



DEPARTMENT OF PLANNING & ZONING  
COMPREHENSIVE PLANNING | LAND PRESERVATION | FOREST CONSERVATION | GIS

## AGENDA

### WASHINGTON COUNTY PLANNING COMMISSION

April 5, 2021, 7:00 PM  
VIRTUAL MEETING ONLY

\*\*Access to County buildings is currently restricted due to the Governor's State of Emergency declaration due to the COVID-19 pandemic. Therefore, the general public may not attend the physical meeting but will have access to the meeting through the County's Facebook live stream or the Washington County Commissioners' YouTube channel.\*\*

#### **CALL TO ORDER AND ROLL CALL**

#### **PUBLIC REZONING INFORMATION MEETING**

1. **RZ-20-002** – Text amendment to the Washington County Zoning Ordinance for the inclusion of short-term residential rentals; Planner: Jill Baker \* (Staff Report will be sent via e-mail)

#### **MINUTES**

1. March 1, 2021 Planning Commission regular meeting minutes \*
2. March 15, 2021 Planning Commission workshop meeting minutes \*

#### **NEW BUSINESS**

1. **2005 Greencastle Pike, LLC – Huyett Business Park [SP-20-025]** Two proposed buildings for commercial/industrial flex space located at 16215 Business Parkway; Zoning: HI – Highway Interchange; Planner: Lisa Kelly \*

#### **OTHER BUSINESS**

1. **Update of Staff Approvals** – Ashley Holloway
2. **CIP Recommendation** – Jill Baker (Information will be sent via e-mail)
3. **Solid Waste Management and Recycling Plan** - Planning Commission comments on Chapters 1 thru 3 and discussion; Planner: Travis Allen

#### **ELECTION OF OFFICERS**

#### **ADJOURNMENT**

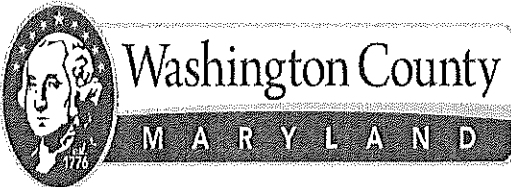
#### **UPCOMING MEETINGS**

1. Monday, May 3, 2021, 7:00 p.m. – Washington County Planning Commission rezoning public information meeting and regular meeting

#### ***\*a t t a c h m e n t s***

*The Planning Commission reserves the right to vary the order in which the cases are called. Individuals requiring special accommodations are requested to contact the Washington County Planning Department at 240-313-2430 to make arrangements no later than 10 working days prior to the meeting. Notice is given that the Planning Commission agenda may be amended at any time up to and including the Planning Commission meeting.*

100 West Washington Street, Suite 2600 | Hagerstown, MD 21740 | P: 240.313.2430 | F: 240.313.2431 | TDD: 7-1-1



WASHINGTON COUNTY PLANNING COMMISSION  
ORDINANCE TEXT AMENDMENT APPLICATION

FOR PLANNING COMMISSION USE ONLY

Rezoning No. \_\_\_\_\_

Date Filed: \_\_\_\_\_

Washington County Department of Planning & Zoning

Applicant

100 W. Washington Street, Suite 2600, Hagerstown, MD  
21740

Address

Primary Contact

Address

☐ Property Owner

☐ Attorney

☐ Other: \_\_\_\_\_

☐ Contract Purchaser

☐ Consultant

240-313-2430

Phone Number

E-mail Address

☐ Adequate Public Facilities Ordinance

☐ Forest Conservation Ordinance

☐ Subdivision Ordinance

☐ Solid Waste Plan

☐ Water and Sewer Plan

☒ Zoning Ordinance

☐ Other \_\_\_\_\_

Section No. 3, 7A, 8, 9, 10, 11, 12, 19C, 22, 28A

Please provide the proposed text on a separate sheet of paper as follows: strike-through should be used for deletions [~~deletions~~], unchanged wording in regular type, and new wording should be underlined [new wording].

  
Applicant's Signature

Subscribed and sworn before me this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

My commission expires on \_\_\_\_\_

Notary Public

FOR PLANNING COMMISSION USE ONLY

☐ Application Form

☐ Fee Worksheet

☐ Application Fee

☐ Proposed Text Changes

☐ 30 copies of complete Application

PROPOSED TEXT AMENDMENTS FOR RZ-20-002  
SHORT-TERM RESIDENTIAL RENTALS

- (1) **ARTICLE 3 – DISTRICTS ESTABLISHED; ZONING MAPS, DISTRICT BOUNDARIES; LAND USE REGULATIONS (RURAL AREA USES)** is amended as follows:

Section 3.3 (1) Table of Land Use Regulations

A(R)-Agriculture (Rural)  
EC-Environmental Conservation  
P-Preservation  
RV-Rural Village RB-Rural Business IM-Industrial Mineral

Table No. 3.3(1)  
TABLE OF LAND USE REGULATIONS  
(RURAL AREA USES)

| LAND USES                                     | A(R)     | EC       | P        | RV        | RB       | IM       |
|---|----------|----------|----------|-----------|----------|----------|
| <b>B. Accommodation and Food Service</b>      |          |          |          |           |          |          |
| Bed and Breakfast; up to five (5) guest rooms | A        | A        | A        | SE        | P        | N        |
| Boarding or Rooming Houses                    | SE       | SE       | SE       | P         | P        | N        |
| <u>Short-term Residential Rental</u>          | <u>P</u> | <u>P</u> | <u>P</u> | <u>SE</u> | <u>N</u> | <u>N</u> |

P-Permitted  
SE-Special Exception  
A-Accessory  
N-Not Permitted

- (2) **ARTICLE 7A – “RT” RESIDENTIAL, TRANSITION DISTRICT**

Section 7A.2 Special Exception Uses

(h) Short-term Residential Rental

- (3) **ARTICLE 8 – “RS” RESIDENTIAL, SUBURBAN DISTRICT**

Section 8.2 Special Exception Uses

(k) Short-term Residential Rental

- (4) **ARTICLE 9 – “RU” RESIDENTIAL, URBAN DISTRICT**

Section 9.2 Special Exception Uses

(k) Short-term Residential Rental

- (5) **ARTICLE 10 – “RM” RESIDENTIAL, MULTI-FAMILY DISTRICT**

Section 10.2 Special Exception Uses

(l) Short-term Residential Rental

- (6) **ARTICLE 11 – “BL” BUSINESS, LOCAL DISTRICT**

Section 11.1 Principal Permitted Uses

(I) Short-term Residential Rental

**(7) ARTICLE 12 – “BG” BUSINESS, GENERAL DISTRICT**

Section 12.1 Principal Permitted Uses

(a) Short-term Residential Rental

**(8) ARTICLE 19C – “SED” SPECIAL ECONOMIC DEVELOPMENT DISTRICT**

Section 19C.2 Principal Permitted Uses

(a) Short-term Residential Rental

**(9) ARTICLE 22 DIVISION I – OFF STREET PARKING AND LOADING AREA REQUIREMENTS**

Section 22.12(b)

1. Minimum Spaces Required

| Land Use  | Parking Required                   |
|---|------------------------------------|
| <u>Short-term residential rental, Bed and Breakfast, and Boarding House</u> | <u>1 parking space per bedroom</u> |

**(10) ARTICLE 28A – DEFINITIONS**

**Dwelling:**

A building containing one or more dwelling units. The term “dwelling” or any combination thereof shall not be deemed to include hotel, boarding/rooming house, motel, clubhouse, hospital, short-term residential rental or other accommodations used for more or less transient occupancy.

**Short-term Residential Rental:**

A non-owner-occupied residential structure that provides temporary lodging to transient guests for compensation. Proprietors may rent all or a portion of the structure. Such uses shall not exceed rental of individual rooms or the entire structure for more than 30 consecutive days per client/reservation. No site plan is required, however, off street parking must be provided in accordance with Article 22 Division 1 of this Ordinance. Signage that requires a zoning permit is prohibited.



DEPARTMENT OF PLANNING & ZONING  
COMPREHENSIVE PLANNING | LAND PRESERVATION | FOREST CONSERVATION | GIS

RZ-20-002

March 22, 2021

WASHINGTON COUNTY ZONING ORDINANCE  
STAFF REPORT AND ANALYSIS

ARTICLES 3, 7A, 8, 9, 10, 11, 12, 19C, 22 & 28A

**Proposal:** Application is being made to amend several sections of the Zoning Ordinance to address uses associated with short term residential rentals.

**Staff Report:** Residential rental facilities are not a new trend in land use. These types of uses have been motivated over time by tourists and visitors who wish to have more unique accommodations than those provided by a typical hotel complex.

Historically, visitors seek out these accommodations for the more personal attention provided by a live-in host. Typically, these owner-occupied uses provide meal services and rent individual rooms in the home that may or may not share bathroom facilities. These uses also provide access to shared areas of the home such as living or entertainment rooms that are available to all of the guests in the facility. Currently, the Zoning Ordinance allows for these types of uses in all residential districts when the structure is owner-occupied.

More recent trends are leading to the absence of property owners being present in the residence at the time of rental. This often leads to the continuous rental of previously owner-occupied structures by a variety of visitors on a daily, weekly, or even monthly basis. The purpose of these amendments is to modernize the Zoning Ordinance to accommodate these new trends commonly known as short term rental facilities.

**Analysis:**

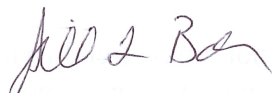
The principal difference between traditional residential rental facilities of the past versus the more modern trends of today is the lack of occupancy of the property owner. Many of the rental opportunities presented to visitors are single family dwellings that are smaller in size than typical owner-occupied uses and are strategically placed to take advantage of scenic views, proximity to tourist destinations, and rural settings that offer tranquil settings.

From a land use perspective, short term rentals are typically difficult to differentiate from regular owner-occupied dwellings. Functionally, rentals are used for the same purpose as residential uses except that the occupant changes more often. This minor difference in function is less noticeable in rural areas where dwellings are usually located further apart from one another whereas rentals in urbanized areas can attract attention from other neighborhood land owners.

Because proximity can cause compatibility issues in the urbanized areas, Staff has recommended allowing short term residential rentals in all residential districts by special exception use only. This would provide neighbors with notice of a proposed new use in the area and offer an opportunity to comment on concerns they have unique to each application. Because proximity is less of an issue in rural areas of the County, Staff has proposed to allow them as principally permitted uses. To avoid other compatibility conflicts with neighboring properties, Staff has recommended that minimum parking standards be implemented and that rental stays not exceed 30 days in length.

**Staff Recommendation:** Based upon feedback and comments from other government agencies, developers, property owners, and the general public, Staff recommends approval of these amendments in order to provide consistent implementation of our land use policies and regulations.

Respectfully submitted,

A handwritten signature in dark ink, appearing to read "Jill L. Baker". The signature is fluid and cursive, with the first name "Jill" and last name "Baker" clearly distinguishable.

Jill L. Baker  
Director

## Site Plan for Huyett Business Park

Presented is a site plan for Huyett Business Park.

The subject site is located along the west side of Greencastle Pike at its intersection with Business Parkway. Zoning is Highway Interchange.

The developer is proposing to construct two buildings for commercial/industrial flex space use for a variety of tenants. Parcel acreage is 4.18.

Proposed building 1 is to be 30,000 square feet in size with 12 bays and building two is to be 32,500 square feet with 13 bays. Building height is to be 25 feet.

The site will be served by public water and sewer.

