



# I-495 EXPRESS LANES NORTHERN EXTENSION (495 NEXT)



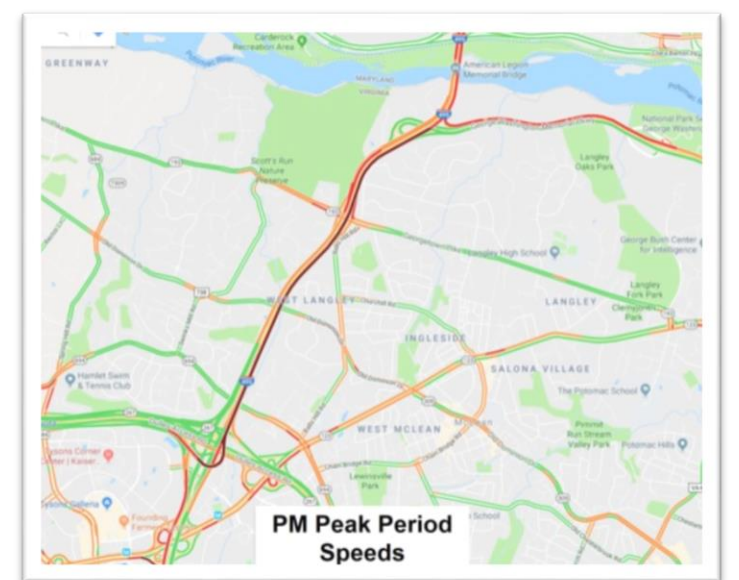
# NEW AMERICAN LEGION BRIDGE I-270 TO I-70 TRAFFIC RELIEF PLAN

**Public Information Meeting**

September 29, 2021

# Meeting Agenda

- **VDOT 495 NEXT Project**
  - Environmental and Agency Approvals
  - Stormwater Management and Stream Restoration Commitments
  - Design Refinements
- **MDOT New American Legion Bridge I-270 to I-70 Traffic Relief Plan**
  - Project Overview
  - Phase 1 Predevelopment
  - Project Elements in Virginia
- **Coordination between Maryland and Virginia**
- **Transit Components and Benefits**
- **Next Steps**



# 495 NEXT Project Overview

Three-mile northern extension of 495 Express Lanes from south of Old Dominion Drive to the American Legion Bridge.



## PROJECT GOALS

Reduce congestion

Provide additional travel choices

Improve travel reliability

Enhance safety

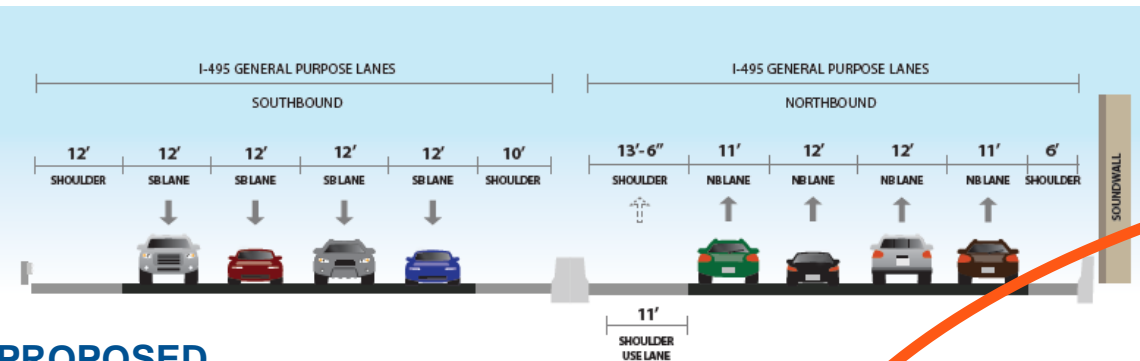
Move more people

# 495 NEXT Project Overview

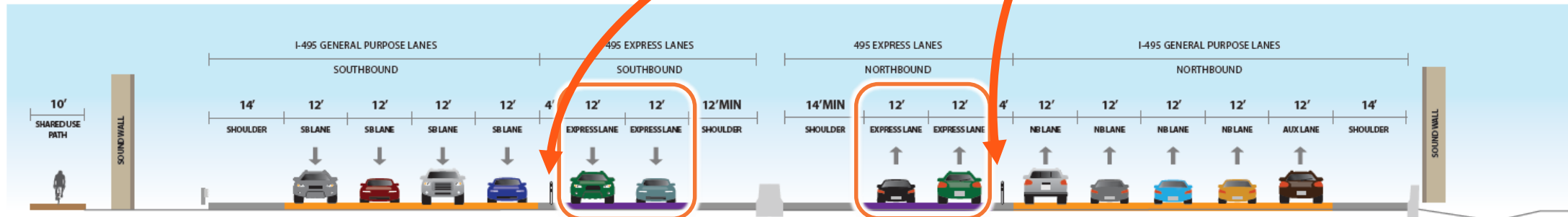
## Express Lanes Extension

- Two dynamically tolled lanes in each direction on I-495
- Currently, trucks with 3 or more axles not permitted
- Free use for HOV 3+ vehicles and transit vehicles

