

Public Works and Transportation

AGENCY OVERVIEW

Agency Description

The Department of Public Works and Transportation (DPWT) provides and sustains a safe, well-maintained, aesthetically pleasing and environmentally responsible system of roads, sidewalks, bicycle paths, bridges and transit services. Core responsibilities include:

- Design, construct, repair and otherwise maintain roads, bridges, streets and sidewalks;
- Acquire property needed to maintain, repair and construct County transportation facilities;
- Plan, install and maintain streetlights and traffic control devices;
- Maintain landscaped areas and trees along County-owned roadways;
- Issue permits for all new development requiring roadway construction;
- Maintain flood control facilities and the County's storm drainage network; and
- Coordinate with the Maryland State Highway Administration on the planning, design, construction and operation of the State-owned roadway system within Prince George's County.

Needs Assessment

The need for the major roadway and bridge improvements identified in DPWT's portion of the CIP are based on an assessment of safety, structural and traffic service conditions. The listed improvements are intended to serve the existing and projected population and economic activities in the County and to address safety and structural problems that warrant major construction or reconstruction.

The type, size and location of these major projects are initially identified by studies conducted during the master plan development process by the Maryland-National Capital Park and Planning Commission for arterial and collector roadways. When a major improvement is funded in the CIP for design, DPWT conducts a more refined traffic analysis. This refined analysis takes into account changes to zoning,

land use and transportation facilities that may have occurred since the master plan studies were completed. A public coordination program is also established for each major project.

FY 2026 Funding Sources

- Developer Contributions – 3.3%
- Federal – 17.0%
- General Obligation Bonds – 43.1%
- Other – 10.6%
- State – 26.0%

FY 2026-2031 Program Highlights

- The Blue Line Corridor will provide State funding to support infrastructure projects along the Blue Line Corridor, including improvements around the Largo, Garrett Morgan Boulevard, Addison Road/Seat Pleasant and Capitol Heights metro stations.
- County funding will continue to support costs associated to structural replacements of the Harry S. Truman Drive bridge, continuation of the Culvert Replacement and Rehabilitation Program and other costs related to the general inspection of bridges under a 20-foot span.
- FY 2026 funding will support the replacement and rehabilitation of several bridges, including Livingston Road, Governor Bridge Road, Sunnyside Avenue, Chestnut Avenue and Brandywine Road.
- The Bus Mass Transit / Metro Access 2 project continues to support improvements related to pedestrian and vehicular access at bus stops and the procurement of buses and associated charging infrastructure.
- In addition to the Blue Line Corridor, the budget provides funding for two economic development projects – Carillon Parking and FBI Headquarters Infrastructure Improvements.
- The County maintains at least \$25.5 million in funding each year through FY 2031 to resolve roadway safety, pedestrian accessibility, concrete

- repairs, underdrain and traffic safety issues under the Curb & Road Rehabilitation 2 project.
- FY 2026 funding will support construction and repairs at DPWT facilities, including the Brandywine and D’Arcy Road Vehicle Wash facilities.
- Further development and implementation of a pavement preventive maintenance program will resume. The resurfacing and sidewalk improvement program continues in coordination with the following two programs: Developer Contribution Projects and Permit Bond Default Revolving Fund.
- DPWT will continue the design of the Green Street Improvements project utilizing the complete street concept including environmental and bio-retention facilities, pedestrian and bicyclist safety improvements, landscaping enhancements and streetlights. The construction phase of the Campus Drive project will start in FY 2028.
- FY 2026 funding continues project design along with pavement and concrete rehabilitation work for pedestrian and school access projects. The Marlboro Pike Phase I and Phase II, Metzert Road, Race Track Road and Stuart Lane pedestrian safety projects are included. Design for smaller-scale pedestrian safety roadway improvements (which can be delivered as a component of pavement and concrete rehabilitation contracts) will be ongoing with funding from the Safe Streets and Roads for All grant.
- The FY 2026 budget supports new and upgraded traffic signal installations at various locations in the County under the Street Lights & Traffic Signals 2 project.

- The Street Tree Removal & Replacement project budget continues to support the removal and replacement of trees deemed unsafe by the County.
- The FY 2026 budget includes funding for a diverging diamond interchange on Arena Drive as part of the Capital Center Redevelopment Interchange.
- Funding continues to support planned transit oriented development efforts in the New Carrollton Metro Station area.
- The Transportation Enhancements 2 project continues funding for nonstandard transportation improvements which are time sensitive, including requirements associated with guardrails and thermoplastic pavement markings.
- The Utility Repair Project budget continues to support reparations for streets and roads that have been damaged by various utility companies laying utility lines under the County right-of-way.
- The following four projects are significantly complete but remain in the budget for closeout: Bridge Replacement – Sunnyside Avenue, Contee Road Reconstruction, Bridge Replacement – Temple Hill Road and Maryland Purple Line.

New Projects

CIP ID # / PROJECT NAME

4.66.0061 / Sidewalk Infill and Repair

Deleted Projects

None

Revised Projects

Project Name	Alternate Funding Source Required	Revisions			
		Total Project Cost Increase	Total Project Cost Decrease	Project Schedule Delayed	Project Schedule Accelerated
Bridge Rehabilitation Federal Aid		X			
Bridge Repair & Replacement 2		X			
Bridge Replacement - Brandywine Road		X			
Bridge Replacement - Chestnut Avenue		X			
Bridge Replacement - Governor Bridge Road		X		X	
Bridge Replacement - Livingston Road		X		X	
Bus Mass Transit/Metro Access 2		X			
Curb & Road Rehabilitation 2		X			
Developer Contribution Projects		X			

Revised Projects *(continued)*

Project Name	Alternate Funding Source Required	Revisions			
		Total Project Cost Increase	Total Project Cost Decrease	Project Schedule Delayed	Project Schedule Accelerated
DPWT Facilities		X			
Emergency Repairs - Roadways & Bridges		X			
FBI Headquarters Infrastructure Improvements				X	
Maryland 210 Corridor Transportation Improvements		X			
Pedestrian Safety Improvements			X		
Permit Bond Default Revolving Fund		X			
Planning & Site Acquisition 2			X		
Street Lights & Traffic Signals 2		X			
Street Tree Removal & Replacement		X			
Transportation Enhancements 2		X			
Traffic Congestion Improvements 2			X		
Utility Repair Project		X			

Program Summary

Category/Description	Total Project Cost	Life to Date Actual	FY 2025 Estimate	Total 6 Years	Budget Year FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Beyond 6 Years
EXPENDITURE											
PLANS	\$185,168	\$82,108	\$17,130	\$27,280	\$7,910	\$5,605	\$4,095	\$3,450	\$3,975	\$2,245	\$58,650
LAND	11,043	8,558	1,315	1,070	50	420	550	50	—	—	100
CONSTR	1,548,043	434,058	395,281	545,654	82,164	144,561	136,290	59,923	54,721	67,995	173,050
EQUIP	13,247	—	4,000	9,247	9,247	—	—	—	—	—	—
OTHER	338,396	282,590	10,786	45,020	12,620	7,000	5,400	7,000	6,000	7,000	—
TOTAL	\$2,095,897	\$807,314	\$428,512	\$628,271	\$111,991	\$157,586	\$146,335	\$70,423	\$64,696	\$77,240	\$231,800
FUNDING											
GO BONDS	\$1,124,791	\$598,440	\$139,620	\$317,670	\$68,501	\$60,418	\$51,589	\$43,652	\$40,677	\$52,833	\$69,061
FEDERAL	155,994	14,615	39,518	97,501	26,938	30,857	12,542	10,160	8,708	8,296	4,360
STATE	126,806	15,648	30,308	80,850	41,300	29,150	7,300	1,300	500	1,300	—
DEV	250,678	14,314	50,823	27,541	5,238	4,130	4,130	4,130	4,783	5,130	158,000
OTHER	437,628	229,762	18,078	189,788	16,788	72,185	73,201	9,181	8,752	9,681	—
TOTAL	\$2,095,897	\$872,779	\$278,347	\$713,350	\$158,765	\$196,740	\$148,762	\$68,423	\$63,420	\$77,240	\$231,421
OPERATING IMPACT											
PERSONNEL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	
OPERATING				—	—	—	—	—	—	—	
DEBT				—	—	—	—	—	—	—	
OTHER				—	—	—	—	—	—	—	
TOTAL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	

Project Listing

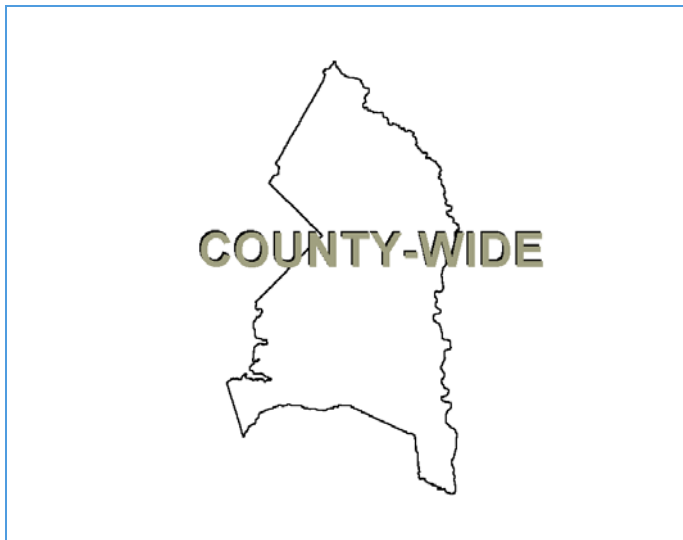
CIP ID#	Project Name	Address	Planning Area	Council District	Project Class	Total Project Cost (000)	Completion Date
4.66.0020	ADA Right-of-Way Modifications	Countywide	Not Assigned	Countywide	Rehabilitation	\$3,007	Ongoing
4.66.0024	Addison Road I	From Walker Mill Road to MD 214, District Heights	Suitland, District Heights and Vicinity	Seven	Rehabilitation	15,238	TBD
4.66.0041	Auth Road II	From Henderson Way to Allentown Road, Camp Springs	Henson Creek	Eight	Replacement	16,950	TBD
8.66.0004	Blue Line Corridor	Various Locations	Landover and Vicinity	Various	New Construction	50,450	TBD
4.66.0052	Brandywine Road & MD 223 Intersection	Brandywine Road & MD 223, Clinton	Clinton and Vicinity	Nine	Rehabilitation	13,834	TBD
4.66.0053	Brandywine Road Club Priority Projects	Brandywine Area, Brandywine	Brandywine and Vicinity	Nine	Rehabilitation	18,005	TBD
4.66.0045	Bridge Rehabilitation Federal Aid	Countywide	Not Assigned	Countywide	Rehabilitation	53,402	Ongoing
4.66.0001	Bridge Repair & Replacement 2	Countywide	Not Assigned	Countywide	Rehabilitation	53,063	Ongoing
4.66.0029	Bridge Replacement - Brandywine Road	Over Piscataway Creek, Clinton	Brandywine and Vicinity	Nine	Replacement	12,023	FY 2026
4.66.0046	Bridge Replacement - Chestnut Avenue	Over Newstop Branch, Bowie	Bowie and Vicinity	Four	Replacement	8,521	FY 2027
4.66.0038	Bridge Replacement - Governor Bridge Road	Over the Patuxent River, Bowie	City of Bowie	Four	Replacement	6,476	TBD
4.66.0028	Bridge Replacement - Livingston Road	Over Piscataway Creek, Clinton	Piscataway and Vicinity	Nine	Replacement	12,184	FY 2030
4.66.0009	Bridge Replacement - Oxon Hill Road	Over Henson Creek, Fort Washington	South Potomac	Eight	Replacement	5,450	TBD
4.66.0027	Bridge Replacement - Sunnyside Avenue	Over Indian Creek, Beltsville	Fairland Beltsville	One	Replacement	14,817	FY 2024
4.66.0010	Bridge Replacement - Temple Hill Road	Over Pea Hill Branch, Clinton	Clinton and Vicinity	Nine	Replacement	8,982	FY 2024
4.66.0037	Bridge Replacement - Varnum Street	Over Edmonston Road Channel, Bladensburg	Defense Hgts. - Bladensburg and Vicinity	Five	Replacement	1,562	TBD
4.66.0006	Bus Mass Transit/Metro Access 2	Countywide	Not Assigned	Countywide	Rehabilitation	41,301	Ongoing
8.66.0003	Carillon Parking	900 Capital Centre Boulevard, Largo	Largo-Lottsford	Six	Facilities	5,000	TBD
4.66.0042	Cherry Hill Road III	From US 1 to Sellman Road, Beltsville	Fairland Beltsville	One	Rehabilitation	8,010	TBD

Project Listing *(continued)*

CIP ID#	Project Name	Address	Planning Area	Council District	Project Class	Total Project Cost (000)	Completion Date
4.66.0018	Church Road Improvements	From Woodmore Road to MD 214, Woodmore	Mitchellville and Vicinity	Four	Rehabilitation	10,038	TBD
4.66.0007	Contee Road Reconstruction	From US 1 to MD 201, Laurel	Northwestern	One	Rehabilitation	25,505	FY 2024
4.66.0003	County Revitalization & Restoration 2	Countywide	Not Assigned	Countywide	Rehabilitation	8,312	Ongoing
4.66.0002	Curb & Road Rehabilitation 2	Countywide	Not Assigned	Countywide	Rehabilitation	476,933	Ongoing
4.66.0026	DPWT Facilities	Various Locations	Not Assigned	Various	Rehabilitation	43,711	Ongoing
4.66.0031	Developer Contribution Projects	Countywide	Not Assigned	Countywide	Rehabilitation	31,138	Ongoing
4.66.0049	Emergency Repairs - Roadways & Bridges	Countywide	Not Assigned	Countywide	Rehabilitation	4,854	Ongoing
8.66.0005	FBI Headquarters Infrastructure Improvements	Greenbelt Metro Station & Vicinity, Greenbelt	Greenbelt and Vicinity	Four	Infrastructure	131,000	TBD
4.66.0008	Green Street Improvements	Countywide	Not Assigned	Countywide	Rehabilitation	38,874	Ongoing
4.66.0048	Livingston Road	From MD 210 to St. Barnabas Road, Oxon Hill	The Heights and Vicinity	Eight	Rehabilitation	3,200	TBD
4.66.0043	Lottsford Road III	From Archer Lane to Lottsford Vista Road, Mitchellville	Largo-Lottsford	Six	Rehabilitation	2,900	TBD
4.66.0044	MD 4 (Pennsylvania Avenue)	From Westphalia Road to Dower House Road, Clinton	Westphalia and Vicinity	Six	Rehabilitation	158,000	TBD
4.66.0051	Maryland 210 Corridor Transportation Improvements	From Charles County line to I-95/I-495, Fort Washington	Not Assigned	Eight	Rehabilitation	85,397	Ongoing
7.66.0001	Maryland Purple Line	Various Locations	Not Assigned	Various	New Construction	129,576	TBD
4.66.0025	Oxon Hill Road	From Harborview Avenue to MD 210, Oxon Hill	South Potomac	Eight	Rehabilitation	28,335	TBD
4.66.0040	Pedestrian Safety Improvements	Countywide	Not Assigned	Countywide	Rehabilitation	138,284	Ongoing
4.66.0022	Permit Bond Default Revolving Fund	Various Locations	Not Assigned	Countywide	Rehabilitation	16,192	Ongoing
9.66.0001	Planning & Site Acquisition 2	Countywide	Not Assigned	Countywide	Land Acquisition	6,673	Ongoing
4.66.0013	Rhode Island Avenue	From MD 193 to US Route 1, Beltsville	Fairland Beltsville	One	Rehabilitation	11,333	TBD
4.66.0061	Sidewalk Infill and Repair	Countywide	Not Assigned	Countywide	Rehabilitation	3,000	Ongoing

Project Listing *(continued)*

CIP ID#	Project Name	Address	Planning Area	Council District	Project Class	Total Project Cost (000)	Completion Date
1.66.0002	Sound Barriers	Various Locations	Not Assigned	Countywide	New Construction	5,228	Ongoing
4.66.0050	South County Roadway Improvements	Various Locations	Not Assigned	Various	Rehabilitation	19,749	Ongoing
7.66.0002	Southern Maryland Rapid Transit	MD 5/US 301 Corridor, Brandywine	Not Assigned	Nine	New Construction	500	TBD
1.66.0001	Street Lights & Traffic Signals 2	Countywide	Not Assigned	Countywide	Rehabilitation	67,112	Ongoing
4.66.0021	Street Tree Removal & Replacement	Countywide	Not Assigned	Countywide	Replacement	14,799	Ongoing
4.66.0015	Suitland Road	From Allentown Road to Suitland Parkway, Suitland	The Heights and Vicinity	Seven	Rehabilitation	13,651	TBD
4.66.0032	Surratts Road	Beverly Avenue to Brandywine Road to Thrift Road, Rosaryville	Clinton and Vicinity	Nine	Rehabilitation	13,930	TBD
8.66.0002	Town Of Upper Marlboro	Upper Marlboro Area, Upper Marlboro	Upper Marlboro and Vicinity	Nine	Rehabilitation	100	TBD
4.66.0004	Traffic Congestion Improvements 2	Countywide	Not Assigned	Countywide	Rehabilitation	46,437	Ongoing
4.66.0039	Transit Oriented Development Infrastructure	Countywide	Not Assigned	Countywide	Infrastructure	102,818	FY 2028
4.66.0005	Transportation Enhancements 2	Countywide	Not Assigned	Countywide	Rehabilitation	38,175	Ongoing
4.66.0047	US 301 Improvements	MD 214 to South of MD 725, Mitchellville	Mitchellville and Vicinity	Four	Rehabilitation	28,910	TBD
4.66.0014	Utility Repair Project	Countywide	Not Assigned	Countywide	Infrastructure	17,264	Ongoing
4.66.0019	Virginia Manor Road	From Old Gunpowder to Muirkirk Road, Laurel	Northwestern	One	Rehabilitation	25,694	TBD
Program Total						\$2,095,897	
NUMBER OF PROJECTS = 53							



Description: This project will modify existing curbs, gutters and sidewalks throughout the County to bring the existing infrastructure into compliance with current Americans with Disabilities Act (ADA) design standards. In addition, this project may be used with other funding to upgrade existing mass transit bus stops and related facilities along County and State roadways to bring them into ADA standard compliance.

Justification: Many of the County's curbs, gutters and sidewalks were built many years ago and do not meet current ADA design guidelines. The project consists of pavement and concrete rehabilitation work.

Highlights: This project is on hold due to debt affordability concerns.

Enabling Legislation: CB-30-2018

Location		Status	
Address	Countywide	Project Status	Under Construction
Council District	Countywide	Class	Rehabilitation
Planning Area	Not Assigned	Land Status	Publicly Owned Land

PROJECT MILESTONES

	Estimate	Actual
1 st Year in Capital Program		FY 2010
1 st Year in Capital Budget		FY 2012
Completed Design		Ongoing
Began Construction		Ongoing
Project Completion		Ongoing

CUMULATIVE APPROPRIATION (000'S)

Life to Date	FY 2025 Estimate	FY 2026	Total
\$2,682	\$325	\$0	\$3,007

Project Summary

Category/Description	Total Project Cost	Life to Date Actual	FY 2025 Estimate	Total 6 Years	Budget Year FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Beyond 6 Years
EXPENDITURE											
PLANS	\$778	\$778	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—
LAND	—	—	—	—	—	—	—	—	—	—	—
CONSTR	1,374	1,374	—	—	—	—	—	—	—	—	—
EQUIP	—	—	—	—	—	—	—	—	—	—	—
OTHER	855	530	325	—	—	—	—	—	—	—	—
TOTAL	\$3,007	\$2,682	\$325	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—
FUNDING											
GO BONDS	\$3,007	\$2,543	\$464	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—
TOTAL	\$3,007	\$2,543	\$464	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—
OPERATING IMPACT											
PERSONNEL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	
OPERATING				—	—	—	—	—	—	—	
DEBT				—	—	—	—	—	—	—	
OTHER				—	—	—	—	—	—	—	
TOTAL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	



Description: This project consists of reconstructing Addison Road from Walker Mill Road to MD 214. First, four travel lanes with a median will be constructed. Improvements will include roadway widening, construction of crosswalks, sidewalks, landscaping, street lighting and a roadway median to improve the safety, function, capacity and appearance of the roadway.

Justification: The existing roadway and related infrastructure have deteriorated and require modification to meet current needs. The roadway's overall aesthetics and pedestrian access areas in the corridor warrant rehabilitation. This project will improve traffic flows, increase traffic safety in the area and provide better access to the Addison Road Metro Station.

Highlights: The first phase of this project at the intersection of Walker Mill Road and Addison Road continues with construction through FY 2026. The second phase is a major multi-modal improvement beginning with design in FY 2026. Cumulative appropriation will support the design and construction work in FY 2026.

Location		Status	
Address	From Walker Mill Road to MD 214, District Heights	Project Status	Under Construction
Council District	Seven	Class	Rehabilitation
Planning Area	Suitland, District Heights and Vicinity	Land Status	Publicly Owned Land

Enabling Legislation: CB-44-2022

PROJECT MILESTONES

	Estimate	Actual
1 st Year in Capital Program		FY 1986
1 st Year in Capital Budget		FY 1991
Completed Design		FY 2022
Began Construction		FY 2022
Project Completion	TBD	

CUMULATIVE APPROPRIATION (000'S)

Life to Date	FY 2025 Estimate	FY 2026	Total
\$2,947	\$12,291	\$0	\$15,238

Project Summary

Category/Description	Total Project Cost	Life to Date Actual	FY 2025 Estimate	Total 6 Years	Budget Year FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Beyond 6 Years
EXPENDITURE											
PLANS	\$1,380	\$1,130	\$250	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—
LAND	58	58	—	—	—	—	—	—	—	—	—
CONSTR	12,126	85	12,041	—	—	—	—	—	—	—	—
EQUIP	—	—	—	—	—	—	—	—	—	—	—
OTHER	1,674	1,674	—	—	—	—	—	—	—	—	—
TOTAL	\$15,238	\$2,947	\$12,291	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—
FUNDING											
GO BONDS	\$13,851	\$2,445	\$11,406	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—
OTHER	1,387	1,353	34	—	—	—	—	—	—	—	—
TOTAL	\$15,238	\$3,798	\$11,440	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—
OPERATING IMPACT											
PERSONNEL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	
OPERATING				—	—	—	—	—	—	—	
DEBT				—	—	—	—	—	—	—	
OTHER				—	—	—	—	—	—	—	
TOTAL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	



Description: Auth Road, Phase II consists of reconstructing Auth Road from the new Metro Access Road to Allentown Road. This project will add capacity, implement geometric improvements, provide for bicycle lanes, resolve storm drainage problems and enhance pedestrian access and safety. Traffic signals, sidewalks, street lighting and landscaping will be installed.

Justification: Currently, Auth Road does not provide adequate pedestrian and vehicular access to the Branch Avenue Metro Station. A continuing growth in traffic related to the nearby metro station requires capacity improvements.

Highlights: No significant highlights for this project.

