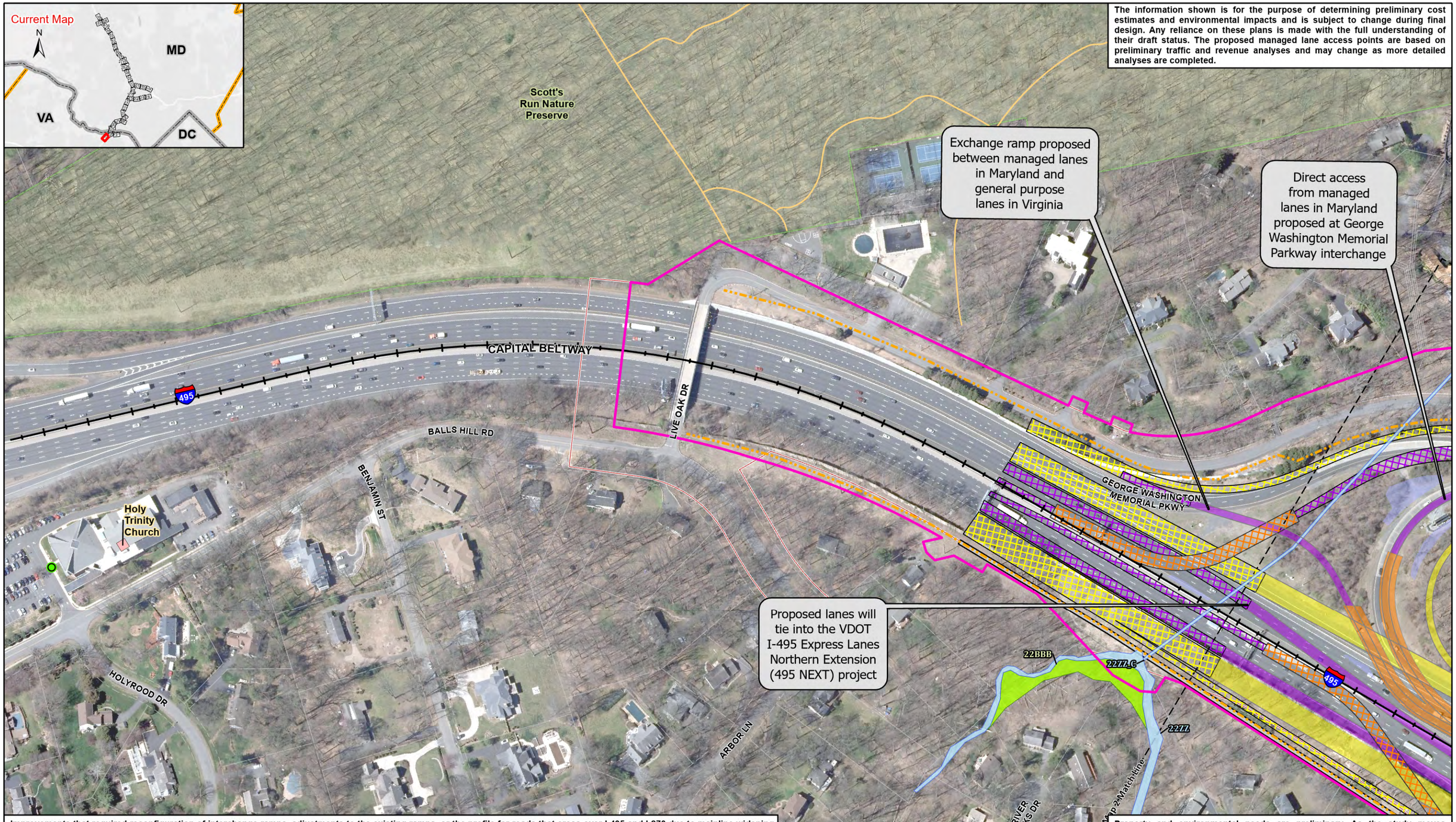


The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary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

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

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

- LOD - Preferred Alternative
- Right-of-Way
- Roadway Baseline
- Edge of Lane
- General Purpose Lane
- General Purpose Lane VDOT 495 NEXT Project
- Managed Lane
- Managed Lane VDOT 495 NEXT Project
- Aerial Structure
- Aerial Structure VDOT 495 NEXT Project
- Shared Use Path
- Shared Use Path VDOT 495 NEXT Project
- Noise Barrier - Existing
- Noise Barrier - Proposed
- Proposed Stormwater Management Facility
- Trails
- Delineated Waterways (Feature ID, Refer to NRTR)
- Delineated Wetlands (Feature ID, Refer to NRTR)
- Delineated Wetlands Buffer (Feature ID, Refer to NRTR)
- Park Property
- Potential Hazardous Concerns
- Place of Worship
- Parcel Boundaries

October 2021

0 50 100 200 Feet

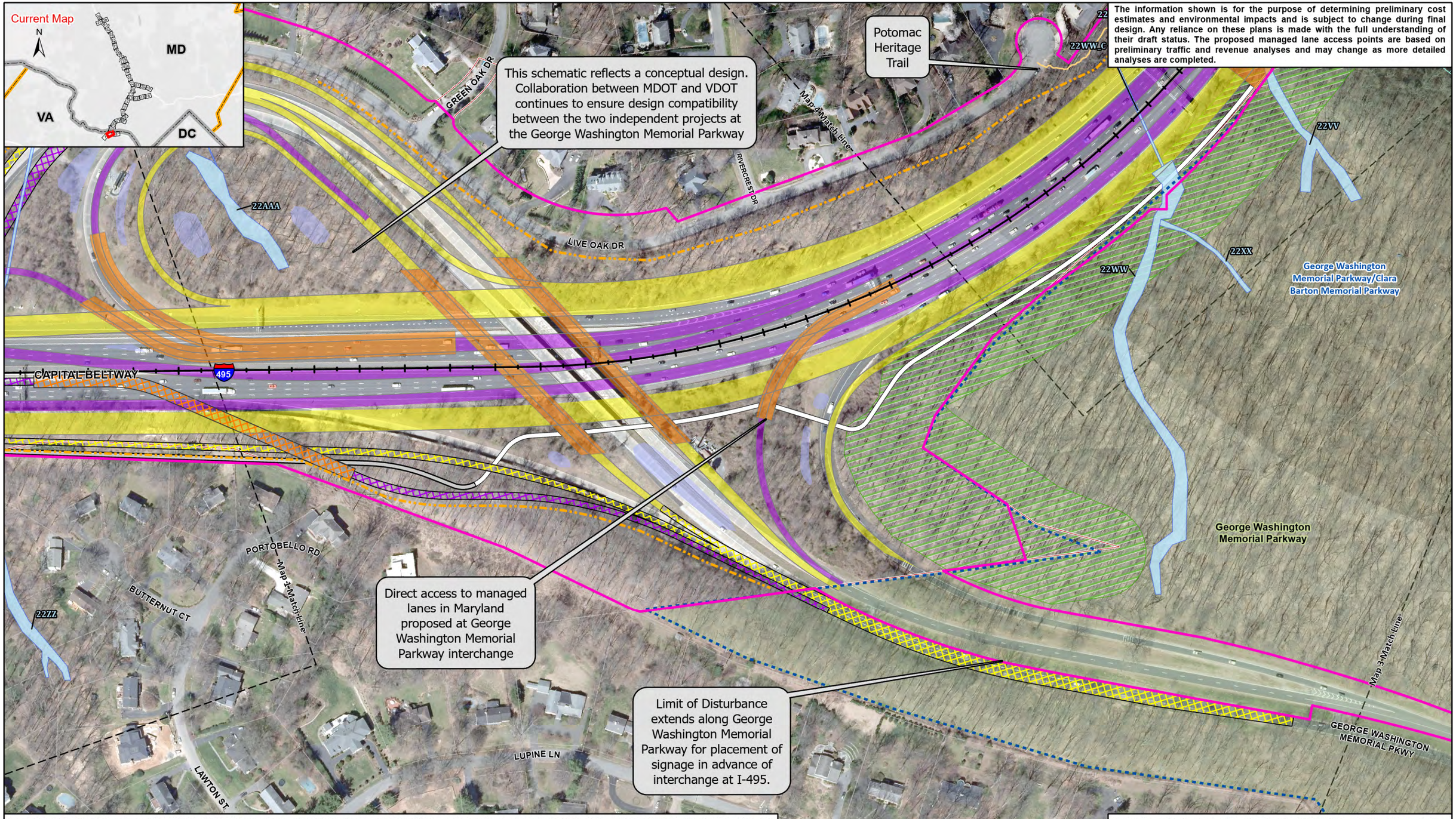
Environmental Resource Mapping

LOD

Preferred Alternative

Appendix D
Map 1

495 270 MANAGED LANES STUDY



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

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- LOD - Preferred Alternative
- Right-of-Way
- Roadway Baseline
- Edge of Lane
- General Purpose Lane
- General Purpose Lane VDOT 495 NEXT Project
- Managed Lane
- Managed Lane VDOT 495 NEXT Project
- Aerial Structure
- Aerial Structure VDOT 495 NEXT Project
- Shared Use Path
- Shared Use Path VDOT 495 NEXT Project
- Noise Barrier - Existing
- Noise Barrier - Proposed
- Proposed Stormwater Management Facility
- Trails
- FEMA Floodplain 100 Year
- Delineated Waterways (Feature ID, Refer to NRTR)
- Delineated Wetlands Buffer (Feature ID, Refer to NRTR)
- NWI Wetlands and Waterbodies
- Forest Interior Dwelling Habitat
- Historic Properties
- Park Property
- Parcel Boundaries

October 2021

0 50 100 200 Feet

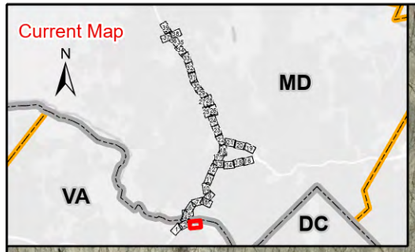
Environmental Resource Mapping

LOD

Preferred Alternative

Appendix D
Map 2

270 495 MANAGED LANES STUDY



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

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

George Washington Memorial Parkway

George Washington Memorial Parkway/Clara Barton Memorial Parkway

Potomac Heritage Trail

Map 2 Match Line

Map 2 Match Line

GEORGE WASHINGTON MEMORIAL PKWY

WEMBERLY WAY

Limit of Disturbance in isolated areas along George Washington Memorial Parkway for removal of existing signs and installation of new signage in advance of interchange at I-495

JILL CT

DEIDRE TER

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

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

- LOD - Preferred Alternative
- Roadway Baseline
- General Purpose Lane
- General Purpose Lane VDOT 495 NEXT Project
- Managed Lane
- Managed Lane VDOT 495 NEXT Project
- Aerial Structure
- Aerial Structure VDOT 495 NEXT Project
- Shared Use Path
- Shared Use Path VDOT 495 NEXT Project
- Noise Barrier - Existing
- Noise Barrier - Proposed
- Proposed Stormwater Management Facility
- Trails
- FEMA Floodplain 100 Year
- Delineated Wetlands Buffer (Feature ID, Refer to NRTR)
- NWI Wetlands and Waterbodies
- DNR Owned Properties and Conservation Easements
- Historic Properties
- Park Property
- Parcel Boundaries

October 2021

N

0 50 100 200 Feet

Environmental Resource Mapping

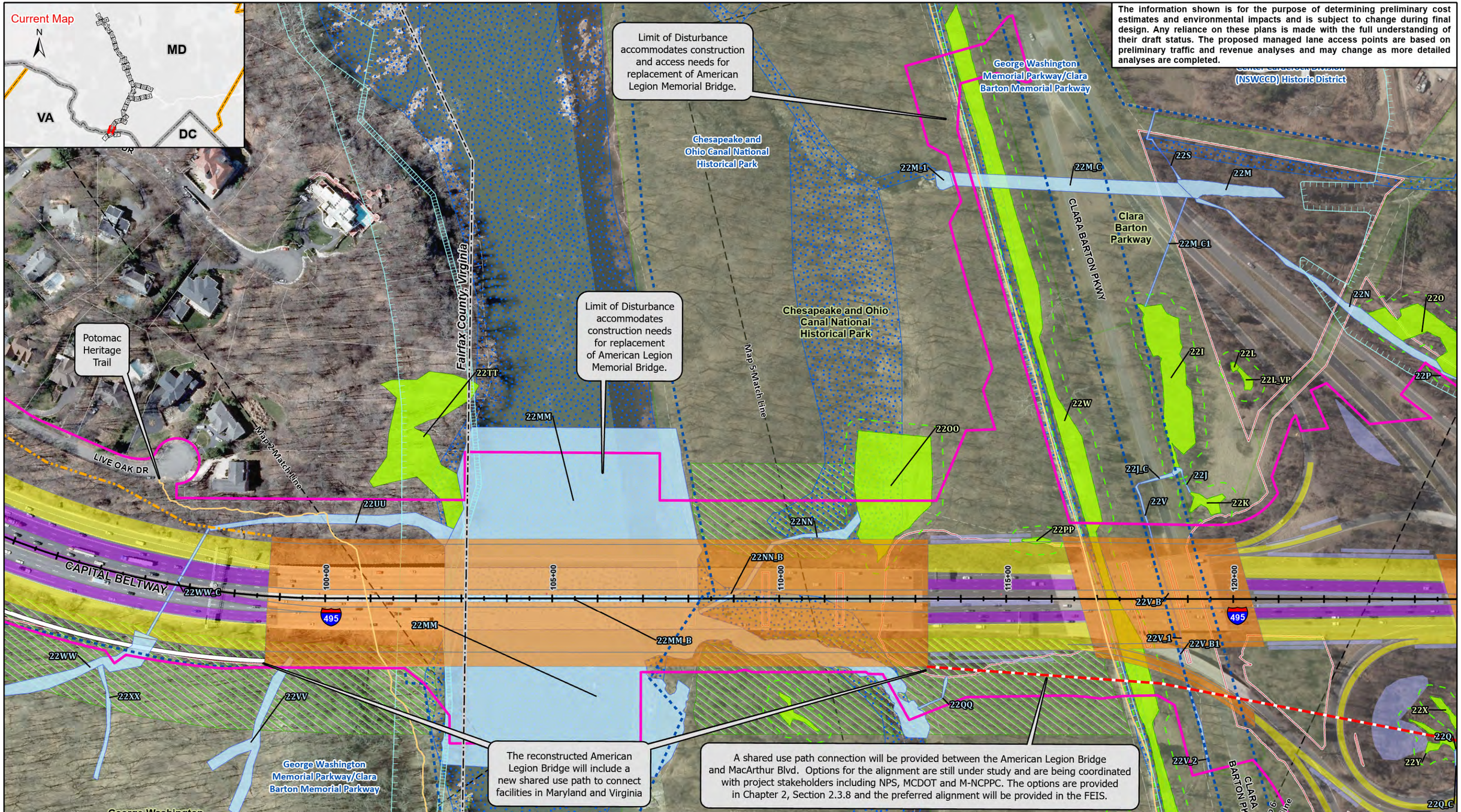
LOD

Preferred Alternative

Appendix D

Map 3

270 495 MANAGED LANES STUDY



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

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

- LOD - Preferred Alternative
- Right-of-Way
- Roadway Baseline
- Edge of Lane
- General Purpose Lane
- General Purpose Lane VDOT 495 NEXT Project
- Managed Lane
- Managed Lane VDOT 495 NEXT Project
- Aerial Structure
- Aerial Structure VDOT 495 NEXT Project
- Shared Use Path
- Shared Use Path VDOT 495 NEXT Project
- Noise Barrier - Existing
- Noise Barrier - Proposed
- Proposed Stormwater Management Facility
- Trails
- FEMA Floodplain 100 Year
- Delineated Waterways (Feature ID, Refer to NRTR)
- Delineated Wetlands (Feature ID, Refer to NRTR)
- Delineated Wetlands Buffer (Feature ID, Refer to NRTR)
- NWI Wetlands and Waterbodies
- Forest Interior Dwelling Habitat
- Historic Properties
- Park Property
- Parcel Boundaries

October 2021

0 50 100 200 Feet

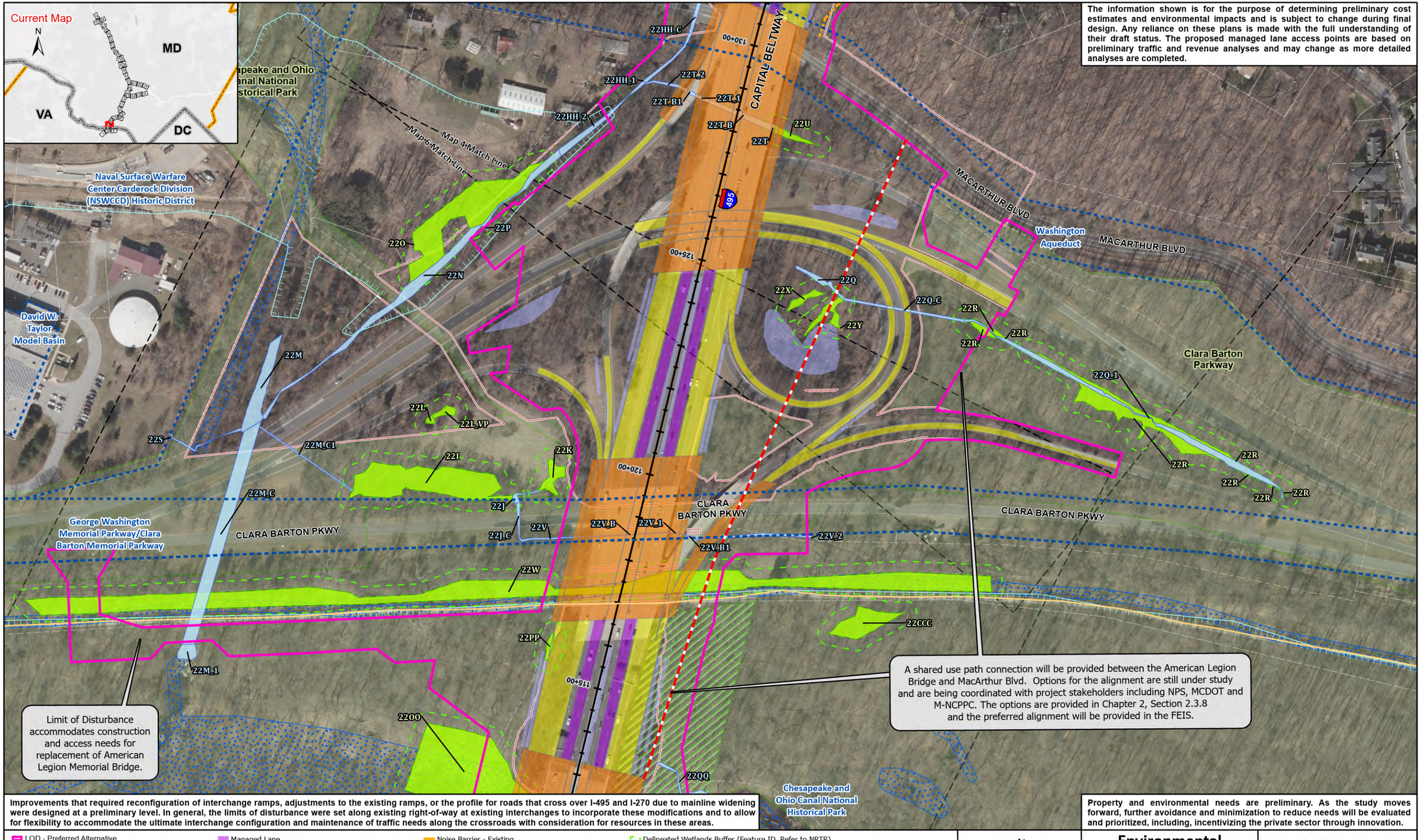
Environmental Resource Mapping

LOD

Preferred Alternative

Appendix D
Map 4

495 270 MANAGED LANES STUDY



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

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

- LOD - Preferred Alternative
- Right-of-Way
- Roadway Baseline
- Edge of Lane
- General Purpose Lane
- General Purpose Lane VDOT 495 NEXT Project
- Managed Lane
- Managed Lane VDOT 495 NEXT Project
- Aerial Structure
- Aerial Structure VDOT 495 NEXT Project
- Shared Use Path
- Shared Use Path VDOT 495 NEXT Project
- Noise Barrier - Existing
- Noise Barrier - Proposed
- Proposed Stormwater Management Facility
- Trails
- FEMA Floodplain 100 Year
- Delineated Waterways (Feature ID, Refer to NRTR)
- Delineated Wetlands (Feature ID, Refer to NRTR)
- Delineated Wetlands Buffer (Feature ID, Refer to NRTR)
- NWI Wetlands and Waterbodies
- Forest Interior Dwelling Habitat
- Historic Properties
- Park Property
- Potential Hazardous Concerns
- Parcel Boundaries

