

# APPROVED CAPITAL IMPROVEMENT PROGRAM

## FISCAL YEAR 2013

(\$ in thousands)

### TRANSPORTATION SUMMARY

The County is responsible for new and existing local road infrastructure. The Roads Division maintains approximately 1,800 lane miles of existing roadway providing a variety of services including patching, overlay, and storm drain repair and replacement. New local road construction is primarily financed by local governments and occasionally with State or Federal grants. Road projects are designed in accordance with the overall planning concept and are managed by Charles County Government.

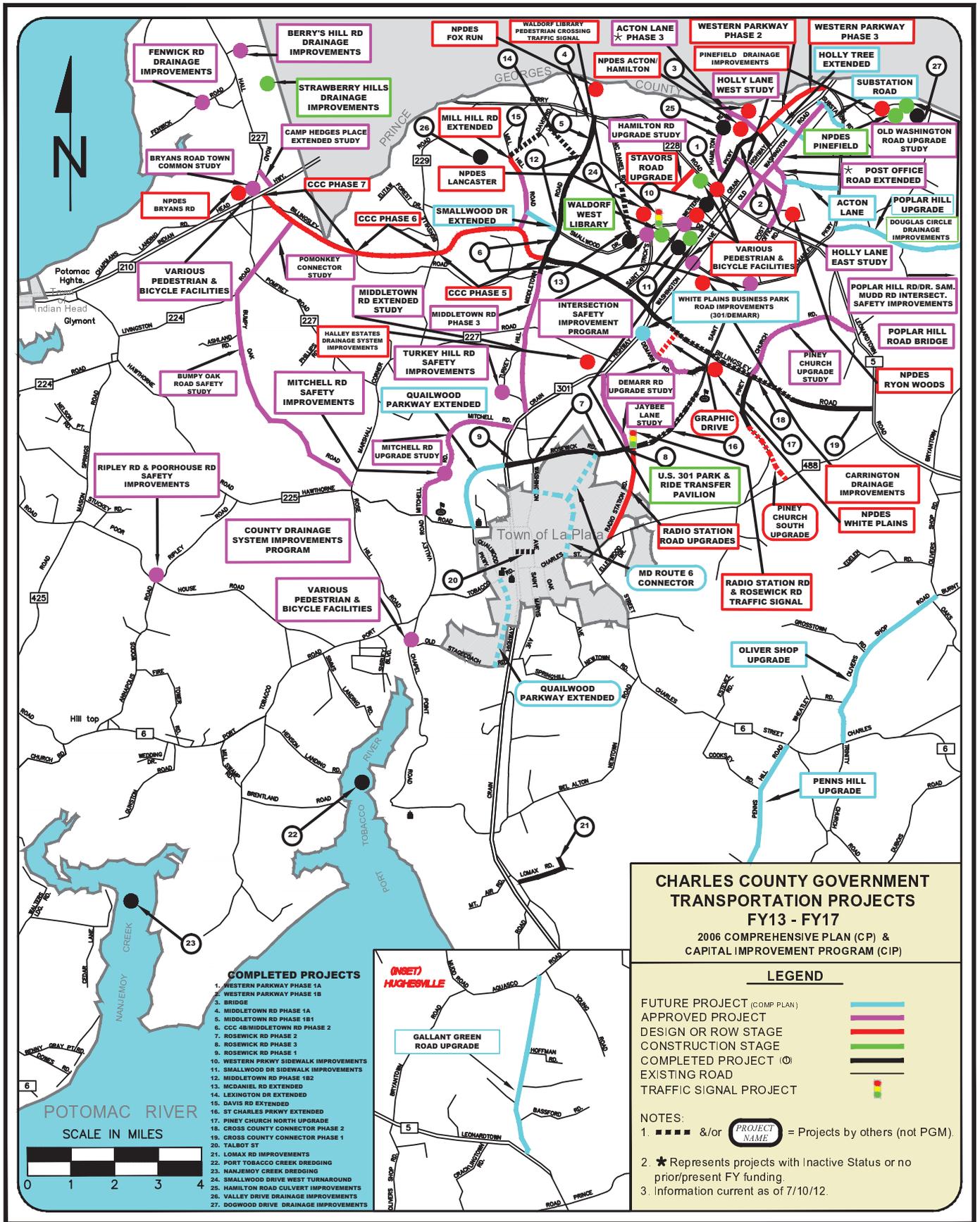
| EXPENSE BUDGET              | FY 2013        | FY 2014         | FY 2015         | FY 2016         | FY 2017         | 5-Year          |                   |                 |                 |
|-----------------------------|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-------------------|-----------------|-----------------|
|                             |                |                 |                 |                 |                 | Total '13-'17   | Approp. thru FY12 | Beyond FY 2017  | Project Total   |
| Architectural & Engineering | \$910          | \$521           | \$1,069         | \$610           | \$633           | \$3,743         | \$1,045           | \$167           | \$4,955         |
| Land & ROW                  | 115            | 1,850           | 149             | 1,337           | 153             | 3,604           | 694               | 34              | 4,332           |
| Construction                | 5,108          | 7,836           | 10,544          | 9,119           | 9,950           | 42,557          | 605               | 13,341          | 56,503          |
| Equipment                   | 0              | 0               | 0               | 0               | 0               | 0               | 0                 | 0               | 0               |
| Administration              | 83             | 133             | 190             | 125             | 147             | 678             | 257               | 197             | 1,132           |
| Inspection                  | 116            | 190             | 252             | 213             | 204             | 975             | 97                | 391             | 1,463           |
| Miscellaneous               | 60             | 95              | 128             | 165             | 99              | 547             | 112               | 382             | 1,041           |
| Contingency                 | 91             | 427             | 412             | 211             | 292             | 1,433           | 226               | 788             | 2,447           |
| <b>Total Outlay</b>         | <b>\$6,483</b> | <b>\$11,052</b> | <b>\$12,744</b> | <b>\$11,780</b> | <b>\$11,478</b> | <b>\$53,537</b> | <b>\$3,036</b>    | <b>\$15,300</b> | <b>\$71,873</b> |

| FINANCING SOURCES          | FY 2013        | FY 2014         | FY 2015         | FY 2016         | FY 2017         | 5-Year Total '13-'17 | Approp. thru FY12 | Beyond FY 2017  | Project Total   |
|----------------------------|----------------|-----------------|-----------------|-----------------|-----------------|----------------------|-------------------|-----------------|-----------------|
| Bonds                      | \$5,799        | \$8,205         | \$12,105        | \$11,240        | \$10,933        | \$48,282             | \$2,421           | \$14,999        | \$65,702        |
| Fund Balance Appropriation | 422            | 422             | 270             | 270             | 270             | 1,654                | 108               | 0               | 1,762           |
| Operating Transfer         | 0              | 0               | 103             | 108             | 113             | 324                  | 462               | 90              | 876             |
| Total County Funding       | \$6,221        | \$8,627         | \$12,478        | \$11,618        | \$11,316        | \$50,260             | \$2,991           | \$15,089        | \$68,340        |
| Federal                    | 0              | 0               | 104             | 0               | 0               | 104                  | 0                 | 0               | 104             |
| State                      | 262            | 2,425           | 162             | 162             | 162             | 3,173                | 45                | 211             | 3,429           |
| Other:                     | 0              | 0               | 0               | 0               | 0               | 0                    | 0                 | 0               | 0               |
| <b>Total Funding</b>       | <b>\$6,483</b> | <b>\$11,052</b> | <b>\$12,744</b> | <b>\$11,780</b> | <b>\$11,478</b> | <b>\$53,537</b>      | <b>\$3,036</b>    | <b>\$15,300</b> | <b>\$71,873</b> |

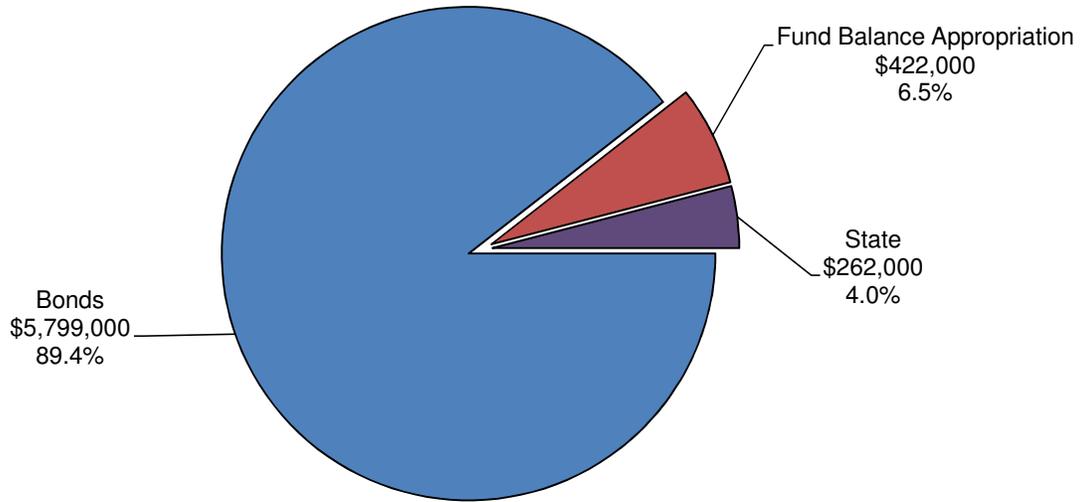
| Operating Budget Impact   | FY 2013      | FY 2014        | FY 2015        | FY 2016        | FY 2017        | 5-Year Total '13-'17 | Approp. thru FY12 | Beyond FY 2017   | Project Total    |
|---------------------------|--------------|----------------|----------------|----------------|----------------|----------------------|-------------------|------------------|------------------|
| No. of Personnel          | 0.00         | 0.00           | 0.00           | 0.00           | 0.00           | 0.00                 | 0.00              | 0.00             | 0.00             |
| Personnel Costs           | 0.0          | 0.0            | 0.0            | 0.0            | 0.0            | 0.0                  | 0.0               | 0.0              | 0.0              |
| Operating                 | 0.0          | 0.0            | 0.0            | 0.0            | 0.0            | 0.0                  | 0.0               | 0.0              | 0.0              |
| <b>Total Operating</b>    | <b>\$0.0</b> | <b>\$0.0</b>   | <b>\$0.0</b>   | <b>\$0.0</b>   | <b>\$0.0</b>   | <b>\$0.0</b>         | <b>\$0.0</b>      | <b>\$0.0</b>     | <b>\$0.0</b>     |
| Debt Service: Bonds       | 0.0          | 507.1          | 689.0          | 967.1          | 856.3          | 3,019.6              | 217.8             | 1,835.2          | 5,072.5          |
| Vehicle & Equipment Lease | 0.0          | 0.0            | 0.0            | 0.0            | 0.0            | 0.0                  | 0.0               | 0.0              | 0.0              |
| <b>Total Impact</b>       | <b>\$0.0</b> | <b>\$507.1</b> | <b>\$689.0</b> | <b>\$967.1</b> | <b>\$856.3</b> | <b>\$3,019.6</b>     | <b>\$217.8</b>    | <b>\$1,835.2</b> | <b>\$5,072.5</b> |

### VARIANCE TO APPROVED PER FY12-FY16 CAPITAL

|                        | FY 2013 | FY 2014 | FY 2015 | FY 2016 | TOTAL    |
|------------------------|---------|---------|---------|---------|----------|
| Approved FY12-FY16 CIP | \$4,914 | \$8,523 | \$7,556 | \$6,700 | \$27,693 |
| Increase/(Decrease)    | \$1,569 | \$2,529 | \$5,188 | \$5,081 | \$14,367 |
| % change               | 31.9%   | 29.7%   | 68.7%   | 75.8%   | 51.9%    |

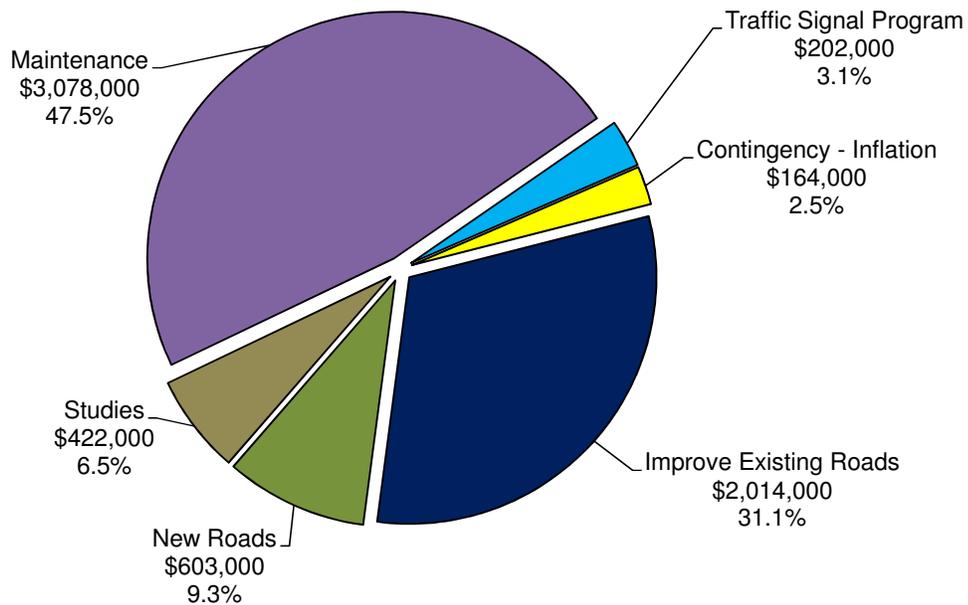


## FY13 Transportation Financing Sources



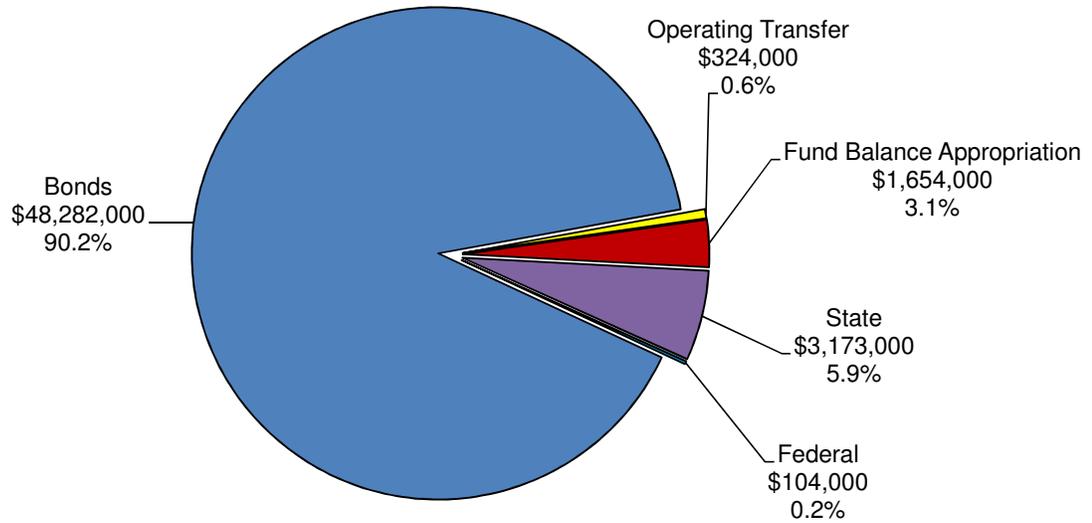
Bonds are the major source of financing for the transportation projects.