Enabling Legislation: CB-43-2020

Location		Status	
Address	From Henderson Way to Allentown Road, Camp Springs	Project Status	Design Not Begun
Council District	Eight	Class	Replacement
Planning Area	Henson Creek	Land Status	Site Selected Only

PROJECT MILESTONES

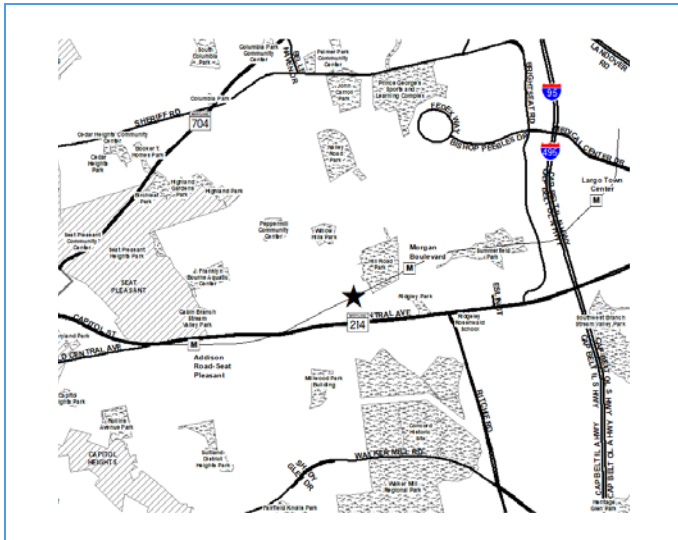
	Estimate	Actual
1 st Year in Capital Program		FY 2000
1 st Year in Capital Budget		FY 2014
Completed Design	TBD	
Began Construction	TBD	
Project Completion	TBD	

CUMULATIVE APPROPRIATION (000'S)

Life to Date	FY 2025 Estimate	FY 2026	Total
\$0	\$0	\$0	\$0

Project Summary

Category/Description	Total Project Cost	Life to Date Actual	FY 2025 Estimate	Total 6 Years	Budget Year FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Beyond 6 Years
EXPENDITURE											
PLANS	\$16,950	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$16,950
LAND	—	—	—	—	—	—	—	—	—	—	—
CONSTR	—	—	—	—	—	—	—	—	—	—	—
EQUIP	—	—	—	—	—	—	—	—	—	—	—
OTHER	—	—	—	—	—	—	—	—	—	—	—
TOTAL	\$16,950	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$16,950
FUNDING											
GO BONDS	\$16,950	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$16,950
TOTAL	\$16,950	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$16,950
OPERATING IMPACT											
PERSONNEL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	
OPERATING				—	—	—	—	—	—	—	
DEBT				—	—	—	—	—	—	—	
OTHER				—	—	—	—	—	—	—	
TOTAL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	



Description: This project provides local and State funding to support infrastructure projects along the Blue Line Corridor including improvements around the Largo, Garrett Morgan Boulevard, Addison Road/Seat Pleasant and Capitol Heights metro stations.

Justification: This project will enhance the surrounding transit oriented development infrastructure and will provide needed traffic safety enhancements.

Highlights: In FY 2026, State funding will support corridor-wide pedestrian safety improvements and complete street projects that include Lottsford Road, Medical Center Drive and Garrett Morgan Boulevard. State funding comes from GO bonds and the Maryland Department of Transportation's Consolidated Transportation Program's PAYGO funds.

Enabling Legislation: Not Applicable

Location		Status	
Address	Various Locations	Project Status	Design Stage
Council District	Various	Class	New Construction
Planning Area	Landover and Vicinity	Land Status	Not Assigned

PROJECT MILESTONES

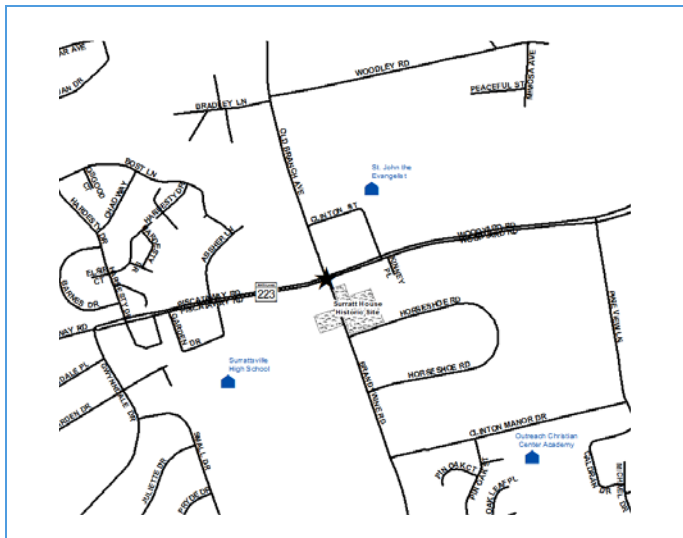
	Estimate	Actual
1 st Year in Capital Program		FY 2023
1 st Year in Capital Budget		FY 2023
Completed Design	TBD	
Began Construction	TBD	
Project Completion	TBD	

CUMULATIVE APPROPRIATION (000'S)

Life to Date	FY 2025 Estimate	FY 2026	Total
\$211	\$20,334	\$15,055	\$35,600

Project Summary

Category/Description	Total Project Cost	Life to Date Actual	FY 2025 Estimate	Total 6 Years	Budget Year FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Beyond 6 Years
EXPENDITURE											
PLANS	\$2,800	\$211	\$2,589	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—
LAND	375	—	375	—	—	—	—	—	—	—	—
CONSTR	47,275	—	17,370	29,905	15,055	14,850	—	—	—	—	—
EQUIP	—	—	—	—	—	—	—	—	—	—	—
OTHER	—	—	—	—	—	—	—	—	—	—	—
TOTAL	\$50,450	\$211	\$20,334	\$29,905	\$15,055	\$14,850	\$—	\$—	\$—	\$—	\$—
FUNDING											
STATE	\$50,450	\$—	\$14,700	\$35,750	\$20,900	\$14,850	\$—	\$—	\$—	\$—	\$—
TOTAL	\$50,450	\$—	\$14,700	\$35,750	\$20,900	\$14,850	\$—	\$—	\$—	\$—	\$—
OPERATING IMPACT											
PERSONNEL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	
OPERATING				—	—	—	—	—	—	—	
DEBT				—	—	—	—	—	—	—	
OTHER				—	—	—	—	—	—	—	
TOTAL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	



Description: This project provides for improvements at the intersection of Brandywine Road, Old Branch Avenue, Piscataway Road (MD 223) and Woodyard Road (MD 223) to include, but not limited to, geometric and safety improvements including traffic signal modifications, pedestrian safety improvements, lane widening and/or additions and realignment of the existing roadways. Drainage and the related stormwater management improvements are necessary. This project is subject to developer and County funding. Developer participation for an adequacy determination requires payment of a pro-rata share toward this project, either through a Planning Board resolution or direct agreement with the County.

Justification: The improvements are needed to address traffic congestion and enhance safety at this major high volume intersection that has not been improved to accommodate the economic growth in the surrounding areas.

Highlights: Cumulative appropriation will support the work in FY 2026.

Enabling Legislation: CB-44-2022

Location		Status	
Address	Brandywine Road & MD 223, Clinton	Project Status	Design Not Begun
Council District	Nine	Class	Rehabilitation
Planning Area	Clinton and Vicinity	Land Status	No Land Involved

PROJECT MILESTONES

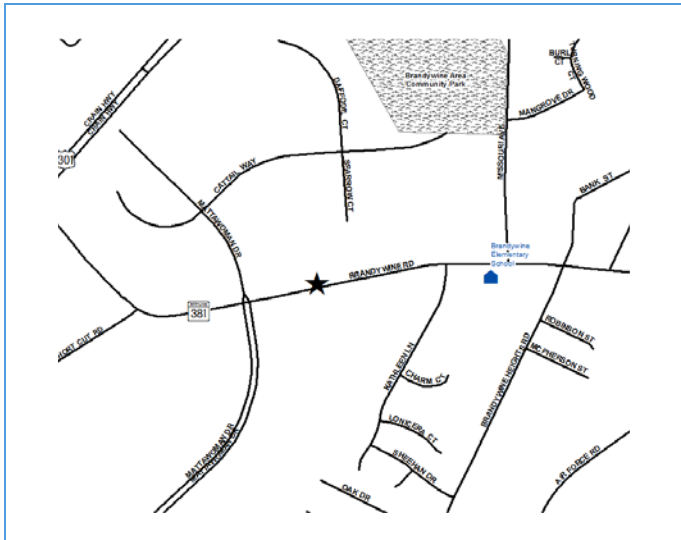
	Estimate	Actual
1 st Year in Capital Program		FY 2018
1 st Year in Capital Budget		FY 2018
Completed Design		FY 2018
Began Construction	TBD	
Project Completion	TBD	

CUMULATIVE APPROPRIATION (000'S)

Life to Date	FY 2025 Estimate	FY 2026	Total
\$13	\$13,821	\$0	\$13,834

Project Summary

Category/Description	Total Project Cost	Life to Date Actual	FY 2025 Estimate	Total 6 Years	Budget Year FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Beyond 6 Years
EXPENDITURE											
PLANS	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—
LAND	—	—	—	—	—	—	—	—	—	—	—
CONSTR	13,821	—	13,821	—	—	—	—	—	—	—	—
EQUIP	—	—	—	—	—	—	—	—	—	—	—
OTHER	13	13	—	—	—	—	—	—	—	—	—
TOTAL	\$13,834	\$13	\$13,821	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—
FUNDING											
GO BONDS	\$6,197	\$3,008	\$3,189	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—
STATE	1,000	—	1,000	—	—	—	—	—	—	—	—
DEV	5,531	—	5,531	—	—	—	—	—	—	—	—
OTHER	1,106	553	553	—	—	—	—	—	—	—	—
TOTAL	\$13,834	\$3,561	\$10,273	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—
OPERATING IMPACT											
PERSONNEL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	
OPERATING				—	—	—	—	—	—	—	
DEBT				—	—	—	—	—	—	—	
OTHER				—	—	—	—	—	—	—	
TOTAL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	



Description: In accordance with CR-9-2017, the following improvements are in order of priority: completion of Brandywine Spine Road as a minimum four-lane arterial roadway from Matapeake Business Drive north to MD 381; Brandywine Spine Road from MD 381 extending north and west to US 301; and Brandywine Spine Road from US 301 extending west to MD 5. This includes any turning lanes, related signalization and pedestrian or bicycle facilities not deemed to be the responsibility of the subdivider. Priority may also be given to improvements on MD 5 in Planning Area 85A agreed to by the State and County which improve safety at intersections with County roadways.

Justification: Improvements are needed to address traffic congestion and enhance safety at high volume intersections.

Highlights: Funding supports the Villages at Timothy Branch Subdivision and Mattawoman Drive per the Developer Participation Agreement (DPA) and the Branch Avenue Mixed-use Transportation Oriented (M-X-T) Project Improvements per the DPA. Cumulative appropriation will support the work in FY 2026.

Location		Status	
Address	Brandywine Area, Brandywine	Project Status	Under Construction
Council District	Nine	Class	Rehabilitation
Planning Area	Brandywine and Vicinity	Land Status	Publicly Owned Land

PROJECT MILESTONES

	Estimate	Actual
1 st Year in Capital Program		FY 2018
1 st Year in Capital Budget		FY 2018
Completed Design		FY 2018
Began Construction		FY 2019
Project Completion	TBD	

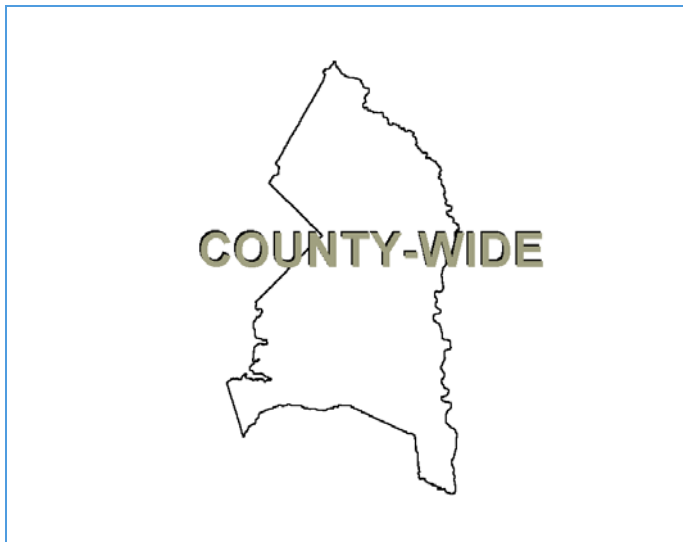
Enabling Legislation: Not Applicable

CUMULATIVE APPROPRIATION (000'S)

Life to Date	FY 2025 Estimate	FY 2026	Total
\$6,176	\$11,829	\$0	\$18,005

Project Summary

Category/Description	Total Project Cost	Life to Date Actual	FY 2025 Estimate	Total 6 Years	Budget Year FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Beyond 6 Years
EXPENDITURE											
PLANS	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—
LAND	—	—	—	—	—	—	—	—	—	—	—
CONSTR	18,005	6,176	11,829	—	—	—	—	—	—	—	—
EQUIP	—	—	—	—	—	—	—	—	—	—	—
OTHER	—	—	—	—	—	—	—	—	—	—	—
TOTAL	\$18,005	\$6,176	\$11,829	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—
FUNDING											
DEV	18,005	6,417	11,588	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—
TOTAL	\$18,005	\$6,417	\$11,588	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—
OPERATING IMPACT											
PERSONNEL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	
OPERATING				—	—	—	—	—	—	—	
DEBT				—	—	—	—	—	—	—	
OTHER				—	—	—	—	—	—	—	
TOTAL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	



Description: This project provides funding to replace and/or rehabilitate County bridges based on the Maryland State Highway Administration sufficiency ratings. It also provides funding for small scale and emergency capital repairs to various bridges located throughout the County.

Justification: Many County bridges require substructure and/or superstructure enhancements to bring them to current Federal Highway Administration and American Association of State Highway Transportation Officials operational and functional standards.

Highlights: Federal funding will be utilized for design and construction of the project at an 80/20 federal/local funding ratio. Federal funding for this project comes from the Federal Highway Administration and is administered through the State Highway Administration.

Enabling Legislation: CB-42-2024

Location		Status	
Address	Countywide	Project Status	Under Construction
Council District	Countywide	Class	Rehabilitation
Planning Area	Not Assigned	Land Status	No Land Involved

PROJECT MILESTONES

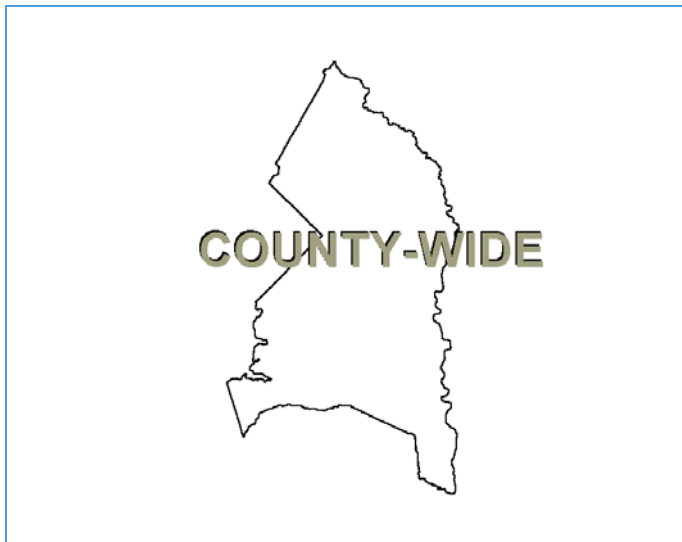
	Estimate	Actual
1 st Year in Capital Program		FY 2008
1 st Year in Capital Budget		FY 2019
Completed Design		Ongoing
Began Construction		Ongoing
Project Completion		Ongoing

CUMULATIVE APPROPRIATION (000'S)

Life to Date	FY 2025 Estimate	FY 2026	Total
\$3,824	\$10,007	\$2,070	\$15,901

Project Summary

Category/Description	Total Project Cost	Life to Date Actual	FY 2025 Estimate	Total 6 Years	Budget Year FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Beyond 6 Years
EXPENDITURE											
PLANS	\$3,565	\$10	\$—	\$3,555	\$1,450	\$680	\$800	\$100	\$275	\$250	\$—
LAND	120	—	—	120	—	120	—	—	—	—	—
CONSTR	49,710	3,807	10,007	35,896	620	9,396	2,250	5,500	8,010	10,120	—
EQUIP	—	—	—	—	—	—	—	—	—	—	—
OTHER	7	7	—	—	—	—	—	—	—	—	—
TOTAL	\$53,402	\$3,824	\$10,007	\$39,571	\$2,070	\$10,196	\$3,050	\$5,600	\$8,285	\$10,370	\$—
FUNDING											
GO BONDS	\$10,681	\$3,623	\$—	\$7,058	\$—	\$1,597	\$610	\$1,120	\$1,657	\$2,074	\$—
FEDERAL	42,721	804	10,261	31,656	1,656	8,156	2,440	4,480	6,628	8,296	—
TOTAL	\$53,402	\$4,427	\$10,261	\$38,714	\$1,656	\$9,753	\$3,050	\$5,600	\$8,285	\$10,370	\$—
OPERATING IMPACT											
PERSONNEL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	
OPERATING				—	—	—	—	—	—	—	
DEBT				—	—	—	—	—	—	—	
OTHER				—	—	—	—	—	—	—	
TOTAL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	



Description: This project provides funding to replace and/or rehabilitate County bridges based on the Maryland State Highway Administration sufficiency ratings. It also provides funding for small scale and emergency capital repairs to various bridges located throughout the County. This project is also used to inspect and improve/replace pedestrian bridges to better facilitate pedestrian access and mobility.

Justification: Many County bridges require substructure and/or superstructure enhancements to bring them to current Federal Highway Administration and American Association of State Highway Transportation Officials operational and functional standards.

Highlights: The FY 2026 budget supports costs associated to structural replacements of the Harry S. Truman Drive bridge, continuation of the Culvert Replacement and Rehabilitation Program and other costs related to the general inspection of bridges under a 20-foot span.

Enabling Legislation: CB-42-2024

Location		Status	
Address	Countywide	Project Status	Under Construction
Council District	Countywide	Class	Rehabilitation
Planning Area	Not Assigned	Land Status	Publicly Owned Land

PROJECT MILESTONES

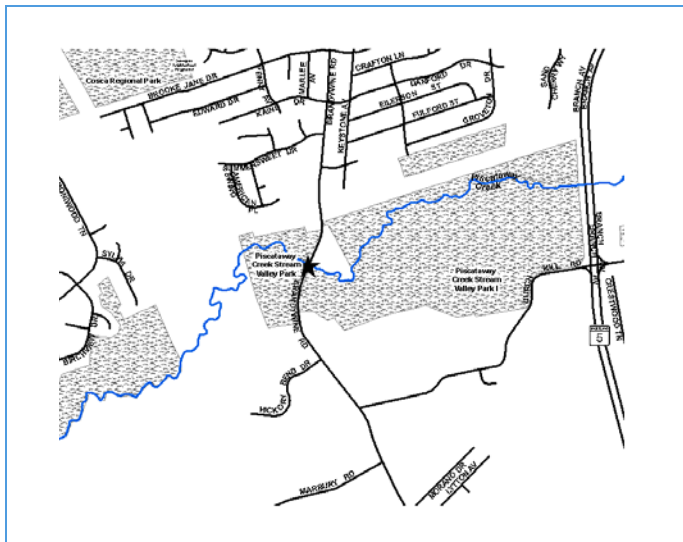
	Estimate	Actual
1 st Year in Capital Program		FY 2009
1 st Year in Capital Budget		FY 2010
Completed Design		Ongoing
Began Construction		Ongoing
Project Completion		Ongoing

CUMULATIVE APPROPRIATION (000'S)

Life to Date	FY 2025 Estimate	FY 2026	Total
\$25,072	\$8,663	\$2,900	\$36,635

Project Summary

Category/Description	Total Project Cost	Life to Date Actual	FY 2025 Estimate	Total 6 Years	Budget Year FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Beyond 6 Years
EXPENDITURE											
PLANS	\$16,678	\$9,702	\$1,776	\$5,200	\$1,100	\$800	\$1,000	\$1,800	\$250	\$250	\$—
LAND	561	311	50	200	50	50	50	50	—	—	—
CONSTR	27,111	9,589	4,844	12,678	1,500	1,633	4,000	2,545	—	3,000	—
EQUIP	—	—	—	—	—	—	—	—	—	—	—
OTHER	8,713	5,470	1,993	1,250	250	—	500	—	—	500	—
TOTAL	\$53,063	\$25,072	\$8,663	\$19,328	\$2,900	\$2,483	\$5,550	\$4,395	\$250	\$3,750	\$—
FUNDING											
GO BONDS	\$48,634	\$23,199	\$5,357	\$20,078	\$3,650	\$2,483	\$5,550	\$4,395	\$250	\$3,750	\$—
FEDERAL	1,985	1,985	—	—	—	—	—	—	—	—	—
DEV	1	1	—	—	—	—	—	—	—	—	—
OTHER	2,443	2,443	—	—	—	—	—	—	—	—	—
TOTAL	\$53,063	\$27,628	\$5,357	\$20,078	\$3,650	\$2,483	\$5,550	\$4,395	\$250	\$3,750	\$—
OPERATING IMPACT											
PERSONNEL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	
OPERATING				—	—	—	—	—	—	—	
DEBT				—	—	—	—	—	—	—	
OTHER				—	—	—	—	—	—	—	
TOTAL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	



Description: This project replaces the existing structure over Piscataway Creek, constructs scour counter-measures within the creek to protect the bridge substructure, lengthens, widens and raises the structure and reconstructs the approach roadways. The existing bridge, constructed of concrete, is posted for 22,000 pounds and is in a deteriorated condition.

Justification: The existing 30-foot concrete structure is deteriorating and needs to be replaced.

Highlights: The FY 2026 budget supports the installation of sidewalks, street lights and landscaping costs associated to the replacement of the existing bridge over Piscataway Creek. Federal funding for this project comes from the Federal Highway Administration and is administered through the State Highway Administration. The total project costs have increased due to inflation and revised cost estimates.

Enabling Legislation: CB-44-2022

Location		Status	
Address	Over Piscataway Creek, Clinton	Project Status	Design Stage
Council District	Nine	Class	Replacement
Planning Area	Brandywine and Vicinity	Land Status	Publicly Owned Land

PROJECT MILESTONES

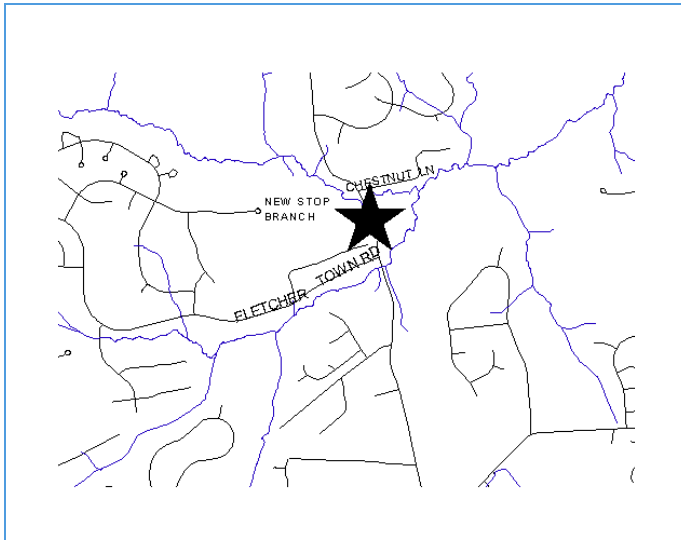
	Estimate	Actual
1 st Year in Capital Program		FY 2008
1 st Year in Capital Budget		FY 2011
Completed Design		FY 2021
Began Construction		FY 2023
Project Completion	FY 2026	

CUMULATIVE APPROPRIATION (000'S)

Life to Date	FY 2025 Estimate	FY 2026	Total
\$611	\$5,980	\$4,732	\$11,323

Project Summary

Category/Description	Total Project Cost	Life to Date Actual	FY 2025 Estimate	Total 6 Years	Budget Year FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Beyond 6 Years
EXPENDITURE											
PLANS	\$773	\$479	\$244	\$50	\$50	\$—	\$—	\$—	\$—	\$—	\$—
LAND	2	2	—	—	—	—	—	—	—	—	—
CONSTR	11,148	30	5,736	5,382	4,682	700	—	—	—	—	—
EQUIP	—	—	—	—	—	—	—	—	—	—	—
OTHER	100	100	—	—	—	—	—	—	—	—	—
TOTAL	\$12,023	\$611	\$5,980	\$5,432	\$4,732	\$700	\$—	\$—	\$—	\$—	\$—
FUNDING											
GO BONDS	\$479	\$479	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—
FEDERAL	11,295	628	5,235	5,432	4,732	700	—	—	—	—	—
OTHER	249	249	—	—	—	—	—	—	—	—	—
TOTAL	\$12,023	\$1,356	\$5,235	\$5,432	\$4,732	\$700	\$—	\$—	\$—	\$—	\$—
OPERATING IMPACT											
PERSONNEL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—
OPERATING				—	—	—	—	—	—	—	—
DEBT				—	—	—	—	—	—	—	—
OTHER				—	—	—	—	—	—	—	—
TOTAL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—



Description: This project replaces the Chestnut Avenue Bridge over Newstop Branch and reconstructs the approach roadways. The replacement bridge will be longer, wider and higher than the existing structure. The approach roadways will be modified to reflect the changes to the bridge.