October 2021

N

0 50 100 200 Feet

Environmental Resource Mapping

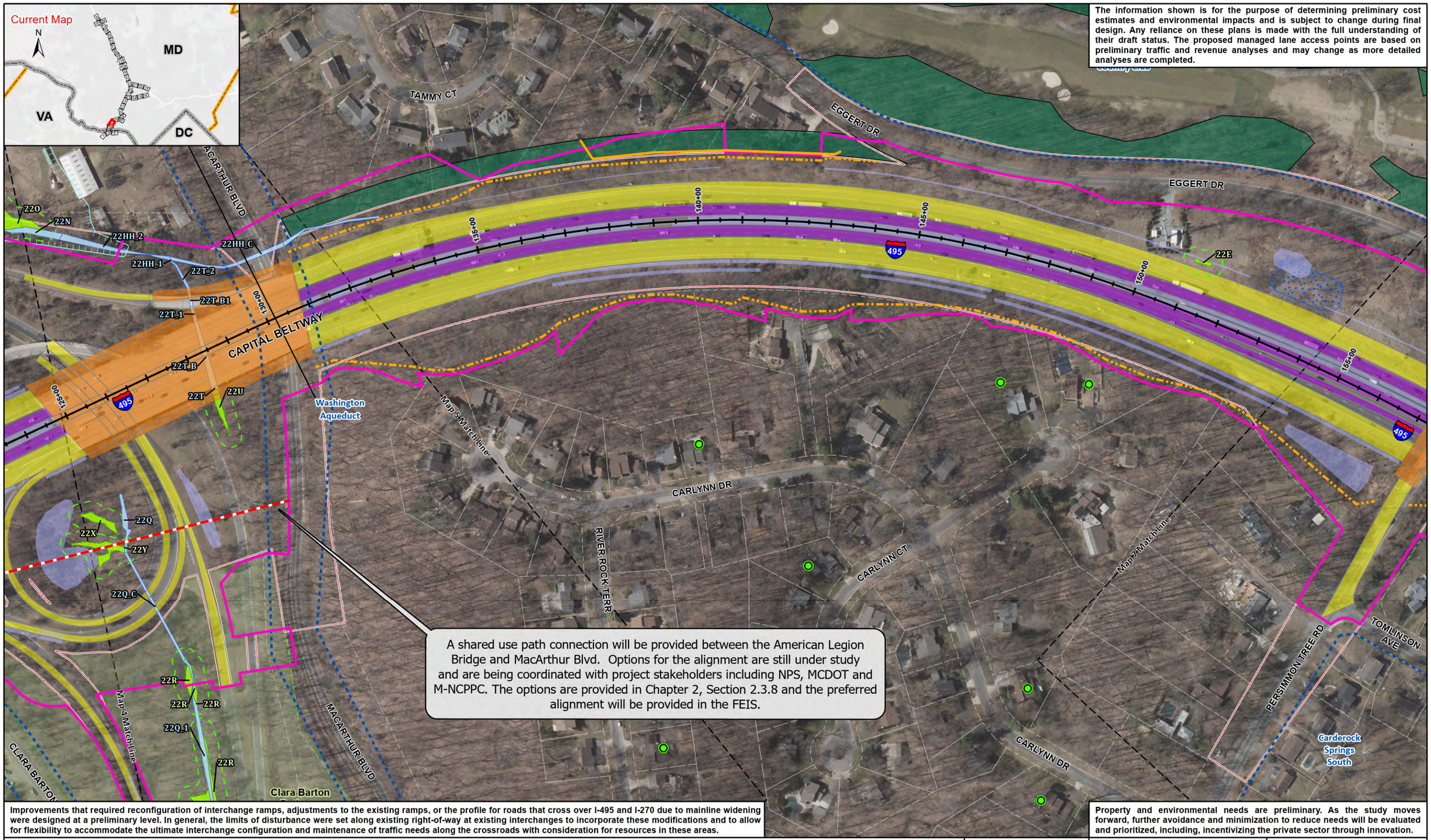
LOD

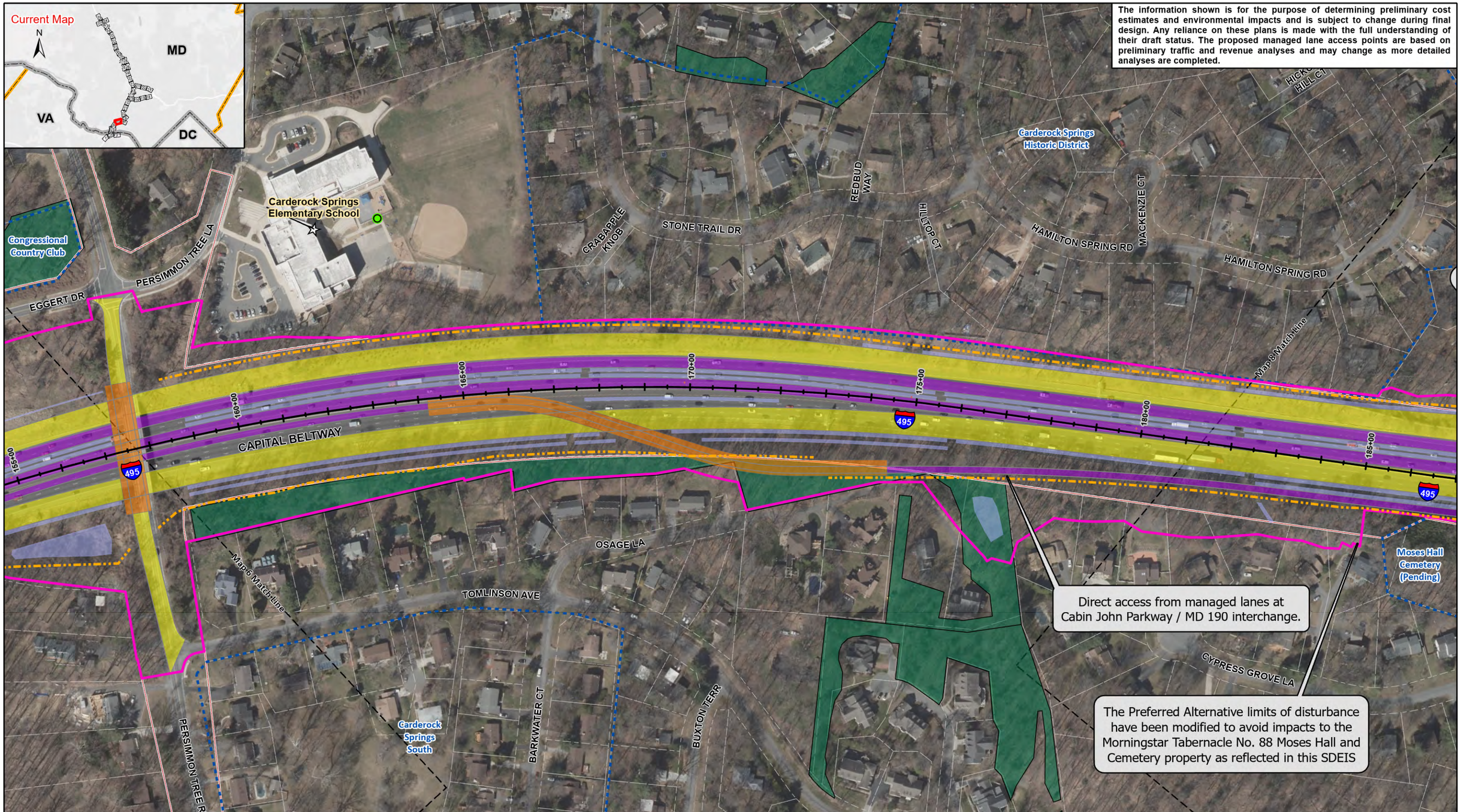
Preferred Alternative

Appendix D

Map 5

270 495 MANAGED LANES STUDY


Current Map
N
MD
VA
DC
The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.
TAMMY CT
EGGERT DR
EGGERT DR
MACARTHUR BLVD
22O
22N
22HH_2
22HH_C
22HH_1
22T_2
22T_B1
22T_1
22T_B
22T
22U
22E
135+00
140+00
145+00
150+00
155+00
130+00
125+00
495
CAPITAL BELTWAY
Washington Aqueduct
Map 5 Match line
CARLYNN DR
RIVER ROCK TERR
CARLYNN CT
Map 7 Match Line
TOMLINSON AVE
PERSIMMON TREE RD
Carderock Springs South
22O
22Q
22X
22Y
22Q_C
22R
22R
22R
22Q_1
22R
Map 4 Match Line
MACARTHUR BLVD
CLARA BARTON
Clara Barton
A shared use path connection will be provided between the American Legion Bridge and MacArthur Blvd. Options for the alignment are still under study and are being coordinated with project stakeholders including NPS, MCDOT and M-NCPPC. The options are provided in Chapter 2, Section 2.3.8 and the preferred alignment will be provided in the FEIS.
Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.
Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.
LOD - Preferred Alternative
Right-of-Way
Roadway Baseline
Edge of Lane
General Purpose Lane
General Purpose Lane VDOT 495 NEXT Project
Managed Lane
Managed Lane VDOT 495 NEXT Project
Aerial Structure
Aerial Structure VDOT 495 NEXT Project
Shared Use Path
Shared Use Path VDOT 495 NEXT Project
Noise Barrier - Existing
Noise Barrier - Proposed
Proposed Stormwater Management Facility
FEMA Floodplain 100 Year
Delineated Waterways (Feature ID, Refer to NRTR)
Delineated Wetlands (Feature ID, Refer to NRTR)
Delineated Wetlands Buffer (Feature ID, Refer to NRTR)
NWI Wetlands and Waterbodies
Forest Conservation Act Easements
Historic Properties
Park Property
Potential Hazardous Concerns
Parcel Boundaries
October 2021
0 50 100 200 Feet
Environmental Resource Mapping
LOD
Preferred Alternative
Appendix D
Map 6
270
495
MANAGED LANES STUDY



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

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- LOD - Preferred Alternative
- Right-of-Way
- Roadway Baseline
- Edge of Lane
- General Purpose Lane
- General Purpose Lane VDOT 495 NEXT Project
- Managed Lane
- Managed Lane VDOT 495 NEXT Project
- Aerial Structure
- Aerial Structure VDOT 495 NEXT Project
- Shared Use Path
- Shared Use Path VDOT 495 NEXT Project
- Noise Barrier - Existing
- Noise Barrier - Proposed
- Proposed Stormwater Management Facility
- Delineated Wetlands Buffer (Feature ID, Refer to NRTR)
- Forest Conservation Act Easements
- Historic Properties
- Potential Hazardous Concerns
- School
- Parcel Boundaries

October 2021

N

0 50 100 200 Feet

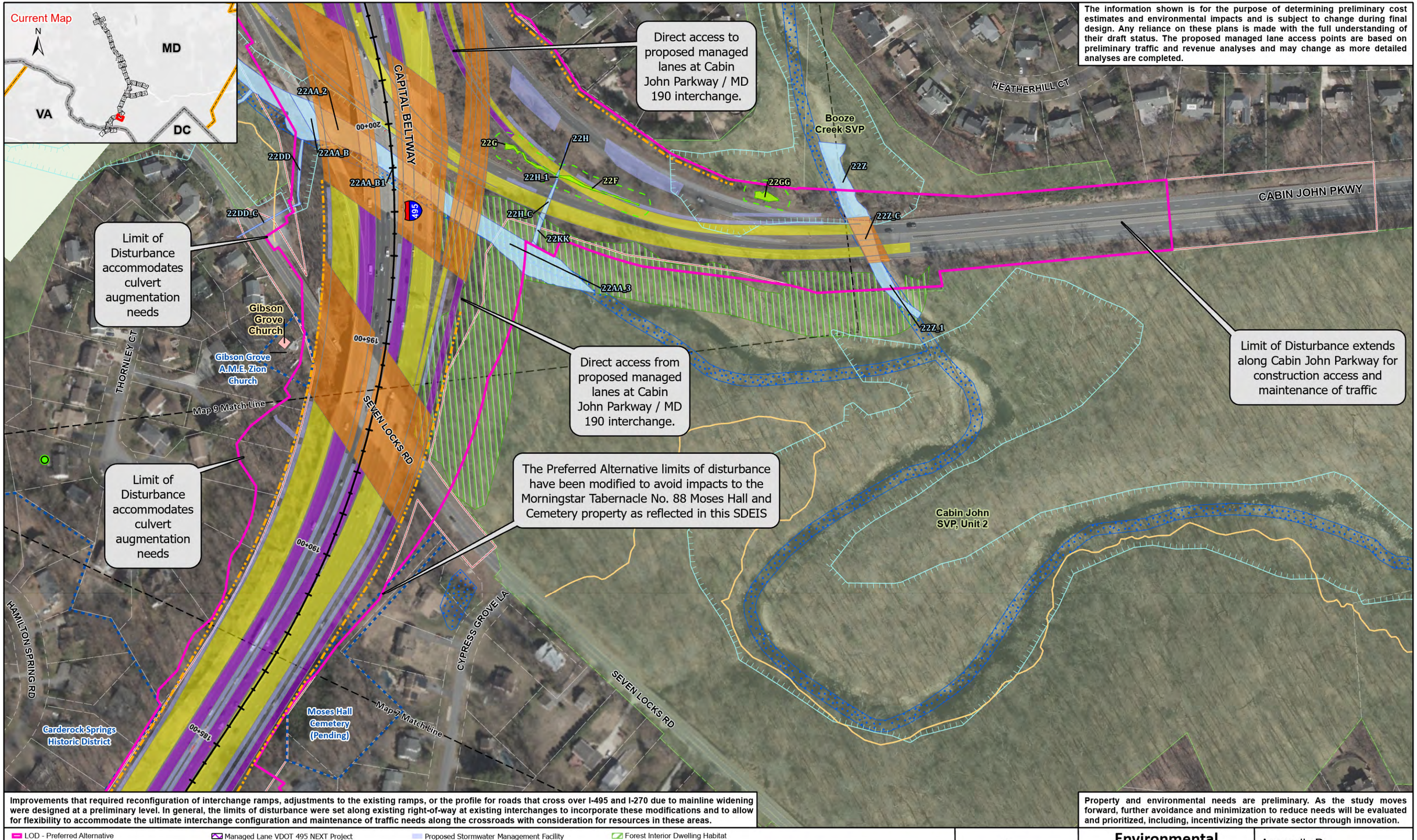
Environmental Resource Mapping

LOD

Preferred Alternative

Appendix D
Map 7

495 270 MANAGED LANES STUDY



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

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- LOD - Preferred Alternative
- Right-of-Way
- Roadway Baseline
- Edge of Lane
- General Purpose Lane
- General Purpose Lane VDOT 495 NEXT Project
- Managed Lane
- Managed Lane VDOT 495 NEXT Project
- Aerial Structure
- Aerial Structure VDOT 495 NEXT Project
- Shared Use Path
- Shared Use Path VDOT 495 NEXT Project
- Noise Barrier - Existing
- Noise Barrier - Proposed
- Proposed Stormwater Management Facility
- Trails
- FEMA Floodplain 100 Year
- Delineated Waterways (Feature ID, Refer to NRTR)
- Delineated Wetlands (Feature ID, Refer to NRTR)
- Delineated Wetlands Buffer (Feature ID, Refer to NRTR)
- NWI Wetlands and Waterbodies
- Forest Interior Dwelling Habitat
- Historic Properties
- Park Property
- Potential Hazardous Concerns
- Place of Worship
- Parcel Boundaries

October 2021

0 50 100 200 Feet

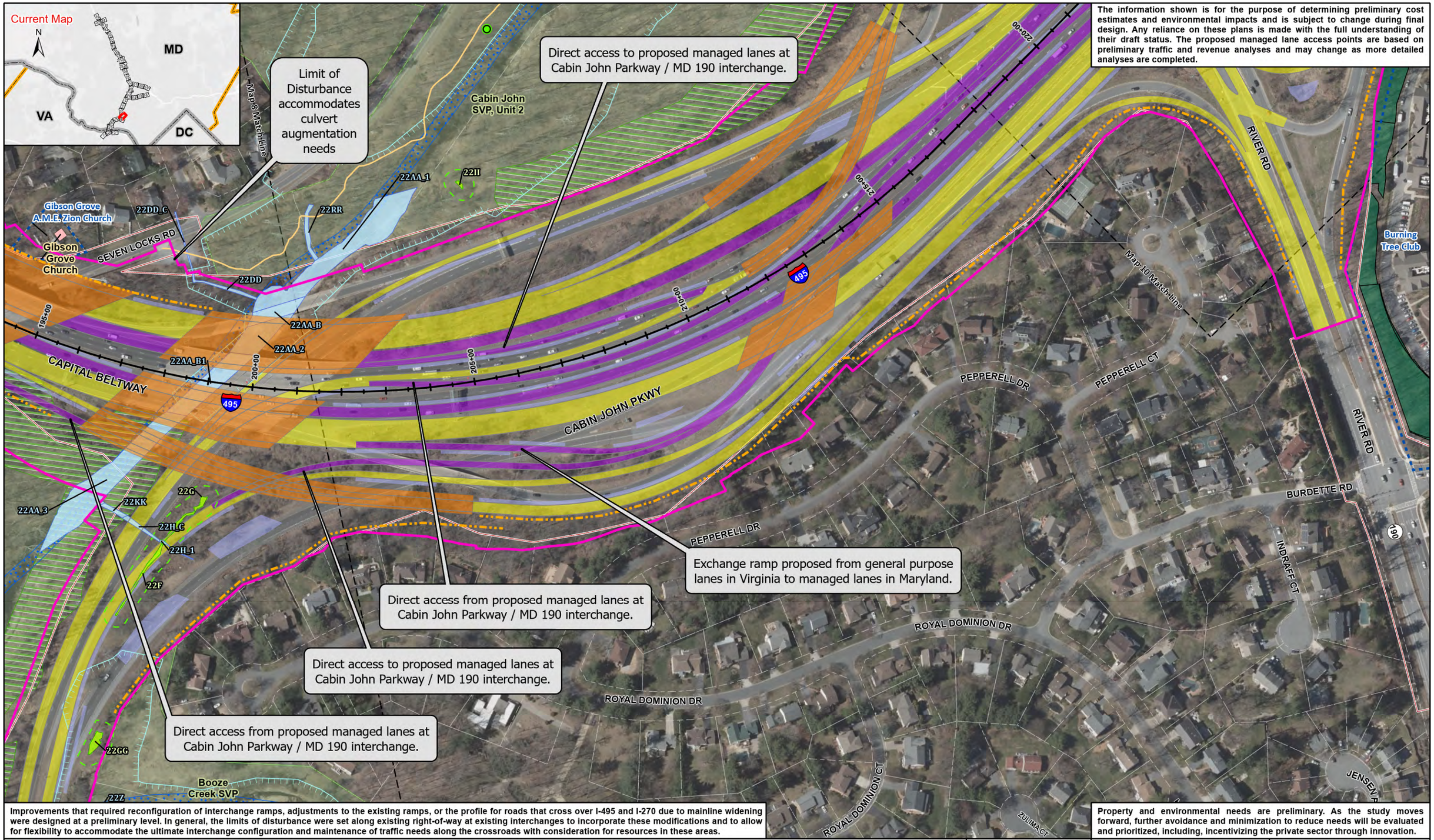
Environmental Resource Mapping

LOD

Preferred Alternative

Appendix D
Map 8

270 495 MANAGED LANES STUDY



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- LOD - Preferred Alternative
- Right-of-Way
- Roadway Baseline
- Edge of Lane
- General Purpose Lane
- General Purpose Lane VDOT 495 NEXT Project
- Managed Lane
- Managed Lane VDOT 495 NEXT Project
- Aerial Structure
- Aerial Structure VDOT 495 NEXT Project
- Shared Use Path
- Shared Use Path VDOT 495 NEXT Project
- Noise Barrier - Existing
- Noise Barrier - Proposed
- Proposed Stormwater Management Facility
- Trails
- FEMA Floodplain 100 Year
- Delineated Waterways (Feature ID, Refer to NRTR)
- Delineated Wetlands (Feature ID, Refer to NRTR)
- Delineated Wetlands Buffer (Feature ID, Refer to NRTR)
- NWI Wetlands and Waterbodies
- Forest Interior Dwelling Habitat
- Forest Conservation Act Easements
- Historic Properties
- Park Property
- Potential Hazardous Concerns
- Place of Worship
- Parcel Boundaries

October 2021

0 50 100 200 Feet

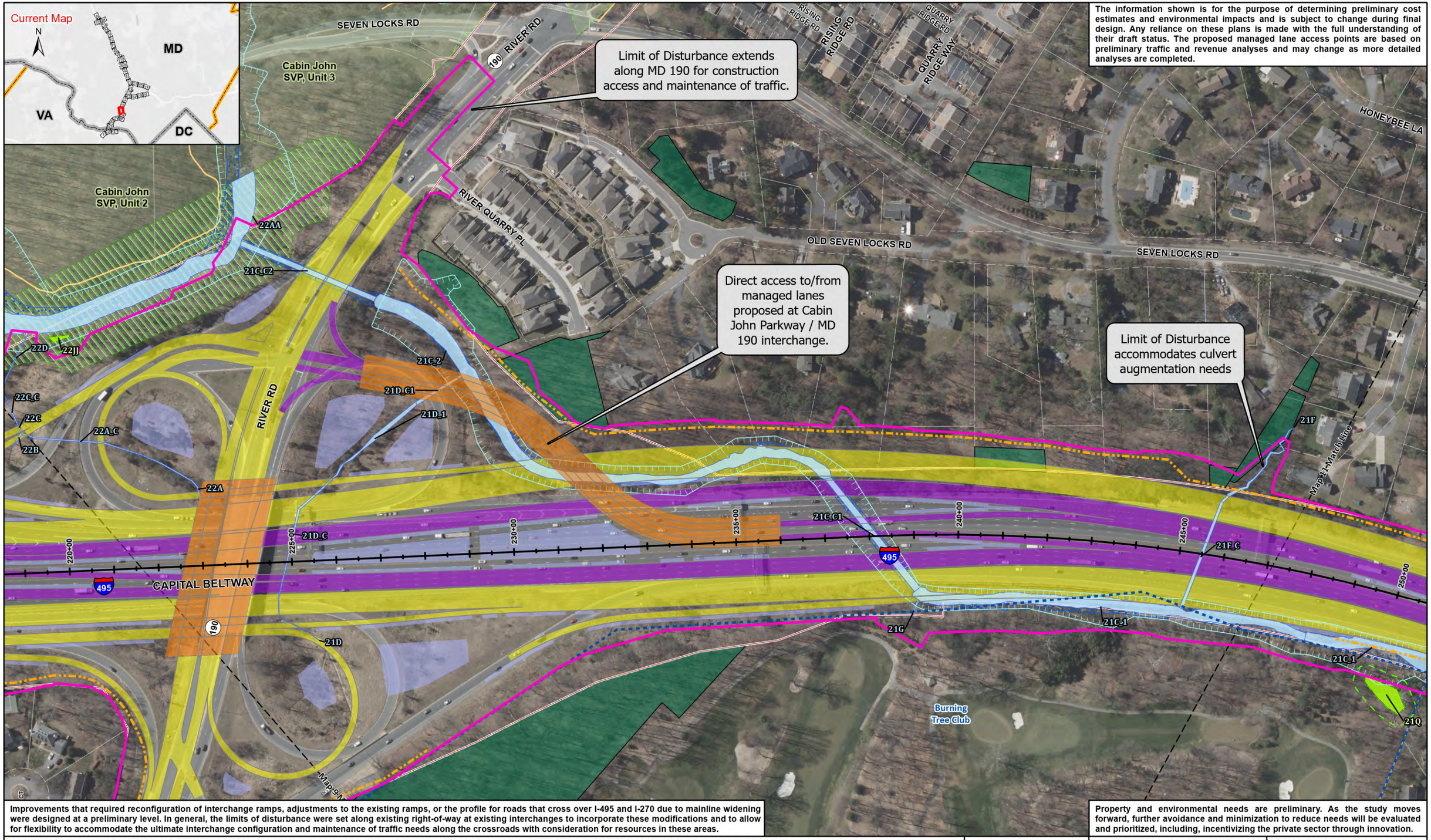
Environmental Resource Mapping

LOD

Preferred Alternative

Appendix D
Map 9

MANAGED LANES STUDY



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- LOD - Preferred Alternative
- Right-of-Way
- Roadway Baseline
- Edge of Lane
- General Purpose Lane
- General Purpose Lane VDOT 495 NEXT Project
- Managed Lane
- Managed Lane VDOT 495 NEXT Project
- Aerial Structure
- Aerial Structure VDOT 495 NEXT Project
- Shared Use Path
- Shared Use Path VDOT 495 NEXT Project
- Noise Barrier - Existing
- Noise Barrier - Proposed
- Proposed Stormwater Management Facility
- Trails
- FEMA Floodplain 100 Year
- Delineated Waterways (Feature ID, Refer to NRTR)
- Delineated Wetlands (Feature ID, Refer to NRTR)
- Delineated Wetlands Buffer (Feature ID, Refer to NRTR)
- NWI Wetlands and Waterbodies
- Forest Interior Dwelling Habitat
- Forest Conservation Act Easements
- Historic Properties
- Park Property
- Parcel Boundaries

