collaboration Efforts, Design Efforts to address common DEIS Comments, Review Recommended Preferred alternative	ACHP, EPA, FHWA, USFWS, MDE, MDNR, MDOT MTA, MDP, MHT, M-NCPPC, MC DOT, MWCOG, US Navy, NCPC, NIST, NPS, PG DPW&T, USACE, USDA, USDA, USPS, VDOT, JBA
May 12, 2021	15	Provide MLS Update, Announce a New Recommended Preferred Alternative based off of Agency and Public Feedback, Announce this SDIES, and Provide an Updated MLS Schedule	ACHP, EPA, FHWA, USFWS, MDE, MDNR, MDOT MTA, MDOT MDTA, MHT, M-NCPPC, MC DOT, MWCOG, US Navy, NIST, PG DPW&T, USACE, USDA, USPS, VDOT, JBA

MDOT SHA also met with the City of Rockville and City of Gaithersburg to discuss DEIS comments, property impacts, proposed stormwater management, parkland impacts and mitigation, bicycle and pedestrian improvements, traffic and structure design within the applicable City's limits (**Table 7-6**).

Table 7-6: City of Rockville and City of Gaithersburg Meetings Post-DEIS Publication

DATE	MEETING
March 19, 2021	City of Rockville Coordination Meeting
April 14, 2021	City of Rockville Stormwater Management Coordination Meeting
April 29, 2021	City of Rockville Parkland and Mitigation Meeting
July 22, 2021	City of Gaithersburg Parkland and Mitigation Meeting
September 2, 2021	City of Rockville Design, Traffic, and Mitigation Meeting

7.3.1 Natural Resource Agency Coordination

The regulatory and permitting process was conducted concurrently with NEPA and required agency consultation with the goal of gaining approval for a USACE Individual Section 404 Permit; MDE Wetlands and Waterways Permit; USFWS ESA Section 7; and MDE 401 Water Quality Certification. These approvals required meetings for the following purposes:

- Jurisdictional Determination;
- Permitting strategy;
- Avoidance, minimization, and mitigation;
- Wetland delineation; and
- Rare, Threatened, and Endangered Species coordination.

Table 7-7 summarizes the meeting held since July 2020.

Table 7-7: Natural Resource Related Meetings

DATE	AGENCIES	GENERAL TOPICS COVERED
July 9, 2020	MDE and USACE	Discussion of the logistics of the MLS Joint Public Hearings, both virtual and in-person, for 404/401 purposes
July 21, 2020	DNR	Review Additional Potential Fish Blockages noted by MDE and USFWS Upstream and Downstream of the Paint Branch Fish Passage Site (AN-6)
July 22, 2020	M-NCPPC Montgomery County	Montgomery County M-NCPPC Comments on the Tributary to Seneca Creek Site (CA-5) Concept Design
July 24, 2020	Washington Suburban Sanitary Commission (WSSC)	Logistics for Proposed Mitigation Site Work Over WSSC Sewer and Water Lines.
August 12, 2020	M-NCPPC Montgomery County	Montgomery County M-NCPPC & WSSC Comments on the Crabbs Branch Site (AN-1) 404 Mitigation Concept Design
August 12, 2020	USACE	Discussion of new regulatory definition of Waters of the US and any implications on the Jurisdictional Determination
August 27, 2020	MDE	Discussion of impacts within the MDE Tier II boundary and the Tier II package requirements
September 3, 2020	NPS	Discussion of the Statement of Findings requirement as it pertains to MLS and path forward for coordination meetings.