## FY13 Transportation by Project



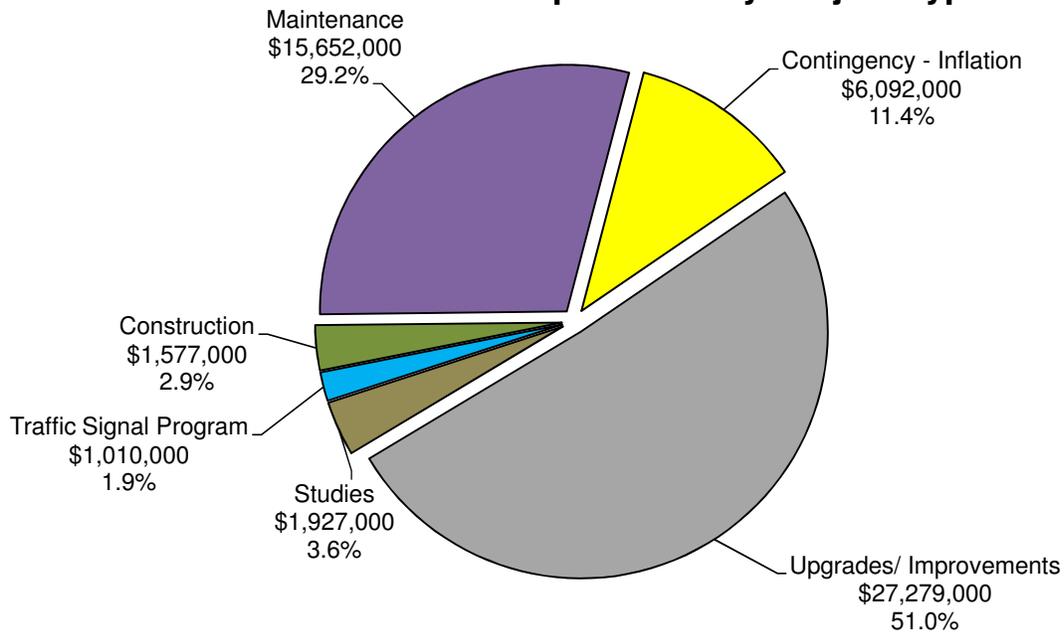
The Capital Budget for transportation/roads includes improving the existing road system and expanding for the future. A road overlay process to maintain existing roads uses the majority of the budget for FY2013.

## FY13-FY17 Transportation Financing Sources



The County's Debt Affordability Plan provides for sufficient funds to pay the annual debt service on the necessary General Obligation Bonds.

## FY13-FY17 Transportation by Project Type



The majority of the Transportation program is for upgrades and improvements to the roads.

# APPROVED CAPITAL IMPROVEMENT PROGRAM

## FISCAL YEAR 2013

(\$ in thousands)

|  |   |   |   |
|--|---|---|---|
| <b>PROJECT NAME:</b>   | <b>Requested By: PGM</b>  |   |   |
| <b>Waldorf Subarea Plan Implementation Studies</b>   | <b>Project #: 2176</b>  |   |   |
| <p>Perform various feasibility studies to define right-of-way and construction costs, and provide alternatives analysis to implement elements of the Waldorf Subarea Plan.</p>   |   |   |   |
| <table style="width: 100%; border: none;"> <tr> <td style="width: 50%; border: none;">                     1) Jaybee Lane - (MD. Rte. 301 to Rosewick Road)<br/>                     2) Piney Church Rd. Upgrade - (Cross Co. Conn. to MD. Rte. 5)<br/>                     3) Old Wash. Rd. Upgrade - (MD. Business 5 to Substation Rd.)<br/>                     4) Holly Lane East &amp; West - (Post Office Rd. Ext. to Western Pkwy.)<br/>                     5) Middletown Rd. Upgrade South- (Cross Co. Conn. to MD. Rte. 227)                 </td> <td style="width: 50%; border: none;">                     6) Middletown Rd. Ext. South - (Md. Rte. 227 to Md. Rte. 301)<br/>                     7) Demarr Rd. Upgrade - (CSX Railroad to St. Charles Pkwy.)<br/>                     8) Hamilton Rd. Upgrade - (Western Pkwy. to Acton Lane)<br/>                     9) Bumpy Oak Rd. Comprehensive Safety Improvements Feasibility Study<br/>                     10) Mitchell Rd. Upgrades Feasibility Study<br/>                     11) Marshall Corner Rd. Upgrades Feasibility Study (Md. Rte 229 to N. of Md. Rte. 227).                 </td> </tr> </table> |   | 1) Jaybee Lane - (MD. Rte. 301 to Rosewick Road)<br>2) Piney Church Rd. Upgrade - (Cross Co. Conn. to MD. Rte. 5)<br>3) Old Wash. Rd. Upgrade - (MD. Business 5 to Substation Rd.)<br>4) Holly Lane East & West - (Post Office Rd. Ext. to Western Pkwy.)<br>5) Middletown Rd. Upgrade South- (Cross Co. Conn. to MD. Rte. 227) | 6) Middletown Rd. Ext. South - (Md. Rte. 227 to Md. Rte. 301)<br>7) Demarr Rd. Upgrade - (CSX Railroad to St. Charles Pkwy.)<br>8) Hamilton Rd. Upgrade - (Western Pkwy. to Acton Lane)<br>9) Bumpy Oak Rd. Comprehensive Safety Improvements Feasibility Study<br>10) Mitchell Rd. Upgrades Feasibility Study<br>11) Marshall Corner Rd. Upgrades Feasibility Study (Md. Rte 229 to N. of Md. Rte. 227). |
| 1) Jaybee Lane - (MD. Rte. 301 to Rosewick Road)<br>2) Piney Church Rd. Upgrade - (Cross Co. Conn. to MD. Rte. 5)<br>3) Old Wash. Rd. Upgrade - (MD. Business 5 to Substation Rd.)<br>4) Holly Lane East & West - (Post Office Rd. Ext. to Western Pkwy.)<br>5) Middletown Rd. Upgrade South- (Cross Co. Conn. to MD. Rte. 227)  | 6) Middletown Rd. Ext. South - (Md. Rte. 227 to Md. Rte. 301)<br>7) Demarr Rd. Upgrade - (CSX Railroad to St. Charles Pkwy.)<br>8) Hamilton Rd. Upgrade - (Western Pkwy. to Acton Lane)<br>9) Bumpy Oak Rd. Comprehensive Safety Improvements Feasibility Study<br>10) Mitchell Rd. Upgrades Feasibility Study<br>11) Marshall Corner Rd. Upgrades Feasibility Study (Md. Rte 229 to N. of Md. Rte. 227). |   |   |

| EXPENSE BUDGET              | FY 2013     | FY 2014     | FY 2015     | FY 2016     | FY 2017     | 5-Year Total '13-'17 | Approp. thru FY12 | Beyond FY 2017 | Project Total |
|-----------------------------|-------------|-------------|-------------|-------------|-------------|----------------------|-------------------|----------------|---------------|
| Architectural & Engineering | \$77        | \$77        | \$77        | \$77        | \$77        | \$385                | \$0               | \$77           | \$462         |
| Land & ROW                  | 0           | 0           | 0           | 0           | 0           | 0                    | 0                 | 0              | 0             |
| Construction                | 0           | 0           | 0           | 0           | 0           | 0                    | 0                 | 0              | 0             |
| Equipment                   | 0           | 0           | 0           | 0           | 0           | 0                    | 0                 | 0              | 0             |
| Administration              | 6           | 6           | 6           | 6           | 6           | 30                   | 0                 | 5              | 35            |
| Inspection                  | 0           | 0           | 0           | 0           | 0           | 0                    | 0                 | 0              | 0             |
| Miscellaneous               | 8           | 8           | 8           | 8           | 8           | 40                   | 0                 | 8              | 48            |
| Contingency                 | 0           | 0           | 0           | 0           | 0           | 0                    | 0                 | 0              | 0             |
| <b>Total Outlay</b>         | <b>\$91</b> | <b>\$91</b> | <b>\$91</b> | <b>\$91</b> | <b>\$91</b> | <b>\$455</b>         | <b>\$0</b>        | <b>\$90</b>    | <b>\$545</b>  |

| FINANCING SOURCES           | FY 2013     | FY 2014     | FY 2015     | FY 2016     | FY 2017     | 5-Year Total '13-'17 | Approp. thru FY12 | Beyond FY 2017 | Project Total |
|-----------------------------|-------------|-------------|-------------|-------------|-------------|----------------------|-------------------|----------------|---------------|
| Bonds                       | \$0         | \$0         | \$0         | \$0         | \$0         | \$0                  | \$0               | \$0            | \$0           |
| Fund Balance Appropriation  | 91          | 91          | 0           | 0           | 0           | 182                  | 0                 | 0              | 182           |
| Operating Transfer          | 0           | 0           | 91          | 91          | 91          | 273                  | 0                 | 90             | 363           |
| <b>Total County Funding</b> | <b>\$91</b> | <b>\$91</b> | <b>\$91</b> | <b>\$91</b> | <b>\$91</b> | <b>\$455</b>         | <b>\$0</b>        | <b>\$90</b>    | <b>\$545</b>  |
| Federal                     | 0           | 0           | 0           | 0           | 0           | 0                    | 0                 | 0              | 0             |
| State                       | 0           | 0           | 0           | 0           | 0           | 0                    | 0                 | 0              | 0             |
| Other:                      | 0           | 0           | 0           | 0           | 0           | 0                    | 0                 | 0              | 0             |
| <b>Total Funding</b>        | <b>\$91</b> | <b>\$91</b> | <b>\$91</b> | <b>\$91</b> | <b>\$91</b> | <b>\$455</b>         | <b>\$0</b>        | <b>\$90</b>    | <b>\$545</b>  |

| Operating Budget Impact   | FY 2013      | FY 2014      | FY 2015      | FY 2016      | FY 2017      | 5-Year Total '13-'17 | Approp. thru FY12 | Beyond FY 2017 | Project Total |
|---------------------------|--------------|--------------|--------------|--------------|--------------|----------------------|-------------------|----------------|---------------|
| No. of Personnel          | 0.00         | 0.00         | 0.00         | 0.00         | 0.00         | 0.00                 | 0.00              | 0.00           | 0.00          |
| Personnel Costs           | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0                  | 0.0               | 0.0            | 0.0           |
| Operating                 | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0                  | 0.0               | 0.0            | 0.0           |
| <b>Total Operating</b>    | <b>\$0.0</b> | <b>\$0.0</b> | <b>\$0.0</b> | <b>\$0.0</b> | <b>\$0.0</b> | <b>\$0.0</b>         | <b>\$0.0</b>      | <b>\$0.0</b>   | <b>\$0.0</b>  |
| Debt Service: Bonds       | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0                  | 0.0               | 0.0            | 0.0           |
| Vehicle & Equipment Lease | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0                  | 0.0               | 0.0            | 0.0           |
| <b>Total Impact</b>       | <b>\$0.0</b> | <b>\$0.0</b> | <b>\$0.0</b> | <b>\$0.0</b> | <b>\$0.0</b> | <b>\$0.0</b>         | <b>\$0.0</b>      | <b>\$0.0</b>   | <b>\$0.0</b>  |

**VARIANCE TO APPROVED PER FY12-FY16 CAPITAL**

|                        | FY 2013 | FY 2014 | FY 2015 | FY 2016 | TOTAL |
|------------------------|---------|---------|---------|---------|-------|
| Approved FY12-FY16 CIP | \$89    | \$89    | \$89    | \$89    | \$356 |
| Increase/(Decrease)    | \$2     | \$2     | \$2     | \$2     | \$8   |
| % change               | 2.2%    | 2.2%    | 2.2%    | 2.2%    | 2.2%  |

