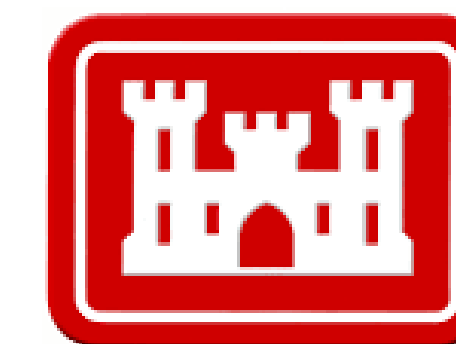


JOINT PUBLIC HEARINGS FOR THE I-495 & I-270 MANAGED LANES STUDY

What Is the Purpose of the Joint Public Hearing?

- To provide the public an opportunity to comment on the following:
 - Alterations of nontidal wetlands, wetland buffers, waterways, and floodplains associated with the proposed improvements, as presented in the Joint Federal/State Application (JPA) for the Alteration of Any Floodplain, Waterway, Tidal or Nontidal Wetland in Maryland, being evaluated by the US Army Corps of Engineers (USACE) - Baltimore District and the Maryland Department of the Environment (MDE).
 - Discharges to navigable waters from the proposed improvements as presented in the Water Quality Certification Request being evaluated by MDE.



What Is the Project?

PROJECT DESCRIPTION

The project limits include: I-495 from the George Washington Memorial Parkway in Virginia, including improvements to the American Legion Bridge over the Potomac River, to east of MD 187 on I-495, and 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. These are the project limits for Alternative 9 – Phase 1 South, the Preferred Alternative chosen for the I-495 & I-270 Managed Lanes Study.

On I-495, the Preferred Alternative would consist of adding two new High-Occupancy Vehicle Toll (HOT) managed lanes (MLs) in each direction from the George Washington Memorial Parkway to west of MD 187. On I-270, the Preferred Alternative consists of converting the one existing High-Occupancy Vehicle (HOV) lane in each direction to a HOT ML and adding one new HOT ML in each direction on I-270 from I-495 to north of I-370 and on the I-270 east and west spurs. There are no improvements proposed 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 are proposed to be removed. The MLs are proposed to be separated from the general purpose lanes using flexible delineators placed within the buffer. Transit buses and HOV-3+ vehicles would be permitted to use the MLs toll-free. The Preferred Alternative also proposes a full replacement of the American Legion Bridge with a new, wider bridge to accommodate the two HOT lanes in each direction, and will also include a shared use path to provide bicycle and pedestrian connection between Maryland and Virginia.



What Is the Project's Purpose & Need?

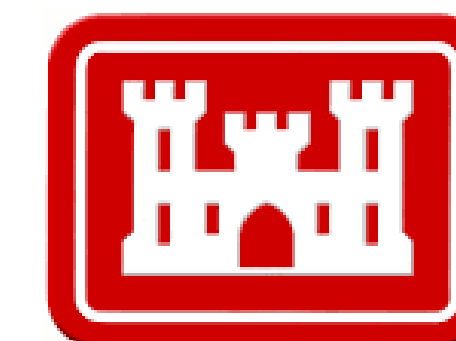
PURPOSE

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.

NEEDS

- 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





What Is the Joint Permit Application (JPA) and Permitting Process?

- The United States Army Corps of Engineers (USACE) and the Maryland Department of the Environment (MDE) are soliciting comments from the public; federal, state, and local agencies; Native American Tribes; and other interested parties on the impacts to wetlands, wetland buffers, waterways, and FEMA 100-year floodplains as part of the permitting process.
- Comments received will be:
 - Considered by the USACE and MDE to determine whether to issue, modify, condition or deny permits and authorizations for this Study;
 - Used to assess impacts on endangered species, historic properties, water quality, and general environmental effects;
 - Used to assess impacts to nontidal wetlands and their buffers, waterways, and 100-year nontidal floodplains;
 - Part of the public record; and
 - Used to determine the overall public interest of this project.
- State and Federal permits are required for unavoidable impacts to wetlands, wetland buffers, waterways, and the FEMA 100-year floodplains from the I-495 & I-270 Managed Lanes Study.
- Permits are required from:
 - USACE for impacts to Waters of the US; and
 - MDE for the alteration of FEMA 100-year floodplains, wetlands, their buffers, and Waters of the State.

What Are the Impacts to Wetlands, Waterways, and Floodplains?

Unavoidable impacts to wetlands, wetland buffers, waterways, and FEMA 100-year floodplains are summarized below.

