

I-495/I-270 Traffic Relief Plan Pipeline Relocations

A. Identification and Coding Information		
Agency Number	Project Number	Update Code
W - 000161.02	382306	Change

PDF Date	October 1, 2024
Date Revised	

Pressure Zones	Cabin John 350A; Falls Road 552A; Montgomery High
Drainage Basins	Cabin John 07; Muddy Branch 13; Rock Run 1; Watts Branch
Planning Areas	Gaithersburg & Vicinity PA 20; Potomac-Cabin John & Vicinity

B. Expenditure Schedule (000's)

Cost Elements	Total	Thru FY'24	Estimate FY'25	Total 6 Years	Year 1 FY'26	Year 2 FY'27	Year 3 FY'28	Year 4 FY'29	Year 5 FY'30	Year 6 FY'31	Beyond 6 Years
Planning, Design & Supervision	27,435	572	71	26,792	3,023	8,038	7,909	5,230	2,592		
Land											
Construction	172,907	13		172,894	17,287	51,871	51,866	34,580	17,290		
Other	9,989		3	9,986	1,016	2,996	2,989	1,990	995		
Total	210,331	585	74	209,672	21,326	62,905	62,764	41,800	20,877		

C. Funding Schedule (000's)

State Aid	210,331	585	74	209,672	21,326	62,905	62,764	41,800	20,877		
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D. Description & Justification

DESCRIPTION <p>This project provides for the planning, design, and construction of water and sewer pipe relocations necessitated by the State of Maryland's plans to expand I-495 and I-270.</p>
BENEFIT <p>Regulatory & Other Agreements: This project is required to meet regulatory requirements, multi-jurisdictional agreements, and/or consent decrees</p>
JUSTIFICATION <p>In September 2017, the Maryland Department of Transportation (MDOT) State Highway Administration (SHA) announced a proposed highway improvement project to widen I-495 and I-270 in Montgomery and Prince George's Counties. January 2020, the Maryland Board of Public Works set a condition that the process start with Phase 1 of the project, which focuses on I-495 from the George Washington Memorial Parkway in Virginia to I-270 in Maryland and on I-270 from I-495 to I-70. February 2020, MDOT SHA issued a request for qualifications for preliminary development activities for Phase 1. July 2020, the Federal Highway Administration (FHWA) and MDOT SHA completed the draft environmental impact statement (DEIS). December 2020, a request for proposals was issued by MDOT and the Maryland Transportation Authority (MDTA) for a Phase 1 developer. January 2021, MDOT SHA recommended that Alternative 9 be identified as the preferred alternative in the DEIS. February 2021, MDOT and MDTA announced the selection of Accelerate Maryland Partners, LLC to lead the predevelopment work on Phase 1. May 2021, Alternative 9: Phase 1 South was announced as the new recommended preferred alternative by FHWA and MDOT SHA. This alternative focuses on adding two high occupancy toll (HOT) managed lanes in each direction for I-495 from the George Washington Memorial Parkway in Virginia to east of MD 187 in Maryland, for I-270 from I-495 to I-370, and on the I-270 eastern spur from east of MD 187 to I-270. This alternative includes the construction of a new American Legion Bridge.</p> <p>The preliminary plans indicate that the proposed MDOT SHA project will impact water and sewer assets owned by WSSC Water that are located in the I-495 and I-270 corridors within the WSSD. The impacted pipes range from 6 to 96-inches in diameter. WSSC Water has an existing memorandum of understanding (MOU) agreement with MDOT SHA to review and coordinate potential impacts to existing WSSC Water infrastructure to accommodate MDOT SHA highway improvement projects. Negotiations on a Framework Agreement to ensure this project poses no financial impact to ratepayers are underway.</p>
COST CHANGE <p>Not applicable.</p>
OTHER <p>The project scope has remained the same. The schedule and expenditure projections shown in Block B above are order of magnitude estimates based upon Alternative 9: Phase 1 South and are expected to change based upon site conditions and design constraints. The estimated completion date is developer dependent. No WSSC Water rate supported debt will be used for this project.</p>
COORDINATION <p>Coordinating Agencies: Maryland State Department of Transportation; Maryland State Highway Administration; Maryland-National Capital Park & Planning Commission; Montgomery County Government; Prince George's County Government</p> <p>Coordinating Projects: Not Applicable</p>

E. Annual Operating Budget Impact (000's)		FY of Impact
Staff & Other		
Maintenance		
Debt Service		
Total Cost		
Impact on Water and Sewer Rate		

F. Approval and Expenditure Data (000's)	
Date First in Program	FY'23
Date First Approved	FY'23
Initial Cost Estimate	182,600
Cost Estimate Last FY	203,328
Present Cost Estimate	210,331
Approved Request Last FY	20,605
Total Expense & Encumbrances	585
Approval Request Year 1	21,326

G. Status Information	
Land Status	Not Applicable
Project Phase	Planning
Percent Complete	30 %
Estimated Completion Date	On-Going

Growth	
System Improvement	100%
Environmental Regulation	
Population Served	
Capacity	

H. Map
MAP NOT APPLICABLE