October 2021

N

0 50 100 200 Feet

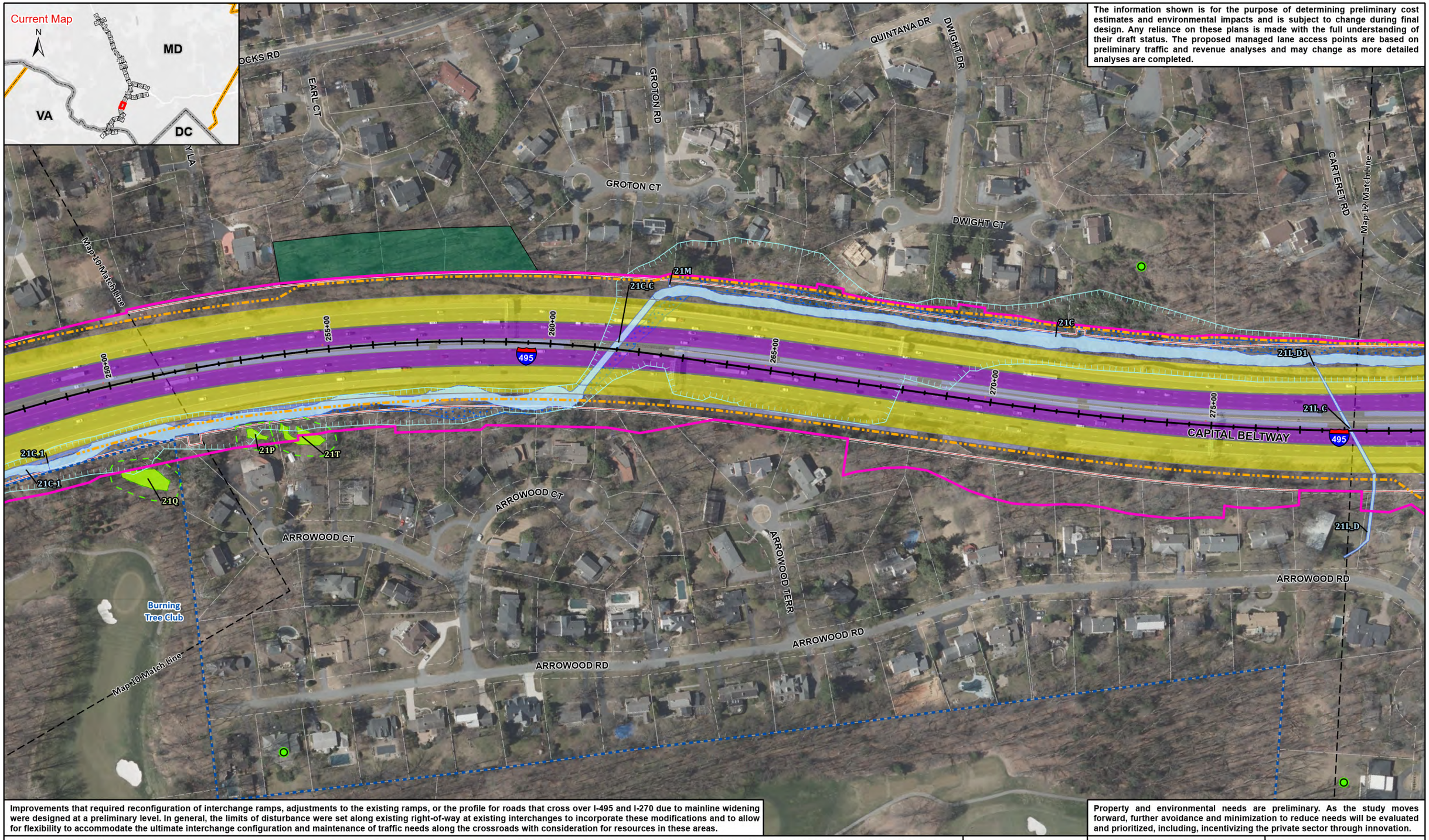
Environmental Resource Mapping

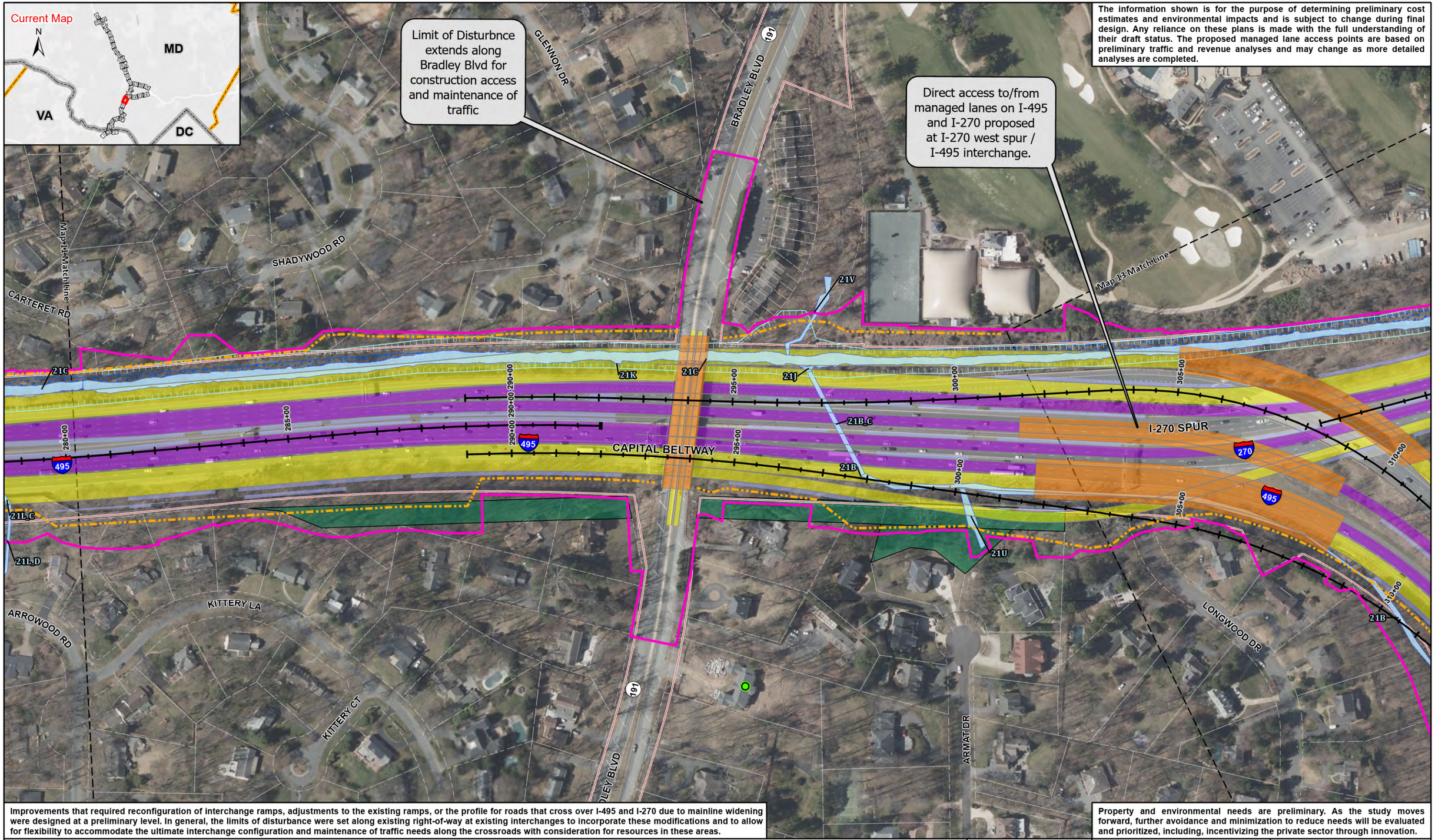
LOD

Preferred Alternative

Appendix D
Map 10

495 270 MANAGED LANES STUDY


Current Map
N
MD
VA
DC
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OCKS RD
EARL CT
GROTON RD
QUINTANA DR
DWIGHT DR
GROTON CT
DWIGHT CT
CARTERET RD
Map 12 Matchline
Map 10 Matchline
21M
21C_C
21C
21L_D1
21L_C
21L_D
255+00
260+00
265+00
270+00
275+00
280+00
495
CAPITAL BELTWAY
21C_1
21C_1
21P
21T
21Q
ARROWOOD CT
ARROWOOD CT
ARROWOOD TERR
ARROWOOD RD
ARROWOOD RD
ARROWOOD RD
Burning Tree Club
Map 10 Match Line
Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.
Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.
LOD - Preferred Alternative
Right-of-Way
Roadway Baseline
Edge of Lane
General Purpose Lane
General Purpose Lane VDOT 495 NEXT Project
Managed Lane
Managed Lane VDOT 495 NEXT Project
Aerial Structure
Aerial Structure VDOT 495 NEXT Project
Shared Use Path
Shared Use Path VDOT 495 NEXT Project
Noise Barrier - Existing
Noise Barrier - Proposed
Proposed Stormwater Management Facility
FEMA Floodplain 100 Year
Delineated Waterways (Feature ID, Refer to NRTR)
Delineated Wetlands (Feature ID, Refer to NRTR)
Delineated Wetlands Buffer (Feature ID, Refer to NRTR)
NWI Wetlands and Waterbodies
Forest Conservation Act Easements
Historic Properties
Potential Hazardous Concerns
Parcel Boundaries
October 2021
0 50 100 200 Feet
Environmental Resource Mapping
LOD
Preferred Alternative
Appendix D
Map 11
270
495
MANAGED LANES STUDY



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

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

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

- LOD - Preferred Alternative
- Right-of-Way
- Roadway Baseline
- Edge of Lane
- General Purpose Lane
- General Purpose Lane VDOT 495 NEXT Project
- Managed Lane
- Managed Lane VDOT 495 NEXT Project
- Aerial Structure
- Aerial Structure VDOT 495 NEXT Project
- Shared Use Path
- Shared Use Path VDOT 495 NEXT Project
- Noise Barrier - Existing
- Noise Barrier - Proposed
- Proposed Stormwater Management Facility
- FEMA Floodplain 100 Year
- Delineated Waterways (Feature ID, Refer to NRTR)
- Delineated Wetlands Buffer (Feature ID, Refer to NRTR)
- NWI Wetlands and Waterbodies
- Forest Conservation Act Easements
- Potential Hazardous Concerns
- Parcel Boundaries

October 2021

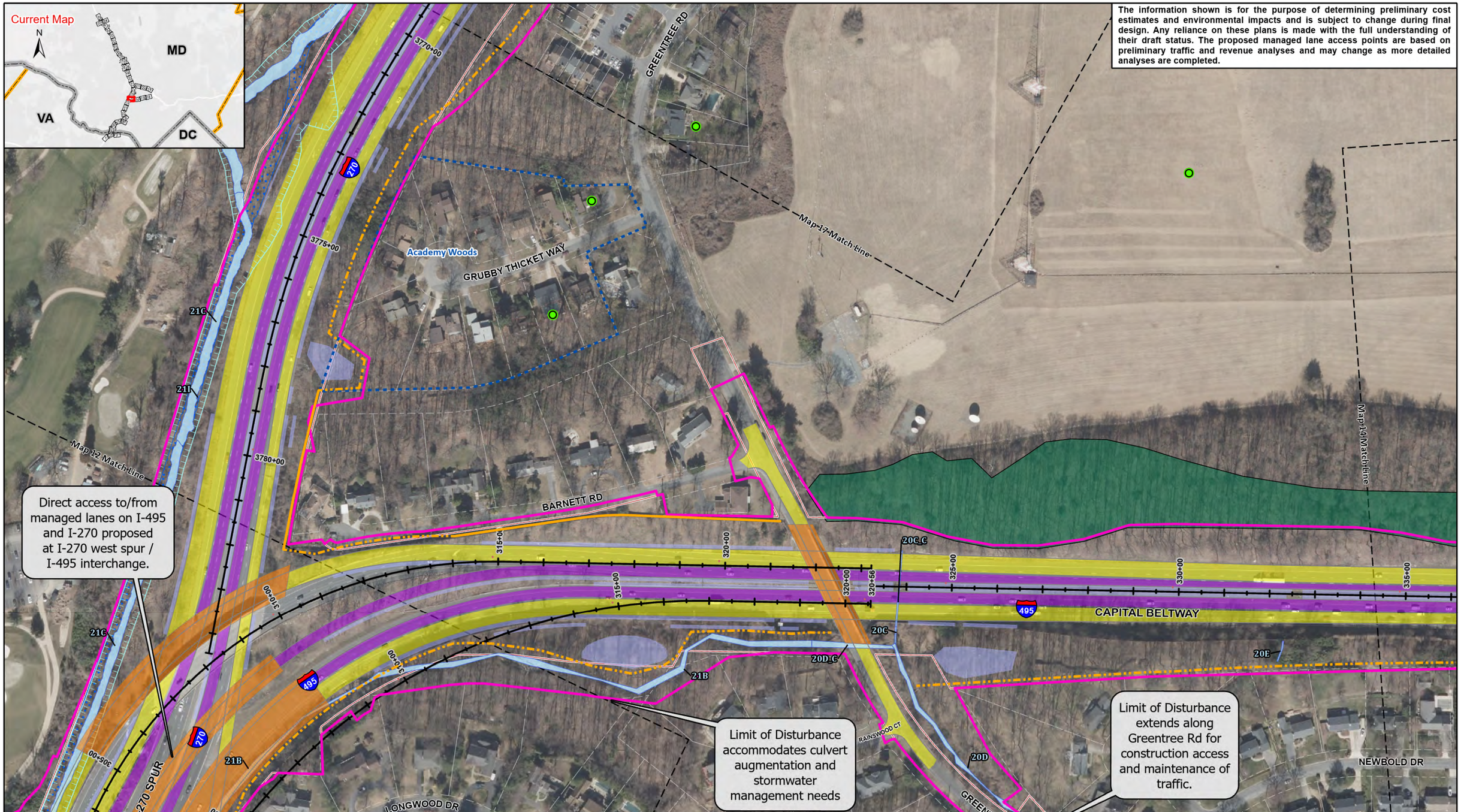
0 50 100 200 Feet

Environmental Resource Mapping

LOD
Preferred Alternative

Appendix D
Map 12

495 270 MANAGED LANES STUDY



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

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

- LOD - Preferred Alternative
- Right-of-Way
- Roadway Baseline
- Edge of Lane
- General Purpose Lane
- General Purpose Lane VDOT 495 NEXT Project
- Managed Lane
- Managed Lane VDOT 495 NEXT Project
- Aerial Structure
- Aerial Structure VDOT 495 NEXT Project
- Shared Use Path
- Shared Use Path VDOT 495 NEXT Project
- Noise Barrier - Existing
- Noise Barrier - Proposed
- Proposed Stormwater Management Facility
- FEMA Floodplain 100 Year
- Delineated Waterways (Feature ID, Refer to NRTR)
- Delineated Wetlands Buffer (Feature ID, Refer to NRTR)
- NWI Wetlands and Waterbodies
- Forest Conservation Act Easements
- Historic Properties
- Potential Hazardous Concerns
- Parcel Boundaries

October 2021

N

0 50 100 200 Feet

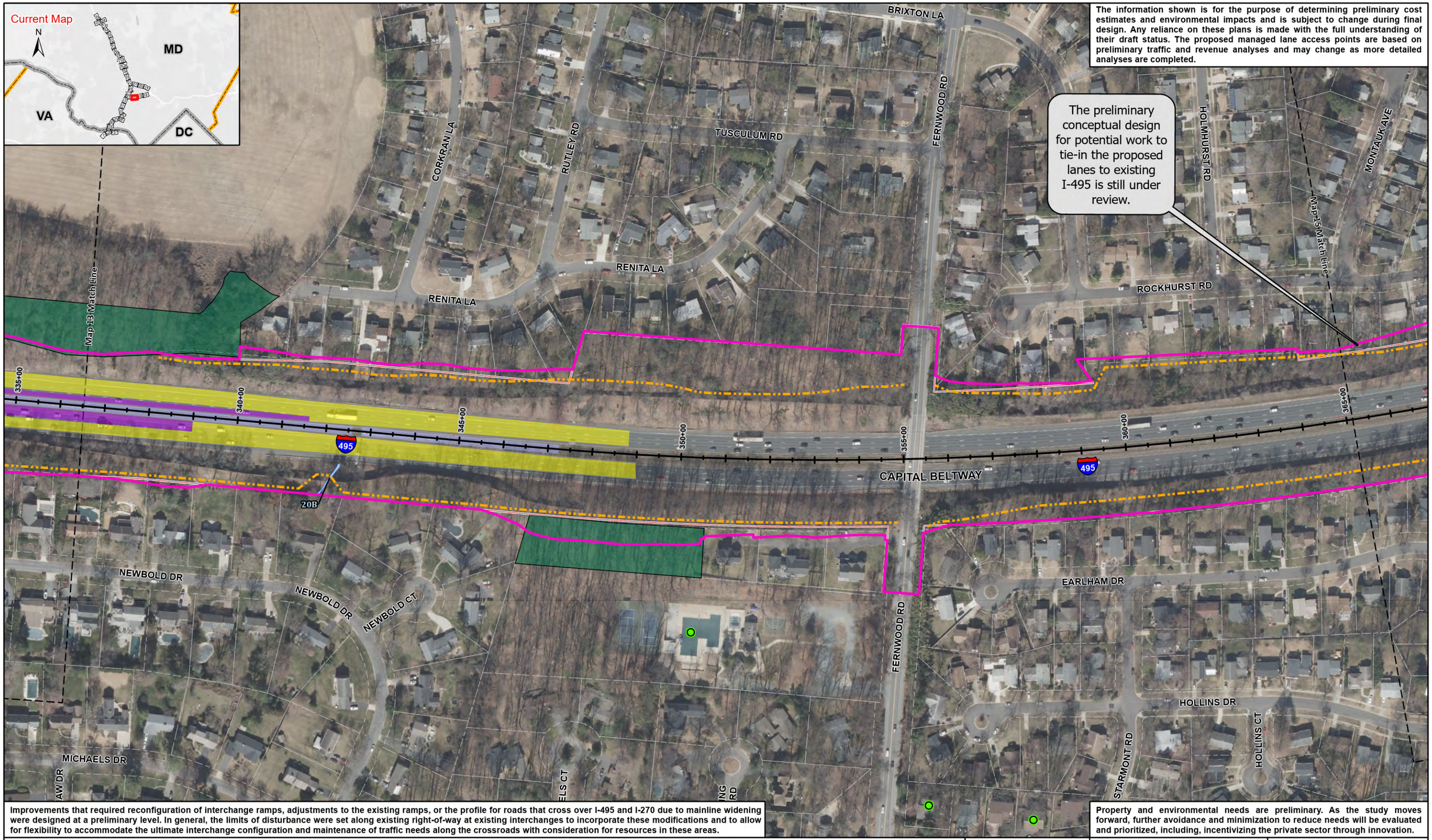
Environmental Resource Mapping

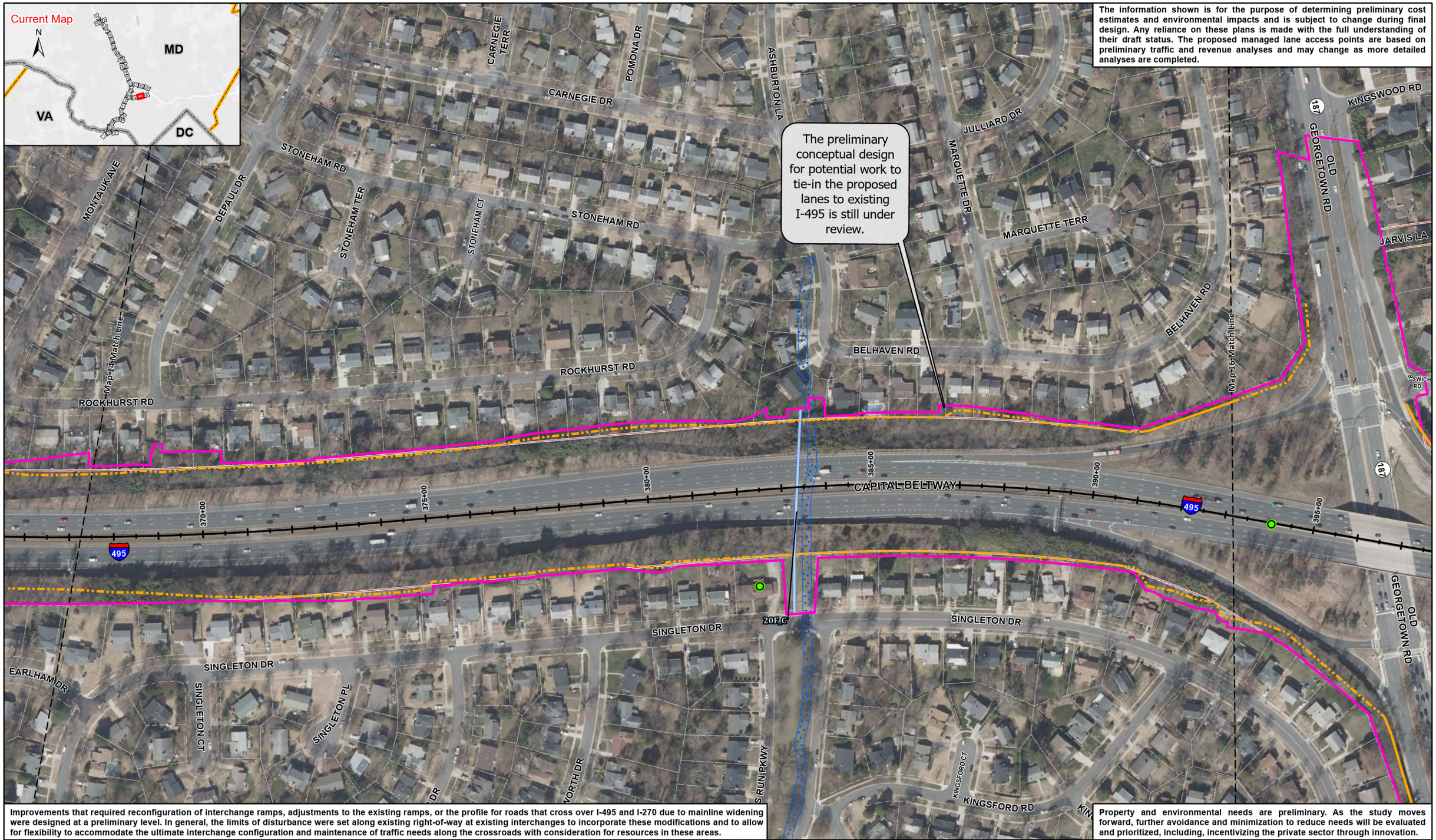
LOD

Preferred Alternative

Appendix D
Map 13

495 270 MANAGED LANES STUDY


Current Map
N
MD
VA
DC
The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.
The preliminary conceptual design for potential work to tie-in the proposed lanes to existing I-495 is still under review.
BRIXTON LA
FERNWOOD RD
CORKRAN LA
RUTLEY RD
TUSCULUM RD
RENITA LA
RENITA LA
HOLMHURST RD
MONTAUK AVE
ROCKHURST RD
Map 13 Match line
Map 15 Match line
335+00
340+00
345+00
350+00
355+00
360+00
365+00
495
CAPITAL BELTWAY
495
20B
NEWBOLD DR
NEWBOLD DR
NEWBOLD CT
EARLHAM DR
FERNWOOD RD
HOLLINS DR
HOLLINS CT
STARMONT RD
MICHAELS DR
Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.
Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.
LOD - Preferred Alternative
Right-of-Way
Roadway Baseline
Edge of Lane
General Purpose Lane
General Purpose Lane VDOT 495 NEXT Project
Managed Lane
Managed Lane VDOT 495 NEXT Project
Aerial Structure
Aerial Structure VDOT 495 NEXT Project
Shared Use Path
Shared Use Path VDOT 495 NEXT Project
Noise Barrier - Existing
Noise Barrier - Proposed
Proposed Stormwater Management Facility
Delineated Waterways (Feature ID, Refer to NRTR)
Delineated Wetlands Buffer (Feature ID, Refer to NRTR)
Forest Conservation Act Easements
Potential Hazardous Concerns
Parcel Boundaries
October 2021
N
0 50 100 200 Feet
Environmental Resource Mapping
LOD
Preferred Alternative
Appendix D
Map 14
270
495
MANAGED LANES STUDY



