TOWN COUNCIL MEETING | NOVEMBER 10, 2025

November 10, 2025 at 7:00 PM

4229 Edmonston RD, Bladensburg, MD 20710

AGENDA

Public Access Virtual via live stream of the Town's Facebook and YouTube pages:

https://www.youtube.com/channel/UCofIhVTBelD3c9oH8GYSW0g

https://www.facebook.com/Bladensburgmd

1. **Call to Order – 1 min**
2. **Opening Prayer – 2 min**
3. **Pledge of Allegiance – 1 min**
4. **Approval of Agenda – 1 min**
5. **Presentations**
   - A. **Presentation** | Town Clerk Regine Watson (3 minutes)
   - B. **Presentation** | Police Department Recognitions (5 minutes)
   - C. **Presentation** | Patriotic Committee Renee Green (3 minutes)
   - D. **Presentation** | Municipal Government Works Month (3 minutes)
6. **Approval of Minutes**
   - A. **Town Council Meeting Minutes** | October 20, 2025 (2 minutes)
7. **Public Comments**
8. **Unfinished Business**
9. **Financial Business**
   - A. **Ordinance 08-2026** | An Ordinance to enact the fiscal year 2026-2027 Budget process and codify the town council and public participation process. (3 minutes)

10. New Business

A. **Council Presentation** | Flood Mitigation Project: Edmonston Channel and Quincy Run – Public Outreach – November 2025 Update (5 minutes)

B. **Council Presentation** | Department of Environment and Clean Water Partnership Grant | Tree Canopy Update – November 2025 (5 minutes)

C. **Council Action** | Funding Request for Ambulance Staffing Stipend | Bladensburg Fire Department – FY 2026 (3 Minutes)

D. **Council Action** | Approval for a contract with Fleur de Lis L.L.C. for on-call Commercial Real Estate Advisory Services for signature and execution by Town Administrator. (3 minutes)

E. **Council Action** | Approval of a Contract with Calvert Ready Mix, an amount not to exceed $50,560.14 for Sidewalk and Curb Repairs using CDBG PY 51 Funds for Taussig Street. (3 minutes)

F. **Resolution 07-2026** | A Resolution of the Mayor and Town Council of the Town of Bladensburg, Maryland, establishing and approving the schedule of fees and fines for various municipal services and violations (3 minutes)

G. **Information Memo** | United States 250th Anniversary| Update November 2025 (5 minutes)

11. Staff Reports (3 minutes each)

Treasurer; Public Safety and Code Enforcement; Town Clerk; Public Works; Town Administrator

A. **Town Treasurer Report** | October 2025

B. **Public Safety** | October 2025

C. **Town Clerk** | October 2025

D. **Public Works Supervisor** | October 2025

E. **Town Administrator Report** | November 2025

Information Memo | Legislative Update - November 2025

Information Memo | Green Team Update | November 2025

Information Memo | Washington Metropolitan Council of Governments (COG) Update | November 2025

Information Memo | Bostwick House Update - November 2025

Information Memo | DRAFT ALPR Agreement with RedSpeed | Update November 2025

12. Mayor and Council Reports (3 minutes each)

Council Member Trina Brown – Ward 1

Council Member Kalisha Dixon – Ward 1

Council Member Carrol McBryde – Ward 2

Council Member Marilyn Blount – Ward 2

Mayor Takisha James

13. Adjournment

Town of Bladensburg, Maryland

Proclamation Recognizing Municipal Government Works Month – November 2025

WHEREAS, the Maryland Municipal League (MML) has designated the month of November as *Municipal Government Works Month* to celebrate the vital role of municipal governments across the state; and

WHEREAS, the Town of Bladensburg is a proud and active member of the Maryland Municipal League, working in partnership with other towns and cities to strengthen local governance, public engagement, and community well-being; and

WHEREAS, municipal government is the level of government closest to the people, providing essential services that affect the daily lives of residents — including public safety, public works, recreation, community development, and environmental stewardship; and

WHEREAS, the Town of Bladensburg recognizes and deeply appreciates the dedication and professionalism of its municipal employees, elected officials, and volunteers who work tirelessly to maintain a high quality of life for all who live, work, and visit our community; and

WHEREAS, Bladensburg proudly participates in the **MML Banner City/Town Program**, demonstrating our ongoing commitment to civic involvement, municipal excellence, and recognition of important statewide initiatives such as Municipal Government Works Month; and

WHEREAS, this observance serves as an opportunity to educate citizens about the value and importance of municipal government and to celebrate the teamwork that keeps our community strong and connected;

NOW, THEREFORE, I, **Takisha James, Mayor of the Town of Bladensburg**, on behalf of the Town Council, do hereby proclaim **November 2025 as Municipal Government Works Month** in the Town of Bladensburg, and encourage all residents to join us in recognizing and thanking the dedicated individuals who serve our community each and every day.

WHEREOF, I have hereunto set my hand and caused the seal of the Town of Bladensburg to be affixed this ___ day of November 2025.

_____

Takisha D. James, Mayor

TOWN OF BLADENSBURG COUNCIL MEETING | OCTOBER 20, 2025

October 20, 2025, at 7:00 PM

4229 Edmonston RD, Bladensburg, MD 20710

MINUTES

Public Access Virtual via live stream of the Town's Facebook and YouTube pages:

https://www.youtube.com/channel/UCofIhVTBelD3c9oH8GYSW0g

https://www.facebook.com/Bladensburgmd

1. Call to Order

Mayor James called the meeting to order at 7:03 pm.

2. Opening Prayer

Council Member Dixon led the opening prayer.

3. Pledge of Allegiance

Mayor James led the Pledge of Allegiance.

4. Approval of Agenda

Mayor James called for a motion to approve the agenda with the following amendments: remove I. COUNCIL ACTION | Contract approval for a contract with Fleur de Lis L.L.C. for on-call Commercial Real Estate Advisory Services for signature and execution by Town Administrator and O. INFORMATION ONLY | Law Enforcement Officers Retirement Plan (LEOPS) Review | Update

Council Member McBryde made the motion, and Council Member Dixon seconded it. The motion passed unanimously with a vote of 4–0.

5. Presentations

A. **Comptroller of Maryland Brooke Lierman Office Presentation** | Michael Baryd.

Michael Baird highlighted a recent report showing the federal government directed about $150 billion in assets to Maryland, supporting 229,000 federal jobs, with 54,000 in Prince George's

County and Federal job losses from January total 15,100, with projections of up to 25,000 lost by year-end if trends continue at a rate of 2,500 jobs per month, impacting local revenues and employment. Budget reconciliation provisions are expected to reduce Maryland's personal and corporate tax revenues by $117.5 million in FY 2026 and $71.4 million in FY 2027, informing state and local budget planning. He offered on a future date to provide additional updates on the fiscal conditions of the state of Maryland.

B. Recognition of Staff | National Code Compliance and Code Enforcement Appreciation Month and Economic Development Week

The Code Enforcement Team was recognized for its impactful work during National Code Enforcement Month, with a small but effective team praised for its community relations and enforcement efforts. Supervisor Shaun Rinehart and Kelly Osuji were both present and recognized by the Town Council.

C. Patriotic Committee Report | October 2025

Renee Greene- Renee Green provided her report and announced Veterans Day observance on November 11th at 11:00 AM. She requested a $250 check for the American Legion lunch, which is open to all, and noted the upcoming 250th anniversary of the country in 2026, with multiple planned events

D. Approval of Election Results| The Board of Supervisors of Election (BOSOE)

Vice Chair Owen Clark of the BOSOE reported a smooth 2025 election cycle, with improved processes, yielding voter tallies such as 182 votes for Mayor Takisha D. James and the re-election of Council Members Trina Brown and Carrol McBryde. Council Members expressed gratitude for staff efforts during the election and ongoing community events, reaffirming their commitment to serving residents and appreciating resident participation.

Mayor James called for a motion to certify the election results for the 2025 election. Council Member Brown made the motion, and Council Member McBryde seconded it. The motion passed unanimously with a vote of 4–0.

6. Approval of Minutes

A. Approval of Regular Council Meeting September 8, 2025

Mayor James called for a motion to approve the Regular Council Meeting Minutes for September 8, 2025. Council Member McBryde made the motion, and Council Member Brown seconded it. The motion passed unanimously with a vote of 4–0.

7. Public Comments

Paula Ayers- Expressed her concerns regarding ongoing safety concerns on 57th Avenue, including obstructed no-parking zones, school traffic congestion, and dangerous van driving on residential streets, and is urging police attention to possible speeding in the area.

Susan McCutchen - Ms. McCutchen emphasized the importance of vigilance on local and county issues, warning against opaque processes surrounding the data center project in New Carrollton and comparing it to past opposition efforts on the Maglev project, stressing the need for community awareness.

8. Unfinished Business

A. **ORDINANCE 07-2026 A and ORDINANCE 07-2026 B | SECOND READING - An Ordinance of the Mayor and Council of the Town of Bladensburg to amend penalties, remedies, and fees to change or establish certain fines or fees; and generally, relate to automated traffic enforcement systems.**

Town Administrator Bailey Hedgepeth read Ordinance 07-2026A and 07-2026B into the record. These two ordinances amend the town code, one governing general fees collection and the second addressing fines collected from the motor vehicles section of the code. This is the second reading of the item. The Town Attorney modified these into two ordinances. This ordinance takes effect in 20 days.

Mayor James called for a motion to approve Ordinance 07-2026A, Council Member Dixon moved the motion, Council Member McBryde seconded. The motion passed unanimously 4-0.

Mayor James called for a motion to approve Ordinance 07-2026 B. Council Member Brown moved the motion, and Council Member Dixon seconded it. The motion passed unanimously 4-0.

9. New Business

A. **RESOLUTION 05-2026 | A Resolution of the Mayor and Town Council of the Town of Bladensburg, declaring October 2025 as National Code Compliance and Code Enforcement Appreciation Month**

Town Administrator Bailey-Hedgepeth shared this Resolution 05-2026 to celebrate our code enforcement team and the National Code Compliance Month. This item was part of the presentation section of the agenda.

B. **RESOLUTION 06-2026 | A Resolution of Support for Economic Development Week – October 20 – 24, 2025**

Town Administrator Bailey-Hedgepeth shared that this is a Resolution 06- 2026 to support Economic Development Week and why it is essential. This item was part of the presentation section of the agenda.

C. **ORDINANCE 08-2026 | AN ORDINANCE TO ENACT THE FISCAL YEAR 2026-2027 BUDGET PROCESS AND CODIFY THE TOWN COUNCIL AND PUBLIC PARTICIPATION PROCESS.**

Town Treasure Tinelli read the summary for Ordinance 08-2026, which was introduced to codify the FY 2027 budget planning process, establishing public participation and clear timelines, with second reading scheduled for November 10, 2025.

D. **ORDINANCE 09-2026 | FISCAL YEAR 2026 BUDGET AMENDMENT FOR POLICE DEPARTMENT VEHICLE UPFITTING EXPENSES FOR $77,545.**

Acting Chief Frishkorn spoke regarding Budget Ordinance 09-2026, which is a budget amendment for funds that were allocated in the FY 2025 budget and were not expended. The budget amendment will enable the transfer of those funds into the FY 2026 budget for the outfitting of some vehicles that the council approved in the last budget cycle. Mr. Tinelli read the abbreviated version.

Mayor James called for a motion to approve the Ordinance. Council member McBryde made the motion, and Council Member Brown seconded. The motion passed unanimously 4-0

E. **ORDINANCE 10-2026 | FISCAL YEAR 2026 BUDGET AMENDMENT RELATED TO MNCPPC FY 2026 PROJECT CHARGE PROGRAM FOR COMMUNITY PROGRAMMING EXPENSES FOR $50,000.**

Town Administrator Bailey-Hedgepeth explained that the town was awarded $50,000 from Maryland National Capital Park and Planning (Parks Department) for project funds this year. The funds are for services that the town would contract out and then would receive reimbursement for.

Town Administrator Bailey-Hedgepeth read the abbreviated version.

Mayor James called for a motion to approve Ordinance 10-2026. Council Member Dixon moved the motion, and Council Member McBryde seconded it. The motion passed unanimously 4-0.

F. **RESOLUTION 03-2026 |A Resolution of Support for Watershed Assistance Grant Program with the Chesapeake Bay Trust for up to $100,000 for the design of Watershed restoration projects in the Town of Bladensburg**

Town Administrator Bailey-Hedgepeth shared that Resolution 03-2026 authorizes the Town Administrator to apply for Chesapeake Bay Trust (CPT) funds for the Watershed Assistance grant program in an amount not to exceed $100,000.

Mayor James called for a motion to approve Resolution 03-2026. Council Member Dixon moved the motion, and Council Member McBryde seconded it. The motion passed unanimously, 4-0

G. **RESOLUTION 04-2026 | CDBG PY 52 Resolution of Council support for the application for funds.**

Town Administrator Bailey-Hedgepeth read the resolution into the record. The Town Clerk shared that this is a Resolution that allows the town to apply for roadway funds and or other infrastructure projects.

Mayor James called for a motion to approve Resolution 04-2026. Council Member Brown moved the motion, and Council Member McBryde seconded it. The motion passed unanimously, 4-0.

H. **COUNCIL ACTION | Approval of funding request for Ambulance Staffing Stipend | Bladensburg Fire Department – FY 2026**

This item was heard at the work session, and action will be moved to the November 10,2025, meeting.

I. **COUNCIL ACTION | Contract approval for a contract with Fleur de Lis L.L.C. for on-call Commercial Real Estate Advisory Services for signature and execution by Town Administrator.**

This item was heard at the work session, and action will be moved to the November 10,2025, meeting.

J. **COUNCIL ACTION | Approval for a Contract with JH Consulting Inc for Economic Development Consulting Services**

Town administrator Bailey-Hedgepeth requested council approval for a contract with JH Consulting. She provided an overview, pointing out the differences between the other proposals and the services offered.

Mayor James called for a motion to approve the contract for services with JH Consulting for economic development services. Council Member Dixon moved the motion, and Council Member McBryde seconded. The motion passed unanimously 4-0

K. **COUNCIL ACTION| Approval for the Town Administrator to fully execute a contract with Axon Enterprises, Inc. for Taser 10 units, services, recharge cartridges, and other related equipment. The ratification and approval of a 5-year contract in an amount not to exceed $141,178.14. [FY 2026 cost - $24,948.38]**

Acting Chief Frishkorn shared details on this item. Currently, all police officers have Taser 7 models and will be moving to Taser 10 models.

Mayor James called for a motion to approve the five-year contract in an amount not to exceed $141,178.14. Council Member McBryde moved the motion, and Council Member Brown seconded it. The motion passed unanimously, 4-0

L. **COUNCIL ACTION | Approval for a Service Agreement with the BOW Collective for a total amount not to exceed $10,000.**

Town Administrator Bailey-Hedgepeth requested council approval for this agreement and explained that the BOW Collective is a group of women entrepreneurs who provide

educational services. They will be offering classes to Bladensburg residents, both online and in person at the library, in December 2025.

Mayor James called for a motion to approve the service agreement with the BOW Collective. Council Member Brown moved the motion, and Council Member McBryde seconded. The motion passed unanimously 4-0

M. **COUNCIL ACTION | Police Department Staffing Approvals and updates for COPS Grant Funding**

Town Administrator Bailey-Hedgepeth shared the process of updating the current staffing for the COPS grant, which requires formal council approval. The Town Administrator recommended that the council take the following actions on the record.

- **Deletion and Freezing of the Deputy Chief (Major) Position** – Remove and freeze this position from the staffing pattern due to budget constraints for FY 2026–FY 2028.
- **Freezing of Vacant Positions** – Maintain the freeze on one (1) Police Officer and one (1) Sergeant position that were vacated in Q1 FY 2026.
- **Addition of Five (5) Police Officer Positions (COPS Grant-Funded)** – Add five new Police Officer positions supported by the COPS Grant, as approved by Council in FY 2025, to the staffing pattern for the Town of Bladensburg. These positions are federally funded at approximately 38% through the Department of Justice and will be filled incrementally over fiscal years 2026-2028. The Town Council will approve these changes through the annual budget process or budget adjustments as funds are available.

She further requested that the council formally adopt the organizational chart that was submitted with this item.

Mayor James called for a motion to accept the staff recommendation. Council Member Dixon moved the motion, and Council Member McBryde seconded it. The motion passed unanimously 4-0

N. **COUNCIL ACTION | Approval to Continue Health Insurance Coverage with CareFirst and Broker Services with NFP**

Town Treasure Tinelli explained that the town released an RFP for Health Insurance broker services and sought health insurance quotes for the upcoming year. The Town received a proposal back from our current broker. Staff recommend renewing the contract with the current health insurance and broker services for five years.

Mayor James called for a motion to approve. Council Member Brown moved the motion, and Council Member Dixon seconded it. The motion passed unanimously, 4-0

O. **INFORMATION ONLY | Law Enforcement Officers Retirement Plan (LEOPS) Review | Update October 2025.**

This item was discussed at the work session, and an action or update will be moved to the November 10, 2025, meeting.

10. Staff Reports (3 minutes each)

Treasurer; Public Safety and Code Enforcement; Town Clerk; Public Works; Town Administrator

A. Town Treasurer | September 2025 - Town Treasurer Tinelli stated he attended the Maryland Government Finance Officers' quarterly conference, which included the current fiscal outlook. Mr. Tinelli will complete the audit submission by December 31, 2025.

B. Public Safety and Code Enforcement | September 2025 - Acting Chief Frishkorn gave an update regarding the fatal accident that occurred over the weekend and thanked staff for their hard work during this difficult time. He also mentioned public safety events such as Trunk or Treat, Veterans Day, and Pearl Harbor commemorations.

Code enforcement supervisor Shaun provided an update on activities. He will monitor and enforce the removal of illegal signage on utility poles and enforce the election sign removals after the 30 day period.

C. Town Clerk | September 2025 - Town Clerk Watson report is available online, and she gave thanks to Ray for all of his help during the election process.

D. Public Works | September 2025 - Public works has repaired many maintenance items at the Bostwick House that were damaged due to “critter activity”. The Town Administrator noted that the department has purchased and installed new blue trash cans, which have been placed throughout the Town.

E. Town Administrator | September 2025 – Noted that her report is available online and yielded her time.

11. Mayor and Council Reports (3 minutes each)

Council Member Trina Brown – Ward 1- Thanked everyone for their support during the election. She attended several community and neighborhood events, including the Domestic Awareness event held in October, along with the Unity on the Bridge event in Edmondson held in September.

Council Member Kalisha Dixon – Ward 1- Congratulated everyone on being re-elected. She attended the COG meeting, the CFR state and local official webinar, the MML Fall conference, the PGCMA meeting, and also noted that she attended the Unity on the Bridge event in the town of Edmondson.

Council Member Carrol McBryde – Ward 2- Thanked everyone for being re-elected. She also attended various community meetings, including participating in the Bladensburg day parade, and she also attended the MML Fall conference.

Mayor Takisha James- She joined members of the council for the County Executive's Visit to District 47 hosted by Senator Augustine in September. She also attended the MML board retreat and the MML fall conference. She plans to follow up on the flood restoration project and has requested that staff provide an update in November. Lastly, as stated in the press conference today, “our hearts are just so heavy for the family impacted by the accident that occurred on Saturday night, October 18th.”

12. Adjournment

Mayor James called for a motion to adjourn the meeting. Council Member Dixon moved to adjourn, and Council Member McBryde seconded the motion. The meeting was adjourned at 8:35 pm.

Agenda Item Summary Report

Meeting Date:	**Submitted by:**
October 20, 2025 November 10, 2025	Michelle Bailey Hedgepeth, Town Administrator Vito Tinelli, Treasurer

Item Title: ORDINANCE 08-2026 | An Ordinance to enact the fiscal year 2026-2027 Budget process and codify the town council and public participation process.

Second Reading |Ordinance 08-2026: An Ordinance to enact the fiscal year 2026-2027 Budget process and codify the town council and public participation process

Work Session Item [X] **Council Meeting Item [X]**	**Documentation Attached:** Ordinance 08-2026

Recommended Action:

Review and approval of the Budget Process for FY 2027: This is the first reading of the ordinance.

Summary: The Town Administrator is proposing the adoption of this Ordinance to provide a framework for the Budget Process for FY 2027.

Budget Process and Timeline

- **Ordinance Introduction**
  - On **October 20, 2025**, at the regularly scheduled Town Council Meeting, the Budget Enactment Ordinance will be introduced. This ordinance will outline the official steps and processes for the FY 2026-2027 budget cycle.
- **Budget Calendar Finalization**
  - The Town Council will finalize and approve the official **Town Budget Calendar** at the **November 10, 2025** Council Meeting. This calendar will outline the dates for all review sessions, hearings, and meetings related to the FY 2026-2027 budget.
- **January 2025 Budget Review | Town Council Meeting**
  - In **January 12, 2026** (date TBD), a comprehensive **Budget Review** for Fiscal Year 2026 will be held, where key budget issues and departmental needs will be presented and discussed.
- **Budget Session #1**
  - On **February 9, 2026**, the first public **Budget Hearing** will be held, focusing on Town Council Budgets and Town Events.
- **Budget Session #2 (All Departments)**
  - On **March 9, 2026**, the Town Council will receive the **Introduction to the Budget**, with presentations from all Town Departments, providing an overview of each department's budget requests for the upcoming fiscal year.
- **Budget Session #3 (Finance, Clerk, and Town Administrator)**
  - On **March 17, 2026**, a **Special Council Meeting** will be held to review budget requests from the **Finance Department**, **Town Clerk**, and **Town Administrator**.
- **Budget Session #4 | Special Budget Meeting (Public Works and Public Safety)**
  - On **April 2, 2026**, another **Special Council Meeting** will focus on budget requests from the **Public Works** and **Public Safety** departments.

- **First Reading of the Budget Ordinance**
  - On **April 27, 2026**, the **First Reading** of the Budget Ordinance will take place during the Town Council Meeting.
- **Budget Session #5 | Special Council Budget Meeting**
  - On **April 27, 2026**, the Town Council will hold a **Special Budget Meeting** for any remaining discussions and adjustments.
- **Proposed Budget Adoption – Second Reading**
  - On **May 11, 2026**, during the Town Council Meeting, the **Proposed Budget** for FY 2026-2027 will be presented for **Adoption**.
- **Alternative Budget Adoption Date**
  - An **Alternative Budget Adoption Date** is scheduled for **June 8, 2026,** if further revisions or discussions are necessary.

The town is undertaking this process to move towards the Distinguished Budget Format, which the GFOA recognizes. GFOA is an organization that recognizes and maintains standards for local, state, and federal government financial professionals. This is the second year that the Town has developed the Budget process in October so that the Council has additional time to analyze and review the process.

This is the second reading of the ordinance.

Budgeted Item: Yes [ ] No [X] **Budgeted Amount:$ TBD** **One-Time Cost: Yes** **Ongoing Cost:**	**Continued Date:**
Council Priority: Yes [ ] No [ ]	**Approved Date:**

TOWN OF BLADENSBURG
4229 Edmonston Road
Bladensburg, Maryland

ORDINANCE NO. 08-2026:

AN ORDINANCE TO ENACT THE FISCAL YEAR 2026-2027 BUDGET PROCESS AND CODIFY THE TOWN COUNCIL AND PUBLIC PARTICIPATION PROCESS

WHEREAS, the Town of Bladensburg operates on an annual budget cycle that includes public engagement, review, and approval of its financial plans for the upcoming fiscal year; and

WHEREAS, the Town intends to formalize and streamline the budget process by enacting an ordinance that codifies the involvement of the Town Council and the public, providing clear timelines and processes for the review and adoption of the Fiscal Year 2026-2027 Budget; and

WHEREAS, the Town Administrator is committed to presenting this structured budget schedule to enhance transparency, address budgetary concerns early, and ensure that the Town's financial planning is comprehensive and efficient; and

NOW, THEREFORE, BE IT ORDAINED by the Mayor and Council of the Town of Bladensburg, Maryland, as follows:

Section 1. Budget Process and Timeline

- **Ordinance Introduction**
  - On **October 20, 2025**, at the regularly scheduled Town Council Meeting, the Budget Enactment Ordinance will be introduced. This ordinance will outline the official steps and processes for the FY 2026-2027 budget cycle.
- **Budget Calendar Finalization**
  - The Town Council will finalize and approve the official **Town Budget Calendar** at the **November 10, 2025,** Council Meeting. This calendar will outline the dates for all review sessions, hearings, and meetings related to the FY 2026-2027 budget.
- **January 2025 Budget Review | Town Council Meeting**
  - In **January 12, 2026** (date TBD), a comprehensive **Budget Review** for Fiscal Year 2026 will be held, where key budget issues and departmental needs will be presented and discussed.
- **Budget Session #1**
  - On **February 9, 2026**, the first public **Budget Hearing** will be held, focusing on Town Council Budgets and Town Events.
- **Budget Session #2 (All Departments)**

    - On **March 9, 2026**, the Town Council will receive the **Introduction to the Budget**, with presentations from all Town Departments, providing an overview of each department's budget requests for the upcoming fiscal year.
- **Budget Session #3 (Finance, Clerk, and Town Administrator)**
    - On **March 17, 2026**, a **Special Council Meeting** will be held to review budget requests from the **Finance Department**, **Town Clerk**, and **Town Administrator**.
- **Budget Session #4 | Special Budget Meeting (Public Works and Public Safety)**
    - On **April 2, 2026**, another **Special Council Meeting** will focus on budget requests from the **Public Works** and **Public Safety** departments.
- **First Reading of the Budget Ordinance**
    - On **April 27, 2026**, the **First Reading** of the Budget Ordinance will take place during the Town Council Meeting.
- **Budget Session #5 | Special Council Budget Meeting**
    - On **April 27, 2026**, the Town Council will hold a **Special Budget Meeting** for any remaining discussions and adjustments.
- **Proposed Budget Adoption – Second Reading**
    - On **May 11, 2026**, during the Town Council Meeting, the **Proposed Budget** for FY 2026-2027 will be presented for **Adoption**.
- **Alternative Budget Adoption Date**
    - An **Alternative Budget Adoption Date** is scheduled for **June 8, 2026,** if further revisions or discussions are necessary.

Section 2. Public Participation

AND BE IT FURTHER ORDAINED that the Town will ensure that public notice is given for all budget meetings and hearings in accordance with local and state laws, and all meetings will be open for public comment and participation to promote transparency and community involvement in the fiscal planning process.

Section 3. Effective Date

AND BE IT FURTHER ORDAINED that this Ordinance shall take effect within twenty (20) days of it passage.

AND BE FURTHER ENACTED AND ORDAINED that upon passage, this Ordinance shall be authenticated by the signature of the Mayor and Town Clerk and shall be recorded in a book kept for that purpose. In addition, this Ordinance shall be published by posting a certified copy of it in the Town Hall for ten (10) days following its adoption pursuant to Article II, Section 209 of the Charter of the Town of Bladensburg, Maryland and will be effective the ____day of _____ 2025.

APPROVED this _____ day of _____, 2025.

ATTEST:

MAYOR AND COUNCIL
TOWN OF BLADENSBURG

_____ By:_____
Regine Watson, Town Clerk Takisha James, Mayor

First Reading: October 20, 2025
Second Reading: November 10, 2025

Adopted: _____
Effective:_____

Agenda Item Summary Report

Meeting Date: November 10, 2025	**Submitted by:** Michelle Bailey-Hedgepeth, Town Administrator

Item Title: Council Presentation | Flood Mitigation Project: Edmonston Channel and Quincy Run – Public Outreach – November 2025 Update

Council Presentation | Flood Mitigation Project: Edmonston Channel and Quincy Run – Public Outreach – November 2025 Update

Work Session Item [X] **Council Meeting Item [X]**	**Documentation Attached:** Report

Recommended Action:

This report is for the Council and residents regarding the recent updates and work completed by the Clean Water Partnership and the Planning document.

Summary: DPW&T, the Clean Water Partnership (CWP), and the Town of Bladensburg signed an agreement in May 2024 that utilized ARPA funds to initiate the Public Outreach and overall planning process. This process is complete, and a draft report was provided in late September 2025.

Flooding Risk Assessment & Technical Analysis Update

The CWP engineering team presented a comprehensive Flooding Risk Assessment and Technical Analysis for the Edmondson Channel and Quincy Run watersheds. Using advanced two-dimensional modeling validated against August 2022 storm data, the study identified 29 structures at risk during 100-year storm events and 12 during 10-year events, with flooding impacts along Quincy Run between 55th and 52nd Avenues. Field surveys revealed several undersized culverts and bridges, notably at Varnum Street, Taussig Road, Taylor Street, Spring Road, and 56th Avenue, creating significant flow restrictions. The model anticipates higher rainfall intensities (up to 25% increases) under future climate projections, necessitating an expansion of drainage capacity.

The proposed Edmondson Channel Multi-Phase Implementation Strategy includes downstream storage creation, new storm inlets, and a modified weir system to manage increased runoff. Subsequent phases feature culvert replacements, beginning with a twin-box design at Barnum Road, and a complex curved culvert alignment to eliminate bottlenecks without property acquisition. Concurrently, the Quincy Run Restoration Plan will restore 1,800 linear feet of stream, construct a 5-foot flood wall and pump station for condominium protection, and expand bridge capacity at 55th Avenue. These combined efforts will add two acre-feet of stormwater storage and enhance flood resilience for affected multifamily areas.

The total estimated investment is $41.2 million, including $29.7 million for Edmondson Channel and $11.5 million for Quincy Run. Funding will involve a combination of state and federal earmarks, grants, and phased capital programming, with immediate attention to smaller “quick-win” improvements to show early community benefit.

Next steps include preparing a public presentation and executive summary for legislative and community review, refining design plans based on feedback, and coordinating partnerships with relevant agencies and utilities for phased implementation.

Joanna Smith will be present to answer any questions on the project.

Budgeted Item: Yes [ ] No [ ] **Budgeted Amount:** **One-Time Cost:** **Ongoing Cost:**	**Continued Date:**
Council Priority: Yes [ ] No [ ]	**Approved Date:**

Bladensburg Flood Risk Reduction Project

Edmonston Channel & Quincy Run
Preliminary Design Overview
Town of Bladensburg Public Meeting

November 10, 202

Clean Water Partnership Team Members

- Joanna Smith
  Prince George's County DPW&T – OSDM Associate Director

- Sonya Williams
  CIS - Program Manager

- Fernando Benitez, PE
  Stantec - Project Manager

AGENDA

PROJECT BACKGROUND

PROPOSED DESIGN

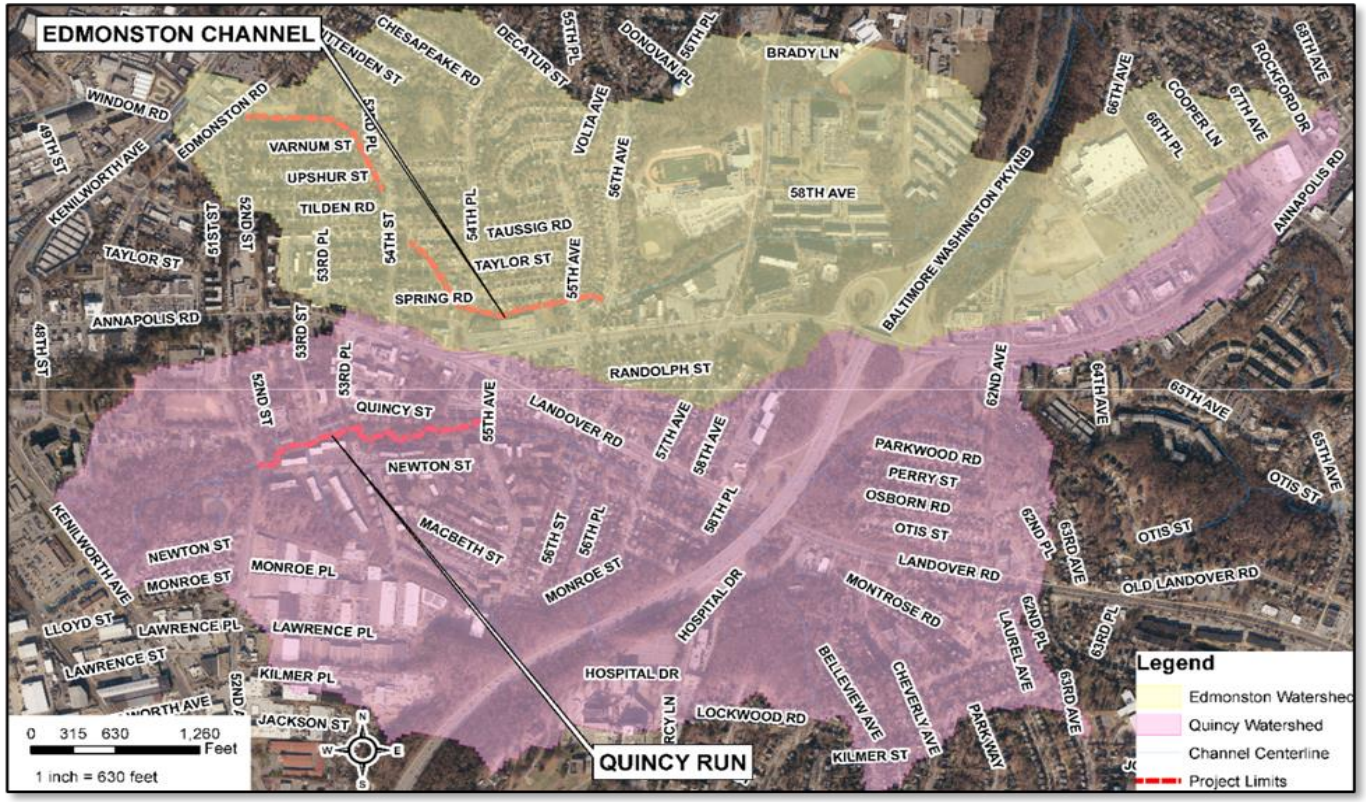
- EDMONSTON CHANNEL
- QUINCY RUN

NEXT STEPS

QUESTIONS

PROJECT BACKGROUND

PROJECT BACKGROUND



EXISTING CONDITIONS CONSIDERATIONS

- Site visits
- Topographic and subsurface utility surveys
- Test pits Hydrologic/Hydraulic Modeling

DESIGN CONSIDERATIONS

- First floor elevation for homes
- Utility relocation impacts
- Traffic pattern impact evaluation
- Existing roadway impacts

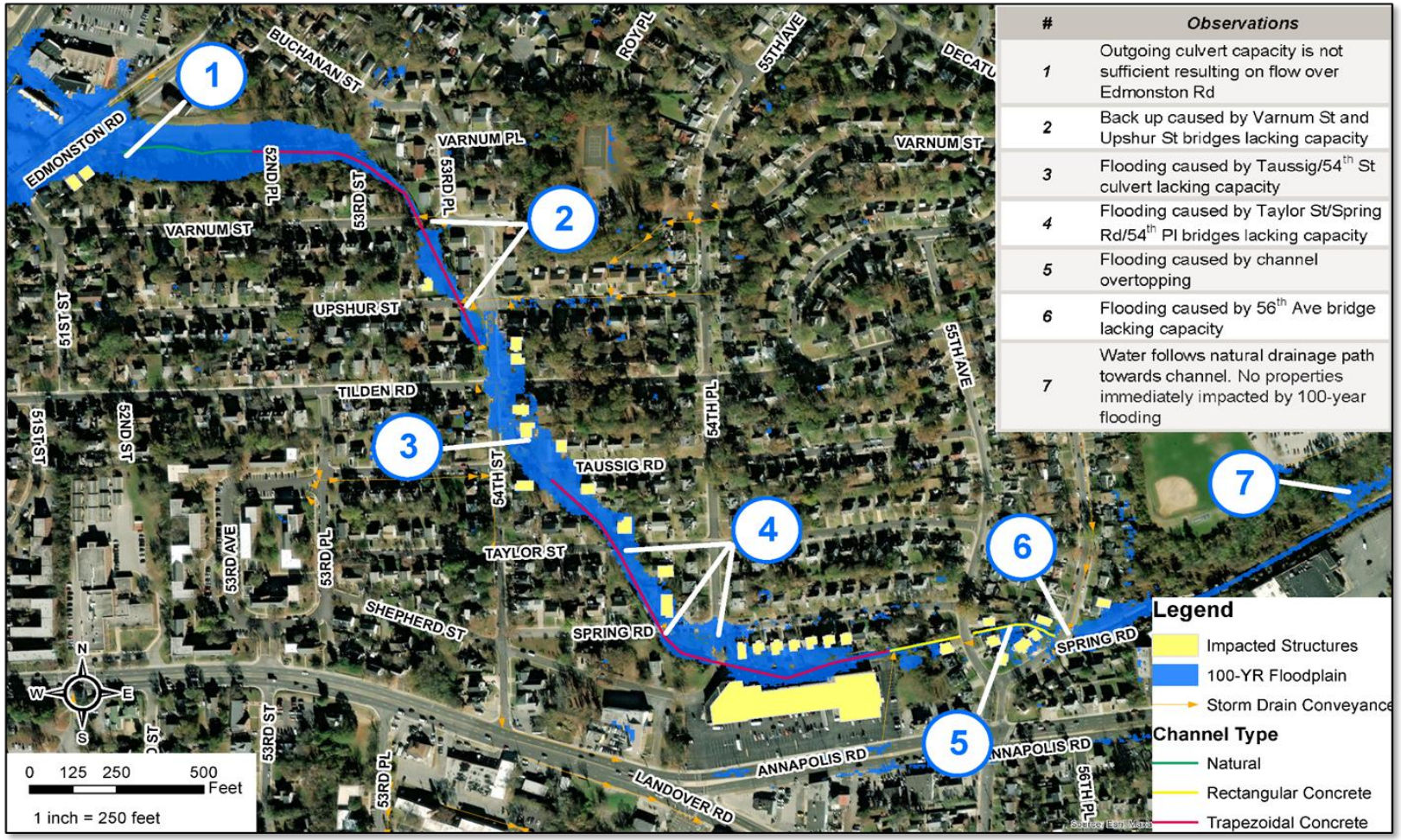
Edmonston Channel: Hydrologic/Hydraulic Modeling Results

IMPACTED STRUCTURES

- 100 Year Storm: 29 Structures
- 10 Year Storm: 12 Structures

DEFICIENCY

- Culvert/Bridge Capacity



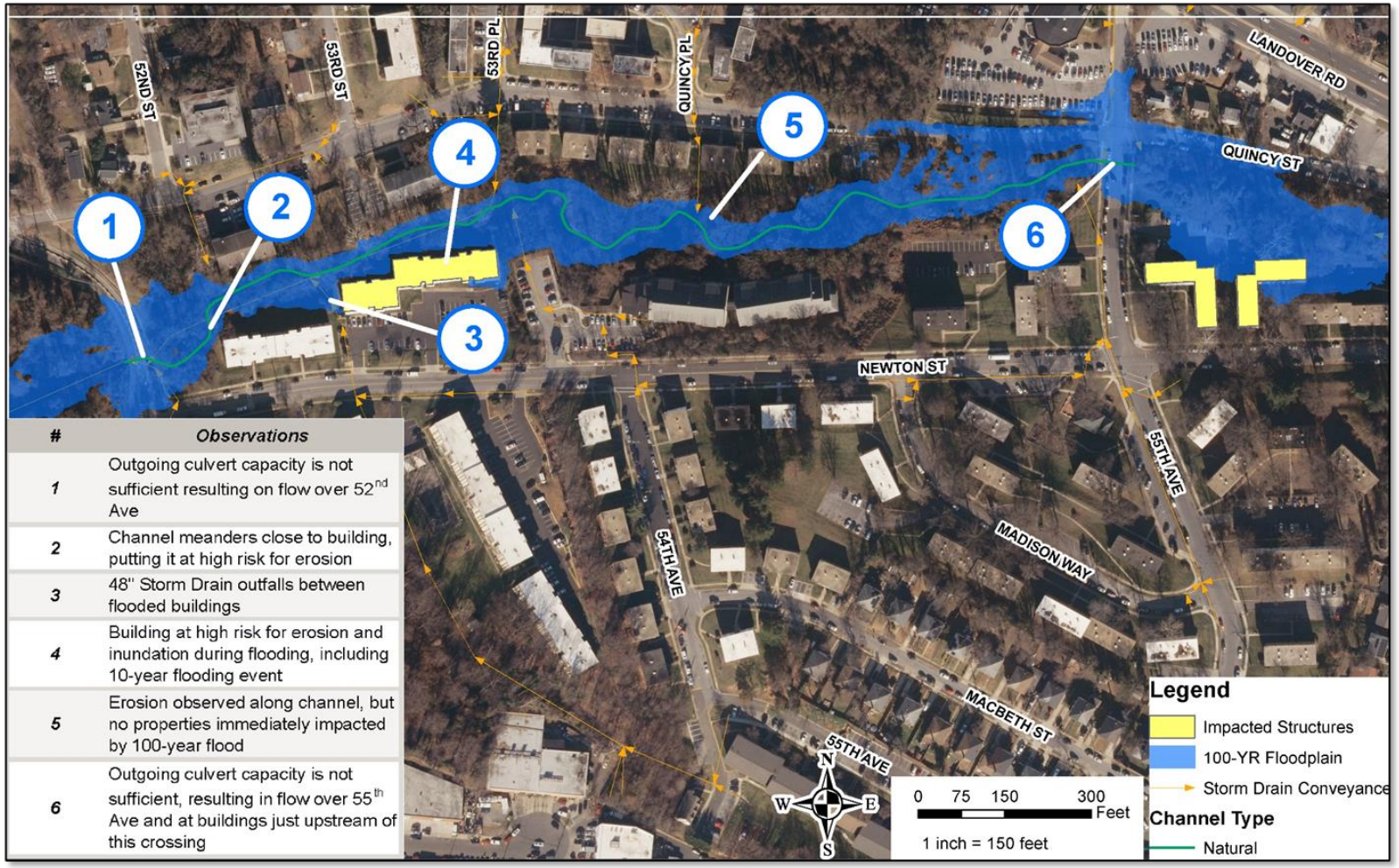
Quincy Run: Hydrologic/Hydraulic Modeling Results

IMPACTED STRUCTURES

- 100 Year Storm: 7 Structures
- 10 Year Storm: 4 Structures

DEFICIENCY

- Culvert/Bridge Capacity
- Low-Lying Areas along Channel

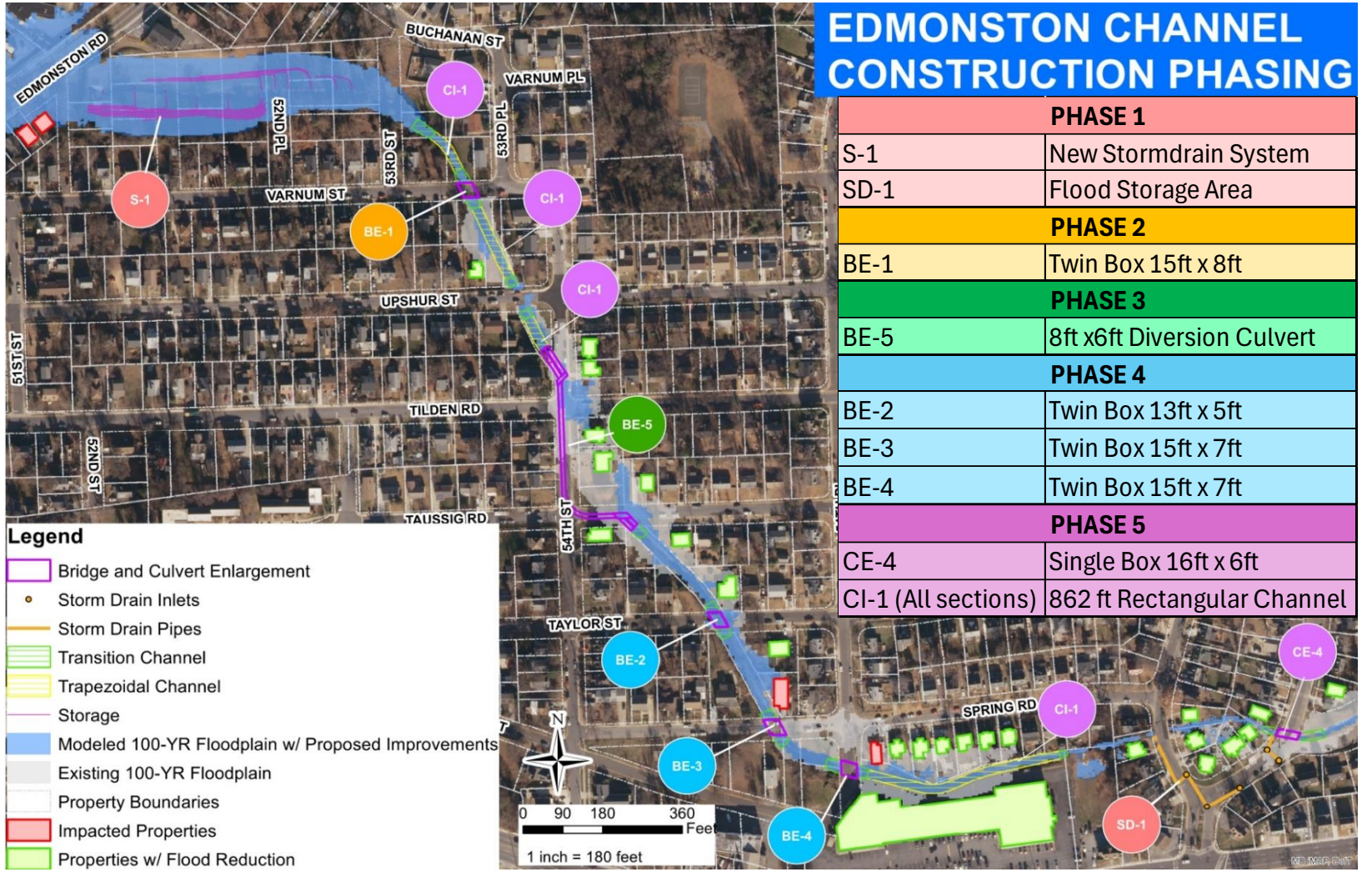


#	Observations
1	Outgoing culvert capacity is not sufficient resulting on flow over 52nd Ave
2	Channel meanders close to building, putting it at high risk for erosion
3	48" Storm Drain outfalls between flooded buildings
4	Building at high risk for erosion and inundation during flooding, including 10-year flooding event
5	Erosion observed along channel, but no properties immediately impacted by 100-year flood
6	Outgoing culvert capacity is not sufficient, resulting in flow over 55th Ave and at buildings just upstream of this crossing

PROPOSED DESIGN SOLUTIONS

EDMONSTON CHANNEL

Edmonston Channel: Construction Phasing Plan

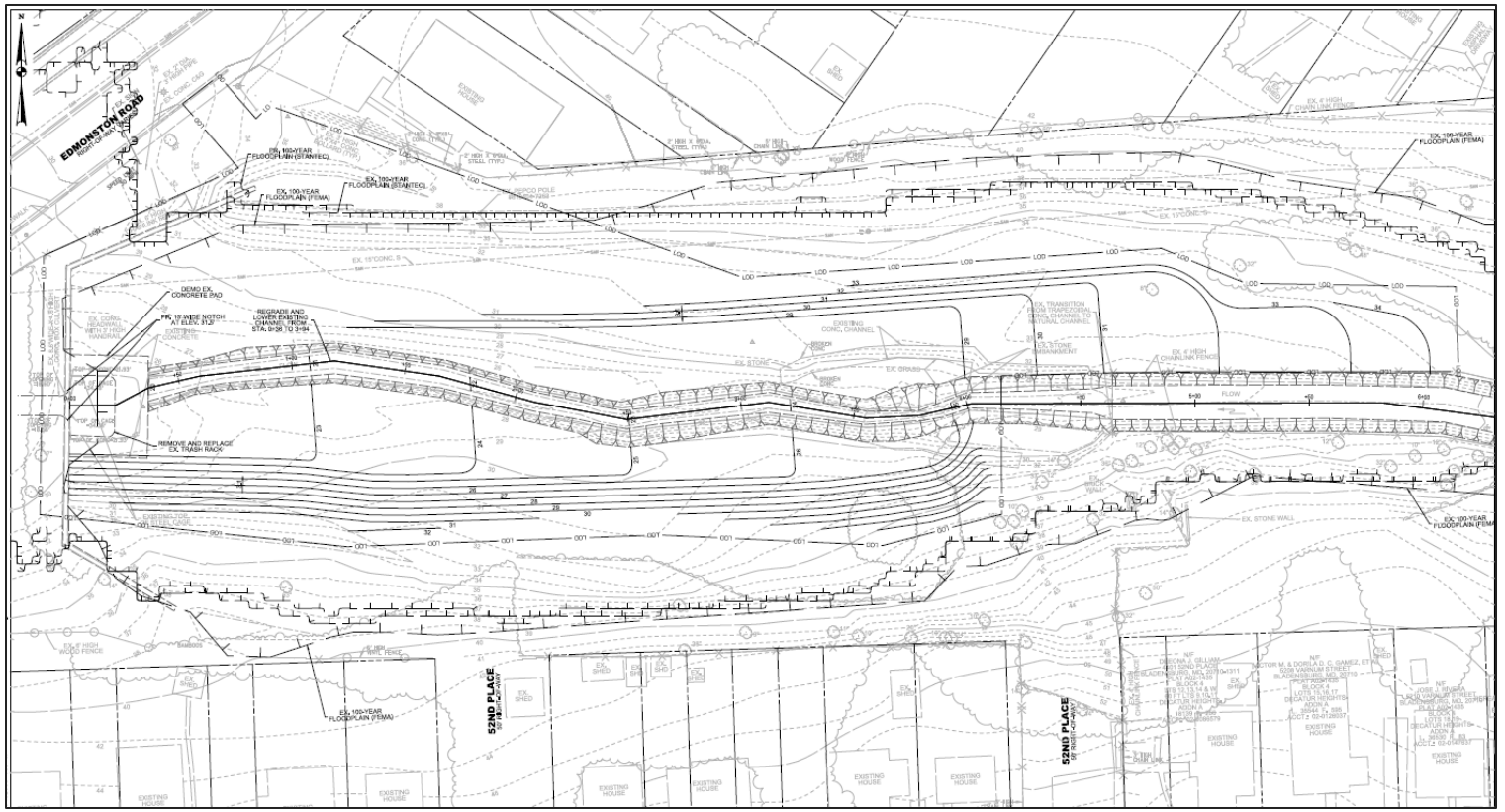


EDMONSTON CHANNEL CONSTRUCTION PHASING	
PHASE 1	
S-1	New Stormdrain System
SD-1	Flood Storage Area
PHASE 2	
BE-1	Twin Box 15ft x 8ft
PHASE 3	
BE-5	8ft x6ft Diversion Culvert
PHASE 4	
BE-2	Twin Box 13ft x 5ft
BE-3	Twin Box 15ft x 7ft
BE-4	Twin Box 15ft x 7ft
PHASE 5	
CE-4	Single Box 16ft x 6ft
CI-1 (All sections)	862 ft Rectangular Channel

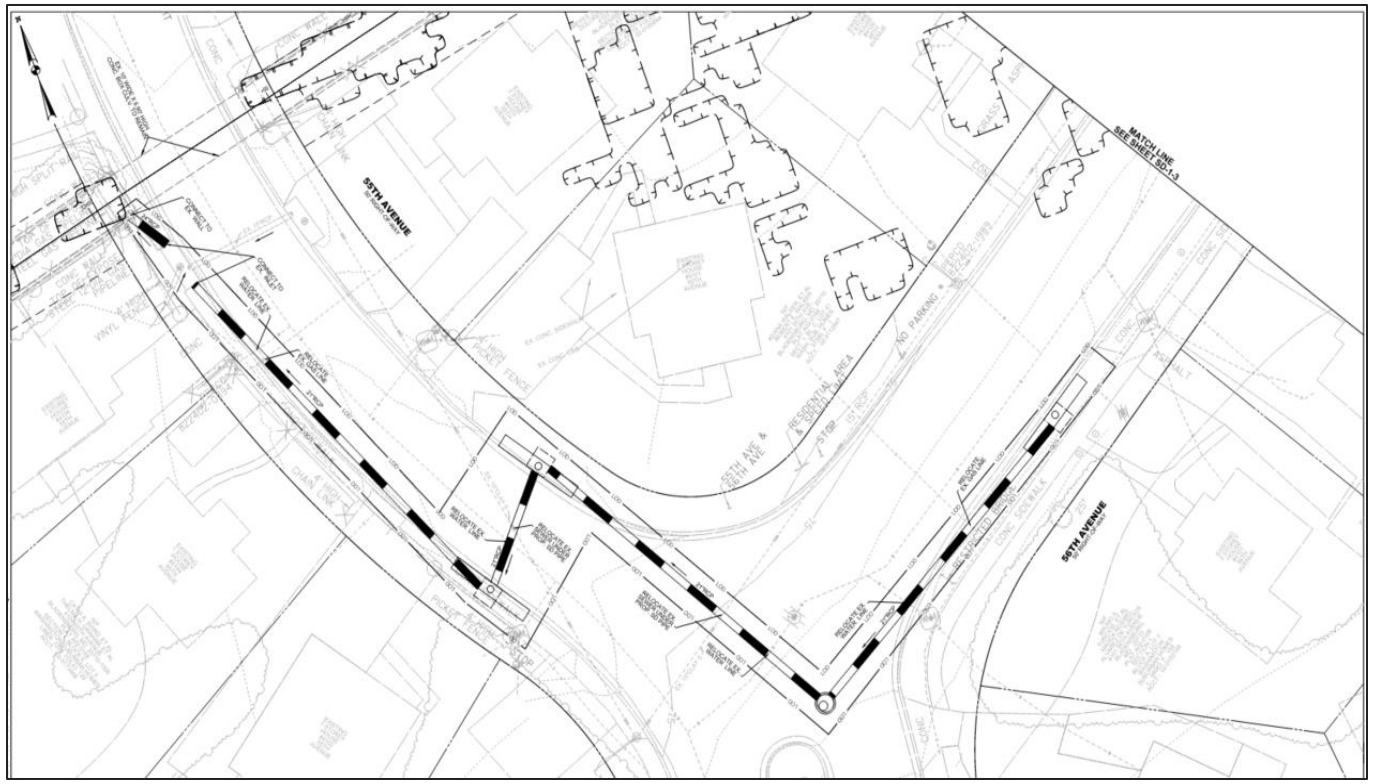
Edmonston Channel: Flood Storage (S-1)

Increase Flood Storage Capacity

- WSSC Owned Property

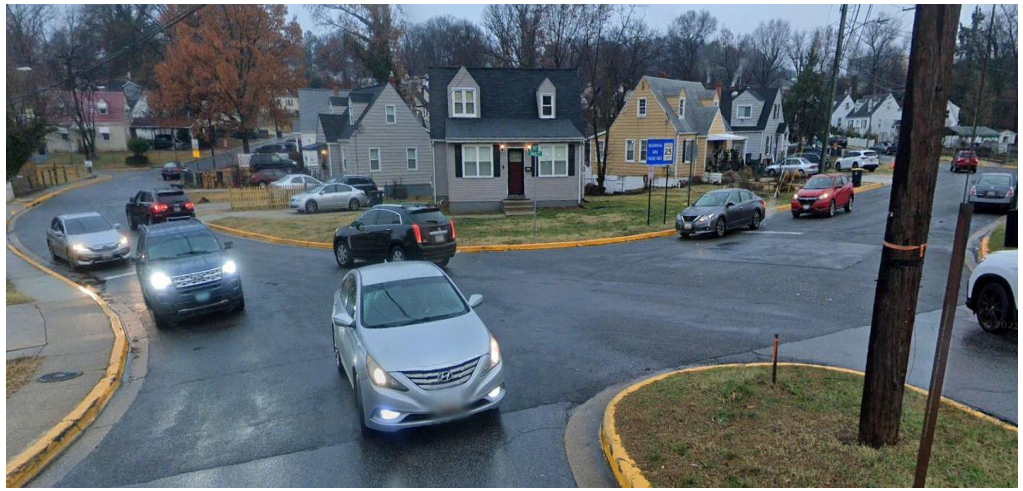


Edmonston Channel: Storm Drain Improvements (SD-1)

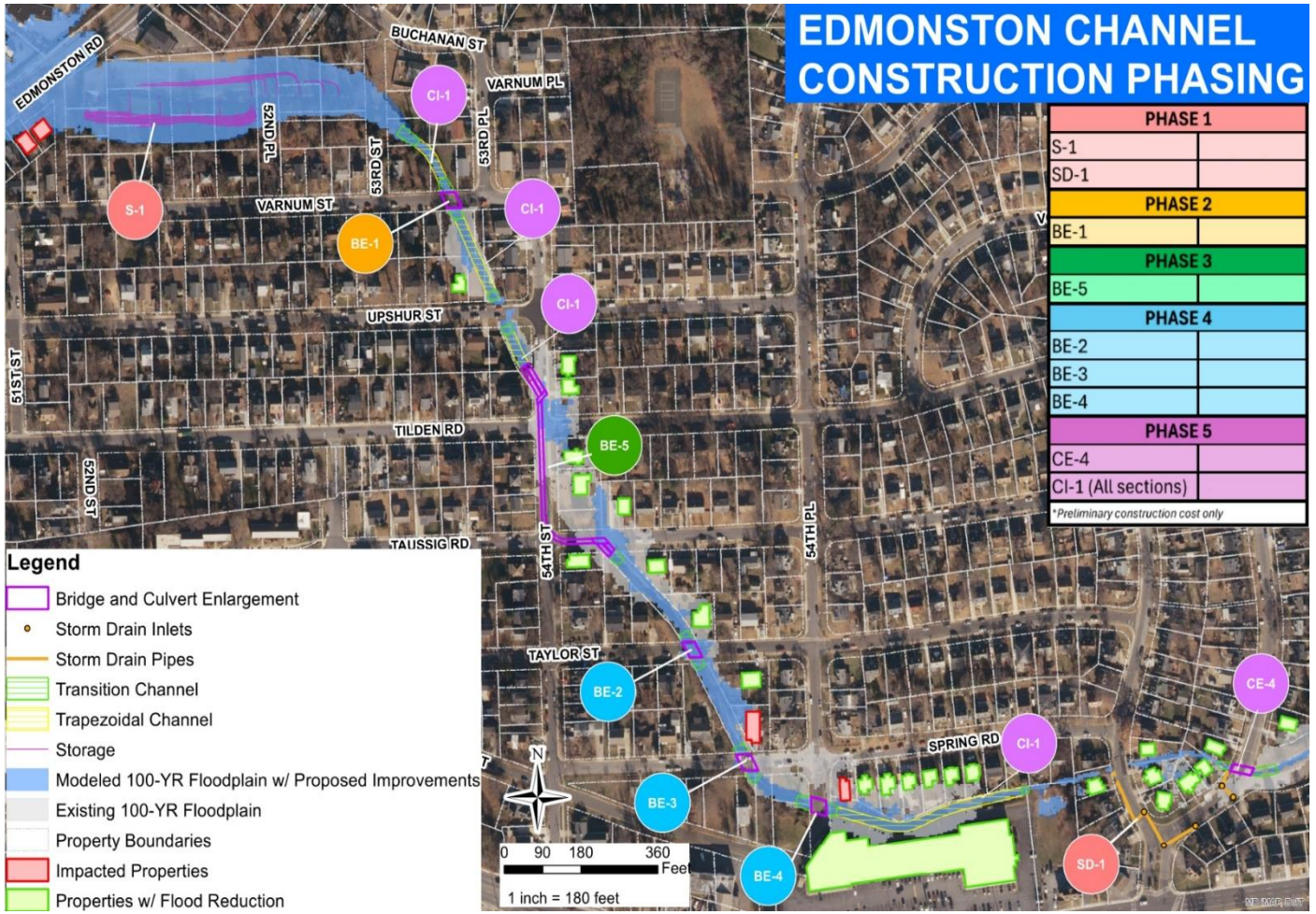


Storm Drain Improvements

- Along 55th Ave & 56th Ave

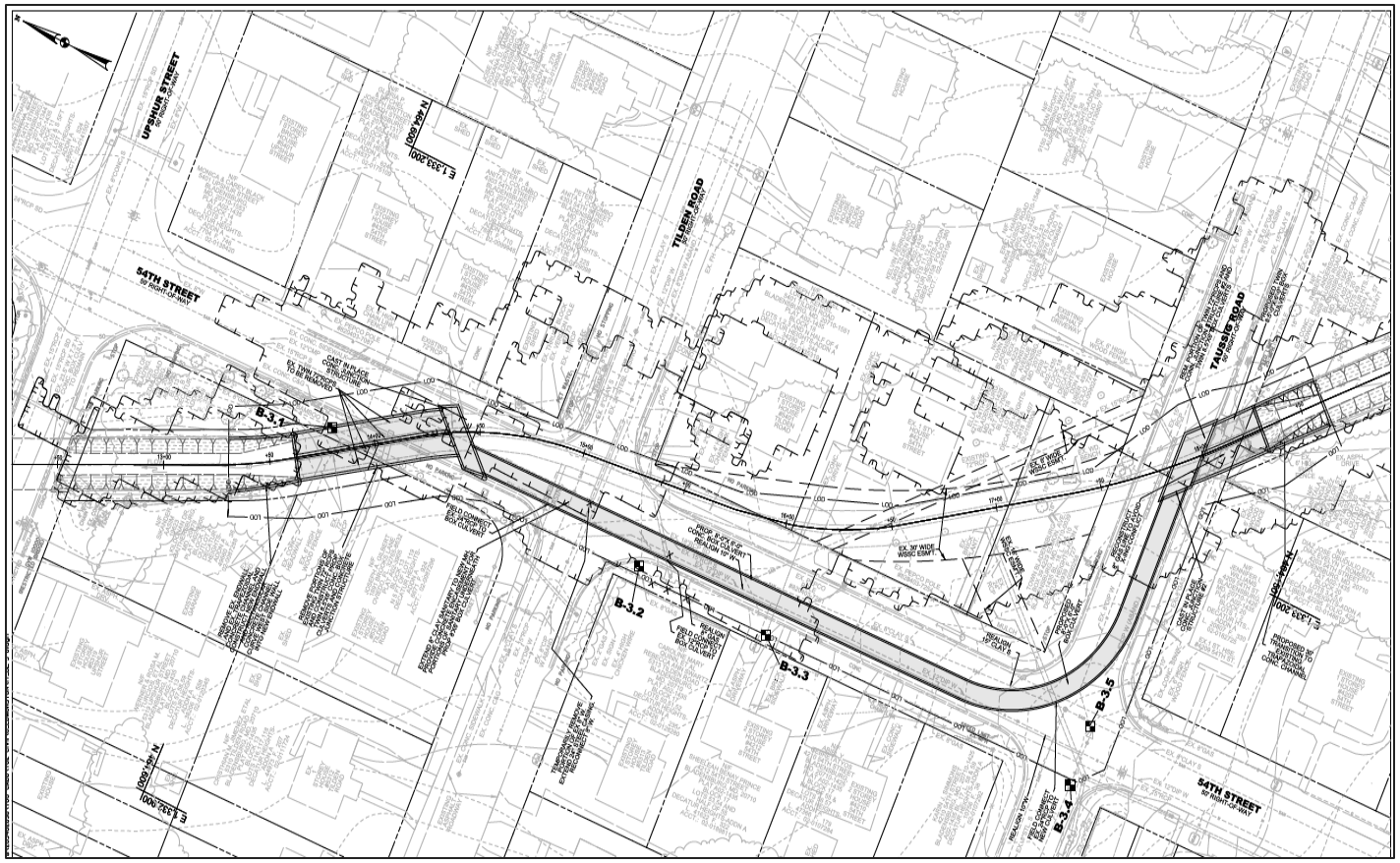


Edmonston Channel: Culvert Improvements



Phasing	Location	Size
2	(BE-1) @ Varnum St	**Twin Box 15ft x 8ft**
4	(BE-2) @ Taylor St	**Twin Box 13ft x 5ft**
4	(BE-3) @ Spring Rd	**Twin Box 15ft x 7ft**
4	(BE-4) @ 54th Pl	**Twin Box 15ft x 7ft**
5	(CE-4) @ 56th Ave	**Single Box 16ft x 6ft**

Edmonston Channel: Culvert at Taussig Rd (BE-5)



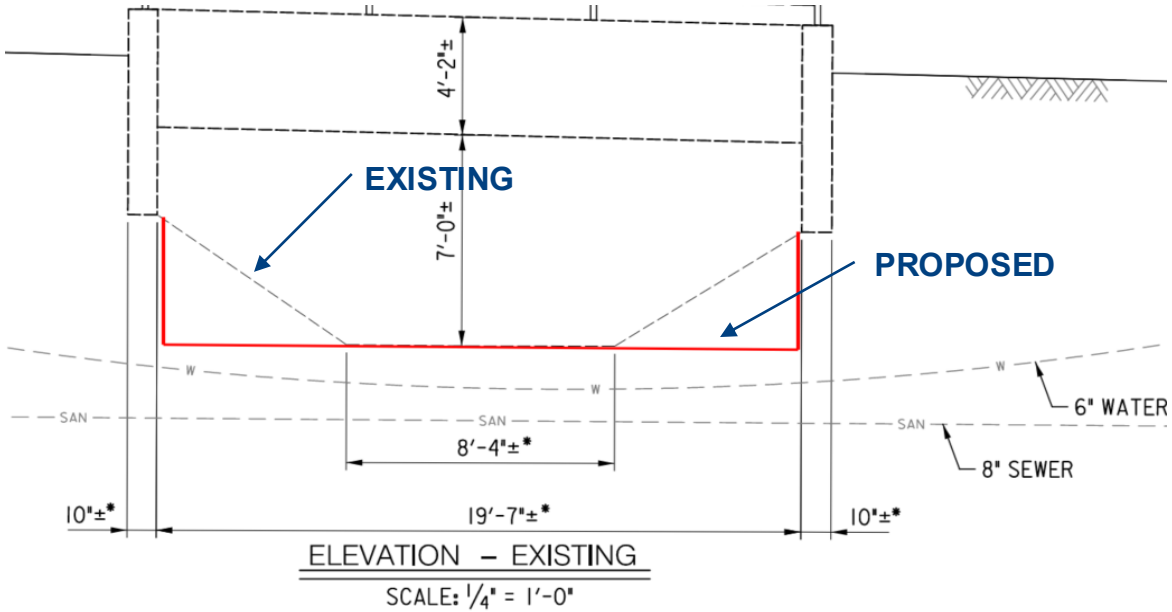
Culvert Improvements at Taussig Rd

- Most impactful and transformational design

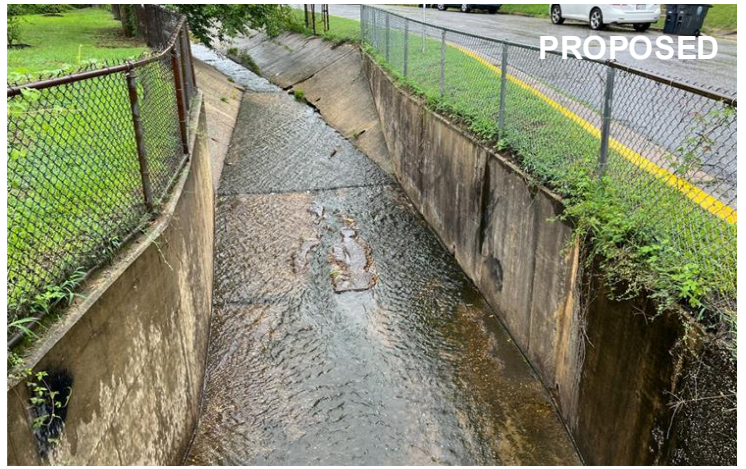
Edmonston Channel: Concrete Channel Improvements

Channel Segments

- Flood Storage Area to Varnum St.
- Varnum St. to Upshur St.
- Upshur to 54th St.
- 54th St. to 55th St.



Trapezoidal Concrete Channel



Rectangular Concrete Channel

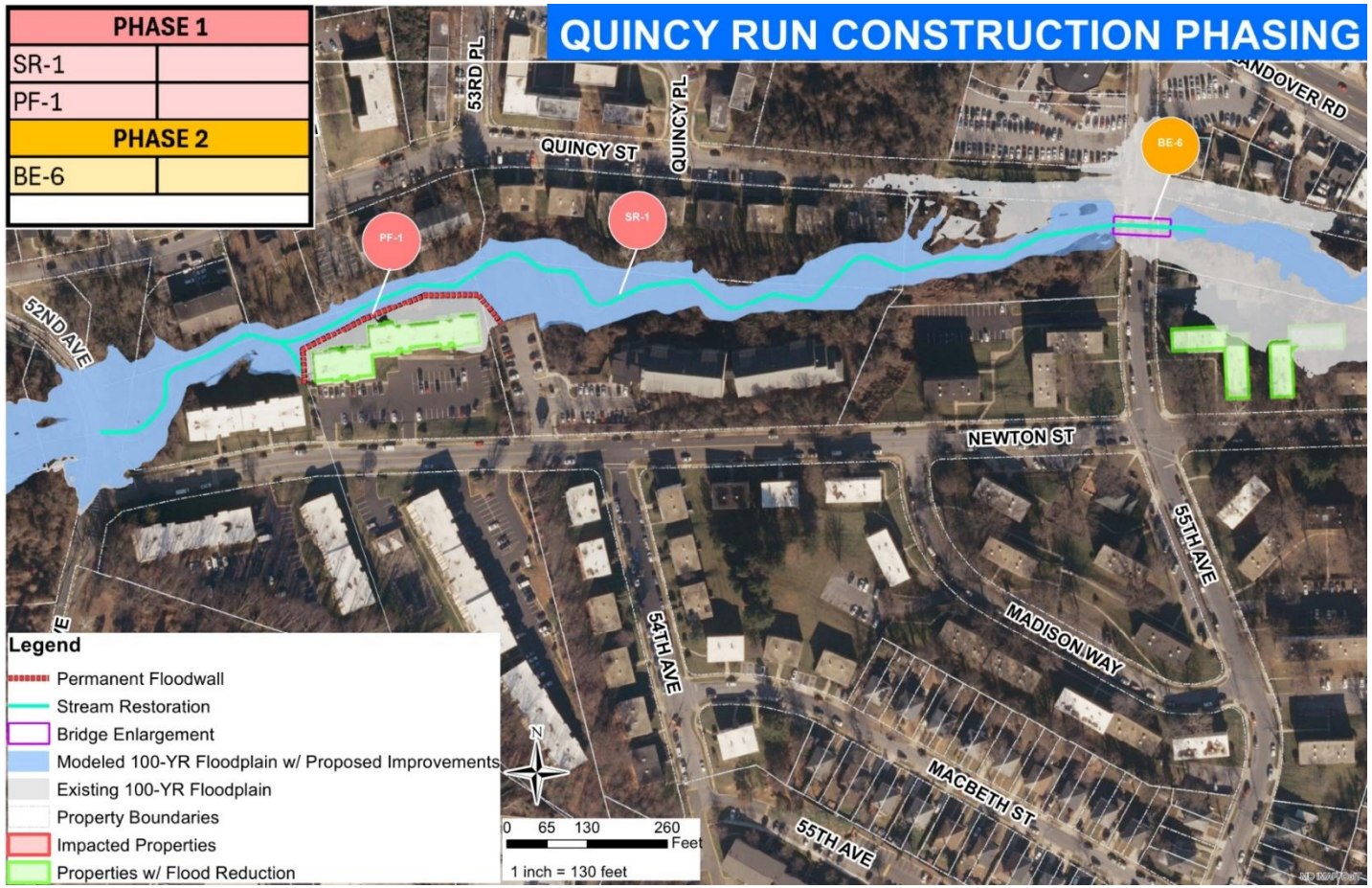
ENGINERING FINDINGS

QUINCY RUN

Quincy Run: Potential Construction Phasing Plan

Strategies Under Consideration

- Permanent Flood Wall
- Stream Restoration
- Bridge Enlargement



NEXT STEPS

Next Steps

- Edmonston Channel – Flood Storage (S-1)
- Edmonston Channel - Storm Drain Improvements (SD-1)
- Edmonston Channel - Culvert at Taussig Rd (BE-5)

QUESTIONS/COMMENTS

Thank you!

Sonya Williams
Sonya.Williams@CISolutions.com

PRINCE GEORGE'S COUNTY CIS
CLEAN WATER PARTNERSHIP

9475 Lottsford Road, Suite 100
Largo, Maryland 20774
info@thecleanwaterpartnership.com

PRINCE GEORGE'S COUNTY CIS
CLEAN WATER PARTNERSHIP

Bladensburg Flood Reduction Preliminary Design Report

October 2025

Revision	Description	Author	Date	Quality Check	Date	Independent Review	Date
	1st Draft	Stantec Team	10/01/2025	F. Benitez K. Donnelly	10/15/2025	J. Smith	10/07/2025

The conclusions in the Report titled Bladensburg Flood Reduction Preliminary Design Report are Stantec's professional opinion, as of the time of the Report, and concerning the scope described in the Report. The opinions in the document are based on conditions and information existing at the time the scope of work was conducted and do not account for any subsequent changes. The Report relates solely to the specific project for which Stantec was retained and the stated purpose for which the Report was prepared. The Report is not to be used or relied on for any variation or extension of the project, or for any other project or purpose, and any unauthorized use or reliance is at the recipient's own risk.

Stantec has assumed all information received from Corvias Infrastructure Solutions (CIS) (the "Client") and third parties in the preparation of the Report to be correct. While Stantec has exercised a customary level of judgment or due diligence in the use of such information, Stantec assumes no responsibility for the consequences of any error or omission contained therein.

This Report is intended solely for use by the Client in accordance with Stantec's contract with the Client. While the Report may be provided by the Client to applicable authorities having jurisdiction and to other third parties in connection with the project, Stantec disclaims any legal duty based upon warranty, reliance or any other theory to any third party, and will not be liable to such third party for any damages or losses of any kind that may result.

Prepared by

Signature

Stantec Team

Printed Name

Reviewed by

Signature

Kevin Donnelly

Printed Name

Approved by

Signature

Fernando Benitez

Printed Name

Executive Summary

Residents and property owners along Edmonston Channel and Quincy Run in the Town of Bladensburg, Maryland have experienced repetitive flooding on their properties during heavy rainfall events. Corvias Infrastructure Solutions (CIS), the managing partner for the Clean Water Partnership (CWP) with Prince George's County, Maryland, selected Stantec Consulting Services Inc. (Stantec) to evaluate the causes and severity of flooding and to develop alternatives to reduce flooding which is impacting properties along Edmonston Channel and Quincy Run.

Edmonston Channel and Quincy Run are two distinct areas of concern for this project and were evaluated separately. The project limits on Edmonston Channel are from the road crossing at Edmonston Rd. to 56th Ave. and include approximately 3,740 linear feet of drainage channel. The project limits for Quincy Run consists of 1,850 linear feet of stream from the road crossing at 52nd Ave. to 55th Ave.

Stantec previously conducted a comprehensive analysis and presented its findings and recommendations in the *Bladensburg Flood Reduction Alternatives Evaluation Report,* dated October 2024. This report advances the selected alternatives for Edmonston Channel (Figure ES-1) and Quincy Run (Figure ES-2) from the evaluation study into the preliminary design phase, incorporating surveyed topographic and subsurface utility data to further refine and optimize the designs.

Edmonston Channel Preliminary Design

Table *ES-1* provides a summary of the proposed improvements along with their associated cost estimates. Multiple alternatives were evaluated for the bridges and culverts due to the structural complexity and site-specific constraints. These proposed improvements were divided into phases and ordered in priority based on hydraulic performance and impacts.

Phase 1 includes increasing the storage capacity upstream of Edmonston Rd. and creating a 50' wide weir opening to balance the additional flow released from future upstream improvements while preventing downstream impacts beyond the project limits. In addition to this improvement, Phase 1 also includes storm drain improvements along 55th Ave. and 56th Ave. to reduce local flooding that otherwise accumulates and ponds behind properties. Phase 2 includes the bridge enlargement at Varnum St. to reduce the flooding up to Upshur St. Phase 3 includes increasing the hydraulic capacity of a culvert that extends from 54th Pl. to Taussig Rd. which will reduce flooding impacts for at least seven properties and it is the most complex improvement along the whole channel given the length of the culvert and various impacts to existing utilities and public roads. Phase 4 includes three bridge enlargements at Taylor St., Spring Rd., and 54th Pl. The flood reduction benefit was minimal if each of these improvements were made individually, therefore, they had to be combined to provide the best results. Lastly, Phase 5 encompasses the most upstream culvert upgrade at 56th Avenue along with the proposed channel improvements along various segments of the channel. The channel improvement is planned for the final phase, as it will require consent from nearby private property owners due to the proximity of the construction to their homes.

Table ES-1 Edmonston Channel Proposed Improvements and Cost Estimate

Improvement	Phase	Location	Existing Conditions	*Proposed Conditions	Preliminary Construction Cost Estimate
Storage Area (S-1)	1	From Edmonston Rd. to Varnum St. GPS Coordinates: 38.943961, -76.930036	2-acre open grass area with natural channel	Excavation to increase storage and installation of 50' W notch at ex. weir	$1,634,000
Storm Drain Improvements (SD-1)	1	Along 55th Ave. and 56th Ave.	3 ex. inlets	5 new inlets	$879,000
Bridge Enlargement (BE-1)	2	Varnum St. GPS Coordinates: 38.943351, -76.927672 Existing Bridge No. P-BL05001	Ex. Opening 25'W x 6.8'H	Alt 1: 30'W x 8'H Bridge **Alt 2: Twin 15' x 8'Culvert**	Alt 1: $3,274,000 **Alt 2: $2,810,000**
Culvert Enlargement (BE-5)	3	54th Pl. to Taussig Rd. GPS Coordinates: 38.941996, -76.926987	Ex. Opening Double 72" RCP	Alt 1: 11'W x 6'H culvert Alt 2: Double 7'W x 5'H culvert **Alt 3: 8'W x 6'H diversion culvert w/ twin 8.5'W x 6'H culvert and junction boxes**	Alt 1: $7,075,000 Alt 2: $7,783,000 **Alt 3: $7,250,000**
Bridge Enlargement (BE-2)	4	Taylor St. GPS Coordinates: 38.940638, -76.925811 Existing Bridge No. P-BL03001	Ex. Opening two spans, each 10.3'W x 4.3'H	Alt 1: 25'Wx5'H bridge **Alt 2: Twin 13'x5'culvert**	Alt 1: $3,041,000 **Alt 2: $2,631,000**
Bridge Enlargement (BE-3)	4	Spring Rd. GPS Coordinates: 38.939983, -76.925220 Existing Bridge No. P-BL01001	Ex. Opening 21.9'W x 6'-8"H	Alt 1: 30'Wx7'H bridge **Alt 2: Twin 15'x7'culvert**	Alt 1: $3,471,000 **Alt 2: $3,004,000**
Bridge Enlargement (BE-4)	4	54th Pl. GPS Coordinates: 38.939658, -76.924704 Existing Bridge No. P-BL02001	Ex. Opening 20.5'W x 7'H	Alt 1: 30'Wx7'H bridge **Alt 2: Twin 15'x7'culvert**	Alt 1: $3,097,000 **Alt 2: $2,663,000**
Culvert Enlargement (CE-4)	5	56th Ave.	Ex. Opening 10.4'W x 6.5'H	Alt 1: 16'Wx6'H bridge **Alt 2: 16'x6'culvert**	Alt 1: $3,111,000 **Alt 2: $2,613,000**
Channel Improvement (CI-1)	5	• From Storage Area to Varnum St. • From Varnum St. to Upshur St. • From Upshur St. to 54th St. From 54th Pl. to 55th Ave.	Approx. 20'W Trapezoidal Concrete Channel	Approx. 862 LF of Rectangular Concrete Channel	$2,700,000

**Bolded items indicate the preferred alternatives.*

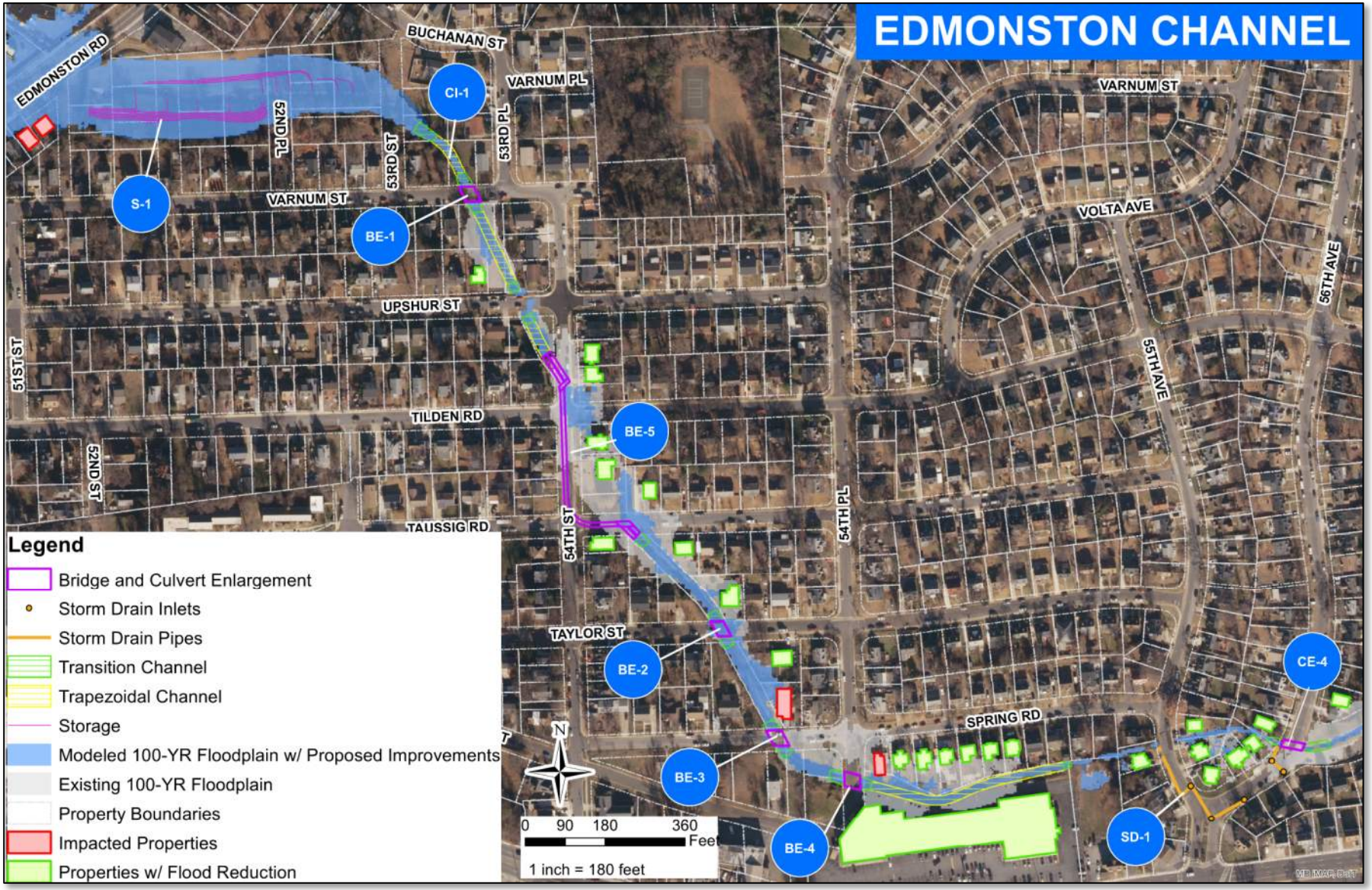


Figure ES-1 Recommended Flood Reduction Improvements for Edmonston Channel

Quincy Run Preliminary Design

Table *ES-2* provides a summary of the proposed improvements along with their associated cost estimates. Similarly to the Edmonston Channel, improvements for this site were prioritized based on hydraulic impacts downstream of each improvement. Phase 1 includes stream restoration which creates additional storage capacity within the channel and stabilizes the eroded banks. This phase also includes constructing a permanent floodwall around the impacted condominiums. These improvements need to be completed before enlarging the 55th Ave. bridge in Phase 2. The bridge enlargement will release additional flow downstream which could worsen the flooding conditions for the condominiums if the floodwall and channel improvements are not in place.

Table ES-2 Quincy Run Proposed Improvements and Cost Estimate

Improvement	Phase	Location	Existing Conditions	*Proposed Conditions	Preliminary Construction Cost Estimate
Stream Restoration (SR-1)	1	From 52nd Ave. to 55th Ave. GPS Coordinates: 38.937000, -76.927277	Approximately 12’ wide entrenched channel	10’ wide natural baseflow channel within a valley wide floodplain and 21’ wide armored channel adjacent to the floodwall	$1,711,000
Permanent Floodwall (PF-1)	1	Behind 5204, 5206, and 5208 Newton St. GPS Coordinates: 38.936826, -76.928734	No floodwall	~400’ long sheet pile floodwall and pump station(s)	Alt 1: $3,406,000 **Alt 2: $3,366,000**
Bridge Enlargement (BE-6)	2	55th Ave. GPS Coordinates: 38.937234, -76.924371. Existing Bridge No. P-1266	Ex. Opening 106”W x 78”H	**Alt 1: 28’W x 6’H CON/SPAN Arch Bridge** Alt 2: Twin 12’ x 6’ box culvert	**Alt 1: $5,597,000** Alt 2: $4,307,000

**Bolded items indicate the preferred alternatives.*

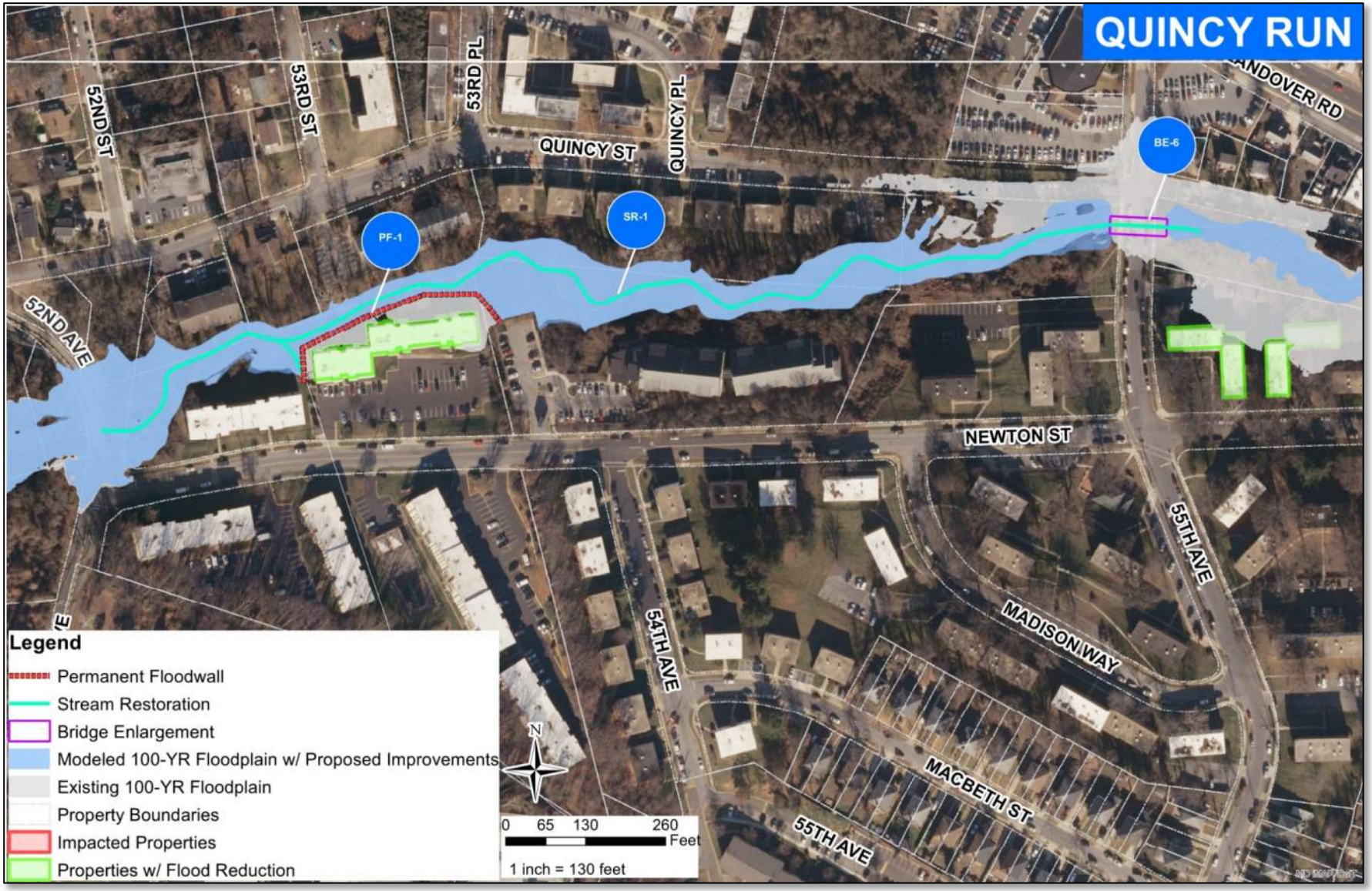


Figure ES-2 Recommended Flood Reduction Improvements for Quincy Run

Edmonston Channel Residential Site-Specific Strategies

A preliminary flood risk assessment was conducted for 28 residential properties and 1 commercial property (Save-A-Lot) in the Edmonston Channel watershed to inform strategies and actions that would reduce the risk of damage from a 100-year flood event. A site-specific flood mitigation strategy was recommended for each property for further consideration and to guide coordination with property owners. Evaluated strategies include:

- Permanent concrete flood wall or concrete curb
- Dry floodproofing of the structure to an established flood protection level
- Measures to raise elevation of structure's lowest point of entry
- Site grading adjustments
- Property acquisition
- Homeowner flood retrofits (measures intended to reduce, but not eliminate flood risk)

These strategies may be implemented independently of, or in combination with proposed enhancements to the Edmonston Channel (e.g., bridge and culvert enlargements). A summary of proposed flood mitigation strategies for each of the 29 properties is provided, including:

- Observations of the existing building construction and parcel topography, including information gained from site surveys
- A description of the proposed conceptual strategies for flood mitigation for each property
- Some of the risks and limitations associated with the selection of proposed mitigation strategies that Prince George's County and the property owner need to consider
- Rough order of magnitude cost estimates for the proposed flood mitigation strategy for each property. (These cost estimates may be affected by macroeconomic factors – such as tariff policies – and are subject to change.)

The full report for the for the site-specific strategies is included in Appendix A.

Conclusion

The preliminary designs are expected to reduce 100-year flooding impacts for 25 out of 29 structures along Edmonston Channel by implementing rectangular channel improvements, six bridge and culvert enlargements, one section of storm drain upgrades, and grading of a green space park area upstream of Edmonston Rd. to increase storage during major floods. Likewise for Quincy Run, the proposed stream restoration, permanent floodwall, and bridge enlargement will reduce flooding impacts for all the 7 impacted structures along this channel. The recommended designs for both channels should be implemented from downstream to upstream to prevent worsening flood conditions as upstream conveyance is improved and can be implemented concurrently to meet construction deadlines.

The next phase of this project will focus on developing conceptual plans which will include a more detailed evaluation of the site constraints. During this phase, coordination with utility companies, reviewing agencies, and affected property owners will need to be initiated to make sure regulatory compliances are met before advancing with the design.

Table of Contents

Executive Summary ..... **i**
1 Introduction **1**
1.1 Project Overview 1

2 Existing Hydrology and Hydraulics **2**
2.1 Edmonston Channel 2
2.1.1 Edmonston Channel Hydrology 2
2.1.2 Edmonston Channel Hydraulics 3
2.2 Quincy Run 4
2.2.1 Quincy Run Hydrology 4
2.2.2 Quincy Run Hydraulics 5
2.3 Future Flood Risk 6

3 Existing Site Conditions **7**
3.1 Edmonston Channel 7
3.1.1 Varnum St. Bridge Enlargement (BE-1) 7
3.1.2 Taussig Culvert Enlargement (BE-5) 7
3.1.3 Taylor St. Bridge Enlargement (BE-2) 7
3.1.4 Spring Rd. Bridge Enlargement (BE-3) 7
3.1.5 54th Pl. Bridge Enlargement (BE-4) 7
3.1.6 56th Ave. Culvert Enlargement (CE-4) 8
3.1.7 Storage Area (S-1) 8
3.1.8 Channel Improvements (CI-1) 8
3.1.9 Storm Drain Improvement (SD-1) 8
3.2 Quincy Run 8
3.2.1 55th Ave. Bridge Enlargement (BE-6) 8
3.2.2 Stream Restoration (SR-1) 9
3.2.3 Permanent Floodwall (PF-1) 9

4 Environmental Features **10**
4.1 Stream Classification 10
4.2 Wetlands 10
4.3 100-Year Floodplain 10
4.4 Tree Conservation 10

5 Roadway Design **11**
5.1 Edmonston Channel 11
5.1.1 Varnum St. Bridge Enlargement (BE-1) 11
5.1.2 Taussig Culvert Enlargement (BE-5) 12
5.1.3 Taylor St. Bridge Enlargement (BE-2) 12
5.1.4 Spring Rd. Bridge Enlargement (BE-3) 12
5.1.5 54th Pl. Bridge Enlargement (BE-4) 12
5.1.6 56th Ave. Culvert Enlargement (CE-4) 13
5.1.7 Storm Drain Improvement (SD-1) 13
5.2 Quincy Run 13
5.2.1 55th Ave. Bridge Enlargement (BE-6) 13

6 Maintenance of Traffic Design **14**
6.1 Edmonston Channel 14
6.1.1 Varnum St. Bridge Enlargement (BE-1) 14
6.1.2 Taylor St. Bridge Enlargement (BE-2) 14
6.1.3 Spring Rd. Bridge Enlargement (BE-3) 14
6.1.4 54th Pl. Bridge Enlargement (BE-4) 14

6.1.5 Taussig Culvert Enlargement (BE-5) 15
6.1.6 56th Ave. Culvert Enlargement (CE-4) 15
6.1.7 Storage Area (S-1) 15
6.1.8 Channel Improvements (CI-1) 15
6.1.9 Storm Drain Improvement (SD-1) 16
6.2 Quincy Run 16
6.2.1 55th Ave. Bridge Enlargement (BE-6) 16
6.2.2 Stream Restoration (SR-1) 16
6.2.3 Permanent Floodwall (PF-1) 16

7 Utility Impacts 17
7.1 Edmonston Channel 17
7.1.1 Varnum St. Bridge Enlargement (BE-1) 17
7.1.2 Taussig Culvert Enlargement (BE-5) 17
7.1.3 Taylor St. Bridge Enlargement (BE-2) 17
7.1.4 Spring Rd. Bridge Enlargement (BE-3) 18
7.1.5 54th Pl. Bridge Enlargement (BE-4) 18
7.1.6 56th Ave. Culvert Enlargement (CE-4) 18
7.1.7 Storage Area (S-1) 19
7.1.8 Channel Improvements (CI-1) 19
7.1.9 Storm Drain Improvement (SD-1) 19
7.2 Quincy Run 19
7.2.1 55th Ave. Bridge Enlargement (BE-6) 19
7.2.2 Stream Restoration (SR-1) 19
7.2.3 Permanent Floodwall (PF-2) 20

8 Proposed Improvements 20
8.1 Edmonston Channel 20
8.1.1 Bridge and Culvert Enlargements 21
8.1.2 Dry Storage Area (S-1) 24
8.1.3 Channel Improvements (CI-1) 24
8.1.4 Storm Drain Improvements (SD-1) 25
8.2 Quincy Run 26
8.2.1 55th Ave. Bridge Enlargement (BE-6) 26
8.2.2 Stream Restoration (SR-1) 27
8.2.3 Permanent Floodwall (PF-1) 27

9 Right of Way (ROW) Impacts 28
10 Erosion and Sediment Control 30
11 Permitting Requirements 30
12 Cost Estimates 33
13 Construction Phasing 34
14 Conclusion 35
14.1 Edmonston Channel 35
14.2 Quincy Run 37

Figures

Figure 1-1 Edmonston Channel and Quincy Run Location Map 1
Figure 2-1 Edmonston Channel 100-yr + 20% Flood Risk 6
Figure 14-1 Edmonston Channel Project Phasing 36
Figure 14-2 Quincy Run Project Phasing 38

Tables

Table 2-1 Edmonston Channel Hydrologic Parameters 2
Table 2-2 Edmonston Channel Hydraulic Parameters 3
Table 2-3 Existing Conditions Cumulative Design Storm Flows along Edmonston Channel Road Crossings 3
Table 2-4 Quincy Run Hydrologic Parameters 4
Table 2-5 Existing Conditions Storm Flows at Quincy Run Road Crossings 4
Table 3-1 Pebble Count Results 9
Table 8-1 Edmonston Channel Road Crossing 100-Year Design Storm Flow Rates 20
Table 8-2 Varnum St. Bridge Enlargement (BE-1) – Alternatives Comparison 21
Table 8-3 Taussig Rd. Culvert Enlargement (BE-5) – Alternatives Comparison 22
Table 8-4 Taylor St. Bridge Enlargement (BE-2) – Alternatives Comparison 22
Table 8-5 Spring Rd. Bridge Enlargement (BE-3) – Alternatives Comparison 23
Table 8-6 54th Pl. Bridge Enlargement (BE-4) – Alternatives Comparison 23
Table 8-7 56th Ave. Culvert Enlargement (CE-4) – Alternatives Comparison 23
Table 8-8 Proposed Rectangular Channels 25
Table 8-9 Proposed In-Kind Channel Replacements 25
Table 8-10 Existing and Proposed Condition Quincy Run Channel Culverts Flows during 100-Year Return Period Storm 26
Table 8-11 55th Ave. Bridge Enlargement (BE-6) – Alternatives Comparison 26
Table 9-1 Edmonston Channel Estimated Right of Way Easement Needs 29
Table 9-2 Quincy Run Estimated Right of Way Easement Needs 29
Table 11-1 Anticipated Permits and Approvals 32
Table 12-1 Edmonston Channel Preliminary Cost Estimate 33
Table 12-2 Quincy Run Preliminary Cost Estimate 33

List of Appendices

Appendix A Site-Specific Flood Mitigation Strategies Report
Appendix B Floodwall Internal Drainage Memo
Appendix C Edmonston Channel - Hydraulic Model Outputs
Appendix D Quincy Run - Hydraulic Model Outputs
Appendix E Preliminary Construction Cost Estimate

1 Introduction

1.1 Project Overview

Residents along Edmonston Channel and Quincy Run in the Town of Bladensburg have been experiencing flooding on their properties during heavy rain events. The purpose of this project is to mitigate flooding impacts by implementing a suite of solutions along both channels which include bridge and culvert replacements, a stormwater storage area, storm drain upgrades, channel modifications, stream restoration, and a permanent floodwall.

The project limits for Edmonston Channel are from Edmonston Rd. (downstream) to 56th Ave. (upstream) and include approximately 3,700 linear feet of channel. The project area for Quincy Run consists of approximately 1,850 linear feet natural channel flowing east to west between 55th Ave. (upstream) and 52nd Ave. (downstream). A location map of the project areas is shown in Figure 1-1.

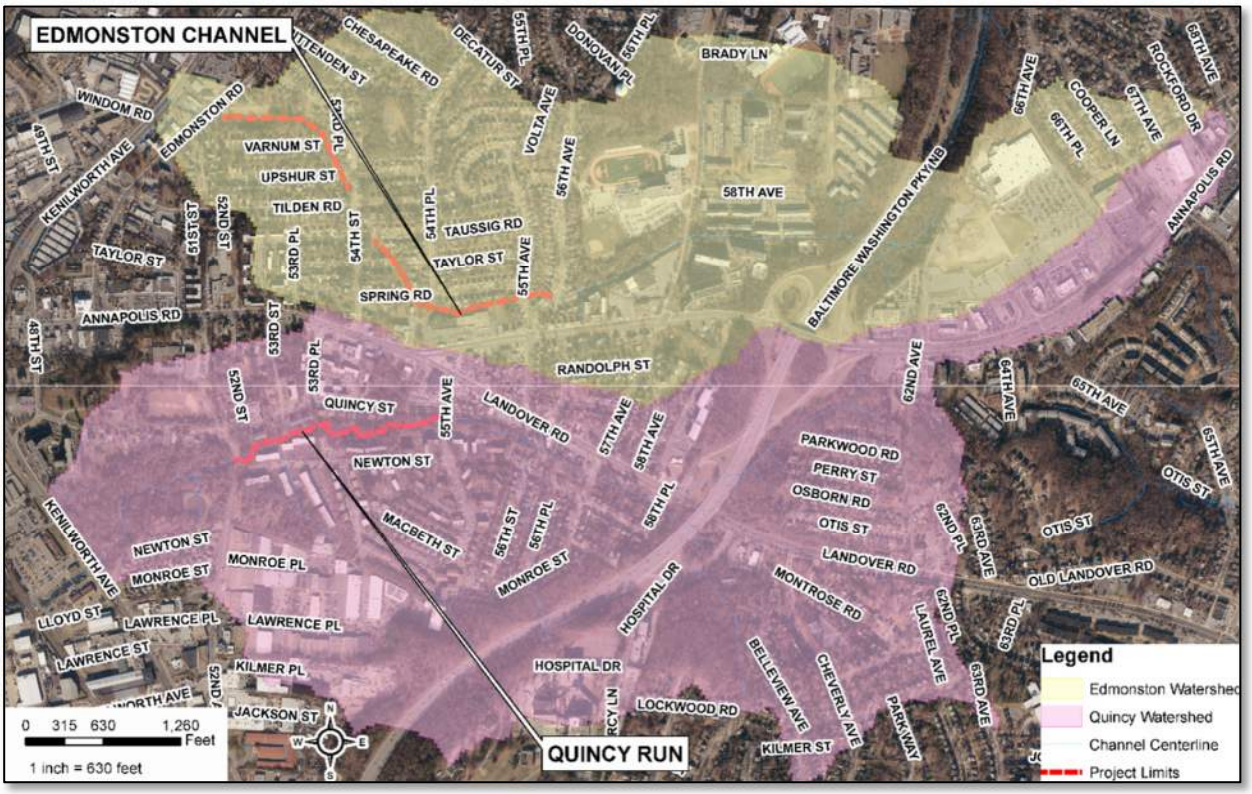


Figure 1-1 Edmonston Channel and Quincy Run Location Map

2 Existing Hydrology and Hydraulics

Edmonston Channel and Quincy Run are both narrow waterways located within densely developed residential areas. The Edmonston Channel flows generally from east to west through the town of Bladensburg before discharging into the Anacostia River south of the MD450 Annapolis Rd. bridge. Quincy Run is an urbanized watershed draining generally from east to west through a natural channel before discharging into the Anacostia River.