**LOCATION:**  
Waldorf, MD

# APPROVED CAPITAL IMPROVEMENT PROGRAM

## FISCAL YEAR 2013

(\$ in thousands)

|  |                          |
|--|--------------------------|
| <b>PROJECT NAME:</b>   | <b>Requested By: PGM</b> |
| <b>Bryans Road Subarea Plan Implementation</b>   | <b>Project #: 2171</b>   |
| <p>Perform feasibility studies to define Right-of-Way and construction costs, and to provide an alternatives analysis to implement elements of the Bryans Rd. Subarea Plan. Results of the studies will be used to determine future roadway upgrade projects.</p> <p>1) Bryans Road Town Common - (Matthews Road &amp; MD. Rte. 227)<br/>                 2) Camp Hedges Place Extended to Marshall Hall Road<br/>                 3) Pomonkey to Cross Co. Connector - (MD. Rte. 227 to Cross County Connector)</p> |                          |

| EXPENSE BUDGET              | FY 2013     | FY 2014     | FY 2015    | FY 2016    | FY 2017    | 5-Year Total '13-'17 | Approp. thru FY12 | Beyond FY 2017 | Project Total |
|-----------------------------|-------------|-------------|------------|------------|------------|----------------------|-------------------|----------------|---------------|
| Architectural & Engineering | \$51        | \$51        | \$0        | \$0        | \$0        | \$102                | \$51              | \$0            | \$153         |
| Land & ROW                  | 0           | 0           | 0          | 0          | 0          | 0                    | 0                 | 0              | 0             |
| Construction                | 0           | 0           | 0          | 0          | 0          | 0                    | 0                 | 0              | 0             |
| Equipment                   | 0           | 0           | 0          | 0          | 0          | 0                    | 0                 | 0              | 0             |
| Administration              | 5           | 5           | 0          | 0          | 0          | 10                   | 3                 | 0              | 13            |
| Inspection                  | 0           | 0           | 0          | 0          | 0          | 0                    | 0                 | 0              | 0             |
| Miscellaneous               | 0           | 0           | 0          | 0          | 0          | 0                    | 0                 | 0              | 0             |
| Contingency                 | 5           | 5           | 0          | 0          | 0          | 10                   | 5                 | 0              | 15            |
| <b>Total Outlay</b>         | <b>\$61</b> | <b>\$61</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$122</b>         | <b>\$59</b>       | <b>\$0</b>     | <b>\$181</b>  |

| FINANCING SOURCES          | FY 2013     | FY 2014     | FY 2015    | FY 2016    | FY 2017    | 5-Year Total '13-'17 | Approp. thru FY12 | Beyond FY 2017 | Project Total |
|----------------------------|-------------|-------------|------------|------------|------------|----------------------|-------------------|----------------|---------------|
| Bonds                      | \$0         | \$0         | \$0        | \$0        | \$0        | \$0                  | \$59              | \$0            | \$59          |
| Fund Balance Appropriation | 61          | 61          | 0          | 0          | 0          | 122                  | 0                 | 0              | 122           |
| Operating Transfer         | 0           | 0           | 0          | 0          | 0          | 0                    | 0                 | 0              | 0             |
| Total County Funding       | \$61        | \$61        | \$0        | \$0        | \$0        | \$122                | \$59              | \$0            | \$181         |
| Federal                    | 0           | 0           | 0          | 0          | 0          | 0                    | 0                 | 0              | 0             |
| State                      | 0           | 0           | 0          | 0          | 0          | 0                    | 0                 | 0              | 0             |
| Other: _____               | 0           | 0           | 0          | 0          | 0          | 0                    | 0                 | 0              | 0             |
| <b>Total Funding</b>       | <b>\$61</b> | <b>\$61</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$122</b>         | <b>\$59</b>       | <b>\$0</b>     | <b>\$181</b>  |

| Operating Budget Impact   | FY 2013      | FY 2014      | FY 2015      | FY 2016      | FY 2017      | 5-Year Total '13-'17 | Approp. thru FY12 | Beyond FY 2017 | Project Total |
|---------------------------|--------------|--------------|--------------|--------------|--------------|----------------------|-------------------|----------------|---------------|
| No. of Personnel          | 0.00         | 0.00         | 0.00         | 0.00         | 0.00         | 0.00                 | 0.00              | 0.00           | 0.00          |
| Personnel Costs           | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0                  | 0.0               | 0.0            | 0.0           |
| Operating                 | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0                  | 0.0               | 0.0            | 0.0           |
| <b>Total Operating</b>    | <b>\$0.0</b> | <b>\$0.0</b> | <b>\$0.0</b> | <b>\$0.0</b> | <b>\$0.0</b> | <b>\$0.0</b>         | <b>\$0.0</b>      | <b>\$0.0</b>   | <b>\$0.0</b>  |
| Debt Service: Bonds       | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0                  | 5.3               | 0.0            | 5.3           |
| Vehicle & Equipment Lease | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0                  | 0.0               | 0.0            | 0.0           |
| <b>Total Impact</b>       | <b>\$0.0</b> | <b>\$0.0</b> | <b>\$0.0</b> | <b>\$0.0</b> | <b>\$0.0</b> | <b>\$0.0</b>         | <b>\$5.3</b>      | <b>\$0.0</b>   | <b>\$5.3</b>  |

| VARIANCE TO APPROVED PER FY12-FY16 CAPITAL |         |         |         |         |       |
|--|---------|---------|---------|---------|-------|
|  | FY 2013 | FY 2014 | FY 2015 | FY 2016 | TOTAL |
| Approved FY12-FY16 CIP                     | \$59    | \$59    | \$0     | \$0     | \$118 |
| Increase/(Decrease)                        | \$2     | \$2     | \$0     | \$0     | \$4   |
| % change                                   | 3.4%    | 3.4%    | n/a     | n/a     | 3.4%  |

|                  |
|------------------|
| <b>LOCATION:</b> |
| Bryans Road, MD  |

# APPROVED CAPITAL IMPROVEMENT PROGRAM

## FISCAL YEAR 2013

(\$ in thousands)

|  |                          |
|--|--------------------------|
| <b>PROJECT NAME:</b>   | <b>Requested By: PGM</b> |
| <b>County Drainage Systems Improvement Program</b>   | <b>Project #: 2161</b>   |
| <p>Provide drainage improvements at various locations that have been recorded as experiencing serious drainage problems:<br/>                 A follow up study is being conducted by the US Army Corp. of Engineers (USACE) for which the County contributed \$104K that represented 40% of the cost for the study on Pinefield, Halley Estates, Strawberry Hills, and Acton Village Phase 2.</p> <p>(1) Carrington - According to a supplemental drainage study (October 2007) performed by PGM Staff, the accumulation of trash and debris coupled with fallen trees has contributed to poor drainage in open and closed section stormwater conveyance systems serving over 250 of mix use acres that includes the Carrington neighborhood. Estimated remediation costs: \$435,000</p> <p>(2) Halley Estates - Flooding occurs during rain events. Repair costs are estimated at \$316,000.</p> <p>(3) Pinefield Subdivision - Flooding routinely occurs in streets during rain events. A study was performed identifying major problems in the Pinefield community and several problem areas were noted. The County's SWM Engineer suggests that a final study be done to determine the exact improvements required. Engineering and construction cost for the needed improvements were estimated at \$1.4 million in 1990. A final study as suggested was performed by the US Army Corp of Engineers through its 510 Program revealed that more extensive repairs were needed than what was originally envisioned. Revised estimate provided in the USACE study shows construction at \$2,879,500.</p> <p>(4) Valley Drive Storm Drain Replacement - The deteriorating corrugated metal stormwater drainage piping has caused sink holes to develop and needs to be replaced with HDPE piping. The estimated construction cost is \$59,800.</p> <p>(5) Pinefield Drive Sink Hole Repairs - Estimated costs: \$140,000.</p> <p>(6) Acton Village/Coventry Manor Drainage Improvements - Serious flooding and erosion is occurring in the rear of some townhomes that receives runoff from Acton Lane. Estimated remediation costs: \$25,000.</p> <p>(7) Cobb Island - This older community has many inadequate pipes, ditches, etc. that need improvement. Estimated costs: \$25,000</p> <p>(8) Douglas Circle. Estimated costs: \$40,000</p> <p>(9) Norwood Subdivision Failing Storm Drain - Estimated costs: \$25,000</p> <p>(10) Chapel Point Woods Drainage Improvements - Improvements to drainage issues in the front of private properties west side of Twinberry Drive. Discharge exceeds capacity of driveway culverts causing yard flooding. Estimated Costs: \$10,000 A/E and \$100,000 Construction</p> |                          |

| EXPENSE BUDGET              | FY 2013        | FY 2014      | FY 2015      | FY 2016      | FY 2017      | 5-Year         |                   |                |                |
|-----------------------------|----------------|--------------|--------------|--------------|--------------|----------------|-------------------|----------------|----------------|
|                             |                |              |              |              |              | Total '13-'17  | Approp. thru FY12 | Beyond FY 2017 | Project Total  |
| Architectural & Engineering | \$72           | \$72         | \$72         | \$10         | \$15         | \$241          | \$167             | \$15           | \$423          |
| Land & ROW                  | 10             | 10           | 10           | 10           | 0            | 40             | 35                | 0              | 75             |
| Construction                | 1,161          | 770          | 770          | 770          | 170          | 3,641          | 396               | 170            | 4,207          |
| Equipment                   | 0              | 0            | 0            | 0            | 0            | 0              | 0                 | 0              | 0              |
| Administration              | 12             | 17           | 14           | 7            | 3            | 53             | 30                | 0              | 83             |
| Inspection                  | 14             | 15           | 13           | 16           | 0            | 58             | 43                | 0              | 101            |
| Miscellaneous               | 11             | 11           | 5            | 89           | 0            | 116            | 25                | 0              | 141            |
| Contingency                 | 63             | 43           | 40           | 40           | 0            | 186            | 99                | 0              | 285            |
| <b>Total Outlay</b>         | <b>\$1,343</b> | <b>\$938</b> | <b>\$924</b> | <b>\$942</b> | <b>\$188</b> | <b>\$4,335</b> | <b>\$794</b>      | <b>\$185</b>   | <b>\$5,314</b> |

| FINANCING SOURCES          | FY 2013        | FY 2014      | FY 2015      | FY 2016      | FY 2017      | 5-Year         |                   |                |                |
|----------------------------|----------------|--------------|--------------|--------------|--------------|----------------|-------------------|----------------|----------------|
|                            |                |              |              |              |              | Total '13-'17  | Approp. thru FY12 | Beyond FY 2017 | Project Total  |
| Bonds                      | \$1,343        | \$938        | \$924        | \$942        | \$188        | \$4,335        | \$794             | \$185          | \$5,314        |
| Fund Balance Appropriation | 0              | 0            | 0            | 0            | 0            | 0              | 0                 | 0              | 0              |
| Operating Transfer         | 0              | 0            | 0            | 0            | 0            | 0              | 0                 | 0              | 0              |
| Total County Funding       | \$1,343        | \$938        | \$924        | \$942        | \$188        | \$4,335        | \$794             | \$185          | \$5,314        |
| Federal                    | 0              | 0            | 0            | 0            | 0            | 0              | 0                 | 0              | 0              |
| State                      | 0              | 0            | 0            | 0            | 0            | 0              | 0                 | 0              | 0              |
| Other:                     | 0              | 0            | 0            | 0            | 0            | 0              | 0                 | 0              | 0              |
| <b>Total Funding</b>       | <b>\$1,343</b> | <b>\$938</b> | <b>\$924</b> | <b>\$942</b> | <b>\$188</b> | <b>\$4,335</b> | <b>\$794</b>      | <b>\$185</b>   | <b>\$5,314</b> |

| Operating Budget Impact   |              |                |               |               |               |                |                   |                |                |
|---------------------------|--------------|----------------|---------------|---------------|---------------|----------------|-------------------|----------------|----------------|
|                           | FY 2013      | FY 2014        | FY 2015       | FY 2016       | FY 2017       | 5-Year         |                   |                |                |
|                           |              |                |               |               |               | Total '13-'17  | Approp. thru FY12 | Beyond FY 2017 | Project Total  |
| No. of Personnel          | 0.00         | 0.00           | 0.00          | 0.00          | 0.00          | 0.00           | 0.00              | 0.00           | 0.00           |
| Personnel Costs           | 0.0          | 0.0            | 0.0           | 0.0           | 0.0           | 0.0            | 0.0               | 0.0            | 0.0            |
| Operating                 | 0.0          | 0.0            | 0.0           | 0.0           | 0.0           | 0.0            | 0.0               | 0.0            | 0.0            |
| <b>Total Operating</b>    | <b>\$0.0</b> | <b>\$0.0</b>   | <b>\$0.0</b>  | <b>\$0.0</b>  | <b>\$0.0</b>  | <b>\$0.0</b>   | <b>\$0.0</b>      | <b>\$0.0</b>   | <b>\$0.0</b>   |
| Debt Service: Bonds       | 0.0          | 120.8          | 84.4          | 83.1          | 84.7          | 373.0          | 71.4              | 33.5           | 478.0          |
| Vehicle & Equipment Lease | 0.0          | 0.0            | 0.0           | 0.0           | 0.0           | 0.0            | 0.0               | 0.0            | 0.0            |
| <b>Total Impact</b>       | <b>\$0.0</b> | <b>\$120.8</b> | <b>\$84.4</b> | <b>\$83.1</b> | <b>\$84.7</b> | <b>\$373.0</b> | <b>\$71.4</b>     | <b>\$33.5</b>  | <b>\$478.0</b> |

| VARIANCE TO APPROVED PER FY12-FY16 CAPITAL |         |         |         |         |         |
|--|---------|---------|---------|---------|---------|
|  | FY 2013 | FY 2014 | FY 2015 | FY 2016 | TOTAL   |
| Approved FY12-FY16 CIP                     | \$1,341 | \$936   | \$922   | \$940   | \$4,139 |
| Increase/(Decrease)                        | \$2     | \$2     | \$2     | \$2     | \$8     |
| % change                                   | 0.1%    | 0.2%    | 0.2%    | 0.2%    | 0.2%    |

**LOCATION:**  
 Various Sites throughout County. (See description above.)

# APPROVED CAPITAL IMPROVEMENT PROGRAM

## FISCAL YEAR 2013

(\$ in thousands)

|   |                          |
|---|--------------------------|
| <b>PROJECT NAME:</b>  | <b>Requested By: PGM</b> |
| <b>Traffic Signal Program</b>   | <b>Project #: 2156</b>   |
| <p>Various locations throughout the county. In conjunction with the Maryland State Highway Administration.</p> <ul style="list-style-type: none"> <li>- St. Patricks Drive and Lancaster Circles (3-Way)</li> <li>- Radio Station Road and Route 488 (3-Way)</li> <li>- Rosewick &amp; Radio Station Road (3-Way)</li> <li>- Washington Rd. and Heritage Green Parkway</li> </ul> |                          |

| EXPENSE BUDGET              | FY 2013      | FY 2014      | FY 2015      | FY 2016      | FY 2017      | 5-Year Total '13-'17 | Approp. thru FY12 | Beyond FY 2017 | Project Total  |
|-----------------------------|--------------|--------------|--------------|--------------|--------------|----------------------|-------------------|----------------|----------------|
| Architectural & Engineering | \$13         | \$13         | \$13         | \$13         | \$13         | \$65                 | \$20              | \$18           | \$103          |
| Land & ROW                  | 8            | 8            | 8            | 8            | 8            | 40                   | 18                | 11             | 69             |
| Construction                | 151          | 151          | 151          | 151          | 151          | 755                  | 152               | 204            | 1,111          |
| Equipment                   | 0            | 0            | 0            | 0            | 0            | 0                    | 0                 | 0              | 0              |
| Administration              | 9            | 9            | 9            | 9            | 9            | 45                   | 13                | 8              | 66             |
| Inspection                  | 12           | 12           | 12           | 12           | 12           | 60                   | 27                | 16             | 103            |
| Miscellaneous               | 1            | 1            | 1            | 1            | 1            | 5                    | 1                 | 1              | 7              |
| Contingency                 | 8            | 8            | 8            | 8            | 8            | 40                   | 8                 | 11             | 59             |
| <b>Total Outlay</b>         | <b>\$202</b> | <b>\$202</b> | <b>\$202</b> | <b>\$202</b> | <b>\$202</b> | <b>\$1,010</b>       | <b>\$239</b>      | <b>\$269</b>   | <b>\$1,518</b> |