Total parking provided is 121 spaces – 121 spaces are required.

Site lighting will consist of building mounted and pole mounted lights.

Freight and delivery is estimated at 5 trips per day.

There will be one access onto Business Parkway.

Estimated number of employees is 50.

Hours of operation - 7a.m. to 5p.m. Monday thru Friday.

Landscaping is along the front of buildings and within the parking islands.

The developer has taken care of forestation by doing payment in lieu for \$12,414.60.

All approvals have been received from the needed agencies.





## WASHINGTON COUNTY DIVISION OF PLAN REVIEW & PERMITTING

80 West Baltimore Street | Hagerstown, MD 21740-6003 | P: 240.313.2460 | F: 240.313.2461 | Hearing Impaired: 7-1-1

### SITE PLAN STAFF REPORT

#### BASE INFORMATION

**SITE NAME.....:** 2005 Greencastle Pike LLC - Huyett Business Park  
**NUMBER.....:** SP-20-025

**OWNER.....:** 2005 GREENCASTLE PIKE LLC ATTN: BRAD FULTON  
**LOCATION.....:** S/W corner of the intersection of Business Parkway and Williamsport-Greencastle Pike (MD Rte 63)  
**DESCRIPTION.....:** Proposed two buildings for commercial/Industrial Flex space

**ZONING.....:** Highway Interchange  
**COMP PLAN LU.....:** Industrial/Flex  
**PARCEL.....:** 02017776  
**PLANNING SECTOR.....:** 1  
**ELECTION DISTRICT.....:** 02

**TYPE.....:** Commercial  
**GROSS ACRES.....:** 6.31  
**DWELLING UNITS.....:**  
**TOTAL LOTS.....:** 1  
**DENSITY.....:** 0 Units Per Acre

**PLANNER.....:** Lisa A Kelly  
**ENGINEER.....:** FOX & ASSOCIATES INC  
**RECEIVED.....:** November 5, 2020

#### SITE ENGINEERING

##### HYDROGRAPHY, SENSITIVE & ENVIRONMENTAL INFORMATION

**FLOOD ZONE.....:** No  
**WETLANDS.....:** None  
**WATERSHED.....:** Conococheague Creek  
**ENDANGERED SPECIES.....:** None  
**STEEP SLOPES.....:** No  
**STREAM BUFFER.....:** No  
**HISTORIC INVENTORY.....:** No Resources Present  
**EASEMENTS PRESENT.....:** None

Staff Comments:

*Not Applicable*





# WASHINGTON COUNTY DIVISION OF PLAN REVIEW & PERMITTING

80 West Baltimore Street | Hagerstown, MD 21740-6003 | P: 240.313.2460 | F: 240.313.2461 | Hearing Impaired: 7-1-1

## SITE DESIGN

| Impervious Area Plan              | Impervious Maximum Allowed         | Open Space Area Planned             |
|-----------------------------------|------------------------------------|-------------------------------------|
| Open Space Minimum Required       | Residential Amenity Plans          | Solid Waste Disposal Plans          |
|                                   | n/a                                | Dumpster                            |
| Materials Stored on Site          | Buffer Design Meets Requirements   | Landscaping Meets Requirements      |
| n/a                               | Yes                                | Yes                                 |
| Lighting Plan Meets Requirements  | Pedestrian Access is Adequate      | Bus Stop is Within Walking Distance |
| Yes                               |                                    |                                     |
| Loading Area Meets Requirements   |                                    |                                     |
| Parking Spaces - Total Planned    | Parking Spaces - Per Dwelling Unit | Not Fast Track                      |
| Parking Spaces - Minimum Required | Recreational Parking Provided      |                                     |

ACCESS SPACING VARIANCE NEEDED: No

## SCHOOL INFORMATION

|                    | ELEMENTARY   | MIDDLE       | HIGH         |
|--------------------|--------------|--------------|--------------|
| SCHOOL DISTRICT    | Williamsport | Clear Spring | Clear Spring |
| PUPIL YIELD        |              |              |              |
| CURRENT ENROLLMENT |              |              |              |
| MAXIMUM CAPACITY   |              |              |              |

## PUBLIC FACILITIES INFORMATION

|                          |              |
|--------------------------|--------------|
| FIRE DISTRICT.....:      | WILLIAMSPORT |
| AMBULANCE DISTRICT.....: | WILLIAMSPORT |

## WATER & SEWER INFORMATION

|                            | WATER              | SEWER              |
|----------------------------|--------------------|--------------------|
| METHOD.....:               | City               | County             |
| SERVICE AREA.....:         | City               | County             |
| PRIORITY.....:             | 1-Existing Service | 1-Existing Service |
| NEW HYDRANTS.....:         |                    |                    |
| GALLONS PER DAY SEWAGE...: |                    |                    |
| PLANT INFO.....:           |                    | Conococheague      |

GENERAL NOTES

1. ALL CONSTRUCTION METHODS AND MATERIALS SHALL BE IN STRICT ACCORDANCE WITH THE WASHINGTON COUNTY DIVISION OF PUBLIC WORKS STANDARDS AND SPECIFICATIONS, AND THE STATE OF MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION BOOK OF STANDARDS.
2. INFORMATION CONCERNING UNDERGROUND UTILITIES WAS OBTAINED FROM AVAILABLE RECORDS, BUT THE CONTRACTOR MUST DETERMINE THE EXACT LOCATIONS AND ELEVATIONS OF THE UTILITIES IN ADVANCE OF TRENCHING.
3. TOPOGRAPHY SHOWN HEREON IS FROM A TOPOGRAPHIC SURVEY PERFORMED BY FOX & ASSOCIATES INC. DATED AUGUST 2018. TOPOGRAPHY ON THE BALANCE OF THE SITE WAS TAKEN FROM PAST TOPOGRAPHIC SURVEYS AND CONSTRUCTION DRAWINGS.
4. CONTRACTOR SHALL NOTIFY MISS UTILITY AT 1-800-257-7777 AND ALL UTILITIES WITH FACILITIES WITHIN THE PROJECT AREA FORTY-EIGHT (48) HOURS PRIOR TO START OF CONSTRUCTION.
5. CONTRACTOR SHALL VERIFY EXISTING CONDITIONS BEFORE BEGINNING CONSTRUCTION.
6. JOB SITE SAFETY SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.
7. ANY CHANGES TO THE APPROVED SITE PLAN LAYOUT MUST FIRST BE APPROVED BY FOX & ASSOCIATES INC. AND THEN APPROVED BY THE WASHINGTON COUNTY DEPARTMENT OF PLAN REVIEW AND PERMITTING.
8. FOX & ASSOCIATES INC. HAS NOT PERFORMED ANY SUBSURFACE INVESTIGATIONS TO DETERMINE LOCATION OF ROCK, DIFFERENT SOIL TYPES, WATER TABLES, UTILITIES, ETC.
9. SHOULD THE CONTRACTOR DISCOVER DISCREPANCIES BETWEEN THE PLANS AND FIELD CONDITIONS, THE ENGINEER IS TO BE NOTIFIED IMMEDIATELY TO RESOLVE THE SITUATION. SHOULD THE CONTRACTOR MAKE FIELD CORRECTIONS OR ADJUSTMENTS WITHOUT NOTIFYING THE ENGINEER, THEN THE CONTRACTOR ASSUMES ALL RESPONSIBILITIES FOR THOSE CHANGES.
10. THE CONTRACTOR SHALL TAKE NECESSARY PRECAUTIONS TO PROTECT THE FACILITIES AND OTHER UTILITIES DURING CONSTRUCTION. EXCAVATION AND CONSTRUCTION SHALL BE PERFORMED WITH EXTREME CARE TO DAMAGE TO FACILITIES.
11. CONSTRUCTION OCCURRING ON THIS SITE SHALL COMPLY WITH NFPA 241, STANDARDS FOR SAFEGUARDING CONSTRUCTION, ALTERNATIVES AND DEMOLITION OPERATIONS AND CHAPTER 16 OF NFPA 1. UNIFORMED FIRE CODE.
12. NO OUTSIDE STORAGE OF MATERIALS IS PROPOSED UNDER THIS PROJECT.
13. REFER TO STORMWATER MANAGEMENT AND ESD NARRATIVE BELOW FOR AN EXPLANATION AS TO HOW STORMWATER CONTROL IS ACHIEVED.
14. ALL GRADING ON LOT, EITHER BEFORE OR AFTER THE CONSTRUCTION OF A DWELLING OR APPURTENANCES, SHALL BE THE FULL RESPONSIBILITY OF THE LOT OWNER.
15. NO PERMANENT STRUCTURES(FENCES, SHEDS, PLAY EQUIPMENT, AND RETAINING WALLS) SHALL BE PERMITTED WITHIN ANY STORM DRAIN EASEMENT EITHER SHOWN OR DESCRIBED ON THE FINAL PLAT OF SUBDIVISION.
16. COMPLIANCE WITH THE REQUIREMENTS OF THE WASHINGTON COUNTY FOREST CONSERVATION ORDINANCE SHALL BE VIA THE PAYMENT IN LIEU OF PROCESS.

WASHINGTON COUNTY STANDARD NOTES

1. I/WE HEREBY CERTIFY THAT ALL CLEARING, GRADING, CONSTRUCTION AND/OR DEVELOPMENT WILL BE DONE PURSUANT TO THIS PLAN AND IN ACCORDANCE WITH THE STORMWATER MANAGEMENT ORDINANCE OF WASHINGTON COUNTY AND THE POLICY ON CONSTRUCTION OF SUBDIVISION INFRASTRUCTURE FOR ACCEPTANCE AND OWNERSHIP BY WASHINGTON COUNTY. (S-3).
2. PLEASE BE ADVISED THAT ANY PROJECT WHICH CREATES A DISTURBANCE OF ONE (1) ACRE OR MORE WILL REQUIRE A "NOTICE OF INTENT TO COMPLY WITH THE GENERAL PERMIT FOR STORM WATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITY" (NOI). THE NOI IS REQUIRED UNDER THE CLEAN WATER ACT AS STATED IN 40 CFR 122.26 AND CODE OF MARYLAND REGULATIONS COMAR 26.08.04.03A AND IS REGULATED BY THE MARYLAND DEPARTMENT OF ENVIRONMENT (MDE). THE NOI IS TO BE SUBMITTED WITH THE APPROPRIATE FEES DIRECTLY TO THE MDE PRIOR TO COMMENCEMENT OF CONSTRUCTION ACTIVITY. NO LAND DISTURBING ACTIVITY THAT REQUIRES A GRADING PERMIT FROM WASHINGTON COUNTY CAN PROCEED UNTIL THE GENERAL PERMIT FOR STORM WATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITY (MDRC) HAS BEEN ISSUED BY MDE.
3. THIS PROJECT WILL REQUIRE A THIRD PARTY QUALIFIED PROFESSIONAL TO BE PRESENT AT THE PRE-CONSTRUCTION MEETING SCHEDULED WITH WASHINGTON COUNTY DEPARTMENT OF PUBLIC WORKS AND THE WASHINGTON COUNTY SOIL CONSERVATION DISTRICT. CONSTRUCTION INSPECTION WILL BE REQUIRED FOR THIS PROJECT PER THE "ROADWAY AND STORMWATER MANAGEMENT CONSTRUCTION VERIFICATION PROCEDURES" DATED OCTOBER 17, 2008, IF APPLICABLE.
4. A COMPLETE SET OF APPROVED PLANS AND A COPY OF THE GRADING PERMIT MUST BE ON SITE AND AVAILABLE FOR USE BY THE INSPECTOR, OR OTHER REPRESENTATIVES OF WASHINGTON COUNTY DIVISION OF PUBLIC WORKS.
5. ALL GRADING ON LOT, EITHER BEFORE OR AFTER THE CONSTRUCTION OF A DWELLING OR APPURTENANCES, SHALL BE THE FULL RESPONSIBILITY OF THE LOT OWNER.
6. NO PERMANENT STRUCTURES (FENCES, SHEDS, PLAY EQUIPMENT, RETAINING WALLS) SHALL BE PERMITTED WITHIN ANY STORM DRAINAGE EASEMENT EITHER SHOWN OR DESCRIBED ON THE FINAL PLAT OF SUBDIVISION.