### EXISTING

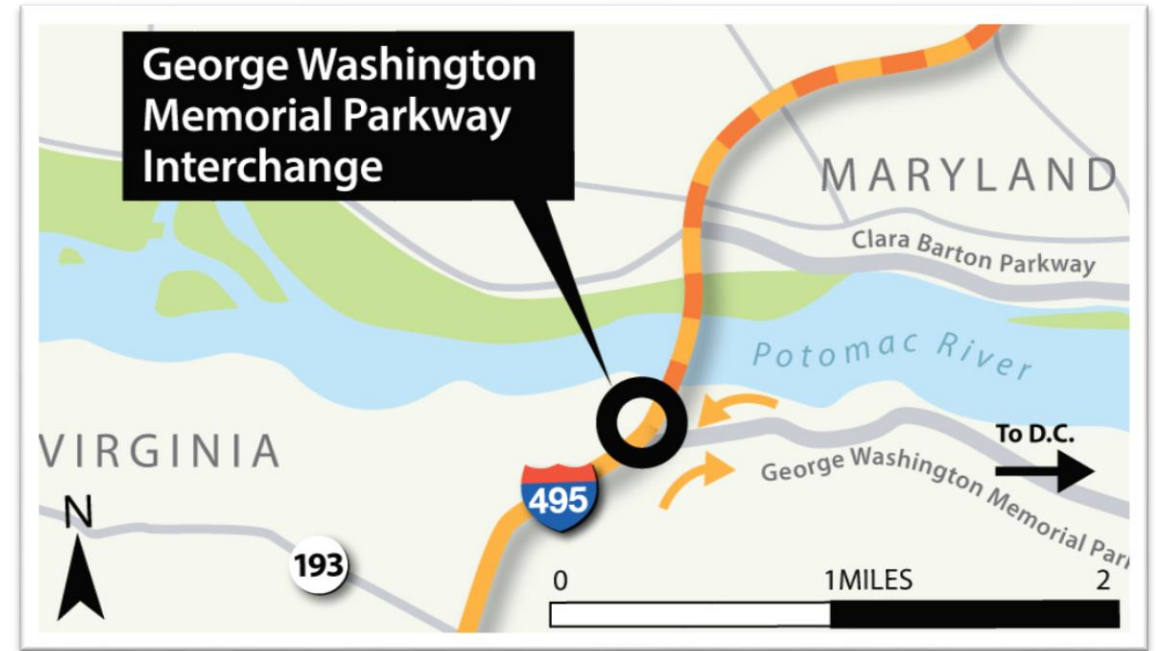
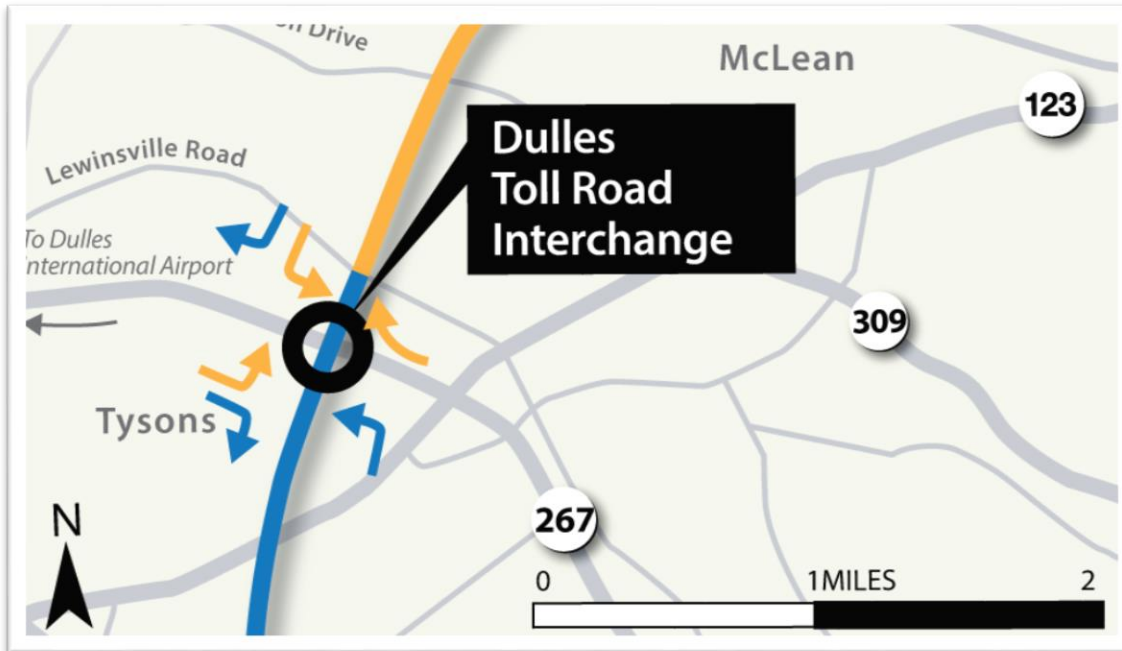


### PROPOSED



# 495 NEXT Project Overview

## Proposed Express Lanes Access



- General Purpose and Express Lanes Access
- Existing I-495 Express Lanes
- Proposed Extension
- Under Study by Maryland
- Existing Access
- Proposed Access

# Other 495 NEXT Project Elements



**Improve interchanges and replace existing bridges**



**Add bike and pedestrian trails**



**Replace existing noise walls and construct new walls where needed**



**Provide stormwater management facilities**



**Provide stream restoration and stabilization**

# Environmental and Agency Approvals

## Federal Highway Administration

- Environmental Assessment / Feb. 24, 2020
- Revised Environmental Assessment Published May 2021\*
- Interchange Justification Report June 14, 2021\*
- Finding of No Significant Impact June 29, 2021\*

## National Park Service

- Section 106 No Adverse Effect Concurrence April 29, 2020
- Section 4(f) Temporary Occupancy and *De Minimis* Impact Determination Concurrence May 6, 2021\*

## Fairfax County Park Authority

- Section 4(f) Temporary Occupancy and *De Minimis* Impact Determination Concurrence May 12, 2021\*

## Commonwealth Transportation Board

- HOT Lanes Designation / April 20, 2021\*

## Virginia Department of Environmental Quality

- Approval for Virginia Stormwater Management Program regulations / Jan. 28, 2019

\* Approvals have occurred since October 2020 Public Hearing

# Project Timeline





# Stormwater Management and Stream Restoration Commitments

- Improve quality and quantity of water leaving the 495 NEXT project area
- Improve plunge pools at four outfalls along Scotts Run stream
- Transurban to provide \$1.387M to Fairfax County for restoring approximately 3,000 linear feet of Scotts Run
- Stabilize stream banks at two locations along Scotts Run to improve conditions