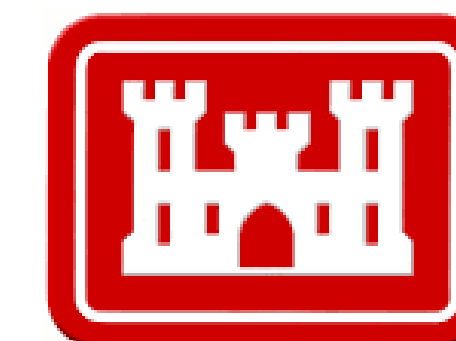
USACE ANTICIPATED DIRECT EFFECTS ON REGULATED AQUATIC RESOURCES FOR THE PREFERRED ALTERNATIVE (ALTERNATIVE 9 – PHASE 1 SOUTH):

Preferred Alternative	Impact Type	Stream Impact		Stream Impact	Wetland Impact	
		Sq. Ft.	Acres		Sq. Ft.	Acres
Alternative 9 - Phase 1 South	Permanent	639,109	14.67	40,186	148,598	3.41
	Temporary	323,136	7.42	2,353	27,385	0.63

MDE ANTICIPATED DIRECT EFFECTS ON REGULATED AQUATIC RESOURCES FOR THE PREFERRED ALTERNATIVE (ALTERNATIVE 9 – PHASE 1 SOUTH):

Preferred Alternative	Impact Type	Stream Impact		Stream Impact	Wetland Impact*		Wetland Buffer Impact		Floodplain Impact	
		Sq. Ft.	Acres		Sq. Ft.	Acres	Sq. Ft.	Acres	Sq. Ft.	Acres
Alternative 9 - Phase 1 South	Permanent	618,855	14.21	37,981	152,934	3.51	272,559	6.26	1,054,683	24.21
	Temporary	322,647	7.41	2,300	21,120	0.48	17,934	0.41	323,257	7.42

*The project will permanently impact 0.86 acres (37,346 square feet) of forested nontidal wetland, 0.01 acres (481 square feet) of scrub-shrub nontidal wetland, 2.64 acres (115,107 square feet) of emergent nontidal wetland, and temporarily impact 0.22 acres (9,666 square feet) of forested nontidal wetland and 0.26 acres (11,454 square feet) of emergent nontidal wetland.



What Were the Avoidance and Minimization Efforts for Wetlands, Waterways, and Floodplains?

Impacts to wetlands, their buffers, waterways, and the FEMA 100-year floodplain are being minimized to the greatest extent practicable at this stage of the project. Avoidance and Minimization will continue throughout the design process. Design revisions were made to avoid and minimize direct impacts to natural resources, including:

- A substantial reduction in project scope resulting in a 60% or greater reduction in roadway work and a 70% greater reduction in impacts to wetlands and waterways;
- Elimination of the collector-distributor system on I-270;
- Preliminary alignment shifts designs;
- Alterations to preliminary roadside ditch and grading designs;
- Additions to preliminary retaining wall designs to minimize the roadway footprint;
- Revisions to preliminary ramp designs, construction access areas, preliminary stormwater management (SWM) facility locations and sound wall locations;
- Relocations of preliminary managed lane access locations;
- Revisions of proposed SWM facility locations; and
- Targeted avoidance and minimization of the Potomac River and Plummers Island, Thomas Branch, and other major stream crossings to the greatest extent practicable.

What Is the Final Compensatory Mitigation Plan?

The Final Compensatory Mitigation Plan accompanies the JPA and identifies mitigation for impacts to wetlands and waterways. Mitigation will include stream restoration/enhancement and wetland creation/restoration focused on replacement of lost function in impacted watersheds within the study area in both Virginia and Maryland.

VIRGINIA MITIGATION

Virginia Stream Mitigation Summary

Watershed	MLS Mitigation Requirement (Lf)
Middle Potomac-Catoctin	472

- Mitigation for impacts are calculated using the Unified Stream Method (USM) for streams.
- USM factors in functional loss associated with stream impacts and as a result, does not require mitigation for all stream impacts.
- Mitigation credits will be purchased from existing mitigation banks to meet mitigation requirements in Virginia.

MARYLAND MITIGATION

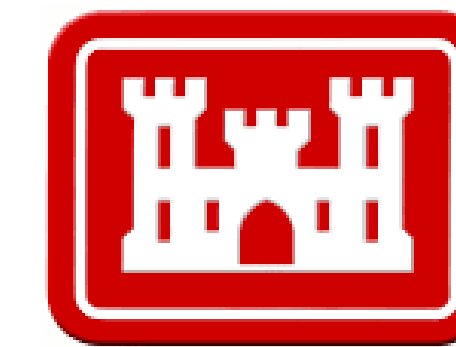
Maryland Wetland Mitigation Summary

Watershed	MLS Mitigation Requirement (Ac)	Proposed Mitigation Sites
Middle Potomac-Catoctin	4.38	1