DATE	AGENCIES	GENERAL TOPICS COVERED
September 4, 2020	USACE and MDE	Discussion with the regulatory agencies about how to apply the MSMF stream calculator and which stream assessments to use.
September 29, 2020	M-NCPPC Montgomery County	404 Mitigation Magruder Branch (CA-2/3) Site Preliminary Design
September 29, 2020	FHWA	Culvert and permitting
September 29, 2020	USACE and MDE	Provide project updates and receive updates from the regulatory agencies related to MLS permitting.
September 29, 2020	DNR and USFWS	MLS Informal Section 7 Consultation – 2020 Bat Survey Results
October 5, 2020	NPS	Wetland Mitigation Meeting for CHOH and GWMP
October 14, 2020	NPS	Wetland Mitigation for NPS National Capital Parks- East
October 15, 2020	FHWA, USACE, and MDE	Permitting
October 16, 2020	MDE, USACE, DNR, and EPA	404 Mitigation Magruder Branch (CA-2/3) and Pebblestone Dr. Tributary Preliminary Designs
October 29, 2020	USACE and MDE	404 Permitting Update Meeting
November 9, 2020	FHWA, USACE, and MDE	Permitting
November 12, 2020	USACE and MDE	404 Permitting Update Meeting
November 18, 2020	M-NCPPC Montgomery County	Stormwater Field Meeting
November 19, 2020	USACE and MDE	Stream Assessment Field Meeting
November 19, 2020	MDE and USACE	404 Mitigation Magruder Branch (CA-2/3) Wetland Delineation Field Review
November 24, 2020	USACE and MDE	Permitting
December 1, 2020	M-NCPPC Montgomery County	Stormwater Field Meeting
December 2, 2020	M-NCPPC Prince George's County	ROE Agreement Extension
December 8, 2020	USACE, MDE, FHWA, DNR, USFWS, and NPS	Plummers Island Coordination
December 10, 2020	USACE and MDE	404 Permitting Update Meeting
December 11, 2020	EPA, MDE, USACE, and FHWA	Culvert Field Meeting
December 14, 2020	EPA, FHWA, USACE, and MDE	Phased Permit Process
December 21, 2020	MDE and USACE	Culvert Field Meeting
January 7, 2021	USACE and MDE	404 Permitting Update Meeting
January 14, 2021	MDE and USACE	Seneca Creek Tributary (CA-5) and Crabbs Branch (AN-1) Wetland Delineation Field Reviews
January 19, 2021	MDE, USACE, and EPA	401 Water Quality Certification (WQC) Working Session
January 21, 2021	USACE and MDE	404 Permitting Update Meeting
January 22, 2021	MDE	404 Mitigation Henson Creek (RFP-5) and Mill Swamp Creek (RFP-6) Wetland Delineation Field Reviews
February 4, 2021	USACE and MDE	404 Permitting Update Meeting
February 16, 2021	USACE and MDE	A presentation to the regulatory agencies of how the Maryland Stream Mitigation Framework stream calculator is being applied to the MLS.
February 18, 2021	USACE and MDE	404 Permitting Update Meeting
February 22, 2021	MDE, USACE, and EPA	401 WQC Working Session
March 1, 2021	NPS	Washington Biologists Field Club Coordination Meeting
March 4, 2021	USACE and MDE	404 Permitting Update Meeting

DATE	AGENCIES	GENERAL TOPICS COVERED
March 9, 2021	MDE and USACE	Cabin Branch (RFP-2) and Pebblestone Dr. Tributary (AN-3) Wetland Delineation Field Reviews
March 18, 2021	USACE and MDE	404 Permitting Update Meeting
March 19, 2021	PEPCO	404 Mitigation Tributary to Seneca Creek (CA-5) Semi-Final Design
March 24, 2021	M-NCPPC Montgomery County, MDE, and USACE	404 Mitigation Tributary to Seneca Creek (CA-5) Semi-Final Design
April 1, 2021	MDE and USACE	404 Mitigation Indian Creek and Tributaries at Konterra (RFP-1) Wetland Delineation Field Review
April 9, 2021	MDOT SHA Plan Review Division (PRD)	404 Mitigation PRD Comments on the Magruder Branch (CA-2/3) Site Development Submittal
April 16, 2021	MDE and USACE	404 Mitigation Indian Creek and Tributaries at Konterra (RFP-1) Wetland Delineation Field Review
April 22, 2021	MDE and USACE	404 Permitting Update Meeting
May 6, 2021	M-NCPPC Montgomery County, MDE, and USACE	404 Mitigation Magruder Branch (CA-2/3) Semi-Final Design
May 20, 2021	MDE and USACE	404 Permitting Update Meeting
June 15, 2021	MDE and USACE	Discussion of impact presentation in JPA and NEPA Documents
June 25, 2021	MDE and USACE	Compensatory SWM Site Wetlands & Waterways Delineation Field Review
June 30, 2021	DNR	Mussel Survey
June 30, 2021	M-NCPPC Montgomery County, MDE, and USACE	404 Mitigation Tributary to Seneca Creek (CA-5) Semi-Final Field Meeting
July 1, 2021	MDE and USACE	404 Permitting Update Meeting
July 12, 2021	M-NCPPC Montgomery County and MDE	404 Mitigation M-NCPPC Comments on the Magruder Branch (CA-2/3) Semi-Final Design
July 15, 2021	MDE and USACE	404 Permitting Update Meeting
July 23, 2021	DNR	Rare, Threatened, and Endangered Species and Boring Locations
August 4, 2021	MDE and USACE	LOD Review Meeting
August 19, 2021	USACE	Change in Jurisdiction for Navigable Waters Protection Rule
August 26, 2021	MDE and USACE	404 Permitting Update Meeting
September 7, 2021	M-NCPPC Montgomery County	4(f) Mitigation Cabin John Creek Field Meeting
September 9, 2021	MDE and USACE	404 Permitting Update Meeting