# Design Refinements

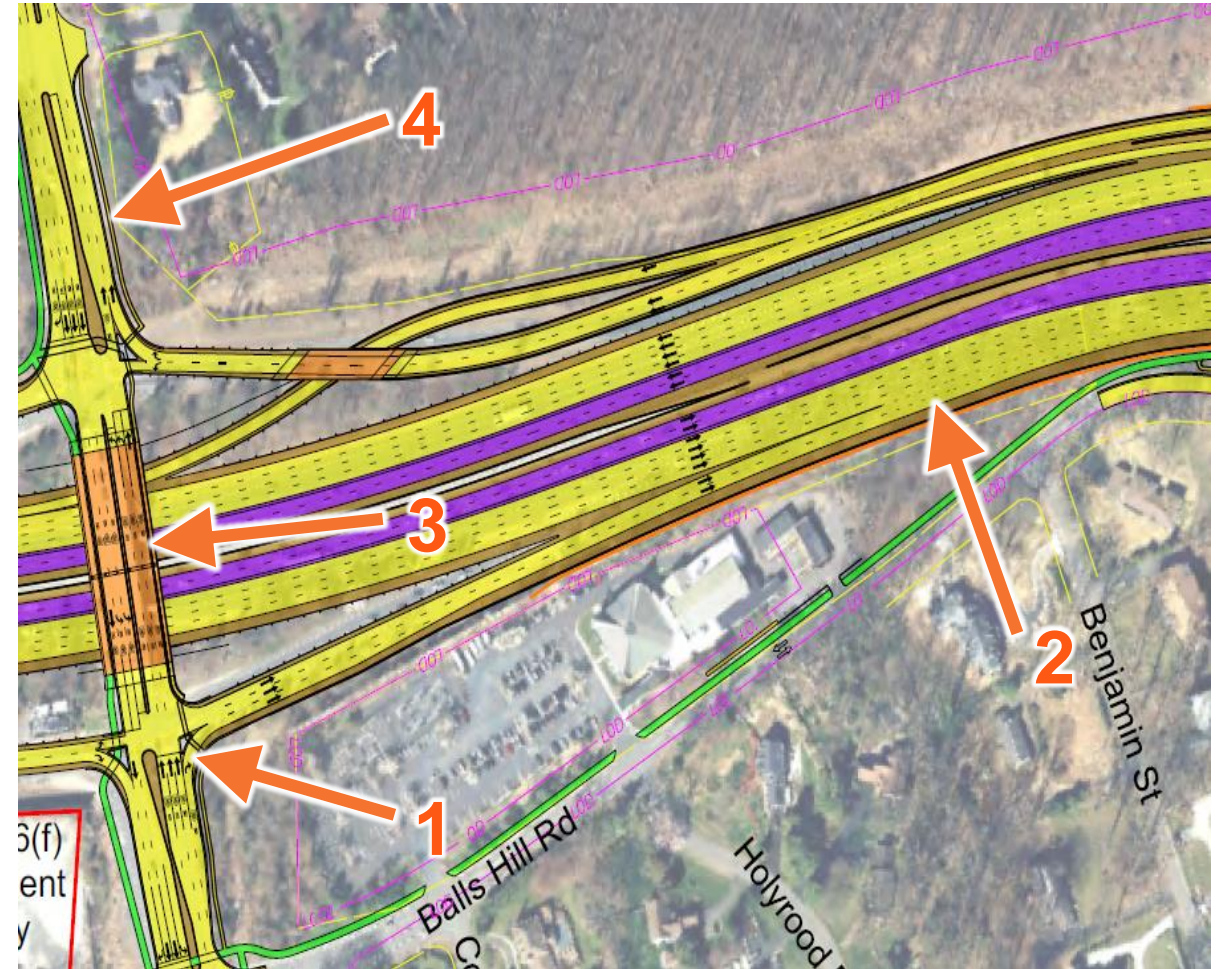
## Georgetown Pike Interchange

### Revised Georgetown Pike interchange ramps configuration:

1. Channelized free-flow right-turn from westbound Georgetown Pike to northbound I-495
2. Acceleration and merge lane with increased merge distance on northbound I-495 on-ramp

### Revised Georgetown Pike overpass typical section:

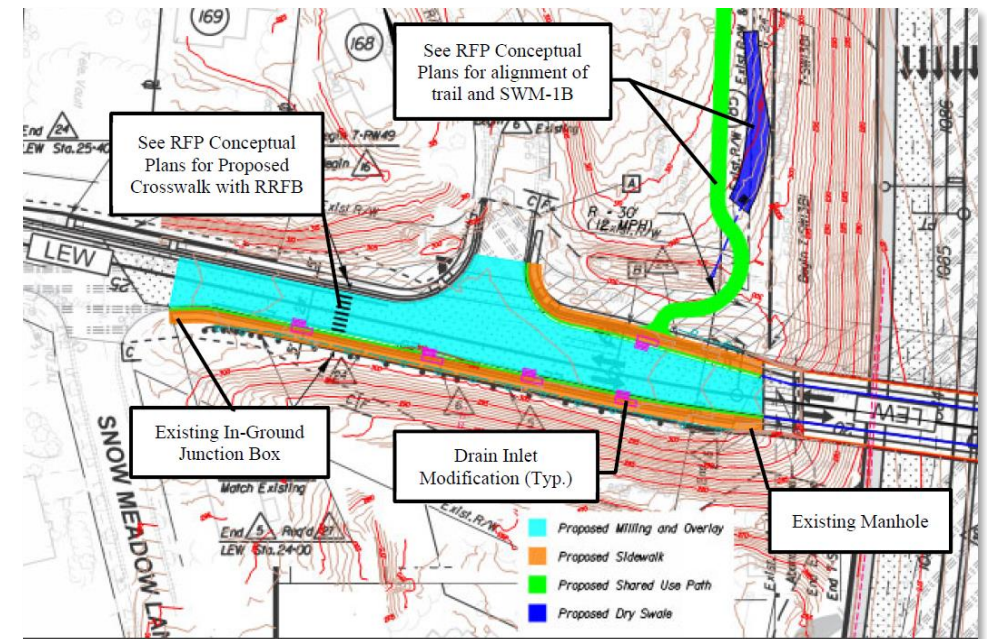
3. Wider bridge with six-foot-wide sidewalk on north side of bridge
4. Trail connection to Scotts Run Nature Preserve



# Design Refinements

## Lewinsville Road Bridge and Timberly South Area

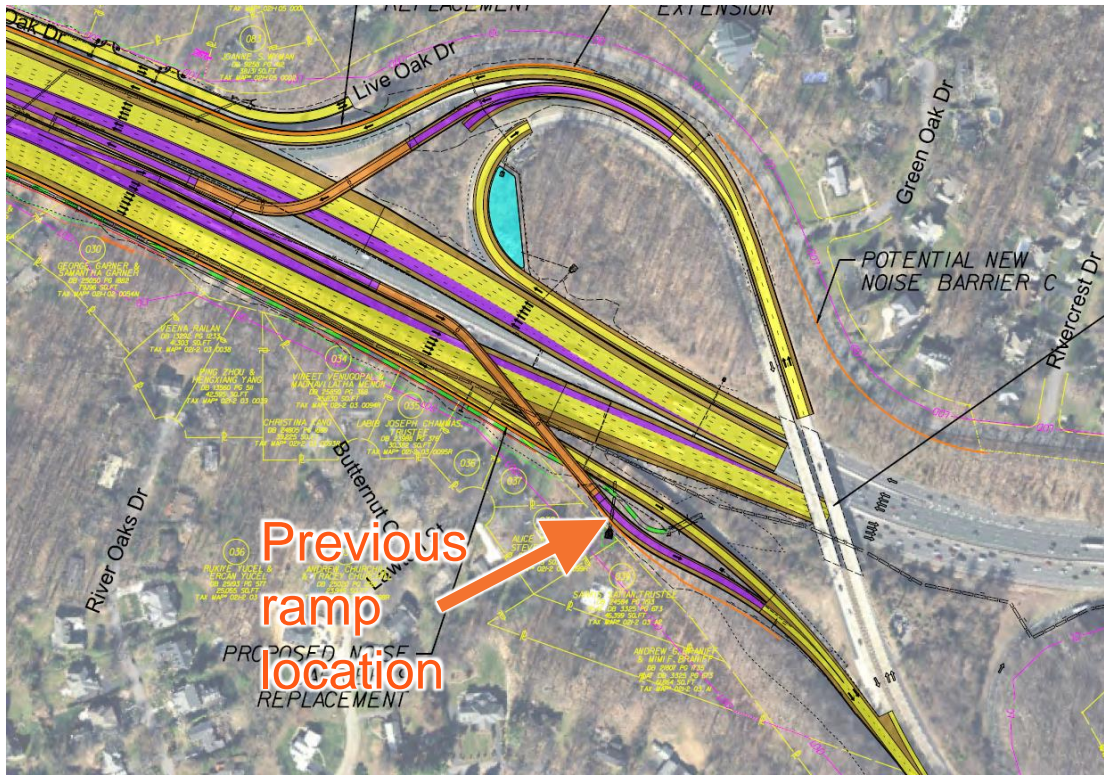
- Additional rectangular rapid flashing beacon and high-visibility crosswalk across Lewinsville Road at Timberly Lane intersection
- Revised trail terminus alignment and additional improvements to sidewalk on Lewinsville Road Bridge and along Lewinsville Road between Snow Meadow Lane and I-495



