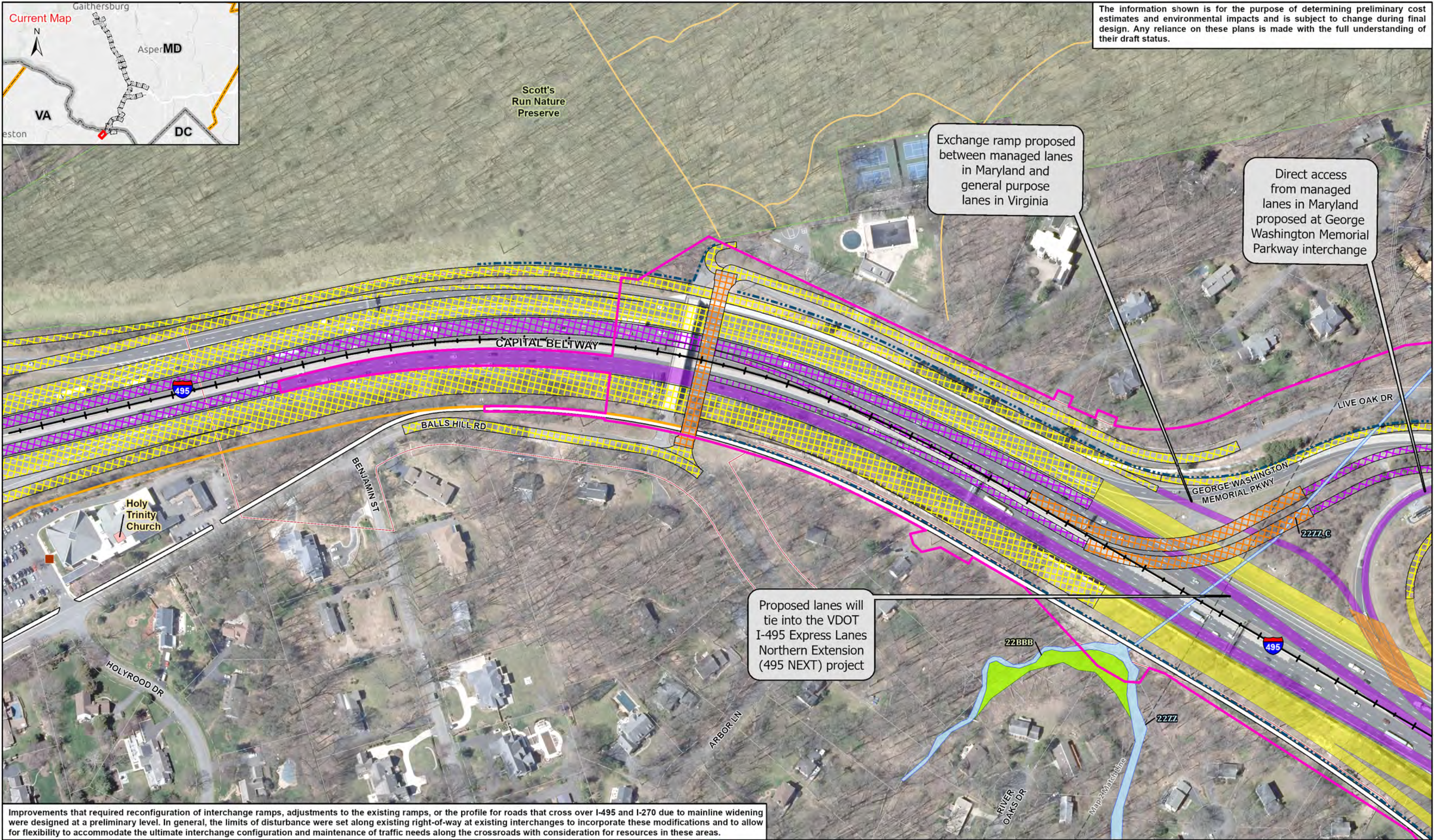
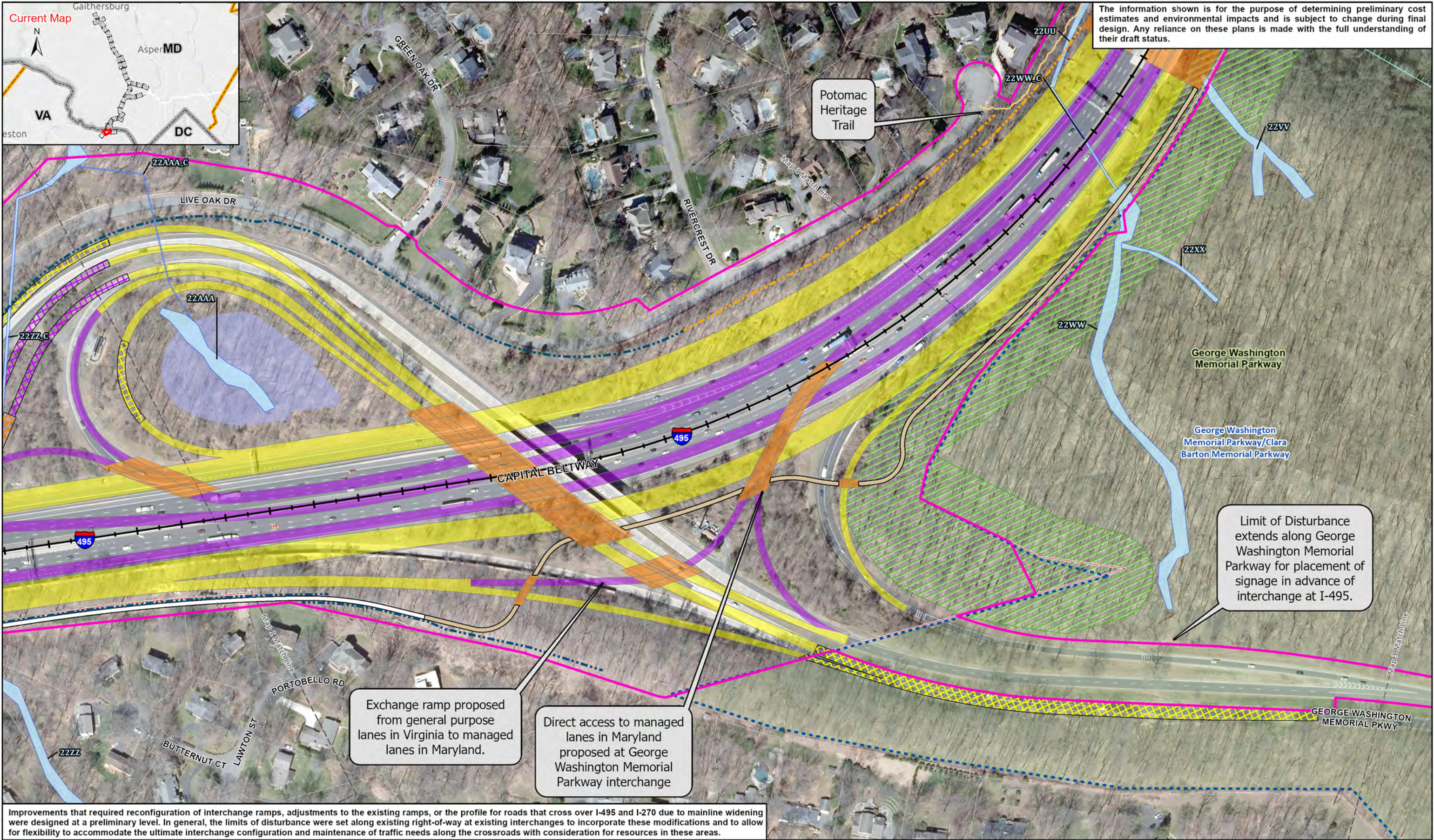


The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status.



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.

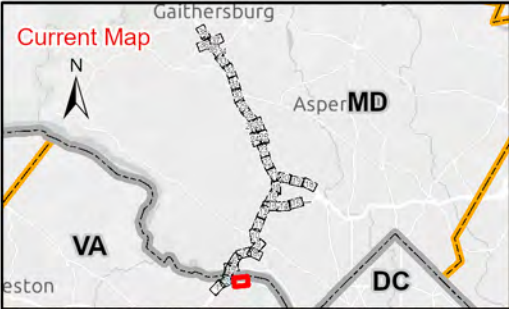
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| <ul style="list-style-type: none">LOD - Preferred AlternativeRight-of-WayRoadway BaselineEdge of LaneGeneral Purpose LaneGeneral Purpose Lane VDOT 495 NEXT Project | <ul style="list-style-type: none">Managed LaneManaged Lane VDOT 495 NEXT ProjectAerial StructureAerial Structure VDOT 495 NEXT ProjectPedestrian / Bicycle FacilityPedestrian / Bicycle Facility VDOT 495 NEXT Project | <ul style="list-style-type: none">Noise Barrier - ExistingNoise Barrier - ProposedNoise Barrier - Proposed VDOT 495 NEXT ProjectProposed Large Stormwater Management FacilityTrailsDelineated Waterways (Feature ID, Refer to NRTR) | <ul style="list-style-type: none">Delineated Wetlands (Feature ID, Refer to NRTR)Delineated Wetlands Buffer (Feature ID, Refer to NRTR)FCE Individual TreePark PropertyPotential Hazardous ConcernsPlace of Worship | <div>June 2022</div> <div>0 50 100 200 Feet</div> | <div>Environmental Resource Mapping</div> <div>LOD Preferred Alternative</div> | <div>Appendix E</div> <div>Map 1</div> <div>OP-LANES MARYLAND</div> <div>Options & Opportunities for All</div> |
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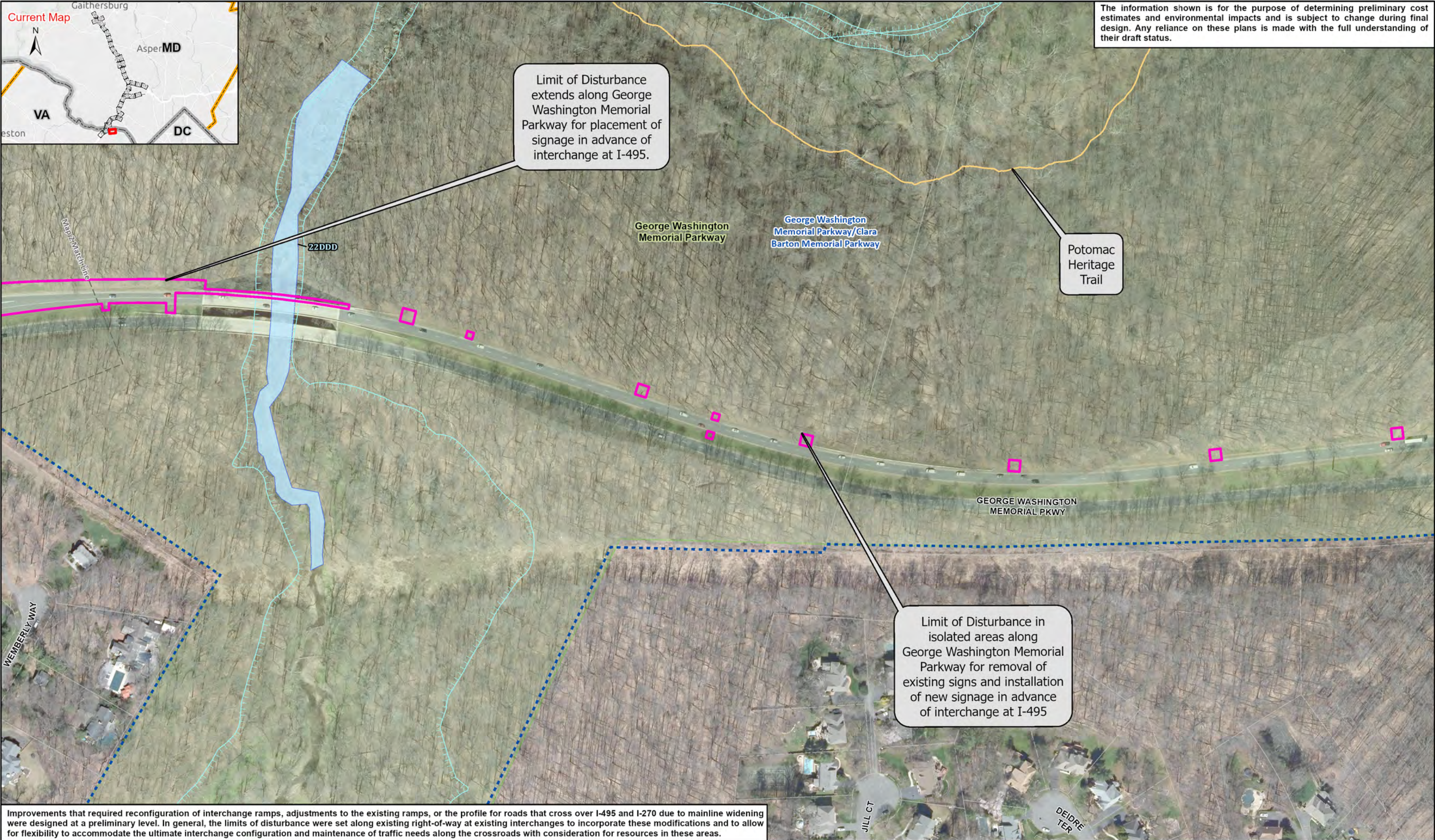
The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status.

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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| <ul style="list-style-type: none">LOD - Preferred AlternativeRight-of-WayRoadway BaselineEdge of LaneGeneral Purpose LaneGeneral Purpose Lane VDOT 495 NEXT Project | <ul style="list-style-type: none">Managed LaneManaged Lane VDOT 495 NEXT ProjectAerial StructureAerial Structure VDOT 495 NEXT ProjectPedestrian / Bicycle FacilityPedestrian / Bicycle Facility VDOT 495 NEXT Project | <ul style="list-style-type: none">Noise Barrier - ExistingNoise Barrier - ProposedNoise Barrier - Proposed VDOT 495 NEXT ProjectProposed Large Stormwater Management FacilityTrailsFEMA - 100 Year Floodplain | <ul style="list-style-type: none">Delineated Waterways (Feature ID, Refer to NRTR)Delineated Wetlands Buffer (Feature ID, Refer to NRTR)Forest Interior Dwelling HabitatFCE Individual TreeHistoric PropertiesPark Property | <div>June 2022</div> <div>0 50 100 200 Feet</div> | <div>Environmental Resource Mapping</div> <div>LOD Preferred Alternative</div> | <div>Appendix E</div> <div>Map 2</div> <div>OP LANES MARYLAND</div> <div>Options & Opportunities for All</div> |
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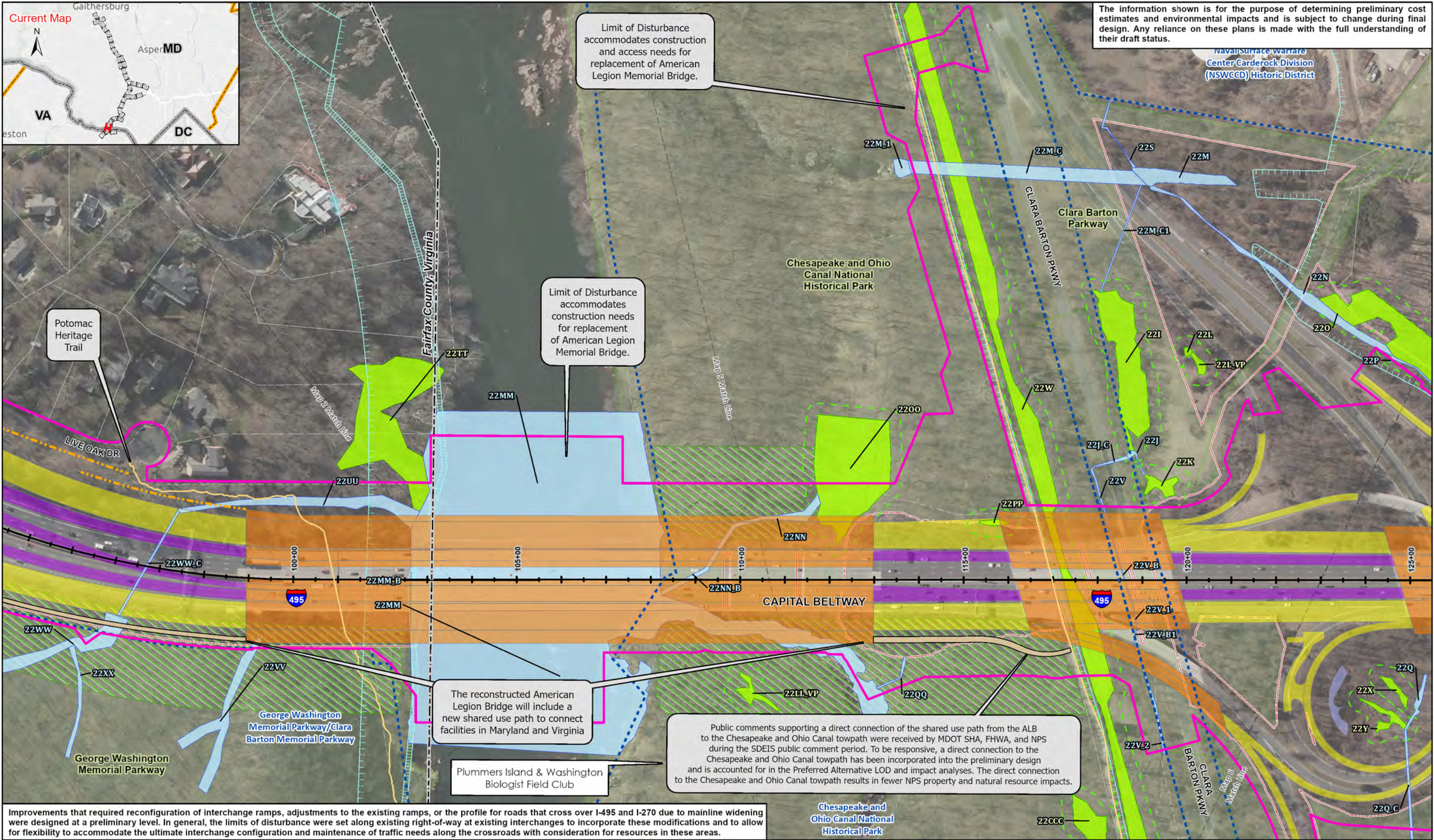


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| <ul style="list-style-type: none">LOD - Preferred AlternativeRight-of-WayRoadway BaselineGeneral Purpose LaneGeneral Purpose Lane VDOT 495 NEXT ProjectManaged Lane | <ul style="list-style-type: none">Managed Lane VDOT 495 NEXT ProjectAerial StructureAerial Structure VDOT 495 NEXT ProjectPedestrian / Bicycle FacilityPedestrian / Bicycle Facility VDOT 495 NEXT ProjectNoise Barrier - Existing | <ul style="list-style-type: none">Noise Barrier - ProposedNoise Barrier - Proposed VDOT 495 NEXT ProjectProposed Large Stormwater Management FacilityTrailsFEMA - 100 Year FloodplainDelineated Waterways (Feature ID, Refer to NRTR) | <ul style="list-style-type: none">Delineated Wetlands Buffer (Feature ID, Refer to NRTR)DNR Owned Properties and Conservation EasementsFCE Individual TreeHistoric PropertiesPark Property | <p>June 2022</p> <p>0 50 100 200 Feet</p> | <p>Environmental Resource Mapping</p> <p>LOD Preferred Alternative</p> | <p>Appendix E Map 3</p> <p>OP LANES MARYLAND</p> <p>Options & Opportunities for All</p> |
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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.

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

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

The reconstructed American Legion Bridge will include a new shared use path to connect facilities in Maryland and Virginia

Public comments supporting a direct connection of the shared use path from the ALB to the Chesapeake and Ohio Canal towpath were received by MDOT SHA, FHWA, and NPS during the SDEIS public comment period. To be responsive, a direct connection to the Chesapeake and Ohio Canal towpath has been incorporated into the preliminary design and is accounted for in the Preferred Alternative LOD and impact analyses. The direct connection to the Chesapeake and Ohio Canal towpath results in fewer NPS property and natural resource impacts.

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.

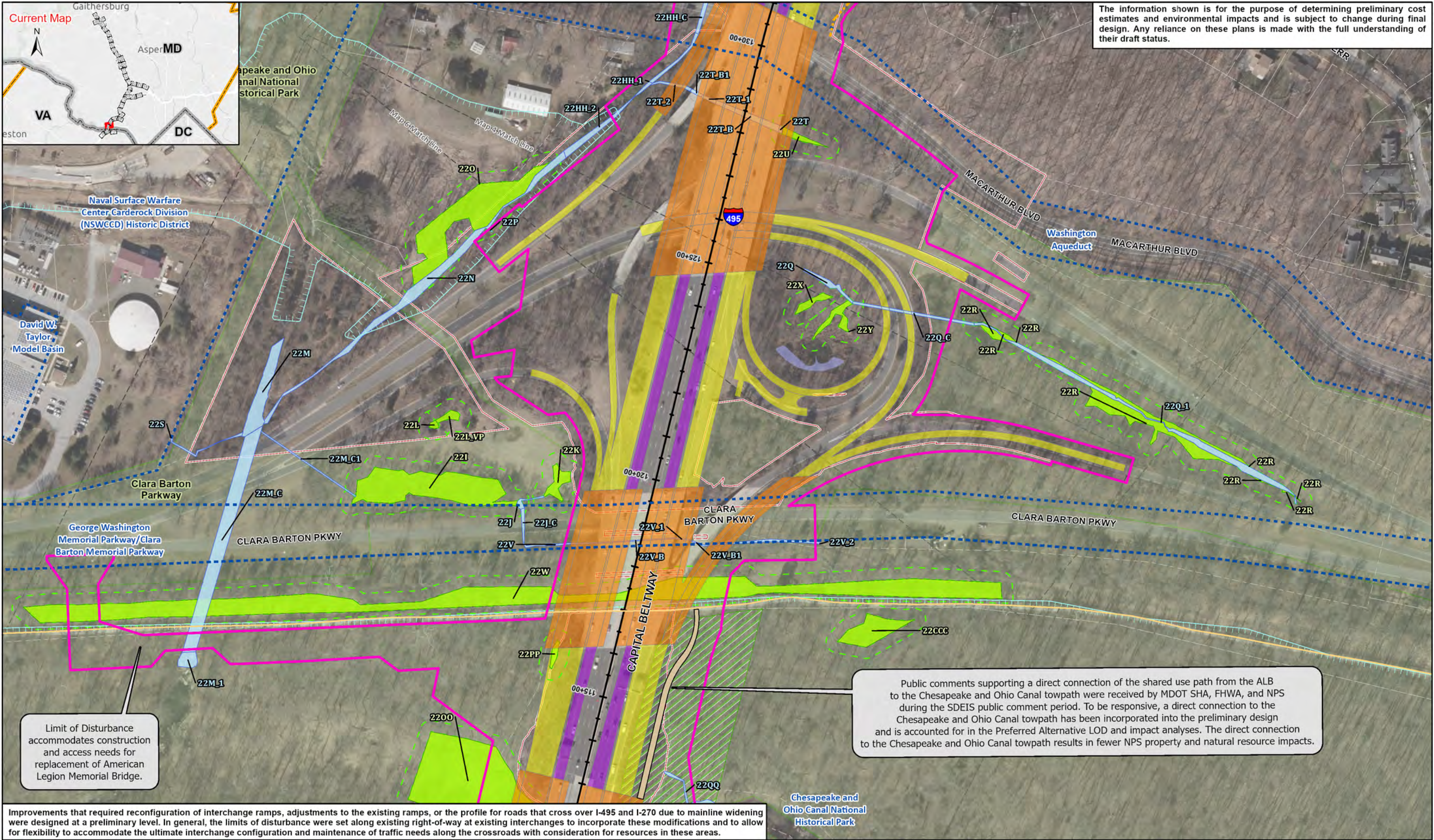
- LOD - Preferred Alternative
- Right-of-Way
- Roadway Baseline
- Edge of Lane
- General Purpose Lane
- General Purpose Lane VDOT 495 NEXT Project
- Managed Lane
- Managed Lane VDOT 495 NEXT Project
- Aerial Structure
- Aerial Structure VDOT 495 NEXT Project
- Pedestrian / Bicycle Facility
- Pedestrian / Bicycle Facility VDOT 495 NEXT Project
- Noise Barrier - Existing
- Noise Barrier - Proposed
- Noise Barrier - Proposed VDOT 495 NEXT Project
- Proposed Large Stormwater Management Facility
- Trails
- FEMA - 100 Year Floodplain
- Delineated Waterways (Feature ID, Refer to NRTR)
- Delineated Wetlands (Feature ID, Refer to NRTR)
- Delineated Wetlands Buffer (Feature ID, Refer to NRTR)
- Forest Interior Dwelling Habitat
- FCE Individual Tree
- Historic Properties
- Park Property

June 2022



Environmental
Resource Mapping
LOD
Preferred Alternative

Appendix E
Map 4
OP LANES
MARYLAND
Options & Opportunities for All



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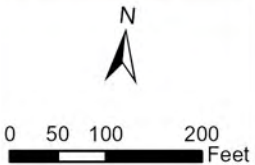
Limit of Disturbance accommodates construction and access needs for replacement of American Legion Memorial Bridge.