| FINANCING SOURCES          | FY 2013      | FY 2014      | FY 2015      | FY 2016      | FY 2017      | 5-Year Total '13-'17 | Approp. thru FY12 | Beyond FY 2017 | Project Total  |
|----------------------------|--------------|--------------|--------------|--------------|--------------|----------------------|-------------------|----------------|----------------|
| Bonds                      | \$202        | \$202        | \$202        | \$202        | \$202        | \$1,010              | \$186             | \$269          | \$1,465        |
| Fund Balance Appropriation | 0            | 0            | 0            | 0            | 0            | 0                    | 0                 | 0              | 0              |
| Operating Transfer         | 0            | 0            | 0            | 0            | 0            | 0                    | 53                | 0              | 53             |
| Total County Funding       | \$202        | \$202        | \$202        | \$202        | \$202        | \$1,010              | \$239             | \$269          | \$1,518        |
| Federal                    | 0            | 0            | 0            | 0            | 0            | 0                    | 0                 | 0              | 0              |
| State                      | 0            | 0            | 0            | 0            | 0            | 0                    | 0                 | 0              | 0              |
| Other: _____               | 0            | 0            | 0            | 0            | 0            | 0                    | 0                 | 0              | 0              |
| <b>Total Funding</b>       | <b>\$202</b> | <b>\$202</b> | <b>\$202</b> | <b>\$202</b> | <b>\$202</b> | <b>\$1,010</b>       | <b>\$239</b>      | <b>\$269</b>   | <b>\$1,518</b> |

| Operating Budget Impact   | FY 2013      | FY 2014       | FY 2015       | FY 2016       | FY 2017       | 5-Year Total '13-'17 | Approp. thru FY12 | Beyond FY 2017 | Project Total  |
|---------------------------|--------------|---------------|---------------|---------------|---------------|----------------------|-------------------|----------------|----------------|
| No. of Personnel          | 0.00         | 0.00          | 0.00          | 0.00          | 0.00          | 0.00                 | 0.00              | 0.00           | 0.00           |
| Personnel Costs           | 0.0          | 0.0           | 0.0           | 0.0           | 0.0           | 0.0                  | 0.0               | 0.0            | 0.0            |
| Operating                 | 0.0          | 0.0           | 0.0           | 0.0           | 0.0           | 0.0                  | 0.0               | 0.0            | 0.0            |
| <b>Total Operating</b>    | <b>\$0.0</b> | <b>\$0.0</b>  | <b>\$0.0</b>  | <b>\$0.0</b>  | <b>\$0.0</b>  | <b>\$0.0</b>         | <b>\$0.0</b>      | <b>\$0.0</b>   | <b>\$0.0</b>   |
| Debt Service: Bonds       | 0.0          | 18.2          | 18.2          | 18.2          | 18.2          | 72.7                 | 16.7              | 42.4           | 131.7          |
| Vehicle & Equipment Lease | 0.0          | 0.0           | 0.0           | 0.0           | 0.0           | 0.0                  | 0.0               | 0.0            | 0.0            |
| <b>Total Impact</b>       | <b>\$0.0</b> | <b>\$18.2</b> | <b>\$18.2</b> | <b>\$18.2</b> | <b>\$18.2</b> | <b>\$72.7</b>        | <b>\$16.7</b>     | <b>\$42.4</b>  | <b>\$131.7</b> |

**VARIANCE TO APPROVED PER FY12-FY16 CAPITAL**

|                        | FY 2013 | FY 2014 | FY 2015 | FY 2016 | TOTAL |
|------------------------|---------|---------|---------|---------|-------|
| Approved FY12-FY16 CIP | \$200   | \$200   | \$200   | \$200   | \$800 |
| Increase/(Decrease)    | \$2     | \$2     | \$2     | \$2     | \$8   |
| % change               | 1.0%    | 1.0%    | 1.0%    | 1.0%    | 1.0%  |

**LOCATION:**  
County Wide

# APPROVED CAPITAL IMPROVEMENT PROGRAM

## FISCAL YEAR 2013

(\$ in thousands)

|   |  |
|---|--|
| <b>PROJECT NAME:</b>  | <b>Requested By: PGM</b>   |
| <b>Safety Improvement Program- Existing Roadways</b>  | <b>Project #: 2177</b>   |
| Design and construct various roadway safety improvements/upgrades as recommended by the Charles County Safety Committee:  |  |
| 1) <b>Western Prkwy @ St. Patrick's Dr.</b> - Signal & lane modifications<br>2) <b>St. Charles Prkwy @ St. Ignatius</b> - Signal & lane modifications<br>3) <b>Lomax Rd. Upgrade</b> - (Joe Court to eastern terminus)<br>4) <b>Ripley Rd. &amp; Poorhouse Rd.</b> - Sight distance improvements<br>5) <b>Poplar Hill Rd./Dr. Sam. Mudd Rd.</b> Intersect. Safety Improvements<br>6) <b>Fenwick Rd.</b> northeast of Bluejay Way- Drainage improvements | 7) <b>Berry's Hill Rd.</b> east of Marshall Hall Rd. - Drainage improvements<br>8) <b>Turkey Hill Rd.</b> eliminate 90 degree bend<br>9) <b>Mitchell Rd. @ College of Southern Maryland</b> - Sight distance improvements<br>10) <b>Washington Road</b> - Culvert Repair<br>11) <b>Road Safety Prioritization Study</b> - Obtain Traffic Safety consultant to develop a systematic safety inventory of County roads from available methodologies such as United States Road Assessment Program. The inventory would be used to identify and prioritize several cost-effective safety measures which can be implemented to reduce crash rates on Charles County Roads.<br>12) <b>Old Sycamore Road</b> - Drainage improvements. |

| EXPENSE BUDGET              | FY 2013      | FY 2014     | FY 2015      | FY 2016      | FY 2017      | 5-Year         |                   |                |                |
|-----------------------------|--------------|-------------|--------------|--------------|--------------|----------------|-------------------|----------------|----------------|
|                             |              |             |              |              |              | Total '13-'17  | Approp. thru FY12 | Beyond FY 2017 | Project Total  |
| Architectural & Engineering | \$28         | \$30        | \$18         | \$18         | \$18         | \$112          | \$0               | \$18           | \$130          |
| Land & ROW                  | 20           | 0           | 15           | 15           | 15           | 65             | 0                 | 15             | 80             |
| Construction                | 133          | 25          | 184          | 184          | 184          | 710            | 0                 | 184            | 894            |
| Equipment                   | 0            | 0           | 0            | 0            | 0            | 0              | 0                 | 0              | 0              |
| Administration              | 8            | 3           | 11           | 11           | 11           | 44             | 0                 | 9              | 53             |
| Inspection                  | 13           | 3           | 19           | 18           | 18           | 71             | 0                 | 18             | 89             |
| Miscellaneous               | 5            | 2           | 19           | 18           | 18           | 62             | 0                 | 18             | 80             |
| Contingency                 | 13           | 3           | 21           | 21           | 21           | 79             | 0                 | 21             | 100            |
| <b>Total Outlay</b>         | <b>\$220</b> | <b>\$66</b> | <b>\$287</b> | <b>\$285</b> | <b>\$285</b> | <b>\$1,143</b> | <b>\$0</b>        | <b>\$283</b>   | <b>\$1,426</b> |

| FINANCING SOURCES          | FY 2013      | FY 2014     | FY 2015      | FY 2016      | FY 2017      | Total '13-'17  | Approp. thru FY12 | Beyond FY 2017 | Project Total  |
|----------------------------|--------------|-------------|--------------|--------------|--------------|----------------|-------------------|----------------|----------------|
| Bonds                      | \$220        | \$66        | \$287        | \$285        | \$285        | \$1,143        | \$0               | \$283          | \$1,426        |
| Fund Balance Appropriation | 0            | 0           | 0            | 0            | 0            | 0              | 0                 | 0              | 0              |
| Operating Transfer         | 0            | 0           | 0            | 0            | 0            | 0              | 0                 | 0              | 0              |
| Total County Funding       | \$220        | \$66        | \$287        | \$285        | \$285        | \$1,143        | \$0               | \$283          | \$1,426        |
| Federal                    | 0            | 0           | 0            | 0            | 0            | 0              | 0                 | 0              | 0              |
| State                      | 0            | 0           | 0            | 0            | 0            | 0              | 0                 | 0              | 0              |
| Other:                     | 0            | 0           | 0            | 0            | 0            | 0              | 0                 | 0              | 0              |
| <b>Total Funding</b>       | <b>\$220</b> | <b>\$66</b> | <b>\$287</b> | <b>\$285</b> | <b>\$285</b> | <b>\$1,143</b> | <b>\$0</b>        | <b>\$283</b>   | <b>\$1,426</b> |

| Operating Budget Impact   | FY 2013      | FY 2014       | FY 2015      | FY 2016       | FY 2017       | Total '13-'17 | Approp. thru FY12 | Beyond FY 2017 | Project Total  |
|---------------------------|--------------|---------------|--------------|---------------|---------------|---------------|-------------------|----------------|----------------|
| No. of Personnel          | 0.00         | 0.00          | 0.00         | 0.00          | 0.00          | 0.00          | 0.00              | 0.00           | 0.00           |
| Personnel Costs           | 0.0          | 0.0           | 0.0          | 0.0           | 0.0           | 0.0           | 0.0               | 0.0            | 0.0            |
| Operating                 | 0.0          | 0.0           | 0.0          | 0.0           | 0.0           | 0.0           | 0.0               | 0.0            | 0.0            |
| <b>Total Operating</b>    | <b>\$0.0</b> | <b>\$0.0</b>  | <b>\$0.0</b> | <b>\$0.0</b>  | <b>\$0.0</b>  | <b>\$0.0</b>  | <b>\$0.0</b>      | <b>\$0.0</b>   | <b>\$0.0</b>   |
| Debt Service: Bonds       | 0.0          | 19.8          | 5.9          | 25.8          | 25.6          | 77.2          | 0.0               | 51.1           | 128.3          |
| Vehicle & Equipment Lease | 0.0          | 0.0           | 0.0          | 0.0           | 0.0           | 0.0           | 0.0               | 0.0            | 0.0            |
| <b>Total Impact</b>       | <b>\$0.0</b> | <b>\$19.8</b> | <b>\$5.9</b> | <b>\$25.8</b> | <b>\$25.6</b> | <b>\$77.2</b> | <b>\$0.0</b>      | <b>\$51.1</b>  | <b>\$128.3</b> |

**VARIANCE TO APPROVED PER FY12-FY16 CAPITAL**

|                        | FY 2013 | FY 2014 | FY 2015 | FY 2016 | TOTAL |
|------------------------|---------|---------|---------|---------|-------|
| Approved FY12-FY16 CIP | \$0     | \$285   | \$283   | \$283   | \$851 |
| Increase/(Decrease)    | \$220   | (\$219) | \$4     | \$2     | \$7   |
| % change               | new     | -76.8%  | 1.4%    | 0.7%    | 0.8%  |

**LOCATION:**  
Various Sites throughout County

## APPROVED CAPITAL IMPROVEMENT PROGRAM

### FISCAL YEAR 2013

(\$ in thousands)

|  |                          |
|--|--------------------------|
| <b>PROJECT NAME:</b>   | <b>Requested By: PGM</b> |
| <b>Smallwood/St. Patrick's Dr. Intersection &amp; Traffic Improvements</b>   | <b>Project #: 2162</b>   |
| <p>Design and construct traffic improvements for the intersection of Smallwood Dr. and St. Patrick's Dr. to include signal modifications and an extended left turn lane on south bound St. Patrick's Dr. to turn onto east bound Smallwood Drive. This project will also provide a deceleration lane on east bound Smallwood Dr. for right turns onto north bound St. Patrick's Dr. and turn around lanes on Smallwood Dr. at the new McDaniel Rd.</p> |                          |

| EXPENSE BUDGET              | FY 2013    | FY 2014      | FY 2015    | FY 2016    | FY 2017    | 5-Year Total '13-'17 | Approp. thru FY12 | Beyond FY 2017 | Project Total |
|-----------------------------|------------|--------------|------------|------------|------------|----------------------|-------------------|----------------|---------------|
| Architectural & Engineering | \$0        | \$0          | \$0        | \$0        | \$0        | \$0                  | \$75              | \$0            | \$75          |
| Land & ROW                  | 0          | 0            | 0          | 0          | 0          | 0                    | 0                 | 0              | 0             |
| Construction                | 0          | 452          | 0          | 0          | 0          | 452                  | 0                 | 0              | 452           |
| Equipment                   | 0          | 0            | 0          | 0          | 0          | 0                    | 0                 | 0              | 0             |
| Administration              | 0          | 25           | 0          | 0          | 0          | 25                   | 5                 | 0              | 30            |
| Inspection                  | 0          | 45           | 0          | 0          | 0          | 45                   | 0                 | 0              | 45            |
| Miscellaneous               | 0          | 23           | 0          | 0          | 0          | 23                   | 8                 | 0              | 31            |
| Contingency                 | 0          | 43           | 0          | 0          | 0          | 43                   | 0                 | 0              | 43            |
| <b>Total Outlay</b>         | <b>\$0</b> | <b>\$588</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$588</b>         | <b>\$88</b>       | <b>\$0</b>     | <b>\$676</b>  |

| FINANCING SOURCES           | FY 2013    | FY 2014      | FY 2015    | FY 2016    | FY 2017    | 5-Year Total '13-'17 | Approp. thru FY12 | Beyond FY 2017 | Project Total |
|-----------------------------|------------|--------------|------------|------------|------------|----------------------|-------------------|----------------|---------------|
| Bonds                       | \$0        | \$588        | \$0        | \$0        | \$0        | \$588                | \$88              | \$0            | \$676         |
| Fund Balance Appropriation  | 0          | 0            | 0          | 0          | 0          | 0                    | 0                 | 0              | 0             |
| Operating Transfer          | 0          | 0            | 0          | 0          | 0          | 0                    | 0                 | 0              | 0             |
| <b>Total County Funding</b> | <b>\$0</b> | <b>\$588</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$588</b>         | <b>\$88</b>       | <b>\$0</b>     | <b>\$676</b>  |
| Federal                     | 0          | 0            | 0          | 0          | 0          | 0                    | 0                 | 0              | 0             |
| State                       | 0          | 0            | 0          | 0          | 0          | 0                    | 0                 | 0              | 0             |
| Other:                      | 0          | 0            | 0          | 0          | 0          | 0                    | 0                 | 0              | 0             |
| <b>Total Funding</b>        | <b>\$0</b> | <b>\$588</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$588</b>         | <b>\$88</b>       | <b>\$0</b>     | <b>\$676</b>  |

| Operating Budget Impact   | FY 2013      | FY 2014      | FY 2015       | FY 2016      | FY 2017      | 5-Year Total '13-'17 | Approp. thru FY12 | Beyond FY 2017 | Project Total |
|---------------------------|--------------|--------------|---------------|--------------|--------------|----------------------|-------------------|----------------|---------------|
| No. of Personnel          | 0.00         | 0.00         | 0.00          | 0.00         | 0.00         | 0.00                 | 0.00              | 0.00           | 0.00          |
| Personnel Costs           | 0.0          | 0.0          | 0.0           | 0.0          | 0.0          | 0.0                  | 0.0               | 0.0            | 0.0           |
| Operating                 | 0.0          | 0.0          | 0.0           | 0.0          | 0.0          | 0.0                  | 0.0               | 0.0            | 0.0           |
| <b>Total Operating</b>    | <b>\$0.0</b> | <b>\$0.0</b> | <b>\$0.0</b>  | <b>\$0.0</b> | <b>\$0.0</b> | <b>\$0.0</b>         | <b>\$0.0</b>      | <b>\$0.0</b>   | <b>\$0.0</b>  |
| Debt Service: Bonds       | 0.0          | 0.0          | 52.9          | 0.0          | 0.0          | 52.9                 | 7.9               | 0.0            | 60.8          |
| Vehicle & Equipment Lease | 0.0          | 0.0          | 0.0           | 0.0          | 0.0          | 0.0                  | 0.0               | 0.0            | 0.0           |
| <b>Total Impact</b>       | <b>\$0.0</b> | <b>\$0.0</b> | <b>\$52.9</b> | <b>\$0.0</b> | <b>\$0.0</b> | <b>\$52.9</b>        | <b>\$7.9</b>      | <b>\$0.0</b>   | <b>\$60.8</b> |