# Design Refinements

## George Washington Parkway Interchange Area

Relocated northbound Express Lanes to eastbound GW Parkway ramp flyover





## New American Legion Bridge I-270 to I-70 Traffic Relief Plan

- **Phase 1 South** is I-495 from George Washington Parkway to I-270 and then I-270 from I-495 to I-370
- **Phase 1 North** is I-270 from I-370 to I-70 and is a separate study that is in Pre-NEPA





## Challenges Phase 1 Will Solve

- Need for a new American Legion Bridge
  - Replacing bridge deck/structural repairs or full bridge replacement is needed in the next decade
  - Construction/traffic impacts will be similar for replacing the deck or full bridge replacement
- Need for new travel options on the most congested and unreliable freeways in Maryland - Wider bridge alone does not relieve congestion or provide options for carpools
- Lack of Transit Opportunities and Connections - No opportunities for reliable suburban transit services due to congested interstates
- Barriers to Bicycle and Pedestrian Connections
  - No connection across American Legion Bridge linking trails in Virginia and Maryland
  - Barriers created by interstates – missing important connections across the highways

**NEW** AMERICAN  
**LEGION**

**BRIDGE**

**I-270 TRAFFIC RELIEF PLAN**





## Benefits of HOT Lanes

- All Travelers on the Highway and Local Road Network Benefit from HOT Lanes
  - HOT lanes improve highway operations and provide the driving public, as well as transit riders and carpoolers, with reduced congestion, trip reliability and improved safety.
- Transit Users will receive Benefits of increased Reliability and Congestion Free Trips.
  - HOT lanes can significantly improve transit travel times and transit system reliability that have limited regional express-bus services utilizing the congested general-purpose lanes.
- Carpoolers of three or more can also use HOT lanes for free (HOV 3+)
  - Others with fewer occupants in the vehicle that choose to use HOT lanes will pay a dynamic toll to use HOT lanes for reliable trips with reduced travel time.
- The General-Purpose Lanes will Remain Free
  - Only those who choose to pay a toll for a speedier trip in the HOT lanes will pay the toll.



## Preferred Alternative (PA)

- Announced in January 2021, **Alternative 9 was identified as the PA** based on results of traffic, engineering, financial and environmental analyses and public comment
- After several months of further coordination with and listening to our agencies and stakeholders on Alternative 9 as the PA, MDOT is **now aligning the MLS to be consistent with the phased delivery and permitting approach**
- MDOT and FHWA have identified a **new PA, Alternative 9 – Phase 1 South** to include the same two new HOT managed lanes in each direction as described in Alternative 9 included within the Phase 1 South limits only
- No action at this time on I-495, east of the I-270 east spur





## Managed Lane Study Preferred Alternative

### Alternative 9 – Phase 1 South

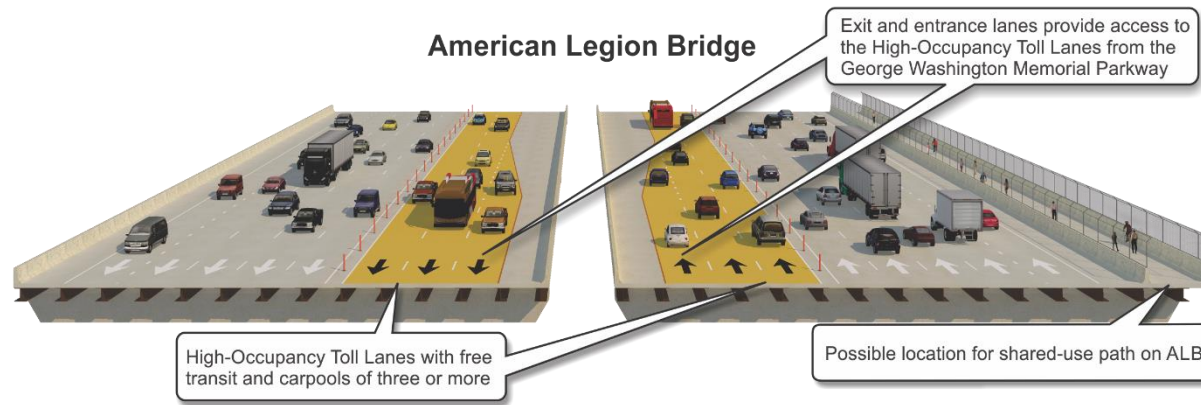
**Two HOT Lanes:** I-495 from George Washington Memorial Parkway (GWMP) to MD 187 and then I-270 from I-495 to I-370 including I-270 east spur from MD 187 to I-270

**No Action:** On I-495 From MD 187 to West of MD 5





# Preferred Alternative



*View of ALB from Virginia looking north towards Maryland*

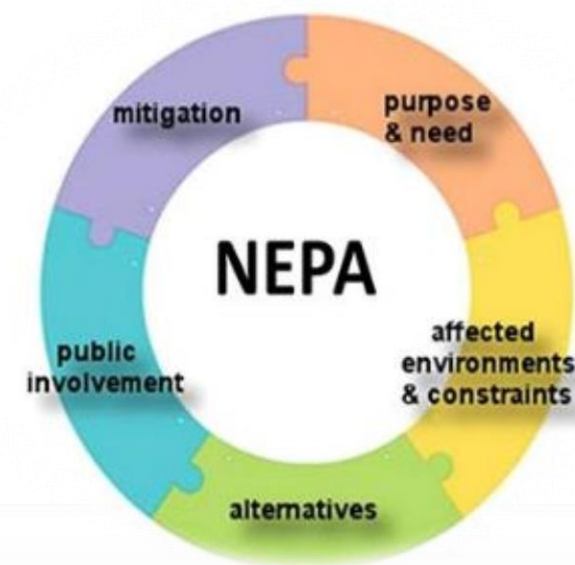
**Convert existing HOV lane to HOT managed lane and add one HOT managed lane in each direction on I-270 between I-495 and I-370 and the I-270 East Spur from MD 187 to I-270**





## Supplemental Draft Environmental Impact Statement (SDEIS)

- A SDEIS is being completed based on new information relative to the PA, Alternative 9 – Phase 1 South.
- SDEIS will supplement the existing DEIS and will be of *limited scope* to focus on new information while referencing the DEIS for information that remains valid.
- The analyses in the DEIS remain valid.
- The SDEIS will allow for public review and comment on the PA with a **45-day comment period** and **one virtual hearing**.