Public comments supporting a direct connection of the shared use path from the ALB to the Chesapeake and Ohio Canal towpath were received by MDOT SHA, FHWA, and NPS during the SDEIS public comment period. To be responsive, a direct connection to the Chesapeake and Ohio Canal towpath has been incorporated into the preliminary design and is accounted for in the Preferred Alternative LOD and impact analyses. The direct connection to the Chesapeake and Ohio Canal towpath results in fewer NPS property and natural resource impacts.

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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| <ul style="list-style-type: none">LOD - Preferred AlternativeRight-of-WayRoadway BaselineEdge of LaneGeneral Purpose LaneGeneral Purpose Lane VDOT 495 NEXT Project | <ul style="list-style-type: none">Managed LaneManaged Lane VDOT 495 NEXT ProjectAerial StructureAerial Structure VDOT 495 NEXT ProjectPedestrian / Bicycle FacilityPedestrian / Bicycle Facility VDOT 495 NEXT Project | <ul style="list-style-type: none">Noise Barrier - ExistingNoise Barrier - ProposedNoise Barrier - Proposed VDOT 495 NEXT ProjectProposed Large Stormwater Management FacilityTrailsFEMA - 100 Year FloodplainDelineated Waterways (Feature ID, Refer to NRTR) | <ul style="list-style-type: none">Delineated Wetlands (Feature ID, Refer to NRTR)Delineated Wetlands Buffer (Feature ID, Refer to NRTR)Forest Interior Dwelling HabitatFCE Individual TreeHistoric PropertiesPark PropertyPotential Hazardous Concerns |
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June 2022

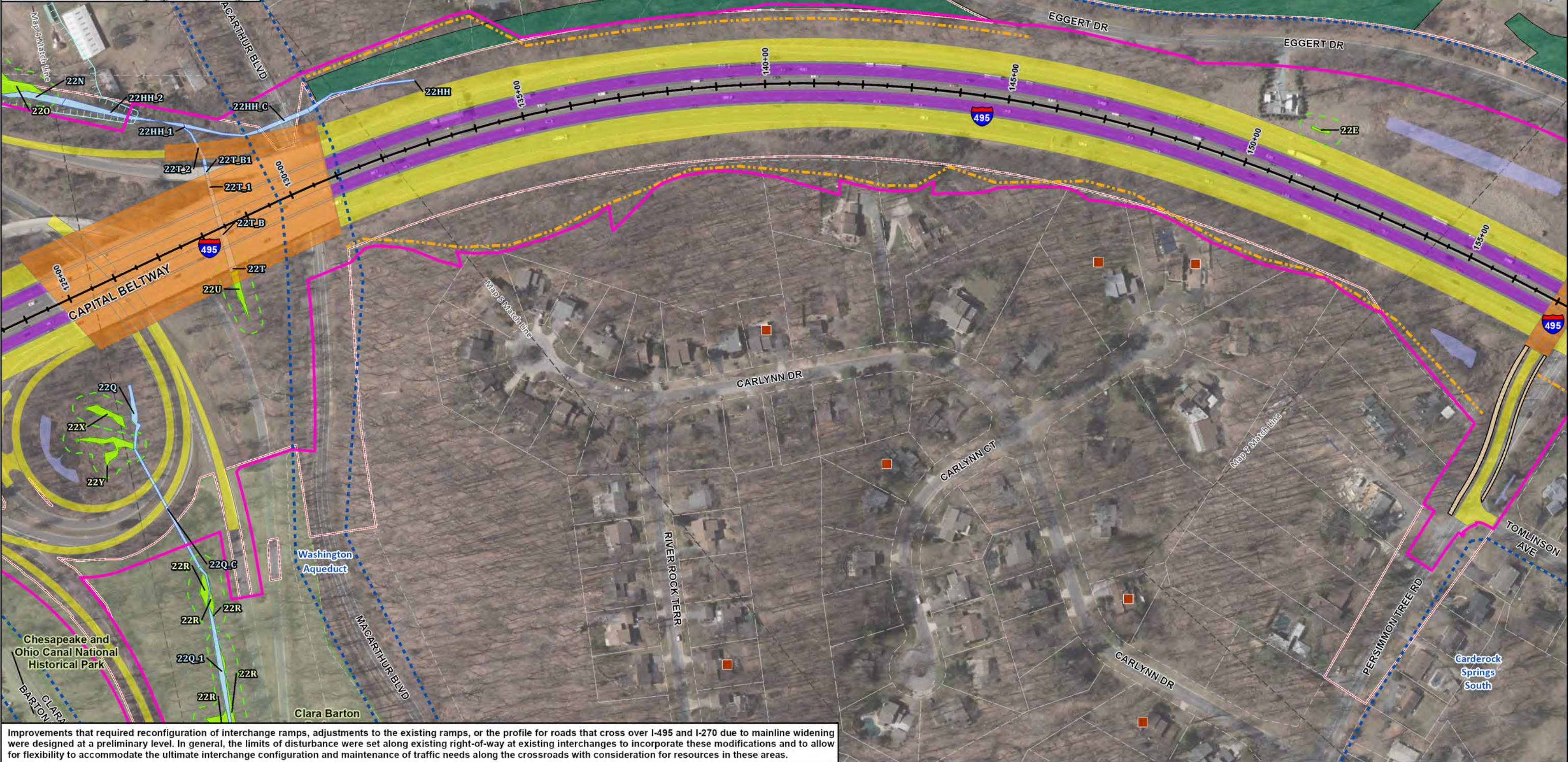


**Environmental
Resource Mapping**
LOD
Preferred Alternative



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.

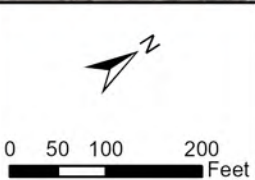
Congressional Country Club



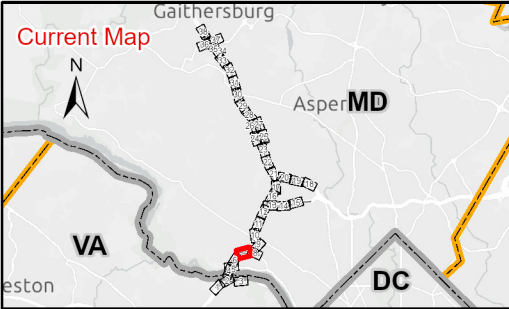
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| <ul style="list-style-type: none">LOD - Preferred AlternativeRight-of-WayRoadway BaselineEdge of LaneGeneral Purpose LaneGeneral Purpose Lane VDOT 495 NEXT Project | <ul style="list-style-type: none">Managed LaneManaged Lane VDOT 495 NEXT ProjectAerial StructureAerial Structure VDOT 495 NEXT ProjectPedestrian / Bicycle FacilityPedestrian / Bicycle Facility VDOT 495 NEXT Project | <ul style="list-style-type: none">Noise Barrier - ExistingNoise Barrier - ProposedNoise Barrier - Proposed VDOT 495 NEXT ProjectProposed Large Stormwater Management FacilityFEMA - 100 Year FloodplainDelineated Waterways (Feature ID, Refer to NRTR) | <ul style="list-style-type: none">Delineated Wetlands (Feature ID, Refer to NRTR)Delineated Wetlands Buffer (Feature ID, Refer to NRTR)Forest Conservation Act Easement (FCE)FCE Individual TreeHistoric PropertiesPark PropertyPotential Hazardous Concerns |
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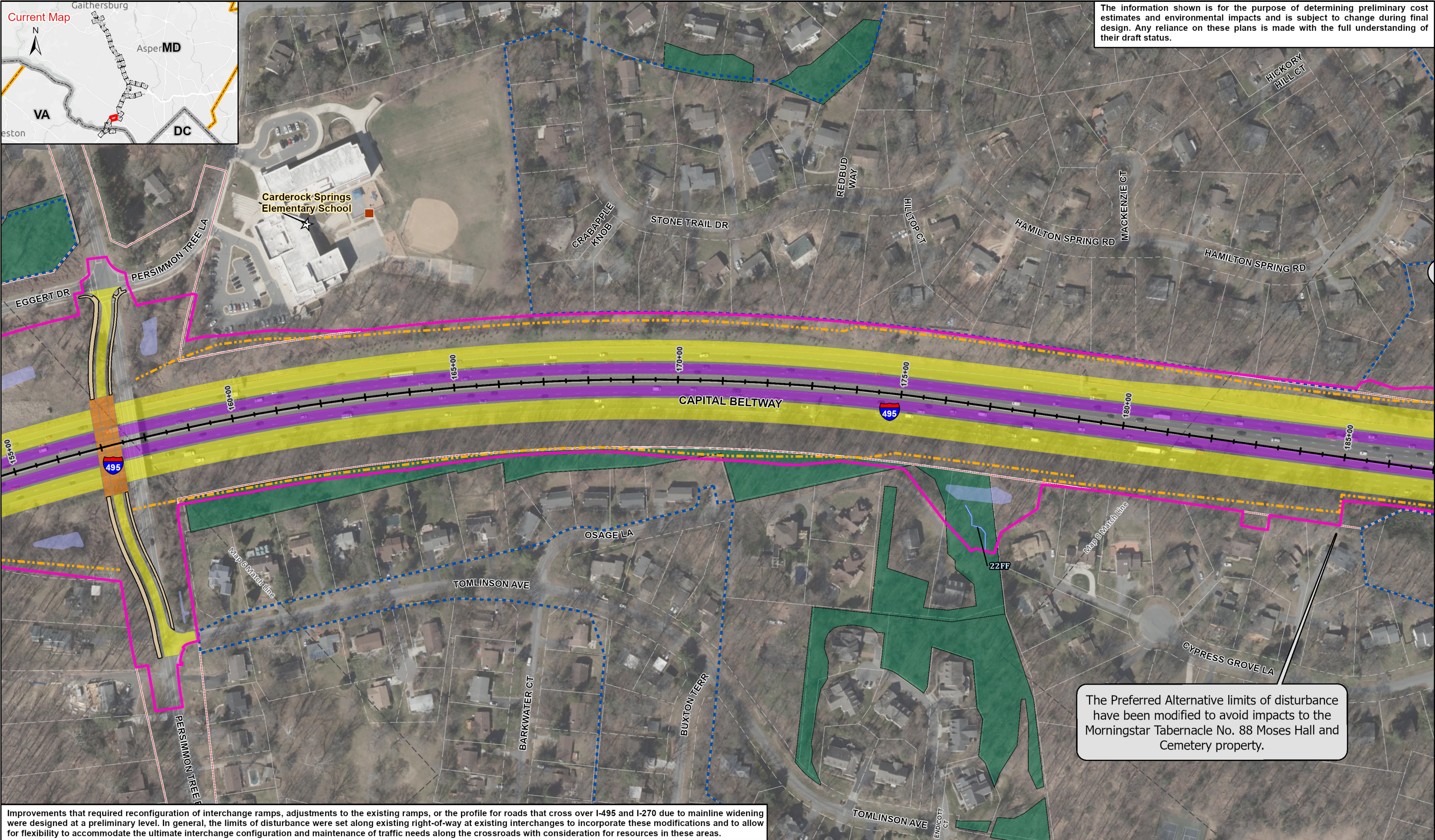
June 2022



**Environmental
Resource Mapping**
*LOD
Preferred Alternative*



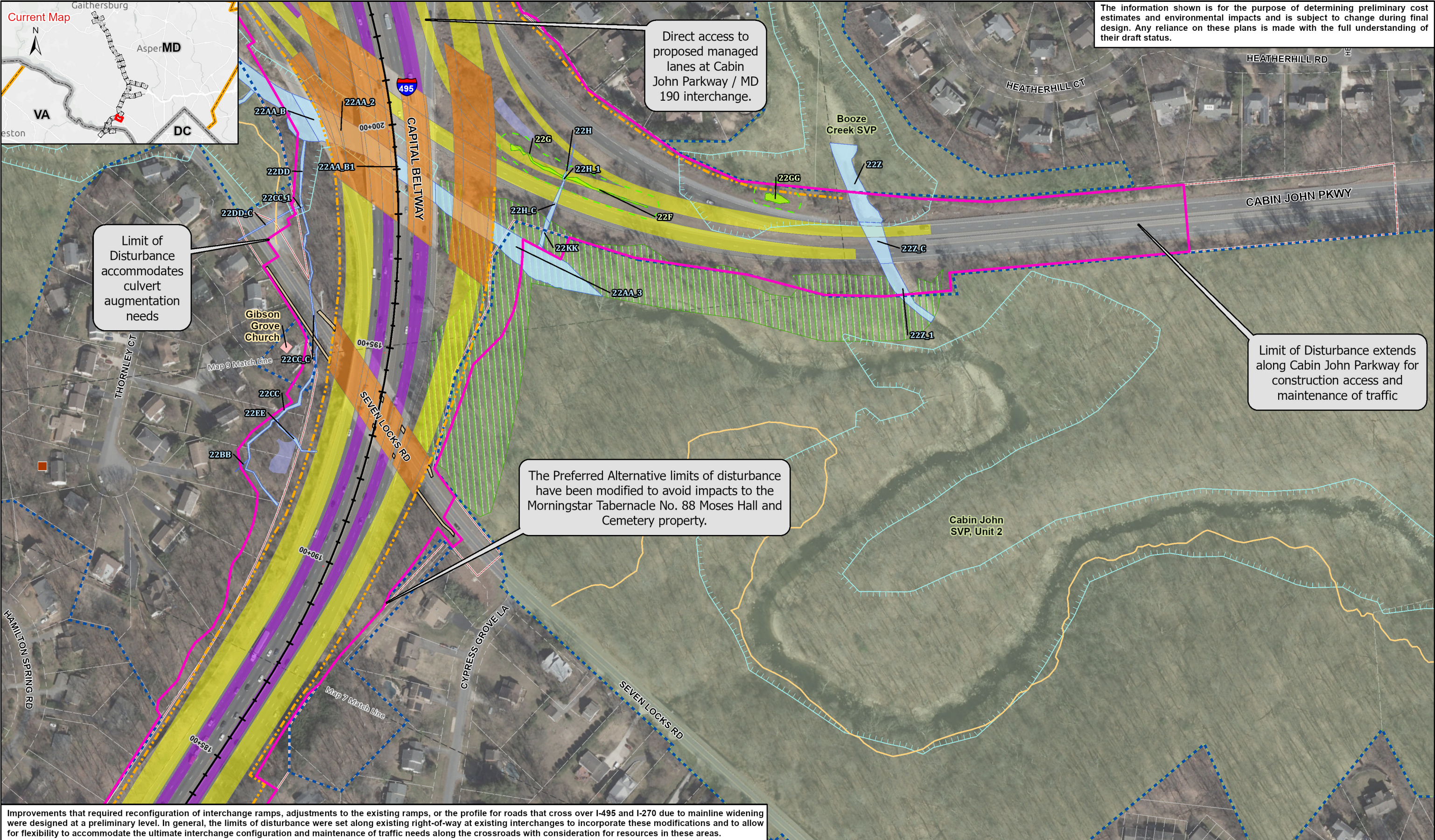
The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status.



The Preferred Alternative limits of disturbance have been modified to avoid impacts to the Morningstar Tabernacle No. 88 Moses Hall and Cemetery property.

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.

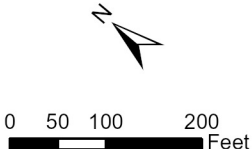
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| <ul style="list-style-type: none">LOD - Preferred AlternativeRight-of-WayRoadway BaselineEdge of LaneGeneral Purpose LaneGeneral Purpose Lane VDOT 495 NEXT Project | <ul style="list-style-type: none">Managed LaneManaged Lane VDOT 495 NEXT ProjectAerial StructureAerial Structure VDOT 495 NEXT ProjectPedestrian / Bicycle FacilityPedestrian / Bicycle Facility VDOT 495 NEXT Project | <ul style="list-style-type: none">Noise Barrier - ExistingNoise Barrier - ProposedNoise Barrier - Proposed VDOT 495 NEXT ProjectProposed Large Stormwater Management FacilityDelineated Waterways (Feature ID, Refer to NRTR)Delineated Wetlands Buffer (Feature ID, Refer to NRTR) | <ul style="list-style-type: none">Forest Conservation Act Easement (FCE)FCE Individual TreeHistoric PropertiesPotential Hazardous ConcernsSchool | <div>June 2022</div> <div>0 50 100 200 Feet</div> | <div>Environmental Resource Mapping</div> <div>LOD</div> <div>Preferred Alternative</div> | <div>Appendix E</div> <div>Map 7</div> <div>OP LANES MARYLAND</div> <div>Options & Opportunities for All</div> |
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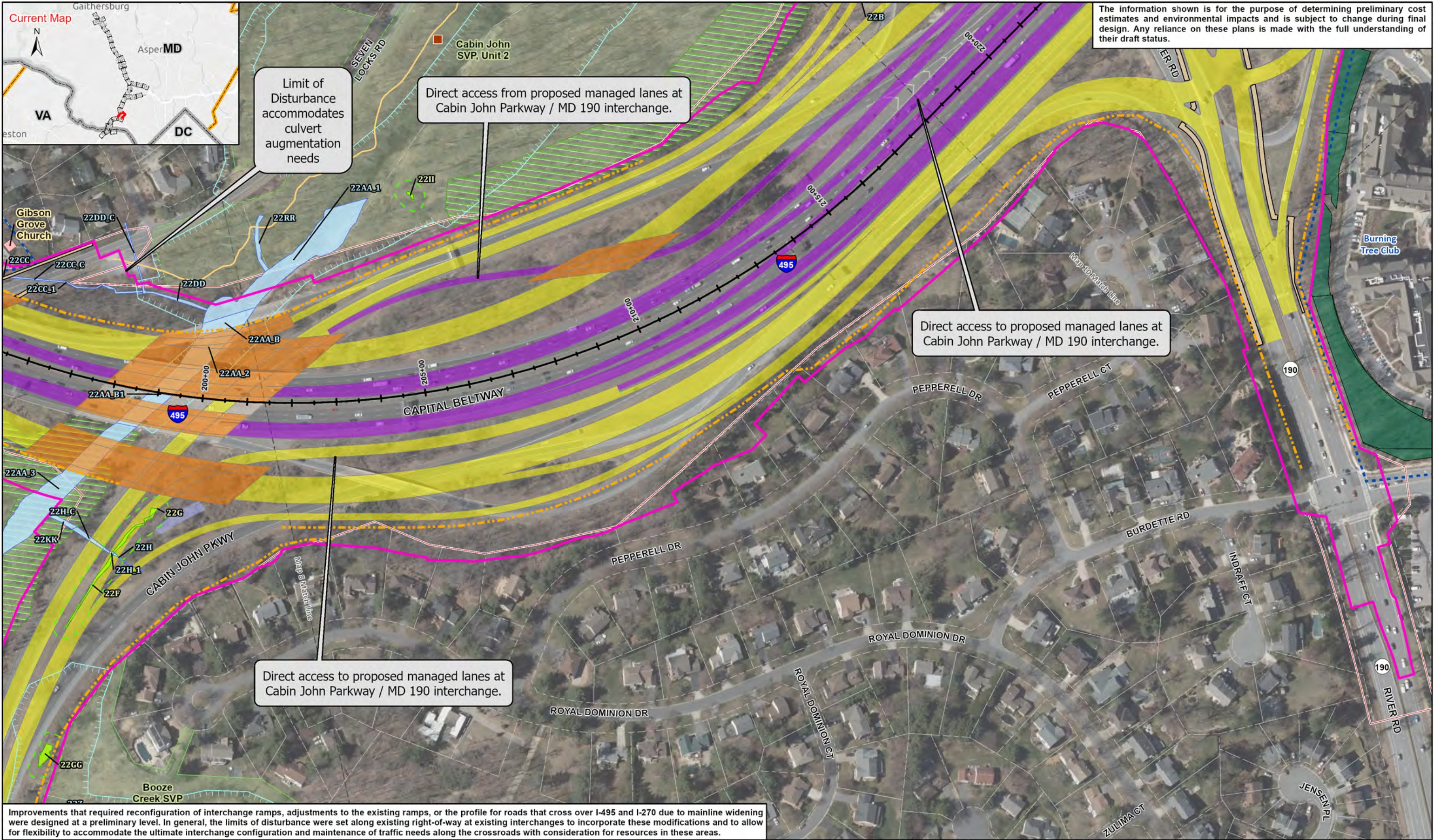
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| <ul style="list-style-type: none">LOD - Preferred AlternativeRight-of-WayRoadway BaselineEdge of LaneGeneral Purpose LaneGeneral Purpose Lane VDOT 495 NEXT ProjectManaged Lane | <ul style="list-style-type: none">Managed Lane VDOT 495 NEXT ProjectAerial StructureAerial Structure VDOT 495 NEXT ProjectPedestrian / Bicycle FacilityPedestrian / Bicycle Facility VDOT 495 NEXT ProjectNoise Barrier - ExistingNoise Barrier - Proposed | <ul style="list-style-type: none">Noise Barrier - Proposed VDOT 495 NEXT ProjectProposed Large Stormwater Management FacilityTrailsFEMA - 100 Year FloodplainDelineated Waterways (Feature ID, Refer to NRTR)Delineated Wetlands (Feature ID, Refer to NRTR)Delineated Wetlands Buffer (Feature ID, Refer to NRTR) | <ul style="list-style-type: none">Forest Interior Dwelling HabitatFCE Individual TreeHistoric PropertiesPark PropertyPotential Hazardous ConcernsPlace of Worship |
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June 2022



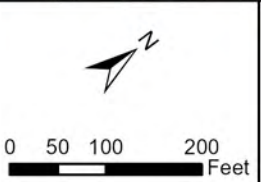
Environmental
Resource Mapping
LOD
Preferred Alternative