SENSITIVE AREA NOTE

THERE ARE NO FLOODPLAINS IMPACTING THIS SITE AS SHOWN ON COMMUNITY PANEL NUMBER 24043 C 0118 D WITH AN EFFECTIVE DATE OF AUGUST 15, 2017. NO STEEP SLOPES, STREAMS AND RELATED BUFFERS, OR HABITAT OF THREATENED OR ENDANGERED SPECIES WITHIN THE DISTURBED AREA IDENTIFIED BY THE U.S. FISH AND WILDLIFE SERVICE PER 50 CFR 17 AS REQUIRED TO BE SHOWN BY SECTION 307 OF THE SUBDIVISION ORDINANCE AND SECTION 4.21 OF THE ZONING ORDINANCE.

UTILITY NOTIFICATION

"THE SOIL CONSERVATION DISTRICT MAKES NO REPRESENTATION AS TO THE EXISTENCE OR NON-EXISTENCE OF ANY UTILITIES AT THE CONSTRUCTION SITE. SHOWN ON THESE CONSTRUCTION DRAWINGS ARE THOSE UTILITIES WHICH HAVE BEEN IDENTIFIED. IT IS THE RESPONSIBILITY OF THE LANDOWNERS OR OPERATORS AND CONTRACTORS TO ASSURE THEMSELVES THAT NO HAZARD EXISTS OR DAMAGE WILL OCCUR TO UTILITIES. IT IS SUGGESTED THAT MISS UTILITY BE CONTACTED AT: PHONE NO. 1-800-257-7777.

SITE PLAN  
2005 GREENCASTLE PIKE, LLC.

HUYETT BUSINESS PARK

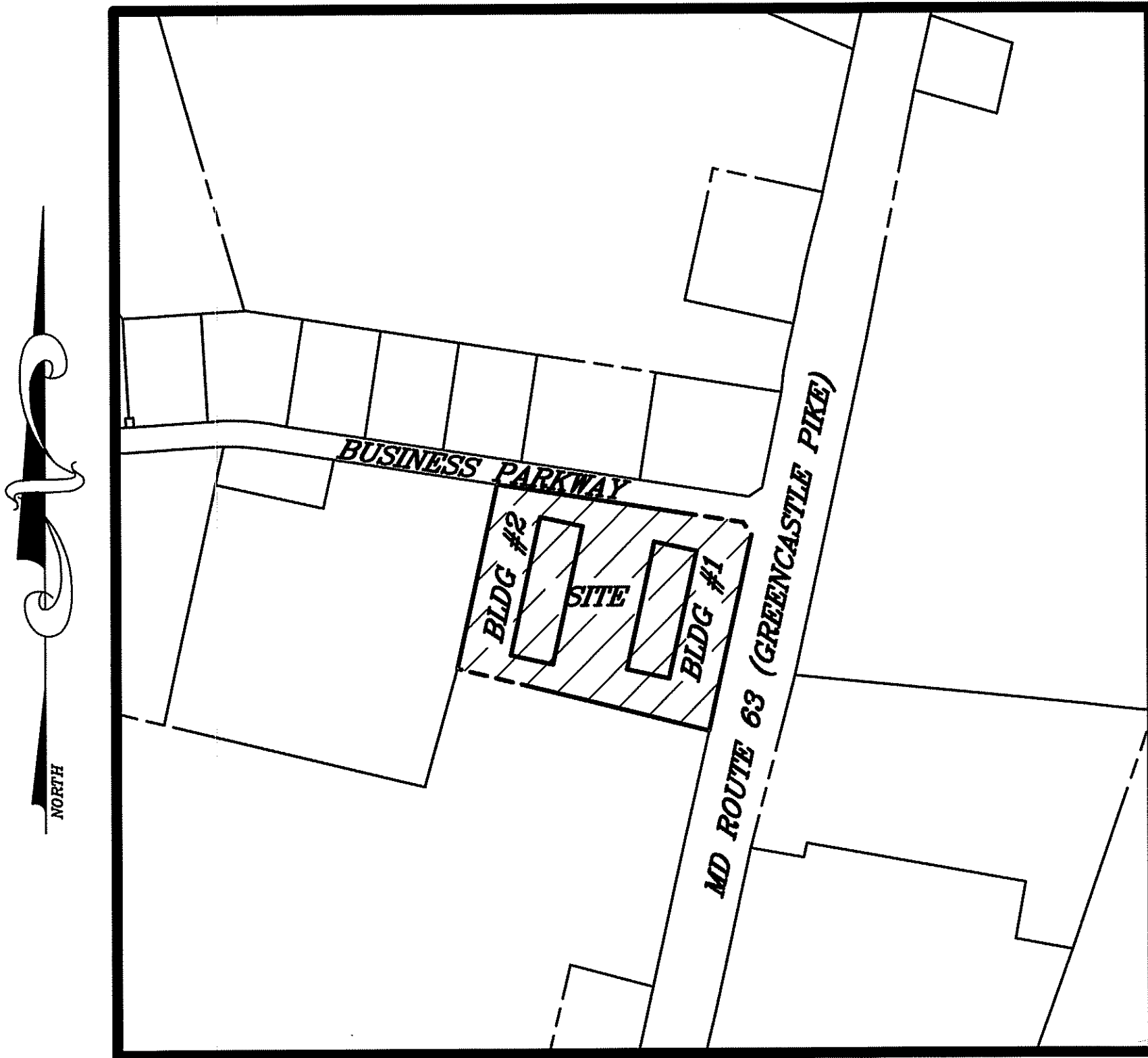
SITUATE AT THE SOUTHWEST CORNER OF BUSINESS  
PKWY & GREENCASTLE PIKE (MD ROUTE 63)

WASHINGTON COUNTY, MARYLAND

AGENCY & UTILITY CONTACTS

COUNTY D.P.W. - ENGINEERING AND CONSTRUCTION  
CITY UTILITIES DEPT. WATER & SEWER DIV.  
POTOMAC EDISON  
WASH. CO. SOIL CONSERVATION DISTRICT  
ANTETAM BROADBAND  
VERIZON  
COLUMBIA GAS  
WASHINGTON COUNTY DEPARTMENT OF WATER QUALITY

-----  
KELLEN DOUGLAS (240) 313-2400  
RICK USARY (301) 739-8577 X 653  
(301) 582-5271  
DENISE PRICE (301) 797-6821 X 3  
LESLIE BERRY (240) 420-2084  
JULIE LUDWIG (301) 790-7135  
VONDA GRIFFIN (800) 440-6111  
MARK BRADSHAW (240) 313-2600



GRAPHIC SCALE



( IN FEET )  
1 inch = 300 ft.

SHEET INDEX

FOX & ASSOCIATES, INC (11 SHEETS)

- COVER SHEET
- EXISTING CONDITION PLAN
- SITE PLAN / LANDSCAPE PLAN
- GRADING PLAN / UTILITY PLAN
- SOIL EROSION AND SEDIMENT CONTROL PLAN
- STORM DRAIN PROFILES
- STORM DRAIN DETAILS
- SANITARY SEWER PROFILES AND DETAILS
- WATERLINE PROFILES AND DETAILS
- SITE NOTES AND DETAILS
- SOIL EROSION AND SEDIMENT CONTROL NOTES AND DETAILS
- UNDERGROUND STORMWATER MANAGEMENT SYSTEM NOTES CHECKLISTS AND SCHEDULES
- SIMPLIFIED FOREST CONSERVATION PLAN

ATTACHMENTS:

L.S. GRIM, INC (3 SHEETS)

- PP-1.1 PHOTOMETRICS PLAN  
PP-1.2 LIGHT FIXTURE SPECIFICATIONS  
PP-1.3 POLE BASE DETAIL AND SPECIFICATION

CONTECH ENGINEERED SOLUTIONS, LLC (1 SHEET)

- 1 8'X18" STORMFILTER - 599698-010

ADVANCED DRAINAGE SYSTEMS, INC. (6 SHEETS)

- COVER SHEET
- 60" STB: SOLID DETENTION HDPE N-12
- 60" STB: SOLID DETENTION HDPE N-12
- 60" STB: SOLID DETENTION HDPE N-12
- 60" STB: SOLID DETENTION HDPE N-12
- NYLOPLAST

PROJECT PURPOSE

THE SUBJECT PROPERTY IS LOCATED AT THE SOUTHWEST CORNER OF MARYLAND ROUTE 63 (WILLIAMSPORT-GREENCASTLE PIKE) AND BUSINESS PARKWAY. THE PROJECT SITE CONTAINS 6.317 ACRES AND IS CURRENTLY UNDEVELOPED. THE PROJECT OWNER WISHES TO DEVELOP THE SUBJECT SITE CONSISTENT WITH A COMMERCIAL USE. THE PROJECT PROPOSES TWO (2) FREE-STANDING BUILDINGS CONTAINING 30,000 SF AND 32,500 SF, RESPECTIVELY. THE BUILDINGS PROPOSED WILL OFFER AT GRADE ENTRY AT THE FRONT OF THE BUILDING AND DOCK ACCESS TO THE REAR OF EACH BUILDING. THE USE INTENDED IS COMMERCIAL FLEX SPACES WHEREAS MULTIPLE TENANTS OF VARIOUS BUSINESS TYPES COULD OCCUPY PORTIONS OF THE BUILDINGS. THE ACTUAL SPECIFIC TENANTS FOR THE SPACE ARE NOT KNOWN AT THIS TIME, BUT GIVEN PAST TENANTS IN SIMILAR STYLE SPACES THE TENANTS ARE EXPECTED TO INCLUDE WAREHOUSING WITH COUNTER SALES TYPE USES OR POSSIBLY SOME SERVICE INDUSTRY TYPE USES.

SITE ADDRESSES

BUILDING #1 - 16215 BUSINESS PARKWAY  
BUILDING #2 - 16211 BUSINESS PARKWAY

NOTE: THE DEVELOPER HAS AGREED TO DONATION OF +/- 0.109 ACRES OF RIGHT-OF-WAY AND ESTABLISHMENT OF +/- 0.27 ACRES OF DRAINAGE EASEMENTS DEPICTED ON THIS PLAN AND RECORDED ON PLAT 11221-11222. THIS DONATION SERVES AS MITIGATION, MUTUALLY AGREED UPON BY THE DEVELOPER AND THE COUNTY, TO SATISFY THE THIS DEVELOPMENTS ROAD ADEQUACY REQUIREMENTS UNDER ARTICLE IV OF THE COUNTY'S ADEQUATE PUBLIC FACILITIES ORDINANCE (APFO) AND AS IS PERMITTED BY ARTICLE IX, SECTION 9.1 OF THE APFO.