# Commitments and Enhancement

- These commitments are **additional enhancements that are above mitigation** for direct impacts:

## Bicycle and Pedestrian Connections

Consistent with county master plans:

- New Pedestrian/bicycle path across ALB
- New side paths across River Road
- Upgraded side-path along Seven Locks Road
- Upgraded Bethesda Trolley Trail crossings



## Environmental Enhancements

Address water quality concerns on parkland:

- Stabilize stream banks/beds, create natural channels, remove concrete lined channels revegetate areas to improve water quality & reduce flooding and pollutant loads in identified priority M-NCPPC Parks.



## Regional Transit Improvements

Enhance existing and planned transit and support new opportunities:

- Bus capacity expansion at WMATA Shady Grove Metrorail Station
- Park and Ride expansion at Westfield Montgomery Mall Transit Center





## Progressive P3 Approach

### Phase 1 Solicitation

- Select Phase Developer for Phase 1: New American Legion Bridge I-270 to I-70 Traffic Relief Plan

### Predevelopment Work

- Having received Board of Public Works approval, Phase Developer begins collaborative Predevelopment Work to advance the MDOT Recommended Preferred Alternative for the MLS within Phase 1 South

### Committed Section Proposals

- At conclusion of the Predevelopment Work and NEPA process, the Phase Developer will offer a committed price and schedule for delivery of the first section

### Section Development

- Board of Public Works will be asked to consider and approve the committed section proposal to deliver the first section



## Phase 1 Solicitation: Selected Developer

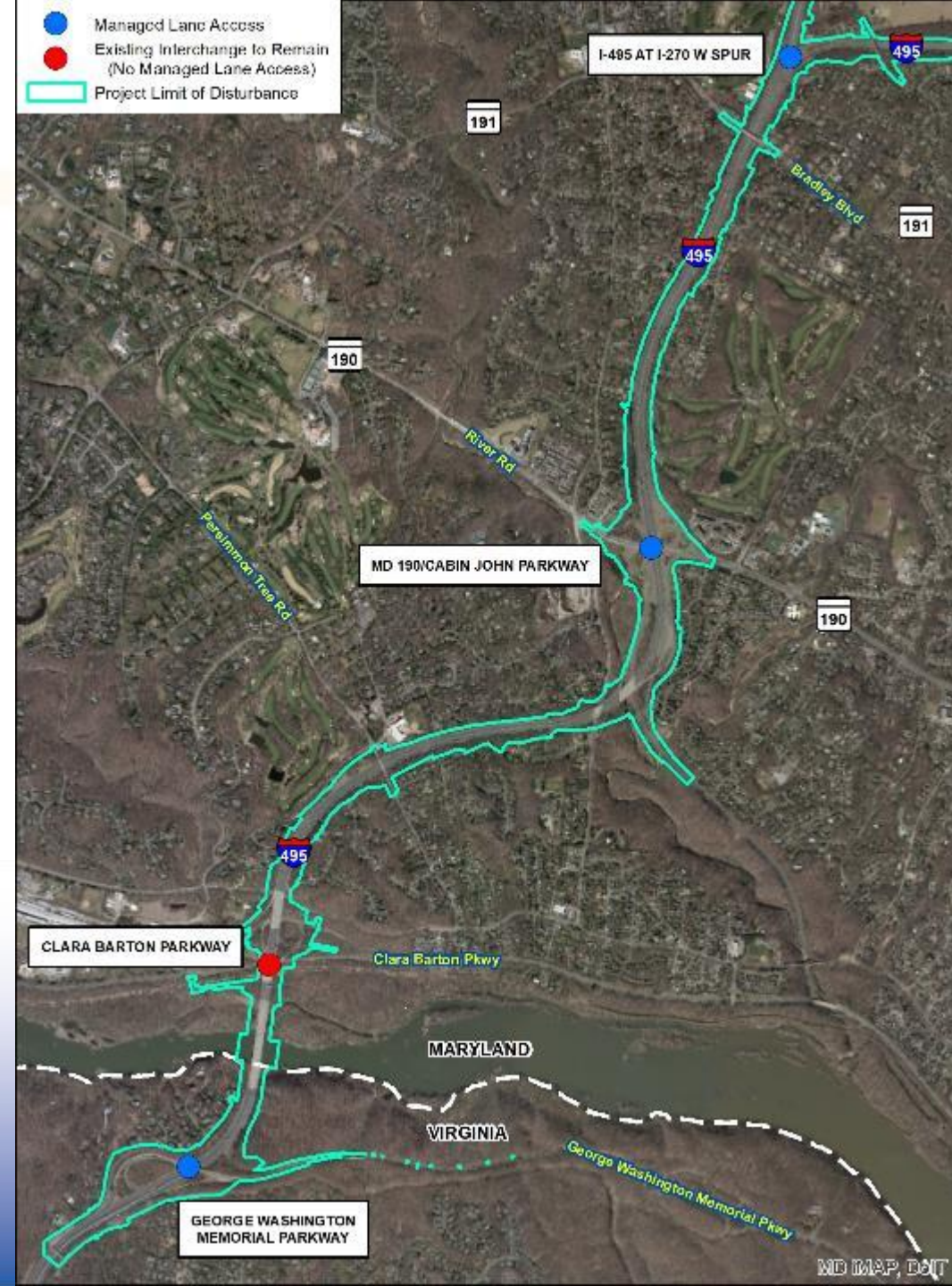
### Accelerate Maryland Partners, LLC

- Strong understanding of the project and well-thought-out approaches to manage and mitigate project risks including solutions to further reduce property impacts, reduce potential utility conflicts, and provide environmental stewardship
- Delivery of Phase 1 South (GWMP to I-370) with No Maryland Funding
- Proposed Commitments: Transit Improvements, Community Grant program, Vision Zero Investments, No-Interest Loan Program for Local Fleet Conversions, and Water Quality enhancements\*
- Offered: \$145m Development Rights Payment; Estimated \$5m for Vision Zero during Phase 1 South and estimated at least \$300m in transit services for Phase 1 South, \$50m in community grants, and \$25m for emerging technologies over the operating term\*
- Comprehensive Approach to Local Workforce Development including Small, Disadvantaged, and Veteran Owned Businesses; Union and Local Contractor involvement; Engagement with Local Community Organizations and Educational Institutions

*\*The exact investments would be determined as part of the Section P3 Agreement along with other components to advance final design, construction, financing, operations, and maintenance for 50 years.*