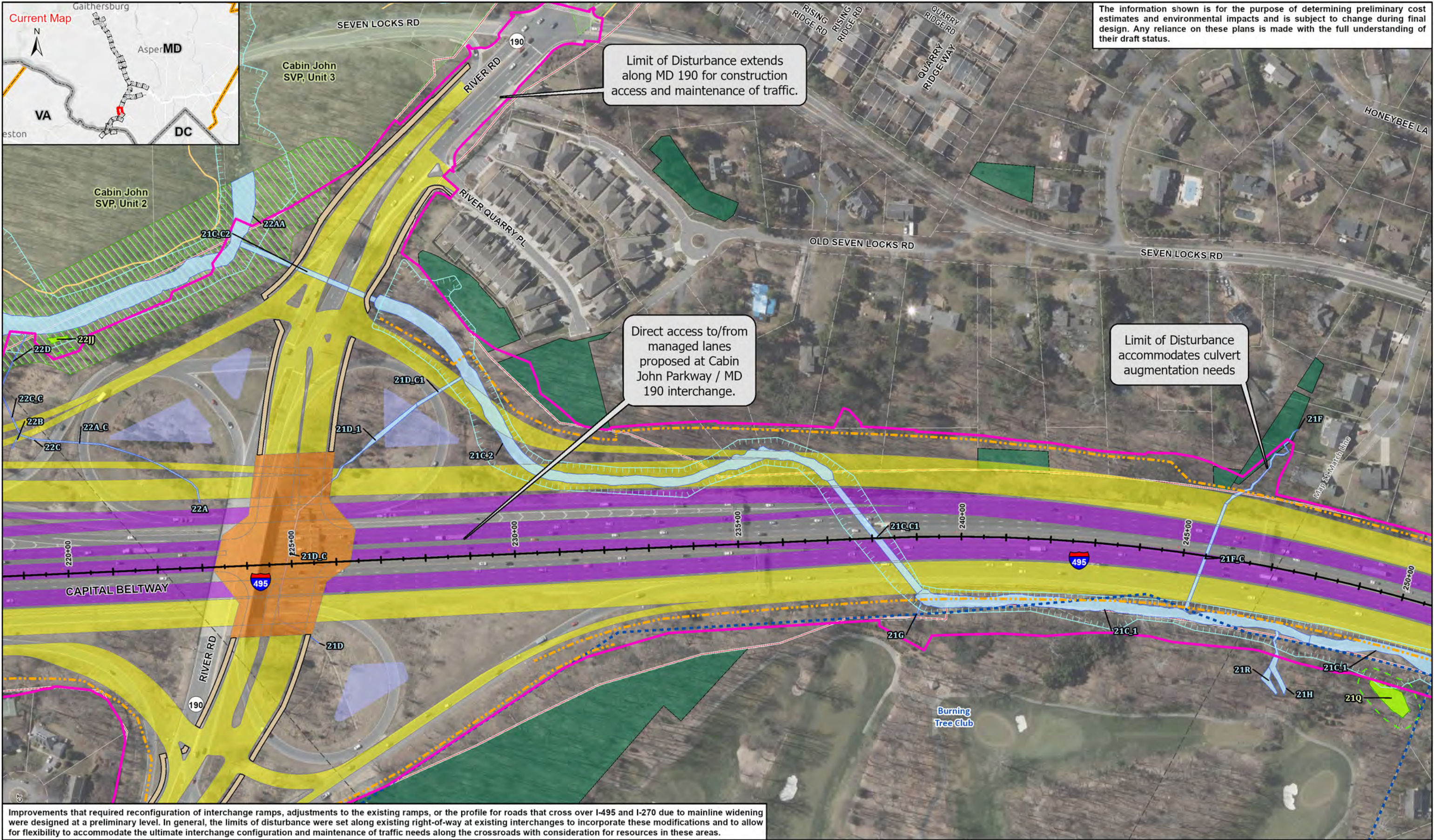
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| <ul style="list-style-type: none">LOD - Preferred AlternativeRight-of-WayRoadway BaselineEdge of LaneGeneral Purpose LaneGeneral Purpose Lane VDOT 495 NEXT ProjectManaged Lane | <ul style="list-style-type: none">Managed Lane VDOT 495 NEXT ProjectAerial StructureAerial Structure VDOT 495 NEXT ProjectPedestrian / Bicycle FacilityPedestrian / Bicycle Facility VDOT 495 NEXT ProjectNoise Barrier - ExistingNoise Barrier - Proposed | <ul style="list-style-type: none">Noise Barrier - Proposed VDOT 495 NEXT ProjectProposed Large Stormwater Management FacilityTrailsFEMA - 100 Year FloodplainDelineated Waterways (Feature ID, Refer to NRTR)Delineated Wetlands (Feature ID, Refer to NRTR)Delineated Wetlands Buffer (Feature ID, Refer to NRTR) | <ul style="list-style-type: none">Forest Interior Dwelling HabitatForest Conservation Act Easement (FCE)FCE Individual TreeHistoric PropertiesPark PropertyPotential Hazardous ConcernsPlace of Worship |
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June 2022



**Environmental
Resource Mapping**
LOD
Preferred Alternative



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| <ul style="list-style-type: none">LOD - Preferred AlternativeRight-of-WayRoadway BaselineEdge of LaneGeneral Purpose LaneGeneral Purpose Lane VDOT 495 NEXT ProjectManaged Lane | <ul style="list-style-type: none">Managed Lane VDOT 495 NEXT ProjectAerial StructureAerial Structure VDOT 495 NEXT ProjectPedestrian / Bicycle FacilityPedestrian / Bicycle Facility VDOT 495 NEXT ProjectNoise Barrier - ExistingNoise Barrier - Proposed | <ul style="list-style-type: none">Noise Barrier - Proposed VDOT 495 NEXT ProjectProposed Large Stormwater Management FacilityTrailsFEMA - 100 Year FloodplainDelineated Waterways (Feature ID, Refer to NRTR)Delineated Wetlands (Feature ID, Refer to NRTR)Delineated Wetlands Buffer (Feature ID, Refer to NRTR) | <ul style="list-style-type: none">Forest Interior Dwelling HabitatForest Conservation Act Easement (FCE)FCE Individual TreeHistoric PropertiesPark Property |
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June 2022



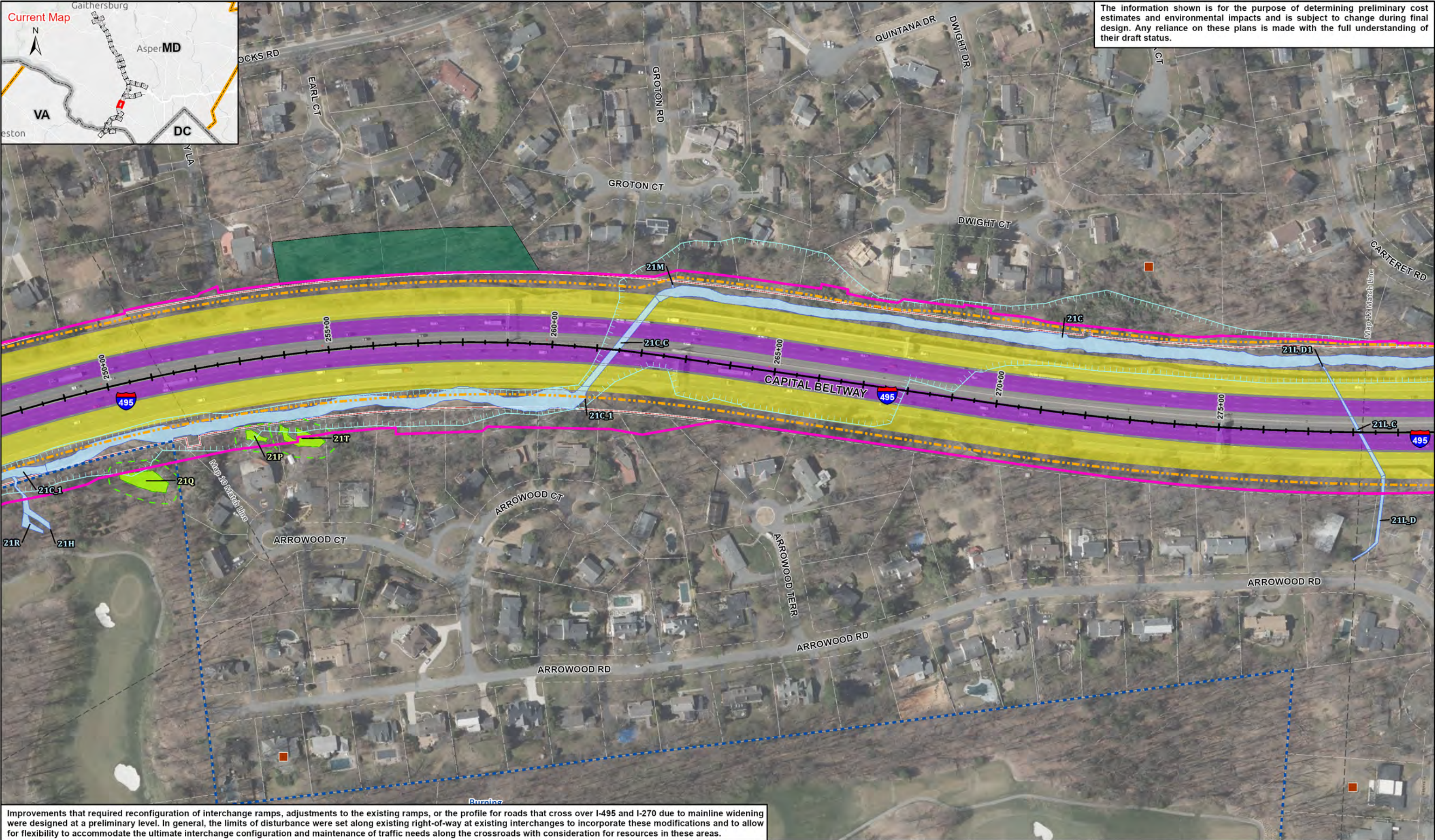
**Environmental
Resource Mapping**
LOD
Preferred Alternative

Appendix E
Map 10

Options & Opportunities for All

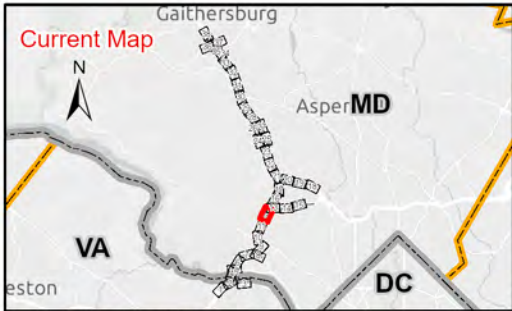


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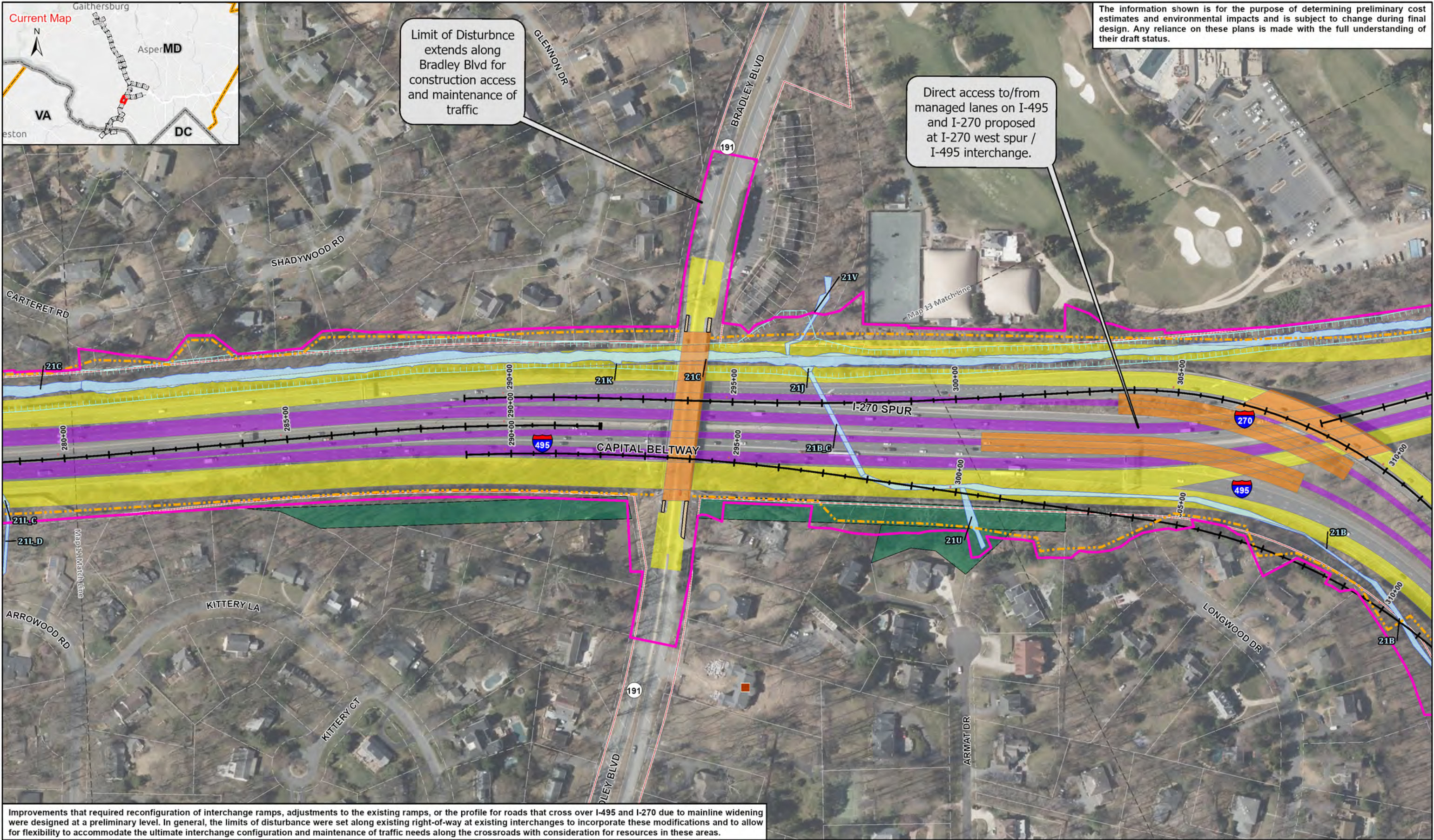
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| <ul style="list-style-type: none">LOD - Preferred AlternativeRight-of-WayRoadway BaselineEdge of LaneGeneral Purpose LaneGeneral Purpose Lane VDOT 495 NEXT Project | <ul style="list-style-type: none">Managed LaneManaged Lane VDOT 495 NEXT ProjectAerial StructureAerial Structure VDOT 495 NEXT ProjectPedestrian / Bicycle FacilityPedestrian / Bicycle Facility VDOT 495 NEXT Project | <ul style="list-style-type: none">Noise Barrier - ExistingNoise Barrier - ProposedNoise Barrier - Proposed VDOT 495 NEXT ProjectProposed Large Stormwater Management FacilityFEMA - 100 Year FloodplainDelineated Waterways (Feature ID, Refer to NRTR) | <ul style="list-style-type: none">Delineated Wetlands (Feature ID, Refer to NRTR)Delineated Wetlands Buffer (Feature ID, Refer to NRTR)Forest Conservation Act Easement (FCE)FCE Individual TreeHistoric PropertiesPotential Hazardous Concerns | <div>June 2022</div> <div>0 50 100 200 Feet</div> | <div>Environmental Resource Mapping</div> <div>LOD Preferred Alternative</div> | <div>Appendix E</div> <div>Map 11</div> <div>OP LANES MARYLAND</div> <div>Options & Opportunities for All</div> |
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Limit of Disturbance extends along Bradley Blvd for construction access and maintenance of traffic

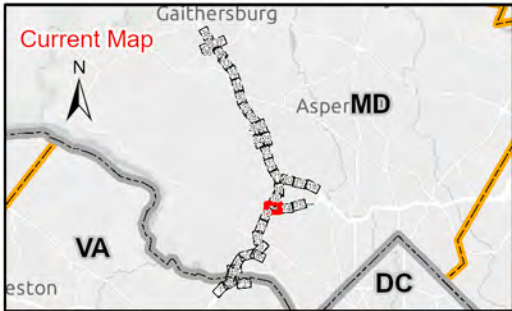
Direct access to/from managed lanes on I-495 and I-270 proposed at I-270 west spur / I-495 interchange.

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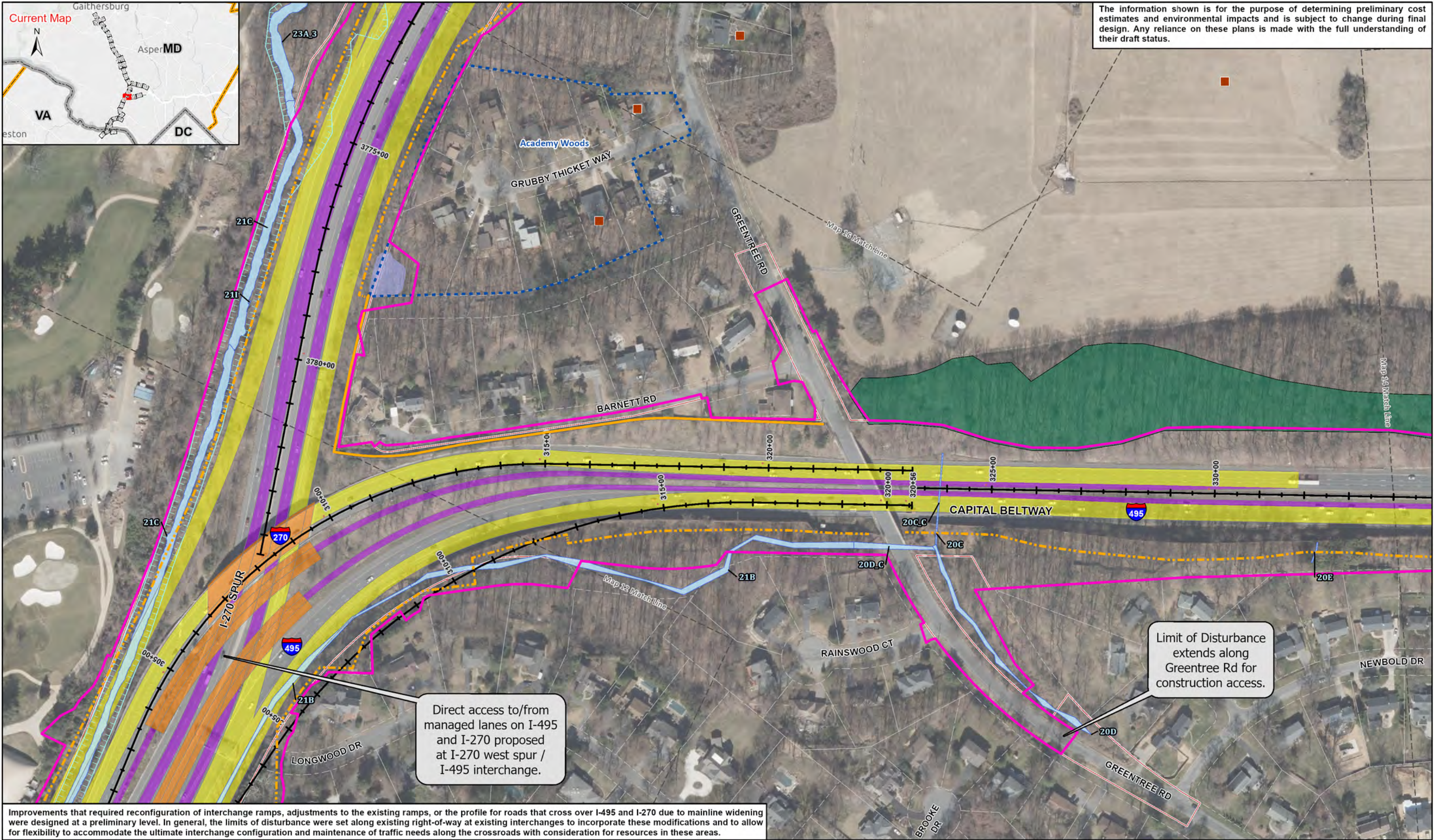


Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing 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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| <ul style="list-style-type: none">LOD - Preferred AlternativeRight-of-WayRoadway BaselineEdge of LaneGeneral Purpose LaneGeneral Purpose Lane VDOT 495 NEXT Project | <ul style="list-style-type: none">Managed LaneManaged Lane VDOT 495 NEXT ProjectAerial StructureAerial Structure VDOT 495 NEXT ProjectPedestrian / Bicycle FacilityPedestrian / Bicycle Facility VDOT 495 NEXT Project | <ul style="list-style-type: none">Noise Barrier - ExistingNoise Barrier - ProposedNoise Barrier - Proposed VDOT 495 NEXT ProjectProposed Large Stormwater Management FacilityFEMA - 100 Year FloodplainDelineated Waterways (Feature ID, Refer to NRTR) | <ul style="list-style-type: none">Delineated Wetlands Buffer (Feature ID, Refer to NRTR)Forest Conservation Act Easement (FCE)FCE Individual TreePotential Hazardous Concerns | <div>June 2022</div> <div>0 50 100 200 Feet</div> | <div>Environmental Resource Mapping</div> <div>LOD Preferred Alternative</div> | <div>Appendix E</div> <div>Map 12</div> <div>OP LANES MARYLAND</div> <div>Options & Opportunities for All</div> |
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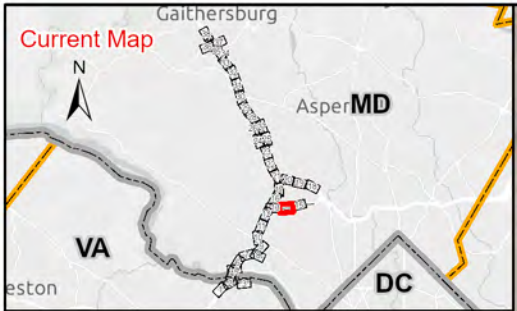


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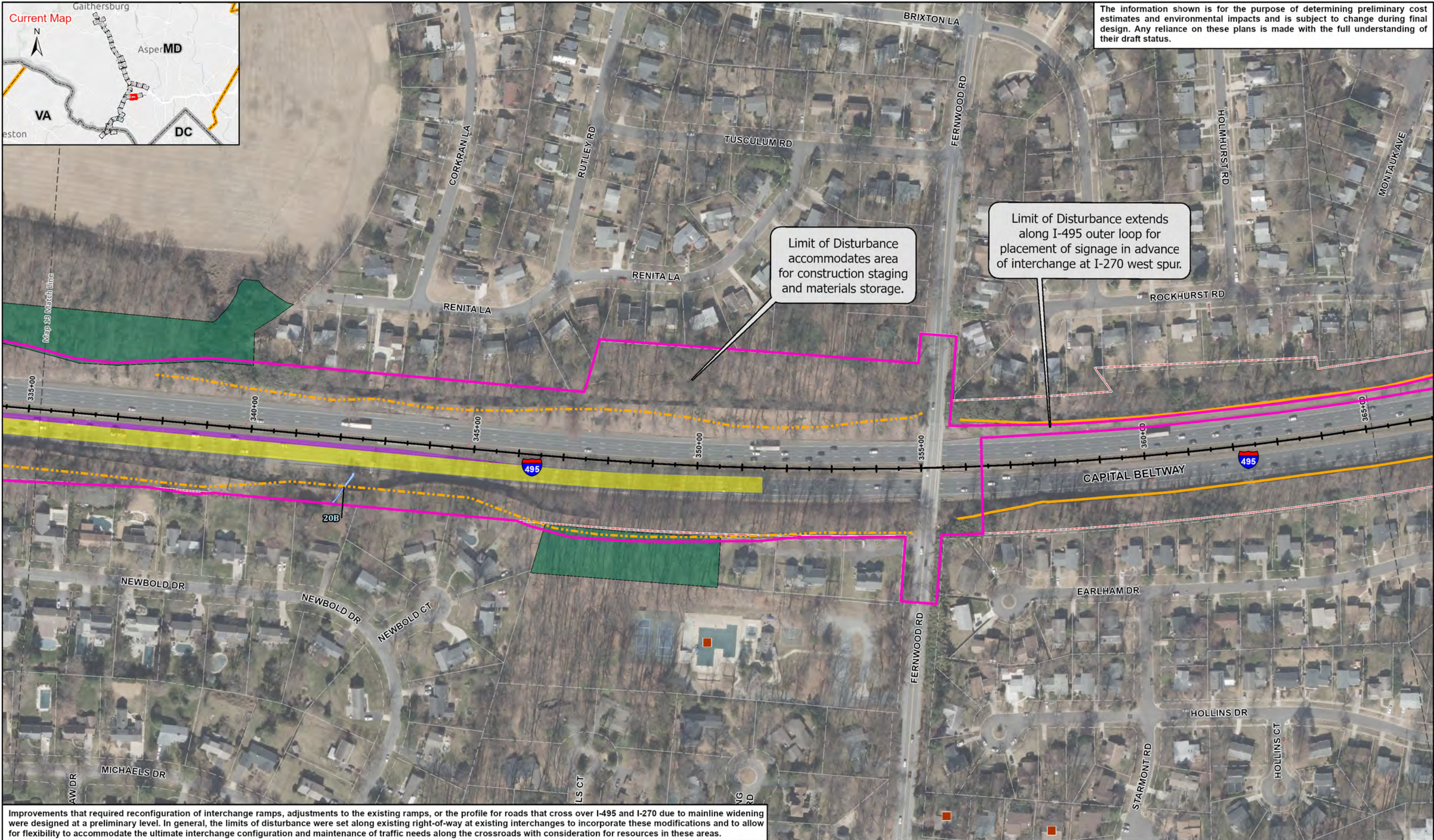


Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing 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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| <ul style="list-style-type: none">LOD - Preferred AlternativeRight-of-WayRoadway BaselineEdge of LaneGeneral Purpose LaneGeneral Purpose Lane VDOT 495 NEXT Project | <ul style="list-style-type: none">Managed LaneManaged Lane VDOT 495 NEXT ProjectAerial StructureAerial Structure VDOT 495 NEXT ProjectPedestrian / Bicycle FacilityPedestrian / Bicycle Facility VDOT 495 NEXT Project | <ul style="list-style-type: none">Noise Barrier - ExistingNoise Barrier - ProposedNoise Barrier - Proposed VDOT 495 NEXT ProjectProposed Large Stormwater Management FacilityFEMA - 100 Year FloodplainDelineated Waterways (Feature ID, Refer to NRTR) | <ul style="list-style-type: none">Delineated Wetlands Buffer (Feature ID, Refer to NRTR)Forest Conservation Act Easement (FCE)FCE Individual TreeHistoric PropertiesPotential Hazardous Concerns | <div>June 2022</div> <div>0 50 100 200 Feet</div> | <div>Environmental Resource Mapping</div> <div>LOD Preferred Alternative</div> | <div>Appendix E</div> <div>Map 13</div> <div>OP LANES MARYLAND</div> <div>Options & Opportunities for All</div> |
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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.



