

**Responses to Questions and Comments for Which the I-495 Express Lanes Northern Extension
(495 NEXT) Project Team Indicated Complementary Responses Would Be Provided
495 NEXT June 6, 2022 Project Update Meeting**

1. Who participated in the transit study?

Response:

The Virginia Department of Rail and Public Transportation (DRPT) and the Maryland Department of Transportation Maryland Transit Administration (MDOT MTA) conducted the I-495 American Legion Bridge (ALB) Transit/Transportation Demand Management (TDM) study. The study process included a public meeting on January 12th, 2021 to provide opportunity for public input and comment. Key stakeholders were engaged to provide input and participated in study meetings and included public transit agencies as well as state and local government representatives. To view information on the study, including who the specific stakeholders were that participated in the study (I-495 American Legion Bridge Transit/TDM Plan Final Report, pages 86-89), please go to this website: <https://drpt.virginia.gov/studies-and-reports/i-495american-legion-bridge-transittransportation-demand-management-study/>.

2. We are of the understanding that the [pedestrian] trail is to be separated from [the Timberly South] community by a fence as well as landscaping for security and privacy. Is the financing for those improvements secured?

Response:

It has been VDOT's commitment that the project team would work with the community and come up with a barrier that provides, as requested, both privacy and safety along where that trail is. The details of the fence and vegetation will be elements to be agreed upon during the right of way process.

3. How come no regard is going to be given to the community about safety [when implementing the bike trail]? Why is there no plan [such as walls instead of fencing and/or vegetation] put in place for the security of these neighborhoods?

Response:

The details of the fence and vegetation for any adjacent community impacted by the project construction will be elements to be agreed upon as the design advances.

4. When we have a problem with the trail [particularly associated with the use of electric vehicles], do we call the Virginia State Police? Do we call the Fairfax County Park Authority?

Response:

The jurisdiction to report unlawful use of or activity on the trail would be the local police force, which would be the Fairfax County Police.

5. Is Maryland required to do public hearings for what they are doing in Virginia?

Response:

MDOT-SHA provided the following response:

MDOT SHA exceeded public involvement requirements over the course of the MLS. In addition to holding 16 large public workshops and over 200 stakeholder meetings, MDOT SHA held seven public hearings on the Draft Environmental Impact Statement (DEIS) and Supplemental DEIS (SDEIS). Six public hearings, including two in-person and four virtual hearings, were held for the DEIS and one virtual hearing was held for the SDEIS. For the DEIS, each of the four virtual hearings lasted nine hours to maximize the opportunity for participation throughout the day. Each virtual and in-person hearing could be listened to live via phone to accommodate persons without access to a computer. Additionally, the option to provide voicemail testimony during any of the six DEIS public hearings was provided. The virtual hearings were livestreamed on YouTube with automatic closed captioning and for full transparency, the recorded testimony was transcribed and posted on the I-495 & I-270 P3 Program webpage along with the in-person public hearing testimony. Similar options were provided for the SDEIS virtual public hearing. The public comment period for the DEIS and SDEIS totaled approximately six months. Please refer to FEIS, Chapter 8 and FEIS, Appendix R for detailed information on public involvement conducted for the MLS. FEIS, Chapter 8 and FEIS, Appendix R can be found online at <https://oplanesmd.com/feis/>.

6. What are the requirements for the Maryland project section being constructed in Virginia?

Response:

Design elements in Virginia must comply with Federal Highway Administration (FHWA) and Virginia design standards. Design and construction performed within Virginia must be approved by VDOT.