7.3.2 Section 106 Consultation

Agency and interested parties consultation is being conducted in accordance with Section 106 of the National Historic Preservation Act of 1966 that considers the effects of the proposed action on historic properties. FHWA and MDOT SHA notified the agencies and other consulting parties of an update to the undertaking's Area of Potential Effects (APE), new architectural eligibility determinations, and effects assessments on July 23, 2020. The agencies and other consulting parties received archaeological reports documenting archaeological and architectural survey and evaluation efforts for stream and wetland mitigation areas identified by the Study, as added to the APE in July 2020, as well as determination of eligibility forms for architectural resources associated with the proposed off-site wetlands and water quality mitigation sites on February 11, 2021.

The FHWA and MDOT SHA held a fourth consulting parties' meeting virtually on March 10, 2021. A draft Programmatic Agreement was distributed for review and comment to the consulting parties on March 10, 2021 with the comment period ending April 12, 2021. MDOT SHA has continued to coordinate with individuals consulting parties through informal meetings, email and other means as impacts to specific resources are evaluated. MDOT SHA has conducted additional field work at the Moses Hall Cemetery, and closely coordinated this effort with key consulting parties including the Friends of Moses Hall, the trustees of the property, and the First Agape AME Zion Church at Gibson Grove. A draft report documenting the fieldwork effort at Moses Hall Cemetery, with additional information on the Gibson Grove AME Zion Church was provided to consulting parties for comment on May 27, 2021.

On September 8, 2021, MDOT SHA provided additional consultation materials including: additional Ground Penetrating Radar results at the Morningstar Tabernacle No. 88 Moses Hall and Cemetery, a revision to the APE to reflect the Phase 1 South limits including avoidance and minimization measures, archaeological and historic architectural assessments of the proposed stormwater mitigation locations, new determinations of eligibility, and revised effect determinations to reflect the reduced APE based on the Phase 1 South limits. Additionally, a comment from VDHR was addressed to revise the effect determination on one archaeological site in Virginia. Concurrence was requested from MHT on the eligibility determinations and revised effect determinations, in accordance with each agency's jurisdictional authority.

The FHWA and MDOT SHA have also held separate meetings with consulting parties to discuss avoidance, minimization, and mitigation efforts on adversely affected historic properties within the APE (**Table 7-8**). Note that Section 106 public involvement is being fulfilled through the same processes used for general public involvement and NEPA compliance.

Table 7-8: Section 106 Consultation Meetings Post-DEIS Publication

DATE	ORGANIZATION
September 16, 2020	Friends of Moses Hall
November 10, 2020	Friends of Moses Hall
February 10, 2021	Friends of Moses Hall
March 10, 2021	Consulting Parties
April 6, 2021	First Agape AME Zion Church at Gibson Grove
May 5, 2021	Virginia Department of Historic Resources (VDHR), VDOT, and NPS
June 2, 2021	First Agape AME Zion Church at Gibson Grove, Friends of Moses Hall, M-NCPPC Montgomery County, MCDOT, and FHWA
September 8, 2021	First Agape AME Zion Church at Gibson Grove, Friends of Moses Hall, M-NCPPC Montgomery County, MCDOT, and FHWA

7.3.3 Section 4(f) Agency Coordination

Section 4(f) of the US Department of Transportation Act of 1966 mandates that use of a publicly-owned park, recreation area, wildlife/waterfowl refuge, or historic site for a transportation project cannot be approved unless there is no feasible and prudent alternative that avoids such use and all possible planning to minimize harm to Section 4(f) properties has been included in the project. In reaching the determination that no feasible and prudent avoidance alternative exists and all possible planning to minimize harm has been included in the project, Section 4(f) regulations require the Draft Section 4(f) Evaluation be made available for coordination and comment to officials with jurisdiction over the Section 4(f) resources. The Draft Section 4(f) Evaluation was available for review and comment with the DEIS comment period July 10 through November 9, 2020. The Draft Section 4(f) Evaluation is available on the project website: https://495-270-p3.com/wp-content/uploads/2020/07/DEIS_AppF_Draft-Section-4f-Eval_web.pdf.