2.1 Edmonston Channel

The Edmonston watershed is approximately 360 acres and is predominantly within the Town of Bladensburg in Prince George's County, Maryland. The watershed is characterized by mostly dense residential land use, with commercial establishments along Annapolis Rd. Stormwater runoff drains by gravity into the Edmonston Channel, which flows predominantly east to west. There is an in-line stormwater retention feature east of Edmonston Rd. The outlet of this feature drains into a piped network that eventually discharges into the Anacostia River at the flood control pump station in Bladensburg Waterfront Park, south of the MD 450 (Annapolis Rd) bridge.

2.1.1 Edmonston Channel Hydrology

The watershed is fully developed with nearly 45% of the area covered by impervious surfaces. The soils within the watershed are classified as Hydrologic Soil Group D under the USDA system, indicating low infiltration rates and high potential for runoff. An integrated hydraulic and hydrologic model was created using the InfoWorks ICM software platform with a "rain on mesh" (also known as "rain on grid") deterministic approach to estimate surface runoff. This approach dynamically calculates the time of concentration throughout the watershed based on the intensity and depth of rainfall. The hydrologic parameters defined in the model are based on characteristics of the drainage area determined from geospatially defined GIS metadata. A LiDAR-based DEM obtained from the NOAA data access viewer based on 2018 Maryland-National Capitol Park and Planning Commission (MNPPC) efforts was used to generate the ground surface representation and simulate overland flow paths based on ground slopes. Table 2-1 summarizes the hydrologic parameters applied to the model.

Table 2-1 Edmonston Channel Hydrologic Parameters

Item	Measurement
Total Drainage Area	360 ac
Impervious Area	160 ac
Building Footprints	43.0 ac
Impervious surface manning's roughness coefficient	0.018
Pervious surface manning's roughness coefficient	0.060
Horton Initial Infiltration	1.00 in / hr
Horton Limiting Infiltration	0.10 in / hr
Horton Decay coefficient	2.00 hr^{-1}
Horton Recovery coefficient	2.00 hr^{-1}

2.1.2 Edmonston Channel Hydraulics

As stated above, an InfoWorks ICM model was created with integrated hydraulic and hydrologic capabilities. This platform allows for integrated analysis of peak flow rates and storage volume requirements with a deterministic hydrologic runoff approach. A 2-dimensional representation of the ground surface was created to assess overland flow paths and surface ponding potential, including representation of hydraulic influences of bridge structures, pipes, manholes, and surface inlets. This model also includes explicit representation of all surface inlets, manholes, and sub-surface pipes in the watershed. Pipe sizes / diameters, alignments, and invert elevations were obtained from GIS information provided by Prince George's County and MDOT. This information was supplemented with field survey information at critical locations. This approach dynamically routes overland runoff generated by the hydrologic routine described above into the main channel, replicating the nuances of actual system performance. Table 2-2 summarizes the hydraulic parameters applied to the ICM.

Table 2-2 Edmonston Channel Hydraulic Parameters

Item	Measurement
Pipe manning's roughness coefficient	0.013
Paved channel roughness coefficient	0.013
Pipe entry/exit losses	Dynamically calculated as a function of the angle of deflection at manhole and surcharge status of pipe
Bridge contraction loss coefficient	0.30
Bridge deck discharge coefficient	1.70
Bridge expansion loss coefficient	0.50
Bankline discharge coefficient	0.85
Bankline modular limit	0.67

Stormwater in the Edmonston watershed drains to the channel by a combination of overland paths and underground pipe networks. The channel includes 8 road crossings. Table 2-3 presents the flows at each road crossing during the 2-, 10- and 100-year design storms. It should be noted that the flow rates in this table are representative of existing conditions and are influenced by the hydraulic restrictions at road crossings and along the channel itself. These rates are not representative of runoff produced by the system as the ICM model includes representation of surface storage and ponding upstream of hydraulic restrictions.

Table 2-3 Existing Conditions Design Storm Flows along Edmonston Channel Road Crossings

Road Crossing	Discharge (cfs)		
	2-Year Storm	**10-Year Storm**	**100-Year Storm**
Varnum St	790	1125	1,403
Upshur St	745	1068	1,363
54th Pl & Taussig Rd	707	998	1,023
Taylor St	654	946	1,149
Spring Rd	644	943	1,199
54th Pl	613	903	1,094
55th Ave	540	813	1,178
56th Ave	526	784	954

2.2 Quincy Run

2.2.1 Quincy Run Hydrology

The Quincy Run watershed is approximately 480 acres and is located primarily within the limits of the Town of Bladensburg in Prince George's County, Maryland. The watershed is mostly comprised of dense residential land and commercial use with more than 40% of its drainage area being impervious. Quincy Run is a natural channel that runs primarily east to west before discharging to the Anacostia River.

The hydrologic evaluation of Quincy Run was performed by dividing the Quincy Run watershed into eight sub-drainage areas, each delineated using 1-foot contour data from the 2018 Maryland DEM. The Natural Resources Conservation Service (NRCS) method within WinTR-20 was used to develop flow rates used in the hydraulic analysis. The time of concentration (Tc) flow paths for each sub-watershed was estimated using aerial imagery and topographic analysis in ArcGIS Pro. Runoff Curve Number (RCN) values for each sub-drainage area were calculated using a weighted average method based on land use data from Prince George's County GIS. The WinTR-20 model was then used to simulate runoff and peak flow rates for various storm events (2-, 10-, 25-, 50-, and 100-year storms), using rainfall data from NOAA Atlas 14 and a 24-hour rainfall distribution to reflect regional precipitation patterns.

A summary of the hydrologic inputs for the project area are provided in Table 2-4. Table 2-5 presents the existing condition peak flows at each road crossing for the 2-, 10- and 100- year storms.

Table 2-4 Quincy Run Hydrologic Parameters

Drainage Area ID	Area (ac)	Weighted CN	Tc (hrs)	100-yr Peak Runoff (cfs)
Sub-Area 1	88.0	91	0.161	692.0
Sub-Area 2	105.4	90	0.208	756.4
Sub-Area 3	67.7	91	0.260	449.3
Sub-Area 4.2	40.4	89	0.267	260.7
Sub-Area 4	47.1	88	0.162	361.2
Sub-Area 5	22.5	91	0.062	212.5
Sub-Area 6	75.4	92	0.330	533.7
Sub-Area 7	32.4	85	0.126	260.7
TOTAL	**478**			*2,978

**At outlet*

Table 2-5 Existing Conditions Storm Flows at Quincy Run Road Crossings

Road Crossing	Discharge (cfs)		
	2-Year Storm	10-Year Storm	100-Year Storm
55th Ave	580	650	1,350
52nd Ave	810	880	1,678

2.2.2 Quincy Run Hydraulics

Stormwater in the Quincy Run watershed drains to the channel by a combination of overland flow and underground pipe networks. The Quincy Run project area is from 52nd Avenue to 55th Avenue and includes the two road crossings. Stantec evaluated the stream's hydraulic response to the flows for various storm events. The hydraulic evaluation was performed using the Army Corps of Engineer's HEC-RAS model (version 6.5).

A 2-dimensional model was developed with detailed representations of culverts and roadway crossings, using field survey data, terrain information from 2018 MNPPC LiDAR obtain through NOAA, and roughness coefficients derived from the USGS National Land Cover Database. The 2D flow area was divided into 15 ft x 15 ft cells for high-resolution analysis, and boundary conditions were set using FEMA flood profiles for the Anacostia River. Proposed alternatives such as culvert/bridge widening and floodwall construction were modeled by adjusting hydraulic parameters and terrain features within HEC-RAS. This modeling approach allowed for a comprehensive analysis of flow dynamics, water surface elevations, and flood inundation extents under existing and proposed conditions. The model was validated using both synthetic design storms and the July 2022 flood event, confirming its reliability in predicting flood behavior and supporting the development of effective mitigation strategies.

The modeling results show the structures at 5204, 5206, 5208, 5504, and 5506 Newton Street and at 3601 and 3603 55th Avenue are impacted by the 100-year return period storm and that the structures at 5204, 5206, and 5208 Newton Street are impacted by a 10-year storm event.

2.3 Future Flood Risk

To assess future storm impacts on the Edmonston Channel, the 100-year, 24-hr NOAA Atlas 14 precipitation data was increased by 20%. This strategy was implemented in lieu of using NOAA Atlas 15 data which has yet to be released. Under the 100-yr + 20% conditions, 34 structures are projected to be impacted. This is five more than under the existing 100-yr storm event. Implementing the proposed improvements under the 100-yr + 20% conditions would reduce the flood risk for 24 of the 34 structures. Most of the impacted structures are located between Tilden Rd. and Taylor St. therefore, further improving the capacity of the Taussig Culvert (BE-5) and Taylor St. bridge (BE-2) would reduce the flooding risk in this area. Additionally, the weir control structure at Edmonston Rd. would require further improvements to ensure that no adverse downstream impacts occur. Figure 2-1 presents the 100-yr + 20% floodplain during existing and proposed conditions and highlights the impacted structures.

Figure 2-1 Edmonston Channel 100-yr + 20% Flood Risk

3 Existing Site Conditions

3.1 Edmonston Channel

3.1.1 Varnum St. Bridge Enlargement (BE-1)

Varnum St. Bridge P-BL05001, built in 1958, is a single-span 26'-3" overall long concrete rigid-frame bridge with an asphalt wearing surface, skewed angle 20 degrees. The total superstructure depth is about 4'-1". The vertical clearance under bridge is 6'-8". The substructure consists of concrete rigid frame wall abutments with concrete slope and channel protection. Stream flows from south to north under the bridge. The posted speed limit is 25 mph. The bridge is posted for 6,000 LBS GVW and 6,000 LBS GCW.

3.1.2 Taussig Culvert Enlargement (BE-5)

The Taussig Culvert, built unknown (assume 1958), is a double 72" RCP culvert with a total length of approximately 483 LF. The culvert extends beneath 54th St, Tilden Rd., Taussig Rd., all of which are two-way roadways with a 50' ROW. In addition, the culvert passes beneath two private driveways serving 5402 Taylor St. and 5211 54th St, as well as two 4' wide sidewalks. One of the 72" culverts is located approximately 6' away from the corner of the house at 4211 54th St.

3.1.3 Taylor St. Bridge Enlargement (BE-2)

Taylor Street Bridge P-BL03001, built in 1958, is a two-span 23'-8" overall long concrete rigid-frame bridge with an asphalt wearing surface, skewed angle 26 degrees. The total superstructure depth is about 3'. The vertical clearance under bridge is 4'-6". The substructure consists of concrete rigid frame wall abutments with concrete slope and channel protection, and a solid shaft concrete pier. Stream flows from south to north under the bridge. The posted speed limit is 25 mph. The bridge is posted for 6,500 LBS GVW and 6,000 LBS GCW.

3.1.4 Spring Rd. Bridge Enlargement (BE-3)

Spring Rd. Bridge P-BL01001, built in 1958, is a single-span 23'-7" overall long concrete rigid-frame bridge with an asphalt wearing surface, skewed angle 26 degrees. The total superstructure depth is about 3'. The vertical clearance under bridge is 6'-8". The substructure consists of concrete rigid frame wall abutments with concrete slope and channel protection. Stream flows from south to north under the bridge. The posted speed limit is 25 mph. The bridge is posted for 24,000 LBS GVW and 44,000 LBS GCW.

3.1.5 54th Pl. Bridge Enlargement (BE-4)

54th Pl. Bridge P-BL02001, built in 1958, is a single-span 20'-6" overall long concrete rigid-frame bridge with an asphalt wearing surface, skewed angle 16 degrees. The total superstructure depth is about 4'-2". The vertical clearance under bridge is 7'-0". The substructure consists of concrete rigid frame wall abutments with concrete slope and channel protection. Stream flows from east to west under the bridge. The posted speed limit is 25 mph. The bridge is posted for 28,000 LBS GVW.

3.1.6 56th Ave. Culvert Enlargement (CE-4)

56th Ave. Culvert (not in County's bridge inventory), built year unknown (assume 1958), is a 6'-6"H x 10'-5"W concrete box culvert with an asphalt wearing surface, skewed angle 18 degrees. The total superstructure depth is about 1'-8". The vertical clearance under bridge is 6'-6". Stream flows from east to west under the bridge. The posted speed limit is 25 mph. The bridge is posted for 28,000 LBS GVW and 48,000 LBS GCW.

3.1.7 Storage Area (S-1)

The Storage Area, located between Edmonston Rd. and Varnum Rd., consists of approximately 1.97 acres of open grassy space. Upstream of the storage area, the Edmonston Channel transitions from a concrete channel to a natural channel. The area is enclosed by earth berms on both sides and includes a concrete weir wall at the downstream end measuring 266' in length, 4' high at the center, and 8' high along the sides. Attached to the weir wall is a steel trash rack that intercepts debris before flow enters an existing 8.6'W x 4.6'H box culvert that conveys flow under Edmonston Rd.

3.1.8 Channel Improvements (CI-1)

The majority of Edmonston Channel consists of a trapezoidal concrete section, except for a rectangular concrete segment extending from 55th Ave. to just upstream of 56th Ave. and a natural channel segment within the storage area. The concrete channel is enclosed with 4' chain-link fences along both sides of the channel. The channel has a top width of approximately 20', a bottom width ranging from 7' to 16', and an average depth of approximately 4'. The side slopes on average are 1.8:1.

3.1.9 Storm Drain Improvement (SD-1)

Several properties between 55th Ave and 56th Ave may be experiencing flooding caused by runoff flowing from the south side of 56th Ave. The water bypasses the existing curb and gutter and accumulates in the backyards of these properties. Currently, there are two A-10 inlets along 55th Ave. and two A-5 inlets along 56th Ave., located south of the concrete channel. The curb along this section of the road is approximately 6" high.

3.2 Quincy Run

3.2.1 55th Ave. Bridge Enlargement (BE-6)

55th Ave. Bridge P-1266, built in 1989, is a single cell 106" wide x 78" high corrugated metal pipe culvert. Its overall length along invert is 97'. There is up to 7' fill over the culvert. Quincy Run flows from on a western direction through the culvert. The culvert is at the sump of a minor vertical curve. There is W-beam traffic barrier on the approaches.

3.2.2 Stream Restoration (SR-1)

Quincy Run runs approximately 1,850 linear feet between 55th Avenue and 52nd Avenue in a highly urban setting and eventually flows into the Anacostia River. The existing stream has been confined to its current location in a narrow valley that receives a high volume of water during storm events. Due to these high intensity flows from an urban watershed and the channel and floodplain encroachments; the reach will likely not be able to progress towards a more resilient and stable geometry and will continue to degrade the bed and banks.

Due to these high intensity flows, the existing stream has an approximately 12' wide entrenched channel with actively eroding banks. To better understand the existing channel substrate, two riffle pebble counts were performed within the project reach. *Table 3-1* presents the pebble count results.

Table 3-1 Pebble Count Results

		Combined Pebble Count
Particle Size (mm)	D_{50}	17
	D_{84}	38
Distribution (%)	silt/clay	2%
	sand	14%
	gravel	82%
	cobble	2%
	boulder	0%

The D50 and particle sizes were within the gravel size class for both pebble counts. These results indicate that there is no upstream supply of larger material and that fine material is being transported downstream. This provides evidence that the existing stream will likely never reach an equilibrium state.

3.2.3 Permanent Floodwall (PF-1)

There is currently no permanent flood wall protecting the residential buildings at 5204, 5206, and 5208 Newton St. along the south bank of Quincy Run. The elevation of the south bank is insufficient to safeguard the area against the 10-year or higher storm events. There is currently an existing chain link metal fence between the stream and the buildings. The stream bank is in-situ soil and is lined with overgrowth and trees. There is a short section within the project bounds where a short concrete wall exists to frame both sides of the channel.

The west side of the building has an outfall which discharges storm water into the channel. This outfall is the shortest distance where the building comes near the channel at roughly 20'. The apartment building has two other points at the building corners which are near the stream channel at roughly just over 20'. All other points along the channel exceed 20' to the building face.

Within the property limits of the residential buildings there is a short existing wall which is currently separating the green space behind the apartments into two separate drainage areas. This wall is located at roughly the center of the building and runs from the building face to the edge of the channel, ending just before the slope. The makeup and depth of this wall is currently unknown.

4 Environmental Features

4.1 Stream Classification

The Edmonston Channel is a tributary to Northeast Branch Anacostia River (MD 8-digit watershed code 02-14-02-05). Most of the stream channel bottom is paved concrete. The Anacostia River and its tributaries are designated as Use I (Water Contact and Recreation) waterways by the State of Maryland. In stream work is restricted in Use I streams from March 1 through June 15.

Quincy Run is a tributary to the Anacostia River (MD 8-digit watershed code 02-14-02-05). The channel bottom is comprised of sand, cobble, and riprap. The Anacostia River and its tributaries are designated as Use I (Water Contact and Recreation) waterways by the State of Maryland. In stream work is restricted in Use I streams from March 1 through June 15.

4.2 Wetlands

The Maryland Department of Natural Resources (DNR) wetland mapping and National Wetlands Inventory mapping was reviewed to identify the presence of wetlands within the project area. No wetlands were identified during the review of these publicly available resources for both Edmonston Channel and Quincy Run.

4.3 100-Year Floodplain

The 100-year floodplain has been mapped by Prince George's County Department of Permitting, Inspections, and Enforcement (DPIE). Both project sites along Edmonston Channel and Quincy Run are within the County's 100-year floodplain.

Additionally, a section of the Edmonston Channel between Edmonston Rd. and Upshur St. is designated as a FEMA Zone AE floodplain under the Flood Insurance Rate Map 24033C0133E (effective 9/16/2016). There is not a FEMA designated flood zone along the reach of Quincy Run included in this project area.

4.4 Tree Conservation

During the site survey, a search for any trees measuring 24 inches DBH or greater (significant trees) and 30 inches DBH or greater (specimen trees) was performed. Prince George's County's Woodland and Wildlife Conservation Ordinance (WCO) affords additional protection to significant and specimen trees. In addition, under the WCO, a variance is required for the removal of a specimen tree. Impacts to forest resources, including specimen trees, require approval from the Maryland National Capitol Park and Planning Commission (M-NCPPC) Environmental Planning Section. The significant and specimen trees identified for each site are listed below:

Edmonston Channel

- BE-1: One (1) significant tree was identified
- BE-2: One (1) significant tree and one (1) specimen tree were identified
- BE-3: One (1) specimen tree was identified
- BE-4: No significant or specimen trees were identified
- BE-5: One (1) significant tree was identified
- CE-4: No significant or specimen trees were identified
- S-1: No significant or specimen trees were identified
- SD-1: No significant or specimen trees were identified
- CI-1
  - North of Varnum Street: No significant or specimen trees were identified
  - Between Varnum St. and Upshur St.: No significant or specimen trees were identified
  - East of 54th Pl.: One (1) significant tree and one (1) specimen tree were identified

Quincy Run

- BE-6: One (1) significant tree and one (1) specimen tree were identified
- SR-1: Ten (10) significant trees and eleven (11) specimen trees were identified
- PF-1: No significant or specimen trees were identified

Site specific forest stand delineations (FSD) and tree surveys and approval for forest impacts and tree removals through a Tree Conservation Plan (TCP) will be required to meet the County's WCO requirements during subsequent design phases and prior to any site development impacts.

5 Roadway Design

The proposed typical section for each roadway will maintain the existing roadway width, lanes and sidewalks. The existing roadway layouts and profiles will not change. The roadways for which each bridge and culvert are located are all categorized as Urban Local Roadways. The posted speed limit along all roadways is 25 mph. The proposed full depth pavement section for each roadway will be comprised of 2" Hot Mix Asphalt (HMA) Surface, 2" HMA Intermediate Surface, 4" HMA Base, and 6" Graded Aggregate Base (GAB). Permanent stabilization of all disturbed roadside areas will consist of 4" topsoil, seed and mulch (turfgrass establishment).

The storage (S-1), channel improvements (CI-1), stream restoration (SR-1), and permanent floodwall (PF-1) improvements do not involve any roadway design.

5.1 Edmonston Channel

5.1.1 Varnum St. Bridge Enlargement (BE-1)

BE-1 is located along Varnum Street just west of the intersection with 53rd Place. The existing typical section is two paved travel lanes with a total clear width of 25'-6" between curbs and 4'-5" wide sidewalk on the north side. The proposed bridge construction will require full depth pavement replacement at each approach, resurfacing and restriping, removal and replacement of existing road signage, and concrete sidewalk and curb & gutter replacement. There is also an existing 36" storm drain pipe that will need to be removed and replaced to tie into the new culvert.

5.1.2 Taussig Culvert Enlargement (BE-5)

The Taussig 72" RCP culvert extends from 54th St. to Taussig Rd. Three design alternatives were evaluated for this culvert enlargement. Alternatives 1 and 2 both keep one of the existing 72" culverts while replacing the other. Alternative 1 proposes a single 11'Wx6'H culvert whereas Alternative 2 proposes double 7'Wx5'H culverts, with both alternatives maintaining the existing alignment. Alternative 3 proposes a new 8'Wx''H culvert along 54th St. and Taussig Rd. Construction of any of the proposed culvert enlargement alternatives would require reconstruction of existing curb & gutter, concrete sidewalks, full depth pavement, residential driveways, chain link fences, and grass lawn areas on public and private property. Alternative 3 proposes a new culvert along roadways which will require more reconstruction of existing surface features and pavement, as well as additional utility relocations.

5.1.3 Taylor St. Bridge Enlargement (BE-2)

BE-2 is located along Taylor Street between 54th Street and 54th Place. The existing roadway typical section is two paved travel lanes with a total clear width of 26'-0" between curbs and 4'-0" wide sidewalk on the south side. The proposed bridge construction will require full depth pavement replacement at each approach, resurfacing and restriping, removal and replacement of existing road signage, and concrete sidewalk and curb & gutter replacement. There are also some existing fences on adjacent property that will need to be removed and replaced due to the proposed construction.

5.1.4 Spring Rd. Bridge Enlargement (BE-3)

BE-3 is located along Spring Road between 54th Street and 54th Place. The existing roadway typical section is two paved travel lanes with a total clear width of 26'-8" between curbs and 4'-5" wide sidewalk on the north side. The proposed bridge construction will require full depth pavement replacement at each approach, resurfacing and restriping, removal and replacement of existing road signage, concrete sidewalk and curb & gutter replacement, and fence removal and replacement on adjacent properties. There are also some existing storm drain inlets and pipes that will have to be removed and relocated due to the proposed construction.

5.1.5 54th Pl. Bridge Enlargement (BE-4)

BE-4 is located along 54th Place between Shepherd St. and Spring Rd. The existing roadway typical section is two paved travel lanes with a total clear width of 25'-9" between curbs and 4'-0" sidewalk on the east side. The proposed bridge construction will require full depth pavement replacement at each approach, resurfacing and restriping, removal and replacement of existing road signage, and concrete sidewalk and curb & gutter replacement. There is also an existing 18" storm drain pipe that will need to be removed and replaced to tie into the new culvert.

5.1.6 56th Ave. Culvert Enlargement (CE-4)

CE-4 is located along 56th Avenue at the intersection with Spring Road. The existing typical section is two paved travel lanes with a total clear width of 32'-0" between curbs and 5'-0" wide sidewalk on the east side. The proposed bridge construction will require full depth pavement replacement at each approach, resurfacing and restriping, removal and replacement of existing road signage, and concrete sidewalk and curb & gutter replacement. There will also be some storm drain reconstruction that will need to occur due to the proposed construction, including 2 large storm drain inlets and their adjoining pipes, which may impact the existing residential driveways located along the west side of the roadway.

5.1.7 Storm Drain Improvement (SD-1)

The proposed storm drain (SD) improvements consist of 5 new inlets, 1 manhole, and approximately 360 LF of 21" RCP located along 55th Ave. and 56th Ave. 55th Ave. is approximately 26'-0" wide between curbs and 56th Ave. is approximately 32'-0" wide between curbs. Concrete sidewalks currently exist along the west side of 55th Ave. and along the east side of 56th Ave. The proposed storm drain improvements will require reconstruction of the existing curb & gutter, sidewalk, residential driveways, and full depth pavement along both roadways within the limits of work.

5.2 Quincy Run

5.2.1 55th Ave. Bridge Enlargement (BE-6)

BE-6 is located along 55th Avenue just south of the intersection with Quincy Street. The existing roadway typical section is two paved travel lanes and two paved parking lanes, with a total clear width of 36'-0" between curbs and 5' wide concrete sidewalk on each side of the roadway. Grass buffers and traffic barriers currently exist along both sides of the roadway as well. The proposed bridge/culvert construction will require full depth pavement replacement at each approach, resurfacing and restriping, removal and replacement of existing road signage, concrete sidewalk and ramp reconstruction, curb & gutter replacement, and traffic barrier removal and replacement.

6 Maintenance of Traffic Design

For guidance, MOT Design for all locations shall conform with Part VI of the MD-MUTCD and the MDOT SHA Book of Standards - for Highway & Incidental Structures, latest editions. To minimize the impact of construction activities on traffic and to permit continuous County inspection, no work shall be performed or lanes closed during weekdays before 9:00 a.m. or after 3:00 p.m., on weekends, or public holidays recognized by Prince George's County.

The bridge Average Annual Daily Traffic (AADT) is BE-1 (275), BE-2 (685), BE-3 (271), BE-4 (332), BE-6 (1,260) in the year 2023. The AADT of BE-5 and CE-4 is unknown but it is assumed that it is similar to the other structures, which is around 300. The Maintenance of Traffic Alternative Analysis (MOTAA) memorandum is not part of this study. Staged construction does not appear feasible for the bridge replacements because the bridges are narrow, and construction materials need a staging area. It is assumed the bridges will be closed to traffic during construction and the traffic will be detoured. Site-specific Maintenance of Traffic (MOT) details are as follows.

6.1 Edmonston Channel

6.1.1 Varnum St. Bridge Enlargement (BE-1)

Westbound traffic approaching the Varnum St. Bridge will be diverted to 54th St., Upshur St., and 51st St. before turning back onto Varnum St. Eastbound traffic approaching Varnum St. and 51st St. intersection will be diverted to 51st St., Upshur St., and then 54th St.

6.1.2 Taylor St. Bridge Enlargement (BE-2)

Westbound traffic approaching Taylor St. and 54th Pl. intersection will be diverted north to 54th Pl., Taussig Rd., and 54th St. before turning back onto Taylor St. Eastbound traffic approaching the intersection of Taylor St. and 54th St. will be diverted south to 54th St., Spring Rd., and 54th Pl. before turning back onto Taylor St.

6.1.3 Spring Rd. Bridge Enlargement (BE-3)

Westbound traffic approaching the Spring Rd. and 54th Pl. intersection will be diverted north to 54th Pl., Taylor St., and 54th St. before turning back onto Spring Rd. Eastbound traffic approaching the Spring Rd. and 54th St. intersection will be diverted south to Shepherd St., which transitions into 54th Pl., before turning back onto Spring Rd.

6.1.4 54th Pl. Bridge Enlargement (BE-4)

Northbound traffic approaching the 54th Pl. Bridge will be diverted west along Shepherd St., 54th St. and then Spring Rd. Southbound traffic approaching the 54th Pl. bridge will be diverted west to Spring Rd., 54th St., and then Shepherd St.

6.1.5 Taussig Culvert Enlargement (BE-5)

Culvert BE-5 for Alternative 3 shall be done in two phases – the first for the 54th St. segment of the culvert and the second for the Taussig Rd. segment.

Phase 1

Westbound traffic approaching the Tilden Rd. and 54th Pl. intersection will be diverted to 54th Pl., Taussig Rd., and 53rd Pl. before turning back onto Tilden Rd. Eastbound traffic approaching the Tilden Rd. and 53rd Pl. intersection will be diverted to 53rd Pl., Taussig Rd., and then 54th Pl. before turning back onto Tilden Rd. Southbound traffic approaching the Upshur Ct. and 54th St. intersection will be diverted to Upshur Ct., 54th Pl., and Taussig Rd. before turning back onto 54th St. Northbound traffic approaching the Taussig Rd. and 54th St. intersection will be diverted to Taussig Rd., 54th Pl., and Upshur Ct. before turning back onto 54th St.

Phase 2

Westbound traffic approaching the Taussig Rd. and 54th Pl. intersection will be diverted to 54th Pl., Tilden Rd., and 54th St. before turning back onto Taussig Rd. Eastbound traffic approaching the Taussig Rd. Bridge will be diverted to 54th St., Taylor St., and then 54th Pl. before turning back onto Taussig Rd.

6.1.6 56th Ave. Culvert Enlargement (CE-4)

Northbound traffic approaching the intersection of 55th Ave. and 56th Ave. will be diverted west to 55th Ave., Tilden Rd. and then 56th Ave. Southbound traffic approaching the intersection of Tilden Rd. and 56th Ave. will be diverted west to Tilden Rd., 55th Ave., and then 56th Ave.

6.1.7 Storage Area (S-1)

Construction Entrance MOT for Edmonston Channel Storage (S-1) will require signage along Edmonston Rd. (MD 769B) to notify motorists of work vehicles entering or exiting the construction area. Signs shall be placed according to MD SHA Shoulder Work Typical Applications. For safe ingress and egress, work zone vehicles shall display flashing warning lights as required by MDOT SHA.

6.1.8 Channel Improvements (CI-1)

Construction of the channel improvements will impact select locations at Varnum St., Upshur St., and 54th Pl. MOT for channel improvements shall utilize a Flagging Operation for 2-Lane, 2-Way Roadways. As construction progresses, signage and flaggers will relocate as needed. Channelization Devices shall be used to close both directions of an approaching lane, and along the affected site locations.

6.1.9 Storm Drain Improvement (SD-1)

MOT for Construction of Storm Drain improvements along 55th Ave. and 56th Ave. shall utilize a Flagging Operation for 2-Lane, 2-Way Roadways. As construction progresses, signage and flaggers will relocate as needed. Channelization Devices shall be used to close both directions of an approaching lane, and along the construction site. Where appropriate, a steel plate shall be utilized to allow traffic when construction site is inactive.

6.2 Quincy Run

6.2.1 55th Ave. Bridge Enlargement (BE-6)

Northbound traffic approaching the 55th Ave. Bridge will be diverted east along Newton St. to 57th Ave. to MD 202. Southbound traffic approaching 55th Ave. will be diverted eastbound on MD 202 to 57th Ave. to Newton St. to 55th Ave.

6.2.2 Stream Restoration (SR-1)

Construction entrances for the Quincy Run stream restoration will impact select locations along 55th Ave. and 52nd Ave. MOT will utilize a Flagging Operation for 1-Lane, 2-Way Roadways. As construction progresses signage and flagging will relocate as needed.

6.2.3 Permanent Floodwall (PF-1)

No maintenance of traffic on public roadways will be necessary. However, construction will be accessed through the parking lots of 5204, 5206, and the lot of 5208 Newton Street. Parking lot traffic will need to be diverted with temporary reduction in parking spaces.

7 Utility Impacts

7.1 Edmonston Channel

7.1.1 Varnum St. Bridge Enlargement (BE-1)

An 8” sewer pipe currently runs under the existing culvert and will need to be relocated to maintain the required clearance under the proposed culvert. Since there is insufficient slope to lower the sewer at the crossing, the pipe will need to be rerouted around the proposed culvert. This would involve crossing the existing channel and obtaining an easement from at least one adjacent private property. A 4” gas line terminating near the proposed culvert will need to be adjusted or shortened to accommodate the new structure. A 36” RCP storm pipe, which currently connects to and outfalls at the existing culvert, will need to be adjusted to connect to the proposed culvert. Additionally, an existing utility pole located directly over the proposed wing wall footer, this pole will need to be temporarily relocated.

The overhead power lines and communication cables on the north side of the structure may require temporary relocation to maintain the 20’ minimum clearance between the crane and the powerlines. The powerlines may also be temporarily de-energized during crane operation.

7.1.2 Taussig Culvert Enlargement (BE-5)

A 15” sewer pipe crosses the 72” culverts at 54th St. and an 8” sewer crosses at Taussig Rd. The proposed culverts will require the relocation of the sewer pipe along 54th St. to maintain the required clearance. The relocation would be within the public ROW and would not require any additional easements. The proposed culverts also cross multiple 8” water and 8” gas lines, which will require relocation to accommodate the new structures. Additionally, one 18” storm drain pipe and two 24” storm drain pipes will require field connections to the proposed culverts.

Overhead power lines and communication cables run along 54th St. over the structure and may require temporary relocation to maintain the 20-ft minimum clearance between the crane and the powerlines. The powerlines may also be temporarily de-energized during crane operation.

7.1.3 Taylor St. Bridge Enlargement (BE-2)

A 15” sewer pipe currently runs under the existing culvert and will need to be lowered to maintain the required clearance under the proposed culvert. A 6” watermain line and a 2” gas line running adjacent to the structure will also have to be relocated to accommodate the new structure. Additionally, an existing utility pole located directly over the proposed wing wall footer will need to be relocated.

The overhead power lines and communication cables on the north side of the structure may require temporary relocation to maintain the 20’ minimum clearance between the crane and the powerlines. The powerlines may also be temporarily de-energized during crane operation.

7.1.4 Spring Rd. Bridge Enlargement (BE-3)

A 15” sewer pipe currently runs under the existing culvert and will need to be relocated to maintain the required clearance under the proposed culvert. Since there is insufficient slope to lower the sewer at the crossing, the pipe will need to be rerouted around the proposed culvert. This would involve two crossings of the existing channel and obtaining easements from at least three adjacent private properties. There are 4”, 6”, and 8” watermains and 0.5”, 0.75” and 2” gas lines running adjacent to the structure that will have to be relocated. Additionally, an existing storm drain inlet and 15” and 18” storm drain pipes will need to be shifted and reconnected to the proposed culvert.

Overhead power lines and communication cables run diagonally over the structure and may require temporary relocation to maintain the 20-ft minimum clearance between the crane and the powerlines. The powerlines may also be temporarily de-energized during crane operation.

7.1.5 54th Pl. Bridge Enlargement (BE-4)

An 8” sewer pipe currently runs under the existing culvert and will need to be relocated to maintain the required clearance under the proposed culvert. Since there is insufficient slope to lower the sewer at the crossing, the pipe will need to be rerouted around the proposed culvert. This would involve a crossing of the existing channel and obtaining easements from at least one adjacent private property. A 6” watermain line and a 2” gas line running adjacent to the structure will also have to be relocated to accommodate the new structure. Additionally, an 18” RCP storm drainage pipe adjacent to the structure at the NW corner will need to be adjusted to connect to the proposed culvert.

7.1.6 56th Ave. Culvert Enlargement (CE-4)

A 15” sewer pipe currently runs under the existing culvert and will need to be relocated to maintain the required clearance under the proposed culvert. Since there is insufficient slope to lower the sewer at the crossing, the pipe will need to be rerouted around the proposed culvert. This would involve crossing the existing channel but would not require obtaining additional easements on private properties. A 6” watermain line and a 2” gas line running under the structure will also have to be relocated to accommodate the new culvert. Two existing inlets will need to be shifted north and a 21” and 24” RCP storm drainage pipes will need to be adjusted to connect to the proposed culvert. Additionally, an existing utility pole located at the SW corner of the bridge will need relocation.

The overhead power lines and communication cables on the west side of the structure may require temporary relocation to maintain the 20’ minimum clearance between the crane and the powerlines. The powerlines may also be temporarily de-energized during crane operation.

7.1.7 Storage Area (S-1)

A 15" sewer line runs parallel to the storage area and will not be affected by the proposed improvements. The construction entrance along Edmonston Rd. is located near overhead power lines and communication cables along the north side of the storage area.

7.1.8 Channel Improvements (CI-1)

A 15" sewer line crosses the channel improvement section between the storage area and Varnum St. Since the invert of the existing channel will remain unchanged, no impacts to the sewer line are anticipated. There are multiple utility poles along the channel improvements between 54th Pl. and 55th Ave. There are overhead power lines and communication cables along Varnum St. and Upshur St. which will be the construction access points.

7.1.9 Storm Drain Improvement (SD-1)

The proposed storm drain system crosses over a 15" sewer line at three different locations with enough clearance. The proposed storm drain pipe will also cross a 6" and 8" water line and a gas line which may need to be relocated.

7.2 Quincy Run

7.2.1 55th Ave. Bridge Enlargement (BE-6)

There is an 8" sewer line, 8" watermain, and 16" gas line crossing the stream over the existing culvert. Due to extensive excavation, the temporary relocation of these three underground utilities may be needed to provide space to demolish the existing culvert and build the proposed new structure. Additionally, there is a 24" RCP drainage pipe at the NW corner, a 24" RCP drainage pipe at the SW corner, a 15" CMP drainage pipe at the NE corner which will need to be adjusted to connect to the proposed culvert.

There are overhead power lines and communication cables at the bridge west side. The overhead utilities will have conflicts with the crane operation during construction. The overhead power lines and communication cables over the structure may need temporary relocation until the 20-ft required minimum clearance can be maintained between powerline and crane. Another option is to temporarily de-energize the power line and temporarily adjust the communication cables during crane operation.

7.2.2 Stream Restoration (SR-1)

An existing 16" water line and 6" gas line cross Quincy Run near 52nd Ave. at the downstream limit of the stream restoration. Both of these utilities are not expected to be affected by the proposed grading of the channel.

7.2.3 Permanent Floodwall (PF-2)

A 48” RCP storm pipe currently runs under the proposed floodwall near the west end of the wall. The sheet piles will be installed above and around the pipe without impacting it. Careful excavation for the concrete overlay will be conducted around the RCP and should not affect it. There is an existing PEPCO utility pole and guy wire located near the proposed 15’ curb inlet in front of 5208 Newton Street that will need to be relocated in order to construct the inlet and storm drain pipe.

8 Proposed Improvements

The proposed improvements along Edmonston Channel and Quincy Run were updated using additional survey data. The hydraulic models were updated accordingly to reflect the optimized designs, with the objective of reducing flood elevations for the affected properties.

8.1 Edmonston Channel

The proposed improvements along Edmonston Channel include culvert and bridge enlargements, channel modifications, storm drain upgrades, and increased flood storage capacity. A comparison of flow rates from the existing conditions analysis and the proposed improvements is summarized in Table 8-1.

Table 8-1 Edmonston Channel Road Crossing 100-Year Design Storm Flow Rates

Road Crossing	Existing Conditions (cfs)	Proposed Conditions (cfs)
Varnum St	1,403	1,709
Upshur St	1,363	1,626
54th Pl & Taussig Rd	1,023	1,511
Taylor St	1,149	1,415
Spring Rd	1,199	1,398
54th Pl	1,094	1,367
55th Ave	1,178	1,185
56th Ave	954	1,139

Modeling analyses were performed to validate system performance and verify that improvements would not have negative impacts downstream. Based on the improvements outlined in the subsequent sections, the impact of these improvements can be categorized as such:

For storms smaller than the 10-year event, the existing bridges do not create significant hydraulic restrictions. Therefore, improving upstream bridges has no meaningful effect on water surface elevations or flooding in the channel. However, the retention facility at Edmonston Road overtops during a 2-year storm. Enhancing its storage capacity helps reduce the flow rate overtopping the dam, which in turn lowers ponding depths and extents downstream. Still, it's important to note that these improvements do not prevent overtopping of the pond, but are intended to mitigate risk to the properties downstream of the dam.

During a 25-year storm, bridges—especially Taussig—begin to restrict flow. Upgrading bridge hydraulics allows more water to pass downstream. Fortunately, the increased storage capacity upstream of the Edmonston Road dam captures this additional flow, effectively shifting flood volume from upstream areas into the retention pond. Although the pond still overtops, the downstream impacts are slightly improved compared to current conditions due to increased storage volume.

For storms with a 50-year recurrence or greater, even more flow is directed away from at-risk properties into the retention pond. While the proposed conditions produced a slightly higher peak overtopping flow, the key factor influencing the maximum downstream water surface elevation is the total volume of water overtopping the dam during the event. The downstream flooding characteristics remain the same for both existing and proposed conditions because the overtopping volume remains constant between both and Kenilworth Avenue continues to function as a secondary containment structure.

8.1.1 Bridge and Culvert Enlargements

Hydraulic modeling indicates that the existing bridges and culverts are undersized and unable to carry the 1% annual chance (100-year) flows resulting in elevated upstream flood levels. The proposed bridge and culvert improvements aim to reduce upstream flood elevations at road crossings by minimizing the hydraulic constriction caused by the existing structures.

Multiple alternatives were evaluated for these improvements. Since the existing channel is concrete-lined, the bridge and culvert foundations are not subject to scour. The following tables summarize and compare the alternatives for each structure.

Table 8-2 Varnum St. Bridge Enlargement (BE-1) – Alternatives Comparison

Structure Description	Alternative 1 Concrete Slab Bridge	*Alternative 2 Double Box Culvert
Bridge Layout	• 36’ single span concrete bridge • Thirteen 3’-wide prestressed concrete slabs • 23.5 degrees skew angle • Opening 30’x8’(average)	• Double-cell concrete box culvert • 23.5 degrees skew angle • Each cell opening is 15’x8’
Bridge Foundation	• Abutment on pile foundation	• Spread footing
Advantages	• No obstruction in the stream	• Lower initial construction cost • Does not need pile foundation
Disadvantages	• Need pile foundation • Higher construction cost	• More susceptible to catch debris • Higher maintenance cost

**Recommended alternative*

Table 8-3 Taussig Rd. Culvert Enlargement (BE-5) – Alternatives Comparison

Structure Description	Alternative 1	Alternative 2	*Alternative 3
Culvert Layout	• Keep one 72" culvert • Replace other 72" culvert with 11'Wx6'H • Total length 471'	• Keep one 72" culvert • **Replace other 72" culvert with double 7'Wx5'H • Total length 471'	• Keep double 72" culvert • Add 8'Wx6'H diversion culvert w/ twin 8.5'Wx6'H culverts and junction boxes • ***Construct cast-in-place 40-foot radius bend at Taussig Rd. and 54th Pl. in lieu of standard manhole • Total length 503'
Advantages	• Less utility relocations	• Less utility relocations	• Majority of construction is along public road, away from existing culvert.
Disadvantages	• Majority of construction is on private property. Excavation adjacent to the existing 72" RCP may cause damage to the twin RCP pipe.	• Majority of construction is on private property. Excavation adjacent to the existing 72" RCP may cause damage to the twin RCP pipe.	• Higher construction cost due to number of new structures

**Recommended alternative*
***Prince George's County requires 6' minimum vertical clearance for culvert lengths more than 75'. A design waiver will be required from DPIE and DPW&T*
****Long-radius bend is required to minimize head loss through sharp directional bends at high velocities and mitigate the impact on culvert sizing*

Table 8-4 Taylor St. Bridge Enlargement (BE-2) – Alternatives Comparison

Structure Description	Alternative 1 Concrete Slab Bridge	*Alternative 2 Double Box Culvert
Bridge Layout	• 31'-2" single span concrete bridge • Thirteen 3'-wide prestressed concrete slabs • 26 degrees skew angle • Opening 25'x5'(average)	• Double-cell concrete box culvert • 26 degrees skew angle • Each cell opening is 13'x5'
Bridge Foundation	• Abutment on pile foundation	• Spread footing
Advantages	• No obstruction in the stream	• Lower initial construction cost • Does not need pile foundation
Disadvantages	• Need pile foundation • Higher construction cost	• More susceptible to catch debris • Higher maintenance cost

**Recommended alternative*

Table 8-5 Spring Rd. Bridge Enlargement (BE-3) – Alternatives Comparison

Structure Description	Alternative 1 Concrete Slab Bridge	*Alternative 2 Double Box Culvert
Bridge Layout	• 36'-9" single span concrete bridge • Thirteen 3-ft-wide prestressed concrete slabs • 26 degrees skew angle • Opening 30'x7'(average)	• Double-cell concrete box culvert • 26 degrees skew angle • Each cell opening is 15'x7'
Bridge Foundation	• Abutment on pile foundation	• Spread footing
Advantages	• No obstruction in the stream	• Lower initial construction cost • Does not need pile foundation
Disadvantages	• Need pile foundation • Higher construction cost	• More susceptible to catch debris • Higher maintenance cost

**Recommended alternative*

Table 8-6 54th Pl. Bridge Enlargement (BE-4) – Alternatives Comparison

Structure Description	Alternative 1 Concrete Slab Bridge	*Alternative 2 Double Box Culvert
Bridge Layout	• 34'-6" single span concrete bridge • Thirteen 3-ft-wide prestressed concrete slabs • 16.5 degrees skew angle • Opening 30'x7'(average)	• Double-cell concrete box culvert • 16.5 degrees skew angle • Each cell opening is 15'x7'
Bridge Foundation	• Abutment on pile foundation	• Spread footing
Advantages	• No obstruction in the stream	• Lower initial construction cost • Does not need pile foundation
Disadvantages	• Need pile foundation • Higher construction cost	• More susceptible to catch debris • Higher maintenance cost

**Recommended alternative*

Table 8-7 56th Ave. Culvert Enlargement (CE-4) – Alternatives Comparison

Structure Description	Alternative 1 Concrete Slab Bridge	*Alternative 2 Single Box Culvert
Bridge Layout	• 19' single span concrete bridge • Sixteen 3'-wide prestressed concrete slabs • 17.5 degrees skew angle • Opening 15'x6'(average)	• Single cell concrete box culvert • 17.5 degrees skew angle • The cell opening is 16'x6'
Bridge Foundation	• Abutment on pile foundation	• Spread footing
Advantages	• Span over the channel • Less stream excavation	• Lower initial construction cost • Does not need pile foundation
Disadvantages	• Need pile foundation • Higher construction cost	• Full stream excavation • Bottom slab

**Recommended alternative*

8.1.2 Dry Storage Area (S-1)

The proposed storage area is located between Edmonston Rd. and Varnum St. within parcels owned by WSSC. To increase storage volume, a portion of the existing channel will be lowered and graded at a slope of approximately 1.4% and the existing concrete entrance flume to the outlet structure will be removed. The sides of the storage area will be excavated and graded at 3:1 slope. A 20' horizontal clearance has been maintained from the existing 15" sanitary sewer on the north side to avoid any impacts and a 50' horizontal clearance has been maintained from the property lines on the south side.

Because storage capacity is limited and the outlet structure ultimately controls discharge from the storage area, modifying the outlet structure would be the most effective way to prevent increased water surface elevations downstream of the project site. However, this is a complex task since the outlet pipe runs beneath two major roads and does not daylight for several hundred feet. As an alternative, a 50' wide notch is proposed at the existing weir structure for more optimal control of dam overtopping and peak water surface elevations. This will involve replacing the existing trash rack and cutting a notch on the existing concrete weir.

This alternative offers a practical solution with fewer construction challenges. By allowing flow to be released at a different location along the dam, the notch may influence the momentum of overtopping water and the dynamics of downstream inundation. These changes offer benefits such as improved flow distribution across the face of the dam, reducing risk of dam failure due to erosion at the left abutment, and risk mitigation for properties south of the structure. While modeling analyses have shown that these changes do not adversely impact downstream properties or infrastructure, additional modeling may be conducted to evaluate effects downstream of the project limits. Post-implementation monitoring is also recommended to verify system performance and that downstream water surface elevations align with design expectations.

8.1.3 Channel Improvements (CI-1)

Channel improvements fall into two categories. The first involves replacing the existing trapezoidal channel with a rectangular channel in areas where modeling showed it would be most beneficial to reduce flooding. The proposed design maintains the existing top width and depth, so no additional easements are required. In total, four channel sections are being converted to rectangular sections. Table 8-8 summarizes these locations and their respective lengths. The second category involves in-kind replacement of the existing trapezoidal channel due to its deteriorating conditions. Table 8-9 summarizes the total length of these replacements.

Table 8-8 Proposed Rectangular Channels

Section	Location	*Total Length (ft)
Section 1	From Storage Area to Varnum St.	141
Section 2	From Varnum St. to Upshur St.	188
Section 3	From Upshur St. To 54th St.	66
Section 4	From 54th Pl. to 55th Ave.	467
TOTAL		**862**

**Includes transition channels to/from existing trapezoidal channel*

Table 8-9 Proposed In-Kind Channel Replacements

Section	Location	*Total Length (ft)
Section 1	From Storage Area to Varnum St.	298
Section 2	From Taussig Rd. to Taylor St.	184
Section 3	From Taylor St. to Spring Rd.	167
Section 4	From Spring Rd. to 54th Pl.	104
TOTAL		**753**

**Length does not include transition channels from bridge and culvert improvements*

8.1.4 Storm Drain Improvements (SD-1)

Hydraulic modeling indicates the properties between 55th Ave. and 56th Ave. may be experiencing flooding as runoff bypasses the curb and gutter, causing ponding behind the homes. To mitigate this, a new storm drain system is proposed, which involves upsizing two existing inlets and adding three new inlets to capture runoff and redirect it away from the affected properties. The system also includes approximately 365 LF of new storm drain pipe and a new manhole. All these improvements are within the public right-of-way or existing storm drain easements.

8.2 Quincy Run

The proposed improvements along Quincy Run includes a bridge enlargement, stream restoration, and construction of a permanent floodwall. Hydraulic analysis indicates that when the 55th Avenue bridge is enlarged to reduce upstream flooding at 5504, and 5506 Newton Street and 3601 and 3603 55th Avenue, higher flow rates are released downstream. Table 8-10 compares the flow rates between the existing and the proposed conditions. The stream restoration and proposed floodwall have been designed to accommodate these increased flow rates.

Table 8-10 Existing and Proposed Condition Quincy Run Channel Culverts Flows during 100-Year Return Period Storm

Road Crossing	Existing Conditions Peak Flow (cfs)	Proposed Conditions Peak Flow (cfs)
55th Ave	1,376	1,380
52nd Ave	1,679	1,759

8.2.1 55th Ave. Bridge Enlargement (BE-6)

Hydraulic modeling indicates that the existing culvert is undersized and unable to carry the 1% annual-chance (100-year) flow resulting in elevated upstream flood levels. The proposed bridge improvement aims to reduce upstream flood elevations at the road crossing by minimizing the hydraulic constriction caused by the existing structure. This culvert is located outside of the jurisdiction of the Town of Bladensburg and the structure and roadway are maintained by Prince George's County DPW&T.

Two alternatives were evaluated for this improvement. Table 8-11 summarizes and compares these alternatives.

Table 8-11 55th Ave. Bridge Enlargement (BE-6) – Alternatives Comparison

Structure Description	*Alternative 1 CON/SPAN Arch Bridge	Alternative 2 Double Box Culvert
Bridge Layout	• CON/SPAN Arch Bridge B-Series • No skew • Opening 28'x6'	• Double cell concrete box culvert • No skew • Each cell opening is 12'x6'
Bridge Foundation	• Abutment on pile foundation	• Spread footing
Advantages	• No obstruction in the stream	• Lower initial construction cost • Does not need pile foundation • Concrete bottom slab can prevent scour
Disadvantages	• Need pile foundation • Higher construction cost • Foundation needs scour protection	• More susceptible to catch debris • Higher maintenance cost

**Recommended alternative*

8.2.2 Stream Restoration (SR-1)

The proposed stream restoration design meets the goal of this project, to mitigate flooding impacts, while also reducing non-point source pollutant load reductions. Due to site restrictions, the proposed design is broken into three sections, upstream of the floodwall channel, the floodwall channel, and downstream of the floodwall channel.

The stream design upstream and downstream of the floodwall has a relatively wide valley. These portions of the design call for a flood prone bench that expands the width of the valley bottom with a nested 10' wide low flow channel constructed using natural materials. This design provides a more resilient and stable geometry that reconnects the channel to the floodplain, thereby reducing bank erosion and providing flood relief during storm events.

The proposed floodwall channel runs approximately 280 linear feet in the existing channel footprint through the narrow valley. This section of restoration extends the entire length of the proposed floodwall with a 21' top width. The channel will be armored with imbricated rock to withstand the high shear stresses and velocities in this highly confined area. Due to the site's steep slopes and the proposed floodwall constraints, there is not sufficient area to provide natural flood relief like the upstream and downstream portions. However, this design will provide a highly stable channel adjacent to the proposed floodwall.

8.2.3 Permanent Floodwall (PF-1)

The project includes approximately 400' of permanent I-wall construction along the south bank of Quincy Run, forming a protective flood barrier for the adjacent residential buildings. The I-wall consists of interlocked sheet piles driven to a safe depth, with a top elevation at the 100-year flood level along the creek with consideration for one to two feet of freeboard. The exposed portion of the wall above grade is proposed to be capped with a reinforced concrete overlay for durability and provide a finished look for aesthetic purposes. The exposed face can be provided with a form liner to provide a more aesthetic appearance. The concrete cap is proposed to be on both sides of the wall and extend 3' below grade for scour protection and for protection of the sheet piles against long-term corrosion. Considerations can be made to applying the concrete cap to only the residential side for aesthetic purposes but leave the bare sheet pile to retain against the stream.

An I-wall configuration was chosen over a more traditional cantilevered T-wall design to minimize excavation, given the wall's proximity to the residential structures. However, a T-wall design shall be implemented over top the proposed pump stations to integrate the pump station wall into the flood wall, minimizing overall footprint. The T-wall design shall consist of reinforced concrete and shall be integrated into both adjacent I-walls and the pump station walls. It is expected that integration into the pump station will help alleviate stability concerns, excavation requirements, and minimize the overall footprint and impact of the flood wall.

To manage floodwater accumulation on the landside of the wall (interior drainage), one-way valves will be installed at two locations to release flow during common rain events up to the 100-year event, however, the stream elevation during the 100-year event is expected to submerge these one-way valves. To accommodate this, underground pumping stations will discharge excess water back into Quincy Run.

Stantec evaluated two interior drainage design alternatives, including one larger pump station versus two smaller stations. The first alternative includes 2 separate pump stations, one for each drainage area, while the second alternative diverts the flow of both drainage areas to 1 pump station. Both pump station alternatives include 2 primary pumps which shall be working in parallel to handle the 100-year flow rates with the maximum capacity of 1 pump able to handle the full 100-year flow rate should the other pump go down. There will also be a low-level maintenance pump which will work periodically to prevent stagnant water levels. The pumps are triggered by float switches which monitor both the interior water levels and the stream water levels. Water shall be fed into the pump station through a gravity line which should only become operational once water levels have exceeded the one-way valve limit.

Stantec recommends the second alternative due to its lower upfront and long-term maintenance costs, however, the pros and cons of both alternatives should be considered. The overall lump sum costs are similar in magnitude and are broken down in Appendix E. Lifetime maintenance costs are not quantified, though it can be safely assumed that the cost shall be doubled for alternative 1 in comparison to alternative 2 since there are twice the number of pumps. Also, input from the residents should be considered for the aesthetic appeal of 2 smaller pump stations vs 1 larger pump station. Alternative 1 will convert more green space into impervious concrete and will be closer to the buildings by proximity.

To reduce the amount of rainfall runoff that accumulates behind the floodwall, a new 15’ curb inlet and 15” RCP storm drain system has been designed to carry flow from the northeast corner of the 5208 Newton Street parking lot directly to Quincy Run, passing through the floodwall. The RCP pipe will be installed first, then the sheet pile units will be installed around the pipe after the backfill has been compacted.

9 Right of Way (ROW) Impacts

The existing ROW was researched using available online GIS data and record plats. Table 9-1 and Table 9-2 summarize the estimated ROW and easement impacts for each preliminary improvement design. These estimates do not account for potential additional areas required for utility relocations which will be finalized during the next design phase.

Table 9-1 Edmonston Channel Estimated Right of Way Easement Needs

Improvement	*Property Impacts	Number of Properties with ROW impacts	No. of Properties w/ Temp. Easements Needed
Storage Area (S-1)	Private	0	0
	**County-Owned	1	0
Bridge Enlargement (BE-1)	Private	1	1
	**County-Owned	2	2
Culvert Enlargement (BE-5)	Private	0	4
	County-Owned	2	1
Bridge Enlargement (BE-2)	Private	4	4
	County-Owned	0	0
Bridge Enlargement (BE-3)	Private	3	3
	County-Owned	0	0
Bridge Enlargement (BE-4)	Private	3	3
	County-Owned	1	1
Culvert Enlargement (CE-4)	Private	2	2
	County-Owned	0	0
Channel Improvement (CI-1)	Private	0	11
	County-Owned	0	5
Storm Drain Improvements (SD-1)	Private	0	1
	County-Owned	0	0

**Does not include public road ROW*

***Parcels owned by WSSC and Prince George's County*

Table 9-2 Quincy Run Estimated Right of Way Easement Needs

Improvement	Property Impacts	Number of Properties with ROW impacts	No. of Properties w/ Temp. Easements Needed
Stream Restoration (SR-1)	Private	7	8
	County-Owned	1	1
Permanent Floodwall (PF-1)	Private	1	1
	County-Owned	0	0
Bridge Enlargement (BE-6)	Private	2	2
	County-Owned	0	0

10 Erosion and Sediment Control

The general approach for erosion and sediment control for the proposed projects will include the use of perimeter controls for staging/stockpile areas, same day stabilization for channel construction and floodplain grading, and pump-around practices for clear water diversion around the work zone. All sediment laden water will be passed through an approved sediment trapping device before being discharged from the work area. Disturbed area will be stabilized overnight unless runoff is directed to an approved sediment control device.

Key practices to be used during construction are:

- **Pump Around:** a temporary pump around and supporting measures to divert flow around instream construction sites. At the end of each workday, the pump around practice should be removed.
- **Temporary Same Day Stabilization:** temporary streambed stabilization may be installed at the end of each workday to stabilize the downstream limit of the daily work zone;
- **Temporary Outfall Protection:** temporary protection placed at the end of the clear water diversion to reduce the velocity for the outfall to a non-erosive rate;
- **Silt Fence/Super Silt Fence:** a temporary barrier of woven geotextile (over chain link fence) used to intercept, retain, and filter surface runoff from disturbed areas;
- **Stabilized Construction Entrance:** a layer of aggregate that is underlain with nonwoven geotextile at points of ingress and egress of the construction site used to reduce tracking sediment onto roadways;
- **Temporary Stabilized Construction Access:** a temporary access road will be used to minimize impacts to environmental features (trees, wetlands, etc.) and ground disturbance/sediment sources along construction haul roads.

11 Permitting Requirements

The proposed projects (strategies that require construction operations) will require approval and/or permits from local, state and federal agencies including MDE Wetlands and Waterways Program (MDE); US Army Corps of Engineers (USACE); MD Department of Natural Resources (DNR), Prince George's County Department of Permitting, Inspections and Enforcement (DPIE), and the Maryland-National Capital Park and Planning Commission (MNCPPC) Environmental Planning Section. Temporary and permanent impacts to regulated resources and activities are anticipated.

In general, the replacement of bridges and culverts in kind, or with only minor deviations from the existing structure, would likely be authorized by the US Army Corps of Engineers as a Category A maintenance activity under the Maryland State General Permit (MDSPGP). Permitting considerations for the proposed channel improvements was assessed using the DRAFT Maryland State Programmatic General Permit 7 (MDSPGP-7), which was released for public comment on December 13, 2024 and is to take effect on October 1, 2026.

Per the MDSPGP-6 and DRAFT MDSPGP-7 Activity b(1) General Maintenance: *"This activity authorizes discharges of dredged or fill material for the repair, rehabilitation, or replacement of any currently serviceable structure or fill that was previously authorized or did not require a permit at the time it was constructed, provided that the structure or fill is not to be put to uses differing from those uses specified or contemplated for the structure or fill in the original permit or the most recently authorized modification. This activity authorizes minor deviations in the configuration of the structure or filled area, including changes in materials, construction techniques, requirements of other regulatory agencies, current construction codes, or safety standards that are necessary to the repair, rehabilitation, or replacement, provided the adverse environmental effects resulting from such repair, rehabilitation, or replacement are minimal".* Alternatives which do not meet this criteria would be reviewed as a Category B activity or through a general permit.

The MDSPGP-7 includes activities related to stream bank stabilization projects, but it appears that the Edmonston Channel stabilizations and the stream restoration proposed along Quincy Run does not qualify as Activity f(4) Nontidal Bank Stabilization Activities because Activity f(4) specifically applies to stream projects designed for the purpose of stream bank erosion protection. It is anticipated that authorizations for the stream stabilization and restoration portions of the project would likely be in the form of a Nationwide Permit 27 from the USACE and a Letter of Authorization (LOA) from MDE. Further coordination with the USACE and MDE should be conducted to determine the appropriate permitting path.

The Maryland Forest Conservation Act and the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) require review of grading or site development plans by the Maryland-National Capital Park and Planning Commission's (MNCPPC) Planning Department for compliance with the WCO. In general, approval of a Natural Resources Inventory (NRI) and a Tree Conservation Plan (TCP) is required prior to approval of the development plan. Per the WCO, stream buffers and 100-year floodplains are considered priority areas and should be retained, replanted, or afforested. Impacts to specimen trees require a variance as part of the TCP review and approval. Woodland conservation and reforestation/afforestation requirements are based on the site area (or limits of disturbance for linear projects), amount of existing forest, forest clearing, forest retained, and other factors.

The WCO provides a "modified" exemption for certain stream restoration projects as long as the design meets the avoidance/minimization criteria and achieves certain goals. Under this exemption, the replacement of trees on a one-to-one may satisfy the reforestation requirement; for the purpose of this cost estimate, Stantec has assumed that trees will be replaced one-to-one for the stream restoration portions of this project.

A summary of the anticipated permits and approvals is included in Table 11-1 Anticipated Permits and Approvals.

Table 11-1 Anticipated Permits and Approvals

Resource/Activity	Agency	Regulation	Anticipated Permit/Approval	Timeframe
Nontidal Streams/Wetlands and Floodplains	MDE Wetlands and Waterways Program-Waterway Construction Division	COMAR 26.17.04.10 General Waterway Construction Permit	Letter of Authorization	8-10 months
Nontidal Streams	USACE Regulatory Division	CWA Section 404	MDSPGP-6/7 or Nationwide Permit	8-10 months
NPDES/SWPPP	MDE	Maryland General Permit No.20-CP	NOI Permit for project limits greater than 1 Acre	1-3 months
Forest/Trees	MNCPPC PG CO Planning Dept.	Forest Conservation Act and the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance	Approved Forest/Tree Conservation Plan or Exemption	12-14 months
Roadside Trees	MD DNR	DNR Roadside Tree Law	Roadside Tree Permit	2-4 months
Site Development Concept	PG CO/DPIE		Concept Approval	4-6 months
Clearing and Grading	PG CO/DPIE	Site Development Rough Grading Permit	SDRG Permit	12-14 months
Erosion and Sediment Control	PG CO/DPIE & PG(SCD)		Erosion and Sediment Control Approval	12-14 months
Street Construction Permit	PG CO/DPIE	Work in the public Right of Way (ROW)	ROW Approval	8-10 months
Floodplains	PG CO/DPIE/FEMA	Impacts or changes to existing floodplain limits	Floodplain Approval	12-14 months
Restoration Permit	PG CO/DPIE	Repair public roadway prior to permit closure	Restoration acceptance	4-6 months
Water/Sewer Utility Permit	WSSC	Relocation or work around existing WSSC utilities	Permit or approval letter	8-12 months
Special Utility Permit	Pepco/Verizon/Comcast & PG CO/DPIE	Relocation or work around existing Dry utilities	Approval letter	8-12 months

12 Cost Estimates

The proposed project is intended to be funded using several stakeholder resources. At this stage the allocation of available funds for implementation has not yet been determined. The estimate reflects standard industry best practices for construction cost estimating. It is anticipated that further development of the design and reduction in contingencies will result in construction costs and programming amounts that align with the County's available budget for project implementation. A breakdown of the preliminary construction cost estimates is included in Appendix E.

Table 12-1 Edmonston Channel Preliminary Cost Estimate

Improvement	Preliminary Design Cost Estimate	Preliminary Construction Cost Estimate	**Preliminary Total Cost Estimate
Dry Storage Area (S-1)	$205,000	$1,634,000	$1,839,000
*Bridge Enlargement (BE-1)	$421,500	$2,810,000	$3,231,500
*Culvert Enlargement (BE-5)	$870,000	$7,250,000	$8,120,000
*Bridge Enlargement (BE-2)	$394,700	$2,631,000	$3,025,700
*Bridge Enlargement (BE-3)	$450,600	$3,004,000	$3,454,600
*Bridge Enlargement (BE-4)	$399,500	$2,663,000	$3,062,500
*Culvert Enlargement (CE-4)	$392,000	$2,613,000	$3,005,000
***Channel Improvement (CI-1)	$338,000	$2,700,000	$3,038,000
Storm Drain Improvements (SD-1)	$110,000	$879,000	$989,000

**Cost for recommended alternatives*
*** Average cost of design*
****Rectangular channel improvements only*

Table 12-2 Quincy Run Preliminary Cost Estimate

Improvement	Preliminary Design Cost Estimate	Preliminary Construction Cost Estimate	**Preliminary Total Cost Estimate
Stream Restoration (SR-1)	$372,000	$1,711,000	$2,083,000
*Permanent Floodwall (PF-1)	$504,900	$3,366,000	$3,870,900
*Bridge Enlargement (BE-6)	$839,600	$5,597,000	$6,436,600

**Cost for recommended alternatives*
*** Average cost of design*

13 Construction Phasing

Since funding to construct each of the proposed improvements may not be available at once, Stantec used the hydraulic model to evaluate construction phasing and prioritize improvements.

EDMONSTON CHANNEL CONSTRUCTION PHASING

Phase 1

- **S-1** - Prioritized to avoid adverse impacts downstream of project area.
- **SD-1** - Provides flood reduction improvements without impacting areas downstream.

Phase 2

- **BE-1** - Upstream improvements made before BE-1 improvement, if completed, may worsen flooding between Varnum St. and Upshur St.

Phase 3

- **BE-5** - BE-5 is the main hydraulic restriction along channel. Offers greatest hydraulic relief but it's the most costly improvement. This improvement reduces tailwater at several upstream bridges.

Phase 4

- **BE-2, BE-3, and BE-4** - The short distance between the three culverts means individual upsgrades offer no flood relief. Therefore, combining the three culvert improvements is the most effective.

Phase 5

- **CE-4 -** Most upstream improvement.
- **CI-1 (All sections)** - Requires coordination with property owners due to proximity to homes. Channel improvements can be combined with bridge and culvert improvements as funding becomes available to reduce mobilization cost.

QUINCY RUN CONSTRUCTION PHASING

Phase 1

- **PF-1** - Provides flood reduction for 4 properties.
- **SR-1** - Provides flood storage capacity for additional flow from BE-6 improvement. Additionally, it provides bank stability for PF-1 footing.

Phase 2

- **BE-6** -Provides protection for 3 properties

Stantec recommends moving forward with proposed improvements in phases that incorporate strategies that can logically be constructed as single construction projects, require similar permitting and easements, and based on available funding. Permitting, utility coordination, and property acquisition are potential roadblocks that could be mitigated through proper planning and phasing. The maintenance cost of the new structures and improvements will also have to be evaluated.

14 Conclusion

The preliminary designs incorporate data from field assessments and updated evaluations of existing flood conditions along Edmonston Channel and Quincy Run. The designs were developed with consideration for flood risk reduction, practical feasibility, environmental factors, and cost.

14.1 Edmonston Channel

The recommended design, as discussed in this report, combines site-specific residential solutions with upstream alternatives to provide flood relief for Bladensburg residents along Edmonston Channel. It will potentially reduce flooding for 25 of the 29 affected structures in the 100-year floodplain and includes 862 linear feet of rectangular channel improvements, six bridge and culvert enlargements, one section of storm drain upgrades, and grading of a green space park area upstream of Edmonston Rd. to increase storage during major floods.

The recommended design features should be implemented from downstream to upstream to prevent worsening flood conditions as upstream conveyance is improved. The phasing section outlines the recommended implementation order based on the hydraulic performance of the system, providing a ranked list of design options. Figure 14-1 summarizes the preliminary designs along Edmonston Channel.

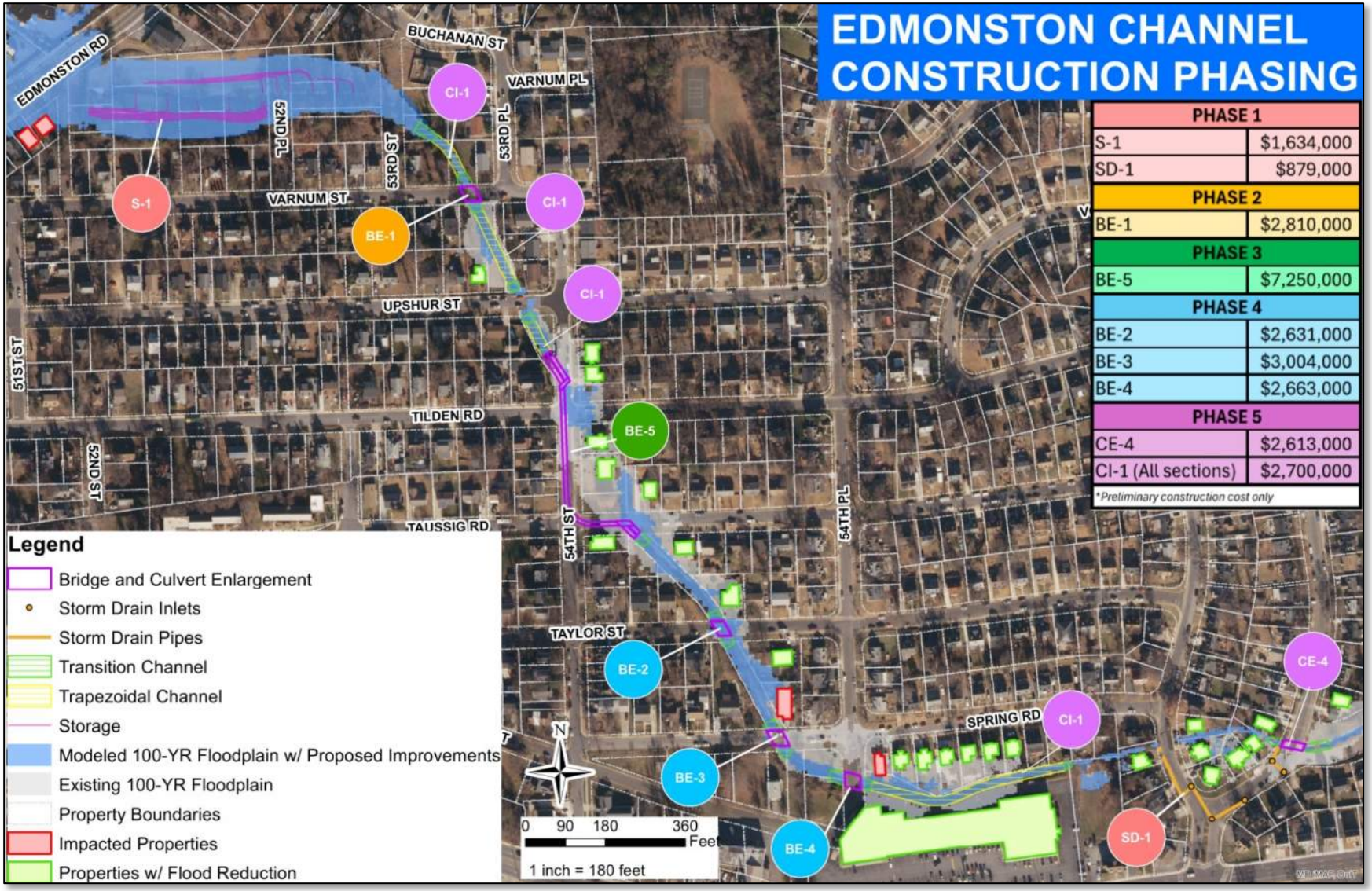


Figure 14-1 Edmonston Channel Project Phasing

14.2 Quincy Run

The design recommended in this report integrates multiple flood mitigation strategies, including expanding the 55th Avenue bridge to reduce hydraulic restrictions, implementing stream restoration to enhance hydraulic capacity and floodplain storage, and constructing a permanent floodwall for structural protection. Specifically, the floodwall will provide protection for the properties at 5204, 5206, and 5208 Newton St., while stream restoration between 52nd and 55th Avenue and the bridge enlargement at 55th Avenue will collectively improve flood resilience for residents along Quincy Run in Bladensburg.

The recommended design features should be implemented from downstream to upstream to prevent worsening flood conditions as upstream conveyance is improved. The phasing section outlines the recommended implementation order based on the hydraulic performance of the system, providing a ranked list of design options. Figure 14-2 summarizes the preliminary designs along Quincy Run.

Figure 14-2 Quincy Run Project Phasing

Appendices

Appendix A Site-Specific Flood Mitigation Strategies Report

Bladensburg Site-Specific Flood Mitigation Strategies

Flood mitigation strategies for properties located in the Town of Bladensburg, Maryland, that are at risk of flooding in the Edmonston Channel watershed.

Stantec

Stantec Consulting Services Inc.

Prepared for:
The Clean Water Partnership

Prepared by:
Stantec

October 15, 2025

Project/File:
Bladensburg Flood Reduction

Revision Schedule

Revision	Description	Author	Date	Quality Check	Date	Independent Review	Date

Disclaimer

The conclusions in the report titled Bladensburg Site-Specific Flood Mitigation Strategies (Report), are Stantec's professional opinion as of the time of the Report's development, and concerning the scope described herein. The opinions in the document are based on conditions and information existing at the time the scope of work was conducted and do not take into account any subsequent changes. The Report relates solely to the specific project for which Stantec was retained and the stated purpose for which the Report was prepared. It is not to be used or relied on for any variation or extension of the described project, or for any other project or purpose. Any unauthorized use or reliance is at the recipient's own risk.

Stantec has assumed all information received from The Clean Water Partnership (the "Client") and third parties in the preparation of the Report to be correct. While Stantec has exercised a customary level of judgment or due diligence in the use of such information, Stantec assumes no responsibility for the consequences of any error or omission contained therein.

This Report is intended solely for use by the Client in accordance with Stantec's contract with the Client. While the Report may be provided by the Client to applicable authorities having jurisdiction and to other third parties in connection with the project, Stantec disclaims any legal duty based upon warranty, reliance or any other theory to any third party, and will not be liable to such third party for any damages or losses of any kind that may result.

Prepared by: _____
Signature
Stantec Team
Printed Name

Reviewed by: _____
Signature
Tim Reinhold
Printed Name

Approved by: _____
Signature
Matthew Holland
Printed Name

Table of Contents

Revision Schedule ..... **i**

Disclaimer ..... **i**

Executive Summary ..... **x**

1 Introduction **1**
1.1 Flood Risks 1
1.2 Flood Mitigation Strategies 1
1.3 Site-Specific Flood Risk Assessment 5

2 Site Evaluations **7**
2.1 Property #1: 4319 Edmonston Road 8
2.1.1 Description 8
2.1.2 Flood Risk 9
2.1.3 Strategy Recommended 11
2.1.4 Strategies Considered 11
2.1.5 Structural Strategies 12
2.2 Property #2: 4321 Edmonston Road 12
2.2.1 Description 12
2.2.2 Flood Risk 13
2.2.3 Strategy Recommended 15
2.2.4 Strategies Considered 15
2.2.5 Structural Strategies 16
2.3 Property #3: 5312 Upshur Street 16
2.3.1 Description 16
2.3.2 Flood Risk 18
2.3.3 Strategy Recommended 20
2.3.4 Strategies Considered 20
2.3.5 Structural Strategies 20
2.4 Property #4: 4305 54th Street 21
2.4.1 Description 21
2.4.2 Flood Risk 22
2.4.3 Strategy Recommended 23
2.4.4 Strategies Considered 24
2.4.5 Structural Strategies 24
2.5 Property #5: 4303 54th Street 24
2.5.1 Description 24
2.5.2 Flood Risk 26
2.5.3 Strategy Recommended 27
2.5.4 Strategies Considered 27
2.5.5 Structural Strategies 28
2.6 Property #6: 5401 Tilden Road 28
2.6.1 Description 28
2.6.2 Flood Risk 29
2.6.3 Strategy Recommended 31
2.6.4 Strategies Considered 31
2.6.5 Structural Strategies 32
2.7 Property #7: 4211 54th Street 32
2.7.1 Description 32
2.7.2 Flood Risk 34
2.7.3 Strategy Recommended 36
2.7.4 Strategies Considered 36
2.7.5 Structural Strategies 37
2.8 Property #8: 5404 Taussig Road 37

2.8.1 Description 37
2.8.2 Flood Risk 38
2.8.3 Strategy Recommended 40
2.8.4 Strategies Considered 40
2.8.5 Structural Strategies 40
2.9 Property #9: 4209 54th Street 41
2.9.1 Description 41
2.9.2 Flood Risk 42
2.9.3 Strategy Recommended 43
2.9.4 Strategies Considered 44
2.9.5 Structural Strategies 44
2.10 Property #10: 5409 Taussig Road 45
2.10.1 Description 45
2.10.2 Flood Risk 46
2.10.3 Strategy Recommended 47
2.10.4 Strategies Considered 48
2.10.5 Structural Strategies 48
2.11 Property #11: 5408 Taylor Street 49
2.11.1 Description 49
2.11.2 Flood Risk 50
2.11.3 Strategy Recommended 52
2.11.4 Strategies Considered 52
2.11.5 Structural Strategies 52
2.12 Property #12: 5411 Taylor Street 53
2.12.1 Description 53
2.12.2 Flood Risk 54
2.12.3 Strategy Recommended 55
2.12.4 Strategies Considered 56
2.12.5 Structural Strategies 56
2.13 Property #13: 5416 Spring Road 57
2.13.1 Description 57
2.13.2 Flood Risk 58
2.13.3 Strategy Recommended 60
2.13.4 Strategies Considered 60
2.13.5 Structural Strategies 61
2.14 Property #14: 5419 Spring Road 61
2.14.1 Description 61
2.14.2 Flood Risk 62
2.14.3 Strategy Recommended 64
2.14.4 Strategies Considered 64
2.14.5 Structural Strategies 65
2.15 Property #15: 5421 Spring Road 65
2.15.1 Description 65
2.15.2 Flood Risk 66
2.15.3 Strategy Recommended 68
2.15.4 Strategies Considered 68
2.15.5 Structural Strategies 69
2.16 Property #16: 5423 Spring Road 69
2.16.1 Description 69
2.16.2 Flood Risk 71
2.16.3 Strategy Recommended 73
2.16.4 Strategies Considered 73
2.16.5 Structural Strategies 74
2.17 Property #17: 5425 Spring Road 74
2.17.1 Description 74
2.17.2 Flood Risk 76

2.17.3 Strategy Recommended 77
2.17.4 Strategies Considered 78
2.17.5 Structural Strategies 78
2.18 Property #18: 5427 Spring Road 78
2.18.1 Description 78
2.18.2 Flood Risk 80
2.18.3 Strategy Recommended 82
2.18.4 Strategies Considered 82
2.18.5 Structural Strategies 83
2.19 Property #19: 5429 Spring Road 83
2.19.1 Description 83
2.19.2 Flood Risk 84
2.19.3 Strategy Recommended 86
2.19.4 Strategies Considered 86
2.19.5 Structural Strategies 87
2.20 Property #20: 5431 Spring Road 87
2.20.1 Description 87
2.20.2 Flood Risk 88
2.20.3 Strategy Recommended 90
2.20.4 Strategies Considered 90
2.20.5 Structural Strategies 91
2.21 Property #21: 4106 55th Avenue 91
2.21.1 Description 91
2.21.2 Flood Risk 92
2.21.3 Strategies Recommended 93
2.21.4 Strategies Considered 94
2.21.5 Structural Strategies 94
2.22 Property #22: 4105 55th Avenue 94
2.22.1 Description 94
2.22.2 Flood Risk 96
2.22.3 Strategy Recommended 97
2.22.4 Strategies Considered 97
2.22.5 Structural Strategies 98
2.23 Property #23: 4103 55th Avenue 98
2.23.1 Description 98
2.23.2 Flood Risk 100
2.23.3 Strategy Recommended 101
2.23.4 Strategies Considered 101
2.23.5 Structural Strategies 102
2.24 Property #24: 4101 55th Avenue 102
2.24.1 Description 102
2.24.2 Flood Risk 103
2.24.3 Strategy Recommended 104
2.24.4 Strategies Considered 105
2.24.5 Structural Strategies 105
2.25 Property #25: 4100 56th Avenue 105
2.25.1 Description 105
2.25.2 Flood Risk 107
2.25.3 Strategy Recommended 108
2.25.4 Strategies Considered 108
2.25.5 Structural Strategies 109
2.26 Property #26: 4102 56th Avenue 109
2.26.1 Description 109
2.26.2 Flood Risk 110
2.26.3 Strategy Recommended 112
2.26.4 Strategies Considered 112

2.26.5 Structural Strategies 113
2.27 Property #27: 4104 56th Avenue 113
2.27.1 Description 113
2.27.2 Flood Risk 116
2.27.3 Strategy Recommended 117
2.27.4 Strategies Considered 117
2.27.5 Structural Strategies 118
2.28 Property #28: 4111 56th Avenue 118
2.28.1 Description 118
2.28.2 Flood Risk 119
2.28.3 Strategy Recommended 120
2.28.4 Strategies Considered 121
2.28.5 Structural Strategies 121
2.29 Property #29: 5416 Annapolis Road 121
2.29.1 Description 121
2.29.2 Flood Risk 123
2.29.3 Strategy Recommended 124
2.29.4 Strategies Considered 124
2.29.5 Structural Strategies 124

List of Tables

Table 1.2.1 Evaluated flood mitigation strategies 3
Table 1.3.1 Example of critical building elevations relative to the 100-year flood level 6
Table 2.1.1 Property #1: Critical building elevations relative to the 100-year flood level 10
Table 2.2.1 Property #2: Critical building elevations relative to the 100-year flood level 14
Table 2.3.1 Property #3: Critical building elevations relative to the 100-year flood level 19
Table 2.4.1 Property #4: Critical building elevations relative to the 100-year flood level 23
Table 2.5.1 Property #5: Critical building elevations relative to the 100-year flood level 26
Table 2.6.1 Property #6: Critical building elevations relative to the 100-year flood level 30
Table 2.7.1 Property #7: Critical building elevations relative to the 100-year flood level 35
Table 2.8.1 Property #8: Critical building elevations relative to the 100-year flood level 39
Table 2.9.1 Property #9: Critical building elevations relative to the 100-year flood level 43
Table 2.10.1 Property #10: Critical building elevations relative to the 100-year flood level 47
Table 2.11.1 Property #11: Critical building elevations relative to the 100-year flood level 51
Table 2.12.1 Property #12: Critical building elevations relative to the 100-year flood level 55
Table 2.13.1 Property #13: Critical building elevations relative to the 100-year flood level 59
Table 2.14.1 Property #14: Critical building elevations relative to the 100-year flood level 63
Table 2.15.1 Property #15: Critical building elevations relative to the 100-year flood level 67
Table 2.16.1 Property #16: Critical building elevations relative to the 100-year flood level 72
Table 2.17.1 Property #17: Critical building elevations relative to the 100-year flood level 77
Table 2.18.1 Property #18: Critical building elevations relative to the 100-year flood level 81
Table 2.19.1 Property #19: Critical building elevations relative to the 100-year flood level 85
Table 2.20.1 Property #20: Critical building elevations relative to the 100-year flood level 89
Table 2.21.1 Property #21: Critical building elevations relative to the 100-year flood level 93
Table 2.22.1 Property #22: Critical building elevations relative to the 100-year flood level 96
Table 2.23.1 Property #23: Critical building elevations relative to the 100-year flood level 100
Table 2.24.1 Property #24: Critical building elevations relative to the 100-year flood level 104
Table 2.25.1 Property #25: Critical building elevations relative to the 100-year flood level 107
Table 2.26.1 Property #26: Critical building elevations relative to the 100-year flood level 111
Table 2.27.1 Property #27: Critical building elevations relative to the 100-year flood level 116
Table 2.28.1 Property #28: Critical building elevations relative to the 100-year flood level 120
Table 2.29.1 Property #29: Critical building elevations relative to the 100-year flood level 123

List of Figures

Figure 1.3.1 Flood level and critical building elevations by property type 5
Figure 1.3.2 Example of critical building elevations relative to 100-year flood level (left: side view; right: front view) 6
Figure 2.1 Location of the 29 flood-prone properties in the Edmonston Channel watershed 7
Figure 2.1.1.1 Property #1: Aerial view with elevation contours and photo numbering 8
Figure 2.1.1.2 Property #1: Front side (northwest side) 9
Figure 2.1.1.3 Property #1: Side (southwest side) 9
Figure 2.1.1.4 Property #1: Back side (southeast side) 9
Figure 2.1.1.5 Property #1: Side (northeast side) with side door above and basement door below 9
Figure 2.1.2.1 Property #1: 100-year flood depth above grade 10
Figure 2.2.1.1 Property #2: Aerial view with elevation contours and photo numbering 12
Figure 2.2.1.2 Property #2: Front side (northwest side) 13
Figure 2.2.1.3 Property #2: Side (northeast side) 13
Figure 2.2.1.4 Property #2: Back side (southeast side) 13
Figure 2.2.1.5 Property #2: Side (southwest side) 13
Figure 2.2.2.1 Property #2: 100-year flood depth above grade 14
Figure 2.3.1.1 Property #3: Aerial view with elevation contours and photo numbering 17
Figure 2.3.1.2 Property #3: Front side (south side) 17
Figure 2.3.1.3 Property #3: Side (east side) 17
Figure 2.3.1.4 Property #3: Back side (north side) 18
Figure 2.3.1.5 Property #3: Back side (under first-floor addition) 18
Figure 2.3.1.6 Property #3: Side (West side) 18
Figure 2.3.2.1 Property #3: 100-year flood depth above grade 19
Figure 2.4.1.1 Property #4: Aerial view with elevation contours and photo numbering 21
Figure 2.4.1.2 Property #4: Front (west side) 22
Figure 2.4.1.3 Property #4: Side (north side) 22
Figure 2.4.1.4 Property #4: Side (south side) 22
Figure 2.4.2.1 Property #4: 100-year flood depth above grade 23
Figure 2.5.1.1 Property #5: Aerial view with elevation contours and photo numbering 25
Figure 2.5.1.2 Property #5: Front side (west side) 25
Figure 2.5.1.3 Property #5: Side (south side) 25
Figure 2.5.2.1 Property #5: 100-year flood depth above grade 26
Figure 2.6.1.1 Property #6: Aerial view with elevation contours and photo numbering 28
Figure 2.6.1.2 Property #6: Front side (north side) 29
Figure 2.6.1.3 Property #6: Side (east side) 29
Figure 2.6.1.4 Property #6: Back side (south side) 29
Figure 2.6.1.5 Property #6: Side (west side) 29
Figure 2.6.2.1 Property #6: 100-year flood depth above grade 30
Figure 2.7.1.1 Property #7: Aerial view with elevation contours and photo numbering 33
Figure 2.7.1.2 Property #7: Front side (west side) 33
Figure 2.7.1.3 Property #7: Side (north side) 33
Figure 2.7.1.4 Property #7: Side addition (north) 34
Figure 2.7.1.5 Property #7: Back (east side) 34
Figure 2.7.1.6 Property #7: Side (south) 34
Figure 2.7.2.1 Property #7: 100-year flood depth above grade 35
Figure 2.8.1.1 Property #8: Aerial view with elevation contours and photo numbering 37
Figure 2.8.1.2 Property #8: Front side (west side) 38
Figure 2.8.1.3 Property #8: Side (south side) 38
Figure 2.8.1.4 Property #8: Side (east side) 38
Figure 2.8.2.1 Property #8: 100-year flood depth above grade 39
Figure 2.9.1.1 Property #9: Aerial view with elevation contours and photo numbering 41
Figure 2.9.1.2 Property #9: Front side (west side) 42

Figure 2.9.1.3 Property #9: Side (north side)....42
Figure 2.9.1.4 Property #9: Back side (east side)....42
Figure 2.9.1.5 Property #9: Side (south side)....42
Figure 2.9.2.1 Property #9: 100-year flood depth above grade....43
Figure 2.10.1.1 Property #10: Aerial view with elevation contours and photo numbering....45
Figure 2.10.1.2 Property #10: Front side (north side)....46
Figure 2.10.1.3 Property #10: Side (west side)....46
Figure 2.10.1.4 Property #10: Back side (south side)....46
Figure 2.10.1.5 Property #10: Side (east side)....46
Figure 2.10.2.1 Property #10: 100-year flood depth above grade....47
Figure 2.11.1.1 Property #11: Aerial view with elevation contours and photo numbering....49
Figure 2.11.1.2 Property #11: Front side (south side)....50
Figure 2.11.1.3 Property #11: Side (west side)....50
Figure 2.11.2.1 Property #11: 100-year flood depth above grade....51
Figure 2.12.1.1 Property #12: Aerial view with elevation contours and photo numbering....53
Figure 2.12.1.2 Property #12: Front side (north side)....54
Figure 2.12.1.3 Property #12: Front side (north side)....54
Figure 2.12.1.4 Property #12: Back side (south side)....54
Figure 2.12.2.1 Property #12: 100-year flood depth above grade....55
Figure 2.13.1.1 Property #13: Aerial view with elevation contours and photo numbering....57
Figure 2.13.1.2 Property #13: Front side (south side)....58
Figure 2.13.1.3 Property #13: Side (east side)....58
Figure 2.13.1.4 Property #13: Back side (north side)....58
Figure 2.13.1.5 Property #13: Side (west side)....58
Figure 2.13.2.1 Property #13: 100-year flood depth above grade....59
Figure 2.14.1.1 Property #14: Aerial view with elevation contours and photo numbering....61
Figure 2.14.1.2 Property #14: Side (west side)....62
Figure 2.14.1.3 Property #14: Side (west side)....62
Figure 2.14.1.4 Property #14: Side (east side)....62
Figure 2.14.2.1 Property #14: 100-year flood depth above grade....63
Figure 2.15.1.1 Property #15: Aerial view with elevation contours and photo numbering....65
Figure 2.15.1.2 Property #15: Front side (north side)....66
Figure 2.15.1.3 Property #15: Side (west side)....66
Figure 2.15.1.4 Property #15: Back side (south side)....66
Figure 2.15.1.5 Property #15: Side (east side)....66
Figure 2.15.2.1 Property #15: 100-year flood depth above grade....67
Figure 2.16.1.1 Property #16: Aerial view with elevation contours and photo numbering....70
Figure 2.16.1.2 Property #16: Front side (north side)....71
Figure 2.16.1.3 Property #16: Side (west side)....71
Figure 2.16.1.4 Property #16: Back side (south side)....71
Figure 2.16.1.5 Property #16: Side (east side)....71
Figure 2.16.2.1 Property #16: 100-year flood depth above grade....72
Figure 2.17.1.1 Property #17: Aerial view with elevation contours and photo numbering....74
Figure 2.17.1.2 Property #17: Front side (north side)....75
Figure 2.17.1.3 Property #17: Side (west side)....75
Figure 2.17.1.4 Property #17: Back side (south side)....75
Figure 2.17.1.5 Property #17: Basement door and steps (south side)....75
Figure 2.17.1.6 Property #17: Side (east side)....75
Figure 2.17.2.1 Property #17: 100-year flood depth above grade....76
Figure 2.18.1.1 Property #18: Aerial view with elevation contours and photo numbering....79
Figure 2.18.1.2 Property #18: Front side (north side)....80
Figure 2.18.1.3 Property #18: Side (east side)....80
Figure 2.18.1.4 Property #18: Back side (south side)....80
Figure 2.18.1.5 Property #18: Side (west side)....80

Figure 2.18.2.1 Property #18: 100-year flood depth above grade 81
Figure 2.19.1.1 Property #19: Aerial view with elevation contours and photo numbering....83
Figure 2.19.1.2 Property #19: Front side (north side)....84
Figure 2.19.1.3 Property #19: Side (west side)....84
Figure 2.19.1.4 Property #19: Back side (south side)....84
Figure 2.19.1.5 Property #19: Basement door and steps (south side)....84
Figure 2.19.2.1 Property #19: 100-year flood depth above grade 85
Figure 2.20.1.1 Property #20: Aerial view with elevation contours and photo numbering....87
Figure 2.20.1.2 Property #20: Front side (northeast side) 88
Figure 2.20.1.3 Property #20: Front side (northwest side)....88
Figure 2.20.2.1 Property #20: 100-year flood depth above grade 89
Figure 2.21.1.1 Property #21: Aerial view with elevation contours and photo numbering....91
Figure 2.21.1.2 Property #21: Front side (east side) 92
Figure 2.21.1.3 Property #21: Side (south side) 92
Figure 2.21.1.4 Property #21: Back side (west side) 92
Figure 2.21.2.1 Property #21: 100-year flood depth above grade 93
Figure 2.22.1.1 Property #22: Aerial view with elevation contours and photo numbering....95
Figure 2.22.1.2 Property #22: Front side (west side)....95
Figure 2.22.1.3 Property #22: Side (south side) 95
Figure 2.22.1.4 Property #22: Back side (east side)....95
Figure 2.22.2.1 Property #22 100-year flood depth above grade 96
Figure 2.23.1.1 Property #23: Aerial view with elevation contours and photo numbering....98
Figure 2.23.1.2 Property #23: Front side (west side)....99
Figure 2.23.1.3 Property #23: Side (south side) 99
Figure 2.23.1.4 Property #23: Side (south side) 99
Figure 2.23.1.5 Property #23: Back side (east side)....99
Figure 2.23.1.6 Property #23: Side (north side)....99
Figure 2.23.2.1 Property #23: 100-year flood depth above grade 100
Figure 2.24.1.1 Property #24: Aerial view with elevation contours and photo numbering....102
Figure 2.24.1.2 Property #24: Front side (south side) 103
Figure 2.24.1.3 Property #24: Side (east side)....103
Figure 2.24.1.4 Property #24: Back side (north side) 103
Figure 2.24.1.5 Property #24: Side (west side)....103
Figure 2.24.2.1 Property #24: 100-year flood depth above grade 104
Figure 2.25.1.1 Property #25: Aerial view with elevation contours and photo numbering....106
Figure 2.25.1.2 Property #25: Front side (south side) 106
Figure 2.25.1.3 Property #25: Side (east side)....106
Figure 2.25.1.4 Property #25: Back side (north side) 106
Figure 2.25.1.5 Property #25: Side (west side)....106
Figure 2.25.2.1 Property #25 100-year flood depth above grade 107
Figure 2.26.1.1 Property #26: Aerial view with elevation contours and photo numbering....109
Figure 2.26.1.2 Property #26: Front side (south side) 110
Figure 2.26.1.3 Property #26: Side (east side)....110
Figure 2.26.1.4 Property #26: Back side (north side) 110
Figure 2.26.1.5 Property #26: Side (west side)....110
Figure 2.26.2.1 Property #26: 100-year flood depth above grade 111
Figure 2.27.1.1 Property #27: Aerial view with elevation contours and photo numbering....114
Figure 2.27.1.2 Property #27: Front side (east side) 115
Figure 2.27.1.3 Property #27: Side (north side)....115
Figure 2.27.1.4 Property #27: Basement window (north side)....115
Figure 2.27.1.5 Property #27: Back side (west side) 115
Figure 2.27.1.6 Property #27: Side (south side) 115
Figure 2.27.2.1 Property #27: 100-year flood depth above grade 116
Figure 2.28.1.1 Property #28: Aerial view with elevation contours and photo numbering....118

Figure 2.28.1.2 Property #28: Front side (west side)....119
Figure 2.28.1.3 Property #28: Side (south side)....119
Figure 2.28.1.4 Property #28: Back side (east side)....119
Figure 2.28.1.5 Property #28: Side (north side)....119
Figure 2.28.2.1 Property #28: 100-year flood depth above grade....120
Figure 2.29.1.1 Property #29: Aerial view with elevation contours and photo numbering....122
Figure 2.29.1.2 Property #29: Front side (south side)....122
Figure 2.29.1.3 Property #29: Back side (north side)....122
Figure 2.29.1.4 Property #29: Back side (north side)....122
Figure 2.29.1.5 Property #29: Side (west side)....122
Figure 2.29.2.1 Property #29: 100-year flood depth above grade....123

Executive Summary

A preliminary flood risk assessment was conducted for 28 residential properties and 1 commercial property (Save A Lot) in the Edmonston Channel watershed to inform strategies and actions that would reduce the risk of damage from a 100-year flood event. A site-specific flood mitigation strategy was recommended for each property for further consideration and to guide coordination with property owners. Evaluated strategies include:

- Permanent flood wall (concrete flood wall or concrete curb)
- Dry floodproofing of the building to an established flood protection level
- Measures to raise elevation of building's lowest point of entry (for an exterior stairwell leading to a basement door this could involve raising or protecting the top of the stairwell entry)
- Site grading adjustments
- Property acquisition
- Homeowner flood retrofits (measures intended to reduce, but not eliminate, flood risk)

These strategies may be implemented independently of, or in combination with, proposed structural strategies to the Edmonston Channel (e.g., bridge and culvert enlargements). A summary of proposed flood mitigation strategies for each of the 29 properties is provided, including:

- Observations of the existing building construction and parcel topography, including information gained from site surveys
- A description of the proposed conceptual strategy for flood mitigation of each property
- Some of the risks and limitations associated with the selection of the conceptual strategy that Prince George's County and the property owner need to consider

Table A provides a summary of the site-specific flood reduction strategies that were deemed suitable for each of the 29 properties. When homeowner retrofits are offered as a possible strategy, they are accompanied by numbers that are defined below Table A. These site-specific flood reduction strategies can be reduced or avoided by implementing structural strategies, also provided in Table A.

Table A *Summary of Strategies for Flood Reduction by Property (Numbers in parentheses keyed to homeowner retrofits listed after table)*

Property	**Site-Specific Flood Reduction Strategy**	**Structural Strategies** ***(To reduce or avoid site-specific flood reduction strategy)***
Property #1: 4319 Edmonston Road	Homeowner Retrofits and Raise Lowest Point of Entry (LPE) (2, 3, 4, 5, 9)	None
Property #2: 4321 Edmonston Road	Homeowner Retrofits with Floodwall and Raise LPE (2, 4, 5, 6, 11)	None

Property	Site-Specific Flood Reduction Strategy	Structural Strategies *(To reduce or avoid site-specific flood reduction strategy)*
Property #3: 5312 Upshur Street	Grading and Placement of Fill and Raise LPE	Bridge Enlargement (BE-1) Channel Improvement (CI-1)
Property #4: 4305 54th Street	Homeowner Retrofits and Raise LPE (2, 7)	Bridge Enlargement (BE-5) Channel Improvement (CI-1)
Property #5: 4303 54th Street	Homeowner Retrofits and Raise LPE (2, 5, 6, 7, 8)	Bridge Enlargement (BE-5) Channel Improvement (CI-1)
Property #6: 5401 Tilden Road	Property Acquisition	Bridge Enlargement (BE-5) Channel Improvement (CI-1)
Property #7: 4211 54th Street	Property Acquisition	Bridge Enlargement (BE-5) Channel Improvement (CI-1)
Property #8: 5404 Taussig Road	Homeowner Retrofits and Raise LPE (5, 13)	Bridge Enlargement (BE-5) Channel Improvement (CI-1)
Property #9: 4209 54th Street	Homeowner Retrofits and Raise LPE (2, 5, 6, 14, 15)	Bridge Enlargement (BE-5) Channel Improvement (CI-1)
Property #10: 5409 Taussig Road	Homeowner Retrofits and Raise LPE (1, 2, 3 or 14, 4, 5, 6, 11)	Bridge Enlargement (BE-5) Channel Improvement (CI-1)
Property #11: 5408 Taylor Street	Property Acquisition	Bridge Enlargement (BE-2) Bridge Enlargement (BE-3) Bridge Enlargement (BE-4)
Property #12: 5411 Taylor Street	Homeowner Retrofits and Raise LPE (2, 5, 6, 14, 16, 17)	Bridge Enlargement (BE-2) Bridge Enlargement (BE-3) Bridge Enlargement (BE-4)
Property #13: 5416 Spring Road	Property Acquisition	Bridge Enlargement (BE-2) Bridge Enlargement (BE-3) Bridge Enlargement (BE-4)
Property #14: 5419 Spring Road	Property Acquisition	Bridge Enlargement (BE-2) Bridge Enlargement (BE-3) Bridge Enlargement (BE-4) Channel Improvement (CI-1)
Property #15: 5421 Spring Road	Homeowner Retrofits and Raise LPE (2, 3 or 14, 4, 5, 6, 7, 8, 18)	Bridge Enlargement (BE-2) Bridge Enlargement (BE-3) Bridge Enlargement (BE-4) Channel Improvement (CI-1)
Property #16: 5423 Spring Road	Homeowner Retrofits and Raise LPE (2, 3, 4, 5, 6, 7, 8, 9)	Bridge Enlargement (BE-2) Bridge Enlargement (BE-3) Bridge Enlargement (BE-4) Channel Improvement (CI-1)
Property #17: 5425 Spring Road	Homeowner Retrofits and Raise LPE (2, 3, 4, 5, 6, 8, 9)	Bridge Enlargement (BE-2) Bridge Enlargement (BE-3) Bridge Enlargement (BE-4) Channel Improvement (CI-1)

Property	Site-Specific Flood Reduction Strategy	Structural Strategies *(To reduce or avoid site-specific flood reduction strategy)*
Property #18: 5427 Spring Road	Homeowner Retrofits and Raise LPE (1, 2, 3, 4, 5, 6, 8)	Bridge Enlargement (BE-2) Bridge Enlargement (BE-3) Bridge Enlargement (BE-4) Channel Improvement (CI-1)
Property #19: 5429 Spring Road	Homeowner Retrofits and Raise LPE (3, 4, 5, 6, 7, 8)	Bridge Enlargement (BE-2) Bridge Enlargement (BE-3) Bridge Enlargement (BE-4) Channel Improvement (CI-1)
Property #20: 5431 Spring Road	Homeowner Retrofits and Raise LPE (1, 2, 3, 4, 5, 6, 8)	Bridge Enlargement (BE-2) Bridge Enlargement (BE-3) Bridge Enlargement (BE-4) Channel Improvement (CI-1)
Property #21: 4106 55th Avenue	Homeowner Retrofits and Raise LPE (2, 6)	Bridge Enlargement (BE-2) Bridge Enlargement (BE-3) Bridge Enlargement (BE-4) Channel Improvement (CI-1)
Property #22: 4105 55th Avenue	Homeowner Retrofits and Raise LPE (2, 4, 5, 6, 8, 16, 19)	Channel Improvement (CI-4) Storm Drain Improvement (SD-1)
Property #23: 4103 55th Avenue	Homeowner Retrofits and Raise LPE (2, 4, 5, 6, 7, 8, 16, 19)	Channel Improvement (CI-4) Storm Drain Improvement (SD-1)
Property #24: 4101 55th Avenue	Homeowner Retrofits and Raise LPE (2, 4, 6, 8)	Channel Improvement (CI-4) Storm Drain Improvement (SD-1)
Property #25: 4100 56th Avenue	Homeowner Retrofits and Raise LPE (2, 5, 6, 8, 11, 14)	Culvert Enlargement (CE-4) Storm Drain Improvement (SD-1)
Property #26: 4102 56th Avenue	Homeowner Retrofits and Raise LPE (1, 2, 3, 4, 5, 6, 7, 8)	Culvert Enlargement (CE-4) Storm Drain Improvement (SD-1)
Property #27: 4104 56th Avenue	Homeowner Retrofits and Raise LPE (2, 4, 5, 6, 8, 16, 19)	Culvert Enlargement (CE-4) Storm Drain Improvement (SD-1)
Property #28: 4111 56th Avenue	Homeowner Retrofits and Raise LPE (2, 6, 20)	Culvert Enlargement (CE-4) Storm Drain Improvement (SD-1)
Property #29: 5416 Annapolis Road	Building Owner Retrofits and Raise LPE 10, 12)	Bridge Enlargement (BE-2) Bridge Enlargement (BE-3) Bridge Enlargement (BE-4) Channel Improvement (CI-1)

The following numbered list of homeowner retrofits is keyed to the summary table above. Some of the items may be required to be used multiple times at a property. Refer to the Strategy Recommended section associated with each property for more information.