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.

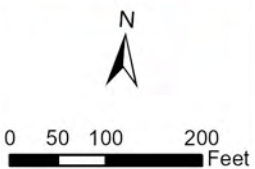
- LOD - Preferred Alternative
- Right-of-Way
- Roadway Baseline
- Edge of Lane
- General Purpose Lane
- General Purpose Lane VDOT 495 NEXT Project

- Managed Lane
- Managed Lane VDOT 495 NEXT Project
- Aerial Structure
- Aerial Structure VDOT 495 NEXT Project
- Pedestrian / Bicycle Facility

- Pedestrian / Bicycle Facility VDOT 495 NEXT Project
- Noise Barrier - Existing
- Noise Barrier - Proposed
- Noise Barrier - Proposed VDOT 495 NEXT Project
- Proposed Large Stormwater Management Facility
- Delineated Waterways (Feature ID, Refer to NRTR)

- Delineated Wetlands Buffer (Feature ID, Refer to NRTR)
- Forest Conservation Act Easement (FCE)
- FCE Individual Tree
- Potential Hazardous Concerns

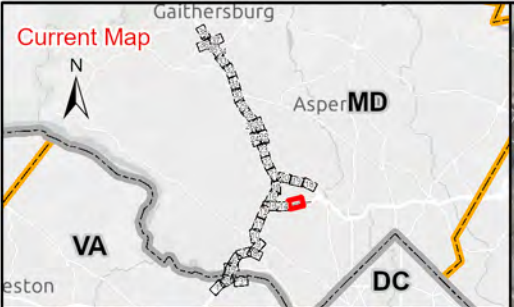
June 2022



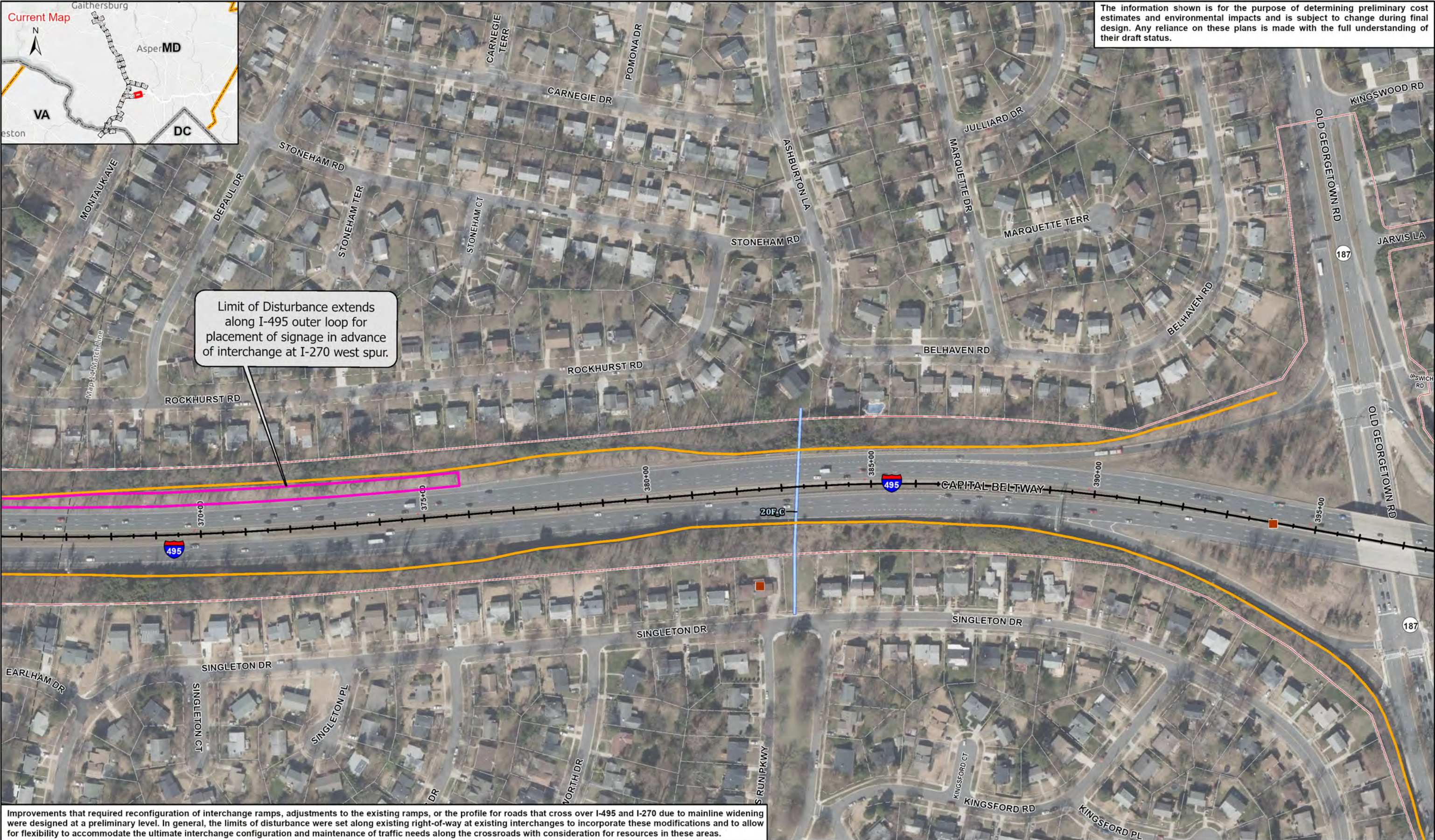
**Environmental
Resource Mapping**
*LOD
Preferred Alternative*

Appendix E
Map 14





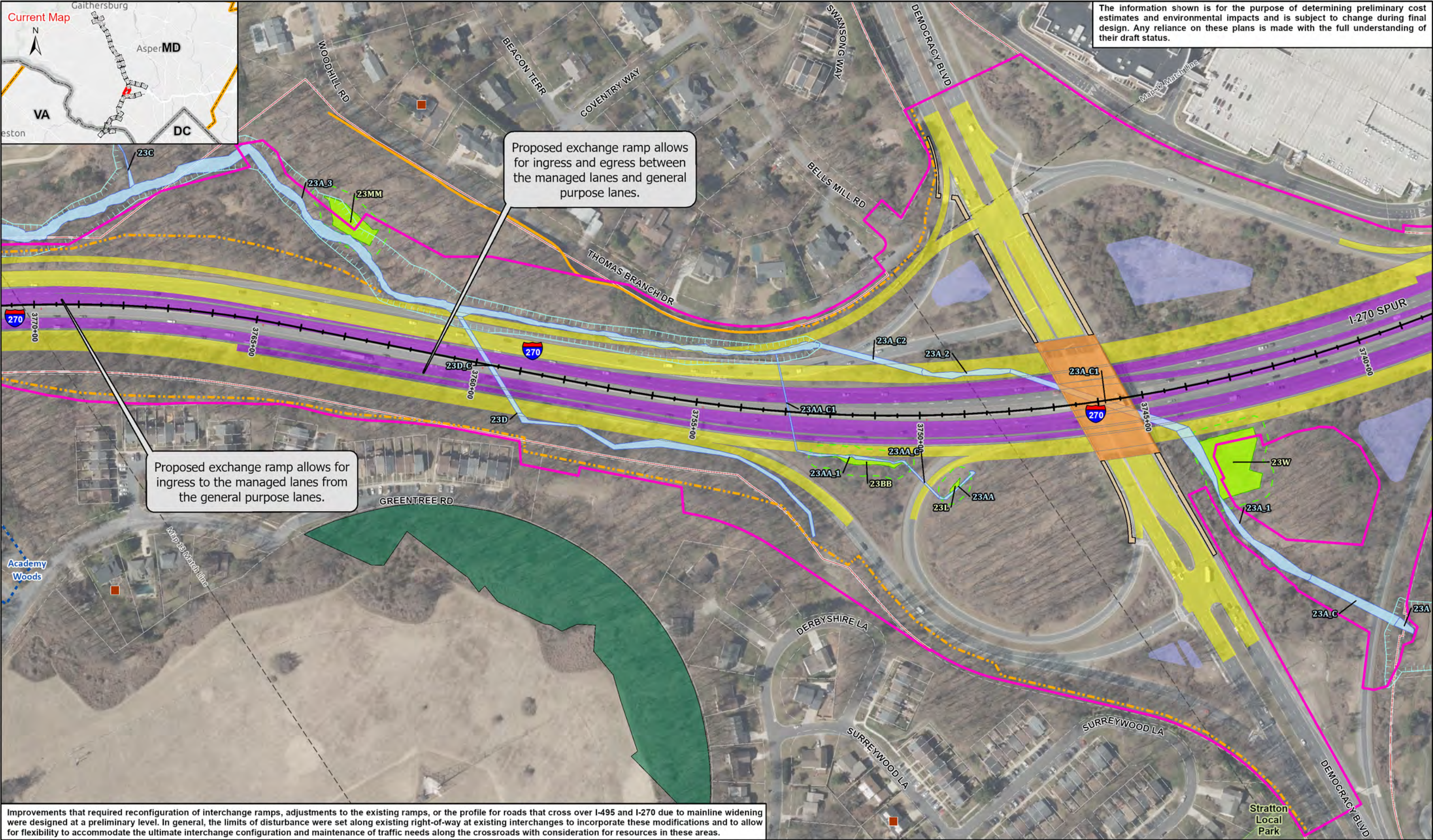
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Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance 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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| <ul style="list-style-type: none">LOD - Preferred AlternativeRight-of-WayRoadway BaselineGeneral Purpose LaneGeneral Purpose Lane VDOT 495 NEXT Project | <ul style="list-style-type: none">Managed LaneManaged Lane VDOT 495 NEXT ProjectAerial StructureAerial Structure VDOT 495 NEXT ProjectPedestrian / Bicycle Facility | <ul style="list-style-type: none">Pedestrian / Bicycle Facility VDOT 495 NEXT ProjectNoise Barrier - ExistingNoise Barrier - ProposedNoise Barrier - Proposed VDOT 495 NEXT ProjectProposed Large Stormwater Management Facility | <ul style="list-style-type: none">Delineated Waterways (Feature ID, Refer to NRTR)Delineated Wetlands Buffer (Feature ID, Refer to NRTR)FCE Individual TreePotential Hazardous Concerns | | <p>Environmental Resource Mapping</p> <p>LOD</p> <p>Preferred Alternative</p> | <p>Appendix E</p> <p>Map 15</p> |
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June 2022



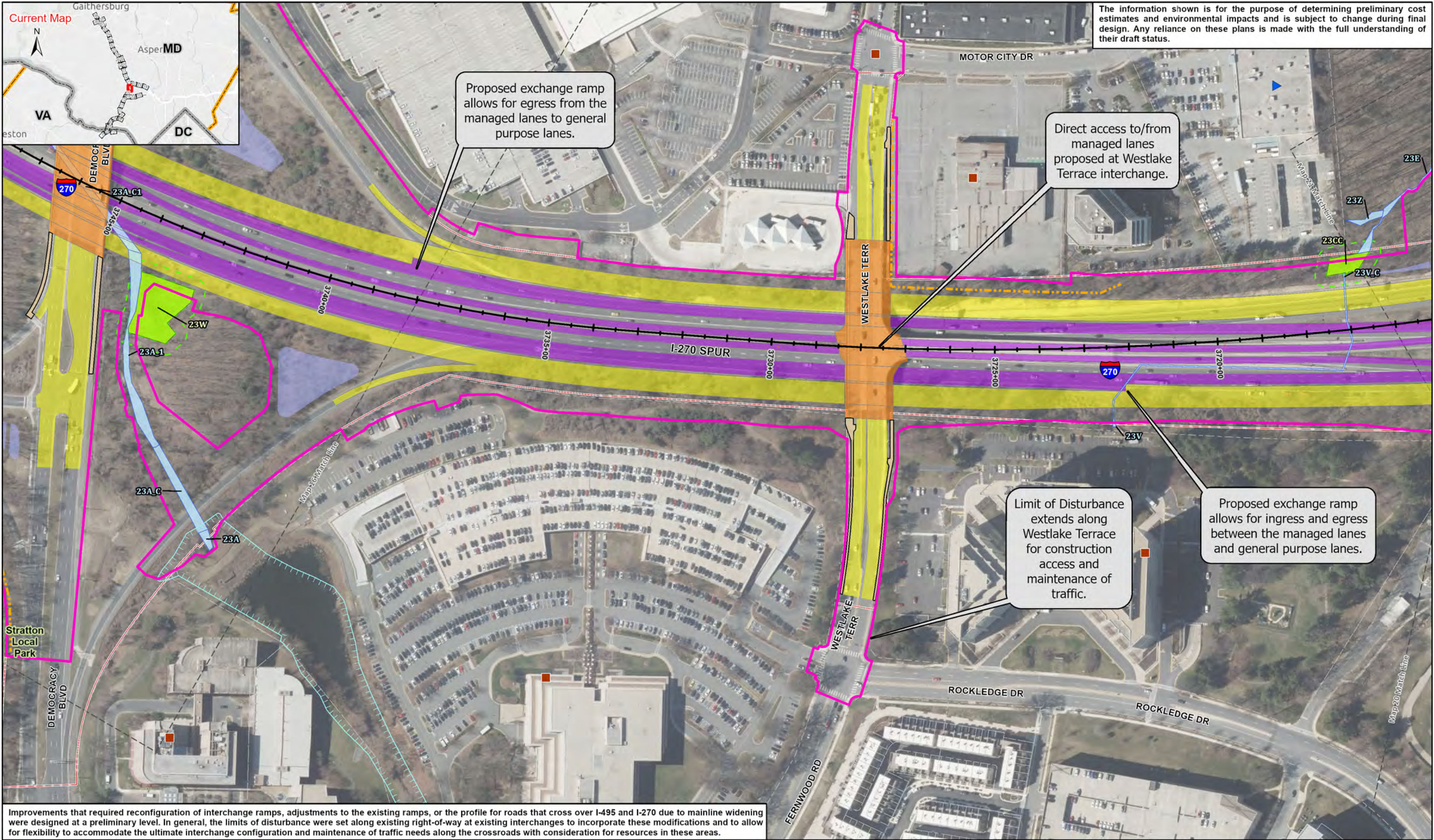
The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status.

Proposed exchange ramp allows for ingress and egress between the managed lanes and general purpose lanes.

Proposed exchange ramp allows for ingress to the managed lanes from the general purpose lanes.

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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| <ul style="list-style-type: none">LOD - Preferred AlternativeRight-of-WayRoadway BaselineEdge of LaneGeneral Purpose LaneGeneral Purpose Lane VDOT 495 NEXT Project | <ul style="list-style-type: none">Managed LaneManaged Lane VDOT 495 NEXT ProjectAerial StructureAerial Structure VDOT 495 NEXT ProjectPedestrian / Bicycle FacilityPedestrian / Bicycle Facility VDOT 495 NEXT Project | <ul style="list-style-type: none">Noise Barrier - ExistingNoise Barrier - ProposedNoise Barrier - Proposed VDOT 495 NEXT ProjectProposed Large Stormwater Management FacilityFEMA - 100 Year FloodplainDelineated Waterways (Feature ID, Refer to NRTR) | <ul style="list-style-type: none">Delineated Wetlands (Feature ID, Refer to NRTR)Delineated Wetlands Buffer (Feature ID, Refer to NRTR)Forest Conservation Act Easement (FCE)FCE Individual TreeHistoric PropertiesPark PropertyPotential Hazardous Concerns | <div>June 2022</div> <div>0 50 100 200 Feet</div> | <div>Environmental Resource Mapping</div> <div>LOD Preferred Alternative</div> | <div>Appendix E</div> <div>Map 16</div> <div>OP LANES MARYLAND</div> <div>Options & Opportunities for All</div> |
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Proposed exchange ramp allows for egress from the managed lanes to general purpose lanes.

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

Limit of Disturbance extends along Westlake Terrace for construction access and maintenance of traffic.

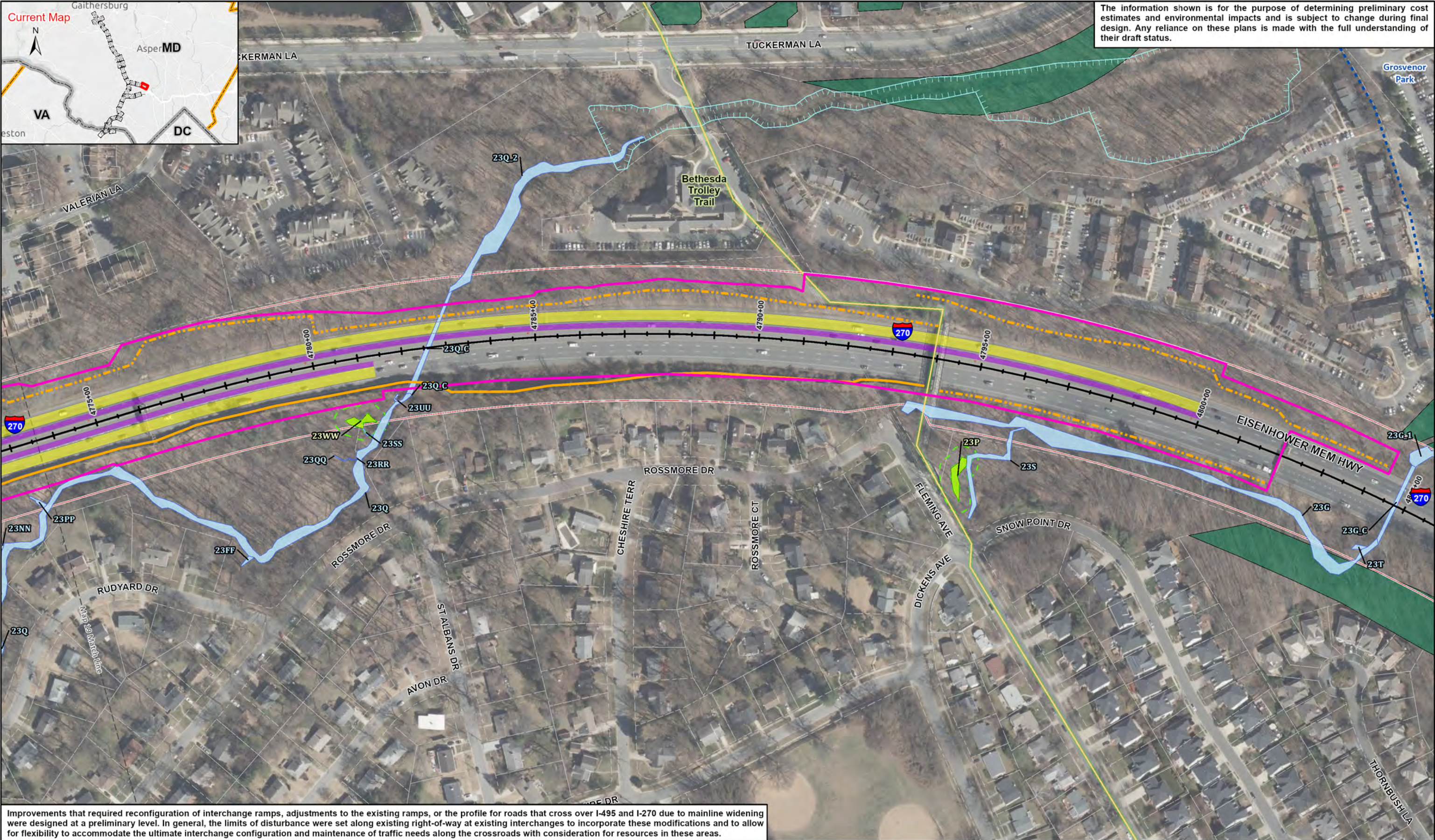
Proposed exchange ramp allows for ingress and egress between the managed lanes and general purpose lanes.

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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| <ul style="list-style-type: none">LOD - Preferred AlternativeRight-of-WayRoadway BaselineEdge of LaneGeneral Purpose LaneGeneral Purpose Lane VDOT 495 NEXT Project | <ul style="list-style-type: none">Managed LaneManaged Lane VDOT 495 NEXT ProjectAerial StructureAerial Structure VDOT 495 NEXT ProjectPedestrian / Bicycle FacilityPedestrian / Bicycle Facility VDOT 495 NEXT Project | <ul style="list-style-type: none">Noise Barrier - ExistingNoise Barrier - ProposedNoise Barrier - Proposed VDOT 495 NEXT ProjectProposed Large Stormwater Management FacilityFEMA - 100 Year FloodplainDelineated Waterways (Feature ID, Refer to NRTR) | <ul style="list-style-type: none">Delineated Wetlands (Feature ID, Refer to NRTR)Delineated Wetlands Buffer (Feature ID, Refer to NRTR)FCE Individual TreePark PropertyPotential Hazardous ConcernsPost Office | <div>June 2022</div> <div>0 50 100 200 Feet</div> | <div>Environmental Resource Mapping</div> <div>LOD Preferred Alternative</div> | <div>Appendix E</div> <div>Map 17</div> <div>OP-LANES MARYLAND</div> <div>Options & Opportunities for All</div> |
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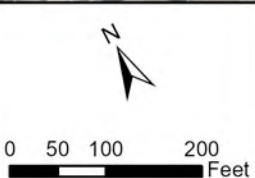
The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status.