Since July 2020, MDOT SHA has conducted conference calls, meetings, and field reviews with or sent letters to the following officials with jurisdiction over parkland along the study corridors: NPS, M-NCPPC Montgomery County, M-NCPPC Prince George's County, NCPC, City of Rockville, City of Gaithersburg, City of Greenbelt, City of New Carrollton, and Montgomery County Department of Education. FHWA and MDOT SHA have also held meetings and coordinated with the agencies with jurisdiction over historic sites, including NPS, the Advisory Council on Historic Preservation (ACHP), MHT, and VDHR. Through this extensive coordination, MDOT SHA has provided detailed explanations of the proposed project design and its associated impacts on Section 4(f) properties. MDOT SHA has also worked closely with the officials with jurisdiction to further reduce impacts and minimize harm to Section 4(f) properties. These minimization efforts are presented in **Chapter 5** of this SDEIS. Additionally, MDOT SHA has developed preliminary Section 4(f) mitigation opportunities and provided them to the officials with jurisdiction for feedback. Coordination with the officials with jurisdiction will continue, as needed, through the development of the Final Section 4(f) Evaluation and will focus on efforts to further reduce impacts and harm to Section 4(f) properties and the development of appropriate Section 4(f) mitigation and enhancement opportunities.

In addition to Officials with Jurisdiction, the Section 4(f) Evaluation must be made available to the US Department of the Interior (USDOI) and as needed, to the USDA and the Department of Housing and Urban Development (23 C.F.R. §774.5). The Draft Section 4(f) Evaluation was provided to USDOI for review in conjunction with the DEIS in July 2020. USDOI provided preliminary comments to MDOT SHA, but those comments did not represent the formal consultation of FHWA with USDOI, as required under 23 C.F.R. §774.5(a). USDOI will again be afforded the opportunity to review and provide comments on the Updated Draft Section 4(f) Evaluation in conjunction with the SDEIS (**Chapter 5** of this document). However, formal coordination with USDOI is not expected to occur until the Final Section 4(f) Evaluation in coordination with the FEIS as this will enable USDOI to provide comments on FHWA's conclusions regarding the existence of feasible and prudent avoidance alternatives, the inclusion of all possible planning to minimize harm to Section 4(f) properties (including mitigation), and the least overall harm alternative.

7.4 Incorporation of Public and Agency Input into the Study

Following the publication of the DEIS in July 2020, MDOT SHA has considered nearly 3,000 comments submitted via email, phone, online and hard copy comment forms, and public testimony. MDOT SHA communicated with many agencies, stakeholders, and members of the public to address their questions and concerns through the following efforts:

- Aligning the Preferred Alternative and permitting process with the phased delivery approach focusing on addressing the severe congestion at the American Legion Bridge as priority.
- Avoiding and significantly reducing property, community, historic, natural resource and parkland impacts.
- Avoiding all residential and business displacements.
- Avoiding all ground disturbance at the historic Morningstar Tabernacle No. 88 Moses Hall and Cemetery.
- Identifying appropriate on-site and off-site stormwater management to meet regulatory requirements and removing or relocating stormwater management facilities from sensitive resources including parks, where feasible.
- Monitoring and analyzing traffic impacts associated with the COVID-19 Pandemic to understand any impacts to the Study.
- Committing to priority bicycle, pedestrian, and transit improvements to increase multi-modal options for travel within the study corridors.
- Including toll-free travel under the Preferred Alternative for High Occupancy Vehicles with three (3) or more user, transit buses, carpool/vanpool and motorcyclists to reduce the reliance on single occupancy vehicles and provide equitable travel options.
- Removing the existing Collector-Distributor system on I-270 to largely stay within the existing roadway footprint on I-270 to avoid and minimize environmental and property impacts.