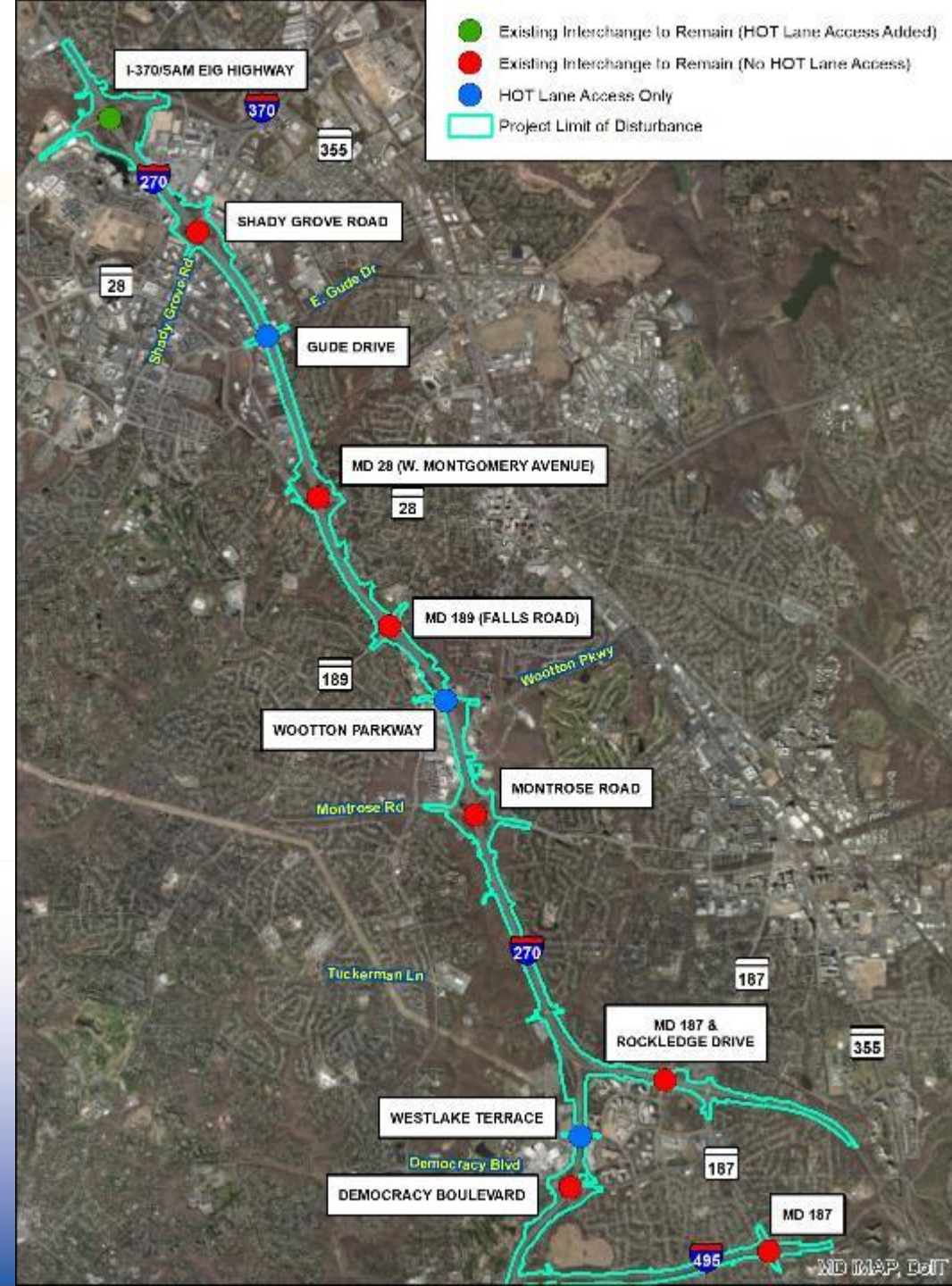


# Proposed Access Points Phase 1 South

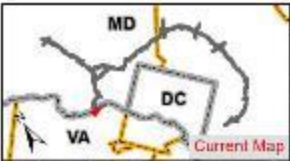




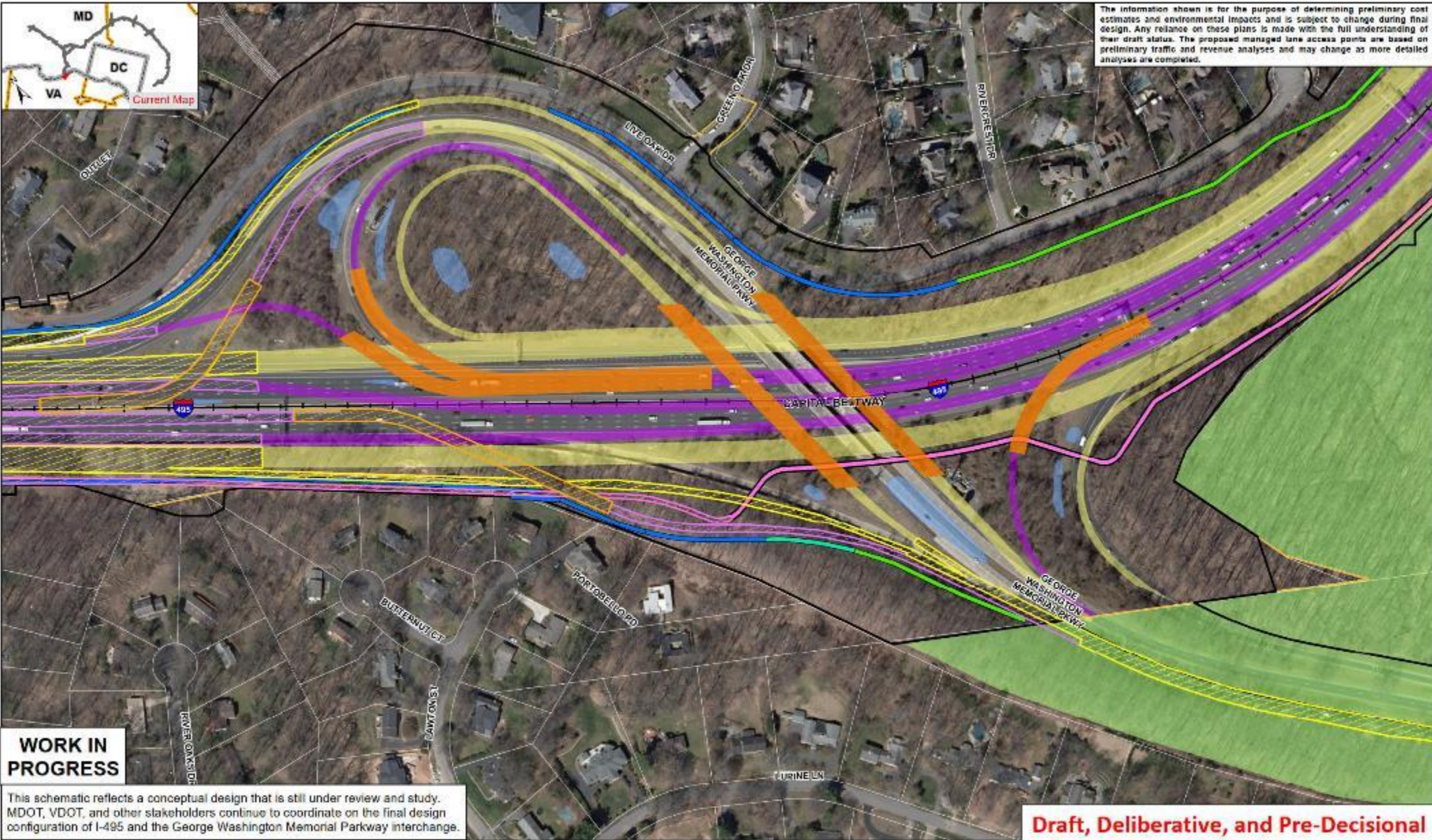
# Proposed Access Points Phase 1 South (cont.)