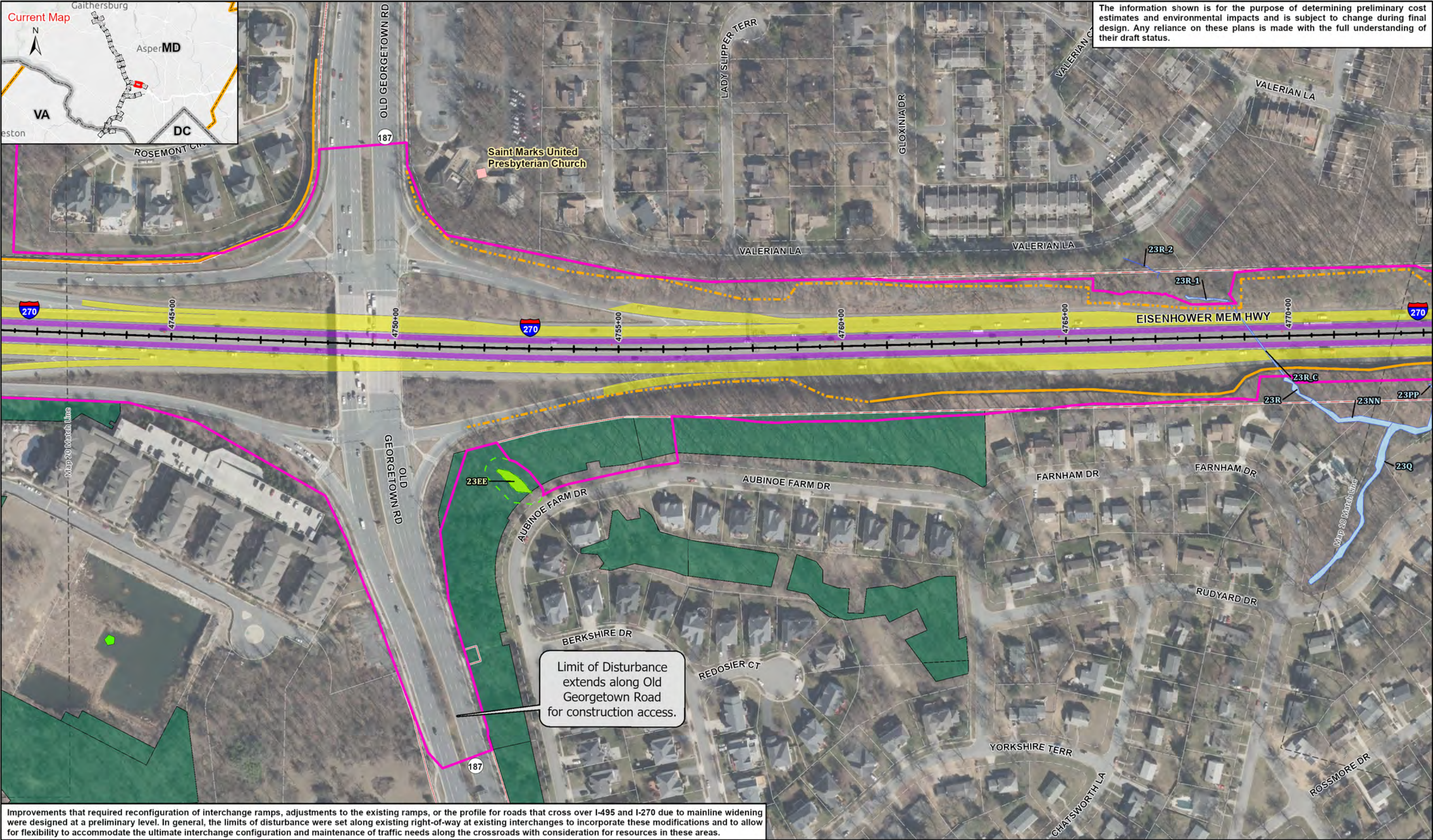
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| <ul style="list-style-type: none">LOD - Preferred AlternativeRight-of-WayRoadway BaselineEdge of LaneGeneral Purpose LaneGeneral Purpose Lane VDOT 495 NEXT Project | <ul style="list-style-type: none">Managed LaneManaged Lane VDOT 495 NEXT ProjectAerial StructureAerial Structure VDOT 495 NEXT ProjectPedestrian / Bicycle FacilityPedestrian / Bicycle Facility VDOT 495 NEXT Project | <ul style="list-style-type: none">Noise Barrier - ExistingNoise Barrier - ProposedNoise Barrier - Proposed VDOT 495 NEXT ProjectProposed Large Stormwater Management FacilityTrailsFEMA - 100 Year Floodplain | <ul style="list-style-type: none">Delineated Waterways (Feature ID, Refer to NRTR)Delineated Wetlands (Feature ID, Refer to NRTR)Delineated Wetlands Buffer (Feature ID, Refer to NRTR)Forest Conservation Act Easement (FCE)FCE Individual TreeHistoric PropertiesPark Property |
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June 2022



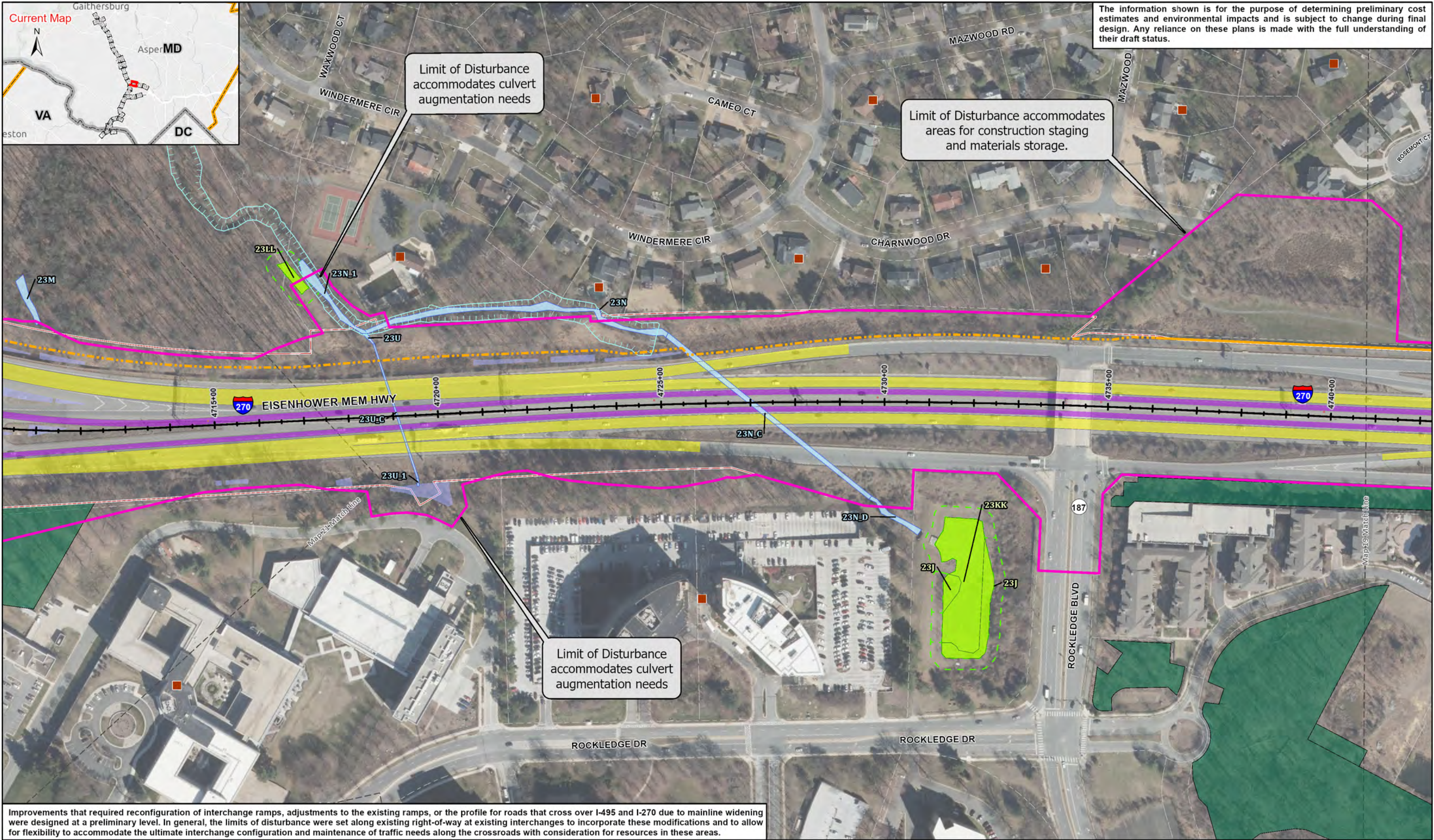
**Environmental
Resource Mapping**
LOD
Preferred Alternative



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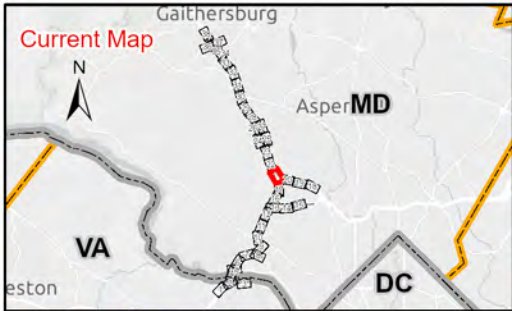
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| <ul style="list-style-type: none">LOD - Preferred AlternativeRight-of-WayRoadway BaselineEdge of LaneGeneral Purpose LaneGeneral Purpose Lane VDOT 495 NEXT Project | <ul style="list-style-type: none">Managed LaneManaged Lane VDOT 495 NEXT ProjectAerial StructureAerial Structure VDOT 495 NEXT ProjectPedestrian / Bicycle FacilityPedestrian / Bicycle Facility VDOT 495 NEXT Project | <ul style="list-style-type: none">Noise Barrier - ExistingNoise Barrier - ProposedNoise Barrier - Proposed VDOT 495 NEXT ProjectProposed Large Stormwater Management FacilityDelineated Waterways (Feature ID, Refer to NRTR)Delineated Wetlands (Feature ID, Refer to NRTR) | <ul style="list-style-type: none">Delineated Wetlands Buffer (Feature ID, Refer to NRTR)Forest Conservation Act Easement (FCE)FCE Individual TreePlace of WorshipRecreation Center | <div>June 2022</div> <div>0 50 100 200 Feet</div> | <div>Environmental Resource Mapping</div> <div>LOD Preferred Alternative</div> | <div>Appendix E</div> <div>Map 19</div> <div>OP LANES MARYLAND</div> <div>Options & Opportunities for All</div> |
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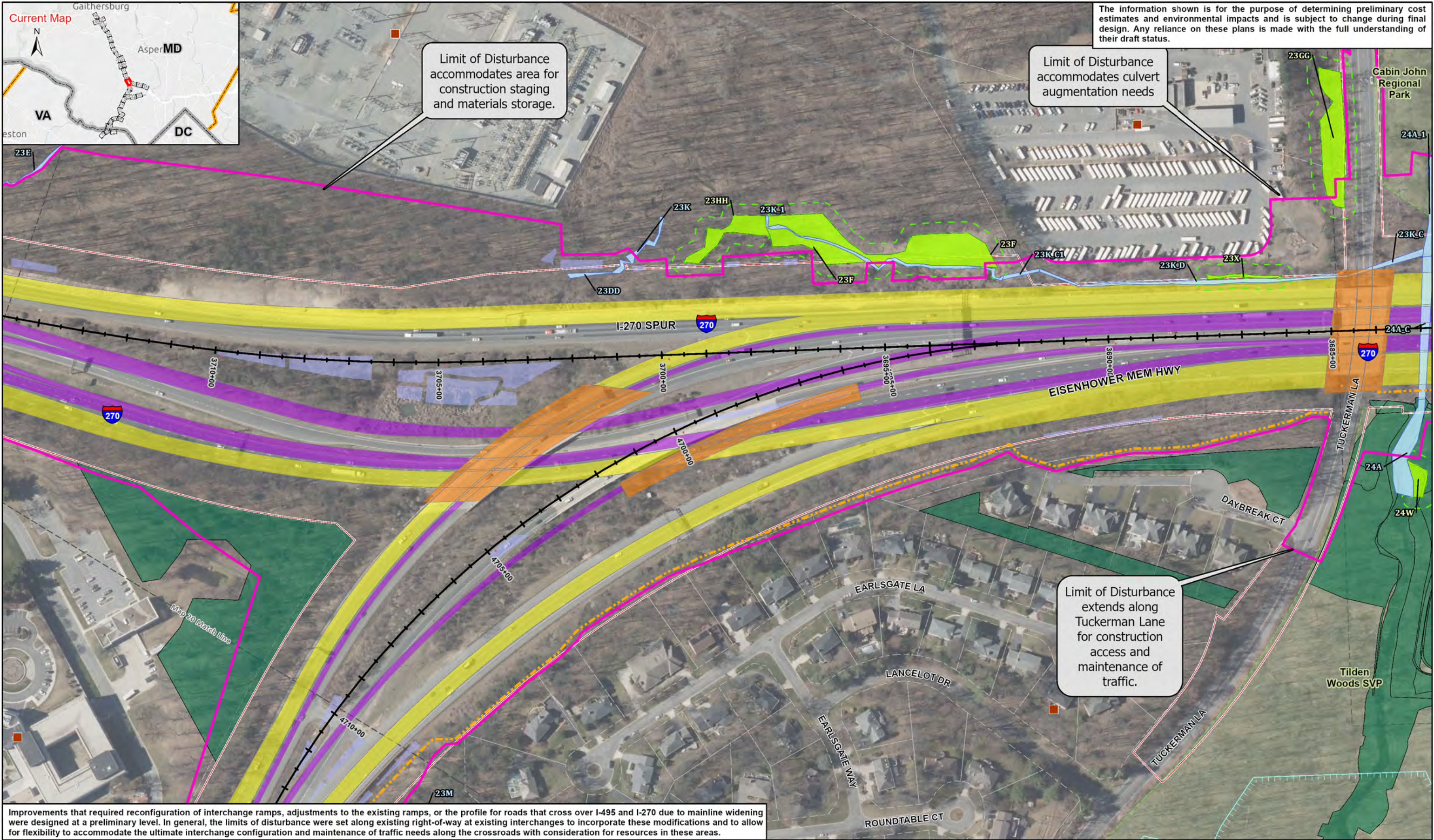
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| <ul style="list-style-type: none">LOD - Preferred AlternativeRight-of-WayRoadway BaselineEdge of LaneGeneral Purpose LaneGeneral Purpose Lane VDOT 495 NEXT Project | <ul style="list-style-type: none">Managed LaneManaged Lane VDOT 495 NEXT ProjectAerial StructureAerial Structure VDOT 495 NEXT ProjectPedestrian / Bicycle FacilityPedestrian / Bicycle Facility VDOT 495 NEXT Project | <ul style="list-style-type: none">Noise Barrier - ExistingNoise Barrier - ProposedNoise Barrier - Proposed VDOT 495 NEXT ProjectProposed Large Stormwater Management FacilityFEMA - 100 Year FloodplainDelineated Waterways (Feature ID, Refer to NRTR) | <ul style="list-style-type: none">Delineated Wetlands (Feature ID, Refer to NRTR)Delineated Wetlands Buffer (Feature ID, Refer to NRTR)Forest Conservation Act Easement (FCE)FCE Individual TreePotential Hazardous Concerns | <div>June 2022</div> <div>0 50 100 200 Feet</div> | <div>Environmental Resource Mapping</div> <div>LOD Preferred Alternative</div> | <div>Appendix E</div> <div>Map 20</div> <div>OP-LANES MARYLAND</div> <div>Options & Opportunities for All</div> |
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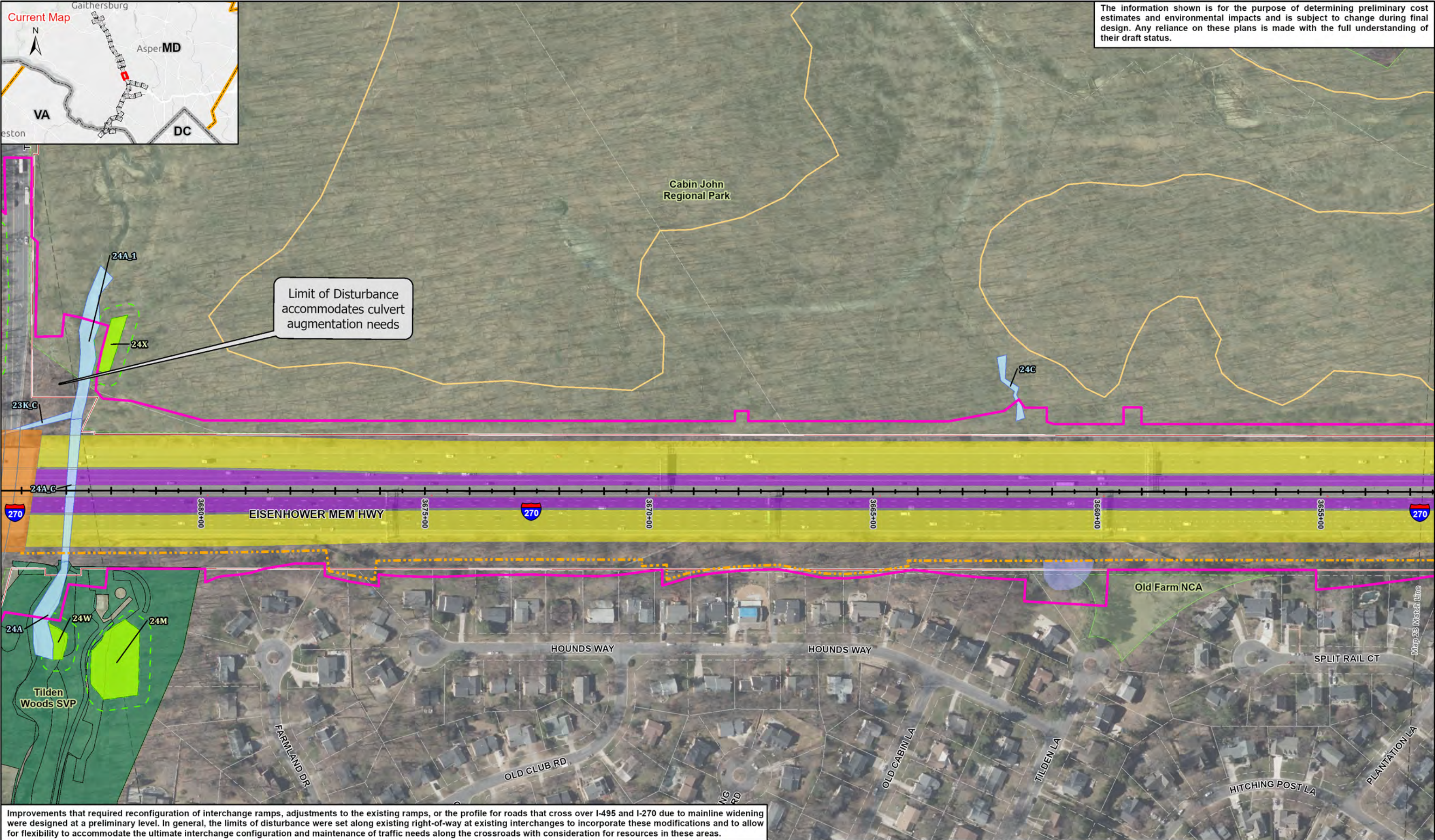
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| <ul style="list-style-type: none">LOD - Preferred AlternativeRight-of-WayRoadway BaselineEdge of LaneGeneral Purpose LaneGeneral Purpose Lane VDOT 495 NEXT Project | <ul style="list-style-type: none">Managed LaneManaged Lane VDOT 495 NEXT ProjectAerial StructureAerial Structure VDOT 495 NEXT ProjectPedestrian / Bicycle FacilityPedestrian / Bicycle Facility VDOT 495 NEXT Project | <ul style="list-style-type: none">Noise Barrier - ExistingNoise Barrier - ProposedNoise Barrier - Proposed VDOT 495 NEXT ProjectProposed Large Stormwater Management FacilityFEMA - 100 Year FloodplainDelineated Waterways (Feature ID, Refer to NRTR) | <ul style="list-style-type: none">Delineated Wetlands (Feature ID, Refer to NRTR)Delineated Wetlands Buffer (Feature ID, Refer to NRTR)Forest Conservation Act Easement (FCE)FCE Individual TreePark PropertyPotential Hazardous Concerns | | <p>Environmental Resource Mapping</p> <p>LOD</p> <p>Preferred Alternative</p> | <p>Appendix E</p> <p>Map 21</p> <p>Options & Opportunities for All</p> |
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June 2022

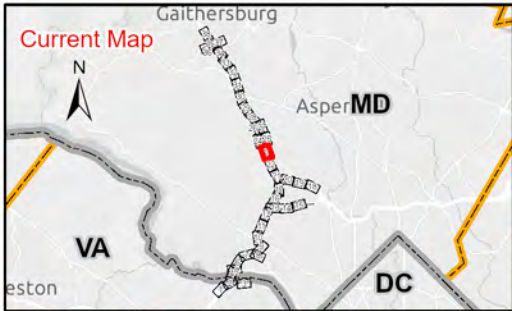


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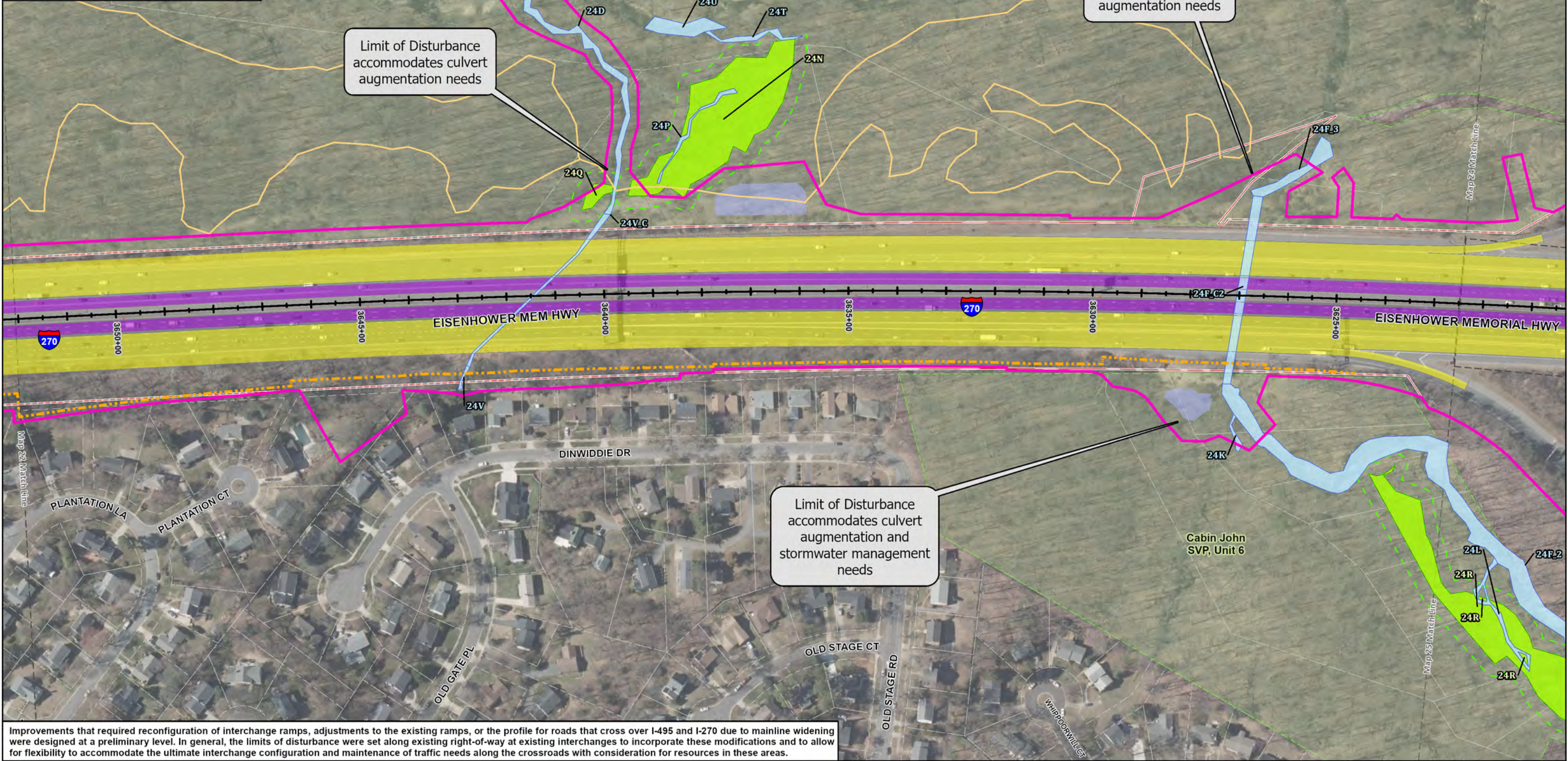