Justification: The existing 19-foot span steel and reinforced concrete bridge is experiencing deterioration and is in need of structural replacement.

Highlights: Funding supports construction activities expected to conclude in FY 2027. The total project costs have increased due to inflation and revised cost estimates.

Enabling Legislation: CB-44-2022

Location		Status	
Address	Over Newstop Branch, Bowie	Project Status	Under Construction
Council District	Four	Class	Replacement
Planning Area	Bowie and Vicinity	Land Status	Publicly Owned Land

PROJECT MILESTONES

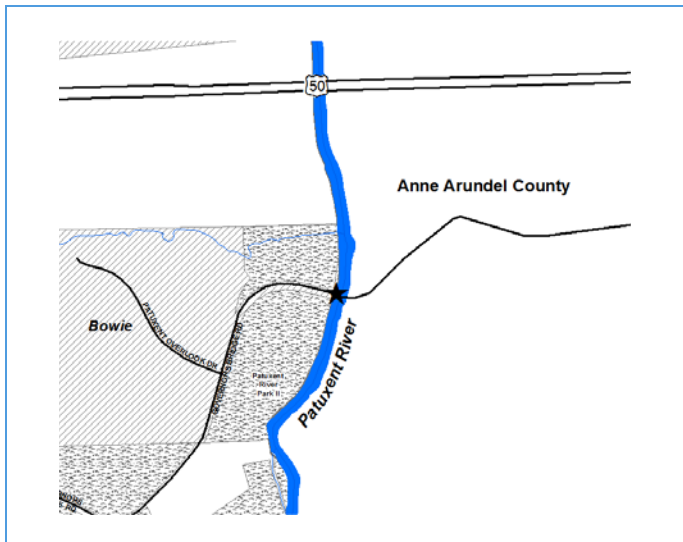
	Estimate	Actual
1 st Year in Capital Program		FY 2005
1 st Year in Capital Budget		FY 2018
Completed Design		FY 2020
Began Construction		FY 2023
Project Completion	FY 2027	

CUMULATIVE APPROPRIATION (000'S)

Life to Date	FY 2025 Estimate	FY 2026	Total
\$270	\$5,576	\$2,675	\$8,521

Project Summary

Category/Description	Total Project Cost	Life to Date Actual	FY 2025 Estimate	Total 6 Years	Budget Year FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Beyond 6 Years
EXPENDITURE											
PLANS	\$2,255	\$176	\$2,054	\$25	\$25	\$—	\$—	\$—	\$—	\$—	\$—
LAND	20	20	—	—	—	—	—	—	—	—	—
CONSTR	6,237	65	3,522	2,650	2,650	—	—	—	—	—	—
EQUIP	—	—	—	—	—	—	—	—	—	—	—
OTHER	9	9	—	—	—	—	—	—	—	—	—
TOTAL	\$8,521	\$270	\$5,576	\$2,675	\$2,675	\$—	\$—	\$—	\$—	\$—	\$—
FUNDING											
GO BONDS	\$8,521	\$2,608	\$3,238	\$2,675	\$2,675	\$—	\$—	\$—	\$—	\$—	\$—
TOTAL	\$8,521	\$2,608	\$3,238	\$2,675	\$2,675	\$—	\$—	\$—	\$—	\$—	\$—
OPERATING IMPACT											
PERSONNEL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—
OPERATING				—	—	—	—	—	—	—	—
DEBT				—	—	—	—	—	—	—	—
OTHER				—	—	—	—	—	—	—	—
TOTAL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—



Description: This project replaces the existing structure. It is a single lane Pratt through-truss bridge with steel stringers and steel beams with an open grid steel deck. The structure is load posted for 4,000 pounds and carries a sufficiency rating of 2. This structure is jointly owned by Prince George's County and Anne Arundel County.

Justification: The existing structure over the Patuxent River, built circa 1910, is deteriorating and is in need of structural replacement.

Highlights: The project has been pushed back by one year. Federal funding will be utilized for design and construction of the project at an 80/20 federal/local funding ratio. Federal funding for this project comes from the Federal Highway Administration and is administered through the State Highway Administration. The total project costs have increased due to inflation and revised cost estimates.

Enabling Legislation: CB-43-2020

Location		Status	
Address	Over the Patuxent River, Bowie	Project Status	Design Stage
Council District	Four	Class	Replacement
Planning Area	City of Bowie	Land Status	Publicly Owned Land

PROJECT MILESTONES

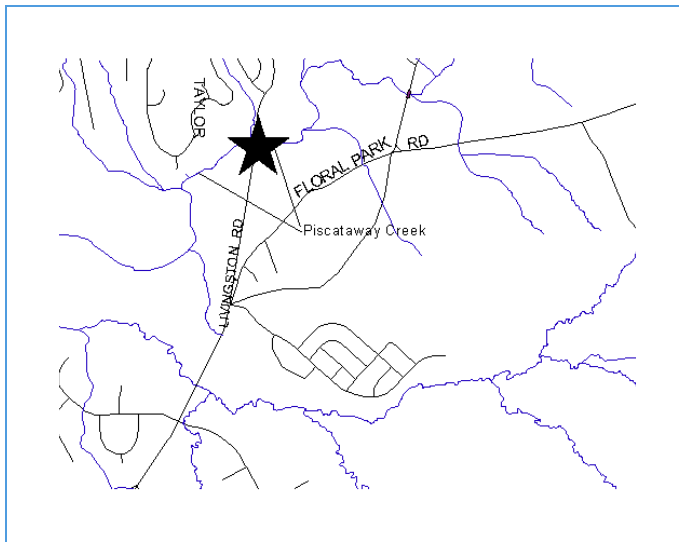
	Estimate	Actual
1 st Year in Capital Program		FY 2013
1 st Year in Capital Budget		FY 2017
Completed Design		FY 2021
Began Construction	TBD	
Project Completion	TBD	

CUMULATIVE APPROPRIATION (000'S)

Life to Date	FY 2025 Estimate	FY 2026	Total
\$268	\$558	\$325	\$1,151

Project Summary

Category/Description	Total Project Cost	Life to Date Actual	FY 2025 Estimate	Total 6 Years	Budget Year FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Beyond 6 Years
EXPENDITURE											
PLANS	\$1,475	\$267	\$558	\$650	\$325	\$325	\$—	\$—	\$—	\$—	\$—
LAND	—	—	—	—	—	—	—	—	—	—	—
CONSTR	5,000	—	—	5,000	—	—	2,000	2,500	500	—	—
EQUIP	—	—	—	—	—	—	—	—	—	—	—
OTHER	1	1	—	—	—	—	—	—	—	—	—
TOTAL	\$6,476	\$268	\$558	\$5,650	\$325	\$325	\$2,000	\$2,500	\$500	\$—	\$—
FUNDING											
GO BONDS	\$1,296	\$651	\$—	\$645	\$—	\$—	\$45	\$500	\$100	\$—	\$—
FEDERAL	5,180	—	660	4,520	260	260	1,600	2,000	400	—	—
TOTAL	\$6,476	\$651	\$660	\$5,165	\$260	\$260	\$1,645	\$2,500	\$500	\$—	\$—
OPERATING IMPACT											
PERSONNEL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	
OPERATING				—	—	—	—	—	—	—	
DEBT				—	—	—	—	—	—	—	
OTHER				—	—	—	—	—	—	—	
TOTAL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	



Description: This project will replace the existing Livingston Road Bridge over Piscataway Creek, reconstruct the approach roadways and install sidewalks, street lights and landscaping. The replacement bridge will be longer, wider and higher than the existing bridge. Scour counter-measures will also be constructed to protect the bridge foundation. Right-of-way, wetlands mitigation and necessary roadway rehabilitation beyond the bridge and approach limits are anticipated to be County funded. The bridge is currently load restricted to 58,000 pounds and was originally constructed in 1932.

Justification: The existing 66-foot span reinforced concrete bridge is experiencing deterioration. The bridge's piles and abutments are subject to scour.

Highlights: The project has been pushed back by one year. Federal funding will be utilized for design and construction of the project at an 80/20 federal/local funding ratio. Federal funding for this project comes from the Federal Highway Administration and is administered through the State Highway Administration. The total project costs have increased due to inflation and revised cost estimates.

Enabling Legislation: CB-44-2022

Location		Status	
Address	Over Piscataway Creek, Clinton	Project Status	Design Stage
Council District	Nine	Class	Replacement
Planning Area	Piscataway and Vicinity	Land Status	Publicly Owned Land

PROJECT MILESTONES

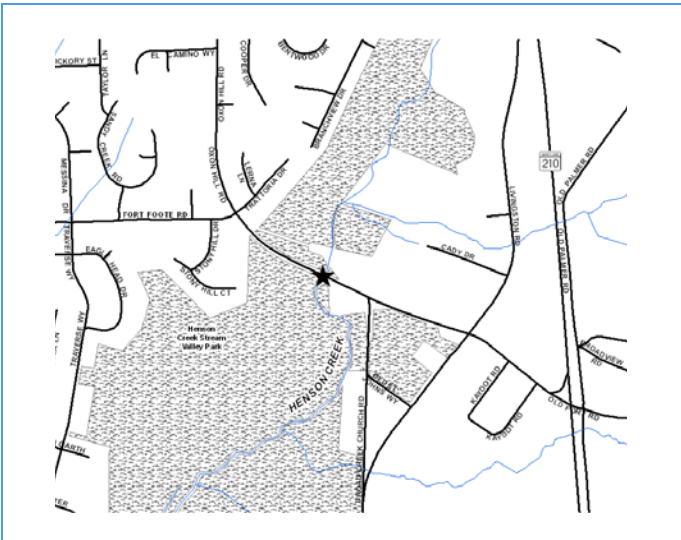
	Estimate	Actual
1 st Year in Capital Program		FY 2005
1 st Year in Capital Budget		FY 2011
Completed Design		FY 2023
Began Construction		FY 2024
Project Completion	FY 2030	

CUMULATIVE APPROPRIATION (000'S)

Life to Date	FY 2025 Estimate	FY 2026	Total
\$746	\$1,538	\$500	\$2,784

Project Summary

Category/Description	Total Project Cost	Life to Date Actual	FY 2025 Estimate	Total 6 Years	Budget Year FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Beyond 6 Years
EXPENDITURE											
PLANS	\$3,117	\$429	\$1,538	\$1,150	\$500	\$350	\$100	\$100	\$100	\$—	\$—
LAND	330	80	—	250	—	250	—	—	—	—	—
CONSTR	8,500	—	—	8,500	—	—	2,000	4,500	2,000	—	—
EQUIP	—	—	—	—	—	—	—	—	—	—	—
OTHER	237	237	—	—	—	—	—	—	—	—	—
TOTAL	\$12,184	\$746	\$1,538	\$9,900	\$500	\$600	\$2,100	\$4,600	\$2,100	\$—	\$—
FUNDING											
GO BONDS	\$2,437	\$883	\$—	\$1,554	\$—	\$—	\$214	\$920	\$420	\$—	\$—
FEDERAL	9,477	356	1,201	7,920	400	480	1,680	3,680	1,680	—	—
DEV	194	194	—	—	—	—	—	—	—	—	—
OTHER	76	76	—	—	—	—	—	—	—	—	—
TOTAL	\$12,184	\$1,509	\$1,201	\$9,474	\$400	\$480	\$1,894	\$4,600	\$2,100	\$—	\$—
OPERATING IMPACT											
PERSONNEL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	
OPERATING				—	—	—	—	—	—	—	
DEBT				—	—	—	—	—	—	—	
OTHER				—	—	—	—	—	—	—	
TOTAL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	



Description: This project replaces the existing structure, Bridge No. P0310, over Henson Creek and constructs scour counter-measures within the creek channel to protect the bridge substructure. In addition to the construction of a larger and wider structure, the approach roadways will be realigned and reconstructed in accordance with the area's master plan.

Justification: The existing 127-foot long, two-lane, three span prestressed concrete bridge was originally constructed in 1963. No improvements to the bridge have occurred since that time, and it is deteriorating. The bridge is load-posted for 54,000 pounds, thereby preventing many large trucks from crossing the structure.

Highlights: Due to other federal aid bridge projects currently underway, this project remains beyond six years.

Enabling Legislation: CB-43-2020

Location		Status	
Address	Over Henson Creek, Fort Washington	Project Status	Design Not Begun
Council District	Eight	Class	Replacement
Planning Area	South Potomac	Land Status	Publicly Owned Land

PROJECT MILESTONES

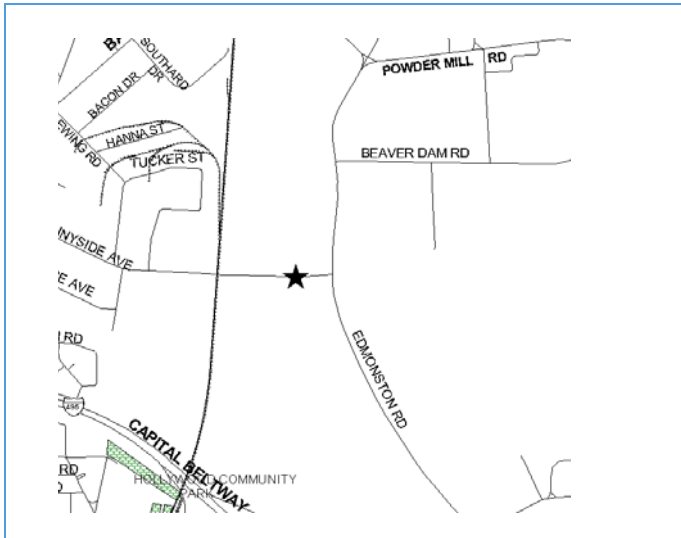
	Estimate	Actual
1 st Year in Capital Program		FY 2011
1 st Year in Capital Budget		FY 2012
Completed Design	TBD	
Began Construction	TBD	
Project Completion	TBD	

CUMULATIVE APPROPRIATION (000'S)

Life to Date	FY 2025 Estimate	FY 2026	Total
\$0	\$0	\$0	\$0

Project Summary

Category/Description	Total Project Cost	Life to Date Actual	FY 2025 Estimate	Total 6 Years	Budget Year FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Beyond 6 Years
EXPENDITURE											
PLANS	\$350	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$350
LAND	100	—	—	—	—	—	—	—	—	—	100
CONSTR	5,000	—	—	—	—	—	—	—	—	—	5,000
EQUIP	—	—	—	—	—	—	—	—	—	—	—
OTHER	—	—	—	—	—	—	—	—	—	—	—
TOTAL	\$5,450	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$5,450
FUNDING											
GO BONDS	\$1,090	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$1,090
FEDERAL	4,360	—	—	—	—	—	—	—	—	—	4,360
TOTAL	\$5,450	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$5,450
OPERATING IMPACT											
PERSONNEL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	
OPERATING				—	—	—	—	—	—	—	
DEBT				—	—	—	—	—	—	—	
OTHER				—	—	—	—	—	—	—	
TOTAL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	



Description: This project replaces the Sunnyside Avenue Bridge over Indian Creek and widens the roadway west of the CSX crossing to Kenilworth Avenue (MD 201). The original bridge was built in 1946 and rehabilitated in 1966 and 1974.

Justification: The existing 24-foot wide, 33-foot long steel beam with concrete deck bridge is deteriorating. The bridge and its approaches are prone to flooding, necessitating the frequent closing of the roadway. This project is within the State Highway Administration's (SHA) MD 201 study limits, and the design of the bridge is being coordinated with the SHA's MD 201 project.

Highlights: Construction was completed in FY 2024. Outstanding costs reflect those required for fiscal closeout for final project closure.

Enabling Legislation: CB-44-2022

Location		Status	
Address	Over Indian Creek, Beltsville	Project Status	Closing - Finance
Council District	One	Class	Replacement
Planning Area	Fairland Beltsville	Land Status	Publicly Owned Land

PROJECT MILESTONES

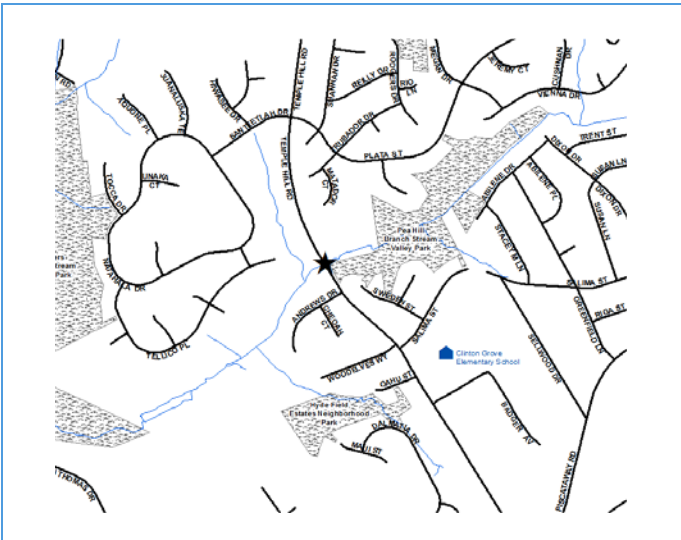
	Estimate	Actual
1 st Year in Capital Program		FY 2001
1 st Year in Capital Budget		FY 2009
Completed Design		FY 2019
Began Construction		FY 2011
Project Completion		FY 2024

CUMULATIVE APPROPRIATION (000'S)

Life to Date	FY 2025 Estimate	FY 2026	Total
\$13,693	\$1,074	\$50	\$14,817

Project Summary

Category/Description	Total Project Cost	Life to Date Actual	FY 2025 Estimate	Total 6 Years	Budget Year FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Beyond 6 Years
EXPENDITURE											
PLANS	\$734	\$734	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—
LAND	—	—	—	—	—	—	—	—	—	—	—
CONSTR	13,206	12,082	1,074	50	50	—	—	—	—	—	—
EQUIP	—	—	—	—	—	—	—	—	—	—	—
OTHER	877	877	—	—	—	—	—	—	—	—	—
TOTAL	\$14,817	\$13,693	\$1,074	\$50	\$50	\$—	\$—	\$—	\$—	\$—	\$—
FUNDING											
GO BONDS	\$5,825	\$5,825	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—
FEDERAL	8,595	7,890	655	50	50	—	—	—	—	—	—
OTHER	397	397	—	—	—	—	—	—	—	—	—
TOTAL	\$14,817	\$14,112	\$655	\$50	\$50	\$—	\$—	\$—	\$—	\$—	\$—
OPERATING IMPACT											
PERSONNEL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	
OPERATING				—	—	—	—	—	—	—	
DEBT				—	—	—	—	—	—	—	
OTHER				—	—	—	—	—	—	—	
TOTAL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	



Description: This project replaces the existing structure, Bridge No. P1505, over Pea Hill Branch with a larger, wider and higher structure. The replacement bridge will be 36 feet long and 68 feet wide to improve vehicular safety and to accommodate pedestrians and bicycle usage. The roadway approaches will be improved on both sides of the bridge, from Salima Street to 1,500 feet north, for nighttime visibility and to eliminate the sag vertical curve in the vicinity. Roadway lighting will be included.

Justification: The existing 16-foot long, 22-foot wide steel beam, concrete deck structure carries Temple Hill Road over Pea Hill Branch. The narrow width of the structure has resulted in frequent vehicular collisions with the traffic barrier causing significant damage to the superstructure. The existing structure is in poor condition and needs to be replaced.

Highlights: Construction was completed in FY 2024. Outstanding costs reflect those required for fiscal closeout for final project closure.

Enabling Legislation: CB-44-2022

Location		Status	
Address	Over Pea Hill Branch, Clinton	Project Status	Closing - Finance
Council District	Nine	Class	Replacement
Planning Area	Clinton and Vicinity	Land Status	Publicly Owned Land

PROJECT MILESTONES

	Estimate	Actual
1 st Year in Capital Program		FY 2013
1 st Year in Capital Budget		FY 2013
Completed Design		FY 2021
Began Construction		FY 2015
Project Completion		FY 2024

CUMULATIVE APPROPRIATION (000'S)

Life to Date	FY 2025 Estimate	FY 2026	Total
\$8,150	\$832	\$0	\$8,982

Project Summary

Category/Description	Total Project Cost	Life to Date Actual	FY 2025 Estimate	Total 6 Years	Budget Year FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Beyond 6 Years
EXPENDITURE											
PLANS	\$521	\$521	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—
LAND	36	36	—	—	—	—	—	—	—	—	—
CONSTR	8,151	7,319	832	—	—	—	—	—	—	—	—
EQUIP	—	—	—	—	—	—	—	—	—	—	—
OTHER	274	274	—	—	—	—	—	—	—	—	—
TOTAL	\$8,982	\$8,150	\$832	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—
FUNDING											
GO BONDS	\$8,982	\$8,972	\$10	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—
TOTAL	\$8,982	\$8,972	\$10	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—
OPERATING IMPACT											
PERSONNEL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—
OPERATING				—	—	—	—	—	—	—	—
DEBT				—	—	—	—	—	—	—	—
OTHER				—	—	—	—	—	—	—	—
TOTAL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—



Description: This project consists of replacing the Varnum Street Bridge over the Edmonston Road Channel. The original bridge was built in 1958 and reconstructed in 1982. It is load posted for 6,000 pounds.

Justification: The existing 25-foot wide, 26-foot long reinforced concrete bridge is experiencing deterioration and is in need of replacement.

Highlights: No significant highlights for this project.

Enabling Legislation: CB-43-2020

Location		Status	
Address	Over Edmonston Road Channel, Bladensburg	Project Status	Design Not Begun
Council District	Five	Class	Replacement
Planning Area	Defense Hgts. - Bladensburg and Vicinity	Land Status	Publicly Owned Land

PROJECT MILESTONES

	Estimate	Actual
1 st Year in Capital Program		FY 2011
1 st Year in Capital Budget		FY 2012
Completed Design	TBD	
Began Construction	TBD	
Project Completion	TBD	

CUMULATIVE APPROPRIATION (000'S)

Life to Date	FY 2025 Estimate	FY 2026	Total
\$0	\$0	\$0	\$0

Project Summary

Category/Description	Total Project Cost	Life to Date Actual	FY 2025 Estimate	Total 6 Years	Budget Year FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Beyond 6 Years
EXPENDITURE											
PLANS	\$400	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$400
LAND	—	—	—	—	—	—	—	—	—	—	—
CONSTR	1,162	—	—	—	—	—	—	—	—	—	1,162
EQUIP	—	—	—	—	—	—	—	—	—	—	—
OTHER	—	—	—	—	—	—	—	—	—	—	—
TOTAL	\$1,562	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$1,562
FUNDING											
GO BONDS	\$1,562	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$1,562
TOTAL	\$1,562	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$1,562
OPERATING IMPACT											
PERSONNEL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	
OPERATING				—	—	—	—	—	—	—	
DEBT				—	—	—	—	—	—	—	
OTHER				—	—	—	—	—	—	—	
TOTAL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	



Description: Funds from this project are used to purchase buses, construct related capital facilities for both bus and rail activities, roadway improvements and provide pedestrian and vehicular access improvement to metro stations and bus stops.