**VARIANCE TO APPROVED PER FY12-FY16 CAPITAL**

|                        | FY 2013 | FY 2014 | FY 2015 | TOTAL |
|------------------------|---------|---------|---------|-------|
| Approved FY12-FY16 CIP | \$0     | \$586   | \$0     | \$586 |
| Increase/(Decrease)    | \$0     | \$2     | \$0     | \$2   |
| % change               | n/a     | 0.3%    | n/a     | 0.3%  |

**LOCATION:**

Waldorf, Intersections of Smallwood & St. Patrick's Drives, and Smallwood Dr. & McDaniel Rd.

# APPROVED CAPITAL IMPROVEMENT PROGRAM

## FISCAL YEAR 2013

(\$ in thousands)

|   |                          |
|---|--------------------------|
| <b>PROJECT NAME:</b>  | <b>Requested By: PGM</b> |
| <b>Old Washington Road Reconstruction</b>   | <b>Project #:</b>        |
| <p>As part of the implementation of the Waldorf Urban Design Study, reconstruction of portions of Old Washington Road is necessary to support increase in north-south traffic flow and overall traffic circulation.</p> <p>This route is a vital link to supporting commercial businesses in the Waldorf community. Old Washington Road is not only a north-south link, but will also support east-west connectivity between Western Parkway, US Rte. 301, and Post Office Road, via projects such as Holly Lane, Acton Lane.</p> <p>Estimated costs are subject to change after preliminary engineering is completed.<br/>                 Ex. ROW=30', Prop.R/W=72-80'; Length=1.67mi.. Major Collector</p> |                          |

| EXPENSE BUDGET              | FY 2013    | FY 2014    | FY 2015      | FY 2016        | FY 2017        | 5-Year Total '13-'17 | Approp. thru FY12 | Beyond FY 2017 | Project Total  |
|-----------------------------|------------|------------|--------------|----------------|----------------|----------------------|-------------------|----------------|----------------|
| Architectural & Engineering | \$0        | \$0        | \$360        | \$0            | \$0            | \$360                | \$0               | \$0            | \$360          |
| Land & ROW                  | 0          | 0          | 0            | 1,000          | 0              | 1,000                | 0                 | 0              | 1,000          |
| Construction                | 0          | 0          | 0            | 0              | 907            | 907                  | 0                 | 4,553          | 5,460          |
| Equipment                   | 0          | 0          | 0            | 0              | 0              | 0                    | 0                 | 0              | 0              |
| Administration              | 0          | 0          | 7            | 12             | 29             | 48                   | 0                 | 120            | 168            |
| Inspection                  | 0          | 0          | 0            | 0              | 0              | 0                    | 0                 | 258            | 258            |
| Miscellaneous               | 0          | 0          | 5            | 10             | 41             | 56                   | 0                 | 205            | 261            |
| Contingency                 | 0          | 0          | 0            | 0              | 97             | 97                   | 0                 | 460            | 557            |
| <b>Total Outlay</b>         | <b>\$0</b> | <b>\$0</b> | <b>\$372</b> | <b>\$1,022</b> | <b>\$1,074</b> | <b>\$2,468</b>       | <b>\$0</b>        | <b>\$5,596</b> | <b>\$8,064</b> |

| FINANCING SOURCES          | FY 2013    | FY 2014    | FY 2015      | FY 2016        | FY 2017        | 5-Year Total '13-'17 | Approp. thru FY12 | Beyond FY 2017 | Project Total  |
|----------------------------|------------|------------|--------------|----------------|----------------|----------------------|-------------------|----------------|----------------|
| Bonds                      | \$0        | \$0        | \$372        | \$1,022        | \$1,074        | \$2,468              | \$0               | \$5,596        | \$8,064        |
| Fund Balance Appropriation | 0          | 0          | 0            | 0              | 0              | 0                    | 0                 | 0              | 0              |
| Operating Transfer         | 0          | 0          | 0            | 0              | 0              | 0                    | 0                 | 0              | 0              |
| Total County Funding       | \$0        | \$0        | \$372        | \$1,022        | \$1,074        | \$2,468              | \$0               | \$5,596        | \$8,064        |
| Federal                    | 0          | 0          | 0            | 0              | 0              | 0                    | 0                 | 0              | 0              |
| State                      | 0          | 0          | 0            | 0              | 0              | 0                    | 0                 | 0              | 0              |
| Other:                     | 0          | 0          | 0            | 0              | 0              | 0                    | 0                 | 0              | 0              |
| <b>Total Funding</b>       | <b>\$0</b> | <b>\$0</b> | <b>\$372</b> | <b>\$1,022</b> | <b>\$1,074</b> | <b>\$2,468</b>       | <b>\$0</b>        | <b>\$5,596</b> | <b>\$8,064</b> |

| Operating Budget Impact   | FY 2013      | FY 2014      | FY 2015      | FY 2016       | FY 2017       | 5-Year Total '13-'17 | Approp. thru FY12 | Beyond FY 2017 | Project Total  |
|---------------------------|--------------|--------------|--------------|---------------|---------------|----------------------|-------------------|----------------|----------------|
| No. of Personnel          | 0.00         | 0.00         | 0.00         | 0.00          | 0.00          | 0.00                 | 0.00              | 0.00           | 0.00           |
| Personnel Costs           | 0.0          | 0.0          | 0.0          | 0.0           | 0.0           | 0.0                  | 0.0               | 0.0            | 0.0            |
| Operating                 | 0.0          | 0.0          | 0.0          | 0.0           | 0.0           | 0.0                  | 0.0               | 0.0            | 0.0            |
| <b>Total Operating</b>    | <b>\$0.0</b> | <b>\$0.0</b> | <b>\$0.0</b> | <b>\$0.0</b>  | <b>\$0.0</b>  | <b>\$0.0</b>         | <b>\$0.0</b>      | <b>\$0.0</b>   | <b>\$0.0</b>   |
| Debt Service: Bonds       | 0.0          | 0.0          | 0.0          | 33.5          | 91.9          | 125.4                | 0.0               | 599.9          | 725.3          |
| Vehicle & Equipment Lease | 0.0          | 0.0          | 0.0          | 0.0           | 0.0           | 0.0                  | 0.0               | 0.0            | 0.0            |
| <b>Total Impact</b>       | <b>\$0.0</b> | <b>\$0.0</b> | <b>\$0.0</b> | <b>\$33.5</b> | <b>\$91.9</b> | <b>\$125.4</b>       | <b>\$0.0</b>      | <b>\$599.9</b> | <b>\$725.3</b> |

| VARIANCE TO APPROVED PER FY12-FY16 CAPITAL |         |         |         |         |           |
|--|---------|---------|---------|---------|-----------|
|  | FY 2013 | FY 2014 | FY 2015 | FY 2016 | TOTAL     |
| Approved FY12-FY16 CIP                     | \$0     | \$370   | \$1,020 | \$1,072 | \$2,462   |
| Increase/(Decrease)                        | \$0     | (\$370) | (\$648) | (\$50)  | (\$1,068) |
| % change                                   | n/a     | -100.0% | -63.5%  | -4.6%   | -43.4%    |

|   |
|---|
| <b>LOCATION:</b>                        |
| Waldorf, Md. Route 5 to Substation Road |

# APPROVED CAPITAL IMPROVEMENT PROGRAM

## FISCAL YEAR 2013

(\$ in thousands)

|   |                          |
|---|--------------------------|
| <b>PROJECT NAME:</b>  | <b>Requested By: PGM</b> |
| <b>Radio Station Road Upgrade</b>   | <b>Project #: 2149</b>   |
| Upgrades to the intersection of Radio Station Rd. and Route 488 are warranted based on a traffic analysis performed in conjunction with the upgrades to Radio Station Rd. When completed, the upgrades to the intersection will improve traffic conditions during morning and afternoon peak traffic conditions. The Maryland State Highway Administration (MDSHA) is responsible for the cost of two thirds (66.7%) of the improvements. |                          |

| EXPENSE BUDGET              | FY 2013      | FY 2014        | FY 2015    | FY 2016    | FY 2017    | 5-Year Total '13-'17 | Approp. thru FY12 | Beyond FY 2017 | Project Total  |
|-----------------------------|--------------|----------------|------------|------------|------------|----------------------|-------------------|----------------|----------------|
| Architectural & Engineering | \$133        | \$0            | \$0        | \$0        | \$0        | \$133                | \$219             | \$0            | \$352          |
| Land & ROW                  | 0            | 1,710          | 0          | 0          | 0          | 1,710                | 556               | 0              | 2,266          |
| Construction                | 0            | 1,330          | 0          | 0          | 0          | 1,330                | 0                 | 2,145          | 3,475          |
| Equipment                   | 0            | 0              | 0          | 0          | 0          | 0                    | 0                 | 0              | 0              |
| Administration              | 5            | 0              | 0          | 0          | 0          | 5                    | 74                | 4              | 83             |
| Inspection                  | 0            | 0              | 0          | 0          | 0          | 0                    | 27                | 0              | 27             |
| Miscellaneous               | 7            | 0              | 0          | 0          | 0          | 7                    | 50                | 150            | 207            |
| Contingency                 | 0            | 133            | 0          | 0          | 0          | 133                  | 76                | 114            | 323            |
| <b>Total Outlay</b>         | <b>\$145</b> | <b>\$3,173</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$3,318</b>       | <b>\$1,002</b>    | <b>\$2,413</b> | <b>\$6,733</b> |

| FINANCING SOURCES          | FY 2013      | FY 2014        | FY 2015    | FY 2016    | FY 2017    | 5-Year Total '13-'17 | Approp. thru FY12 | Beyond FY 2017 | Project Total  |
|----------------------------|--------------|----------------|------------|------------|------------|----------------------|-------------------|----------------|----------------|
| Bonds                      | \$48         | \$1,058        | \$0        | \$0        | \$0        | \$1,106              | \$1,002           | \$2,413        | \$4,521        |
| Fund Balance Appropriation | 0            | 0              | 0          | 0          | 0          | 0                    | 0                 | 0              | 0              |
| Operating Transfer         | 0            | 0              | 0          | 0          | 0          | 0                    | 0                 | 0              | 0              |
| Total County Funding       | \$48         | \$1,058        | \$0        | \$0        | \$0        | \$1,106              | \$1,002           | \$2,413        | \$4,521        |
| Federal                    | 0            | 0              | 0          | 0          | 0          | 0                    | 0                 | 0              | 0              |
| State                      | 97           | 2,115          | 0          | 0          | 0          | 2,212                | 0                 | 0              | 2,212          |
| Other:                     | 0            | 0              | 0          | 0          | 0          | 0                    | 0                 | 0              | 0              |
| <b>Total Funding</b>       | <b>\$145</b> | <b>\$3,173</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$3,318</b>       | <b>\$1,002</b>    | <b>\$2,413</b> | <b>\$6,733</b> |

| Operating Budget Impact   |              |              |               |              |              |               |               |                |                |
|---------------------------|--------------|--------------|---------------|--------------|--------------|---------------|---------------|----------------|----------------|
| No. of Personnel          | 0.00         | 0.00         | 0.00          | 0.00         | 0.00         | 0.00          | 0.00          | 0.00           | 0.00           |
| Personnel Costs           | 0.0          | 0.0          | 0.0           | 0.0          | 0.0          | 0.0           | 0.0           | 0.0            | 0.0            |
| Operating                 | 0.0          | 0.0          | 0.0           | 0.0          | 0.0          | 0.0           | 0.0           | 0.0            | 0.0            |
| <b>Total Operating</b>    | <b>\$0.0</b> | <b>\$0.0</b> | <b>\$0.0</b>  | <b>\$0.0</b> | <b>\$0.0</b> | <b>\$0.0</b>  | <b>\$0.0</b>  | <b>\$0.0</b>   | <b>\$0.0</b>   |
| Debt Service: Bonds       | 0.0          | 4.3          | 95.2          | 0.0          | 0.0          | 99.5          | 90.1          | 217.0          | 406.6          |
| Vehicle & Equipment Lease | 0.0          | 0.0          | 0.0           | 0.0          | 0.0          | 0.0           | 0.0           | 0.0            | 0.0            |
| <b>Total Impact</b>       | <b>\$0.0</b> | <b>\$4.3</b> | <b>\$95.2</b> | <b>\$0.0</b> | <b>\$0.0</b> | <b>\$99.5</b> | <b>\$90.1</b> | <b>\$217.0</b> | <b>\$406.6</b> |

**VARIANCE TO APPROVED PER FY12-FY16 CAPITAL**

|                        | FY 2013 | FY 2014 | FY 2015 | FY 2016 | TOTAL   |
|------------------------|---------|---------|---------|---------|---------|
| Approved FY12-FY16 CIP | \$0     | \$2,298 | \$111   | \$0     | \$2,409 |
| Increase/(Decrease)    | \$145   | \$875   | (\$111) | \$0     | \$909   |
| % change               | new     | 38.1%   | -100.0% | n/a     | 37.7%   |