This effort was possible through the extensive agency and stakeholder coordination that occurred since publication of the DEIS in July 2020 including:

- Establishing Economic, Transit and Environmental Justice Working Groups
- Holding over 50 individual stakeholder Meetings with municipalities, non-governmental organizations, elected officials and communities.
- Holding over 60 resource and regulatory agency meetings to discuss DEIS comments, avoidance, minimization, and mitigation opportunities; and
- Holding over 40 field and office meetings with regulatory agencies to discuss natural resource impacts, stormwater management, culvert augmentation and permitting.

8 LIST OF PREPARERS

This SDEIS was prepared by FHWA and MDOT SHA with assistance from technical professionals. Key preparers of this document are included below.

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9 DISTRIBUTION LIST

9.1 Federal Agencies

Advisory Council on Historic Preservation
Department of Defense, Joint Base Andrews
Federal Emergency Management Agency Region III
Federal Highway Administration
Federal Railroad Administration
Federal Transit Administration, Region 3
General Services Administration
National Capital Planning Commission
National Institute of Standards & Technology, Office of Facilities and Property Management
National Marine Fisheries Service, Greater Atlantic Regional Office
National Oceanic Atmospheric Administration
National Park Service, National Capital Regional Office
Naval Support Activity Bethesda
US Army Corps of Engineers, Baltimore District
US Coast Guard
US Department of Agriculture
US Department of Housing and Urban Development
US Department of the Interior, Office of Environmental Policy & Compliance
US Environmental Protection Agency, Region 3
US Postal Service, Westlake Carrier Annex Post Office/Capital Heights Post Office
US Fish and Wildlife Service, Chesapeake Bay Field Office

9.2 Federally Recognized Tribes

Absentee-Shawnee Tribe of Oklahoma
Delaware Nation
Delaware Tribe of Indians
Chickahominy Indian Tribe
Chickahominy Indians Eastern Division
Eastern Shawnee Tribe of Oklahoma
Monacan Indian Nation
Nansemond Indian Tribe
Oneida Indian Nation
Onondaga Nation
Pamunkey Indian Tribe
Rappahannock Tribe, Inc.
Saint Regis Mohawk Tribe
Seneca-Cayuga Nation
Shawnee Tribe
Tuscarora Nation
Upper Mattaponi Indian Tribe

9.3 State of Maryland Agencies

Maryland Department of Business and Economic Development
Maryland Department of the Environment, Wetlands and Waterways Program
Maryland Department of Natural Resources

Maryland Department of Planning Clearinghouse
Maryland Department of Transportation, Maryland Transit Administration
Maryland Department of Transportation, Maryland Transportation Authority
Maryland Department of Transportation, Office of Planning & Capital Programming
Maryland Historical Trust

9.4 Commonwealth of Virginia Agencies

Virginia Department of Conservation and Recreation
Virginia Department of Environmental Quality, Office of Environmental Impact Review
Virginia Department of Forestry
Virginia Department of Wildlife Resources
Virginia Department of Health
Virginia Department of Historic Resources
Virginia Department of Transportation, Northern Virginia District
Virginia Marine Resources Commission

9.5 State Recognized and Other Tribal Groups

Piscataway Conoy Tribe of Maryland (PCT)
PCT - Cedarville Band of Piscataway
PCT - Choptico Band of Piscataway
Piscataway Conoy Confederacy and Subtribes of Maryland
Piscataway Indian Nation

9.6 County and Local Agencies

City of College Park
City of Gaithersburg
City of Greenbelt
City of New Carrollton
City of Rockville
Fairfax County
Maryland-National Capital Park and Planning Commission, Montgomery County Department of Parks
Maryland-National Capital Park and Planning Commission, Montgomery County Planning Board
Maryland-National Capital Park and Planning Commission, Montgomery County Planning Department
Maryland-National Capital Park and Planning Commission, Prince George's County Parks and Recreation
Maryland-National Capital Park and Planning Commission, Prince George's County Planning Board
Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department
Maryland-National Capital Park Police, Montgomery County
Maryland-National Capital Park Police, Prince George's County
Metropolitan Washington Council of Governments, Department of Environmental Programs
Montgomery County, Department of Transportation
Montgomery County Executive's Office
Prince George's County Department of Public Works and Transportation
Prince George's County Executive's Office
Washington Metropolitan Area Transit Authority

9.7 SDEIS Availability

The SDEIS can be viewed and downloaded from the Program website at: oplanesmd.com/SDEIS. Hard copies of the SDEIS are available for review at public locations. Visit the project website to find where hard copies of the SDEIS are available due to the uncertainties related to COVID-19.

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