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| <ul style="list-style-type: none">LOD - Preferred AlternativeRight-of-WayRoadway BaselineEdge of LaneGeneral Purpose LaneGeneral Purpose Lane VDOT 495 NEXT Project | <ul style="list-style-type: none">Managed LaneManaged Lane VDOT 495 NEXT ProjectAerial StructureAerial Structure VDOT 495 NEXT ProjectPedestrian / Bicycle FacilityPedestrian / Bicycle Facility VDOT 495 NEXT Project | <ul style="list-style-type: none">Noise Barrier - ExistingNoise Barrier - ProposedNoise Barrier - Proposed VDOT 495 NEXT ProjectProposed Large Stormwater Management FacilityTrailsDelineated Waterways (Feature ID, Refer to NRTR) | <ul style="list-style-type: none">Delineated Wetlands (Feature ID, Refer to NRTR)Delineated Wetlands Buffer (Feature ID, Refer to NRTR)Forest Conservation Act Easement (FCE)FCE Individual TreePark Property | <div>June 2022</div> <div>0 50 100 200 Feet</div> | <div>Environmental Resource Mapping</div> <div>LOD Preferred Alternative</div> | <div>Appendix E</div> <div>Map 22</div> <div>OP LANES MARYLAND</div> <div>Options & Opportunities for All</div> |
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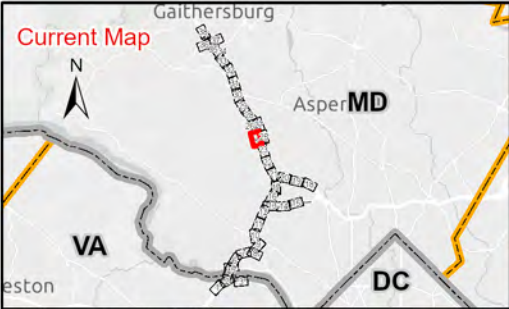
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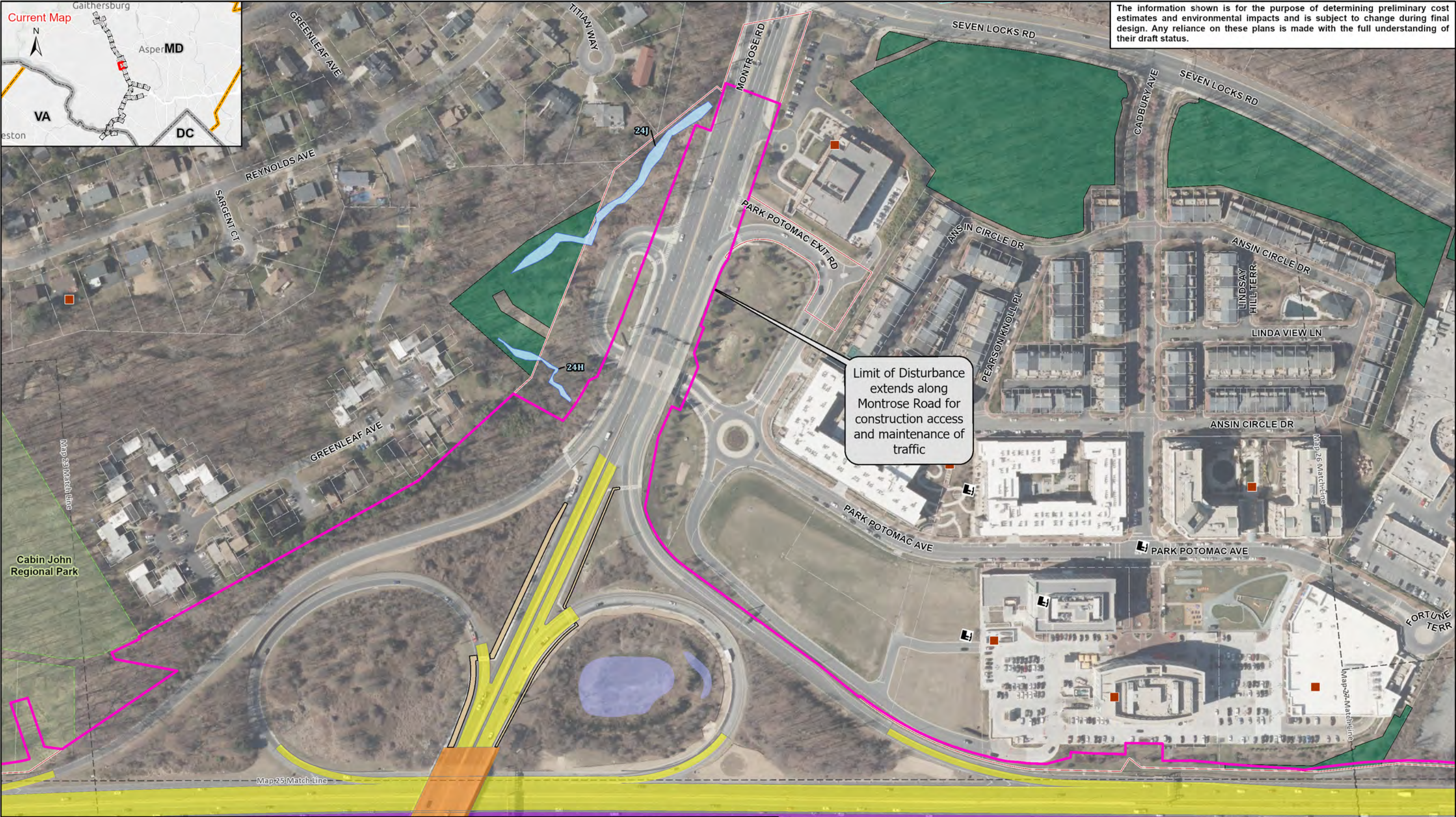
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| <ul style="list-style-type: none">LOD - Preferred AlternativeRight-of-WayRoadway BaselineEdge of LaneGeneral Purpose LaneGeneral Purpose Lane VDOT 495 NEXT Project | <ul style="list-style-type: none">Managed LaneManaged Lane VDOT 495 NEXT ProjectAerial StructureAerial Structure VDOT 495 NEXT ProjectPedestrian / Bicycle FacilityPedestrian / Bicycle Facility VDOT 495 NEXT Project | <ul style="list-style-type: none">Noise Barrier - ExistingNoise Barrier - ProposedNoise Barrier - Proposed VDOT 495 NEXT ProjectProposed Large Stormwater Management FacilityTrailsDelineated Waterways (Feature ID, Refer to NRTR) | <ul style="list-style-type: none">Delineated Wetlands (Feature ID, Refer to NRTR)Delineated Wetlands Buffer (Feature ID, Refer to NRTR)FCE Individual TreePark Property | 0 50 100 200 Feet | Environmental Resource Mapping <i>LOD Preferred Alternative</i> | Appendix E Map 23 Options & Opportunities for All |
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June 2022

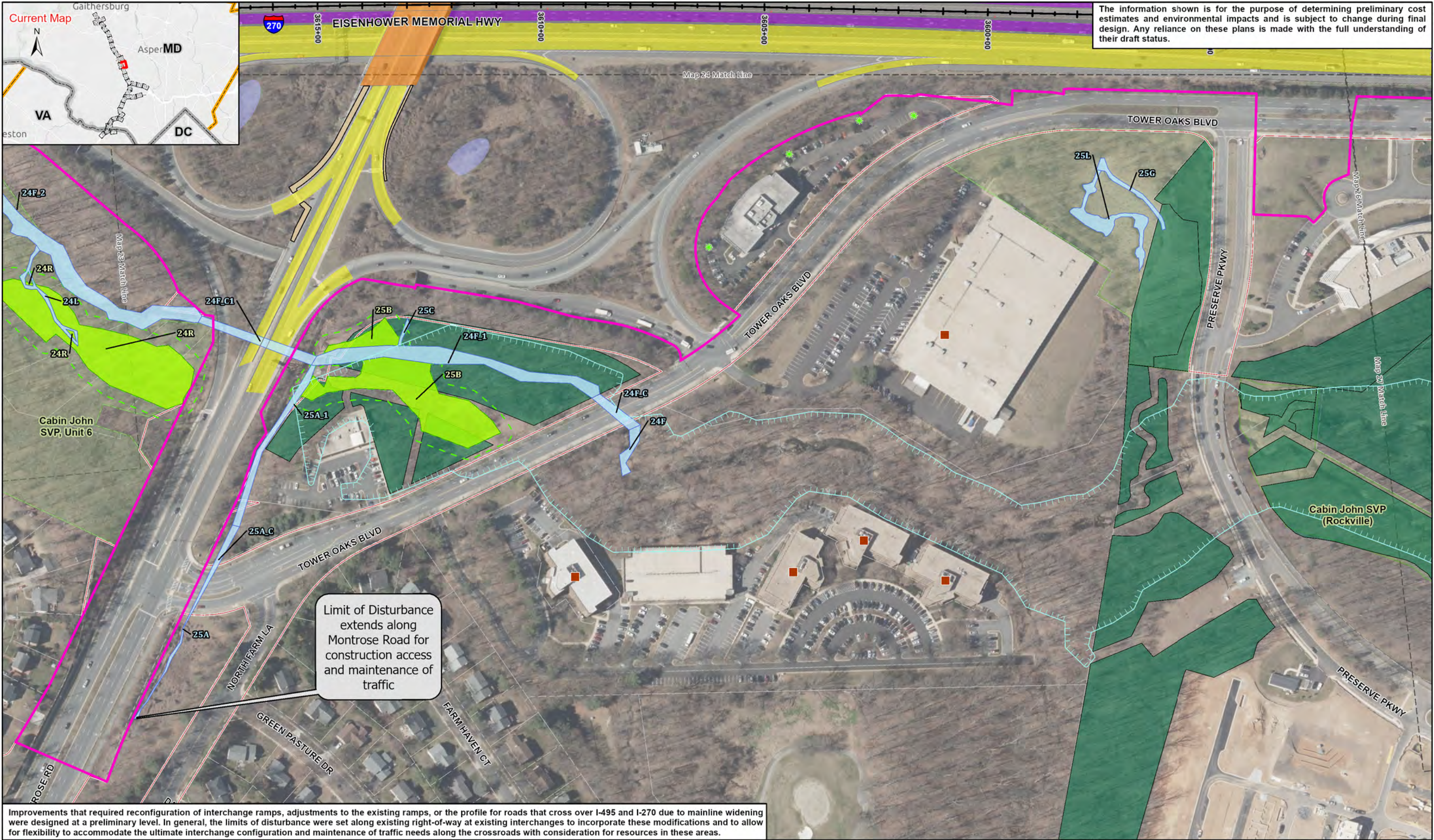


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| <ul style="list-style-type: none">LOD - Preferred AlternativeRight-of-WayRoadway BaselineEdge of LaneGeneral Purpose LaneGeneral Purpose Lane VDOT 495 NEXT Project | <ul style="list-style-type: none">Managed LaneManaged Lane VDOT 495 NEXT ProjectAerial StructureAerial Structure VDOT 495 NEXT ProjectPedestrian / Bicycle FacilityPedestrian / Bicycle Facility VDOT 495 NEXT Project | <ul style="list-style-type: none">Noise Barrier - ExistingNoise Barrier - ProposedNoise Barrier - Proposed VDOT 495 NEXT ProjectProposed Large Stormwater Management FacilityFEMA - 100 Year FloodplainDelineated Waterways (Feature ID, Refer to NRTR) | <ul style="list-style-type: none">Delineated Wetlands Buffer (Feature ID, Refer to NRTR)Forest Conservation Act Easement (FCE)FCE Individual TreePark PropertyMDE Land Restoration Program SitePotential Hazardous Concerns | <p>June 2022</p> <p>0 50 100 200 Feet</p> | <p>Environmental Resource Mapping</p> <p>LOD</p> <p>Preferred Alternative</p> | <p>Appendix E</p> <p>Map 24</p> <p>OP LANES MARYLAND</p> <p>Options & Opportunities for All</p> |
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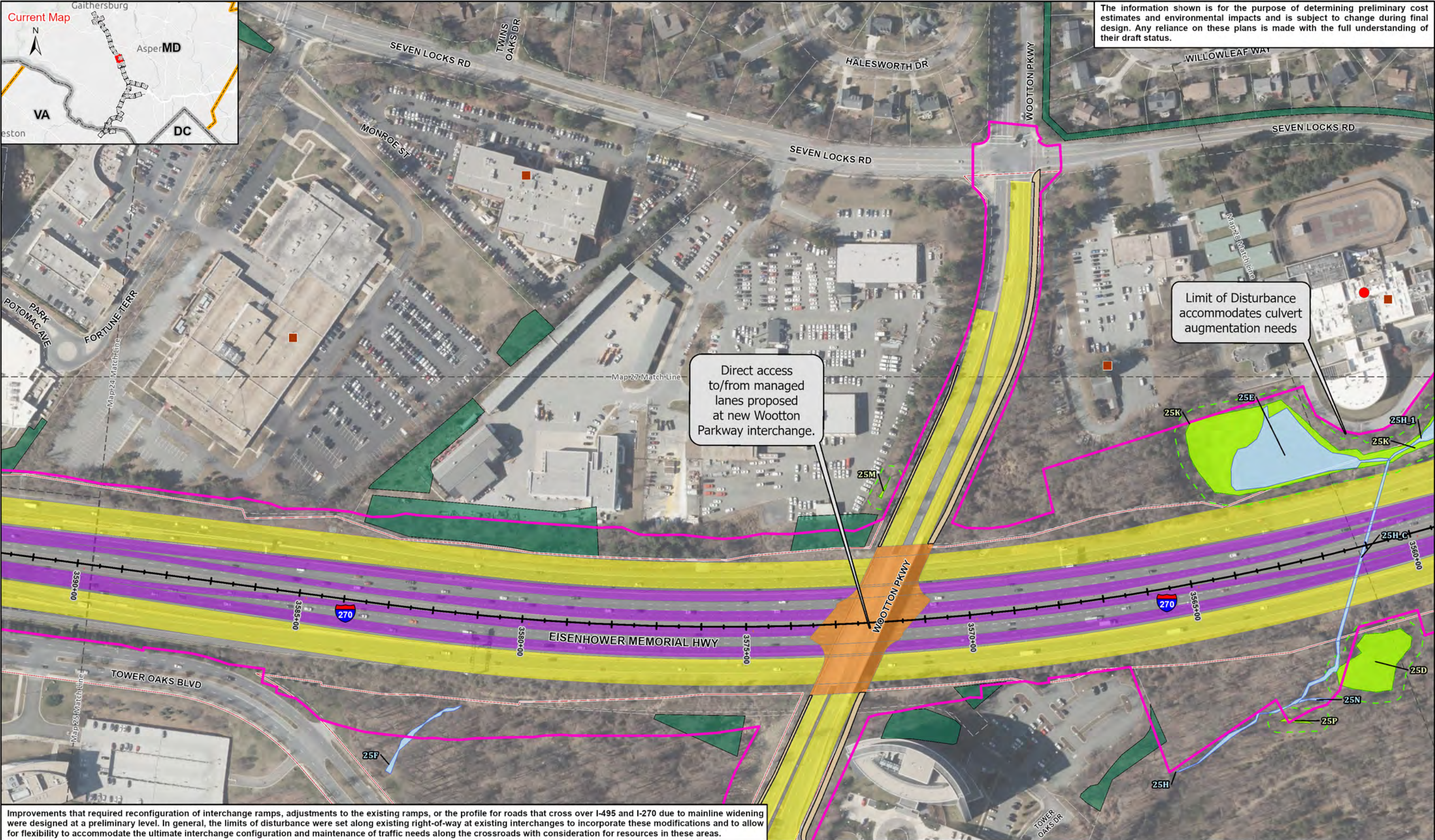


Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing 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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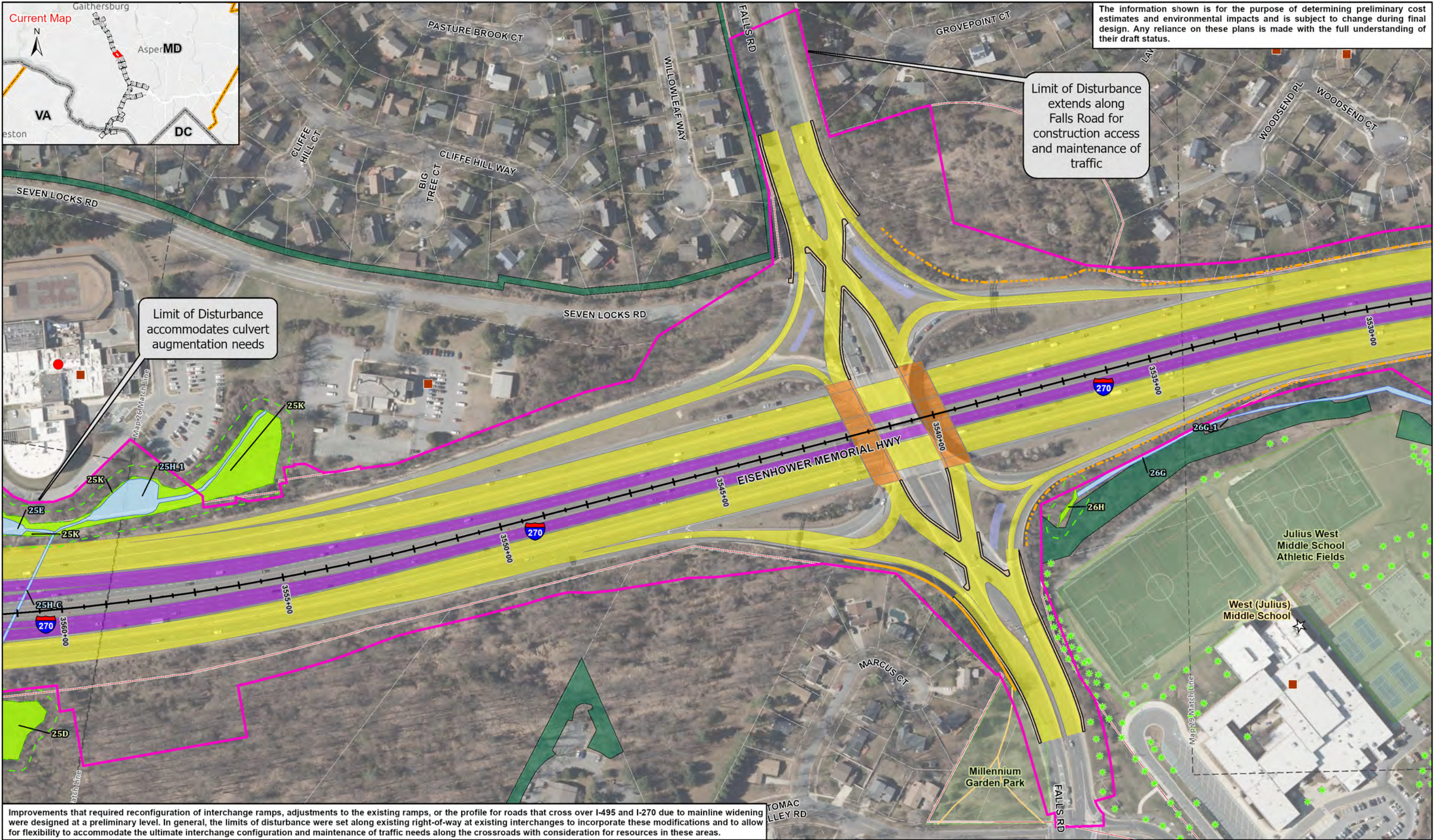


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| <ul style="list-style-type: none">LOD - Preferred AlternativeRight-of-WayRoadway BaselineEdge of LaneGeneral Purpose LaneGeneral Purpose Lane VDOT 495 NEXT Project | <ul style="list-style-type: none">Managed LaneManaged Lane VDOT 495 NEXT ProjectAerial StructureAerial Structure VDOT 495 NEXT ProjectPedestrian / Bicycle FacilityPedestrian / Bicycle Facility VDOT 495 NEXT Project | <ul style="list-style-type: none">Noise Barrier - ExistingNoise Barrier - ProposedNoise Barrier - Proposed VDOT 495 NEXT ProjectProposed Large Stormwater Management FacilityDelineated Waterways (Feature ID, Refer to NRTR)Delineated Wetlands (Feature ID, Refer to NRTR) | <ul style="list-style-type: none">Delineated Wetlands Buffer (Feature ID, Refer to NRTR)Forest Conservation Act Easement (FCE)FCE Individual TreePotential Hazardous ConcernsCorrectional Facility | <div>June 2022</div> <div>0 50 100 200 Feet</div> | <div>Environmental Resource Mapping</div> <div>LOD Preferred Alternative</div> | <div>Appendix E</div> <div>Map 26</div> <div>OP LANES MARYLAND</div> <div>Options & Opportunities for All</div> |
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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.

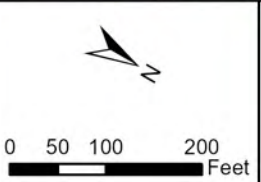
Limit of Disturbance extends along Falls Road for construction access and maintenance of traffic

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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| <ul style="list-style-type: none">LOD - Preferred AlternativeRight-of-WayRoadway BaselineEdge of LaneGeneral Purpose LaneGeneral Purpose Lane VDOT 495 NEXT ProjectManaged Lane | <ul style="list-style-type: none">Managed Lane VDOT 495 NEXT ProjectAerial StructureAerial Structure VDOT 495 NEXT ProjectPedestrian / Bicycle FacilityPedestrian / Bicycle Facility VDOT 495 NEXT ProjectNoise Barrier - Existing | <ul style="list-style-type: none">Noise Barrier - ProposedNoise Barrier - Proposed VDOT 495 NEXT ProjectProposed Large Stormwater Management FacilityTrailsDelineated Waterways (Feature ID, Refer to NRTR)Delineated Wetlands (Feature ID, Refer to NRTR)Delineated Wetlands Buffer (Feature ID, Refer to NRTR) | <ul style="list-style-type: none">Forest Conservation Act Easement (FCE)FCE Individual TreePark PropertyPotential Hazardous ConcernsCorrectional FacilitySchool |
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June 2022



**Environmental
Resource Mapping**

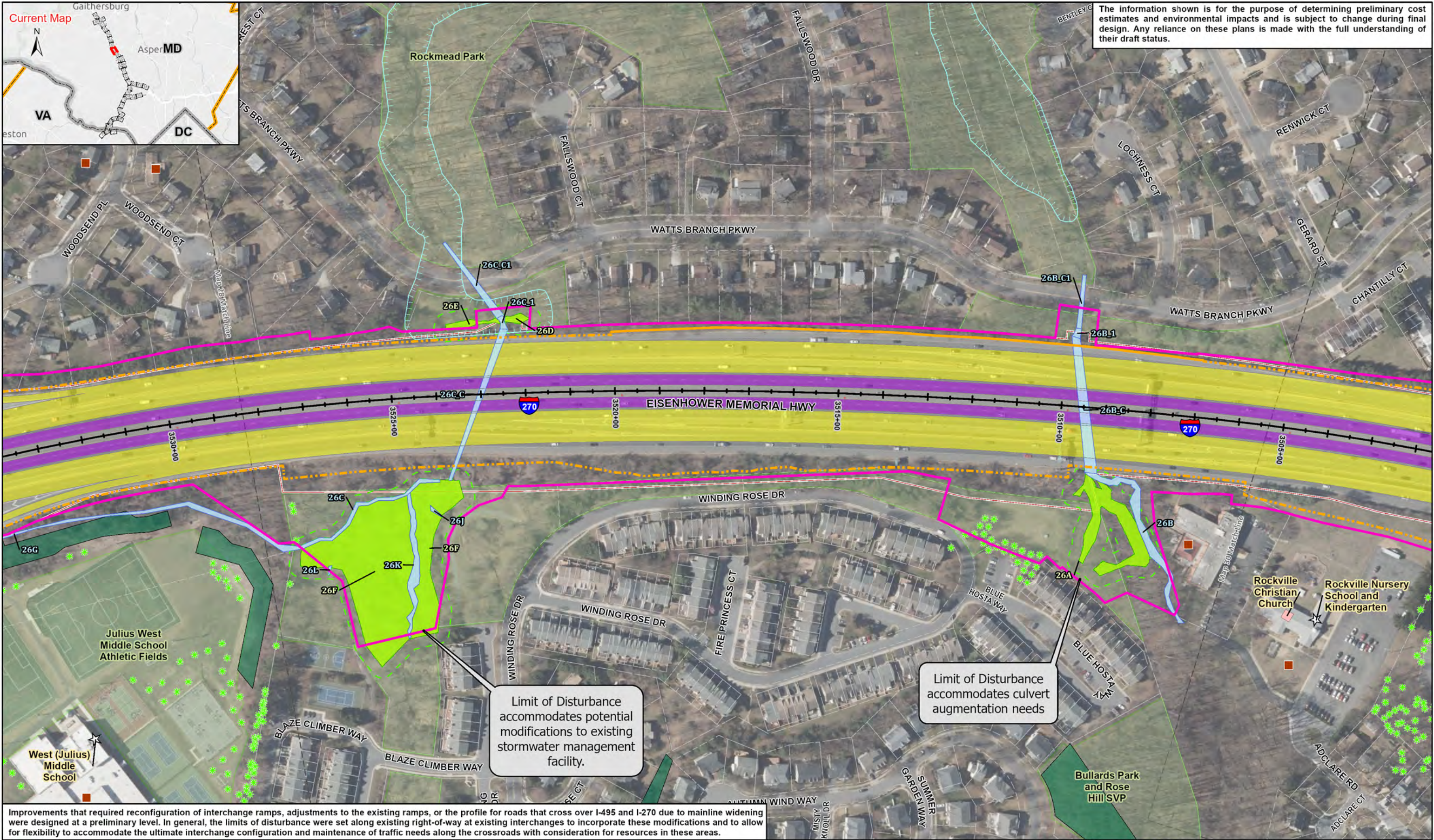
LOD

Preferred Alternative

Appendix E

Map 28

Options & Opportunities for All



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.