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.

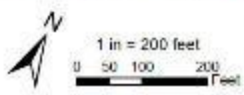


**WORK IN PROGRESS**

This schematic reflects a conceptual design that is still under review and study. MDOT, VDOT, and other stakeholders continue to coordinate on the final design configuration of I-495 and the George Washington Memorial Parkway interchange.

**Draft, Deliberative, and Pre-Decisional**

- |  |   |   |   |
|--|---|---|---|
| <ul style="list-style-type: none"> <li> Project Limit of Disturbance</li> <li> Right-of-Way</li> <li> Parks</li> <li> Proposed SWM Facility</li> </ul> | <ul style="list-style-type: none"> <li> VDOT Next - Bridge</li> <li> VDOT Next - General Purpose Lanes</li> <li> VDOT Next - Managed Lanes</li> <li> VDOT Next - Shared Use Path</li> </ul> | <ul style="list-style-type: none"> <li> Current Design - Bridge</li> <li> Current Design - General Purpose Lanes</li> <li> Current Design - Managed Lanes</li> <li> Proposed Shared Use Path</li> </ul> | <ul style="list-style-type: none"> <li> Noise Barrier Feasible and Reasonable</li> <li> Existing Noise Barrier to be Relocated</li> <li> VDOT Proposed Noise Barrier</li> </ul> |
|--|---|---|---|



**Phase 1 South  
Alternative 9**  
Map 2

**Phase 1 South:  
American Legion Bridge  
I-270 to I-370**  
DATE: 8/18/2021



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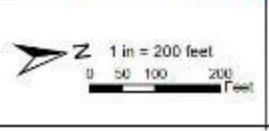


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**Draft, Deliberative, and Pre-Decisional**

Project Limit of Disturbance	VDOT Next - Bridge	Current Design - Bridge	Noise Barrier Feasible and Reasonable
Right-of-Way	VDOT Next - General Purpose Lanes	Current Design - General Purpose Lanes	Existing Noise Barrier to be Relocated
Parks	VDOT Next - Managed Lanes	Current Design - Managed Lanes	
Proposed SWM Facility	VDOT Next - Shared Use Path	Proposed Shared Use Path	



**Phase 1 South  
Alternative 9**  
Map 4

**Phase 1 South:  
American Legion Bridge  
I-270 to I-370**  
DATE: 8/18/2021

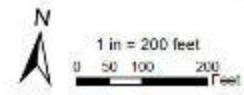
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**WORK IN PROGRESS**

**Draft, Deliberative, and Pre-Decisional**

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**Phase 1 South  
Alternative 9**

Map 5

**Phase 1 South:  
American Legion Bridge  
I-270 to I-370**

DATE: 8/18/2021

# Maryland and Virginia Coordination

Maryland Governor Hogan and Virginia Governor Northam announced historic **Capital Beltway Accord** in November 2019.

## Key Elements:

- Provide a new American Legion Bridge and new bicycle and pedestrian access to connect trails on both sides of Potomac River.
- Final agreement will define how Maryland and Virginia projects will “interface” including:
  - Design and construction requirements
  - Operations and maintenance roles
  - Seamless regional dynamic toll lane network with each state operating its system independently



# Transit Components and Benefits

Virginia's 495 NEXT Project and Maryland's New American Legion Bridge I-270 to I-70 Traffic Relief Plan:



Support shared vision for multimodal transportation solutions.



Create new opportunities and greater incentives for buses, carpools, and other transit use through express lanes.



Incorporate transit recommendations from joint I-495 American Legion Bridge Transit/TDM Study supporting bus service between Fairfax and Montgomery Counties.