Justification: This project will provide for mass transit related construction and equipment needs of the County. Projects include continuing design of various bus shelters, upgrading sidewalk access and ensuring ADA compatibility.

Highlights: The FY 2026 budget supports improvements related to pedestrian and vehicular access at bus stops, the purchase of battery electric buses and microgrid system construction to support the charging infrastructure needs of the buses. Federal funding comes from the FY 2024 Low-No Emissions grant awarded to the department in FY 2025. 'Other' funding comes from the Transportation Services Improvement Special Revenue Fund.

Enabling Legislation: CB-44-2022

Location		Status	
Address	Countywide	Project Status	Not Assigned
Council District	Countywide	Class	Rehabilitation
Planning Area	Not Assigned	Land Status	No Land Involved

PROJECT MILESTONES

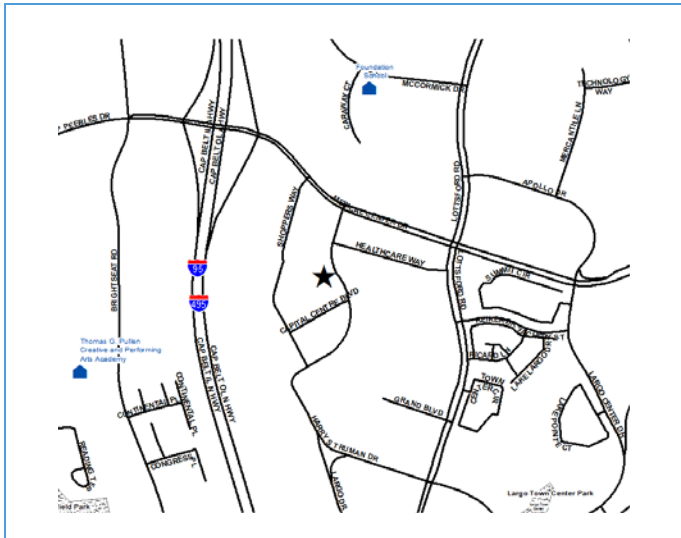
	Estimate	Actual
1 st Year in Capital Program		FY 2009
1 st Year in Capital Budget		FY 2011
Completed Design		Ongoing
Began Construction		Ongoing
Project Completion		Ongoing

CUMULATIVE APPROPRIATION (000'S)

Life to Date	FY 2025 Estimate	FY 2026	Total
\$4,401	\$20,753	\$10,147	\$35,301

Project Summary

Category/Description	Total Project Cost	Life to Date Actual	FY 2025 Estimate	Total 6 Years	Budget Year FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Beyond 6 Years
EXPENDITURE											
PLANS	\$5,599	\$2,349	\$2,500	\$750	\$500	\$250	\$—	\$—	\$—	\$—	\$—
LAND	—	—	—	—	—	—	—	—	—	—	—
CONSTR	20,571	168	14,253	6,150	400	250	1,000	1,500	1,000	2,000	—
EQUIP	13,247	—	4,000	9,247	9,247	—	—	—	—	—	—
OTHER	1,884	1,884	—	—	—	—	—	—	—	—	—
TOTAL	\$41,301	\$4,401	\$20,753	\$16,147	\$10,147	\$500	\$1,000	\$1,500	\$1,000	\$2,000	\$—
FUNDING											
GO BONDS	\$4,585	\$2,217	\$1,368	\$1,000	\$—	\$—	\$—	\$—	\$—	\$1,000	\$—
FEDERAL	18,403	342	12,814	5,247	5,247	—	—	—	—	—	—
STATE	2,125	2,125	—	—	—	—	—	—	—	—	—
OTHER	16,188	488	5,800	9,900	4,900	500	1,000	1,500	1,000	1,000	—
TOTAL	\$41,301	\$5,172	\$19,982	\$16,147	\$10,147	\$500	\$1,000	\$1,500	\$1,000	\$2,000	\$—
OPERATING IMPACT											
PERSONNEL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	
OPERATING				—	—	—	—	—	—	—	
DEBT				—	—	—	—	—	—	—	
OTHER				—	—	—	—	—	—	—	
TOTAL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	



Description: The Carillon project is a mixed-use development situated on 38.7 acres of land adjacent to the Largo Metro Station and the new University of Maryland Capital Region Medical Center. The nearly \$1 billion project at full buildout as planned will include 1,493 multi-family residential housing units, 183 condominiums, a 300-room hotel, 248,500 square feet of retail space and 719,000 square feet of office space.

Justification: This project fulfills the County's obligation to assist in constructing retail parking spaces at Carillon.

Highlights: In the revised payment in lieu of taxes (PILOT) agreement with the developer, the County must fund this activity in FY 2026.

Enabling Legislation: CB-44-2022

Location		Status	
Address	900 Capital Centre Boulevard, Largo	Project Status	Design Not Begun
Council District	Six	Class	Facilities
Planning Area	Largo-Lottsford	Land Status	Site Selected Only

PROJECT MILESTONES

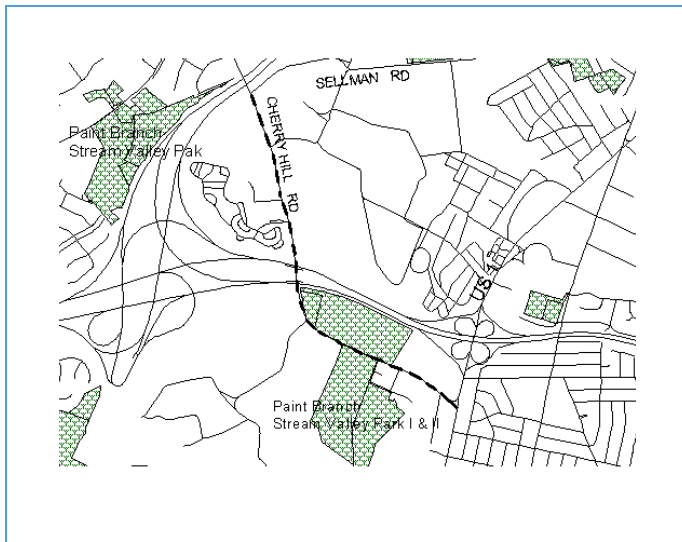
	Estimate	Actual
1 st Year in Capital Program		FY 2023
1 st Year in Capital Budget		FY 2025
Completed Design	TBD	
Began Construction	TBD	
Project Completion	TBD	

CUMULATIVE APPROPRIATION (000'S)

Life to Date	FY 2025 Estimate	FY 2026	Total
\$0	\$2,500	\$2,500	\$5,000

Project Summary

Category/Description	Total Project Cost	Life to Date Actual	FY 2025 Estimate	Total 6 Years	Budget Year FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Beyond 6 Years
EXPENDITURE											
PLANS	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—
LAND	—	—	—	—	—	—	—	—	—	—	—
CONSTR	5,000	—	2,500	2,500	2,500	—	—	—	—	—	—
EQUIP	—	—	—	—	—	—	—	—	—	—	—
OTHER	—	—	—	—	—	—	—	—	—	—	—
TOTAL	\$5,000	\$—	\$2,500	\$2,500	\$2,500	\$—	\$—	\$—	\$—	\$—	\$—
FUNDING											
GO BONDS	5,000	\$—	2,500	2,500	2,500	\$—	\$—	\$—	\$—	\$—	\$—
TOTAL	\$5,000	\$—	\$2,500	\$2,500	\$2,500	\$—	\$—	\$—	\$—	\$—	\$—
OPERATING IMPACT											
PERSONNEL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—
OPERATING				—	—	—	—	—	—	—	—
DEBT				—	—	—	—	—	—	—	—
OTHER				—	—	—	—	—	—	—	—
TOTAL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—



Description: This project reconstructs 1.6 miles of Cherry Hill Road from Sellman Road to Little Paint Branch, north of US Route 1, and includes widening two bridges and replacing one. The project will reconstruct the existing two-lane roadway to provide additional traffic lanes. Also included are bike trails, sidewalks, additional traffic signals and street lighting.

Justification: The present roadway is 20 feet wide with very narrow shoulders. Both vertical and horizontal roadway alignments need improvement to carry the ever increasing volume of traffic, which is currently 25,000 vehicles per day.

Highlights: No significant highlights for this project.

Enabling Legislation: Not Applicable

Location		Status	
Address	From US 1 to Sellman Road, Beltsville	Project Status	Design Not Begun
Council District	One	Class	Rehabilitation
Planning Area	Fairland Beltsville	Land Status	Site Selected Only

PROJECT MILESTONES

	Estimate	Actual
1 st Year in Capital Program		FY 1985
1 st Year in Capital Budget		FY 1985
Completed Design	TBD	
Began Construction	TBD	
Project Completion	TBD	

CUMULATIVE APPROPRIATION (000'S)

Life to Date	FY 2025 Estimate	FY 2026	Total
\$0	\$0	\$0	\$0

Project Summary

Category/Description	Total Project Cost	Life to Date Actual	FY 2025 Estimate	Total 6 Years	Budget Year FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Beyond 6 Years
EXPENDITURE											
PLANS	\$8,010	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$8,010
LAND	—	—	—	—	—	—	—	—	—	—	—
CONSTR	—	—	—	—	—	—	—	—	—	—	—
EQUIP	—	—	—	—	—	—	—	—	—	—	—
OTHER	—	—	—	—	—	—	—	—	—	—	—
TOTAL	\$8,010	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$8,010
FUNDING											
GO BONDS	\$8,010	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$8,010
TOTAL	\$8,010	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$8,010
OPERATING IMPACT											
PERSONNEL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	
OPERATING				—	—	—	—	—	—	—	
DEBT				—	—	—	—	—	—	—	
OTHER				—	—	—	—	—	—	—	
TOTAL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	



Description: This project provides geometric and safety improvements to Church Road between Woodmore Road and MD 214 (Central Avenue). Improvements will include intersection improvements, local realignment of the roadway and the addition of shoulders and roadside drainage where necessary. The horizontal and vertical alignment of the roadway will be improved.

Justification: This improvement is needed to enhance safety along the roadway and eliminate the S-curve and narrow roadway south of Woodmore Road.

Highlights: No significant highlights for this project.

Enabling Legislation: CB-43-2020

Location		Status	
Address	From Woodmore Road to MD 214, Woodmore	Project Status	Design Not Begun
Council District	Four	Class	Rehabilitation
Planning Area	Mitchellville and Vicinity	Land Status	Site Selected Only

PROJECT MILESTONES

	Estimate	Actual
1 st Year in Capital Program		FY 2006
1 st Year in Capital Budget		FY 2007
Completed Design	TBD	
Began Construction	TBD	
Project Completion	TBD	

CUMULATIVE APPROPRIATION (000'S)

Life to Date	FY 2025 Estimate	FY 2026	Total
\$170	\$249	\$0	\$419

Project Summary

Category/Description	Total Project Cost	Life to Date Actual	FY 2025 Estimate	Total 6 Years	Budget Year FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Beyond 6 Years
EXPENDITURE											
PLANS	\$9,619	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$9,619
LAND	—	—	—	—	—	—	—	—	—	—	—
CONSTR	—	—	—	—	—	—	—	—	—	—	—
EQUIP	—	—	—	—	—	—	—	—	—	—	—
OTHER	419	170	249	—	—	—	—	—	—	—	—
TOTAL	\$10,038	\$170	\$249	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$9,619
FUNDING											
GO BONDS	\$10,038	\$420	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$9,618
TOTAL	\$10,038	\$420	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$9,618
OPERATING IMPACT											
PERSONNEL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	
OPERATING				—	—	—	—	—	—	—	
DEBT				—	—	—	—	—	—	—	
OTHER				—	—	—	—	—	—	—	
TOTAL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	



Description: This project will include the reconstruction of Contee Road from US Route 1 to the proposed Konterra Drive east (MD 206). The improvements will include the construction of a four-lane divided roadway with median, bicycle lanes, sidewalks, street lights, traffic signals, curb and gutter and landscaping.

Justification: This improvement is needed to serve planned development in the area and to improve access to the Laurel Regional Hospital.

Highlights: Construction was completed in FY 2024. Outstanding costs reflect those required for fiscal closeout for final project closure.

Enabling Legislation: CB-48-2014

Location		Status	
Address	From US 1 to MD 201, Laurel	Project Status	Closing - Finance
Council District	One	Class	Rehabilitation
Planning Area	Northwestern	Land Status	Publicly Owned Land

PROJECT MILESTONES

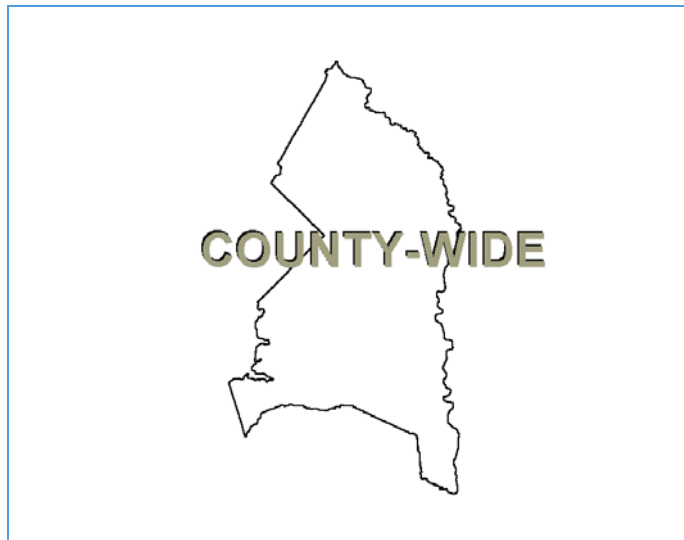
	Estimate	Actual
1 st Year in Capital Program		FY 2009
1 st Year in Capital Budget		FY 2011
Completed Design		FY 2019
Began Construction		FY 2013
Project Completion		FY 2024

CUMULATIVE APPROPRIATION (000'S)

Life to Date	FY 2025 Estimate	FY 2026	Total
\$25,149	\$356	\$0	\$25,505

Project Summary

Category/Description	Total Project Cost	Life to Date Actual	FY 2025 Estimate	Total 6 Years	Budget Year FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Beyond 6 Years
EXPENDITURE											
PLANS	\$6,150	\$6,150	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—
LAND	5,434	5,434	—	—	—	—	—	—	—	—	—
CONSTR	13,363	13,007	356	—	—	—	—	—	—	—	—
EQUIP	—	—	—	—	—	—	—	—	—	—	—
OTHER	558	558	—	—	—	—	—	—	—	—	—
TOTAL	\$25,505	\$25,149	\$356	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—
FUNDING											
GO BONDS	\$23,975	\$23,975	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—
DEV	45	45	—	—	—	—	—	—	—	—	—
OTHER	1,485	1,485	—	—	—	—	—	—	—	—	—
TOTAL	\$25,505	\$25,505	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—
OPERATING IMPACT											
PERSONNEL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	
OPERATING				—	—	—	—	—	—	—	
DEBT				—	—	—	—	—	—	—	
OTHER				—	—	—	—	—	—	—	
TOTAL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	



Description: This project provides funding for infrastructure improvements and reconstruction in areas targeted for revitalization. Improvements will include the installation of traffic signals, intersection modifications, drainage structures, street lighting, landscaping, water quality and quantity measures, bicycle lanes, sidewalks and other amenities necessary to improve or expand existing roadway infrastructure while enhancing the appearance of the community.

Justification: This project will accommodate critical capital improvements associated with the County's revitalization and economic development efforts. In particular, the area inside the beltway between MD 214 and the southern area is a priority.

Highlights: The current phase of the project is significantly complete. Outstanding costs reflect those required for fiscal closeout of the current phase. The project will remain open for potential future phases.

Enabling Legislation: CB-43-2016

Location		Status	
Address	Countywide	Project Status	Under Construction
Council District	Countywide	Class	Rehabilitation
Planning Area	Not Assigned	Land Status	Publicly Owned Land

PROJECT MILESTONES

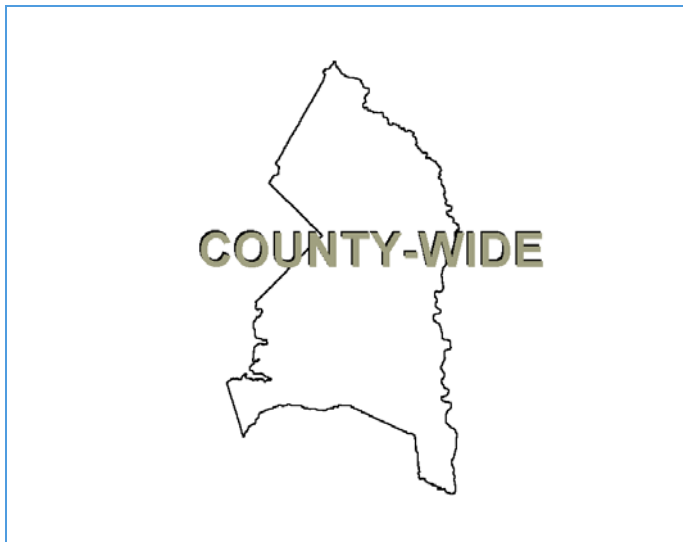
	Estimate	Actual
1 st Year in Capital Program		FY 2009
1 st Year in Capital Budget		FY 2011
Completed Design		Ongoing
Began Construction		Ongoing
Project Completion		Ongoing

CUMULATIVE APPROPRIATION (000'S)

Life to Date	FY 2025 Estimate	FY 2026	Total
\$7,266	\$1,046	\$0	\$8,312

Project Summary

Category/Description	Total Project Cost	Life to Date Actual	FY 2025 Estimate	Total 6 Years	Budget Year FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Beyond 6 Years
EXPENDITURE											
PLANS	\$723	\$723	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—
LAND	—	—	—	—	—	—	—	—	—	—	—
CONSTR	7,010	5,964	1,046	—	—	—	—	—	—	—	—
EQUIP	—	—	—	—	—	—	—	—	—	—	—
OTHER	579	579	—	—	—	—	—	—	—	—	—
TOTAL	\$8,312	\$7,266	\$1,046	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—
FUNDING											
GO BONDS	\$7,070	\$7,070	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—
OTHER	1,242	1,242	—	—	—	—	—	—	—	—	—
TOTAL	\$8,312	\$8,312	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—
OPERATING IMPACT											
PERSONNEL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	
OPERATING				—	—	—	—	—	—	—	
DEBT				—	—	—	—	—	—	—	
OTHER				—	—	—	—	—	—	—	
TOTAL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	



Description: This project provides funding for rehabilitating County streets, curbs and sidewalks, making safety improvements, installing new sidewalks, constructing sidewalk ramps in accordance with the Americans with Disabilities Act, landscaping, improving traffic calming, making revitalization improvements and installing guardrails.

Justification: An ongoing resurfacing and safety program provides increased vehicular and pedestrian safety, remedies hazardous conditions and upgrades the appearance of neighborhoods.

Highlights: The County continues to commit at least \$25.5 million per year in funding to resolve roadway safety, pedestrian accessibility, concrete repairs, underdrain and traffic safety issues.

Enabling Legislation: CB-42-2024

Location		Status	
Address	Countywide	Project Status	Under Construction
Council District	Countywide	Class	Rehabilitation
Planning Area	Not Assigned	Land Status	Publicly Owned Land

PROJECT MILESTONES

	Estimate	Actual
1 st Year in Capital Program		FY 2009
1 st Year in Capital Budget		FY 2010
Completed Design		Ongoing
Began Construction		Ongoing
Project Completion		Ongoing

CUMULATIVE APPROPRIATION (000'S)

Life to Date	FY 2025 Estimate	FY 2026	Total
\$291,279	\$32,654	\$25,500	\$349,433

Project Summary

Category/Description	Total Project Cost	Life to Date Actual	FY 2025 Estimate	Total 6 Years	Budget Year FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Beyond 6 Years
EXPENDITURE											
PLANS	\$17,173	\$17,173	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—
LAND	721	721	—	—	—	—	—	—	—	—	—
CONSTR	367,062	224,808	25,654	116,600	18,500	18,500	21,100	18,500	19,500	20,500	—
EQUIP	—	—	—	—	—	—	—	—	—	—	—
OTHER	91,977	48,577	7,000	36,400	7,000	7,000	4,400	7,000	6,000	5,000	—
TOTAL	\$476,933	\$291,279	\$32,654	\$153,000	\$25,500	\$25,500	\$25,500	\$25,500	\$25,500	\$25,500	\$—
FUNDING											
GO BONDS	\$410,089	\$224,702	\$32,387	\$153,000	\$25,500	\$25,500	\$25,500	\$25,500	\$25,500	\$25,500	\$—
FEDERAL	2,610	2,610	—	—	—	—	—	—	—	—	—
STATE	6,888	6,888	—	—	—	—	—	—	—	—	—
DEV	3,998	3,998	—	—	—	—	—	—	—	—	—
OTHER	53,348	53,348	—	—	—	—	—	—	—	—	—
TOTAL	\$476,933	\$291,546	\$32,387	\$153,000	\$25,500	\$25,500	\$25,500	\$25,500	\$25,500	\$25,500	\$—
OPERATING IMPACT											
PERSONNEL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	
OPERATING				—	—	—	—	—	—	—	
DEBT				—	—	—	—	—	—	—	
OTHER				—	—	—	—	—	—	—	
TOTAL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	



Description: This project provides for needed improvements and rehabilitation of Department of Public Works and Transportation facilities in Glenn Dale, Brandywine, Forestville, Inglewood and at the flood control pumping stations.

Justification: The existing Department of Public Works and Transportation facilities need major rehabilitation to bring the buildings up to current code, ADA compliance and to improve services provided to the community.

Highlights: The current funding supports the completion of the Brandywine facility and the D'Arcy Road Vehicle Wash Facility.

Enabling Legislation: CB-44-2022

Location		Status	
Address	Various Locations	Project Status	Under Construction
Council District	Various	Class	Rehabilitation
Planning Area	Not Assigned	Land Status	Publicly Owned Land

PROJECT MILESTONES

	Estimate	Actual
1 st Year in Capital Program		FY 1999
1 st Year in Capital Budget		FY 1999
Completed Design		Ongoing
Began Construction		Ongoing
Project Completion		Ongoing

CUMULATIVE APPROPRIATION (000'S)

Life to Date	FY 2025 Estimate	FY 2026	Total
\$21,855	\$2,329	\$3,777	\$27,961

Project Summary

Category/Description	Total Project Cost	Life to Date Actual	FY 2025 Estimate	Total 6 Years	Budget Year FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Beyond 6 Years
EXPENDITURE											
PLANS	\$5,698	\$2,448	\$500	\$2,750	\$500	\$250	\$500	\$500	\$500	\$500	\$—
LAND	500	—	—	500	—	—	500	—	—	—	—
CONSTR	29,720	13,614	1,829	14,277	2,277	2,500	2,500	1,000	1,000	5,000	—
EQUIP	—	—	—	—	—	—	—	—	—	—	—
OTHER	7,793	5,793	—	2,000	1,000	—	500	—	—	500	—
TOTAL	\$43,711	\$21,855	\$2,329	\$19,527	\$3,777	\$2,750	\$4,000	\$1,500	\$1,500	\$6,000	\$—
FUNDING											
GO BONDS	\$43,710	\$22,024	\$1,936	\$19,750	\$4,000	\$2,750	\$4,000	\$1,500	\$1,500	\$6,000	\$—
OTHER	1	1	—	—	—	—	—	—	—	—	—
TOTAL	\$43,711	\$22,025	\$1,936	\$19,750	\$4,000	\$2,750	\$4,000	\$1,500	\$1,500	\$6,000	\$—
OPERATING IMPACT											
PERSONNEL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	
OPERATING				—	—	—	—	—	—	—	
DEBT				—	—	—	—	—	—	—	
OTHER				—	—	—	—	—	—	—	
TOTAL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	



Description: This project provides funding for a variety of street improvements necessitated by new development. These improvements include, but are not limited to, traffic signals, intersection modifications, roadway widening, new construction, resurfacing, landscaping and contributions to a variety of State highway projects. The scope of work incorporates stormwater management treatment for legacy impervious areas for MS4/NPDES credits.