Homeowner Retrofits

1. Waterproofed penetrations at basement wall
2. New battery backup sump pump, or add battery backup to existing sump pump
3. Exterior basement stairwell walls raised with flood gate
4. Roof (cover) and/or drain for exterior basement stairwell
5. Engineering assessment of existing structure
6. Flood-damage-resistant materials for lowest level floor and wall finishes
7. Waterproofed window well with cover
8. Raised HVAC
9. Flood glass window at basement window
10. Flood door at the commercial property
11. Waterproof portion of exterior basement wall surface
12. Floor drain with battery backup sump pump connection at enclosed stairwells at the commercial property
13. Flood vents
14. Flood-resistant door (a lower cost option that offers a residential style in comparison to a flood door)
15. Flood-resistant garage door or passive flood barrier in front of garage door
16. Raised concrete landing
17. Concrete wall around exterior wall of addition
18. Raised dryer vent penetration(s) of basement wall
19. Extend stairwell wall
20. Waterproof portion of foundation wall

1 Introduction

1.1 Flood Risks

Based on a preliminary flood risk assessment described in the Bladensburg Flood Protection Alternatives Evaluation Report (dated 10/16/2024), 28 residential properties and 1 commercial property (Save A Lot) in the Edmonston Channel watershed are impacted by a 1% annual-chance flood event (100-year event). The 100-year event has more than a 39% chance of occurring or being exceeded during any 50-year period. The 29 properties identified for impact exhibit a number of different risk factors ranging from basement or ground floor flooding that could be a few inches to several feet deep. Several homes have basement doors that are accessed by exterior stairs extending 5 or more feet below ground level. When flood levels exceed the upper landing level at those stairs, the stairwell will flood, and the flood loads will likely burst open the door, leading to complete flooding of the basement. Similarly, in at least one case the driveway dips below grade and extends down to a garage door where floodwater would be expected to build up against the garage door, eventually breaching it and flooding the basement. Window wells located below the flood level would likely also allow flooding of the basement. Once water enters these basements, contents, interior finishes, and possibly structural damage to walls would occur. The time required to remove the water would likely lead to significant mold development which could extend above the basement level.

This study includes flood modeling to evaluate expected flood depths at the buildings at risk. The information is checked against height measurements of various openings that could allow water to enter the buildings. The more important openings include doors and windows which at a minimum will leak and which are likely to burst open since they are not typically designed to withstand pressures associated with a foot or more of water depth. However, smaller penetrations for vents, pipes and utilities can lead to a significant amount of water leakage if the flood conditions last for an extended period of time. Other risks include the buildup of floodwater pressure against walls. Water pressure on walls can also extend below grade as the soil next to a wall becomes saturated. When this happens, the construction of the walls becomes critical as unreinforced walls may buckle inward and fail. Even if wall failure does not occur, brick and block walls are porous, and unless they are well protected by a waterproof membrane on the outside, they can become saturated or leak water to the interior. Wet walls provide moisture for mold development, and leaks can lead to significant interior water damage. Wood frame walls are prone to significant leakage once floodwater exceeds the point where they are connected to a floor slab or a foundation.

1.2 Flood Mitigation Strategies

A variety of site-specific flood mitigation strategies have been evaluated for each of the 29 properties. The overarching goal was to reduce the risk of flood damage during a 100-year event. Evaluations began with an assessment of whether the concept behind the strategy made practical sense for that property. Site-specific strategies were evaluated independently of proposed structural improvements to the Edmonston Channel's drainage infrastructure (e.g., widening bridges and culverts) but could potentially be used to enhance such improvements. Strategies were evaluated primarily for the potential to reduce damage from a 100-year flood, and secondarily for the potential to reduce damage from more frequent flood events. For

each of the 29 properties, a site-specific flood mitigation strategy was selected for further consideration and coordination with property owners. The following strategies were assessed:

- Permanent flood wall (concrete flood wall or concrete curb)
- Dry floodproofing of the building to an established flood protection level
- Measures to raise elevation of building's lowest point of entry (for an exterior stairwell leading to a basement door this could involve raising or protecting the top of the stairwell entry)
- Site grading adjustments
- Property acquisition
- Homeowner flood retrofits (measures intended to reduce, but not eliminate flood risk)

The feasibility of these flood mitigation strategies was evaluated for each property based on available data (e.g., topographic, utility), flood modeling, building components, location, and other property features. Each strategy is described in Table 1.2.1 below, including potential advantages and disadvantages of their implementation.

Table 1.2.1 Evaluated flood mitigation strategies

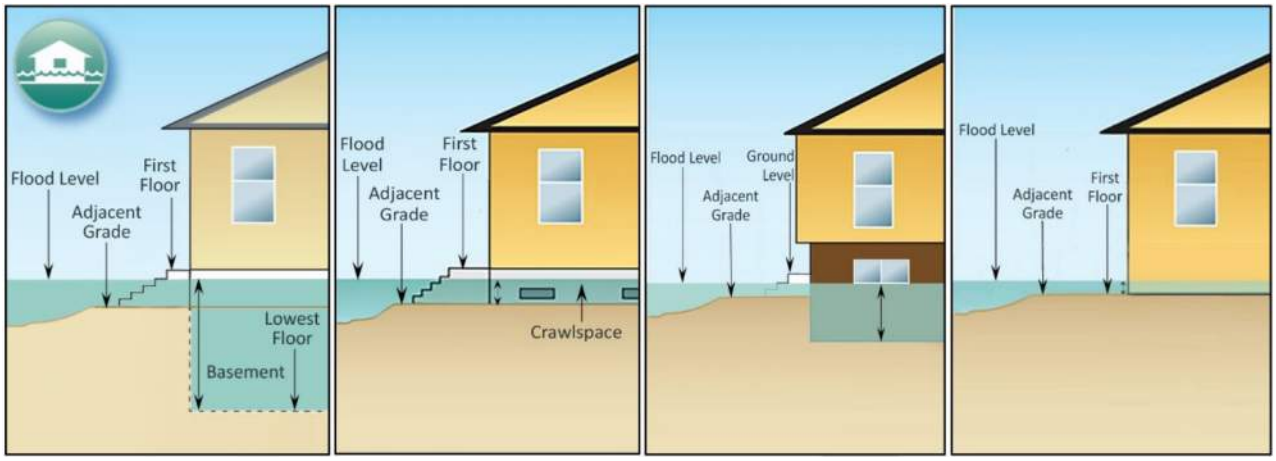
Flood Mitigation Strategy	Description	Advantages	Disadvantages
Homeowner Flood Retrofits	Homeowner flood retrofits consist of measures that can be taken to reduce but not eliminate flood risk. Homeowner flood retrofits operate as a menu of options to improve flood resistance with specific recommendations based on the property type and level of flood risk.	• This option offers a reduction of flood damage risk for internal components and contents, in combination with or in lieu of other strategies. • This option is less costly than other options. • This option can improve surface drainage and reduce localized flood risks.	• This strategy is not as consistently protective as other methods (e.g., dry floodproofing). • If a piecemeal strategy is used, it may not address all flood issues, and the structure and contents may remain at risk and ultimately sustain flood damage. • This strategy is not recommended for higher risk properties. • This strategy should be considered site-specific and findings from one assessment or feasibility study should not be extrapolated to another building.
Raising Elevation of Lowest Point of Entry	This measure involves raising the elevation of the lowest point of entry to at least the 100-year flood elevation, ensuring that the entry point remains above anticipated flood levels. This method improves flood resilience by maintaining emergency access and reducing reliance on temporary mitigation measures, especially for properties where full structural elevation is not feasible. While elevating the building and its utilities above the design flood elevation is the “gold standard” for reducing flood risks and is required for new construction, raising the elevation of the lowest entry point for flood waters represents a much less costly approach to flood mitigation for existing properties.	• This option offers a reduction in risk of flood damage to internal components and contents, in combination with or in lieu of other strategies. • This option is less costly than other options.	• This strategy is not as consistently protective as other methods (e.g., elevating the entire building or dry floodproofing). • If a piecemeal strategy is used (e.g. not assessing the strength of exterior walls that might be subjected to flood loads), it may not address all flood loads, and the structure may remain at risk and ultimately sustain flood damage. • This strategy should be considered site-specific and findings from one assessment or feasibility study should not be extrapolated to another building.
Site Grading and Placement of Fill	This measure involves the restructuring or reshaping of land surface surrounding a vulnerable building to redirect stormwater and flood flows away from the building. This strategy typically includes re-sloping surrounding terrain, constructing swales, or adding minor fill to raise low-lying areas, thereby improving surface drainage and reducing localized flood risks.	• This option is less costly than other options. • This strategy is most effective for shallow or low flood levels for redirection of surface flow.	• Re-grading is not suitable for homes where replacement of fill would impede egress/ ingress through exterior doors. • This strategy is not recommended for homes with low-lying basement windows or entryways if there are structural risks, and excessive soil load can compromise basement walls unless properly reinforced. • Increasing the amount of soil adjacent to a basement increases the soil load on the basement wall and can increase risk to the wall unless properly reinforced.
Dry Floodproofing	Dry floodproofing is a system of building retrofit measures that aims to keep floodwater from entering the interior of a building. These measures can include: waterproofing the walls; adding backflow preventers, flood doors, window flood barriers; and strengthening exterior walls and foundations to resist hydrostatic flood loads. It may be accompanied by elevating mechanical, electrical and plumbing equipment/components; and by adding sump pumps to remove any water that does enter. It is formally defined as a combination of measures that results in a structure, including the attendant utilities and equipment, being watertight with all elements substantially impermeable or above the flood level and with structural components having the capacity to resist flood loads (ASCE 24-24). • **Technical Feasibility**: Many of the properties mentioned in this report will be excluded from the use of a dry floodproofing strategy because they have basements or wood frame construction that extends below the flood level. • **Maintenance and Inspection:** Regular inspection and maintenance of barriers and seals associated with dry floodproofing systems are crucial to prevent breaches.	• Dry floodproofing designs ensure structural components can resist all flood loads up to the design level. • This strategy is most effective for non-residential buildings.	**Technical Feasibility**: Implementing dry floodproofing for these properties would require excessive costs and additional difficulties including ongoing inspection and maintenance. • Required renovations could be extensive, and include expanding the foundation size, enlarging and anchoring the lowest level concrete slab, reinforcing existing walls, installing sump pumps for internal drainage, waterproofing exterior walls, and making doors, windows, and frames watertight. • Many of the passive systems would also utilize a newly built (or separately located) support structure or foundation for proper load resistance. ▪ Active systems may require storage of parts of the system when it is not deployed. • Some of these construction efforts could require temporary relocation of the property dweller. • Implementation of dry floodproofing in homes with basements is likely to be more difficult and more expensive.

Flood Mitigation Strategy	Description	Advantages	Disadvantages
Dry Floodproofing (cont'd)			**Permitting**: The project site falls within the County-mapped Department of Permitting, Inspections and Enforcement (DPIE) floodplain. It is expected that County floodplain design and construction standards will apply to this mapped area. If the cost of dry floodproofing exceeds the trigger for substantial improvement (when the cost of the improvement equals or exceeds 50% of the market value of the building less land value) then the building code standards and county floodplain standards for new construction will apply. The County building code requires that substantially improved buildings be elevated at or above the flood design elevation and will require abandonment of the basement level. **Maintenance and Inspection**: Homeowners are not always knowledgeable of long-term maintenance needs, nor are they able to sustain regular maintenance and inspection, which can put homes at risk of flooding even when a dry floodproofing system has been properly designed and constructed.
Permanent Floodwall *(Floodwalls or Curbs)*	A concrete reinforced barrier designed to prevent floodwaters from reaching buildings or critical areas. These walls are typically engineered to withstand hydrostatic and hydrodynamic pressures (pressures due to the weight of water and due to the force of flowing water, respectively) and are constructed to a specified height, often with one foot of freeboard (extra height) above the 100-year flood level, to divert or block overland flow. A concrete curb, while smaller in scale, serves as a passive flood diversion feature that can redirect shallow flooding away from vulnerable building edges or infrastructure, and may be used in tandem with dry floodproofing or site grading adjustments.	• This strategy can offer robust protection, especially for clustered properties. • No changes to the building are typically required.	Easements may be required to access private property for floodwall construction. • If property accesses and/ or attainment of a county easement to allow for construction of the floodwall, associated footing, and maintenance activities are not obtained, then it will prevent this mitigation strategy from being used. On properties where the placement of a floodwall can increase the water volume to other neighboring properties, thus increasing their flood risk, this strategy would not be considered as a feasible option. A group of connected properties can collaborate to build a continuous floodwall that protects the group of buildings. They must agree in unison for this option to proceed; otherwise, it risks exposing the unprotected homes to worsened flood levels.
Property Acquisition	Property acquisition is a permanent flood mitigation strategy in which flood-prone properties are purchased—typically by a government agency or through grant-funded programs—and then demolished or relocated, most often preserving the land as open space to eliminate future flood risk. • FEMA's Property Acquisition Handbook emphasizes that this method is often the most cost-effective solution for high-risk areas, especially when other structural or site-specific measures are infeasible or would only offer partial protection.	• The use of transparent and frequent communication with property owners can facilitate comfortability. ▪ This communication can also support successful property acquisition by informing owners of the risk evaluation process, fair market value offer, and acquisition procedures. • This strategy may be more cost effective in the long-term, especially when other structural or site-specific measures are infeasible or would only offer partial protection. • It can provide the added benefit of creating a community amenity by replacing the residential property with a community feature on the lot, such as a park.	• This strategy may cause undue stress or discomfort with property or homeowners, especially if the owner does not have first-hand experience with flood damage and are facing the decision of moving based on potential future flood risk. • Negotiations for acquisition can be complicated and entail lengthy administration processes.

1.3 Site-Specific Flood Risk Assessment

There are several common building types in the Edmonston Channel watershed, including properties with subgrade basements, crawlspaces, split-level homes, and properties without basements (slab-on-grade). Figure 1.3.1 below depicts how these properties could be inundated during a potential 100-year flood event. Floodwater can enter these buildings through doors, windows, wall penetrations, basement wall-to-footing and floor slab joints, or other connection points (both above grade when the flood level exceeds that depth or below grade under conditions where the soil is water-saturated) where a building envelope does not have a watertight seal.

A field assessment was conducted to evaluate flood risk by collecting critical building elevations (through topographic survey or manual measurements) and comparing them to the estimated 100-year flood levels. Field assessments also included exterior visual and photographic inspections and analyses. Data or anecdotal information regarding the building interiors were not collected unless provided directly by the property owners. No destructive investigations were included in the scope of work. Some properties were not fully accessible or may have had objects blocking full and complete observations. Critical building elevations determined include main floor, adjacent grade, basement door thresholds, basement windowsills, where applicable, and lowest point of entry.



Property with Subgrade Basement | **Property with Crawlspace** | **Split level** | **Slab-on-Grade Property**

The lowest point of entry is the lowest elevation at which floodwater can pour into a lower entry point (i.e., recessed basement door at the of an exterior stairwell) or enter the building directly; (e.g., windows, doors, vents, wall/floor penetrations, or drains).

Figure 1.3.1 Flood level and critical building elevations by property type

Table 1.3.1 and Figure 1.3.2 below show an example of critical building elevations relative to the 100-year flood level, as presented for each of the 29 properties in this document.

Table 1.3.1 Example of critical building elevations relative to the 100-year flood level

Item	Elevation	Notes
Main Floor	+2.0 feet	Elevation relative to WSE
100-year Water Surface Elevation (WSE)	**58.0 feet**	**Elevation relative to sea level based on North American Vertical Datum of 1988 measurement**
Lowest Point of Entry (LPE)	-1.5 feet	Upper landing to stairs for basement door, elevation relative to WSE
Adjacent Grade	-2.0 feet	Elevation relative to WSE
Basement Door	-5.5 feet	Elevation relative to WSE

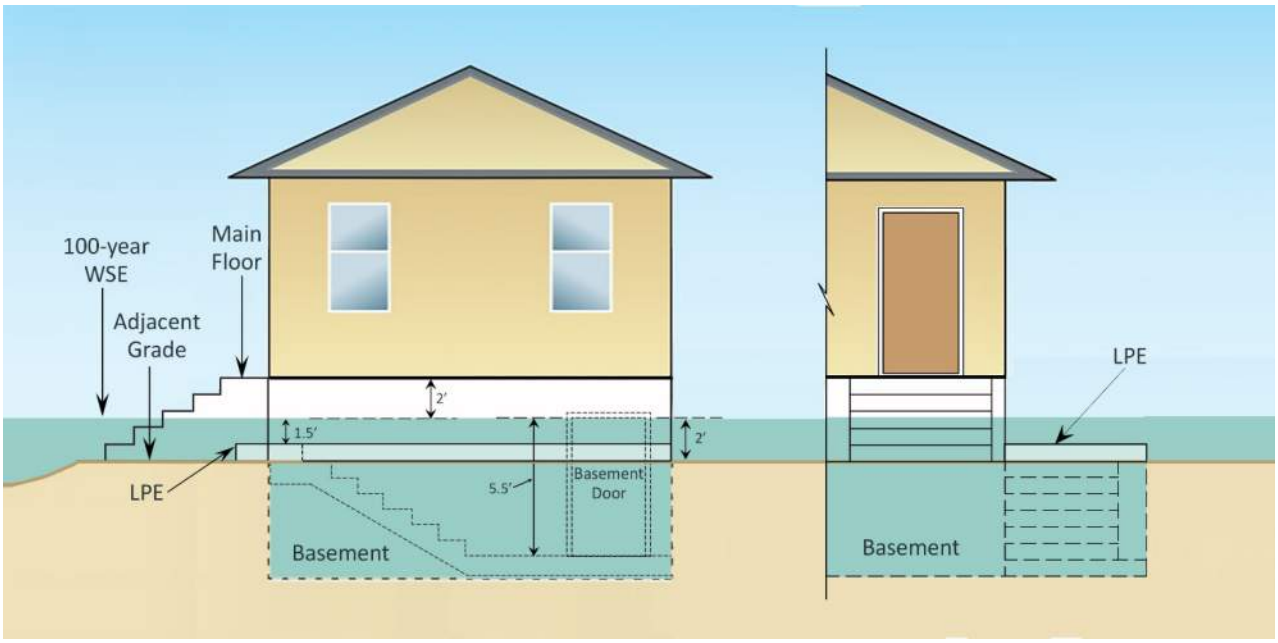


Figure 1.3.2 Example of critical building elevations relative to 100-year flood level (left: side view; right: front view)

2 Site Evaluations

The following subsections present an assessment of the 29 properties identified in the Edmonston Channel watershed as being at risk of flood damage from a potential 100-year flood event. Figure 2.1 shows the approximate location of the 29 buildings within the watershed. The assessment findings for each property include:

- **Description:** Site and building description with photos from the field assessment associated with noteworthy elements.
- **Flood Risk:** Flood risk evaluation that discusses the components and features most at risk to a 100-year flood event, including mapping results from the modeling analysis and a table of critical building elevations relative to the 100-year water surface elevation (flood level).
- **Strategy Recommended:** Flood mitigation strategy recommended to reduce flood risk for the building.
- **Strategies Considered:** Flood mitigation strategies considered but not recommended for implementation to reduce flood risk.
- **Structural Strategies:** The proposed watershed-level structural improvements that would reduce flood risk for the building or potentially remove the building from the 100-year floodplain.

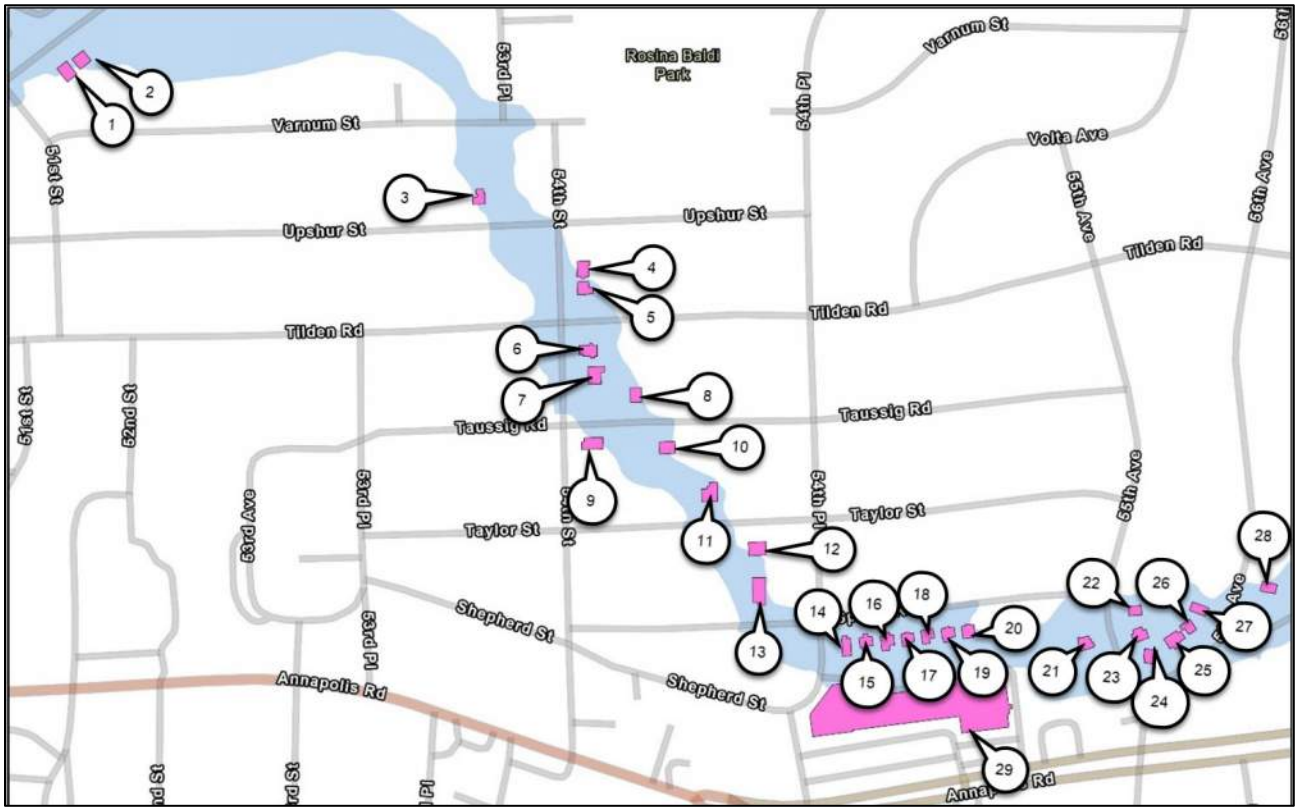


Figure 2.1 Location of the 29 flood-prone properties in the Edmonston Channel watershed

2.1 Property #1: 4319 Edmonston Road

2.1.1 Description

The property at 4319 Edmonston Road consists of a one-story building with a first-floor entrance on the northwest side and a lowest floor (basement) entrance on the northeast side. Basement windows are located at the northwest (front), northeast, and southwest sides of the building. There are several wall penetrations, such as a hose bib, dryer vent, and electrical panel. The HVAC unit is located at grade level on the southeast (back) side of the building. Figure 2.1.1.1 below provides an aerial view of the home with topographic elevation contours, and is further depicted in Figure 2.1.1.2, Figure 2.1.1.3, Figure 2.1.1.4, and Figure 2.1.1.5

Figure 2.1.1.1 Property #1: Aerial view with elevation contours and photo numbering

Figure 2.1.1.2 Property #1: Front side (northwest side)

Figure 2.1.1.3 Property #1: Side (southwest side)

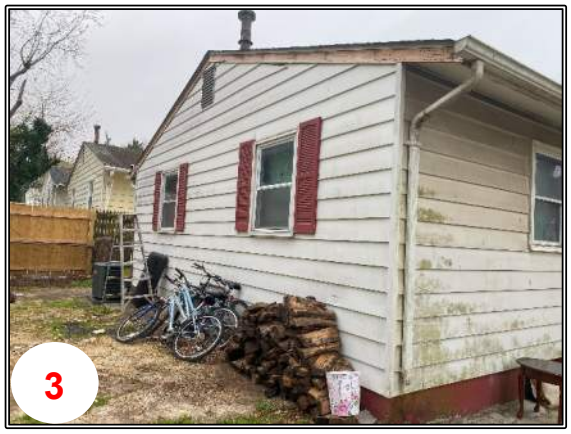


Figure 2.1.1.4 Property #1: Back side (southeast side)

Figure 2.1.1.5 Property #1: Side (northeast side) with side door above and basement door below

2.1.2 Flood Risk

The property at 4319 Edmonston Road is located southwest of the Edmonston Channel retention area. Flood modeling indicates that the retention area's capacity is exceeded during the 100-year event, with overland flow moving southwest along Edmonston Road. The 100-year floodplain encroaches on the building's northeast corner at the top of the driveway. See Figure 2.1.2.1. The 100-year flood level is 3.3 feet below the first floor. However, floodwater could potentially enter the basement through a window located on the northwest side. Table 2.1.1 below lists the critical building elevations relative to the 100-year flood level. The lowest point of entry at the basement windowsill is slightly above the 100-year water surface elevation. None of the basement wall penetrations are below the 100-year water surface elevation.

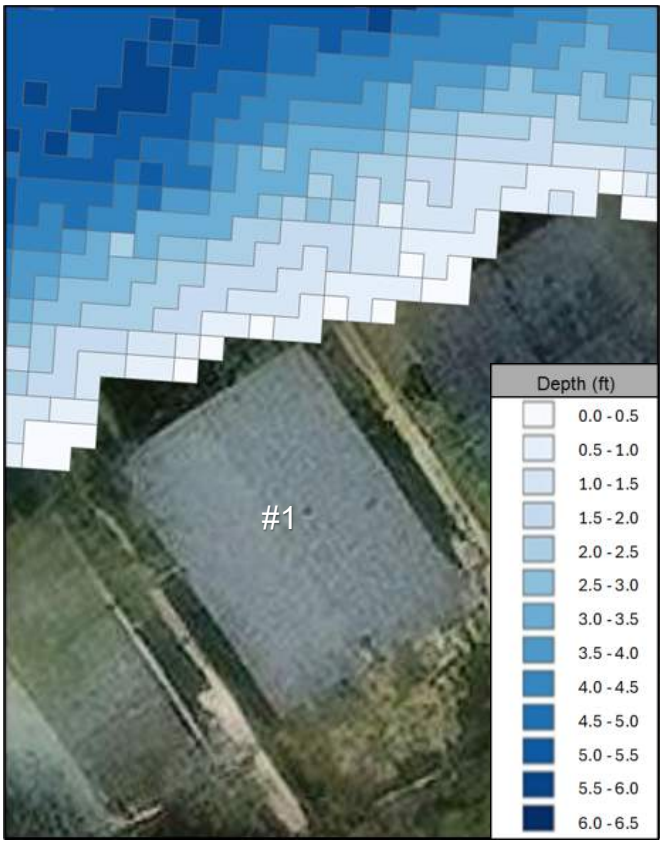


Figure 2.1.2.1 Property #1: 100-year flood depth above grade

Table 2.1.1 Property #1: Critical building elevations relative to the 100-year flood level

Item	Elevation	Notes
Main Floor	+3.3 feet	
Lowest Point of Entry	+0.2 feet	Basement Windowsill at Front Side
100-year Water Surface Elevation	**32.4 feet**	
Adjacent Grade	-1.0 feet	
Basement Door	-4.9 feet	

2.1.3 Strategy Recommended

Homeowner Flood Retrofits and Raise the Lowest Point of Entry

Since the flood level is below the lowest point of entry, none of the strategies investigated are required to meet the flood elevation associated with the 100-year flood. Nevertheless, there are some actions that can be taken to provide additional safety from flooding that exceeds this level. The following retrofits are recommended:

- Install a flood glass window at the northwest side basement window to help reduce water intrusion and raise the lowest point of entry. Egress requirements may also need to be assessed.
- Increase the height of the basement stairwell wall on the northeast side by at least 1 foot. The flood modelling indicates that the extent of 100-year flooding is not likely to breach the landing at the top of the stairs; however, an increased wall height could provide additional protection from floodwater intrusion.
- Prior to installing the two retrofits listed above, an engineering assessment should be performed to determine if the existing structure can support the flood loads. Structural modifications may be needed before installation.
- Install a battery backup sump pump in the basement to assist with water removal, if one does not already exist. Make sure the discharge is in an area above the 100-year water surface elevation.
- Prevent rainwater from collecting at the base of the exterior stairwell by either adding a roof extension over the stairwell or adding a drain at the bottom of the stairs connected to the sump pump.

2.1.4 Strategies Considered

The following site-specific flood mitigation strategies were assessed as potential options to reduce the risk of flood damage to this home. Due to structural and property constraints, technical feasibility, cost, and other factors, these strategies were eliminated as feasible options for this property.

Dry Floodproofing: Based on the modeled extent of the 100-year event, full and comprehensive dry floodproofing is not recommended for this home. This strategy would involve adherence to rigorous standards that produce extensive renovations and large costs that are not appropriate for residential basements. Prior to implementing this strategy, an engineering assessment would be required to determine if the existing structure can support the flood loads. Significant structural modifications would likely be needed for the basement wall, footings, and basement slab to resist flood loads and other modifications (e.g., flood doors, waterproofing, etc.) would be needed to address dry floodproofing requirements.

Grading and Placement of Fill: This strategy is not recommended for this property since the driveway already has a significant slope and does not warrant the additional slope increase that would be caused by the addition of fill. Also, the additional soil load from the fill may require reinforcing the existing basement walls. There is also concern that additional fill would redirect floodwater to adjacent properties and increase their risk of flooding.

Permanent Floodwall: Floodwall placement is not advised for this property. Given the direction of the projected flow southwest down Edmonston Road, a floodwall could restrict access to the building and driveway.

2.1.5 Structural Strategies

Based on an evaluation of modeled alternatives, none of the proposed watershed-level strategies would reduce flood risk for this property. For more information, refer to Section 8 (Proposed Improvements) of the Bladensburg Flood Reduction Preliminary Design Report.

2.2 Property #2: 4321 Edmonston Road

2.2.1 Description

The property at 4321 Edmonston Road consists of a split-level building with the front door on the northwest side and ground floor entrance on the southeast side (back). The grade slopes from the backyard towards the front of the house. There are four ground floor windows at the northwest (front) side of the building near grade level. There is an additional window on the back (southeast) side and one on the southwest side of the building, both above grade. The HVAC unit is roughly at grade level on the southwest side of the building. Figure 2.2.1.1 below provides an aerial view of the home with topographic elevation contours, and is further depicted in Figure 2.2.1.2, Figure 2.2.1.3, Figure 2.2.1.4, and Figure 2.2.1.5.

Figure 2.2.1.1 Property #2: Aerial view with elevation contours and photo numbering

Figure 2.2.1.2 Property #2: Front side (northwest side)

Figure 2.2.1.3 Property #2: Side (northeast side)

Figure 2.2.1.4 Property #2: Back side (southeast side)

Figure 2.2.1.5 Property #2: Side (southwest side)

2.2.2 Flood Risk

The property at 4321 Edmonston Road is located southwest of the Edmonston Channel retention area. Flood modeling indicates that the retention area's capacity will be exceeded in a 100-year event, with overland flow moving southwest along Edmonston Road. The 100-year floodplain extends to the lowest level wall at the northeast and northwest sides of the building. See Figure 2.2.2.1. The 100-year flood level is 2.8 feet below the main floor. However, floodwater could potentially enter through the front door or a window located on the northwest side. Table 2.2.1 below lists the critical building elevations relative to the 100-year flood level. The lowest point of entry at the front door and ground floor windowsill is slightly below the 100-year water surface elevation. An exterior electrical outlet with an elevation similar to the windowsill at the front of the building is also slightly below the 100-year water surface elevation.

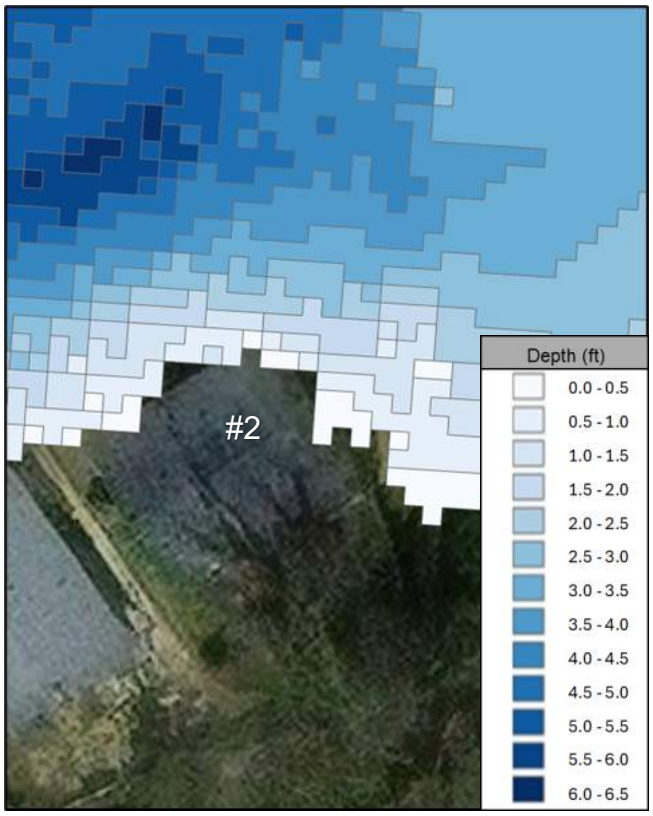


Figure 2.2.2.1 Property #2: 100-year flood depth above grade

Table 2.2.1 Property #2: Critical building elevations relative to the 100-year flood level

Item	Elevation	Notes
Main Floor	+5.3 feet	Upper Level of Split-Level Building
100-year Water Surface Elevation	**32.2 feet**	
Lowest Point of Entry	-0.1 feet	Front Door/Ground Floor Windowsills at Northwest Side
Adjacent Grade	-1.6 feet	
Ground Floor (Basement) Door	-3.5 feet	Southeast Side

2.2.3 Strategy Recommended

Homeowner Flood Retrofits with Floodwall and Raise the Lowest Point of Entry

Given the property's evaluated flood level, this strategy would help mitigate flood risk for this property. The following retrofits are recommended:

- Excavate around the property's northeast side exterior ground floor (basement) wall. Install exterior surface waterproofing to the footing and ground floor wall that is below grade. The waterproofing should extend 2 feet above grade and include the chimney area.
    - Prior to installing these retrofits, a structural evaluation should be performed to determine if the existing wall can withstand pressures associated with modelled flood loads. Wall reinforcement may be needed.
- Construct a floodwall along the front (northwest) side of the building to protect the four windows and front door. Replace the existing garden walls with a floodwall. Install a flood gate in the floodwall between floodwall segments at the walkway. These floodwall segments and flood gate will prevent water from entering the existing garden beds, front door, and ground floor windows, thereby raising the lowest point of entry, and reducing flood pressure on the northwest ground floor wall.
- Install a battery backup sump pump at the ground floor to assist with water removal, if one does not already exist. Make sure the discharge is in an area above the 100-year water surface elevation.
- Replace interior ground floor finishes with flood damage resistant materials to limit damage from water intrusion (e.g., replace carpet with tiles and paper-faced gypsum board with wood paneling, or wainscoting at the walls).
- Install a drain at the lower landing at the back (south) side basement door that is connected to the new sump pump.
- Construct a cover for the lower landing of the back (south) side basement door that is hung from the underside of the back deck.

2.2.4 Strategies Considered

The following site-specific flood mitigation strategies were assessed as potential options to reduce the risk of flood damage to this home. Due to structural and property constraints, technical feasibility, cost, and other factors, these strategies were eliminated as feasible options for this property.

Dry Floodproofing: Based on the modeled extent of the 100-year event, full and comprehensive dry floodproofing is not recommended for this home. This strategy would involve adherence to rigorous standards that produce extensive renovations and large costs that are not appropriate for residential basements. Prior to implementing this strategy, an engineering assessment would be required to determine if the existing structure can support the flood loads. Significant structural modifications would likely be needed for the basement wall, footings, and basement slab to resist flood loads and other modifications (e.g., flood doors, waterproofing, etc.) would be needed to address dry floodproofing requirements.

Grading and Placement of Fill: This strategy is not recommended as the property does not have sufficient space for the necessary amount of fill needed to protect the building. Additionally, the large amount of fill would increase the soil load on the ground floor (basement) wall and put the wall at risk if additional reinforcement is not provided. It would also increase the amount of flooding to properties downstream.

2.2.5 Structural Strategies

Based on an evaluation of modeled alternatives, none of the proposed watershed-level strategies would reduce flood risk for this property. For more information, refer to Section 8 (Proposed Improvements) of the Bladensburg Flood Reduction Preliminary Design Report.

2.3 Property #3: 5312 Upshur Street

2.3.1 Description

The property at 5312 Upshur Street consists of a two-story building with a first-floor addition on the north side (back) of the home. There is a small door under the first-floor addition that likely leads into the basement. The bottom of the door is approximately at grade. There are two electrical panels, one located on the east side and one on the west side of the building, both located a few feet above grade. The east side of the building also has a vent located approximately 2.7 feet above grade along with the HVAC unit at approximately 0.3 feet above grade. The basement is partially finished. Figure 2.3.1.1 below provides an aerial view of the home with topographic elevation contours, and the property is further depicted in Figure 2.3.1.2, Figure 2.3.1.3, Figure 2.3.1.4, Figure 2.3.1.5 and Figure 2.3.1.6.

Figure 2.3.1.1 Property #3: Aerial view with elevation contours and photo numbering

Figure 2.3.1.2 Property #3: Front side (south side)

Figure 2.3.1.3 Property #3: Side (east side)

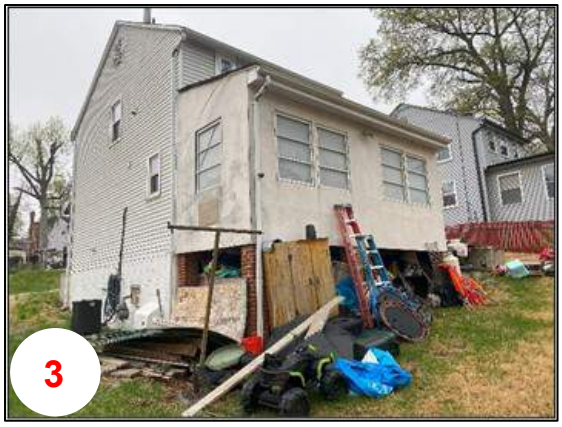


Figure 2.3.1.4 Property #3: Back side (north side)

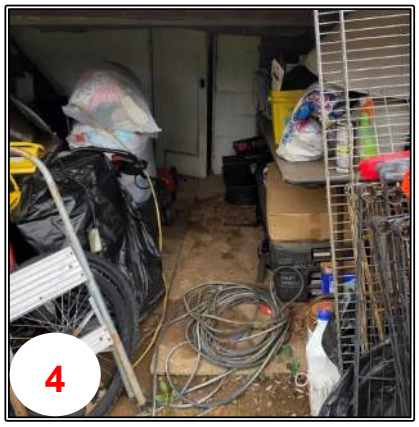


Figure 2.3.1.5 Property #3: Back side (under first-floor addition)

Figure 2.3.1.6 Property #3: Side (west side)

2.3.2 Flood Risk

The property at 5312 Upshur Street borders the Edmonston Channel on the east side of the property. Floodwater collects in the backyard after encountering blockage at the Varnum Street bridge north of the property. The modeled 100-year flood could extend below the first-floor addition at the building's north side. See Figure 2.3.2.1. Flood modeling indicates that the 100-year flood level is 6.8 feet below the first floor. However, floodwater could potentially enter the basement through a door on the north side. Table 2.3.1 below lists the critical building elevations relative to the 100-year flood level. The lowest point of entry at the basement door is slightly below the 100-year water surface elevation. None of the basement wall penetrations are below the 100-year water surface elevation. The homeowner reported no knowledge of past flooding. Note that the objects under the first-floor addition may have prevented the identification of other flood risks.

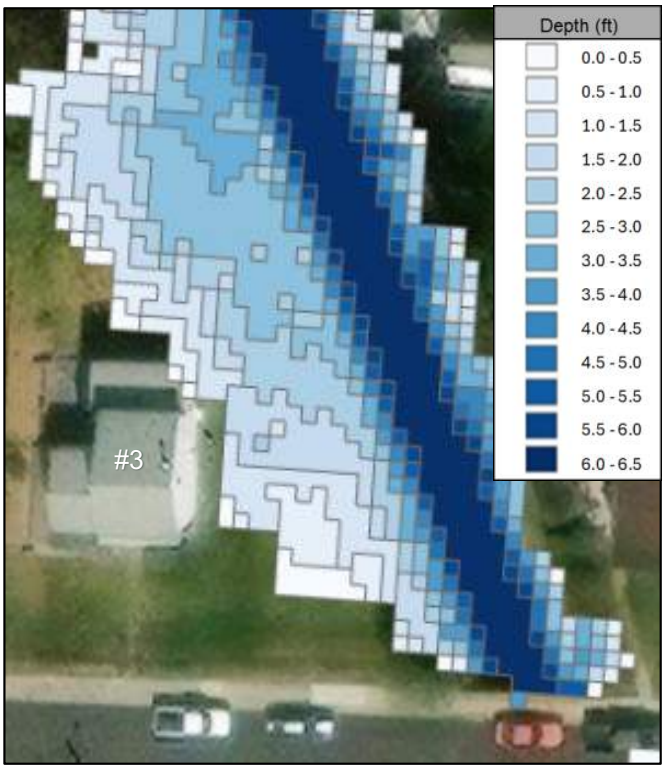


Figure 2.3.2.1 Property #3: 100-year flood depth above grade

Table 2.3.1 Property #3: Critical building elevations relative to the 100-year flood level

Item	Elevation	Notes
Main Floor	+6.8 feet	
100-year Water Surface Elevation	**44.7 feet**	
Lowest Point of Entry	-0.5 feet	Basement Door
Adjacent Grade	-0.5 feet	

2.3.3 Strategy Recommended

Grading and Placement of Fill and Raise the Lowest Point of Entry

This strategy would help mitigate flood risk for the building by creating a higher point of entry for floodwater to enter the basement. The following retrofits are recommended:

- Regrade the backyard by cutting soil from the backyard and add fill near the back patio. The additional fill will create a mound of 6 inches or more around the patio at the north side. This will raise the lowest point of entry for floodwater to the top of the mound. Plant grass at the cut and fill areas. It is important to use soil cut from the flooded area in the backyard for the construction of the 6-inch mound to avoid increasing flood depths elsewhere in the channel by hauling in fill.

2.3.4 Strategies Considered

The following site-specific flood mitigation strategies were assessed as potential options to reduce the risk of flood damage to this home. Due to structural and property constraints, technical feasibility, cost, and other factors, these strategies were eliminated as feasible options for this property.

Homeowner Flood Retrofits: Given the limited risk of flooding, homeowner retrofits would be a higher cost than the addition of fill, as described above, for a similar degree of flood protection.

Dry Floodproofing: Based on the modeled extent of the 100-year event, full and comprehensive dry floodproofing is not needed nor recommended for this home. This strategy would involve adherence to rigorous standards that produce extensive renovations and large costs that are not appropriate for residential basements and are excessive given the level of a 100-year flood. Prior to implementing this strategy, an engineering assessment would be required to determine if the existing structure can support the flood loads. Significant structural modifications would likely be needed for the basement wall, footings, and basement slab to resist flood loads and other modifications (e.g., flood doors, waterproofing, etc.) would be needed to address dry floodproofing requirements.

Permanent Floodwall: Given the limited risk of flooding, the building of a permanent floodwall would be a higher cost than the addition of fill, as described above, for a similar degree of flood protection.

2.3.5 Structural Strategies

Based on an evaluation of modeled alternatives, the proposed bridge enlargement at Varnum Street (BE-1) and channel improvements from Varnum Street to Upshur Street (CI-1) would potentially remove the building from the 100-year floodplain. For more information, refer to Section 8 (Proposed Improvements) of the Bladensburg Flood Reduction Preliminary Design Report.

2.4 Property #4: 4305 54th Street

2.4.1 Description

The property at 4305 54th Street consists of a one-story building with a basement. The basement has a newly installed sump pump system that does not include a battery power backup. According to the homeowner, the sump pump was provided by the local government and drains directly into the Edmonston Channel. The building has a front door elevated at the top of a stair landing on the front (west) side, while a side door is positioned near grade level on the south side. There are two basement windows near grade level with one located on the west side and one on the north side. There is also an electrical panel on the north side of the house positioned a few feet above grade. Figure 2.4.1.1 below provides an aerial view of the home with topographic elevation contours, and the property is further depicted in Figure 2.4.1.2, Figure 2.4.1.3, and Figure 2.4.1.4. Only three sides of the home were photographed as the homeowner did not grant access to the backyard of the property.

Figure 2.4.1.1 Property #4: Aerial view with elevation contours and photo numbering

Figure 2.4.1.2 Property #4: Front (west side)

Figure 2.4.1.3 Property #4: Side (north side)

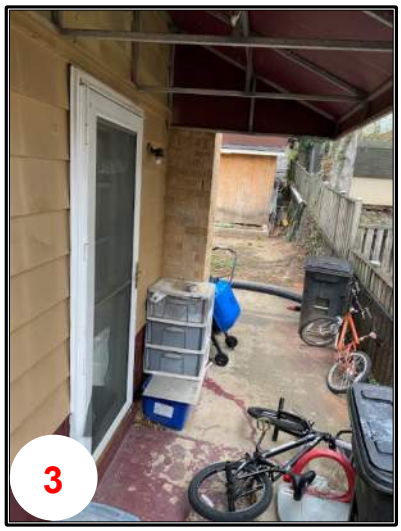


Figure 2.4.1.4 Property #4: Side (south side)

2.4.2 Flood Risk

Flood modeling indicates that the capacity of the Edmonston Channel culvert at Taussig Road will be exceeded in a 100-year event, as it will cause overland flow northward along 54th Street, with floodwater extending to the front (west) building wall of 4305 54th Street. See Figure 2.4.2.1. The 100-year flood level is approximately 3 feet below the first floor. Additionally, floodwater will be slightly below the lowest point of entry by 0.2 feet at the basement windowsill on the front (west) side of the building. Table 2.4.1 below lists the critical building elevations relative to the 100-year flood level. None of the basement wall penetrations are below the 100-year water surface elevation. Note that the objects adjacent to the exterior walls may have prevented the identification of other flood risks.

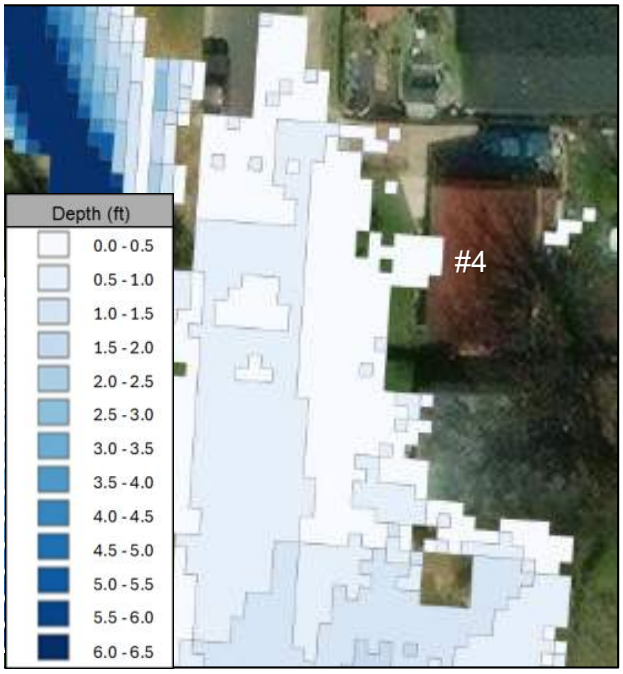


Figure 2.4.2.1 Property #4: 100-year flood depth above grade

Table 2.4.1 Property #4: Critical building elevations relative to the 100-year flood level

Item	Elevation	Notes
Main Floor	+3.3 feet	
Basement Door	+0.8 feet	
Lowest Point of Entry	+0.2 feet	Basement Windowsill
100-year Water Surface Elevation	**53.6 feet**	
Adjacent Grade	-0.5 feet	

2.4.3 Strategy Recommended

Homeowner Flood Retrofits and Raise the Lowest Point of Entry

Since the flood level is below the lowest point of entry, this strategy would help mitigate flood risk for this property. The following retrofits are recommended:

- Install a battery backup for the sump pump system.
- Install a waterproof window well with cover to protect the home's basement window on the west side. Extend the window well side walls a minimum of 1 foot above the adjacent grade to raise the lowest point of entry. If the window is needed for basement emergency egress, make sure the cover (if used) does not prevent proper egress.

2.4.4 Strategies Considered

The following site-specific flood mitigation strategies were assessed as potential options to reduce the risk of flood damage to this home. Due to structural and property constraints, technical feasibility, cost, and other factors, these strategies were eliminated as feasible options for this property.

Dry Floodproofing: Based on the modeled extent of the 100-year event, full and comprehensive dry floodproofing is not recommended for this home. This strategy would involve adherence to rigorous standards that produce extensive renovations and large costs that are not appropriate for residential basements. Prior to implementing this strategy, an engineering assessment would be required to determine if the existing structure can support the flood loads. Significant structural modifications would likely be needed for the basement wall, footings, and basement slab to resist flood loads and other modifications (e.g., flood doors, waterproofing, etc.) would be needed to address dry floodproofing requirements.

Grading and Placement of Fill: This strategy is not recommended as the land around the home is relatively flat, especially in the front yard. This would limit the feasibility of including a suitable path for site drainage.

Permanent Floodwall: Floodwall placement is not advised for this property. Given the limited risk of flooding, the building of a permanent floodwall would be a higher cost than the homeowner retrofits, as described above, for a similar degree of flood protection. A floodwall also could restrict access to the property and driveway. It could potentially increase the amount of flooding to properties downstream.

2.4.5 Structural Strategies

Based on an evaluation of modeled alternatives, the proposed bridge enlargement at Taussig Road (BE-5) and channel improvements from Upshur Street to 54th Street (CI-1) would potentially remove the building from the 100-year floodplain. For more information, refer to Section 8 (Proposed Improvements) of the Bladensburg Flood Reduction Preliminary Design Report.

2.5 Property #5: 4303 54th Street

2.5.1 Description

The property at 4303 54th Street consists of a one-story building with a basement and sump pump. The building has a front door elevated at the top of a stair landing on the front (west) side, while a side door to the building is positioned near grade level on the south side. The building has two basement windows and a hose bib on the front (west) side. A dryer vent penetrates the basement wall approximately 6 inches above grade at the south side. The HVAC unit is located at grade at the southeast corner. Figure 2.5.1.1 below provides an aerial view of the home with topographic elevation contours and the property is further depicted in Figure 2.5.1.2 and Figure 2.5.1.3.

Figure 2.5.1.1 Property #5: Aerial view with elevation contours and photo numbering

Figure 2.5.1.2 Property #5: Front side (west side)

Figure 2.5.1.3 Property #5: Side (south side)

2.5.2 Flood Risk

Flood modeling indicates that the capacity of the Edmonston Channel culvert at Taussig Road will be exceeded in a 100-year event, as it will cause overland flow northward along 54th Street with floodwater extending to the front (west) and south side building walls of 4303 54th Street. See Figure 2.5.2.1. The 100-year flood level is 2.7 feet below the first floor. Floodwater could potentially enter the basement through the basement window at the front (west) side. Table 2.5.1 below lists the critical building elevations relative to the 100-year flood level. The lowest point of entry at the basement windowsill is at the 100-year water surface elevation. None of the basement wall penetrations are below the 100-year water surface elevation. Note that the restricted access to the backyard by the fence may have prevented the identification of other flood risks.

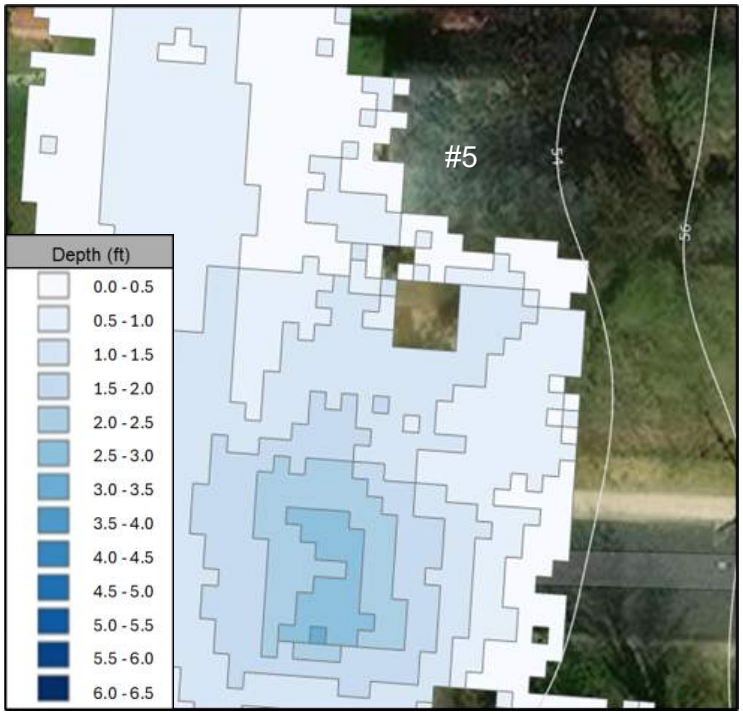


Figure 2.5.2.1 Property #5: 100-year flood depth above grade

Table 2.5.1 Property #5: Critical building elevations relative to the 100-year flood level

Item	Elevation	Notes
Main Floor	+2.7 feet	
Side Door	+1.0 feet	
100-year Water Surface Elevation	**54.2 feet**	
Lowest Point of Entry	-0.0 feet	Basement Windowsill
Adjacent Grade	-1.4 feet	

2.5.3 Strategy Recommended

Homeowner Flood Retrofits and Raise the Lowest Point of Entry

Since the flood level is at the lowest point of entry, this strategy would help mitigate flood risk for this property. The following retrofits are recommended:

- Install a battery backup for the sump pump at the basement, if one does not already exist.
- Retrofit the interior of the lowest floor with flood resistant materials to limit damage from water intrusion (e.g., replace the carpet with tiles or replace the paper-faced gypsum board with wood paneling (wainscoting)).
- Install waterproof window wells with covers around the basement windows. Make sure the window well walls extend a minimum of 1 foot up from the bottom of the window to raise the lowest point of entry. If the window is needed for basement emergency egress, make sure the cover (if used) does not prohibit proper egress.
- Prior to installing the previous retrofit, an engineering assessment should be performed to determine if the existing structure can support the flood loads. Structural modifications may be needed before installation.
- Raise the HVAC unit so that the bottom is at least 2 feet above grade.

2.5.4 Strategies Considered

The following site-specific flood mitigation strategies were assessed as potential options to reduce the risk of flood damage to this home. Due to structural and property constraints, technical feasibility, cost, and other factors, these strategies were eliminated as feasible options for this property.

Dry Floodproofing: Based on the modeled extent of the 100-year event, full and comprehensive dry floodproofing is not recommended for this home. This strategy would involve adherence to rigorous standards that produce extensive renovations and large costs that are not appropriate for residential basements. Prior to implementing this strategy, an engineering assessment would be required to determine if the existing structure can support the flood loads. Significant structural modifications would likely be needed for the basement wall, footings, and basement slab to resist flood loads and other modifications (e.g., flood doors, waterproofing, etc.) would be needed to address dry floodproofing requirements.

Grading and Placement of Fill: This strategy is not recommended because the land around the home is relatively flat, especially in the front yard. This would limit the feasibility of including a suitable path for site drainage. It could potentially increase the amount of flooding to properties downstream.

Permanent Floodwall: Floodwall placement is not advised for this property. Given the direction of projected flow of floodwater, a floodwall could restrict access to the property and driveway. Constructing a permanent floodwall would be a higher cost than homeowner retrofits, as described above, for a similar degree of flood protection. It could potentially increase the amount of flooding to properties downstream as well.

2.5.5 Structural Strategies

Based on an evaluation of modeled alternatives, the proposed bridge enlargement at Taussig Road (BE-5) and channel improvements from Upshur Street to 54th Street (CI-1) would potentially remove the building from the 100-year floodplain. For more information, refer to Section 8 (Proposed Improvements) of the Bladensburg Flood Reduction Preliminary Design Report.

2.6 Property #6: 5401 Tilden Road

2.6.1 Description

The property at 5401 Tilden Road consists of a structural brick building with a garage and basement. Stairs at the front (north) of the house lead up to an elevated front entrance landing. The driveway slopes downward from the road to the garage door at the basement level. The garage door is more than a foot below the top of the driveway. There is a trench drain in front of the garage door. Basement windows are located near grade level at each side of the building. The building has several wall penetrations for cable penetrations, a hose bib, a dryer vent, and an electric meter. Each of these penetrations is more than 18 inches above grade. The HVAC unit is at grade along the back (south) side. Figure 2.6.1.1 below provides an aerial view of the home with topographic elevation contours, and the property is further depicted in Figure 2.6.1.2, Figure 2.6.1.3, Figure 2.6.1.4, and Figure 2.6.1.5.

Figure 2.6.1.1 Property #6: Aerial view with elevation contours and photo numbering

Figure 2.6.1.2 Property #6: Front side (north side)

Figure 2.6.1.3 Property #6: Side (east side)

Figure 2.6.1.4 Property #6: Back side (south side)

Figure 2.6.1.5 Property #6: Side (west side)

2.6.2 Flood Risk

Flood modeling indicates that the capacity of the Edmonston Channel culvert at Taussig Road will be exceeded in a 100-year event, as it will cause overland flow northward along 54th Street, with floodwater surrounding the building at 5401 Tilden Road. See Figure 2.6.2.1. The 100-year flood level is 2.8 feet below the first floor. However, the floodwater depth of 5.7 feet above the bottom of the garage door poses significant threat to the building. Floodwater would likely enter the basement through the garage at the front (north) side and basement windows on all four sides of the building. The basement windowsills are approximately 1 foot below the 100-year flood level. The HVAC unit at the back (south) side of the building is at risk to floodwater as well. Table 2.6.1 below lists the critical building elevations relative to the 100-year flood level. The lowest point of entry at the driveway would be the first location floodwater would exceed a critical elevation and begin to pose a flooding threat to the garage and basement. This location is approximately 4.7 feet below the 100-year water surface elevation. Also, a dryer vent with an elevation similar to the 100-year water surface elevation is at risk to floodwater. Note that the objects adjacent to the exterior walls may have prevented the identification of other flood risks.

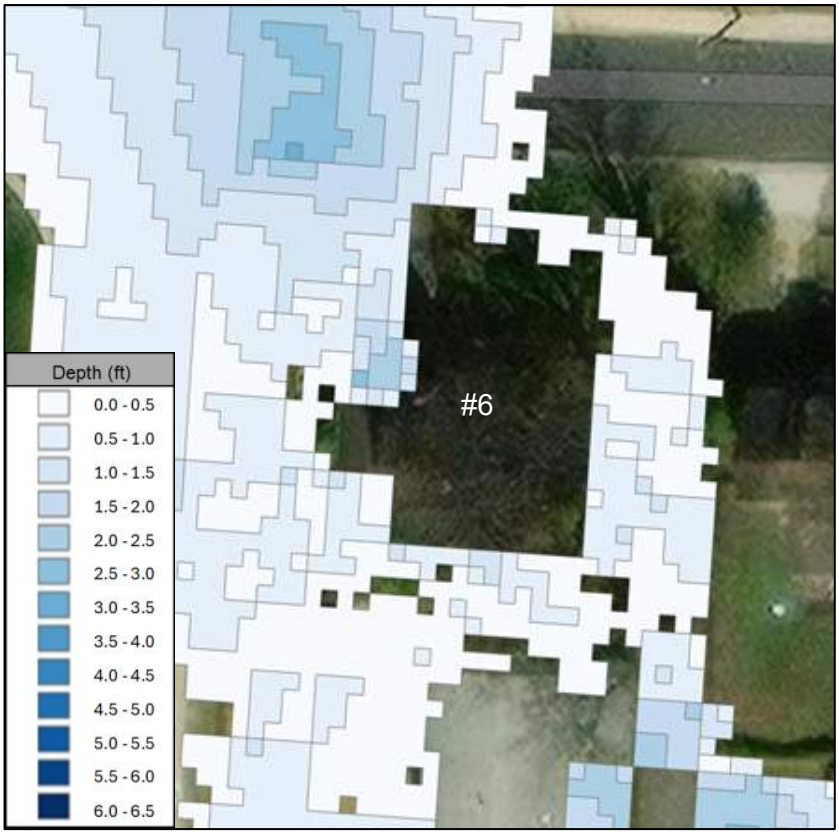


Figure 2.6.2.1 Property #6: 100-year flood depth above grade

Table 2.6.1 Property #6: Critical building elevations relative to the 100-year flood level

Item	Elevation	Notes
Main Floor	+2.8 feet	
100-year Water Surface Elevation	**56.8 feet**	
Basement Windowsills at North, East, South, and West Sides	-1.1 feet	
Lowest Point of Entry	-4.7 feet	Driveway
Garage Door	-5.7 feet	
Lowest Adjacent Grade	-5.7 feet	Bottom of Driveway

2.6.3 Strategy Recommended

Property Acquisition

Property acquisition is the preferred recommendation. This property has a very high risk of flooding from a 100-year event compared to many other properties in the watershed as floodwater could surround the building. To protect the basement from flooding, major retrofits would be required to resist the flood loads imposed on the basement/foundation walls. Without significant structural and soil saturation evaluations, renovations that simply block the floodwater may threaten the structural integrity of the existing basement construction and pose a risk to the building. Property acquisition can help prevent future flood damage and preserve lives that could be lost from building failure. When the building is demolished through property acquisition, it has the added benefit of creating a community amenity by replacing the residential property with a community feature on this lot, such as a park.

2.6.4 Strategies Considered

The following site-specific flood mitigation strategies were assessed as potential options to reduce the risk of flood damage to this home. Due to structural and property constraints, technical feasibility, cost, and other factors, these strategies were eliminated as feasible options for this property.

Homeowner Flood Retrofits and Raise the Lowest Point of Entry: Given the extent of flooding around the building, homeowner retrofits and raising the lowest point of entry would simply block floodwater and may threaten the structural integrity of the existing basement construction while posing a risk to the building. This would likely involve exorbitant costs and require temporary relocation of the occupants for an extended period of time while the building goes through major structural renovations to resist flood loads.

Dry Floodproofing: Based on the modeled extent of the 100-year event, full and comprehensive dry floodproofing is not recommended for this home. This strategy would involve adherence to rigorous standards that produce extensive renovations and large costs that are not appropriate for residential basements. Also, prior to implementing this strategy, an engineering assessment would be required to determine if the existing structure can support the flood loads. Significant structural modifications would likely be needed for the basement wall, footings, and basement slab to resist flood loads and other modifications (e.g., flood doors, waterproofing, etc.) would be needed to address dry floodproofing requirements.

Grading and Placement of Fill: Additional fill to protect the building would result in a berm that would create an aesthetically unpleasing and odd feature compared to nearby properties. Also, it would likely increase the amount of flooding to properties nearby and potentially to those downstream.

Permanent Floodwall: Floodwall placement is not advised for this property. It likely would increase the amount of flooding to properties nearby and potentially to those downstream.

2.6.5 Structural Strategies

Based on an evaluation of modeled alternatives, the proposed bridge enlargement at Taussig Road (BE-5) and channel improvements from Upshur Street to 54th Street (CI-1) would reduce the flood risk to the property during a 100-year storm event. However, the building would still be in the 100-year floodplain. For more information, refer to Section 8 (Proposed Improvements) of the Bladensburg Flood Reduction Preliminary Design Report.

2.7 Property #7: 4211 54th Street

2.7.1 Description

The property at 4211 54th Street consists of a single-story brick veneer building with a basement door on the north side. A sump pump is located next to the basement door. Basement windows are located near grade level at each side of the building. Several of the basement windows are covered with boards on the back (east) side of the home. An addition to the home was added on the northeast end, which has an additional door at grade. The HVAC unit is located on the back (east) side at grade. There are exterior basement wall penetrations on the north, east, and south sides of the building for a plumbing pipe, electrical service, cable, hose bib, and a stairwell fixture. Figure 2.7.1.1 below provides an aerial view of the home with topographic elevation contours, and the property is further depicted in Figure 2.7.1.2, Figure 2.7.1.3, Figure 2.7.1.4, Figure 2.7.1.5 and Figure 2.7.1.6.

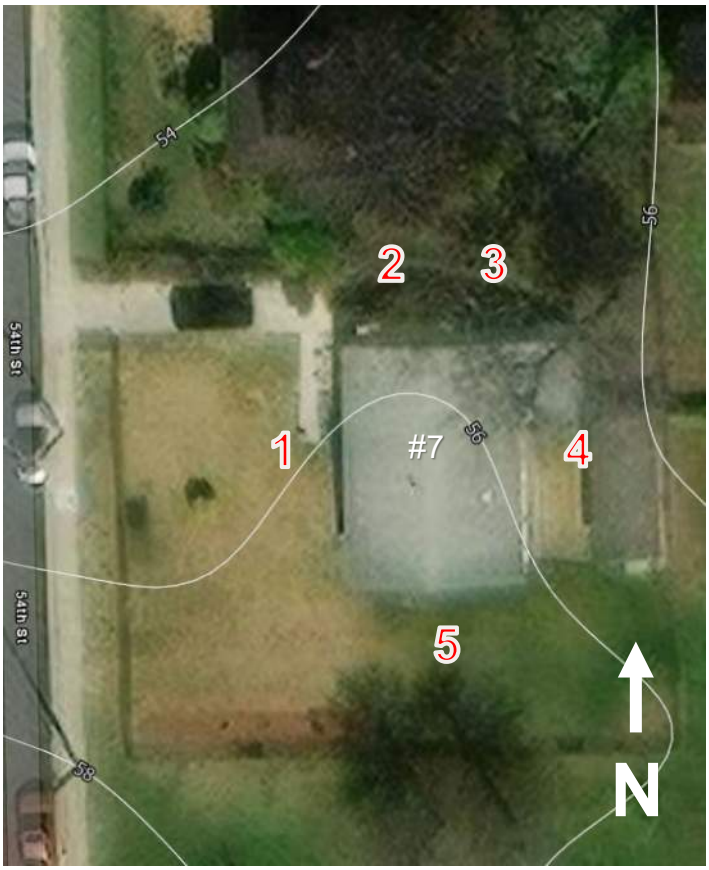


Figure 2.7.1.1 Property #7: Aerial view with elevation contours and photo numbering

Figure 2.7.1.2 Property #7: Front side (west side)

Figure 2.7.1.3 Property #7: Side (north side)

Figure 2.7.1.4 Property #7: Side addition (north)

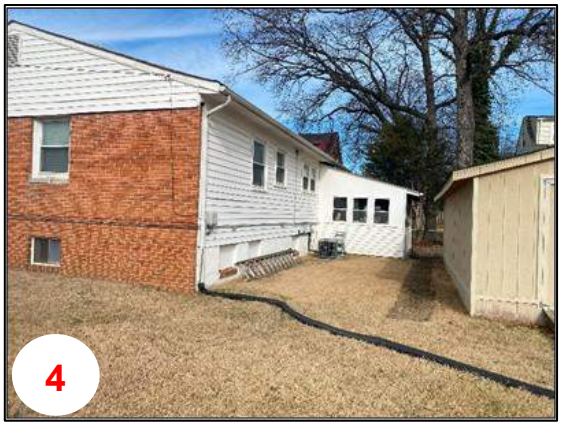


Figure 2.7.1.5 Property #7: Back (east side)

Figure 2.7.1.6 Property #7: Side (south)

2.7.2 Flood Risk

Flood modeling indicates that the capacity of the Edmonston Channel culvert at Taussig Road will be exceeded in a 100-year event, as it will cause overland flow northward along 54th Street with floodwater surrounding the building at 4211 54th Street. See Figure 2.7.2.1. The 100-year flood level is approximately 1.5 feet below the first floor. Floodwater will likely enter the basement through the basement door at the north side and basement windows at the south and east sides of the building. The basement windows are approximately 1.6 feet below the 100-year flood level. The addition at the back (east) side is at risk to floodwater entering the building, with the exterior door approximately 1.3 feet below the 100-year flood level. The HVAC unit at the back (east) side of the building is approximately 2 feet below the 100-year flood level. Table 2.7.1 below lists the critical building elevations relative to the 100-year flood level. The lowest point of entry at the upper stair landing to the basement door would be the first location floodwater would exceed a critical elevation and begin to pose a flooding threat to the basement. This location is below the 100-year water surface elevation by 2.4 feet. The basement door is 7 feet below the 100-year water surface elevation. Also, a couple of the basement wall penetrations are below the 100-year water surface elevation, including the plumbing pipe and cable at the south side.

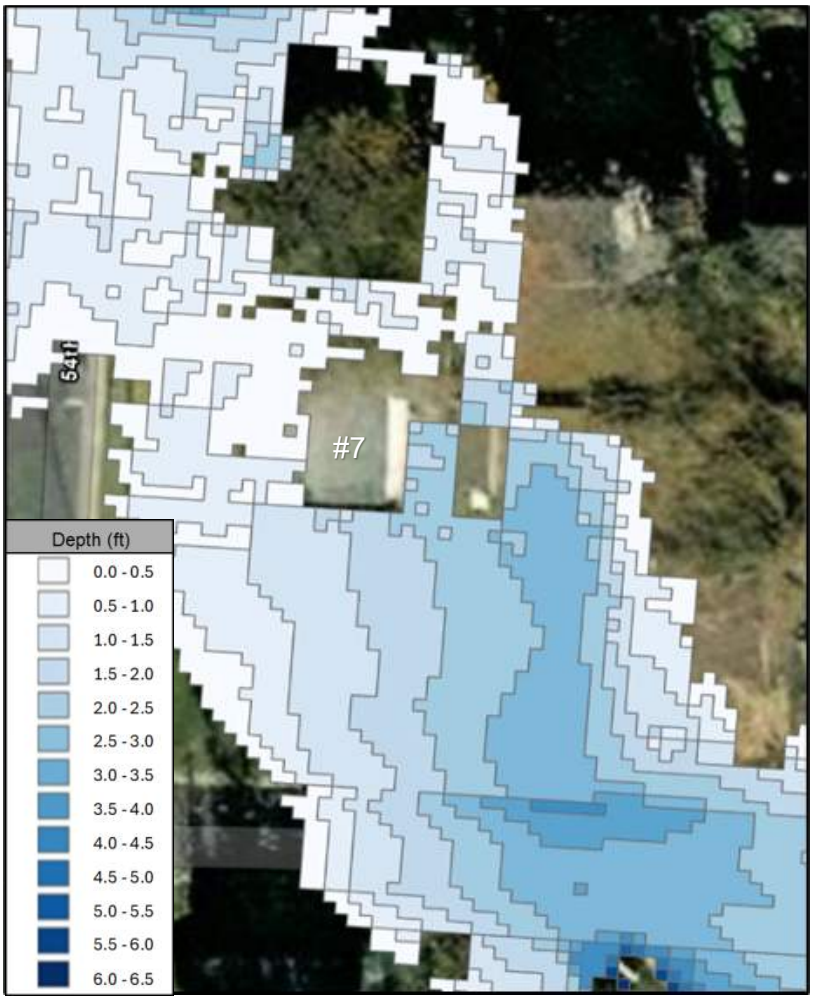


Figure 2.7.2.1 Property #7: 100-year flood depth above grade

Table 2.7.1 Property #7: Critical building elevations relative to the 100-year flood level

Item	Elevation	Notes
Main Floor	+1.5 feet	
100-year Water Surface Elevation	**58.2 feet**	
Exterior Door for Addition at North Side	-1.3 feet	
Basement Windowsills at South and East Sides	-1.6 feet	
Lowest Point of Entry	-2.9 feet	Upper Stair Landing to Basement Door
Adjacent Grade	-2.9 feet	
Basement Door	-7.0 feet	

2.7.3 Strategy Recommended

Property Acquisition

Property acquisition is the preferred recommendation. This property has very high risk of flooding from a 100-year event compared to many other properties in the watershed as floodwater could surround the building. To protect the basement from flooding, major retrofits would be required to resist the flood loads imposed on the basement/foundation walls. Without significant renovations, simply blocking the floodwater may threaten the structural integrity of the existing basement construction and pose a risk to the building. Property acquisition can help prevent future flood damage and preserve lives that could be lost from building failure. When the building is demolished through property acquisition, it has the added benefit of creating a community amenity by replacing the residential property with a community feature on this lot, such as a park.

2.7.4 Strategies Considered

The following site-specific flood mitigation strategies were assessed as potential options to reduce the risk of flood damage to this home. Due to structural and property constraints, technical feasibility, cost, and other factors, these strategies were eliminated as feasible options for this property.

Homeowner Flood Retrofits and Raise the Lowest Point of Entry: Given the extent of flooding around the building, homeowner retrofits and raising the lowest point of entry would simply block the floodwater and may threaten the structural integrity of the existing basement construction while posing a risk to the building. This would likely involve exorbitant costs and require temporary relocation of the occupants for an extended period of time while the building experiences major structural renovations to resist flood loads.

Dry Floodproofing: Based on the modeled extent of the 100-year event, full and comprehensive dry floodproofing is not recommended for this home. This strategy would involve adherence to rigorous standards that produce extensive renovations and large costs that are not appropriate for residential basements. Prior to implementing this strategy, an engineering assessment would be required to determine if the existing structure can support the flood loads. Significant structural modifications would likely be needed for the basement wall, footings, and basement slab to resist flood loads and other modifications (e.g., flood doors, waterproofing, etc.) would be needed to address dry floodproofing requirements.

Grading and Placement of Fill: Additional fill to protect the building would result in a berm that would create an aesthetically unpleasing and odd feature compared to nearby properties. Also, it would increase the amount of flooding to properties nearby and potentially to those downstream.

Permanent Floodwall: Floodwall placement is not advised for this property. It likely would increase the amount of flooding to properties nearby and potentially downstream as well. The floodwall would need to be built over the existing underground culvert which could significantly increase the cost of design and construction.

2.7.5 Structural Strategies

Based on an evaluation of modeled alternatives, the proposed bridge enlargement at Taussig Road (BE-5) and channel improvements from Upshur Street to 54th Street (CI-1) would potentially remove the building from the 100-year floodplain. For more information, refer to Section 8 (Proposed Improvements) of the Bladensburg Flood Reduction Preliminary Design Report.

2.8 Property #8: 5404 Taussig Road

2.8.1 Description

The property at 5404 Taussig Road consists of a one-story building with a crawlspace. The front entrance has steps leading up to the front door along the front (west) side. Nearby there is a boarded opening to the crawlspace located a few inches above grade. The building has ventilation vents for the crawlspace just below the first floor that allow airflow in and out of the crawlspace. The east side of the building has a door and HVAC unit approximately 0.5 feet above grade. Figure 2.8.1.1 below provides an aerial view of the home with topographic elevation contours, and the property is further depicted in Figure 2.8.1.2, Figure 2.8.1.3 and Figure 2.8.1.4. Only three sides of the home were photographed as the homeowner did not grant access to the backyard of the property.

Figure 2.8.1.1 Property #8: Aerial view with elevation contours and photo numbering

Figure 2.8.1.2 Property #8: Front side (west side)

Figure 2.8.1.3 Property #8: Side (south side)

Figure 2.8.1.4 Property #8: Side (east side)

2.8.2 Flood Risk

Flood modeling indicates that the capacity of the Edmonston Channel culvert at Taussig Road will be exceeded in a 100-year event, as it will cause overland flow northward such that floodwater extends to the front (west) and south sides of the building at 5404 Taussig Road. The 100-year flood level is approximately 1.1 feet below the first floor. A 100-year event could inundate the crawlspace with approximately 1 foot of water as it potentially enters through the boarded opening on the front (west) side of the home.
Figure 2.8.2.1 shows the modeled 100-year flood depth near the building. Table 2.8.1 below lists the critical building elevations relative to the 100-year flood level. The lowest point of entry at the crawlspace door is approximately 0.8 feet below the 100-year water surface elevation. None of the wall penetrations are below the 100-year water surface elevation.

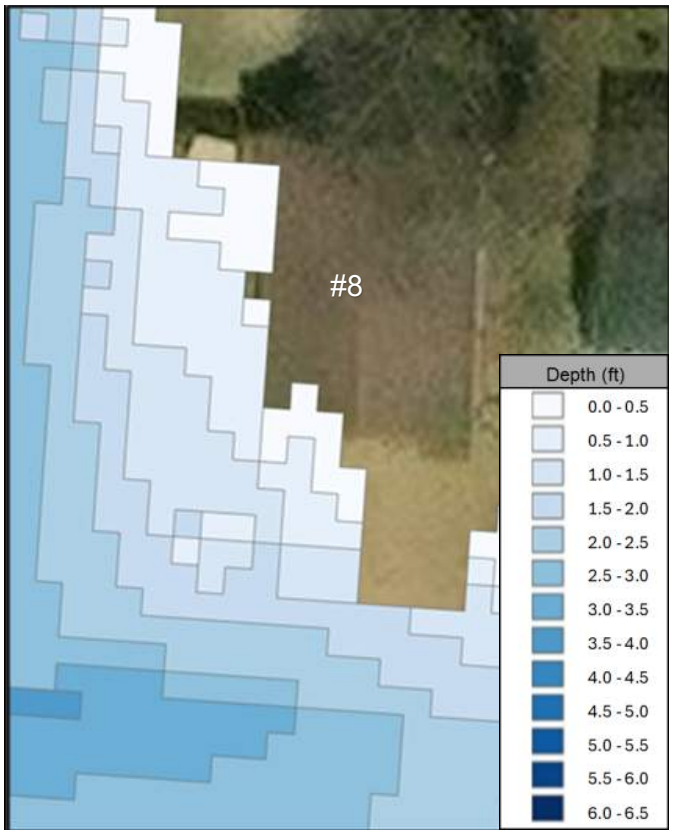


Figure 2.8.2.1 Property #8: 100-year flood depth above grade

Table 2.8.1 Property #8: Critical building elevations relative to the 100-year flood level

Item	Elevation	Notes
Main Floor	+1.1 feet	
100-year Water Surface Elevation	**58.7 feet**	
Lowest Point of Entry	-0.8 feet	Crawlspace Door
Adjacent Grade	-1.2 feet	

2.8.3 Strategy Recommended

Homeowner Flood Retrofits

The following retrofits are recommended to help mitigate flood risk for this property:

- Install flood openings to equalize water pressure on the foundation walls at the crawlspace. This would involve at least two openings on different sides of the building. The bottom of the flood opening should be within 1 foot above the adjacent grade. Typically, each flood opening is between 3 to 16 inches wide and 3 to 8 inches tall. An assessment of the crawlspace is recommended prior to the installation of flood vents to determine if additional retrofits, such as the use of flood damage resistant materials, are needed within the crawlspace. The components within the crawlspace should be suitable for exposure to floodwater.

2.8.4 Strategies Considered

The following site-specific flood mitigation strategies were assessed as potential options to reduce the risk of flood damage to this home. Due to structural and property constraints, technical feasibility, cost, and other factors, these strategies were eliminated as feasible options for this property.

Raise the Lowest Point of Entry: Raising the lowest point of entry would be a higher cost than homeowner retrofits, as described above, for a similar degree of flood protection. It would require sealing the crawlspace to the 100-year water surface elevation. This would be difficult to achieve and to maintain code compliance for proper ventilation of the crawlspace.

Dry Floodproofing: Dry floodproofing is not advisable for crawlspaces. This strategy would involve adherence to rigorous standards that produce renovations with significant costs that exceed the costs for homeowner flood retrofits. Prior to implementing this strategy, an engineering assessment would be required to determine if the existing structure can support the flood loads. Significant structural modifications would likely be needed to address dry floodproofing requirements.

Grading and Placement of Fill: This strategy is not recommended because of the limited available property on which to construct a berm. Also, it likely would increase the amount of flooding to properties nearby and potentially to those downstream.

Permanent Floodwall: Floodwall placement is not advised for this property. It likely would increase the amount of flooding to properties nearby and potentially downstream as well.

2.8.5 Structural Strategies

Based on an evaluation of modeled alternatives, the proposed bridge enlargement at Taussig Road (BE-5) and channel improvements from Upshur Street to 54th Street (CI-1) would potentially remove the building from the 100-year floodplain. For more information, refer to Section 8 (Proposed Improvements) of the Bladensburg Flood Reduction Preliminary Design Report.

2.9 Property #9: 4209 54th Street

2.9.1 Description

The Property at 4209 54th Street consists of a one-story building with a basement. A garage door on the north side of the home is connected to the basement level and is at grade. There are two basement windows on the north side as well as several wall penetrations such as an electric meter, cable, dryer vent, and hose bib. Each of these penetrations is at least 2.5 feet above the basement floor. The HVAC unit is at grade on the south side. Figure 2.9.1.1 below provides an aerial view of the home with topographic elevation contours, and the property is further depicted in Figure 2.9.1.2, Figure 2.9.1.3, Figure 2.9.1.4, and Figure 2.9.1.5.

Figure 2.9.1.1 Property #9: Aerial view with elevation contours and photo numbering

Figure 2.9.1.2 Property #9: Front side (west side)

Figure 2.9.1.3 Property #9: Side (north side)

Figure 2.9.1.4 Property #9: Back side (east side)

Figure 2.9.1.5 Property #9: Side (south side)

2.9.2 Flood Risk

The property at 4209 54th Street borders the Edmonston Channel on the back (east) side of the property near the Edmonston Channel culvert at Taussig Road where it transitions underground. Flood modeling indicates that the capacity of the Edmonston Channel culvert at Taussig Road will be exceeded in a 100-year event, as it will cause floodwater to encroach on the northeast corner of the building. The 100-year flood level is 8 feet below the first floor. However, floodwater could potentially enter the basement through the basement door at the back (east) side and the garage door at the north side. Figure 2.9.2.1 shows the modeled 100-year flood depth to be approximately 0.5 feet above the nearest adjacent grade to the building. Table 2.9.1 below lists the critical building elevations relative to the 100-year flood level. The lowest point of entry at the basement garage is approximately 0.4 feet below the 100-year water surface elevation. None of the basement wall penetrations are below the 100-year water surface elevation. According to the resident, there has been no flooding of the building.

Figure 2.9.2.1 Property #9: 100-year flood depth above grade

Table 2.9.1 Property #9: Critical building elevations relative to the 100-year flood level

Item	Elevation	Notes
Main Floor	+8.0 feet	
100-year Water Surface Elevation	**58.6 feet**	
Basement Door	-0.1 feet	
Lowest Point of Entry	-0.4 feet	Garage Door
Adjacent Grade	-0.5 feet	

2.9.3 Strategy Recommended

Homeowner Flood Retrofits and Raise the Lowest Point of Entry

The following retrofits are recommended to help mitigate flood risk for this property:

- Install a battery backup sump pump at the basement to assist with water removal, if one does not already exist. Make sure the discharge is in an area above the 100-year water surface elevation.
- Replace interior basement floor finishes with flood damage resistant materials to limit damage from water intrusion (e.g., replace carpet with tiles and paper-faced gypsum board with wood paneling, or wainscoting at the walls).
- Replace the basement door at the east side with a flood-resistant door.

- Install a flood-resistant garage door or install a passive barrier at the garage door such as a self-deploying flood barrier to raise the lowest point of entry. Typically, these systems are constructed underground. Coordination with nearby utility providers may be a large factor in the viability of this option.
- Prior to installing the two preceding retrofits above, an engineering assessment should be performed to determine if the existing structure can support the flood loads. Structural modifications may be needed before installation.

2.9.4 Strategies Considered

The following site-specific flood mitigation strategies were assessed as potential options to reduce the risk of flood damage to this home. Due to structural and property constraints, technical feasibility, cost, and other factors, these strategies were eliminated as feasible options for this property.

Dry Floodproofing: Based on the modeled extent of the 100-year event, full and comprehensive dry floodproofing is not recommended for this home. This strategy would involve adherence to rigorous standards that produce extensive renovations and large costs that are not appropriate for residential basements. Prior to implementing this strategy, an engineering assessment would be required to determine if the existing structure can support the flood loads. Significant structural modifications would likely be needed for the basement wall, footings, and basement slab to resist flood loads and other modifications (e.g., flood doors, waterproofing, etc.) would be needed to address dry floodproofing requirements.

Grading and Placement of Fill: Additional fill to protect the building would result in a berm that would create an aesthetically unpleasing and odd feature compared to nearby properties, especially at the driveway leading to the garage. Also, it could potentially increase the amount of flooding to properties downstream.

Permanent Floodwall: Floodwall placement is not advised for this property. Given the limited risk of flooding, the building of a permanent floodwall would be a higher cost than the homeowner retrofits, as described above, for a similar degree of flood protection. It could potentially increase the amount of flooding to properties downstream as well.

2.9.5 Structural Strategies

Based on an evaluation of modeled alternatives, the proposed bridge enlargement at Taussig Road (BE-5) and channel improvements from Upshur Street to 54th Street (CI-1) would potentially remove the building from the 100-year floodplain. For more information, refer to Section 8 (Proposed Improvements) of the Bladensburg Flood Reduction Preliminary Design Report.

2.10 Property #10: 5409 Taussig Road

2.10.1 Description

The property at 5409 Taussig Road consists of a split-level building. There are ground floor windows at the front (north), east, and back (south) sides. The exterior wall at the back (south) side has penetrations for hose bibs, a dryer vent, and electrical service. At the back (south) side the basement door is below grade and accessed by way of an exterior step. Figure 2.10.1.1 below provides an aerial view of the home with topographic elevation contours, and the property is further depicted in Figure 2.10.1.2, Figure 2.10.1.3, Figure 2.10.1.4, and Figure 2.10.1.5.

Figure 2.10.1.1 Property #10: Aerial view with elevation contours and photo numbering

Figure 2.10.1.2 Property #10: Front side (north side)

Figure 2.10.1.3 Property #10: Side (west side)

Figure 2.10.1.4 Property #10: Back side (south side)

Figure 2.10.1.5 Property #10: Side (east side)

2.10.2 Flood Risk

The property at 5409 Taussig Road borders the Edmonston Channel on the west side of the property near the Edmonston Channel culvert at Taussig Road where it transitions underground. Flood modeling indicates that the capacity of the Edmonston Channel culvert at Taussig Road will be exceeded in a 100-year event, as it will cause floodwater to extend to the back (south) side and west side of the building. Flood modeling indicates that the 100-year flood level is more than 5 feet below the main floor. However, floodwater could potentially enter the ground floor (basement) through the lowest level back (south) door. Figure 2.10.2.1 shows the modeled 100-year flood depth to be approximately 2.5 feet above the nearest adjacent grade to the building. Table 2.10.1 below lists the critical building elevations relative to the 100-year flood level. The lowest point of entry at the top of basement door stairwell would be the first location floodwater would exceed a critical elevation and begin to pose a flooding threat to the basement. This location is below the 100-year water surface elevation by 2.4 feet. The basement door is 3.2 feet below the 100-year water surface elevation. A hose bib penetrating the basement wall near the door is below the 100-year water surface elevation.

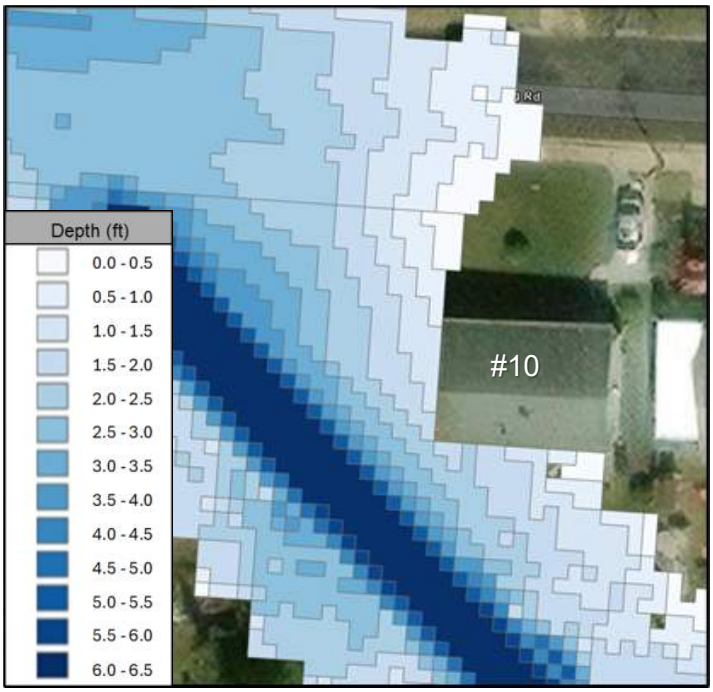


Figure 2.10.2.1 Property #10: 100-year flood depth above grade

Table 2.10.1 Property #10: Critical building elevations relative to the 100-year flood level

Item	Elevation	Notes
Front Door	+2.1 feet	
100-year Water Surface Elevation	**58.9 feet**	
Lowest Point of Entry	-2.4 feet	Upper Landing of Basement Door Stairwell
Adjacent Grade	-2.5 feet	
Basement Door	-3.2 feet	

2.10.3 Strategy Recommended

Homeowner Flood Retrofits and Raise the Lowest Point of Entry

The following retrofits are recommended to help mitigate the high risk of flooding for this property:

- Install a battery backup sump pump at the basement to assist with water removal, if one does not already exist. Make sure the discharge is in an area above the 100-year water surface elevation.
- Provide a waterproof seal for the hose bib penetration through the basement wall.
- Replace interior basement floor finishes with flood damage resistant materials to limit damage from water intrusion (e.g., replace carpet with tiles and paper-faced gypsum board with wood paneling, or wainscoting at the walls).

- Excavate around the property's back (south) and west side exterior ground floor (basement) walls. Install exterior surface waterproofing to the footing and ground floor wall that is below grade. The waterproofing should extend at least to the 100-year water surface elevation.
- Replace the basement door at the south side with a flood-resistant door or install a hinged flood gate at the upper landing of the basement door stairwell to raise the lowest point of entry. The hinged flood gate will require a new concrete stairwell with approximately 2.5 feet taller walls. The top of the flood gate and stairwell walls should at least match the 100-year water surface elevation.
- Prior to installing the two previous retrofits, an engineering assessment should be performed to determine if the existing structure can support the flood loads. Structural modifications may be needed before installation.
- Prevent rainwater from collecting at the base of the exterior stairwell by either adding a roof extension over the stairwell or adding a drain at the bottom of the stairs connected to the sump pump.

2.10.4 Strategies Considered

The following site-specific flood mitigation strategies were assessed as potential options to reduce the risk of flood damage to this home. Due to structural and property constraints, technical feasibility, cost, and other factors, these strategies were eliminated as feasible options for this property.

Dry Floodproofing: Based on the modeled extent of the 100-year event, full and comprehensive dry floodproofing is not recommended for this home. This strategy would involve adherence to rigorous standards that produce extensive renovations and large costs that are not appropriate for residential basements. Prior to implementing this strategy, an engineering assessment would be required to determine if the existing structure can support the flood loads. Significant structural modifications would likely be needed for the basement wall, footings, and basement slab to resist flood loads and other modifications (e.g., flood doors, waterproofing, etc.) would be needed to address dry floodproofing requirements.

Grading and Placement of Fill: Additional fill to protect the building is not recommended because it would likely increase the amount of flooding to properties nearby and potentially to those downstream.

Permanent Floodwall: Floodwall placement is not advised for this property. It would likely increase the amount of flooding to properties nearby and potentially downstream as well.

2.10.5 Structural Strategies

Based on an evaluation of modeled alternatives, the proposed bridge enlargement at Taussig Road (BE-5) and channel improvements from Upshur Street to 54th Street (CI-1) would potentially remove the building from the 100-year floodplain. For more information, refer to Section 8 (Proposed Improvements) of the Bladensburg Flood Reduction Preliminary Design Report.

2.11 Property #11: 5408 Taylor Street

2.11.1 Description

The property at 5408 Taylor Street consists of a one-story building with a basement and a sump pump system. A few steps lead to the front (south) door at an elevated landing. The back door on the back (north) side of the building is a few inches above grade. There are two basement windows along the front (south) side and two along the west side of the building approximately 1 foot and 2 feet above grade, respectively. Multiple penetrations exist at the exterior wall for electrical components along the west side. Figure 2.11.1.1 below provides an aerial view of the home with topographic elevation contours, and the property is further depicted in Figure 2.11.1.2 and Figure 2.11.1.3. Only two sides of the home were able to be photographed as the homeowner did not grant access to the property.

Figure 2.11.1.1 Property #11: Aerial view with elevation contours and photo numbering

Figure 2.11.1.2 Property #11: Front side (south side) *Figure 2.11.1.3 Property #11: Side (west side)*

2.11.2 Flood Risk

The property at 5408 Taylor Street borders the Edmonston Channel on the west side of the property near the Taylor Street bridge. Flood modeling indicates that the capacity of the Taylor Street bridge will be exceeded in a 100-year event, as it will cause floodwater to overtop the bridge and stretch eastward until it surrounds the building. See Figure 2.11.2.1. The main floor is 3.7 feet above the 100-year flood. However, floodwater will likely enter the basement through the basement door at the back (north) side and through basement windows at the west side of the building. The basement windows are approximately 0.5 feet below the 100-year flood level. Table 2.11.1 below lists the critical building elevations relative to the 100-year flood level. Based upon the survey, the lowest point of entry at the botttom of the basement door is 2 feet below the 100-year water surface elevation. Note that the restricted access to the backyard by the fence may have prevented the identification of other flood risks.

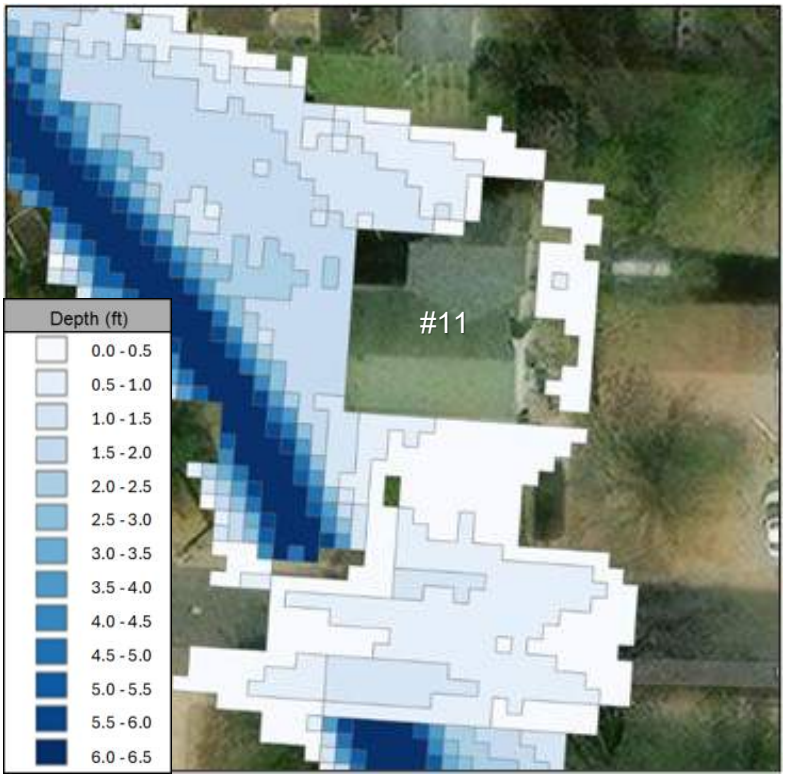


Figure 2.11.2.1 Property #11: 100-year flood depth above grade

Table 2.11.1 Property #11: Critical building elevations relative to the 100-year flood level

Item	Elevation	Notes
Main Floor	+3.7 feet	
100-year Water Surface Elevation	**59.1 feet**	
Basement Windowsills at West Side	-0.5 feet	
Lowest Point of Entry	-2.0 feet	Basement Door
Adjacent Grade	-2.6 feet	

2.11.3 Strategy Recommended

Property Acquisition:

Property acquisition is the preferred recommendation. This property has a very high risk of flooding from a 100-year event compared to many other properties in the watershed as floodwater could surround the building. To protect the basement from flooding, major retrofits would be required to resist the flood loads imposed on the basement/foundation walls. Without significant renovations, simply blocking the floodwater may threaten the structural integrity of the existing basement construction and pose a risk to the building. Property acquisition can help prevent future flood damage and preserve lives that could be lost from building failure. When the building is demolished through property acquisition, it has the added benefit of creating a community amenity by replacing the residential property with a community feature on this lot, such as a park.

2.11.4 Strategies Considered

The following site-specific flood mitigation strategies were assessed as potential options to reduce the risk of flood damage to this home. Due to structural and property constraints, technical feasibility, and cost, among other factors, these strategies were eliminated as feasible options for this property.

Homeowner Flood Retrofits and Raise the Lowest Point of Entry: Given the extent of flooding around the building, homeowner retrofits and raising the lowest point of entry would simply block the floodwater and may threaten the structural integrity of the existing basement construction while posing a risk to the building. This would likely involve exorbitant costs and require temporary relocation of the occupants for an extended period of time while the building experiences major structural renovations to resist flood loads.

Dry Floodproofing: Based on the modeled extent of the 100-year event, full and comprehensive dry floodproofing is not recommended for this home. This strategy would involve adherence to rigorous standards that produce extensive renovations and large costs that are not appropriate for residential basements. Prior to implementing this strategy, an engineering assessment would be required to determine if the existing structure can support the flood loads. Significant structural modifications would likely be needed for the basement wall, footings, and basement slab to resist flood loads and other modifications (e.g., flood doors, waterproofing, etc.) would be needed to address dry floodproofing requirements.

Grading and Placement of Fill: Additional fill to protect the building would result in a berm that would create an aesthetically unpleasing and odd feature compared to nearby properties. Also, it would likely increase the amount of flooding to properties nearby and potentially to those downstream.

Permanent Floodwall: Floodwall placement is not advised for this property. It likely would increase the amount of flooding to properties nearby and potentially downstream as well.

2.11.5 Structural Strategies

Based on an evaluation of modeled alternatives, the proposed bridge enlargements at Taylor Street (BE-2), Spring Road (BE-3), and 54th Place (BE-4) would potentially remove the building from the 100-year floodplain. For more information, refer to Section 8 (Proposed Improvements) of the Bladensburg Flood Reduction Preliminary Design Report.

2.12 Property #12: 5411 Taylor Street

2.12.1 Description

The property at 5411 Taylor Street consists of a one-story building with a basement and sump pump system. There is an addition on the back (south) side at the same level as the basement. The homeowner did not grant permission for measurements and only permitted limited access for photography. As such there is limited data available and documented, apart from verbal descriptions provided by the homeowner. Figure 2.12.1.1 below provides an aerial view of the home with topographic elevation contours and the property is further depicted in Figure 2.12.1.2, Figure 2.12.1.3, and Figure 2.12.1.4.

Figure 2.12.1.1 Property #12: Aerial view with elevation contours and photo numbering

Figure 2.12.1.2 Property #12: Front side (north side)

Figure 2.12.1.3 Property #12: Front side (north side)

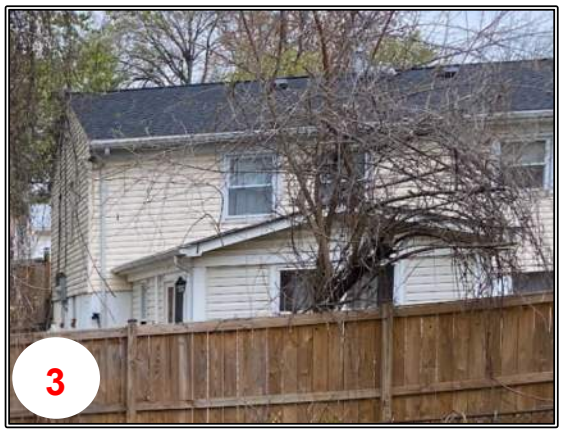


Figure 2.12.1.4 Property #12: Back side (south side)

2.12.2 Flood Risk

The property at 5411 Taylor Street borders the Edmonston Channel on the west side of the property near the Taylor Street bridge. Flood modeling indicates that floodwater encroaches on the southwest corner of the building in a 100-year event. See Figure 2.12.2.1. The main floor is 6.8 feet above the 100-year flood. However, floodwater will likely enter the addition at the back (south) side through the door and from there floodwater may extend into the basement. Table 2.12.1 below lists the critical building elevations relative to the 100-year flood level. Based upon the survey, the lowest point of entry at the botttom of the door at the addition is 0.6 feet below the 100-year water surface elevation. Note that the restricted access to the backyard by the fence may have prevented the identification of other flood risks.