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

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

- LOD - Preferred Alternative
- Right-of-Way
- Roadway Baseline
- General Purpose Lane
- General Purpose Lane VDOT 495 NEXT Project
- Managed Lane
- Managed Lane VDOT 495 NEXT Project
- Aerial Structure
- Aerial Structure VDOT 495 NEXT Project
- Shared Use Path
- Shared Use Path VDOT 495 NEXT Project
- Noise Barrier - Existing
- Noise Barrier - Proposed
- Proposed Stormwater Management Facility
- Delineated Waterways (Feature ID, Refer to NRTR)
- Delineated Wetlands Buffer (Feature ID, Refer to NRTR)
- NWI Wetlands and Waterbodies
- Potential Hazardous Concerns
- Parcel Boundaries

October 2021

N

0 50 100 200 Feet

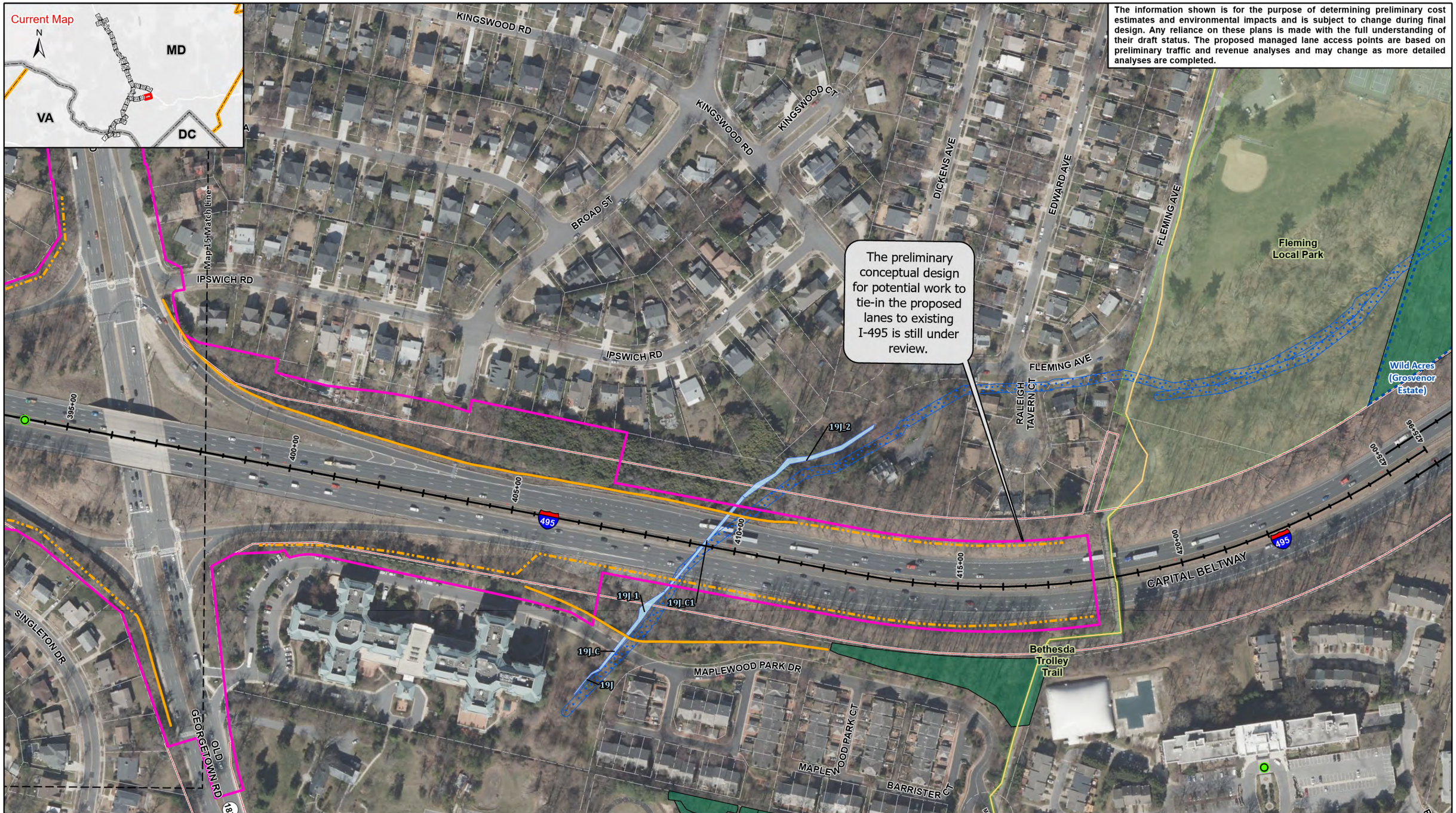
Environmental Resource Mapping

LOD

Preferred Alternative

Appendix D
Map 15

495 270 MANAGED LANES STUDY



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

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

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

- LOD - Preferred Alternative
- Right-of-Way
- Roadway Baseline
- General Purpose Lane
- General Purpose Lane VDOT 495 NEXT Project
- Managed Lane
- Managed Lane VDOT 495 NEXT Project
- Aerial Structure
- Aerial Structure VDOT 495 NEXT Project
- Shared Use Path
- Shared Use Path VDOT 495 NEXT Project
- Noise Barrier - Existing
- Noise Barrier - Proposed
- Proposed Stormwater Management Facility
- Trails
- Delineated Waterways (Feature ID, Refer to NRTR)
- Delineated Wetlands Buffer (Feature ID, Refer to NRTR)
- NWI Wetlands and Waterbodies
- Forest Conservation Act Easements
- Historic Properties
- Park Property
- Potential Hazardous Concerns
- Parcel Boundaries

October 2021

N

0 50 100 200 Feet

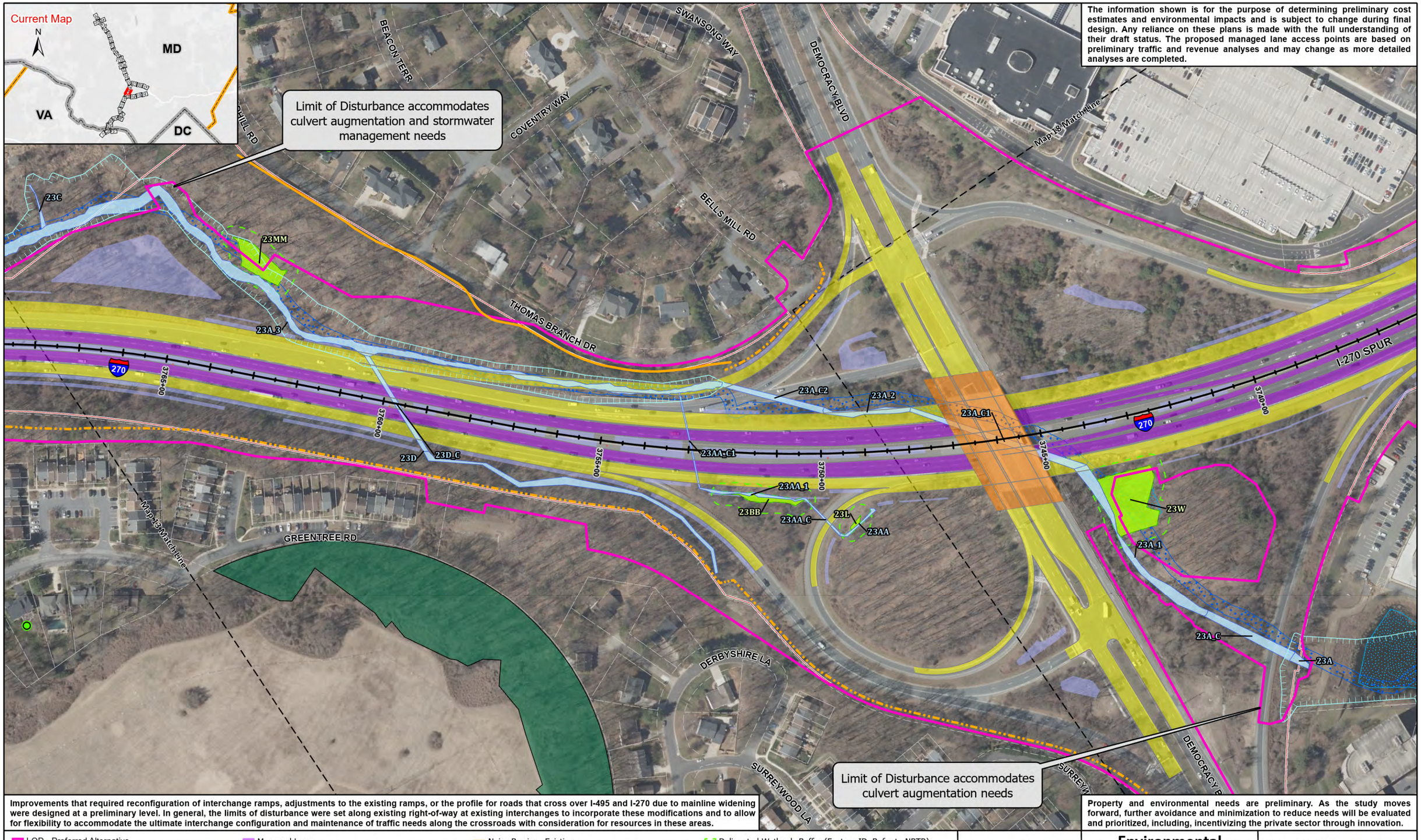
Environmental Resource Mapping

LOD

Preferred Alternative

Appendix D
Map 16

270 495 MANAGED LANES STUDY



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

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

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

- LOD - Preferred Alternative
- Right-of-Way
- Roadway Baseline
- Edge of Lane
- General Purpose Lane
- General Purpose Lane VDOT 495 NEXT Project
- Managed Lane
- Managed Lane VDOT 495 NEXT Project
- Aerial Structure
- Aerial Structure VDOT 495 NEXT Project
- Shared Use Path
- Shared Use Path VDOT 495 NEXT Project
- Noise Barrier - Existing
- Noise Barrier - Proposed
- Proposed Stormwater Management Facility
- FEMA Floodplain 100 Year
- Delineated Waterways (Feature ID, Refer to NRTR)
- Delineated Wetlands (Feature ID, Refer to NRTR)
- Delineated Wetlands Buffer (Feature ID, Refer to NRTR)
- NWI Wetlands and Waterbodies
- DNR Wetlands and Waterbodies
- Forest Conservation Act Easements
- Potential Hazardous Concerns
- Parcel Boundaries

October 2021

0 50 100 200 Feet

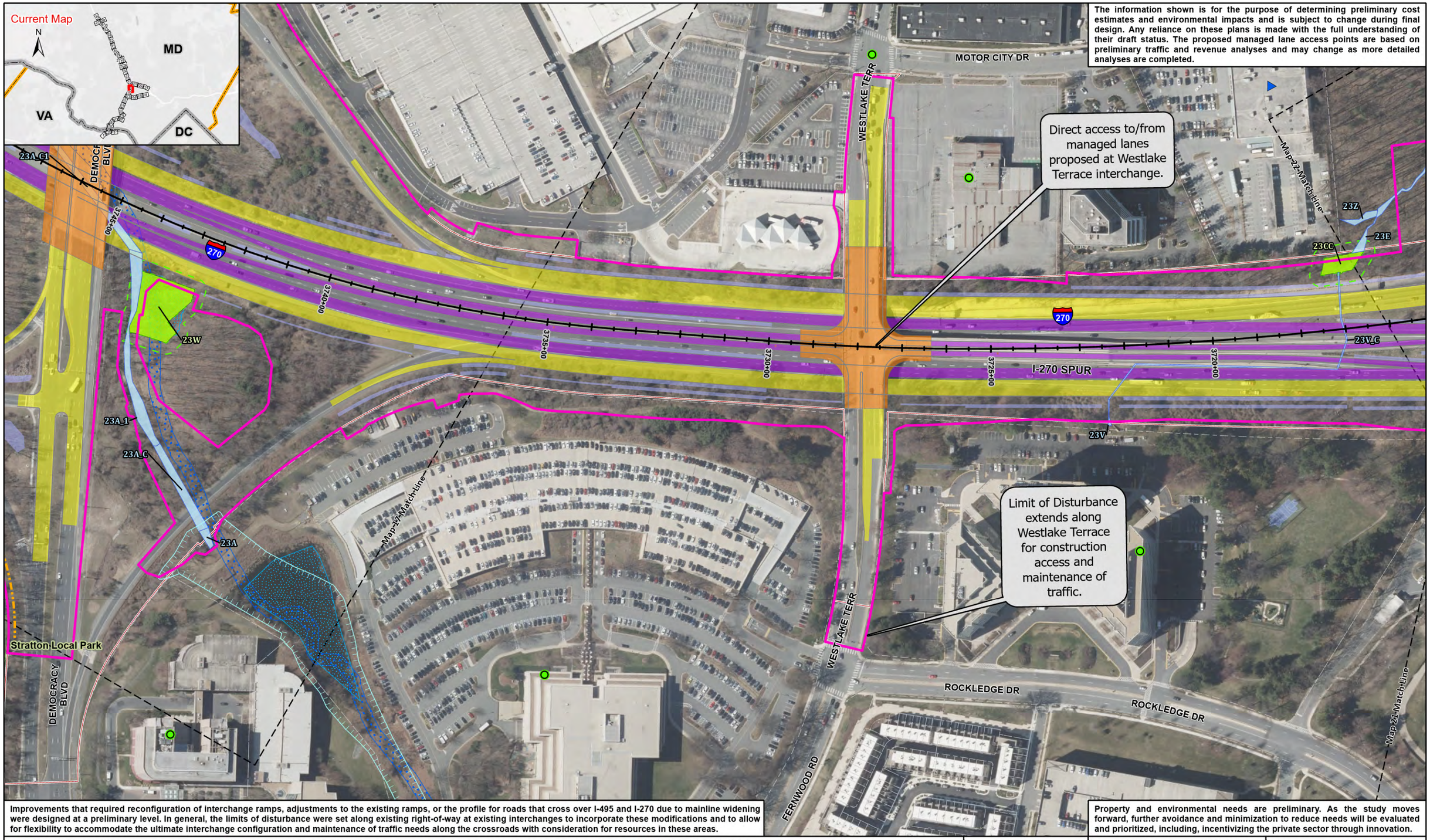
Environmental Resource Mapping

LOD

Preferred Alternative

Appendix D
Map 17

270 495 MANAGED LANES STUDY



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

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

- LOD - Preferred Alternative
- Right-of-Way
- Roadway Baseline
- Edge of Lane
- General Purpose Lane
- General Purpose Lane VDOT 495 NEXT Project
- Managed Lane
- Managed Lane VDOT 495 NEXT Project
- Aerial Structure
- Aerial Structure VDOT 495 NEXT Project
- Shared Use Path
- Shared Use Path VDOT 495 NEXT Project
- Noise Barrier - Existing
- Noise Barrier - Proposed
- Proposed Stormwater Management Facility
- FEMA Floodplain 100 Year
- Delineated Waterways (Feature ID, Refer to NRTR)
- Delineated Wetlands (Feature ID, Refer to NRTR)
- Delineated Wetlands Buffer (Feature ID, Refer to NRTR)
- NWI Wetlands and Waterbodies
- DNR Wetlands and Waterbodies
- Park Property
- Potential Hazardous Concerns
- Post Office
- Parcel Boundaries

October 2021

N

0 50 100 200 Feet

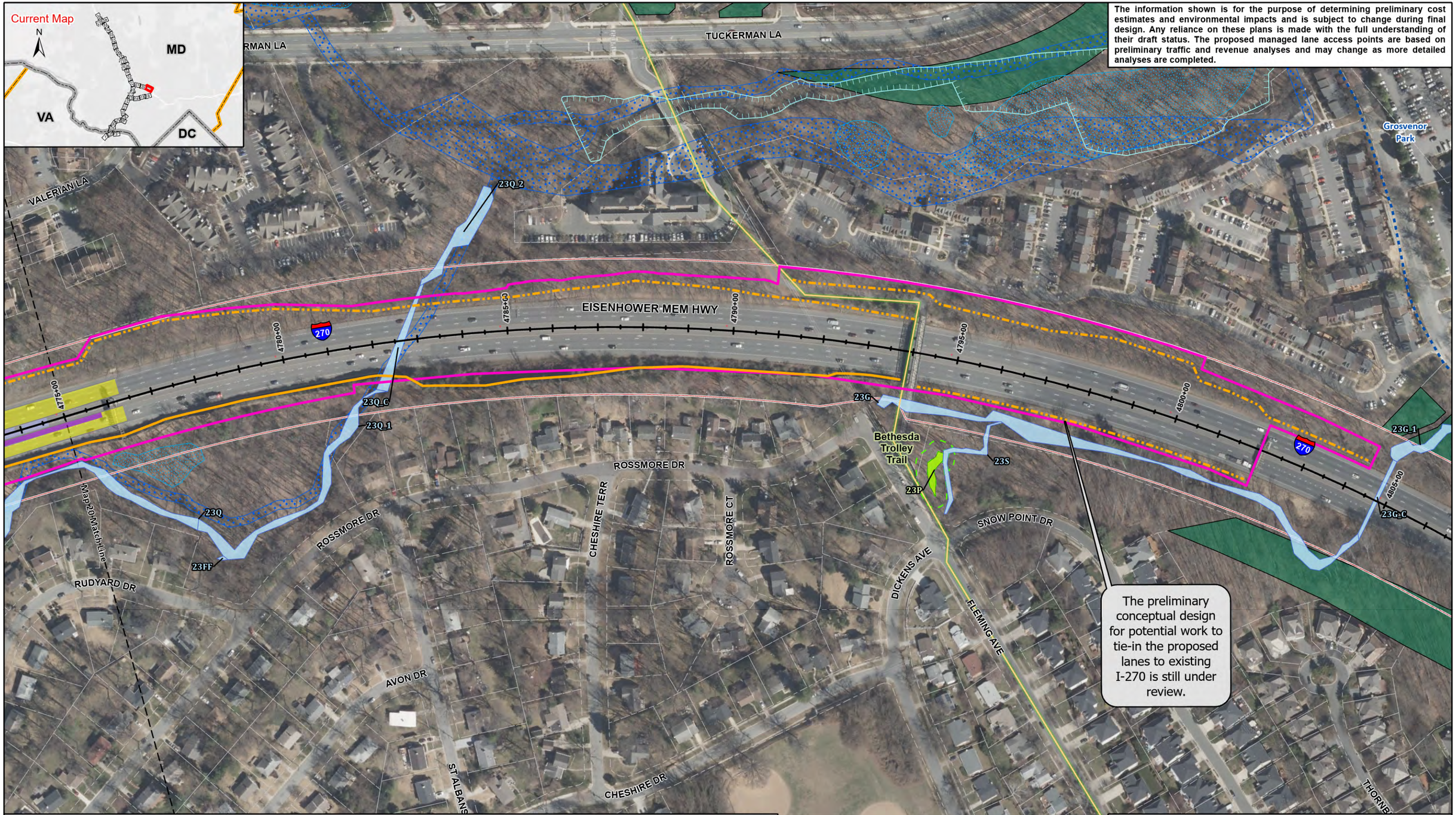
Environmental Resource Mapping

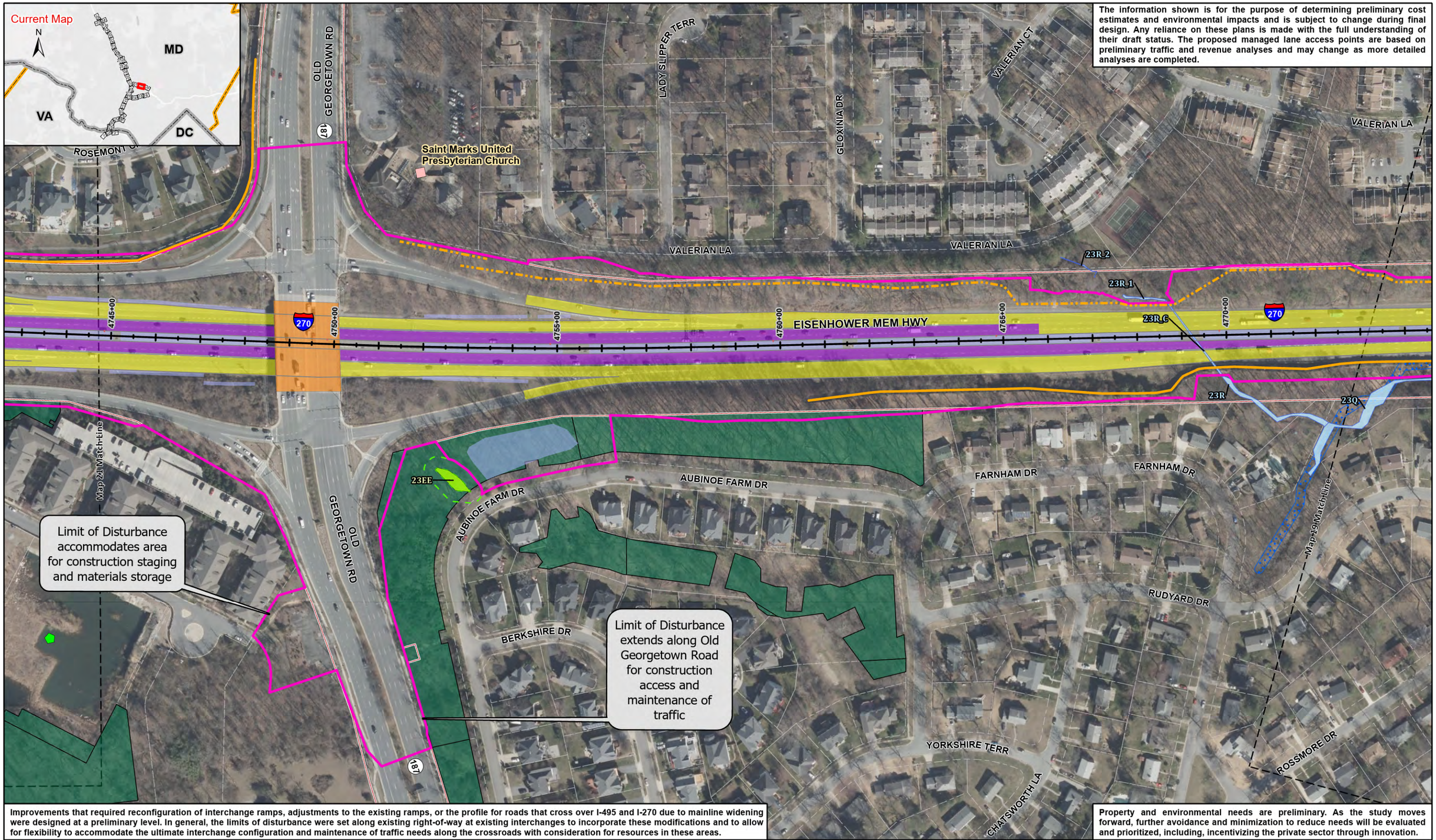
LOD

Preferred Alternative

Appendix D
Map 18

270 495 MANAGED LANES STUDY


Current Map
N
MD
VA
DC
The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.
TUCKERMAN LA
VALERIAN LA
23Q_2
EISENHOWER MEM HWY
4785+00
4790+00
4795+00
4800+00
4805+00
4780+00
4775+00
270
23Q_C
23Q_1
23Q
23FF
23G
23G_1
23G_C
23P
23S
Bethesda Trolley Trail
Grosvenor Park
ROSSMORE DR
CHESHIRE TERR
ROSSMORE CT
DICKENS AVE
FLEMING AVE
SNOW POINT DR
RUDYARD DR
AVON DR
ST ALBANS
CHESHIRE DR
Map 20 Match Line
The preliminary conceptual design for potential work to tie-in the proposed lanes to existing I-270 is still under review.
Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.
Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.
LOD - Preferred Alternative
Right-of-Way
Roadway Baseline
Edge of Lane
General Purpose Lane
General Purpose Lane VDOT 495 NEXT Project
Managed Lane
Managed Lane VDOT 495 NEXT Project
Aerial Structure
Aerial Structure VDOT 495 NEXT Project
Shared Use Path
Shared Use Path VDOT 495 NEXT Project
Noise Barrier - Existing
Noise Barrier - Proposed
Proposed Stormwater Management Facility
Trails
FEMA Floodplain 100 Year
Delineated Waterways (Feature ID, Refer to NRTR)
Delineated Wetlands (Feature ID, Refer to NRTR)
Delineated Wetlands Buffer (Feature ID, Refer to NRTR)
NWI Wetlands and Waterbodies
DNR Wetlands and Waterbodies
Forest Conservation Act Easements
Historic Properties
Park Property
Parcel Boundaries
October 2021
N
0 50 100 200 Feet
Environmental Resource Mapping
LOD
Preferred Alternative
Appendix D
Map 19
270
495
MANAGED LANES STUDY