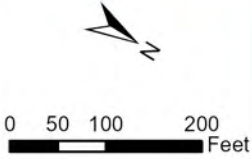
Limit of Disturbance accommodates potential modifications to existing stormwater management facility.

Limit of Disturbance accommodates culvert augmentation needs

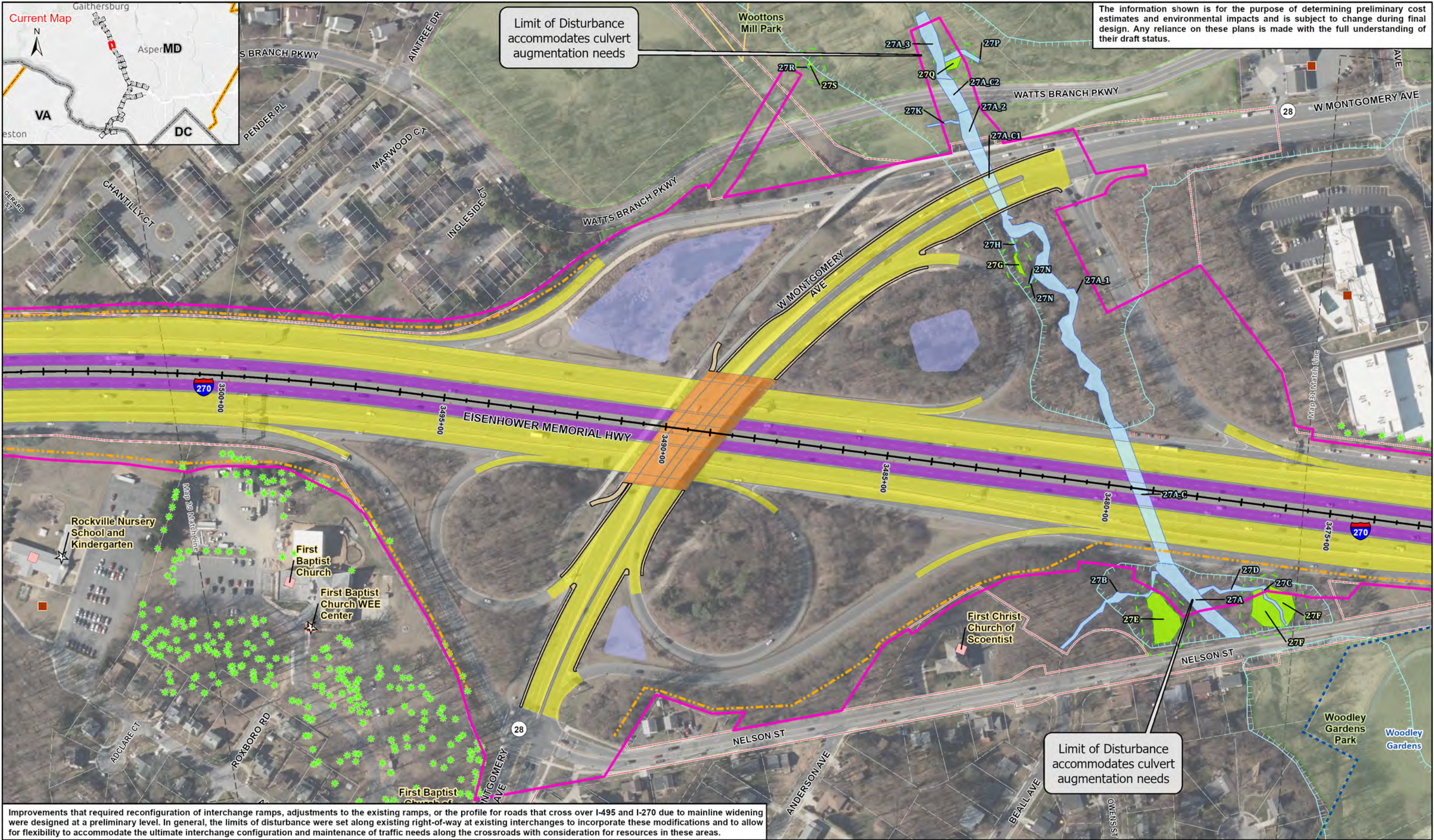
Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing 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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| <ul style="list-style-type: none">LOD - Preferred AlternativeRight-of-WayRoadway BaselineEdge of LaneGeneral Purpose LaneGeneral Purpose Lane VDOT 495 NEXT ProjectManaged Lane | <ul style="list-style-type: none">Managed Lane VDOT 495 NEXT ProjectAerial StructureAerial Structure VDOT 495 NEXT ProjectPedestrian / Bicycle FacilityPedestrian / Bicycle Facility VDOT 495 NEXT ProjectNoise Barrier - Existing | <ul style="list-style-type: none">Noise Barrier - ProposedNoise Barrier - Proposed VDOT 495 NEXT ProjectProposed Large Stormwater Management FacilityFEMA - 100 Year FloodplainDelineated Waterways (Feature ID, Refer to NRTR)Delineated Wetlands (Feature ID, Refer to NRTR)Delineated Wetlands Buffer (Feature ID, Refer to NRTR) | <ul style="list-style-type: none">Forest Conservation Act Easement (FCE)FCE Individual TreePark PropertyPotential Hazardous ConcernsPlace of WorshipSchool |
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June 2022



Environmental
Resource Mapping
LOD
Preferred Alternative



Limit of Disturbance accommodates culvert augmentation needs

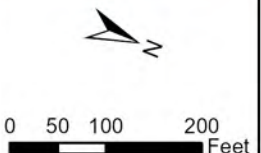
The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status.

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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| <ul style="list-style-type: none">LOD - Preferred AlternativeRight-of-WayRoadway BaselineEdge of LaneGeneral Purpose LaneGeneral Purpose Lane VDOT 495 NEXT ProjectManaged Lane | <ul style="list-style-type: none">Managed Lane VDOT 495 NEXT ProjectAerial StructureAerial Structure VDOT 495 NEXT ProjectPedestrian / Bicycle FacilityPedestrian / Bicycle Facility VDOT 495 NEXT ProjectNoise Barrier - ExistingNoise Barrier - Proposed | <ul style="list-style-type: none">Noise Barrier - Proposed VDOT 495 NEXT ProjectProposed Large Stormwater Management FacilityTrailsFEMA - 100 Year FloodplainDelineated Waterways (Feature ID, Refer to NRTR)Delineated Wetlands (Feature ID, Refer to NRTR)Delineated Wetlands Buffer (Feature ID, Refer to NRTR) | <ul style="list-style-type: none">FCE Individual TreeHistoric PropertiesPark PropertyPotential Hazardous ConcernsPlace of WorshipSchool |
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June 2022



**Environmental
Resource Mapping**

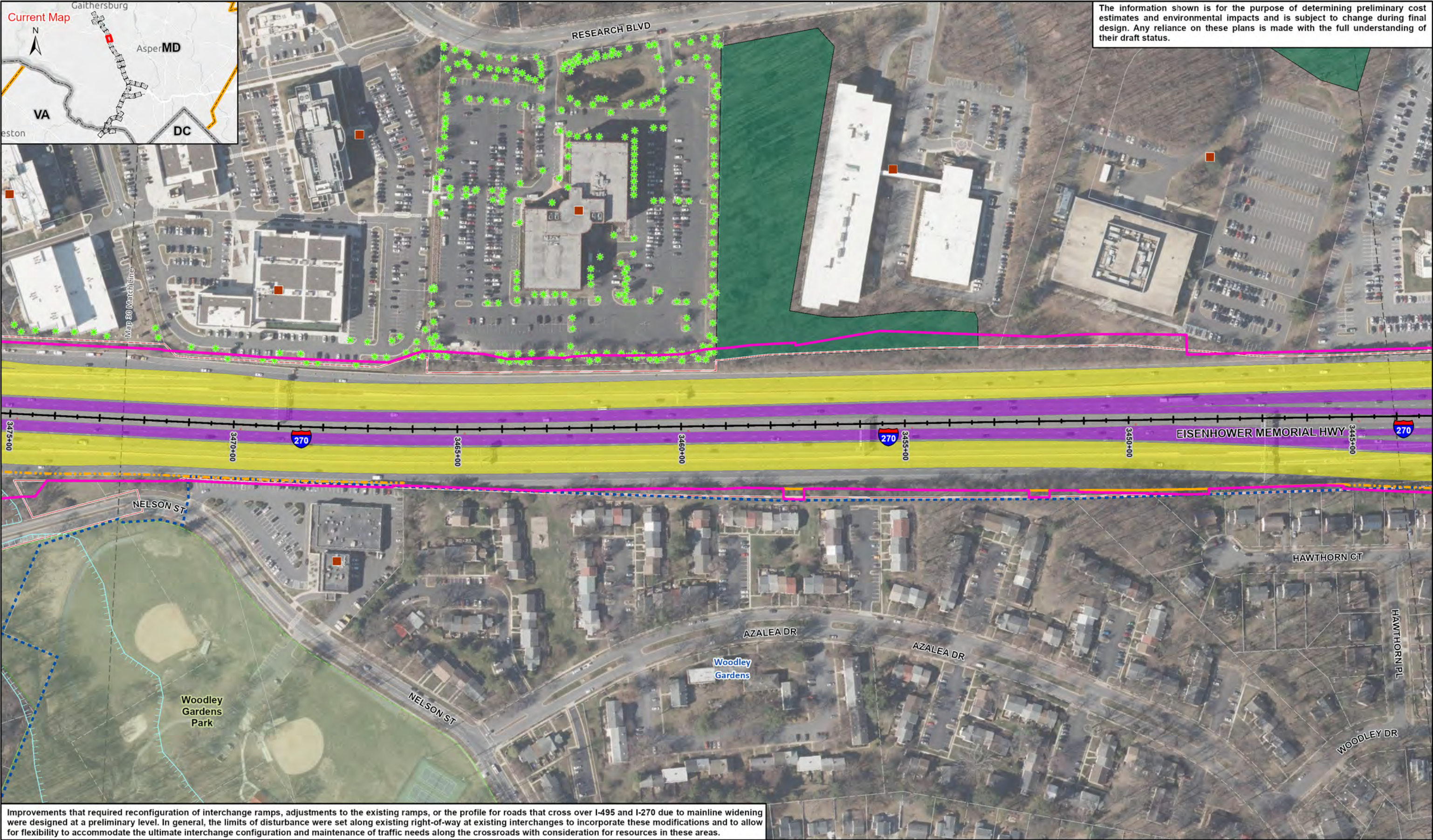
**LOD
Preferred Alternative**

Appendix E
Map 30

Options & Opportunities for All



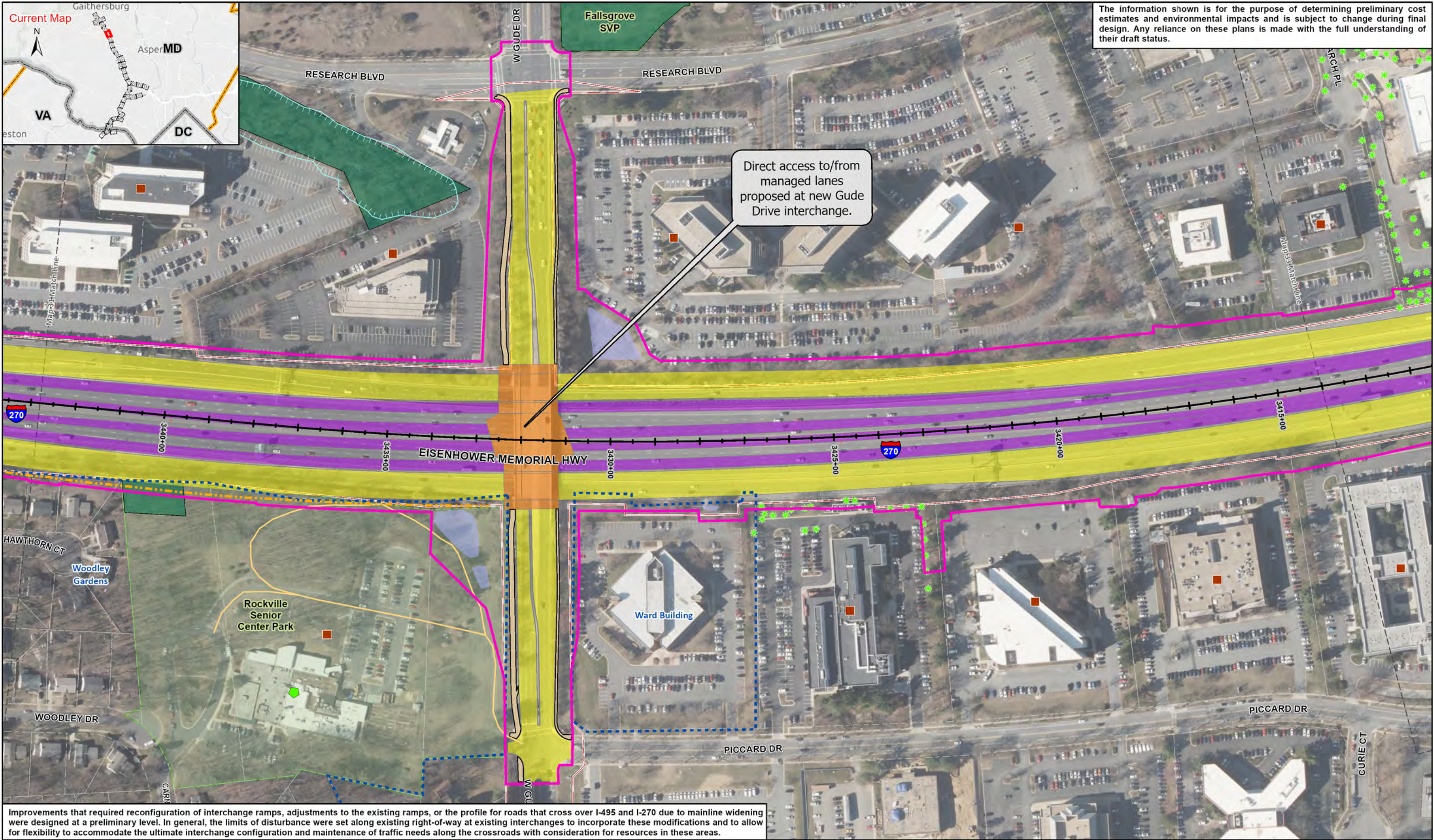
The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status.



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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| <ul style="list-style-type: none">LOD - Preferred AlternativeRight-of-WayRoadway BaselineEdge of LaneGeneral Purpose LaneGeneral Purpose Lane VDOT 495 NEXT Project | <ul style="list-style-type: none">Managed LaneManaged Lane VDOT 495 NEXT ProjectAerial StructureAerial Structure VDOT 495 NEXT ProjectPedestrian / Bicycle FacilityPedestrian / Bicycle Facility VDOT 495 NEXT Project | <ul style="list-style-type: none">Noise Barrier - ExistingNoise Barrier - ProposedNoise Barrier - Proposed VDOT 495 NEXT ProjectProposed Large Stormwater Management FacilityFEMA - 100 Year FloodplainDelineated Wetlands Buffer (Feature ID, Refer to NRTR) | <ul style="list-style-type: none">Forest Conservation Act Easement (FCE)FCE Individual TreeHistoric PropertiesPark PropertyPotential Hazardous Concerns | | <p>Environmental Resource Mapping</p> <p>LOD</p> <p>Preferred Alternative</p> | <p>Appendix E Map 31</p> <p>Options & Opportunities for All</p> |
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June 2022

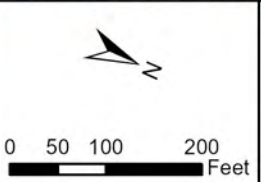


The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status.

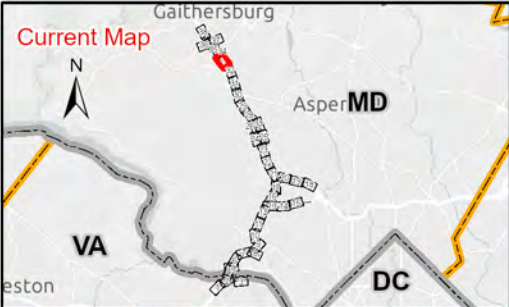
Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing 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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| <ul style="list-style-type: none">LOD - Preferred AlternativeRight-of-WayRoadway BaselineEdge of LaneGeneral Purpose LaneGeneral Purpose Lane VDOT 495 NEXT Project | <ul style="list-style-type: none">Managed LaneManaged Lane VDOT 495 NEXT ProjectAerial StructureAerial Structure VDOT 495 NEXT ProjectPedestrian / Bicycle FacilityPedestrian / Bicycle Facility VDOT 495 NEXT Project | <ul style="list-style-type: none">Noise Barrier - ExistingNoise Barrier - ProposedNoise Barrier - Proposed VDOT 495 NEXT ProjectProposed Large Stormwater Management FacilityTrailsFEMA - 100 Year FloodplainDelineated Wetlands Buffer (Feature ID, Refer to NRTR) | <ul style="list-style-type: none">Forest Conservation Act Easement (FCE)FCE Individual TreeHistoric PropertiesPark PropertyPotential Hazardous ConcernsRecreation Center |
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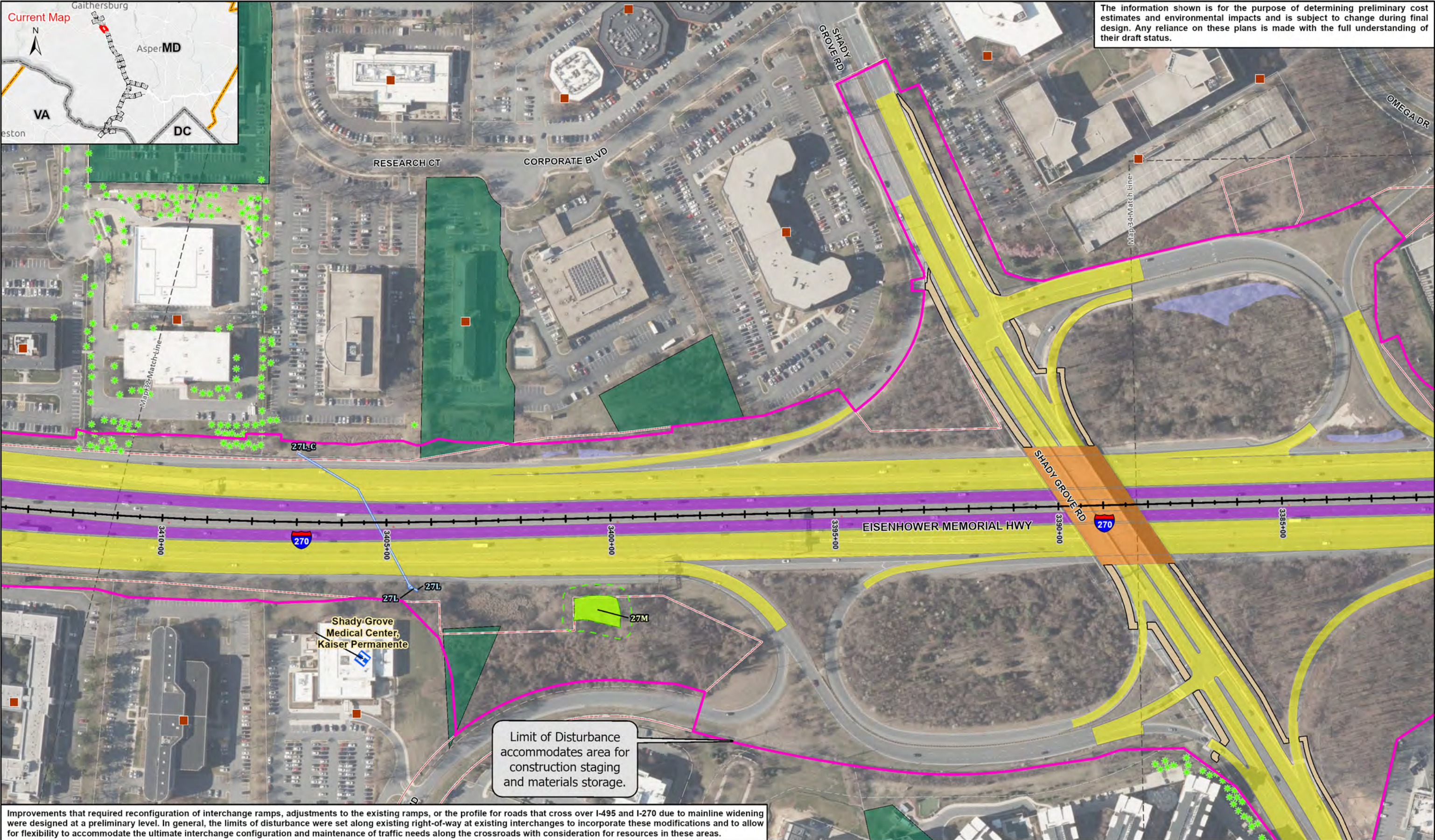
June 2022



**Environmental
Resource Mapping**
*LOD
Preferred Alternative*

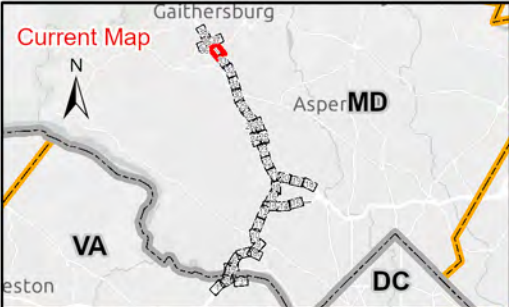


The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status.