ENGINEER'S STORM WATER MANAGEMENT CERTIFICATION

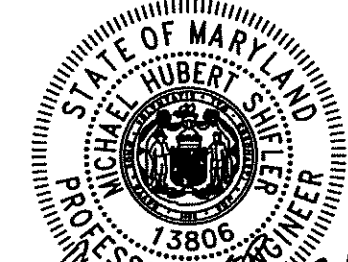
I VERIFY AND AFFIRM THAT THE CONSTRUCTION FOR THE STORMWATER MANAGEMENT FACILITY AS PERFORMED EITHER MEETS OR EXCEEDS THE REQUIREMENTS AND DESIGN INTENT OF THIS PLAN INCLUDING ALL SPECIFICATIONS AND REFERENCED STANDARDS, AND HAS BEEN COMPLETED IN ACCORDANCE WITH GOOD CONSTRUCTION PRACTICES. I ALSO VERIFY AND AFFIRM THAT I HAVE REVIEWED THE CONSTRUCTION INSPECTION DOCUMENTATION AND THE AS-BUILT INFORMATION; THAT IT HAS BEEN DONE IN ACCORDANCE WITH WASHINGTON COUNTY REQUIREMENTS AND AT A LEVEL DEEMED NECESSARY TO ASSURE THE VERIFICATION MADE HEREIN; AND ALL DISCREPANCIES BETWEEN THE AS-BUILT INFORMATION AND APPROVED PLANS HAVE BEEN NOTED AND ARE CONSIDERED ACCEPTABLE TO THE CONSULTANT.

SEAL

OWNER / DEVELOPER:

2005 GREENCASTLE PIKE, LLC.  
P.O. BOX 4217  
HAGERSTOWN, MD 21741-4217  
CONTACT PERSON: BRAD FULTON  
PHONE: 301-582-3322

PROFESSIONAL CERTIFICATION



I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND.  
LICENSE No. 13806 EXP. DATE: 2/6/22

1/21/2021 REVISED PER AGENCY COMMENTS

D-6247

SHEET 1 OF 14

SP - 20 - 025

FOX & ASSOCIATES, INC.

ENGINEERS • SURVEYORS • PLANNERS

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DISTURBED AREA QUANTITIES

THE TOTAL AREA TO BE DISTURBED SHOWN ON THESE PLANS HAS BEEN DETERMINED TO BE APPROXIMATELY 6.4 ACRES AND THE TOTAL AMOUNT OF EXCAVATION AND FILL AS SHOWN ON THESE PLANS HAS BEEN COMPUTED TO BE APPROXIMATELY 23,210 C.Y. OF EXCAVATION AND 26,400 C.Y. OF FILL.

\* THESE QUANTITIES ARE APPROXIMATE AND SHALL NOT BE USED BY THE CONTRACTOR FOR BIDDING PURPOSES.

WASHINGTON COUNTY SOIL CONSERVATION DISTRICT  
SOIL EROSION AND SEDIMENT CONTROL PLAN APPROVAL

BY: \_\_\_\_\_

DATE: \_\_\_\_\_  
(PLAN IS VALID FOR TWO YEARS FROM DATE OF APPROVAL)

OWNER/DEVELOPER CERTIFICATION - SCD

I/WE CERTIFY ALL/ANY PARTIES RESPONSIBLE FOR CLEARING, GRADING, CONSTRUCTION, AND/OR DEVELOPMENT WILL BE DONE PURSUANT TO THIS PLAN AND RESPONSIBLE PERSONNEL INVOLVED IN THE CONSTRUCTION PROJECT WILL HAVE A CERTIFICATE OF TRAINING AT A MARYLAND DEPARTMENT OF THE ENVIRONMENT APPROVED TRAINING PROGRAM FOR THE CONTROL OF SOIL EROSION AND SEDIMENT.

3/17/21 Brad Fulton  
DATE PRINTED NAME SIGNATURE

ENGINEER/ARCHITECT DESIGN CERTIFICATION

I HEREBY CERTIFY THAT THE PLANS HAVE BEEN DESIGNED IN ACCORDANCE WITH LOCAL ORDINANCES, COMAR 26.17.01.07, MARYLAND STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL.

3-17-21 13806  
DATE REG. NO. SIGNATURE

APPROVED:  
WASHINGTON COUNTY DIVISION OF PLAN REVIEW & PERMITTING

SIGNATURE: \_\_\_\_\_ DATE: \_\_\_\_\_

OWNER/DEVELOPERS CERTIFICATION FOR CO. DPW

"I/WE CERTIFY THAT ALL CLEARING, GRADING, CONSTRUCTION AND/OR DEVELOPMENT WILL BE DONE PURSUANT TO THIS PLAN AND IN ACCORDANCE WITH THE STORMWATER MANAGEMENT ORDINANCE OF WASHINGTON COUNTY AND THE POLICY ON CONSTRUCTION OF SUBDIVISION INFRASTRUCTURE FOR ACCEPTANCE AND OWNERSHIP BY WASHINGTON COUNTY (S-3)"

3/17/21 Brad Fulton  
DATE NAME SIGNATURE

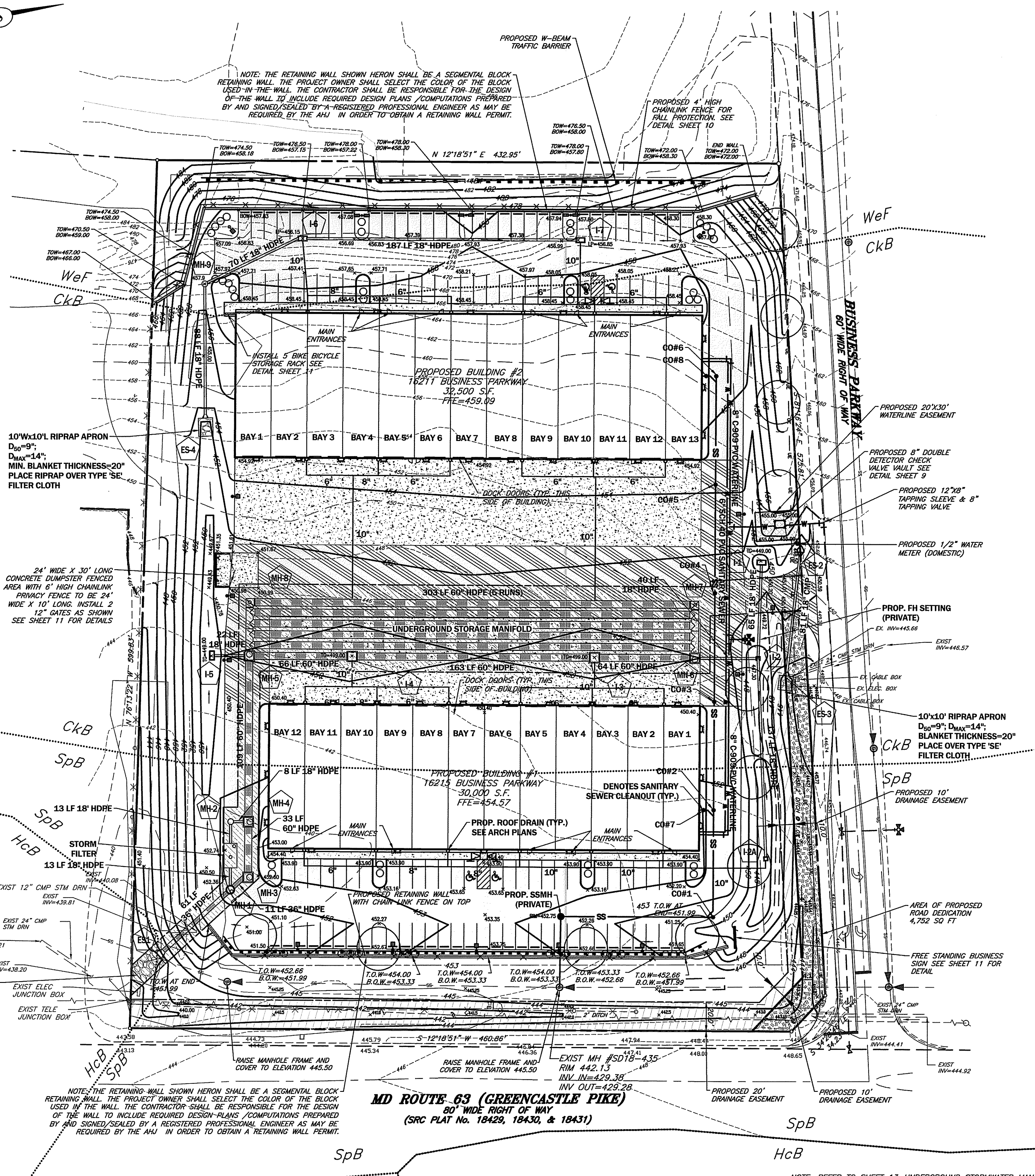
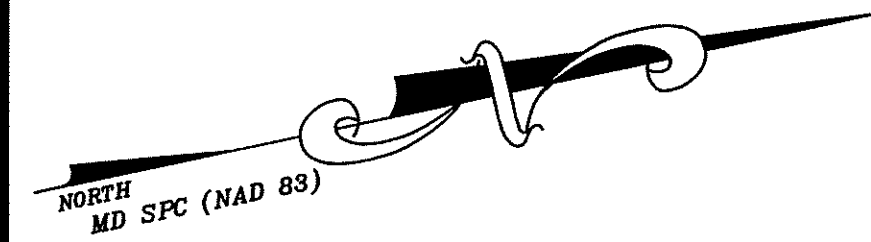
THIS PLAN/PLAT HAS BEEN REVIEWED BY THE WASHINGTON COUNTY DEPARTMENT OF WATER QUALITY FOR INCLUSION INTO THE COUNTY CAPACITY MANAGEMENT PLAN FOR THE SYSTEM THAT SERVES THIS PROJECT. ALLOCATION GRANTED FOR CONSTRUCTION SHOWN ON THIS PLAN/PLAT SHALL BE IN ACCORDANCE WITH THE CAPACITY MANAGEMENT PLAN DEVELOPED FOR THIS SYSTEM BASED ON AVAILABILITY OF ALLOCATION REMAINING IN THE FACILITY.