Justification: The Prince George's County Adequate Public Facilities Ordinance requires builders to provide adequate transportation capacity for additional traffic generated by new development. When not feasible to construct at the present time and in lieu of construction, developers may contribute funds for the mandated transportation improvements. Work may involve best management practices to satisfy the stormwater management ordinance.

Highlights: The FY 2026 budget supports roadway widening, resurfacing and landscaping costs associated with a variety of State highway projects.

Enabling Legislation: CB-44-2022

Location		Status	
Address	Countywide	Project Status	Under Construction
Council District	Countywide	Class	Rehabilitation
Planning Area	Not Assigned	Land Status	Publicly Owned Land

PROJECT MILESTONES

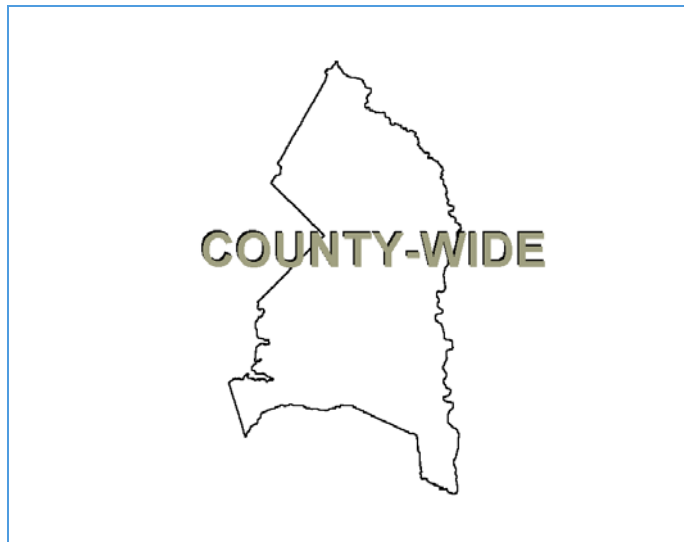
	Estimate	Actual
1 st Year in Capital Program		FY 2001
1 st Year in Capital Budget		FY 2001
Completed Design		Ongoing
Began Construction		Ongoing
Project Completion		Ongoing

CUMULATIVE APPROPRIATION (000'S)

Life to Date	FY 2025 Estimate	FY 2026	Total
\$15,481	\$10,507	\$5,150	\$31,138

Project Summary

Category/Description	Total Project Cost	Life to Date Actual	FY 2025 Estimate	Total 6 Years	Budget Year FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Beyond 6 Years
EXPENDITURE											
PLANS	\$903	\$648	\$255	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—
LAND	—	—	—	—	—	—	—	—	—	—	—
CONSTR	22,690	7,288	10,252	5,150	5,150	—	—	—	—	—	—
EQUIP	—	—	—	—	—	—	—	—	—	—	—
OTHER	7,545	7,545	—	—	—	—	—	—	—	—	—
TOTAL	\$31,138	\$15,481	\$10,507	\$5,150	\$5,150	\$—	\$—	\$—	\$—	\$—	\$—
FUNDING											
GO BONDS	\$5,039	\$550	\$4,489	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—
DEV	10,855	300	5,405	5,150	5,150	—	—	—	—	—	—
OTHER	15,244	15,244	—	—	—	—	—	—	—	—	—
TOTAL	\$31,138	\$16,094	\$9,894	\$5,150	\$5,150	\$—	\$—	\$—	\$—	\$—	\$—
OPERATING IMPACT											
PERSONNEL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	
OPERATING				—	—	—	—	—	—	—	
DEBT				—	—	—	—	—	—	—	
OTHER				—	—	—	—	—	—	—	
TOTAL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	



Description: This project will facilitate the design and construction of unanticipated damages to existing roadways, bridges and drainage structures that require immediate attention due to emergency conditions that may affect public health, safety and welfare. This project will also facilitate emergency repairs to traffic signals that are damaged due to vehicular crashes.

Justification: Immediate actions are often required to address emergency conditions arising from natural disasters such as floods and other emergencies.

Highlights: Funding will support any emergency needs that arise.

Enabling Legislation: CB-44-2022

Location		Status	
Address	Countywide	Project Status	Under Construction
Council District	Countywide	Class	Rehabilitation
Planning Area	Not Assigned	Land Status	Publicly Owned Land

PROJECT MILESTONES

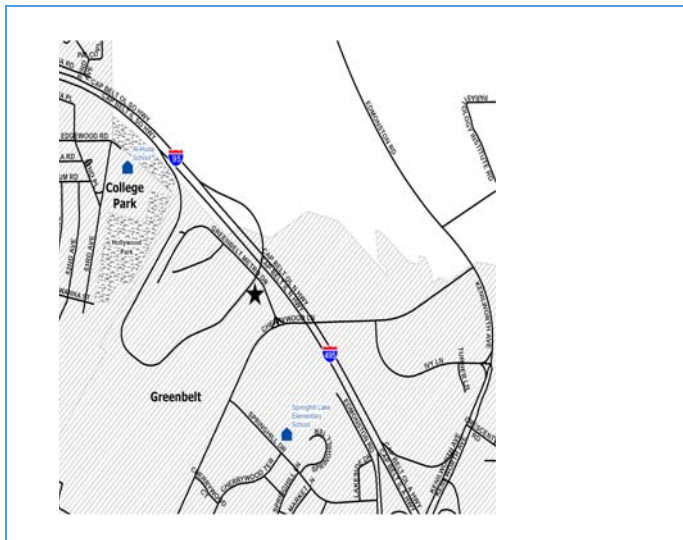
	Estimate	Actual
1 st Year in Capital Program		FY 2016
1 st Year in Capital Budget		FY 2017
Completed Design		Ongoing
Began Construction		Ongoing
Project Completion		Ongoing

CUMULATIVE APPROPRIATION (000'S)

Life to Date	FY 2025 Estimate	FY 2026	Total
\$800	\$1,554	\$0	\$2,354

Project Summary

Category/Description	Total Project Cost	Life to Date Actual	FY 2025 Estimate	Total 6 Years	Budget Year FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Beyond 6 Years
EXPENDITURE											
PLANS	\$18	\$18	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—
LAND	—	—	—	—	—	—	—	—	—	—	—
CONSTR	4,835	781	1,554	2,500	—	500	500	500	500	500	—
EQUIP	—	—	—	—	—	—	—	—	—	—	—
OTHER	1	1	—	—	—	—	—	—	—	—	—
TOTAL	\$4,854	\$800	\$1,554	\$2,500	\$—	\$500	\$500	\$500	\$500	\$500	\$—
FUNDING											
GO BONDS	\$4,854	\$1,200	\$654	\$3,000	\$500	\$500	\$500	\$500	\$500	\$500	\$—
TOTAL	\$4,854	\$1,200	\$654	\$3,000	\$500	\$500	\$500	\$500	\$500	\$500	\$—
OPERATING IMPACT											
PERSONNEL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	
OPERATING				—	—	—	—	—	—	—	
DEBT				—	—	—	—	—	—	—	
OTHER				—	—	—	—	—	—	—	
TOTAL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	



Description: This project provides funding for the replacement of the parking garage at the Greenbelt Metro Station and associated road improvements in the vicinity to support the relocation of the FBI headquarters.

Justification: The relocation of the FBI headquarters will promote economic development by creating jobs in the community and increasing demand for local businesses. The improvements associated with this project will support the expected growth of the area by providing parking spaces and roadway improvements for the travelling public.

Highlights: The FY 2026 budget supports initial planning work. 'Other' funding is to be determined as the County defines the parameters of the project.

Enabling Legislation: CB-42-2024

Location		Status	
Address	Greenbelt Metro Station & Vicinity, Greenbelt	Project Status	Design Not Begun
Council District	Four	Class	Infrastructure
Planning Area	Greenbelt and Vicinity	Land Status	Under Negotiation

PROJECT MILESTONES

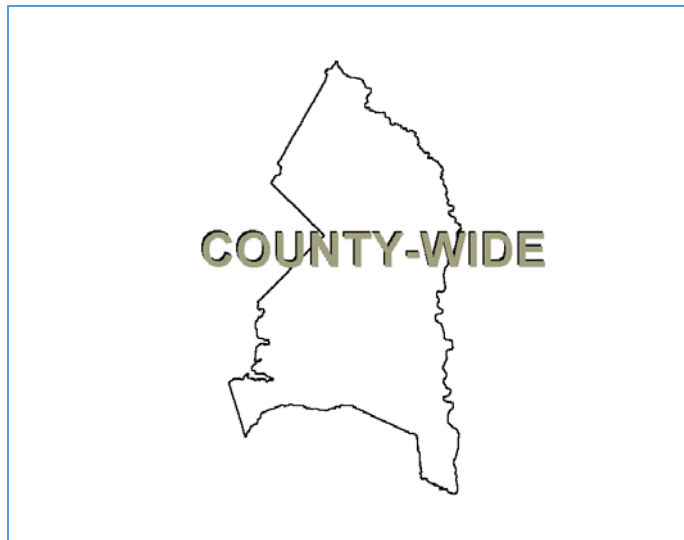
	Estimate	Actual
1 st Year in Capital Program		FY 2025
1 st Year in Capital Budget		FY 2025
Completed Design	TBD	
Began Construction	TBD	
Project Completion	TBD	

CUMULATIVE APPROPRIATION (000'S)

Life to Date	FY 2025 Estimate	FY 2026	Total
\$0	\$2,500	\$0	\$2,500

Project Summary

Category/Description	Total Project Cost	Life to Date Actual	FY 2025 Estimate	Total 6 Years	Budget Year FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Beyond 6 Years
EXPENDITURE											
PLANS	\$2,500	\$—	\$2,500	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—
LAND	—	—	—	—	—	—	—	—	—	—	—
CONSTR	128,500	—	—	128,500	—	64,000	64,500	—	—	—	—
EQUIP	—	—	—	—	—	—	—	—	—	—	—
OTHER	—	—	—	—	—	—	—	—	—	—	—
TOTAL	\$131,000	\$—	\$2,500	\$128,500	\$—	\$64,000	\$64,500	\$—	\$—	\$—	\$—
FUNDING											
OTHER	\$131,000	\$—	\$2,500	\$128,500	\$—	\$64,000	\$64,500	\$—	\$—	\$—	\$—
TOTAL	\$131,000	\$—	\$2,500	\$128,500	\$—	\$64,000	\$64,500	\$—	\$—	\$—	\$—
OPERATING IMPACT											
PERSONNEL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	
OPERATING				—	—	—	—	—	—	—	
DEBT				—	—	—	—	—	—	—	
OTHER				—	—	—	—	—	—	—	
TOTAL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	



Description: This project provides funding for improvements along major roadways and at key intersections to improve appearance, safety and functionality while addressing environmental issues. Project improvements are carried out utilizing the complete street concept including environmental and bio-retention facilities, pedestrian and bicyclist safety improvements, landscaping enhancements and streetlights.

Justification: The Maryland Department of the Environment (MDE) requires the County to mitigate the impact of past and future development and roadway improvements in order to improve the environment. In addition, these projects will improve water quality and related environmental conditions in the immediate vicinity of the projects undertaken.

Highlights: FY 2026 funding includes design costs for Campus Drive with construction starting in FY 2028. Federal funding comes from the Green Streets, Green Jobs, Green Towns grant awarded to the department in FY 2024.

Enabling Legislation: CB-30-2018

Location		Status	
Address	Countywide	Project Status	Under Construction
Council District	Countywide	Class	Rehabilitation
Planning Area	Not Assigned	Land Status	Publicly Owned Land

PROJECT MILESTONES

	Estimate	Actual
1 st Year in Capital Program		FY 2012
1 st Year in Capital Budget		FY 2012
Completed Design		Ongoing
Began Construction		Ongoing
Project Completion		Ongoing

CUMULATIVE APPROPRIATION (000'S)

Life to Date	FY 2025 Estimate	FY 2026	Total
\$33,154	\$1,470	\$250	\$34,874

Project Summary

Category/Description	Total Project Cost	Life to Date Actual	FY 2025 Estimate	Total 6 Years	Budget Year FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Beyond 6 Years
EXPENDITURE											
PLANS	\$10,695	\$10,445	\$—	\$250	\$250	\$—	\$—	\$—	\$—	\$—	\$—
LAND	253	253	—	—	—	—	—	—	—	—	—
CONSTR	26,509	21,039	1,470	4,000	—	—	1,000	1,000	1,000	1,000	—
EQUIP	—	—	—	—	—	—	—	—	—	—	—
OTHER	1,417	1,417	—	—	—	—	—	—	—	—	—
TOTAL	\$38,874	\$33,154	\$1,470	\$4,250	\$250	\$—	\$1,000	\$1,000	\$1,000	\$1,000	\$—
FUNDING											
GO BONDS	\$38,151	\$28,584	\$5,317	\$4,250	\$250	\$—	\$1,000	\$1,000	\$1,000	\$1,000	\$—
FEDERAL	150	—	150	—	—	—	—	—	—	—	—
OTHER	573	573	—	—	—	—	—	—	—	—	—
TOTAL	\$38,874	\$29,157	\$5,467	\$4,250	\$250	\$—	\$1,000	\$1,000	\$1,000	\$1,000	\$—
OPERATING IMPACT											
PERSONNEL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	
OPERATING				—	—	—	—	—	—	—	
DEBT				—	—	—	—	—	—	—	
OTHER				—	—	—	—	—	—	—	
TOTAL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	



Description: This project provides funding for the urban reconstruction of Livingston Road at various locations. Implementation will be phased as funding and priorities permit since the overall length of Livingston Road is 14.8 miles. Capacity improvements and pedestrian safety improvements will be included.

Justification: Livingston Road along the entire MD 210 corridor is experiencing congestion and does not provide for safe pedestrian mobility.

Highlights: No significant highlights for this project.

Enabling Legislation: CB-37-2008

Location		Status	
Address	From MD 210 to St. Barnabas Road, Oxon Hill	Project Status	Design Not Begun
Council District	Eight	Class	Rehabilitation
Planning Area	The Heights and Vicinity	Land Status	Site Selected Only

PROJECT MILESTONES

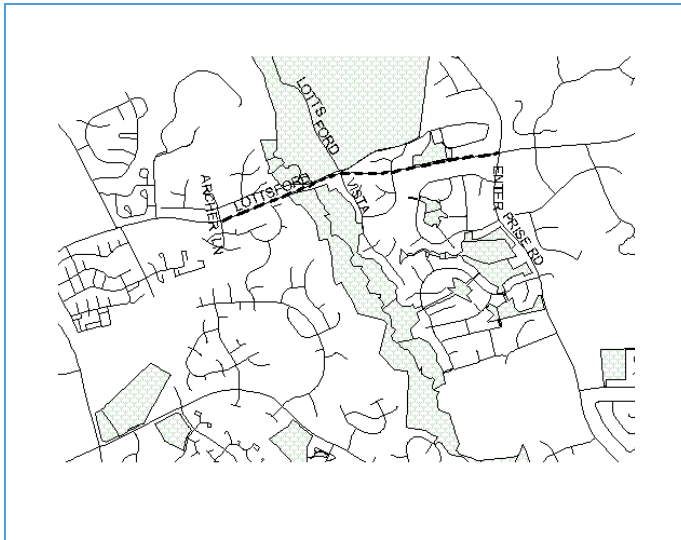
	Estimate	Actual
1 st Year in Capital Program		FY 2002
1 st Year in Capital Budget		FY XXXX
Completed Design	TBD	
Began Construction	TBD	
Project Completion	TBD	

CUMULATIVE APPROPRIATION (000'S)

Life to Date	FY 2025 Estimate	FY 2026	Total
\$0	\$0	\$0	\$0

Project Summary

Category/Description	Total Project Cost	Life to Date Actual	FY 2025 Estimate	Total 6 Years	Budget Year FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Beyond 6 Years
EXPENDITURE											
PLANS	\$3,200	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$3,200
LAND	—	—	—	—	—	—	—	—	—	—	—
CONSTR	—	—	—	—	—	—	—	—	—	—	—
EQUIP	—	—	—	—	—	—	—	—	—	—	—
OTHER	—	—	—	—	—	—	—	—	—	—	—
TOTAL	\$3,200	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$3,200
FUNDING											
GO BONDS	\$3,200	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$3,200
TOTAL	\$3,200	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$3,200
OPERATING IMPACT											
PERSONNEL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	
OPERATING				—	—	—	—	—	—	—	
DEBT				—	—	—	—	—	—	—	
OTHER				—	—	—	—	—	—	—	
TOTAL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	



Description: This project will widen Lottsford Road from Archer Lane to Lottsford Vista Road to provide four travel lanes, two in each direction. In addition, the work will include the construction of an additional bridge over Western Branch.

Justification: Traffic volumes generated by new and planned developments in the vicinity, in addition to through traffic, necessitates the reconstruction of Lottsford Road to an arterial roadway.

Highlights: No significant highlights for this project.

Enabling Legislation: CB-43-2016

Location		Status	
Address	From Archer Lane to Lottsford Vista Road, Mitchellville	Project Status	Design Not Begun
Council District	Six	Class	Rehabilitation
Planning Area	Largo-Lottsford	Land Status	Site Selected Only

PROJECT MILESTONES

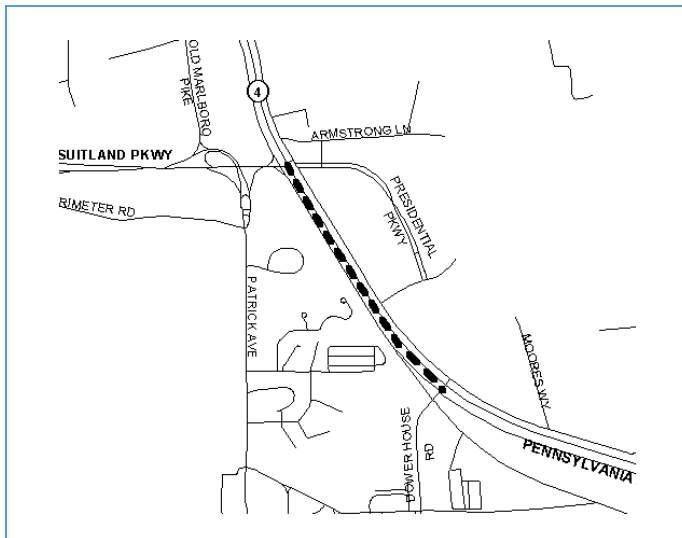
	Estimate	Actual
1 st Year in Capital Program		FY 2005
1 st Year in Capital Budget		FY XXXX
Completed Design	TBD	
Began Construction	TBD	
Project Completion	TBD	

CUMULATIVE APPROPRIATION (000'S)

Life to Date	FY 2025 Estimate	FY 2026	Total
\$0	\$0	\$0	\$0

Project Summary

Category/Description	Total Project Cost	Life to Date Actual	FY 2025 Estimate	Total 6 Years	Budget Year FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Beyond 6 Years
EXPENDITURE											
PLANS	\$2,900	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$2,900
LAND	—	—	—	—	—	—	—	—	—	—	—
CONSTR	—	—	—	—	—	—	—	—	—	—	—
EQUIP	—	—	—	—	—	—	—	—	—	—	—
OTHER	—	—	—	—	—	—	—	—	—	—	—
TOTAL	\$2,900	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$2,900
FUNDING											
GO BONDS	\$2,900	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$2,900
TOTAL	\$2,900	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$2,900
OPERATING IMPACT											
PERSONNEL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	
OPERATING				—	—	—	—	—	—	—	
DEBT				—	—	—	—	—	—	—	
OTHER				—	—	—	—	—	—	—	
TOTAL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	



Description: This project will provide improvements along MD 4 in the vicinity of Westphalia Road and Dower House Road as follows: an additional westbound through lane from MD 223 to 1,200 feet east of Dower House Road connecting to the Suitland Parkway project; two additional westbound through lanes beginning 1,200 feet east of Dower House Road and ending at the double left turn lanes at Suitland Parkway; and two additional eastbound through lanes beginning 1,200 feet west of Suitland Parkway and ending 1,200 feet east of Dower House Road.

Justification: Increasing traffic volumes in this corridor as well as proposed development in the area will require increased traffic infrastructure.

Highlights: This is a State funded project that remains in the CIP for developer collections.

Enabling Legislation: Not Applicable

Location		Status	
Address	From Westphalia Road to Dower House Road, Clinton	Project Status	Design Not Begun
Council District	Six	Class	Rehabilitation
Planning Area	Westphalia and Vicinity	Land Status	Publicly Owned Land

PROJECT MILESTONES

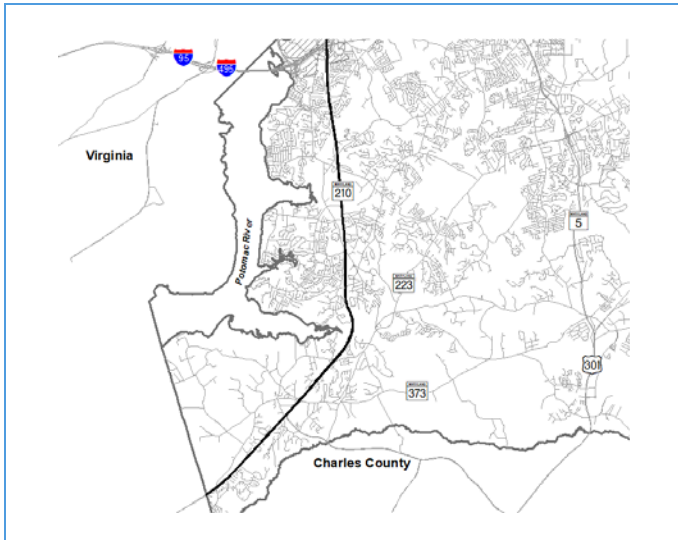
	Estimate	Actual
1 st Year in Capital Program		FY 1989
1 st Year in Capital Budget		FY XXXX
Completed Design	TBD	
Began Construction	TBD	
Project Completion	TBD	

CUMULATIVE APPROPRIATION (000'S)

Life to Date	FY 2025 Estimate	FY 2026	Total
\$0	\$0	\$0	\$0

Project Summary

Category/Description	Total Project Cost	Life to Date Actual	FY 2025 Estimate	Total 6 Years	Budget Year FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Beyond 6 Years
EXPENDITURE											
PLANS	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—
LAND	—	—	—	—	—	—	—	—	—	—	—
CONSTR	158,000	—	—	—	—	—	—	—	—	—	158,000
EQUIP	—	—	—	—	—	—	—	—	—	—	—
OTHER	—	—	—	—	—	—	—	—	—	—	—
TOTAL	\$158,000	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$158,000
FUNDING											
DEV	\$158,000	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$158,000
TOTAL	\$158,000	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$158,000
OPERATING IMPACT											
PERSONNEL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	
OPERATING				—	—	—	—	—	—	—	
DEBT				—	—	—	—	—	—	—	
OTHER				—	—	—	—	—	—	—	
TOTAL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	



Description: This project provides for the design and construction of various improvements to the MD 210 corridor. These include, but are not limited to, geometric and safety improvements including interchange construction, traffic signal modifications, lane widening and/or additions and realignment of existing roadways and pedestrian safety improvements along the MD 210 corridor. Funding is provided through the revenue generated by the MGM resort casino video lottery terminal (VLT) funds; 40% of VLT funds must be designated to the MD 210 corridor per State law.