**LOCATION:**  
Radio Station Road from Rte 488 to Rosewick/St. Charles Parkway.

# APPROVED CAPITAL IMPROVEMENT PROGRAM

## FISCAL YEAR 2013

(\$ in thousands)

|   |                          |
|---|--------------------------|
| <b>PROJECT NAME:</b>  | <b>Requested By: PGM</b> |
| <b>Billingsley Road Improvements</b>  | <b>Project #: 2178</b>   |
| Conduct a preliminary study to determine where safety improvements are warranted along the Billingsley Road corridor from Middletown Rd. to Md. Route 210. This project will also review all previous traffic scenarios for viable options as an alternative route for Billingsley Rd. traffic. |                          |

| EXPENSE BUDGET              | FY 2013      | FY 2014    | FY 2015        | FY 2016        | FY 2017        | 5-Year Total '13-'17 | Approp. thru FY12 | Beyond FY 2017 | Project Total   |
|-----------------------------|--------------|------------|----------------|----------------|----------------|----------------------|-------------------|----------------|-----------------|
| Architectural & Engineering | \$140        | \$0        | \$170          | \$170          | \$170          | \$650                | \$0               | \$0            | \$650           |
| Land & ROW                  | 0            | 0          | 100            | 100            | 100            | 300                  | 0                 | 0              | 300             |
| Construction                | 0            | 0          | 3,500          | 3,500          | 3,500          | 10,500               | 0                 | 0              | 10,500          |
| Equipment                   | 0            | 0          | 0              | 0              | 0              | 0                    | 0                 | 0              | 0               |
| Administration              | 6            | 0          | 51             | 51             | 51             | 159                  | 0                 | 0              | 159             |
| Inspection                  | 0            | 0          | 60             | 60             | 60             | 180                  | 0                 | 0              | 180             |
| Miscellaneous               | 7            | 0          | 10             | 10             | 10             | 37                   | 0                 | 0              | 37              |
| Contingency                 | 0            | 0          | 110            | 110            | 110            | 330                  | 0                 | 0              | 330             |
| <b>Total Outlay</b>         | <b>\$153</b> | <b>\$0</b> | <b>\$4,001</b> | <b>\$4,001</b> | <b>\$4,001</b> | <b>\$12,156</b>      | <b>\$0</b>        | <b>\$0</b>     | <b>\$12,156</b> |

| FINANCING SOURCES           | FY 2013      | FY 2014    | FY 2015        | FY 2016        | FY 2017        | 5-Year Total '13-'17 | Approp. thru FY12 | Beyond FY 2017 | Project Total   |
|-----------------------------|--------------|------------|----------------|----------------|----------------|----------------------|-------------------|----------------|-----------------|
| Bonds                       | \$153        | \$0        | \$4,001        | \$4,001        | \$4,001        | \$12,156             | \$0               | \$0            | \$12,156        |
| Fund Balance Appropriation  | 0            | 0          | 0              | 0              | 0              | 0                    | 0                 | 0              | 0               |
| Operating Transfer          | 0            | 0          | 0              | 0              | 0              | 0                    | 0                 | 0              | 0               |
| <b>Total County Funding</b> | <b>\$153</b> | <b>\$0</b> | <b>\$4,001</b> | <b>\$4,001</b> | <b>\$4,001</b> | <b>\$12,156</b>      | <b>\$0</b>        | <b>\$0</b>     | <b>\$12,156</b> |
| Federal                     | 0            | 0          | 0              | 0              | 0              | 0                    | 0                 | 0              | 0               |
| State                       | 0            | 0          | 0              | 0              | 0              | 0                    | 0                 | 0              | 0               |
| Other:                      | 0            | 0          | 0              | 0              | 0              | 0                    | 0                 | 0              | 0               |
| <b>Total Funding</b>        | <b>\$153</b> | <b>\$0</b> | <b>\$4,001</b> | <b>\$4,001</b> | <b>\$4,001</b> | <b>\$12,156</b>      | <b>\$0</b>        | <b>\$0</b>     | <b>\$12,156</b> |

| Operating Budget Impact   |              |               |              |                |                |                |              |                |                  |
|---------------------------|--------------|---------------|--------------|----------------|----------------|----------------|--------------|----------------|------------------|
| No. of Personnel          | 0.00         | 0.00          | 0.00         | 0.00           | 0.00           | 0.00           | 0.00         | 0.00           | 0.00             |
| Personnel Costs           | 0.0          | 0.0           | 0.0          | 0.0            | 0.0            | 0.0            | 0.0          | 0.0            | 0.0              |
| Operating                 | 0.0          | 0.0           | 0.0          | 0.0            | 0.0            | 0.0            | 0.0          | 0.0            | 0.0              |
| <b>Total Operating</b>    | <b>\$0.0</b> | <b>\$0.0</b>  | <b>\$0.0</b> | <b>\$0.0</b>   | <b>\$0.0</b>   | <b>\$0.0</b>   | <b>\$0.0</b> | <b>\$0.0</b>   | <b>\$0.0</b>     |
| Debt Service: Bonds       | 0.0          | 13.8          | 0.0          | 359.9          | 359.9          | 733.5          | 0.0          | 359.9          | 1,093.3          |
| Vehicle & Equipment Lease | 0.0          | 0.0           | 0.0          | 0.0            | 0.0            | 0.0            | 0.0          | 0.0            | 0.0              |
| <b>Total Impact</b>       | <b>\$0.0</b> | <b>\$13.8</b> | <b>\$0.0</b> | <b>\$359.9</b> | <b>\$359.9</b> | <b>\$733.5</b> | <b>\$0.0</b> | <b>\$359.9</b> | <b>\$1,093.3</b> |

**VARIANCE TO APPROVED PER FY12-FY16 CAPITAL IMPROVEMENT PROGRAM:**

|                        | FY 2013 | FY 2014 | FY 2015 | FY 2016 | TOTAL   |
|------------------------|---------|---------|---------|---------|---------|
| Approved FY12-FY16 CIP | \$0     | \$0     | \$0     | \$0     | \$0     |
| Increase/(Decrease)    | \$153   | \$0     | \$4,001 | \$4,001 | \$8,155 |
| % change               | new     | n/a     | new     | new     | new     |

**LOCATION:**  
Waldorf, MD

## APPROVED CAPITAL IMPROVEMENT PROGRAM

### FISCAL YEAR 2013

(\$ in thousands)

|   |                          |
|---|--------------------------|
| <b>PROJECT NAME:</b>  | <b>Requested By: PGM</b> |
| <b>Middletown Road and Billingsley Road Roundabout</b>  | <b>Project #: 2179</b>   |
| Traffic backups exists during peak vehicular volume times at the existing stop signed controlled intersection at Billingsley Road and Middletown Road. This project will allow traffic to flow more freely through a two-lane roundabout. |                          |

| EXPENSE BUDGET              | FY 2013      | FY 2014      | FY 2015      | FY 2016    | FY 2017    | 5-Year Total '13-'17 | Approp. thru FY12 | Beyond FY 2017 | Project Total  |
|-----------------------------|--------------|--------------|--------------|------------|------------|----------------------|-------------------|----------------|----------------|
| Architectural & Engineering | \$112        | \$0          | \$0          | \$0        | \$0        | \$112                | \$0               | \$0            | \$112          |
| Land & ROW                  | 74           | 0            | 0            | 0          | 0          | 74                   | 0                 | 0              | 74             |
| Construction                | 374          | 374          | 374          | 0          | 0          | 1,122                | 0                 | 0              | 1,122          |
| Equipment                   | 0            | 0            | 0            | 0          | 0          | 0                    | 0                 | 0              | 0              |
| Administration              | 24           | 18           | 18           | 0          | 0          | 60                   | 0                 | 0              | 60             |
| Inspection                  | 0            | 28           | 28           | 0          | 0          | 56                   | 0                 | 0              | 56             |
| Miscellaneous               | 19           | 11           | 11           | 0          | 0          | 41                   | 0                 | 0              | 41             |
| Contingency                 | 0            | 56           | 56           | 0          | 0          | 112                  | 0                 | 0              | 112            |
| <b>Total Outlay</b>         | <b>\$603</b> | <b>\$487</b> | <b>\$487</b> | <b>\$0</b> | <b>\$0</b> | <b>\$1,577</b>       | <b>\$0</b>        | <b>\$0</b>     | <b>\$1,577</b> |

| FINANCING SOURCES          | FY 2013      | FY 2014      | FY 2015      | FY 2016    | FY 2017    | 5-Year Total '13-'17 | Approp. thru FY12 | Beyond FY 2017 | Project Total  |
|----------------------------|--------------|--------------|--------------|------------|------------|----------------------|-------------------|----------------|----------------|
| Bonds                      | \$603        | \$487        | \$487        | \$0        | \$0        | \$1,577              | \$0               | \$0            | \$1,577        |
| Fund Balance Appropriation | 0            | 0            | 0            | 0          | 0          | 0                    | 0                 | 0              | 0              |
| Operating Transfer         | 0            | 0            | 0            | 0          | 0          | 0                    | 0                 | 0              | 0              |
| Total County Funding       | \$603        | \$487        | \$487        | \$0        | \$0        | \$1,577              | \$0               | \$0            | \$1,577        |
| Federal                    | 0            | 0            | 0            | 0          | 0          | 0                    | 0                 | 0              | 0              |
| State                      | 0            | 0            | 0            | 0          | 0          | 0                    | 0                 | 0              | 0              |
| Other:                     | 0            | 0            | 0            | 0          | 0          | 0                    | 0                 | 0              | 0              |
| <b>Total Funding</b>       | <b>\$603</b> | <b>\$487</b> | <b>\$487</b> | <b>\$0</b> | <b>\$0</b> | <b>\$1,577</b>       | <b>\$0</b>        | <b>\$0</b>     | <b>\$1,577</b> |

| Operating Budget Impact   |              |               |               |               |              |                |              |              |                |
|---------------------------|--------------|---------------|---------------|---------------|--------------|----------------|--------------|--------------|----------------|
| No. of Personnel          | 0.00         | 0.00          | 0.00          | 0.00          | 0.00         | 0.00           | 0.00         | 0.00         | 0.00           |
| Personnel Costs           | 0.0          | 0.0           | 0.0           | 0.0           | 0.0          | 0.0            | 0.0          | 0.0          | 0.0            |
| Operating                 | 0.0          | 0.0           | 0.0           | 0.0           | 0.0          | 0.0            | 0.0          | 0.0          | 0.0            |
| <b>Total Operating</b>    | <b>\$0.0</b> | <b>\$0.0</b>  | <b>\$0.0</b>  | <b>\$0.0</b>  | <b>\$0.0</b> | <b>\$0.0</b>   | <b>\$0.0</b> | <b>\$0.0</b> | <b>\$0.0</b>   |
| Debt Service: Bonds       | 0.0          | 54.2          | 43.8          | 43.8          | 0.0          | 141.8          | 0.0          | 0.0          | 141.8          |
| Vehicle & Equipment Lease | 0.0          | 0.0           | 0.0           | 0.0           | 0.0          | 0.0            | 0.0          | 0.0          | 0.0            |
| <b>Total Impact</b>       | <b>\$0.0</b> | <b>\$54.2</b> | <b>\$43.8</b> | <b>\$43.8</b> | <b>\$0.0</b> | <b>\$141.8</b> | <b>\$0.0</b> | <b>\$0.0</b> | <b>\$141.8</b> |

**VARIANCE TO APPROVED PER FY12-FY16 CAPITAL**

|                        | FY 2013 | FY 2014 | FY 2015 | FY 2016 | TOTAL   |
|------------------------|---------|---------|---------|---------|---------|
| Approved FY12-FY16 CIP | \$0     | \$0     | \$0     | \$0     | \$0     |
| Increase/(Decrease)    | \$603   | \$487   | \$487   | \$0     | \$1,577 |
| % change               | new     | new     | new     | n/a     | new     |

**LOCATION:**  
Waldorf, MD

# APPROVED CAPITAL IMPROVEMENT PROGRAM

## FISCAL YEAR 2013

(\$ in thousands)

|  |  |
|--|--|
| <b>PROJECT NAME:</b><br><b>Bridge Replacement Program</b>  | Requested By: <b>PGM</b><br>Project #: <b>2143</b> |
| Replace deteriorating bridges within the County. Bridges are inspected on a bi-annual basis. Bridge may be eligible for Federal Bridge funding. Currently, Trinity Church Road Bridge & Poplar Hill Road Bridge over the Zekiah Swamp have low ratings and may soon be deficient.<br><b>Approval is contingent upon securing State and/or Federal funds.</b> |  |

| EXPENSE BUDGET              | FY 2013    | FY 2014    | FY 2015      | FY 2016    | FY 2017    | 5-Year Total '13-'17 | Approp. thru FY12 | Beyond FY 2017 | Project Total |
|-----------------------------|------------|------------|--------------|------------|------------|----------------------|-------------------|----------------|---------------|
| Architectural & Engineering | \$0        | \$0        | \$0          | \$0        | \$0        | \$0                  | \$96              | \$0            | \$96          |
| Land & ROW                  | 0          | 0          | 0            | 0          | 0          | 0                    | 35                | 0              | 35            |
| Construction                | 0          | 0          | 191          | 0          | 0          | 191                  | 0                 | 0              | 191           |
| Equipment                   | 0          | 0          | 0            | 0          | 0          | 0                    | 0                 | 0              | 0             |
| Administration              | 0          | 0          | 10           | 0          | 0          | 10                   | 4                 | 0              | 14            |
| Inspection                  | 0          | 0          | 19           | 0          | 0          | 19                   | 0                 | 0              | 19            |
| Miscellaneous               | 0          | 0          | 19           | 0          | 0          | 19                   | 9                 | 0              | 28            |
| Contingency                 | 0          | 0          | 23           | 0          | 0          | 23                   | 9                 | 0              | 32            |
| <b>Total Outlay</b>         | <b>\$0</b> | <b>\$0</b> | <b>\$262</b> | <b>\$0</b> | <b>\$0</b> | <b>\$262</b>         | <b>\$153</b>      | <b>\$0</b>     | <b>\$415</b>  |