Mark D. Buehler  
WASHINGTON COUNTY DEPARTMENT OF WATER QUALITY  
3-17-21  
DATE









| STORM SEWER STRUCTURE SCHEDULE |                |                               |  |
|--------------------------------|----------------|-------------------------------|--|
| STRUCTURE DESIGNATION          | STRUCTURE TYPE | CORRESPONDING DETAIL NUMBER   | COMMENTS                                 |
| ES-1                           | END SECTION    | MSHA 370.01                   |  |
| ES-2                           | END SECTION    | MSHA 370.01                   |  |
| ES-3                           | END SECTION    | MSHA 370.01                   |  |
| ES-4                           | END SECTION    | MSHA 370.01                   |  |
| MH-1                           | MANHOLE        | MSHA 384.03                   |  |
| MH-2                           | MANHOLE        | MSHA 384.01                   |  |
| * MH-3                         | MANHOLE        | 6' x 6' SQUARE STRUCTURE      | SEE DETAIL-MANHOLE FRAME AND COVER       |
| * MH-4                         | MANHOLE        | 6' x 6' SQUARE STRUCTURE      | SEE DETAIL-MANHOLE FRAME AND COVER       |
| * MH-5                         | MANHOLE        | 6' x 6' SQUARE STRUCTURE      | SEE DETAIL-MANHOLE FRAME AND COVER       |
| * MH-6                         | MANHOLE        | 6' x 6' SQUARE STRUCTURE      | SEE DETAIL-MANHOLE FRAME AND COVER       |
| * MH-7                         | MANHOLE        | 90" FITTING W/ MANHOLE ACCESS | SEE DETAIL-MANHOLE FRAME AND COVER       |
| * MH-8                         | MANHOLE        | 90" FITTING W/ MANHOLE ACCESS | SEE DETAIL-MANHOLE FRAME AND COVER       |
| MH-9                           | MANHOLE        | MSHA 384.01                   |  |
| I-1                            | INLET          | MSHA 374.70                   |  |
| I-2                            | INLET          | MSHA 381.02                   |  |
| I-2A                           | INLET          | MSHA 381.02                   |  |
| I-3                            | INLET          | 6' x 6' SQUARE STRUCTURE      | SEE DETAIL-WR INLET GRATE (DOUBLE GRATE) |
| I-4                            | INLET          | 6' x 6' SQUARE STRUCTURE      | SEE DETAIL-WR INLET GRATE (DOUBLE GRATE) |
| I-5                            | INLET          | MSHA 374.70                   |  |
| I-6                            | INLET          | MSHA 374.70                   |  |
| I-7                            | INLET          | MSHA 374.70                   |  |

NOTES:

1. PAINTED "CONFINED SPACE" ON PAVEMENT ADJACENT TO INLETS MARKED WITH AN ASTERISK \*.
2. SEE ADS, INC PLANS FOR DETAILS ASSOCIATED WITH UNDERGROUND STORAGE MANIFOLD.
3. SEE CONTECH PLANS FOR DETAILS OF STORM FILTER.
4. ROOF DRAIN PIPES ARE HDPE (TYP.). SIZES ARE AS SPECIFIED.

WATER ALLOCATION INFORMATION

CURRENT SITE WATER ALLOCATION-0 GPD  
PROPOSED USAGE (TOTAL SITE) -600 GPD  
WATER ALLOCATION REQUESTED-600 GPD

SEWER ALLOCATION INFORMATION

CURRENT SITE SEWER ALLOCATION 0 GPD (AS REPORTED BY THE WASHINGTON COUNTY DEPARTMENT OF WATER QUALITY)  
PROPOSED USAGE (TOTAL SITE) -3 EDU'S OR 600 GPD  
ADDITIONAL ALLOCATION REQUESTED - 3 EDU'S OR 600 GPD

HATCH LEGEND

|  |  |
|--|--|
|  | HEAVY DUTY PAVEMENT SECTION SEE SHT 10   |
|  | LIGHT DUTY PAVEMENT SECTION SEE SHT 10   |
|  | CONC. PAD AT TRUCK DOCK SECTION SEE SHT 10   |
|  | DENOTES LIMIT PROPOSED STREET DEDICATION   |
|  | DENOTES LIMIT PROPOSED STORM DRAINAGE DEDICATION   |
|  | DENOTES LIMIT PROPOSED WATERLINE EASEMENT  |
|  | DENOTES LIMIT PROPOSED STORMWATER MANAGEMENT INSPECTION AND MAINTENANCE AGREEMENT EASEMENT |

LEGEND

|  |                                      |
|--|--------------------------------------|
|  | ADJOINER PROPERTY LINE               |
|  | BRL                                  |
|  | EXISTING CENTERLINE                  |
|  | EXISTING UNDERGROUND FIBER OPTIC     |
|  | INDEX CONTOUR                        |
|  | INTERMEDIATE CONTOUR                 |
|  | EXISTING STORM DRAIN                 |
|  | EXISTING OVERHEAD ELECTRIC           |
|  | EXISTING UNDERGROUND ELECTRIC        |
|  | EXISTING EDGE OF PAVEMENT            |
|  | EXISTING EASEMENT                    |
|  | EXISTING FENCE                       |
|  | EXISTING CURB                        |
|  | PROPERTY LINE                        |
|  | PROPERTY LINE TO BE ABANDONED        |
|  | RIGHT-OF-WAY                         |
|  | EXISTING SANITARY SEWER - GRAVITY    |
|  | EXISTING SANITARY SEWER - FORCE MAIN |
|  | SOIL                                 |
|  | STREAM                               |
|  | EXISTING SIDEWALK                    |
|  | TREES                                |
|  | EXISTING WATERLINE                   |
|  | PROPOSED BLDG                        |
|  | PROPOSED CURB                        |
|  | PROPOSED CENTERLINE                  |
|  | PROPOSED STORM DRAIN                 |
|  | PROPOSED EASEMENT                    |
|  | PROPOSED FENCE                       |
|  | PROPOSED SANITARY SEWER              |
|  | PROPOSED CONC/SIDEWALK               |
|  | PROPOSED WATERLINE                   |
|  | PROPOSED CONTOUR                     |

WASHINGTON COUNTY DEPARTMENT OF WATER QUALITY

THIS APPROVAL IS FOR GENERAL CONFORMANCE WITH THE COUNTY'S REQUIREMENTS FOR DESIGN AND LAYOUT OF PROPOSED SEWER AND/OR WATER SYSTEM IMPROVEMENTS OR EXTENSIONS. ALL SEWER AND/OR WATER SYSTEM IMPROVEMENTS OR EXTENSIONS SHALL BE CONSTRUCTED IN STRICT ACCORDANCE WITH THE COUNTY'S LATEST EDITION OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION OF SANITARY SEWERS AND/OR WATER LINES. THIS APPROVAL DOES NOT GUARANTEE AVAILABILITY OF SEWER AND/OR WATER SERVICE. SEWER AND/OR WATER SERVICE AVAILABILITY IS SUBJECT TO CONFORMANCE WITH ALL RULES, POLICIES, AND REGULATIONS ESTABLISHED BY THE COUNTY AND IN EFFECT AT THE TIME APPLICATION FOR SERVICE IS MADE, AND/OR THE AVAILABILITY OF ALLOCATION REMAINING IN OTHER JURISDICTIONS' FACILITIES THAT MAY BE GRANTED TO THE COUNTY. THIS APPROVAL SHALL BE VALID FOR A PERIOD OF TWO YEARS.

By: *M. D. Bradshaw* DATE: 3-17-21

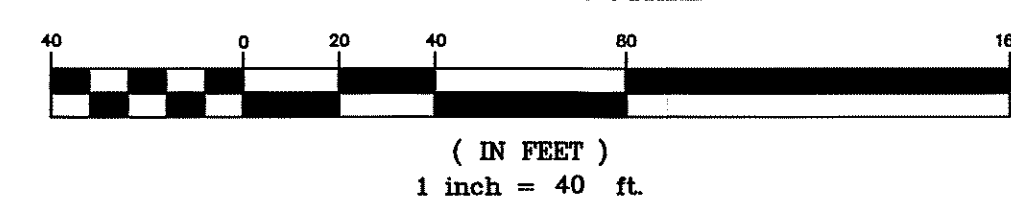
CITY OF HAGERSTOWN UTILITIES DEPARTMENT - WATER DIVISION

THIS APPROVAL IS FOR THE DESIGN AND LAYOUT OF THE PROPOSED WATER SYSTEM IMPROVEMENTS. ALL WATER SYSTEM IMPROVEMENTS SHALL BE CONSTRUCTED TO THE STANDARDS IN EFFECT AT THE TIME OF CONSTRUCTION. THIS APPROVAL DOES NOT GUARANTEE AVAILABILITY OF WATER SERVICE. WATER SERVICE IS AVAILABLE SUBJECT TO CONFORMANCE WITH ALL POLICIES AND STANDARDS IN EFFECT AT THE TIME OF APPLICATION FOR SERVICE. PAYMENT OF FEES AND APPROVAL OF THE WATER SERVICE APPLICATION. THE WATER DIVISION DOES NOT GUARANTEE A SPECIFIC WATER PRESSURE OR FLOW AT ANY METER OR FIRE HYDRANT. THIS APPROVAL IS VALID FOR A PERIOD OF ONE YEAR.

*Mark A. Dyer* 3-18-2021  
(SIGNATURE) (DATE)

MD ROUTE 63 (GREENCASLE PIKE)  
80' WIDE RIGHT OF WAY  
(SRC PLAT No. 18429, 18430, & 18431)

GRAPHIC SCALE



SOIL IDENTIFICATION

|     |                                 |                         |
|-----|---------------------------------|-------------------------|
| CkB | CLEARBROOK CHANNERY SILT LOAM   | 0 TO 8 PERCENT SLOPES   |
| HcB | HAGERSTOWN-ROCK OUTCROP COMPLEX | 3 TO 8 PERCENT SLOPES   |
| SpB | SWANPOND SILT LOAM              | 3 TO 8 PERCENT SLOPES   |
| WeF | WEIKERT VERY CHANNERY SILT LOAM | 25 TO 65 PERCENT SLOPES |

SP-20-025



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www.foxassocinc.com

MTB  
DRAWN BY

SHIFTED BUILDINGS WEST TO PROVIDE  
GREATER ROOM FOR SANITARY SEWER  
MAINTENANCE  
REVISED PER AGENCY COMMENTS  
DATE

2/19/21  
1/21/21

**GRADING PLAN / UTILITY PLAN**  
**HUYETT BUSINESS PARK**  
SITUATE AT THE SOUTHWEST CORNER OF  
BUSINESS PARKWAY AND GREENCASTLE PIKE  
WASHINGTON COUNTY, MARYLAND

SCALE: 1"=40'



I HEREBY CERTIFY THAT THESE DOCUMENTS  
WERE PREPARED OR APPROVED BY ME,  
AND THAT I AM A DULY LICENSED  
PROFESSIONAL ENGINEER UNDER THE LAWS  
OF THE STATE OF MARYLAND.  
LICENSE No.: 13806 EXP. DATE: 2/6/22