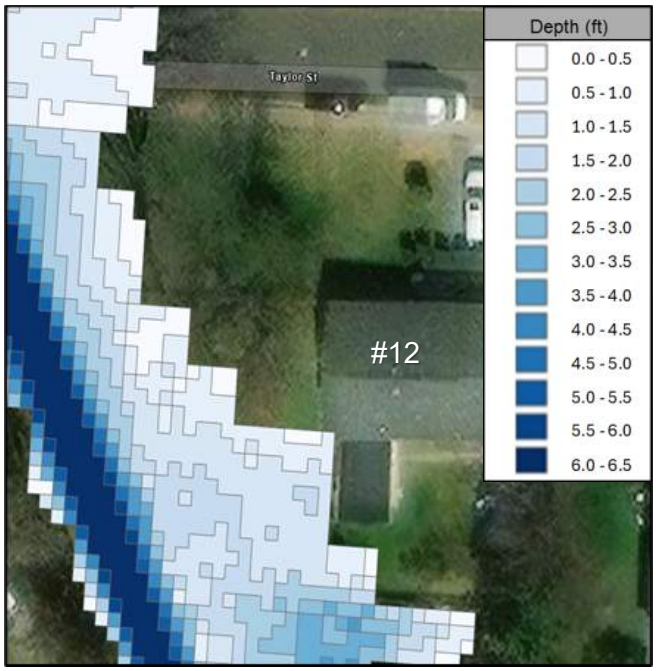


Figure 2.12.2.1 Property #12: 100-year flood depth above grade

Table 2.12.1 Property #12: Critical building elevations relative to the 100-year flood level

Item	Elevation	Notes
Main Floor	+6.8 feet	
100-year Water Surface Elevation	**60.2 feet**	
Lowest Point of Entry	-0.6 feet	East Side Door at the Addition
Adjacent Grade	-1.5 feet	

2.12.3 Strategy Recommended

Homeowner Flood Retrofits and Raise the Lowest Point of Entry

The following retrofits are recommended to help mitigate flood risk for this property:

- Install a battery backup for the sump pump at the basement, if one does not already exist. Make sure the discharge is in an area above the 100-year water surface elevation.
- Replace interior basement floor finishes with flood damage resistant materials to limit damage from water intrusion (e.g., replace carpet with tiles and paper-faced gypsum board with wood paneling, or wainscoting at the walls).

- Replace the east side door at the addition with a flood-resistant door or install a new concrete landing that is above the 100-year water surface elevation. If the threshold of the door cannot be altered, then a new concrete well with an approximately 6-inch raised patio may be used to block floodwater. Prevent rainwater from collecting at the base of the exterior well/door landing by either adding a roof extension over the door landing or adding a drain at the low point connected to the sump pump.
- Retrofit the addition's exterior walls with a concrete wall with a top that is at least as high as the 100-year water surface elevation. This may create a new exterior concrete façade for the bottom 6 to 12 inches of the walls at the addition. This retrofit along with the flood resistant door will raise the lowest point of entry.
- Prior to installing the two previous retrofits, an engineering assessment should be performed to determine if the existing structure can support the flood loads. Structural modifications may be needed before installation.

2.12.4 Strategies Considered

The following site-specific flood mitigation strategies were assessed as potential options to reduce the risk of flood damage to this home. Due to structural and property constraints, technical feasibility, cost, and other factors, these strategies were eliminated as feasible options for this property.

Dry Floodproofing: Based on the modeled extent of the 100-year event, full and comprehensive dry floodproofing is not recommended for this home. This strategy would involve adherence to rigorous standards that produce extensive renovations and large costs that are not appropriate for residential basements and wood framed construction. Prior to implementing this strategy, an engineering assessment would be required to determine if the existing structure can support the flood loads. Significant structural modifications would likely be needed for the basement wall, footings, and basement slab to resist flood loads and other modifications (e.g., flood doors, waterproofing, etc.) would be needed to address dry floodproofing requirements. Similar structural modifications may be needed for the addition at the back (south) side as well.

Grading and Placement of Fill: Additional fill to protect the building would result in a berm that would create an aesthetically unpleasing and odd feature compared to nearby properties. Also, it would likely increase the amount of flooding to properties nearby and potentially to those downstream.

Permanent Floodwall: Floodwall placement is not advised for this property. It would potentially increase the amount of flooding to properties nearby and downstream as well.

2.12.5 Structural Strategies

Based on an evaluation of modeled alternatives, the proposed bridge enlargements at Taylor Street (BE-2), Spring Road (BE-3), and 54th Place (BE-4) would potentially remove the building from the 100-year floodplain. For more information, refer to Section 8 (Proposed Improvements) of the Bladensburg Flood Reduction Preliminary Design Report.

2.13 Property #13: 5416 Spring Road

2.13.1 Description

The property at 5416 Spring Road consists of a one-story building with a basement. The grade is highest near the front (south) and tapers down to low points at the west side of the building. There are two basement doors at grade on the west side. Additionally, along the west side and a few steps up from the doors, the building has the HVAC unit and window at grade. The building has multiple penetrations through the exterior basement wall at the front (south), west, and back (north) sides for electrical conduits, a hose bib, dryer vents, electrical outlets, and a window A/C unit. The home has a sump pump in the backyard with a trench. Figure 2.13.1.1 below provides an aerial view of the home with topographic elevation contours, and the property is further depicted in Figure 2.13.1.2, Figure 2.13.1.3, Figure 2.13.1.4, and Figure 2.13.1.5.

Figure 2.13.1.1 Property #13: Aerial view with elevation contours and photo numbering

Figure 2.13.1.2 Property #13: Front side (south side)

Figure 2.13.1.3 Property #13: Side (east side)

Figure 2.13.1.4 Property #13: Back side (north side)

Figure 2.13.1.5 Property #13: Side (west side)

2.13.2 Flood Risk

The property at 5416 Spring Road borders the Edmonston Channel on the west side of the property near the Spring Road bridge. Flood modeling indicates that the capacity of the Spring Road bridge will be exceeded in a 100-year event, as it will cause floodwater to overtop the bridge and extend to the south, west, and north walls of the building. See Figure 2.13.2.1. The main floor is 4.4 feet above the 100-year flood level. However, floodwater will likely enter the basement at the west side through two basement doors. The backyard slopes down towards the building so that the bottom of the basement doors are roughly 2 feet below the top of the channel. The sump pump in the backyard will likely not help during a 100-year event because the outfall will be pumping to an area of the channel that is likely below the 100-year water surface elevation. Table 2.12.1 below lists the critical building elevations relative to the 100-year flood level. The lowest point of entry at the botttom of the southernmost basement door is 3.9 feet below the 100-year water surface elevation. The nearby basement door to the north is just a few inches above this low point. Several basement wall penetrations are below the 100-year water surface elevation, including a plumbing pipe, dryer vents, hose bib, and electrical outlet at the west side. Note that the lattice screen under the side deck may have prevented the identification of other flood risks.

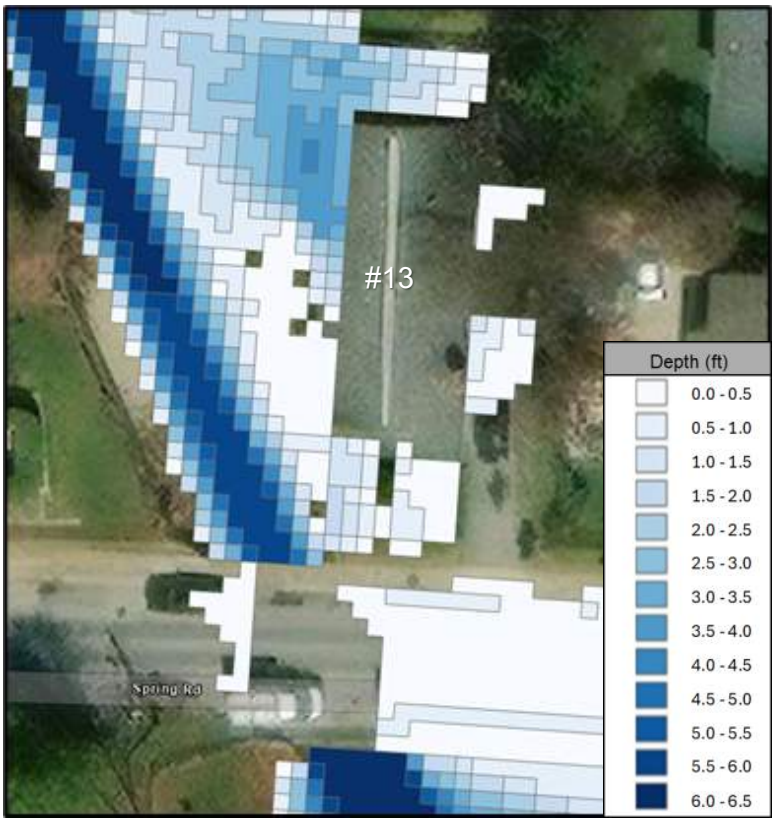


Figure 2.13.2.1 Property #13: 100-year flood depth above grade

Table 2.13.1 Property #13: Critical building elevations relative to the 100-year flood level

Item	Elevation	Notes
Main Floor	+4.4 feet	
100-year Water Surface Elevation	**60.0 feet**	
Basement Windowsill at West Side	-0.2 feet	
Basement Door at the West Side	-3.7 feet	Northernmost Basement Door
Lowest Point of Entry	-3.9 feet	Southernmost Basement Door
Adjacent Grade	-4.1 feet	

2.13.3 Strategy Recommended

Property Acquisition

Property acquisition is the preferred recommendation. This property has a very high risk of flooding from a 100-year flood as floodwater could extend to three sides of the building with floodwater depths approaching 4 feet on exposed walls in some areas. To protect the basement from flooding, major retrofits would be required to resist the flood loads imposed on the basement/foundation walls. Without significant renovations, simply blocking the floodwater may threaten the structural integrity of the existing basement construction and pose a risk to the building. Property acquisition can help prevent future flood damage and preserve lives that could be lost from building failure. When the building is demolished through property acquisition, it has the added benefit of creating a community amenity by replacing the residential property with a community feature on this lot, such as a park.

2.13.4 Strategies Considered

The following site-specific flood mitigation strategies were assessed as potential options to reduce the risk of flood damage to this home. Due to structural and property constraints, technical feasibility, cost, and other factors, these strategies were eliminated as feasible options for this property.

Homeowner Flood Retrofits and Raise the Lowest Point of Entry: Given the extent of flooding around the building, homeowner retrofits and raising the lowest point of entry would simply block the floodwater and may threaten the structural integrity of the existing basement construction while posing a risk to the building. This would likely involve exorbitant costs and require temporary relocation of the occupants for an extended period of time while the building experiences major structural renovations to resist flood loads.

Dry Floodproofing: Based on the modeled extent of the 100-year event, full and comprehensive dry floodproofing is not recommended for this home. This strategy would involve adherence to rigorous standards that produce extensive renovations and large costs that are not appropriate for residential basements and wood framed construction. Prior to implementing this strategy, an engineering assessment would be required to determine if the existing structure can support the flood loads. Significant structural modifications would likely be needed for the basement wall, footings, and basement slab to resist flood loads and other modifications (e.g., flood doors, waterproofing, etc.) would be needed to address dry floodproofing requirements.

Grading and Placement of Fill: Additional fill to protect the building would result in a berm that would create an aesthetically unpleasing and odd feature compared to nearby properties. Also, it would increase the amount of flooding to properties nearby and potentially to those downstream.

Permanent Floodwall: Floodwall placement is not advised for this property. It would potentially increase the amount of flooding to properties nearby and downstream as well.

2.13.5 Structural Strategies

Based on an evaluation of modeled alternatives, the proposed bridge enlargements at Taylor Street (BE-2), Spring Road (BE-3), and 54th Place (BE-4) would reduce the flood risk to the property during a 100-year storm event. However, the building would still be in the 100-year floodplain. For more information, refer to Section 8 (Proposed Improvements) of the Bladensburg Flood Reduction Preliminary Design Report.

2.14 Property #14: 5419 Spring Road

2.14.1 Description

The property at 5419 Spring Road consists of a one-and-a-half story building with dormers at the roof. There are steps leading up to the front (north) door at a covered porch. The building has a finished basement. Close to the front (north) and along the west side, a basement window is at grade. The grade slopes down from the front to the back (south) of the building. Towards the back of the building, a shortened door at grade along the west side provides access to the basement. Under the back deck, a former basement opening is covered with boards. The building has two sump pumps. The HVAC unit is located a few inches above grade at the east side. Nearby, the HVAC conduit penetrates the exterior wall. Other basement wall penetrations include an electrical conduit and piping. Figure 2.14.1.1 below provides an aerial view of the home with topographic elevation contours, and the property is further depicted in Figure 2.14.1.2, Figure 2.14.1.3 and Figure 2.14.1.4.

Figure 2.14.1.1 Property #14: Aerial view with elevation contours and photo numbering

Figure 2.14.1.2 Property #14: Side (west side)

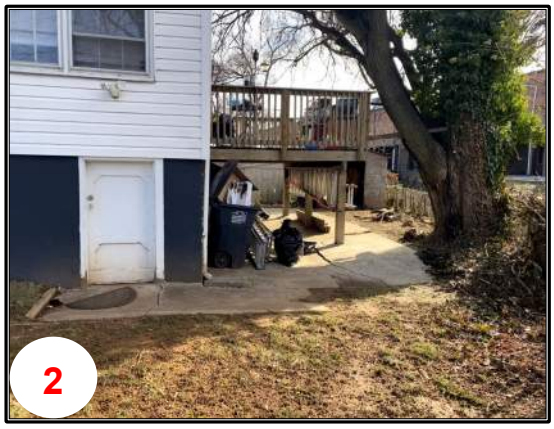


Figure 2.14.1.3 Property #14: Side (west side)

Figure 2.14.1.4 Property #14: Side (east side)

2.14.2 Flood Risk

The property at 5419 Spring Road borders the Edmonston Channel on the south side of the property near the 54th Place bridge. Flood modeling indicates that the capacity of the 54th Place bridge will be exceeded in a 100-year event, as it will cause floodwater to back up and extend to the east, south, and west walls of the building. See Figure 2.14.2.1. The main floor is 2.4 feet above the 100-year flood level. However, floodwater will likely enter the basement at the west side through a basement door as well as through boarded windows at the south side. Table 2.14.1 below lists the critical building elevations relative to the 100-year flood level. The lowest point of entry at the botttom of the basement door is 3.9 feet below the 100-year water surface elevation. A couple of basement wall penetrations are below the 100-year water surface elevation, including a plumbing pipe, and the HVAC conduit. Also, the HVAC unit at the east side of the building is more than a few feet below the 100-year water surface elevation. The homeowner stated no awareness of flooding to the building. Note that the objects adjacent to the exterior wall under the back (south) deck may have prevented the identification of other flood risks.

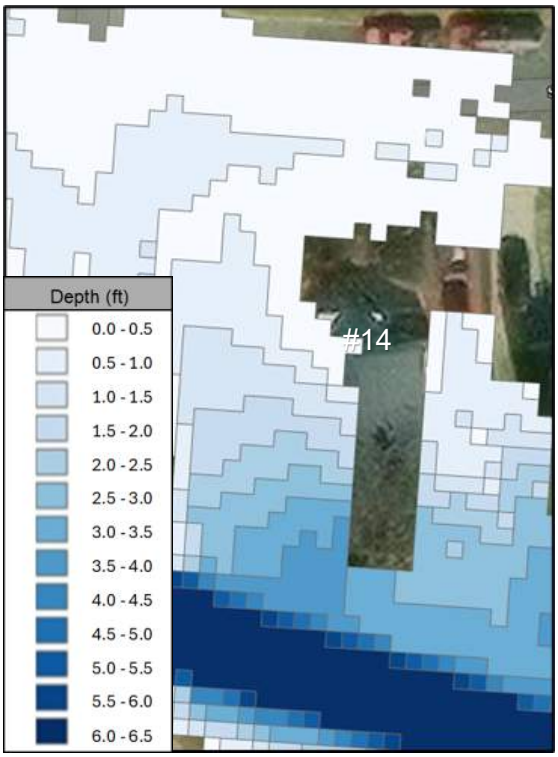


Figure 2.14.2.1 Property #14: 100-year flood depth above grade

Table 2.14.1 Property #14: Critical building elevations relative to the 100-year flood level

Item	Elevation	Notes
Main Floor	+2.4 feet	
100-year Water Surface Elevation	**66.0 feet**	
Basement Windowsill at East Side	-0.2 feet	
Basement Windowsill at West Side	-0.1 feet	
Boarded Basement Windowsills at South Side	-1.9 feet	
Lowest Point of Entry	-3.9 feet	Basement Door
Adjacent Grade	-4.0 feet	

2.14.3 Strategy Recommended

Property Acquisition:

Property acquisition is the preferred recommendation. This property has a very high risk of flooding from a 100-year flood as floodwater could surround the building. To protect the basement from flooding, major retrofits would be required to resist the flood loads imposed on the basement/foundation walls. Without significant renovations, simply blocking the floodwater may threaten the structural integrity of the existing basement construction and pose a risk to the building. Property acquisition can help prevent future flood damage and preserve lives that could be lost from building failure. When the building is demolished through property acquisition, it has the added benefit of creating a community amenity by replacing the residential property with a community feature on this lot, such as a park.

2.14.4 Strategies Considered

The following site-specific flood mitigation strategies were assessed as potential options to reduce the risk of flood damage to this home. Due to structural and property constraints, technical feasibility, cost, and other factors, these strategies were eliminated as feasible options for this property.

Homeowner Flood Retrofits and Raise the Lowest Point of Entry: Given the extent of flooding around the building, homeowner retrofits and raising the lowest point of entry would simply block the floodwater and may threaten the structural integrity of the existing basement construction while posing a risk to the building. This would likely involve exorbitant costs and require temporary relocation of the occupants for an extended period of time while the building experiences major structural renovations to resist flood loads.

Dry Floodproofing: Based on the modeled extent of the 100-year event, full and comprehensive dry floodproofing is not recommended for this home. This strategy would involve adherence to rigorous standards that produce extensive renovations and large costs that are not appropriate for residential basements. Prior to implementing this strategy, an engineering assessment would be required to determine if the existing structure can support the flood loads. Significant structural modifications would likely be needed for the basement wall, footings, and basement slab to resist flood loads and other modifications (e.g., flood doors, waterproofing, etc.) would be needed to address dry floodproofing requirements.

Grading and Placement of Fill: Additional fill to protect the building would result in a berm that would create an aesthetically unpleasing and odd feature compared to nearby properties. Also, it would increase the amount of flooding to properties nearby and potentially to those downstream.

Permanent Floodwall: Floodwall placement is not advised for this property. It would potentially increase the amount of flooding to properties nearby and downstream as well. If constructed, it would be most effective to construct a channel floodwall for all impacted properties on Spring Road. Given the amount of water overtopping this channel, extending the channel floodwall could increase flood risk farther downstream.

2.14.5 Structural Strategies

Based on an evaluation of modeled alternatives, the proposed bridge enlargements at Taylor Street (BE-2), Spring Road (BE-3), and 54th Place (BE-4) and channel improvements from 54th Place and 55th Avenue (CI-1) would reduce the flood risk to the property during a 100-year storm event. However, the building would still be in the 100-year floodplain. For more information, refer to Section 8 (Proposed Improvements) of the Bladensburg Flood Reduction Preliminary Design Report.

2.15 Property #15: 5421 Spring Road

2.15.1 Description

The property at 5421 Spring Road consists of a one-and-a-half story building with dormers at the roof. The grade slopes down from the front to the back of the building. At the back (south) side of the building, exterior steps lead down from the adjacent grade to a basement door. The HVAC unit is at grade near the basement door. Basement windows exist on the east, south, and west sides of the building. The building also has a sump pump system. There are penetrations through the basement wall for a hose bib (west side), dryer vent (south side), and gas piping (east side). Figure 2.15.1.1 below provides an aerial view of the home with topographic elevation contours, and the property is further depicted in Figure 2.15.1.2, Figure 2.15.1.3, Figure 2.15.1.4, and Figure 2.15.1.5.

Figure 2.15.1.1 Property #15: Aerial view with elevation contours and photo numbering

Figure 2.15.1.2 Property #15: Front side (north side) *Figure 2.15.1.3 Property #15: Side (west side)*

Figure 2.15.1.4 Property #15: Back side (south side) *Figure 2.15.1.5 Property #15: Side (east side)*

2.15.2 Flood Risk

The property at 5421 Spring Road borders the Edmonston Channel on the back (south) side of the property near the 54th Place bridge. Flood modeling indicates that the capacity of the 54th Place bridge will be exceeded in a 100-year event, as it will cause floodwater to back up and extend to the east, south, and west walls of the building. See Figure 2.15.2.1. The main floor is 2.8 feet above the 100-year flood. However, floodwater will likely enter the basement at the back (south) side through a basement door as well as through a basement window at the east side. Table 2.15.1 below lists the critical building elevations relative to the 100-year flood level. The lowest point of entry is at the upper stairwell landing to the basement door at 2.0 feet below the 100-year water surface elevation, where the basement door is 4.2 feet below. A dryer vent at the south penetrates the basement wall below the 100-year water surface elevation. Also, the HVAC unit at the south side of the building is approximately a few feet below the 100-year water surface elevation.

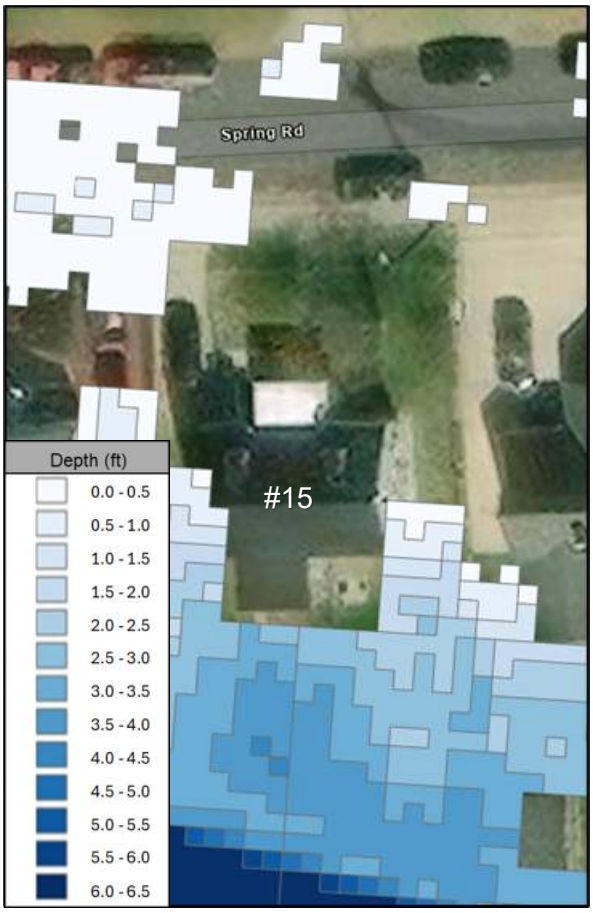


Figure 2.15.2.1 Property #15: 100-year flood depth above grade

Table 2.15.1 Property #15: Critical building elevations relative to the 100-year flood level

Item	Elevation	Notes
Main Floor	+2.8 feet	
100-year Water Surface Elevation	**66.1 feet**	
Basement Windowsill at East Side	-0.1 feet	Southernmost Window along East Side
Lowest Point of Entry	-2.0 feet	Upper Stairwell Landing to Basement Door
Adjacent Grade	-2.1 feet	
Basement Door	-4.2 feet	

2.15.3 Strategy Recommended

Homeowner Flood Retrofits and Raise the Lowest Point of Entry

The following retrofits are recommended to help mitigate flood risk for this property:

- Install a battery backup for the sump pump at the basement, if one does not already exist. Make sure the discharge is in an area above the 100-year water surface elevation.
- Raise the lowest point of entry via the following measures:
    - Install waterproof window well with cover around the southernmost basement window along the east side that extends a minimum of 1 foot up from the bottom of the window.
    - Raise the dryer vent at the back (south) wall above the 100-year water surface elevation.
    - Replace the basement door at the back (south) side with flood-resistant door or install a hinged flood gate at the upper landing of the basement door stairwell. The hinged flood gate will require a new concrete stairwell with walls approximately 2 feet taller. The top of the flood gate and stairwell walls should be at least as high as the 100-year water surface elevation.
- Prior to installing the preceding group of retrofits, an engineering assessment should be performed to determine if the existing structure can support the flood loads. Structural modifications may be needed before installation.
- Prevent rainwater from collecting at the base of the exterior stairwell by either adding a roof extension over the stairwell or adding a drain at the bottom of the stairs connected to the sump pump.
- Replace interior basement floor finishes with flood damage resistant materials to limit damage from water intrusion (e.g., replace carpet with tiles and paper-faced gypsum board with wood paneling, or wainscoting at the walls).
- Raise the HVAC unit at least 2 feet so the bottom of the unit is above the 100-year water surface elevation.

2.15.4 Strategies Considered

The following site-specific flood mitigation strategies were assessed as potential options to reduce the risk of flood damage to this home. Due to structural and property constraints, technical feasibility, cost, and other factors, these strategies were eliminated as feasible options for this property.

Dry Floodproofing: Based on the modeled extent of the 100-year event, full and comprehensive dry floodproofing is not recommended for this home. This strategy would involve adherence to rigorous standards that produce extensive renovations and large costs that are not appropriate for residential basements. Prior to implementing this strategy, an engineering assessment would be required to determine if the existing structure can support the flood loads. Significant structural modifications would likely be needed for the basement wall, footings, and basement slab to resist flood loads and other modifications (e.g., flood doors, waterproofing, etc.) would be needed to address dry floodproofing requirements.

Grading and Placement of Fill: Additional fill to protect the building would result in a berm that would create an aesthetically unpleasing and odd feature compared to nearby properties. Also, it would likely increase the amount of flooding to properties nearby and potentially to those downstream.

Permanent Floodwall: Floodwall placement is not advised for this property. It would potentially increase the amount of flooding to properties nearby and downstream as well. If constructed, it would be most effective to construct a channel floodwall for all impacted properties on Spring Road. Given the amount of water overtopping this channel, extending the channel floodwall could increase flood risk farther downstream.

2.15.5 Structural Strategies

Based on an evaluation of modeled alternatives, the proposed bridge enlargements at Taylor Street (BE-2), Spring Road (BE-3), and 54th Place (BE-4) and channel improvements from 54th Place and 55th Avenue (CI-1) would potentially remove the building from the 100-year floodplain. For more information, refer to Section 8 (Proposed Improvements) of the Bladensburg Flood Reduction Preliminary Design Report.

2.16 Property #16: 5423 Spring Road

2.16.1 Description

The property at 5423 Spring Road consists of a one-and-a-half story building with dormers at the roof. There are steps leading up to the front (north) door at a covered porch. The grade slopes down from the front to the back of the building. At the back (south) side, exterior steps lead down from the adjacent grade to a basement door. A roof has been constructed over the exterior stairwell to the basement door (not pictured below). Basement windows exist on the east, south, and west sides of the building. Two of the basement windows have window wells with covers with one on the east side and one on the west side. The HVAC unit on the west side of the building is at grade. There are penetrations through the basement wall for an electrical conduit, gas piping, and HVAC conduit along the west side. Figure 2.16.1.1 below provides an aerial view of the home with topographic elevation contours, and the property is further depicted in Figure 2.16.1.2, Figure 2.16.1.3, Figure 2.16.1.4, and Figure 2.16.1.5.

Figure 2.16.1.1 Property #16: Aerial view with elevation contours and photo numbering

Figure 2.16.1.2 Property #16: Front side (north side)

Figure 2.16.1.3 Property #16: Side (west side)

Figure 2.16.1.4 Property #16: Back side (south side)

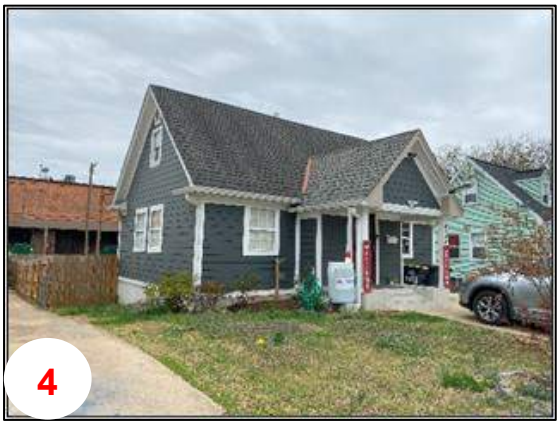


Figure 2.16.1.5 Property #16: Side (east side)

2.16.2 Flood Risk

The property at 5423 Spring Road borders the Edmonston Channel on the back (south) side of the property. Flood modeling indicates that floodwater from a 100-year event will extend to the east, south, and west walls of the building. See Figure 2.16.2.1. The main floor is 2.5 feet above the 100-year flood level. However, floodwater will likely enter the basement at the south side through a basement door and window, as well as through basement windows at the east and west sides. Table 2.16.1 below lists the critical building elevations relative to the 100-year flood level. The lowest point of entry is at the upper stairwell landing to the basement door at 3.0 feet below the 100-year water surface elevation, whereas the basement door is 5.3 feet below. Also, the HVAC unit at the west side of the building is a few inches below the 100-year water surface elevation.

Figure 2.16.2.1 Property #16: 100-year flood depth above grade

Table 2.16.1 Property #16: Critical building elevations relative to the 100-year flood level

Item	Elevation	Notes
Main Floor	+2.5 feet	
100-year Water Surface Elevation	**66.3 feet**	
Basement Windowsills at West Side	-0.8 feet	
Basement Windowsill at South Side	-1.5 feet	
Basement Windowsill at East Side	-2.0 feet	
Lowest Point of Entry	-3.0 feet	Upper Stairwell Landing to Basement Door (estimated - limited access)
Adjacent Grade	-3.1 feet	
Basement Door	-5.3 feet	

2.16.3 Strategy Recommended

Homeowner Flood Retrofits and Raise the Lowest Point of Entry

The following retrofits are recommended to help mitigate flood risk for this property:

- Install a battery backup sump pump at the basement to assist with water removal, if one does not already exist. Make sure the discharge is in an area above the 100-year water surface elevation.
- This group of retrofits will raise the lowest point of entry:
    - Confirm or provide waterproof seals at the existing window wells with covers at the basement windows on the east and west sides of the building.
    - Install flood glass windows at the basement windows at the back (south) side and at the southernmost west side window.
    - Install a hinged flood gate at the upper landing of the basement door stairwell. The hinged flood gate will require a new concrete stairwell with approximately 3 feet taller walls. The top of the flood gate and stairwell walls should at least match the 100-year water surface elevation.
- Prior to installing the previous group of retrofits, an engineering assessment should be performed to determine if the existing structure can support the flood loads. Structural modifications may be needed before installation.
- Prevent rainwater from collecting at the base of the exterior stairwell by adding a drain at the bottom of the stairs connected to the sump pump.
- Replace interior basement floor finishes with flood damage resistant materials to limit damage from water intrusion (e.g., replace carpet with tiles and paper-faced gypsum board with wood paneling, or wainscoting at the walls).
- Raise the HVAC unit at least 1 foot so the bottom of the unit is above the 100-year water surface elevation.

2.16.4 Strategies Considered

The following site-specific flood mitigation strategies were assessed as potential options to reduce the risk of flood damage to this home. Due to structural and property constraints, technical feasibility, cost, and other factors, these strategies were eliminated as feasible options for this property.

Dry Floodproofing: Based on the modeled extent of the 100-year event, full and comprehensive dry floodproofing is not recommended for this home. This strategy would involve adherence to rigorous standards that produce extensive renovations and large costs that are not appropriate for residential basements. Prior to implementing this strategy, an engineering assessment would be required to determine if the existing structure can support the flood loads. Significant structural modifications would likely be needed for the basement wall, footings, and basement slab to resist flood loads and other modifications (e.g., flood doors, waterproofing, etc.) would be needed to address dry floodproofing requirements.

Grading and Placement of Fill: Additional fill to protect the building would result in a berm that would create an aesthetically unpleasing and odd feature compared to nearby properties. Also, it would likely increase the amount of flooding to properties nearby and potentially to those downstream.

Permanent Floodwall: Floodwall placement is not advised for this property. It would potentially increase the amount of flooding to properties nearby and downstream as well. If constructed, it would be most effective to construct a channel floodwall for all impacted properties on Spring Road. Given the amount of water overtopping this channel, extending the channel floodwall could increase flood risk farther downstream.

2.16.5 Structural Strategies

Based on an evaluation of modeled alternatives, the proposed bridge enlargements at Taylor Street (BE-2), Spring Road (BE-3), and 54th Place (BE-4) and channel improvements from 54th Place and 55th Avenue (CI-1) would potentially remove the building from the 100-year floodplain. For more information, refer to Section 8 (Proposed Improvements) of the Bladensburg Flood Reduction Preliminary Design Report.

2.17 Property #17: 5425 Spring Road

2.17.1 Description

The property at 5425 Spring Road consists of a one-and-a-half story building with dormers at the roof. The grade slopes down from the front to the back of the building. At the back (south) side of the building, exterior steps lead down from the adjacent grade to a basement door with a basement window at the stairwell. The HVAC unit is at grade near the basement door. Basement windows are located a few inches above grade on the east, south, and west sides of the building. There are penetrations through the basement wall for a hose bib, a plumbing pipe, electrical conduit, gas piping, and HVAC conduit. Figure 2.17.1.1 below provides an aerial view of the home with topographic elevation contours, and the property is further depicted in Figure 2.17.1.2, Figure 2.17.1.3, Figure 2.17.1.4, Figure 2.17.1.5 and Figure 2.17.1.6.

Figure 2.17.1.1 Property #17: Aerial view with elevation contours and photo numbering

Figure 2.17.1.2 Property #17: Front side (north side)

Figure 2.17.1.3 Property #17: Side (west side)

Figure 2.17.1.4 Property #17: Back side (south side)

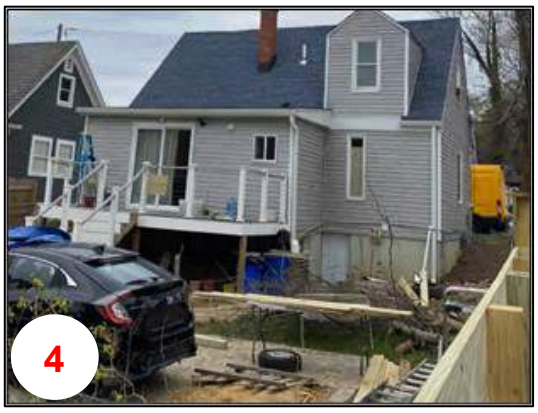


Figure 2.17.1.5 Property #17: Basement door and steps (south side)

Figure 2.17.1.6 Property #17: Side (east side)

2.17.2 Flood Risk

The property at 5425 Spring Road borders the Edmonston Channel on the back (south) side of the property. Flood modeling indicates that floodwater from a 100-year event will extend to the east, south, and west walls of the building. See Figure 2.17.2.1. The main floor is 2.6 feet above the 100-year flood level. However, floodwater will likely enter the basement at the south side through a basement door and window. Table 2.17.1 below lists the critical building elevations relative to the 100-year flood level. The lowest point of entry is at the upper stairwell landing to the basement door at 2.0 feet below the 100-year water surface elevation, whereas the basement door is 4.8 feet below. Also, the HVAC unit at the south side of the building is more than 1 foot below the 100-year water surface elevation. The homeowner reported that they've experienced no flooding in the building for the past eight years. Note that the objects under and around the back (south) deck may have prevented the identification of other flood risks.

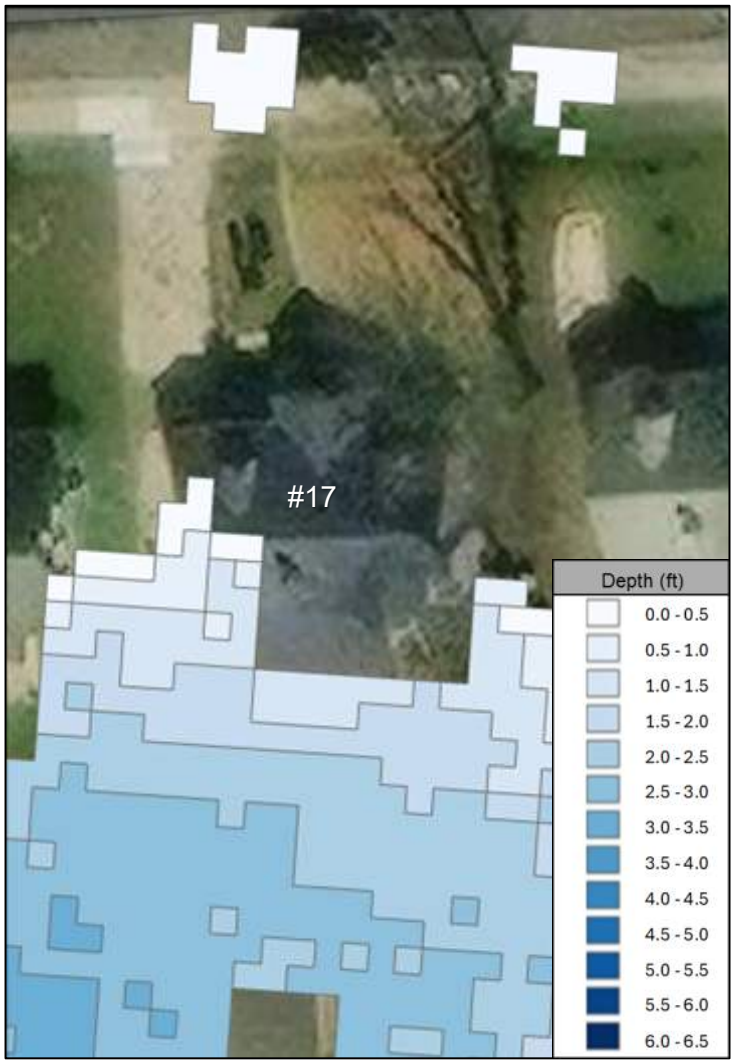


Figure 2.17.2.1 Property #17: 100-year flood depth above grade

Table 2.17.1 Property #17: Critical building elevations relative to the 100-year flood level

Item	Elevation	Notes
Main Floor	+2.6 feet	
100-year Water Surface Elevation	**66.3 feet**	
Lowest Point of Entry	-2.0 feet	Upper Stairwell Landing to Basement Door
Adjacent Grade	-2.0 feet	
Basement Windowsill at Stairwell	-2.3 feet	
Basement Door	-4.8 feet	

2.17.3 Strategy Recommended

Homeowner Flood Retrofits and Raise the Lowest Point of Entry

The following retrofits are recommended to help mitigate flood risk for this property:

- Install a battery backup sump pump at the basement to assist with water removal, if one does not already exist. Make sure the discharge is in an area above the 100-year water surface elevation.
- This group of retrofits will raise the lowest point of entry:
    - Install a flood glass window at the basement window at the back (south) side stairwell.
    - Install a hinged flood gate at the upper landing of the basement door stairwell. The hinged flood gate will require a new concrete stairwell with approximately 1.5 feet taller walls. The top of the flood gate and stairwell walls should at least match the 100-year water surface elevation.
- Prior to installing the previous group of retrofits, an engineering assessment should be performed to determine if the existing structure can support the flood loads. Structural modifications may be needed before installation.
- Prevent rainwater from collecting at the base of the exterior stairwell by either adding a roof extension over the stairwell or adding a drain at the bottom of the stairs connected to the sump pump.
- Replace interior basement floor finishes with flood damage resistant materials to limit damage from water intrusion (e.g., replace carpet with tiles and paper-faced gypsum board with wood paneling, or wainscoting at the walls).
- Raise the HVAC unit at least 2 feet so the bottom of the unit is above the 100-year water surface elevation.

2.17.4 Strategies Considered

The following site-specific flood mitigation strategies were assessed as potential options to reduce the risk of flood damage to this home. Due to structural and property constraints, technical feasibility, cost, and other factors, these strategies were eliminated as feasible options for this property.

Dry Floodproofing: Based on the modeled extent of the 100-year event, full and comprehensive dry floodproofing is not recommended for this home. This strategy would involve adherence to rigorous standards that produce extensive renovations and large costs that are not appropriate for residential basements. Prior to implementing this strategy, an engineering assessment would be required to determine if the existing structure can support the flood loads. Significant structural modifications would likely be needed for the basement wall, footings, and basement slab to resist flood loads and other modifications (e.g., flood doors, waterproofing, etc.) would be needed to address dry floodproofing requirements.

Grading and Placement of Fill: Additional fill to protect the building would result in a berm that would create an aesthetically unpleasing and odd feature compared to nearby properties. Also, it would likely increase the amount of flooding to properties nearby and potentially to those downstream.

Permanent Floodwall: Floodwall placement is not advised for this property. It would potentially increase the amount of flooding to properties nearby and downstream as well. If constructed, it would be most effective to construct a channel floodwall for all impacted properties on Spring Road. Given the amount of water overtopping this channel, extending the channel floodwall could increase flood risk farther downstream.

2.17.5 Structural Strategies

Based on an evaluation of modeled alternatives, the proposed bridge enlargements at Taylor Street (BE-2), Spring Road (BE-3), and 54th Place (BE-4) and channel improvements from 54th Place and 55th Avenue (CI-1) would potentially remove the building from the 100-year floodplain. For more information, refer to Section 8 (Proposed Improvements) of the Bladensburg Flood Reduction Preliminary Design Report.

2.18 Property #18: 5427 Spring Road

2.18.1 Description

The property at 5427 Spring Road consists of a one-and-a-half story building with dormers at the roof. The grade slopes down from the front to the back of the building. At the back (south) side of the building, exterior steps lead down from the adjacent grade to a basement door. The HVAC unit is at grade near the basement door. Basement windows are located a few inches above grade on the east and west sides of the building. There are penetrations through the basement wall for a vent, hose bib, plumbing pipes, and gas piping. The back of the building has a boarded-up area below the first-floor addition that could not be accessed. Figure 2.18.1.1 below provides an aerial view of the home with topographic elevation contours, and the property is further depicted in Figure 2.18.1.2, Figure 2.18.1.3, Figure 2.18.1.4, and Figure 2.18.1.5.

Figure 2.18.1.1 Property #18: Aerial view with elevation contours and photo numbering

Figure 2.18.1.2 Property #18: Front side (north side)

Figure 2.18.1.3 Property #18: Side (east side)

Figure 2.18.1.4 Property #18: Back side (south side)

Figure 2.18.1.5 Property #18: Side (west side)

2.18.2 Flood Risk

The property at 5427 Spring Road borders the Edmonston Channel on the back (south) side of the property. Flood modeling indicates that floodwater from a 100-year event will extend to the east and south walls of the building. See Figure 2.18.2.1. The main floor is 2.7 feet above the 100-year flood level. However, floodwater will likely enter the basement at the south side through a basement door. Table 2.18.1 below lists the critical building elevations relative to the 100-year flood level. The lowest point of entry is at the upper stairwell landing to the basement door at 1.4 feet below the 100-year water surface elevation, whereas the basement door is 4.3 feet below. A couple holes and a plumbing pipe at the west side along with a plumbing pipe at the back (south) side penetrate the basement wall below the 100-year water surface elevation. Also, the HVAC unit at the south side of the building is more than 1 foot below the 100-year water surface elevation. According to the homeowner, the basement flooded a few years ago. Note that the boarded-up area under the back (south) addition may have prevented the identification of other flood risks.

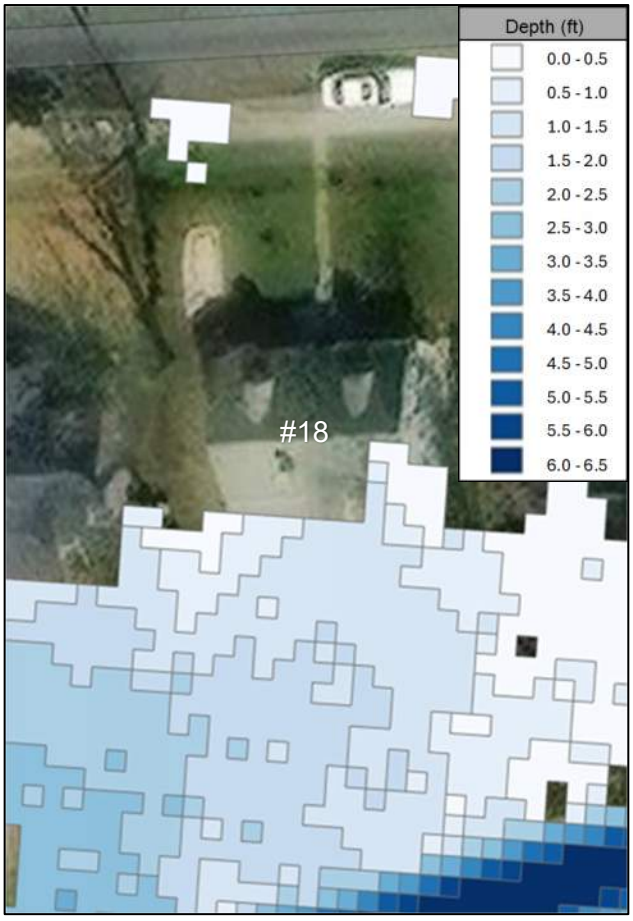


Figure 2.18.2.1 Property #18: 100-year flood depth above grade

Table 2.18.1 Property #18: Critical building elevations relative to the 100-year flood level

Item	Elevation	Notes
Main Floor	+2.7 feet	
100-year Water Surface Elevation	**67.1 feet**	
Lowest Point of Entry	-1.4 feet	Upper Stairwell Landing to Basement Door
Adjacent Grade	-1.5 feet	
Basement Door	-4.3 feet	

2.18.3 Strategy Recommended

Homeowner Flood Retrofits and Raise the Lowest Point of Entry

The following retrofits are recommended to help mitigate flood risk for this property:

- Install a battery backup sump pump at the basement to assist with water removal, if one does not already exist. Make sure the discharge is in an area above the 100-year water surface elevation.
- Install a hinged flood gate at the upper landing of the basement door stairwell to raise the lowest point of entry. The hinged flood gate will require a new concrete stairwell with approximately 1.5 feet taller walls. The top of the flood gate and stairwell walls should at least match the 100-year water surface elevation.
- Prior to installing the previous retrofit, an engineering assessment should be performed to determine if the existing structure can support the flood loads. Structural modifications may be needed before installation.
- Prevent rainwater from collecting at the base of the exterior stairwell by either adding a roof extension over the stairwell or adding a drain at the bottom of the stairs connected to the sump pump.
- Replace interior basement floor finishes with flood damage resistant materials to limit damage from water intrusion (e.g., replace carpet with tiles and paper-faced gypsum board with wood paneling, or wainscoting at the walls).
- Provide a waterproof seal for the two holes and a plumbing pipe at the west side along with a plumbing pipe at the back (south) side that penetrate the basement wall.
- Raise the HVAC unit at least 2 feet so the bottom of the unit is above the 100-year water surface elevation.

2.18.4 Strategies Considered

The following site-specific flood mitigation strategies were assessed as potential options to reduce the risk of flood damage to this home. Due to structural and property constraints, technical feasibility, cost, and other factors, these strategies were eliminated as feasible options for this property.

Dry Floodproofing: Based on the modeled extent of the 100-year event, full and comprehensive dry floodproofing is not recommended for this home. This strategy would involve adherence to rigorous standards that produce extensive renovations and large costs that are not appropriate for residential basements. Prior to implementing this strategy, an engineering assessment would be required to determine if the existing structure can support the flood loads. Significant structural modifications would likely be needed for the basement wall, footings, and basement slab to resist flood loads and other modifications (e.g., flood doors, waterproofing, etc.) would be needed to address dry floodproofing requirements.

Grading and Placement of Fill: Additional fill to protect the building would result in a berm that would create an aesthetically unpleasing and odd feature compared to nearby properties. Also, it would likely increase the amount of flooding to properties nearby and potentially to those downstream.

Permanent Floodwall: Floodwall placement is not advised for this property. It would potentially increase the amount of flooding to properties nearby and downstream as well. If constructed, it would be most effective to construct a channel floodwall for all impacted properties on Spring Road. Given the amount of water overtopping this channel, extending the channel floodwall could increase flood risk farther downstream.

2.18.5 Structural Strategies

Based on an evaluation of modeled alternatives, the proposed bridge enlargements at Taylor Street (BE-2), Spring Road (BE-3), and 54th Place (BE-4) and channel improvements from 54th Place and 55th Avenue (CI-1) would potentially remove the building from the 100-year floodplain. For more information, refer to Section 8 (Proposed Improvements) of the Bladensburg Flood Reduction Preliminary Design Report.

2.19 Property #19: 5429 Spring Road

2.19.1 Description

The property at 5429 Spring Road consists of a one-and-a-half story building with dormers at the roof. The grade slopes down from the front to the back of the building. At the back (south) side of the building, exterior steps lead down from the adjacent grade to a basement door. The HVAC unit is at grade near the basement door. Basement windows are located a few inches above grade on the east and west sides of the building. The building has a sump pump with a battery backup. The back of the building has an area below the first-floor addition that has been closed in with lattice panels. There are penetrations through the basement wall for a hose bib, a plumbing pipe, and dryer vent. Figure 2.19.1.1 below provides an aerial view of the home with topographic elevation contours, and the property is further depicted in Figure 2.19.1.2, Figure 2.19.1.3, Figure 2.19.1.4, and Figure 2.19.1.5.

Figure 2.19.1.1 Property #19: Aerial view with elevation contours and photo numbering

Figure 2.19.1.2 Property #19: Front side (north side)

Figure 2.19.1.3 Property #19: Side (west side)

Figure 2.19.1.4 Property #19: Back side (south side)

Figure 2.19.1.5 Property #19: Basement door and steps (south side)

2.19.2 Flood Risk

The property at 5429 Spring Road borders the Edmonston Channel on the back (south) side of the property. Flood modeling indicates that floodwater from a 100-year event will extend to the east, south, and west walls of the building. See Figure 2.19.2.1. The main floor is 3.3 feet above the 100-year flood level. However, floodwater will likely enter the basement at the back (south) side through a basement door and through a basement window at the east side. Table 2.19.1 below lists the critical building elevations relative to the 100-year flood level. The lowest point of entry is at the upper stairwell landing to the basement door at 0.9 feet below the 100-year water surface elevation, whereas the basement door is 3.9 feet below. Also, the HVAC unit at the south side of the building is approximately 1 foot below the 100-year water surface elevation. The homeowner reported that minimal floodwater has been seen in the backyard. Note that the lattice screen under the back (south) addition may have prevented the identification of other flood risks.

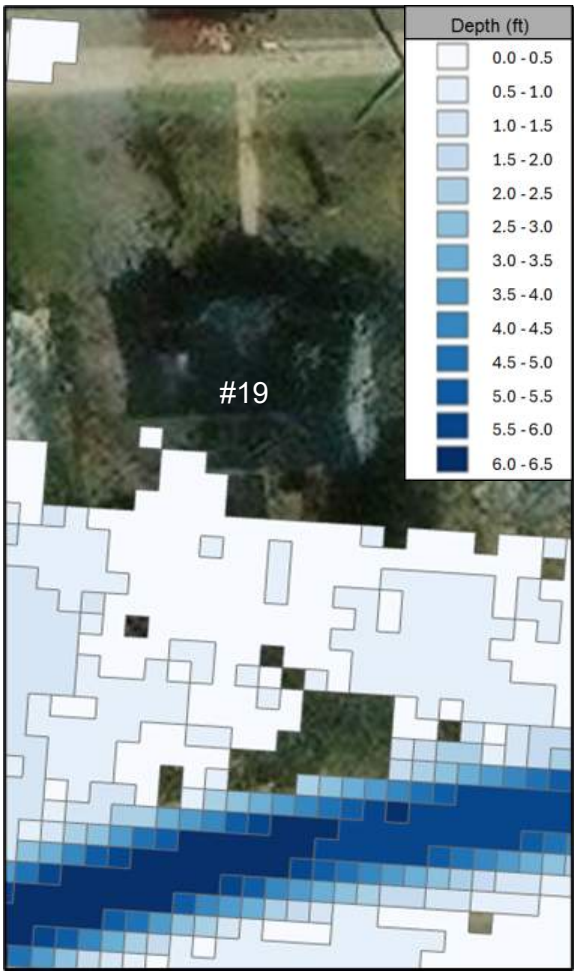


Figure 2.19.2.1 Property #19: 100-year flood depth above grade

Table 2.19.1 Property #19: Critical building elevations relative to the 100-year flood level

Item	Elevation	Notes
Main Floor	+3.3 feet	
100-year Water Surface Elevation	**66.7 feet**	
Basement Windowsill at East Side	-0.1 feet	
Lowest Point of Entry	-0.9 feet	Upper Stairwell Landing to Basement Door
Adjacent Grade	-1.0 feet	
Basement Door	-3.9 feet	

2.19.3 Strategy Recommended

Homeowner Flood Retrofits and Raise the Lowest Point of Entry

The following retrofits are recommended to help mitigate flood risk for this property:

- This group of retrofits will raise the lowest point of entry:
    - Install a hinged flood gate at the upper landing of the basement door stairwell. The hinged flood gate will require a new concrete stairwell with approximately 1 foot taller walls. The top of the flood gate and stairwell walls should at least match the 100-year water surface elevation.
    - Install a waterproof window well with cover around the basement window at the east side that extends a minimum of 6 inches up from the bottom of the window.
- Prior to installing the previous group of retrofits, an engineering assessment should be performed to determine if the existing structure can support the flood loads. Structural modifications may be needed before installation.
- Prevent rainwater from collecting at the base of the exterior stairwell by either adding a roof extension over the stairwell or adding a drain at the bottom of the stairs connected to the sump pump.
- Replace interior basement floor finishes with flood damage resistant materials to limit damage from water intrusion (e.g., replace carpet with tiles and paper-faced gypsum board with wood paneling, or wainscoting at the walls).
- Raise the HVAC unit at least 2 feet so the bottom of the unit is above the 100-year water surface elevation.

2.19.4 Strategies Considered

The following site-specific flood mitigation strategies were assessed as potential options to reduce the risk of flood damage to this home. Due to structural and property constraints, technical feasibility, cost, and other factors, these strategies were eliminated as feasible options for this property.

Dry Floodproofing: Based on the modeled extent of the 100-year event, full and comprehensive dry floodproofing is not recommended for this home. This strategy would involve adherence to rigorous standards that produce extensive renovations and large costs that are not appropriate for residential basements. Prior to implementing this strategy, an engineering assessment would be required to determine if the existing structure can support the flood loads. Significant structural modifications would likely be needed for the basement wall, footings, and basement slab to resist flood loads and other modifications (e.g., flood doors, waterproofing, etc.) would be needed to address dry floodproofing requirements.

Grading and Placement of Fill: Additional fill to protect the building would result in a berm that would create an aesthetically unpleasing and odd feature compared to nearby properties. Also, it would likely increase the amount of flooding to properties nearby and potentially to those downstream.

Permanent Floodwall: Floodwall placement is not advised for this property. It would potentially increase the amount of flooding to properties nearby and downstream as well. If constructed, it would be most effective to construct a channel floodwall for all impacted properties on Spring Road. Given the amount of water overtopping this channel, extending the channel floodwall could increase flood risk farther downstream.

2.19.5 Structural Strategies

Based on an evaluation of modeled alternatives, the proposed bridge enlargements at Taylor Street (BE-2), Spring Road (BE-3), and 54th Place (BE-4) and channel improvements from 54th Place and 55th Avenue (CI-1) would potentially remove the building from the 100-year floodplain. For more information, refer to Section 8 (Proposed Improvements) of the Bladensburg Flood Reduction Preliminary Design Report.

2.20 Property #20: 5431 Spring Road

2.20.1 Description

The property at 5431 Spring Road consists of a one-and-a-half story building with dormers at the roof. The grade slopes down from the front to the back of the building. At the back (south) side of the building, exterior steps lead down from the adjacent grade to a basement door. A dog and “beware of dog” sign was present in the yard that prevented full data collection. Figure 2.20.1.1 below provides an aerial view of the home with topographic elevation, and the property is further depicted in Figure 2.20.1.2 and Figure 2.20.1.3.

Figure 2.20.1.1 Property #20: Aerial view with elevation contours and photo numbering

Figure 2.20.1.2 Property #20: Front side (northeast side)

Figure 2.20.1.3 Property #20: Front side (northwest side)

2.20.2 Flood Risk

The property at 5431 Spring Road borders the Edmonston Channel on the back (south) side of the property. Flood modeling indicates that floodwater from a 100-year event will extend to the south wall of the building. See Figure 2.20.2.1. The main floor is 3.8 feet above the 100-year flood level. However, floodwater will likely enter the basement at the back (south) side through a basement door. Table 2.20.1 below lists the critical building elevations relative to the 100-year flood level collected during the survey. Based upon the survey, the lowest point of entry is at the upper stairwell landing to the basement door at 0.4 feet below the 100-year water surface elevation, whereas the basement door is 3.4 feet below. Note that the restricted access to the backyard may have prevented the identification of other flood risks.

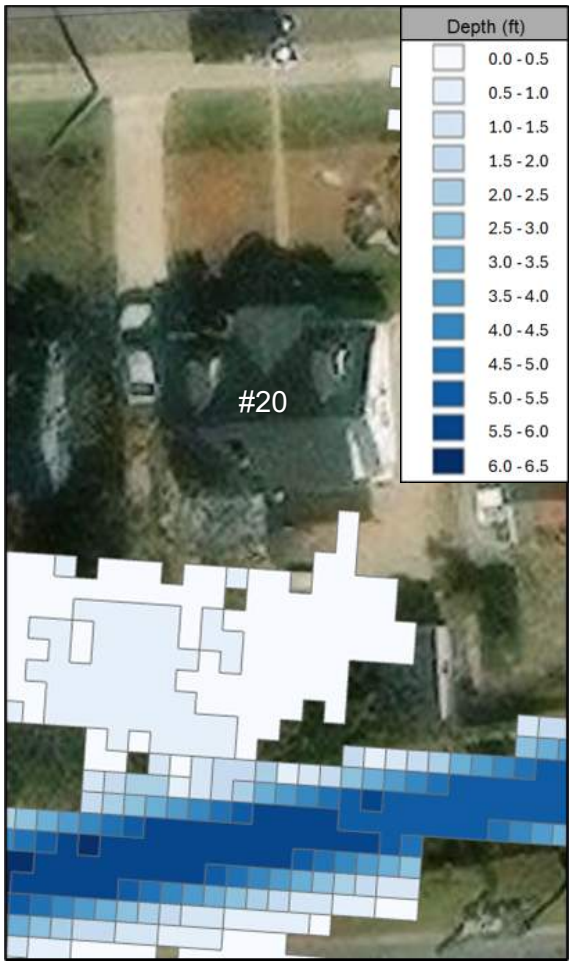


Figure 2.20.2.1 Property #20: 100-year flood depth above grade

Table 2.20.1 Property #20: Critical building elevations relative to the 100-year flood level

Item	Elevation	Notes
Main Floor	+3.8 feet	
100-year Water Surface Elevation	**66.9 feet**	
Lowest Point of Entry	-0.9 feet	Upper Stairwell Landing to Basement Door (estimated - limited access)
Adjacent Grade	-1.0 feet	
Basement Door	-3.4 feet	

2.20.3 Strategy Recommended

Homeowner Flood Retrofits and Raise the Lowest Point of Entry

The following retrofits are recommended to help mitigate flood risk for this property:

- Install a battery backup sump pump at the basement to assist with water removal, if one does not already exist. Make sure the discharge is in an area above the 100-year water surface elevation.
- Install a hinged flood gate at the upper landing of the basement door stairwell to raise the lowest point of entry. The hinged flood gate will require a new concrete stairwell with approximately 1 foot taller walls. The top of the flood gate and stairwell walls should at least match the 100-year water surface elevation.
- Prior to installing the previous retrofit, an engineering assessment should be performed to determine if the existing structure can support the flood loads. Structural modifications may be needed before installation.
- Prevent rainwater from collecting at the base of the exterior stairwell by either adding a roof extension over the stairwell or adding a drain at the bottom of the stairs connected to the sump pump.
- Replace interior basement floor finishes with flood damage resistant materials to limit damage from water intrusion (e.g., replace carpet with tiles and paper-faced gypsum board with wood paneling, or wainscoting at the walls).
- Provide a waterproof seal for any basement wall penetration below the 100-year water surface elevation.
- Raise the HVAC unit so the bottom of the unit is above the 100-year water surface elevation, if necessary.

2.20.4 Strategies Considered

The following site-specific flood mitigation strategies were assessed as potential options to reduce the risk of flood damage to this home. Due to structural and property constraints, technical feasibility, cost, and other factors, these strategies were eliminated as feasible options for this property.

Dry Floodproofing: Based on the modeled extent of the 100-year event, full and comprehensive dry floodproofing is not recommended for this home. This strategy would involve adherence to rigorous standards that produce extensive renovations and large costs that are not appropriate for residential basements. Prior to implementing this strategy, an engineering assessment would be required to determine if the existing structure can support the flood loads. Significant structural modifications would likely be needed for the basement wall, footings, and basement slab to resist flood loads and other modifications (e.g., flood doors, waterproofing, etc.) would be needed to address dry floodproofing requirements.

Grading and Placement of Fill: Additional fill to protect the building would result in a berm that would create an aesthetically unpleasing and odd feature compared to nearby properties. Also, it would likely increase the amount of flooding to properties nearby and potentially to those downstream.

Permanent Floodwall: Floodwall placement is not advised for this property. It would potentially increase the amount of flooding to properties nearby and downstream as well. If constructed, it would be most effective to construct a channel floodwall for all impacted properties on Spring Road. Given the amount of water overtopping this channel, extending the channel floodwall could increase flood risk farther downstream.

2.20.5 Structural Strategies

Based on an evaluation of modeled alternatives, the proposed bridge enlargements at Taylor Street (BE-2), Spring Road (BE-3), and 54th Place (BE-4) and channel improvements from 54th Place and 55th Avenue (CI-1) would potentially remove the building from the 100-year floodplain. For more information, refer to Section 8 (Proposed Improvements) of the Bladensburg Flood Reduction Preliminary Design Report.

2.21 Property #21: 4106 55th Avenue

2.21.1 Description

The property at 4106 55th Avenue consists of a one-and-a-half story building. The grade slopes down from the front to the back of the building. A lower level area below the first-floor addition at the north side has been closed in with boards. There are three doors at the back (west) side of the building which are at grade. The HVAC unit nearby is approximately 11 inches above grade. The south side of the building has two basement windows more than a couple feet above grade. There are penetrations through the basement wall for an electrical conduit, a plumbing pipe, and a hose bib. Figure 2.21.1.1 below provides an aerial view of the home with topographic elevation contours, and the property is further depicted in Figure 2.21.1.2, Figure 2.21.1.3 and Figure 2.21.1.4.

Figure 2.21.1.1 Property #21: Aerial view with elevation contours and photo numbering

Figure 2.21.1.2 Property #21: Front side (east side)

Figure 2.21.1.3 Property #21: Side (south side)

Figure 2.21.1.4 Property #21: Back side (west side)

2.21.2 Flood Risk

The property at 4106 55th Avenue abuts the Edmonston Channel on the north side of the property. Flood modeling indicates that floodwater from a 100-year event will extend to the back (west) wall of the building. See Figure 2.21.2.1. The main floor is 6.1 feet above the 100-year flood level. However, floodwater will potentially enter the basement at the back (west) side through a lower level door at the addition.
Table 2.21.1 below lists the critical building elevations relative to the 100-year flood level. The lowest point of entry is the lower level door at 0.2 feet below the 100-year water surface elevation. None of the basement wall penetrations observed or HVAC unit are below the 100-year water surface elevation. Note that the boarded-up area under the addition at the north side and the area within the metal enclosure at the back (west) side may have prevented the identification of other flood risks.

Figure 2.21.2.1 Property #21: 100-year flood depth above grade

Table 2.21.1 Property #21: Critical building elevations relative to the 100-year flood level

Item	Elevation	Notes
Main Floor	+6.1 feet	
100-year Water Surface Elevation	**68.9 feet**	
Lowest Point of Entry	-0.2 feet	Lower-Level Door under the 1st Floor Addition
Adjacent Grade	-0.5 feet	

2.21.3 Strategies Recommended

Homeowner Flood Retrofits and Raise the Lowest Point of Entry

The following retrofits are recommended to help mitigate flood risk for this property:

- Install a battery backup sump pump at the basement to assist with water removal, if one does not already exist. Make sure the discharge is in an area above the 100-year water surface elevation.
- Replace interior basement floor finishes with flood damage resistant materials to limit damage from water intrusion (e.g., replace carpet with tiles and paper-faced gypsum board with wood paneling, or wainscoting at the walls).

Note: It appears the wall system beneath the first-floor addition is not watertight and the assumption is the enclosed area is not a finished living space. Therefore, the doors associated with this space with thresholds below the 100-year water surface elevation likely do not need to be protected from floodwater.

2.21.4 Strategies Considered

The following site-specific flood mitigation strategies were assessed as potential options to reduce the risk of flood damage to this home. Due to structural and property constraints, technical feasibility, cost, and other factors, these strategies were eliminated as feasible options for this property.

Dry Floodproofing: Based on the modeled extent of the 100-year event, full and comprehensive dry floodproofing is not recommended for this home. This strategy would involve adherence to rigorous standards that produce extensive renovations and large costs that are not appropriate for residential basements. Prior to implementing this strategy, an engineering assessment would be required to determine if the existing structure can support the flood loads. Significant structural modifications would likely be needed for the basement wall, footings, and basement slab to resist flood loads and other modifications (e.g., flood doors, waterproofing, etc.) would be needed to address dry floodproofing requirements.

Grading and Placement of Fill: Additional fill to protect the building could create difficulties in draining rain runoff from within the site.

Permanent Floodwall: Given the proximity of the channel to the building, there is insufficient area to construct a floodwall and the associated footing. If constructed, it would be as part of the channel improvements as a structural strategy for the watershed-level construction renovations. Local site drainage may require a pump station to address rainfall runoff.

2.21.5 Structural Strategies

Based on an evaluation of modeled alternatives, the proposed bridge enlargements at Taylor Street (BE-2), Spring Road (BE-3), and 54th Place (BE-4) and channel improvements from 54th Place and 55th Avenue (CI-1) would potentially remove the building from the 100-year floodplain. For more information, refer to Section 8 (Proposed Improvements) of the Bladensburg Flood Reduction Preliminary Design Report.

2.22 Property #22: 4105 55th Avenue

2.22.1 Description

The property at 4105 55th Avenue consists of a one-and-a-half story building with a south side deck and basement door at the bottom of an exterior stairwell. The back (east) side of the building has a basement window a couple feet above grade and the HVAC unit at grade. Additional penetrations could not be identified due to limited access to the property. Figure 2.22.1.1 below provides an aerial view of the home with topographic elevation contours, and the property is further depicted in Figure 2.22.1.2, Figure 2.22.1.3 and Figure 2.22.1.4.

Figure 2.22.1.1 Property #22: Aerial view with elevation contours and photo numbering

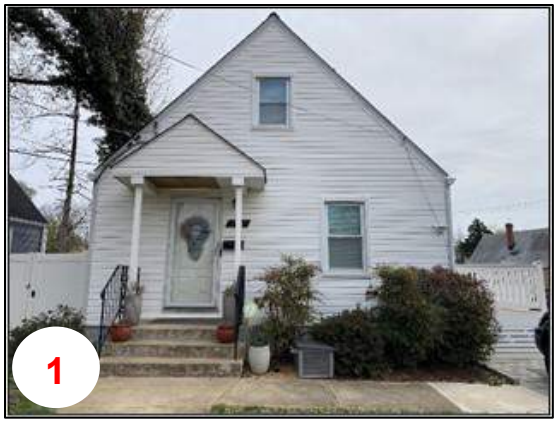


Figure 2.22.1.2 Property #22: Front side (west side)

Figure 2.22.1.3 Property #22: Side (south side)

Figure 2.22.1.4 Property #22: Back side (east side)

2.22.2 Flood Risk

The property at 4105 55th Avenue borders the Edmonston Channel on the south side of the property. Flood modeling indicates that floodwater from a 100-year event will overtop the channel and extend to the south wall of the building. See Figure 2.22.2.1. The main floor is 4.4 feet above the 100-year flood level. However, floodwater will likely enter the basement at the south side through a basement door. Table 2.22.1 below lists the critical building elevations relative to the 100-year flood level. Based upon the survey, the lowest point of entry is at the upper stairwell landing to the basement door at 0.2 feet below the 100-year water surface elevation, whereas the basement door is 2.6 feet below. Also, the HVAC unit at the back (east) side of the building may be at the 100-year water surface elevation, but could not be confirmed because of limited access to the site during the site visit. Note that the boarded-up area under the deck on the south side may have prevented the identification of other flood risks.

Figure 2.22.2.1 Property #22 100-year flood depth above grade

Table 2.22.1 Property #22: Critical building elevations relative to the 100-year flood level

Item	Elevation	Notes
Main Floor	+4.4 feet	
100-year Water Surface Elevation	**73.5 feet**	
Lowest Point of Entry	-0.2 feet	Upper Stairwell Landing to Basement Door
Adjacent Grade	-0.2 feet	
Basement Door	-2.6 feet	

2.22.3 Strategy Recommended

Homeowner Flood Retrofits and Raise the Lowest Point of Entry

The following retrofits are recommended to help mitigate flood risk for this property:

- Install a sump pump with a battery backup at the basement to assist with water removal, if it does not already exist.
- Add a landing at the eastern end of the basement stairwell that is at least one step height greater than the existing top step at this end of the stairwell. Re-work the top of the southern side of the basement stairwell and possibly the western landing to match the new height of the eastern landing. Adjust the handrails as needed to provide fall protection. These efforts will raise the lowest point of entry.
- Prior to installing the previous retrofit, an engineering assessment should be performed to determine if the existing structure can support the flood loads. Structural modifications may be needed before installation.
- Prevent rainwater from collecting at the base of the exterior stairwell by either adding a roof extension over the stairwell or adding a drain at the bottom of the stairs connected to the sump pump.
- Replace interior basement floor finishes with flood damage resistant materials to limit damage from water intrusion (e.g., replace carpet with tiles and paper-faced gypsum board with wood paneling, or wainscoting at the walls).
- Raise the HVAC unit at least 6 inches so the bottom of the unit is above the 100-year water surface elevation.

2.22.4 Strategies Considered

The following site-specific flood mitigation strategies were assessed as potential options to reduce the risk of flood damage to this home. Due to structural and property constraints, technical feasibility, cost, and other factors, these strategies were eliminated as feasible options for this property.

Dry Floodproofing: Based on the modeled extent of the 100-year event, full and comprehensive dry floodproofing is not recommended for this home. This strategy would involve adherence to rigorous standards that produce extensive renovations and large costs that are not appropriate for residential basements. Prior to implementing this strategy, an engineering assessment would be required to determine if the existing structure can support the flood loads. Significant structural modifications would likely be needed for the basement wall, footings, and basement slab to resist flood loads and other modifications (e.g., flood doors, waterproofing, etc.) would be needed to address dry floodproofing requirements.

Grading and Placement of Fill: This strategy is not recommended because of the limited available property on which to construct a berm.

Permanent Floodwall: Given the proximity of the channel to the building, there is insufficient area to construct a floodwall and the associated footing. If constructed, it would be as part of the channel improvements as a structural strategy for the watershed-level construction renovations. Local site drainage may require a pump station to address rainfall runoff.

2.22.5 Structural Strategies

Based on an evaluation of modeled alternatives, the proposed culvert enlargement at 56th Avenue (CE-4), and storm drain improvement (SD-1) along 55th Avenue and 56th Ave would potentially remove the building from the 100-year floodplain. For more information, refer to Section 8 (Proposed Improvements) of the Bladensburg Flood Reduction Preliminary Design Report.

2.23 Property #23: 4103 55th Avenue

2.23.1 Description

The property at 5429 Spring Road consists of a one-and-a-half story building with dormers at the roof. At the back (east) side of the building, exterior steps lead down from the adjacent grade to a basement door next to the backyard deck. The building has a sump pump system. There is a window on the north and south sides of the building. The window on the south side is slightly below grade and has a window well which is constructed of corrugated metal. Nearby the HVAC unit sits at grade. The basement window on the north side is a few inches above grade. There are penetrations through the basement wall for a hose bib, a plumbing pipe, electrical conduit, and HVAC conduit. Figure 2.23.1.1 below provides an aerial view of the home with topographic elevation contours, and the property is further depicted in Figure 2.23.1.2, Figure 2.23.1.3, Figure 2.23.1.4, Figure 2.23.1.5 and Figure 2.23.1.6.

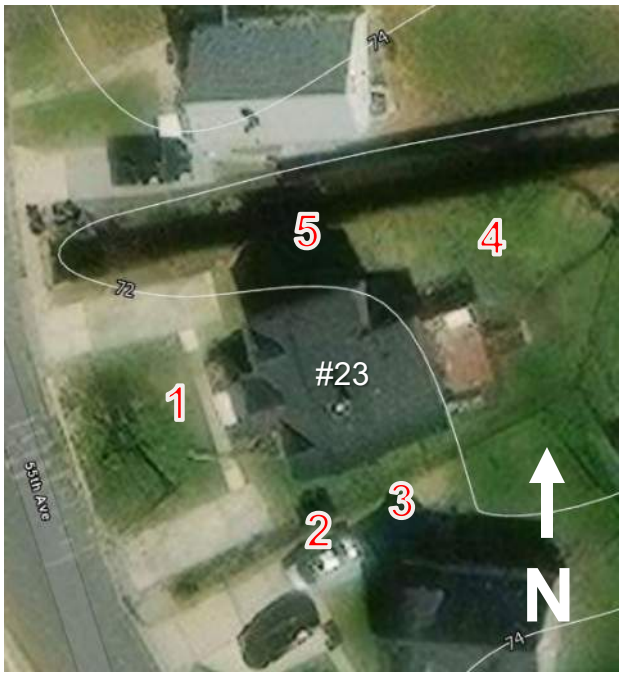


Figure 2.23.1.1 Property #23: Aerial view with elevation contours and photo numbering

Figure 2.23.1.2 Property #23: Front side (west side)

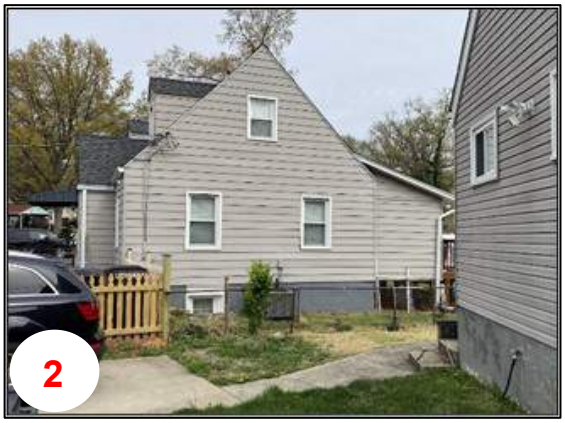


Figure 2.23.1.3 Property #23: Side (south side)

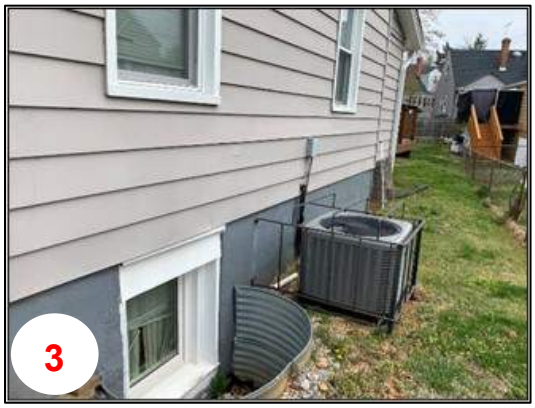


Figure 2.23.1.4 Property #23: Side (south side)

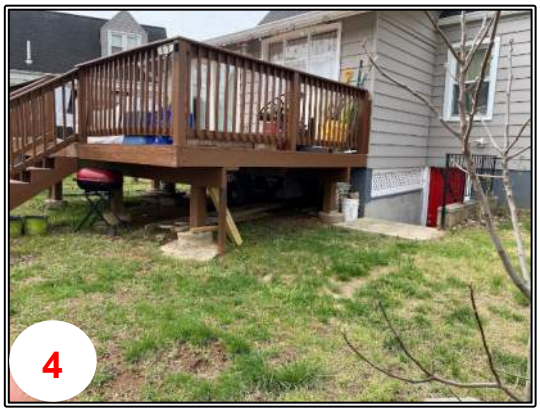


Figure 2.23.1.5 Property #23: Back side (east side)

Figure 2.23.1.6 Property #23: Side (north side)

2.23.2 Flood Risk

The property at 4103 55th Avenue borders the Edmonston Channel on the north side of the property. Flood modeling indicates that floodwater from a 100-year event will overtop the channel and extend to the north, east, and south walls of the building. See Figure 2.23.2.1. The main floor is 3.5 feet above the 100-year flood level. However, floodwater will likely enter the basement at the back (east) side through a basement door and may enter through the south side basement window. Table 2.23.1 below lists the critical building elevations relative to the 100-year flood level. The lowest point of entry is at the upper stairwell landing to the basement door at 0.5 feet below the 100-year water surface elevation, whereas the basement door is 4.0 feet below. Also, the HVAC unit at the south side of the building is approximately 0.5 feet below the 100-year water surface elevation. None of the basement wall penetrations are below the 100-year water surface elevation. Note that the objects under the back (east) side deck may have prevented the identification of other flood risks.

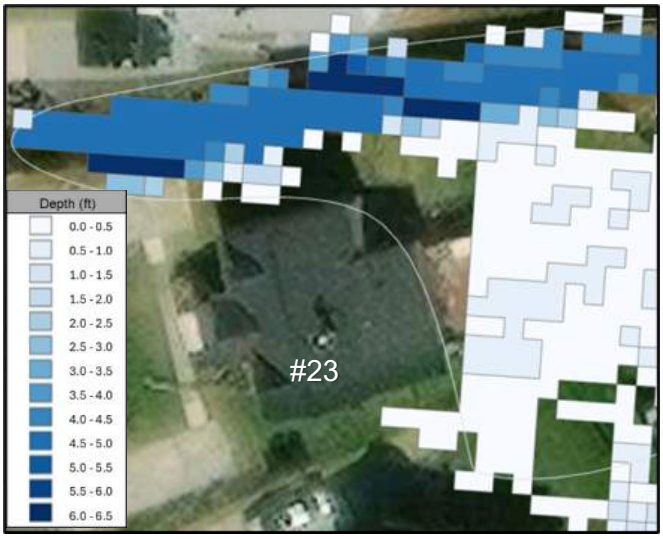


Figure 2.23.2.1 Property #23: 100-year flood depth above grade

Table 2.23.1 Property #23: Critical building elevations relative to the 100-year flood level

Item	Elevation	Notes
Main Floor	+3.5 feet	
100-year Water Surface Elevation	**72.5 feet**	
Lowest Point of Entry	-0.5 feet	Upper Stairwell Landing to Basement Door
Adjacent Grade	-0.9 feet	
Basement Door	-4.0 feet	

2.23.3 Strategy Recommended

Homeowner Flood Retrofits and Raise the Lowest Point of Entry

The following retrofits are recommended to help mitigate flood risk for this property:

- Install a battery backup for the sump pump at the basement, if one does not already exist.
- Extend the length of the upper landing to the basement door stairwell and add a step to raise the lowest point of entry. Extend the side wall of the stairwell and the guardrail as necessary.
- Install a larger landing at the upper landing of the basement stairwell that is at least one step height greater than the existing top step of the stairwell. Extend the south and north side walls of the stairwell to reach the upper landing. The top of the upper landing and new stairwell walls should at least match the 100-year water surface elevation. Then adjust the handrails as needed to provide fall protection. Adjust the grade around the landing to create a flat approach to the landing. These efforts will raise the lowest point of entry.
- Prior to installing the previous retrofit, an engineering assessment should be performed to determine if the existing structure can support the flood loads. Structural modifications may be needed before installation.
- Prevent rainwater from collecting at the base of the exterior stairwell by either adding a roof extension over the stairwell or adding a drain at the bottom of the stairs connected to the sump pump.
- Confirm or provide waterproof seals at the existing window well and construct a cover at the basement window on the south side of the building.
- Replace interior basement floor finishes with flood damage resistant materials to limit damage from water intrusion (e.g., replace carpet with tiles and paper-faced gypsum board with wood paneling, or wainscoting at the walls).
- Raise the HVAC unit at least 1 foot so the bottom of the unit is above the 100-year water surface elevation.

2.23.4 Strategies Considered

The following site-specific flood mitigation strategies were assessed as potential options to reduce the risk of flood damage to this home. Due to structural and property constraints, technical feasibility, cost, and other factors, these strategies were eliminated as feasible options for this property.

Dry Floodproofing: Based on the modeled extent of the 100-year event, full and comprehensive dry floodproofing is not recommended for this home. This strategy would involve adherence to rigorous standards that produce extensive renovations and large costs that are not appropriate for residential basements. Prior to implementing this strategy, an engineering assessment would be required to determine if the existing structure can support the flood loads. Significant structural modifications would likely be needed for the basement wall, footings, and basement slab to resist flood loads and other modifications (e.g., flood doors, waterproofing, etc.) would be needed to address dry floodproofing requirements.

Grading and Placement of Fill: Additional fill to protect the building would result in a berm that would create an aesthetically unpleasing and odd feature compared to nearby properties. Also, it would likely increase the amount of flooding to properties nearby and potentially to those downstream.

Permanent Floodwall: Floodwall placement is not advised for this property. It would potentially increase the amount of flooding to properties nearby. Additionally, a pump station might be required to address local site drainage from rainfall runoff.

2.23.5 Structural Strategies

Based on an evaluation of modeled alternatives, the proposed culvert enlargement at 56th Avenue (CE-4), and storm drain improvement (SD-1) along 55th Avenue and 56th Ave would potentially remove the building from the 100-year floodplain. For more information, refer to Section 8 (Proposed Improvements) of the Bladensburg Flood Reduction Preliminary Design Report.

2.24 Property #24: 4101 55th Avenue

2.24.1 Description

The property at 4101 55th Avenue consists of a one-and-a-half story building with dormers at the roof. The grade slopes down from the front to the back of the building. At the back (north) side of the building, exterior steps lead down from the adjacent grade to a basement door. Along the same side, the HVAC unit is at grade. Basement windows are located between a couple inches to a couple feet above grade on the east, north, and west sides of the building. There are penetrations through the basement wall for plumbing pipes, vents, hose bibs, electrical conduit, gas piping, and cable conduit. Figure 2.24.1.1 below provides an aerial view of the home with topographic elevation contours, and the property is further depicted in Figure 2.24.1.2, Figure 2.24.1.3, Figure 2.24.1.4 and Figure 2.24.1.5.

Figure 2.24.1.1 Property #24: Aerial view with elevation contours and photo numbering

Figure 2.24.1.2 Property #24: Front side (south side)

Figure 2.24.1.3 Property #24: Side (east side)

Figure 2.24.1.4 Property #24: Back side (north side)

Figure 2.24.1.5 Property #24: Side (west side)

2.24.2 Flood Risk

The property at 4101 55th Avenue is located south of the Edmonston Channel. Flood modeling indicates that floodwater from a 100-year event will overtop the channel and extend to the back (north) wall of the building. See Figure 2.24.2.1. The main floor is 3.8 feet above the 100-year flood level. However, floodwater could potentially enter the basement at the back (north) side through a basement door. Table 2.24.1 below lists the critical building elevations relative to the 100-year flood level. The lowest point of entry is at the upper stairwell landing to the basement door at 0.5 feet above the 100-year water surface elevation, whereas the basement door is 6.1 feet below. Also, the HVAC unit at the back (north) side of the building is approximately 0.3 feet below the 100-year water surface elevation. None of the basement wall penetrations are below the 100-year water surface elevation.

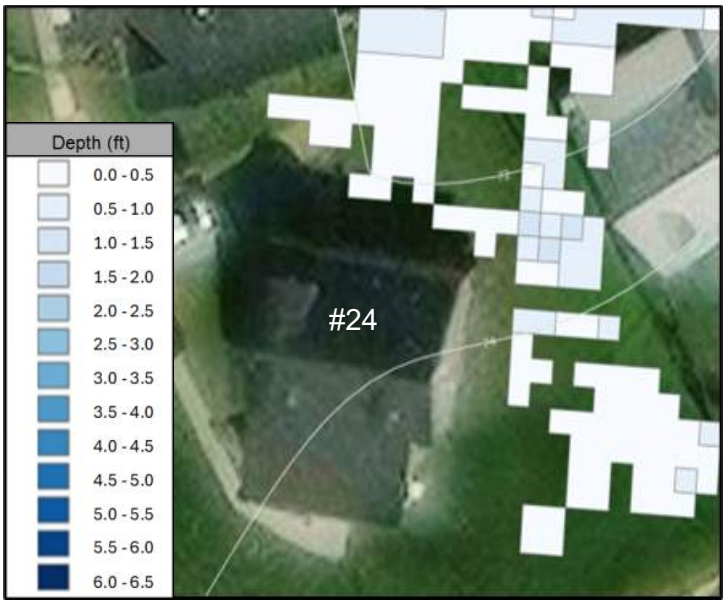


Figure 2.24.2.1 Property #24: 100-year flood depth above grade

Table 2.24.1 Property #24: Critical building elevations relative to the 100-year flood level

Item	Elevation	Notes
Main Floor	+3.8 feet	
Lowest Point of Entry	+0.5 feet	Upper Stairwell Landing to Basement Door
100-year Water Surface Elevation	**73.1 feet**	
Adjacent Grade	-0.5 feet	
Basement Door	-6.1 feet	

2.24.3 Strategy Recommended

Homeowner Flood Retrofits

The following retrofits are recommended to help reduce flood risk for this property:

- Install a battery backup sump pump at the basement to assist with water removal, if one does not already exist. Make sure the discharge is in an area above the 100-year water surface elevation.
- Prevent rainwater from collecting at the base of the exterior stairwell by adding a drain at the bottom of the stairs connected to the sump pump if one does not already exist.
- Replace interior basement floor finishes with flood damage resistant materials to limit damage from water intrusion (e.g., replace carpet with tiles and paper-faced gypsum board with wood paneling, or wainscoting at the walls).
- Raise the HVAC unit at least 1 foot so the bottom of the unit is above the 100-year water surface elevation.

2.24.4 Strategies Considered

The following site-specific flood mitigation strategies were assessed as potential options to reduce the risk of flood damage to this home. Due to structural and property constraints, technical feasibility, cost, and other factors, these strategies were eliminated as feasible options for this property.

Raise Lowest Point of Entry: This is not necessary because the lowest point of entry is above the 100-year water surface elevation.

Dry Floodproofing: Based on the modeled extent of the 100-year event, full and comprehensive dry floodproofing is not recommended for this home. This strategy would involve adherence to rigorous standards that produce extensive renovations and large costs that are not appropriate for residential basements. Prior to implementing this strategy, an engineering assessment would be required to determine if the existing structure can support the flood loads. Significant structural modifications would likely be needed for the basement wall, footings, and basement slab to resist flood loads and other modifications (e.g., flood doors, waterproofing, etc.) would be needed to address dry floodproofing requirements.

Grading and Placement of Fill: Additional fill to protect the building would result in a berm that would create an aesthetically unpleasing and odd feature compared to nearby properties. Also, it would potentially increase the amount of flooding to properties nearby.

Permanent Floodwall: Floodwall placement is not advised for this property. It would potentially increase the amount of flooding to properties nearby. Additionally, a pump station might be required to address local site drainage for rainfall runoff.

2.24.5 Structural Strategies

Based on an evaluation of modeled alternatives, the proposed culvert enlargement at 56th Avenue (CE-4), and storm drain improvement (SD-1) along 55th Avenue and 56th Ave would potentially remove the building from the 100-year floodplain. For more information, refer to Section 8 (Proposed Improvements) of the Bladensburg Flood Reduction Preliminary Design Report.

2.25 Property #25: 4100 56th Avenue

2.25.1 Description

The property at 4100 56th Avenue consists of a one-and-a-half story building with dormers at the roof. The grade slopes down from the front to the back of the building. There is an open sump pump at the back of the house that drains to the channel and an additional sump pump inside the building at the basement level. The basement door and HVAC unit are located at the back (north) side of the building at grade. Basement wall openings are covered with boards on the east, north, and west sides of the building. There are penetrations through the basement wall for a dryer vent, and electrical conduit. Figure 2.25.1.1 below provides an aerial view of the home with topographic elevation contours, and the property is further depicted in Figure 2.25.1.2, Figure 2.25.1.3, Figure 2.25.1.4 ,and Figure 2.25.1.5.

Figure 2.25.1.1 Property #25: Aerial view with elevation contours and photo numbering

Figure 2.25.1.2 Property #25: Front side (south side)

Figure 2.25.1.3 Property #25: Side (east side)

Figure 2.25.1.4 Property #25: Back side (north side)

Figure 2.25.1.5 Property #25: Side (west side)

2.25.2 Flood Risk

The property at 4100 56th Avenue is located south of the Edmonston Channel. Flood modeling indicates that floodwater from a 100-year event will extend to all four sides of the building. See Figure 2.25.2.1. The main floor is 4.4 feet above the 100-year flood level. However, floodwater will likely enter the basement through a basement door and may enter through a few other boarded openings at the back (north) side. Table 2.25.1 below lists the critical building elevations relative to the 100-year flood level. The lowest point of entry is at the basement door at 2.0 feet below the 100-year water surface elevation. Also, the HVAC unit nearby is more than 1.0 feet below the 100-year water surface elevation. None of the basement wall penetrations are below the 100-year water surface elevation. The homeowner reported that floodwater has previously penetrated the home. Note that the objects adjacent to the exterior wall at the carport may have prevented the identification of other flood risks.

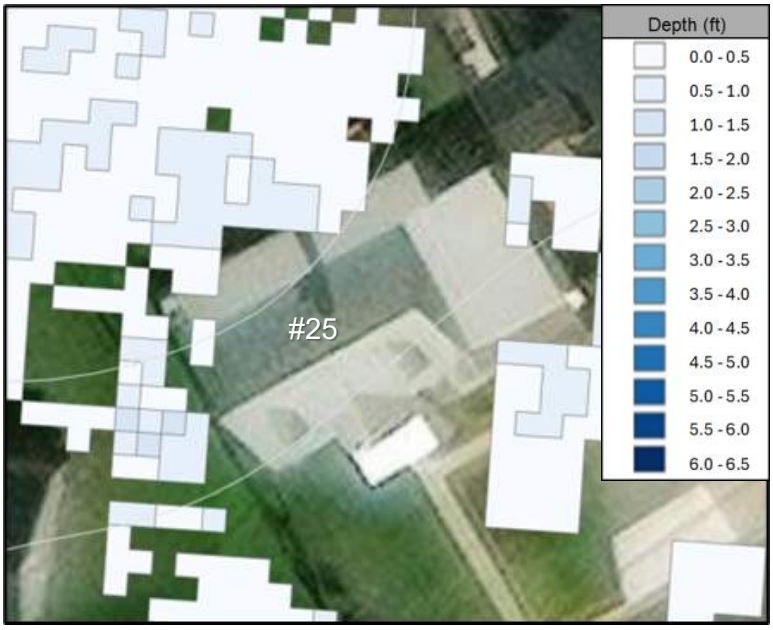


Figure 2.25.2.1 Property #25 100-year flood depth above grade

Table 2.25.1 Property #25: Critical building elevations relative to the 100-year flood level

Item	Elevation	Notes
Main Floor	+4.4 feet	
100-year Water Surface Elevation	**73.1 feet**	
Bottom of Boarded Openings at Back (North) Side	-1.0 feet	
Lowest Point of Entry	-2.0 feet	Basement Door
Adjacent Grade	-2.0 feet	

2.25.3 Strategy Recommended

Homeowner Flood Retrofits and Raise the Lowest Point of Entry

The following retrofits are recommended to help mitigate flood risk for this property:

- Install a battery backup for the sump pump, if it does not already exist.
- Provide a waterproof seal at the boarded basement windows at the back (north) side of the building.
- Replace the basement door at the back (north) side with a flood resistant door to raise the lowest point of entry.
- Prior to installing the two previous retrofits, an engineering assessment should be performed to determine if the existing structure can support the flood loads. Structural modifications may be needed before installation.
- Replace interior basement floor finishes with flood damage resistant materials to limit damage from water intrusion (e.g., replace carpet with tiles and paper-faced gypsum board with wood paneling, or wainscoting at the walls).
- Raise the HVAC unit at least 2 feet so the bottom of the unit is above the 100-year water surface elevation.

2.25.4 Strategies Considered

The following site-specific flood mitigation strategies were assessed as potential options to reduce the risk of flood damage to this home. Due to structural and property constraints, technical feasibility, cost, and other factors, these strategies were eliminated as feasible options for this property.

Dry Floodproofing: Based on the modeled extent of the 100-year event, full and comprehensive dry floodproofing is not recommended for this home. This strategy would involve adherence to rigorous standards that produce extensive renovations and large costs that are not appropriate for residential basements. Prior to implementing this strategy, an engineering assessment would be required to determine if the existing structure can support the flood loads. Significant structural modifications would likely be needed for the basement wall, footings, and basement slab to resist flood loads and other modifications (e.g., flood doors, waterproofing, etc.) would be needed to address dry floodproofing requirements.

Grading and Placement of Fill: Additional fill to protect the building would result in a berm that would create an aesthetically unpleasing and odd feature compared to nearby properties. Also, it would likely increase the amount of flooding to properties nearby.

Permanent Floodwall: Floodwall placement is not advised for this property. It would potentially increase the amount of flooding to properties nearby. Additionally, a pump station might be required to address local site drainage for rainfall runoff.

2.25.5 Structural Strategies

Based on an evaluation of modeled alternatives, the proposed culvert enlargement at 56th Avenue (CE-4), and storm drain improvement (SD-1) along 55th Avenue and 56th Ave would potentially remove the building from the 100-year floodplain. For more information, refer to Section 8 (Proposed Improvements) of the Bladensburg Flood Reduction Preliminary Design Report.

2.26 Property #26: 4102 56th Avenue

2.26.1 Description

The property at 4102 56th Ave consists of a one-and-a-half story building with a dormer at the roof. The grade slopes down from the front to the back of the building. At the back (north) side of the building, exterior steps lead down from the adjacent grade to a basement door. There are walls at each side that support a small roof at the exterior stairs. The HVAC unit is at grade near the basement door. Basement windows are at or below grade on the east, north, and west sides of the building. The window at the west side has a window well which is constructed of metal. There are penetrations through the basement wall for a plumbing pipe, dryer vent, hose bib, and electrical conduit. Figure 2.26.1.1 below provides an aerial view of the home with topographic elevation contours, and the property is further depicted in Figure 2.26.1.2, Figure 2.26.1.3, Figure 2.26.1.4 and Figure 2.26.1.5.

Figure 2.26.1.1 Property #26: Aerial view with elevation contours and photo numbering

Figure 2.26.1.2 Property #26: Front side (south side)

Figure 2.26.1.3 Property #26: Side (east side)

Figure 2.26.1.4 Property #26: Back side (north side)

Figure 2.26.1.5 Property #26: Side (west side)

2.26.2 Flood Risk

The property at 4102 56th Avenue abuts the Edmonston Channel at the east side of the property. Flood modeling indicates that floodwater from a 100-year event will overtop the channel and extend to the back (north) wall of the building. See Figure 2.26.2.1. The main floor is 3.8 feet above the 100-year flood level. However, floodwater could potentially enter the basement at the back (north) side through a basement door as well as through basement windows at the east, north, and west sides of the building. Table 2.26.1 below lists the critical building elevations relative to the 100-year flood level. The lowest point of entry is at the upper stairwell landing to the basement door at 0.9 feet below the 100-year water surface elevation, whereas the basement door is 3.2 feet below. Also, the HVAC unit at the back (north) side of the building is approximately 1.5 feet below the 100-year water surface elevation. A few of the basement wall penetrations are at or may be below the 100-year water surface elevation including a hose bib, electrical conduit, and plumbing pipe. Note that the objects adjacent to the exterior walls may have prevented the identification of other flood risks.

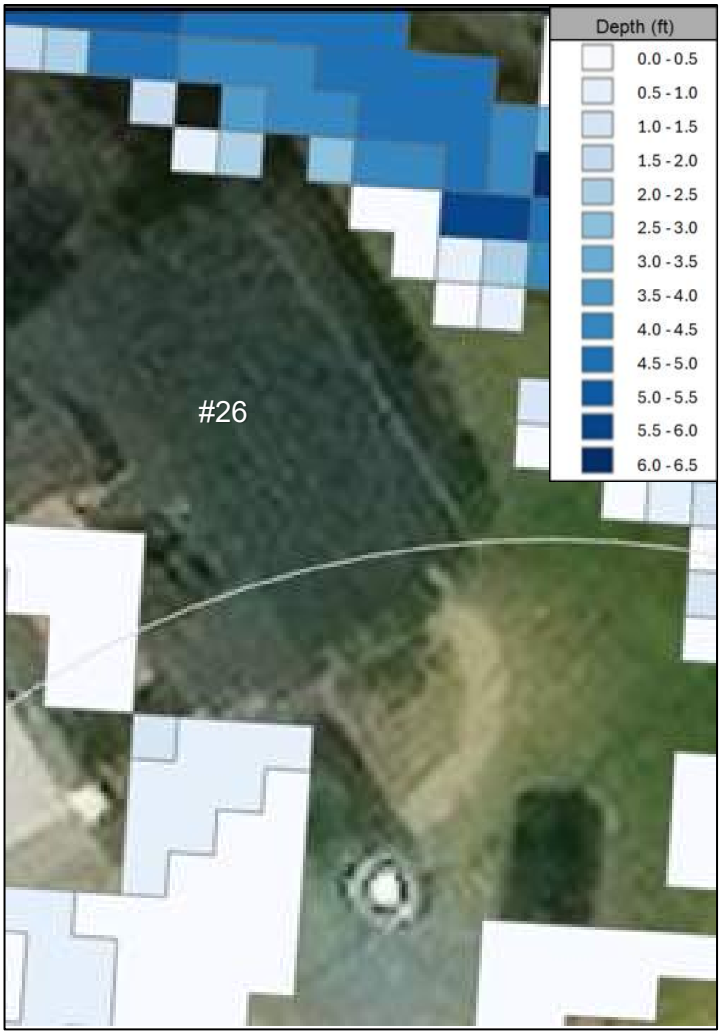


Figure 2.26.2.1 Property #26: 100-year flood depth above grade

Table 2.26.1 Property #26: Critical building elevations relative to the 100-year flood level

Item	Elevation	Notes
Main Floor	+3.8 feet	
100-year Water Surface Elevation	**74.0 feet**	
Basement Windowsill at East Side	-0.1 feet	
Basement Windowsill at Back (North) Side	-0.4 feet	
Lowest Point of Entry	-0.9 feet	Upper Stairwell Landing to Basement Door
Adjacent Grade	-1.4 feet	
Basement Door	-3.2 feet	

2.26.3 Strategy Recommended

Homeowner Flood Retrofits and Raise the Lowest Point of Entry

The following retrofits are recommended to help mitigate flood risk for this property:

- Install a sump pump with a battery backup, if one does not already exist.
- This group of retrofits will raise the lowest point of entry:
    - Install a hinged flood gate at the upper landing of the basement door stairwell. The hinged flood gate will require a new concrete stairwell. The top of the flood gate and stairwell walls should at least match the 100-year water surface elevation.
    - Install a flood glass window or a waterproof window well with cover around the basement window at the east and north sides that extends a minimum of 6 inches above the 100-year water surface elevation.
- Prior to installing the previous group of retrofits, an engineering assessment should be performed to determine if the existing structure can support the flood loads. Structural modifications may be needed before installation.
- Prevent rainwater from collecting at the base of the exterior stairwell by either reconstruction a roof extension over the stairwell or adding a drain at the bottom of the stairs connected to the sump pump.
- Confirm or provide waterproof seals and reconstruct a cover at the existing window well at the west side.
- Provide a waterproof seal for any basement wall penetration below the 100-year water surface elevation.
- Replace interior basement floor finishes with flood damage resistant materials to limit damage from water intrusion (e.g., replace carpet with tiles and paper-faced gypsum board with wood paneling, or wainscoting at the walls).
- Raise the HVAC unit at least 2 feet so the bottom of the unit is above the 100-year water surface elevation.

2.26.4 Strategies Considered

The following site-specific flood mitigation strategies were assessed as potential options to reduce the risk of flood damage to this home. Due to structural and property constraints, technical feasibility, cost, and other factors, these strategies were eliminated as feasible options for this property.

Dry Floodproofing: Based on the modeled extent of the 100-year event, full and comprehensive dry floodproofing is not recommended for this home. This strategy would involve adherence to rigorous standards that produce extensive renovations and large costs that are not appropriate for residential basements. Prior to implementing this strategy, an engineering assessment would be required to determine if the existing structure can support the flood loads. Significant structural modifications would likely be needed for the basement wall, footings, and basement slab to resist flood loads and other modifications (e.g., flood doors, waterproofing, etc.) would be needed to address dry floodproofing requirements.

Grading and Placement of Fill: Additional fill to protect the building would result in a berm that would create an aesthetically unpleasing and odd feature compared to nearby properties. Also, it would potentially increase the amount of flooding to properties nearby.

Permanent Floodwall: Given the proximity of the channel to the building, there is insufficient area to construct a floodwall and the associated footing. If constructed, it would be as part of the channel improvements as a structural strategy for the watershed-level construction renovations. Local site drainage may require a pump station to address rainfall runoff.