| FINANCING SOURCES          | FY 2013    | FY 2014    | FY 2015      | FY 2016    | FY 2017    | 5-Year Total '13-'17 | Approp. thru FY12 | Beyond FY 2017 | Project Total |
|----------------------------|------------|------------|--------------|------------|------------|----------------------|-------------------|----------------|---------------|
| Bonds                      | \$0        | \$0        | \$158        | \$0        | \$0        | \$158                | \$0               | \$0            | \$158         |
| Fund Balance Appropriation | 0          | 0          | 0            | 0          | 0          | 0                    | 108               | 0              | 108           |
| Operating Transfer         | 0          | 0          | 0            | 0          | 0          | 0                    | 0                 | 0              | 0             |
| Total County Funding       | \$0        | \$0        | \$158        | \$0        | \$0        | \$158                | \$108             | \$0            | \$266         |
| Federal                    | 0          | 0          | 104          | 0          | 0          | 104                  | 0                 | 0              | 104           |
| State                      | 0          | 0          | 0            | 0          | 0          | 0                    | 45                | 0              | 45            |
| Other:                     | 0          | 0          | 0            | 0          | 0          | 0                    | 0                 | 0              | 0             |
| <b>Total Funding</b>       | <b>\$0</b> | <b>\$0</b> | <b>\$262</b> | <b>\$0</b> | <b>\$0</b> | <b>\$262</b>         | <b>\$153</b>      | <b>\$0</b>     | <b>\$415</b>  |

| Operating Budget Impact   |              |              |              |               |              |               |              |              |               |
|---------------------------|--------------|--------------|--------------|---------------|--------------|---------------|--------------|--------------|---------------|
| No. of Personnel          | 0.00         | 0.00         | 0.00         | 0.00          | 0.00         | 0.00          | 0.00         | 0.00         | 0.00          |
| Personnel Costs           | 0.0          | 0.0          | 0.0          | 0.0           | 0.0          | 0.0           | 0.0          | 0.0          | 0.0           |
| Operating                 | 0.0          | 0.0          | 0.0          | 0.0           | 0.0          | 0.0           | 0.0          | 0.0          | 0.0           |
| <b>Total Operating</b>    | <b>\$0.0</b> | <b>\$0.0</b> | <b>\$0.0</b> | <b>\$0.0</b>  | <b>\$0.0</b> | <b>\$0.0</b>  | <b>\$0.0</b> | <b>\$0.0</b> | <b>\$0.0</b>  |
| Debt Service: Bonds       | 0.0          | 0.0          | 0.0          | 14.2          | 0.0          | 14.2          | 0.0          | 0.0          | 14.2          |
| Vehicle & Equipment Lease | 0.0          | 0.0          | 0.0          | 0.0           | 0.0          | 0.0           | 0.0          | 0.0          | 0.0           |
| <b>Total Impact</b>       | <b>\$0.0</b> | <b>\$0.0</b> | <b>\$0.0</b> | <b>\$14.2</b> | <b>\$0.0</b> | <b>\$14.2</b> | <b>\$0.0</b> | <b>\$0.0</b> | <b>\$14.2</b> |

### VARIANCE TO APPROVED PER FY12-FY16 CAPITAL

|                        | FY 2013 | FY 2014 | FY 2015 | FY 2016 | TOTAL |
|------------------------|---------|---------|---------|---------|-------|
| Approved FY12-FY16 CIP | \$0     | \$0     | \$0     | \$0     | \$0   |
| Increase/(Decrease)    | \$0     | \$0     | \$262   | \$0     | \$262 |
| % change               | n/a     | n/a     | new     | n/a     | new   |

**PROJECT IS CONTINGENT UPON SECURING FEDERAL FUNDS.**

|  |
|--|
| <b>LOCATION:</b><br>Poplar Hill Road just West of Doctor Samuel Mudd Road. |
|--|

# APPROVED CAPITAL IMPROVEMENT PROGRAM

## FISCAL YEAR 2013

(\$ in thousands)

|   |  |
|---|--|
| <b>PROJECT NAME:</b><br><b>Mill Hill Road Upgrade</b>   | <b>Requested By: PGM</b><br><b>Project #: 2134</b> |
| <p>Due to the uncertainty of the Cross County Connector, the upgrade of Mill Hill Rd. has been has been downsized to include safety improvements from the North Point Campus to Devonfield Avenue. The existing road is too narrow to comfortably facilitate large vehicle travel and does not meet the current Charles County Road Ordinance standards. This project will bring the aforementioned portion of Mill Hill Rd. up to County Road Ordinance standards.</p> |  |

| EXPENSE BUDGET              | FY 2013    | FY 2014        | FY 2015        | FY 2016    | FY 2017    | 5-Year Total '13-'17 | Approp. thru FY12 | Beyond FY 2017 | Project Total  |
|-----------------------------|------------|----------------|----------------|------------|------------|----------------------|-------------------|----------------|----------------|
| Architectural & Engineering | \$0        | \$0            | \$0            | \$0        | \$0        | \$0                  | \$418             | \$0            | \$418          |
| Land & ROW                  | 0          | 0              | 0              | 0          | 0          | 0                    | 50                | 0              | 50             |
| Construction                | 0          | 1,080          | 1,080          | 0          | 0          | 2,160                | 58                | 0              | 2,218          |
| Equipment                   | 0          | 0              | 0              | 0          | 0          | 0                    | 0                 | 0              | 0              |
| Administration              | 0          | 33             | 33             | 0          | 0          | 66                   | 128               | 0              | 194            |
| Inspection                  | 0          | 0              | 0              | 0          | 0          | 0                    | 0                 | 0              | 0              |
| Miscellaneous               | 0          | 32             | 32             | 0          | 0          | 64                   | 19                | 0              | 83             |
| Contingency                 | 0          | 108            | 108            | 0          | 0          | 216                  | 29                | 0              | 245            |
| <b>Total Outlay</b>         | <b>\$0</b> | <b>\$1,253</b> | <b>\$1,253</b> | <b>\$0</b> | <b>\$0</b> | <b>\$2,506</b>       | <b>\$701</b>      | <b>\$0</b>     | <b>\$3,207</b> |

| FINANCING SOURCES          | FY 2013    | FY 2014        | FY 2015        | FY 2016    | FY 2017    | 5-Year Total '13-'17 | Approp. thru FY12 | Beyond FY 2017 | Project Total  |
|----------------------------|------------|----------------|----------------|------------|------------|----------------------|-------------------|----------------|----------------|
| Bonds                      | \$0        | \$1,253        | \$1,253        | \$0        | \$0        | \$2,506              | \$292             | \$0            | \$2,798        |
| Fund Balance Appropriation | 0          | 0              | 0              | 0          | 0          | 0                    | 0                 | 0              | 0              |
| Operating Transfer         | 0          | 0              | 0              | 0          | 0          | 0                    | 409               | 0              | 409            |
| Total County Funding       | \$0        | \$1,253        | \$1,253        | \$0        | \$0        | \$2,506              | \$701             | \$0            | \$3,207        |
| Federal                    | 0          | 0              | 0              | 0          | 0          | 0                    | 0                 | 0              | 0              |
| State                      | 0          | 0              | 0              | 0          | 0          | 0                    | 0                 | 0              | 0              |
| Other:                     | 0          | 0              | 0              | 0          | 0          | 0                    | 0                 | 0              | 0              |
| <b>Total Funding</b>       | <b>\$0</b> | <b>\$1,253</b> | <b>\$1,253</b> | <b>\$0</b> | <b>\$0</b> | <b>\$2,506</b>       | <b>\$701</b>      | <b>\$0</b>     | <b>\$3,207</b> |

| Operating Budget Impact   |              |              |                |                |              |                |               |              |                |
|---------------------------|--------------|--------------|----------------|----------------|--------------|----------------|---------------|--------------|----------------|
| No. of Personnel          | 0.00         | 0.00         | 0.00           | 0.00           | 0.00         | 0.00           | 0.00          | 0.00         | 0.00           |
| Personnel Costs           | 0.0          | 0.0          | 0.0            | 0.0            | 0.0          | 0.0            | 0.0           | 0.0          | 0.0            |
| Operating                 | 0.0          | 0.0          | 0.0            | 0.0            | 0.0          | 0.0            | 0.0           | 0.0          | 0.0            |
| <b>Total Operating</b>    | <b>\$0.0</b> | <b>\$0.0</b> | <b>\$0.0</b>   | <b>\$0.0</b>   | <b>\$0.0</b> | <b>\$0.0</b>   | <b>\$0.0</b>  | <b>\$0.0</b> | <b>\$0.0</b>   |
| Debt Service: Bonds       | 0.0          | 0.0          | 112.7          | 112.7          | 0.0          | 225.4          | 26.3          | 0.0          | 251.7          |
| Vehicle & Equipment Lease | 0.0          | 0.0          | 0.0            | 0.0            | 0.0          | 0.0            | 0.0           | 0.0          | 0.0            |
| <b>Total Impact</b>       | <b>\$0.0</b> | <b>\$0.0</b> | <b>\$112.7</b> | <b>\$112.7</b> | <b>\$0.0</b> | <b>\$225.4</b> | <b>\$26.3</b> | <b>\$0.0</b> | <b>\$251.7</b> |

**VARIANCE TO APPROVED PER FY12-FY16 CAPITAL**

|                        | FY 2013 | FY 2014 | FY 2015 | FY 2016 | TOTAL   |
|------------------------|---------|---------|---------|---------|---------|
| Approved FY12-FY16 CIP | \$0     | \$0     | \$0     | \$0     | \$0     |
| Increase/(Decrease)    | \$0     | \$1,253 | \$1,253 | \$0     | \$2,506 |
| % change               | n/a     | new     | new     | n/a     | new     |

**LOCATION:**  
Waldorf, MD

# APPROVED CAPITAL IMPROVEMENT PROGRAM

## FISCAL YEAR 2013

(\$ in thousands)

|   |  |
|---|--|
| <b>PROJECT NAME:</b><br><b>Light Rail Transit Initiative</b>  | <b>Requested By:</b> PGM<br><b>Project #:</b> 2180<br><b>PRIORITY:</b> |
| <p>Funding is needed to start the formal planning phase (beginning with "Alternatives Analysis") of the Federal Transit Administration's project development process, in cooperation with Prince George's County and the Maryland Department of Transportation (MDOT). The draft Consolidated Transportation Program (CTP) that was presented by the Commissioners to MDOT Secretary Staley on October 19, 2011 which identified local funding in the amount of \$1.35 million (5%), to be combined with State funding in the amount of \$4.05 million (15%) and federal funding in the amount of \$21.6 million (80%), to complete the 5-7 year planning process at a total estimated cost of \$27 million. This funding would be used by the State (in combination with state and federal funding) to hire a nationally recognized transit consulting firm to begin the formal transit planning process. The purpose of designating local funds in the draft CTP was to demonstrate local commitment to the project and leverage State support for inclusion of this priority in the State's new CTP for 2012-2017.</p> |  |

| EXPENSE BUDGET              | FY 2013      | FY 2014      | FY 2015      | FY 2016      | FY 2017      | 5-Year Total '13-'17 | Approp. thru FY12 | Beyond FY 2017 | Project Total  |
|-----------------------------|--------------|--------------|--------------|--------------|--------------|----------------------|-------------------|----------------|----------------|
| Architectural & Engineering | \$270        | \$270        | \$270        | \$270        | \$270        | \$1,350              | \$0               | \$0            | \$1,350        |
| Land & ROW                  | 0            | 0            | 0            | 0            | 0            | 0                    | 0                 | 0              | 0              |
| Construction                | 0            | 0            | 0            | 0            | 0            | 0                    | 0                 | 0              | 0              |
| Equipment                   | 0            | 0            | 0            | 0            | 0            | 0                    | 0                 | 0              | 0              |
| Administration              | 0            | 0            | 0            | 0            | 0            | 0                    | 0                 | 0              | 0              |
| Inspection                  | 0            | 0            | 0            | 0            | 0            | 0                    | 0                 | 0              | 0              |
| Miscellaneous               | 0            | 0            | 0            | 0            | 0            | 0                    | 0                 | 0              | 0              |
| Contingency                 | 0            | 0            | 0            | 0            | 0            | 0                    | 0                 | 0              | 0              |
| <b>Total Outlay</b>         | <b>\$270</b> | <b>\$270</b> | <b>\$270</b> | <b>\$270</b> | <b>\$270</b> | <b>\$1,350</b>       | <b>\$0</b>        | <b>\$0</b>     | <b>\$1,350</b> |

| FINANCING SOURCES          | FY 2013      | FY 2014      | FY 2015      | FY 2016      | FY 2017      | 5-Year Total '13-'17 | Approp. thru FY12 | Beyond FY 2017 | Project Total  |
|----------------------------|--------------|--------------|--------------|--------------|--------------|----------------------|-------------------|----------------|----------------|
| Bonds                      | \$0          | \$0          | \$0          | \$0          | \$0          | \$0                  | \$0               | \$0            | \$0            |
| Fund Balance Appropriation | 270          | 270          | 270          | 270          | 270          | 1,350                | 0                 | 0              | 1,350          |
| Operating Transfer         | 0            | 0            | 0            | 0            | 0            | 0                    | 0                 | 0              | 0              |
| Total County Funding       | \$270        | \$270        | \$270        | \$270        | \$270        | \$1,350              | \$0               | \$0            | \$1,350        |
| Federal                    | 0            | 0            | 0            | 0            | 0            | 0                    | 0                 | 0              | 0              |
| State                      | 0            | 0            | 0            | 0            | 0            | 0                    | 0                 | 0              | 0              |
| Other:                     | 0            | 0            | 0            | 0            | 0            | 0                    | 0                 | 0              | 0              |
| <b>Total Funding</b>       | <b>\$270</b> | <b>\$270</b> | <b>\$270</b> | <b>\$270</b> | <b>\$270</b> | <b>\$1,350</b>       | <b>\$0</b>        | <b>\$0</b>     | <b>\$1,350</b> |

| Operating Budget Impact   |              |              |              |              |              |              |              |              |              |
|---------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| No. of Personnel          | 0.00         | 0.00         | 0.00         | 0.00         | 0.00         | 0.00         | 0.00         | 0.00         | 0.00         |
| Personnel Costs           | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          |
| Operating                 | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          |
| <b>Operating</b>          | <b>\$0.0</b> |
| Debt Service: Bonds       | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          |
| Vehicle & Equipment Lease | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          |
| <b>Total Impact</b>       | <b>\$0.0</b> |

**VARIANCE TO APPROVED PER FY12-FY16 CAPITAL**

|                        | FY 2013 | FY 2014 | FY 2015 | FY 2016 | TOTAL   |
|------------------------|---------|---------|---------|---------|---------|
| Approved FY12-FY16 CIP | \$0     | \$0     | \$0     | \$0     | \$0     |
| Increase/(Decrease)    | \$270   | \$270   | \$270   | \$270   | \$1,080 |
| % change               | new     | new     | new     | new     | new     |