Justification: The MD 210 corridor is vital for local and regional travel. These improvements are needed to address traffic congestion and enhance safety measures at major high volume intersections to accommodate the growth in surrounding areas.

Highlights: 'Other' funding reflects VLT funding. Please note that the FY 2026-2031 VLT funds are estimates and will be revised when actual funds are collected each fiscal year.

Enabling Legislation: Not Applicable

Location		Status	
Address	From Charles County line to I-95/I-495, Fort Washington	Project Status	Design Not Begun
Council District	Eight	Class	Rehabilitation
Planning Area	Not Assigned	Land Status	No Land Involved

PROJECT MILESTONES

	Estimate	Actual
1 st Year in Capital Program		FY 2018
1 st Year in Capital Budget		FY 2018
Completed Design		Ongoing
Began Construction		Ongoing
Project Completion		Ongoing

CUMULATIVE APPROPRIATION (000'S)

Life to Date	FY 2025 Estimate	FY 2026	Total
\$169	\$33,419	\$13,380	\$46,968

Project Summary

Category/Description	Total Project Cost	Life to Date Actual	FY 2025 Estimate	Total 6 Years	Budget Year FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Beyond 6 Years
EXPENDITURE											
PLANS	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—
LAND	—	—	—	—	—	—	—	—	—	—	—
CONSTR	85,397	169	33,419	51,809	13,380	7,685	7,701	7,681	7,681	7,681	—
EQUIP	—	—	—	—	—	—	—	—	—	—	—
OTHER	—	—	—	—	—	—	—	—	—	—	—
TOTAL	\$85,397	\$169	\$33,419	\$51,809	\$13,380	\$7,685	\$7,701	\$7,681	\$7,681	\$7,681	\$—
FUNDING											
OTHER	\$85,397	\$31,589	\$7,691	\$46,117	\$7,688	\$7,685	\$7,701	\$7,681	\$7,681	\$7,681	\$—
TOTAL	\$85,397	\$31,589	\$7,691	\$46,117	\$7,688	\$7,685	\$7,701	\$7,681	\$7,681	\$7,681	\$—
OPERATING IMPACT											
PERSONNEL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	
OPERATING				—	—	—	—	—	—	—	
DEBT				—	—	—	—	—	—	—	
OTHER				—	—	—	—	—	—	—	
TOTAL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	



Description: Creating the Purple Line, an east-west public transportation link between Montgomery and Prince George's counties, will address the growing congestion on the roads by providing an alternative to driving and providing more options to the number of people in the area who already rely on transit. This project will be funded through a combination of federal, State, local and private funds.

Justification: The Purple Line will encourage economic development by connecting people to jobs. It will provide more efficient transit service in the corridor. It will increase the potential for transit oriented development where planned at existing and identified stations in the corridor.

Highlights: County support for this project is complete but will remain open for fiscal closeout. State funding comes from the Rivderdale Purple Line grant awarded to the department in FY 2024.

Enabling Legislation: CB-30-2018

Location		Status	
Address	Various Locations	Project Status	Under Construction
Council District	Various	Class	New Construction
Planning Area	Not Assigned	Land Status	Publicly Owned Land

PROJECT MILESTONES

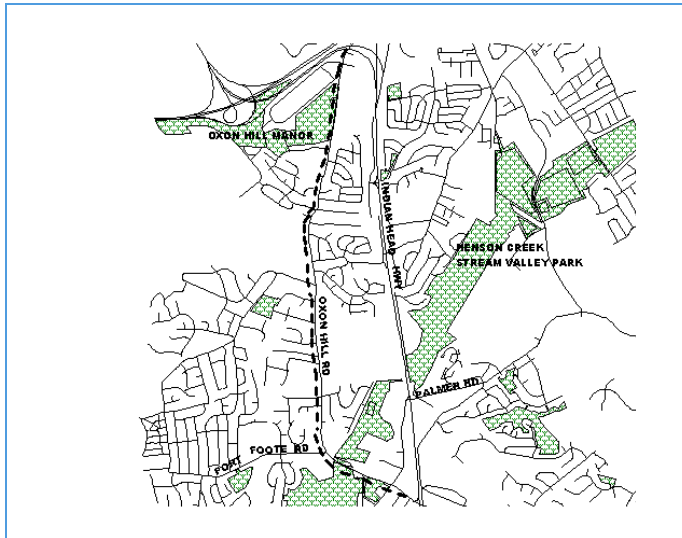
	Estimate	Actual
1 st Year in Capital Program		FY 2015
1 st Year in Capital Budget		FY 2015
Completed Design		FY 2017
Began Construction		FY 2018
Project Completion	TBD	

CUMULATIVE APPROPRIATION (000'S)

Life to Date	FY 2025 Estimate	FY 2026	Total
\$128,217	\$1,359	\$0	\$129,576

Project Summary

Category/Description	Total Project Cost	Life to Date Actual	FY 2025 Estimate	Total 6 Years	Budget Year FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Beyond 6 Years
EXPENDITURE											
PLANS	\$8	\$8	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—
LAND	454	454	—	—	—	—	—	—	—	—	—
CONSTR	8,938	7,579	1,359	—	—	—	—	—	—	—	—
EQUIP	—	—	—	—	—	—	—	—	—	—	—
OTHER	120,176	120,176	—	—	—	—	—	—	—	—	—
TOTAL	\$129,576	\$128,217	\$1,359	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—
FUNDING											
GO BONDS	\$65,701	\$63,901	\$1,800	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—
STATE	500	—	500	—	—	—	—	—	—	—	—
OTHER	63,375	63,375	—	—	—	—	—	—	—	—	—
TOTAL	\$129,576	\$127,276	\$2,300	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—
OPERATING IMPACT											
PERSONNEL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	
OPERATING				—	—	—	—	—	—	—	
DEBT				—	—	—	—	—	—	—	
OTHER				—	—	—	—	—	—	—	
TOTAL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	



Description: This project consists of three phases. Phase I, which is complete, involved resurfacing Oxon Hill Road from Livingston Road to Fort Foote Road North. Phase II involves reconstructing Oxon Hill Road as a collector roadway with curbs, gutters, in pavement bicycle lanes and closed storm drainage systems from the National Harbor entrance road to 1,000 feet south of Fort Foote Road North. Phase III involves the further improvement of Oxon Hill Road between Fort Foote Road North to MD 210 to the south.

Justification: The existing roadway is substandard in alignment, pavement design and shoulder width. The State has improved Oxon Hill Road from the north limits of this project to Indian Head Highway in conjunction with its interchange project.

Highlights: No significant highlights for this project.

Enabling Legislation: CB-43-2016

Location		Status	
Address	From Harborview Avenue to MD 210, Oxon Hill	Project Status	Under Construction
Council District	Eight	Class	Rehabilitation
Planning Area	South Potomac	Land Status	Site Selected Only

PROJECT MILESTONES

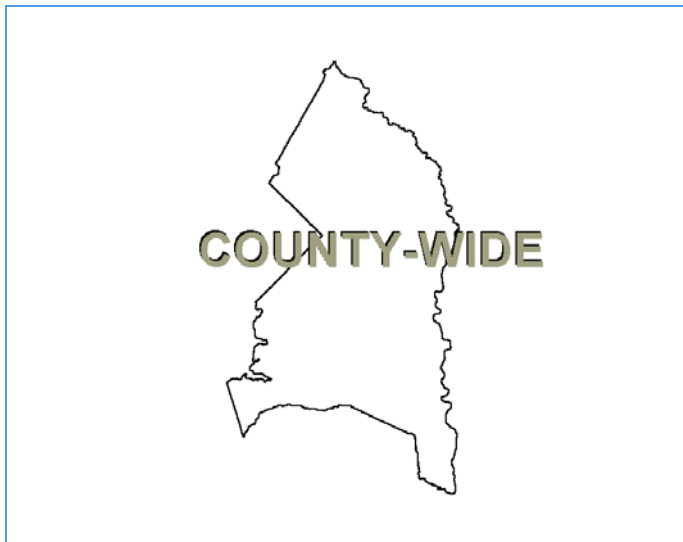
	Estimate	Actual
1 st Year in Capital Program		FY 1985
1 st Year in Capital Budget		FY 1997
Completed Design	TBD	
Began Construction	TBD	
Project Completion	TBD	

CUMULATIVE APPROPRIATION (000'S)

Life to Date	FY 2025 Estimate	FY 2026	Total
\$19,521	\$0	\$0	\$19,521

Project Summary

Category/Description	Total Project Cost	Life to Date Actual	FY 2025 Estimate	Total 6 Years	Budget Year FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Beyond 6 Years
EXPENDITURE											
PLANS	\$638	\$638	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—
LAND	—	—	—	—	—	—	—	—	—	—	—
CONSTR	14,370	5,556	—	—	—	—	—	—	—	—	8,814
EQUIP	—	—	—	—	—	—	—	—	—	—	—
OTHER	13,327	13,327	—	—	—	—	—	—	—	—	—
TOTAL	\$28,335	\$19,521	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$8,814
FUNDING											
GO BONDS	\$26,676	\$18,165	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$8,511
OTHER	1,659	1,659	—	—	—	—	—	—	—	—	—
TOTAL	\$28,335	\$19,824	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$8,511
OPERATING IMPACT											
PERSONNEL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	
OPERATING				—	—	—	—	—	—	—	
DEBT				—	—	—	—	—	—	—	
OTHER				—	—	—	—	—	—	—	
TOTAL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	



Description: This project will involve the creation of multiple subprojects to provide for roadway improvements that are oriented toward the enhancement of pedestrian safety. Priority will be given to the correction of problems along roadways or at intersections where there is a high incidence of pedestrian related crashes.

Justification: Over the years, pedestrians have been injured or killed while walking along or crossing County roadways. This project is intended to identify and correct the causes of pedestrian related crashes Countywide.

Highlights: FY 2026 funding continues project design along with pavement and concrete rehabilitation work for pedestrian and school access projects. The Marlboro Pike Phase I and Phase II, Metzertott Road, Race Track Road and Stuart Lane pedestrian safety projects are included. Federal funding comes from the Safe Streets and Roads for All (SSRFA) grant that was awarded to the department in FY 2023 and the Transportation Alternative Program (TAP). State funding supports trip hazard and mitigation. Cumulative appropriation decreased due to unrealized federal aid.

Enabling Legislation: CB-42-2024

Location		Status	
Address	Countywide	Project Status	Under Construction
Council District	Countywide	Class	Rehabilitation
Planning Area	Not Assigned	Land Status	Publicly Owned Land

PROJECT MILESTONES

	Estimate	Actual
1 st Year in Capital Program		FY 2015
1 st Year in Capital Budget		FY 2015
Completed Design		Ongoing
Began Construction		Ongoing
Project Completion		Ongoing

CUMULATIVE APPROPRIATION (000'S)

Life to Date	FY 2025 Estimate	FY 2026	Total
\$42,806	\$46,633	\$15,000	\$104,439

Project Summary

Category/Description	Total Project Cost	Life to Date Actual	FY 2025 Estimate	Total 6 Years	Budget Year FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Beyond 6 Years
EXPENDITURE											
PLANS	\$19,310	\$11,558	\$102	\$7,650	\$3,000	\$2,150	\$300	\$100	\$2,000	\$100	\$—
LAND	754	712	42	—	—	—	—	—	—	—	—
CONSTR	113,976	30,292	46,489	37,195	9,000	12,717	7,897	2,417	1,250	3,914	—
EQUIP	—	—	—	—	—	—	—	—	—	—	—
OTHER	4,244	244	—	4,000	3,000	—	—	—	—	1,000	—
TOTAL	\$138,284	\$42,806	\$46,633	\$48,845	\$15,000	\$14,867	\$8,197	\$2,517	\$3,250	\$5,014	\$—
FUNDING											
GO BONDS	\$102,862	\$42,336	\$18,324	\$42,202	\$12,858	\$13,788	\$6,375	\$1,717	\$3,250	\$4,214	\$—
FEDERAL	29,258	—	7,082	22,176	11,093	9,261	1,822	—	—	—	—
STATE	4,400	—	2,000	2,400	—	800	—	800	—	800	—
DEV	378	—	290	88	88	—	—	—	—	—	—
OTHER	1,386	1,386	—	—	—	—	—	—	—	—	—
TOTAL	\$138,284	\$43,722	\$27,696	\$66,866	\$24,039	\$23,849	\$8,197	\$2,517	\$3,250	\$5,014	\$—
OPERATING IMPACT											
PERSONNEL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	
OPERATING				—	—	—	—	—	—	—	
DEBT				—	—	—	—	—	—	—	
OTHER				—	—	—	—	—	—	—	
TOTAL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	



Description: This is a revolving fund designed to provide a source of road construction appropriations and funds for projects that a developer failed to complete and was obligated to complete, thereby forfeiting the permit's bond. The fund provides cash advances pending County recovery of the defaulted bond monies. This project also provides a source of funds collected from sign violations along County roads rights-of-way. Where feasible, projects covered by this fund are completed by DPWT Office of Highway Maintenance or by individual contracts or work orders.

Justification: This project enables the County to complete the construction of roadway and drainage facilities that were started by developers under permit but have not been finished due to default.

Highlights: The FY 2026 budget continues to support the Pavement and Concrete Rehabilitation project.

Enabling Legislation: CB-66-2002

Location		Status	
Address	Various Locations	Project Status	Under Construction
Council District	Countywide	Class	Rehabilitation
Planning Area	Not Assigned	Land Status	No Land Involved

PROJECT MILESTONES

	Estimate	Actual
1 st Year in Capital Program		FY 1975
1 st Year in Capital Budget		FY 1979
Completed Design		Ongoing
Began Construction		Ongoing
Project Completion		Ongoing

CUMULATIVE APPROPRIATION (000'S)

Life to Date	FY 2025 Estimate	FY 2026	Total
\$4,685	\$5,507	\$1,000	\$11,192

Project Summary

Category/Description	Total Project Cost	Life to Date Actual	FY 2025 Estimate	Total 6 Years	Budget Year FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Beyond 6 Years
EXPENDITURE											
PLANS	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—
LAND	—	—	—	—	—	—	—	—	—	—	—
CONSTR	11,507	—	5,507	6,000	1,000	1,000	1,000	1,000	1,000	1,000	—
EQUIP	—	—	—	—	—	—	—	—	—	—	—
OTHER	4,685	4,685	—	—	—	—	—	—	—	—	—
TOTAL	\$16,192	\$4,685	\$5,507	\$6,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$—
FUNDING											
DEV	\$5,004	\$3,351	\$—	\$1,653	\$—	\$—	\$—	\$—	\$653	\$1,000	\$—
OTHER	11,188	11,188	—	—	—	—	—	—	—	—	—
TOTAL	\$16,192	\$14,539	\$—	\$1,653	\$—	\$—	\$—	\$—	\$653	\$1,000	\$—
OPERATING IMPACT											
PERSONNEL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	
OPERATING				—	—	—	—	—	—	—	
DEBT				—	—	—	—	—	—	—	
OTHER				—	—	—	—	—	—	—	
TOTAL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	



Description: This project provides funding for acquiring land for road rights-of-way, reforestation mitigation and wetland banking in developing areas of the County. The demolition of structures on acquired land is also included. It also provides funding for future project planning studies in order to verify need, determine scope and develop preliminary cost estimates.

Justification: At times the only method of reserving the right-of-way for future highways is by acquiring the land long before a road improvement project is programmed for design and construction funding. Planning studies are needed to develop appropriate project scope and cost estimates.

Highlights: No significant highlights for this project. Cumulative appropriation will support the planned work in FY 2026.

Enabling Legislation: CB-42-2024

Location		Status	
Address	Countywide	Project Status	Design Stage
Council District	Countywide	Class	Land Acquisition
Planning Area	Not Assigned	Land Status	Location Not Determined

PROJECT MILESTONES

	Estimate	Actual
1 st Year in Capital Program		FY 2015
1 st Year in Capital Budget		FY 2015
Completed Design		Ongoing
Began Construction		Ongoing
Project Completion		Ongoing

CUMULATIVE APPROPRIATION (000'S)

Life to Date	FY 2025 Estimate	FY 2026	Total
\$1,421	\$2,162	\$0	\$3,583

Project Summary

Category/Description	Total Project Cost	Life to Date Actual	FY 2025 Estimate	Total 6 Years	Budget Year FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Beyond 6 Years
EXPENDITURE											
PLANS	\$5,068	\$664	\$1,314	\$3,090	\$—	\$500	\$795	\$500	\$500	\$795	\$—
LAND	848	—	848	—	—	—	—	—	—	—	—
CONSTR	753	753	—	—	—	—	—	—	—	—	—
EQUIP	—	—	—	—	—	—	—	—	—	—	—
OTHER	4	4	—	—	—	—	—	—	—	—	—
TOTAL	\$6,673	\$1,421	\$2,162	\$3,090	\$—	\$500	\$795	\$500	\$500	\$795	\$—
FUNDING											
GO BONDS	\$6,666	\$1,414	\$1,662	\$3,590	\$500	\$500	\$795	\$500	\$500	\$795	\$—
DEV	7	7	—	—	—	—	—	—	—	—	—
TOTAL	\$6,673	\$1,421	\$1,662	\$3,590	\$500	\$500	\$795	\$500	\$500	\$795	\$—
OPERATING IMPACT											
PERSONNEL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	
OPERATING				—	—	—	—	—	—	—	
DEBT				—	—	—	—	—	—	—	
OTHER				—	—	—	—	—	—	—	
TOTAL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	



Description: This project consists of rehabilitating Rhode Island Avenue in three phases, from MD 193 to US Route 1. Phase I, which is complete, involved constructing a signalized intersection with turn lanes at Edgewood Road, constructing traffic calming measures, making related intersection improvements, creating bicycle trail/shoulder lanes and resurfacing the roadway. Phase I also included minor improvements to the Rhode Island Avenue at Sunnyside Avenue intersection. The total project length is approximately 11,000 feet from MD 193 north to US Route 1. Phase II will involve further improvements between US Route 1 and Edgewood Road. Phase III will extend from Edgewood Road to MD 193.

Justification: This improvement is needed to enhance safety along the roadway. The existing section of Rhode Island Avenue lacks proper sidewalks, shoulders and related amenities.

Highlights: No significant highlights for this project.

Enabling Legislation: CB-49-2012

Location		Status	
Address	From MD 193 to US Route 1, Beltsville	Project Status	Design Not Begun
Council District	One	Class	Rehabilitation
Planning Area	Fairland Beltsville	Land Status	Publicly Owned Land

PROJECT MILESTONES

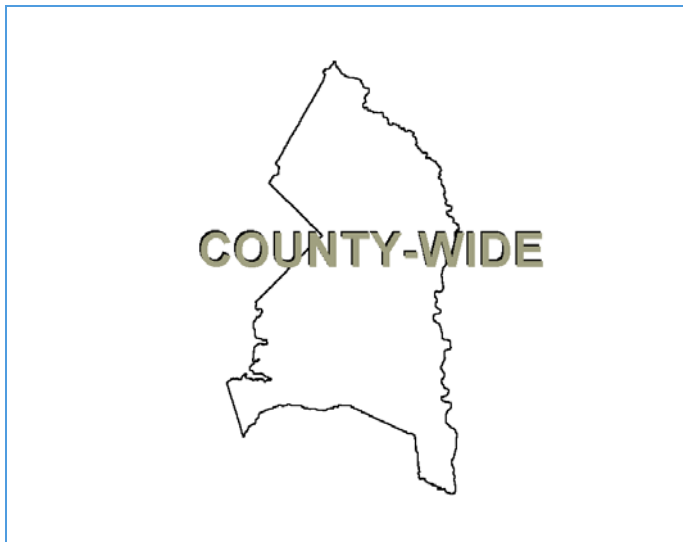
	Estimate	Actual
1 st Year in Capital Program		FY 2003
1 st Year in Capital Budget		FY 2005
Completed Design	TBD	
Began Construction		FY 2007
Project Completion	TBD	

CUMULATIVE APPROPRIATION (000'S)

Life to Date	FY 2025 Estimate	FY 2026	Total
\$2,850	\$0	\$0	\$2,850

Project Summary

Category/Description	Total Project Cost	Life to Date Actual	FY 2025 Estimate	Total 6 Years	Budget Year FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Beyond 6 Years
EXPENDITURE											
PLANS	\$8,483	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$8,483
LAND	—	—	—	—	—	—	—	—	—	—	—
CONSTR	206	206	—	—	—	—	—	—	—	—	—
EQUIP	—	—	—	—	—	—	—	—	—	—	—
OTHER	2,644	2,644	—	—	—	—	—	—	—	—	—
TOTAL	\$11,333	\$2,850	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$8,483
FUNDING											
GO BONDS	\$11,333	\$2,844	\$6	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$8,483
TOTAL	\$11,333	\$2,844	\$6	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$8,483
OPERATING IMPACT											
PERSONNEL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	
OPERATING				—	—	—	—	—	—	—	
DEBT				—	—	—	—	—	—	—	
OTHER				—	—	—	—	—	—	—	
TOTAL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	



Description: This project is to provide sidewalk mitigation in high trip hazard areas within Prince George's County.

Justification: High trip hazard sidewalks present a significant safety risk to pedestrians. These hazards not only endanger individuals walking on sidewalks, but also create barriers for those with accessibility needs, preventing them from safely navigating public spaces. Repairing these sidewalks is crucial to ensure safe and equitable access for all residents. This project will fund an initial study to identify the areas with the highest need for repairs, ultimately improving the safety and mobility of County residents and fostering a more inclusive community. Addressing these hazards will reduce the risk of injury and improve the overall condition of County sidewalks.

Highlights: The funding for this new project is general obligation (GO) bonds. The County Charter requires that projects utilizing GO bonds as a funding source be approved via an enabling act passed by a referendum of the voters of the County during a general election. The next scheduled general election is November 2026 (FY 2027). Therefore, funding for this project does not begin until FY 2028.

Enabling Legislation: Not Applicable

Location		Status	
Address	Countywide	Project Status	Design Not Begun
Council District	Countywide	Class	Rehabilitation
Planning Area	Not Assigned	Land Status	Publicly Owned Land

PROJECT MILESTONES

	Estimate	Actual
1 st Year in Capital Program		FY 2026
1 st Year in Capital Budget		FY XXXX
Completed Design		Ongoing
Began Construction		Ongoing
Project Completion		Ongoing

CUMULATIVE APPROPRIATION (000'S)

Life to Date	FY 2025 Estimate	FY 2026	Total
\$0	\$0	\$0	\$0

Project Summary

Category/Description	Total Project Cost	Life to Date Actual	FY 2025 Estimate	Total 6 Years	Budget Year FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Beyond 6 Years
EXPENDITURE											
PLANS	\$250	\$—	\$—	\$250	\$—	\$—	\$250	\$—	\$—	\$—	\$—
LAND	—	—	—	—	—	—	—	—	—	—	—
CONSTR	2,750	—	—	2,750	—	—	1,250	500	500	500	—
EQUIP	—	—	—	—	—	—	—	—	—	—	—
OTHER	—	—	—	—	—	—	—	—	—	—	—
TOTAL	\$3,000	\$—	\$—	\$3,000	\$—	\$—	\$1,500	\$500	\$500	\$500	\$—
FUNDING											
GO BONDS	\$3,000	\$—	\$—	\$3,000	\$—	\$—	\$1,500	\$500	\$500	\$500	\$—
TOTAL	\$3,000	\$—	\$—	\$3,000	\$—	\$—	\$1,500	\$500	\$500	\$500	\$—
OPERATING IMPACT											
PERSONNEL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	
OPERATING				—	—	—	—	—	—	—	
DEBT				—	—	—	—	—	—	—	
OTHER				—	—	—	—	—	—	—	
TOTAL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	



Description: This project provides local funding for the phased construction by the State Highway Administration (SHA) of sound barriers throughout Prince George's County. The barriers that have been completed include: I-95 Cherry Hill Road Overpass to CSX Railroad (Knollwood, Powder Mill Estate and Hollywood); I-95 Temple Hill Road to MD 5 (Yorkshire Village, Temple Hills Terrace and Woodlane); I-95 Auth Road Overpass (Auth Village and Princeton Square); I-95 between MD 450; MD 704 (Lanham and Springdale); the vicinity of MD 410 and US 50; I-95 in the vicinity of the Good Luck Estates and Kingswood; I-95 north of MD 212 (Calverton area); and I-95 north of Brooklyn Bridge Road (Laurel Ridge area).