PROJECT NO. 18-31454  
DRAWING NO. D-6247  
DATE: SEPTEMBER 2020  
DRAWN BY: DCM  
CHECKED BY: SCC

SHEET 4 OF 14

Washington County, Maryland  
Capital Improvement 10yr Detail  
Fiscal Year 2022 - 2031  
Draft 3

|   | Total             | Prior Appr.      | 2022             | 2023             | 2024             | 2025             | 2026             | 2027             | 2028             | 2029             | 2030             | 2031             |
|---|-------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| <b>Airport</b>                                    |                   |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |
| T-Hangar 1, 2, & 3 Replacement                    | 463,000           | 112,000          | 33,000           | 28,000           | 34,000           | 35,000           | 35,000           | 36,000           | 37,000           | 37,000           | 38,000           | 38,000           |
| Airport Roof Replacement Project                  | 340,215           | 55,215           | 15,000           | 45,000           | 35,000           | 55,000           | 25,000           | 15,000           | 20,000           | 25,000           | 25,000           | 25,000           |
| Airport Security System Enhancements              | 343,000           | 283,000          | 60,000           | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                |
| Capital Equipment - Airport                       | 2,045,475         | 949,475          | 16,000           | 110,000          | 211,000          | 16,000           | 65,000           | 210,000          | 40,000           | 73,000           | 55,000           | 300,000          |
| Land Acquisition-Airport                          | 15,430,000        | 2,507,000        | 2,923,000        | 0                | 0                | 0                | 0                | 5,000,000        | 0                | 0                | 0                | 5,000,000        |
| Proposed Taxiway S                                | 1,180,000         | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 1,180,000        | 0                | 0                | 0                |
| Runway 9 MALSR                                    | 1,484,000         | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 244,000          | 1,240,000        | 0                | 0                |
| Runway 2/20 Rehabilitation                        | 3,850,000         | 0                | 0                | 0                | 0                | 350,000          | 3,500,000        | 0                | 0                | 0                | 0                | 0                |
| Runway 9/27 Lighting and Signage Replacement      | 825,000           | 0                | 0                | 0                | 0                | 75,000           | 750,000          | 0                | 0                | 0                | 0                | 0                |
| Snow Removal Equipment Storage Building Expansion | 3,514,000         | 0                | 0                | 300,000          | 0                | 3,214,000        | 0                | 0                | 0                | 0                | 0                | 0                |
| Taxiway F Rehabilitation                          | 6,300,000         | 0                | 300,000          | 0                | 6,000,000        | 0                | 0                | 0                | 0                | 0                | 0                | 0                |
| Taxiway G Rehabilitation                          | 1,920,000         | 0                | 0                | 0                | 0                | 0                | 0                | 1,920,000        | 0                | 0                | 0                | 0                |
| Taxiway H Rehabilitation                          | 300,000           | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 300,000          | 0                |
| Taxiway T Construction                            | 159,000           | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 159,000          |
| <b>Airport</b>                                    | <b>38,153,690</b> | <b>3,906,690</b> | <b>3,347,000</b> | <b>483,000</b>   | <b>6,280,000</b> | <b>3,745,000</b> | <b>4,375,000</b> | <b>7,181,000</b> | <b>1,521,000</b> | <b>1,375,000</b> | <b>418,000</b>   | <b>5,522,000</b> |
| <b>Bridges</b>                                    |                   |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |
| Bridge Inspection and Inventory                   | 666,250           | 287,250          | 22,000           | 0                | 138,000          | 0                | 24,000           | 0                | 175,000          | 0                | 20,000           | 0                |
| Roxbury Road Bridge W5372                         | 3,392,077         | 2,892,077        | 500,000          | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                |
| Bridge Scour Repairs                              | 281,184           | 31,184           | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 250,000          | 0                |
| Cleaning & Painting of Steel Bridges              | 408,000           | 108,000          | 0                | 150,000          | 0                | 0                | 0                | 0                | 0                | 150,000          | 0                | 0                |
| Halfway Boulevard Bridges W0912                   | 4,489,000         | 1,707,000        | 1,182,000        | 1,600,000        | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                |
| Frog Eye Road Culvert 11/06                       | 802,000           | 652,000          | 150,000          | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                |
| Appletown Road Bridge W2184                       | 474,000           | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 407,000          | 67,000           | 0                |
| Ashton Road Culvert 04/06                         | 399,000           | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 30,000           | 369,000          |
| Bowie Road Culvert                                | 305,000           | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 305,000          | 0                | 0                |
| Burnside Bridge Road Culvert 01/03                | 329,000           | 0                | 0                | 0                | 0                | 114,000          | 215,000          | 0                | 0                | 0                | 0                | 0                |
| Draper Road Culvert 04/07                         | 428,000           | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 37,000           | 391,000          | 0                |
| Draper Road Culvert 04/08                         | 36,000            | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 36,000           |
| Gardenhour Road Bridge W2431                      | 1,945,000         | 0                | 0                | 500,000          | 25,000           | 0                | 1,420,000        | 0                | 0                | 0                | 0                | 0                |
| Greenbrier Road Culvert 16/14                     | 268,000           | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 268,000          |
| Greenspring Furnace Road Culvert 15/15            | 406,000           | 0                | 0                | 40,000           | 179,000          | 187,000          | 0                | 0                | 0                | 0                | 0                | 0                |
| Gruber Road Bridge 04/10                          | 288,000           | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 10,000           | 278,000          |
| Harpers Ferry Road Culvert 11/02                  | 541,000           | 0                | 0                | 0                | 0                | 0                | 82,000           | 459,000          | 0                | 0                | 0                | 0                |
| Henline Road Culvert 05/05                        | 465,000           | 0                | 0                | 0                | 0                | 0                | 0                | 32,000           | 433,000          | 0                | 0                | 0                |
| Hoffman's Inn Road Culvert 05/06                  | 313,000           | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 313,000          | 0                | 0                |
| Kretsinger Road Culvert 14/01                     | 316,000           | 0                | 0                | 316,000          | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                |
| Lanes Road Culvert 15/12                          | 317,000           | 0                | 0                | 0                | 32,000           | 285,000          | 0                | 0                | 0                | 0                | 0                | 0                |
| Long Hollow Road Culvert 05/07                    | 316,000           | 0                | 0                | 0                | 0                | 0                | 66,000           | 250,000          | 0                | 0                | 0                | 0                |
| Mercersburg Road Culvert 04/16                    | 16,000            | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 16,000           |
| Mooreville Road Culvert 15/21                     | 355,000           | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 304,000          | 51,000           | 0                |
| Poplar Grove Road Bridge W2432                    | 100,000           | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 100,000          |
| Rensburg Road Culvert                             | 287,000           | 0                | 0                | 0                | 0                | 119,000          | 168,000          | 0                | 0                | 0                | 0                | 0                |
| Rinchart Road Culvert 14/03                       | 332,000           | 0                | 0                | 0                | 332,000          | 0                | 0                | 0                | 0                | 0                | 0                | 0                |
| Stone Masonry Bridge Repairs                      | 270,000           | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 270,000          | 0                | 0                | 0                |
| Taylors Landing Road Bridge W7101                 | 35,000            | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 35,000           |
| Willow Road Culvert 05/10                         | 323,000           | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 151,000          | 172,000          | 0                |
| Yarrowsburg Road Bridge W6191                     | 2,102,000         | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 620,000          | 1,482,000        | 0                |
| <b>Bridges Total</b>                              | <b>21,004,511</b> | <b>5,677,511</b> | <b>1,854,000</b> | <b>2,606,000</b> | <b>706,000</b>   | <b>705,000</b>   | <b>1,975,000</b> | <b>741,000</b>   | <b>878,000</b>   | <b>2,287,000</b> | <b>2,473,000</b> | <b>1,102,000</b> |



Washington County, Maryland  
Capital Improvement 10yr Detail  
Fiscal Year 2022 - 2031  
Draft 3

|  | Total              | Prior Appr.       | 2022              | 2023              | 2024              | 2025              | 2026              | 2027              | 2028              | 2029              | 2030              | 2031              |
|--|--------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| <b>Airport</b>                                       |                    |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |
| <b>Drainage</b>                                      |                    |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |
| Stream Restoration at Various Locations              | 2,292,782          | 1,056,782         | 100,000           | 0                 | 381,000           | 0                 | 0                 | 405,000           | 0                 | 0                 | 350,000           | 0                 |
| Stormwater Retrofits                                 | 13,886,754         | 3,886,754         | 1,000,000         | 1,000,000         | 1,000,000         | 1,000,000         | 1,000,000         | 1,000,000         | 1,000,000         | 1,000,000         | 1,000,000         | 1,000,000         |
| Drainage Improvements at Various Locations           | 900,000            | 150,000           | 75,000            | 75,000            | 75,000            | 75,000            | 75,000            | 75,000            | 75,000            | 75,000            | 75,000            | 75,000            |
| Broadfording Church Road Culvert                     | 231,000            | 0                 | 0                 | 0                 | 57,000            | 174,000           | 0                 | 0                 | 0                 | 0                 | 0                 | 0                 |
| Draper Road Drainage Improvements                    | 509,000            | 0                 | 0                 | 0                 | 0                 | 0                 | 0                 | 259,000           | 250,000           | 0                 | 0                 | 0                 |
| Harpers Ferry Road Drainage, 3600 Block              | 376,000            | 0                 | 0                 | 0                 | 75,000            | 301,000           | 0                 | 0                 | 0                 | 0                 | 0                 | 0                 |
| Shank Road Drainage                                  | 153,000            | 0                 | 0                 | 0                 | 0                 | 153,000           | 0                 | 0                 | 0                 | 0                 | 0                 | 0                 |
| Trego Mountain Road Drainage                         | 315,000            | 0                 | 0                 | 0                 | 0                 | 0                 | 0                 | 0                 | 0                 | 0                 | 0                 | 315,000           |
| University Road Culvert                              | 203,000            | 0                 | 0                 | 0                 | 0                 | 0                 | 203,000           | 0                 | 0                 | 0                 | 0                 | 0                 |
| <b>Drainage Total</b>                                | <b>18,866,536</b>  | <b>5,093,536</b>  | <b>1,175,000</b>  | <b>1,075,000</b>  | <b>1,588,000</b>  | <b>1,703,000</b>  | <b>1,278,000</b>  | <b>1,739,000</b>  | <b>1,325,000</b>  | <b>1,075,000</b>  | <b>1,425,000</b>  | <b>1,390,000</b>  |
| <b>Education</b>                                     |                    |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |
| <b>Board of Education</b>                            |                    |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |
| Capital Maintenance - BOE                            | 166,632,729        | 8,406,729         | 12,314,000        | 18,648,000        | 15,204,000        | 14,252,000        | 15,680,000        | 16,744,000        | 16,220,000        | 16,164,000        | 16,500,000        | 16,500,000        |
| <b>Board of Education</b>                            | <b>166,632,729</b> | <b>8,406,729</b>  | <b>12,314,000</b> | <b>18,648,000</b> | <b>15,204,000</b> | <b>14,252,000</b> | <b>15,680,000</b> | <b>16,744,000</b> | <b>16,220,000</b> | <b>16,164,000</b> | <b>16,500,000</b> | <b>16,500,000</b> |
| <b>Hagerstown Community College</b>                  |                    |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |
| Center for Business and Entrepreneurial Studies      | 11,230,000         | 10,730,000        | 500,000           | 0                 | 0                 | 0                 | 0                 | 0                 | 0                 | 0                 | 0                 | 0                 |
| ATC Renovation                                       | 5,400,000          | 0                 | 0                 | 0                 | 0                 | 0                 | 850,000           | 1,714,000         | 1,714,000         | 1,122,000         | 0                 | 0                 |
| Career Programs Roof Replacement                     | 1,562,000          | 0                 | 0                 | 0                 | 0                 | 0                 | 0                 | 0                 | 0                 | 727,000           | 835,000           | 0                 |
| CVT Instructional Facility Acquisition               | 2,000,000          | 0                 | 0                 | 0                 | 0                 | 0                 | 0                 | 0                 | 0                 | 0                 | 1,014,000         | 986,000           |
| CVT Renovation/Construction Project                  | 924,000            | 0                 | 0                 | 0                 | 0                 | 0                 | 0                 | 0                 | 0                 | 0                 | 0                 | 924,000           |
| LRC Exterior Metal Panel System and Roof Replacement | 1,783,000          | 0                 | 1,783,000         | 0                 | 0                 | 0                 | 0                 | 0                 | 0                 | 0                 | 0                 | 0                 |
| Second Entrance Drive Widening Project               | 6,099,000          | 0                 | 0                 | 1,714,000         | 1,714,000         | 1,714,000         | 957,000           | 0                 | 0                 | 0                 | 0                 | 0                 |
| <b>Hagerstown Community College</b>                  | <b>28,998,000</b>  | <b>10,730,000</b> | <b>2,283,000</b>  | <b>1,714,000</b>  | <b>1,714,000</b>  | <b>1,714,000</b>  | <b>1,807,000</b>  | <b>1,714,000</b>  | <b>1,714,000</b>  | <b>1,849,000</b>  | <b>1,849,000</b>  | <b>1,910,000</b>  |
| <b>Public Libraries</b>                              |                    |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |
| Systemic Projects - Library                          | 141,492            | 41,492            | 10,000            | 10,000            | 10,000            | 10,000            | 10,000            | 10,000            | 10,000            | 10,000            | 10,000            | 10,000            |
| Hancock Public Library Replacement                   | 2,825,000          | 142,000           | 2,683,000         | 0                 | 0                 | 0                 | 0                 | 0                 | 0                 | 0                 | 0                 | 0                 |
| <b>Public Libraries</b>                              | <b>2,966,492</b>   | <b>183,492</b>    | <b>2,693,000</b>  | <b>10,000</b>     | <b>10,000</b>     | <b>10,000</b>     | <b>10,000</b>     | <b>10,000</b>     | <b>10,000</b>     | <b>10,000</b>     | <b>10,000</b>     | <b>10,000</b>     |
| <b>Education Total</b>                               | <b>198,597,221</b> | <b>19,320,221</b> | <b>17,290,000</b> | <b>20,372,000</b> | <b>16,928,000</b> | <b>15,976,000</b> | <b>17,497,000</b> | <b>18,468,000</b> | <b>17,944,000</b> | <b>18,023,000</b> | <b>18,359,000</b> | <b>18,420,000</b> |
| <b>General Government</b>                            |                    |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |
| Cost of Bond Issuance                                | 1,231,587          | 231,587           | 100,000           | 100,000           | 100,000           | 100,000           | 100,000           | 100,000           | 100,000           | 100,000           | 100,000           | 100,000           |
| Contingency - General Fund                           | 1,330,363          | 330,363           | 100,000           | 100,000           | 100,000           | 100,000           | 100,000           | 100,000           | 100,000           | 100,000           | 100,000           | 100,000           |
| Systemic Improvements - Building                     | 5,822,869          | 1,622,869         | 600,000           | 400,000           | 400,000           | 400,000           | 400,000           | 400,000           | 400,000           | 400,000           | 400,000           | 400,000           |
| Facilities Roof Repairs                              | 2,350,000          | 1,350,000         | 100,000           | 100,000           | 100,000           | 100,000           | 100,000           | 100,000           | 100,000           | 100,000           | 100,000           | 100,000           |
| Information Systems Replacement Program              | 1,112,323          | 112,323           | 100,000           | 100,000           | 100,000           | 100,000           | 100,000           | 100,000           | 100,000           | 100,000           | 100,000           | 100,000           |
| Financial System Management & Upgrades               | 468,497            | 118,497           | 35,000            | 35,000            | 35,000            | 35,000            | 35,000            | 35,000            | 35,000            | 35,000            | 35,000            | 35,000            |
| County Wireless Infrastructure                       | 59,000             | 11,000            | 12,000            | 12,000            | 12,000            | 12,000            | 0                 | 0                 | 0                 | 0                 | 0                 | 0                 |
| General - Equipment and Vehicle Replacement Program  | 4,695,437          | 695,437           | 400,000           | 400,000           | 400,000           | 400,000           | 400,000           | 400,000           | 400,000           | 400,000           | 400,000           | 400,000           |
| County Office Building Renovation                    | 2,500,000          | 0                 | 0                 | 500,000           | 0                 | 0                 | 0                 | 0                 | 1,000,000         | 1,000,000         | 0                 | 0                 |
| Courthouse Courtroom 1 Renovation                    | 100,000            | 0                 | 0                 | 0                 | 0                 | 0                 | 0                 | 0                 | 0                 | 0                 | 0                 | 100,000           |
| <b>General Government Total</b>                      | <b>19,670,076</b>  | <b>4,472,076</b>  | <b>1,447,000</b>  | <b>1,747,000</b>  | <b>1,247,000</b>  | <b>1,247,000</b>  | <b>1,235,000</b>  | <b>1,235,000</b>  | <b>2,235,000</b>  | <b>2,235,000</b>  | <b>1,235,000</b>  | <b>1,335,000</b>  |