2.26.5 Structural Strategies

Based on an evaluation of modeled alternatives, the proposed culvert enlargement at 56th Avenue (CE-4), and storm drain improvement (SD-1) along 55th Avenue and 56th Ave would potentially remove the building from the 100-year floodplain. For more information, refer to Section 8 (Proposed Improvements) of the Bladensburg Flood Reduction Preliminary Design Report.

2.27 Property #27: 4104 56th Avenue

2.27.1 Description

The property at 4104 56th Avenue consists of a one-and-a-half story building with dormers at the roof. The grade slopes down from the front to the back of the building. At the back (west) side of the building, exterior steps lead down from the adjacent grade to a basement door. There is a small roof over the exterior steps. The HVAC unit is at grade at the south side of the building. Basement windows are located below or above grade on the north, west and south sides of the building. The window on the north side has a window well which is constructed of metal with a cover. There are penetrations through the basement wall for a hose bib, dryer vent, plumbing pipe, electrical conduit, and HVAC conduit. Figure 2.27.1.1 below provides an aerial view of the home with topographic elevation contours, and the property is further depicted in Figure 2.27.1.2, Figure 2.27.1.3, Figure 2.27.1.4, and Figure 2.27.1.5 and Figure 2.27.1.6.

Figure 2.27.1.1 Property #27: Aerial view with elevation contours and photo numbering

Figure 2.27.1.2 Property #27: Front side (east side)

Figure 2.27.1.3 Property #27: Side (north side)

Figure 2.27.1.4 Property #27: Basement window (north side)

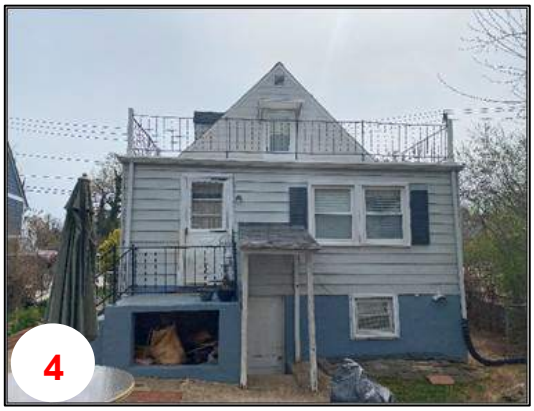


Figure 2.27.1.5 Property #27: Back side (west side)

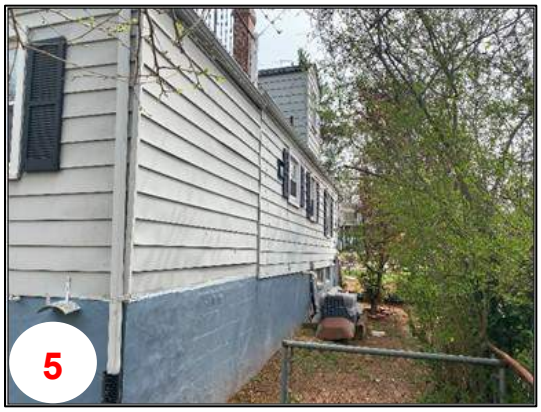


Figure 2.27.1.6 Property #27: Side (south side)

2.27.2 Flood Risk

The property at 4104 56th Avenue abuts the Edmonston Channel at the south side of the property. Flood modeling indicates that floodwater from a 100-year event will overtop the channel and extend to the back (west) wall and south wall of the building. See Figure 2.27.2.1. The main floor is 4.7 feet above the 100-year flood level. However, floodwater could potentially enter the basement at the back (west) side through a basement door. Table 2.27.1 below lists the critical building elevations relative to the 100-year flood level. The lowest point of entry is at the upper stairwell landing to the basement door at 0.1 feet below the 100-year water surface elevation, whereas the basement door is 2.1 feet below. Also, the HVAC unit at the south side of the building is approximately a few inches below the 100-year water surface elevation. None of the basement wall penetrations are below the 100-year water surface elevation. The homeowner reported they have seen water on the floor of the basement at the west side of the building. Note that the objects under the back (west) side landing may have prevented the identification of other flood risks.

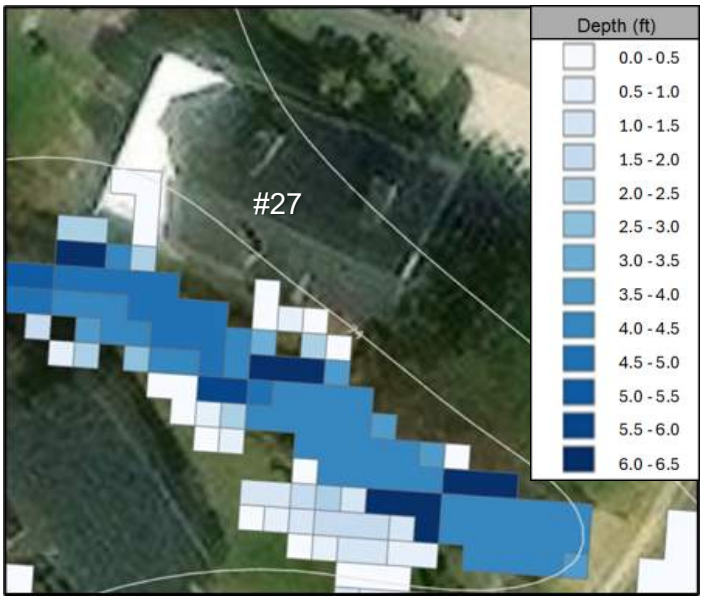


Figure 2.27.2.1 Property #27: 100-year flood depth above grade

Table 2.27.1 Property #27: Critical building elevations relative to the 100-year flood level

Item	Elevation	Notes
Main Floor	+4.7 feet	
100-year Water Surface Elevation	**74.5 feet**	
Lowest Point of Entry	-0.1 feet	Upper Stairwell Landing to Basement Door
Adjacent Grade	-0.1 feet	
Basement Door	-2.1 feet	

2.27.3 Strategy Recommended

Homeowner Flood Retrofits and Raise the Lowest Point of Entry

The following retrofits are recommended to help mitigate flood risk for this property:

- Install a sump pump with a battery backup, if one does not already exist.
- Construct a new landing at the top of the stairs leading to the basement door that adds one step to the stairs and wraps around the south side of the stairwell. The top of the new landing should meet or exceed the 100-year water surface elevation. Install railings along the south side of the stairwell to prevent someone from falling into the stairwell. These efforts will raise the lowest point of entry.
- Prior to installing the previous retrofit, an engineering assessment should be performed to determine if the existing structure can support the flood loads. Structural modifications may be needed before installation.
- Prevent rainwater from collecting at the base of the exterior stairwell by either reconstructing the roof extension over the stairwell or adding a drain at the bottom of the stairs connected to the sump pump.
- Replace interior basement floor finishes with flood damage resistant materials to limit damage from water intrusion (e.g., replace carpet with tiles and paper-faced gypsum board with wood paneling, or wainscoting at the walls).
- Raise the HVAC unit at least 1 foot so the bottom of the unit is above the 100-year water surface elevation.

2.27.4 Strategies Considered

The following site-specific flood mitigation strategies were assessed as potential options to reduce the risk of flood damage to this home. Due to structural and property constraints, technical feasibility, cost, and other factors, these strategies were eliminated as feasible options for this property.

Dry Floodproofing: Based on the modeled extent of the 100-year event, full and comprehensive dry floodproofing is not recommended for this home. This strategy would involve adherence to rigorous standards that produce extensive renovations and large costs that are not appropriate for residential basements. Prior to implementing this strategy, an engineering assessment would be required to determine if the existing structure can support the flood loads. Significant structural modifications would likely be needed for the basement wall, footings, and basement slab to resist flood loads and other modifications (e.g., flood doors, waterproofing, etc.) would be needed to address dry floodproofing requirements.

Grading and Placement of Fill: Additional fill to protect the building would result in a berm that would create an aesthetically unpleasing and odd feature compared to nearby properties. Also, it would potentially increase the amount of flooding to properties nearby.

Permanent Floodwall: Given the proximity of the channel to the building, there is insufficient area to construct a floodwall and the associated footing. If constructed, it would be as part of the channel improvements as a structural strategy for the watershed-level construction renovations. Local site drainage may require a pump station to address rainfall runoff. It would potentially increase the amount of flooding to properties nearby.

2.27.5 Structural Strategies

Based on an evaluation of modeled alternatives, the proposed culvert enlargement at 56th Avenue (CE-4), and storm drain improvement (SD-1) along 55th Avenue and 56th Ave would potentially remove the building from the 100-year floodplain. For more information, refer to Section 8 (Proposed Improvements) of the Bladensburg Flood Reduction Preliminary Design Report.

2.28 Property #28: 4111 56th Avenue

2.28.1 Description

The property at 4111 56th Avenue consists of a two-story home with a basement. There is an at-grade addition at the back (east) side of the building. Two basement windows are located a few inches above grade on the north and south sides of the building. The HVAC unit is at grade along the north side. There are penetrations through the basement wall for a dryer vent, hose bib, electrical conduit, and HVAC conduit. Figure 2.28.1.1 below provides an aerial view of the home with topographic elevation contours, and the property is further depicted in Figure 2.28.1.2, Figure 2.28.1.3, Figure 2.28.1.4, and Figure 2.28.1.5.

Figure 2.28.1.1 Property #28: Aerial view with elevation contours and photo numbering

Figure 2.28.1.2 Property #28: Front side (west side)

Figure 2.28.1.3 Property #28: Side (south side)

Figure 2.28.1.4 Property #28: Back side (east side)

Figure 2.28.1.5 Property #28: Side (north side)

2.28.2 Flood Risk

The property at 4111 56th Avenue is located north of the Edmonston Channel. Flood modeling indicates that floodwater from a 100-year event will overtop the channel and extend to the south wall and back (east) wall of the building. See Figure 2.28.2.1. The main floor is 3.5 feet above the 100-year flood level. However, floodwater could potentially enter the addition at the back (east) side through a side door. Table 2.28.1 below lists the critical building elevations relative to the 100-year flood level. The lowest point of entry is at the side door at 0.4 feet above the 100-year water surface elevation. None of the basement wall penetrations are below the 100-year water surface elevation. Note that the objects adjacent to the exterior walls may have prevented the identification of other flood risks.

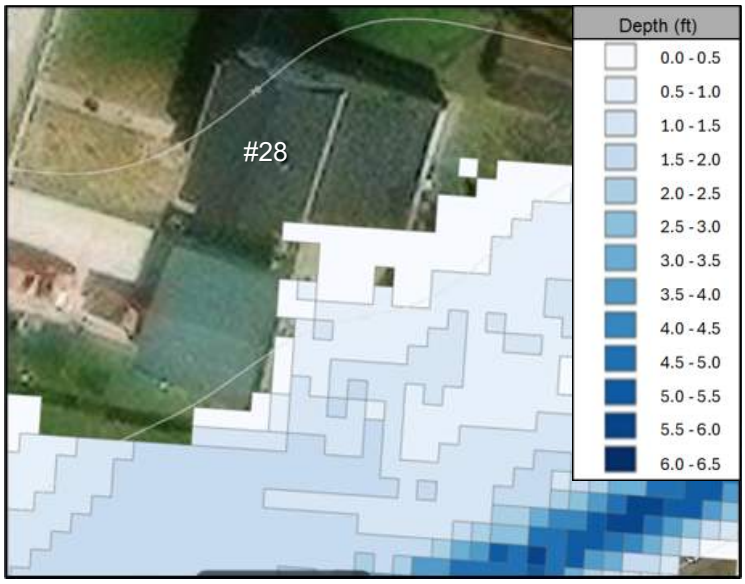


Figure 2.28.2.1 Property #28: 100-year flood depth above grade

Table 2.28.1 Property #28: Critical building elevations relative to the 100-year flood level

Item	Elevation	Notes
Main Floor	+3.5 feet	
Lowest Point of Entry	+0.4 feet	Side Door
100-year Water Surface Elevation	**77.1 feet**	
Adjacent Grade	-0.5 feet	

2.28.3 Strategy Recommended

Homeowner Flood Retrofits

The following retrofits are recommended to help mitigate flood risk for this property:

- Install a sump pump with a battery backup, if one does not already exist.
- Replace interior basement floor finishes with flood damage resistant materials to limit damage from water intrusion (e.g., replace carpet with tiles and paper-faced gypsum board with wood paneling, or wainscoting at the walls).
- Waterproof the exterior of the lowest 12-inches of the foundation structure of the addition to prevent floodwater associated with a 100-year event from seeping under the addition and minimize chances that it will flow into the basement.

2.28.4 Strategies Considered

The following site-specific flood mitigation strategies were assessed as potential options to reduce the risk of flood damage to this home. Due to structural and property constraints, technical feasibility, cost, and other factors, these strategies were eliminated as feasible options for this property.

Raise Lowest Point of Entry: This strategy is not necessary because the lowest point of entry is above the 100-year water surface elevation.

Dry Floodproofing: Based on the modeled extent of the 100-year event, full and comprehensive dry floodproofing is not recommended for this home. This strategy would involve adherence to rigorous standards that produce extensive renovations and large costs that are not appropriate for residential basements. Prior to implementing this strategy, an engineering assessment would be required to determine if the existing structure can support the flood loads. Significant structural modifications would likely be needed for the basement wall, footings, and basement slab to resist flood loads and other modifications (e.g., flood doors, waterproofing, etc.) would be needed to address dry floodproofing requirements.

Grading and Placement of Fill: Additional fill to protect the building would result in a berm that would create an aesthetically unpleasing and odd feature compared to nearby properties. Also, it would potentially increase the amount of flooding to properties nearby.

Permanent Floodwall: It would potentially increase the amount of flooding to properties nearby. Local site drainage may require a pump station to address rainfall runoff.

2.28.5 Structural Strategies

Based on an evaluation of modeled alternatives, the proposed culvert enlargement at 56th Avenue (CE-4), and storm drain improvement (SD-1) along 55th Avenue and 56th Ave would potentially remove the building from the 100-year floodplain. For more information, refer to Section 8 (Proposed Improvements) of the Bladensburg Flood Reduction Preliminary Design Report.

2.29 Property #29: 5416 Annapolis Road

2.29.1 Description

The property at 5416 Annapolis Road consists of a large one-story shopping center complex located adjacent to the Edmonston Channel. The basement level is constructed with concrete masonry units (CMU). The grade slopes down from the front to the back of the building. At the back (north) side there are several doors at grade and several loading docks approximately 3.5 feet above grade that service the basement. Wall penetrations for electrical are located approximately 1.5 feet above grade at the back (north) side. Figure 2.29.1.1 below provides an aerial view of the complex with topographic elevation contours, and the property is further depicted in Figure 2.29.1.2, Figure 2.29.1.3, Figure 2.29.1.4, and Figure 2.29.1.5.

Figure 2.29.1.1 Property #29: Aerial view with elevation contours and photo numbering

Figure 2.29.1.2 Property #29: Front side (south side)

Figure 2.29.1.3 Property #29: Back side (north side)

Figure 2.29.1.4 Property #29: Back side (north side)

Figure 2.29.1.5 Property #29: Side (west side)

2.29.2 Flood Risk

The property at 5416 Annapolis Road is located south of the Edmonston Channel. Flood modeling indicates that floodwater from a 100-year event will overtop the channel and extend to the back (north) wall of the building. See Figure 2.29.2.1. The lower floor level is 2.6 feet above the 100-year flood level. However, floodwater could enter the exterior access doors that likely lead to a stairwell for entry to the lower floor level at the back (north) side. This is not expected to impact the lowest floor level, but may affect contents behind these access doors which may include mechanical, electrical, and plumbing systems that were not accessible for observation during the site visit. Table 2.29.1 below lists the critical building elevations relative to the 100-year flood level. The lowest point of entry to the lowest floor level is at the back (north) loading dock doors at 2.6 feet above the 100-year water surface elevation. A transformer at the same side is below the 100-year water surface elevation as well. Note that the restricted access through the exterior access doors may have prevented the identification of other flood risks.

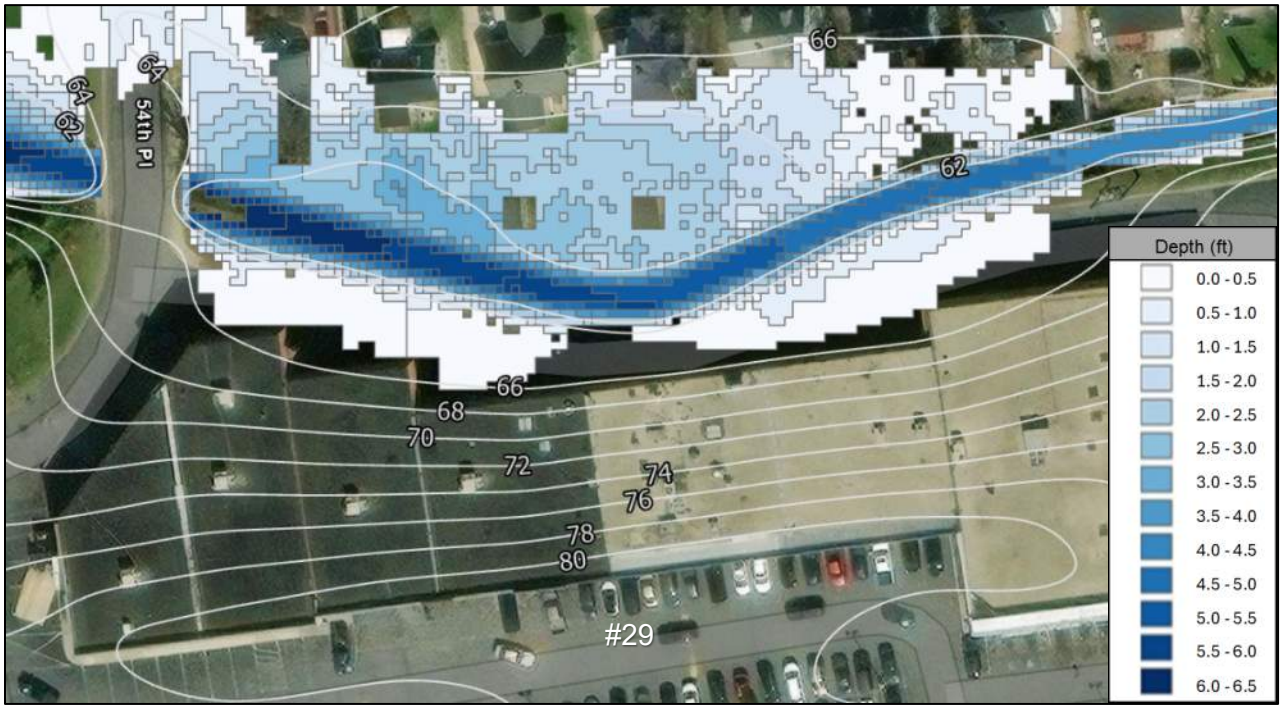


Figure 2.29.2.1 Property #29: 100-year flood depth above grade

Table 2.29.1 Property #29: Critical building elevations relative to the 100-year flood level

Item	Elevation	Notes
Lower Floor Level	+2.6 feet	
Lowest Point of Entry	+2.6 feet	Loading Dock Doors
100-year Water Surface Elevation	**66.5 feet**	
Exterior Building Doors	-0.8 feet	Doors Provide Access to Stairs Up to Lowest Level Entry
Adjacent Grade	-1.0 feet	

2.29.3 Strategy Recommended

Building Owner Flood Retrofits

This strategy would help reduce flood risk for this property. The following retrofits are recommended:

- Install a floor drain connected to a sump pump with a battery backup at each enclosed floor area at or below the 100-year flood water surface elevation, if one does not already exist. Discharge the pump through the exterior wall at least above the 100-year water surface elevation.
- Install flood doors at back (north) entrances where the flood door threshold is at or below the 100-year flood water surface elevation.

2.29.4 Strategies Considered

The following site-specific flood mitigation strategies were assessed as potential options to reduce the risk of flood damage to this building. Due to structural and property constraints, technical feasibility, cost, and other factors, these strategies were eliminated as feasible options for this property.

Raise Lowest Point of Entry: This strategy is not necessary because the lowest point of entry to the lowest floor level is above the 100-year water surface elevation.

Dry Floodproofing: Based on the modeled extent of the 100-year event, full and comprehensive dry floodproofing is not recommended for this building. This strategy would involve adherence to rigorous standards that are not necessary for enclosed areas used for access purposes only.

Grading and Placement of Fill: Additional fill to protect the building would result in a berm that would likely increase the amount of flooding to properties nearby.

Permanent Floodwall: This strategy is not recommended because it would likely increase the amount of flooding to properties nearby.

2.29.5 Structural Strategies

Based on an evaluation of modeled alternatives, the proposed bridge enlargements at Taylor Street (BE-2), Spring Road (BE-3), and 54th Place (BE-4) and channel improvements from 54th Place and 55th Avenue (CI-1) would potentially remove the building from the 100-year floodplain. For more information, refer to Section 8 (Proposed Improvements) of the Bladensburg Flood Reduction Preliminary Design Report.

With every community, we redefine what's possible.

Stantec is a global leader in sustainable engineering, architecture, and environmental consulting. The diverse perspectives of our partners and interested parties drive us to think beyond what's previously been done on critical issues like climate change, digital transformation, and future-proofing our cities and infrastructure. We innovate at the intersection of community, creativity, and client relationships to advance communities everywhere, so that together we can redefine what's possible.

Stantec Consulting Services Inc.
6110 Frost Place Suite 200
Laurel MD 20707-2927
stantec.com

Appendix B Floodwall Internal Drainage Memo

Stantec

Technical Memo

To: Corvias Infrastructure Solutions

Project/File: Bladensburg Flood Reduction Project

From: Stantec Consulting Service, Inc; Laurel, MD

Date: September 2025

Reference: Quincy Run – Floodwall Interior Drainage

1 Introduction

Quincy Run is subject to frequent flood events that impact roads, parking lots and residential buildings, including the apartment building at 5204-5206 Newton Street. To mitigate flood risk at this location, a permanent floodwall is proposed around the existing apartment building. An important consideration when designing floodwalls is the evaluation of internal drainage. The objective of this memo is to provide a description of the methodology and assumptions used to size the proposed pumps for the floodwall.

The proposed location and alignment of the floodwall are shown in Figure 1 and Figure 2. Stormwater runoff from the building's parking lot will no longer be able to discharge to the stream and will instead pond behind the proposed floodwall. Therefore, pumps were designed to drain the interior floodwater. For this analysis, only the 100-year return event was evaluated for the pump design. However, the pump station will be used to evacuate water during other frequent events, as needed.

The proposed design will follow the FEMA Guidance Document 95, Section 4.1.8 for interior drainage in conjunction with the Prince Georges Stormwater Management Design Manual (Design Manual). The FEMA levee guidance states that, "An analysis must be submitted that identifies the source(s) of such flooding, the extent of the flooded area, and, if the average depth is greater than one foot, the water-surface elevation(s) of the base flood. This analysis must be based on the joint probability of interior and exterior flooding and the capacity of facilities (such as drainage lines and pumps) for evacuating interior floodwaters."

Reference: **Quincy Run Interior Drainage**

Figure 1: Project Location

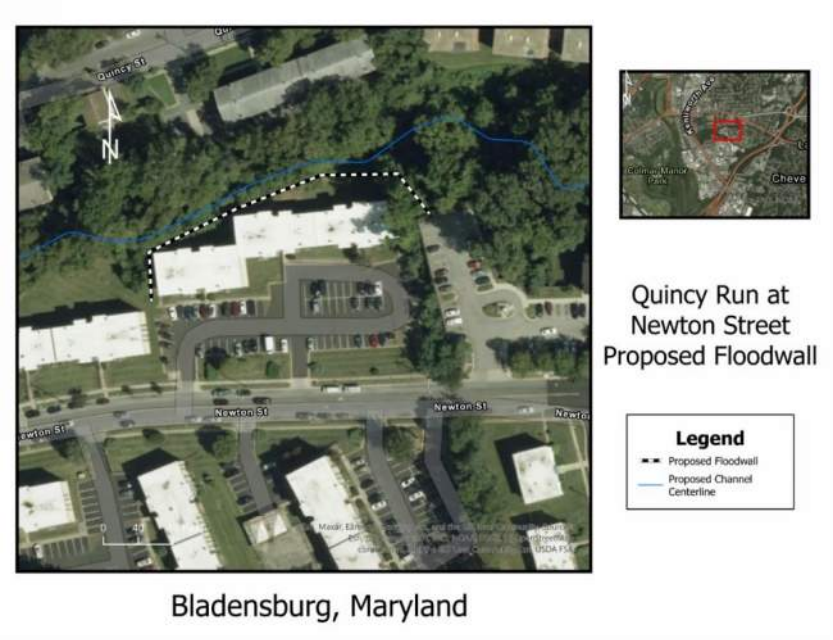
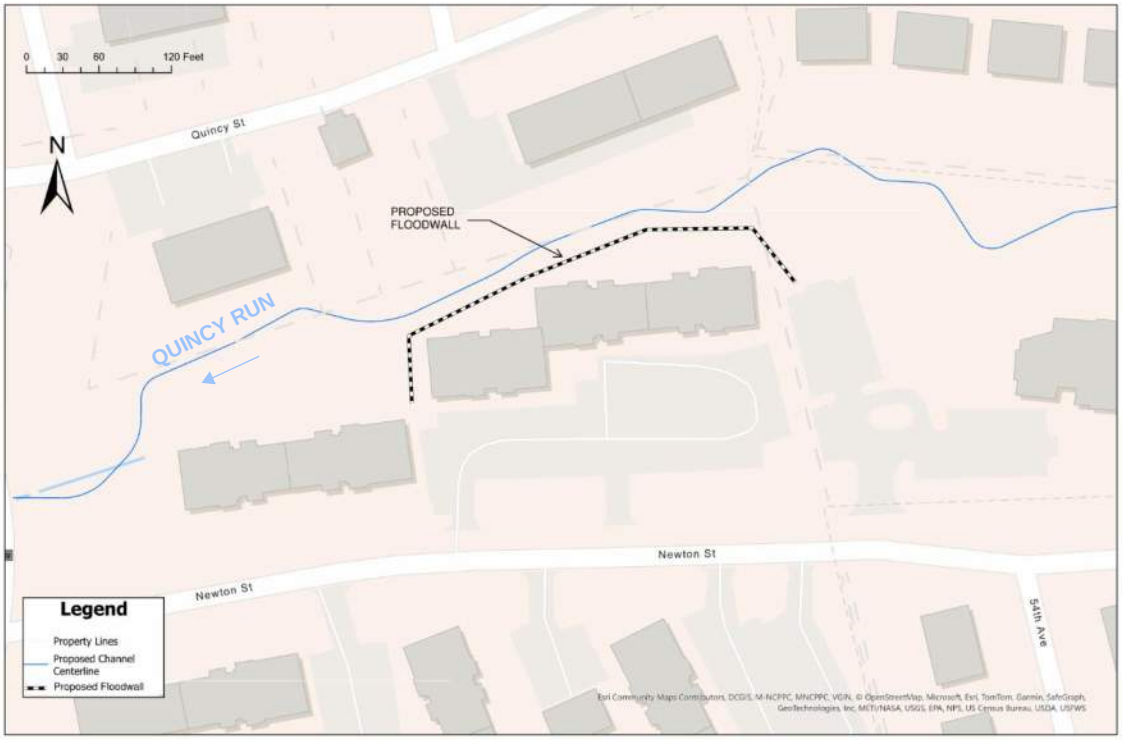


Figure 2: Proposed Floodwall Location



2 Methodology

The Prince Georges Stormwater Management Design Manual was utilized for the interior drainage hydrologic calculations. Per this guidance, the rational method is appropriate for this site since the drainage area is less than 20 acres. The following summarizes the parameters used for these calculations.

Rational Method:

Q = cIA, where:

Q = flow (cfs)
c = runoff coefficient
I = rainfall intensity (in/hr)
A = area (acres)

Runoff Coefficient:

The only two land covers for the site are impervious (buildings and paved areas) and grass/lawn. The impervious areas are depicted in Figure 3. The impervious surfaces dataset is from Prince George's County Planning Department. A conservative assumption that the slopes were greater than 7% was used for the grass/lawn.

Figure 3: Impervious Area

Section 8.2.1A of the Design Manual provides guidance on the selection of the runoff coefficient (c):

c = 0.90 for impervious areas (before correction)
c = 0.35 for lawns and grass areas (before correction)

From Section 8.2.1.2, a c-factor Correction Factor is applied to the runoff coefficient for design storms beyond the 25-yr. For the 100-yr event the Correction Factor is 1.25. The Correction Factor was applied to the runoff coefficient for the pervious areas. Therefore, the following adjustments were made to the runoff coefficient. It should be noted that the impervious area cannot be multiplied by 1.25 as this would lead to a value of 1.125 which. As such, a value of 0.95 for this analysis:

c = 0.95 for impervious
c = 0.35 x 1.25 = 0.44 for pervious

Table references for runoff coefficient and Correction Factor from the Design Manual:

Table 8-1 Rational Method Runoff Coefficient

Zone/Development	7% or Less	Steeper Than 7%
C Commercial (85% Imp.)	0.80	0.90
I Industrial	0.60-0.85	0.70-01.85
R-P-H Garden Type Apartments	0.60-0.85	0.70-0.85
R-H School, Churches	0.60-0.85	0.70-0.85
R-T Residential (65% Imp)	0.65	0.75
R-10 Apartments	0.60-0.85	0.70-0.85
R-20 Residential	0.60	0.70
R-30 Residential	0.60	0.70
R-35 Residential	0.60	0.70
R-55 Residential	0.55	0.65
R-80 Residential	0.50	0.60
1/3 Acre	0.45	0.55
R-R Rural Residential (25% Imp)	0.40	0.50
R-A Rural Agricultural	0.30	0.40
R-E Residential Estate	0.30	0.40
O-S Open Space	0.25	0.35

Impervious areas	0.90
Lawns and grass areas	
Slopes 7% or flatter	0.25
Slopes greater than 7%	0.35
Wooded areas	0.20

Table 8-2 Runoff Correction Factor

Design Storm	Correction Factor
≤ 25-Year	1.00
25-Year	1.10
50-Year	1.20
100-Year	1.25

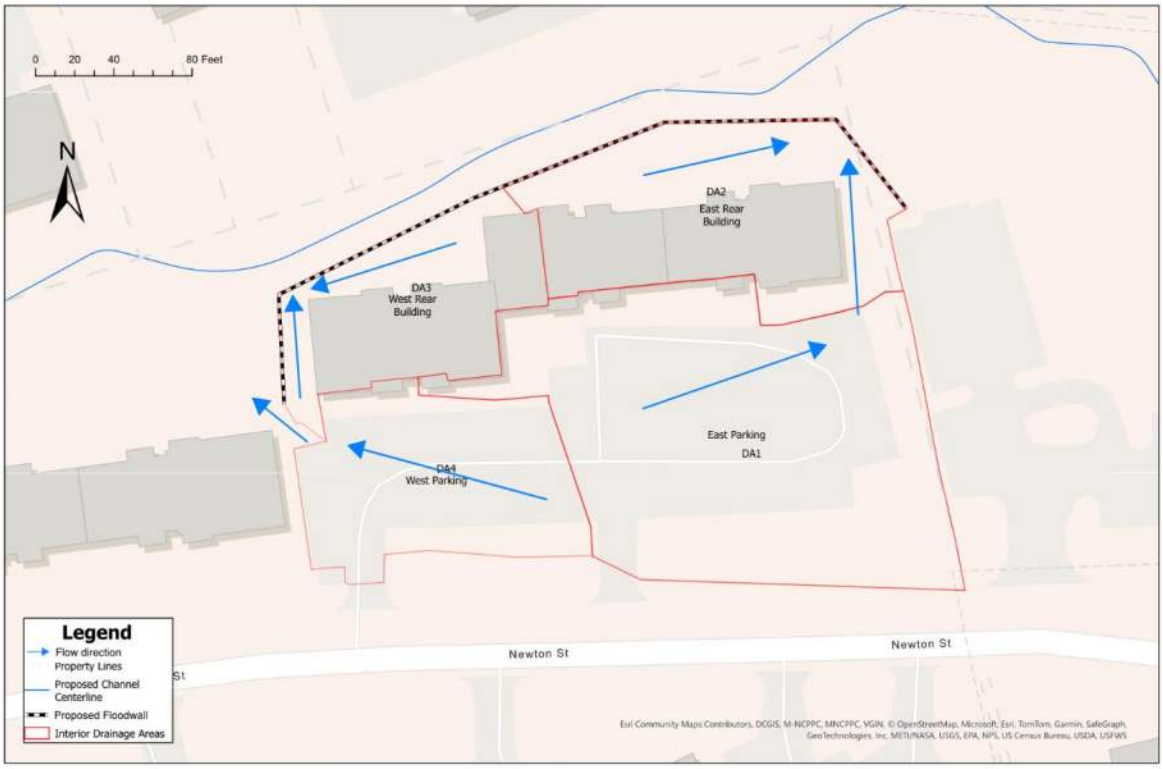
Intensity:

Rainfall intensity for the Rational Method was based on rainfall intensity curves from NOAA Atlas 14 (Figure 5). The intensity curves were developed for Times of Concentration (Tc) of 5-minutes to 1-hour storm frequencies for the 1-, 2-, 5-, 10-, 50-, and 100-yr return events. Since our site is less than 2 acres, Section 8.2.2.1 of the Design Manual states that commercial, industrial, apartments, or similar should use a Tc of 5 minutes. The NOAA Atlas 14 gives the 100-yr, 5-minute rainfall as 0.739 which translates to an intensity of 8.88 in/hr.

Area:

Four drainage areas were delineated using site specific survey data supplemented with publicly available Digital Elevation Model data for Prince Georges County, MD (Figure 4). The total, impervious and pervious areas from the GIS were used to calculate the weighted runoff coefficients and the flows.

Figure 4: Interior Drainage Areas



The east parking lot (DA1) conveys runoff to a curb cut and swale before discharging to Quincy Run. The east rear building (DA2) includes runoff from behind the building and part of the roof. The west rear building (DA3) includes the runoff from behind the building and part of the roof. DA2 and DA3 are separated by a short wall that divides the flow. A storm inlet conveys runoff from the west parking lot (DA4) through the existing storm sewer system and discharges directly to Quincy Run. If overflow at this inlet occurs, the runoff will be conveyed overland and outside of the floodwall.

Hydrologic Parameters Summary:

A summary of drainage area properties is provided in Table 1.

Table 1: Drainage Area Properties

DA#	Interior DA	Area (sq ft)	Area (ac)	Impervious Area (sq ft)	Pervious Area (sq ft)
DA1	East Parking	29,072	0.67	17,578	11,495
DA2	East Rear Building	15,047	0.35	6,684	8,363
DA3	West Rear Building	9,707	0.22	6,007	3,700
DA4	West Parking	11,597	0.27	9,476	2,121
	Total	**65,425**	**1.50**	**39,745**	**25,678**

Flows were determined for each of the drainage areas separately, in addition to the Total East DA (DA1 and DA2) and the Total West DA (DA3 and DA4) flows. Total East DA assumes that the entire flow from the east parking lot and the east rear building will contribute to the interior flooding. Total West DA assumes that the entire flow from the west parking lot and the west rear building will contribute to the interior flooding behind the floodwall. As noted herein, the flows from the east and west sides of the building remain separate due to a wall behind the building, and therefore it is assumed that two pumps will be needed, one for each side.

The scenarios considered are:

1. Scenario 1 - Runoff from the parking areas will be conveyed directly to Quincy Run. This is the least amount of area that contributes to interior flooding. This is represented by DA 2 (east) and DA 3 (west):
    a. Q_{DA2} = 2.0 cfs
    b. Q_{DA3} = 1.5 cfs
2. Scenario 2 - Runoff from the east parking area and both building areas contribute to the interior flooding, represented by Total East DA and DA 3 (west):
    a. $Q_{Total\ East\ DA}$ = 6.5 cfs
    b. Q_{DA3} = 1.5 cfs
3. Scenario 3 – Runoff from the entire site contributes to the interior flooding represented by the Total East DA and Total West DA:
    a. $Q_{Total\ East\ DA}$ = 6.5 cfs
    b. $Q_{Total\ West\ DA}$ = 3.5 cfs

3 Results

Results are provided in Table 2, where the total area is provided in acres (ac), the weighted runoff coefficient (c), rainfall intensity, I = 8.88 in/hr and flow is in cfs.

Table 2: Drainage Area Flows

DA#	Interior DA	Total Area (ac)	Weighted Runoff Coefficient	Rainfall Intensity (in/hr)	Flow, Q (cfs)	Storage Volume (cf)
DA1	East Parking	0.67	0.75	8.88	4.44	11148
DA2	East Rear Building	0.35	0.67	8.88	2.04	4110
DA3	West Rear Building	0.22	0.76	8.88	1.50	11616
DA4	West Parking	0.27	0.75	8.88	2.03	6251
Total East DA (DA1 & DA2)	East Parking and Rear Building	1.01	0.72	8.88	6.48	15228
Total West DA (DA3 & DA4)	West Rear Building and Parking	0.49	0.81	8.88	3.52	17867

These flows were used to size the pumps. The following additional assumptions will need to be incorporated into the final design.

1. Grading will be necessary to convey the stormwater to pumps/outfalls through grading;
2. A reservoir/underground storage will collect water to be pumped;
3. Surcharge at inlet will be included;
4. Pumps are sized based upon local guidance/methods;
5. Existing outfalls located at the upstream and downstream limit of the floodwall to be evaluated for the 100-yr event.

Reference: **Quincy Run Interior Drainage**

Figure 5: NOAA Atlas 14 for Bladensburg, MD. Accessed June 23, 2025.

6/23/25, 8:59 AM Precipitation Frequency Data Server

NOAA Atlas 14, Volume 2, Version 3
Location name: Bladensburg, Maryland, USA*
Latitude: 38.9366°, Longitude: -76.9286°
Elevation: 46 ft**
* source: ESRI Maps
** source: USGS

POINT PRECIPITATION FREQUENCY ESTIMATES

G.M. Bonnin, D. Martin, B. Lin, T. Parzybok, M.Yekta, and D. Riley

NOAA, National Weather Service, Silver Spring, Maryland

PF_tabular | PF_graphical | Maps_&_aerials

PF tabular

PDS-based point precipitation frequency estimates with 90% confidence intervals (in inches)[1]

Duration	Average recurrence interval (years)									
	1	2	5	10	25	50	100	200	500	1000
5-min	0.350 (0.318-0.385)	0.418 (0.380-0.461)	0.498 (0.452-0.549)	0.557 (0.504-0.614)	0.631 (0.566-0.696)	0.685 (0.612-0.757)	0.739 (0.656-0.818)	0.791 (0.697-0.879)	0.856 (0.747-0.959)	0.907 (0.785-1.02)
10-min	0.559 (0.507-0.614)	0.669 (0.608-0.737)	0.798 (0.723-0.879)	0.891 (0.805-0.982)	1.00 (0.902-1.11)	1.09 (0.974-1.20)	1.17 (1.04-1.30)	1.25 (1.10-1.39)	1.35 (1.18-1.52)	1.43 (1.24-1.61)
15-min	0.698 (0.634-0.768)	0.841 (0.764-0.926)	1.01 (0.915-1.11)	1.13 (1.02-1.24)	1.27 (1.14-1.40)	1.38 (1.23-1.53)	1.48 (1.32-1.64)	1.58 (1.40-1.76)	1.70 (1.49-1.91)	1.79 (1.55-2.02)
30-min	0.958 (0.869-1.05)	1.16 (1.06-1.28)	1.43 (1.30-1.58)	1.63 (1.48-1.80)	1.89 (1.69-2.08)	2.08 (1.86-2.30)	2.27 (2.02-2.52)	2.46 (2.17-2.74)	2.71 (2.37-3.04)	2.90 (2.51-3.27)
60-min	1.19 (1.08-1.31)	1.46 (1.32-1.60)	1.84 (1.67-2.03)	2.13 (1.92-2.34)	2.51 (2.25-2.77)	2.82 (2.52-3.11)	3.13 (2.78-3.47)	3.45 (3.04-3.84)	3.89 (3.39-4.36)	4.24 (3.67-4.77)
2-hr	1.41 (1.28-1.55)	1.71 (1.56-1.89)	2.17 (1.97-2.38)	2.52 (2.28-2.77)	3.02 (2.72-3.32)	3.42 (3.06-3.76)	3.84 (3.42-4.24)	4.28 (3.78-4.75)	4.91 (4.28-5.48)	5.41 (4.67-6.08)
3-hr	1.51 (1.38-1.67)	1.84 (1.67-2.03)	2.33 (2.11-2.57)	2.72 (2.46-3.00)	3.28 (2.94-3.61)	3.74 (3.33-4.12)	4.23 (3.73-4.67)	4.74 (4.15-5.25)	5.48 (4.73-6.11)	6.08 (5.18-6.83)
6-hr	1.86 (1.70-2.06)	2.26 (2.06-2.50)	2.85 (2.59-3.15)	3.34 (3.01-3.69)	4.07 (3.63-4.49)	4.68 (4.14-5.18)	5.35 (4.69-5.93)	6.07 (5.26-6.76)	7.14 (6.08-8.01)	8.03 (6.74-9.08)
12-hr	2.26 (2.04-2.55)	2.73 (2.46-3.07)	3.48 (3.12-3.90)	4.11 (3.66-4.61)	5.08 (4.48-5.70)	5.94 (5.18-6.67)	6.89 (5.93-7.76)	7.95 (6.74-8.99)	9.57 (7.94-10.9)	11.0 (8.94-12.6)
24-hr	2.62 (2.40-2.91)	3.17 (2.90-3.52)	4.08 (3.72-4.52)	4.88 (4.42-5.38)	6.10 (5.49-6.70)	7.19 (6.41-7.86)	8.42 (7.44-9.17)	9.82 (8.58-10.7)	12.0 (10.3-13.0)	13.9 (11.7-15.0)
2-day	3.05 (2.78-3.36)	3.69 (3.37-4.07)	4.73 (4.31-5.21)	5.62 (5.10-6.18)	6.96 (6.28-7.64)	8.13 (7.29-8.90)	9.44 (8.39-10.3)	10.9 (9.59-11.9)	13.1 (11.3-14.3)	15.0 (12.8-16.4)
3-day	3.22 (2.94-3.55)	3.89 (3.56-4.29)	4.98 (4.54-5.49)	5.91 (5.38-6.50)	7.32 (6.61-8.03)	8.54 (7.67-9.35)	9.90 (8.82-10.8)	11.4 (10.1-12.5)	13.7 (11.9-15.0)	15.7 (13.5-17.2)
4-day	3.38 (3.10-3.73)	4.09 (3.74-4.52)	5.23 (4.78-5.76)	6.20 (5.65-6.83)	7.67 (6.94-8.42)	8.95 (8.05-9.80)	10.4 (9.25-11.3)	12.0 (10.6-13.1)	14.3 (12.5-15.7)	16.4 (14.1-18.0)
7-day	3.92 (3.61-4.30)	4.72 (4.35-5.19)	5.97 (5.49-6.55)	7.04 (6.46-7.71)	8.64 (7.86-9.43)	10.0 (9.06-10.9)	11.5 (10.4-12.6)	13.2 (11.8-14.4)	15.7 (13.8-17.2)	17.9 (15.5-19.6)
10-day	4.47 (4.12-4.89)	5.37 (4.95-5.87)	6.71 (6.18-7.33)	7.83 (7.19-8.55)	9.46 (8.64-10.3)	10.8 (9.84-11.8)	12.3 (11.1-13.4)	13.9 (12.5-15.1)	16.2 (14.4-17.7)	18.2 (16.0-19.8)
20-day	6.04 (5.63-6.51)	7.19 (6.70-7.74)	8.69 (8.08-9.35)	9.91 (9.20-10.7)	11.6 (10.7-12.5)	13.0 (12.0-13.9)	14.4 (13.2-15.5)	15.9 (14.5-17.1)	17.9 (16.2-19.3)	19.6 (17.6-21.1)
30-day	7.46 (6.95-7.99)	8.82 (8.23-9.46)	10.5 (9.78-11.2)	11.8 (11.0-12.7)	13.7 (12.7-14.7)	15.2 (14.0-16.2)	16.7 (15.4-17.9)	18.2 (16.7-19.5)	20.3 (18.5-21.8)	22.0 (19.9-23.6)
45-day	9.37 (8.80-9.96)	11.0 (10.4-11.7)	12.9 (12.1-13.7)	14.3 (13.5-15.2)	16.2 (15.2-17.2)	17.7 (16.5-18.8)	19.1 (17.8-20.3)	20.5 (19.1-21.8)	22.3 (20.7-23.8)	23.6 (21.8-25.2)
60-day	11.1 (10.5-11.8)	13.1 (12.4-13.9)	15.2 (14.3-16.0)	16.7 (15.7-17.7)	18.7 (17.6-19.8)	20.2 (18.9-21.4)	21.6 (20.2-22.9)	22.9 (21.5-24.4)	24.7 (23.0-26.2)	25.9 (24.1-27.6)

[1] Precipitation frequency (PF) estimates in this table are based on frequency analysis of partial duration series (PDS).

Numbers in parenthesis are PF estimates at lower and upper bounds of the 90% confidence interval. The probability that precipitation frequency estimates (for a given duration and average recurrence interval) will be greater than the upper bound (or less than the lower bound) is 5%. Estimates at upper bounds are not checked against probable maximum precipitation (PMP) estimates and may be higher than currently valid PMP values.

Please refer to NOAA Atlas 14 document for more information.

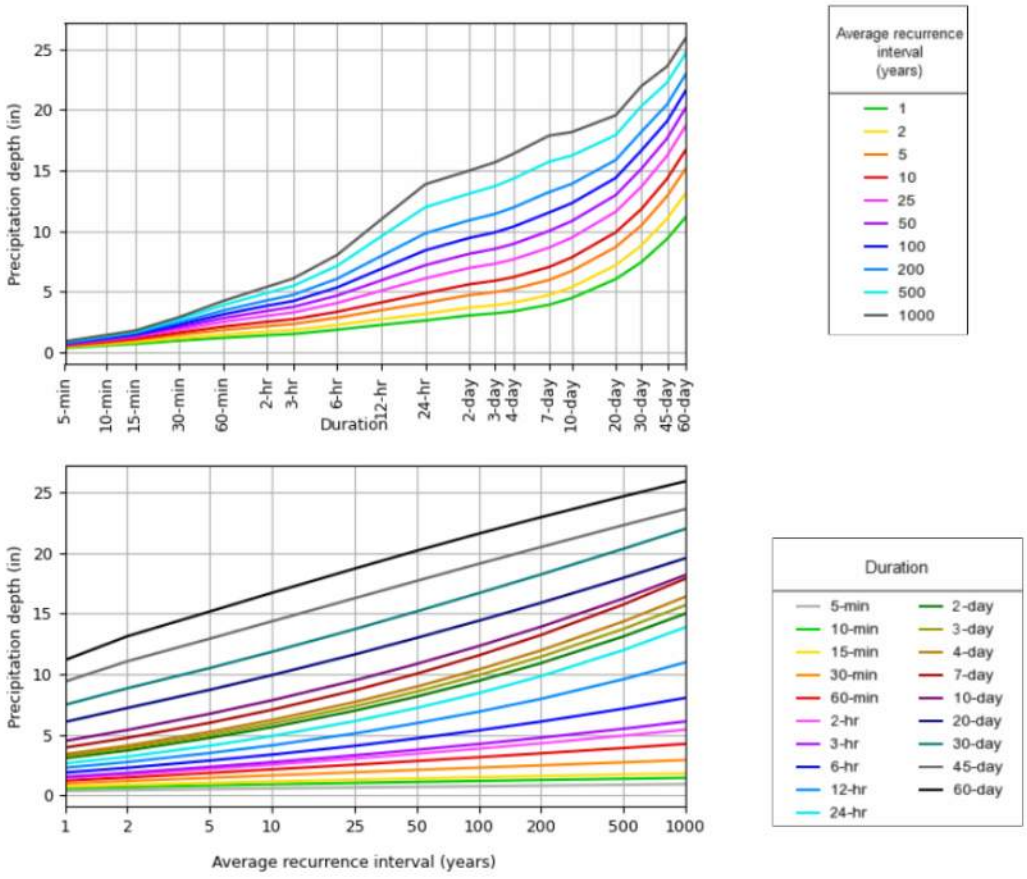
Back to Top

PF graphical

https://hdsc.nws.noaa.gov/pfds/pfds_printpage.html?lat=38.9366&lon=-76.9286&data=depth&units=english&series=pds 1/4

Reference: **Quincy Run Interior Drainage**

PDS-based depth-duration-frequency (DDF) curves
Latitude: 38.9366°, Longitude: -76.9286°



NOAA Atlas 14, Volume 2, Version 3 Created (GMT): Mon Jun 23 15:59:25 2025

Back to Top

Maps & aerials

Small scale terrain

Reference: Quincy Run Interior Drainage

Large scale terrain

Large scale map

Large scale aerial

Reference: **Quincy Run Interior Drainage**

Back to Top

US Department of Commerce
National Oceanic and Atmospheric Administration
National Weather Service
National Water Center
1325 East West Highway
Silver Spring, MD 20910
Questions?: HDSC.Questions@noaa.gov

Disclaimer

4 References:

FEMA. (2020). *Guidance Document 95: Guidance for Flood Risk Analysis and Mapping, Levees*. Levee Guidance

Department of Permitting, Inspections and Enforcement. (2014). *Prince Georges Stormwater Management Design Manual*. dcv4782_stormwater-management-design-manual-pdf.pdf

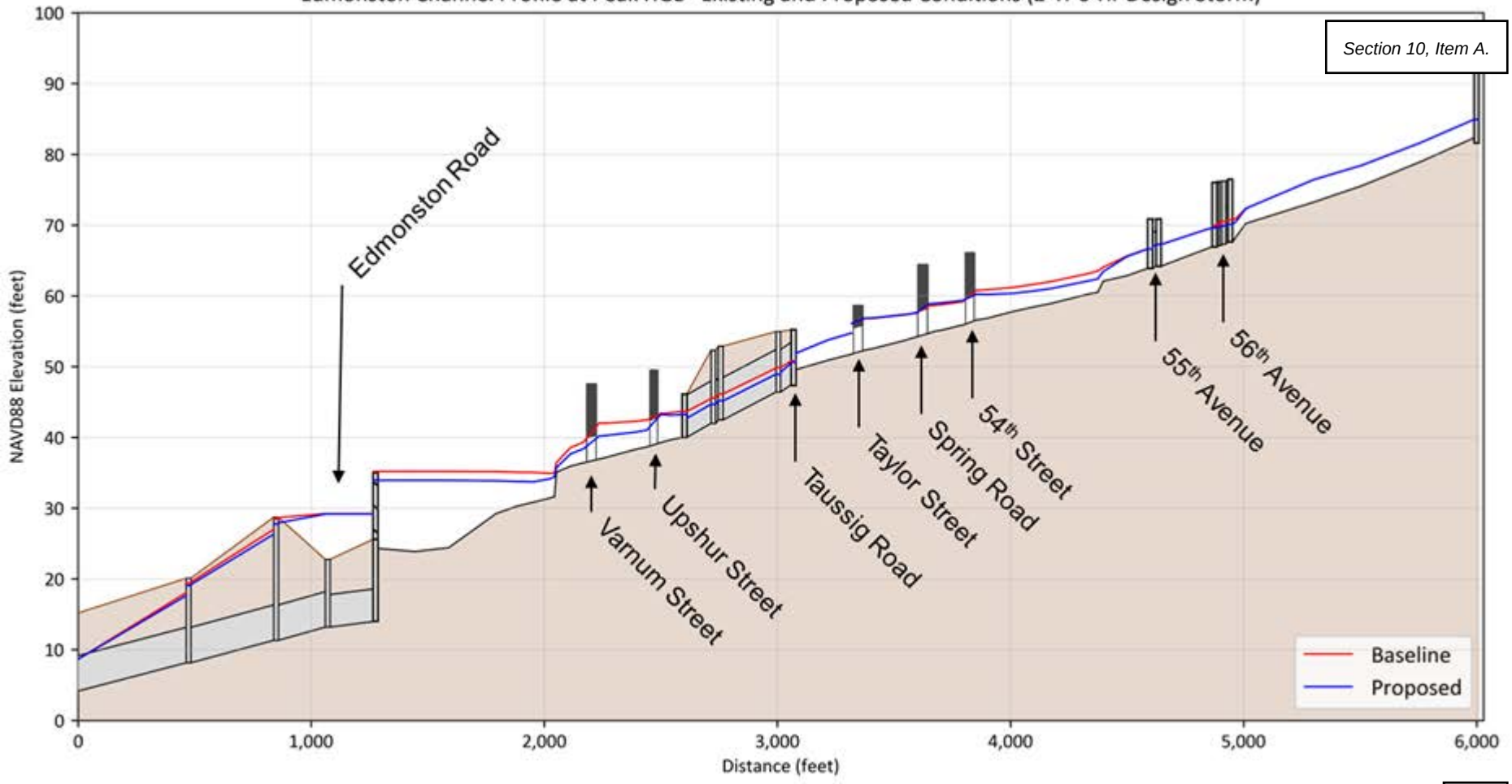
Prince Georges County Planning Department. GIS database provided by Prince George's County GIS Open Data Portal (Impervious Surface). Creative Commons Attribution CC BY https://creativecommons.org/licenses/by/4.0/.

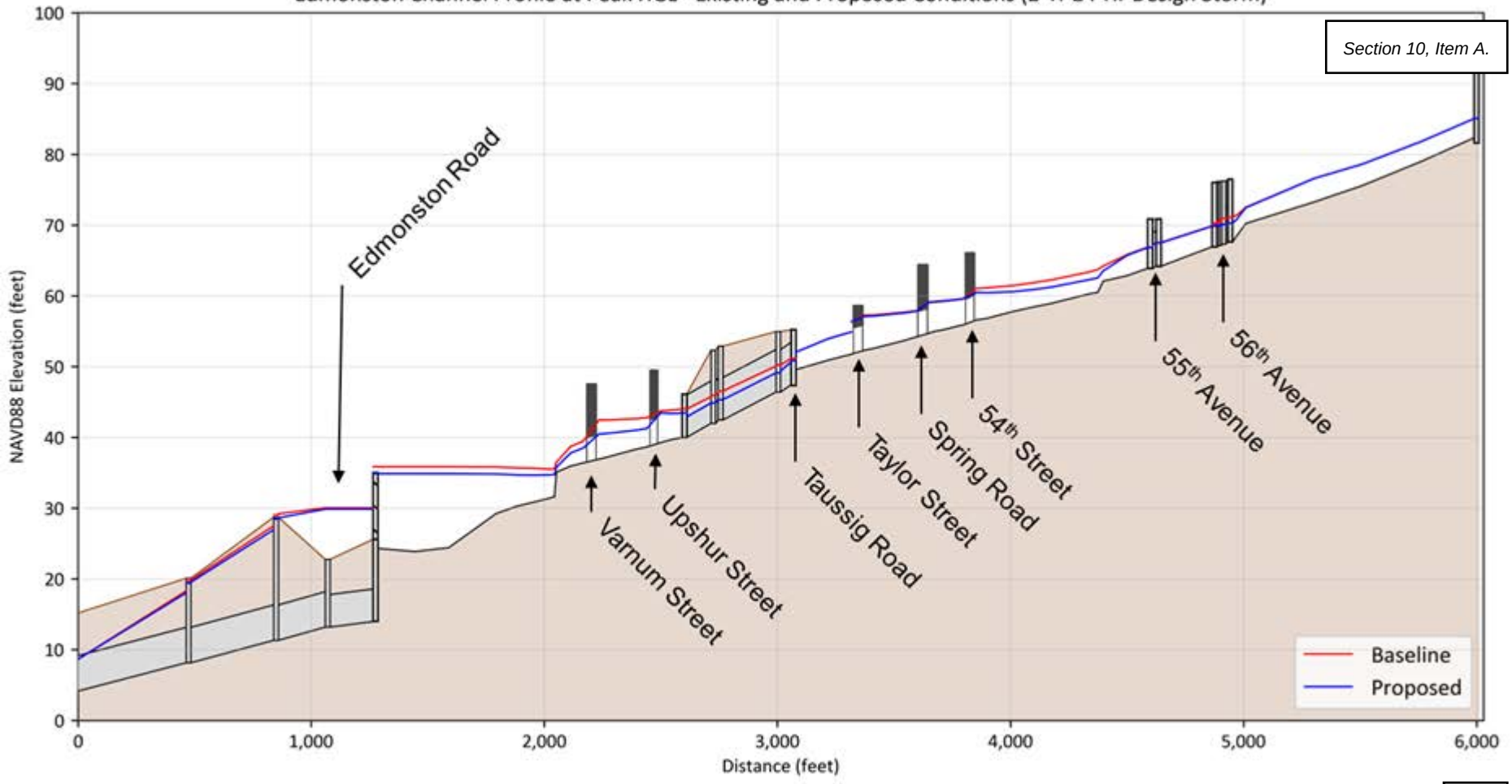
NOAA. Digital Elevation Model (DEM) was obtained from the NOAA data access viewer, based on the 2018 Maryland-National Capitol Park and Planning Commission (MNPPC) LiDAR for Montgomery and Prince George's Counties.

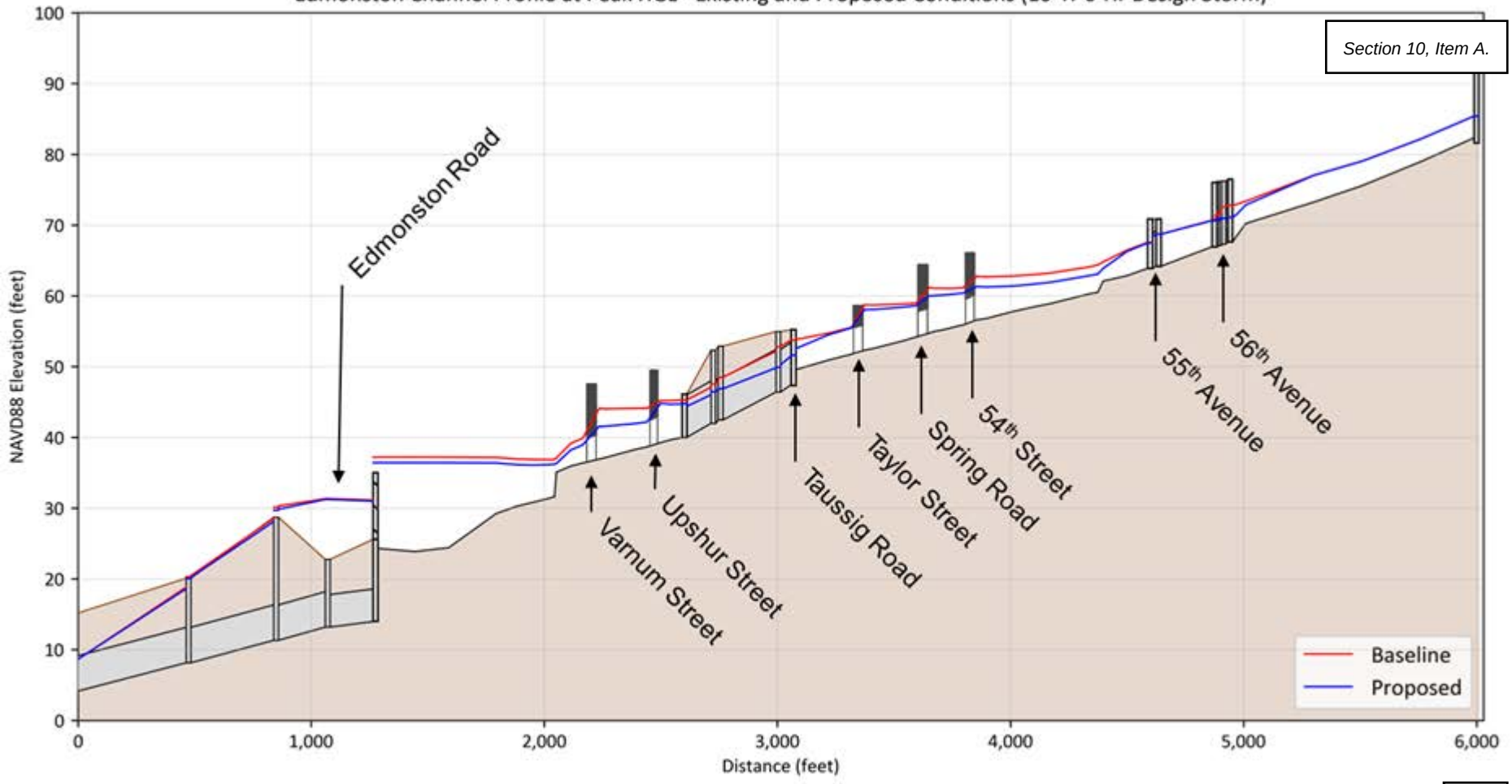
Appendix C Edmonston Channel - Hydraulic Model Outputs

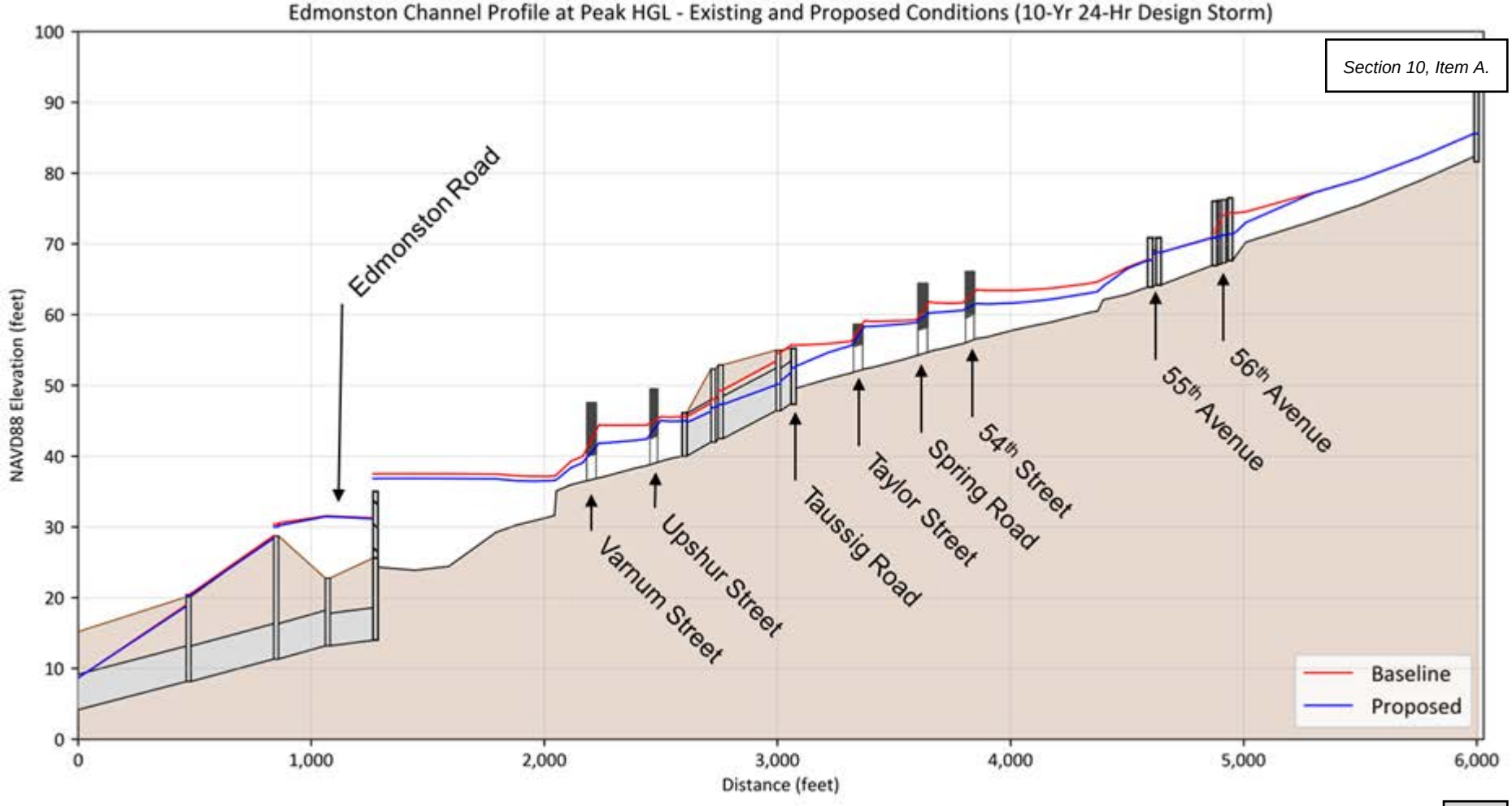
EDMONSTON CHANNEL - EXISTING AND PROPOSED 24HR, 100-YR WATER SURFACE ELEVATIONS

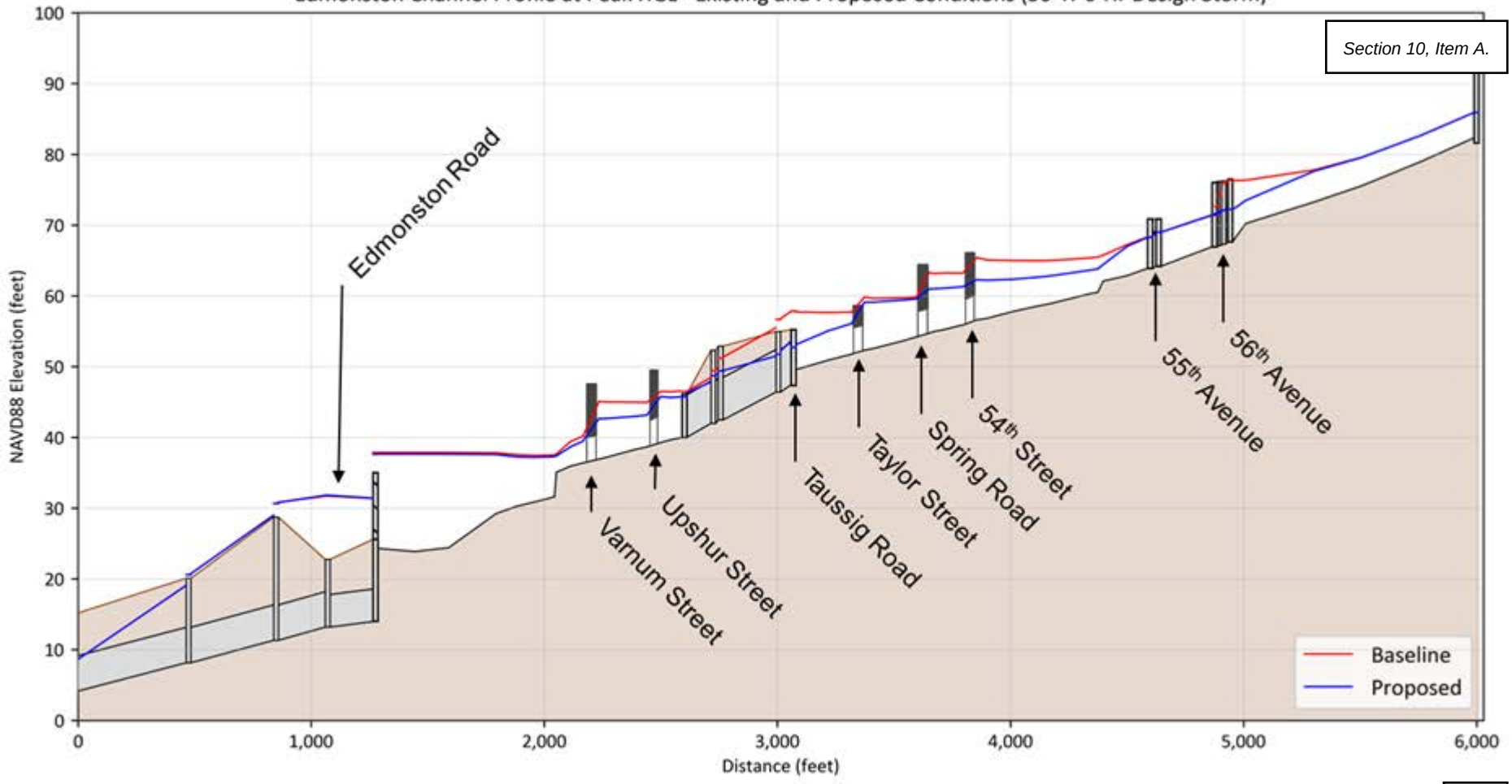
Bridge ID	CI-2		BE-1		BE-5		BE-2		BE-3		BE-4		SD-1		CE-1		S-1	CI-1	SD-1
Road Crossing	Varnum St		Upshur St		54th Pl & Taussig Rd		Taylor St		Spring Rd		54th Pl		55th Ave		56th Ave		Dry Storage Area	Channel Improvements	Storm Drain Improvement
	WSE (ft)		WSE (ft)		WSE (ft)		WSE (ft)		WSE (ft)		WSE (ft)		WSE (ft)		WSE (ft)		WSE (ft)	Depth (ft)	Depth (ft)
Scenario	DS	US	DS	US	DS	US	DS	US	DS	US	DS	US	DS	US	DS	US			
Existing Conditions	40.5	46.2	46	47.8	48.2	58.7	58.8	60.6	60.3	64.2	64.4	66.4	68.8	69.6	71.8	77.1	38.22	7.45	0.88
Proposed Conditions	39.8	43.2	43.6	47.1	46.9	56.1	56.9	59.6	60	61.6	61.9	62.8	68.7	69.5	72	73	38.22	5.71	0.67

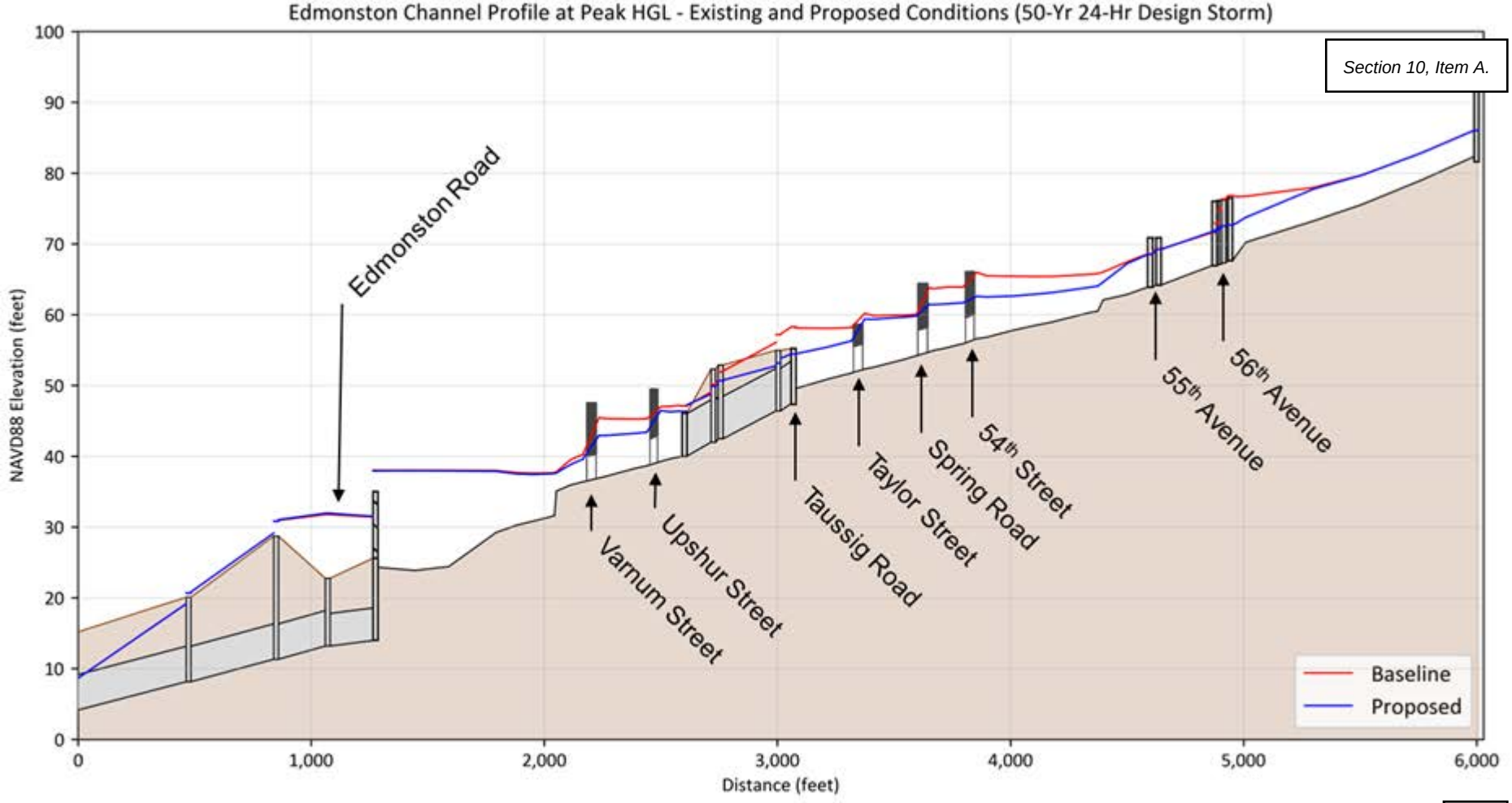

Edmonston Channel Profile at Peak HGL - Existing and Proposed Conditions (2-Yr 6-Hr Design Storm)
NAVD88 Elevation (feet)
Distance (feet)
0
10
20
30
40
50
60
70
80
90
100
0
1,000
2,000
3,000
4,000
5,000
6,000
Edmonston Road
Varnum Street
Upshur Street
Taussig Road
Taylor Street
Spring Road
54th Street
55th Avenue
56th Avenue
Baseline
Proposed

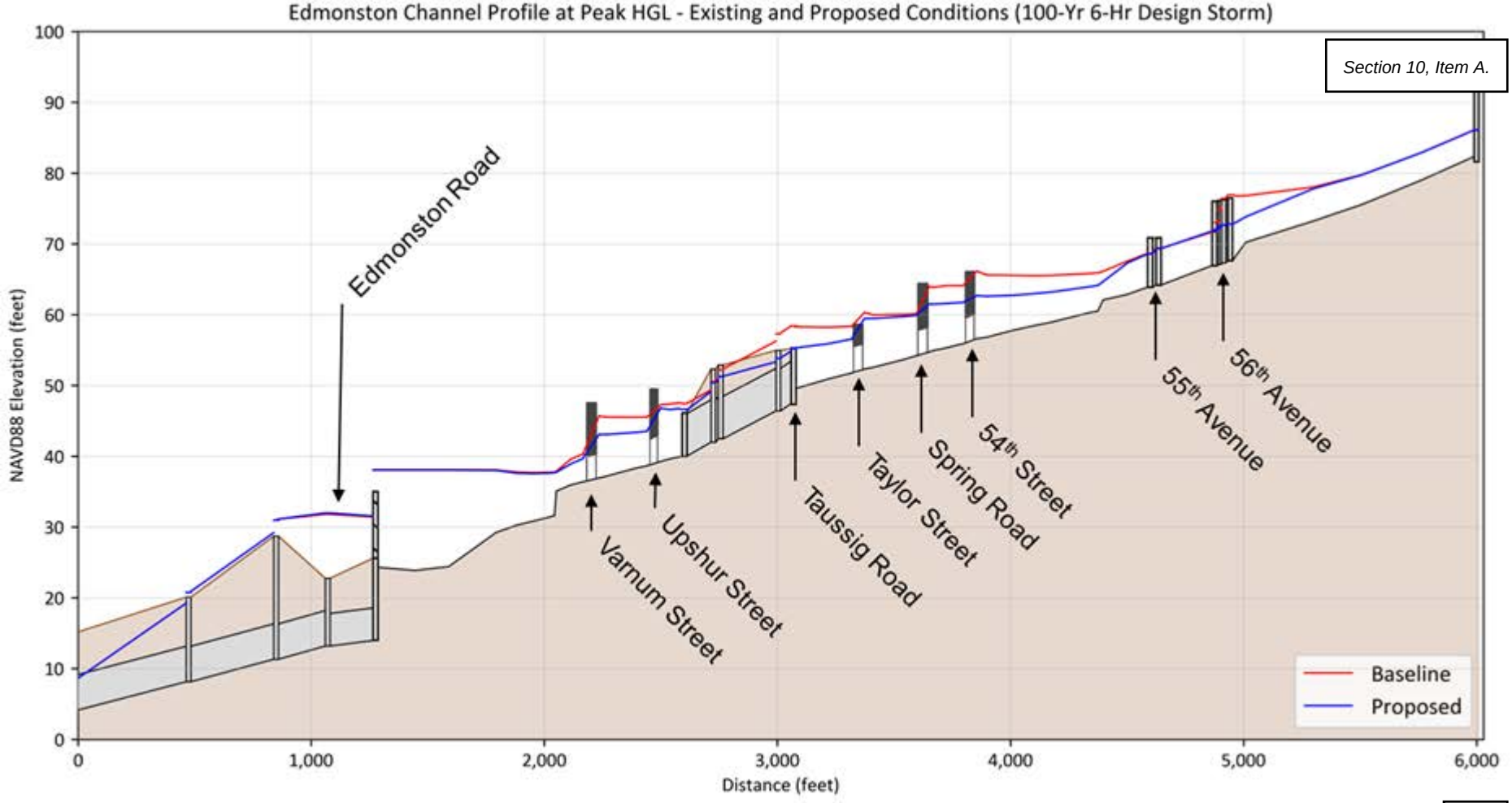

Edmonston Channel Profile at Peak HGL - Existing and Proposed Conditions (2-Yr 24-Hr Design Storm)
NAVD88 Elevation (feet)
Distance (feet)
0
10
20
30
40
50
60
70
80
90
100
0
1,000
2,000
3,000
4,000
5,000
6,000
Edmonston Road
Varnum Street
Upshur Street
Taussig Road
Taylor Street
Spring Road
54th Street
55th Avenue
56th Avenue
Baseline
Proposed

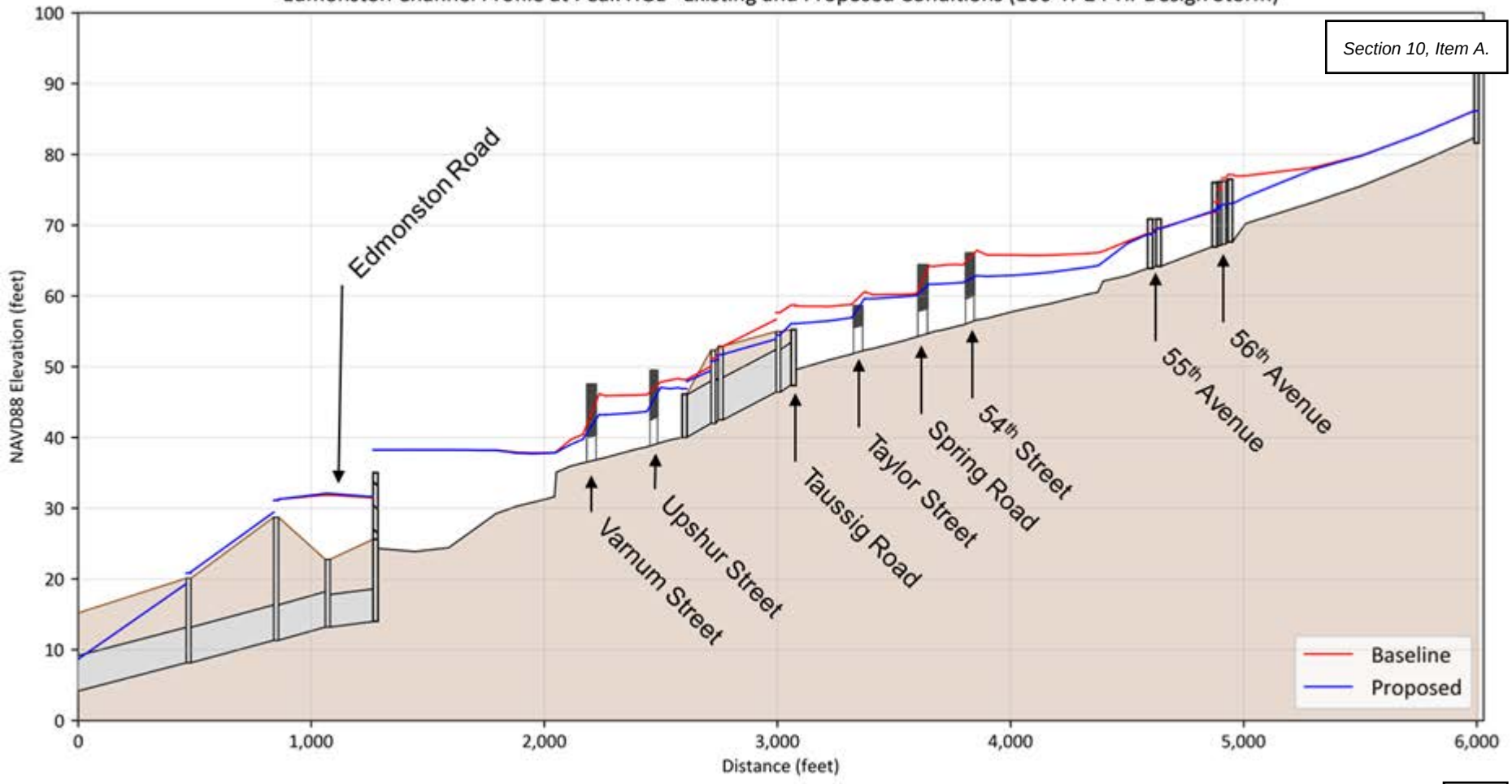

Edmonston Channel Profile at Peak HGL - Existing and Proposed Conditions (10-Yr 6-Hr Design Storm)
NAVD88 Elevation (feet)
Distance (feet)
0
10
20
30
40
50
60
70
80
90
100
0
1,000
2,000
3,000
4,000
5,000
6,000
Edmonston Road
Varnum Street
Upshur Street
Taussig Road
Taylor Street
Spring Road
54th Street
55th Avenue
56th Avenue
Baseline
Proposed


Edmonston Channel Profile at Peak HGL - Existing and Proposed Conditions (10-Yr 24-Hr Design Storm)
NAVD88 Elevation (feet)
Distance (feet)
0
10
20
30
40
50
60
70
80
90
100
0
1,000
2,000
3,000
4,000
5,000
6,000
Edmonston Road
Varnum Street
Upshur Street
Taussig Road
Taylor Street
Spring Road
54th Street
55th Avenue
56th Avenue
Baseline
Proposed


Edmonston Channel Profile at Peak HGL - Existing and Proposed Conditions (50-Yr 6-Hr Design Storm)
NAVD88 Elevation (feet)
Distance (feet)
0
10
20
30
40
50
60
70
80
90
100
0
1,000
2,000
3,000
4,000
5,000
6,000
Edmonston Road
Varnum Street
Upshur Street
Taussig Road
Taylor Street
Spring Road
54th Street
55th Avenue
56th Avenue
Baseline
Proposed

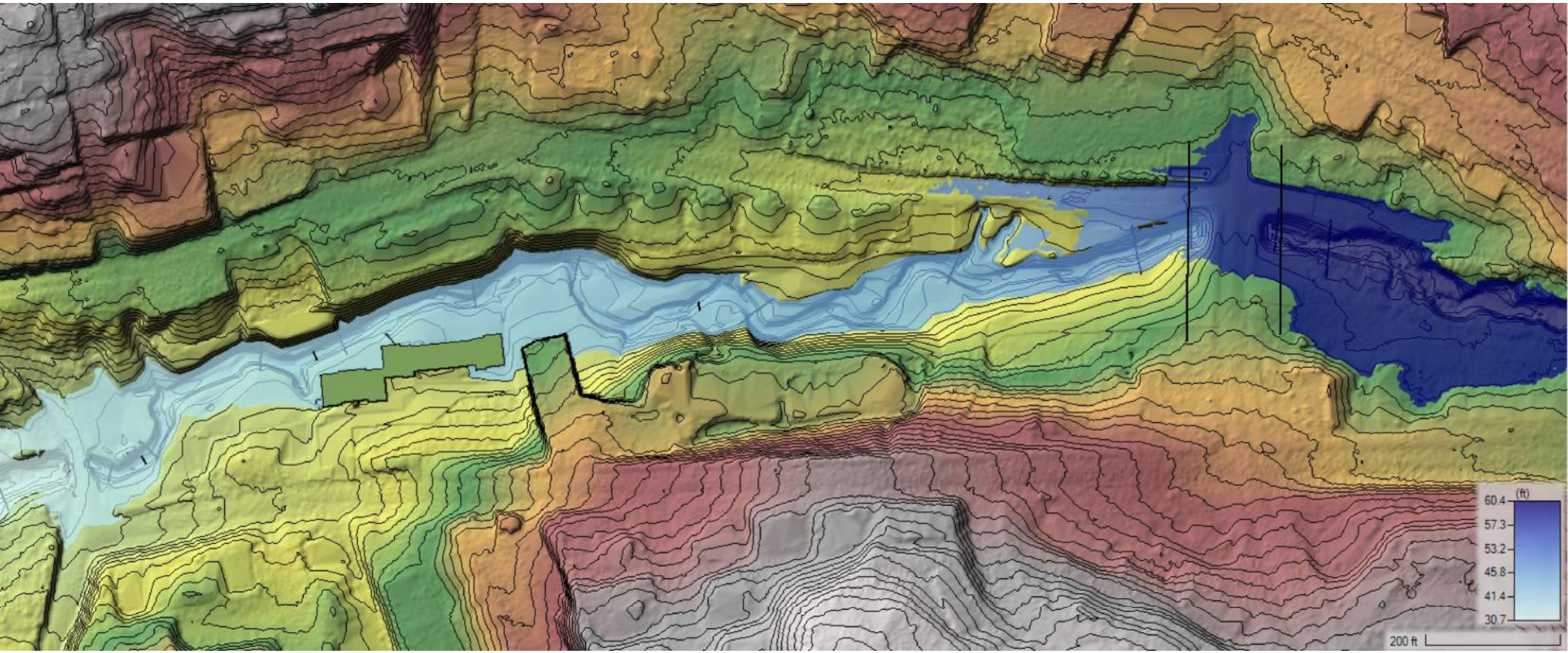

Edmonston Channel Profile at Peak HGL - Existing and Proposed Conditions (50-Yr 24-Hr Design Storm)
NAVD88 Elevation (feet)
Distance (feet)
0
10
20
30
40
50
60
70
80
90
100
0
1,000
2,000
3,000
4,000
5,000
6,000
Edmonston Road
Varnum Street
Upshur Street
Taussig Road
Taylor Street
Spring Road
54th Street
55th Avenue
56th Avenue
Baseline
Proposed


Edmonston Channel Profile at Peak HGL - Existing and Proposed Conditions (100-Yr 6-Hr Design Storm)
NAVD88 Elevation (feet)
Distance (feet)
0
10
20
30
40
50
60
70
80
90
100
0
1,000
2,000
3,000
4,000
5,000
6,000
Edmonston Road
Varnum Street
Upshur Street
Taussig Road
Taylor Street
Spring Road
54th Street
55th Avenue
56th Avenue
Baseline
Proposed


Edmonston Channel Profile at Peak HGL - Existing and Proposed Conditions (100-Yr 24-Hr Design Storm)
NAVD88 Elevation (feet)
Distance (feet)
0
10
20
30
40
50
60
70
80
90
100
0
1,000
2,000
3,000
4,000
5,000
6,000
Edmonston Road
Varnum Street
Upshur Street
Taussig Road
Taylor Street
Spring Road
54th Street
55th Avenue
56th Avenue
Baseline
Proposed

Appendix D Quincy Run - Hydraulic Model Outputs

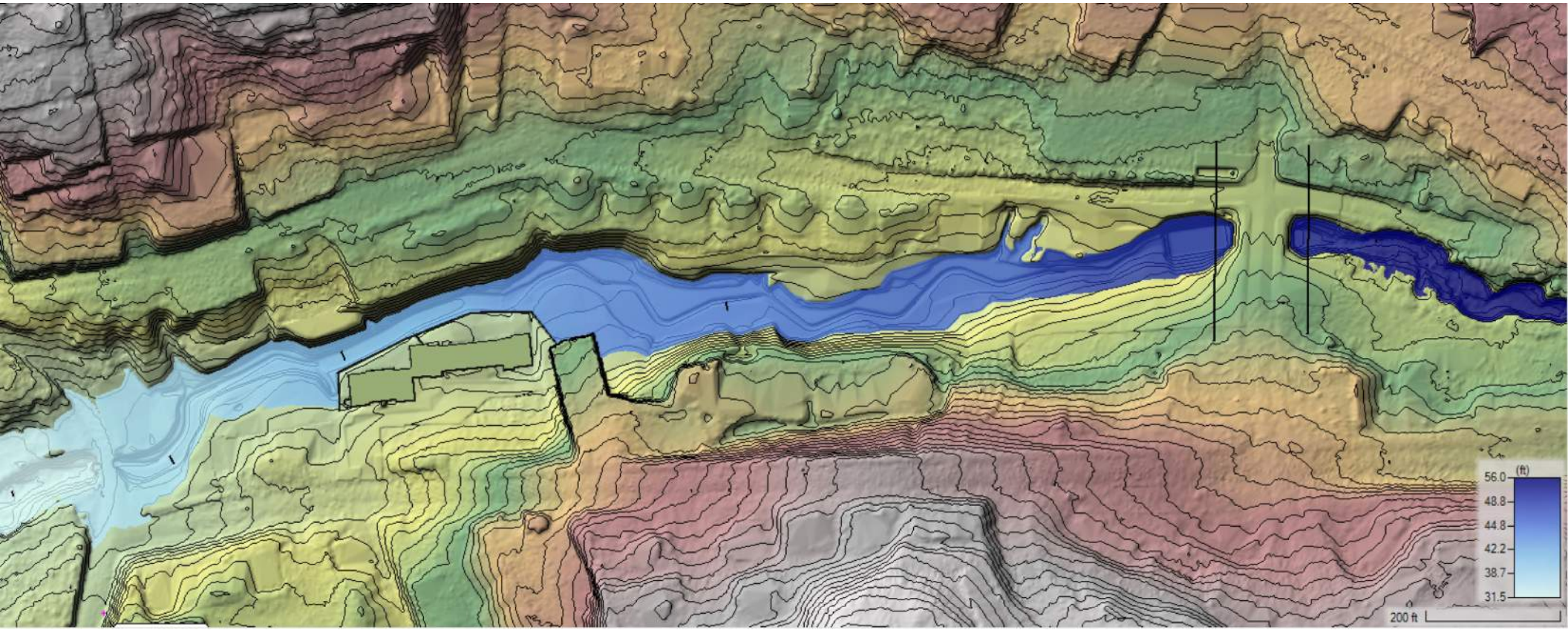
Quincy Run



Existing Conditions

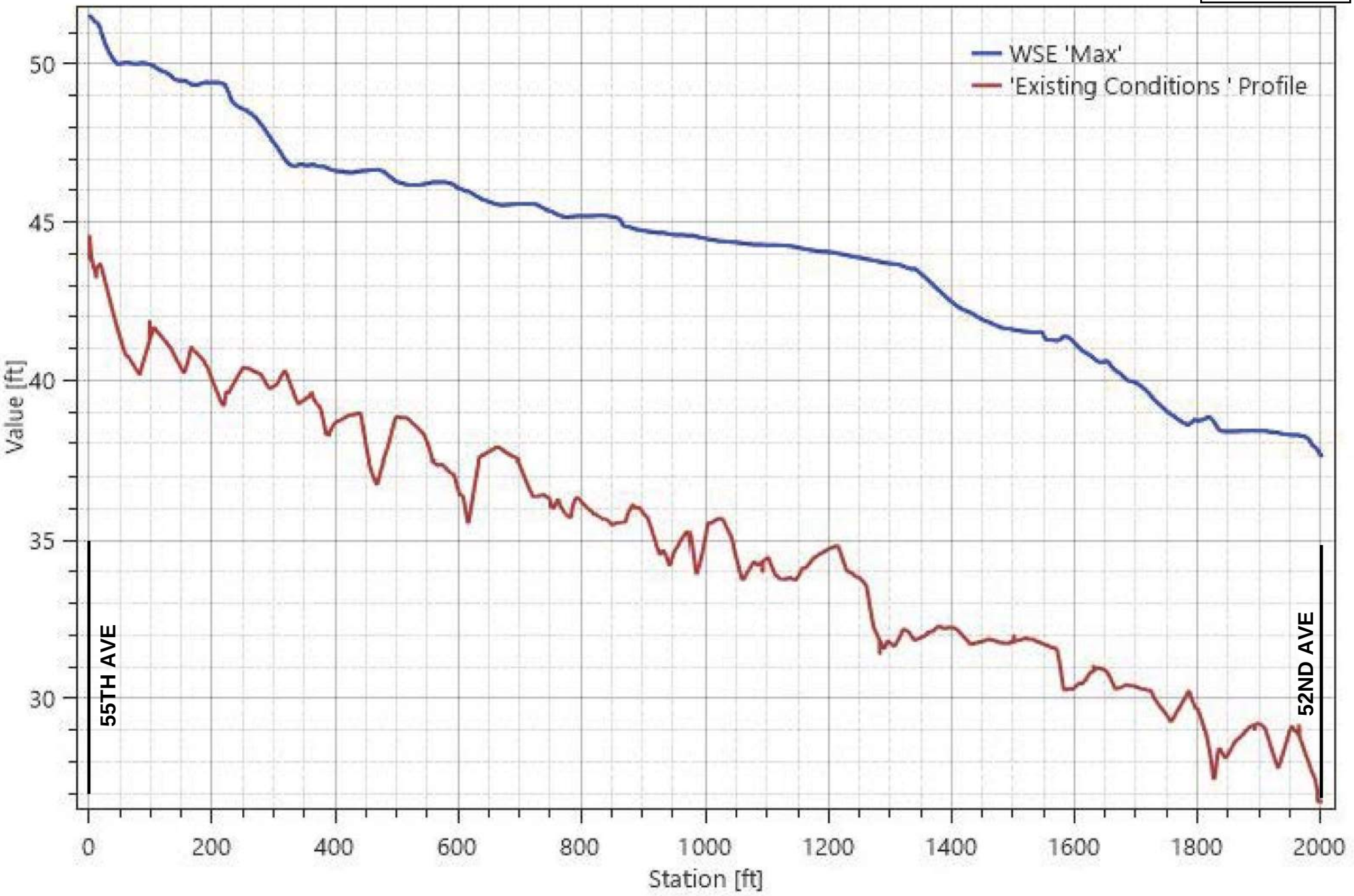
100-YR Water Surface Elevation

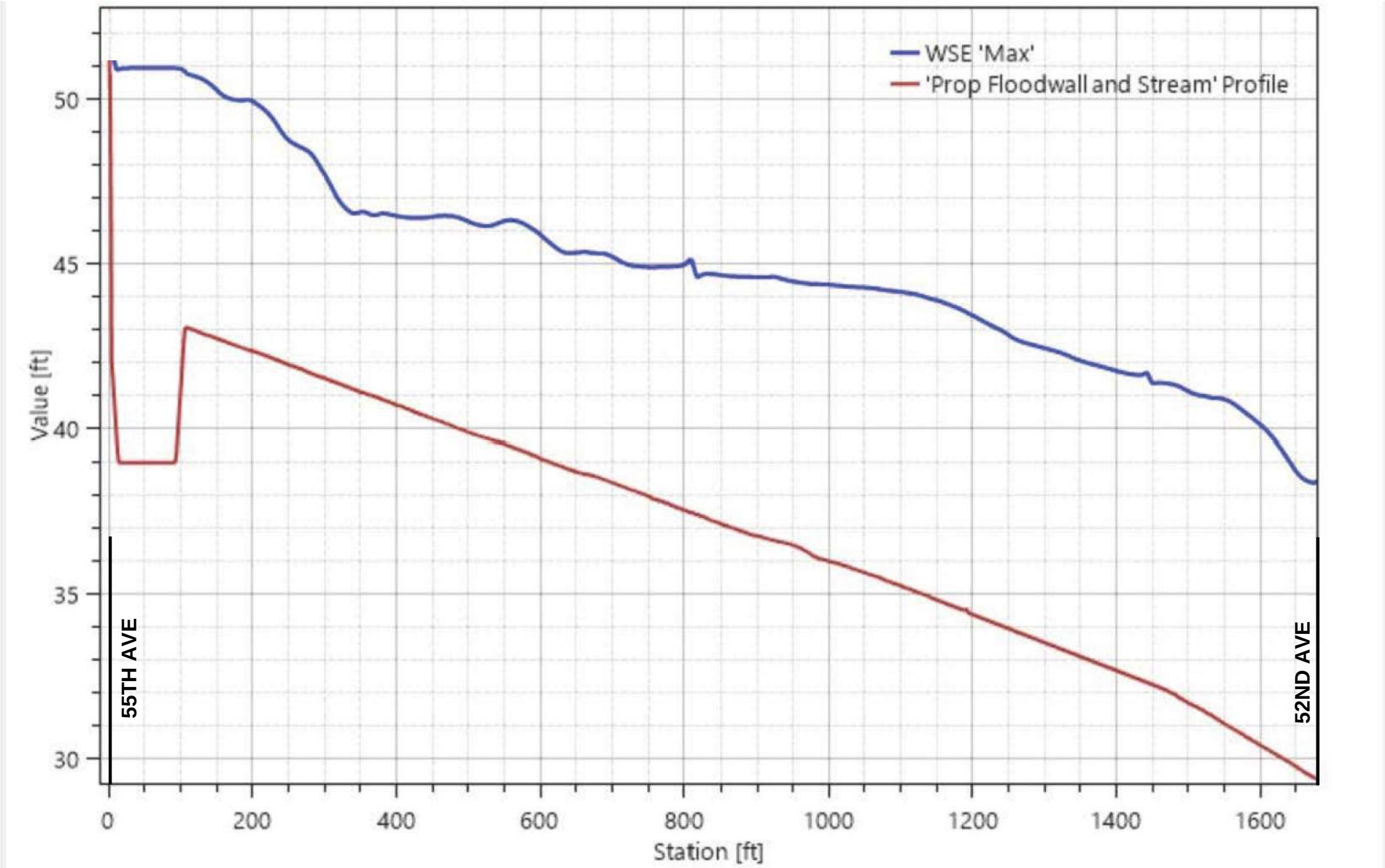
Quincy Run



Proposed Conditions

100-YR Water Surface Elevation


WSE 'Max'
'Existing Conditions ' Profile
Value [ft]
50
45
40
35
30
55TH AVE
52ND AVE
0
200
400
600
800
1000
1200
1400
1600
1800
2000
Station [ft]


WSE 'Max'
'Prop Floodwall and Stream' Profile
Value [ft]
50
45
40
35
30
55TH AVE
52ND AVE
0
200
400
600
800
1000
1200
1400
1600
Station [ft]

Appendix E Preliminary Construction Cost Estimate

BE-1, ALTERNATIVE 1 - PRESTRESSED CONCRETE SLAB BRIDGE

CATEGORY		9/17/2025 COST
CATEGORY 1 - PRELIMINARY		$ 365,785
CATEGORY 2 - GRADING		$ 9,350
CATEGORY 3 - DRAINAGE		$ 191,450
CATEGORY 4 - STRUCTURES		$ 1,570,005
CATEGORY 5 - PAVING		$ 14,550
CATEGORY 6 - SHOULDERS		$ 21,400
CATEGORY 7 LANDSCAPING		$ 6,244
CATEGORY 8 - TRAFFIC & UTILITIES (2-LANE TEMPORARY DETOUR ROAD DURING CONSTRUCTION)		$ 110,070
SUB-TOTAL	TOTAL DIRECT COST	$ 2,288,854
	CONTINGENCY (30%)	$ 686,656
	TOTAL INCLUDING CONTINGENCY	$ 2,975,510
	COST OF CONSTRUCTION MANAGEMENT (10%)	$ 297,551
	TOTAL CONSTRUCTION COST	$ 3,273,061

BE-1, ALTERNATIVE 1 - PRESTRESSED CONCRETE SLAB BRIDGE

SAY	**$ 3,274,000**
Road Cost	$572,000
Structure Cost	$2,702,000

Stantec

P-BL05001 BRIDGE ENLARGEMENT
VARNUM STREET OVER EDMONSTON CHANNEL

CONSTRUCTION COST ESTIMATE

BE-1, ALTERNATIVE 1 - PRESTRESSED CONCRETE SLAB BRIDGE

9/17/2025

Item	Description	Unit	Unit Cost	Quantity	Total Cost
CATEGORY 1 PRELIMINARY					
1001	CLEARING AND GRUBBING	LS	$10,000.00	1	$10,000
1002	ENGINEER'S OFFICE TYPE B	LS	$60,000.00	1	$60,000
1003	CONSTRUCTION STAKEOUT	LS	$30,000.00	1	$30,000
1004	MOBILIZATION	LS	$185,000.00	1	$185,000
1005	CPM PROJECT SCHEDULE	LS	$12,000.00	1	$12,000
1006	MAINTENANCE OF TRAFFIC	LS	$60,000.00	1	$60,000
1007	TEMPORARY TRAFFIC SIGNS HIGH PERFORMANCE WIDE ANGLE RETROREFLECTIVE SHEETING	SF	$25.00	161	$4,025
1008	TYPE III BARRICADE FOR MAINTENANCE OF TRAFFIC	EA	$340.00	14	$4,760
	SUBTOTAL				**$365,785**
CATEGORY 2 GRADING					
2001	CLASS 1 EXCAVATION	CY	$50.00	101	$5,050
2002	COMMON BORROW EXCAVATION	CY	$60.00	5	$300
2003	TEST PIT EXCAVATION (CONTINGENT)	CY	$200.00	20	$4,000
	SUBTOTAL				**$9,350**
CATEGORY 3 DRAINAGE					
3001	MAINTENANCE OF STREAM FLOW	LS	$160,000.00	1	$160,000
3002	SUPER SILT FENCE (SSF)	LF	$15.00	150	$2,250
3003	REMOVE AND RESET SUPER SILT FENCE (SSF)	LF	$8.00	150	$1,200
3004	STABILIZED CONSTRUCTION ENTRANCE (SCE)	EA	$5,000.00	2	$10,000
3005	CONCRETE WASHOUT STRUCTURE (CWS)	EA	$3,000.00	2	$6,000
3006	RELOCATION OF 36" RCP DRAINAGE	LS	$12,000.00	1	$12,000
	SUBTOTAL				**$191,450**
CATEGORY 4 STRUCTURES					
4001	STRUCTURE EXCAVATION (CLASS 3)	CY	$110.00	2,283	$251,130
4002	REMOVAL OF EXISTING STRUCTURE	LS	$48,000.00	1	$48,000
4003	SUBSTRUCTURE CONCRETE FOR BRIDGE	CY	$1,200.00	88	$105,600
4004	FOOTING CONCRETE FOR BRIDGE	CY	$1,000.00	104	$104,000
4005	PRESTRESSED CONCRETE SLAB (36X24)	LF	$1,100.00	481	$529,100
4006	SUPERSTRUCTURE CONCRETE FOR BRIDGE	CY	$1,500.00	53	$79,500
4007	WINGWALL CONCRETE	CY	$1,200.00	121	$145,200
4008	DYNAMIC PILE MONITORING	EA	$5,000.00	2	$10,000
4009	CAPWAP	EA	$1,000.00	2	$2,000
4010	STEEL HP 12 X 53 BEARING PILE	LF	$130.00	1,530	$198,900
4011	STEEL HP 12 X 53 BEARING TEST PILE	LF	$150.00	90	$13,500
4012	SETUP FOR DRIVING STEEL HP PILES	EA	$600.00	36	$21,600
4013	METAL RAILING THREE STRAND	LF	$650.00	80	$52,000
4014	SILANE CONCRETE PROTECTIVE COATING	SY	$20.00	190	$3,800
4015	CHAIN LINK SAFETY FENCE	LF	$50.00	114	$5,675
	SUBTOTAL				**$1,570,005**
CATEGORY 5 PAVING					
5001	MILLING ASPHALT PAVEMENT ZERO TO TWO INCH (0" - 2")	SY	$15.00	134	$2,010
5002	SIX INCH (6") BASE COURSE USING GRADED AGGREGATE	SY	$30.00	80	$2,400
5003	HOT MIX ASPHALT SUPERPAVE FOR SURFACE 9.5MM PG 70-22, LEVEL 2	TON	$250.00	24	$6,000
5004	HOT MIX ASPHALT SUPERPAVE FOR INTERMEDIATE SURFACE 12.5MM, PG 70-22, LEVEL 2	TON	$160.00	9	$1,440
5005	HOT MIX ASPHALT SUPERPAVE FOR BASE 25.0MM, PG 64-22, LEVEL 2	TON	$150.00	18	$2,700
	SUBTOTAL				**$14,550**
CATEGORY 6 SHOULDERS					
6001	5 INCH CONCRETE SIDEWALK	SF	$40.00	150	$6,000
6002	CONCRETE CURB & GUTTER	LF	$80.00	60	$4,800
6003	CHAIN LINK FENCE	LF	$40.00	80	$3,200
6004	TRAFFIC BARRIER W-BEAM RADIUS ANCHORAGE (TYPE L) (STD. MD 605.13)	EA	$1,850.00	4	$7,400
	SUBTOTAL				**$21,400**
CATEGORY 7 LANDSCAPING					
7001	FURNISHING AND PLACING TOPSOIL FOUR INCH (4") DEPTH	SY	$10.00	334	$3,340
7002	TEMPORARY STRAW MULCHING	SY	$2.00	334	$668
7003	TEMPORARY SEEDING	SY	$2.00	334	$668
7004	TURFGRASS ESTABLISHMENT	SY	$2.00	334	$668
7005	TREE INSTALLATION AND ESTABLISHMENT	EA	$150.00	6	$900
	SUBTOTAL				**$6,244**
CATEGORY 8 TRAFFIC & UTILITIES					
8001	ROAD SIGNAGE	LS	$3,000.00	1	$3,000
8002	RELOCATION OF UTILITIES	LS	$107,070.00	1	$107,070
	SUBTOTAL				
					$110,070
	TOTAL				**$2,288,854**
	CONTINGENCY (30%)				$686,656
	TOTAL INCLUDING CONTINGENCY				**$2,975,510**
	COST OF CONSTRUCTION MANAGEMENT (10%)				$297,551
	TOTAL CONSTRUCTION COST				**$3,273,061**
BE-1, ALTERNATIVE 1 - PRESTRESSED CONCRETE SLAB BRIDGE		**USE**			**$3,274,000**
			Road Cost	17.4%	$572,000
			Structure Cost	82.6%	$2,702,000

Notes: 1. The cost of ROW and easement if any is not included.
2. Cost of engineering is not included.