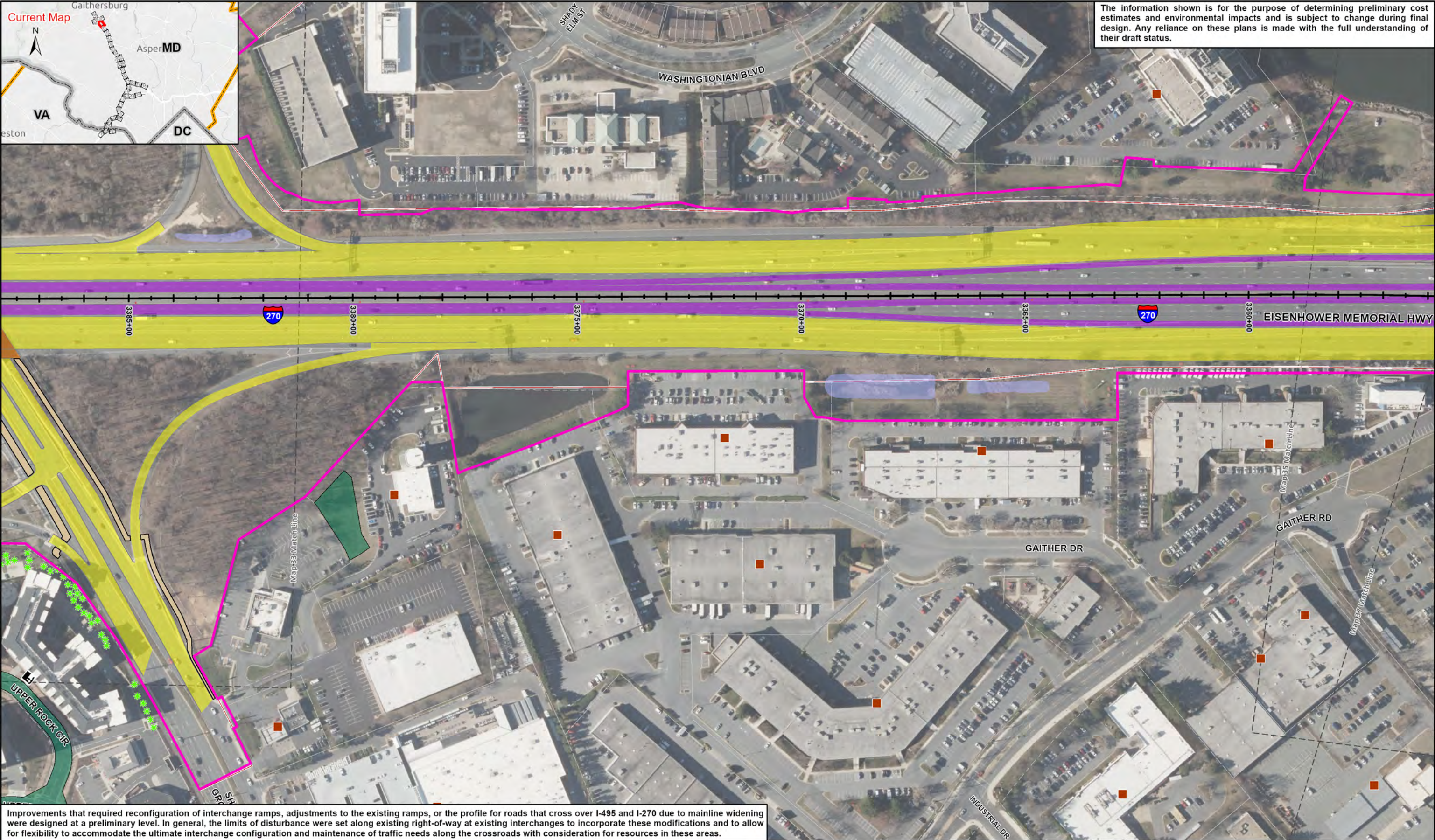


Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing 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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| <ul style="list-style-type: none">LOD - Preferred AlternativeRight-of-WayRoadway BaselineEdge of LaneGeneral Purpose LaneGeneral Purpose Lane VDOT 495 NEXT Project | <ul style="list-style-type: none">Managed LaneManaged Lane VDOT 495 NEXT ProjectAerial StructureAerial Structure VDOT 495 NEXT ProjectPedestrian / Bicycle FacilityPedestrian / Bicycle Facility VDOT 495 NEXT Project | <ul style="list-style-type: none">Noise Barrier - ExistingNoise Barrier - ProposedNoise Barrier - Proposed VDOT 495 NEXT ProjectProposed Large Stormwater Management FacilityDelineated Waterways (Feature ID, Refer to NRTR)Delineated Wetlands (Feature ID, Refer to NRTR) | <ul style="list-style-type: none">Delineated Wetlands Buffer (Feature ID, Refer to NRTR)Forest Conservation Act Easement (FCE)FCE Individual TreePotential Hazardous ConcernsHospital | <div>June 2022</div> <div></div> | <div>Environmental Resource Mapping</div> <div>LOD Preferred Alternative</div> | <div>Appendix E</div> <div>Map 33</div> <div></div> <div>Options & Opportunities for All</div> |
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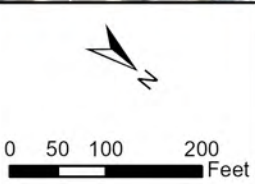


Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing 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.

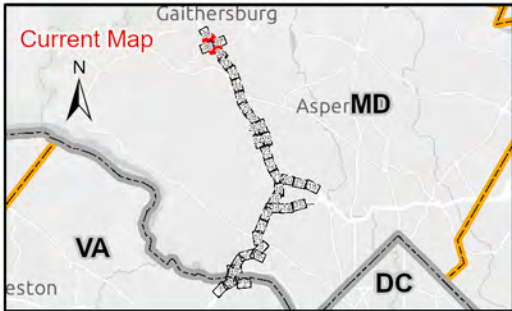
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| <ul style="list-style-type: none">LOD - Preferred AlternativeRight-of-WayRoadway BaselineEdge of LaneGeneral Purpose LaneGeneral Purpose Lane VDOT 495 NEXT Project | <ul style="list-style-type: none">Managed LaneManaged Lane VDOT 495 NEXT ProjectAerial StructureAerial Structure VDOT 495 NEXT ProjectPedestrian / Bicycle FacilityPedestrian / Bicycle Facility VDOT 495 NEXT Project |
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| <ul style="list-style-type: none">Noise Barrier - ExistingNoise Barrier - ProposedNoise Barrier - Proposed VDOT 495 NEXT ProjectProposed Large Stormwater Management FacilityDelineated Wetlands Buffer (Feature ID, Refer to NRTR)Forest Conservation Act Easement (FCE) | <ul style="list-style-type: none">FCE Individual TreeMDE Land Restoration Program SitePotential Hazardous Concerns |
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June 2022



**Environmental
Resource Mapping**
*LOD
Preferred Alternative*



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.

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

Limit of Disturbance accommodates culvert augmentation needs

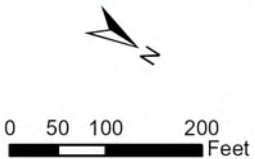
Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing 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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| <ul style="list-style-type: none">LOD - Preferred AlternativeRight-of-WayRoadway BaselineEdge of LaneGeneral Purpose LaneGeneral Purpose Lane VDOT 495 NEXT Project | <ul style="list-style-type: none">Managed LaneManaged Lane VDOT 495 NEXT ProjectAerial StructureAerial Structure VDOT 495 NEXT ProjectPedestrian / Bicycle FacilityPedestrian / Bicycle Facility VDOT 495 NEXT Project |
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| <ul style="list-style-type: none">Noise Barrier - ExistingNoise Barrier - ProposedNoise Barrier - Proposed VDOT 495 NEXT ProjectProposed Large Stormwater Management FacilityTrailsFEMA - 100 Year Floodplain |
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| <ul style="list-style-type: none">Delineated Waterways (Feature ID, Refer to NRTR)Delineated Wetlands (Feature ID, Refer to NRTR)Delineated Wetlands Buffer (Feature ID, Refer to NRTR)Forest Conservation Act Easement (FCE)FCE Individual TreePark PropertyPotential Hazardous Concerns |
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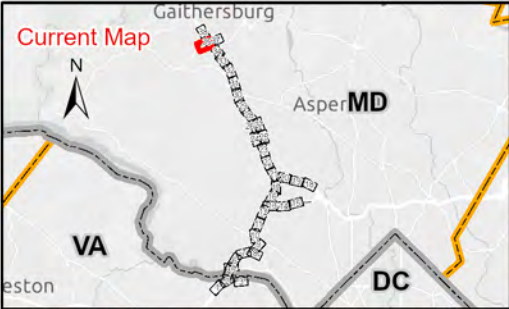
June 2022



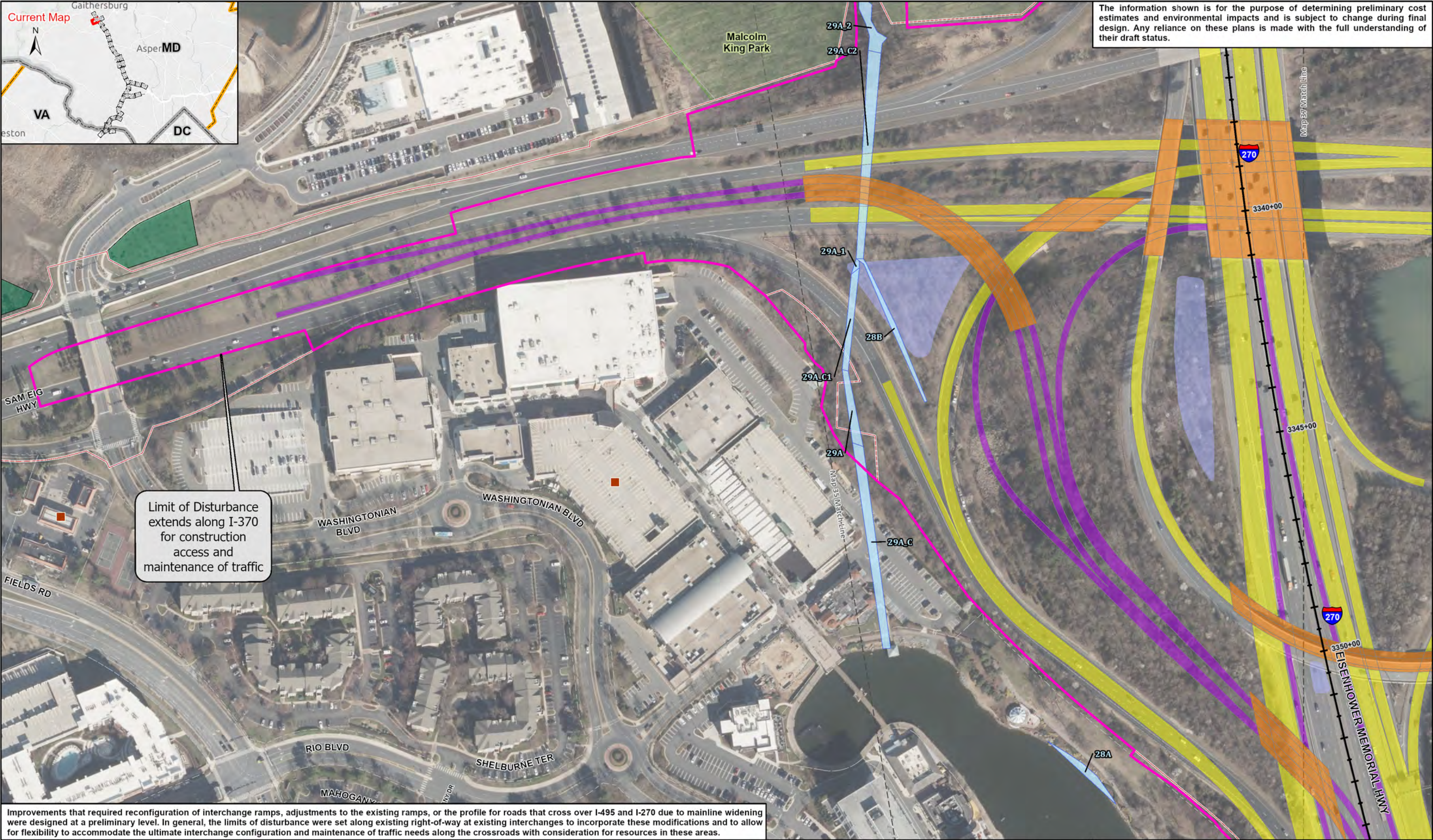
**Environmental
Resource Mapping**
*LOD
Preferred Alternative*

Appendix E
Map 35

Options & Opportunities for All



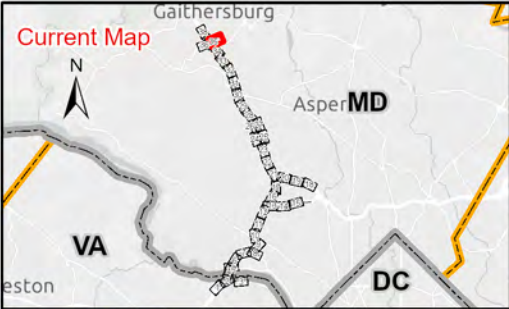
The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status.



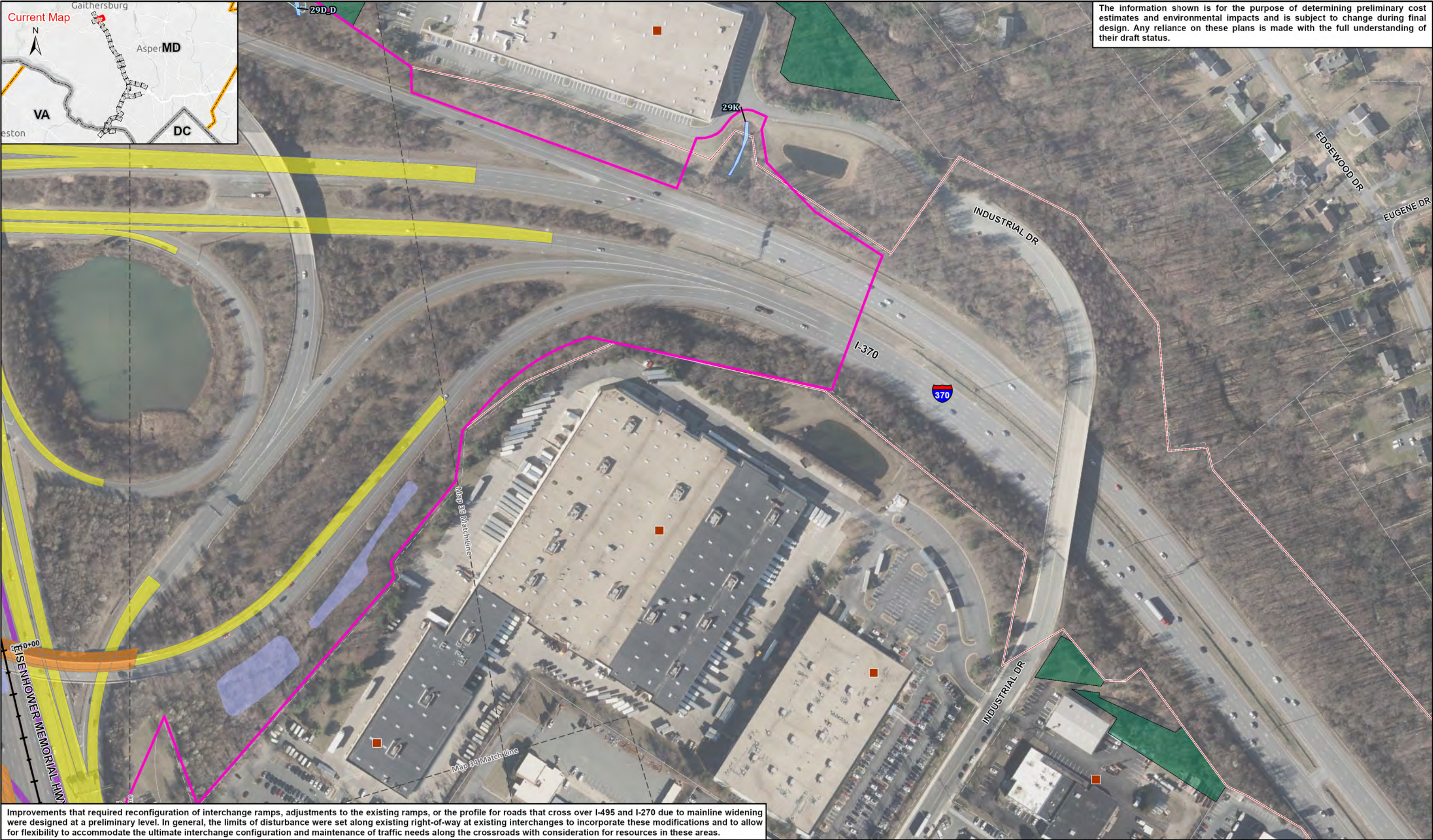
Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing 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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| <ul style="list-style-type: none">LOD - Preferred AlternativeRight-of-WayRoadway BaselineEdge of LaneGeneral Purpose LaneGeneral Purpose Lane VDOT 495 NEXT Project | <ul style="list-style-type: none">Managed LaneManaged Lane VDOT 495 NEXT ProjectAerial StructureAerial Structure VDOT 495 NEXT ProjectPedestrian / Bicycle FacilityPedestrian / Bicycle Facility VDOT 495 NEXT Project | <ul style="list-style-type: none">Noise Barrier - ExistingNoise Barrier - ProposedNoise Barrier - Proposed VDOT 495 NEXT ProjectProposed Large Stormwater Management FacilityDelineated Waterways (Feature ID, Refer to NRTR)Delineated Wetlands Buffer (Feature ID, Refer to NRTR) | <ul style="list-style-type: none">Forest Conservation Act Easement (FCE)FCE Individual TreePark PropertyPotential Hazardous Concerns | | <p>Environmental Resource Mapping</p> <p>LOD</p> <p>Preferred Alternative</p> | <p>Appendix E Map 36</p> <p>Options & Opportunities for All</p> |
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June 2022



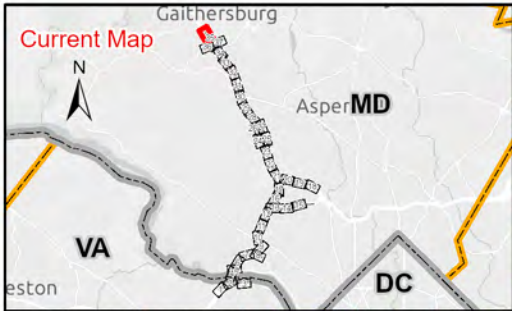
The information shown is for the purpose of determining preliminary cost estimates and environmental impacts and is subject to change during final design. Any reliance on these plans is made with the full understanding of their draft status.



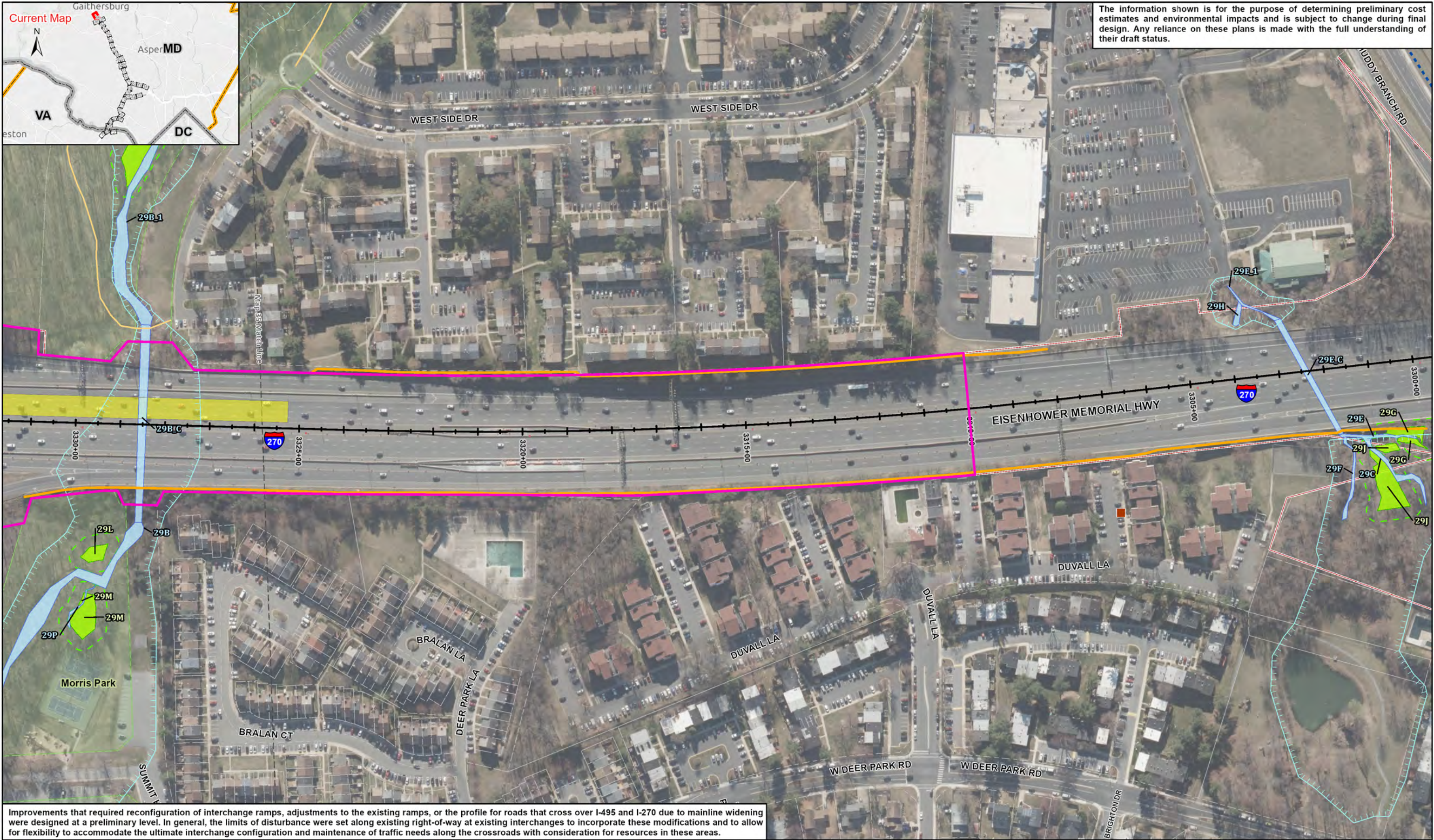
Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing 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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| <ul style="list-style-type: none">LOD - Preferred AlternativeRight-of-WayRoadway BaselineEdge of LaneGeneral Purpose LaneGeneral Purpose Lane VDOT 495 NEXT Project | <ul style="list-style-type: none">Managed LaneManaged Lane VDOT 495 NEXT ProjectAerial StructureAerial Structure VDOT 495 NEXT ProjectPedestrian / Bicycle FacilityPedestrian / Bicycle Facility VDOT 495 NEXT Project | <ul style="list-style-type: none">Noise Barrier - ExistingNoise Barrier - ProposedNoise Barrier - Proposed VDOT 495 NEXT ProjectProposed Large Stormwater Management FacilityFEMA - 100 Year FloodplainDelineated Waterways (Feature ID, Refer to NRTR) | <ul style="list-style-type: none">Delineated Wetlands Buffer (Feature ID, Refer to NRTR)Forest Conservation Act Easement (FCE)FCE Individual TreePotential Hazardous Concerns | 0 50 100 200 Feet | <p>Environmental Resource Mapping</p> <p>LOD</p> <p>Preferred Alternative</p> | <p>Appendix E Map 37</p> <p>Options & Opportunities for All</p> |
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June 2022



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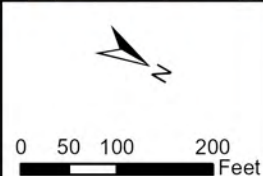
Improvements that required reconfiguration of interchange ramps, adjustments to the existing ramps, or the profile for roads that cross over I-495 and I-270 due to mainline widening were designed at a preliminary level. In general, the limits of disturbance were set along existing right-of-way at existing 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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| <ul style="list-style-type: none">LOD - Preferred AlternativeRight-of-WayRoadway BaselineEdge of LaneGeneral Purpose LaneGeneral Purpose Lane VDOT 495 NEXT Project | <ul style="list-style-type: none">Managed LaneManaged Lane VDOT 495 NEXT ProjectAerial StructureAerial Structure VDOT 495 NEXT ProjectPedestrian / Bicycle FacilityPedestrian / Bicycle Facility VDOT 495 NEXT Project |
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| <ul style="list-style-type: none">Noise Barrier - ExistingNoise Barrier - ProposedNoise Barrier - Proposed VDOT 495 NEXT ProjectProposed Large Stormwater Management FacilityTrailsFEMA - 100 Year Floodplain |
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| <ul style="list-style-type: none">Delineated Waterways (Feature ID, Refer to NRTR)Delineated Wetlands (Feature ID, Refer to NRTR)Delineated Wetlands Buffer (Feature ID, Refer to NRTR)FCE Individual TreeHistoric PropertiesPark PropertyPotential Hazardous Concerns |
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June 2022



**Environmental
Resource Mapping**
*LOD
Preferred Alternative*