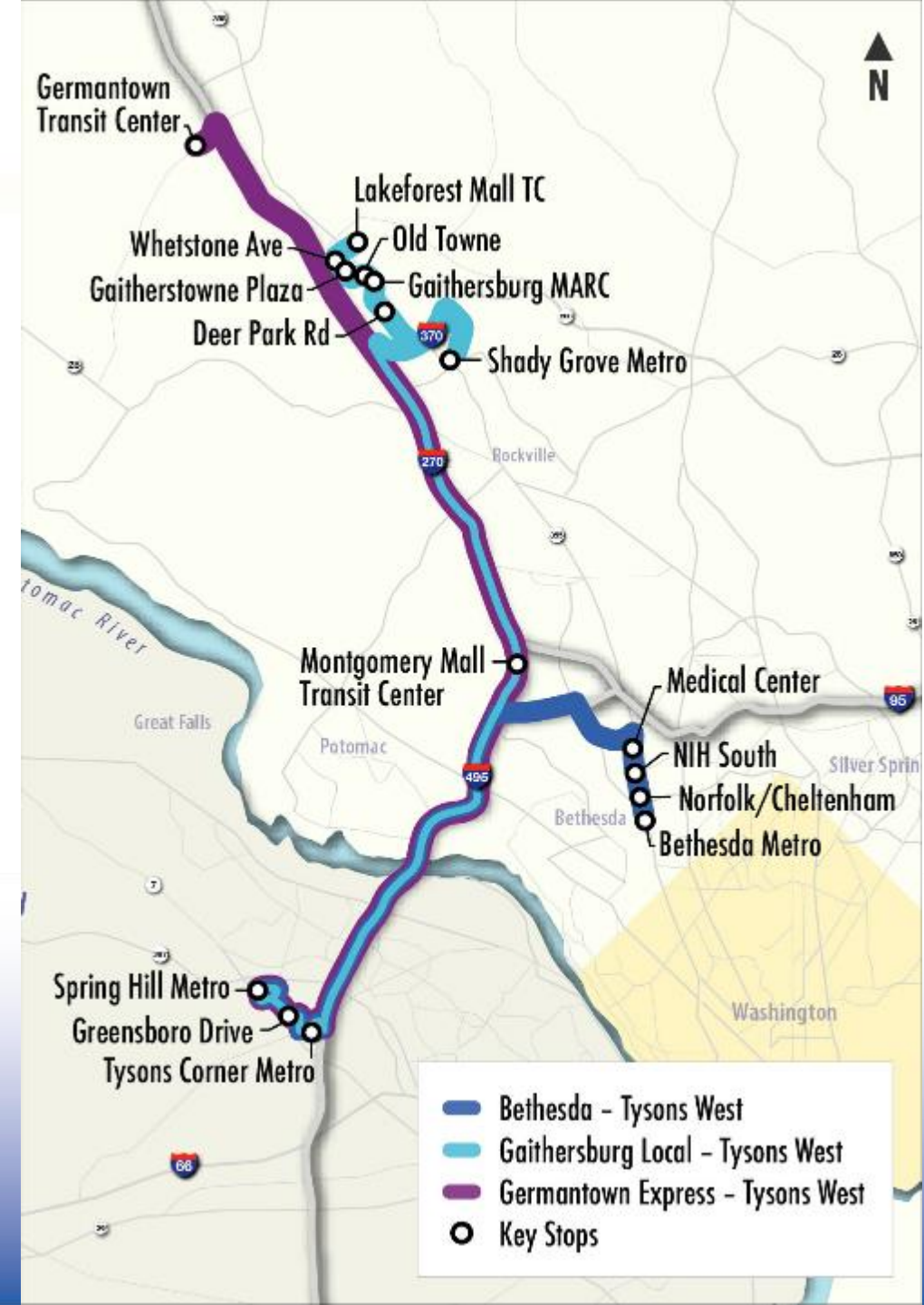
## Maryland's Transit Commitment

### Potential Enhanced Transit Network

- Integrated service network with existing Commuter Bus and Montgomery County Ride On services
- Combination of peak hour commuter bus routes with new all-day routes
- Begin with new service across American Legion Bridge to Virginia

### Potential Capital Improvements – Phase 1

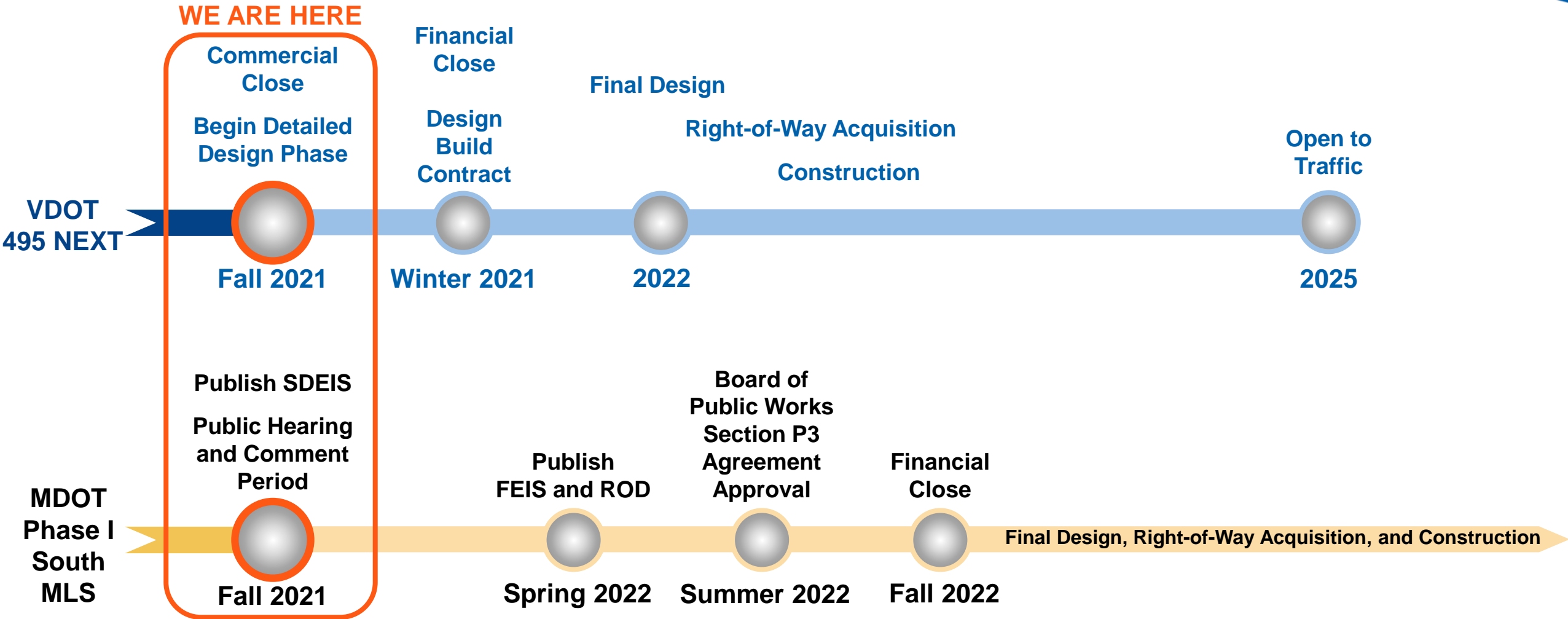
- Phase 1 South – ALB to I-370
  - Westfield Montgomery Mall Park and Ride
  - Shady Grove Metrorail Station bus capacity expansion
- Phase 1 North – I-370 to Frederick
  - Metropolitan Grove MARC Transit Center
  - Germantown Transit Center
  - Park and Ride Expansion – Metropolitan Grove, Germantown, Dorsey Mill Road, Clarksburg, Hyattstown, Urbana, and Monocacy



# Virginia's Transit Commitment

- VDOT committed to providing project funding for transit in the I-495 corridor
- Implement the Tyson's / Montgomery County routes proposed in joint I-495 American Legion Bridge Transit/TDM Study:
  - \$2.2 million per year for bus service operations
  - \$5.2 million for initial purchases of buses
- Working with transit providers and jurisdictions to identify what the options are for providing services across the two counties and for timing of implementation

# Joint Maryland and Virginia Timelines





# Next Steps

**Continue coordination with Virginia and Maryland**

**Virtual Public Information Meeting – September 29, 2021 (6:30-8:30 p.m.)**

## **Virginia - 495 NEXT Project**

- Refine design
- Reach financial close with concessionaire
- Conduct right-of-way acquisition and begin construction in 2022

## **Maryland New American Legion Bridge I-270 to I-70 Traffic Relief Plan**

- Publish Supplemental Draft Environmental Impact Statement / October 1, 2021 (45-day comment period closes November 15, 2021)
- Hold Public Hearing / November 1, 2021
- Publish Final Environmental Impact Statement and Record of Decision / Spring 2022
- Complete predevelopment work and finalize Section P3 Agreement / Summer 2022

# I-495 EXPRESS LANES NORTHERN EXTENSION (495 NEXT)

[495northernextension.org](http://495northernextension.org)

# NEW AMERICAN LEGION BRIDGE I-270 TO I-70 TRAFFIC RELIEF PLAN

[495-270-p3.com](http://495-270-p3.com)