Justification: These barriers will reduce the noise for residents living close to major highways.

Highlights: The project remains open to allow the County to receive funding from SHA in the future for sound barrier construction.

Enabling Legislation: CB-49-2012

Location		Status	
Address	Various Locations	Project Status	Not Assigned
Council District	Countywide	Class	New Construction
Planning Area	Not Assigned	Land Status	Publicly Owned Land

PROJECT MILESTONES

	Estimate	Actual
1 st Year in Capital Program		FY 1995
1 st Year in Capital Budget		FY 1995
Completed Design		Ongoing
Began Construction		Ongoing
Project Completion		Ongoing

CUMULATIVE APPROPRIATION (000'S)

Life to Date	FY 2025 Estimate	FY 2026	Total
\$5,089	\$139	\$0	\$5,228

Project Summary

Category/Description	Total Project Cost	Life to Date Actual	FY 2025 Estimate	Total 6 Years	Budget Year FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Beyond 6 Years
EXPENDITURE											
PLANS	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—
LAND	—	—	—	—	—	—	—	—	—	—	—
CONSTR	—	—	—	—	—	—	—	—	—	—	—
EQUIP	—	—	—	—	—	—	—	—	—	—	—
OTHER	5,228	5,089	139	—	—	—	—	—	—	—	—
TOTAL	\$5,228	\$5,089	\$139	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—
FUNDING											
GO BONDS	\$5,226	\$5,093	\$133	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—
OTHER	2	2	—	—	—	—	—	—	—	—	—
TOTAL	\$5,228	\$5,095	\$133	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—
OPERATING IMPACT											
PERSONNEL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	
OPERATING				—	—	—	—	—	—	—	
DEBT				—	—	—	—	—	—	—	
OTHER				—	—	—	—	—	—	—	
TOTAL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	



Description: This project provides for intersection improvements to include, but not limited to, geometric and safety improvements including traffic signal modifications, pedestrian safety improvements, drainage improvements, lane widening and/or additions and realignment of existing roadways.

Justification: The improvements are needed to address traffic congestion and enhance safety at major high volume intersections that have not been improved to accommodate the economic growth in surrounding areas.

Highlights: Funding is provided with developer contributions only. Utilizing the described CIP project improvement for adequacy shall require a pro-rata share contribution to this project either through a Planning Board resolution or direct agreement with the County.

Enabling Legislation: Not Applicable

Location		Status	
Address	Various Locations	Project Status	Design Not Begun
Council District	Various	Class	Rehabilitation
Planning Area	Not Assigned	Land Status	Site Selected Only

PROJECT MILESTONES

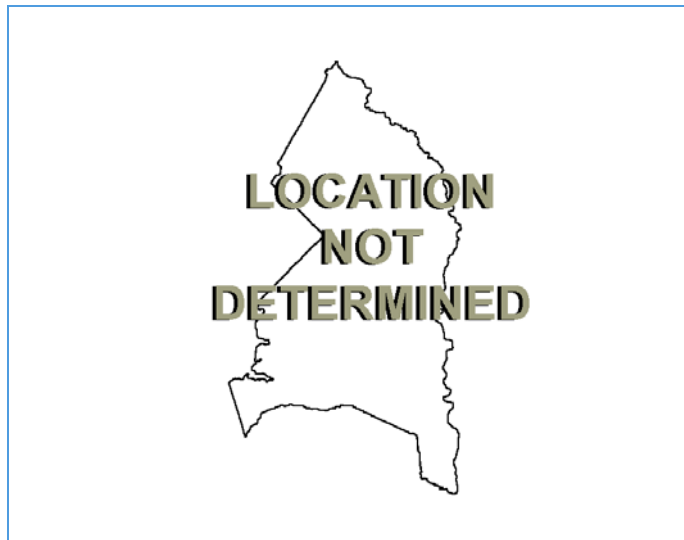
	Estimate	Actual
1 st Year in Capital Program		FY 2018
1 st Year in Capital Budget		FY 2018
Completed Design		Ongoing
Began Construction		Ongoing
Project Completion		Ongoing

CUMULATIVE APPROPRIATION (000'S)

Life to Date	FY 2025 Estimate	FY 2026	Total
\$0	\$19,749	\$0	\$19,749

Project Summary

Category/Description	Total Project Cost	Life to Date Actual	FY 2025 Estimate	Total 6 Years	Budget Year FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Beyond 6 Years
EXPENDITURE											
PLANS	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—
LAND	—	—	—	—	—	—	—	—	—	—	—
CONSTR	19,749	—	19,749	—	—	—	—	—	—	—	—
EQUIP	—	—	—	—	—	—	—	—	—	—	—
OTHER	—	—	—	—	—	—	—	—	—	—	—
TOTAL	\$19,749	\$—	\$19,749	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—
FUNDING											
DEV	\$19,749	\$—	\$19,749	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—
TOTAL	\$19,749	\$—	\$19,749	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—
OPERATING IMPACT											
PERSONNEL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	
OPERATING				—	—	—	—	—	—	—	
DEBT				—	—	—	—	—	—	—	
OTHER				—	—	—	—	—	—	—	
TOTAL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	



Description: This project involves assisting in facilitating Southern Maryland Rapid Transit on the MD 5 / US 301 corridor.

Justification: A site will be selected to better serve the area.

Highlights: No significant highlights for this project. Cumulative appropriation will support the planned work in FY 2026.

Enabling Legislation: CB-30-2018

Location		Status	
Address	MD 5/US 301 Corridor, Brandywine	Project Status	Design Not Begun
Council District	Nine	Class	New Construction
Planning Area	Not Assigned	Land Status	Location Not Determined

PROJECT MILESTONES

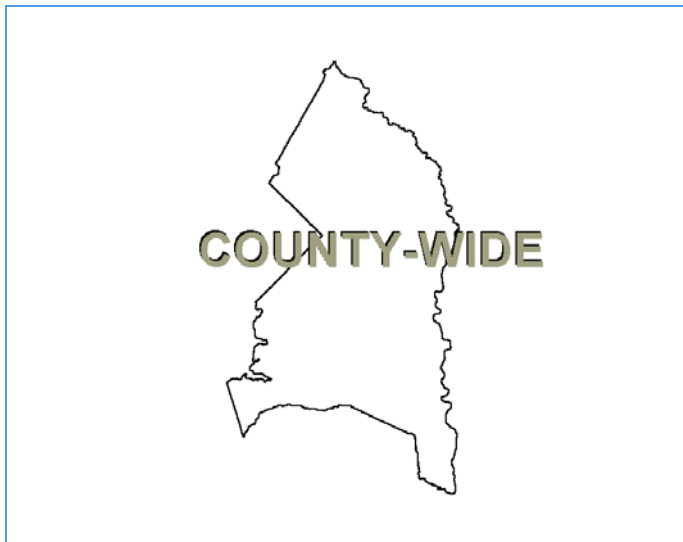
	Estimate	Actual
1 st Year in Capital Program		FY 2018
1 st Year in Capital Budget		FY 2020
Completed Design	TBD	
Began Construction	TBD	
Project Completion	TBD	

CUMULATIVE APPROPRIATION (000'S)

Life to Date	FY 2025 Estimate	FY 2026	Total
\$0	\$500	\$0	\$500

Project Summary

Category/Description	Total Project Cost	Life to Date Actual	FY 2025 Estimate	Total 6 Years	Budget Year FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Beyond 6 Years
EXPENDITURE											
PLANS	\$500	\$—	\$500	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—
LAND	—	—	—	—	—	—	—	—	—	—	—
CONSTR	—	—	—	—	—	—	—	—	—	—	—
EQUIP	—	—	—	—	—	—	—	—	—	—	—
OTHER	—	—	—	—	—	—	—	—	—	—	—
TOTAL	\$500	\$—	\$500	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—
FUNDING											
GO BONDS	\$500	\$500	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—
TOTAL	\$500	\$500	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—
OPERATING IMPACT											
PERSONNEL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	
OPERATING				—	—	—	—	—	—	—	
DEBT				—	—	—	—	—	—	—	
OTHER				—	—	—	—	—	—	—	
TOTAL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	



Description: This project consists of installing traffic control signals and new street lights at various locations throughout the County. The program includes the installation of new signals, the upgrade of existing signals, replacement of aging signals, the Energy Abatement Program, installation of traffic surveillance cameras and communications equipment and the upgrade of existing street lighting on County roadways. This project also provides some funding for technology support for the Traffic Response and Information Partnership (TRIP) Center.

Justification: Installing new traffic signals and replacing antiquated signal equipment and street lights is a continual requirement to improve the safety of pedestrians and the motoring public.

Highlights: The FY 2026 budget supports new and upgraded traffic signal installations at various locations in the County. Federal funding comes from the Transportation Alternative Program (TAP). State funding comes from the Streetlight and Outdoor Lighting Efficiency (SOLE) grant award.

Location		Status	
Address	Countywide	Project Status	Under Construction
Council District	Countywide	Class	Rehabilitation
Planning Area	Not Assigned	Land Status	Publicly Owned Land

Enabling Legislation: CB-42-2024

PROJECT MILESTONES

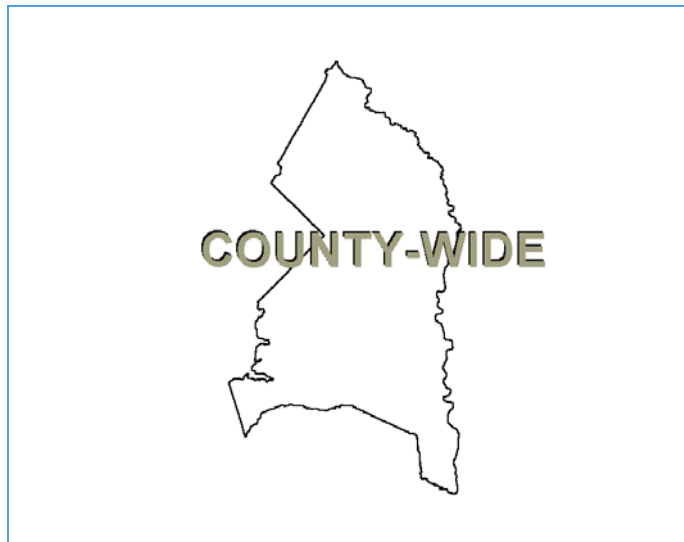
	Estimate	Actual
1 st Year in Capital Program		FY 2009
1 st Year in Capital Budget		FY 2010
Completed Design		Ongoing
Began Construction		Ongoing
Project Completion		Ongoing

CUMULATIVE APPROPRIATION (000'S)

Life to Date	FY 2025 Estimate	FY 2026	Total
\$38,356	\$7,386	\$5,370	\$51,112

Project Summary

Category/Description	Total Project Cost	Life to Date Actual	FY 2025 Estimate	Total 6 Years	Budget Year FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Beyond 6 Years
EXPENDITURE											
PLANS	\$2,933	\$2,333	\$—	\$600	\$100	\$100	\$100	\$100	\$100	\$100	\$—
LAND	—	—	—	—	—	—	—	—	—	—	—
CONSTR	53,114	26,328	7,386	19,400	3,900	2,900	2,900	2,900	2,900	3,900	—
EQUIP	—	—	—	—	—	—	—	—	—	—	—
OTHER	11,065	9,695	—	1,370	1,370	—	—	—	—	—	—
TOTAL	\$67,112	\$38,356	\$7,386	\$21,370	\$5,370	\$3,000	\$3,000	\$3,000	\$3,000	\$4,000	\$—
FUNDING											
GO BONDS	\$64,996	\$37,238	\$6,300	\$21,458	\$5,458	\$3,000	\$3,000	\$3,000	\$3,000	\$4,000	\$—
FEDERAL	1,460	—	1,460	—	—	—	—	—	—	—	—
STATE	107	—	107	—	—	—	—	—	—	—	—
OTHER	549	549	—	—	—	—	—	—	—	—	—
TOTAL	\$67,112	\$37,787	\$7,867	\$21,458	\$5,458	\$3,000	\$3,000	\$3,000	\$3,000	\$4,000	\$—
OPERATING IMPACT											
PERSONNEL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	
OPERATING				—	—	—	—	—	—	—	
DEBT				—	—	—	—	—	—	—	
OTHER				—	—	—	—	—	—	—	
TOTAL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	



Description: This project provides funding to remove and replace street trees located on road rights-of-way throughout the County. It will include the development of a detailed street tree inventory. Resources are provided to support projects required to be performed in accordance with federal and State mandates as identified in the Countywide NPDES permit. In addition, this project will provide funding to replace Bradford Pear street trees Countywide.

Justification: Approximately 3% of the County's street tree inventory is lost to disease, vehicular and storm damage each year. This requires removal of the tree and resultant stump/ root system and planting of a replacement tree from the approved species list.

Highlights: The FY 2026 budget continues to support the removal and replacement of trees deemed unsafe by the County. Cumulative appropriation will support the planned work in FY 2026.

Enabling Legislation: CB-42-2024

Location		Status	
Address	Countywide	Project Status	Under Construction
Council District	Countywide	Class	Replacement
Planning Area	Not Assigned	Land Status	Publicly Owned Land

PROJECT MILESTONES

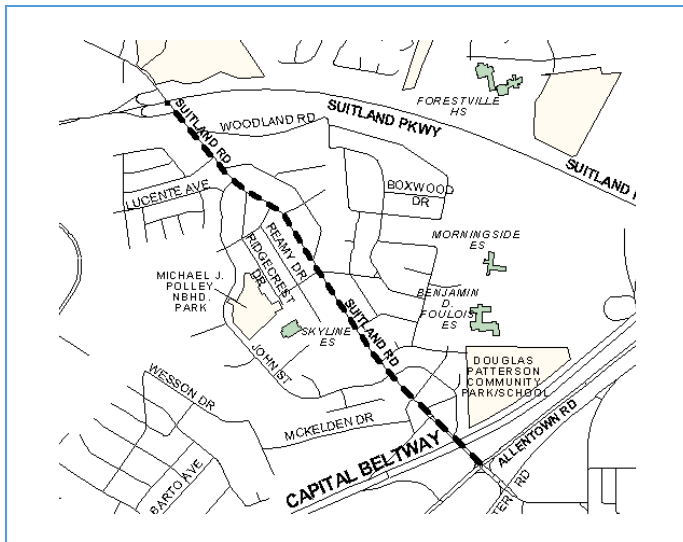
	Estimate	Actual
1 st Year in Capital Program		FY 2010
1 st Year in Capital Budget		FY 2011
Completed Design		Ongoing
Began Construction		Ongoing
Project Completion		Ongoing

CUMULATIVE APPROPRIATION (000'S)

Life to Date	FY 2025 Estimate	FY 2026	Total
\$9,394	\$2,905	\$0	\$12,299

Project Summary

Category/Description	Total Project Cost	Life to Date Actual	FY 2025 Estimate	Total 6 Years	Budget Year FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Beyond 6 Years
EXPENDITURE											
PLANS	\$169	\$169	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—
LAND	—	—	—	—	—	—	—	—	—	—	—
CONSTR	10,494	5,089	2,905	2,500	—	500	500	500	500	500	—
EQUIP	—	—	—	—	—	—	—	—	—	—	—
OTHER	4,136	4,136	—	—	—	—	—	—	—	—	—
TOTAL	\$14,799	\$9,394	\$2,905	\$2,500	\$—	\$500	\$500	\$500	\$500	\$500	\$—
FUNDING											
GO BONDS	\$13,293	\$7,956	\$2,337	\$3,000	\$500	\$500	\$500	\$500	\$500	\$500	\$—
OTHER	1,506	1,506	—	—	—	—	—	—	—	—	—
TOTAL	\$14,799	\$9,462	\$2,337	\$3,000	\$500	\$500	\$500	\$500	\$500	\$500	\$—
OPERATING IMPACT											
PERSONNEL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	
OPERATING				—	—	—	—	—	—	—	
DEBT				—	—	—	—	—	—	—	
OTHER				—	—	—	—	—	—	—	
TOTAL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	



Description: This project consists of redeveloping and widening Suitland Road to four lanes from Allentown Road to Suitland Parkway. The project includes landscaping, streetscape improvements, the installation of curbs and sidewalks, street lights, crosswalks, traffic signals and other special features. The project also includes replacing the Henson Creek Bridge.

Justification: Suitland Road from Allentown Road to Suitland Parkway serves as an international gateway to the nation's capital. Redeveloping and widening the roadway will improve safety for motorists and pedestrians, provide better drainage systems, alleviate traffic congestion and improve the overall aesthetics in the corridor.

Highlights: No significant highlights for this project.

Enabling Legislation: CB-49-2010

Location		Status	
Address	From Allentown Road to Suitland Parkway, Suitland	Project Status	Design Not Begun
Council District	Seven	Class	Rehabilitation
Planning Area	The Heights and Vicinity	Land Status	Site Selected Only

PROJECT MILESTONES

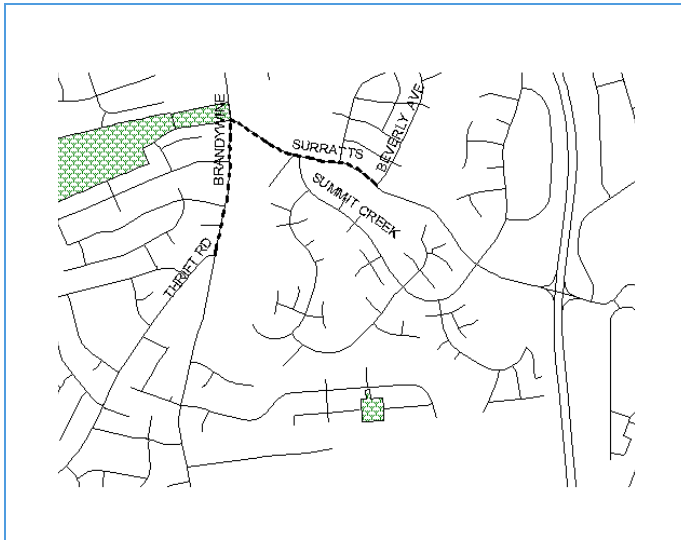
	Estimate	Actual
1 st Year in Capital Program		FY 1999
1 st Year in Capital Budget		FY 1999
Completed Design	TBD	
Began Construction	TBD	
Project Completion	TBD	

CUMULATIVE APPROPRIATION (000'S)

Life to Date	FY 2025 Estimate	FY 2026	Total
\$4,713	\$200	\$0	\$4,913

Project Summary

Category/Description	Total Project Cost	Life to Date Actual	FY 2025 Estimate	Total 6 Years	Budget Year FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Beyond 6 Years
EXPENDITURE											
PLANS	\$8,938	\$—	\$200	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$8,738
LAND	—	—	—	—	—	—	—	—	—	—	—
CONSTR	—	—	—	—	—	—	—	—	—	—	—
EQUIP	—	—	—	—	—	—	—	—	—	—	—
OTHER	4,713	4,713	—	—	—	—	—	—	—	—	—
TOTAL	\$13,651	\$4,713	\$200	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$8,738
FUNDING											
GO BONDS	\$11,379	\$2,642	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$8,737
OTHER	2,272	2,272	—	—	—	—	—	—	—	—	—
TOTAL	\$13,651	\$4,914	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$8,737
OPERATING IMPACT											
PERSONNEL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	
OPERATING				—	—	—	—	—	—	—	
DEBT				—	—	—	—	—	—	—	
OTHER				—	—	—	—	—	—	—	
TOTAL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	



Description: This project consists of the upgrading of Surratts Road to a collector-type roadway. The project extends from Beverly Avenue westward to Brandywine Road. The improvements include Brandywine Road from Thrift Road to approximately 500 feet north of Surratts Road. A portion of Surratts Road will be relocated to improve the alignment of the intersection at Brandywine Road. Phase II of the project will provide improvements from Summit Creek Drive to Beverly Avenue, a distance of approximately 1,500 feet and will complete the construction of Surratts Road to a four lane collector roadway.

Justification: This project will improve existing traffic service and provide sufficient capacity for projected area development. It will tie into developer improvements on Surratts Road, and will thus enable a continuous collector-type roadway to be in place from the vicinity of MD 5 to Brandywine Road.

Highlights: The project is complete and remains in the CIP pending additional phases.

Enabling Legislation: CB-43-2016

Location		Status	
Address	Beverly Avenue to Brandywine Road to Thrift Road, Rosaryville	Project Status	Under Construction
Council District	Nine	Class	Rehabilitation
Planning Area	Clinton and Vicinity	Land Status	Site Selected Only

PROJECT MILESTONES

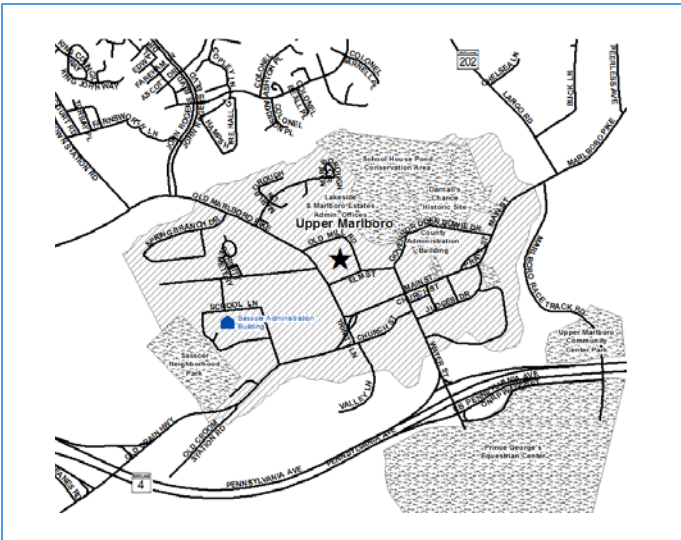
	Estimate	Actual
1 st Year in Capital Program		FY 1989
1 st Year in Capital Budget		FY 1991
Completed Design		FY 2017
Began Construction		FY 1993
Project Completion	TBD	

CUMULATIVE APPROPRIATION (000'S)

Life to Date	FY 2025 Estimate	FY 2026	Total
\$13,321	\$535	\$0	\$13,856

Project Summary

Category/Description	Total Project Cost	Life to Date Actual	FY 2025 Estimate	Total 6 Years	Budget Year FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Beyond 6 Years
EXPENDITURE											
PLANS	\$391	\$391	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—
LAND	—	—	—	—	—	—	—	—	—	—	—
CONSTR	7,498	6,889	535	—	—	—	—	—	—	—	74
EQUIP	—	—	—	—	—	—	—	—	—	—	—
OTHER	6,041	6,041	—	—	—	—	—	—	—	—	—
TOTAL	\$13,930	\$13,321	\$535	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$74
FUNDING											
GO BONDS	\$9,287	\$9,287	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—
OTHER	4,643	4,643	—	—	—	—	—	—	—	—	—
TOTAL	\$13,930	\$13,930	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—
OPERATING IMPACT											
PERSONNEL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	
OPERATING				—	—	—	—	—	—	—	
DEBT				—	—	—	—	—	—	—	
OTHER				—	—	—	—	—	—	—	
TOTAL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	



Description: This project is for the revitalization of downtown Upper Marlboro to include roadways, sidewalks, visitor center, building facades and streetscape improvements.