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

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

- LOD - Preferred Alternative
- Right-of-Way
- Roadway Baseline
- Edge of Lane
- General Purpose Lane
- General Purpose Lane VDOT 495 NEXT Project
- Managed Lane
- Managed Lane VDOT 495 NEXT Project
- Aerial Structure
- Aerial Structure VDOT 495 NEXT Project
- Shared Use Path
- Shared Use Path VDOT 495 NEXT Project
- Noise Barrier - Existing
- Noise Barrier - Proposed
- Proposed Stormwater Management Facility
- Delineated Waterways (Feature ID, Refer to NRTR)
- Delineated Wetlands (Feature ID, Refer to NRTR)
- Delineated Wetlands Buffer (Feature ID, Refer to NRTR)
- NWI Wetlands and Waterbodies
- DNR Wetlands and Waterbodies
- Forest Conservation Act Easements
- Place of Worship
- Recreation Center
- Parcel Boundaries

October 2021

N

0 50 100 200 Feet

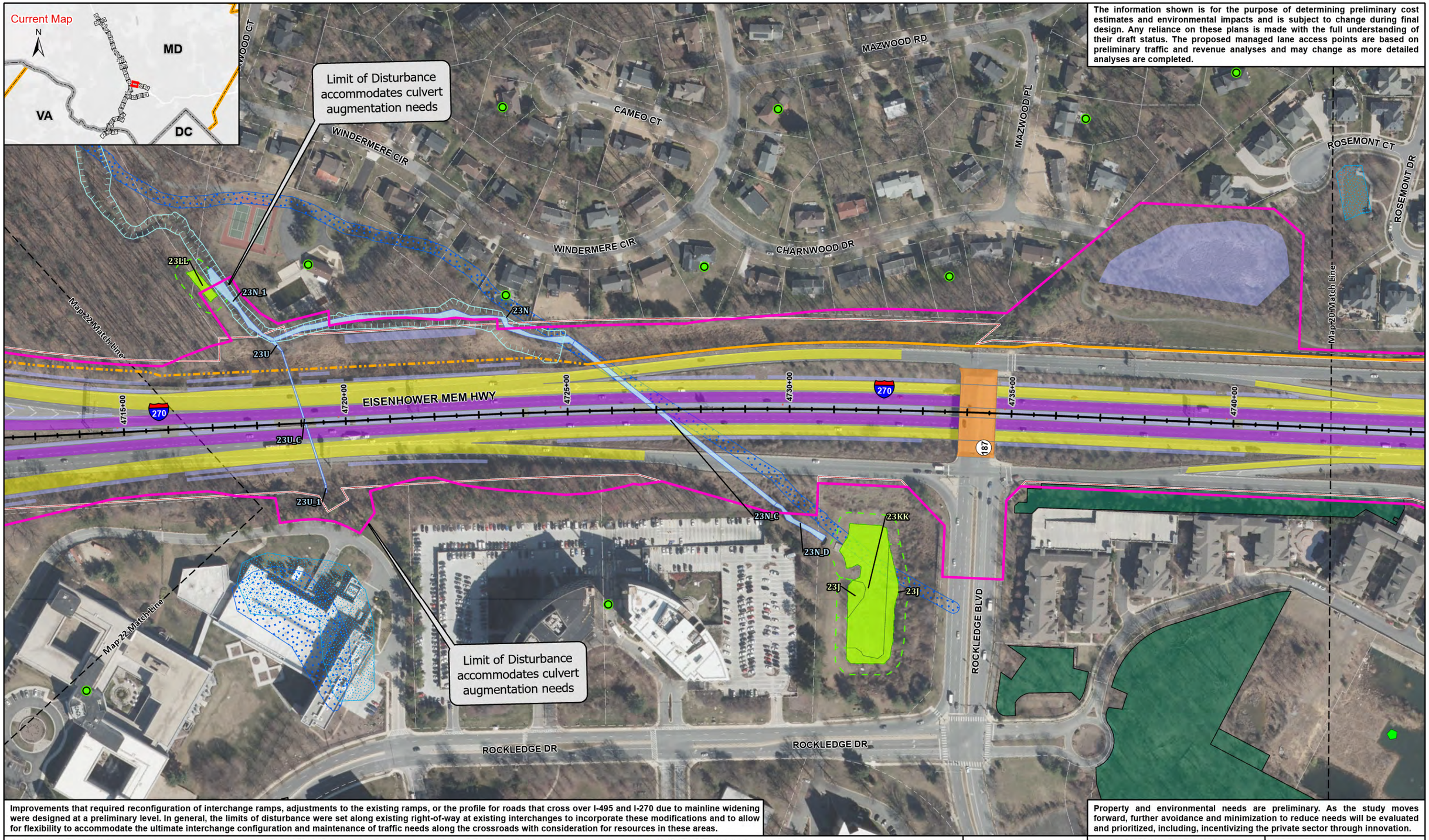
Environmental Resource Mapping

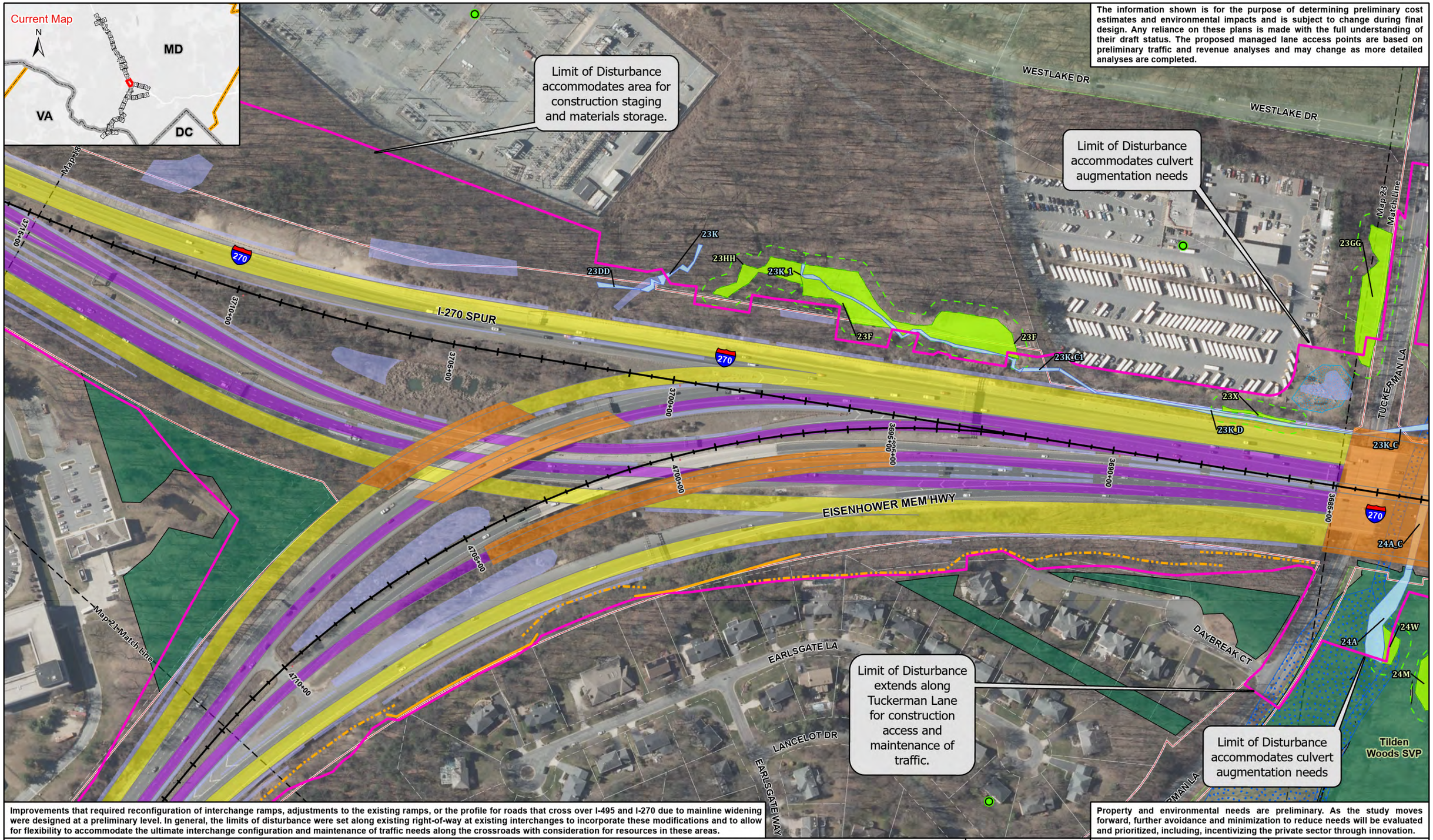
LOD

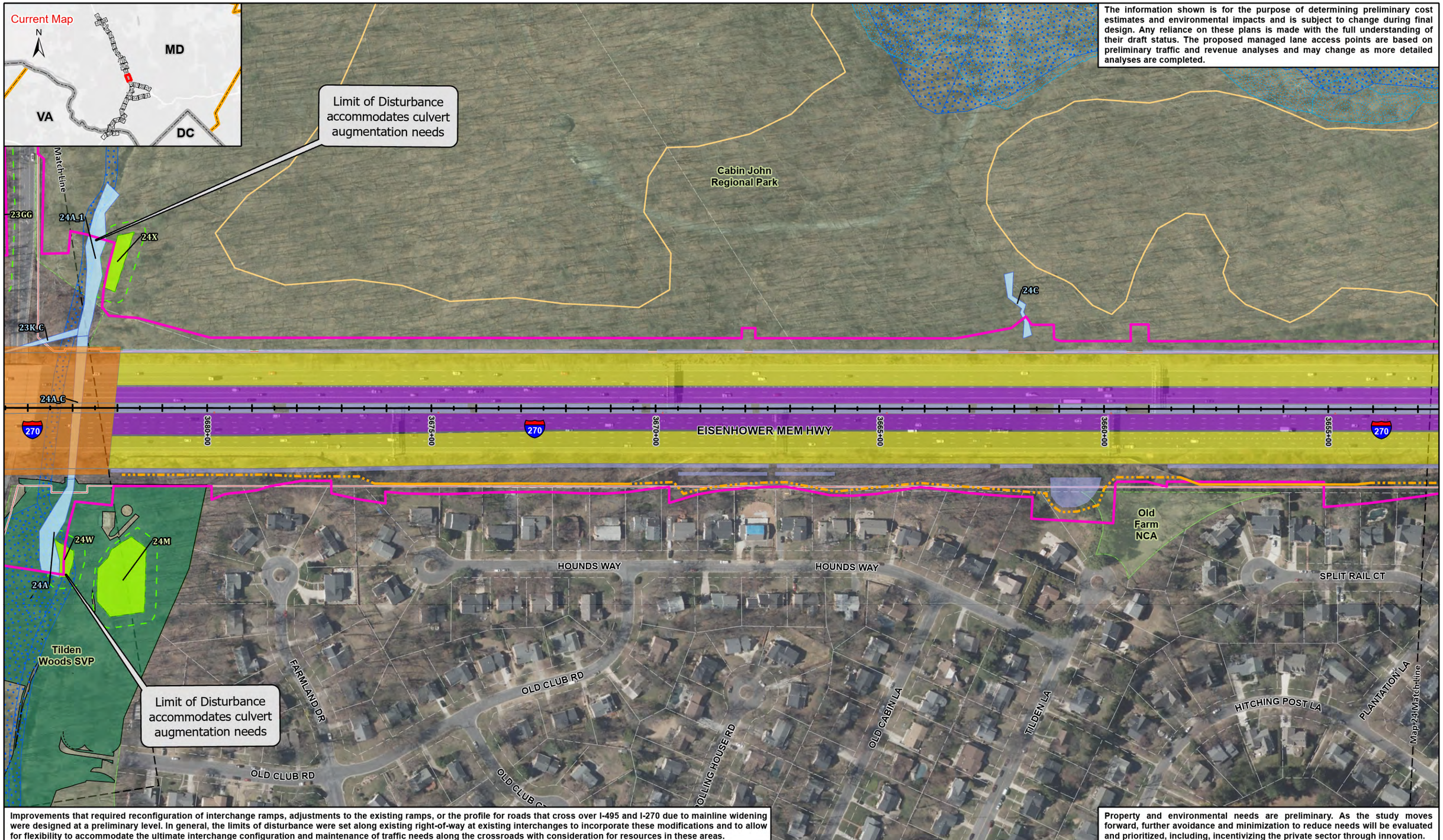
Preferred Alternative

Appendix D
Map 20

270 495 MANAGED LANES STUDY


Current Map
N
MD
VA
DC
The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.
Limit of Disturbance accommodates culvert augmentation needs
WINDERMERE CIR
CAMEO CT
MAZWOOD RD
MAZWOOD PL
ROSEMONT CT
ROSEMONT DR
CHARNWOOD DR
Map 20 Match Line
Map 22 Match Line
23LL
23N_1
23N
23U
23U_C
23U_1
EISENHOWER MEM HWY
4715+00
4720+00
4725+00
4730+00
4735+00
4740+00
270
187
23N_C
23N_D
23KK
23J
ROCKLEDGE BLVD
ROCKLEDGE DR
Limit of Disturbance accommodates culvert augmentation needs
Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.
Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.
LOD - Preferred Alternative
Right-of-Way
Roadway Baseline
Edge of Lane
General Purpose Lane
General Purpose Lane VDOT 495 NEXT Project
Managed Lane
Managed Lane VDOT 495 NEXT Project
Aerial Structure
Aerial Structure VDOT 495 NEXT Project
Shared Use Path
Shared Use Path VDOT 495 NEXT Project
Noise Barrier - Existing
Noise Barrier - Proposed
Proposed Stormwater Management Facility
FEMA Floodplain 100 Year
Delineated Waterways (Feature ID, Refer to NRTR)
Delineated Wetlands (Feature ID, Refer to NRTR)
Delineated Wetlands Buffer (Feature ID, Refer to NRTR)
NWI Wetlands and Waterbodies
DNR Wetlands and Waterbodies
Forest Conservation Act Easements
Potential Hazardous Concerns
Recreation Center
Parcel Boundaries
October 2021
N
0 50 100 200 Feet
Environmental Resource Mapping
LOD
Preferred Alternative
Appendix D
Map 21
495
270
MANAGED LANES STUDY


Current Map
N
MD
VA
DC
The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.
Limit of Disturbance accommodates area for construction staging and materials storage.
Limit of Disturbance accommodates culvert augmentation needs
Limit of Disturbance extends along Tuckerman Lane for construction access and maintenance of traffic.
Limit of Disturbance accommodates culvert augmentation needs
WESTLAKE DR
WESTLAKE DR
I-270 SPUR
EISENHOWER MEM HWY
EARLSGATE LA
EARLSGATE WAY
LANCELOT DR
DAYBREAK CT
TUCKERMAN LA
Map 18
Map 18-Match Line
Map 21-Match Line
Map 23
Match Line
3715+00
3710+00
3705+00
3700+00
3695+00
3690+00
3685+00
4705+00
4710+00
23K
23HH
23K_1
23DD
23F
23F
23K_C1
23X
23K_D
23GG
23K_C
24A_C
24W
24A
24M
Tilden Woods SVP
270
Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.
Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.
LOD - Preferred Alternative
Right-of-Way
Roadway Baseline
Edge of Lane
General Purpose Lane
General Purpose Lane VDOT 495 NEXT Project
Managed Lane
Managed Lane VDOT 495 NEXT Project
Aerial Structure
Aerial Structure VDOT 495 NEXT Project
Shared Use Path
Shared Use Path VDOT 495 NEXT Project
Noise Barrier - Existing
Noise Barrier - Proposed
Proposed Stormwater Management Facility
Trails
Delineated Waterways (Feature ID, Refer to NRTR)
Delineated Wetlands (Feature ID, Refer to NRTR)
Delineated Wetlands Buffer (Feature ID, Refer to NRTR)
NWI Wetlands and Waterbodies
DNR Wetlands and Waterbodies
Forest Conservation Act Easements
Park Property
Potential Hazardous Concerns
Parcel Boundaries
October 2021
0 50 100 200 Feet
Environmental Resource Mapping
LOD
Preferred Alternative
Appendix D
Map 22
495
270
MANAGED LANES STUDY



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

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

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

- LOD - Preferred Alternative
- Right-of-Way
- Roadway Baseline
- Edge of Lane
- General Purpose Lane
- General Purpose Lane VDOT 495 NEXT Project
- Managed Lane
- Managed Lane VDOT 495 NEXT Project
- Aerial Structure
- Aerial Structure VDOT 495 NEXT Project
- Shared Use Path
- Shared Use Path VDOT 495 NEXT Project
- Noise Barrier - Existing
- Noise Barrier - Proposed
- Proposed Stormwater Management Facility
- Trails
- Delineated Waterways (Feature ID, Refer to NRTR)
- Delineated Wetlands (Feature ID, Refer to NRTR)
- Delineated Wetlands Buffer (Feature ID, Refer to NRTR)
- NWI Wetlands and Waterbodies
- DNR Wetlands and Waterbodies
- Forest Conservation Act Easements
- Park Property
- Parcel Boundaries

October 2021

0 50 100 200 Feet

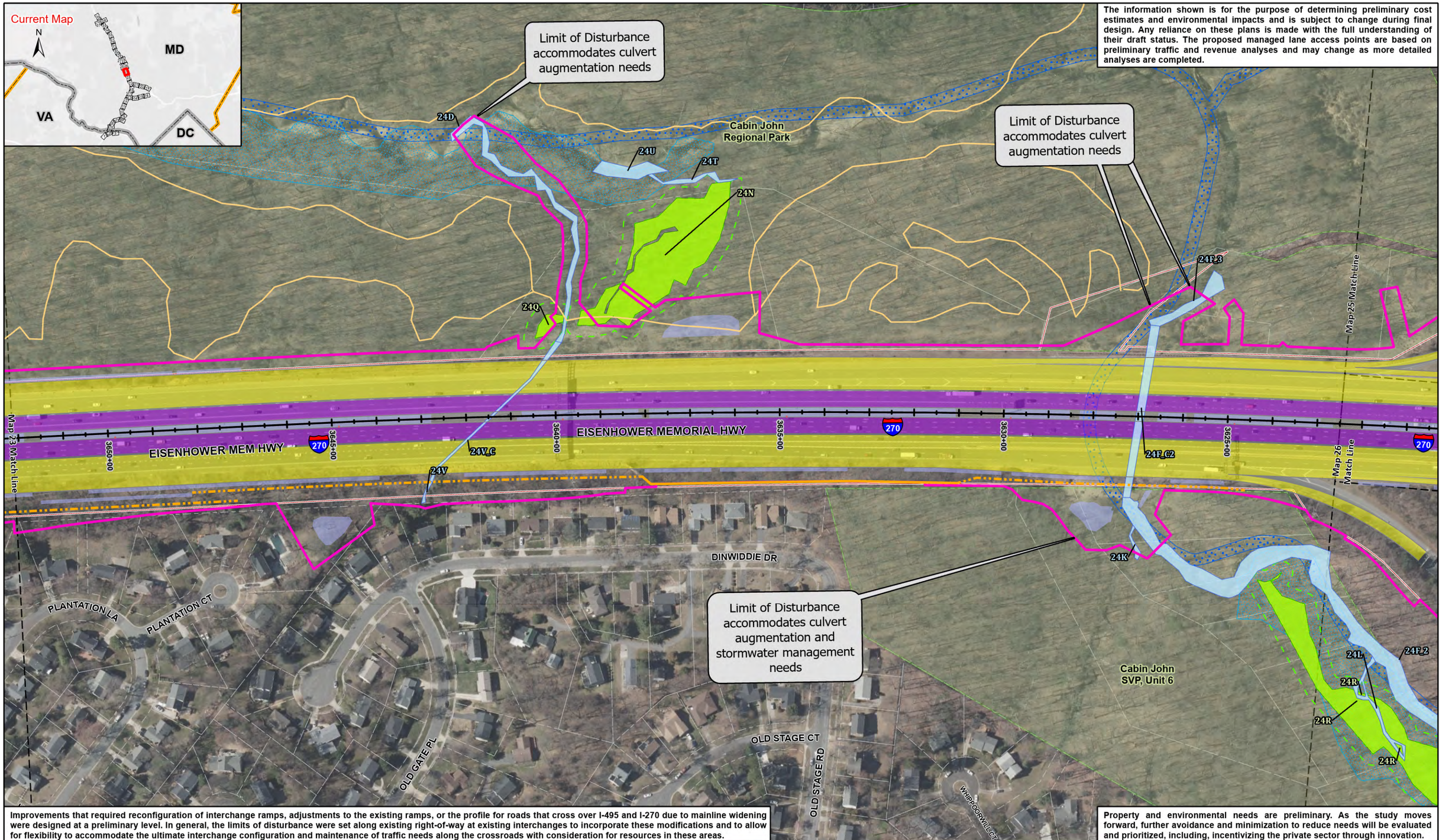
Environmental Resource Mapping

LOD

Preferred Alternative

Appendix D
Map 23

270 495 MANAGED LANES STUDY



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

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

- LOD - Preferred Alternative
- Right-of-Way
- Roadway Baseline
- Edge of Lane
- General Purpose Lane
- General Purpose Lane VDOT 495 NEXT Project
- Managed Lane
- Managed Lane VDOT 495 NEXT Project
- Aerial Structure
- Aerial Structure VDOT 495 NEXT Project
- Shared Use Path
- Shared Use Path VDOT 495 NEXT Project
- Noise Barrier - Existing
- Noise Barrier - Proposed
- Proposed Stormwater Management Facility
- Trails
- Delineated Waterways (Feature ID, Refer to NRTR)
- Delineated Wetlands (Feature ID, Refer to NRTR)
- Delineated Wetlands Buffer (Feature ID, Refer to NRTR)
- NWI Wetlands and Waterbodies
- DNR Wetlands and Waterbodies
- Park Property
- Parcel Boundaries