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|   | Total             | Prior Appr.       | 2022             | 2023             | 2024             | 2025             | 2026             | 2027             | 2028             | 2029             | 2030             | 2031             |
|---|-------------------|-------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| <b>Airport</b>  |                   |                   |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |
| <b>Parks and Recreation</b>                               |                   |                   |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |
| BR Capital Equipment Program                              | 408,618           | 68,618            | 25,000           | 25,000           | 30,000           | 30,000           | 35,000           | 35,000           | 40,000           | 40,000           | 40,000           | 40,000           |
| Hardcourt Playing Surfaces                                | 376,140           | 76,140            | 30,000           | 30,000           | 30,000           | 30,000           | 30,000           | 30,000           | 30,000           | 30,000           | 30,000           | 30,000           |
| Park Equipment/Surfacing Replacement, Various Locations   | 1,912,286         | 212,286           | 150,000          | 150,000          | 175,000          | 175,000          | 175,000          | 175,000          | 175,000          | 175,000          | 175,000          | 175,000          |
| Parking Lot Repair/Overlay, Various Locations             | 642,200           | 142,200           | 50,000           | 50,000           | 50,000           | 50,000           | 50,000           | 50,000           | 50,000           | 50,000           | 50,000           | 50,000           |
| Antietam Creek Water Trail                                | 477,000           | 25,000            | 252,000          | 100,000          | 100,000          | 0                | 0                | 0                | 0                | 0                | 0                | 0                |
| County Parks - Bathroom/Drinking Fountain Upgrades        | 300,000           | 50,000            | 0                | 50,000           | 0                | 50,000           | 0                | 50,000           | 0                | 50,000           | 0                | 50,000           |
| MLK Gymnasium Upgrade                                     | 375,000           | 25,000            | 175,000          | 175,000          | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                |
| Ag Center Show Area Floor                                 | 50,000            | 0                 | 0                | 0                | 50,000           | 0                | 0                | 0                | 0                | 0                | 0                | 0                |
| Black Rock Club House Renovation                          | 90,000            | 0                 | 90,000           | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                |
| Clear Spring Park Building Acquisition                    | 90,000            | 0                 | 90,000           | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                |
| Conococheague Creek Water Trail                           | 370,000           | 0                 | 0                | 0                | 0                | 10,000           | 180,000          | 180,000          | 0                | 0                | 0                | 0                |
| Doubs Woods Disc Golf                                     | 50,000            | 0                 | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 50,000           |
| Marty Snook Dog Park                                      | 50,000            | 0                 | 50,000           | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                |
| Field Improvements at Marty Snook and Regional Parks      | 100,000           | 0                 | 0                | 0                | 100,000          | 0                | 0                | 0                | 0                | 0                | 0                | 0                |
| Marty Snook Park Fitness Trail                            | 300,000           | 0                 | 0                | 0                | 0                | 300,000          | 0                | 0                | 0                | 0                | 0                | 0                |
| Marty Snook Park Pool Accessible Entrance                 | 100,000           | 0                 | 0                | 0                | 0                | 0                | 100,000          | 0                | 0                | 0                | 0                | 0                |
| North Central County Park                                 | 5,266,000         | 0                 | 0                | 100,000          | 100,000          | 500,000          | 500,000          | 620,000          | 1,561,000        | 562,000          | 563,000          | 760,000          |
| Recreational Field Bleachers                              | 75,000            | 0                 | 0                | 0                | 75,000           | 0                | 0                | 0                | 0                | 0                | 0                | 0                |
| Regional Park Dog Park                                    | 75,000            | 0                 | 0                | 0                | 75,000           | 0                | 0                | 0                | 0                | 0                | 0                | 0                |
| Regional Park Walking/Hiking Trail                        | 690,000           | 0                 | 690,000          | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                |
| Roof Replacements Various Locations                       | 225,000           | 0                 | 0                | 25,000           | 25,000           | 25,000           | 25,000           | 25,000           | 25,000           | 25,000           | 25,000           | 25,000           |
| <b>Parks and Recreation</b>                               | <b>12,022,244</b> | <b>599,244</b>    | <b>1,602,000</b> | <b>705,000</b>   | <b>810,000</b>   | <b>1,170,000</b> | <b>1,095,000</b> | <b>1,165,000</b> | <b>1,881,000</b> | <b>932,000</b>   | <b>883,000</b>   | <b>1,180,000</b> |
| <b>Public Safety</b>                                      |                   |                   |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |
| Detention Center - Systemic Projects                      | 3,213,127         | 377,127           | 136,000          | 670,000          | 190,000          | 200,000          | 500,000          | 20,000           | 250,000          | 250,000          | 400,000          | 220,000          |
| Police & EMS Training Facility                            | 13,200,000        | 11,800,000        | 1,400,000        | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                |
| Communication Tower(s) Various                            | 620,806           | 156,806           | 110,000          | 0                | 114,000          | 0                | 118,000          | 0                | 122,000          | 0                | 0                | 0                |
| P25 UHF Public Safety Radio Communications System Upgrade | 200,000           | 100,000           | 100,000          | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                |
| Portable Radio Replacement Program - Sheriff              | 1,286,062         | 108,062           | 110,000          | 112,000          | 114,000          | 116,000          | 118,000          | 120,000          | 120,000          | 122,000          | 122,000          | 124,000          |
| Law Enforcement - Vehicle & Equipment Replacement Program | 8,399,311         | 1,264,311         | 650,000          | 660,000          | 650,000          | 725,000          | 725,000          | 725,000          | 750,000          | 750,000          | 750,000          | 750,000          |
| Emergency Services Equipment & Vehicle Program            | 2,019,608         | 159,608           | 150,000          | 160,000          | 150,000          | 200,000          | 200,000          | 200,000          | 200,000          | 200,000          | 200,000          | 200,000          |
| 911 Center Building Expansion                             | 1,800,000         | 0                 | 0                | 0                | 0                | 528,000          | 1,272,000        | 0                | 0                | 0                | 0                | 0                |
| Burn Building - PSTC Training Center                      | 1,500,000         | 0                 | 500,000          | 1,000,000        | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                |
| Canteen/Rehab Unit Replacement                            | 450,000           | 0                 | 45,000           | 45,000           | 45,000           | 45,000           | 45,000           | 45,000           | 45,000           | 45,000           | 45,000           | 45,000           |
| Portable Radio Replacement Program - Emergency Services   | 4,300,000         | 0                 | 2,404,000        | 296,000          | 200,000          | 200,000          | 200,000          | 200,000          | 200,000          | 200,000          | 200,000          | 200,000          |
| Patrol Services Relocation Renovation                     | 6,448,000         | 0                 | 0                | 500,000          | 500,000          | 500,000          | 500,000          | 500,000          | 500,000          | 1,020,000        | 1,928,000        | 500,000          |
| Incident Safety Officer Vehicle Replacement Program       | 144,000           | 0                 | 0                | 16,000           | 16,000           | 16,000           | 16,000           | 16,000           | 16,000           | 16,000           | 16,000           | 16,000           |
| <b>Public Safety</b>                                      | <b>43,580,914</b> | <b>13,965,914</b> | <b>5,605,000</b> | <b>3,459,000</b> | <b>1,979,000</b> | <b>2,530,000</b> | <b>3,694,000</b> | <b>1,826,000</b> | <b>2,203,000</b> | <b>2,603,000</b> | <b>3,661,000</b> | <b>2,055,000</b> |
| <b>Railroad</b>   |                   |                   |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |
| Railroad Crossing Improvements                            | 2,428,837         | 669,837           | 295,000          | 0                | 0                | 348,000          | 0                | 360,000          | 0                | 372,000          | 0                | 384,000          |
| <b>Railroad</b>   | <b>2,428,837</b>  | <b>669,837</b>    | <b>295,000</b>   | <b>0</b>         | <b>0</b>         | <b>348,000</b>   | <b>0</b>         | <b>360,000</b>   | <b>0</b>         | <b>372,000</b>   | <b>0</b>         | <b>384,000</b>   |