BE-1, ALTERNATIVE 2 - DOUBLE BOX CULVERT

9/17/2025

CATEGORY		COST
CATEGORY 1 - PRELIMINARY		$ 340,785
CATEGORY 2 - GRADING		$ 9,350
CATEGORY 3 - DRAINAGE		$ 191,450
CATEGORY 4 - STRUCTURES		$ 1,270,705
CATEGORY 5 - PAVING		$ 14,550
CATEGORY 6 - SHOULDERS		$ 21,400
CATEGORY 7 LANDSCAPING		$ 6,244
CATEGORY 8 - TRAFFIC & UTILITIES (2-LANE TEMPORARY DETOUR ROAD DURING CONSTRUCTION)		$ 110,065
SUB-TOTAL	TOTAL DIRECT COST	$ 1,964,549
	CONTINGENCY (30%)	$ 589,365
	TOTAL INCLUDING CONTINGENCY	$ 2,553,914
	COST OF CONSTRUCTION MANAGEMENT (10%)	$ 255,391
	TOTAL CONSTRUCTION COST	$ 2,809,305

BE-1, ALTERNATIVE 2 - DOUBLE BOX CULVERT

SAY	**$ 2,810,000**
Road Cost	$582,000
Structure Cost	$2,228,000

Stantec

P-BL05001 BRIDGE ENLARGEMENT
VARNUM STREET OVER EDMONSTON CHANNEL

CONSTRUCTION COST ESTIMATE
BE-1, ALTERNATIVE 2 - DOUBLE BOX CULVERT

9/17/2025

Item	Description	Unit	Unit Cost	Quantity	Total Cost
CATEGORY 1 PRELIMINARY					
1001	CLEARING AND GRUBBING	LS	$10,000.00	1	$10,000
1002	ENGINEER'S OFFICE TYPE B	LS	$60,000.00	1	$60,000
1003	CONSTRUCTION STAKEOUT	LS	$30,000.00	1	$30,000
1004	MOBILIZATION	LS	$160,000.00	1	$160,000
1005	CPM PROJECT SCHEDULE	LS	$12,000.00	1	$12,000
1006	MAINTENANCE OF TRAFFIC	LS	$60,000.00	1	$60,000
1007	TEMPORARY TRAFFIC SIGNS HIGH PERFORMANCE WIDE ANGLE RETROREFLECTIVE SHEETING	SF	$25.00	161	$4,025
1008	TYPE III BARRICADE FOR MAINTENANCE OF TRAFFIC	EA	$340.00	14	$4,760
	SUBTOTAL				**$340,785**
CATEGORY 2 GRADING					
2001	CLASS 1 EXCAVATION	CY	$50.00	101	$5,050
2002	COMMON BORROW EXCAVATION	CY	$60.00	5	$300
2003	TEST PIT EXCAVATION (CONTINGENT)	CY	$200.00	20	$4,000
	SUBTOTAL				**$9,350**
CATEGORY 3 DRAINAGE					
3001	MAINTENANCE OF STREAM FLOW	LS	$160,000.00	1	$160,000
3002	SUPER SILT FENCE (SSF)	LF	$15.00	150	$2,250
3003	REMOVE AND RESET SUPER SILT FENCE (SSF)	LF	$8.00	150	$1,200
3004	STABILIZED CONSTRUCTION ENTRANCE (SCE)	EA	$5,000.00	2	$10,000
3005	CONCRETE WASHOUT STRUCTURE (CWS)	EA	$3,000.00	2	$6,000
3006	RELOCATION OF 36" RCP DRAINAGE	LS	$12,000.00	1	$12,000
	SUBTOTAL				**$191,450**
CATEGORY 4 STRUCTURES					
4001	STRUCTURE EXCAVATION (CLASS 3)	CY	$110.00	2,283	$251,130
4002	REMOVAL OF EXISTING STRUCTURE	LS	$48,000.00	1	$48,000
4003	SUBSTRUCTURE CONCRETE FOR CULVERT	CY	$1,200.00	11	$13,200
4004	PRECASET BOX CULVERT (15'X8')	LF	$6,500.00	84	$546,000
4005	SUPERSTRUCTURE CONCRETE FOR BRIDGE	CY	$1,500.00	139	$208,500
4006	WINGWALL CONCRETE	CY	$1,200.00	121	$145,200
4007	METAL RAILING THREE STRAND	LF	$650.00	76	$49,400
4008	SILANE CONCRETE PROTECTIVE COATING	SY	$20.00	180	$3,600
4009	CHAIN LINK SAFETY FENCE	LF	$50.00	114	$5,675
	SUBTOTAL				**$1,270,705**
CATEGORY 5 PAVING					
5001	MILLING ASPHALT PAVEMENT ZERO TO TWO INCH (0" - 2")	SY	$15.00	134	$2,010
5002	SIX INCH (6") BASE COURSE USING GRADED AGGREGATE	SY	$30.00	80	$2,400
5003	HOT MIX ASPHALT SUPERPAVE FOR SURFACE 9.5MM PG 70-22, LEVEL 2	TON	$250.00	24	$6,000
5004	HOT MIX ASPHALT SUPERPAVE FOR INTERMEDIATE SURFACE 12.5MM, PG 70-22, LEVEL 2	TON	$160.00	9	$1,440
5005	HOT MIX ASPHALT SUPERPAVE FOR BASE 25.0MM, PG 64-22, LEVEL 2	TON	$150.00	18	$2,700
	SUBTOTAL				**$14,550**
CATEGORY 6 SHOULDERS					
6001	5 INCH CONCRETE SIDEWALK	SF	$40.00	150	$6,000
6002	CONCRETE CURB & GUTTER	LF	$80.00	60	$4,800
6003	CHAIN LINK FENCE	LF	$40.00	80	$3,200
6004	TRAFFIC BARRIER W-BEAM RADIUS ANCHORAGE (TYPE L) (STD. MD 605.13)	EA	$1,850.00	4	$7,400
	SUBTOTAL				**$21,400**
CATEGORY 7 LANDSCAPING					
7001	FURNISHING AND PLACING TOPSOIL FOUR INCH (4") DEPTH	SY	$10.00	334	$3,340
7002	TEMPORARY STRAW MULCHING	SY	$2.00	334	$668
7003	TEMPORARY SEEDING	SY	$2.00	334	$668
7004	TURFGRASS ESTABLISHMENT	SY	$2.00	334	$668
7005	TREE INSTALLATION AND ESTABLISHMENT	EA	$150.00	6	$900
	SUBTOTAL				**$6,244**
CATEGORY 8 TRAFFIC & UTILITIES					
8001	ROAD SIGNAGE	LS	$3,000.00	1	$3,000
8002	RELOCATION OF UTILITIES	LS	$107,065.00	1	$107,065
	SUBTOTAL				
					$110,065
	TOTAL				**$1,964,549**
	CONTINGENCY (30%)				$589,365
	TOTAL INCLUDING CONTINGENCY				**$2,553,914**
	COST OF CONSTRUCTION MANAGEMENT (10%)				$255,391
	TOTAL CONSTRUCTION COST				**$2,809,305**
BE-1, ALTERNATIVE 2 - DOUBLE BOX CULVERT		**USE**			**$2,810,000**
			Road Cost	20.7%	$582,000
			Structure Cost	79.3%	$2,228,000

Notes: 1. The cost of ROW and easement if any is not included.
2. Cost of engineering is not included.

BE-2, ALTERNATIVE 1 - PRESTRESSED CONCRETE SLAB BRIDGE

9/17/2025

CATEGORY		COST
CATEGORY 1 - PRELIMINARY		$ 351,085
CATEGORY 2 - GRADING		$ 9,950
CATEGORY 3 - DRAINAGE		$ 180,600
CATEGORY 4 - STRUCTURES		$ 1,319,403
CATEGORY 5 - PAVING		$ 14,550
CATEGORY 6 - SHOULDERS		$ 21,400
CATEGORY 7 LANDSCAPING		$ 8,620
CATEGORY 8 - TRAFFIC & UTILITIES (2-LANE TEMPORARY DETOUR ROAD DURING CONSTRUCTION)		$ 220,950
SUB-TOTAL	TOTAL DIRECT COST	$ 2,126,558
	CONTINGENCY (30%)	$ 637,968
	TOTAL INCLUDING CONTINGENCY	$ 2,764,526
	COST OF CONSTRUCTION MANAGEMENT (10%)	$ 276,453
	TOTAL CONSTRUCTION COST	$ 3,040,979

BE-2, ALTERNATIVE 1 - PRESTRESSED CONCRETE SLAB BRIDGE

SAY	**$ 3,041,000**
Road Cost	$754,000
Structure Cost	$2,287,000

Stantec

P-BL03001 BRIDGE ENLARGEMENT
TAYLOR STREET OVER EDMONSTON CHANNEL

CONSTRUCTION COST ESTIMATE

BE-2, ALTERNATIVE 1 - PRESTRESSED CONCRETE SLAB BRIDGE

9/17/2025

Item	Description	Unit	Unit Cost	Quantity	Total Cost
CATEGORY 1 PRELIMINARY					
1001	CLEARING AND GRUBBING	LS	$10,000.00	1	$10,000
1002	ENGINEER'S OFFICE TYPE B	LS	$60,000.00	1	$60,000
1003	CONSTRUCTION STAKEOUT	LS	$30,000.00	1	$30,000
1004	MOBILIZATION	LS	$170,000.00	1	$170,000
1005	CPM PROJECT SCHEDULE	LS	$12,000.00	1	$12,000
1006	MAINTENANCE OF TRAFFIC	LS	$60,000.00	1	$60,000
1007	TEMPORARY TRAFFIC SIGNS HIGH PERFORMANCE WIDE ANGLE RETROREFLECTIVE SHEETING	SF	$25.00	173	$4,325
1008	TYPE III BARRICADE FOR MAINTENANCE OF TRAFFIC	EA	$340.00	14	$4,760
	SUBTOTAL				**$351,085**
CATEGORY 2 GRADING					
2001	CLASS 1 EXCAVATION	CY	$50.00	113	$5,650
2002	COMMON BORROW EXCAVATION	CY	$60.00	5	$300
2003	TEST PIT EXCAVATION (CONTINGENT)	CY	$200.00	20	$4,000
	SUBTOTAL				**$9,950**
CATEGORY 3 DRAINAGE					
3001	MAINTENANCE OF STREAM FLOW	LS	$160,000.00	1	$160,000
3002	SUPER SILT FENCE (SSF)	LF	$15.00	200	$3,000
3003	REMOVE AND RESET SUPER SILT FENCE (SSF)	LF	$8.00	200	$1,600
3004	STABILIZED CONSTRUCTION ENTRANCE (SCE)	EA	$5,000.00	2	$10,000
3005	CONCRETE WASHOUT STRUCTURE (CWS)	EA	$3,000.00	2	$6,000
	SUBTOTAL				**$180,600**
CATEGORY 4 STRUCTURES					
4001	STRUCTURE EXCAVATION (CLASS 3)	CY	$110.00	1,772	$194,920
4002	REMOVAL OF EXISTING STRUCTURE	LS	$43,000.00	1	$43,000
4003	SUBSTRUCTURE CONCRETE FOR BRIDGE	CY	$1,200.00	54	$64,800
4004	FOOTING CONCRETE FOR BRIDGE	CY	$1,000.00	106	$106,000
4005	PRESTRESSED CONCRETE SLAB (36X21)	LF	$1,000.00	418	$418,167
4006	SUPERSTRUCTURE CONCRETE FOR BRIDGE	CY	$1,500.00	46	$69,000
4007	WINGWALL CONCRETE	CY	$1,200.00	101	$121,200
4008	DYNAMIC PILE MONITORING	EA	$5,000.00	2	$10,000
4009	CAPWAP	EA	$1,000.00	2	$2,000
4010	STEEL HP 12 X 53 BEARING PILE	LF	$130.00	1,530	$198,900
4011	STEEL HP 12 X 53 BEARING TEST PILE	LF	$150.00	90	$13,500
4012	SETUP FOR DRIVING STEEL HP PILES	EA	$600.00	36	$21,600
4013	METAL RAILING THREE STRAND	LF	$650.00	70	$45,717
4014	SILANE CONCRETE PROTECTIVE COATING	SY	$20.00	170	$3,400
4015	CHAIN LINK SAFETY FENCE	LF	$50.00	144	$7,200
	SUBTOTAL				**$1,319,403**
CATEGORY 5 PAVING					
5001	MILLING ASPHALT PAVEMENT ZERO TO TWO INCH (0" - 2")	SY	$15.00	134	$2,010
5002	SIX INCH (6") BASE COURSE USING GRADED AGGREGATE	SY	$30.00	80	$2,400
5003	HOT MIX ASPHALT SUPERPAVE FOR SURFACE 9.5MM PG 70-22, LEVEL 2	TON	$250.00	24	$6,000
5004	HOT MIX ASPHALT SUPERPAVE FOR INTERMEDIATE SURFACE 12.5MM, PG 70-22, LEVEL 2	TON	$160.00	9	$1,440
5005	HOT MIX ASPHALT SUPERPAVE FOR BASE 25.0MM, PG 64-22, LEVEL 2	TON	$150.00	18	$2,700
	SUBTOTAL				**$14,550**
CATEGORY 6 SHOULDERS					
6001	5 INCH CONCRETE SIDEWALK	SF	$40.00	150	$6,000
6002	CONCRETE CURB & GUTTER	LF	$80.00	60	$4,800
6003	CHAIN LINK FENCE	LF	$40.00	80	$3,200
6004	GALVANIZED TRAFFIC BARRIER W BEAM USING SIX FOOT (6') POSTS (STD. MD 605.22)	LF	$60.00		$0
6005	TRAFFIC BARRIER W-BEAM RADIUS ANCHORAGE (TYPE L) (STD. MD 605.13)	EA	$1,850.00	4	$7,400
	SUBTOTAL				**$21,400**
CATEGORY 7 LANDSCAPING					
7001	FURNISHING AND PLACING TOPSOIL FOUR INCH (4") DEPTH	SY	$10.00	445	$4,450
7002	TEMPORARY STRAW MULCHING	SY	$2.00	445	$890
7003	TEMPORARY SEEDING	SY	$2.00	445	$890
7004	TURFGRASS ESTABLISHMENT	SY	$2.00	445	$890
7005	TREE INSTALLATION AND ESTABLISHMENT	EA	$150.00	10	$1,500
	SUBTOTAL				**$8,620**
CATEGORY 8 TRAFFIC & UTILITIES					
8001	ROAD SIGNAGE	LS	$3,000.00	1	$3,000
8002	RELOCATION OF UTILITIES	LS	$217,950.00	1	$217,950
	SUBTOTAL				**$220,950**
	TOTAL				**$2,126,558**
	CONTINGENCY (30%)				$637,968
	TOTAL INCLUDING CONTINGENCY				**$2,764,526**
	COST OF CONSTRUCTION MANAGEMENT (10%)				$276,453
	TOTAL CONSTRUCTION COST				**$3,040,979**
BE-2, ALTERNATIVE 1 - PRESTRESSED CONCRETE SLAB BRIDGE		**USE**			**$3,041,000**

Road Cost	24.8%	$754,000
Structure Cost	75.2%	$2,287,000

Notes: 1. The cost of ROW and easement if any is not included.
2. Cost of engineering is not included.

BE-2, ALTERNATIVE 2 - DOUBLE BOX CULVERT

9/17/2025

CATEGORY		COST
CATEGORY 1 - PRELIMINARY		$ 331,085
CATEGORY 2 - GRADING		$ 9,950
CATEGORY 3 - DRAINAGE		$ 180,600
CATEGORY 4 - STRUCTURES		$ 1,052,570
CATEGORY 5 - PAVING		$ 14,550
CATEGORY 6 - SHOULDERS		$ 21,400
CATEGORY 7 LANDSCAPING		$ 8,620
CATEGORY 8 - TRAFFIC & UTILITIES (2-LANE TEMPORARY DETOUR ROAD DURING CONSTRUCTION)		$ 220,950
SUB-TOTAL	TOTAL DIRECT COST	$ 1,839,725
	CONTINGENCY (30%)	$ 551,918
	TOTAL INCLUDING CONTINGENCY	$ 2,391,643
	COST OF CONSTRUCTION MANAGEMENT (10%)	$ 239,164
	TOTAL CONSTRUCTION COST	$ 2,630,807

BE-2, ALTERNATIVE 2 - DOUBLE BOX CULVERT

SAY	**$ 2,631,000**
Road Cost	$769,000
Structure Cost	$1,862,000

Stantec

P-BL03001 BRIDGE ENLARGEMENT
TAYLOR STREET OVER EDMONSTON CHANNEL

CONSTRUCTION COST ESTIMATE

BE-2, ALTERNATIVE 2 - DOUBLE BOX CULVERT

9/17/2025

Item	Description	Unit	Unit Cost	Quantity	Total Cost
CATEGORY 1 PRELIMINARY					
1001	CLEARING AND GRUBBING	LS	$10,000.00	1	$10,000
1002	ENGINEER'S OFFICE TYPE B	LS	$60,000.00	1	$60,000
1003	CONSTRUCTION STAKEOUT	LS	$30,000.00	1	$30,000
1004	MOBILIZATION	LS	$150,000.00	1	$150,000
1005	CPM PROJECT SCHEDULE	LS	$12,000.00	1	$12,000
1006	MAINTENANCE OF TRAFFIC	LS	$60,000.00	1	$60,000
1007	TEMPORARY TRAFFIC SIGNS HIGH PERFORMANCE WIDE ANGLE RETROREFLECTIVE SHEETING	SF	$25.00	173	$4,325
1008	TYPE III BARRICADE FOR MAINTENANCE OF TRAFFIC	EA	$340.00	14	$4,760
	SUBTOTAL				**$331,085**
CATEGORY 2 GRADING					
2001	CLASS 1 EXCAVATION	CY	$50.00	113	$5,650
2002	COMMON BORROW EXCAVATION	CY	$60.00	5	$300
2003	TEST PIT EXCAVATION (CONTINGENT)	CY	$200.00	20	$4,000
	SUBTOTAL				**$9,950**
CATEGORY 3 DRAINAGE					
3001	MAINTENANCE OF STREAM FLOW	LS	$160,000.00	1	$160,000
3002	SUPER SILT FENCE (SSF)	LF	$15.00	200	$3,000
3003	REMOVE AND RESET SUPER SILT FENCE (SSF)	LF	$8.00	200	$1,600
3004	STABILIZED CONSTRUCTION ENTRANCE (SCE)	EA	$5,000.00	2	$10,000
3005	CONCRETE WASHOUT STRUCTURE (CWS)	EA	$3,000.00	2	$6,000
	SUBTOTAL				**$180,600**
CATEGORY 4 STRUCTURES					
4001	STRUCTURE EXCAVATION (CLASS 3)	CY	$110.00	1,799	$197,890
4002	REMOVAL OF EXISTING STRUCTURE	LS	$43,000.00	1	$43,000
4003	SUBSTRUCTURE CONCRETE FOR CULVERT	CY	$1,200.00	9	$10,800
4004	PRECASET BOX CULVERT (13'X5')	LF	$5,200.00	84	$436,800
4005	SUPERSTRUCTURE CONCRETE FOR BRIDGE	CY	$1,500.00	123	$184,500
4006	WINGWALL CONCRETE	CY	$1,200.00	104	$124,800
4007	METAL RAILING THREE STRAND	LF	$650.00	68	$44,200
4008	SILANE CONCRETE PROTECTIVE COATING	SY	$20.00	160	$3,200
4009	CHAIN LINK SAFETY FENCE	LF	$50.00	148	$7,380
	SUBTOTAL				**$1,052,570**
CATEGORY 5 PAVING					
5001	MILLING ASPHALT PAVEMENT ZERO TO TWO INCH (0" - 2")	SY	$15.00	134	$2,010
5002	SIX INCH (6") BASE COURSE USING GRADED AGGREGATE	SY	$30.00	80	$2,400
5003	HOT MIX ASPHALT SUPERPAVE FOR SURFACE 9.5MM PG 70-22, LEVEL 2	TON	$250.00	24	$6,000
5004	HOT MIX ASPHALT SUPERPAVE FOR INTERMEDIATE SURFACE 12.5MM, PG 70-22, LEVEL 2	TON	$160.00	9	$1,440
5005	HOT MIX ASPHALT SUPERPAVE FOR BASE 25.0MM, PG 64-22, LEVEL 2	TON	$150.00	18	$2,700
	SUBTOTAL				**$14,550**
CATEGORY 6 SHOULDERS					
6001	5 INCH CONCRETE SIDEWALK	SF	$40.00	150	$6,000
6002	CONCRETE CURB & GUTTER	LF	$80.00	60	$4,800
6003	CHAIN LINK FENCE	LF	$40.00	80	$3,200
6004	GALVANIZED TRAFFIC BARRIER W BEAM USING SIX FOOT (6') POSTS (STD. MD 605.22)	LF	$60.00		$0
6005	TRAFFIC BARRIER W-BEAM RADIUS ANCHORAGE (TYPE L) (STD. MD 605.13)	EA	$1,850.00	4	$7,400
	SUBTOTAL				**$21,400**
CATEGORY 7 LANDSCAPING					
7001	FURNISHING AND PLACING TOPSOIL FOUR INCH (4") DEPTH	SY	$10.00	445	$4,450
7002	TEMPORARY STRAW MULCHING	SY	$2.00	445	$890
7003	TEMPORARY SEEDING	SY	$2.00	445	$890
7004	TURFGRASS ESTABLISHMENT	SY	$2.00	445	$890
7005	TREE INSTALLATION AND ESTABLISHMENT	EA	$150.00	10	$1,500
	SUBTOTAL				**$8,620**
CATEGORY 8 TRAFFIC & UTILITIES					
8001	ROAD SIGNAGE	LS	$3,000.00	1	$3,000
8002	RELOCATION OF UTILITIES	LS	$217,950.00	1	$217,950
	SUBTOTAL				**$220,950**
	TOTAL				**$1,839,725**
	CONTINGENCY (30%)				$551,918
	TOTAL INCLUDING CONTINGENCY				**$2,391,643**
	COST OF CONSTRUCTION MANAGEMENT (10%)				$239,164
	TOTAL CONSTRUCTION COST				**$2,630,807**
BE-2, ALTERNATIVE 2 - DOUBLE BOX CULVERT		**USE**			**$2,631,000**

Road Cost	29.2%	$769,000
Structure Cost	70.8%	$1,862,000

Notes: 1. The cost of ROW and easement if any is not included.
2. Cost of engineering is not included.

BE-3, ALTERNATIVE 1 - PRESTRESSED CONCRETE SLAB BRIDGE

9/17/2025

CATEGORY		COST
CATEGORY 1 - PRELIMINARY		$ 380,435
CATEGORY 2 - GRADING		$ 8,750
CATEGORY 3 - DRAINAGE		$ 206,050
CATEGORY 4 - STRUCTURES		$ 1,500,515
CATEGORY 5 - PAVING		$ 14,550
CATEGORY 6 - SHOULDERS		$ 21,600
CATEGORY 7 LANDSCAPING		$ 4,018
CATEGORY 8 - TRAFFIC & UTILITIES (2-LANE TEMPORARY DETOUR ROAD DURING CONSTRUCTION)		$ 291,190
SUB-TOTAL	TOTAL DIRECT COST	$ 2,427,108
	CONTINGENCY (30%)	$ 728,132
	TOTAL INCLUDING CONTINGENCY	$ 3,155,240
	COST OF CONSTRUCTION MANAGEMENT (10%)	$ 315,524
	TOTAL CONSTRUCTION COST	$ 3,470,764

BE-3, ALTERNATIVE 1 - PRESTRESSED CONCRETE SLAB BRIDGE

SAY	**$ 3,471,000**
Road Cost	$468,000
Structure Cost	$3,003,000

Stantec

P-BL01001 BRIDGE ENLARGEMENT
SPRING ROAD OVER EDMONSTON CHANNEL

CONSTRUCTION COST ESTIMATE

BE-3, ALTERNATIVE 1 - PRESTRESSED CONCRETE SLAB BRIDGE

9/17/2025

Item	Description	Unit	Unit Cost	Quantity	Total Cost
CATEGORY 1 PRELIMINARY					
1001	CLEARING AND GRUBBING	LS	$10,000.00	1	$10,000
1002	ENGINEER'S OFFICE TYPE B	LS	$60,000.00	1	$60,000
1003	CONSTRUCTION STAKEOUT	LS	$30,000.00	1	$30,000
1004	MOBILIZATION	LS	$200,000.00	1	$200,000
1005	CPM PROJECT SCHEDULE	LS	$12,000.00	1	$12,000
1006	MAINTENANCE OF TRAFFIC	LS	$60,000.00	1	$60,000
1007	TEMPORARY TRAFFIC SIGNS HIGH PERFORMANCE WIDE ANGLE RETROREFLECTIVE SHEETING	SF	$25.00	147	$3,675
1008	TYPE III BARRICADE FOR MAINTENANCE OF TRAFFIC	EA	$340.00	14	$4,760
	SUBTOTAL				**$380,435**
CATEGORY 2 GRADING					
2001	CLASS 1 EXCAVATION	CY	$50.00	89	$4,450
2002	COMMON BORROW EXCAVATION	CY	$60.00	5	$300
2003	TEST PIT EXCAVATION (CONTINGENT)	CY	$200.00	20	$4,000
	SUBTOTAL				**$8,750**
CATEGORY 3 DRAINAGE					
3001	MAINTENANCE OF STREAM FLOW	LS	$160,000.00	1	$160,000
3002	SUPER SILT FENCE (SSF)	LF	$15.00	100	$1,500
3003	REMOVE AND RESET SUPER SILT FENCE (SSF)	LF	$8.00	100	$800
3004	STABILIZED CONSTRUCTION ENTRANCE (SCE)	EA	$5,000.00	2	$10,000
3005	CONCRETE WASHOUT STRUCTURE (CWS)	EA	$3,000.00	2	$6,000
3006	RELOCATION OF DRAINAGE INLETS	EA	$7,000.00	2	$14,000
3007	RELOCATION OF 15" RCP PIPE	LF	$200.00	25	$5,000
3008	RELOCATION OF 18" RCP PIPE	LF	$250.00	35	$8,750
	SUBTOTAL				**$206,050**
CATEGORY 4 STRUCTURES					
4001	STRUCTURE EXCAVATION (CLASS 3)	CY	$110.00	1,875	$206,250
4002	REMOVAL OF EXISTING STRUCTURE	LS	$44,000.00	1	$44,000
4003	SUBSTRUCTURE CONCRETE FOR BRIDGE	CY	$1,200.00	79	$94,800
4004	FOOTING CONCRETE FOR BRIDGE	CY	$1,000.00	106	$106,000
4005	PRESTRESSED CONCRETE SLAB (36X24)	LF	$1,100.00	491	$539,825
4006	SUPERSTRUCTURE CONCRETE FOR BRIDGE	CY	$1,500.00	53	$79,500
4007	WINGWALL CONCRETE	CY	$1,200.00	102	$122,400
4008	DYNAMIC PILE MONITORING	EA	$5,000.00	2	$10,000
4009	CAPWAP	EA	$1,000.00	2	$2,000
4010	STEEL HP 12 X 53 BEARING PILE	LF	$130.00	1,530	$198,900
4011	STEEL HP 12 X 53 BEARING TEST PILE	LF	$150.00	90	$13,500
4012	SETUP FOR DRIVING STEEL HP PILES	EA	$600.00	36	$21,600
4013	METAL RAILING THREE STRAND	LF	$650.00	82	$52,975
4014	SILANE CONCRETE PROTECTIVE COATING	SY	$20.00	190	$3,800
4015	CHAIN LINK SAFETY FENCE	LF	$50.00	99	$4,965
	SUBTOTAL				**$1,500,515**
CATEGORY 5 PAVING					
5001	MILLING ASPHALT PAVEMENT ZERO TO TWO INCH (0" - 2")	SY	$15.00	134	$2,010
5002	SIX INCH (6") BASE COURSE USING GRADED AGGREGATE	SY	$30.00	80	$2,400
5003	HOT MIX ASPHALT SUPERPAVE FOR SURFACE 9.5MM PG 70-22, LEVEL 2	TON	$250.00	24	$6,000
5004	HOT MIX ASPHALT SUPERPAVE FOR INTERMEDIATE SURFACE 12.5MM, PG 70-22, LEVEL 2	TON	$160.00	9	$1,440
5005	HOT MIX ASPHALT SUPERPAVE FOR BASE 25.0MM, PG 64-22, LEVEL 2	TON	$150.00	18	$2,700
	SUBTOTAL				**$14,550**
CATEGORY 6 SHOULDERS					
6001	5 INCH CONCRETE SIDEWALK	SF	$40.00	150	$6,000
6002	CONCRETE CURB & GUTTER	LF	$80.00	60	$4,800
6003	CHAIN LINK FENCE	LF	$40.00	60	$2,400
6004	FARM TYPE FENCE	LF	$50.00	20	$1,000
6005	TRAFFIC BARRIER W-BEAM RADIUS ANCHORAGE (TYPE L) (STD. MD 605.13)	EA	$1,850.00	4	$7,400
	SUBTOTAL				**$21,600**
CATEGORY 7 LANDSCAPING					
7001	FURNISHING AND PLACING TOPSOIL FOUR INCH (4") DEPTH	SY	$10.00	223	$2,230
7002	TEMPORARY STRAW MULCHING	SY	$2.00	223	$446
7003	TEMPORARY SEEDING	SY	$2.00	223	$446
7004	TURFGRASS ESTABLISHMENT	SY	$2.00	223	$446
7005	TREE INSTALLATION AND ESTABLISHMENT	EA	$150.00	3	$450
	SUBTOTAL				**$4,018**
CATEGORY 8 TRAFFIC & UTILITIES					
8001	ROAD SIGNAGE	LS	$3,000.00	1	$3,000
8002	RELOCATION OF UTILITIES	LS	$288,190.00	1	$288,190
	SUBTOTAL				**$291,190**
	TOTAL				**$2,427,108**
	CONTINGENCY (30%)				$728,132
	TOTAL INCLUDING CONTINGENCY				**$3,155,240**
	COST OF CONSTRUCTION MANAGEMENT (10%)				$315,524
	TOTAL CONSTRUCTION COST				**$3,470,764**
BE-3, ALTERNATIVE 1 - PRESTRESSED CONCRETE SLAB BRIDGE		**USE**			**$3,471,000**
			Road Cost	13.5%	$468,000
			Structure Cost	86.5%	$3,003,000

Notes: 1. The cost of ROW and easement if any is not included.
2. Cost of engineering is not included.

BE-3, ALTERNATIVE 2 - DOUBLE BOX CULVERT

9/17/2025

CATEGORY		COST
CATEGORY 1 - PRELIMINARY		$ 350,435
CATEGORY 2 - GRADING		$ 8,750
CATEGORY 3 - DRAINAGE		$ 206,050
CATEGORY 4 - STRUCTURES		$ 1,203,895
CATEGORY 5 - PAVING		$ 14,550
CATEGORY 6 - SHOULDERS		$ 21,600
CATEGORY 7 LANDSCAPING		$ 4,018
CATEGORY 8 - TRAFFIC & UTILITIES (2-LANE TEMPORARY DETOUR ROAD DURING CONSTRUCTION)		$ 291,190
SUB-TOTAL	TOTAL DIRECT COST	$ 2,100,488
	CONTINGENCY (30%)	$ 630,146
	TOTAL INCLUDING CONTINGENCY	$ 2,730,634
	COST OF CONSTRUCTION MANAGEMENT (10%)	$ 273,063
	TOTAL CONSTRUCTION COST	$ 3,003,697

BE-3, ALTERNATIVE 2 - DOUBLE BOX CULVERT

SAY	**$ 3,004,000**
Road Cost	$912,000
Structure Cost	$2,092,000

Stantec

P-BL01001 BRIDGE ENLARGEMENT
SPRING ROAD OVER EDMONSTON CHANNEL

CONSTRUCTION COST ESTIMATE

BE-3, ALTERNATIVE 2 - DOUBLE BOX CULVERT

9/17/2025

Item	Description	Unit	Unit Cost	Quantity	Total Cost
CATEGORY 1 PRELIMINARY					
1001	CLEARING AND GRUBBING	LS	$10,000.00	1	$10,000
1002	ENGINEER'S OFFICE TYPE B	LS	$60,000.00	1	$60,000
1003	CONSTRUCTION STAKEOUT	LS	$30,000.00	1	$30,000
1004	MOBILIZATION	LS	$170,000.00	1	$170,000
1005	CPM PROJECT SCHEDULE	LS	$12,000.00	1	$12,000
1006	MAINTENANCE OF TRAFFIC	LS	$60,000.00	1	$60,000
1007	TEMPORARY TRAFFIC SIGNS HIGH PERFORMANCE WIDE ANGLE RETROREFLECTIVE SHEETING	SF	$25.00	147	$3,675
1008	TYPE III BARRICADE FOR MAINTENANCE OF TRAFFIC	EA	$340.00	14	$4,760
	SUBTOTAL				**$350,435**
CATEGORY 2 GRADING					
2001	CLASS 1 EXCAVATION	CY	$50.00	89	$4,450
2002	COMMON BORROW EXCAVATION	CY	$60.00	5	$300
2003	TEST PIT EXCAVATION (CONTINGENT)	CY	$200.00	20	$4,000
	SUBTOTAL				**$8,750**
CATEGORY 3 DRAINAGE					
3001	MAINTENANCE OF STREAM FLOW	LS	$160,000.00	1	$160,000
3002	SUPER SILT FENCE (SSF)	LF	$15.00	100	$1,500
3003	REMOVE AND RESET SUPER SILT FENCE (SSF)	LF	$8.00	100	$800
3004	STABILIZED CONSTRUCTION ENTRANCE (SCE)	EA	$5,000.00	2	$10,000
3005	CONCRETE WASHOUT STRUCTURE (CWS)	EA	$3,000.00	2	$6,000
3006	RELOCATION OF DRAINAGE INLETS	EA	$7,000.00	2	$14,000
3007	RELOCATION OF 15" RCP PIPE	LF	$200.00	25	$5,000
3008	RELOCATION OF 18" RCP PIPE	LF	$250.00	35	$8,750
	SUBTOTAL				**$206,050**
CATEGORY 4 STRUCTURES					
4001	STRUCTURE EXCAVATION (CLASS 3)	CY	$110.00	1,864	$205,040
4002	REMOVAL OF EXISTING STRUCTURE	LS	$44,000.00	1	$44,000
4003	SUBSTRUCTURE CONCRETE FOR CULVERT	CY	$1,200.00	11	$13,200
4004	PRECASET BOX CULVERT (15'X7')	LF	$6,200.00	88	$545,600
4005	SUPERSTRUCTURE CONCRETE FOR BRIDGE	CY	$1,500.00	145	$217,500
4006	WINGWALL CONCRETE	CY	$1,200.00	100	$120,000
4007	METAL RAILING THREE STRAND	LF	$650.00	77	$50,050
4008	SILANE CONCRETE PROTECTIVE COATING	SY	$20.00	180	$3,600
4009	CHAIN LINK SAFETY FENCE	LF	$50.00	98	$4,905
	SUBTOTAL				**$1,203,895**
CATEGORY 5 PAVING					
5001	MILLING ASPHALT PAVEMENT ZERO TO TWO INCH (0" - 2")	SY	$15.00	134	$2,010
5002	SIX INCH (6") BASE COURSE USING GRADED AGGREGATE	SY	$30.00	80	$2,400
5003	HOT MIX ASPHALT SUPERPAVE FOR SURFACE 9.5MM PG 70-22, LEVEL 2	TON	$250.00	24	$6,000
5004	HOT MIX ASPHALT SUPERPAVE FOR INTERMEDIATE SURFACE 12.5MM, PG 70-22, LEVEL 2	TON	$160.00	9	$1,440
5005	HOT MIX ASPHALT SUPERPAVE FOR BASE 25.0MM, PG 64-22, LEVEL 2	TON	$150.00	18	$2,700
	SUBTOTAL				**$14,550**
CATEGORY 6 SHOULDERS					
6001	5 INCH CONCRETE SIDEWALK	SF	$40.00	150	$6,000
6002	CONCRETE CURB & GUTTER	LF	$80.00	60	$4,800
6003	CHAIN LINK FENCE	LF	$40.00	60	$2,400
6004	FARM TYPE FENCE	LF	$50.00	20	$1,000
6005	TRAFFIC BARRIER W-BEAM RADIUS ANCHORAGE (TYPE L) (STD. MD 605.13)	EA	$1,850.00	4	$7,400
	SUBTOTAL				**$21,600**
CATEGORY 7 LANDSCAPING					
7001	FURNISHING AND PLACING TOPSOIL FOUR INCH (4") DEPTH	SY	$10.00	223	$2,230
7002	TEMPORARY STRAW MULCHING	SY	$2.00	223	$446
7003	TEMPORARY SEEDING	SY	$2.00	223	$446
7004	TURFGRASS ESTABLISHMENT	SY	$2.00	223	$446
7005	TREE INSTALLATION AND ESTABLISHMENT	EA	$150.00	3	$450
	SUBTOTAL				**$4,018**
CATEGORY 8 TRAFFIC & UTILITIES					
8001	ROAD SIGNAGE	LS	$3,000.00	1	$3,000
8002	RELOCATION OF UTILITIES	LS	$288,190.00	1	$288,190
	SUBTOTAL				**$291,190**
	TOTAL				**$2,100,488**
	CONTINGENCY (30%)				$630,146
	TOTAL INCLUDING CONTINGENCY				**$2,730,634**
	COST OF CONSTRUCTION MANAGEMENT (10%)				$273,063
	TOTAL CONSTRUCTION COST				**$3,003,697**
BE-3, ALTERNATIVE 2 - DOUBLE BOX CULVERT		**USE**			**$3,004,000**
			Road Cost	30.3%	$912,000
			Structure Cost	69.7%	$2,092,000

Notes: 1. The cost of ROW and easement if any is not included.
2. Cost of engineering is not included.

BE-4, ALTERNATIVE 1 - PRESTRESSED CONCRETE SLAB BRIDGE

9/17/2025

CATEGORY		COST
CATEGORY 1 - PRELIMINARY		$ 355,485
CATEGORY 2 - GRADING		$ 8,950
CATEGORY 3 - DRAINAGE		$ 189,760
CATEGORY 4 - STRUCTURES		$ 1,461,870
CATEGORY 5 - PAVING		$ 14,550
CATEGORY 6 - SHOULDERS		$ 21,400
CATEGORY 7 LANDSCAPING		$ 5,172
CATEGORY 8 - TRAFFIC & UTILITIES (2-LANE TEMPORARY DETOUR ROAD DURING CONSTRUCTION)		$ 108,350
SUB-TOTAL	TOTAL DIRECT COST	$ 2,165,537
	CONTINGENCY (30%)	$ 649,661
	TOTAL INCLUDING CONTINGENCY	$ 2,815,198
	COST OF CONSTRUCTION MANAGEMENT (10%)	$ 281,520
	TOTAL CONSTRUCTION COST	$ 3,096,718

BE-4, ALTERNATIVE 1 - PRESTRESSED CONCRETE SLAB BRIDGE

SAY	**$ 3,097,000**
Road Cost	$566,000
Structure Cost	$2,531,000

Stantec

P-BL02001 BRIDGE ENLARGEMENT
54TH PLACE OVER EDMONSTON CHANNEL

CONSTRUCTION COST ESTIMATE

BE-4, ALTERNATIVE 1 - PRESTRESSED CONCRETE SLAB BRIDGE

9/17/2025

Item	Description	Unit	Unit Cost	Quantity	Total Cost
CATEGORY 1 PRELIMINARY					
1001	CLEARING AND GRUBBING	LS	$10,000.00	1	$10,000
1002	ENGINEER'S OFFICE TYPE B	LS	$60,000.00	1	$60,000
1003	CONSTRUCTION STAKEOUT	LS	$30,000.00	1	$30,000
1004	MOBILIZATION	LS	$175,000.00	1	$175,000
1005	CPM PROJECT SCHEDULE	LS	$12,000.00	1	$12,000
1006	MAINTENANCE OF TRAFFIC	LS	$60,000.00	1	$60,000
1007	TEMPORARY TRAFFIC SIGNS HIGH PERFORMANCE WIDE ANGLE RETROREFLECTIVE SHEETING	SF	$25.00	149	$3,725
1008	TYPE III BARRICADE FOR MAINTENANCE OF TRAFFIC	EA	$340.00	14	$4,760
	SUBTOTAL				**$355,485**
CATEGORY 2 GRADING					
2001	CLASS 1 EXCAVATION	CY	$50.00	93	$4,650
2002	COMMON BORROW EXCAVATION	CY	$60.00	5	$300
2003	TEST PIT EXCAVATION (CONTINGENT)	CY	$200.00	20	$4,000
	SUBTOTAL				**$8,950**
CATEGORY 3 DRAINAGE					
3001	MAINTENANCE OF STREAM FLOW	LS	$160,000.00	1	$160,000
3002	SUPER SILT FENCE (SSF)	LF	$15.00	120	$1,800
3003	REMOVE AND RESET SUPER SILT FENCE (SSF)	LF	$8.00	120	$960
3004	STABILIZED CONSTRUCTION ENTRANCE (SCE)	EA	$5,000.00	2	$10,000
3005	CONCRETE WASHOUT STRUCTURE (CWS)	EA	$3,000.00	2	$6,000
3006	RELOCATION OF 18" RCP DRAINAGE	LS	$11,000.00	1	$11,000
	SUBTOTAL				**$189,760**
CATEGORY 4 STRUCTURES					
4001	STRUCTURE EXCAVATION (CLASS 3)	CY	$110.00	2,159	$237,490
4002	REMOVAL OF EXISTING STRUCTURE	LS	$37,000.00	1	$37,000
4003	SUBSTRUCTURE CONCRETE FOR BRIDGE	CY	$1,200.00	77	$92,400
4004	FOOTING CONCRETE FOR BRIDGE	CY	$1,000.00	99	$99,000
4005	PRESTRESSED CONCRETE SLAB (36X21)	LF	$1,000.00	462	$461,500
4006	SUPERSTRUCTURE CONCRETE FOR BRIDGE	CY	$1,500.00	51	$76,500
4007	WINGWALL CONCRETE	CY	$1,200.00	127	$152,400
4008	DYNAMIC PILE MONITORING	EA	$5,000.00	2	$10,000
4009	CAPWAP	EA	$1,000.00	2	$2,000
4010	STEEL HP 12 X 53 BEARING PILE	LF	$130.00	1,530	$198,900
4011	STEEL HP 12 X 53 BEARING TEST PILE	LF	$150.00	90	$13,500
4012	SETUP FOR DRIVING STEEL HP PILES	EA	$600.00	36	$21,600
4013	METAL RAILING THREE STRAND	LF	$650.00	77	$50,050
4014	SILANE CONCRETE PROTECTIVE COATING	SY	$20.00	180	$3,600
4015	CHAIN LINK SAFETY FENCE	LF	$50.00	119	$5,930
	SUBTOTAL				**$1,461,870**
CATEGORY 5 PAVING					
5001	MILLING ASPHALT PAVEMENT ZERO TO TWO INCH (0" - 2")	SY	$15.00	134	$2,010
5002	SIX INCH (6") BASE COURSE USING GRADED AGGREGATE	SY	$30.00	80	$2,400
5003	HOT MIX ASPHALT SUPERPAVE FOR SURFACE 9.5MM PG 70-22, LEVEL 2	TON	$250.00	24	$6,000
5004	HOT MIX ASPHALT SUPERPAVE FOR INTERMEDIATE SURFACE 12.5MM, PG 70-22, LEVEL 2	TON	$160.00	9	$1,440
5005	HOT MIX ASPHALT SUPERPAVE FOR BASE 25.0MM, PG 64-22, LEVEL 2	TON	$150.00	18	$2,700
	SUBTOTAL				**$14,550**
CATEGORY 6 SHOULDERS					
6001	5 INCH CONCRETE SIDEWALK	SF	$40.00	150	$6,000
6002	CONCRETE CURB & GUTTER	LF	$80.00	60	$4,800
6003	CHAIN LINK FENCE	LF	$40.00	80	$3,200
6004	TRAFFIC BARRIER W-BEAM RADIUS ANCHORAGE (TYPE L) (STD. MD 605.13)	EA	$1,850.00	4	$7,400
					$21,400
CATEGORY 7 LANDSCAPING					
7001	FURNISHING AND PLACING TOPSOIL FOUR INCH (4") DEPTH	SY	$10.00	267	$2,670
7002	TEMPORARY STRAW MULCHING	SY	$2.00	267	$534
7003	TEMPORARY SEEDING	SY	$2.00	267	$534
7004	TURFGRASS ESTABLISHMENT	SY	$2.00	267	$534
7005	TREE INSTALLATION AND ESTABLISHMENT	EA	$150.00	6	$900
	SUBTOTAL				**$5,172**
CATEGORY 8 TRAFFIC & UTILITIES					
8001	ROAD SIGNAGE	LS	$3,000.00	1	$3,000
8002	RELOCATION OF UTILITIES	LS	$105,350.00	1	$105,350
	SUBTOTAL				**$108,350**
	TOTAL				**$2,165,537**
	CONTINGENCY (30%)				$649,661
	TOTAL INCLUDING CONTINGENCY				**$2,815,198**
	COST OF CONSTRUCTION MANAGEMENT (10%)				$281,520
	TOTAL CONSTRUCTION COST				**$3,096,718**
BE-4, ALTERNATIVE 1 - PRESTRESSED CONCRETE SLAB BRIDGE		**USE**			**$3,097,000**
			Road Cost	18.3%	$566,000
			Structure Cost	81.7%	$2,531,000

Notes: 1. The cost of ROW and easement if any is not included.
2. Cost of engineering is not included.

BE-4, ALTERNATIVE 2 - DOUBLE BOX CULVERT

9/17/2025

CATEGORY		COST
CATEGORY 1 - PRELIMINARY		$ 330,485
CATEGORY 2 - GRADING		$ 8,950
CATEGORY 3 - DRAINAGE		$ 189,760
CATEGORY 4 - STRUCTURES		$ 1,182,930
CATEGORY 5 - PAVING		$ 14,550
CATEGORY 6 - SHOULDERS		$ 21,400
CATEGORY 7 LANDSCAPING		$ 5,172
CATEGORY 8 - TRAFFIC & UTILITIES (2-LANE TEMPORARY DETOUR ROAD DURING CONSTRUCTION)		$ 108,350
SUB-TOTAL	TOTAL DIRECT COST	$ 1,861,597
	CONTINGENCY (30%)	$ 558,479
	TOTAL INCLUDING CONTINGENCY	$ 2,420,076
	COST OF CONSTRUCTION MANAGEMENT (10%)	$ 242,008
	TOTAL CONSTRUCTION COST	$ 2,662,084

BE-4, ALTERNATIVE 2 - DOUBLE BOX CULVERT

SAY	**$ 2,663,000**
Road Cost	$577,000
Structure Cost	$2,086,000

Stantec

P-BL02001 BRIDGE ENLARGEMENT
54TH PLACE OVER EDMONSTON CHANNEL

CONSTRUCTION COST ESTIMATE

BE-4, ALTERNATIVE 2 - DOUBLE BOX CULVERT

9/17/2025

Item	Description	Unit	Unit Cost	Quantity	Total Cost
CATEGORY 1 PRELIMINARY					
1001	CLEARING AND GRUBBING	LS	$10,000.00	1	$10,000
1002	ENGINEER'S OFFICE TYPE B	LS	$60,000.00	1	$60,000
1003	CONSTRUCTION STAKEOUT	LS	$30,000.00	1	$30,000
1004	MOBILIZATION	LS	$150,000.00	1	$150,000
1005	CPM PROJECT SCHEDULE	LS	$12,000.00	1	$12,000
1006	MAINTENANCE OF TRAFFIC	LS	$60,000.00	1	$60,000
1007	TEMPORARY TRAFFIC SIGNS HIGH PERFORMANCE WIDE ANGLE RETROREFLECTIVE SHEETING	SF	$25.00	149	$3,725
1008	TYPE III BARRICADE FOR MAINTENANCE OF TRAFFIC	EA	$340.00	14	$4,760
	SUBTOTAL				**$330,485**
CATEGORY 2 GRADING					
2001	CLASS 1 EXCAVATION	CY	$50.00	93	$4,650
2002	COMMON BORROW EXCAVATION	CY	$60.00	5	$300
2003	TEST PIT EXCAVATION (CONTINGENT)	CY	$200.00	20	$4,000
	SUBTOTAL				**$8,950**
CATEGORY 3 DRAINAGE					
3001	MAINTENANCE OF STREAM FLOW	LS	$160,000.00	1	$160,000
3002	SUPER SILT FENCE (SSF)	LF	$15.00	120	$1,800
3003	REMOVE AND RESET SUPER SILT FENCE (SSF)	LF	$8.00	120	$960
3004	STABILIZED CONSTRUCTION ENTRANCE (SCE)	EA	$5,000.00	2	$10,000
3005	CONCRETE WASHOUT STRUCTURE (CWS)	EA	$3,000.00	2	$6,000
3006	RELOCATION OF 18" RCP DRAINAGE	LS	$11,000.00	1	$11,000
	SUBTOTAL				**$189,760**
CATEGORY 4 STRUCTURES					
4001	STRUCTURE EXCAVATION (CLASS 3)	CY	$110.00	2,190	$240,900
4002	REMOVAL OF EXISTING STRUCTURE	LS	$37,000.00	1	$37,000
4003	SUBSTRUCTURE CONCRETE FOR CULVERT	CY	$1,200.00	10	$12,000
4004	PRECASET BOX CULVERT (15'X7')	LF	$6,200.00	78	$483,600
4005	SUPERSTRUCTURE CONCRETE FOR BRIDGE	CY	$1,500.00	131	$196,500
4006	WINGWALL CONCRETE	CY	$1,200.00	130	$156,000
4007	METAL RAILING THREE STRAND	LF	$650.00	73	$47,450
4008	SILANE CONCRETE PROTECTIVE COATING	SY	$20.00	170	$3,400
4009	CHAIN LINK SAFETY FENCE	LF	$50.00	122	$6,080
	SUBTOTAL				**$1,182,930**
CATEGORY 5 PAVING					
5001	MILLING ASPHALT PAVEMENT ZERO TO TWO INCH (0" - 2")	SY	$15.00	134	$2,010
5002	SIX INCH (6") BASE COURSE USING GRADED AGGREGATE	SY	$30.00	80	$2,400
5003	HOT MIX ASPHALT SUPERPAVE FOR SURFACE 9.5MM PG 70-22, LEVEL 2	TON	$250.00	24	$6,000
5004	HOT MIX ASPHALT SUPERPAVE FOR INTERMEDIATE SURFACE 12.5MM, PG 70-22, LEVEL 2	TON	$160.00	9	$1,440
5005	HOT MIX ASPHALT SUPERPAVE FOR BASE 25.0MM, PG 64-22, LEVEL 2	TON	$150.00	18	$2,700
	SUBTOTAL				**$14,550**
CATEGORY 6 SHOULDERS					
6001	5 INCH CONCRETE SIDEWALK	SF	$40.00	150	$6,000
6002	CONCRETE CURB & GUTTER	LF	$80.00	60	$4,800
6003	CHAIN LINK FENCE	LF	$40.00	80	$3,200
6004	TRAFFIC BARRIER W-BEAM RADIUS ANCHORAGE (TYPE L) (STD. MD 605.13)	EA	$1,850.00	4	$7,400
	SUBTOTAL				**$21,400**
CATEGORY 7 LANDSCAPING					
7001	FURNISHING AND PLACING TOPSOIL FOUR INCH (4") DEPTH	SY	$10.00	267	$2,670
7002	TEMPORARY STRAW MULCHING	SY	$2.00	267	$534
7003	TEMPORARY SEEDING	SY	$2.00	267	$534
7004	TURFGRASS ESTABLISHMENT	SY	$2.00	267	$534
7005	TREE INSTALLATION AND ESTABLISHMENT	EA	$150.00	6	$900
	SUBTOTAL				**$5,172**
CATEGORY 8 TRAFFIC & UTILITIES					
8001	ROAD SIGNAGE	LS	$3,000.00	1	$3,000
8002	RELOCATION OF UTILITIES	LS	$105,350.00	1	$105,350
	SUBTOTAL				**$108,350**
	TOTAL				**$1,861,597**
	CONTINGENCY (30%)				$558,479
	TOTAL INCLUDING CONTINGENCY				**$2,420,076**
	COST OF CONSTRUCTION MANAGEMENT (10%)				$242,008
	TOTAL CONSTRUCTION COST				**$2,662,084**
BE-4, ALTERNATIVE 2 - DOUBLE BOX CULVERT		**USE**			**$2,663,000**
			Road Cost	21.6%	$577,000
			Structure Cost	78.4%	$2,086,000

Notes: 1. The cost of ROW and easement if any is not included.
2. Cost of engineering is not included.

BE-5, ALTERNATIVE 1 - REPLACE ONE 72" RCP W/ 11'x6' BOX CULVERT

9/17/2025

CATEGORY		COST
CATEGORY 1 - PRELIMINARY		$ 663,055
CATEGORY 2 - GRADING		$ 43,500
CATEGORY 3 - DRAINAGE		$ 192,800
CATEGORY 4 - STRUCTURES		$ 3,435,039
CATEGORY 5 - PAVING		$ 114,370
CATEGORY 6 - SHOULDERS		$ 83,400
CATEGORY 7 LANDSCAPING		$ 29,000
CATEGORY 8 - TRAFFIC & UTILITIES (2-LANE TEMPORARY DETOUR ROAD DURING CONSTRUCTION)		$ 386,310
SUB-TOTAL	TOTAL DIRECT COST	$ 4,947,474
	CONTINGENCY (30%)	$ 1,484,242
	TOTAL INCLUDING CONTINGENCY	$ 6,431,716
	COST OF CONSTRUCTION MANAGEMENT (10%)	$ 643,172
	TOTAL CONSTRUCTION COST	$ 7,074,888

BE-5, ALTERNATIVE 1 - REPLACE ONE 72" RCP W/ 11'x6' BOX CULVERT **SAY** **$ 7,075,000**

Road Cost $1,290,000
Structure Cost $5,785,000

Stantec

CULVERT ENLARGEMENT
TAUSSIG ROAD OVER EDMONSTON CHANNEL

CONSTRUCTION COST ESTIMATE

BE-5, ALTERNATIVE 1 - REPLACE ONE 72" RCP W/ 11'x6' BOX CULVERT

9/17/2025

Item	Description	Unit	Unit Cost	Quantity	Total Cost
CATEGORY 1 PRELIMINARY					
1001	CLEARING AND GRUBBING	LS	$20,000.00	1	$20,000
1002	ENGINEER'S OFFICE TYPE B	LS	$60,000.00	1	$60,000
1003	CONSTRUCTION STAKEOUT	LS	$30,000.00	1	$30,000
1004	MOBILIZATION	LS	$400,000.00	1	$400,000
1005	CPM PROJECT SCHEDULE	LS	$12,000.00	1	$12,000
1006	MAINTENANCE OF TRAFFIC	LS	$120,000.00	1	$120,000
1007	RELOCATE SIGN	SF	$20.00	143	$2,860
1008	TEMPORARY TRAFFIC SIGNS HIGH PERFORMANCE WIDE ANGLE RETROREFLECTIVE SHEETING	SF	$25.00	347	$8,675
1009	TYPE III BARRICADE FOR MAINTENANCE OF TRAFFIC	EA	$340.00	28	$9,520
	SUBTOTAL				**$663,055**
CATEGORY 2 GRADING					
2001	CLASS 1 EXCAVATION	CY	$50.00	590	$29,500
2002	COMMON BORROW EXCAVATION	CY	$60.00	100	$6,000
2003	TEST PIT EXCAVATION (CONTINGENT)	CY	$200.00	40	$8,000
	SUBTOTAL				**$43,500**
CATEGORY 3 DRAINAGE					
3001	MAINTENANCE OF STREAM FLOW	LS	$160,000.00	1	$160,000
3002	SUPER SILT FENCE (SSF)	LF	$15.00	600	$9,000
3003	REMOVE AND RESET SUPER SILT FENCE (SSF)	LF	$8.00	600	$4,800
3004	STABILIZED CONSTRUCTION ENTRANCE (SCE)	EA	$5,000.00	2	$10,000
3005	CONCRETE WASHOUT STRUCTURE (CWS)	EA	$3,000.00	2	$6,000
3006	INLET PROTECTION	EA	$500.00	6	$3,000
	SUBTOTAL				**$192,800**
CATEGORY 4 STRUCTURES					
4001	STRUCTURE EXCAVATION (CLASS 3)	CY	$110.00	7,431	$817,410
4002	REMOVAL OF EXISTING BRIDGE	LS	$142,000.00	1	$142,000
4003	SUBSTRUCTURE CONCRETE FOR BRIDGE	CY	$1,200.00	3	$3,600
4004	PRECAST BOX CULVERT (11'X6')	LF	$4,950.00	471	$2,331,450
4005	WINGWALL CONCRETE	CY	$1,200.00	111	$133,200
4006	CHAIN LINK SAFETY FENCE	LF	$50.00	148	$7,379
	SUBTOTAL				**$3,435,039**
CATEGORY 5 PAVING					
5001	MILLING ASPHALT PAVEMENT ZERO TO TWO INCH (0" - 2")	SY	$15.00	858	$12,870
5002	SIX INCH (6") BASE COURSE USING GRADED AGGREGATE	SY	$30.00	556	$16,680
5003	HOT MIX ASPHALT SUPERPAVE FOR SURFACE 9.5MM PG 70-22, LEVEL 2	TON	$250.00	158	$39,500
5004	HOT MIX ASPHALT SUPERPAVE FOR INTERMEDIATE SURFACE 12.5MM, PG 70-22, LEVEL 2	TON	$160.00	62	$9,920
5005	HOT MIX ASPHALT SUPERPAVE FOR BASE 25.0MM, PG 64-22, LEVEL 2	TON	$150.00	124	$18,600
5006	6 INCH PORTLAND CEMENT CONCRETE PAVEMENT FOR DRIVEWAY	SY	$200.00	84	$16,800
	SUBTOTAL				**$114,370**
CATEGORY 6 SHOULDERS					
6001	5 INCH CONCRETE SIDEWALK	SF	$40.00	1,000	$40,000
6002	CONCRETE CURB & GUTTER	LF	$80.00	300	$24,000
6003	CHAIN LINK FENCE	LF	$40.00	300	$12,000
6004	TRAFFIC BARRIER W-BEAM RADIUS ANCHORAGE (TYPE L) (STD. MD 605.13)	EA	$1,850.00	4	$7,400
	SUBTOTAL				**$83,400**
CATEGORY 7 LANDSCAPING					
7001	FURNISHING AND PLACING TOPSOIL FOUR INCH (4") DEPTH	SY	$10.00	1,700	$17,000
7002	TEMPORARY STRAW MULCHING	SY	$2.00	1,700	$3,400
7003	TEMPORARY SEEDING	SY	$2.00	1,700	$3,400
7004	TURFGRASS ESTABLISHMENT	SY	$2.00	1,700	$3,400
7005	TREE INSTALLATION AND ESTABLISHMENT	EA	$150.00	12	$1,800
	SUBTOTAL				**$29,000**
CATEGORY 8 TRAFFIC & UTILITIES					
8001	ROAD SIGNAGE	LS	$5,000.00	1	$5,000
8002	RELOCATION OF UTILITIES	LS	$381,310.00	1	$381,310
	SUBTOTAL				**$386,310**
	TOTAL				**$4,947,474**
	CONTINGENCY (30%)				$1,484,242
	TOTAL INCLUDING CONTINGENCY				**$6,431,716**
	COST OF CONSTRUCTION MANAGEMENT (10%)				$643,172
	TOTAL CONSTRUCTION COST				**$7,074,888**
BE-5, ALTERNATIVE 1 - REPLACE ONE 72" RCP W/ 11'x6' BOX CULVERT		**USE**			**$7,075,000**

Road Cost	18.2%	$1,290,000
Structure Cost	81.8%	$5,785,000

Notes: 1. The cost of ROW and easement if any is not included.
2. Cost of engineering is not included.

BE-5, ALTERNATIVE 2 - REPLACE ONE 72" RCP W/ 7'x5' BOX CULVERT

9/17/2025

CATEGORY		COST
CATEGORY 1 - PRELIMINARY		$ 683,055
CATEGORY 2 - GRADING		$ 45,850
CATEGORY 3 - DRAINAGE		$ 192,800
CATEGORY 4 - STRUCTURES		$ 3,827,161
CATEGORY 5 - PAVING		$ 117,105
CATEGORY 6 - SHOULDERS		$ 97,400
CATEGORY 7 LANDSCAPING		$ 29,000
CATEGORY 8 - TRAFFIC & UTILITIES (2-LANE TEMPORARY DETOUR ROAD DURING CONSTRUCTION)		$ 449,650
SUB-TOTAL	TOTAL DIRECT COST	$ 5,442,021
	CONTINGENCY (30%)	$ 1,632,606
	TOTAL INCLUDING CONTINGENCY	$ 7,074,627
	COST OF CONSTRUCTION MANAGEMENT (10%)	$ 707,463
	TOTAL CONSTRUCTION COST	$ 7,782,090

BE-5, ALTERNATIVE 2 - REPLACE ONE 72" RCP W/ 7'x5' BOX CULVERT **SAY** **$ 7,783,000**

Road Cost $1,394,000
Structure Cost $6,389,000

Stantec

CULVERT ENLARGEMENT
TAUSSIG ROAD OVER EDMONSTON CHANNEL

CONSTRUCTION COST ESTIMATE

BE-5, ALTERNATIVE 2 - REPLACE ONE 72" RCP W/ 7'x5' BOX CULVERT

9/17/2025

Item	Description	Unit	Unit Cost	Quantity	Total Cost
CATEGORY 1 PRELIMINARY					
1001	CLEARING AND GRUBBING	LS	$20,000.00	1	$20,000
1002	ENGINEER'S OFFICE TYPE B	LS	$60,000.00	1	$60,000
1003	CONSTRUCTION STAKEOUT	LS	$30,000.00	1	$30,000
1004	MOBILIZATION	LS	$420,000.00	1	$420,000
1005	CPM PROJECT SCHEDULE	LS	$12,000.00	1	$12,000
1006	MAINTENANCE OF TRAFFIC	LS	$120,000.00	1	$120,000
1007	RELOCATE SIGN	SF	$20.00	143	$2,860
1008	TEMPORARY TRAFFIC SIGNS HIGH PERFORMANCE WIDE ANGLE RETROREFLECTIVE SHEETING	SF	$25.00	347	$8,675
1009	TYPE III BARRICADE FOR MAINTENANCE OF TRAFFIC	EA	$340.00	28	$9,520
	SUBTOTAL				**$683,055**
CATEGORY 2 GRADING					
2001	CLASS 1 EXCAVATION	CY	$50.00	637	$31,850
2002	COMMON BORROW EXCAVATION	CY	$60.00	100	$6,000
2003	TEST PIT EXCAVATION (CONTINGENT)	CY	$200.00	40	$8,000
	SUBTOTAL				**$45,850**
CATEGORY 3 DRAINAGE					
3001	MAINTENANCE OF STREAM FLOW	LS	$160,000.00	1	$160,000
3002	SUPER SILT FENCE (SSF)	LF	$15.00	600	$9,000
3003	REMOVE AND RESET SUPER SILT FENCE (SSF)	LF	$8.00	600	$4,800
3004	STABILIZED CONSTRUCTION ENTRANCE (SCE)	EA	$5,000.00	2	$10,000
3005	CONCRETE WASHOUT STRUCTURE (CWS)	EA	$3,000.00	2	$6,000
3006	INLET PROTECTION	EA	$500.00	6	$3,000
	SUBTOTAL				**$192,800**
CATEGORY 4 STRUCTURES					
4001	STRUCTURE EXCAVATION (CLASS 3)	CY	$110.00	9,208	$1,012,880
4002	REMOVAL OF EXISTING BRIDGE	LS	$142,000.00	1	$142,000
4003	SUBSTRUCTURE CONCRETE FOR BRIDGE	CY	$1,200.00	5	$6,000
4004	PRECAST TWIN BOX CULVERT (7'X5')	LF	$2,700.00	942	$2,543,400
4005	WINGWALL CONCRETE	CY	$1,200.00	97	$116,400
4006	CHAIN LINK SAFETY FENCE	LF	$50.00	130	$6,481
	SUBTOTAL				**$3,827,161**
CATEGORY 5 PAVING					
5001	MILLING ASPHALT PAVEMENT ZERO TO TWO INCH (0" - 2")	SY	$15.00	819	$12,285
5002	SIX INCH (6") BASE COURSE USING GRADED AGGREGATE	SY	$30.00	595	$17,850
5003	HOT MIX ASPHALT SUPERPAVE FOR SURFACE 9.5MM PG 70-22, LEVEL 2	TON	$250.00	158	$39,500
5004	HOT MIX ASPHALT SUPERPAVE FOR INTERMEDIATE SURFACE 12.5MM, PG 70-22, LEVEL 2	TON	$160.00	67	$10,720
5005	HOT MIX ASPHALT SUPERPAVE FOR BASE 25.0MM, PG 64-22, LEVEL 2	TON	$150.00	133	$19,950
5006	6 INCH PORTLAND CEMENT CONCRETE PAVEMENT FOR DRIVEWAY	SY	$200.00	84	$16,800
	SUBTOTAL				**$117,105**
CATEGORY 6 SHOULDERS					
6001	5 INCH CONCRETE SIDEWALK	SF	$40.00	1,250	$50,000
6002	CONCRETE CURB & GUTTER	LF	$80.00	350	$28,000
6003	CHAIN LINK FENCE	LF	$40.00	300	$12,000
6004	TRAFFIC BARRIER W-BEAM RADIUS ANCHORAGE (TYPE L) (STD. MD 605.13)	EA	$1,850.00	4	$7,400
	SUBTOTAL				**$97,400**
CATEGORY 7 LANDSCAPING					
7001	FURNISHING AND PLACING TOPSOIL FOUR INCH (4") DEPTH	SY	$10.00	1,700	$17,000
7002	TEMPORARY STRAW MULCHING	SY	$2.00	1,700	$3,400
7003	TEMPORARY SEEDING	SY	$2.00	1,700	$3,400
7004	TURFGRASS ESTABLISHMENT	SY	$2.00	1,700	$3,400
7005	TREE INSTALLATION AND ESTABLISHMENT	EA	$150.00	12	$1,800
	SUBTOTAL				**$29,000**
CATEGORY 8 TRAFFIC & UTILITIES					
8001	ROAD SIGNAGE	LS	$5,000.00	1	$5,000
8002	RELOCATION OF UTILITIES	LS	$444,650.00	1	$444,650
	SUBTOTAL				**$449,650**
	TOTAL				**$5,442,021**
	CONTINGENCY (30%)				$1,632,606
	TOTAL INCLUDING CONTINGENCY				**$7,074,627**
	COST OF CONSTRUCTION MANAGEMENT (10%)				$707,463
	TOTAL CONSTRUCTION COST				**$7,782,090**
BE-5, ALTERNATIVE 2 - REPLACE ONE 72" RCP W/ 7'x5' BOX CULVERT		**USE**			**$7,783,000**

Road Cost	17.9%	$1,394,000
Structure Cost	82.1%	$6,389,000

Notes: 1. The cost of ROW and easement if any is not included.
2. Cost of engineering is not included.

BE-5, ALTERNATIVE 3 - ADD DIVERSION 8'x6' BOX CULVERT

9/17/2025

CATEGORY		COST
CATEGORY 1 - PRELIMINARY		$ 683,055
CATEGORY 2 - GRADING		$ 52,850
CATEGORY 3 - DRAINAGE		$ 183,750
CATEGORY 4 - STRUCTURES		$ 3,259,873
CATEGORY 5 - PAVING		$ 166,160
CATEGORY 6 - SHOULDERS		$ 104,600
CATEGORY 7 LANDSCAPING		$ 12,744
CATEGORY 8 - TRAFFIC & UTILITIES (2-LANE TEMPORARY DETOUR ROAD DURING CONSTRUCTION)		$ 606,810
SUB-TOTAL	TOTAL DIRECT COST	$ 5,069,842
	CONTINGENCY (30%)	$ 1,520,953
	TOTAL INCLUDING CONTINGENCY	$ 6,590,795
	COST OF CONSTRUCTION MANAGEMENT (10%)	$ 659,080
	TOTAL CONSTRUCTION COST	$ 7,249,875

BE-5, ALTERNATIVE 3 - ADD DIVERSION 8'x6' BOX CULVERT

SAY	**$ 7,250,000**
Road Cost	$1,731,000
Structure Cost	$5,519,000

Stantec

CULVERT ENLARGEMENT
TAUSSIG ROAD OVER EDMONSTON CHANNEL

CONSTRUCTION COST ESTIMATE

BE-5, ALTERNATIVE 3 - ADD DIVERSION 8'x6' BOX CULVERT

9/17/2025

Item	Description	Unit	Unit Cost	Quantity	Total Cost
CATEGORY 1 PRELIMINARY					
1001	CLEARING AND GRUBBING	LS	$20,000.00	1	$20,000
1002	ENGINEER'S OFFICE TYPE B	LS	$60,000.00	1	$60,000
1003	CONSTRUCTION STAKEOUT	LS	$30,000.00	1	$30,000
1004	MOBILIZATION	LS	$420,000.00	1	$420,000
1005	CPM PROJECT SCHEDULE	LS	$12,000.00	1	$12,000
1006	MAINTENANCE OF TRAFFIC	LS	$120,000.00	1	$120,000
1007	RELOCATE SIGN	SF	$20.00	143	$2,860
1008	TEMPORARY TRAFFIC SIGNS HIGH PERFORMANCE WIDE ANGLE RETROREFLECTIVE SHEETING	SF	$25.00	347	$8,675
1009	TYPE III BARRICADE FOR MAINTENANCE OF TRAFFIC	EA	$340.00	28	$9,520
	SUBTOTAL				**$683,055**
CATEGORY 2 GRADING					
2001	CLASS 1 EXCAVATION	CY	$50.00	777	$38,850
2002	COMMON BORROW EXCAVATION	CY	$60.00	100	$6,000
2003	TEST PIT EXCAVATION (CONTINGENT)	CY	$200.00	40	$8,000
	SUBTOTAL				**$52,850**
CATEGORY 3 DRAINAGE					
3001	MAINTENANCE OF STREAM FLOW	LS	$160,000.00	1	$160,000
3002	SUPER SILT FENCE (SSF)	LF	$15.00	250	$3,750
3003	REMOVE AND RESET SUPER SILT FENCE (SSF)	LF	$8.00	250	$2,000
3004	STABILIZED CONSTRUCTION ENTRANCE (SCE)	EA	$5,000.00	2	$10,000
3005	CONCRETE WASHOUT STRUCTURE (CWS)	EA	$3,000.00	2	$6,000
3006	INLET PROTECTION	EA	$500.00	4	$2,000
	SUBTOTAL				**$183,750**
CATEGORY 4 STRUCTURES					
4001	STRUCTURE EXCAVATION (CLASS 3)	CY	$110.00	9,704	$1,067,431
4002	REMOVAL OF EXISTING BRIDGE	LS	$78,000.00	1	$78,000
4003	SUBSTRUCTURE CONCRETE FOR BRIDGE	CY	$1,200.00	82	$98,400
4004	PRECAST DIVERSION BOX CULVERT (8'X6')	LF	$3,100.00	397	$1,230,700
4005	PRECAST TWIN BOX CULVERT AT BOTH ENDS (8.5'X6')	LF	$3,200.00	209	$668,800
4006	WINGWALL CONCRETE	CY	$1,200.00	92	$110,400
4007	CHAIN LINK SAFETY FENCE	LF	$50.00	123	$6,143
	SUBTOTAL				**$3,259,873**
CATEGORY 5 PAVING					
5001	MILLING ASPHALT PAVEMENT ZERO TO TWO INCH (0" - 2")	SY	$15.00	452	$6,780
5002	SIX INCH (6") BASE COURSE USING GRADED AGGREGATE	SY	$30.00	962	$28,860
5003	HOT MIX ASPHALT SUPERPAVE FOR SURFACE 9.5MM PG 70-22, LEVEL 2	TON	$250.00	158	$39,500
5004	HOT MIX ASPHALT SUPERPAVE FOR INTERMEDIATE SURFACE 12.5MM, PG 70-22, LEVEL 2	TON	$160.00	107	$17,120
5005	HOT MIX ASPHALT SUPERPAVE FOR BASE 25.0MM, PG 64-22, LEVEL 2	TON	$150.00	214	$32,100
5006	6 INCH PORTLAND CEMENT CONCRETE PAVEMENT FOR DRIVEWAY	SY	$200.00	209	$41,800
	SUBTOTAL				**$166,160**
CATEGORY 6 SHOULDERS					
6001	5 INCH CONCRETE SIDEWALK	SF	$40.00	1,100	$44,000
6002	CONCRETE CURB & GUTTER	LF	$80.00	565	$45,200
6003	CHAIN LINK FENCE	LF	$40.00	200	$8,000
6004	TRAFFIC BARRIER W-BEAM RADIUS ANCHORAGE (TYPE L) (STD. MD 605.13)	EA	$1,850.00	4	$7,400
	SUBTOTAL				**$104,600**
CATEGORY 7 LANDSCAPING					
7001	FURNISHING AND PLACING TOPSOIL FOUR INCH (4") DEPTH	SY	$10.00	684	$6,840
7002	TEMPORARY STRAW MULCHING	SY	$2.00	684	$1,368
7003	TEMPORARY SEEDING	SY	$2.00	684	$1,368
7004	TURFGRASS ESTABLISHMENT	SY	$2.00	684	$1,368
7005	TREE INSTALLATION AND ESTABLISHMENT	EA	$150.00	12	$1,800
	SUBTOTAL				**$12,744**
CATEGORY 8 TRAFFIC & UTILITIES					
8001	ROAD SIGNAGE	LS	$5,000.00	1	$5,000
8002	RELOCATION OF UTILITIES	LS	$601,810.00	1	$601,810
	SUBTOTAL				**$606,810**
	TOTAL				**$5,069,842**
	CONTINGENCY (30%)				$1,520,953
	TOTAL INCLUDING CONTINGENCY				**$6,590,795**
	COST OF CONSTRUCTION MANAGEMENT (10%)				$659,080
	TOTAL CONSTRUCTION COST				**$7,249,875**
BE-5, ALTERNATIVE 3 - ADD DIVERSION 8'x6' BOX CULVERT		**USE**			**$7,250,000**
			Road Cost	23.9%	$1,731,000
			Structure Cost	76.1%	$5,519,000

Notes: 1. The cost of ROW and easement if any is not included.
2. Cost of engineering is not included.

CE-4, ALTERNATIVE 1 - PRESTRESSED CONCRETE SLAB BRIDGE

9/17/2025

CATEGORY		COST
CATEGORY 1 - PRELIMINARY		$ 357,595
CATEGORY 2 - GRADING		$ 16,350
CATEGORY 3 - DRAINAGE		$ 237,520
CATEGORY 4 - STRUCTURES		$ 1,282,020
CATEGORY 5 - PAVING		$ 47,245
CATEGORY 6 - SHOULDERS		$ 27,000
CATEGORY 7 LANDSCAPING		$ 8,694
CATEGORY 8 - TRAFFIC & UTILITIES (2-LANE TEMPORARY DETOUR ROAD DURING CONSTRUCTION)		$ 198,660
SUB-TOTAL	TOTAL DIRECT COST	$ 2,175,084
	CONTINGENCY (30%)	$ 652,525
	TOTAL INCLUDING CONTINGENCY	$ 2,827,609
	COST OF CONSTRUCTION MANAGEMENT (10%)	$ 282,761
	TOTAL CONSTRUCTION COST	$ 3,110,370

CE-4, ALTERNATIVE 1 - PRESTRESSED CONCRETE SLAB BRIDGE

SAY	**$ 3,111,000**
Road Cost	$884,000
Structure Cost	$2,227,000

Stantec

CULVERT ENLARGEMENT
56TH AVENUE OVER EDMONSTON CHANNEL

CONSTRUCTION COST ESTIMATE

CE-4, ALTERNATIVE 1 - PRESTRESSED CONCRETE SLAB BRIDGE

9/17/2025

Item	Description	Unit	Unit Cost	Quantity	Total Cost
CATEGORY 1 PRELIMINARY					
1001	CLEARING AND GRUBBING	LS	$10,000.00	1	$10,000
1002	ENGINEER'S OFFICE TYPE B	LS	$60,000.00	1	$60,000
1003	CONSTRUCTION STAKEOUT	LS	$30,000.00	1	$30,000
1004	MOBILIZATION	LS	$175,000.00	1	$175,000
1005	CPM PROJECT SCHEDULE	LS	$12,000.00	1	$12,000
1006	MAINTENANCE OF TRAFFIC	LS	$60,000.00	1	$60,000
1007	TEMPORARY TRAFFIC SIGNS HIGH PERFORMANCE WIDE ANGLE RETROREFLECTIVE SHEETING	SF	$25.00	179	$4,475
1008	TYPE III BARRICADE FOR MAINTENANCE OF TRAFFIC	EA	$340.00	18	$6,120
	SUBTOTAL				**$357,595**
CATEGORY 2 GRADING					
2001	CLASS 1 EXCAVATION	CY	$50.00	241	$12,050
2002	COMMON BORROW EXCAVATION	CY	$60.00	5	$300
2003	TEST PIT EXCAVATION (CONTINGENT)	CY	$200.00	20	$4,000
	SUBTOTAL				**$16,350**
CATEGORY 3 DRAINAGE					
3001	MAINTENANCE OF STREAM FLOW	LS	$160,000.00	1	$160,000
3002	SUPER SILT FENCE (SSF)	LF	$15.00	240	$3,600
3003	REMOVE AND RESET SUPER SILT FENCE (SSF)	LF	$8.00	240	$1,920
3004	STABILIZED CONSTRUCTION ENTRANCE (SCE)	EA	$5,000.00	2	$10,000
3005	CONCRETE WASHOUT STRUCTURE (CWS)	EA	$3,000.00	2	$6,000
3006	RELOCATION OF 21" RCP DRAINAGE	LS	$13,000.00	1	$13,000
3007	RELOCATION OF 15" RCP DRAINAGE	LS	$23,000.00	1	$23,000
3008	RELOCATION OF DRAINAGE INLET	EA	$20,000.00	1	$20,000
	SUBTOTAL				**$237,520**
CATEGORY 4 STRUCTURES					
4001	STRUCTURE EXCAVATION (CLASS 3)	CY	$110.00	2,516	$276,760
4002	REMOVAL OF EXISTING STRUCTURE	LS	$29,000.00	1	$29,000
4003	SUBSTRUCTURE CONCRETE FOR BRIDGE	CY	$1,200.00	87	$104,400
4004	FOOTING CONCRETE FOR BRIDGE	CY	$1,000.00	123	$123,000
4005	PRESTRESSED CONCRETE SLAB (36X18)	LF	$850.00	273	$232,050
4006	SUPERSTRUCTURE CONCRETE FOR BRIDGE	CY	$1,500.00	43	$64,500
4007	WINGWALL CONCRETE	CY	$1,200.00	136	$163,200
4008	DYNAMIC PILE MONITORING	EA	$5,000.00	2	$10,000
4009	CAPWAP	EA	$1,000.00	2	$2,000
4010	STEEL HP 12 X 53 BEARING PILE	LF	$130.00	1,530	$198,900
4011	STEEL HP 12 X 53 BEARING TEST PILE	LF	$150.00	90	$13,500
4012	SETUP FOR DRIVING STEEL HP PILES	EA	$600.00	36	$21,600
4013	METAL RAILING THREE STRAND	LF	$650.00	48	$31,200
4014	SILANE CONCRETE PROTECTIVE COATING	SY	$20.00	140	$2,800
4015	CHAIN LINK SAFETY FENCE	LF	$50.00	182	$9,110
	SUBTOTAL				**$1,282,020**
CATEGORY 5 PAVING					
5001	MILLING ASPHALT PAVEMENT ZERO TO TWO INCH (0" - 2")	SY	$15.00	323	$4,845
5002	SIX INCH (6") BASE COURSE USING GRADED AGGREGATE	SY	$30.00	212	$6,360
5003	HOT MIX ASPHALT SUPERPAVE FOR SURFACE 9.5MM PG 70-22, LEVEL 2	TON	$250.00	60	$15,000
5004	HOT MIX ASPHALT SUPERPAVE FOR INTERMEDIATE SURFACE 12.5MM, PG 70-22, LEVEL 2	TON	$160.00	24	$3,840
5005	HOT MIX ASPHALT SUPERPAVE FOR BASE 25.0MM, PG 64-22, LEVEL 2	TON	$150.00	48	$7,200
5006	6 INCH PORTLAND CEMENT CONCRETE PAVEMENT FOR DRIVEWAY	SY	$200.00	50	$10,000
	SUBTOTAL				**$47,245**
CATEGORY 6 SHOULDERS					
6001	5 INCH CONCRETE SIDEWALK	SF	$40.00	225	$9,000
6002	CONCRETE CURB & GUTTER	LF	$80.00	185	$14,800
6003	CHAIN LINK FENCE	LF	$40.00	80	$3,200
	SUBTOTAL				**$27,000**
CATEGORY 7 LANDSCAPING					
7001	FURNISHING AND PLACING TOPSOIL FOUR INCH (4") DEPTH	SY	$10.00	534	$5,340
7002	TEMPORARY STRAW MULCHING	SY	$2.00	534	$1,068
7003	TEMPORARY SEEDING	SY	$2.00	534	$1,068
7004	TURFGRASS ESTABLISHMENT	SY	$2.00	534	$1,068
7005	TREE, SHRUB, AND PERRENNIAL INSTALLATION ESTABLISHMENT	EA	$150.00	1	$150
	SUBTOTAL				**$8,694**
CATEGORY 8 TRAFFIC & UTILITIES					
8001	ROAD SIGNAGE	LS	$3,000.00	1	$3,000
8002	RELOCATION OF UTILITIES	LS	$195,660.00	1	$195,660
	SUBTOTAL				**$198,660**
	TOTAL				**$2,175,084**
	CONTINGENCY (30%)				$652,525
	TOTAL INCLUDING CONTINGENCY				**$2,827,609**
	COST OF CONSTRUCTION MANAGEMENT (10%)				$282,761
	TOTAL CONSTRUCTION COST				**$3,110,370**
CE-4, ALTERNATIVE 1 - PRESTRESSED CONCRETE SLAB BRIDGE		**USE**			**$3,111,000**
			Road Cost	28.4%	$884,000
			Structure Cost	71.6%	$2,227,000

Notes: 1. The cost of ROW and easement if any is not included.
2. Cost of engineering is not included.

CE-4, ALTERNATIVE 2 - SINGLE BOX CULVERT

9/17/2025

CATEGORY		COST
CATEGORY 1 - PRELIMINARY		$ 332,595
CATEGORY 2 - GRADING		$ 15,950
CATEGORY 3 - DRAINAGE		$ 237,520
CATEGORY 4 - STRUCTURES		$ 958,960
CATEGORY 5 - PAVING		$ 47,245
CATEGORY 6 - SHOULDERS		$ 27,000
CATEGORY 7 LANDSCAPING		$ 8,694
CATEGORY 8 - TRAFFIC & UTILITIES (2-LANE TEMPORARY DETOUR ROAD DURING CONSTRUCTION)		$ 198,660
SUB-TOTAL	TOTAL DIRECT COST	$ 1,826,624
	CONTINGENCY (30%)	$ 547,987
	TOTAL INCLUDING CONTINGENCY	$ 2,374,611
	COST OF CONSTRUCTION MANAGEMENT (10%)	$ 237,461
	TOTAL CONSTRUCTION COST	$ 2,612,072

CE-4, ALTERNATIVE 2 - SINGLE BOX CULVERT

SAY	**$ 2,613,000**
Road Cost	$638,000
Structure Cost	$1,975,000

Stantec

CULVERT ENLARGEMENT
56TH AVENUE OVER EDMONSTON CHANNEL

CONSTRUCTION COST ESTIMATE

CE-4, ALTERNATIVE 2 - SINGLE BOX CULVERT

9/17/2025

Item	Description	Unit	Unit Cost	Quantity	Total Cost
CATEGORY 1 PRELIMINARY					
1001	CLEARING AND GRUBBING	LS	$10,000.00	1	$10,000
1002	ENGINEER'S OFFICE TYPE B	LS	$60,000.00	1	$60,000
1003	CONSTRUCTION STAKEOUT	LS	$30,000.00	1	$30,000
1004	MOBILIZATION	LS	$150,000.00	1	$150,000
1005	CPM PROJECT SCHEDULE	LS	$12,000.00	1	$12,000
1006	MAINTENANCE OF TRAFFIC	LS	$60,000.00	1	$60,000
1007	TEMPORARY TRAFFIC SIGNS HIGH PERFORMANCE WIDE ANGLE RETROREFLECTIVE SHEETING	SF	$25.00	179	$4,475
1008	TYPE III BARRICADE FOR MAINTENANCE OF TRAFFIC	EA	$340.00	18	$6,120
	SUBTOTAL				**$332,595**
CATEGORY 2 GRADING					
2001	CLASS 1 EXCAVATION	CY	$50.00	233	$11,650
2002	COMMON BORROW EXCAVATION	CY	$60.00	5	$300
2003	TEST PIT EXCAVATION (CONTINGENT)	CY	$200.00	20	$4,000
	SUBTOTAL				**$15,950**
CATEGORY 3 DRAINAGE					
3001	MAINTENANCE OF STREAM FLOW	LS	$160,000.00	1	$160,000
3002	SUPER SILT FENCE (SSF)	LF	$15.00	240	$3,600
3003	REMOVE AND RESET SUPER SILT FENCE (SSF)	LF	$8.00	240	$1,920
3004	STABILIZED CONSTRUCTION ENTRANCE (SCE)	EA	$5,000.00	2	$10,000
3005	CONCRETE WASHOUT STRUCTURE (CWS)	EA	$3,000.00	2	$6,000
3008	RELOCATION OF 21" RCP DRAINAGE	LS	$13,000.00	1	$13,000
3009	RELOCATION OF 15" RCP DRAINAGE	LS	$23,000.00	1	$23,000
3010	RELOCATION OF DRAINAGE INLET	EA	$20,000.00	1	$20,000
	SUBTOTAL				**$237,520**
CATEGORY 4 STRUCTURES					
4001	STRUCTURE EXCAVATION (CLASS 3)	CY	$110.00	2,517	$276,870
4002	REMOVAL OF EXISTING STRUCTURE	LS	$29,000.00	1	$29,000
4003	SUBSTRUCTURE CONCRETE FOR CULVERT	CY	$1,200.00	5	$6,000
4004	PRECASET BOX CULVERT (16'X6')	LF	$6,200.00	51	$316,200
4005	SUPERSTRUCTURE CONCRETE FOR BRIDGE	CY	$1,500.00	88	$132,000
4006	WINGWALL CONCRETE	CY	$1,200.00	136	$163,200
4007	METAL RAILING THREE STRAND	LF	$650.00	38	$24,375
4008	SILANE CONCRETE PROTECTIVE COATING	SY	$20.00	110	$2,200
4009	CHAIN LINK SAFETY FENCE	LF	$50.00	182	$9,115
	SUBTOTAL				**$958,960**
CATEGORY 5 PAVING					
5001	MILLING ASPHALT PAVEMENT ZERO TO TWO INCH (0" - 2")	SY	$15.00	323	$4,845
5002	SIX INCH (6") BASE COURSE USING GRADED AGGREGATE	SY	$30.00	212	$6,360
5003	HOT MIX ASPHALT SUPERPAVE FOR SURFACE 9.5MM PG 70-22, LEVEL 2	TON	$250.00	60	$15,000
5004	HOT MIX ASPHALT SUPERPAVE FOR INTERMEDIATE SURFACE 12.5MM, PG 70-22, LEVEL 2	TON	$160.00	24	$3,840
5005	HOT MIX ASPHALT SUPERPAVE FOR BASE 25.0MM, PG 64-22, LEVEL 2	TON	$150.00	48	$7,200
5006	6 INCH PORTLAND CEMENT CONCRETE PAVEMENT FOR DRIVEWAY	SY	$200.00	50	$10,000
	SUBTOTAL				**$47,245**
CATEGORY 6 SHOULDERS					
6001	5 INCH CONCRETE SIDEWALK	SF	$40.00	225	$9,000
6002	CONCRETE CURB & GUTTER	LF	$80.00	185	$14,800
6003	CHAIN LINK FENCE	LF	$40.00	80	$3,200
	SUBTOTAL				**$27,000**
CATEGORY 7 LANDSCAPING					
7001	FURNISHING AND PLACING TOPSOIL FOUR INCH (4") DEPTH	SY	$10.00	534	$5,340
7002	TEMPORARY STRAW MULCHING	SY	$2.00	534	$1,068
7003	TEMPORARY SEEDING	SY	$2.00	534	$1,068
7004	TURFGRASS ESTABLISHMENT	SY	$2.00	534	$1,068
7005	TREE INSTALLATION AND ESTABLISHMENT	EA	$150.00	1	$150
	SUBTOTAL				**$8,694**
CATEGORY 8 TRAFFIC & UTILITIES					
8001	ROAD SIGNAGE	LS	$3,000.00	1	$3,000
8002	RELOCATION OF UTILITIES	LS	$195,660.00	1	$195,660
	SUBTOTAL				**$198,660**
	TOTAL				**$1,826,624**
	CONTINGENCY (30%)				$547,987
	TOTAL INCLUDING CONTINGENCY				**$2,374,611**
	COST OF CONSTRUCTION MANAGEMENT (10%)				$237,461
	TOTAL CONSTRUCTION COST				**$2,612,072**
CE-4, ALTERNATIVE 2 - SINGLE BOX CULVERT		**USE**			**$2,613,000**

Road Cost	24.4%	$638,000
Structure Cost	75.6%	$1,975,000

Notes: 1. The cost of ROW and easement if any is not included.
2. Cost of engineering is not included.

EDMONSTON RD TO VARNUM ST, VARNUM ST TO UPSHUR ST, UPSHUR ST TO 54TH ST & 54TH PL TO 55TH AVE

9/18/2025

CATEGORY		COST
CATEGORY 1 - PRELIMINARY		$ 411,709
CATEGORY 2 - GRADING		$ 148,315
CATEGORY 3 - DRAINAGE		$ 223,250
CATEGORY 4 - STRUCTURES		$ 1,067,250
CATEGORY 7 LANDSCAPING		$ 37,526
SUB-TOTAL	TOTAL DIRECT COST	$ 1,888,050
	CONTINGENCY (30%)	$ 566,415
	TOTAL INCLUDING CONTINGENCY	$ 2,454,465
	COST OF CONSTRUCTION MANAGEMENT (10%)	$ 245,447
	TOTAL CONSTRUCTION COST	$ 2,699,912

EDMONSTON RD TO VARNUM ST, VARNUM ST TO UPSHUR ST, UPSHUR ST TO 54TH ST & 54TH PL TO 55TH AVE

SAY **$ 2,700,000**

Road Cost $0

Structure Cost $0

Stantec

CHANNEL IMPROVEMENTS
EDMONSTON CHANNEL

CONSTRUCTION COST ESTIMATE

EDMONSTON RD TO VARNUM ST, VARNUM ST TO UPSHUR ST, UPSHUR ST TO 54TH ST & 54TH PL TO 55TH AVE

9/18/2025

Item	Description	Unit	Unit Cost	Quantity	Total Cost
CATEGORY 1 PRELIMINARY					
1001	CLEARING AND GRUBBING	LS	$5,000.00	1	$5,000
1002	ENGINEER'S OFFICE TYPE B	LS	$60,000.00	1	$60,000
1003	CONSTRUCTION STAKEOUT	LS	$30,000.00	1	$30,000
1004	MOBILIZATION	LS	$39,000.00	1	$39,000
1005	CPM PROJECT SCHEDULE	LS	$12,000.00	1	$12,000
1006	MAINTENANCE OF TRAFFIC	LS	$250,000.00	1	$250,000
1007	FLAGGER	HR	$43.50	224	$9,744
1008	RELOCATE SIGN	SF	$20.00	134	$2,680
1009	TEMPORARY TRAFFIC SIGNS HIGH PERFORMANCE WIDE ANGLE RETROREFLECTIVE SHEETING	SF	$25.00	67	$1,675
1010	TYPE III BARRICADE FOR MAINTENANCE OF TRAFFIC	EA	$340.00	2	$680
1011	DRUMS FOR MAINTENANCE OF TRAFFIC	EA	$62.00	15	$930
	SUBTOTAL				**$411,709**
CATEGORY 2 GRADING					
2001	CLASS 1 EXCAVATION HAULED OFF-SITE FOR DISPOSAL	CY	$55.00	1,459	$80,245
2002	CLASS 1 EXCAVATION FOR REUSE ON SITE AS FILL	CY	$30.00	6	$180
2003	REMOVAL AND DISPOSAL OF CONCRETE CHANNEL	SY	$30.00	2,263	$67,890
	SUBTOTAL				**$148,315**
CATEGORY 3 DRAINAGE					
3001	MAINTENANCE OF STREAM FLOW	LS	$160,000.00	1	$160,000
3002	SUPER SILT FENCE (SSF)	LF	$15.00	940	$14,100
3003	SILT FENCE (SF)	LF	$6.00	1,150	$6,900
3004	REMOVE AND RESET SILT FENCE (SF)	LF	$3.00	1,150	$3,450
3005	REMOVE AND RESET SUPER SILT FENCE (SSF)	LF	$8.00	850	$6,800
3006	STABILIZED CONSTRUCTION ENTRANCE (SCE)	EA	$5,000.00	4	$20,000
3007	CONCRETE WASHOUT STRUCTURE (CWS)	EA	$3,000.00	4	$12,000
	SUBTOTAL				**$223,250**
CATEGORY 4 STRUCTURES					
4001	RECTANGULAR CONCRETE CHANNEL	CY	$1,600.00	594	$950,400
4002	SILANE CONCRETE PROTECTIVE COATING	SY	$20.00	2,680	$53,600
4003	CHAIN LINK SAFETY FENCE	LF	$50.00	1,265	$63,250
	SUBTOTAL				**$1,067,250**
CATEGORY 7 LANDSCAPING					
7001	FURNISHING AND PLACING TOPSOIL FOUR INCH (4") DEPTH	SY	$10.00	2,111	$21,110
7002	TEMPORARY STRAW MULCHING	SY	$2.00	2,111	$4,222
7003	TEMPORARY SEEDING	SY	$2.00	2,111	$4,222
7004	TURFGRASS ESTABLISHMENT	SY	$2.00	2,111	$4,222
7005	TREE INSTALLATION AND ESTABLISHMENT	EA	$150.00	25	$3,750
	SUBTOTAL				**$37,526**
	TOTAL				**$1,888,050**
	CONTINGENCY (30%)				$566,415
	TOTAL INCLUDING CONTINGENCY				**$2,454,465**
	COST OF CONSTRUCTION MANAGEMENT (10%)				$245,447
	TOTAL CONSTRUCTION COST				**$2,699,912**
EDMONSTON RD TO VARNUM ST, VARNUM ST TO UPSHUR ST, UPSHUR ST TO 54TH ST & 54TH PL TO 55TH AVE		**USE**			**$2,700,000**

Notes: 1. The cost of ROW and easement if any is not included.
2. Cost of engineering is not included.

EDMONSTON RD TO VARNUM ST

9/17/2025

CATEGORY		COST
CATEGORY 1 - PRELIMINARY		$ 276,900
CATEGORY 2 - GRADING		$ 247,740
CATEGORY 3 - DRAINAGE		$ 173,250
CATEGORY 4 - STRUCTURES		$ 333,090
CATEGORY 7 LANDSCAPING		$ 111,352
SUB-TOTAL	TOTAL DIRECT COST	$ 1,142,332
	CONTINGENCY (30%)	$ 342,700
	TOTAL INCLUDING CONTINGENCY	$ 1,485,032
	COST OF CONSTRUCTION MANAGEMENT (10%)	$ 148,503
	TOTAL CONSTRUCTION COST	$ 1,633,535

EDMONSTON RD TO VARNUM ST **SAY** **$ 1,634,000**

Stantec

STORAGE
EDMONSTON CHANNEL

CONSTRUCTION COST ESTIMATE
EDMONSTON RD TO VARNUM ST

9/17/2025

Item	Description	Unit	Unit Cost	Quantity	Total Cost
CATEGORY 1 PRELIMINARY					
1001	CLEARING AND GRUBBING	LS	$20,000.00	1	$20,000
1002	ENGINEER'S OFFICE TYPE B	LS	$60,000.00	1	$60,000
1003	CONSTRUCTION STAKEOUT	LS	$30,000.00	1	$30,000
1004	MOBILIZATION	LS	$104,000.00	1	$104,000
1005	CPM PROJECT SCHEDULE	LS	$12,000.00	1	$12,000
1006	MAINTENANCE OF TRAFFIC	LS	$50,000.00	1	$50,000
1007	TEMPORARY TRAFFIC SIGNS HIGH PERFORMANCE WIDE ANGLE RETROREFLECTIVE SHEETING	SF	$25.00	36	$900
	SUBTOTAL				**$276,900**
CATEGORY 2 GRADING					
2001	CLASS 1 EXCAVATION FOR REUSE ON SITE AS FILL	CY	$30.00	367	$11,010
2002	CLASS 1 EXCAVATION HAULED OFF-SITE FOR DISPOSAL	CY	$55.00	4,027	$221,485
2003	RIPRAP EXCAVATION FOR REUSE	CY	$65.00	107	$6,955
2004	REMOVAL AND DISPOSAL OF CONCRETE CHANNEL	SY	$30.00	123	$3,690
2005	REMOVAL AND DISPOSAL OF CONCRETE STRUCTURES	CY	$200.00	23	$4,600
	SUBTOTAL				**$247,740**
CATEGORY 3 DRAINAGE					
3001	MAINTENANCE OF STREAM FLOW	LS	$160,000.00	1	$160,000
3002	SUPER SILT FENCE (SSF)	LF	$15.00	350	$5,250
3003	STABILIZED CONSTRUCTION ENTRANCE (SCE)	EA	$5,000.00	1	$5,000
3004	CONCRETE WASHOUT STRUCTURE (CWS)	EA	$3,000.00	1	$3,000
	SUBTOTAL				**$173,250**
CATEGORY 4 STRUCTURES					
4001	STRUCTURE EXCAVATION (CLASS 3)	CY	$110.00	109	$11,990
4002	OUTLET STRUCTURE CONCRETE	CY	$1,200.00	38	$45,600
4003	STEEL CAGE	EA	$126,000.00	1	$126,000
4004	METAL RAILING THREE STRAND	LF	$650.00	230	$149,500
	SUBTOTAL				**$333,090**
CATEGORY 7 LANDSCAPING					
7001	FURNISHING AND PLACING TOPSOIL FOUR INCH (4") DEPTH	SY	$10.00	6,922	$69,220
7002	TEMPORARY STRAW MULCHING	SY	$2.00	6,922	$13,844
7003	TEMPORARY SEEDING	SY	$2.00	6,922	$13,844
7004	TURFGRASS ESTABLISHMENT	SY	$2.00	6,922	$13,844
7005	TREE INSTALLATION AND ESTABLISHMENT	EA	$150.00	4	$600
	SUBTOTAL				**$111,352**
	TOTAL				**$1,142,332**
	CONTINGENCY (30%)				$342,700
	TOTAL INCLUDING CONTINGENCY				**$1,485,032**
	COST OF CONSTRUCTION MANAGEMENT (10%)				$148,503
	TOTAL CONSTRUCTION COST				**$1,633,535**
EDMONSTON RD TO VARNUM ST		**USE**			**$1,634,000**
			Non-Structure Cost	61.5%	$1,006,000
			Structure Cost	38.5%	$628,000

Notes: 1. The cost of ROW and easement if any is not included.
2. Cost of engineering is not included.