October 2021

0 50 100 200 Feet

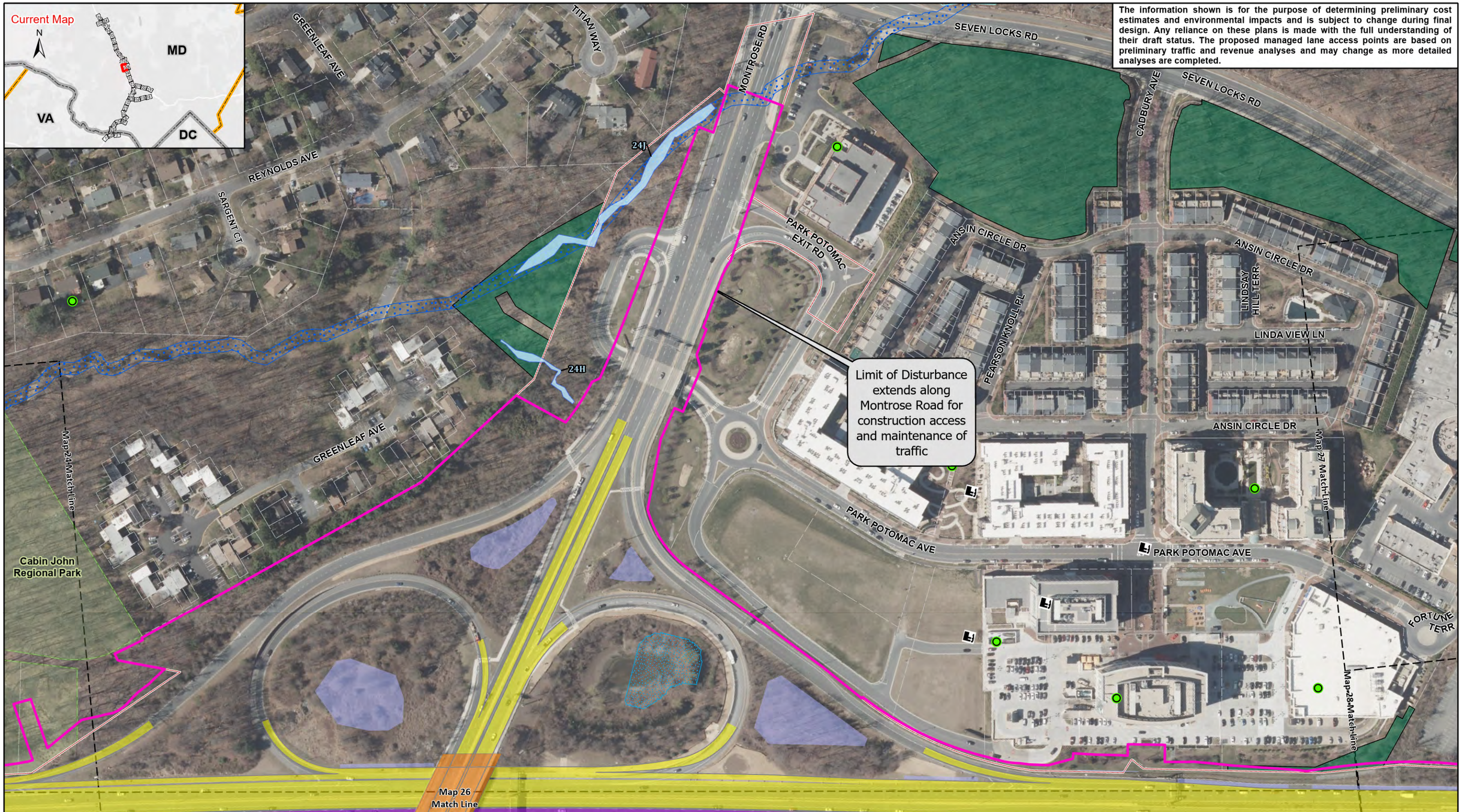
Environmental Resource Mapping

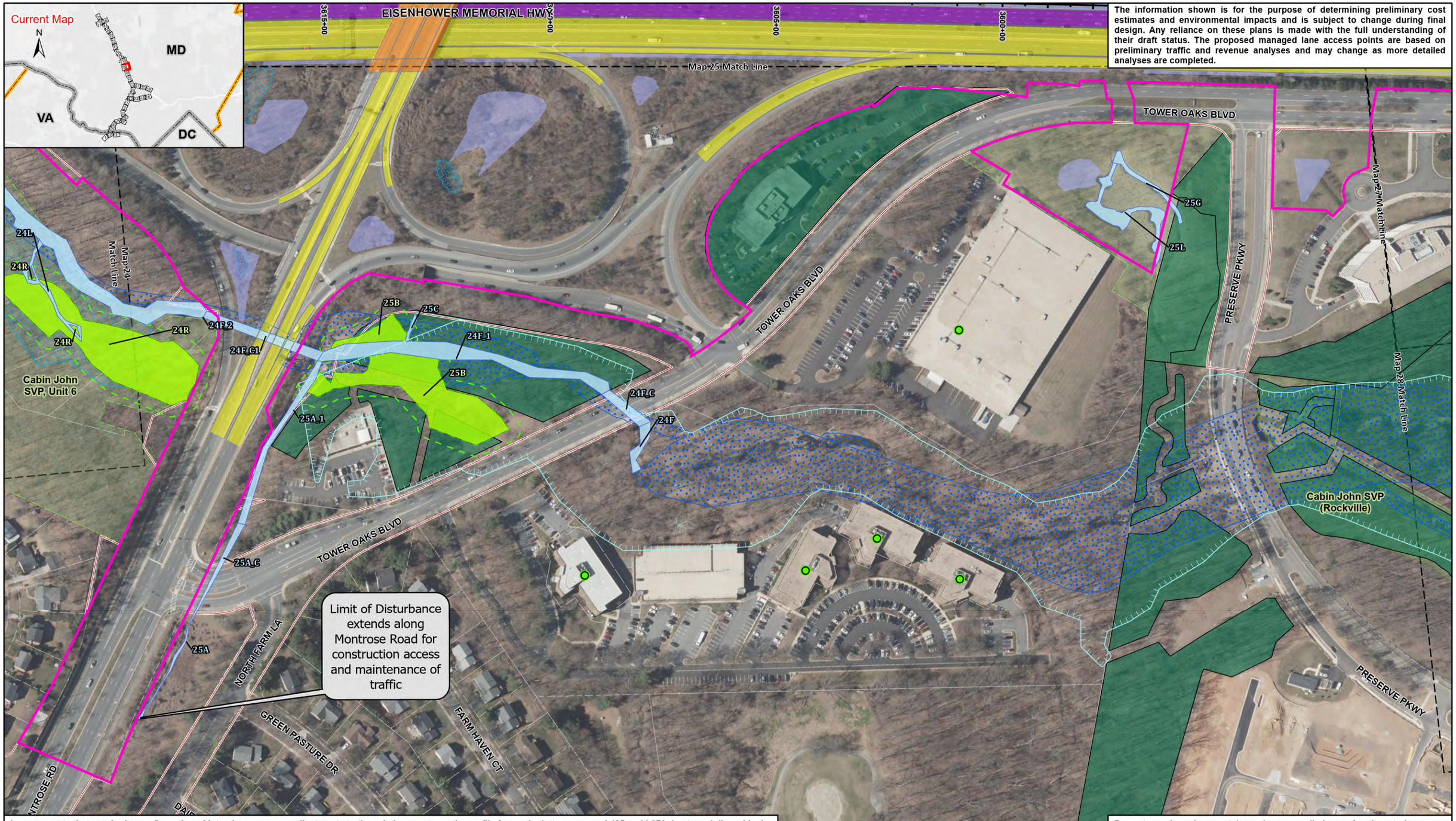
LOD

Preferred Alternative

Appendix D
Map 24

495 270 MANAGED LANES STUDY


Current Map
N
MD
VA
DC
The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.
GREENLEAF AVE
TITIAN WAY
MONTROSE RD
SEVEN LOCKS RD
CADBURY AVE
SEVEN LOCKS RD
REYNOLDS AVE
SARGENT CT
24J
24H
PARK POTOMAC EXIT RD
ANSIN CIRCLE DR
ANSIN CIRCLE DR
LINDSAY HILL TERR
PEARSON KNOLL PL
LINDA VIEW LN
ANSIN CIRCLE DR
Map 24 Match Line
GREENLEAF AVE
Limit of Disturbance extends along Montrose Road for construction access and maintenance of traffic
Map 27 Match Line
PARK POTOMAC AVE
PARK POTOMAC AVE
FORTUNE TERR
Map 28 Match Line
Cabin John Regional Park
Map 26 Match Line
Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.
Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.
LOD - Preferred Alternative
Right-of-Way
Roadway Baseline
Edge of Lane
General Purpose Lane
General Purpose Lane VDOT 495 NEXT Project
Managed Lane
Managed Lane VDOT 495 NEXT Project
Aerial Structure
Aerial Structure VDOT 495 NEXT Project
Shared Use Path
Shared Use Path VDOT 495 NEXT Project
Noise Barrier - Existing
Noise Barrier - Proposed
Proposed Stormwater Management Facility
FEMA Floodplain 100 Year
Delineated Waterways (Feature ID, Refer to NRTR)
Delineated Wetlands Buffer (Feature ID, Refer to NRTR)
NWI Wetlands and Waterbodies
DNR Wetlands and Waterbodies
Forest Conservation Act Easements
Park Property
MDE Land Restoration Program Site
Potential Hazardous Concerns
Parcel Boundaries
October 2021
N
0 50 100 200
Feet
Environmental Resource Mapping
LOD
Preferred Alternative
Appendix D
Map 25
270
495
MANAGED LANES STUDY



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

- LOD - Preferred Alternative
- Right-of-Way
- Roadway Baseline
- Edge of Lane
- General Purpose Lane
- General Purpose Lane VDOT 495 NEXT Project
- Managed Lane
- Managed Lane VDOT 495 NEXT Project
- Aerial Structure
- Aerial Structure VDOT 495 NEXT Project
- Shared Use Path
- Shared Use Path VDOT 495 NEXT Project
- Noise Barrier - Existing
- Noise Barrier - Proposed
- Proposed Stormwater Management Facility
- FEMA Floodplain 100 Year
- Delineated Waterways (Feature ID, Refer to NRTR)
- Delineated Wetlands (Feature ID, Refer to NRTR)
- Delineated Wetlands Buffer (Feature ID, Refer to NRTR)
- NWI Wetlands and Waterbodies
- DNR Wetlands and Waterbodies
- Forest Conservation Act Easements
- Park Property
- Potential Hazardous Concerns
- Parcel Boundaries

October 2021

N

0 50 100 200 Feet

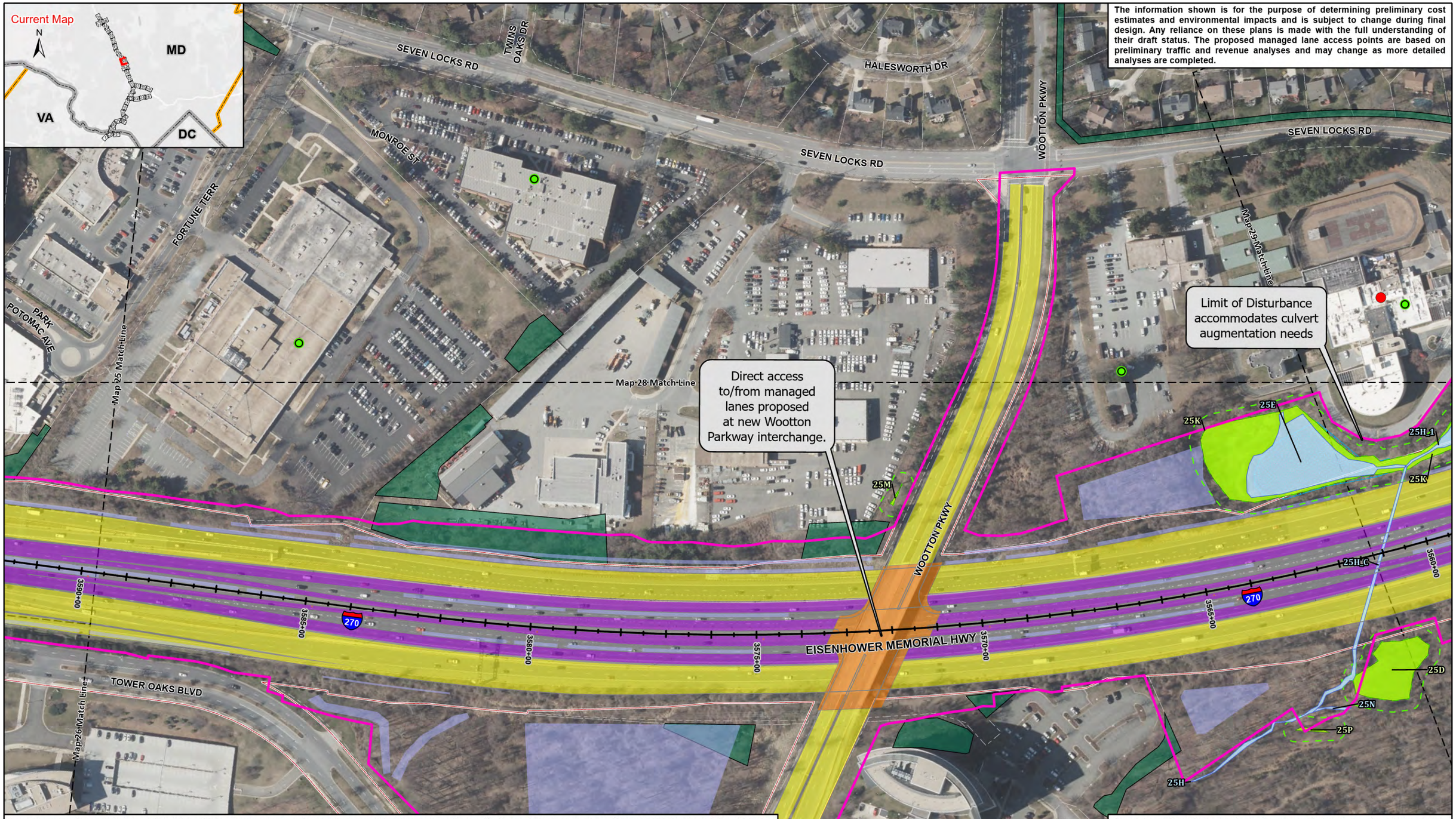
Environmental Resource Mapping

LOD

Preferred Alternative

Appendix D
Map 26

I-270 I-495 MANAGED LANES STUDY



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- LOD - Preferred Alternative
- Right-of-Way
- Roadway Baseline
- Edge of Lane
- General Purpose Lane
- General Purpose Lane VDOT 495 NEXT Project
- Managed Lane
- Managed Lane VDOT 495 NEXT Project
- Aerial Structure
- Aerial Structure VDOT 495 NEXT Project
- Shared Use Path
- Shared Use Path VDOT 495 NEXT Project
- Noise Barrier - Existing
- Noise Barrier - Proposed
- Proposed Stormwater Management Facility
- Delineated Waterways (Feature ID, Refer to NRTR)
- Delineated Wetlands (Feature ID, Refer to NRTR)
- Delineated Wetlands Buffer (Feature ID, Refer to NRTR)
- DNR Wetlands and Waterbodies
- Forest Conservation Act Easements
- Potential Hazardous Concerns
- Correctional Facility
- Parcel Boundaries

October 2021

N

0 50 100 200 Feet

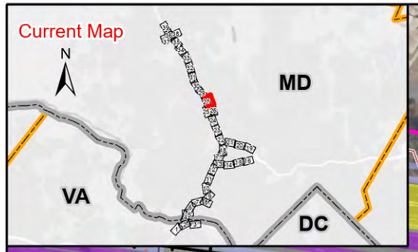
Environmental Resource Mapping

LOD
Preferred Alternative

Appendix D
Map 27

270 495 MANAGED LANES STUDY

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



EISENHOWER MEMORIAL HWY
WOOTTON PKWY
TOWER OAKS BLVD
TOWER OAKS DR
GRAND OAK WAY
REGAL OAK DR
WILD OAK TERR
SCANDIA WAY
270
3560+00
3565+00
3570+00
3575+00
3580+00
3585+00
3590+00
25M
25K
25H.1C
25D
25N
25H
25P
Map 26 Match Line
Map 27 Match Line
Map 29 Match Line
Cabin John SVP (Rockville)

Direct access to/from managed lanes proposed at new Wootton Parkway interchange.

Limit of Disturbance accommodates culvert augmentation and stormwater management needs

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

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- LOD - Preferred Alternative
- Right-of-Way
- Roadway Baseline
- Edge of Lane
- General Purpose Lane
- General Purpose Lane VDOT 495 NEXT Project
- Managed Lane
- Managed Lane VDOT 495 NEXT Project
- Aerial Structure
- Aerial Structure VDOT 495 NEXT Project
- Shared Use Path
- Shared Use Path VDOT 495 NEXT Project
- Noise Barrier - Existing
- Noise Barrier - Proposed
- Proposed Stormwater Management Facility
- FEMA Floodplain 100 Year
- Delineated Waterways (Feature ID, Refer to NRTR)
- Delineated Wetlands (Feature ID, Refer to NRTR)
- Delineated Wetlands Buffer (Feature ID, Refer to NRTR)
- NWI Wetlands and Waterbodies
- DNR Wetlands and Waterbodies
- Forest Conservation Act Easements
- Park Property
- Potential Hazardous Concerns
- Parcel Boundaries

October 2021

0 50 100 200 Feet

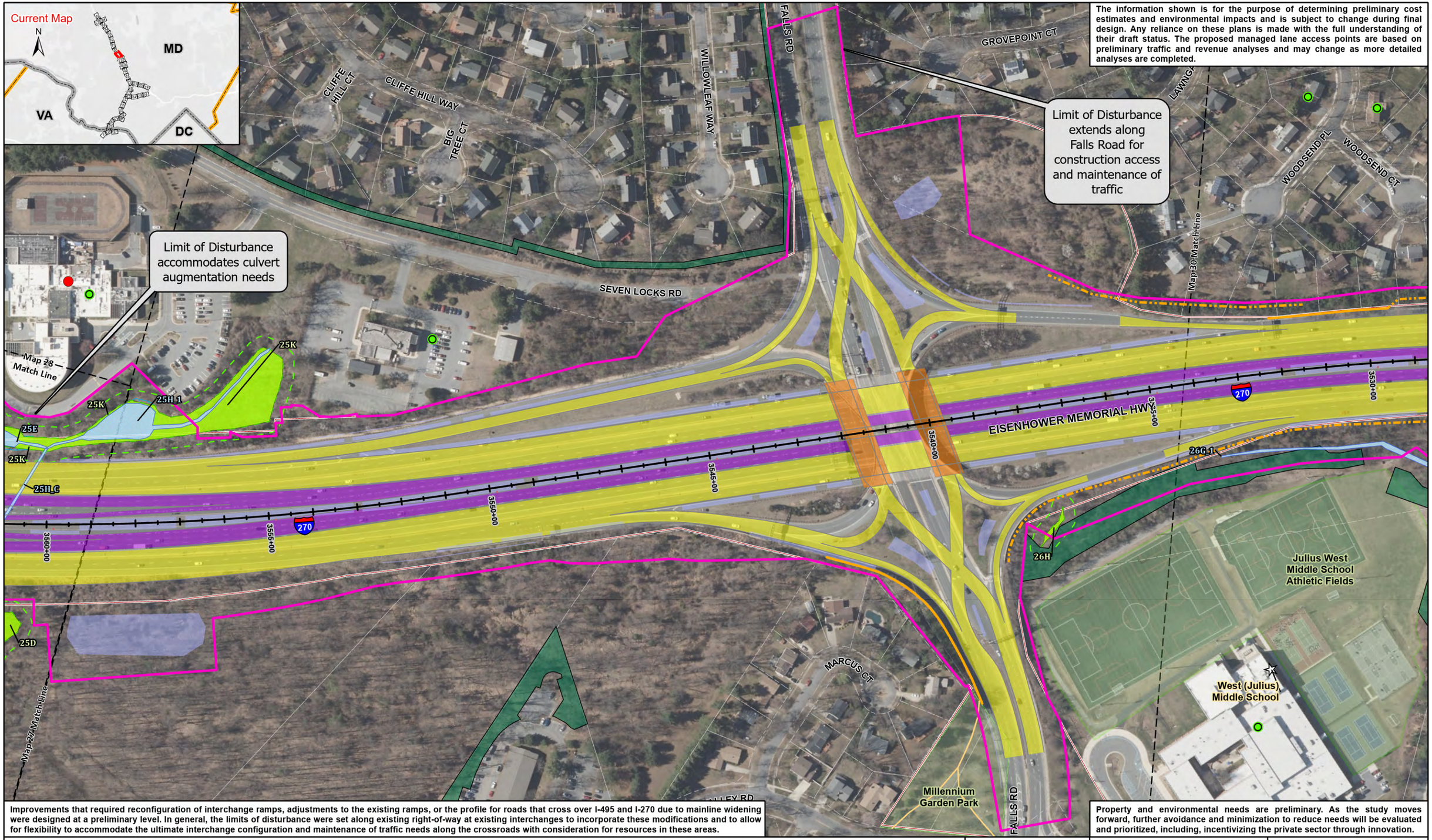
Environmental Resource Mapping

LOD

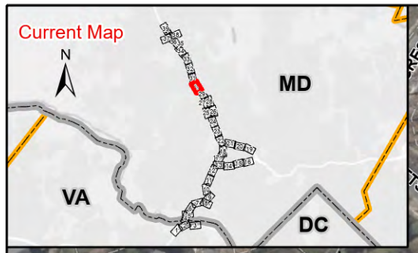
Preferred Alternative

Appendix D
Map 28

270 495 MANAGED LANES STUDY


Current Map
N
MD
VA
DC
The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.
Limit of Disturbance accommodates culvert augmentation needs
Limit of Disturbance extends along Falls Road for construction access and maintenance of traffic
CLIFFE HILL CT
CLIFFE HILL WAY
BIG TREE CT
WILLOWLEAF WAY
FALLS RD
GROVEPOINT CT
WOODSEND PL
WOODSEND CT
SEVEN LOCKS RD
Map 30 Match Line
Map 28 Match Line
Map 27 Match Line
EISENHOWER MEMORIAL HWY
270
3530+00
3535+00
3540+00
3545+00
3550+00
3555+00
3560+00
25K
25H.1
25E
25HLC
25D
26G.1
26H
Julius West Middle School Athletic Fields
West (Julius) Middle School
MARCUS CT
Millennium Garden Park
Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.
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LOD - Preferred Alternative
Right-of-Way
Roadway Baseline
Edge of Lane
General Purpose Lane
General Purpose Lane VDOT 495 NEXT Project
Managed Lane
Managed Lane VDOT 495 NEXT Project
Aerial Structure
Aerial Structure VDOT 495 NEXT Project
Shared Use Path
Shared Use Path VDOT 495 NEXT Project
Noise Barrier - Existing
Noise Barrier - Proposed
Proposed Stormwater Management Facility
Trails
Delineated Waterways (Feature ID, Refer to NRTR)
Delineated Wetlands (Feature ID, Refer to NRTR)
Delineated Wetlands Buffer (Feature ID, Refer to NRTR)
DNR Wetlands and Waterbodies
Forest Conservation Act Easements
Park Property
Potential Hazardous Concerns
Correctional Facility
School
Parcel Boundaries
October 2021
0 50 100 200 Feet
Environmental Resource Mapping
LOD
Preferred Alternative
Appendix D
Map 29
270
495
MANAGED LANES STUDY

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WATTS BRANCH PKWY
FALLSWOOD CT
FALLSWOOD DR
Rockmead Park
LOCHNESS CT
RENWICK CT
GERARD ST
CHANTILLY CT
Map 29 Match Line
Map 31 Match Line
WOODSEND PL
WOODSEND CT
26C_C1
26E
26C_1
26D
26C_C
26B_C1
26B_1
26B_C
EISENHOWER MEMORIAL HWY
270
3530+00
3525+00
3520+00
3515+00
3510+00
3505+00
WINDING ROSE DR
26J
26C
26K
26F
26L
26P
26A
26B
FIRE PRINCESS CT
BLUE HOSTA WAY
Julius West Middle School Athletic Fields
West (Julius) Middle School
BLAZE CLIMBER WAY
AUTUMN WIND WAY
SUMMER GARDEN WAY
MISTY KNOLL DR
Rockville Christian Church
Rockville Nursery School and Kindergarten
Bullards Park and Rose Hill SVP
ADCLARE RD

Limit of Disturbance accommodates potential modifications to existing stormwater management facility.