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|   | Total              | Prior Appr.       | 2022             | 2023             | 2024              | 2025             | 2026             | 2027             | 2028             | 2029             | 2030             | 2031             |
|---|--------------------|-------------------|------------------|------------------|-------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| <b>Airport</b>  |                    |                   |                  |                  |                   |                  |                  |                  |                  |                  |                  |                  |
| <b>Road Improvement</b>                               |                    |                   |                  |                  |                   |                  |                  |                  |                  |                  |                  |                  |
| Intersection & Signal Improvements                    | 1,120,784          | 370,784           | 0                | 250,000          | 0                 | 250,000          | 0                | 0                | 250,000          | 0                | 0                | 0                |
| Transportation ADA                                    | 1,115,178          | 265,178           | 85,000           | 85,000           | 85,000            | 85,000           | 85,000           | 85,000           | 85,000           | 85,000           | 85,000           | 85,000           |
| Pavement Maintenance and Rehab Program                | 62,953,396         | 10,953,396        | 4,750,000        | 4,750,000        | 5,000,000         | 5,000,000        | 5,250,000        | 5,250,000        | 5,500,000        | 5,500,000        | 5,500,000        | 5,500,000        |
| Longmeadow Road                                       | 2,105,000          | 0                 | 0                | 0                | 0                 | 0                | 310,000          | 432,000          | 518,000          | 845,000          | 0                | 0                |
| Eastern Boulevard Extended                            | 7,603,000          | 0                 | 0                | 0                | 300,000           | 1,711,000        | 1,556,000        | 2,033,000        | 2,003,000        | 0                | 0                | 0                |
| Eastern Boulevard Widening Phase II                   | 5,672,300          | 2,691,300         | 0                | 400,000          | 2,581,000         | 0                | 0                | 0                | 0                | 0                | 0                | 0                |
| Eastern Blvd at Antietam Drive Improvements           | 3,006,000          | 2,006,000         | 1,000,000        | 0                | 0                 | 0                | 0                | 0                | 0                | 0                | 0                | 0                |
| Professional Boulevard Extended Phase II              | 4,809,200          | 4,809,200         | 0                | 0                | 0                 | 0                | 0                | 0                | 0                | 0                | 0                | 0                |
| Valley Mall Area Road Improvements Phase II           | 775,145            | 33,145            | 0                | 0                | 381,000           | 361,000          | 0                | 0                | 0                | 0                | 0                | 0                |
| Professional Boulevard Extended Phase III             | 1,203,000          | 1,135,000         | 0                | 68,000           | 0                 | 0                | 0                | 0                | 0                | 0                | 0                | 0                |
| Showalter Road Extended East                          | 1,010,000          | 510,000           | 0                | 0                | 0                 | 0                | 0                | 0                | 0                | 0                | 0                | 500,000          |
| Halfway Boulevard Extended                            | 5,973,000          | 5,073,000         | 400,000          | 500,000          | 0                 | 0                | 0                | 0                | 0                | 0                | 0                | 0                |
| Wright Road   | 2,500,000          | 100,000           | 1,173,000        | 954,000          | 273,000           | 0                | 0                | 0                | 0                | 0                | 0                | 0                |
| Professional Boulevard Extended Phase IV              | 800,000            | 800,000           | 0                | 0                | 0                 | 0                | 0                | 0                | 0                | 0                | 0                | 0                |
| Burnside Bridge Road Spot Improvements                | 544,000            | 0                 | 0                | 0                | 0                 | 0                | 0                | 544,000          | 0                | 0                | 0                | 0                |
| E. Oak Ridge Drive/South Pointe Signal                | 461,000            | 0                 | 0                | 0                | 0                 | 111,000          | 350,000          | 0                | 0                | 0                | 0                | 0                |
| Marsh Pike from MD60 to Longmeadow                    | 500,000            | 0                 | 0                | 0                | 0                 | 0                | 0                | 0                | 0                | 0                | 0                | 500,000          |
| Mt Actna Road Spot Improvements                       | 2,422,000          | 0                 | 0                | 0                | 0                 | 0                | 0                | 0                | 0                | 0                | 1,250,000        | 1,172,000        |
| Rockdale Road and Independence Road Spot Improvements | 1,025,000          | 0                 | 0                | 0                | 0                 | 0                | 0                | 0                | 0                | 0                | 450,000          | 575,000          |
| Sandstone Drive Spot Improvements                     | 500,000            | 0                 | 0                | 0                | 0                 | 0                | 0                | 0                | 0                | 500,000          | 0                | 0                |
| Highway - Vehicle & Equipment Replacement Program     | 16,969,736         | 2,753,736         | 852,000          | 903,000          | 1,515,000         | 1,557,000        | 1,458,000        | 1,531,000        | 1,600,000        | 1,600,000        | 1,600,000        | 1,600,000        |
| Highway Maintenance Shop - Western Section            | 374,000            | 0                 | 0                | 374,000          | 0                 | 0                | 0                | 0                | 0                | 0                | 0                | 0                |
| Highway Western Section - Fuel Tank Replacement       | 847,000            | 486,000           | 180,000          | 181,000          | 0                 | 0                | 0                | 0                | 0                | 0                | 0                | 0                |
| <b>Road Improvement</b>                               | <b>124,288,739</b> | <b>31,986,739</b> | <b>8,440,000</b> | <b>8,465,000</b> | <b>10,135,000</b> | <b>9,075,000</b> | <b>9,009,000</b> | <b>9,875,000</b> | <b>9,956,000</b> | <b>8,530,000</b> | <b>8,885,000</b> | <b>9,932,000</b> |
| <b>Solid Waste</b>                                    |                    |                   |                  |                  |                   |                  |                  |                  |                  |                  |                  |                  |
| Contingency - Solid Waste                             | 522,000            | 83,000            | 0                | 30,000           | 30,000            | 35,000           | 35,000           | 60,000           | 60,000           | 62,000           | 63,000           | 64,000           |
| Close Out Cap - Rubblefill                            | 2,091,000          | 190,000           | 1,901,000        | 0                | 0                 | 0                | 0                | 0                | 0                | 0                | 0                | 0                |
| SW Equipment & Vehicle Replacement                    | 350,157            | 56,157            | 28,000           | 28,000           | 29,000            | 29,000           | 30,000           | 30,000           | 30,000           | 30,000           | 30,000           | 30,000           |
| 40 West Landfill - Cell 5 Construction                | 4,083,000          | 0                 | 0                | 0                | 440,000           | 3,472,000        | 171,000          | 0                | 0                | 0                | 0                | 0                |
| 40 West Security Upgrades                             | 60,000             | 0                 | 60,000           | 0                | 0                 | 0                | 0                | 0                | 0                | 0                | 0                | 0                |
| <b>Solid Waste</b>                                    | <b>7,106,157</b>   | <b>329,157</b>    | <b>1,989,000</b> | <b>58,000</b>    | <b>499,000</b>    | <b>3,536,000</b> | <b>236,000</b>   | <b>90,000</b>    | <b>90,000</b>    | <b>92,000</b>    | <b>93,000</b>    | <b>94,000</b>    |
| <b>Transit</b>  |                    |                   |                  |                  |                   |                  |                  |                  |                  |                  |                  |                  |
| Vehicle Preventive Maintenance                        | 4,259,230          | 509,230           | 375,000          | 375,000          | 375,000           | 375,000          | 375,000          | 375,000          | 375,000          | 375,000          | 375,000          | 375,000          |
| Fixed Route Bus Replacement Program                   | 6,205,644          | 3,923,644         | 0                | 0                | 0                 | 0                | 0                | 0                | 0                | 0                | 1,956,000        | 326,000          |
| ADA Bus Replacement                                   | 449,508            | 89,508            | 0                | 0                | 0                 | 0                | 90,000           | 90,000           | 90,000           | 0                | 0                | 90,000           |
| Transportation Development Plan                       | 100,000            | 0                 | 0                | 0                | 0                 | 0                | 0                | 100,000          | 0                | 0                | 0                | 0                |
| CARES Act Preventative Maintenance                    | 1,351,000          | 0                 | 1,351,000        | 0                | 0                 | 0                | 0                | 0                | 0                | 0                | 0                | 0                |
| CARES Act Support Vehicle                             | 49,000             | 0                 | 49,000           | 0                | 0                 | 0                | 0                | 0                | 0                | 0                | 0                | 0                |
| CARES Act Small Bus Replacement                       | 178,000            | 0                 | 178,000          | 0                | 0                 | 0                | 0                | 0                | 0                | 0                | 0                | 0                |
| CARES Act Fixed Route Replacement Buses               | 1,205,000          | 0                 | 1,205,000        | 0                | 0                 | 0                | 0                | 0                | 0                | 0                | 0                | 0                |
| <b>Transit</b>  | <b>13,797,382</b>  | <b>4,522,382</b>  | <b>3,158,000</b> | <b>375,000</b>   | <b>375,000</b>    | <b>375,000</b>   | <b>465,000</b>   | <b>565,000</b>   | <b>465,000</b>   | <b>375,000</b>   | <b>2,331,000</b> | <b>791,000</b>   |
| <b>Water Quality</b>                                  |                    |                   |                  |                  |                   |                  |                  |                  |                  |                  |                  |                  |
| <b>Utility Administration</b>                         |                    |                   |                  |                  |                   |                  |                  |                  |                  |                  |                  |                  |
| Contingency - Utility Admin                           | 198,677            | 135,677           | 0                | 0                | 0                 | 0                | 0                | 0                | 0                | 0                | 31,000           | 32,000           |
| General Building Improvements                         | 964,000            | 0                 | 30,000           | 40,000           | 300,000           | 594,000          | 0                | 0                | 0                | 0                | 0                | 0                |
| Lab Equipment Replacement                             | 379,117            | 135,117           | 25,000           | 25,000           | 23,000            | 23,000           | 24,000           | 24,000           | 25,000           | 25,000           | 25,000           | 25,000           |
| WQ Equip/Vehicle Replacement Program                  | 1,143,929          | 268,929           | 80,000           | 80,000           | 80,000            | 85,000           | 85,000           | 90,000           | 90,000           | 95,000           | 95,000           | 95,000           |
| Local Limits Study                                    | 50,000             | 0                 | 50,000           | 0                | 0                 | 0                | 0                | 0                | 0                | 0                | 0                | 0                |
| <b>Utility Administration</b>                         | <b>2,735,723</b>   | <b>539,723</b>    | <b>185,000</b>   | <b>145,000</b>   | <b>403,000</b>    | <b>702,000</b>   | <b>109,000</b>   | <b>114,000</b>   | <b>115,000</b>   | <b>120,000</b>   | <b>151,000</b>   | <b>152,000</b>   |

**Washington County, Maryland  
Capital Improvement 10yr Detail  
Fiscal Year 2022 - 2031  
Draft 3**

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