55TH AVE AND 56TH AVE

9/18/2025

CATEGORY		COST
CATEGORY 1 - PRELIMINARY	$	295,116
CATEGORY 2 - GRADING	$	22,000
CATEGORY 3 - DRAINAGE	$	9,000
CATEGORY 4 - STRUCTURES	$	126,570
CATEGORY 5 - PAVING	$	33,520
CATEGORY 6 - SHOULDERS	$	63,040
CATEGORY 7 LANDSCAPING	$	3,056
CATEGORY 8 - TRAFFIC & UTILITIES (2-LANE TEMPORARY DETOUR ROAD DURING CONSTRUCTION)	$	62,000
SUB-TOTAL TOTAL DIRECT COST	$	614,302
CONTINGENCY (30%)	$	184,291
TOTAL INCLUDING CONTINGENCY	$	798,593
COST OF CONSTRUCTION MANAGEMENT (10%)	$	79,859
TOTAL CONSTRUCTION COST	$	878,452

55TH AVE AND 56TH AVE **SAY** **$ 879,000**

Stantec

STORM DRAIN IMPROVEMENT
EDMONSTON CHANNEL

CONSTRUCTION COST ESTIMATE
55TH AVE AND 56TH AVE

9/18/2025

Item	Description	Unit	Unit Cost	Quantity	Total Cost
CATEGORY 1 PRELIMINARY					
1001	CLEARING AND GRUBBING	LS	$20,000.00	1	$20,000
1002	ENGINEER'S OFFICE TYPE B	LS	$60,000.00	1	$60,000
1003	CONSTRUCTION STAKEOUT	LS	$30,000.00	1	$30,000
1004	MOBILIZATION	LS	$50,000.00	1	$50,000
1005	CPM PROJECT SCHEDULE	LS	$12,000.00	1	$12,000
1006	MAINTENANCE OF TRAFFIC	LS	$100,000.00	1	$100,000
1007	STEEL PLATE 8 FOOT X 12 FOOT X 1 INCH FOR MAINTENANCE OF TRAFFIC RENTAL PER DAY	EA	$115.00	31	$3,565
1008	FLAGGER	HR	$43.50	336	$14,616
1009	RELOCATE SIGN	SF	$20.00	67	$1,340
1010	TEMPORARY TRAFFIC SIGNS HIGH PERFORMANCE WIDE ANGLE RETROREFLECTIVE SHEETING	SF	$25.00	67	$1,675
1011	TYPE III BARRICADE FOR MAINTENANCE OF TRAFFIC	EA	$340.00	2	$680
1012	DRUMS FOR MAINTENANCE OF TRAFFIC	EA	$62.00	20	$1,240
	SUBTOTAL				**$295,116**
CATEGORY 2 GRADING					
2001	CLASS 1 EXCAVATION	CY	$50.00	250	$12,500
2002	COMMON BORROW EXCAVATION	CY	$60.00	25	$1,500
2003	TEST PIT EXCAVATION (CONTINGENT)	CY	$200.00	40	$8,000
	SUBTOTAL				**$22,000**
CATEGORY 3 DRAINAGE					
301	SUPER SILT FENCE (SSF)	LF	$15.00	500	$7,500
302	INLET PROTECTION	EA	$500.00	3	$1,500
	SUBTOTAL				**$9,000**
CATEGORY 4 STRUCTURES					
4001	STRUCTURE EXCAVATION	CY	$110.00	162	$17,820
4002	REMOVAL OF INLET	EA	$1,349.00	2	$2,698
4003	REMOVAL OF STORM DRAIN PIPE	LF	$18.00	83	$1,494
4004	21" STORM DRAIN	LF	$80.00	354	$28,320
4005	24" STORM DRAIN	LF	$92.00	11	$1,012
4006	END SECTION	EA	$858.00	2	$1,716
4007	A-15 INLET	EA	$7,256.00	5	$36,280
4008	48" TYPE "A" PRECAST MANHOLE	VF	$730.00	51	$37,230
	SUBTOTAL				**$126,570**
CATEGORY 5 PAVING					
501	SIX INCH (6") BASE COURSE USING GRADED AGGREGATE	SY	$30.00	216	$6,480
502	HOT MIX ASPHALT SUPERPAVE FOR SURFACE 9.5MM PG 70-22, LEVEL 2	TON	$250.00	24	$6,000
503	HOT MIX ASPHALT SUPERPAVE FOR INTERMEDIATE SURFACE 12.5MM, PG 70-22, LEVEL 2	TON	$160.00	24	$3,840
504	HOT MIX ASPHALT SUPERPAVE FOR BASE 25.0MM, PG 64-22, LEVEL 2	TON	$150.00	48	$7,200
505	6 INCH PORTLAND CEMENT CONCRETE PAVEMENT FOR DRIVEWAY	SY	$200.00	50	$10,000
	SUBTOTAL				**$33,520**
CATEGORY 6 SHOULDERS					
6001	5 INCH CONCRETE SIDEWALK	SF	$40.00	890	$35,600
6002	CONCRETE CURB & GUTTER	LF	$80.00	343	$27,440
	SUBTOTAL				**$63,040**
CATEGORY 7 LANDSCAPING					
7001	FURNISHING AND PLACING TOPSOIL FOUR INCH (4") DEPTH	SY	$10.00	191	$1,910
7002	TEMPORARY STRAW MULCHING	SY	$2.00	191	$382
7003	TEMPORARY SEEDING	SY	$2.00	191	$382
7004	TURFGRASS ESTABLISHMENT	SY	$2.00	191	$382
	SUBTOTAL				**$3,056**
CATEGORY 8 TRAFFIC & UTILITIES					
8001	ROAD SIGNAGE	LS	$3,000.00	1	$3,000
8002	RELOCATION OF UTILITIES	LS	$59,000.00	1	$59,000
	SUBTOTAL				**$62,000**
	TOTAL				**$614,302**
	CONTINGENCY (30%)				$184,291
	TOTAL INCLUDING CONTINGENCY				**$798,593**
	COST OF CONSTRUCTION MANAGEMENT (10%)				$79,859
	TOTAL CONSTRUCTION COST				**$878,452**
55TH AVE AND 56TH AVE		**USE**			**$879,000**

Notes: 1. The cost of ROW and easement if any is not included.
2. Cost of engineering is not included.

STREAM RESTORATION

9/17/2025

CATEGORY		COST
CATEGORY 1 - PRELIMINARY		$ 201,000
CATEGORY 2 - GRADING		$ 149,200
CATEGORY 3 - DRAINAGE		$ 550,110
CATEGORY 4 LANDSCAPING		$ 415,250
SUB-TOTAL	TOTAL DIRECT COST	$ 1,315,560
	CONTINGENCY (30%)	$ 394,668
	TOTAL INCLUDING CONTINGENCY	$ 1,710,228

STREAM RESTORATION **SAY** **$ 1,711,000**

Stantec

QUINCY RUN
FROM 52ND AVE TO 55TH AVE

CONSTRUCTION COST ESTIMATE
STREAM RESTORATION

9/17/2025

Item	Description	Unit	Unit Cost	Quantity	Total Cost
CATEGORY 1 PRELIMINARY					
1001	CLEARING AND GRUBBING	LS	$33,000.00	1	$33,000
1003	CONSTRUCTION STAKEOUT	LS	$56,000	1	$56,000
1004	MOBILIZATION AND DEMOBILIZATION	LS	$112,000	1	$112,000
	SUBTOTAL				**$201,000**
CATEGORY 2 GRADING					
2001	CLASS 5 EXCAVATION	CY	$40.00	3,730	$149,200
	SUBTOTAL				**$149,200**
CATEGORY 3 DRAINAGE					
3001	MAINTENANCE OF STREAM FLOW	LS	$117,000.00	1	$117,000
3002	SILT FENCE (SF)	LF	$6.00	200	$1,200
3003	STABILIZED CONSTRUCTION ENTRANCE (SCE)	EA	$5,000.00	3	$15,000
3004	TEMPORARY BRIDGE CROSSING	EA	$5,000.00	2	$10,000
3005	CLASS I RIPRAP FOR SLOPE AND CHANNEL PROTECTION	CY	$150.00	1,200	$180,000
3006	CLASS II RIPRAP FOR SLOPE AND CHANNEL PROTECTION	CY	$175.00	1,250	$218,750
3007	TEMPORARY MULCH ACCESS ROAD	SY	$12.00	680	$8,160
	SUBTOTAL				**$550,110**
CATEGORY 4 LANDSCAPING					
4001	FURNISHING AND PLACING TOPSOIL FOUR INCH (4") DEPTH	SY	$10.00	1,000	$10,000
4002	TEMPORARY STRAW MULCHING	SY	$2.00	12,100	$24,200
4003	TEMPORARY SEEDING	SY	$2.00	12,100	$24,200
4004	TURFGRASS ESTABLISHMENT	SY	$2.00	1,000	$2,000
4005	TREE, SHRUB, AND PERRENNIAL INSTALLATION ESTABLISHMENT	LS	$286,700.00	1	$286,700
4006	SOIL STABILIZATION MATTING	CY	$2.00	5,100	$10,200
4007	PLUG INSTALLATION	EA	$5.00	1,600	$8,000
4008	NATIVE RIPARIAN MEADOW ESTABLISHMENT	SY	$4.50	11,100	$49,950
	SUBTOTAL				**$415,250**
	TOTAL				**$1,315,560**
	CONTINGENCY (30%)				$394,668
	TOTAL INCLUDING CONTINGENCY				**$1,710,228**
	USE				**$1,711,000**

Notes: 1. The cost of ROW and easement if any is not included.
2. Cost of engineering is not included.

ALTERNATIVE 1 - FLOODWALL AND PUMP STATION (2)

9/18/2025

CATEGORY		COST
CATEGORY 1 - PRELIMINARY		$ 312,000
CATEGORY 2 - GRADING		$ 27,400
CATEGORY 3 - DRAINAGE		$ 23,504
CATEGORY 4 - STRUCTURES		$ 2,006,736
CATEGORY 7 LANDSCAPING		$ 12,164
SUB-TOTAL	TOTAL DIRECT COST	$ 2,381,804
	CONTINGENCY (30%)	$ 714,541
	TOTAL INCLUDING CONTINGENCY	$ 3,096,345
	COST OF CONSTRUCTION MANAGEMENT (10%)	$ 309,634
	TOTAL CONSTRUCTION COST	$ 3,405,979

ALTERNATIVE 1 - FLOODWALL AND PUMP STATION (2) **SAY** **$ 3,406,000**

Stantec

QUINCY RUN PERMANENT FLOOD WALL (PF-1)
BEHIND 5204, 5206, AND 5208 NEWTON ST.

CONSTRUCTION COST ESTIMATE

ALTERNATIVE 1 - FLOODWALL AND PUMP STATION (2)

9/18/2025

Item	Description	Unit	Unit Cost	Quantity	Total Cost
CATEGORY 1 PRELIMINARY					
1001	CLEARING AND GRUBBING	LS	$10,000.00	1	$10,000
1002	ENGINEER'S OFFICE TYPE B	LS	$60,000.00	1	$60,000
1003	CONSTRUCTION STAKEOUT	LS	$30,000.00	1	$30,000
1004	MOBILIZATION	LS	$200,000.00	1	$200,000
1005	CPM PROJECT SCHEDULE	LS	$12,000.00	1	$12,000
	SUBTOTAL				**$312,000**
CATEGORY 2 GRADING					
2001	CLASS 1 EXCAVATION	CY	$50.00	548	$27,400
	SUBTOTAL				**$27,400**
CATEGORY 3 DRAINAGE					
3001	SUPER SILT FENCE (SSF)	LF	$15.00	422	$6,330
3002	SILT FENCE (SF)	LF	$6.00	422	$2,532
3003	REMOVE AND RESET SILT FENCE (SF)	LF	$3.00	422	$1,266
3004	REMOVE AND RESET SUPER SILT FENCE (SSF)	LF	$8.00	422	$3,376
3005	STABILIZED CONSTRUCTION ENTRANCE (SCE)	EA	$5,000.00	2	$10,000
	SUBTOTAL				**$23,504**
CATEGORY 4 STRUCTURES					
4001	STRUCTURE EXCAVATION	CY	$110.00	501	$55,081
4002	PUMPSTATION REINFORCED CONCRETE	CY	$1,200.00	316	$379,200
4003	PUMPSTATION PROCESS EQUIPMENT	LS	$355,234.16	1	$355,234
4004	PUMPSTATION ELECTRICAL	LS	$400,000.00	1	$400,000
4004	CATCH BASIN REINFORCED CONCRETE	CY	$1,200.00	10	$12,000
4005	PZC13 SHEET PILE WALL	VLF	$100.00	2,512	$251,200
4006	PZC13 REINFORCED CONCRETE OVERLAY	CY	$1,200.00	406	$486,720
4007	OVERLAY ANCHOR STUDS	EA	$30.00	2,110	$63,300
4008	STEEL DIAMOND PLATE COVERS	EA	$500.00	8	$4,000
	SUBTOTAL				**$2,006,736**
CATEGORY 5 LANDSCAPING					
7001	FURNISHING AND PLACING TOPSOIL FOUR INCH (4”) DEPTH	SY	$10.00	704	$7,040
7002	TEMPORARY STRAW MULCHING	SY	$2.00	704	$1,408
7003	TEMPORARY SEEDING	SY	$2.00	704	$1,408
7004	TURFGRASS ESTABLISHMENT	SY	$2.00	704	$1,408
7005	TREE INSTALLATION AND ESTABLISHMENT	EA	$150.00	6	$900
	SUBTOTAL				**$12,164**
	TOTAL				**$2,381,804**
	CONTINGENCY (30%)				$714,541
	TOTAL INCLUDING CONTINGENCY				**$3,096,345**
	COST OF CONSTRUCTION MANAGEMENT (10%)				$309,634
	TOTAL CONSTRUCTION COST				**$3,405,979**
ALTERNATIVE 1 - FLOODWALL AND PUMP STATION (2)		**USE**			**$3,406,000**

QUINCY RUN PERMANENT FLOOD WALL (PF-1)
BEHIND 5204, 5206, AND 5208 NEWTON ST.

ALTERNATIVE 2 - FLOODWALL AND PUMP STATION (1)

9/18/2025

CATEGORY		COST
CATEGORY 1 - PRELIMINARY		$ 312,000
CATEGORY 2 - GRADING		$ 27,400
CATEGORY 3 - DRAINAGE		$ 23,504
CATEGORY 4 - STRUCTURES		$ 1,978,703
CATEGORY 7 LANDSCAPING		$ 12,164
SUB-TOTAL	TOTAL DIRECT COST	$ 2,353,771
	CONTINGENCY (30%)	$ 706,131
	TOTAL INCLUDING CONTINGENCY	$ 3,059,902
	COST OF CONSTRUCTION MANAGEMENT (10%)	$ 305,990
	TOTAL CONSTRUCTION COST	$ 3,365,892
ALTERNATIVE 2 - FLOODWALL AND PUMP STATION (1)	**SAY**	**$ 3,366,000**

Stantec

QUINCY RUN PERMANENT FLOOD WALL (PF-1)
BEHIND 5204, 5206, AND 5208 NEWTON ST.

CONSTRUCTION COST ESTIMATE

ALTERNATIVE 2 - FLOODWALL AND PUMP STATION (1)

9/18/2025

Item	Description	Unit	Unit Cost	Quantity	Total Cost
CATEGORY 1 PRELIMINARY					
1001	CLEARING AND GRUBBING	LS	$10,000.00	1	$10,000
1002	ENGINEER'S OFFICE TYPE B	LS	$60,000.00	1	$60,000
1003	CONSTRUCTION STAKEOUT	LS	$30,000.00	1	$30,000
1004	MOBILIZATION	LS	$200,000.00	1	$200,000
1005	CPM PROJECT SCHEDULE	LS	$12,000.00	1	$12,000
	SUBTOTAL				**$312,000**
CATEGORY 2 GRADING					
2001	CLASS 1 EXCAVATION	CY	$50.00	548	$27,400
	SUBTOTAL				**$27,400**
CATEGORY 3 DRAINAGE					
3001	SUPER SILT FENCE (SSF)	LF	$15.00	422	$6,330
3002	SILT FENCE (SF)	LF	$6.00	422	$2,532
3003	REMOVE AND RESET SILT FENCE (SF)	LF	$3.00	422	$1,266
3004	REMOVE AND RESET SUPER SILT FENCE (SSF)	LF	$8.00	422	$3,376
3005	STABILIZED CONSTRUCTION ENTRANCE (SCE)	EA	$5,000.00	2	$10,000
	SUBTOTAL				**$23,504**
CATEGORY 4 STRUCTURES					
4001	STRUCTURE EXCAVATION	CY	$200.00	337	$67,407
4002	PUMPSTATION REINFORCED CONCRETE	CY	$1,200.00	197	$236,400
4003	PUMPSTATION PROCESS EQUIPMENT	LS	$431,195.36	1	$431,195
4004	PUMPSTATION ELECTRICAL	LS	$400,000.00	1	$400,000
4004	CATCH BASIN REINFORCED CONCRETE	CY	$1,200.00	10	$12,000
4005	PZC13 SHEET PILE WALL	VLF	$100.00	2,624	$262,400
4006	PZC13 REINFORCED CONCRETE OVERLAY	CY	$1,200.00	420	$504,000
4007	OVERLAY ANCHOR STUDS	EA	$30.00	2,110	$63,300
4008	STEEL DIAMOND PLATE COVERS	EA	$500.00	4	$2,000
	SUBTOTAL				**$1,978,703**
CATEGORY 5 LANDSCAPING					
7001	FURNISHING AND PLACING TOPSOIL FOUR INCH (4") DEPTH	SY	$10.00	704	$7,040
7002	TEMPORARY STRAW MULCHING	SY	$2.00	704	$1,408
7003	TEMPORARY SEEDING	SY	$2.00	704	$1,408
7004	TURFGRASS ESTABLISHMENT	SY	$2.00	704	$1,408
7005	TREE INSTALLATION AND ESTABLISHMENT	EA	$150.00	6	$900
	SUBTOTAL				**$12,164**
	TOTAL				**$2,353,771**
	CONTINGENCY (30%)				$706,131
	TOTAL INCLUDING CONTINGENCY				**$3,059,902**
	COST OF CONSTRUCTION MANAGEMENT (10%)				$305,990
	TOTAL CONSTRUCTION COST				**$3,365,892**
ALTERNATIVE 2 - FLOODWALL AND PUMP STATION (1)		**USE**			**$3,366,000**

Notes: 1. The cost of ROW and easement if any is not included.
2. Cost of engineering is not included.

BE-6, ALTERNATIVE 1 - CON/SPAN ARCH BRIDGE

9/18/2025

CATEGORY		COST
CATEGORY 1 - PRELIMINARY		$ 491,585
CATEGORY 2 - GRADING		$ 21,450
CATEGORY 3 - DRAINAGE		$ 286,920
CATEGORY 4 - STRUCTURES		$ 2,895,240
CATEGORY 5 - PAVING		$ 37,185
CATEGORY 6 - SHOULDERS		$ 64,200
CATEGORY 7 LANDSCAPING		$ 20,296
CATEGORY 8 - TRAFFIC & UTILITIES (2-LANE TEMPORARY DETOUR ROAD DURING CONSTRUCTION)		$ 96,490
SUB-TOTAL	TOTAL DIRECT COST	$ 3,913,366
	CONTINGENCY (30%)	$ 1,174,010
	TOTAL INCLUDING CONTINGENCY	$ 5,087,376
	COST OF CONSTRUCTION MANAGEMENT (10%)	$ 508,738
	TOTAL CONSTRUCTION COST	$ 5,596,114

BE-6, ALTERNATIVE 1 - CON/SPAN ARCH BRIDGE

SAY	**$ 5,597,000**
Road Cost	$628,000
Structure Cost	$4,969,000

Stantec

P-1266 BRIDGE ENLARGEMENT
55TH AVENUE OVER QUINCY RUN

CONSTRUCTION COST ESTIMATE

BE-6, ALTERNATIVE 1 - CON/SPAN ARCH BRIDGE

9/18/2025

Item	Description	Unit	Unit Cost	Quantity	Total Cost
CATEGORY 1 PRELIMINARY					
1001	CLEARING AND GRUBBING	LS	$10,000.00	1	$10,000
1002	ENGINEER'S OFFICE TYPE B	LS	$60,000.00	1	$60,000
1003	CONSTRUCTION STAKEOUT	LS	$30,000.00	1	$30,000
1004	MOBILIZATION	LS	$310,000.00	1	$310,000
1005	CPM PROJECT SCHEDULE	LS	$12,000.00	1	$12,000
1006	MAINTENANCE OF TRAFFIC	LS	$60,000.00	1	$60,000
1007	TEMPORARY TRAFFIC SIGNS HIGH PERFORMANCE WIDE ANGLE RETROREFLECTIVE SHEETING	SF	$25.00	193	$4,825
1008	TYPE III BARRICADE FOR MAINTENANCE OF TRAFFIC	EA	$340.00	14	$4,760
	SUBTOTAL				**$491,585**
CATEGORY 2 GRADING					
2001	CLASS 1 EXCAVATION	CY	$50.00	343	$17,150
2002	COMMON BORROW EXCAVATION	CY	$60.00	5	$300
2003	TEST PIT EXCAVATION (CONTINGENT)	CY	$200.00	20	$4,000
	SUBTOTAL				**$21,450**
CATEGORY 3 DRAINAGE					
3001	MAINTENANCE OF STREAM FLOW	LS	$160,000.00	1	$160,000
3002	SUPER SILT FENCE (SSF)	LF	$15.00	260	$3,900
3003	REMOVE AND RESET SUPER SILT FENCE (SSF)	LF	$8.00	260	$2,080
3004	STABILIZED CONSTRUCTION ENTRANCE (SCE)	EA	$5,000.00	2	$10,000
3005	CONCRETE WASHOUT STRUCTURE (CWS)	EA	$3,000.00	2	$6,000
3006	CLASS II RIPRAP	SY	$180.00	583	$104,940
	SUBTOTAL				**$286,920**
CATEGORY 4 STRUCTURES					
4001	STRUCTURE EXCAVATION (CLASS 3)	CY	$110.00	6,389	$702,790
4002	REMOVAL OF EXISTING STRUCTURE	LS	$32,000.00	1	$32,000
4003	FOOTING CONCRETE FOR BRIDGE	CY	$1,000.00	300	$300,000
4004	CONSPAN ARCH (28X6)	LF	$7,700.00	92.5	$712,250
4005	WINGWALL CONCRETE	CY	$1,200.00	253	$303,600
4006	DYNAMIC PILE MONITORING	EA	$5,000.00	2	$10,000
4007	CAPWAP	EA	$1,000.00	2	$2,000
4008	STEEL HP 12 X 53 BEARING PILE	LF	$130.00	5,670	$737,100
4009	STEEL HP 12 X 53 BEARING TEST PILE	LF	$150.00	90	$13,500
4010	SETUP FOR DRIVING STEEL HP PILES	EA	$600.00	128	$76,800
4011	CHAIN LINK SAFETY FENCE	LF	$50.00	104	$5,200
	SUBTOTAL				**$2,895,240**
CATEGORY 5 PAVING					
5001	MILLING ASPHALT PAVEMENT ZERO TO TWO INCH (0" - 2")	SY	$15.00	189	$2,835
5002	SIX INCH (6") BASE COURSE USING GRADED AGGREGATE	SY	$30.00	265	$7,950
5003	HOT MIX ASPHALT SUPERPAVE FOR SURFACE 9.5MM PG 70-22, LEVEL 2	TON	$250.00	51	$12,750
5004	HOT MIX ASPHALT SUPERPAVE FOR INTERMEDIATE SURFACE 12.5MM, PG 70-22, LEVEL 2	TON	$160.00	30	$4,800
5005	HOT MIX ASPHALT SUPERPAVE FOR BASE 25.0MM, PG 64-22, LEVEL 2	TON	$150.00	59	$8,850
	SUBTOTAL				**$37,185**
CATEGORY 6 SHOULDERS					
6001	5 INCH CONCRETE SIDEWALK	SF	$40.00	850	$34,000
6002	CONCRETE CURB & GUTTER	LF	$80.00	180	$14,400
6003	GALVANIZED TRAFFIC BARRIER W BEAM USING SIX FOOT (6') POSTS (STD. MD 605.22)	LF	$60.00	140	$8,400
6004	TRAFFIC BARRIER W-BEAM RADIUS ANCHORAGE (TYPE L) (STD. MD 605.13)	EA	$1,850.00	4	$7,400
	SUBTOTAL				**$64,200**
CATEGORY 7 LANDSCAPING					
7001	FURNISHING AND PLACING TOPSOIL FOUR INCH (4") DEPTH	SY	$10.00	1,156	$11,560
7002	TEMPORARY STRAW MULCHING	SY	$2.00	1,156	$2,312
7003	TEMPORARY SEEDING	SY	$2.00	1,156	$2,312
7004	TURFGRASS ESTABLISHMENT	SY	$2.00	1,156	$2,312
7005	TREE INSTALLATION AND ESTABLISHMENT	EA	$150.00	12	$1,800
	SUBTOTAL				**$20,296**
CATEGORY 8 TRAFFIC & UTILITIES					
8001	ROAD SIGNAGE	LS	$3,000.00	1	$3,000
8002	RELOCATION OF UTILITIES	LS	$93,490.00	1	$93,490
	SUBTOTAL				**$96,490**
	TOTAL				**$3,913,366**
	CONTINGENCY (30%)				$1,174,010
	TOTAL INCLUDING CONTINGENCY				**$5,087,376**
	COST OF CONSTRUCTION MANAGEMENT (10%)				$508,738
	TOTAL CONSTRUCTION COST				**$5,596,114**
BE-6, ALTERNATIVE 1 - CON/SPAN ARCH BRIDGE		**USE**			**$5,597,000**
			Road Cost	11.2%	$628,000
			Structure Cost	88.8%	$4,969,000

Notes: 1. The cost of ROW and easement if any is not included.
2. Cost of engineering is not included.

BE-6, ALTERNATIVE 2 - DOUBLE BOX CULVERT

CATEGORY		9/17/2025 COST
CATEGORY 1 - PRELIMINARY		$ 421,585
CATEGORY 2 - GRADING		$ 21,450
CATEGORY 3 - DRAINAGE		$ 283,320
CATEGORY 4 - STRUCTURES		$ 2,067,360
CATEGORY 5 - PAVING		$ 37,185
CATEGORY 6 - SHOULDERS		$ 64,200
CATEGORY 7 LANDSCAPING		$ 20,296
CATEGORY 8 - TRAFFIC & UTILITIES (2-LANE TEMPORARY DETOUR ROAD DURING CONSTRUCTION)		$ 96,490
SUB-TOTAL	TOTAL DIRECT COST	$ 3,011,886
	CONTINGENCY (30%)	$ 903,566
	TOTAL INCLUDING CONTINGENCY	$ 3,915,452
	COST OF CONSTRUCTION MANAGEMENT (10%)	$ 391,545
	TOTAL CONSTRUCTION COST	$ 4,306,997

BE-6, ALTERNATIVE 2 - DOUBLE BOX CULVERT

SAY	**$ 4,307,000**
Road Cost	$643,000
Structure Cost	$3,664,000

Stantec

P-1266 BRIDGE ENLARGEMENT
55TH AVENUE OVER QUINCY RUN

CONSTRUCTION COST ESTIMATE

BE-6, ALTERNATIVE 2 - DOUBLE BOX CULVERT

9/17/2025

Item	Description	Unit	Unit Cost	Quantity	Total Cost
CATEGORY 1 PRELIMINARY					
1001	CLEARING AND GRUBBING	LS	$10,000.00	1	$10,000
1002	ENGINEER'S OFFICE TYPE B	LS	$60,000.00	1	$60,000
1003	CONSTRUCTION STAKEOUT	LS	$30,000.00	1	$30,000
1004	MOBILIZATION	LS	$240,000.00	1	$240,000
1005	CPM PROJECT SCHEDULE	LS	$12,000.00	1	$12,000
1006	MAINTENANCE OF TRAFFIC	LS	$60,000.00	1	$60,000
1007	TEMPORARY TRAFFIC SIGNS HIGH PERFORMANCE WIDE ANGLE RETROREFLECTIVE SHEETING	SF	$25.00	193	$4,825
1008	TYPE III BARRICADE FOR MAINTENANCE OF TRAFFIC	EA	$340.00	14	$4,760
	SUBTOTAL				**$421,585**
CATEGORY 2 GRADING					
2001	CLASS 1 EXCAVATION	CY	$50.00	343	$17,150
2002	COMMON BORROW EXCAVATION	CY	$60.00	5	$300
2003	TEST PIT EXCAVATION (CONTINGENT)	CY	$200.00	20	$4,000
	SUBTOTAL				**$21,450**
CATEGORY 3 DRAINAGE					
3001	MAINTENANCE OF STREAM FLOW	LS	$160,000.00	1	$160,000
3002	SUPER SILT FENCE (SSF)	LF	$15.00	260	$3,900
3003	REMOVE AND RESET SUPER SILT FENCE (SSF)	LF	$8.00	260	$2,080
3004	STABILIZED CONSTRUCTION ENTRANCE (SCE)	EA	$5,000.00	2	$10,000
3005	CONCRETE WASHOUT STRUCTURE (CWS)	EA	$3,000.00	2	$6,000
3008	CLASS II RIPRAP	SY	$180.00	563	$101,340
	SUBTOTAL				**$283,320**
CATEGORY 4 STRUCTURES					
4001	STRUCTURE EXCAVATION (CLASS 3)	CY	$110.00	6,741	$741,510
4002	REMOVAL OF EXISTING STRUCTURE	LS	$32,000.00	1	$32,000
4003	SUBSTRUCTURE CONCRETE FOR CULVERT	CY	$1,200.00	14	$16,800
4004	PRECASET BOX CULVERT (12'X6')	LF	$5,200.00	180	$936,000
4005	WINGWALL CONCRETE	CY	$1,200.00	280	$336,000
4006	CHAIN LINK SAFETY FENCE	LF	$50.00	101	$5,050
	SUBTOTAL				**$2,067,360**
CATEGORY 5 PAVING					
5001	MILLING ASPHALT PAVEMENT ZERO TO TWO INCH (0" - 2")	SY	$15.00	189	$2,835
5002	SIX INCH (6") BASE COURSE USING GRADED AGGREGATE	SY	$30.00	265	$7,950
5003	HOT MIX ASPHALT SUPERPAVE FOR SURFACE 9.5MM PG 70-22, LEVEL 2	TON	$250.00	51	$12,750
5004	HOT MIX ASPHALT SUPERPAVE FOR INTERMEDIATE SURFACE 12.5MM, PG 70-22, LEVEL 2	TON	$160.00	30	$4,800
5005	HOT MIX ASPHALT SUPERPAVE FOR BASE 25.0MM, PG 64-22, LEVEL 2	TON	$150.00	59	$8,850
	SUBTOTAL				**$37,185**
CATEGORY 6 SHOULDERS					
6001	5 INCH CONCRETE SIDEWALK	SF	$40.00	850	$34,000
6002	CONCRETE CURB & GUTTER	LF	$80.00	180	$14,400
6003	GALVANIZED TRAFFIC BARRIER W BEAM USING SIX FOOT (6') POSTS (STD. MD 605.22)	LF	$60.00	140	$8,400
6004	TRAFFIC BARRIER W-BEAM RADIUS ANCHORAGE (TYPE L) (STD. MD 605.13)	EA	$1,850.00	4	$7,400
	SUBTOTAL				**$64,200**
CATEGORY 7 LANDSCAPING					
7001	FURNISHING AND PLACING TOPSOIL FOUR INCH (4") DEPTH	SY	$10.00	1,156	$11,560
7002	TEMPORARY STRAW MULCHING	SY	$2.00	1,156	$2,312
7003	TEMPORARY SEEDING	SY	$2.00	1,156	$2,312
7004	TURFGRASS ESTABLISHMENT	SY	$2.00	1,156	$2,312
7005	TREE INSTALLATION AND ESTABLISHMENT	EA	$150.00	12	$1,800
	SUBTOTAL				**$20,296**
CATEGORY 8 TRAFFIC & UTILITIES					
8001	ROAD SIGNAGE	LS	$3,000.00	1	$3,000
8002	RELOCATION OF UTILITIES	LS	$93,490.00	1	$93,490
	SUBTOTAL				**$96,490**
	TOTAL				**$3,011,886**
	CONTINGENCY (30%)				$903,566
	TOTAL INCLUDING CONTINGENCY				**$3,915,452**
	COST OF CONSTRUCTION MANAGEMENT (10%)				$391,545
	TOTAL CONSTRUCTION COST				**$4,306,997**
BE-6, ALTERNATIVE 2 - DOUBLE BOX CULVERT		**USE**			**$4,307,000**
			Road Cost	14.9%	$643,000
			Structure Cost	85.1%	$3,664,000

Notes: 1. The cost of ROW and easement if any is not included.
2. Cost of engineering is not included.

Agenda Item Summary Report

Meeting Date:	**Submitted by:**
November 10, 2025	Michelle Bailey-Hedgepeth

Item Title: Council Presentation | Department of Environment and Clean Water Partnership Grant | Tree Canopy Update – November 2025

Council Presentation | Department of Environment and Clean Water Partnership Grant | Tree Canopy Update – November 2025

Work Session Item [X] **Council Meeting Item [X]**	**Documentation Attached:** Presentation and Report

Recommended Action:

This is an update on the in-kind services, specifically shade trees, that will, in turn, support an environmentally sustainable community. The total value of this grant is anywhere from $750,000 to $1,000,000 for the overall work effort that will be provided. The Town has been working with the County over the last year to conduct this analysis.

The Town Council is being asked to provide its input on this process.

Item Summary: The Department of the Environment's Urban Tree Program team finalized a comprehensive tree planting strategy for Bladensburg, targeting the installation of 442 trees to enhance canopy coverage while respecting utility lines and right-of-way limitations.

- Larger canopy trees will be planted in open areas to maximize shade and carbon capture, while smaller trees will be placed under power lines to ensure safety and longevity. The town has been divided into 17 planting zones with detailed mapping to optimize location, species diversity, and environmental benefit.

- Public right-of-way areas and town-owned lots were prioritized due to funding and long-term maintenance requirements, while planting on private property is restricted by the Woodland Conservation Fund's public land mandate. The team also identified Eco City Farms as a community partner to expand edible landscapes and discussed possible future collaboration with the school district, pending additional approvals.

- To support community engagement, the team developed a proactive communication plan centered on transparency and education. Residents will receive advance notices with visuals showing how new trees will transform their streets, with an opt-out option for those who prefer not to participate. A coordinated approach among public works, police, and code enforcement will help address objections and misinformation, while educational events will clarify right-of-way boundaries. Staff briefings before planting will ensure consistent messaging, and a November-to-February planting window was chosen to align with funding cycles and ensure higher survival rates.

- Site assessments revealed both opportunities and constraints across planting zones, emphasizing proper spacing for canopy connections and avoidance of conflicts with utilities and sightlines. Selective pavement removal will enable the creation of tree trenches and bump-outs, enhancing cooling and stormwater management.

- Bostwick House will serve as a central staging site for storage and operations, with water and facilities available through an informal agreement. The species list includes diverse, resilient

trees such as tulip trees for their pollinator value, with substitutions allowed to ensure availability. Edible species like figs and pears will support food forest efforts, while a "celebration tree" at the town's entryway will promote community pride.

- This project is an investment "for our great-grandchildren." The initiative reflects a long-term vision of urban cooling, carbon capture, and enhanced public spaces. Partnerships with Eco City Farms, Joe's Movement, and municipal agencies will ensure success and position Bladensburg for future sustainability grants.

The Town Administrator will provide an update on this project with Carole Barth and others from CWP and the County.

Budgeted Item: Yes [X] No [ ] **Budgeted Amount: NA – IN-KIND SERVICES** **One-Time Cost:** **Ongoing Cost:**	**Continued Date:**
Council Priority: Yes [ ] No [ ]	**Approved Date:**

FOREST HEIGHTS
MODOC PARK
TREE PLANTING

Prince George's County
DEPARTMENT OF THE ENVIRONMENT

FOREST HEIGHTS
MODOC PARK
UNDERSTORY PLANTING
FALL 2025

Prince George's County
DEPARTMENT OF THE ENVIRONMENT

CITY OF DISTRICT HEIGHTS

DEPARTMENT OF PUBLIC WORKS
2000 MARBURY DRIVE
DISTRICT HEIGHTS, MARYLAND 20747-2399

TELEPHONE: (301) 336-7417
FAX: (301) 350-3660

Date: February 26, 2024

Subject: Permission for Geocoding Activities in District Heights

Dear Residents,

The City of District Heights is partnering with the Prince George's County Department of the Environment (DoE) for the implementation of the County's Urban Tree Program. As part of this initiative, DoE and its authorized contractors will be conducting geocoding activities within the City Right of Way, recording the locations of existing street trees, and identifying potential planting sites in other City-owned properties.

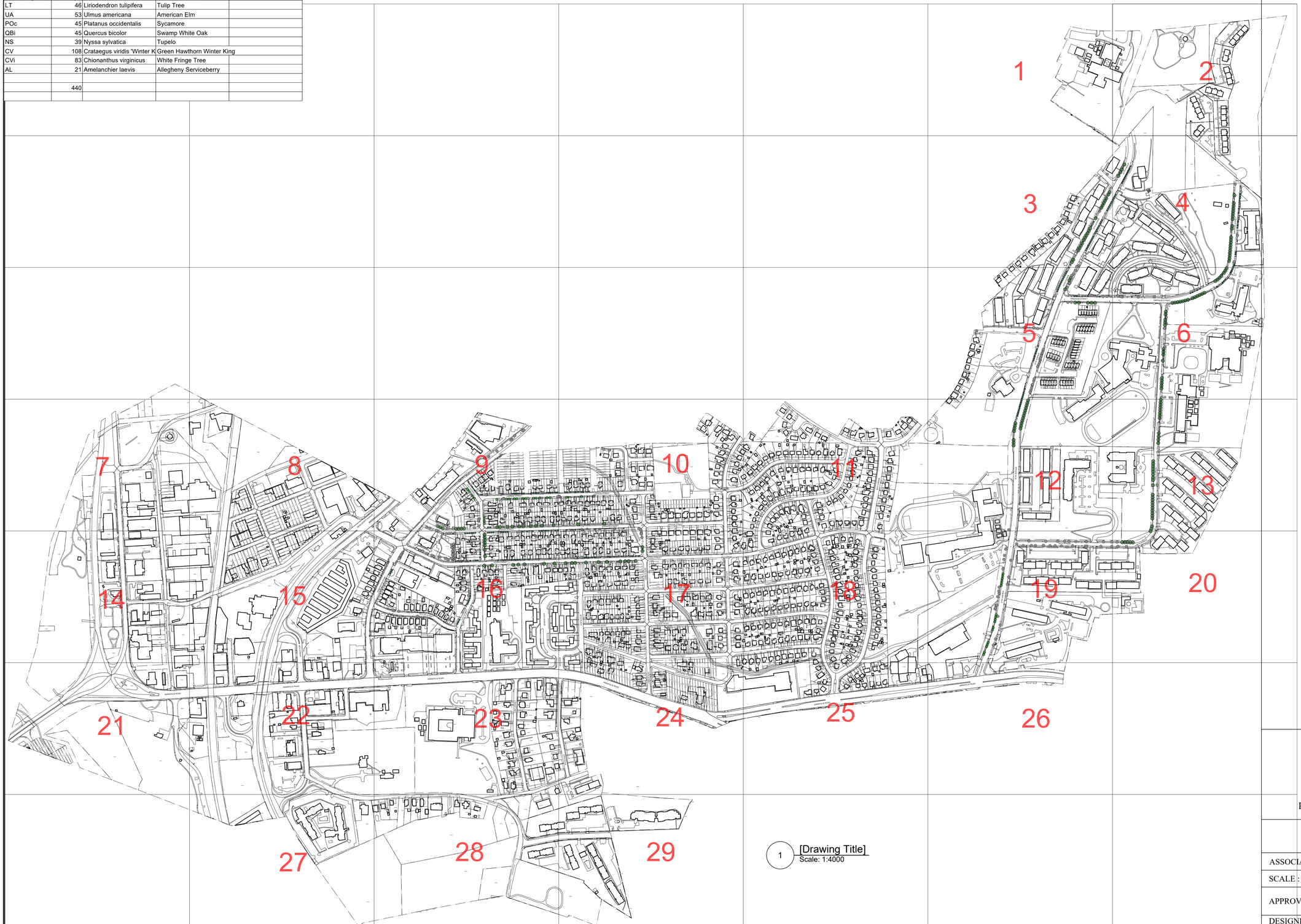
The purpose of this letter is granting formal permission for these activities within the designated areas. DoE staff and consultants will carry this letter during their field assessment activities within the designated areas. Prince George's County (DoE) assures the City of District Heights that all tagging and mapping efforts will be conducted with the utmost professionalism and adherence to the guidelines set by the City.

For any inquiries or concerns related to this project, please feel free to contact 301-336-7417.

Sincerely,

Director
Department of Public Works
The Incorporated City of District Heights
2000 Marbury Drive, District Heights, Maryland 20747
Phone: (240) 978-6795
Email: washingtonl@districtheights.org

Plant/ Tag ID	Quantity	Latin Name	Common Name
LT	46	Liriodendron tulipifera	Tulip Tree
UA	53	Ulmus americana	American Elm
POc	45	Platanus occidentalis	Sycamore
QBi	45	Quercus bicolor	Swamp White Oak
NS	39	Nyssa sylvatica	Tupelo
CV	108	Crataegus viridis 'Winter K	Green Hawthorn Winter King
CVi	83	Chionanthus virginicus	White Fringe Tree
AL	21	Amelanchier laevis	Allegheny Serviceberry
	440		



Proposed - Large Tree

Proposed - Medium Tree

Proposed - Small Tree

Existing Tree

1 [Drawing Title]
Scale: 1:4000

DEPARTMENT OF THE ENVIRONMENT

PRINCE GEORGE'S COUNTY, MARYLAND

ASSOCIATE DIRECTOR — DATE

SCALE : — DWG X OF X

APPROVED — SECTION HEAD — DATE

DESIGNED :

DRAWN :

CHECKED BY :

CP NO.

PROJECT MANAGER

SHEET N0.

Prince George's County DEPARTMENT OF THE ENVIRONMENT

DEPARTMENT OF THE ENVIRONMENT

SUSTAINABILITY DIVISION

BLADENSBURG
TREE PLANTING PROJECT
PRINCE GEORGE'S COUNTY
MARYLAND

PLAN SHEET

Plant/ Tag ID	Quantity	Latin Name	Common Name	
CVi	26	Chionanthus virginicus	White Fringe Tree	
LT	20	Liriodendron tulipifera	Tulip Tree	
	46			

3 PLANTING AREA 3
Scale: 1" = 50'-0"

DEPARTMENT OF THE ENVIRONMENT

SUSTAINABILITY DIVISION

BLADENSBURG
TREE PLANTING PROJECT
PRINCE GEORGE'S COUNTY
MARYLAND

PLAN SHEET

DEPARTMENT
OF THE
ENVIRONMENT

PRINCE GEORGE'S COUNTY, MARYLAND

ASSOCIATE DIRECTOR — DATE

SCALE : — DWG X OF X

APPROVED — SECTION HEAD — DATE

DESIGNED :
DRAWN :
CHECKED BY :

CP NO.

PROJECT MANAGER

SHEET N0.

Plant/ Tag ID	Quantity	Latin Name	Common Name	
CVi	29	Chionanthus virginicus	White Fringe Tree	
LT	4	Liriodendron tulipifera	Tulip Tree	
POc	20	Platanus occidentalis	Sycamore	
	53			

4 PLANTING AREA 4
Scale: 1" = 50'-0"

DEPARTMENT OF THE ENVIRONMENT

PRINCE GEORGE'S COUNTY, MARYLAND

ASSOCIATE DIRECTOR — DATE

SCALE : — DWG X OF X

APPROVED — SECTION HEAD — DATE

DESIGNED :
DRAWN :
CHECKED BY :

CP NO.

PROJECT MANAGER

SHEET N0.

Prince George's County DEPARTMENT OF THE ENVIRONMENT

DEPARTMENT OF THE ENVIRONMENT

SUSTAINABILITY DIVISION

DISTRICT HEIGHTS
TREE PLANTING PROJECT
PRINCE GEORGE'S COUNTY
MARYLAND

PLAN SHEET

Plant/ Tag ID	Quantity	Latin Name	Common Name	
CVi	16	Chionanthus virginicus	White Fringe Tree	
AL	12	Amelanchier laevis	Allegheny Serviceberry	
POc	5	Platanus occidentalis	Sycamore	
LT	3	Liriodendron tulipifera	Tulip Tree	
	36			

5 PLANTING AREA 5
Scale: 1" = 50'-0"

DEPARTMENT OF THE ENVIRONMENT

SUSTAINABILITY DIVISION

BLADENSBURG
TREE PLANTING PROJECT
PRINCE GEORGE'S COUNTY
MARYLAND

PLAN SHEET

DEPARTMENT
OF THE
ENVIRONMENT

PRINCE GEORGE'S COUNTY, MARYLAND

ASSOCIATE DIRECTOR — DATE

SCALE : — DWG X OF X

APPROVED — SECTION HEAD — DATE

DESIGNED :
DRAWN :
CHECKED BY :

CP NO.

PROJECT MANAGER

SHEET N0.

Plant/ Tag ID	Quantity	Latin Name	Common Name	
CVi	12	Chionanthus virginicus	White Fringe Tree	
UA	14	Ulmus americana	American Elm	
POc	20	Platanus occidentalis	Sycamore	
	46			

6 PLANTING AREA 6
Scale: 1" = 50'-0"

DEPARTMENT OF THE ENVIRONMENT

SUSTAINABILITY DIVISION

BLADENSBURG
TREE PLANTING PROJECT
PRINCE GEORGE'S COUNTY
MARYLAND

PLAN SHEET

DEPARTMENT
OF THE
ENVIRONMENT

PRINCE GEORGE'S COUNTY, MARYLAND

ASSOCIATE DIRECTOR — DATE

SCALE : — DWG X OF X

APPROVED — SECTION HEAD — DATE

DESIGNED :
DRAWN :
CHECKED BY :

CP NO.

PROJECT MANAGER

SHEET N0.

Plant/ Tag ID	Quantity	Latin Name	Common Name	
CV	31	Crataegus viridis 'Winter King'	Green Hawthorn Winter King	
NS	19	Nyssa sylvatica	Tupelo	
QBi	17	Quercus bicolor	Swamp White Oak	
	67			

9 PLANTING AREA 9
Scale: 1" = 50'-0"

DEPARTMENT OF THE ENVIRONMENT

DEPARTMENT OF THE ENVIRONMENT

PRINCE GEORGE'S COUNTY, MARYLAND

ASSOCIATE DIRECTOR — DATE

SCALE : — DWG X OF X

APPROVED — SECTION HEAD — DATE

DESIGNED :

DRAWN :

CHECKED BY :

CP NO.

PROJECT MANAGER

SHEET N0.

Prince George's County DEPARTMENT OF THE ENVIRONMENT

DEPARTMENT OF THE ENVIRONMENT

SUSTAINABILITY DIVISION

DISTRICT HEIGHTS
TREE PLANTING PROJECT
PRINCE GEORGE'S COUNTY
MARYLAND

PLAN SHEET

Plant/ Tag ID	Quantity	Latin Name	Common Name	
CV	13	Crataegus viridis 'Winter King'	Green Hawthorn Winter King	
NS	3	Nyssa sylvatica	Tupelo	
QBi	2	Quercus bicolor	Swamp White Oak	
	18			

10 PLANTING AREA 10
Scale: 1" = 50'-0"

DEPARTMENT OF THE ENVIRONMENT

PRINCE GEORGE'S COUNTY, MARYLAND

ASSOCIATE DIRECTOR — DATE

SCALE : — DWG X OF X

APPROVED — SECTION HEAD — DATE

DESIGNED :

DRAWN :

CHECKED BY :

CP NO.

PROJECT MANAGER

SHEET N0.

Prince George's County
DEPARTMENT OF THE ENVIRONMENT

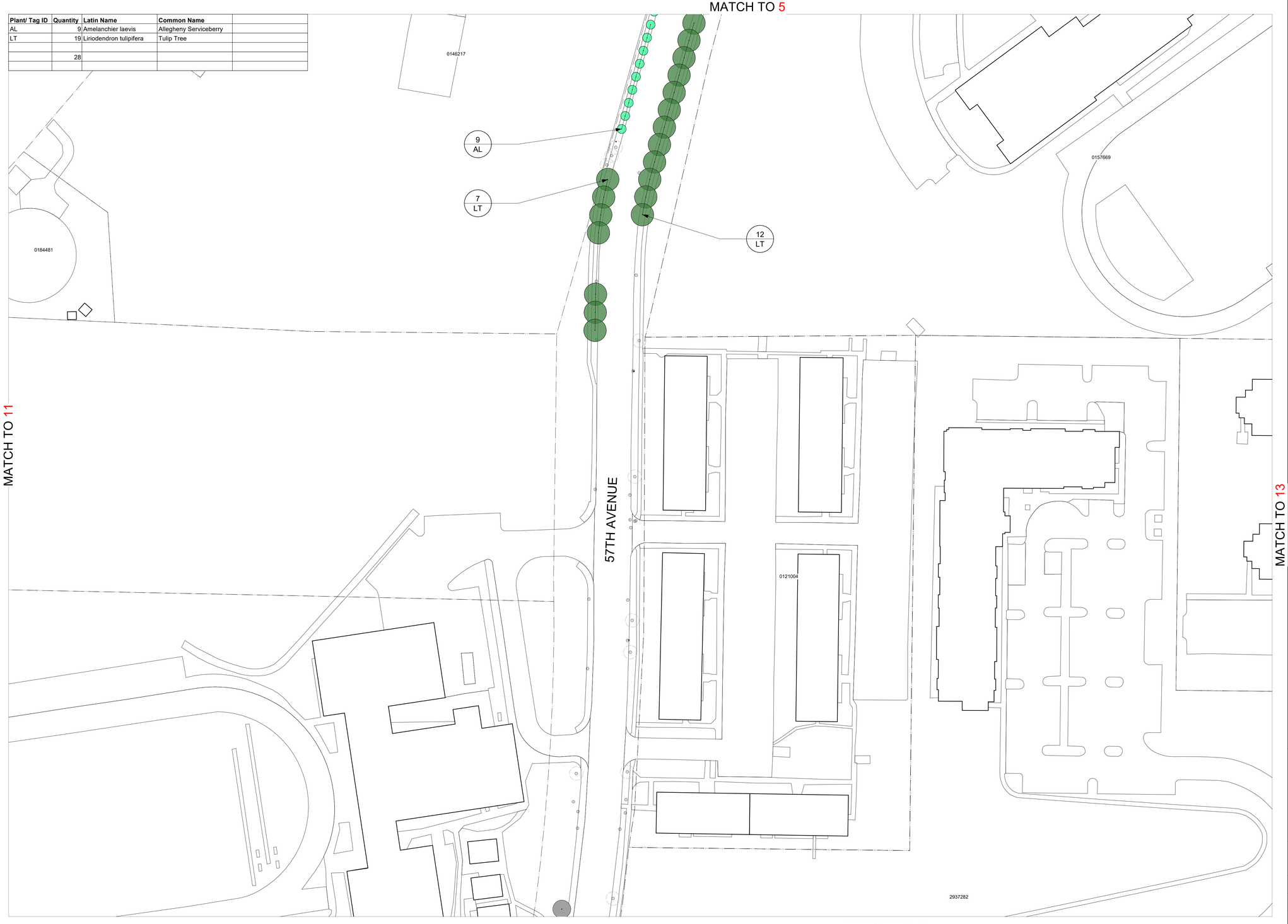
DEPARTMENT OF THE ENVIRONMENT

SUSTAINABILITY DIVISION

BLADENSBURG
TREE PLANTING PROJECT
PRINCE GEORGE'S COUNTY
MARYLAND

PLAN SHEET

Plant/ Tag ID	Quantity	Latin Name	Common Name	
AL	9	Amelanchier laevis	Allegheny Serviceberry	
LT	19	Liriodendron tulipifera	Tulip Tree	
	28			



12 PLANTING AREA 12
Scale: 1" = 50'-0"

DEPARTMENT OF THE ENVIRONMENT

SUSTAINABILITY DIVISION

BLADENSBURG
TREE PLANTING PROJECT
PRINCE GEORGE'S COUNTY
MARYLAND

PLAN SHEET

DEPARTMENT
OF THE
ENVIRONMENT

PRINCE GEORGE'S COUNTY, MARYLAND

ASSOCIATE DIRECTOR — DATE

SCALE : — DWG X OF X

APPROVED — SECTION HEAD — DATE

DESIGNED :
DRAWN :
CHECKED BY :

CP NO.

PROJECT MANAGER

SHEET N0.

MATCH TO 6

Plant/ Tag ID	Quantity	Latin Name	Common Name	
UA	33	Ulmus americana	American Elm	

13 PLANTING AREA 13
Scale: 1" = 50'-0"

MATCH TO 20

DEPARTMENT OF THE ENVIRONMENT

SUSTAINABILITY DIVISION

BLADENSBURG
TREE PLANTING PROJECT
PRINCE GEORGE'S COUNTY
MARYLAND

PLAN SHEET

DEPARTMENT
OF THE
ENVIRONMENT

PRINCE GEORGE'S COUNTY, MARYLAND

ASSOCIATE DIRECTOR — DATE

SCALE : — DWG X OF X

APPROVED — SECTION HEAD — DATE

DESIGNED :
DRAWN :
CHECKED BY :

PROJECT MANAGER

CP NO.

SHEET N0.

Plant/ Tag ID	Quantity	Latin Name	Common Name
CV	52	Crataegus viridis 'Winter King'	Green Hawthorn Winter King
QBi	14	Quercus bicolor	Swamp White Oak
	66		

16 PLANTING AREA 16
Scale: 1" = 50'-0"

DEPARTMENT OF THE ENVIRONMENT

SUSTAINABILITY DIVISION

BLADENSBURG
TREE PLANTING PROJECT
PRINCE GEORGE'S COUNTY
MARYLAND

PLAN SHEET

DEPARTMENT
OF THE
ENVIRONMENT
PRINCE GEORGE'S COUNTY, MARYLAND

ASSOCIATE DIRECTOR — DATE
SCALE : — DWG X OF X
APPROVED — SECTION HEAD — DATE
DESIGNED :
DRAWN :
CHECKED BY :
CP NO.
PROJECT MANAGER
SHEET N0.

Plant/ Tag ID	Quantity	Latin Name	Common Name
CV	12	Crataegus viridis 'Winter King'	Green Hawthorn Winter King
QBi	12	Quercus bicolor	Swamp White Oak
	24		

17 PLANTING AREA 17
Scale: 1" = 50'-0"

DEPARTMENT OF THE ENVIRONMENT

SUSTAINABILITY DIVISION

BLADENSBURG
TREE PLANTING PROJECT
PRINCE GEORGE'S COUNTY
MARYLAND

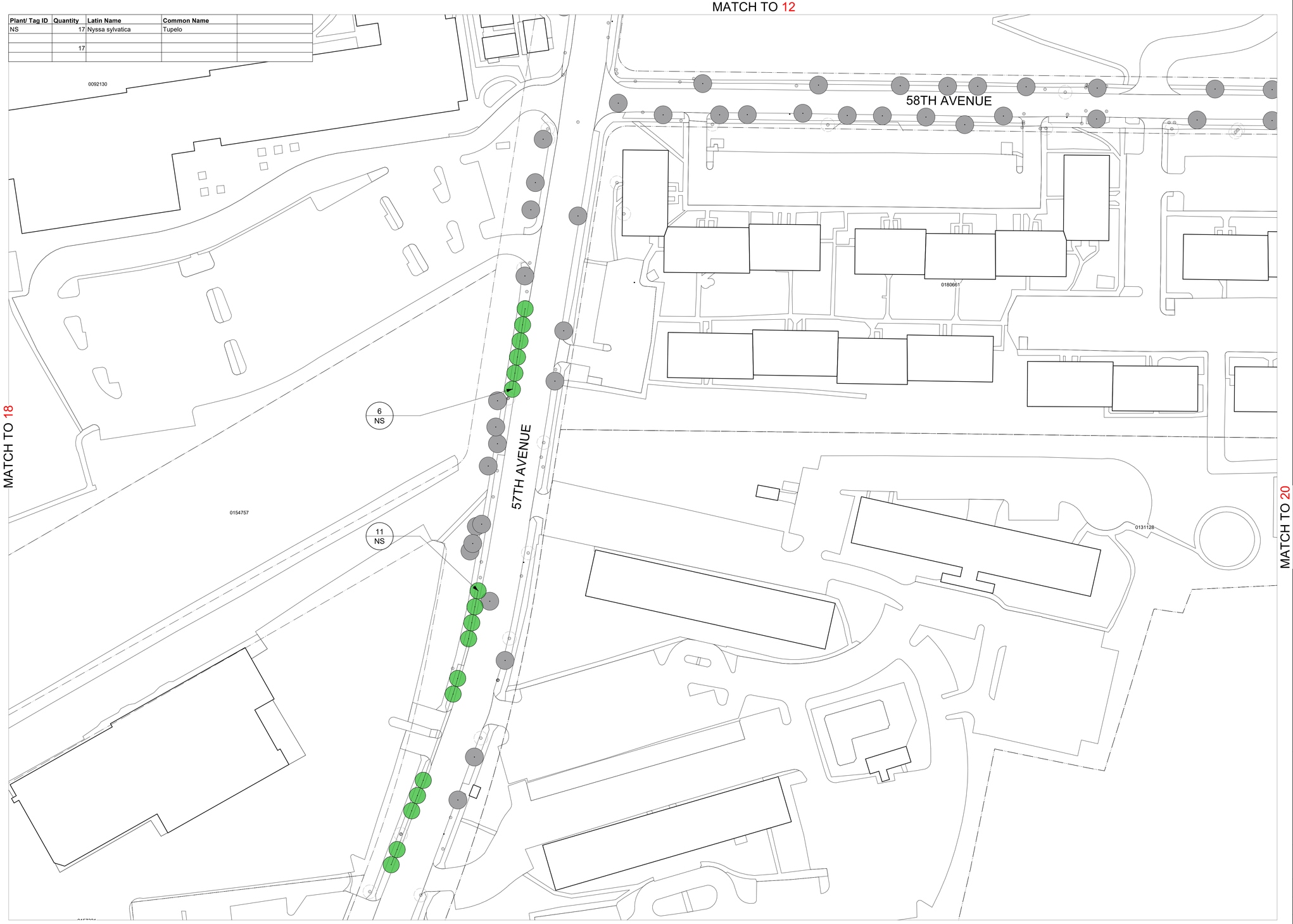
PLAN SHEET

DEPARTMENT
OF THE
ENVIRONMENT
PRINCE GEORGE'S COUNTY, MARYLAND

ASSOCIATE DIRECTOR — DATE
SCALE : — DWG X OF X
APPROVED — SECTION HEAD — DATE
DESIGNED :
DRAWN :
CHECKED BY :
CP NO.
PROJECT MANAGER
SHEET N0.

MATCH TO 12

Plant/ Tag ID	Quantity	Latin Name	Common Name	
NS	17	Nyssa sylvatica	Tupelo	
	17			



19 PLANTING AREA 19
Scale: 1" = 50'-0"

DEPARTMENT OF THE ENVIRONMENT

SUSTAINABILITY DIVISION

BLADENSBURG
TREE PLANTING PROJECT
PRINCE GEORGE'S COUNTY
MARYLAND

PLAN SHEET

DEPARTMENT
OF THE
ENVIRONMENT

PRINCE GEORGE'S COUNTY, MARYLAND

ASSOCIATE DIRECTOR — DATE

SCALE : — DWG X OF X

APPROVED — SECTION HEAD — DATE

DESIGNED :
DRAWN :
CHECKED BY :

CP NO.

PROJECT MANAGER

SHEET N0.

MATCH TO 13

Plant/ Tag ID	Quantity	Latin Name	Common Name	
UA	6	Ulmus americana	American Elm	
	6			

20 PLANTING AREA 20
Scale: 1" = 50'-0"

DEPARTMENT OF THE ENVIRONMENT

PRINCE GEORGE'S COUNTY, MARYLAND

ASSOCIATE DIRECTOR — DATE

SCALE : — DWG X OF X

APPROVED — SECTION HEAD — DATE

DESIGNED :
DRAWN :
CHECKED BY :

CP NO.

PROJECT MANAGER

SHEET N0.

Prince George's County
DEPARTMENT OF THE ENVIRONMENT

DEPARTMENT OF THE ENVIRONMENT

SUSTAINABILITY DIVISION

BLADENSBURG
TREE PLANTING PROJECT
PRINCE GEORGE'S COUNTY
MARYLAND

PLAN SHEET

PRINCE GEORGE'S COUNTY URBAN TREE PROGRAM

LARGE

Tulip Tree
Liriodendron tulipifera

Sycamore
Platanus occidentalis

Swamp White Oak
Quercus bicolor

Elm
Ulmus americana

MEDIUM

Tupelo
Nyssa sylvatica

SMALL

Fringe tree
Chionanthus virginicus

Hawthorn
Craetagus viridis

Serviceberry
Amelanchier laevis

Agenda Item Summary Report

Meeting Date:	Submitted by:
October 20, 2025 November 10, 2025	Vito Tinelli, Town Treasurer Michelle Bailey Hedgepeth, Town Administrator Chief Sumner, BVFD

Item Title: COUNCIL ACTION | Funding Request for Ambulance Staffing Stipend | Bladensburg Fire Department – FY 2026

COUNCIL ACTION | Funding Request for Ambulance Staffing Stipend | Bladensburg Fire Department – FY 2026

Work Session Item [X] Council Meeting Item [X]	Documentation Attached: Memo from Fire Department

Recommended Action: Staff recommends considering this type of stipend to support emergency response calls for town residents, ensuring adequate coverage and response times. This would be a 9-month Pilot to see the effectiveness, and the Council could review during the FY 2027 Budget Process.

Item Summary: Chief Sumner has requested that the Town of Bladensburg provide financial support to establish an **Ambulance Shift Stipend Program** for the Bladensburg Volunteer Fire Department and Rescue Squad, Inc. The goal of the program is to ensure consistent weekday staffing of one ambulance unit by providing stipends to two volunteers (one aide and one driver) for each daytime shift, Monday through Friday, 7:00 a.m. to 3:00 p.m.

The proposal is modeled after successful programs in **Greenbelt** and **Berwyn Heights**, which improved volunteer availability and emergency response capacity.

Estimated Program Costs

Rate	Weekly	Monthly	Annual
$15/hour	$1,200	$4,800	$62,400
$20/hour	$1,600	$6,400	$83,200

Payments would be issued twice monthly via check or Zelle, with **monthly timesheets and reports** submitted to the Town for accountability. Volunteers would receive **1099 forms** at year-end for tax reporting.

Program Benefits

- Provides consistent ambulance coverage during daytime hours.
- Recognizes and supports the commitment of volunteer responders.
- Enhances volunteer retention and engagement.
- Improves emergency response reliability for the community.

Next Steps for Town Council Consideration

1. **Review Funding Options:**
    - Determine whether the FY 2026 budget can accommodate this initiative or if grant/reallocation options should be explored. (Staff is recommending 9-month funding for this year $43,200 paid in 2 payments from Automated traffic Enforcement Proceeds)
    - Identify whether cost-sharing with the County or the Fire Department's nonprofit arm is possible.
2. **Discuss Policy and Oversight:**

- Define how funds will be administered (directly by the Town or reimbursed to the department).
- Establish expectations for monthly reporting and financial reconciliation.

3. **MOU and Discuss for FY 2027**
   - Place on the agenda for **Council discussion and direction** at an upcoming work session or regular meeting.
   - If supported, direct staff to prepare a **formal Memorandum of Understanding (MOU)** outlining the stipend program terms.

Follow up by Town Administrator:

- The Town Administrator has requested additional information from the Fire Chief and has sought additional information from other agencies, which have been attached to augment this report.

Budgeted Item: Yes [X] No [ ] **Budgeted Amount:** **One-Time Cost: TBD** **Ongoing Cost:**	**Continued Date:**
Council Priority: Yes [ ] No [ ]	**Approved Date:**

1

Bladensburg Volunteer Fire Department
and Rescue Squad, Inc.

Fire Station
(301) 864-4415

Fax
(301) 779-0272

P.O. Box 348 ✸ 4213 Edmonston Road ✸ Bladensburg, Maryland 20710

100 % VOLUNTEER

September 26, 2025

To: Michelle Bailey-Hedgepeth

From: Dave Sumner, Fire Chief

Re: Ambulance Stipend

I am writing to respectfully request financial assistance from the Town of Bladensburg to establish an Ambulance Shift Stipend Program for the Bladensburg Volunteer Fire Department and Rescue Squad inc. This program will provide financial assistance to members who are either working part-time or not currently working, to ensure that, at a minimum, the ambulance is staffed for emergency response and able to provide vital assistance to the Bladensburg community.

The City of Greenbelt has successfully implemented a similar stipend program for the Greenbelt Volunteer Fire Department and the Berwyn Heights Volunteer Fire Department**.** Their program has greatly assisted in maintaining consistent staffing for their ambulance services, and we believe that by adopting a similar approach, we can further improve our ability to respond to emergencies while supporting our volunteer members.

Program Overview:

Our Ambulance Shift Stipend Program will offer a stipend to two volunteers—one aide and one driver—each weekday (Monday through Friday) for shifts running from 0700 to 1500 hours**.** The stipend will ensure that volunteers are compensated for their time and effort in providing these essential services to our community.

Stipend Details and Cost Breakdown:

The stipend will be provided to two volunteers per day, based on the following rates:

- **Weekly Cost**:
  - **At $15/hr**: $1,200 per week
  - **At $20/hr**: $1,600 per week
- **Monthly Cost (4 weeks)**:
  - **At $15/hr**: $4,800 per month
  - **At $20/hr**: $6,400 per month
- **Yearly Cost (52 weeks)**:
  - **At $15/hr**: $62,400 per year
  - **At $20/hr**: $83,200 per year

Stipends will be distributed twice a month (on the 1st and 15th) via check or Zelle.

Program Benefits:

The proposed stipend program offers several key advantages to the department and the community:

1. **Recognizing Volunteers' Commitment**: The stipend will acknowledge the hard work of our volunteers who commit significant time to providing essential ambulance services, ensuring they are properly supported in their role.
2. **Consistent Staffing**: Offering this stipend will help us maintain reliable staffing for ambulance shifts, reducing the risk of under-staffed shifts and ensuring the continued readiness of our emergency response teams.
3. **Proven Success**: The Greenbelt and Berwyn Heights departments have seen measurable success with their stipend programs, demonstrating the program's effectiveness in improving volunteer engagement and ensuring reliable service.
4. **Enhanced Volunteer Retention**: By offering financial support, we will be better positioned to retain dedicated volunteers who may otherwise struggle to balance their service with personal and financial obligations.

Transparency and Accountability:

The department is committed to maintaining full transparency with the Town of Bladensburg regarding this stipend program. To ensure clear oversight and accountability, we will:

- Provide timesheet data for each shift worked by stipend-eligible volunteers.
- Submit a monthly spreadsheet detailing the stipends paid to each volunteer, including the total amount for the month and the specific hours worked.

Additionally, 1099 forms will be issued to volunteers at the end of the year as required for tax purposes. Volunteers will be responsible for properly reporting their stipends to the IRS, and the department will ensure that these forms are distributed in compliance with tax laws.

In closing, I respectfully ask for the Town's support in providing the funding necessary to implement this program. The Ambulance Shift Stipend Program will play a vital role in sustaining the quality of service provided by our volunteer fire department and ensuring the safety and well-being of the Bladensburg community.

I would be happy to discuss this proposal in more detail and answer any questions you may have. Thank you for your time and consideration.

Bladensburg Volunteer Fire Department
and Rescue Squad, Inc.

Fire Station
(301) 864-4415

Fax
(301) 779-0272

P.O. Box 348 ✸ 4213 Edmonston Road ✸ Bladensburg, Maryland 20710

100 % VOLUNTEER

To: Michelle Bailey-Hedgepeth

Fron: Dave Sumner, Fire Chief

Date: October 29, 2025

Re: Information

I am sending this in response to your email request for additional information for the ambulance stipend program. In regard to funding, we have received funding from the town of Bladensburg as we have for the past several years in quarterly payments. We recently talked to the town of Edmonston regarding a new ladder truck which we are trying to purchase which has a current cost of about $2.2 million. The town of Edmonston, which usually gives us $7, 000.00 for operating expenses, agreed to a one-time payout of $10,000. Earlier this year, the town of Landover Hills gave us an unsolicited check for $10,000.00. We used to work on some plumbing issues as well as our aging HVAC system. The town of Cheverly has never given any money to us for any purposes.

For the point of contacts with the City of Greenbelt, the finical director is the one who writes the checks to the fire department. I have also spoken with Kyle Snyder from the town of Berwyn Heights.

In regard to the call volume within the town of Bladensburg I have the following information regarding ambulance responses from January 1, 2024-October 1, 2025:

Bladensburg Co 809- 1459

Prince George's County Fire/EMS Department provided me with some of their statistics. The information provided does not show if we were on a call, or out of service, due to staffing. It does show the number of times other units have responded to the town

Hyattsville Co 801- 163
Riverdale Co 808 -14
College Park Co 812-40
Berwyn Heights Co 814- 56
Landover Hills Co 830 -681
Kentland Co 833 (overtime county staffed ambulance for the greater Landover area)-182
Chapel Oaks Co 838- 174
Bunker Hill Co 855- 142

Total Responses: 1452

I hope the information provided helps. If more is needed, please let me know.

Agenda Item Summary Report

Meeting Date: November 10, 2025	**Submitted by:** Michelle Bailey Hedgepeth, Town Administrator Jarryd Hawkins, Economic Development Consultant

Item Title: Council Approval | Approval for a contract with Fleur de Lis L.L.C. for on-call Commercial Real Estate Advisory Services for signature and execution by Town Administrator.

Approval for a Contract with Fleur de Lis L.L.C. Commercial Real Estate Advisory Services for Commercial Real Estate Services

Work Session Item [X] **Council Meeting Item [X]**	**Documentation Attached:** Contract

Recommended Action:

Staff recommends the passage of this on-call contract and asks that the Council approve the Town Administrator's signing of an agreement with Fleur de Lis L.L.C. for signature and execution by the Town Administrator.

Summary: The Town developed an RFP for commercial real Estate Services to aid in the economic development of the Town when seeking property. In the fall of 2024, the Town posted an RFP for services, and the attached is one of two bids received; the other realtor withdrew.

The Economic Development Team recommends hiring a firm to handle real estate transactions for the Town of Bladensburg. This will be an on-call contract.

The attached contract outlines the agreement for a one-year period with Fleur de Lis, LLC. Also, attached is the revised previous item that describes the two bidders,

The Town Administrator and Mr. Hawkins will be available to answer any questions on this matter.

Budgeted Item: Yes [X] No [ ] NA **Budgeted Amount: Percentage of Sale** **One-Time Cost: NA** **Ongoing Cost: NA**	**Continued Date:**
Council Priority: Yes [ ] No [ ]	**Approved Date:**

Agenda Item Summary Report

Meeting Date:	Submitted by:
October 20, 2025 November 10, 2025	Michelle Bailey Hedgepeth, Town Administrator Jarryd Hawkins, Economic Development Consultant

Item Title: COUNCIL ACTION | Contract Approval for a contract with Fleur de Lis L.L.C. for on-call Commercial Real Estate Advisory Services for signature and execution by Town Administrator.

Approval for a Contract with Fleur de Lis L.L.C. Commercial Real Estate Advisory Services for Commercial Real Estate Services

Work Session Item [X] Council Meeting Item [X]	Documentation Attached:

Recommended Action:

Staff recommends the passage of this on-call contract and asks that the Council approve the Town Administrator's signing of an agreement with Fleur de Lis L.L.C. for signature and execution by the Town Administrator.

Summary: The Town developed an RFP for commercial real Estate Services to aid in the economic development of the Town when seeking property. In the fall of 2024, the Town posted an RFP for services. We received a total of three proposals, and one of the three withdrew in the fall. Below is an analysis completed by the Economic Development Consultant:

Fleur De Lis

- Owned by Monique Anderson Walker, a well-known commercial real estate broker with an office located in National Harbor.
- Monique has decades of experience as a commercial real estate broker and a clear understanding of Prince George's County local politics and economic development activity.
- RFQ response offers ancillary services such as real estate market research and analysis, engaging property owners, and identifying parcels appropriate for redevelopment.
- Strong network with stakeholders in the region.

Mackenzie

- A multifaceted company that develops, finances, and brokers real estate deals in Maryland and surrounding states.
- Trish Farrell would serve as the town's representative. Trish has decades of experience as a commercial real estate agent. It seems most of her work is in Howard County and Anne Arundel County.
- RFQ response also offers additional services at a cost to the town.

Analysis

While both of these firms seem capable of servicing the town's real estate needs. Fleur De Lis's experience and overall historical knowledge of Prince George's County and the region provide a key advantage. For this specific reason, the town should work with this firm to achieve its real estate needs. However, I am interested in learning more about Mackenzie's real estate development capacities and see if there is an opportunity to work together on redevelopment projects either in Bladensburg and/or the Port Towns.

The Economic Development Team recommends hiring a firm to handle real estate transactions for the Town of Bladensburg. This will be an on-call contract.

The Town Administrator and Mr. Hawkins will be available to answer any questions on this matter.

Budgeted Item: Yes [X] No [ ] NA **Budgeted Amount:** **One-Time Cost: NA** **Ongoing Cost: NA**	**Continued Date:**
Council Priority: Yes [ ] No [ ]	**Approved Date:**

1

FLEUR DE LIS, LLC
Commercial Real Estate Advisory Services

EXCLUSIVE RIGHT TO REPRESENT AGREEMENT

The Town of Bladensburg "Client" hereby retains Fleur De Lis, LLC "Broker" to assist Client in locating and/or negotiating for the purchase of commercial real property, a general description of which is provided below. The terms and conditions of this Agreement are as follows:

AGREEMENT PERIOD

This Agreement begins upon signing and ends at midnight October 2026 or upon the closing of a property(ies) purchased in accordance with this Agreement.

BROKER'S OBLIGATIONS

Broker agrees to: [a] Use diligence in locating a property on price and terms acceptable to Client; [b] Use professional knowledge and skills to negotiate for Client's purchase of the property; [c] Assist Client throughout the transaction and act in Client's best interests at all times; [d] Present purchase offers to the seller or to seller's agent if a written authorization granting exclusive authority exists; [e] Assist Client in obtaining financing and in researching financing alternatives.

CLIENT'S OBLIGATIONS

During the term of this Agreement, Client agrees:
[a] To provide to Broker upon request:
[i] the general nature, location, requirements and preferred terms and conditions, which Client is seeking in connection with the acquisition of desired property; and
[ii] relevant personal and financial information to assure Client's ability to obtain financing;
[iii] Client agrees to work exclusively with Broker and not with other real estate brokers, salespersons or owners, with respect to viewing properties and agrees to refer to Broker all inquiries in any form from any other real estate broker, salesperson, prospective seller or any other source; and
[iv] conduct in good faith all negotiations for property, exclusively through Broker.

[b] To compensate Broker if Client or any other person acting on Client's behalf buys, exchanges for, obtains an option on, or leases real property. The compensation shall be 4% of the purchase price of the property or 4% of the aggregate rental of the lease period and all options as exercised, which sum shall become due and payable at Settlement, in the case of a Purchase or, in the case of a Lease Agreement, 50% at lease signing and 50% at occupancy.

If the property is listed with a real estate company or licensee, Broker will accept a fee equal to the fee being offered to cooperating agents, but in no event less than the amount set forth above. If such fee, or any portion thereof, is paid by the seller/lessor or the

seller's/lessor's agent as a convenience of the transaction, Client will be credited by Broker for the amount so paid.

[c] Client acknowledges that if within three (3) months of the termination of this Agreement, with or without the services of a licensed agent, Client buys, exchanges for, obtains an option on, or leases real property shown to Client by Broker during the term of this Agreement, compensation as set forth in this Agreement shall be applicable and Client shall pay such fee to Broker, provided however, that if during such protection period a valid exclusive buyer agency agreement is entered into with another real estate broker, any payments made thereunder for said transaction may be credited against the sums otherwise due and owing pursuant to this Agreement.

4. ADVICE ON TECHNICAL MATTERS

Broker will not counsel Client on legal matters, home inspections, public health, surveying, tax, financial or other technical matters which are outside of the scope of the Broker's expertise. Broker has recommended to Client that Client seek the advice and counsel of qualified experts in connection with the physical condition of the property, its state of repair, water, termite, radon, lead and similar tests and as to legal matters with respect to the property. Client hereby acknowledges that it is Client's sole responsibility for obtaining such services and for retaining any experts which Client chooses to obtain.

5. COMMISSION PAYMENT

[a] Escrow. If, for any reason, Broker is not paid the compensation set forth herein on the due date, Client shall establish an escrow account with a party mutually agreeable to Broker and Client or a title insurance agent or company, and shall place into said escrow account an amount equal to the compensation set forth herein. The escrow monies shall be paid by Client to said escrow agent and shall be held in escrow until the parties=rights to the escrow monies have been determined (i) by the written agreement of the parties;(ii) pursuant to an arbitration award; (iii) by order of a court of competent jurisdiction; or (iv) some other process to which the parties agree to in writing.

[b] Attorney's Fees. In any action, proceeding or arbitration to enforce any provision of this Agreement, or for damages caused by default, the prevailing party shall be entitled to reasonable attorney's fees, costs and related expenses, such as expert witness fees and fees paid to

investigators. In the event Broker hires an attorney to enforce the collection of any brokerage commission due hereunder and is successful in collecting all or any portion thereof with or without commencing a legal action or proceeding, Client agrees to pay the reasonable attorney=s fees, costs and related expenses incurred by Broker.

[c] Arbitration. All claims, disputes or other matters in question between Broker (or any cooperating broker) and Client, arising out of or relating to this Agreement shall be

determined by arbitration before the American Arbitration Association in New York, New York, pursuant to its Commercial Arbitration Rules. The award rendered by the arbitrator shall be final, and judgment may be entered upon it in accordance with applicable law in any court of competent jurisdiction.

6 ADDITIONAL TERMS

[a] Upon request by Broker, Client agrees to provide a signature acknowledgement to a listing of properties shown to Client by Broker during the term of this Agreement.

[b] This document and any Addendum hereto, contains the entire agreement of the parties and supersedes all prior agreements or representations which are not expressly set forth herein between these parties.

[c] This Agreement may be modified only in writing, signed and dated by both parties. Client acknowledges that Client has not relied on any Broker statements which are not herein expressed.

7. PROPERTY

TYPE OF PROPERTY: [X]. Commercial [X]. Industrial [X]. Vacant Land [X]. Other

The undersigned Client acknowledges that they have thoroughly read and approved each of the provisions contained herein and acknowledges receipt of a copy hereof. (Signatures)

By: _____ Date: _____

Michelle Bailey-Hedgepeth, Town Manager

Town of Bladensburg

By: _____ Date: _____

Monique Anderson Walker, Broker

Fleur de Lis, L.LC. Commercial Real Estate Advisory Services

MACKENZIE
COMMERCIAL REAL ESTATE SERVICES, LLC

Annap
410 Severn Avenue
Annapolis, Maryland 21403
410-974-0367 Fax 410-974-9046
www.mackenziecommercial.com

September 17, 2025

Mr. Jarryd Hawkins
Economic Development Consultant
Town of Bladensburg
4229 Edmonston Road
Bladensburg, Maryland 20710

RE: Response to RFQ #002-2025 – Commercial Real Estate Services

Dear Mr. Hawkins and Members of the Selection Committee:

On behalf of MacKenzie Commercial Real Estate Services, LLC ("MacKenzie"), we are pleased to submit this Letter of Interest in response to the Town of Bladensburg's RFQ #002-2025. We welcome the opportunity to partner with the Town to advance its redevelopment, investment, and economic development goals.

Firm's Strength and Expertise

MacKenzie has been a trusted leader in commercial real estate for more than 55 years, with nearly 225 professionals across six offices in Maryland and Virginia. Headquartered in Lutherville, our firm also maintains offices in Annapolis, Baltimore, Columbia, Bel Air, and Charlottesville, allowing us to serve municipalities and government clients across the Mid-Atlantic. Founded in 1968 as a development firm, MacKenzie has grown into one of the region's largest independent, full-service real estate platforms — locally owned, entrepreneurial, and uniquely positioned to deliver both agility and accountability.

What sets MacKenzie apart is our full-service, integrated platform. Our brokerage professionals collaborate seamlessly with in-house experts in property management, construction, capital, and investment. This cross-disciplinary structure ensures that every recommendation is informed not only by market intelligence, but also by financial, operational, and development expertise. For municipalities, this means that site selection, acquisition, or lease negotiations are considered within the broader context of cost feasibility, construction realities, and long-term economic benefit. In addition, our longstanding relationships with property owners, developers, and government agencies across Maryland and the DC Metro enable us to pair data-driven insights with direct access to decision-makers.

Relevant Projects & Successful Transactions

Relevant Projects and Transactions

In the past five years, the proposed MacKenzie team has completed more than 180 transactions, representing over 1.88 million square feet and 270 acres. This activity includes 34 sales totaling $76.5 million in value and 146 lease transactions with a combined lease value in excess of $107.7 million.

Following this Letter of Interest, we have included a sampling of completed transactions in the DC Metropolitan Region. These examples highlight MacKenzie's experience with office, industrial, retail, and land deals and demonstrate our ability to successfully execute assignments on behalf of municipal and institutional clients.

Transactional Support Services

MacKenzie's advisors are uniquely positioned to provide comprehensive support at every stage of a real estate transaction. We guide municipalities through complex decisions and maintain ongoing relationships to support future business needs. For the Town of Bladensburg, this means a partner that delivers both immediate execution and long-term advocacy.

Market Research and Analysis. Our advisors conduct in-depth research on vacancy rates, rental rates, emerging trends, and market dynamics. This information equips Bladensburg with the insight needed to evaluate opportunities and shape sound leasing or acquisition strategies.

Needs Assessment and Strategy Development. We work closely with clients to define requirements, objectives, and budget parameters. From this assessment, we develop customized real estate strategies aligned with organizational goals.

Site Selection and Property Identification. Leveraging our market expertise, network, and GIS tools, MacKenzie identifies properties that meet client criteria, considering location, amenities, accessibility, and growth potential.

Financial Analysis and Lease Structuring. Our advisors perform financial analyses to evaluate total occupancy costs, negotiate favorable conditions, and structure transactions that maximize efficiency and flexibility.

Lease Negotiation and Documentation. We represent clients throughout negotiations, securing favorable rental rates, incentives, and allowances. Our advisors also review lease documentation to ensure accuracy and compliance.
Transaction Management and Coordination. MacKenzie manages each transaction from start to finish, coordinating with landlords, attorneys, and stakeholders to ensure a smooth and timely process.

Tenant Representation and Advocacy. Acting as an advocate, we safeguard client interests during negotiations, resolve disputes, and navigate complex deal structures.

Post-Lease Support and Relationship Management. After execution, our advisors continue to support clients with renewals, expansions, relocations, and proactive issue resolution.

Lease Management Services. We provide lease abstraction and management solutions that centralize key data, mitigate risk, ensure compliance, and improve financial visibility, particularly valuable for municipalities managing multiple facilities. Depending on scope, these services may involve additional costs outside of standard brokerage compensation.

Market Intelligence and Advisory Services. MacKenzie delivers ongoing market intelligence and strategic guidance, keeping clients informed of conditions, availability, and emerging opportunities.

Knowledge of Maryland Laws and Programs

MacKenzie's advisors are deeply familiar with the State of Maryland's regulatory framework and economic development programs. Our team routinely advises municipalities and public-sector clients on transactions requiring compliance with Maryland real estate licensure, disclosure, and agency regulations, as well as state and county zoning and land-use requirements. We have successfully guided clients in leveraging state programs such as:

- Maryland Economic Development Assistance Authority and Fund (MEDAAF) for project financing.
- Job Creation Tax Credit (JCTC) and One Maryland Tax Credit to attract and retain employers.
- Enterprise Zone (EZ) property tax credits in designated redevelopment areas.
- Tax Increment Financing (TIF) and Payment in Lieu of Taxes (PILOT) structures for redevelopment initiatives.

Our experience coordinating with the Maryland Department of Commerce, Department of Housing and Community Development (DHCD), and local Economic Development Corporations (EDCs)

ensures transactions are executed efficiently, transparently, and in alignment with state and local programs designed to support redevelopment and investment.

Our proposed team has served numerous Maryland jurisdictions, including Anne Arundel County, City of Annapolis, Prince George's County, and the City of Bowie, successfully delivering transactions that support public-sector priorities. This experience provides us with the knowledge of Maryland's programs, regulatory requirements, and stakeholder engagement processes necessary to serve the Town of Bladensburg effectively.

Commission and Pricing Structure

MacKenzie follows standard industry practice in which brokerage commissions are typically paid by property owners (landlords or sellers). As such, the Town should not incur brokerage fees for transactions completed under this engagement. If a project arises outside conventional commission structures, we will work collaboratively with the Town to establish a fair and transparent arrangement in advance.

Ability to Identify and Communicate with Landowners

MacKenzie combines advanced GIS-driven research capabilities with long-standing property owner relationships to deliver actionable insights and direct engagement.

Advanced GIS & Research Tools:

Our in-house research team employs MackMaps®, MacKenzie's proprietary GIS dashboard powered by Esri, to consolidate parcel ownership, zoning, traffic counts, demographics, and consumer data into a single interactive mapping tool. With MackMaps, we can:

- Pinpoint redevelopment-ready parcels that align with Bladensburg's strategic objectives.
- Overlay demographic and infrastructure data to assess community impact.
- Present clear, data-backed visuals to municipal stakeholders to guide decisions.

We further enhance this analysis with CoStar for comprehensive market data and ProCalc for comparative financial scenarios. Together, these tools ensure that Bladensburg's decisions are informed by robust market intelligence and spatial analysis, not just availability.

Outreach and Landowner Engagement

Beyond technology, MacKenzie maintains deep relationships with landlords, developers, and property owners throughout Prince George's County and the DC Metro region. Guided by GIS data, we engage property owners directly and communicate redevelopment opportunities clearly and effectively.

We have demonstrated this approach through prior work with Anne Arundel County, City of Annapolis, and the City of Bowie, where we successfully identified properties, opened lines of communication with owners, and completed transactions that advanced municipal initiatives, including, but not limited to sales, leases, acquisitions, and general advisory services.

Team Qualifications & References:

The MacKenzie team proposed for Bladensburg is composed of senior professionals with decades of municipal and institutional experience:

Trish Farrell, Senior Vice President & Principal – Over 30 years of brokerage expertise with a strong focus on government and institutional clients.

David McClatchy, Senior Vice President & Principal – Nearly three decades of experience advising public-sector and private clients across the Mid-Atlantic.

Scott Wimbrow, SIOR, President & Principal – Licensed broker of record, with more than 35 years of experience in commercial brokerage and economic development transactions.

Together, this team offers nearly 100 years of combined experience and a proven track record of delivering results for government entities. Proof of licensure is attached as required.

References:

Burr Vogel
City of Annapolis Director of Public Works
bmvogel@annapolis.gov

Chris Daniels
Anne Arundel County Real Estate Division
redani21@aacounty.org

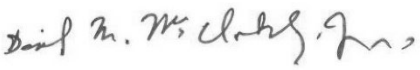
Closing

MacKenzie is proud to align with the Town of Bladensburg's vision to foster redevelopment, investment, and community vitality. We bring a senior-led team, a collaborative full-service platform, and advanced GIS-driven research tools to deliver on these priorities.

Thank you for your consideration. We welcome the opportunity to meet with you and discuss how MacKenzie can best support the Town's commercial real estate objectives.