**LOCATION:**

Rail Line to be located adjacent/parallel to the west side Popes Creek Railroad Line in Waldorf from the Charles County Line to DeMarr Road in White Plains

# APPROVED CAPITAL IMPROVEMENT PROGRAM

## FISCAL YEAR 2013

(\$ in thousands)

|   |  |
|---|--|
| <b>PROJECT NAME:</b><br><b>Sidewalk Improvement Program</b>   | <b>Requested By:</b> DPW<br><b>Project #:</b> 2181 |
| <p>This project includes residential sidewalk repairs in the development district to include panel replacement, repair damaged concrete, safety risks and tripping hazards. Staff performs sidewalk inspections county-wide and prioritizes repairs based on safety risks that may be posed to the public. The condition rating guidelines that are followed rate sidewalks in the following prioritization:</p> <ul style="list-style-type: none"> <li>Priority 1 – Missing concrete panel, lifted panel 2" or higher</li> <li>Priority 2 – Concrete panels lifted ½" to 2" high</li> <li>Priority 3 – Concrete panels with heavy cracking, delamination or spaulding</li> </ul> <p>Maintenance for Hiker-Biker Paths and all sidewalks within subdivisions which are located within the County right-of-way, both of which were designed and constructed in accordance with the 1995 Road Ordinance or more recent revision, shall be the responsibility of Charles County.</p> |  |

| EXPENSE BUDGET              | FY 2013      | FY 2014      | FY 2015      | FY 2016      | FY 2017      | 5-Year Total '13-'17 | Approp. thru FY12 | Beyond FY 2017 | Project Total |
|-----------------------------|--------------|--------------|--------------|--------------|--------------|----------------------|-------------------|----------------|---------------|
| Architectural & Engineering | \$0          | \$0          | \$0          | \$0          | \$0          | \$0                  | \$0               | \$0            | \$0           |
| Land & ROW                  | 0            | 0            | 0            | 0            | 0            | 0                    | 0                 | 0              | 0             |
| Construction                | 150          | 150          | 150          | 150          | 150          | 750                  | 0                 | 0              | 750           |
| Equipment                   | 0            | 0            | 0            | 0            | 0            | 0                    | 0                 | 0              | 0             |
| Administration              | 3            | 3            | 3            | 3            | 3            | 15                   | 0                 | 0              | 15            |
| Inspection                  | 0            | 0            | 0            | 0            | 0            | 0                    | 0                 | 0              | 0             |
| Miscellaneous               | 0            | 0            | 0            | 0            | 0            | 0                    | 0                 | 0              | 0             |
| Contingency                 | 0            | 0            | 0            | 0            | 0            | 0                    | 0                 | 0              | 0             |
| <b>Total Outlay</b>         | <b>\$153</b> | <b>\$153</b> | <b>\$153</b> | <b>\$153</b> | <b>\$153</b> | <b>\$765</b>         | <b>\$0</b>        | <b>\$0</b>     | <b>\$765</b>  |

| FINANCING SOURCES          | FY 2013      | FY 2014      | FY 2015      | FY 2016      | FY 2017      | 5-Year Total '13-'17 | Approp. thru FY12 | Beyond FY 2017 | Project Total |
|----------------------------|--------------|--------------|--------------|--------------|--------------|----------------------|-------------------|----------------|---------------|
| Bonds                      | \$153        | \$153        | \$153        | \$153        | \$153        | \$765                | \$0               | \$0            | \$765         |
| Fund Balance Appropriation | 0            | 0            | 0            | 0            | 0            | 0                    | 0                 | 0              | 0             |
| Operating Transfer         | 0            | 0            | 0            | 0            | 0            | 0                    | 0                 | 0              | 0             |
| Total County Funding       | \$153        | \$153        | \$153        | \$153        | \$153        | \$765                | \$0               | \$0            | \$765         |
| Federal                    | 0            | 0            | 0            | 0            | 0            | 0                    | 0                 | 0              | 0             |
| State                      | 0            | 0            | 0            | 0            | 0            | 0                    | 0                 | 0              | 0             |
| Other:                     | 0            | 0            | 0            | 0            | 0            | 0                    | 0                 | 0              | 0             |
| <b>Total Funding</b>       | <b>\$153</b> | <b>\$153</b> | <b>\$153</b> | <b>\$153</b> | <b>\$153</b> | <b>\$765</b>         | <b>\$0</b>        | <b>\$0</b>     | <b>\$765</b>  |

| Operating Budget Impact   |              |               |               |               |               |               |              |               |               |
|---------------------------|--------------|---------------|---------------|---------------|---------------|---------------|--------------|---------------|---------------|
| No. of Personnel          | 0.00         | 0.00          | 0.00          | 0.00          | 0.00          | 0.00          | 0.00         | 0.00          | 0.00          |
| Personnel Costs           | 0.0          | 0.0           | 0.0           | 0.0           | 0.0           | 0.0           | 0.0          | 0.0           | 0.0           |
| Operating                 | 0.0          | 0.0           | 0.0           | 0.0           | 0.0           | 0.0           | 0.0          | 0.0           | 0.0           |
| <b>Total Operating</b>    | <b>\$0.0</b> | <b>\$0.0</b>  | <b>\$0.0</b>  | <b>\$0.0</b>  | <b>\$0.0</b>  | <b>\$0.0</b>  | <b>\$0.0</b> | <b>\$0.0</b>  | <b>\$0.0</b>  |
| Debt Service: Bonds       | 0.0          | 13.8          | 13.8          | 13.8          | 13.8          | 55.0          | 0.0          | 13.8          | 68.8          |
| Vehicle & Equipment Lease | 0.0          | 0.0           | 0.0           | 0.0           | 0.0           | 0.0           | 0.0          | 0.0           | 0.0           |
| <b>Total Impact</b>       | <b>\$0.0</b> | <b>\$13.8</b> | <b>\$13.8</b> | <b>\$13.8</b> | <b>\$13.8</b> | <b>\$55.0</b> | <b>\$0.0</b> | <b>\$13.8</b> | <b>\$68.8</b> |

| VARIANCE TO APPROVED PER FY12-FY16 CAPITAL |         |         |         |         |       |
|--|---------|---------|---------|---------|-------|
|  | FY 2013 | FY 2014 | FY 2015 | FY 2016 | TOTAL |
| Approved FY12-FY16 CIP                     | \$0     | \$0     | \$0     | \$0     | \$0   |
| Increase/(Decrease)                        | \$153   | \$153   | \$153   | \$153   | \$612 |
| % change                                   | new     | new     | new     | new     | new   |

| LOCATION:          |                |                        |                |                  |                |
|--------------------|----------------|------------------------|----------------|------------------|----------------|
| Ashford Oaks       | Priority 2     | High Grove             | Priority 2 & 3 | Rolling Meadows  | Priority 2     |
| Bannister          | Priority 2 & 3 | Hunt Club Estates      | Priority 2     | Sentry Woods     | Priority 2 & 3 |
| Berry Valley       | Priority 2 & 3 | Huntington             | Priority 2 & 3 | Sheffield        | Priority 2 & 3 |
| Brawner Estates    | Priority 2 & 3 | Jennifer Woods         | Priority 2 & 3 | Somerset         | Priority 2 & 3 |
| Carrington         | Priority 2 & 3 | Kingsview              | Priority 2     | South Hampton    | Priority 2 & 3 |
| Charles Crossing   | Priority 2 & 3 | Lancaster              | Priority 2 & 3 | Springhaven      | Priority 2     |
| Constitution Hills | Priority 2     | Millbrook              | Priority 2     | Stavors Acres    | Priority 2     |
| Dorchester         | Priority 2 & 3 | Montrose Farms         | Priority 2     | Strawberry Hills | Priority 2 & 3 |
| Fox Run            | Priority 2     | N. Indian Head Estates | Priority 2     | Streamview       | Priority 2 & 3 |
| Hamilton Estates   | Priority 2 & 3 | Oxford Oaks            | Priority 2     | Wakefield        | Priority 2 & 3 |
| Hampshire          | Priority 2 & 3 | Pinefield              | Priority 2 & 3 | Wexford Village  | Priority 2 & 3 |

# APPROVED CAPITAL IMPROVEMENT PROGRAM

## FISCAL YEAR 2013

(\$ in thousands)

|   |                   |
|---|-------------------|
| <b>PROJECT NAME:</b>  | Requested By: DPW |
| <b>Road Overlay Program</b>   | Project #: 2182   |
| Highway Maintenance Program to complete asphalt overlay, modified seal, slurry seal, crack seal, line striping, deep patching, pavement markings, and repairs on various roads in the county. Roads for treatment to be determined. |                   |

| EXPENSE BUDGET              | FY 2013        | FY 2014        | FY 2015        | FY 2016        | FY 2017        | 5-Year Total '13-'17 | Approp. thru FY12 | Beyond FY 2017 | Project Total   |
|-----------------------------|----------------|----------------|----------------|----------------|----------------|----------------------|-------------------|----------------|-----------------|
| Architectural & Engineering | \$0            | \$0            | \$0            | \$0            | \$0            | \$0                  | \$0               | \$0            | \$0             |
| Land & ROW                  | 0              | 0              | 0              | 0              | 0              | 0                    | 0                 | 0              | 0               |
| Construction                | 3,000          | 3,000          | 3,000          | 3,000          | 3,000          | 15,000               | 0                 | 3,000          | 18,000          |
| Equipment                   | 0              | 0              | 0              | 0              | 0              | 0                    | 0                 | 0              | 0               |
| Administration              | 3              | 3              | 3              | 3              | 3              | 15                   | 0                 | 1              | 16              |
| Inspection                  | 75             | 75             | 75             | 75             | 75             | 375                  | 0                 | 0              | 375             |
| Miscellaneous               | 0              | 0              | 0              | 0              | 0              | 0                    | 0                 | 0              | 0               |
| Contingency                 | 0              | 0              | 0              | 0              | 0              | 0                    | 0                 | 0              | 0               |
| <b>Total Outlay</b>         | <b>\$3,078</b> | <b>\$3,078</b> | <b>\$3,078</b> | <b>\$3,078</b> | <b>\$3,078</b> | <b>\$15,390</b>      | <b>\$0</b>        | <b>\$3,001</b> | <b>\$18,391</b> |

| FINANCING SOURCES           | FY 2013        | FY 2014        | FY 2015        | FY 2016        | FY 2017        | 5-Year Total '13-'17 | Approp. thru FY12 | Beyond FY 2017 | Project Total   |
|-----------------------------|----------------|----------------|----------------|----------------|----------------|----------------------|-------------------|----------------|-----------------|
| Bonds                       | \$2,916        | \$2,916        | \$2,916        | \$2,916        | \$2,916        | \$14,580             | \$0               | \$2,839        | \$17,419        |
| Fund Balance Appropriation  | 0              | 0              | 0              | 0              | 0              | 0                    | 0                 | 0              | 0               |
| Operating Transfer          | 0              | 0              | 0              | 0              | 0              | 0                    | 0                 | 0              | 0               |
| <b>Total County Funding</b> | <b>\$2,916</b> | <b>\$2,916</b> | <b>\$2,916</b> | <b>\$2,916</b> | <b>\$2,916</b> | <b>\$14,580</b>      | <b>\$0</b>        | <b>\$2,839</b> | <b>\$17,419</b> |
| Federal                     | 0              | 0              | 0              | 0              | 0              | 0                    | 0                 | 0              | 0               |
| State                       | 162            | 162            | 162            | 162            | 162            | 810                  | 0                 | 162            | 972             |
| Other:                      | 0              | 0              | 0              | 0              | 0              | 0                    | 0                 | 0              | 0               |
| <b>Total Funding</b>        | <b>\$3,078</b> | <b>\$3,078</b> | <b>\$3,078</b> | <b>\$3,078</b> | <b>\$3,078</b> | <b>\$15,390</b>      | <b>\$0</b>        | <b>\$3,001</b> | <b>\$18,391</b> |

| Operating Budget Impact   | FY 2013      | FY 2014        | FY 2015        | FY 2016        | FY 2017        | 5-Year Total '13-'17 | Approp. thru FY12 | Beyond FY 2017 | Project Total    |
|---------------------------|--------------|----------------|----------------|----------------|----------------|----------------------|-------------------|----------------|------------------|
| No. of Personnel          | 0.00         | 0.00           | 0.00           | 0.00           | 0.00           | 0.00                 | 0.00              | 0.00           | 0.00             |
| Personnel Costs           | 0.0          | 0.0            | 0.0            | 0.0            | 0.0            | 0.0                  | 0.0               | 0.0            | 0.0              |
| Operating                 | 0.0          | 0.0            | 0.0            | 0.0            | 0.0            | 0.0                  | 0.0               | 0.0            | 0.0              |
| <b>Total Operating</b>    | <b>\$0.0</b> | <b>\$0.0</b>   | <b>\$0.0</b>   | <b>\$0.0</b>   | <b>\$0.0</b>   | <b>\$0.0</b>         | <b>\$0.0</b>      | <b>\$0.0</b>   | <b>\$0.0</b>     |
| Debt Service: Bonds       | 0.0          | 262.3          | 262.3          | 262.3          | 262.3          | 1,049.1              | 0.0               | 517.6          | 1,566.7          |
| Vehicle & Equipment Lease | 0.0          | 0.0            | 0.0            | 0.0            | 0.0            | 0.0                  | 0.0               | 0.0            | 0.0              |
| <b>Total Impact</b>       | <b>\$0.0</b> | <b>\$262.3</b> | <b>\$262.3</b> | <b>\$262.3</b> | <b>\$262.3</b> | <b>\$1,049.1</b>     | <b>\$0.0</b>      | <b>\$517.6</b> | <b>\$1,566.7</b> |

**VARIANCE TO APPROVED PER FY12-FY16 CAPITAL**

|                        | FY 2013        | FY 2014        | FY 2015        | FY 2016        | TOTAL           |
|------------------------|----------------|----------------|----------------|----------------|-----------------|
| Approved FY12-FY16 CIP | <b>\$3,001</b> | <b>\$3,001</b> | <b>\$3,001</b> | <b>\$1,501</b> | <b>\$10,504</b> |
| Increase/(Decrease)    | \$77           | \$77           | \$77           | \$1,577        | \$1,808         |
| % change               | 2.6%           | 2.6%           | 2.6%           | 105.1%         | 17.2%           |

|                                 |
|---------------------------------|
| <b>LOCATION:</b>                |
| Roads throughout Charles County |