Limit of Disturbance accommodates culvert augmentation needs

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

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- LOD - Preferred Alternative
- Right-of-Way
- Roadway Baseline
- Edge of Lane
- General Purpose Lane
- General Purpose Lane VDOT 495 NEXT Project
- Managed Lane
- Managed Lane VDOT 495 NEXT Project
- Aerial Structure
- Aerial Structure VDOT 495 NEXT Project
- Shared Use Path
- Shared Use Path VDOT 495 NEXT Project
- Noise Barrier - Existing
- Noise Barrier - Proposed
- Proposed Stormwater Management Facility
- FEMA Floodplain 100 Year
- Delineated Waterways (Feature ID, Refer to NRTR)
- Delineated Wetlands (Feature ID, Refer to NRTR)
- Delineated Wetlands Buffer (Feature ID, Refer to NRTR)
- NWI Wetlands and Waterbodies
- DNR Wetlands and Waterbodies
- Forest Conservation Act Easements
- Park Property
- Potential Hazardous Concerns
- Place of Worship
- School
- Parcel Boundaries

October 2021

0 50 100 200 Feet

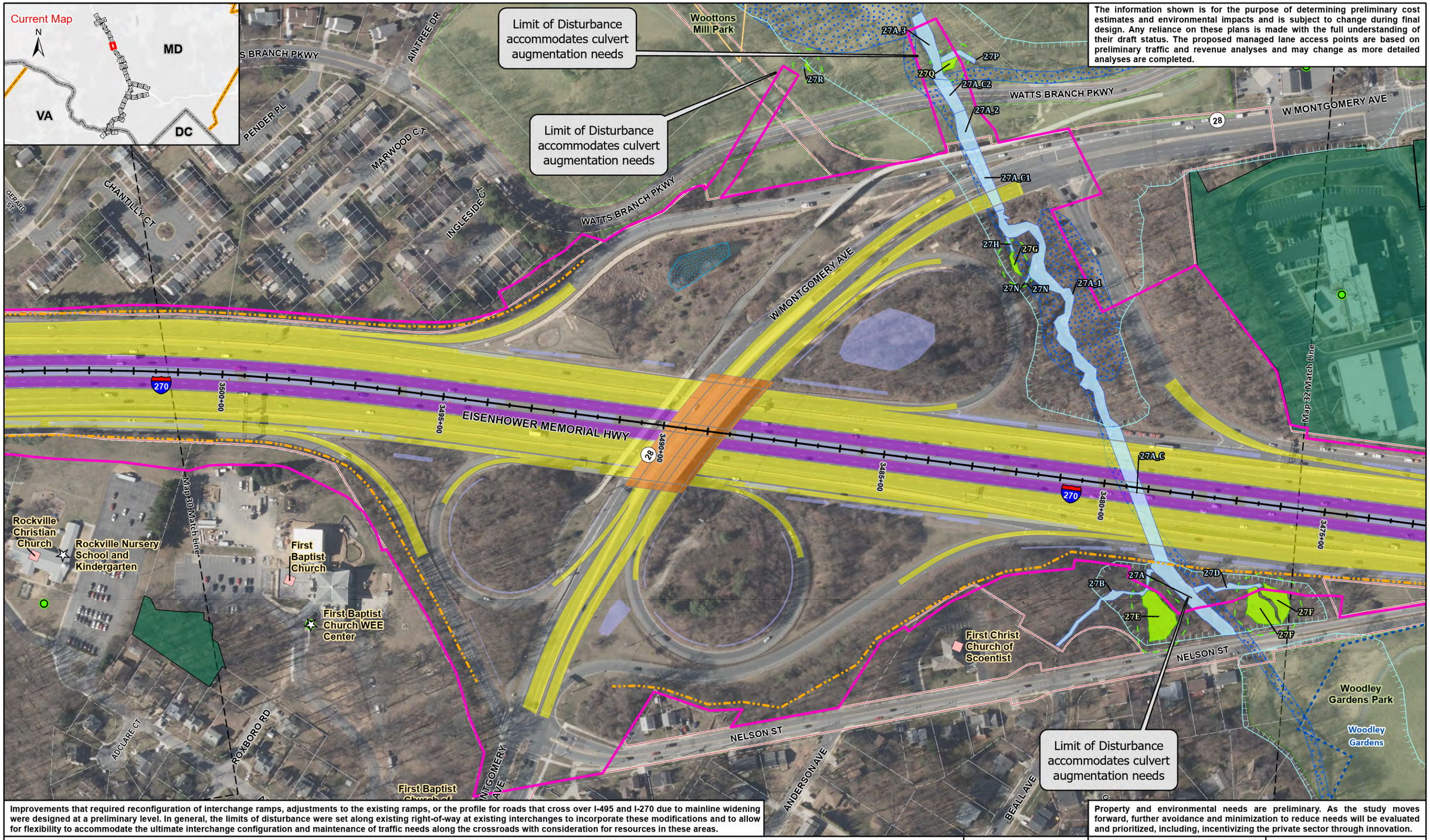
Environmental Resource Mapping

LOD

Preferred Alternative

Appendix D
Map 30

270 495 MANAGED LANES STUDY



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- LOD - Preferred Alternative
- Right-of-Way
- Roadway Baseline
- Edge of Lane
- General Purpose Lane
- General Purpose Lane VDOT 495 NEXT Project
- Managed Lane
- Managed Lane VDOT 495 NEXT Project
- Aerial Structure
- Aerial Structure VDOT 495 NEXT Project
- Shared Use Path
- Shared Use Path VDOT 495 NEXT Project
- Noise Barrier - Existing
- Noise Barrier - Proposed
- Proposed Stormwater Management Facility
- Trails
- FEMA Floodplain 100 Year
- Delineated Waterways (Feature ID, Refer to NRTR)
- Delineated Wetlands (Feature ID, Refer to NRTR)
- Delineated Wetlands Buffer (Feature ID, Refer to NRTR)
- NWI Wetlands and Waterbodies
- DNR Wetlands and Waterbodies
- Forest Conservation Act Easements
- Historic Properties
- Park Property
- Potential Hazardous Concerns
- Place of Worship
- School
- Parcel Boundaries

October 2021

0 50 100 200 Feet

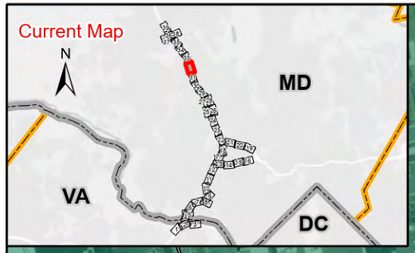
Environmental Resource Mapping

LOD

Preferred Alternative

Appendix D
Map 31

270 495 MANAGED LANES STUDY



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RESEARCH BLVD

Map 31 Match Line

Map 33 Match Line

EISENHOWER MEMORIAL HWY

3475+00 3470+00 3465+00 3460+00 3455+00 3450+00 3445+00

270 270 270

NELSON ST

Woodley Gardens Park

AZALEA DR

AZALEA DR

Woodley Gardens

NELSON ST

HAWTHORN CT

HAWTHORN PL

WOODLEY DR

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

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- LOD - Preferred Alternative
- Right-of-Way
- Roadway Baseline
- Edge of Lane
- General Purpose Lane
- General Purpose Lane VDOT 495 NEXT Project
- Managed Lane
- Managed Lane VDOT 495 NEXT Project
- Aerial Structure
- Aerial Structure VDOT 495 NEXT Project
- Shared Use Path
- Shared Use Path VDOT 495 NEXT Project
- Noise Barrier - Existing
- Noise Barrier - Proposed
- Proposed Stormwater Management Facility
- FEMA Floodplain 100 Year
- Delineated Wetlands Buffer (Feature ID, Refer to NRTR)
- NWI Wetlands and Waterbodies
- DNR Wetlands and Waterbodies
- Forest Conservation Act Easements
- Historic Properties
- Park Property
- Potential Hazardous Concerns
- Parcel Boundaries

October 2021

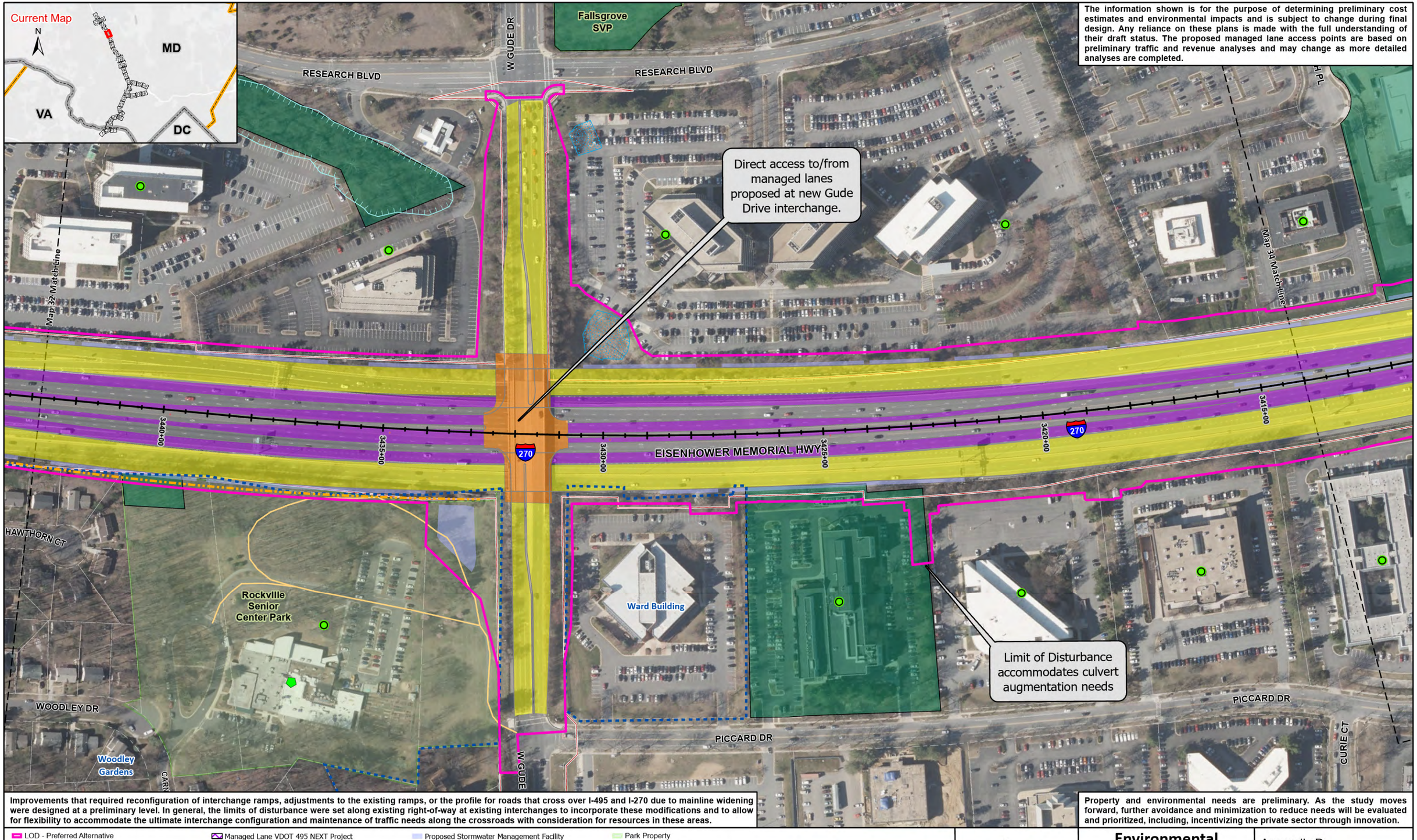
0 50 100 200 Feet

Environmental Resource Mapping

LOD
Preferred Alternative

Appendix D
Map 32

270 495 MANAGED LANES STUDY



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- LOD - Preferred Alternative
- Right-of-Way
- Roadway Baseline
- Edge of Lane
- General Purpose Lane
- General Purpose Lane VDOT 495 NEXT Project
- Managed Lane
- Managed Lane VDOT 495 NEXT Project
- Aerial Structure
- Aerial Structure VDOT 495 NEXT Project
- Shared Use Path
- Shared Use Path VDOT 495 NEXT Project
- Noise Barrier - Existing
- Noise Barrier - Proposed
- Proposed Stormwater Management Facility
- Trails
- FEMA Floodplain 100 Year
- Delineated Wetlands Buffer (Feature ID, Refer to NRTR)
- DNR Wetlands and Waterbodies
- Forest Conservation Act Easements
- Historic Properties
- Park Property
- Potential Hazardous Concerns
- Recreation Center
- Parcel Boundaries

October 2021

0 50 100 200 Feet

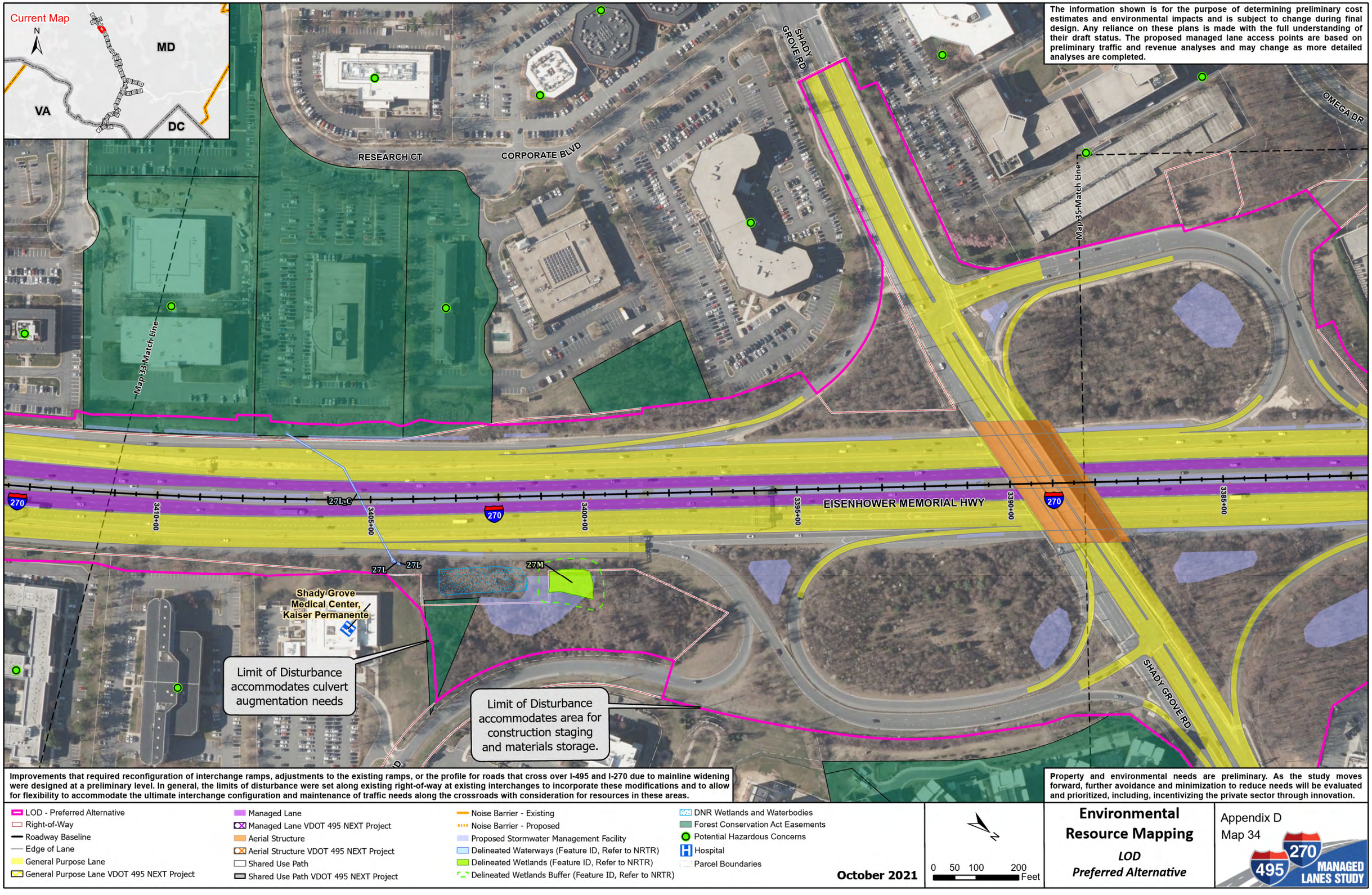
Environmental Resource Mapping

LOD

Preferred Alternative

Appendix D
Map 33

270 495 MANAGED LANES STUDY



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- LOD - Preferred Alternative
- Right-of-Way
- Roadway Baseline
- Edge of Lane
- General Purpose Lane
- General Purpose Lane VDOT 495 NEXT Project
- Managed Lane
- Managed Lane VDOT 495 NEXT Project
- Aerial Structure
- Aerial Structure VDOT 495 NEXT Project
- Shared Use Path
- Shared Use Path VDOT 495 NEXT Project
- Noise Barrier - Existing
- Noise Barrier - Proposed
- Proposed Stormwater Management Facility
- Delineated Waterways (Feature ID, Refer to NRTR)
- Delineated Wetlands (Feature ID, Refer to NRTR)
- Delineated Wetlands Buffer (Feature ID, Refer to NRTR)
- DNR Wetlands and Waterbodies
- Forest Conservation Act Easements
- Potential Hazardous Concerns
- Hospital
- Parcel Boundaries