Justification: These improvements are needed to attract new business to the downtown area.

Highlights: No significant highlights for this project. Cumulative appropriation will support the planned work in FY 2026.

Enabling Legislation: CB-43-2020

Location		Status	
Address	Upper Marlboro Area, Upper Marlboro	Project Status	Design Not Begun
Council District	Nine	Class	Rehabilitation
Planning Area	Upper Marlboro and Vicinity	Land Status	Publicly Owned Land

PROJECT MILESTONES

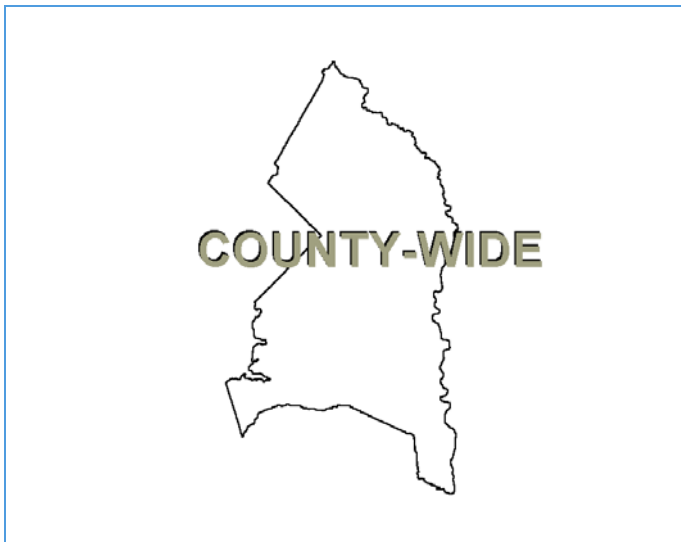
	Estimate	Actual
1 st Year in Capital Program		FY 2020
1 st Year in Capital Budget		FY 2020
Completed Design	TBD	
Began Construction	TBD	
Project Completion	TBD	

CUMULATIVE APPROPRIATION (000'S)

Life to Date	FY 2025 Estimate	FY 2026	Total
\$20	\$80	\$0	\$100

Project Summary

Category/Description	Total Project Cost	Life to Date Actual	FY 2025 Estimate	Total 6 Years	Budget Year FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Beyond 6 Years
EXPENDITURE											
PLANS	\$20	\$20	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—
LAND	—	—	—	—	—	—	—	—	—	—	—
CONSTR	—	—	—	—	—	—	—	—	—	—	—
EQUIP	—	—	—	—	—	—	—	—	—	—	—
OTHER	80	—	80	—	—	—	—	—	—	—	—
TOTAL	\$100	\$20	\$80	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—
FUNDING											
GO BONDS	\$100	\$100	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—
TOTAL	\$100	\$100	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—
OPERATING IMPACT											
PERSONNEL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—
OPERATING				—	—	—	—	—	—	—	—
DEBT				—	—	—	—	—	—	—	—
OTHER				—	—	—	—	—	—	—	—
TOTAL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—



Description: This project provides funding for roadway enhancements including additional turning lanes, improved approaches, traffic signals, signage at various intersections, bus stop pads, traffic calming devices, landscaping, pedestrian facilities and thermoplastic pavement markings. This project will also provide for roadway improvements that are oriented toward enhancement of pedestrian safety, particularly along roadways or at intersections which have a history of crashes.

Justification: Road capacity for both pedestrian and vehicular safety are improved at certain intersections when conflicts are minimized and when approaches to intersections are improved. This project has a commitment from the Maryland Department of Transportation to fund Arena Drive/I-495 improvements.

Highlights: This project includes funding for a diverging diamond interchange on Arena Drive as part of the Capital Center Redevelopment Interchange. Total project costs decreased due to unrealized State funding. Cumulative appropriation will support the planned work in FY 2026.

Location		Status	
Address	Countywide	Project Status	Under Construction
Council District	Countywide	Class	Rehabilitation
Planning Area	Not Assigned	Land Status	Site Selected Only

PROJECT MILESTONES

	Estimate	Actual
1 st Year in Capital Program		FY 2009
1 st Year in Capital Budget		FY 2011
Completed Design		Ongoing
Began Construction		Ongoing
Project Completion		Ongoing

Enabling Legislation: CB-44-2022

CUMULATIVE APPROPRIATION (000'S)

Life to Date	FY 2025 Estimate	FY 2026	Total
\$19,746	\$26,691	\$0	\$46,437

Project Summary

Category/Description	Total Project Cost	Life to Date Actual	FY 2025 Estimate	Total 6 Years	Budget Year FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Beyond 6 Years
EXPENDITURE											
PLANS	\$8,910	\$8,910	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—
LAND	47	47	—	—	—	—	—	—	—	—	—
CONSTR	31,629	5,938	25,691	—	—	—	—	—	—	—	—
EQUIP	—	—	—	—	—	—	—	—	—	—	—
OTHER	5,851	4,851	1,000	—	—	—	—	—	—	—	—
TOTAL	\$46,437	\$19,746	\$26,691	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—
FUNDING											
GO BONDS	\$45,502	\$19,688	\$25,814	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—
DEV	1	1	—	—	—	—	—	—	—	—	—
OTHER	934	934	—	—	—	—	—	—	—	—	—
TOTAL	\$46,437	\$20,623	\$25,814	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—
OPERATING IMPACT											
PERSONNEL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	
OPERATING				—	—	—	—	—	—	—	
DEBT				—	—	—	—	—	—	—	
OTHER				—	—	—	—	—	—	—	
TOTAL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	



Description: This project provides funding for major roadway improvements and other public infrastructure in proximity to the County's metro stations. Street, bridge and intersection improvements are included to increase the capacity of the roadway network and to facilitate and improve safety of all modes of transportation. Improvements may include roadway widening and reconstruction, drainage improvements, traffic signal installation, street trees, street lights, storm drainage systems, water quality and quantity improvements and green street improvements.

Justification: These improvements will support economic development and transit oriented development in and around the County's metro stations.

Highlights: Funding continues to support planned transit oriented development efforts in the New Carrollton Metro Station area. Federal funding is from the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant. State funding is from PAYGO and GO bonds. 'Other' revenue from WMATA is anticipated to support this activity in FY 2026. Cumulative appropriation will support the planned work in FY 2026.

Enabling Legislation: CB-42-2024

Location		Status	
Address	Countywide	Project Status	Not Assigned
Council District	Countywide	Class	Infrastructure
Planning Area	Not Assigned	Land Status	Site Selected Only

PROJECT MILESTONES

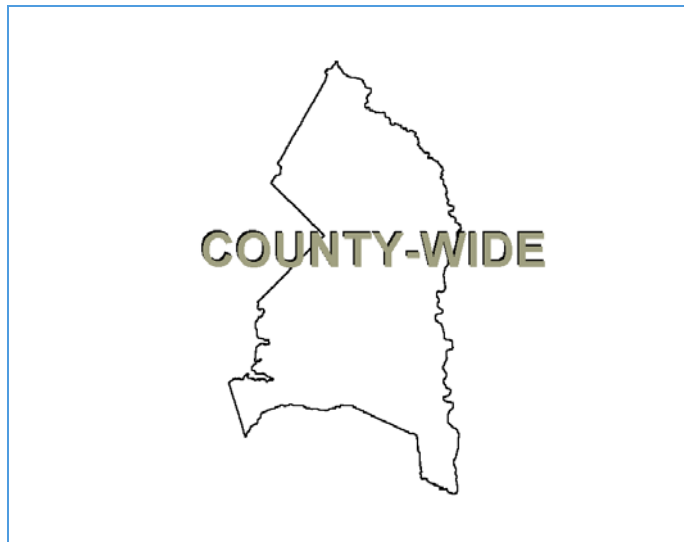
	Estimate	Actual
1 st Year in Capital Program		FY 2013
1 st Year in Capital Budget		FY 2014
Completed Design		FY 2023
Began Construction		FY 2018
Project Completion	FY 2028	

CUMULATIVE APPROPRIATION (000'S)

Life to Date	FY 2025 Estimate	FY 2026	Total
\$3,944	\$92,062	\$0	\$96,006

Project Summary

Category/Description	Total Project Cost	Life to Date Actual	FY 2025 Estimate	Total 6 Years	Budget Year FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Beyond 6 Years
EXPENDITURE											
PLANS	\$688	\$688	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—
LAND	—	—	—	—	—	—	—	—	—	—	—
CONSTR	102,116	3,242	92,062	6,812	—	—	6,812	—	—	—	—
EQUIP	—	—	—	—	—	—	—	—	—	—	—
OTHER	14	14	—	—	—	—	—	—	—	—	—
TOTAL	\$102,818	\$3,944	\$92,062	\$6,812	\$—	\$—	\$6,812	\$—	\$—	\$—	\$—
FUNDING											
GO BONDS	\$24,790	\$3,487	\$3,503	\$17,800	\$10,000	\$7,800	\$—	\$—	\$—	\$—	\$—
FEDERAL	20,500	—	—	20,500	3,500	12,000	5,000	—	—	—	—
STATE	50,700	—	11,000	39,700	19,900	13,000	6,800	—	—	—	—
OTHER	6,828	1,128	1,500	4,200	4,200	—	—	—	—	—	—
TOTAL	\$102,818	\$4,615	\$16,003	\$82,200	\$37,600	\$32,800	\$11,800	\$—	\$—	\$—	\$—
OPERATING IMPACT											
PERSONNEL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	
OPERATING				—	—	—	—	—	—	—	
DEBT				—	—	—	—	—	—	—	
OTHER				—	—	—	—	—	—	—	
TOTAL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	



Description: This project provides funding for transportation improvements which are time sensitive. Work may entail, but will not be limited to, requirements associated with the Americans with Disabilities Act, bus stop pads, traffic calming devices, landscaping, pedestrian facilities, thermoplastic pavement markings to provide maximum safety and nighttime visibility, spot safety road improvements and installation and repair of guardrails.

Justification: This project will accommodate critical capital needs which may arise and for which no appropriate capital project or classification exists.

Highlights: The FY 2026 budget supports the installation of guardrails, speed humps and thermoplastic pavement markings on County roadways.

Enabling Legislation: CB-42-2024

Location		Status	
Address	Countywide	Project Status	Under Construction
Council District	Countywide	Class	Rehabilitation
Planning Area	Not Assigned	Land Status	Publicly Owned Land

PROJECT MILESTONES

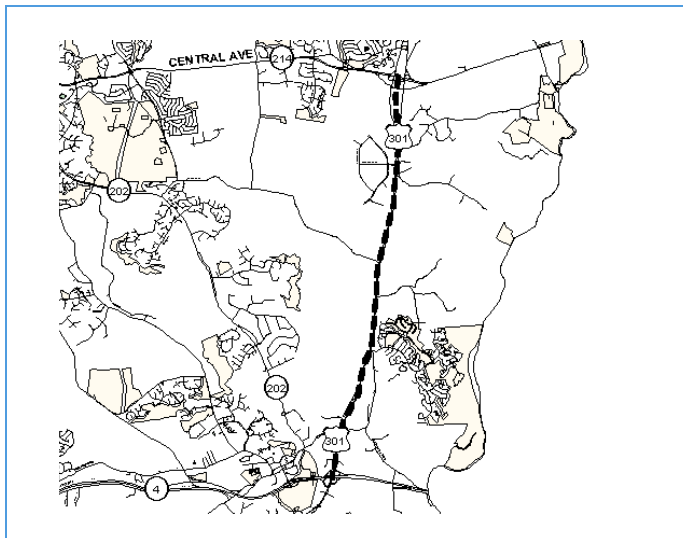
	Estimate	Actual
1 st Year in Capital Program		FY 2009
1 st Year in Capital Budget		FY 2010
Completed Design		Ongoing
Began Construction		Ongoing
Project Completion		Ongoing

CUMULATIVE APPROPRIATION (000'S)

Life to Date	FY 2025 Estimate	FY 2026	Total
\$19,746	\$7,319	\$110	\$27,175

Project Summary

Category/Description	Total Project Cost	Life to Date Actual	FY 2025 Estimate	Total 6 Years	Budget Year FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Beyond 6 Years
EXPENDITURE											
PLANS	\$3,871	\$2,311	\$250	\$1,310	\$110	\$200	\$250	\$250	\$250	\$250	\$—
LAND	268	268	—	—	—	—	—	—	—	—	—
CONSTR	27,863	10,994	7,069	9,800	—	1,800	1,750	1,750	1,750	2,750	—
EQUIP	—	—	—	—	—	—	—	—	—	—	—
OTHER	6,173	6,173	—	—	—	—	—	—	—	—	—
TOTAL	\$38,175	\$19,746	\$7,319	\$11,110	\$110	\$2,000	\$2,000	\$2,000	\$2,000	\$3,000	\$—
FUNDING											
GO BONDS	\$37,347	\$18,811	\$7,426	\$11,110	\$110	\$2,000	\$2,000	\$2,000	\$2,000	\$3,000	\$—
STATE	783	783	—	—	—	—	—	—	—	—	—
OTHER	45	45	—	—	—	—	—	—	—	—	—
TOTAL	\$38,175	\$19,639	\$7,426	\$11,110	\$110	\$2,000	\$2,000	\$2,000	\$2,000	\$3,000	\$—
OPERATING IMPACT											
PERSONNEL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	
OPERATING				—	—	—	—	—	—	—	
DEBT				—	—	—	—	—	—	—	
OTHER				—	—	—	—	—	—	—	
TOTAL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	



Description: This project consists of improving US 301 by providing a third through lane north and south bound between MD 214 and MD 4 to accommodate lane transition, and further widening, as needed, at Trade Zone Avenue, MD 214 and MD 725. Associated intersection improvements at Old Central Avenue, Trade Zone Avenue, Leeland Road, Village Drive West and Queen Court also will be undertaken.

Justification: This project is necessary to provide satisfactory levels of service during peak periods at the intersections along US 301 should State Highway Administration planned improvements be delayed. It provides for increased capacity to accommodate planned development in this area, as well as enhanced safety for the travelling public.

Highlights: No significant highlights for this project. Cumulative appropriation will support the planned work in FY 2026.

Enabling Legislation: CB-48-2014

Location		Status	
Address	MD 214 to South of MD 725, Mitchellville	Project Status	Design Not Begun
Council District	Four	Class	Rehabilitation
Planning Area	Mitchellville and Vicinity	Land Status	Site Selected Only

PROJECT MILESTONES

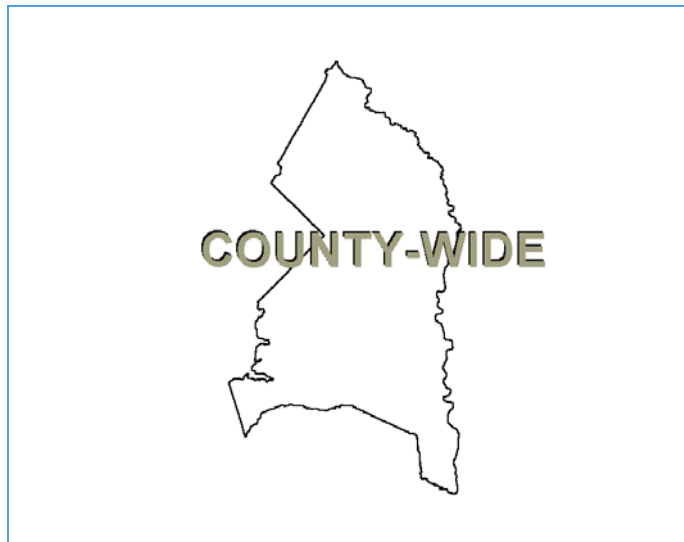
	Estimate	Actual
1 st Year in Capital Program		FY 1990
1 st Year in Capital Budget		FY 2005
Completed Design	TBD	
Began Construction	TBD	
Project Completion	TBD	

CUMULATIVE APPROPRIATION (000'S)

Life to Date	FY 2025 Estimate	FY 2026	Total
\$0	\$8,260	\$0	\$8,260

Project Summary

Category/Description	Total Project Cost	Life to Date Actual	FY 2025 Estimate	Total 6 Years	Budget Year FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Beyond 6 Years
EXPENDITURE											
PLANS	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—
LAND	—	—	—	—	—	—	—	—	—	—	—
CONSTR	28,910	—	8,260	20,650	—	4,130	4,130	4,130	4,130	4,130	—
EQUIP	—	—	—	—	—	—	—	—	—	—	—
OTHER	—	—	—	—	—	—	—	—	—	—	—
TOTAL	\$28,910	\$—	\$8,260	\$20,650	\$—	\$4,130	\$4,130	\$4,130	\$4,130	\$4,130	\$—
FUNDING											
DEV	28,910	\$—	8,260	20,650	\$—	4,130	4,130	4,130	4,130	4,130	\$—
TOTAL	\$28,910	\$—	\$8,260	\$20,650	\$—	\$4,130	\$4,130	\$4,130	\$4,130	\$4,130	\$—
OPERATING IMPACT											
PERSONNEL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	
OPERATING				—	—	—	—	—	—	—	
DEBT				—	—	—	—	—	—	—	
OTHER				—	—	—	—	—	—	—	
TOTAL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	



Description: This project provides funding for the County to make proper repairs to the streets and roads that have been damaged by the various utility companies laying utility lines under the County right-of-way. Such utility cuts have proliferated in recent years due to additional cable and telecommunication services that must be supported through underground installations.

Justification: Although utility companies must repair damage to the street system caused by their underground work, these repairs often do not return the road to its original condition, or the repair leaves an unattractive appearance, detracting from the visual streetscape. Additional resurfacing must be completed to blend the appearance of the trenched area into the rest of the adjoining street.

Highlights: The FY 2026 budget continues to support reparations to streets and roads that have been damaged by various utility companies laying utility lines under the County right-of-way. 'Other' funding for this project will come from a special fee levied on the companies doing utility installation work in the County.

Enabling Legislation: Not Applicable

Location		Status	
Address	Countywide	Project Status	Under Construction
Council District	Countywide	Class	Infrastructure
Planning Area	Not Assigned	Land Status	Publicly Owned Land

PROJECT MILESTONES

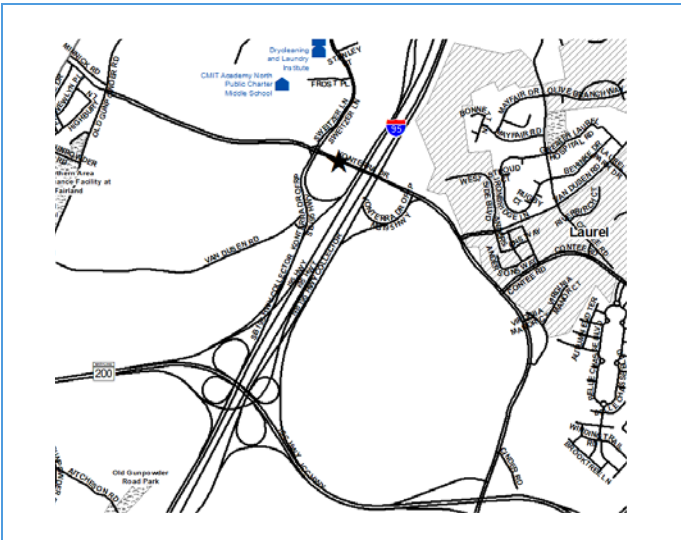
	Estimate	Actual
1 st Year in Capital Program		FY 2003
1 st Year in Capital Budget		FY 2005
Completed Design		Ongoing
Began Construction		Ongoing
Project Completion		Ongoing

CUMULATIVE APPROPRIATION (000'S)

Life to Date	FY 2025 Estimate	FY 2026	Total
\$7,572	\$3,692	\$1,000	\$12,264

Project Summary

Category/Description	Total Project Cost	Life to Date Actual	FY 2025 Estimate	Total 6 Years	Budget Year FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Beyond 6 Years
EXPENDITURE											
PLANS	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—
LAND	—	—	—	—	—	—	—	—	—	—	—
CONSTR	10,000	308	3,692	6,000	1,000	1,000	1,000	1,000	1,000	1,000	—
EQUIP	—	—	—	—	—	—	—	—	—	—	—
OTHER	7,264	7,264	—	—	—	—	—	—	—	—	—
TOTAL	\$17,264	\$7,572	\$3,692	\$6,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$—
FUNDING											
OTHER	\$17,264	\$16,193	\$—	\$1,071	\$—	\$—	\$—	\$—	\$71	\$1,000	\$—
TOTAL	\$17,264	\$16,193	\$—	\$1,071	\$—	\$—	\$—	\$—	\$71	\$1,000	\$—
OPERATING IMPACT											
PERSONNEL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	
OPERATING				—	—	—	—	—	—	—	
DEBT				—	—	—	—	—	—	—	
OTHER				—	—	—	—	—	—	—	
TOTAL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	



Description: This project will reconstruct and realign Virginia Manor Road (Konterra Drive) in conjunction with the construction of the Intercounty Connector (ICC) and the construction of the Konterra development. A four-lane divided section will be constructed between Old Gunpowder Road and Muirkirk Road through a grant agreement between Prince George's County and the Maryland Department of Transportation, funded by others. The project will be subject to agreement between the State of Maryland, Prince George's County and the developer. Phase I of this project, which involved the design and construction of segments of Virginia Manor Road between the ICC and the I-95 Contee Road Interchange and Old Gunpowder Road, is complete. Phase II involves the relocation of 30-40 inch diameter water mains along Virginia Manor Road.

Location		Status	
Address	From Old Gunpowder to Muirkirk Road, Laurel	Project Status	Under Construction
Council District	One	Class	Rehabilitation
Planning Area	Northwestern	Land Status	Publicly Owned Land

Justification: This improvement is needed to serve planned development in the area.

Highlights: The FY 2026 budget supports future phases of construction activity as part of the Konterra Development Developer Participation Agreement.

Enabling Legislation: Not Applicable

PROJECT MILESTONES

	Estimate	Actual
1 st Year in Capital Program		FY 2008
1 st Year in Capital Budget		FY 2011
Completed Design		FY 2017
Began Construction		FY 2013
Project Completion	TBD	

CUMULATIVE APPROPRIATION (000'S)

Life to Date	FY 2025 Estimate	FY 2026	Total
\$21,526	\$1,168	\$500	\$23,194

Project Summary

Category/Description	Total Project Cost	Life to Date Actual	FY 2025 Estimate	Total 6 Years	Budget Year FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Beyond 6 Years
EXPENDITURE											
PLANS	\$27	\$27	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—
LAND	162	162	—	—	—	—	—	—	—	—	—
CONSTR	7,687	3,519	1,168	3,000	500	500	500	500	500	500	—
EQUIP	—	—	—	—	—	—	—	—	—	—	—
OTHER	17,818	17,818	—	—	—	—	—	—	—	—	—
TOTAL	\$25,694	\$21,526	\$1,168	\$3,000	\$500	\$500	\$500	\$500	\$500	\$500	\$—
FUNDING											
STATE	\$9,853	\$5,852	\$1,001	\$3,000	\$500	\$500	\$500	\$500	\$500	\$500	\$—
OTHER	15,841	15,841	—	—	—	—	—	—	—	—	—
TOTAL	\$25,694	\$21,693	\$1,001	\$3,000	\$500	\$500	\$500	\$500	\$500	\$500	\$—
OPERATING IMPACT											
PERSONNEL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—
OPERATING				—	—	—	—	—	—	—	—
DEBT				—	—	—	—	—	—	—	—
OTHER				—	—	—	—	—	—	—	—
TOTAL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—