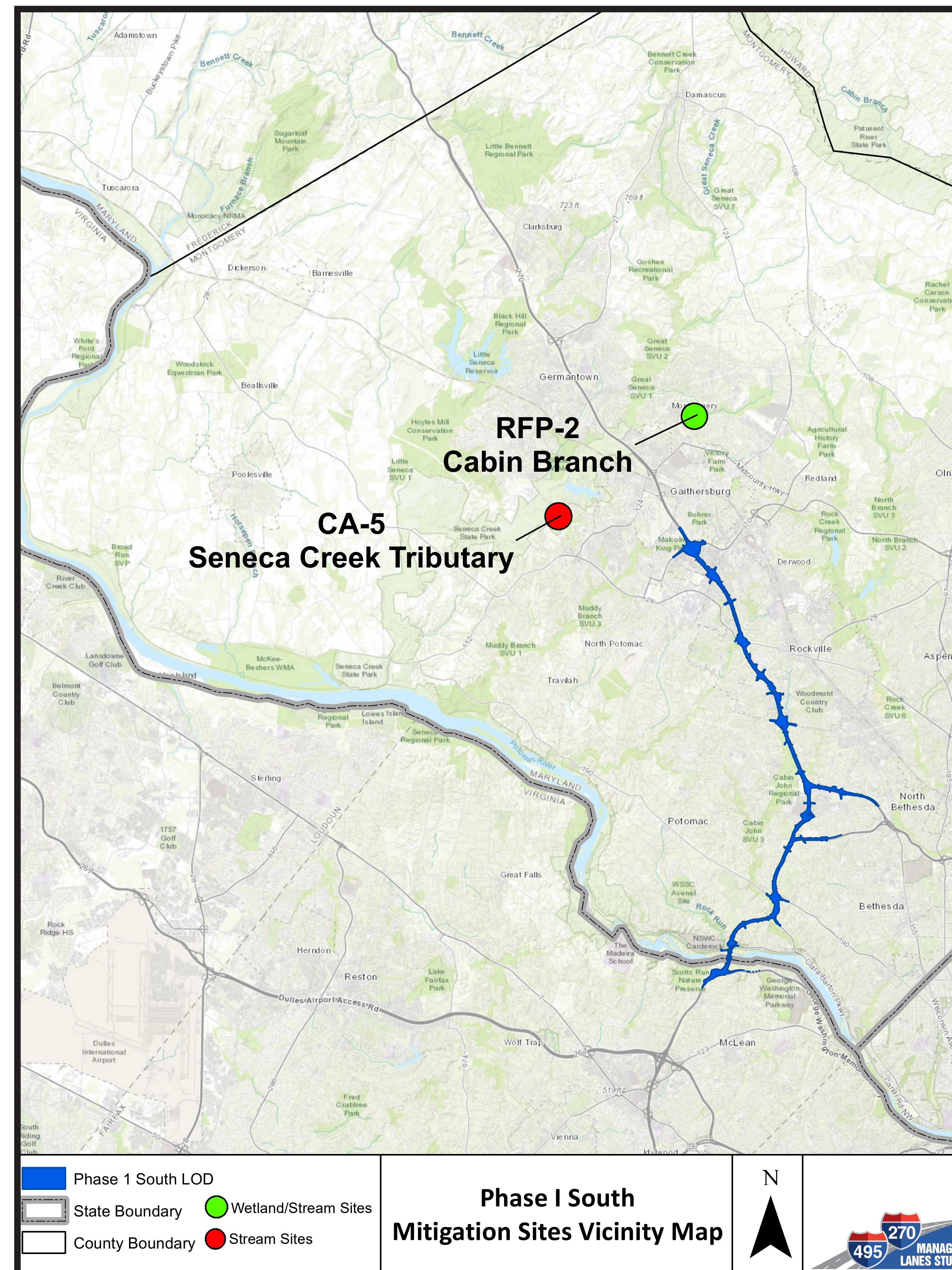
Maryland Stream Mitigation Summary

Watershed	MLS Mitigation Requirement (FF)	Proposed Mitigation Sites
Middle Potomac-Catoctin	7,511	2

- Mitigation for wetland impacts are calculated using standard mitigation ratios on an acre basis while ensuring lost wetland functions are replaced.
- Mitigation for Stream impacts are calculated using the Maryland Stream Mitigation Framework (MSMF).
- MSMF considers lost stream function as well as length and width of impacted streams to determine the functional feet (FF) lost.



Where are the Permittee Responsible Mitgation Sites?



What Are the Ways to Comment on the Joint Permit Application and Water Quality Certification?

- “ Testimony at the public hearing.
- ✉ Written comments (by letter or email) to MDE and USACE at the contact information below.

MDE	USACE
<p>Maryland Department of the Environment Wetlands and Waterways Program</p> <p>Attn: Mr. Steve Hurt</p> <p>1800 Washington Blvd., Suite 430 Baltimore, Maryland 21230-1708</p> <p>MDE.SHAprojects@maryland.gov</p>	<p>U.S. Army Corps of Engineers Baltimore District</p> <p>Attn: Mr. Nicholas Ozburn</p> <p>2 Hopkins Plaza Baltimore, Maryland 21201</p> <p>Nicholas.R.Ozburn@usace.army.mil</p>