October 2021

0 50 100 200 Feet

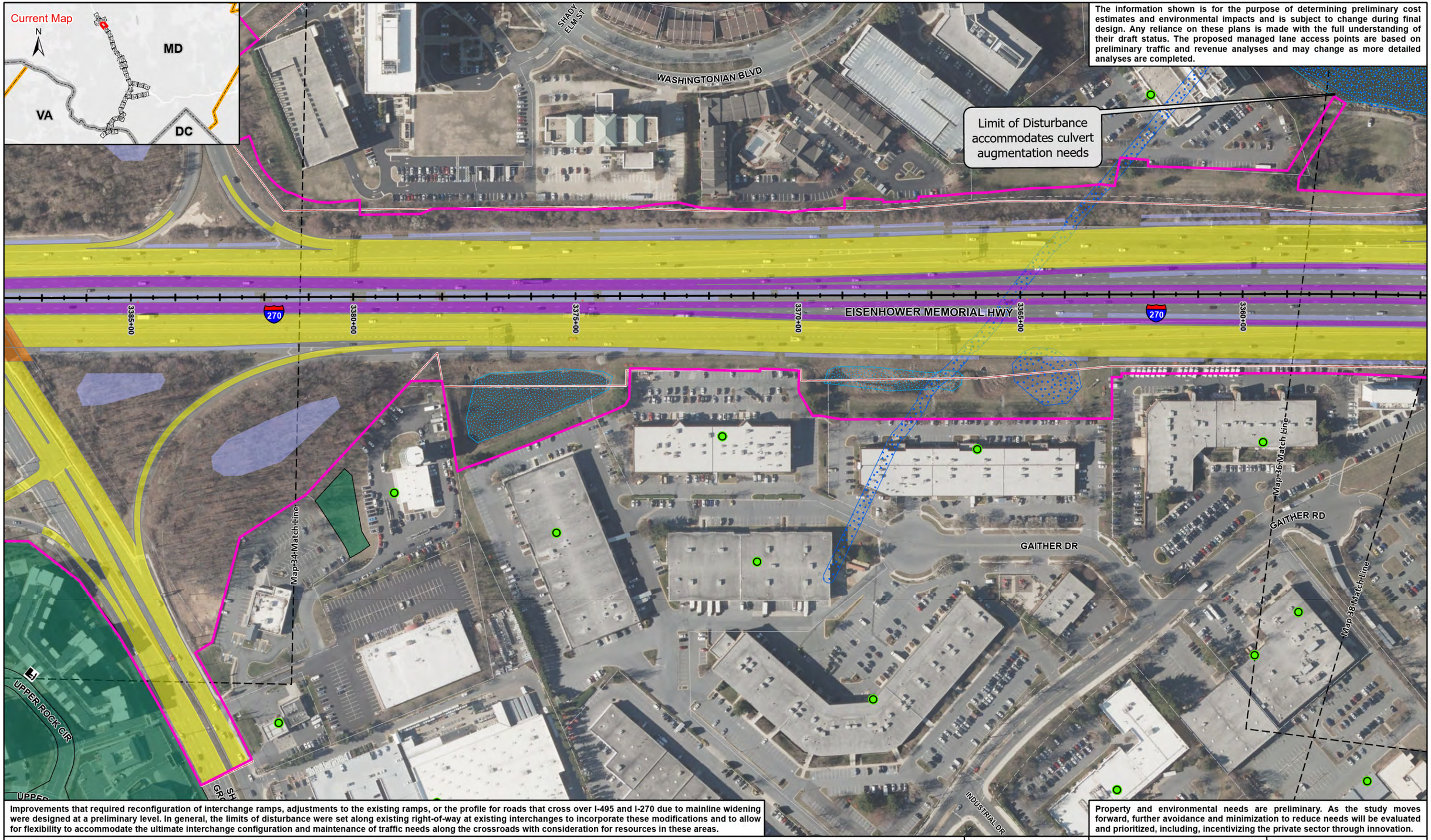
Environmental Resource Mapping

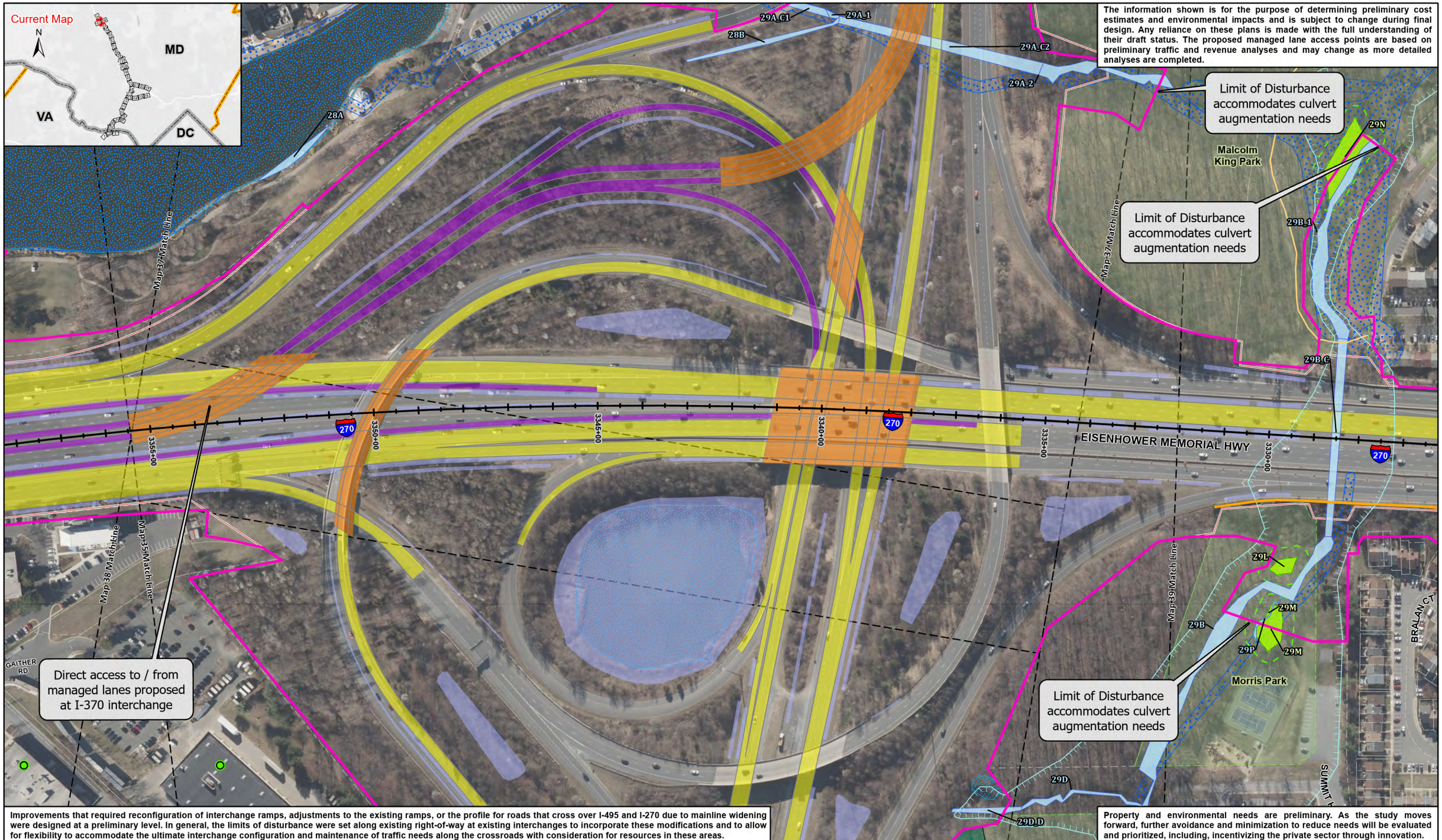
LOD

Preferred Alternative

Appendix D
Map 34

270 495 MANAGED LANES STUDY


Current Map
N
MD
VA
DC
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Limit of Disturbance accommodates culvert augmentation needs
SHADY ELM ST
WASHINGTONIAN BLVD
EISENHOWER MEMORIAL HWY
270
3385+00
3380+00
3375+00
3370+00
3365+00
3360+00
Map 34 Match Line
Map 36 Match Line
GAITHER DR
GAITHER RD
INDUSTRIAL DR
UPPER ROCK CIR
Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.
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LOD - Preferred Alternative
Right-of-Way
Roadway Baseline
Edge of Lane
General Purpose Lane
General Purpose Lane VDOT 495 NEXT Project
Managed Lane
Managed Lane VDOT 495 NEXT Project
Aerial Structure
Aerial Structure VDOT 495 NEXT Project
Shared Use Path
Shared Use Path VDOT 495 NEXT Project
Noise Barrier - Existing
Noise Barrier - Proposed
Proposed Stormwater Management Facility
Delineated Wetlands Buffer (Feature ID, Refer to NRTR)
NWI Wetlands and Waterbodies
DNR Wetlands and Waterbodies
Forest Conservation Act Easements
MDE Land Restoration Program Site
Potential Hazardous Concerns
Parcel Boundaries
October 2021
0 50 100 200 Feet
Environmental Resource Mapping
LOD
Preferred Alternative
Appendix D
Map 35
270
495
MANAGED LANES STUDY



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

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- LOD - Preferred Alternative
- Right-of-Way
- Roadway Baseline
- Edge of Lane
- General Purpose Lane
- General Purpose Lane VDOT 495 NEXT Project
- Managed Lane
- Managed Lane VDOT 495 NEXT Project
- Aerial Structure
- Aerial Structure VDOT 495 NEXT Project
- Shared Use Path
- Shared Use Path VDOT 495 NEXT Project
- Noise Barrier - Existing
- Noise Barrier - Proposed
- Proposed Stormwater Management Facility
- Trails
- FEMA Floodplain 100 Year
- Delineated Waterways (Feature ID, Refer to NRTR)
- Delineated Wetlands (Feature ID, Refer to NRTR)
- Delineated Wetlands Buffer (Feature ID, Refer to NRTR)
- NWI Wetlands and Waterbodies
- DNR Wetlands and Waterbodies
- Forest Conservation Act Easements
- Park Property
- Potential Hazardous Concerns
- Parcel Boundaries

October 2021

0 50 100 200 Feet

Environmental Resource Mapping

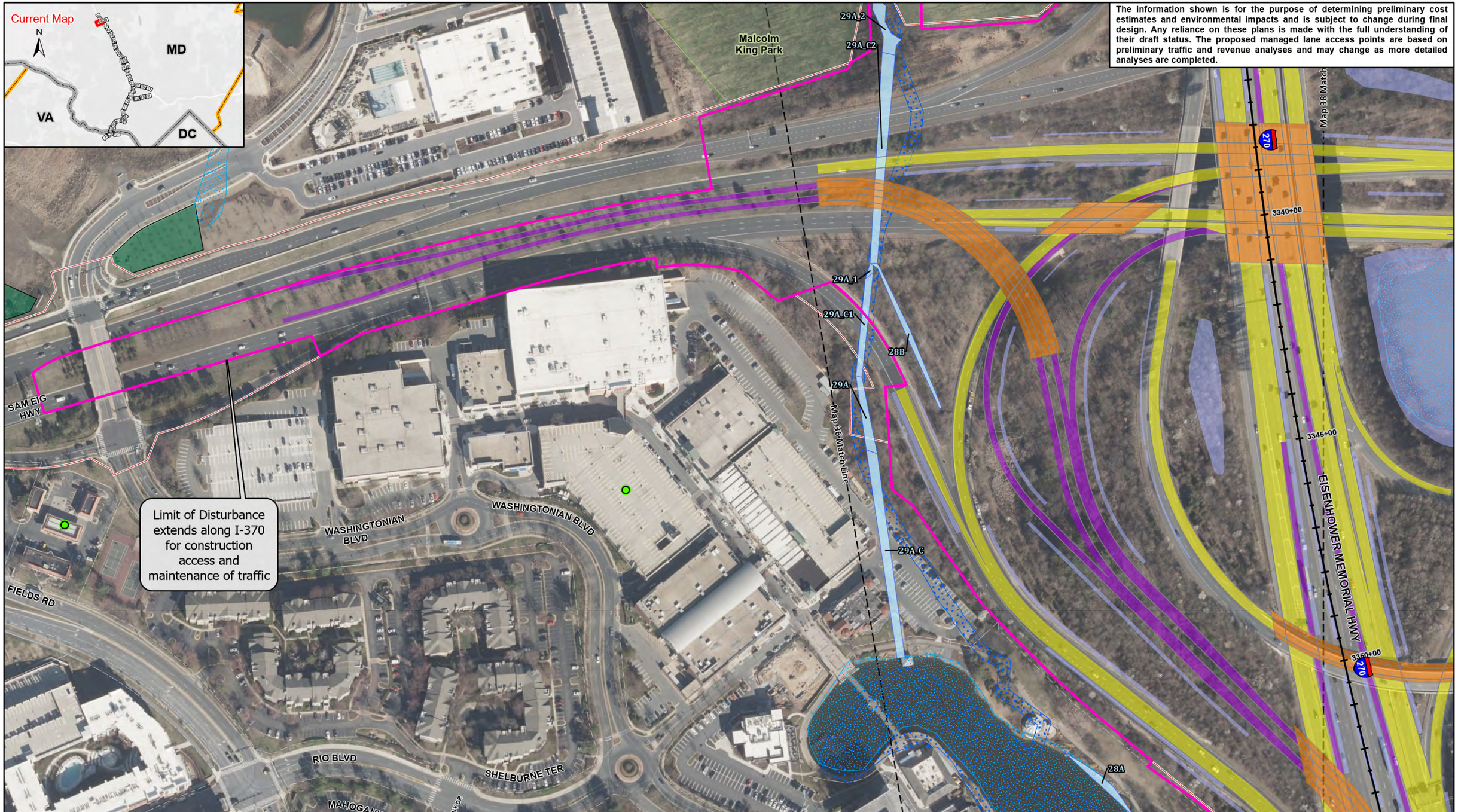
LOD

Preferred Alternative

Appendix D

Map 36

270 495 MANAGED LANES STUDY



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

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

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

- LOD - Preferred Alternative
- Right-of-Way
- Roadway Baseline
- Edge of Lane
- General Purpose Lane
- General Purpose Lane VDOT 495 NEXT Project
- Managed Lane
- Managed Lane VDOT 495 NEXT Project
- Aerial Structure
- Aerial Structure VDOT 495 NEXT Project
- Shared Use Path
- Shared Use Path VDOT 495 NEXT Project
- Noise Barrier - Existing
- Noise Barrier - Proposed
- Proposed Stormwater Management Facility
- Delineated Waterways (Feature ID, Refer to NRTR)
- Delineated Wetlands Buffer (Feature ID, Refer to NRTR)
- NWI Wetlands and Waterbodies
- DNR Wetlands and Waterbodies
- Forest Conservation Act Easements
- Park Property
- Potential Hazardous Concerns
- Parcel Boundaries

October 2021

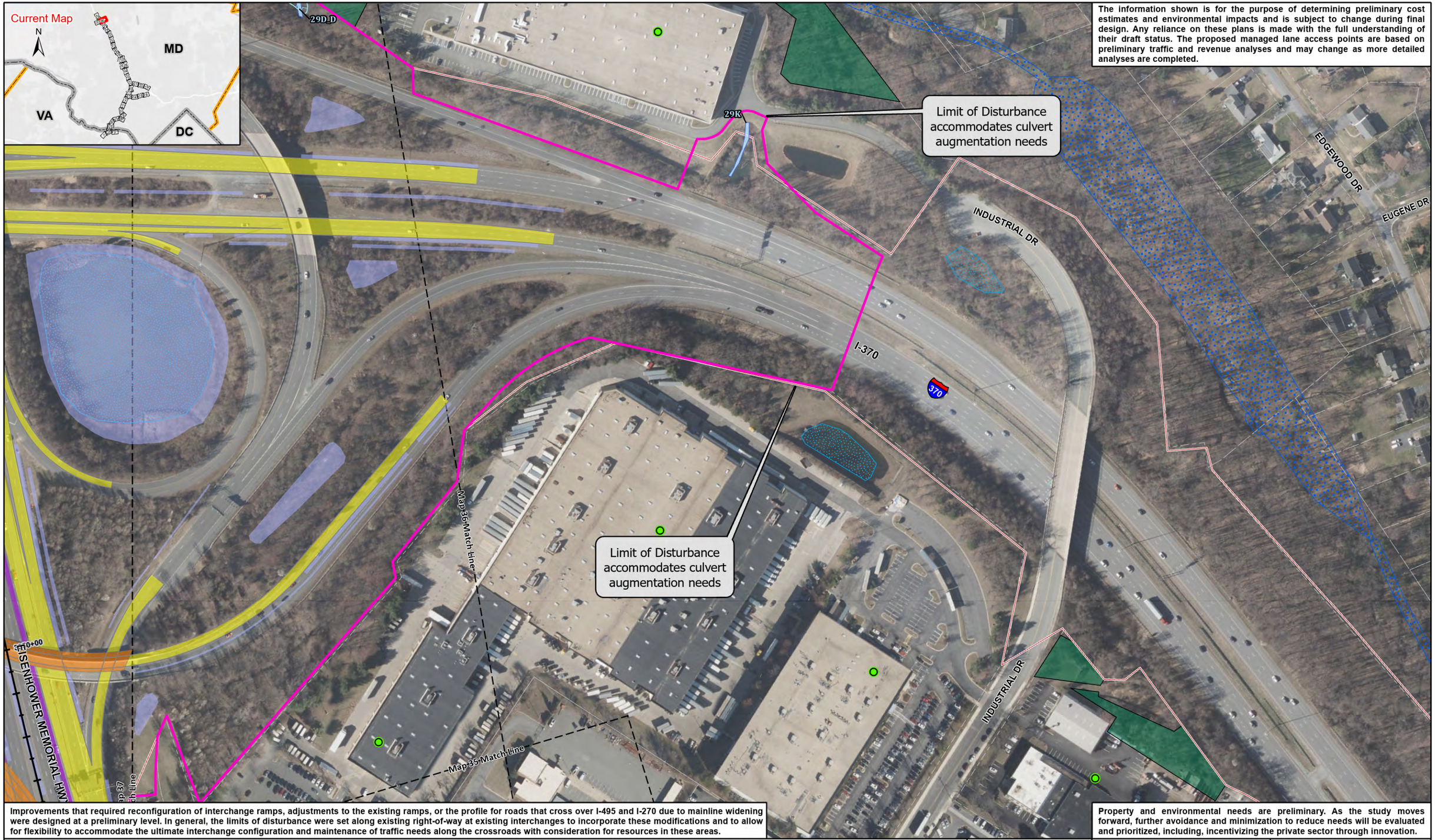
0 50 100 200 Feet

Environmental Resource Mapping

LOD
Preferred Alternative

Appendix D
Map 37

I-270 I-495 MANAGED LANES STUDY



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

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

- LOD - Preferred Alternative
- Right-of-Way
- Roadway Baseline
- Edge of Lane
- General Purpose Lane
- General Purpose Lane VDOT 495 NEXT Project
- Managed Lane
- Managed Lane VDOT 495 NEXT Project
- Aerial Structure
- Aerial Structure VDOT 495 NEXT Project
- Shared Use Path
- Shared Use Path VDOT 495 NEXT Project
- Noise Barrier - Existing
- Noise Barrier - Proposed
- Proposed Stormwater Management Facility
- FEMA Floodplain 100 Year
- Delineated Waterways (Feature ID, Refer to NRTR)
- Delineated Wetlands Buffer (Feature ID, Refer to NRTR)
- NWI Wetlands and Waterbodies
- DNR Wetlands and Waterbodies
- Forest Conservation Act Easements
- Potential Hazardous Concerns
- Parcel Boundaries

October 2021

N

0 50 100 200 Feet

Environmental Resource Mapping

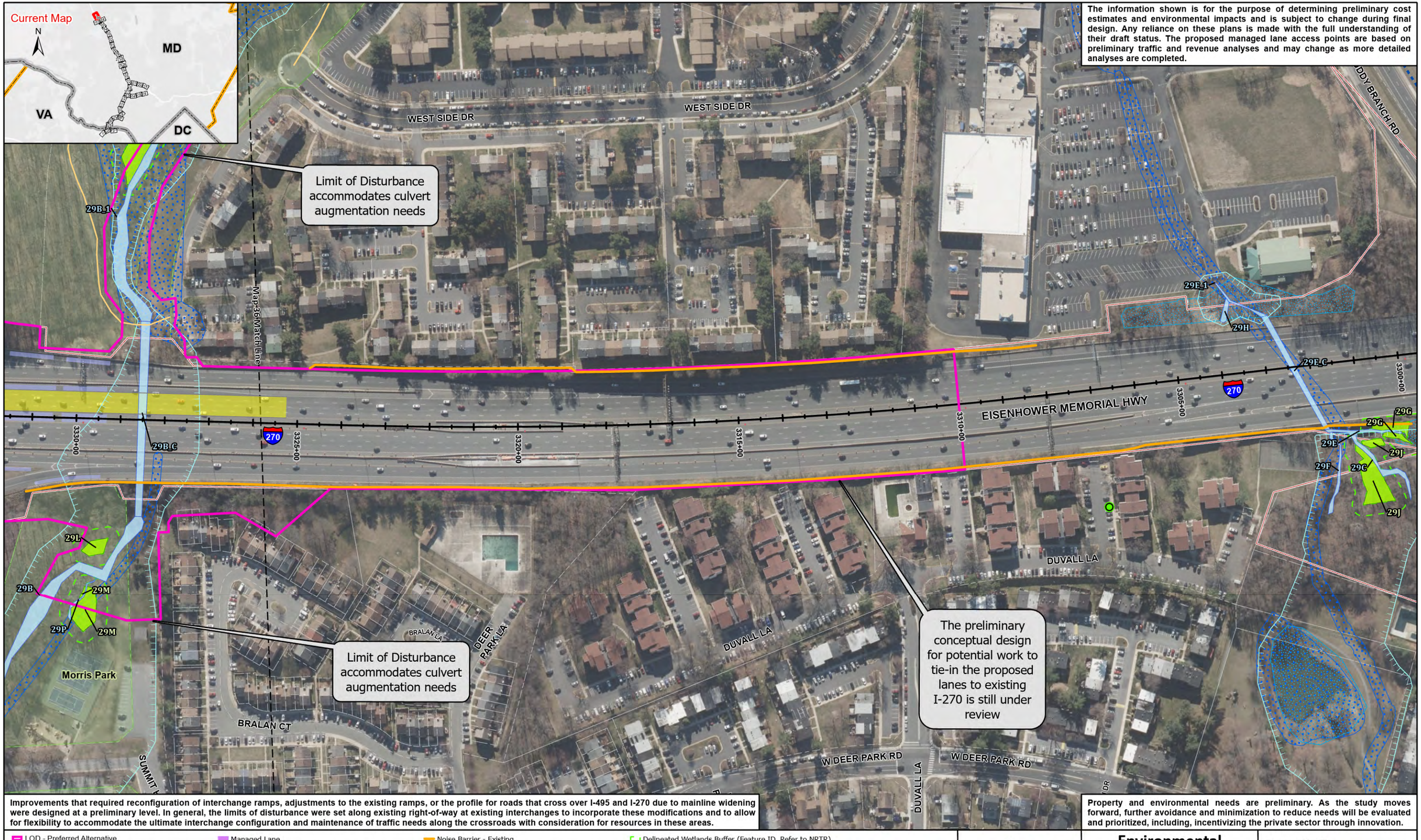
LOD

Preferred Alternative

Appendix D

Map 38

270 495 MANAGED LANES STUDY


Current Map
N
MD
VA
DC
The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status. The proposed managed lane access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.
WEST SIDE DR
WEST SIDE DR
DDY BRANCH RD
Limit of Disturbance accommodates culvert augmentation needs
29B_1
Map-to-Match line
29E_1
29H
29E_C
3300+00
3305+00
3310+00
3315+00
3320+00
3325+00
3330+00
EISENHOWER MEMORIAL HWY
270
29B_C
29G
29E
29J
29F
29L
29B
29M
29P
Morris Park
BRALAN LA
DEER PARK LA
DUVALL LA
BRALAN CT
W DEER PARK RD
The preliminary conceptual design for potential work to tie-in the proposed lanes to existing I-270 is still under review
Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing interchanges to incorporate these modifications and to allow for flexibility to accommodate the ultimate interchange configuration and maintenance of traffic needs along the crossroads with consideration for resources in these areas.
Property and environmental needs are preliminary. As the study moves forward, further avoidance and minimization to reduce needs will be evaluated and prioritized, including, incentivizing the private sector through innovation.
LOD - Preferred Alternative
Right-of-Way
Roadway Baseline
Edge of Lane
General Purpose Lane
General Purpose Lane VDOT 495 NEXT Project
Managed Lane
Managed Lane VDOT 495 NEXT Project
Aerial Structure
Aerial Structure VDOT 495 NEXT Project
Shared Use Path
Shared Use Path VDOT 495 NEXT Project
Noise Barrier - Existing
Noise Barrier - Proposed
Proposed Stormwater Management Facility
Trails
FEMA Floodplain 100 Year
Delineated Waterways (Feature ID, Refer to NRTR)
Delineated Wetlands (Feature ID, Refer to NRTR)
Delineated Wetlands Buffer (Feature ID, Refer to NRTR)
NWI Wetlands and Waterbodies
DNR Wetlands and Waterbodies
Historic Properties
Park Property
Potential Hazardous Concerns
Parcel Boundaries
October 2021
0 50 100 200 Feet
Environmental Resource Mapping
LOD
Preferred Alternative
Appendix D
Map 39
270
495
MANAGED LANES STUDY