Sincerely,

Trish Farrell
Senior Vice President/Principal



David McClatchy
Senior Vice President/Principal

Scott Wimbrow, SIOR
President & Principal

Representation Type	Property Name	Building Address	City	Property Type	Square Footage	Land Area AC	Lease Value	Lease Type	Lease Term
Landlord Rep	Annapolis City Marina	410 Severn Ave	Annapolis	Office	1,050		$ 178,386.97	New Lease	60 Months
Landlord Rep	Annapolis Commerce Park - 2001-2003 Commerce	2001-2003 Commerce Park Dr	Annapolis	Flex - Office	6,572		$ 531,225.23	New Lease	66 Months
Landlord Rep	Parkway Building	200 Harry S Truman Pkwy	Annapolis	Office	1,829	1.42	$ 23,088.29	Renewal	3 Months
Landlord Rep	Annapolis City Marina	410 Severn Ave	Annapolis	Office	1,141	2.15	$ 123,677.09	Sublease	37 Months
Landlord Rep	Parkway Building	200 Harry S Truman Pkwy	Annapolis	Office	4,189	1.42	$ 1,073,347.47	New Lease	84 Months
Landlord Rep	Building 1000	2661 Riva Rd	Annapolis	Office - Retail	3,837	4.4	$ 509,278.85	Downsize w/ Renewal	60 Months
Landlord Rep	Wesbanco	4201 Mitchellville Rd	Bowie	Office	1,519		$ 199,432.02	New Lease	63 Months
Landlord Rep	Parkway Building	200 Harry S. Truman Parkway	Annapolis	Office	1,299		$ 116,728.39	New Lease	37 Months
Landlord Rep	Empire Towers	7310 Ritchie Hwy	Glen Burnie	Office	2,300	1.46	$ 276,806.58	New Lease	63 Months
Landlord Rep	2594 Riva Road	2594 Riva Road	Annapolis	Office	9,946		$ 2,951,116.01	New Lease	126 Months
Landlord Rep	Annapolis City Marina	410 Severn Ave	Annapolis	Office	3,510	2.15	$ 6,002.10	Term Extension	3 Months
Landlord Rep	Annapolis City Marina	410 Severn Ave	Annapolis	Office	5,184	2.15	$ 336,927.08	Renewal w/ Expansion	62 Months
Landlord Rep	Annapolis City Marina	410 Severn Avenue	Annapolis	Office	2,432		$ 353,027.23	New Lease	75 Months 14 Days
Landlord Rep	Annapolis City Marina	410 Severn Ave	Annapolis	Office	2,397	2.15	$ 879,325.40	Renewal	120 Months
Landlord Rep	Annapolis City Marina	410 Severn Ave	Annapolis	Office	694	2.15	$ 42,004.92	Term Extension	62 Months
Landlord Rep	Annapolis City Marina	410 Severn Ave	Annapolis	Office	1,227	2.15	$ 102,654.43	New Lease	37 Months
Landlord Rep	Parkway Building	200 Harry S Truman Pkwy	Annapolis	Office	4,099	1.42	$ 681,629.54	Renewal	60 Months
Landlord Rep	Annapolis City Marina	410 Severn Ave	Annapolis	Office	1,606	2.15	$ 253,039.95	New Lease	51 Months
Landlord Rep	Annapolis Commerce Park - 2009-2011 Commerce	2009-2011 Commerce Park Dr	Annapolis	Flex - Office	51,225	2.82	$ 27,436,326.93	New Lease	186 Months
Landlord Rep	Wesbanco	4201 Mitchellville Rd	Bowie	Office	2,701	2.28	$ 385,724.07	Renewal	63 Months
Landlord Rep	Parkway Building	200 Harry S Truman Pkwy	Annapolis	Office	1,829	1.42	$ 58,326.81	Renewal	6 Months
Landlord Rep	South River Colony - 3158	3158 Braverton St	Edgewater	Office	6,927	2.22	$ 155,926.77	Renewal	12 Months
Landlord Rep	Parkway Building	200 Harry S Truman Pkwy	Annapolis	Office	1,775	1.42	$ 265,895.00	New Lease	63 Months
Landlord Rep	Building 1000	2661 Riva Rd	Annapolis	Office - Retail	2,393	4.4	$ 192,309.62	Renewal	36 Months
Landlord Rep	Parkway Industrial Center	7251 National Dr	Hanover	Industrial - Warehouse	15,596	2.56	$ 558,908.66	New Lease	60 Months
Landlord Rep	Annapolis City Marina	410 Severn Ave	Annapolis	Office	1,261	2.15	$ 203,656.43	Renewal	60 Months
Landlord Rep	Annapolis City Marina	410 Severn Ave	Annapolis	Office	3,510	2.15	$ 21,000.00	New Lease	10 Months
Landlord Rep	Building 1000	2661 Riva Rd	Annapolis	Office - Retail	7,149	4.4	$ 289,244.07	Renewal	18 Months
Landlord Rep	Annapolis City Marina	410 Severn Ave	Annapolis	Office	694	2.15	$ 6,043.58	Renewal	9 Months
Landlord Rep	Annapolis Commerce Park - 2001-2003 Commerce	2001-2003 Commerce Park Dr	Annapolis	Flex - Office	5,127	4.5	$ 439,874.22	New Lease	64 Months
Landlord Rep	Annapolis City Marina	410 Severn Ave	Annapolis	Office	22,523	2.15	$ 311,432.79	Term Extension	6 Months
Landlord Rep	Annapolis City Marina	410 Severn Ave	Annapolis	Office	5,184	2.15	$ 96,932.32	Term Extension	6 Months
Landlord Rep	64 State Cr	64 State Cr	Annapolis	Retail - Retail	1,500	0.08	$ 347,030.85	New Lease	89 Months
Landlord Rep	Arundel Plaza	108 Old Solomons Island Rd	Annapolis	Office	1,000		$ 66,856.17	New Lease	36 Months
Landlord Rep	South River Colony - 3158	3158 Braverton St	Edgewater	Office	1,840	2.22	$ 237,067.31	New Lease	86 Months
Landlord Rep	100 Cathedral Street	100 Cathedral Street	Annapolis	Office	1,277		$ 32,883.00	Renewal	12 Months
Landlord Rep	Benfield Pines East	1023-1029 Benfield Boulevard	Millersville	Office	2,130		$ 21,600.00	New Lease	12 Months
Landlord Rep	Benfield Pines East	1023-1029 Benfield Boulevard	Millersville	Office	2,610		$ 25,200.00	Renewal	12 Months
Landlord Rep	Annapolis City Marina	410 Severn Ave	Annapolis	Office	1,257		$ 231,482.80	New Lease	60 Months
Landlord Rep	South River Colony - 3158	3158 Braverton St	Edgewater	Office	6,927		$ 160,637.13	Renewal	12 Months
Landlord Rep	Annapolis City Marina	410 Severn Avenue	Annapolis	Office	4,373		$ 726,596.45	New Lease	60 Months
Landlord Rep	Building 1000	2661 Riva Rd	Annapolis	Office - Retail	9,839		$ 1,422,217.94	Renewal w/ Expansion	60 Months
Landlord Rep	7 State Circle	7 State Circle	Annapolis	Office	1,830		$ 726,546.31	New Lease	126 Months
Landlord Rep	South River Colony - 3158	3158 Braverton St	Edgewater	Office	2,803		$ 61,666.00	New Lease	12 Months
Landlord Rep	Benfield Pines West	1035 Benfield Boulevard	Millersville	Flex - Office	2,336		$ 45,300.00	Renewal	24 Months
Landlord Rep	100 Cathedral Street	100 Cathedral Street	Annapolis	Office	1,277		$ 31,925.00	New Lease	12 Months

Representation Type	Property Name	Building Address	City	Property Type	Square Footage	Land Area AC	Lease Value	Lease Type	Lease Term
Landlord Rep	Wesbanco	4201 Mitchellville Rd	Bowie	Office	1,450		$ 140,461.50	Renewal	36 Months
Landlord Rep	711 Bestgate Rd	711 Bestgate Rd	Annapolis	Office	4,990		$ 435,776.70	Downsize w/ Renewal	48 Months
Landlord Rep	Benfield Pines West	1035 Benfield Boulevard	Millersville	Flex - Office	2,450		$ 22,200.00	New Lease	12 Months
Landlord Rep	Wesbanco	4201 Mitchellville Rd	Bowie	Office	4,065		$ 332,136.07	Downsize w/ Renewal	36 Months
Landlord Rep	Annapolis City Marina	410 Severn Avenue	Annapolis	Office	4,373		$ 726,596.45	New Lease	60 Months
Landlord Rep	Annapolis City Marina	410 Severn Ave	Annapolis	Office	1,141		$ 205,980.32	New Lease	63 Months
Landlord Rep	Arundel Plaza	108 Old Solomons Island Road	Annapolis	Office	1,000		$ 79,509.50	Renewal	39 Months
Landlord Rep	Parkway Building	200 Harry S. Truman Parkway	Annapolis	Office	757		$ 72,534.15	New Lease	36 Months
Landlord Rep	Benfield Pines East	1023-1029 Benfield Boulevard	Millersville	Office	2,610		$ 25,800.00	Renewal	12 Months
Landlord Rep	Building 1000	2661 Riva Rd	Annapolis	Office - Retail	2,086		$ 288,117.19	Renewal w/ Expansion	62 Months
Landlord Rep	Annapolis City Marina	410 Severn Avenue	Annapolis	Office	13,748		$ 2,619,570.17	Renewal	60 Months
Landlord Rep	Benfield Pines East	1023-1029 Benfield Boulevard	Millersville	Office	2,610		$ 25,200.00	Renewal	12 Months
Landlord Rep	Parkway Building	200 Harry S Truman Pkwy	Annapolis	Office	757		$ 26,242.67	Sublease	16 Months
Landlord Rep	4201 Mitchellville Rd	4201 Mitchellville Rd	Bowie	Office	1,559		$ 324,418.07	New Lease	88 Months
Landlord Rep	Parkway Building	200 Harry S Truman Pkwy	Annapolis	Office	762		$ 67,791.79	New Lease	36 Months
Landlord Rep	Building 1000	2661 Riva Rd	Annapolis	Office - Retail	7,517		$ 1,185,644.34	Renewal	72 Months
Landlord Rep	Annapolis City Marina	410 Severn Avenue	Annapolis	Office	1,095		$ 175,720.13	New Lease	63 Months
Landlord Rep	Annapolis Commerce Park - 2001-2003 Commerce	2001-2003 Commerce Park Drive	Annapolis	Flex - Office	7,278		$ 1,320,918.85	New Lease	126 Months
Landlord Rep	Benfield Pines West	1035 Benfield Boulevard	Millersville	Flex - Office	4,672		$ 43,800.00	Renewal	12 Months
Landlord Rep	Benfield Pines West	1035 Benfield Boulevard	Millersville	Flex - Office	2,462		$ 22,800.00	Renewal	12 Months
Landlord Rep	Benfield Pines West	1035 Benfield Boulevard	Millersville	Flex - Office	2,208		$ 47,100.00	Renewal	24 Months
Landlord Rep	Parkway Building	200 Harry S. Truman Parkway	Annapolis	Office	1,775		$ 990,476.54	Renewal w/ Expansion	93 Months
Landlord Rep	Parkway Building	200 Harry S. Truman Parkway	Annapolis	Office	2,567		$ 64,175.00	Downsize w/ Renewal	12 Months
Landlord Rep	696 MD Rte 3 N	696 State Route 3 North	Gambrills	Retail - Auto Dealership	1,250		$ 573,194.76	New Lease	120 Months
Landlord Rep	Annapolis City Marina	410 Severn Avenue	Annapolis	Office	3,510		$ 1,259,891.10	New Lease	130 Months 21 Days
Landlord Rep	Annapolis City Marina	410 Severn Avenue	Annapolis	Office	150		$ 22,446.94	Expansion Only	56 Months 9 Days
Landlord Rep	Annapolis Commerce Park - 2001-2003 Commerce	2001-2003 Commerce Park Drive	Annapolis	Flex - Office	7,133		$ 848,289.57	New Lease	60 Months
Landlord Rep	684 MD Route 3 North	684 State Route 3 North	Gambrills	Retail - Freestanding	1,917		$ 149,428.50	New Lease	37 Months
Landlord Rep	Benfield Pines East	1023-1029 Benfield Blvd	Millersville	Office	2,610		$ 24,600.00	Renewal	12 Months
Landlord Rep	Benfield Pines West	1035 Benfield Boulevard	Millersville	Flex - Office	2,336		$ 23,400.00	Renewal	12 Months
Landlord Rep	Annapolis City Marina	410 Severn Ave	Annapolis	Office	1,330		$ 116,248.38	New Lease	36 Months 16 Days
Landlord Rep	Benfield Pines West	1035 Benfield Blvd	Millersville	Flex - Office	4,672		$ 43,200.00	Renewal	12 Months
Landlord Rep	Benfield Pines East	1023-1029 Benfield Blvd	Millersville	Office	2,610		$ 24,900.00	Renewal	12 Months
Landlord Rep	Parkway Building	200 Harry S. Truman Parkway	Annapolis	Office	756		$ 48,342.42	New Lease	24 Months
Landlord Rep	Parkway Building	200 Harry S. Truman Parkway	Annapolis	Office	2,567		$ 64,175.00	Renewal	12 Months
Landlord Rep	Parkway Building	200 Harry S. Truman Parkway	Annapolis	Office	8,816		$ 2,578,680.00	Renewal	122 Months
Landlord Rep	Annapolis Landing Marina	980 Awald Road	Annapolis	Office	730		$ 18,249.96	New Lease	12 Months
Landlord Rep	South River Colony - 3158	3158 Braverton Street	Edgewater	Office	4,189		$ 356,773.93	New Lease	63 Months
Landlord Rep	Benfield Pines West	1035 Benfield Boulevard	Millersville	Flex - Office	2,462		$ 22,500.00	Renewal	12 Months
Landlord Rep	Benfield Pines West	1035 Benfield Boulevard	Millersville	Flex - Office	4,672		$ 93,000.00	Renewal	24 Months
Landlord Rep	Annapolis City Marina	410 Severn Avenue	Annapolis	Office	1,217		$ 14,871.74	New Lease	12 Months
Landlord Rep	Benfield Pines West	1035 Benfield Boulevard	Millersville	Flex - Office	2,336		$ 47,400.00	Renewal	24 Months
Tenant Rep	Admiral Building	175 Admiral Cochrane Dr	Annapolis	Office	1,802		$ 156,706.02	Term Extension	38 Months
Tenant Rep	171 Conduit St	171 Conduit St	Annapolis	Office - Retail	1,200		$ 85,260.00	New Lease	24 Months
Tenant Rep	West Woods Business Park B	180 Admiral Cochrane Dr	Annapolis	Office	1,602		$ 164,629.05	Renewal	38 Months
Tenant Rep	Annapolis Commerce Park - 900 Bestgate	900 Bestgate Rd	Annapolis	Office	1,895		$ 266,759.05	Expansion Only	47 Months

Representation Type	Property Name	Building Address	City	Property Type	Square Footage	Land Area AC	Lease Value	Lease Type	Lease Term
Tenant Rep	150 South St	150 South St	Annapolis	Office	504		$ 15,070.00	New Lease	13 Months
Tenant Rep	1201 Winterson Rd	1201 Winterson Rd	Linthicum Heights	Office	17,614		$ 785,379.86	Sublease	32 Months
Tenant Rep	Arnold Station	1460 Ritchie Hwy	Arnold	Retail - Retail	3,316		$ 220,063.68	Renewal	63 Months
Tenant Rep	International Trade Center - 501	501 McCormick Dr	Glen Burnie	Flex - Flex	7,560		$ 177,715.94	Renewal	24 Months
Tenant Rep	8485 Fort Smallwood Rd	8485 Fort Smallwood Rd	Pasadena	Retail - Freestanding	6,600		$ 171,600.00	New Lease	24 Months
Tenant Rep	7609 Energy Pkwy	7609 Energy Pkwy	Baltimore	Industrial - Flex	5,725		$ 178,213.61	New Lease	63 Months
Tenant Rep	Parkway Building	200 Harry S Truman Pkwy	Annapolis	Office	427	1.42	$ 16,349.83	Renewal	62 Months
Tenant Rep	Arundel Crossing West - 1370 Blair	1370 Blair Dr	Odenton	Industrial - Warehouse	13,000		$ 268,100.00	New Lease	27 Months
Tenant Rep	Baymeadow Business Park - 6701 Baymeadow	6701 Baymeadow Dr	Glen Burnie	Flex - Flex	30,852		$ 1,186,876.44	New Lease	24 Months
Tenant Rep	I-97 Business Park - 231 Najoles Rd	231 Najoles Rd	Millersville	Office	2,016		$ 350,222.86	New Lease	60 Months
Tenant Rep	Clock Tower Place	1410 Forest Dr	Annapolis	Office	1,914		$ 242,360.16	Term Extension	60 Months
Tenant Rep	Severna Park Shopping Center - 541	541 Baltimore Annapolis Blvd	Severna Park	Retail - Shopping Center	2,246		$ 245,684.69	New Lease	60 Months
Tenant Rep	Glen Burnie Business Center	175 Penrod Ct	Glen Burnie	Industrial - Distribution	6,000		$ 54,000.00	New Lease	12 Months
Tenant Rep	451 Defense Hwy	451 Defense Hwy	Annapolis	Flex - Flex	23,991		$ 3,319,997.00	New Lease	124 Months
Tenant Rep	2109 Forest Dr	2109 Forest Dr	Annapolis	Flex - Flex	3,295		$ 166,908.60	New Lease	36 Months
Tenant Rep	Baymeadow Business Park - 6701 Baymeadow	6701 Baymeadow Dr	Glen Burnie	Flex - Flex	20,252		$ 407,267.72	Renewal	12 Months
Tenant Rep	3169 Braverton Street	3169 Braverton St	Edgewater	Office	1,447		$ 169,011.03	New Lease	60 Months
Tenant Rep	Bay Forest Shopping Center	934 Bay Ridge Rd	Annapolis	Retail - Shopping Center	1,682		$ 479,370.00	New Lease	120 Months
Tenant Rep	125 West Street	125 West St	Annapolis	Office	2,804		$ 266,246.67	Renewal	36 Months
Tenant Rep	2156 Renard Ct	2156 Renard Ct	Annapolis	Industrial - Flex	3,000		$ 157,635.90	New Lease	39 Months
Tenant Rep	Baymeadow Business Park - 6701 Baymeadow	6701 Baymeadow Dr	Glen Burnie	Flex - Flex	30,852		$ 419,485.80	Renewal	12 Months
Tenant Rep	501 McCormick Drive	501 McCormick Dr	Glen Burnie	Flex - Flex	7,560		$ 93,744.00	Renewal	12 Months
Tenant Rep	Woodlands Park I	1302 Concourse Dr	Linthicum Heights	Office	1,740		$ 235,566.36	New Lease	62 Months
Tenant Rep	Brick Companies Center	3168 Braverton St	Edgewater	Office	2,539		$ 197,533.14	New Lease	36 Months
Tenant Rep	888 Bestgate Rd	888 Bestgate Road	Annapolis	Office	4,505		$ 1,807,567.17	New Lease	120 Months
Tenant Rep	7060 Aviation Blvd.	7060 Aviation Boulevard	Glen Burnie	Industrial - Warehouse	8,500		$ 649,089.00	New Lease	36 Months
Tenant Rep	Lake Shore Plaza	4103-4211 Mountain Road	Pasadena	Retail - Day Care	11,878		$ 480,621.41	Term Extension	24 Months
Tenant Rep	1202 Annapolis Road	1202 Annapolis Road	Odenton	Office	1,951		$ 175,576.90	New Lease	60 Months
Tenant Rep	711 Bestgate Rd	711 Bestgate Rd	Annapolis	Office	14,874		$ 5,454,496.92	New Lease	186 Months
Tenant Rep	7 State Circle	7 State Circle	Annapolis	Office	2,013		$ 284,317.55	Renewal	36 Months
Tenant Rep	2530 Riva Rd	2530 Riva Rd	Annapolis	Office	3,744		$ 221,120.00	Downsize w/ Renewal	24 Months
Tenant Rep	844 Ritchie Highway	844 Ritchie Hwy	Severna Park	Flex - Office	4,600		$ 423,200.00	Renewal	60 Months
Tenant Rep	Arundel Crossing West - 1370 Blair	1370 Blair Drive	Odenton	Industrial - Warehouse	12,294		$ 381,726.15	Renewal	36 Months
Tenant Rep	Park Plaza	550-570 Ritchie Highway	Severna Park	Retail - Shopping Center	3,920		$ 437,001.21	Renewal	62 Months
Tenant Rep	Cromwell Business Park	798 Cromwell Park Dr	Glen Burnie	Flex - Flex	5,400		$ 334,878.52	New Lease	84 Months
Tenant Rep	Westfield Annapolis	2002 Annapolis Mall	Annapolis	Retail - Mall	15,542		$ 1,069,537.83	Renewal w/ Expansion	180 Months
Tenant Rep	516-518 S Camp Meade Rd	516 South Camp Meade Road	Linthicum Heights	Office	1,500		$ 85,865.42	New Lease	60 Months
Tenant Rep	888 Bestgate Rd	888 Bestgate Road	Annapolis	Office			$ 48,000.00	New Lease	24 Months
Tenant Rep	8531 Veteran's Highway	8531 Veterans Highway	Millersville	Office	9,859		$ 893,864.53	New Lease	88 Months
Tenant Rep	Empire Towers	7310 Ritchie Highway	Glen Burnie	Office	6,787		$ 1,341,562.84	Renewal w/ Expansion	88 Months
Tenant Rep	Lake Shore Plaza	4103-4211 Mountain Road	Pasadena	Retail - Day Care	11,878		$ 2,081,884.38	Renewal	120 Months
Tenant Rep	125 West Street	125 West Street	Annapolis	Office	1,984		$ 326,526.72	Downsize w/ Renewal	60 Months
Tenant Rep	4201 Northview Drive	4201 Northview Drive	Bowie	Office	7,677		$ 2,365,230.00	Renewal w/ Expansion	124 Months
Tenant Rep	Howard County Executive Center	3300 North Ridge Road	Ellicott City	Office	2,130		$ 165,413.38	New Lease	38 Months
Tenant Rep	Lake Shore Plaza	4115 Mountain Road	Pasadena	Retail - Shopping Center	3,870		$ 513,658.90	New Lease	62 Months
Tenant Rep	185 Admiral Cochrane Dr	185 Admiral Cochrane Drive	Annapolis	Office	5,337		$ 793,376.01	Renewal w/ Expansion	64 Months

Representation Type	Property Name	Building Address	City	Property Type	Square Footage	Land Area AC	Lease Value	Lease Type	Lease Term
Tenant Rep	3G Wireless - 7195 Troy Hill Drive	7195 Troy Hill Drive	Elkridge	Industrial - Flex	13,574		$ 992,395.14	New Lease	62 Months
Tenant Rep	Jemal's Defense Highway	116 Defense Highway	Annapolis	Office - Medical	13,392		$ 5,971,904.08	Renewal	156 Months
Tenant Rep	881 Elkridge Landing Road	881 Elkridge Landing Road	Linthicum Heights	Office	34,400		$ 3,278,999.20	Sublease	74 Months
Tenant Rep	Baymeadow Business Park - 6701 Baymeadow	6701 Baymeadow Drive	Glen Burnie	Flex - Flex	10,800		$ 2,723,817.73	Downsize w/ Renewal	126 Months
Tenant Rep	781 - 783 Elkridge Landing Road	781 Elkridge Landing Road	Linthicum Heights	Industrial - Warehouse	9,413		$ 248,600.00	New Lease	24 Months 14 Days
Tenant Rep	4 Dock St	4 Dock Street	Annapolis	Office	2,500		$ 93,600.00	New Lease	12 Months
Tenant Rep	451 Defense Hwy	451 Defense Highway	Annapolis	Flex - Light Distribution	6,560		$ 294,006.41	Renewal	36 Months
Tenant Rep	16410 Heritage Blvd	16410 Heritage Boulevard	Bowie	Land - Retail	73,000	1.68	$ 4,536,500.00	New Lease	240 Months
Buyer Rep	214 Eastern Avenue	214 Eastern Avenue	Annapolis	Flex - Flex	10,065				
Buyer Rep	25 Shaw Street	25 Shaw Street	Annapolis	Office	8,239				
Buyer Rep	Dorsey Rd	Dorsey Road	Glen Burnie	Land - Industrial		7.6			
Buyer Rep	2129 Moran Drive	2129 Moran Drive	Annapolis	Land - Residential		20.17			
Buyer Rep	1791 Generals Hwy	1791 Generals Hwy	Annapolis	Land - Residential	0	2			
Buyer Rep	194 Green Street	194 Green Street	Annapolis	Retail - Retail	2,100				
Buyer Rep	443 Crain Hwy	443 Crain Hwy N	Glen Burnie	Office	16,800				
Buyer Rep	3069 Solomons Island Rd	3069 Solomons Island Rd	Edgewater	Retail - Retail	5,492				
Buyer Rep	3130 Solomons Island Rd	3130 Solomons Island Road	Edgewater	Retail - Big Box		6.73			
Buyer Rep	Rosa V Johnson Property	Generals Hwy	Annapolis	Land - Residential	0	95.63			
Buyer Rep	696 MD Rte 3 N	696 MD Rte 3 N	Gambrills	Retail - Auto Dealership	5,118				
Buyer Rep	Bestgate Road	Bestgate Road	Annapolis	Land - Multifamily/Assisted Living		27			
Seller Rep	8662 Veterans Hwy	8662 Veterans Highway	Millersville	Land - Commercial		0.5			
Seller Rep	100 Cathedral St	100 Cathedral Street	Annapolis	Office	1,277				
Seller Rep	8300-8344 Ritchie Hwy	8300-8344 Ritchie Hwy	Pasadena	Land - Mixed Use	631,620	14.5			
Seller Rep	2555 Riva Road	2555 Riva Road	Annapolis	Land - Mixed Use		1.19			
Seller Rep	122 Severn Avenue	122 Severn Avenue	Annapolis	Flex - Office	5,344				
Seller Rep	180 Main Street	180 Main Street	Annapolis	Office	7,416				
Seller Rep	79 West Street	79 West St	Annapolis	Office	3,095				
Seller Rep	2901 Riva Trace Pkwy	2901 Riva Trace Pkwy	Annapolis	Office	5,599				
Seller Rep	4367 Northview Drive	4367 Northview Drive	Bowie	Office	1,029				
Seller Rep	1566-1580 Annapolis Rd	1566-1580 Annapolis Rd	Odenton	Land - Mixed Use	232,175	5.33			
Seller Rep	5410 Indian Head Highway	5410 Indian Head Highway	Oxon Hill	Office - Retail	22,800				
Seller Rep	The Market Place At Piney Orchard	8759 Piney Orchard Pkwy	Odenton	Retail - Bank	2,090	1.09			
Seller Rep	8646 Veterans Hwy	8646 Veterans Highway	Millersville	Land - Commercial		0.5			
Seller Rep	182 Duke Of Gloucester St	182 Duke Of Gloucester St	Annapolis	Office	3,260				
Seller Rep	7 State Circle	7 State Circle	Annapolis	Office	3,933				
Seller Rep	Stamato Properties	Race Road / Jessup Road	Jessup	Land - Residential		11.32			
Seller Rep	4201 Mitchellville Rd	4201 Mitchellville Road	Bowie	Office	48,544				
Seller Rep	14300 Gallant Fox Ln	14300 Gallant Fox Ln	Bowie	Office - Medical	4,018				
Seller Rep	Villages Of Lincolnshire Phase II	Karen Boulevard & Wilberforce Ct	Capitol Heights	Land - Residential		9.54			
Seller Rep	2555 Riva Road	2555 Riva Road	Annapolis	Land - Mixed Use		1.73			
Seller Rep	60 & 64 State Circle	60 & 64 State Circle	Annapolis	Retail - Storefront					

REAL ESTATE COMMISSION

11 05 96686 PATRICIA B. FARRELL (TRISH) 6304 04-30-2025

MESSAGE(S):

REMINDER: YOU MUST COMPLETE 15 HOURS OF CONTINUING EDUCATION AT LEAST 30 DAYS PRIOR TO YOUR NEXT RENEWAL.

Maryland
DEPARTMENT OF LABOR

LICENSE * REGISTRATION * CERTIFICATION * PERMIT

STATE OF MARYLAND

MARYLAND DEPARTMENT OF LABOR

Wes Moore
Governor
Aruna Miller
Lt. Governor
Portia Wu
Secretary

REAL ESTATE COMMISSION

CERTIFIES THAT:

PATRICIA B. FARRELL (TRISH)

MACKENZIE COMMERCIAL REAL ESTATE SERVICES LLC
2328 W JOPPA ROAD, SUITE 200
LUTHERVILLE MD 21093

IS AN AUTHORIZED: **05- SALESPERSON**

LIC/REG/CERT	EXPIRATION	EFFECTIVE	CONTROL NO
96686	05-07-2027	N/A	6439604

Signature of Bearer

Secretary

WHERE REQUIRED BY LAW THIS MUST BE CONSPICUOUSLY DISPLAYED IN OFFICE TO WHICH IT APPLIES

---

11 05 96686 6,439,604

11 05 96686

REAL ESTATE COMMISSION
100 S. CHARLES STREET
BALTIMORE, MD 21201

PATRICIA B. FARRELL (TRISH)
MACKENZIE COMMERCIAL REAL ESTATE SERVICES LLC
2328 W JOPPA ROAD, SUITE 200
LUTHERVILLE MD 21093

Maryland
DEPARTMENT OF LABOR

LICENSE * REGISTRATION * CERTIFICATION * PERMIT

STATE OF MARYLAND

MARYLAND DEPARTMENT OF LABOR

Wes Moore
Governor
Aruna Miller
Lt. Governor
Portia Wu
Secretary

REAL ESTATE COMMISSION

CERTIFIES THAT:

PATRICIA B. FARRELL (TRISH)

IS AN AUTHORIZED: 05 - SALESPERSON

LIC/REG/CERT	EXPIRATION	EFFECTIVE	CONTROL NO
96686	05-07-2027	N/A	6439604

Signature of Bearer

Secretary

Section 10, Item D.

REAL ESTATE COMMISSION

11 05 81946 DAVID M. MCCLATCHY JR. 6329 05-25-2025

MESSAGE(S):

REMINDER: YOU MUST COMPLETE 15 HOURS OF CONTINUING EDUCATION AT LEAST 30 DAYS PRIOR TO YOUR NEXT RENEWAL.

Maryland
DEPARTMENT OF LABOR

LICENSE * REGISTRATION * CERTIFICATION * PERMIT

STATE OF MARYLAND

MARYLAND DEPARTMENT OF LABOR

Wes Moore, Governor
Aruna Miller, Lt. Governor
Portia Wu, Secretary

REAL ESTATE COMMISSION

CERTIFIES THAT:
DAVID M. MCCLATCHY JR.

MACKENZIE COMMERCIAL REAL ESTATE SERVICES LLC
2328 W JOPPA ROAD, SUITE 200
LUTHERVILLE MD 21093

IS AN AUTHORIZED: **05- SALESPERSON**

LIC/REG/CERT	EXPIRATION	EFFECTIVE	CONTROL NO
81946	05-31-2027	N/A	6450959

Signature of Bearer

Secretary

WHERE REQUIRED BY LAW THIS MUST BE CONSPICUOUSLY DISPLAYED IN OFFICE TO WHICH IT APPLIES

---

11 05 81946 6,450,959

11 05 81946

REAL ESTATE COMMISSION
100 S. CHARLES STREET
BALTIMORE, MD 21201

DAVID M. MCCLATCHY JR.
MACKENZIE COMMERCIAL REAL ESTATE SERVICES LLC
2328 W JOPPA ROAD, SUITE 200
LUTHERVILLE MD 21093

Maryland
DEPARTMENT OF LABOR

LICENSE * REGISTRATION * CERTIFICATION * PERMIT

STATE OF MARYLAND

MARYLAND DEPARTMENT OF LABOR

Wes Moore, Governor
Aruna Miller, Lt. Governor
Portia Wu, Secretary

REAL ESTATE COMMISSION

CERTIFIES THAT:
DAVID M. MCCLATCHY JR.

IS AN AUTHORIZED: 05 - SALESPERSON

LIC/REG/CERT	EXPIRATION	EFFECTIVE	CONTROL NO
81946	05-31-2027	N/A	6450959

Signature of Bearer

Secretary

REAL ESTATE COMMISSION

11 01 68515 JOHN SCOTT WIMBROW (SCOTT) 6137 11-14-2024

MESSAGE(S):

REMINDER: YOU MUST COMPLETE 15 HOURS OF CONTINUING EDUCATION 30 DAYS BEFORE YOUR NEXT RENEWAL. SUBMIT YOUR CREDIT REPORT AT HTTPS://LABOR.MARYLAND.GOV/LICENSE/MREC
FAILURE TO DO SO WILL RESULT IN A REINSTATEMENT FEE.

Maryland
DEPARTMENT OF LABOR

LICENSE * REGISTRATION * CERTIFICATION * PERMIT

STATE OF MARYLAND

MARYLAND DEPARTMENT OF LABOR

Wes Moore
Governor
Aruna Miller
Lt. Governor
Portia Wu
Secretary

REAL ESTATE COMMISSION

CERTIFIES THAT:
JOHN SCOTT WIMBROW (SCOTT)

MACKENZIE COMMERCIAL REAL ESTATE SERVICES LLC
2328 W JOPPA ROAD, SUITE 200
LUTHERVILLE MD 21093

IS AN AUTHORIZED: **01 - BROKER**

LIC/REG/CERT	EXPIRATION	EFFECTIVE	CONTROL NO
68515	11-12-2026	N/A	6350786

Signature of Bearer

Secretary

WHERE REQUIRED BY LAW THIS MUST BE CONSPICUOUSLY DISPLAYED IN OFFICE TO WHICH IT APPLIES

---

11 01 68515 6,350,786

11 01 68515

REAL ESTATE COMMISSION
1100 N. EUTAW STREET
BALTIMORE, MD 21201

JOHN SCOTT WIMBROW (SCOTT)
MACKENZIE COMMERCIAL REAL ESTATE SERVICES LLC
2328 W JOPPA ROAD, SUITE 200
LUTHERVILLE MD 21093

Maryland
DEPARTMENT OF LABOR
LICENSE * REGISTRATION * CERTIFICATION * PERMIT
STATE OF MARYLAND
MARYLAND DEPARTMENT OF LABOR
Wes Moore
Governor
Aruna Miller
Lt. Governor
Portia Wu
Secretary

REAL ESTATE COMMISSION
CERTIFIES THAT:
JOHN SCOTT WIMBROW (SCOTT)

IS AN AUTHORIZED: 01 - BROKER

LIC/REG/CERT	EXPIRATION	EFFECTIVE	CONTROL NO
68515	11-12-2026	N/A	6350786

Signature of Bearer
Secretary

MACKENZIE
COMMERCIAL REAL ESTATE SERVICES, LLC

CORPORATE **CAPABILITIES**

FULL-SERVICE COMMERCIAL REAL ESTATE SERVICES

WELCOME TO MACKENZIE

AT THE MACKENZIE COMPANIES, we understand that every business is unique, with distinct needs and objectives. That's why we offer a comprehensive suite of full-service commercial real estate solutions designed to meet your specific requirements. Whether you are seeking to acquire a new property, lease a space, sell an existing asset, manage your building or real estate portfolio, embark on a construction build-out, explore investment opportunities, pursue development projects, or need expert guidance in securing debt and equity capital, our seasoned professionals are here to guide you every step of the way. Our personalized approach allows us to deliver customized solutions that align perfectly with your goals, delivering a seamless experience.

With nearly 225 employees, MacKenzie is one of the largest, non-affiliated full-service commercial real estate firms operating in the Mid-Atlantic. Headquartered in Lutherville, Maryland, MacKenzie has additional offices in downtown Baltimore, Annapolis, Columbia and Bel Air, Maryland, as well as its latest office and presence in Charlottesville, Virginia. These strategic locations allows the firm to effectively reach and impact key markets across the Mid-Atlantic while tapping into a dynamic regional economy that bridges major metropolitan areas like Baltimore, Annapolis and Washington, DC. Our companies and offices deliver a comprehensive suite of services including brokerage, property management, capital solutions, construction, investment and development.

THE MACKENZIE COMPANIES:

- MACKENZIE COMMERCIAL REAL ESTATE SERVICES, LLC
- MACKENZIE INVESTMENT GROUP, LLC
- MACKENZIE MANAGEMENT COMPANY, LLC
- MACKENZIE CONTRACTING COMPANY, LLC
- MACKENZIE CAPITAL, LLC

OUR SERVICES

Founded as a development firm in 1968 by **Clark MacKenzie, a University of Virginia graduate,** MacKenzie today comprises five firms that provide clients a competitive, full-service platform of commercial real estate offerings:

THE **MACKENZIE** DIFFERENCE

For more than half a century, MacKenzie has been providing commercial real estate services in the Mid-Atlantic region and beyond.

Founded in 1968 as a development firm, MacKenzie today comprises five firms that provide clients a competitive, **full-service platform** of offerings in leasing, sales, investment sales, tenant and landlord advisory services, corporate and business consulting, commercial and residential development, general construction, property management, debt and equity capital placement, data analytics, mapping and market research.

MacKenzie is unique in its position as an entrepreneurial, local, independent, full-service firm; and, as a result, is able to operate on a much more efficient and broader scale than its competitors. Each MacKenzie firm provides their clients with extensive expertise in their field; expertise that is shared collaboratively throughout the MacKenzie platform.

MacKenzie's clients and prospects benefit from this collaboration as they have full access to the experienced professionals of all MacKenzie divisions throughout their real estate process. Additionally, MacKenzie's ability to be nimble is unmatched in this regard because we are a local firm. MacKenzie has invested heavily in its platform to ensure that its clients, no matter how large or small, receive the highest level of service in a very timely manner.

Furthermore, with six offices throughout Maryland and Virginia, MacKenzie has "boots on the ground" in nearly every major market in the Mid-Atlantic, and those agents have extensive relationships with owners and tenants in their respective markets.

TYPICAL SERVICES OFFERED:

- **Site Selection & Acquisition**
- **Sales and Leasing**
- **GIS Mapping**
- **Demographic/Market Analysis**
- **Market Research and Feasibility Studies**
- **Valuation Analysis**
- **Development and Investment**
- **Property and Asset Management**
- **Financing and Debt Placement**
- **Construction (Out-of-Ground, Renovation and Build-Out) and Project Management**

NATIONAL MARKET **COVERAGE**

MacKenzie's regional and national landlord and tenant representation abilities are virtually unlimited. MacKenzie's advisors are **doing business beyond the State of Maryland and the Commonwealth of Virginia**. This activity is supported by MacKenzie's in-house full-service competitive platform and numerous strategic corporate partnerships and network affiliations such as SIOR (the world's elite members of the industrial and office real estate industry), Retail Brokers Network, ICSC, and CREW that allows our advisors to leverage relationships across the U.S. With access to multiple industry platforms and strong local and national partnerships cultivated over more than 55 years, MacKenzie's advisors have the ability to network and market to real estate brokers on a regional and national level. MacKenzie's advisors routinely work with all national firms when prospecting for projects they represent.

CURRENT LISTING STATS*:
(2024)

* *Includes total brokerage listings, including retail, office and industrial property types*

20.1M SQ FT

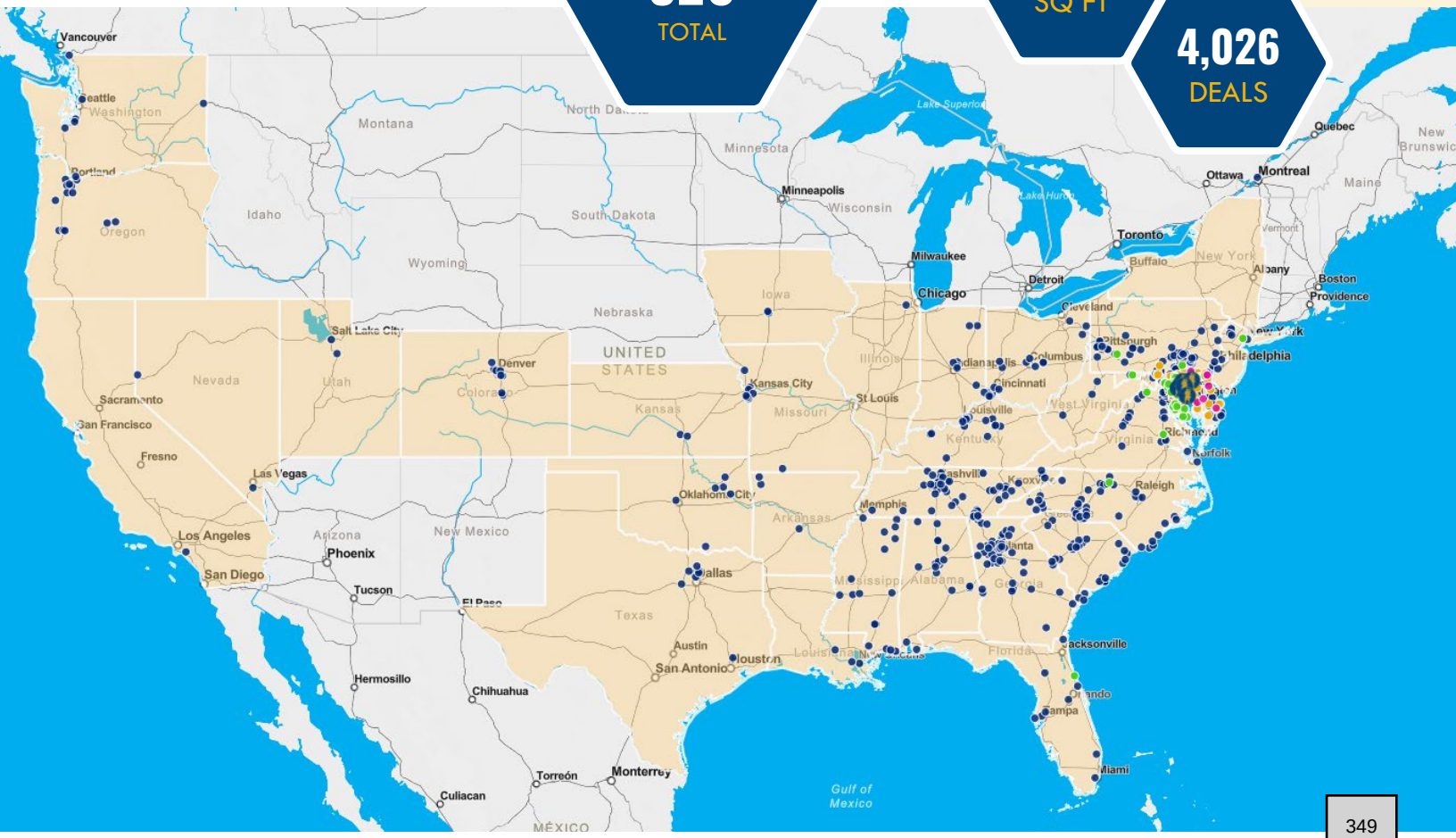
520 TOTAL

TRANSACTIONS:
(PAST 5 YEARS)

$2.4B SALE/LEASE VOLUME

40.1M SQ FT

4,026 DEALS



MACKENZIE
BROKERAGE

SELLER/LANDLORD REPRESENTATION

Whether you manage a single property or a large portfolio, our Real Estate Advisors provide tailored strategies to meet your business goals and timelines. Backed by local market knowledge and the diverse skills of the MacKenzie Team, we offer a **full range of landlord representation services**, including property repositioning, tenant retention, lease negotiations, financial analysis, and asset valuation. Our targeted marketing and leasing efforts aim to attract quality tenants and boost property visibility. With proactive management, we help maintain high occupancy rates, increase rental income, and enhance overall asset performance.

BUYER/TENANT REPRESENTATION

MacKenzie's Tenant Advisors provide **comprehensive representation services** designed to give clients strategic insights and strong negotiating power. Using extensive market data, advanced lease and property evaluation tools, and detailed analysis of comparable transactions, our advisors offer customized guidance to tenants and buyers, often at no cost. We support clients through every step, including site selection, lease renewals and renegotiations, space planning, and build-out coordination. Our team also handles financial assessments, identifies potential incentives and navigates zoning and regulatory requirements. With our expertise, we help clients develop long-term occupancy strategies and excel in lease negotiations, property acquisitions, relocations and portfolio management.

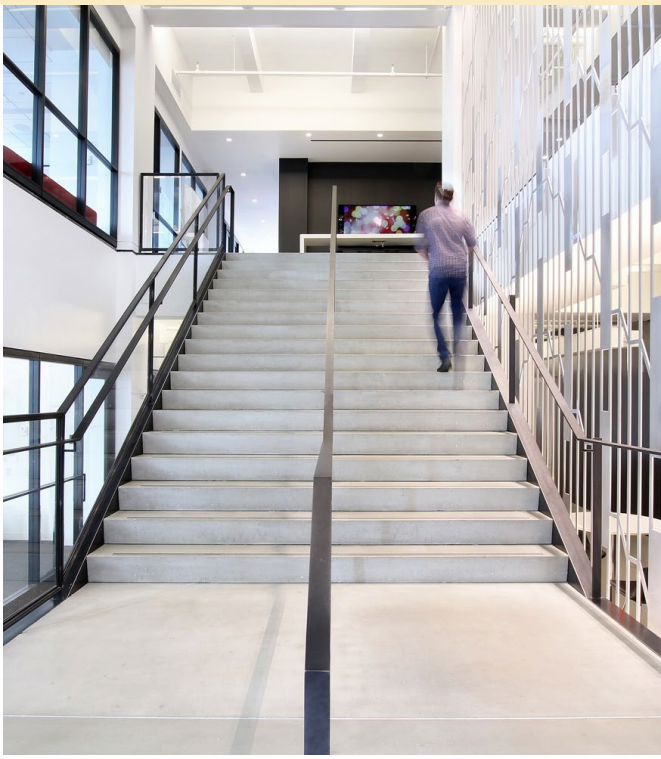
INVESTMENT SALES

MacKenzie is committed to helping investors **maximize the value** of their commercial real estate portfolio. Our Investment Sales team constantly surveys the market, utilizes sophisticated cash flow financial modeling (Argus 14.0) and researches comparable sales to maximize values for property owners. We then tailor a customized approach to meet long-term acquisition or disposition objectives, optimizing financial results and exceeding client expectations. With experience in the purchase and disposition of retail, office, industrial, land, mixed-use properties, as well as 1031 tax deferred exchange transactions, we deliver investment opportunities for your consideration, or market properties to a targeted audience of qualified purchasers.

A long-term participant in the Mid-Atlantic's investment and brokerage communities, our advisors utilize comprehensive databases, established relationships with local and national investors, sophisticated marketing tools and carefully crafted, property-specific sales campaigns to present **investment opportunities** to appropriate purchasers.

MACKENZIE
MANAGEMENT

MacKenzie Management Company, LLC, is a full-service property management provider specializing in the management of office, medical, retail, industrial, and mixed-use properties. Drawing on more than 50 years of experience, our organization currently manages more than 244 projects, comprising over 9.0 million square feet of space. As owners ourselves, we understand the important role proficient management plays in an investment property. We apply this perspective to every commercial property we manage, integrating planned physical maintenance and improvements, detailed financial analysis and budgeting and established tenant retention strategies to maximize investment returns. This proven and proactive "turn-key" approach goes beyond typical property management, giving owners the support they need to concentrate on high-level decision-making while insulating them from day-to-day property functions. MacKenzie's asset management strategies are customized, full-service plans tailored to the unique needs of each property and can range from **all-inclusive asset management** to versatile **a-la-carte services** that can complement existing procedures.



PROPERTY, FACILITY AND ASSET MANAGEMENT SERVICES:

- On-Site Property Management
- Tenant Retention Programs
- Vendor Contract Negotiation
- Supervision of Operating and Maintenance Costs
- Vendor Invoice Processing
- Lease Administration
- Strategic Financial Planning
- Budgeting, Cash Flow and Capital Expenditure Projections
- Monthly Financial Reports
- Building Inspections and Safety
- Maintenance Staffing and Supervision
- On-Call, 24/7 Emergency Response
- Due Diligence Consulting
- Investor Reporting
- Multi-Facility Management

MACKENZIE

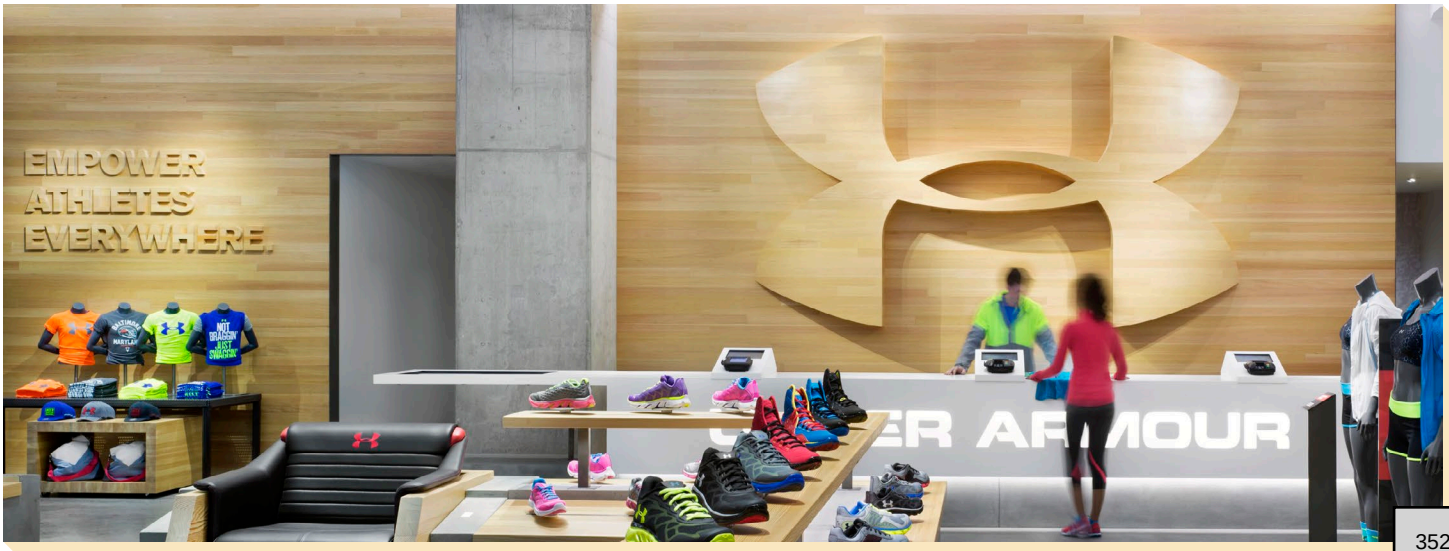
CONTRACTING

MacKenzie Contracting Company, LLC is an award-winning, **full-service general contracting and construction** management firm offering a full range of pre-construction, general contracting, ground-up construction, renovations and project management assistance for our clients. Emphasizing control over schedule, safety and quality, our primary goal is to deliver the highest standard of craftsmanship in the most cost-effective way possible by delivering on time and within budget.

Large enough to manage any size job, yet small enough to provide personalized attention, MacKenzie Contracting offers more than 300 years of combined experience, making our skilled project managers and superintendents a rare asset in today's market. The many awards and repeat clients MacKenzie Contracting has won serve as a testament to our ability to provide quality, value, and on-time delivery to clients in an array of industries including healthcare, defense, education, retail, business and manufacturing.

Having mastered the understanding of its clients' needs and how to tailor every project to suit their individual requirements, MacKenzie Contracting offers a team with expert insight into creating optimized and innovative office spaces as well as accessible and aesthetically pleasing retail spaces.

And, having successfully partnered with some of the region's most prestigious healthcare organizations, MacKenzie Contracting also offers a team highly specialized in building healthcare facilities including general and inpatient locations, ambulatory and emergency care centers, and laboratory and research facilities. Our longstanding and ongoing relationships with entities in all of these industries speaks to our commitment to high-quality service.



MACKENZIE INVESTMENT

MacKenzie Investment Group, LLC is a **real estate investment firm** with experience covering more than 42 million square feet of combined office and industrial assets as well as nearly 10,000 multifamily units across dozens of projects. The opaque, inefficient nature of real estate rewards diligent research and deep industry contacts. The yield-driven, tax-advantaged, and inflation-hedged nature of the asset class makes it a highly desirable place to invest through a variety of cycles. The unrivaled scale of the asset class ensures there are plenty of opportunities for those organized, connected and active in the market.

Our strategy is focused on **value add** and **opportunistic investments**. The structure of our firm allows us to be fast and nimble when strong opportunities are identified. The corporate structure provides us with the patience to pass on opportunities with unnecessary risk. We are not compensated through volume-driven management fees, which allows us to be selective in the opportunities we pursue. Moreover, we always invest alongside our limited partners to reinforce our belief and commitment every time capital is deployed.

MACKENZIE CAPITAL

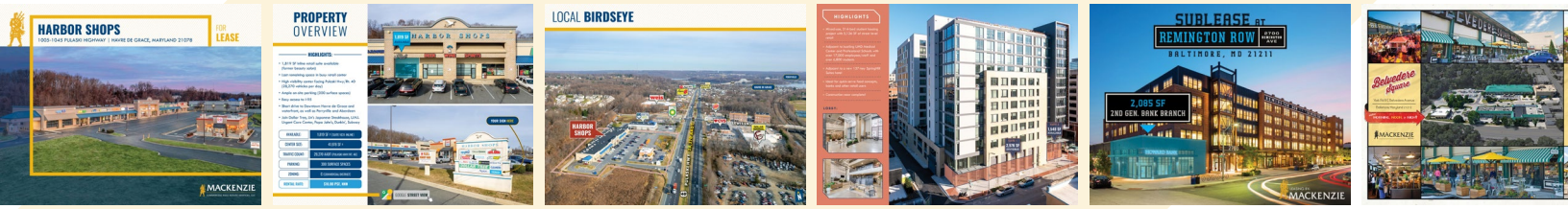
MacKenzie Capital, LLC is a highly-regarded boutique **real estate capital advisory firm** that entrepreneurial commercial real estate owners, developers and investors rely on for their debt and equity capital needs.

For decades, our team of experienced advisors have successfully arranged financing for small and large projects of all property types throughout the country. Our creative, client-focused approach to advisory ensures that our clients are given the hands-on attention and focus that only an independent boutique firm such as ours can provide. By bringing in the right mix of partnerships, we work alongside our clients to develop a strategic plan, create financial solutions and accomplish business goals for a diverse set of properties.

MACKENZIE MARKETING

- Print and Di
- Virtual Property Tours
- Email Campaigns
- Advertising
- Social Media
- Public Relations
- Events
- Progress Reports

MacKenzie's **full-time marketing staff** is dedicated to the development of multi-channel marketing strategies, including exciting collateral materials, compelling advertising campaigns, interactive web-based and digital environments, event planning, and consistent public relations and promotional plans. Experienced in a wide variety of graphic, mapping, and online software programs, MacKenzie's marketing staff works with each client to coordinate cohesive, targeted marketing programs with distinct and calculable objectives. MacKenzie's in-house marketing team maximizes project visibility and ensures that marketing messages and branding remain consistent across all product types and media platforms.



MARKETING REPORT EXAMPLE:

LOCATION INTELLIGENCE

Research and Technology

MacKenzie's in-house research team is dedicated to delivering comprehensive insights and analysis essential for informed decision-making within the realm of commercial real estate. Our team diligently conducts thorough market analyses, carefully examining local, regional, and national real estate landscapes to detect prevailing trends and future forecasts. The team surveils property performance throughout the local market, assessing individual properties and portfolios while continuously monitoring competitor activities and industry developments to help guide strategic positioning for their clients. Through the maintenance of databases that track sales and lease transactions and tenants throughout the market, MacKenzie's research team is able to provide clients with an understanding of the competitive landscape and market dynamics so that they can make better informed business decisions.

GIS (Geographic Information Systems)

Strategic planning for organizations requires navigating vast amounts of information across business operations, competition, and market trends. To streamline that process, MacKenzie employs Geographic Information Systems (GIS) to consolidate data into interactive maps, aiding in decision-making.

MacKenzie's advisors are each equipped with access to a proprietary interactive mapping dashboard (MackMaps®) which houses a collection of diverse data sources. These sources include, but are not limited to, local government information such as zoning regulations, property ownership records and traffic statistics; and comprehensive GIS and data analytics from third-party providers like ESRI and Placer.ai that encompass demographics, consumer behavior and market dynamics. In lease negotiations, MacKenzie provides spatial analysis of factors like accessibility and visibility to justify rental rates and negotiate favorable terms on behalf of landlords.

TYPICAL GIS/ MAPPING SERVICES:

- Current Aerial Imagery and Parcel Identification
- Zoning Classifications and Regulations/Permitted Uses
- Traffic Counts (Auto/Pedestrian)
- Demographic Studies/Comparisons
- Wetlands/Flood Zones Analysis
- Consumer Behavior/Spending Analysis
- Site/Building Measurements/Verification
- Business/Retailer Visitor Metrics (Placer.ai)

HOW CAN WE **HELP?**

For over half a century, we've brought the best commercial real estate thinking and implementation to our back yard, at a personal level. Implementing MacKenzie's full-service capabilities means drawing upon the expertise necessary to answer any question, meet any challenge, then utilizing those resources to make a well researched decision – a decision that meets your interests and positions your business for success.

We look forward to working with **you**.

MACKENZIE
COMMERCIAL REAL ESTATE SERVICES, LLC

410-821-8585
2328 W. Joppa Road, Suite 200
Lutherville, MD 21093

OFFICES IN: CHARLOTTESVILLE, VA ANNAPOLIS, MD BALTIMORE, MD BEL AIR, MD COLUMBIA, MD LUTHERVILLE, MD

www.MACKENZIECOMMERCIAL.com

Agenda Item Summary Report

Meeting Date:	**Submitted by:**
November 10, 2025	Regine Watson, Town Clerk/ Asst. Town Admin Purnell Hall, Public Works Supervisor

Item Title: CONTRACT APPROVAL: Approval for a Contract with Calvert Ready Mix, an amount not to exceed $50,560.14 for Sidewalk and Curb Repairs using CDBG PY 50 Funds on Taussig Street.

CONTRACT APPROVAL: Approval of a contract with Calvert Ready Mix, an amount not to exceed $50,560.14 for sidewalk and curb Repairs using CDBG PY 50 Funds on Taussig Road.

Work Session Item [X] **Council Meeting Item [X]**	**Documentation Attached:** RFP & Map Quotes & Bid

Recommended Action:

Staff recommends the passage of this contract and allowing the Town Administrator to implement this project. The Town recommends the lowest and most responsive bidder.

Item Summary:

The Town issued a bid for sidewalk, curb, and gutter repairs on Taussig. Due to the escalating nature of materials and contractor costs, the Town decided to split the full CDBG PY 50 Project into separate bids for each street, aiming to gauge the new market due to fluctuations in commodity pricing.

Bidders were given an opportunity to visit the site, and the town received two bids.

Below is a listing of bidders and prices:

Bidder	**Price**
Calvert Ready Mix & Concrete Supplies LLC	$50,560.14
SFMS, LLC	$94,259.28

The Town recommends Calvert Ready Mix & Concrete Supplies LLC as the lowest, most responsive, and responsible bidder. The Town will release another RFP later in the summer for any remaining work. Since these are federal funds, bidders must comply with Federal standards and requirements.

The Town Clerk/ Assistant Town Administrator and Public Works Supervisor can answer questions on this project.

Budgeted Item: Yes [X] No [ ] NA **Budgeted Amount***: $245,000 CDBG Funding* **One-Time Cost: NA** **Ongoing Cost: NA**	**Continued Date:**
Council Priority: Yes [ ] No [ ]	**Approved Date:**

SUPERIOR FACILITIES MANAGEMENT SERVICES, LLC.

Introduction Letter

October 31, 2025
Town Of Bladensburg, MD

Superior Facilities Management Services (SFMS, LLC.) has since 2008 grown to become a leader in Construction Services for Property Managers & Developers in Maryland, Washington D.C., and Northern Virginia. We have built our divisions with our highly trained & experienced in-house team, equipment, and knowledge to get the job done right, regardless of size or complexity, making us your one-stop.

The Town of Bladensburg seeks a qualified individual or firm to complete the sidewalks and curb and gutters for certain locations at Taussig Street. SFMS LLC is ready to provide these services to the Town of Bladensburg. SFMS LLC have ample experience in providing pedestrian, ADA Ramps, and sidewalk improvements.

SFMS, LLC would like to thank Town of Bladensburg Government for this opportunity to introduce our company. We look forward to doing business with you.

Mojgan Farazad
Mojgan Farazad President
SFMS, LLC
10319 Westlake Drive, Suite 177
Bethesda, MD 20817
(P) 301-469-8771 (F) 301-469-8840 dfarzad@sfmsllc.net

TO BE SUBMITTED WITH BID

BID SHEET

Project: Bladensburg | CDBG PY 51 Sidewalks Projects Part 3
Bid Due Date: October 21, 2025
Contact Person: Purnell Hall, phall@bladensburgmd.gov
Submission Instructions: Please submit bids via email to **phall@bladensburgmd.gov** and **clerk@bladensburgmd.gov** by **October 21, 2025, at 3:00 p.m. EST.**

BIDDER INFORMATION

Company Name:	SFMS, LLC
Contact Name:	David Farazad
Address:	10319 Westlake Dr Suite #177 Bethesda. MD 20817
Phone Number:	301-343-3781
Email Address:	dfarazad@sfmsllc.net
Alternate Contact:	301-658-7995

1. **Prevailing Wages Compliance** |Confirm compliance with prevailing wages based on Prince George's County Wage Determination: **[☑] Yes [ ] No**
2. **Pre-Construction Conference Compliance Forms for CDBG Projects** | Confirm that firm will complete the required forms and attend online conference call: **[☑] Yes [ ] No**

Attach a cost sheet listing this information.

Instructions for Vendors:

- Please provide your bid for each item listed above.
- The bid should include unit prices and total prices.
- Bidders must comply with federal grant requirements, including wage and EEOC requirements. Must attend pre-construction conference with Prince George's County.
- All work must comply with applicable regulations and industry standards.

TOTAL BID AMOUNT

- Total Bid Cost: $ 94,259.28

BIDDER CERTIFICATION

By signing below, the bidder certifies that they have reviewed the project requirements, visited the project site (if applicable), and agree to perform all work as specified in this RFP.

Signature: David Farazad

Printed Name: David Farazad

Title: Sr VP of Construction and Operations Date: 10/30/2025

SUPERIOR FACILITIES MANAGEMENT SERVICES, LLC.

Customer Name: Town of Bladensburg

Project Name : CDBG PY 51 Town of Bladensburg Sidewalk Projects Part 3

Project Address: 4229 Edmonston Road Bladensburg, MD 20710

ITEM #	DESCRIPTION	QTY	UNIT	UNIT PRICE	TOTAL AMOUNT
1001	Portable Toilet Per Month	1	EA	$ 384.000	$ 384.00
1002	Mobilization	1	LS	$ 1,533.000	$ 1,533.00
1003	Maintennce of Traffic	1	LS	$ 511.000	$ 511.00
2001	Class 1-A Excavation	17	CY	$ 208.650	$ 3,547.05
2002	Saw Cut	701	LF	$ 0.960	$ 672.96
2003	Removal of Curb and Gutter	620	LF	$ 9.530	$ 5,908.60
2004	Removal of Existing Sidewalk and driveway apron	2895	SF	$ 2.120	$ 6,137.40
302	Graded Aggregate Base Course	327	SY	$ 12.440	$ 4,067.88
3003	Concrete Driveway Apron	47	SY	$ 130.640	$ 6,140.08
4001	Concrete Curb and Gutter	615	LF	$ 40.810	$ 25,098.15
4002	Concrete Retaining Wall	32	LF	$ 313.660	$ 10,037.12
4003	Concrete Sidewalk	2472	SF	$ 8.320	$ 20,567.04
4004	Remove and Reset Chain-Link Fence and Steel Fence	40	LF	$ 49.450	$ 1,978.00
4004a	Remove and Replace Chain-Link Fence along the sidewalk of Lot 4204	60	LF	$ 67.567	$ 4,054.00
4005	Detectable Warning Surface	20	SF	$ 27.600	$ 552.00
5001	Seed and Much	100	SY	$ 9.660	$ 966.00
5002	Clearing and Tree/Shrub Removal	1	LS	$ 1,540.000	$ 1,540.00
6001	Adjust Existing Manhole	1	EA	$ 565.000	$ 565.00

SUPERIOR FACILITIES MANAGEMENT SERVICES, LLC.

	TOTAL				**$ 94,259.28**

TO BE SUBMITTED WITH BID

TOWN OF BLADENSBURG
Bid Proposal Form

TOWN OF BLADENSBURG
4229 Edmonston Road
Bladensburg, MD 20710

BID DUE: October 31, 2025
TIME: 3:00 p.m. EST

SFMS, LLC

(Name of Bidder)

hereby submits the following proposal for RFB-02-2026. Having carefully examined the Request for Proposals, related documentation, the proposed Consultant Agreement and Addenda Numbered _____ (indicate numbers or N/A if none issued), and having received clarification on all items of conflict or upon which any doubt arose, and understanding that all prices bid will remain in effect throughout the term of the contract, whether completed at one time or in interrupted phases, the undersigned proposes to furnish all labor, equipment, materials, etc., required by the documents for the entire work, all in strict accordance with the contract documents.
Provide unit pricing for specific tasks.

SPECIAL TERMS AND CONDITIONS

A. Failure to properly and completely fill in all blanks may be cause for rejection of this proposal.

B. In addition to completing this Bid Proposal Form with bid price, Bidder should provide an estimate of budget and resources required.

C. It is understood that the proposal price will be firm for a period of 90 calendar days from the proposal opening date, and that, if the undersigned is notified of acceptance of this proposal within this time period, the Bidder shall execute a contract for the above stated compensation.

SFMS, LLC
Name of Bidder

Signature

Date 10/30/2025

Daryush Farazad -Sr VP of Construction and Operations
Name and Title of Individual Authorized to Bind Bidder

TO BE SUBMITTED WITH PROPOSAL

Non-Collusion Affidavit

David Farazad, being duly sworn on oath, deposes and says:

That he/she is the
Sr VP of Construction and Operations
(Owner, Partner, Title if on behalf of a Corporation)

of SFMS, LLC,
(Name of Business, Corporation or Partnership)
the party submitting the Proposal; that no officer of the said Corporation has nor has any person, firm or corporation acting on its behalf; agreed, conspired, connived or colluded to produce a deceptive show of competition in the compilation of the Proposal being submitted herewith; and that the said Corporation has not in any manner, directly or indirectly, entered into any agreement, participated in any collusion to fix the Proposal Price of the Proposer herein or any competitor, or otherwise taken any action in restraint of free competitive bidding in connection with the contract for which the Proposal is submitted; that in making this Affidavit, the affiant represents that she has personal knowledge of the matters and facts herein stated. The Affiant hereby declares and affirms under the penalties of perjury that the foregoing is true to the best of her knowledge and information.

To be signed by a duly authorized Officer.

David Farazad (SEAL)
Name

Title David Farazad

Date: 10/30/2025

TO BE SUBMITTED WITH PROPOSAL

AFFIDAVIT WITH RESPECT TO NON-CONVICTION, NON-SUSPENSION AND FALSE PRETENSES

I hereby affirm that:

1. I am the Sr VP of Construction and Operations (Title) and duly authorized representative of SFMS, LLC (Name of Business Entity) whose address is 10319 Westlake Dr Suite #177 Bethesda. MD 20817 and that I possess the legal authority to make this affidavit on behalf of myself and the firm for which I am acting.

2. Except as described in Paragraph 7 below, neither I nor the Business Entity nor, to the best of my knowledge, any of its officers, directors, or partners or any of its employees directly involved in obtaining contracts with the State, or any county, bi-county or multi-county agency or subdivision of the State have been convicted, or in an official investigation or other proceeding admitted in writing or under oath, acts or omissions which constitute bribery, attempted bribery or conspiracy to bribe under the provisions of Criminal Law Article of the Annotated Code of Maryland or under the laws of any state or the federal government (conduct prior to July 1, 1977 is not required to be reported); and

3. Except as described in Paragraph 7 below, neither I nor the Business Entity nor, to the best of my knowledge, any of its officers, directors, or partners or any of its employees directly involved in obtaining contracts with the State, or any county, bi-county or multi-county agency or subdivision of the State have been convicted under a State of federal law or statute of any offense enumerated in §16-203 of the State Finance and Procurement Article; and

4. Except as described in Paragraph 7 below, neither I nor the Business Entity nor, to the best of my knowledge, any of its officers, directors, or partners or any of its employees directly involved in obtaining contracts with the State, or any county, bi-county or multi-county agency or subdivision of the State have been found civilly liable under a State or federal antitrust statute as provided in §16-203 of the State Finance and Procurement Article.

5. Except as described in Paragraph 7 below, neither I nor the Business Entity nor, to the best of my knowledge, any of its officers, directors, or partners or any of its employees who will provide, directly or indirectly, supplies, services, architectural services, construction related services, leases of real property, or construction have been debarred or suspended under this subtitle.

6. Except as described in Paragraph 7 below, neither I nor the Business Entity nor, to the best of my knowledge, information and belief, any officer, director, partner, member or associate thereof; nor any of its employees directly involved in obtaining contracts with the Town, has been convicted of false pretenses, attempted false pretenses or conspiracy to

commit false pretenses under the laws of any state or federal government, based upon acts committed after July 1, 1981.

7. State "none" below or, as appropriate, list any suspension, debarment, conviction, plea or admission described in Paragraph 2 - 6 above, with the circumstances, date, court, official or administrative body, the individuals involved and their position with the firm, and the sentence or disposition, if any.

_____

_____

_____

I acknowledge that this affidavit is to be furnished, where appropriate, to the Town of Bladensburg under Section 16-311 of the State of Maryland Finance and Procurement Article of the Annotated Code of Maryland. I acknowledge that, if the representations set forth in this affidavit are not true and correct, the Town of Bladensburg may terminate any contract awarded and take any other appropriate actions. I further acknowledge that I am executing this affidavit in compliance with Section 16-309 of the State Finance and Procurement Article of the Annotated Code of Maryland, which ordains that any person convicted of bribery (upon acts committed after July 1, 1977) in furtherance of obtaining a contract from the State or any subdivision of the State of Maryland shall be disqualified from entering into a contract with the Town.

I further affirm that the business entity is properly registered to do business in the State of Maryland, or is not required to be registered.

I do solemnly declare and affirm under the penalties of perjury that the contents of the affidavit are true and correct.

10/30/2025
Date

David Farazad
Signature

David Farazad
Printed Name

TO BE SUBMITTED WITH BID

TOWN OF BLADENSBURG

NOTE: The information requested on this form may be submitted in a separate document as long as all requested information is provided and numbered according to this form.

1. Name of Bidder: SFMS, LLC
(Individual/Firm/Corporation)

Business Address: 10319 Westlake Dr Suite #177

Bethesda, MD 20817

Telephone Number: (301) -658-7995

E-mail address: dfarazad@sfmsllc.net

2. Is the business incorporated? _____ Yes ___✓___ No Other- LLC

Non-Corporation Business

3. If response to item #2 above is No, list the name and business and residence address of each individual having a 10% or greater financial interest in the business.

Name	Business Address	Residence Address
Mogjan Farazad	10319 Westlake Dr Suite #177	Bethesda. MD 20817

Corporate Business Entities - Please answer items 4 and 5

4. List the names of all officers of the corporation, their business and residence addresses and the date on which they assumed their respective offices.

Name	Office	Residence and Business Address	Date Office Assumed
N/A			

5. List the names of all members of the current Board of Directors, and their business and residence addresses.

Name	Business Address	Residence Address
N/A		

6. Please provide the following information concerning work that you have done within the last 5 years which is similar to the Bid work.

FOR WHOM PERFORMED	CONTRACT AMOUNT	DATE COMPLETED	CONTACT'S NAME/ TELEPHONE NUMBER	
City of Laurel MD	$380,000.	12/2024	301-725-0088	Tim Miller- Deputy Director
City of Hangerstown	$280,000.00	06/2022	301-739-8577	Austin Allman
Carroll County MD	$ 344,355.00	04/2025	410-386-2078	William Brozy

7. Bidders will answer the following questions: (The word "you" refers to any individual, partnership, partner and/or corporation and its officers.)

a) Have you ever failed to complete any work awarded to you? No

b) If yes, state where and why: _____

c) Have you ever been affiliated with some other organization that failed to complete a contract? No

d) If yes, state name of individual and reason therefor. _____

e) _____

f) With what other businesses are you affiliated? None

g) Please provide at least 3 references, including any Maryland governmental units or agencies for which you have worked on a similar project. Include the name and telephone number of your contact with each.

Jim Bender	City Enginner- City of Hagerstown, MD	301-739-8577 ext. 124-
William Brozy	Carroll County Dept. of Recreation and Parks	410-386-2078
Tim Miller	City of Laurel	301-725-0088

e) Identify all sub-successful bidders, materialmen, and suppliers that you intend to use in performing the work under the Contract and specify the work each is expected to perform. No subcontractor- SFMS is self performing

Dated this 10th day of October, 2025.

SFMS, LLC
Name of Bidder

By: Edwin Pingca
Printed Name:

Title: Estimator

TOWN OF BLADENSBURG

REQUEST FOR BIDS
CDBG PY 51 - TOWN OF BLADENSBURG
CDBG PY 51 SIDEWALK PROJECTS

Issued by:

TOWN OF BLADENSBURG
4229 Edmonston Road
Bladensburg, Maryland 20710

Tel: 301-927-7048

RFB-02- 2026

Issue Date: October 21, 2025
Proposal Due Date: October 31, 2025, at 3:00 p.m.

Calvert Ready Mix
Concrete, Sand, Gravel, Mulch
USA Made

Dear Town of Bladensburg,

We, Calvert Ready Mix and Concrete Supplies, LLC., submit this bid proposal for the 'CDBG PY 50 Sidewalk' project, confident that our extensive experience in all the work proposed perfectly aligns with your requirements and ensures successful delivery moving forward if chosen as your contractor for the second part of this bid. We feel that our company and the Town of Bladensburg core values align with one another in regard to holding a higher standard in delivering excellent public services to all locals, whilst supporting and creating a culturally viable community for generations to come. Especially as we begin our partnership together on the CDBG PY 50 Sidewalk- Phase I job.

Our team has completed an asphalt paving, concrete curb and gutter project where we provided additional concrete slab and storm water drains for Kalmia Construction at the Verizon Waldorf facility delivering efficient, on schedule, work through our expertise and over 40 years' experience in paving and concrete.

Recently, we completed a complex three phase project for the City of Laurel Department of Public Works demonstrating our ability to navigate a moderately trafficked area, all while reinforcing safety procedures for our crew and the surrounding community, staying on time and achieving completion ahead of schedule.

We currently have a permanent contract with Maryland National Park and Planning Commission in which we provide as needed services such as installation and/or repairs to asphalt and concrete works at their various locations across Prince George and Montgomery counties.

Our same team for the past ten years has a proven track record of full transparency, exceeding quality standards, meeting firm deadlines, which we believe to be invaluable to this project. Calvert Ready Mix is eager to discuss your specific needs further and demonstrate how our proven experience can deliver a successful outcome for the Town of Bladensburg in redevelopment, investing and diversity for the local community.

Sincerely,

Stephen E Stanley

Stephen Stanley, CEO
(301) 300-5299

TO BE SUBMITTED WITH BID

BID SHEET

Project: Bladensburg | CDBG PY 51 Sidewalks Projects Part 3
Bid Due Date: October 21, 2025
Contact Person: Purnell Hall, phall@bladensburgmd.gov
Submission Instructions: Please submit bids via email to **phall@bladensburgmd.gov** and **clerk@bladensburgmd.gov** by **October 21, 2025, at 3:00 p.m. EST.**

BIDDER INFORMATION

Company Name:	Calvert Ready Mix & Concrete Supplies, LLC.
Contact Name:	Stephen E Stanley
Address:	1180 White Sands Dr, Lusby, MD 20657
Phone Number:	443-936-4948
Email Address:	calvertreadymix@gmail.com
Alternate Contact:	443-295-8504

1. **Prevailing Wages Compliance** |Confirm compliance with prevailing wages based on Prince George's County Wage Determination: ☒ **Yes [ ] No**
2. **Pre-Construction Conference Compliance Forms for CDBG Projects** | Confirm that firm will complete the required forms and attend online conference call: ☒ **Yes [ ] No**

Attach a cost sheet listing this information.

Instructions for Vendors:

- Please provide your bid for each item listed above.
- The bid should include unit prices and total prices.
- Bidders must comply with federal grant requirements, including wage and EEOC requirements. Must attend pre-construction conference with Prince George's County.
- All work must comply with applicable regulations and industry standards.

Category1: Preliminary

Description	Qty	Unit Price	Line Item Total
Driveways	90 SY	$72.00	$6,480.00
Remove & Replace Sidewalks	2480 SF	$6.50	$16,120.00
Remove & Replace Curb & Gutter	620 LF	$32.00	$19,840.00
Seed & Mulch	80 SY	$2.30	$184.00
Utility Poles w/4' Parameter Around	6 Each	$200.00	$1,200.00
Remove, Reset, or Dispose of Chain Link Fencing	65 LF	$2.50	$162.50
Tree Limb Pruning	1 Lump Sum	$500.00	$500.00
			$44,486.50

Bidder: Calvert Ready Mix & Concrete Supplies, LLC.

Bidder Address: 1180 White Sands Dr, Lusby, MD 20657

Total Bid In Words: Forty Four Thousand Four Hundred Eighty Six Dollars and Fifty Cents

Total Bid In Figures: $44,486.50

Signature:_____

CATEGORY 1: PRELIMINARY

Driveways	**90 Square Yards 6-inch Portland Cement Concrete Mix 3**
Sidewalks	**2,480 Square Feet Removing and Replacing Concrete sidewalk**
Curb and gutter	**620 Linear Feet Removal and Replacement of Curb and gutter**
Seed and Mulch	**80 Square yard**
6 utility poles	**4 feet parameter around all poles**
Chain link fencing	**65 Linear Feet**
Tree limb pruning	**2 small trees impacted**

TOTAL BID AMOUNT

- Total Bid Cost: $44,486.50

BIDDER CERTIFICATION

By signing below, the bidder certifies that they have reviewed the project requirements, visited the project site (if applicable), and agree to perform all work as specified in this RFP.

Signature: Stephen E Stanley

Printed Name: Stephen E Stanley

Title: CEO, Owner Date: 10/27/2025

TO BE SUBMITTED WITH BID

TOWN OF BLADENSBURG
Bid Proposal Form

TOWN OF BLADENSBURG
4229 Edmonston Road
Bladensburg, MD 20710

BID DUE: October 31, 2025
TIME: 3:00 p.m. EST

Calvert Ready Mix & Concrete Supplies, LLC.

(Name of Bidder)
hereby submits the following proposal for Taussig Part 2. Having carefully examined the Request for Proposals, related documentation, the proposed Consultant Agreement and Addenda Numbered N/A (indicate numbers or N/A if none issued), and having received clarification on all items of conflict or upon which any doubt arose, and understanding that all prices bid will remain in effect throughout the term of the contract, whether completed at one time or in interrupted phases, the undersigned proposes to furnish all labor, equipment, materials, etc., required by the documents for the entire work, all in strict accordance with the contract documents.
Provide unit pricing for specific tasks.

SPECIAL TERMS AND CONDITIONS

A. Failure to properly and completely fill in all blanks may be cause for rejection of this proposal.

B. In addition to completing this Bid Proposal Form with bid price, Bidder should provide an estimate of budget and resources required.

C. It is understood that the proposal price will be firm for a period of 90 calendar days from the proposal opening date, and that, if the undersigned is notified of acceptance of this proposal within this time period, the Bidder shall execute a contract for the above stated compensation.

Calvert Ready Mix & Concrete Supplies, LLC.
Name of Bidder

Stephen E Stanley 10/27/2025
Signature Date

Stephen E Stanley CEO, Owner
Name and Title of Individual Authorized to Bind Bidder

TO BE SUBMITTED WITH PROPOSAL

Non-Collusion Affidavit

Stephen E Stanley, being duly sworn on oath, deposes and says:
That he/she is the
Owner
(Owner, Partner, Title if on behalf of a Corporation)

of Calvert Ready Mix & Concrete Supplies, LLC.,
(Name of Business, Corporation or Partnership)

the party submitting the Proposal; that no officer of the said Corporation has nor has any person, firm or corporation acting on its behalf; agreed, conspired, connived or colluded to produce a deceptive show of competition in the compilation of the Proposal being submitted herewith; and that the said Corporation has not in any manner, directly or indirectly, entered into any agreement, participated in any collusion to fix the Proposal Price of the Proposer herein or any competitor, or otherwise taken any action in restraint of free competitive bidding in connection with the contract for which the Proposal is submitted; that in making this Affidavit, the affiant represents that she has personal knowledge of the matters and facts herein stated. The Affiant hereby declares and affirms under the penalties of perjury that the foregoing is true to the best of her knowledge and information.

To be signed by a duly authorized Officer.

Stephen E Stanley (SEAL)
Name

Title Ceo, Owner

Date: 10/27/2025

TO BE SUBMITTED WITH PROPOSAL

AFFIDAVIT WITH RESPECT TO NON-CONVICTION, NON-SUSPENSION AND FALSE PRETENSES

I hereby affirm that:

1. I am the CEO OWNER (Title) and duly authorized representative of

Calvert Ready Mix & Concrete Supplies, LLC. (Name of Business Entity) whose address is

1180 White Sands Dr, Lusby, MD 20657 and that I possess the legal authority to make this affidavit on behalf of myself and the firm for which I am acting.

2. Except as described in Paragraph 7 below, neither I nor the Business Entity nor, to the best of my knowledge, any of its officers, directors, or partners or any of its employees directly involved in obtaining contracts with the State, or any county, bi-county or multi-county agency or subdivision of the State have been convicted, or in an official investigation or other proceeding admitted in writing or under oath, acts or omissions which constitute bribery, attempted bribery or conspiracy to bribe under the provisions of Criminal Law Article of the Annotated Code of Maryland or under the laws of any state or the federal government (conduct prior to July 1, 1977 is not required to be reported); and

3. Except as described in Paragraph 7 below, neither I nor the Business Entity nor, to the best of my knowledge, any of its officers, directors, or partners or any of its employees directly involved in obtaining contracts with the State, or any county, bi-county or multi-county agency or subdivision of the State have been convicted under a State of federal law or statute of any offense enumerated in §16-203 of the State Finance and Procurement Article; and

4. Except as described in Paragraph 7 below, neither I nor the Business Entity nor, to the best of my knowledge, any of its officers, directors, or partners or any of its employees directly involved in obtaining contracts with the State, or any county, bi-county or multi-county agency or subdivision of the State have been found civilly liable under a State or federal antitrust statute as provided in §16-203 of the State Finance and Procurement Article.

5. Except as described in Paragraph 7 below, neither I nor the Business Entity nor, to the best of my knowledge, any of its officers, directors, or partners or any of its employees who will provide, directly or indirectly, supplies, services, architectural services, construction related services, leases of real property, or construction have been debarred or suspended under this subtitle.

6. Except as described in Paragraph 7 below, neither I nor the Business Entity nor, to the best of my knowledge, information and belief, any officer, director, partner, member or associate thereof; nor any of its employees directly involved in obtaining contracts with the Town, has been convicted of false pretenses, attempted false pretenses or conspiracy to commit false pretenses under the laws of any state or federal government, based upon acts committed after July 1, 1981.

7. State “none” below or, as appropriate, list any suspension, debarment, conviction, plea or admission described in Paragraph 2 - 6 above, with the circumstances, date, court, official or administrative body, the individuals involved and their position with the firm, and the sentence or disposition, if any.

NONE

I acknowledge that this affidavit is to be furnished, where appropriate, to the Town of Bladensburg under Section 16-311 of the State of Maryland Finance and Procurement Article of the Annotated Code of Maryland. I acknowledge that, if the representations set forth in this affidavit are not true and correct, the Town of Bladensburg may terminate any contract awarded and take any other appropriate actions. I further acknowledge that I am executing this affidavit in compliance with Section 16-309 of the State Finance and Procurement Article of the Annotated Code of Maryland, which ordains that any person convicted of bribery (upon acts committed after July 1, 1977) in furtherance of obtaining a contract from the State or any subdivision of the State of Maryland shall be disqualified from entering into a contract with the Town.

I further affirm that the business entity is properly registered to do business in the State of Maryland, or is not required to be registered.

I do solemnly declare and affirm under the penalties of perjury that the contents of the affidavit are true and correct.

10/27/2025
Date

Stephen E Stanley
Signature

Stephen E Stanley
Printed Name

TO BE SUBMITTED WITH BID

TOWN OF BLADENSBURG

NOTE: The information requested on this form may be submitted in a separate document as long as all requested information is provided and numbered according to this form.

1. Name of Bidder: Calvert Ready Mix & Concrete Supplies, LLC.
(Individual/Firm/Corporation)

Business Address: 1180 White Sands Dr, Lusby, MD 20657

Telephone Number: (443) 936-4948

E-mail address: calvertreadymix@gmail.com

2. Is the business incorporated? _____ Yes ___X___ No

Non-Corporation Business

3. If response to item #2 above is No, list the name and business and residence address of each individual having a 10% or greater financial interest in the business.

Name Business Address Residence Address

Stephen E Stanley CEO, Owner - 100%-1180 White Sands Dr, Lusby, MD 20657

Corporate Business Entities - Please answer items 4 and 5

4. List the names of all officers of the corporation, their business and residence addresses and the date on which they assumed their respective offices.

Name Office Residence and Date Office
Business Address Assumed

5. List the names of all members of the current Board of Directors, and their business and residence addresses.

Name Business Address Residence Address

6. Please provide the following information concerning work that you have done within the last 5 years which is similar to the Bid work.

FOR WHOM PERFORMED	CONTRACT AMOUNT	DATE COMPLETED	CONTACT'S NAME/ TELEPHONE NUMBER
Please See Attachment.			

7. Bidders will answer the following questions: (The word "you" refers to any individual, partnership, partner and/or corporation and its officers.)

a) Have you ever failed to complete any work awarded to you? No

b) If yes, state where and why: _____

c) Have you ever been affiliated with some other organization that failed to complete a contract? No.

d) If yes, state name of individual and reason therefor. _____

e) _____

f) With what other businesses are you affiliated? None.

g) Please provide at least 3 references, including any Maryland governmental units or agencies for which you have worked on a similar project. Include the name and telephone number of your contact with each.
Please See Attachment.

e) Identify all sub-successful bidders, materialmen, and suppliers that you intend to use in performing the work under the Contract and specify the work each is expected to perform.

Dated this 27 th day of October, 2025.

Calvert Ready Mix & Concrete Supplies, LLC.
Name of Bidder

By: Stephen E Stanley
Printed Name: Stephen E Stanley

Title: CEO, Owner

# 6. Attachment						
City of Laurel Department of Public Works	Arman Safakhah	301-725-0088 #3214	Asafakhah@laurel.md.us	Municipal Building Improvements Project-Phase I,Phase II, Phase III	Phase I = $12391.00 Phase 2 = $25920.00 Phase 3 = $10947.00	December 17 2024
City of Laurel Department of Public Works	Arman Safakhah	301-725-0088 #3214	Asafakhah@laurel.md.us	Morton Place Improvement Project	$24,061.00	March 27th 2025
Reliable Contracting Company, Inc.	Larry Oates	443-520-8984	Loates@reliablecontracting.com	Anne Arundel County- Covington RD Install/Repairs (Phase I, Phase II)	Phase I = $15297.00 Phase II = $5815.00	November, 11 2024
Reliable Contracting Company, Inc.	Larry Oates	443-520-8984	Loates@reliablecontracting.com	Anne Arundel County- Housley RD Install/Repairs (Phase I, Phase II)	Phase I = $19902.75 Phase II = $25438.04	November, 22 2024
Quantum Real Estate Management Corporation	Dave Sullivan	301-440-1398	dsullivan@quantumco.net	Beltway Plaza Project	$400,000.00	September 4,2024
Maryland Jockey Club - Laurel Park	Tony Edwards	443-250-9872	tony.edwards@marylandracing.com	**Permanent Contract:** Install/Repairs-Curb&Gutter- Asphalt/Concrete Works	Average $500,000/Year	Ongoing

Agenda Item Summary Report

Meeting Date:	**Submitted by:**
November 10, 2025	Michelle Bailey Hedgepeth, Town Administrator

Item Title: RESOLUTION 07-2026 | A Resolution of the Mayor and Town Council of the Town of Bladensburg, Maryland, establishing and approving the schedule of fees and fines for various municipal services and violations.

RESOLUTION 07-2026 | A Resolution of the Mayor and Town Council of the Town of Bladensburg, Maryland, establishing and approving the schedule of fees and fines for various municipal services and violations

Work Session Item [X	**Documentation Attached:**
Council Meeting Item [X]	Resolution 07-2026

Recommended Action:

Staff recommends the approval of Resolution 07-2026, which approves and sets amounts for certain fines and fees as noted in Ordinances 07-2026 A and 07-2026 B

Purpose & Summary: Resolution 07-2026 seeks to add specific fees and fines that were established by Ordinance on October 20, 2025. The Town Attorney has noted that fees and fines are set by resolution with an ordinance establishing the type of fee and fine into law. This resolution sets forth the following actions:

Administrative Fees

- Returned Check Fee: **$50.00** (increased from $35.00)
- Flagging Fee: **$60.00**

Late Fees and Violations

- Parking Tickets: If the Town does not receive payment **on or before the due date**, the fine shall **double**.

Collection and Enforcement Fees

- Debt Collection Fee: **35%** of the total amount collected, or a fee as permitted by State law for collection services. This is for any Town Debt.
- Boot/Immobilization Fee: **$100.00** per vehicle immobilized due to outstanding violations.

If you have any questions regarding this matter, the Town Administrator is available to answer them.

Budgeted Item: Yes [ ] No [X] **Budgeted Amount:$** **One-Time Cost: NA** **Ongoing Cost:**	**Continued Date:**
Council Priority: Yes [ ] No [ ]	**Approved Date:**

Town of Bladensburg, Maryland

RESOLUTION NO. 07-2026

Date Introduced: November 10, 2025

Date Adopted: November 10, 2025

Date Effective: November 10, 2025

A RESOLUTION OF THE MAYOR AND TOWN COUNCIL OF THE TOWN OF BLADENSBURG, MARYLAND, ESTABLISHING AND APPROVING THE SCHEDULE OF FEES AND FINES FOR VARIOUS MUNICIPAL SERVICES AND VIOLATIONS

WHEREAS, the Town of Bladensburg is authorized under its Charter and Code to establish and collect fees and fines necessary for the administration and enforcement of Town ordinances and programs; and

WHEREAS, the Town Council of Bladensburg may, by resolution, adopt or amend a schedule of fees and fines as deemed appropriate and in the best interest of the Town; and

WHEREAS, the Town Administrator has recommended adjustments to certain existing fees and fines to ensure cost recovery, consistency with neighboring jurisdictions, and compliance with State law; and

WHEREAS, the Mayor and Town Council find that it is necessary and appropriate to approve the following schedule of fees and fines to promote compliance, recover administrative costs, and maintain effective municipal operations.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND TOWN COUNCIL OF THE TOWN OF BLADENSBURG, MARYLAND, THAT:

1. **The following Schedule of Fees and Fines is hereby established and approved:**

   Administrative Fees

   - Returned Check Fee: **$50.00** (increased from $35.00)
   - Flagging Fee: **$60.00**

   Late Fees and Violations

   - Parking Tickets: If the Town does not receive payment **on or before the due date**, the fine shall **double**.

   Collection and Enforcement Fees

- Debt Collection Fee: **35%** of the total amount collected, or a fee as permitted by State law for collection services.
- Boot/Immobilization Fee: **$100.00** per vehicle immobilized due to outstanding violations.

BE IT FURTHER RESOLVED that the Town Administrator and staff are hereby authorized to implement and enforce this fee schedule and to make any necessary administrative updates to ensure consistency with Town policies and applicable laws.

BE IT FURTHER RESOLVED that this Resolution be and is hereby adopted this **10th** Day of **November 2025** and shall take effect immediately upon its adoption.

Attest:

_____ _____

Regine R. Watson, Town Clerk Takisha D. James, Mayor

Agenda Item Summary Report

Meeting Date: November 10, 2025	**Submitted by:** Mayor Takisha D James Michelle Bailey Hedgepeth, Town Administrator

Item Title: Information Memo | United States 250th Anniversary | Update November 2025

A Report on the United States' 250th Anniversary items and the State and the Town actions.

Work Session Item [X] **Council Meeting Item [X]**	**Documentation Attached:** Facilitators Guide

Recommended Action:

Mayor James will provide an update on recent actions and meetings.

Item Summary: The Town will recognize the 250th Anniversary of the United States in 2026 and the importance of engaging its citizens, businesses, educational institutions, and various organizations in celebrating the U.S. Semiquincentennial and fostering a greater understanding and appreciation of American history, culture, and achievements.

Here are some updates:

- The 250th Anniversary Steering Committee met on October 5, 2025, to advance the planning for Bladensburg's participation in the U.S. Semi-quincentennial and Maryland250 celebrations.
- The team confirmed key 2026 events, including the Bladensburg Waterfront Park fireworks on July 2, pending MNCPPC approval, featuring the Sankofa Mobile Museum and outreach to the Star-Spangled Banner Mobile Museum. Mayor Takisha James is coordinating with University of Maryland historians to strengthen storytelling and historical engagement.
- The committee also discussed developing a self-guided audio tour of historic Bladensburg sites and enhancing video documentation of Bostwick House, with archival research underway to highlight early entrepreneurs and culturally significant figures.
- The Civics Academy curriculum is moving toward council review and a January–February 2026 launch, connecting civic education to the anniversary celebration. Partnerships with Eco City Farms, university experts, and the Maryland250 Commission remain central to coordinating events, funding, and educational outreach leading into 2026.

Attached is the Facilitator's Guide that was distributed at the September Council meeting and the October meeting for Council review. As noted above, the Civics Academy will begin in January 2026; dates and locations will be announced shortly.

If there are any questions, the Town administrator or Mayor can answer them.

Budgeted Item: Yes [ ] No [ ] NA **Budgeted Amount:** **One-Time Cost: NA** **Ongoing Cost: NA**	**Continued Date:**
Council Priority: Yes [ ] No [ ]	**Approved Date:**

Town of Bladensburg Citizens Civics Academy — Facilitator's Guide

Version 1.0 | Draft

The Bladensburg Citizens Civics Academy will offer residents an in-depth look at how the Town government works through an informative, fast-paced, program. The Citizens Civics Academy should:

1. **Educate** residents about the roles, responsibilities, and functions of local government.
2. **Empower** participants to engage meaningfully in civic life.
3. **Build connections** between citizens, elected officials, and public administrators.
4. **Encourage leadership** by helping residents become informed advocates and community problem-solvers.

Program Overview & Structure

- **Purpose:** Equip residents with the knowledge and tools to engage effectively in local government.
- **Target Audience:** Adult residents of the Town of Bladensburg; open enrollment or application-based
- **Format:** In-person, 6-8 weekly sessions, 1.5 - 2 hours each.
- **Instruction Style:** Interactive, participant-focused, and practical.
- **Facilitator Role:** Guide discussions, coordinate guest speakers, keep sessions on schedule, and create an inclusive learning environment.
- **Capacity:** 20–30 participants per cohort
- **Culminating Project:** A group capstone activity or presentation to local officials (or a celebration)

Session 1 — Welcome, Program Overview, & Introduction to Local Government

Objective: Establish expectations, introduce participants to the academy, and provide an overview of local government structure.

Facilitator Talking Points:

- Review the session schedule
- Overview of the levels of government (distinctions between local, county, state and federal)
    - Program overview and expectations
    - Introduce participants and facilitators
    - Overview of the session schedule
    - Take it from the top!
        - Federal government
        - State government
        - County Government
        - Municipal government
    - Municipal charter (highlight key roles identified)
        - Article I: Powers
        - Article II: Town Government
            - Roles of elected officials
        - Article III: Registration and Elections
        - Article IV: Administration
            - Role of staff
        - Article V: Finance
        - Article VI: Public Ways and Improvements
        - Article VII: General Provisions
- Discussion on the importance of having a charter. What would residents change in it if anything/why?

Materials Needed:

- Participant handbook
- Copy of the charter
- Organizational chart of local government
- Interactive quiz "Who Does What" (to be developed)

Guest Speaker Suggestion: (If needed)

Activity

- Who Does What Quiz or Matching Exercise

Agenda (2 hours)

Time	Activity
0:00 – 0:15	**Welcome & Icebreaker** ("Why I Signed Up" activity)
0:15 – 0:30	Program overview, goals, and participant expectations
0:30 – 0:50	Overview of the levels of government
0:50 – 1:35	Diving into the Town charter
1:30 – 1:40	Interactive quiz on "Who Does What?"
1:40 – 1:55	Small-group discussion: "Why Civic Engagement Matters"
1:55 – 2:00	Wrap-up, preview Session 2, and distribute handouts (if any)

Session 2 — The Role of the Town Council | How Local Laws are Made

Objective: Learn how local policies and ordinances are made.

Discussion Prompts:

- Review the roles of the Mayor and Council as outlined in the charter from the last class.
- Build on the last class and discuss:

- The role of resolutions, the uses, and how they are created.
- Decisions, decisions. Who is responsible for making which decisions for the Town?
- Identify key functions of municipal government
- Discuss the importance of residents input in the process of creating laws.

- Role playing activity #1: Citizens act out a Council Meeting
  - Discuss the experience
- Role playing activity #2: Creating and passing an ordinance
  - Debate the pros and cons of an ordinance.
  - The role of public comments in the process. How do you reconcile the silent majority with the vocal minority in the discussion.
  - Discussion on the experience
- Conclude the activities and preview the next session.

Materials Needed:

- Sample meeting agendas
- Sample ordinance

Guest Speaker Suggestion: *TBD if needed*

Agenda *(2 hours)*

Time	Activity
0:00 – 0:10	Recap Session 1 + participant reflections
0:10 – 0:40	How the council works
0:40 – 1:00	Walkthrough of a real meeting agenda
1:00 – 1:30	**Mock council activity:** Participants debate a sample ordinance
1:30 – 1:50	How to provide effective public comment
1:50 – 2:00	Wrap-up and preview Session 3

Session 3 — Administration Department (The Backbone of the Organization & Public Works Department (Our Unsung Heroes)

- **Objective:** Understand the roles and responsibilities of the administration and public works departments.
- **Content:**
    - Administrative Department
        - Town Administrator
        - Finance
            - Provide an understanding the annual budgeting process
            - Deliver an overview of the planning timeline
            - Let's talk dollars and cents
            - Where does the money come from for the Town's budget
            - Where do local tax dollars go
            - Review by departments
            - What revenue comes from the
            - Discuss priorities for community investments
        - Clerk's Office
            - Primary responsibilities of the clerk
            - Marketing
    - Public Works Department *(a few suggestions)*
        - Primary responsibilities
        - Water, sewer, waste management, and roads (note who is responsible for what (local utility vs county vs town)
        - Sustainability initiatives and green infrastructure
        - Funding and maintenance projects and challenges
            - Snow emergencies
- **Activity:**
    - Tour of park space or site where public works has a project going on

Agenda *(2 hours)*

Time	Activity
0:00 – 0:05	Session recap + check-in
0:05 – 0:30	Town Administrator
0:30 – 0:55	Finance
0:55 – 1:25	Clerk's Office (including Marketing)
1:25 – 1:55	Public Works
1:55 – 2:00	Wrap-up and preview Session 4

Discussion Prompts:

- TBD by departments

Materials Needed:

- TBD by departments

Guest Speaker Suggestion: TBD if needed

Session 4 — Public Safety & Emergency Services (Include the Fire Department)

- **Objective:** Understand how police, fire, EMS, and emergency management operate.
- **Content:** (*a few suggestions*)
    - Overview of the purpose of philosophy of the department
    - Overview of the staff and leadership team
    - Building public trust
    - Technology advancements used to serve residents
    - Emergency preparedness and response plans
- **Activity:**
    - Tour of public safety facilities
    - Tabletop emergency response exercise

Agenda *(2 hours)*

Time	Activity
0:00 – 0:15	Session recap
0:15 – 0:40	Overview of police department responsibilities
0:40 – 1:10	Overview of volunteer fire department responsibilities
1:10 – 1:50	Brief tour of the facilities (20 minutes per department)
1:50 – 2:00	Wrap-up and preview Session 5

Materials Needed:

- TBD by departments

Guest Speaker Suggestion:
Bladensburg Volunteer Fire Department Leader

Session 5 —Overview of Municipal Government | Applying What You've Learned

- **Objective:** The objective of today's class Is to give students the opportunity to role play the roles of the Town Council, staff and residents in a variety of scenarios.
- **Content:**
    - Review the roles of the Council and staff to ensure there is understanding.
    - Assign roles to the attendees and coach them through scenarios of:
        - 1.) Council Meeting – approving minutes
        - 2.) Council Meeting – public comments
        - 3.) Passing a law
            - Discuss/debate the merits of an ordinance, public comments, the voting process, the requirements for posting the ordinance and when it actually passes and becomes law.
            - Spell out the specific conditions where you've heard overwhelmingly positive feedback from residents on an issue

but 2-3 very vocal residents give passionate testimony against the matter.

- **Activity:**
  -

Agenda *(2 hours)*

Time	Activity
0:00 – 0:15	Recap last two sessions.
0:15 – 0:25	Activity: Explain the purpose of the activity and assign roles
0:25– 1:25	**Role playing:** Walk through each of the steps for a: 1.) Council Meeting 2.) Public comments 3.) Creating a new law/ordinance
1:25 – 1:45	Participants reflect on the experience and share lessons learned
1:45 - 1:55	Wrap-up and preview Session 6

Discussion Prompts:

- Walk through each of the steps in the process.
- Emphasize where public participation opportunities are.
- Stress the importance of seeking community feedback in a variety of ways and not just waiting for the meetings.

Materials Needed:

- Sample meeting agenda
- Sample ordinance
- Sample public comments (pro/opposing)
- Create a graphic that shows the flow of the overall process on a one pager

Session 6 — Civic Engagement & Leadership

Objective: Teach participants how to effectively advocate and lead in the community.

- Equip participants to become effective civic leaders.
- **Content:**
    - How to engage with elected officials and staff
        - Attending meetings/town halls and events.
        - Public comment process and advocacy strategies
            - Public Comments for Bladensburg Council Meetings
            - Public Comments for County Council Meetings
            - Submitting testimony for State Senator or State Delegate Committees
    - Volunteer boards, commissions, and committees
        - Green Team
        - Patriotic Team
        - Neighborhood Watch
        - Maryland 250 Commission
        - Others?

Activity: Draft and deliver a 2-minute "public comment" speech on a sample issue

Agenda *(2 hours)*

Time	Activity
0:00 – 0:15	Session recap
0:15 – 0:45	How to engage with elected officials
0:45 – 1:15	Workshop: Crafting a persuasive public comment
1:15 – 1:40	Overview of boards, commissions, and volunteer roles
1:40 – 1:50	Participant sign-up for engagement opportunities

Time	Activity
1:50 – 2:00	Wrap-up and preview Session 8

Activity:

Each participant drafts and delivers a 2-minute public comment on a local issue.

Guest Speaker Suggestion:

Community engagement officer or former citizen advocate.

Session 7 — Capstone Project & Graduation

Objective: Celebrate completion and showcase participant learning.

- Content:
  - Capstone presentations on a community improvement proposal or what you've learned from the class. (Get input from the team)
  - Certificates of completion
  - Networking with elected officials and alumni
- Activity: Graduation ceremony with local leaders

Agenda *(2 hours)*

Time	Activity
0:00 – 0:10	Welcome and introductions
0:10 – 1:10	Capstone presentations: Participants pitch improvement proposals
1:10 – 1:30	Panel feedback from local leaders
1:30 – 1:45	Graduation ceremony & certificates
1:45 – 2:00	Networking reception

Guest Speaker Suggestion:

Mayor, Council Chair, and Town Administrator

Appendices (To be developed)

- Sample handouts for each session
- Pre- and post-program surveys
- Recommended reading & digital resources
- Community directory for ongoing engagement

Instructional Methods

- Guest speakers (elected officials, department directors, community advocates)
- Facility tours (town hall, community assets, emergency services office)
- Interactive workshops and simulations
- Small group discussions and problem-solving activities
- Digital resources (videos, infographics, local government dashboards)

Evaluation & Impact Measurement

- **Pre- & Post-Surveys**: Assess knowledge gains and confidence in civic engagement.
- **Attendance Tracking**: Ensure participant retention.
- **Feedback Forms**: Collect session-specific evaluations.
- **Long-Term Tracking**: Follow alumni to measure involvement in boards, commissions, and advocacy efforts.

Future Considerations for Program Enhancements (depending on survey feedback):

- **Youth Track**: A parallel program for high school or college students.
- **Civics 2.0 Series**: Advanced sessions for alumni focusing on advocacy and leadership.
- **Community Project Grants**: Mini-grants for graduates to implement civic initiatives.

- **Digital Platform**: Provide online access to resources, recordings, and discussion forums.

Town Treasurer's Report – October FY26 YTD

This report provides a summary of the Town's financial activity through the fall of Fiscal Year 2026.

Revenues - The Town experienced strong revenues through the first third of the fiscal year, with notable performance in several categories:

- Real Property Taxes **-** The Town has collected $3.7 million in real estate taxes to date which is almost 75% of the annual property tax assessments. This early collection significantly improves cash flow and allows the Town to earn interest income on these funds throughout the year.
- Business Personal Property Taxes - Approximately two-thirds of projected annual revenues have already been collected—well ahead of budget expectations. This strong performance may reflect timing differences in when businesses file their returns, or it could indicate continued improvement in the local economy.
- Income Tax – While the majority of income tax revenues are typically received later in the fiscal year as tax returns are filed, collections through October are the highest on record for this point in the year. As with business personal property taxes, this increase may be due to timing (such as the filing of delinquent returns) or could reflect broader economic growth.
- Service Charges – Revenue from parking violations has increased due to enhanced enforcement efforts. The Town's partnership with the Maryland Vehicle Administration (MVA) to flag past-due violators has improved the collection of both current and outstanding fines. Additionally, the recent implementation of credit card payment options has further accelerated collections and improved cash flow.
- Automated Traffic Enforcement – Collections from speed and red-light cameras totaled $466K with $227K from speed enforcement and $239K from red-light enforcement. October was a particularly strong month, with more than $300,000 in receipts.
- Other Revenues – The Town received a $144K insurance reimbursement from LGIT for repairs to the Public Works building, which was damaged in a prior year vehicle impact incident.
- Interest – This has been underperforming through the first quarter but with the influx of cash from real property taxes and the red light and speed enforcement, we should see increased revenues which will align with the budget.

Expenses - Overall expenditures through October remain within budget and reflect normal seasonal spending patterns. Departmental highlights are as follows:

- Mayor and Council – Spending is currently under budget, as expected for this point in the year. Expenditures are anticipated to increase in the coming months with planned community events, including Thanksgiving, Christmas, and Black History Month celebrations.
- Administration, and Public Works – Spending is consistent within budget across these departments.

- Public Safety and Traffic Enforcement – Compensation is slightly above due to three recent resignations and associated leave payouts. These payouts are recorded as expenses when paid, though they were previously booked as liabilities when incurred. Other general expenses are slightly under budget through October.

Summary – We're only a third of the way through the fiscal year, but things are looking better financially than they have in a long time. This improvement could be due to several factors—an improving economy, stronger-than-expected revenues, and careful spending—but with just four months behind us, I'm staying cautiously optimistic.

We still don't know how the recent shutdown might affect the local, state, or national economy, or what other national or global events could come our way. Plus, as we head into winter, severe weather could also have an impact on our finances.

So, while our numbers through October look great, we still have a long fiscal year ahead of us, and we'll need to keep a close eye on how things develop.

Annual Audit – The FY25 annual audit is in progress. The State has approved an extension through December 31, 2025 for completion and submission. We expect to have a draft to the Council for acceptance at the December monthly meeting. Once this is approved it will be submitted to the State.

Upcoming Events

- MD Association of Counties Winter Conference in December (guest sponsored)
- Audit Completion in November/December.

For questions or further clarification, please contact the Finance Department.

Vito Tinelli
Treasurer
vtinelli@bladensburgmd.gov

Town of Bladensburg
FY26 Financial Report

	Oct YTD	FY26 Budget	Variance
REVENUES			
Real Property Tax	3,745,853	5,034,415	74%
Business Pers. Property Tax	826,755	1,340,000	62%
Income and Other Tax	137,229	670,000	20%
Licenses and Permits	40,070	205,000	20%
Federal Funding (Earmark)	-	1,500,000	0%
State and County (HUR, Police Aide)	125,032	678,002	18%
Bond Bill	-	1,200,000	0%
Service Charges	33,880	44,200	77%
Automated Traffic Enforcement (Speed and Red Light)	466,618	1,077,545	43%
Other Revenues	75,945	122,000	62%
Interest	51,909	250,000	21%
Restricted Grants	68,485	237,750	29%
Fund Balance Transfer	-	-	
Total Income	**5,571,776**	**12,358,912**	45%
EXPENSES by Dept and Major Category			
Mayor and Council			
Compensation	36,899	120,788	31%
General Expenses	51,020	213,000	24%
Subtotal Mayor and Council	**87,919**	**333,788**	26%
Administration (Town Admin, Clerk, and Finance)			
Compensation	270,576	884,692	31%
General Expenses	134,015	399,902	34%
Debt Service/ Capital Outlay	-	18,000	0%
Subtotal Administration	**404,591**	**1,302,594**	31%
Public Safety and Traffic Enforcement			
Compensation	1,799,487	5,173,482	35%
General Expenses	358,706	1,209,000	30%
Capital	32,156	77,545	0%
Subtotal Public Safety	**2,190,349**	**6,460,027**	34%
Public Works			
Compensation	198,054	649,253	31%
General Expenses	204,256	574,500	36%
Capital - HUR	28,605	150,000	19%
Subtotal Public Works	**430,915**	**1,373,753**	31%
Other			
ARPA - Stormwater	-	500,000	0%
Grant Expenses (CDBG, Community Legacy, Other)	202,106	188,750	
Long Term Capital Projects	12,396	2,200,000	1%
Subtotal Other	214,502	2,888,750	7%
Total Expenses	**3,328,276**	**12,358,912**	27%
SURPLUS/(DEFICIT)	**2,243,500**	**-**	18%

Interim Financials, Subject to Change

Town of Bladensburg
Mayor and Council FY26
July through October 2025

	Jul - Oct 25	Budget	% of Budget
Ordinary Income/Expense			
Expense			
6000 · Compensation			
6010 · Regular Pay	18,944	61,568	31%
6030 · FICA	1,281	4,710	27%
6040 · Health Insurance	14,878	48,626	31%
6050 · Pension	1,796	5,384	33%
6060 · Workers Comp		500	
Total 6000 · Compensation	36,899	120,788	31%
6140 · Professional Development	4,994	30,000	17%
6160 · Employee Recognition		15,000	
6210 · Council Projects		2,500	
6225 · Community Grants			
6226 · Fire Department Donation	7,500	30,000	25%
6227 · Scholarships		5,000	
6225 · Community Grants - Oth...	2,000	12,000	17%
Total 6225 · Community Grants	9,500	47,000	20%
6230 · Community Events	19,788	70,000	28%
6235 · Senior Citizen Projects	3,000	4,500	67%
6255 · Town Meetings	2,607	6,000	43%
6320 · Wireless Communications			
6420 · Computer Expense	1,039		
6550 · Insurance - Liability	822	4,000	21%
6825 · Membership	5,342	20,000	27%
6835 · Travel	3,928	14,000	28%
Total Expense	87,919	333,788	26%
Net Ordinary Income	-87,919	-333,788	26%
Net Income	**-87,919**	**-333,788**	**26%**

Town of Bladensburg
General and Administrative Combined
July through October 2025

	Jul - Oct 25	Budget	% of Budget
Ordinary Income/Expense			
Expense			
6000 · Compensation			
6010 · Regular Pay	200,147	660,371	30%
6020 · Overtime	3,662	11,000	33%
6030 · FICA	15,223	51,287	30%
6040 · Health Insurance	27,479	88,350	31%
6050 · Pension	24,064	72,184	33%
6060 · Workers Comp		1,500	
Total 6000 · Compensation	270,576	884,692	31%
6110 · Tuition Reimbursement		2,000	
6140 · Professional Developm...	3,046	7,000	44%
6150 · Payroll Service	3,056	10,000	31%
6160 · Employee Recognition	889		
6240 · Memorials		2,000	
6255 · Town Meetings	607	5,000	12%
6260 · Transportation		60,000	
6270 · Historic Promotion		2,402	
6320 · Wireless Communicatio...			
6460 · Software Contract	20,120	27,000	75%
6510 · Audit	5,000	15,000	33%
6520 · Bank Charges	1,378	5,000	28%
6530 · Bad Debts	2,858	8,000	36%
6550 · Insurance - Liability	6,670	15,000	44%
6560 · Legal	12,675	40,000	32%
6570 · Equipment Lease	1,192	8,000	15%
6580 · Contractual Services	44,464	125,000	36%
6810 · Advertising	5,126	30,000	17%
6820 · Website		4,000	
6825 · Membership	2,098	2,000	105%
6835 · Travel	2,531	5,500	46%
6850 · Office Supplies	2,436	10,000	24%
6855 · Postage	701	2,000	35%
6880 · Election Costs	16,634	8,000	208%
6890 · Utilities	2,534	7,000	36%
Total Expense	404,591	1,284,594	31%
Net Ordinary Income	-404,591	-1,284,594	31%
Other Income/Expense			
Other Expense			
6950 · Debt Service		18,000	
Total Other Expense		18,000	
Net Other Income		-18,000	
Net Income	-404,591	-1,302,594	31%

Town of Bladensburg
Public Safety and Automated Traffic Enforcement FY26
July through October 2025

	Jul - Oct 25	Budget	% of Budget
Ordinary Income/Expense			
Expense			
6000 · Compensation			
6010 · Regular Pay	1,145,899	3,236,082	35%
6020 · Overtime	140,678	400,000	35%
6030 · FICA	94,196	277,707	34%
6040 · Health Insurance	217,667	680,071	32%
6050 · Pension	124,288	349,622	36%
6060 · Workers Comp	76,760	230,000	33%
Total 6000 · Compensation	1,799,487	5,173,482	35%
6110 · Tuition Reimbursement		20,000	
6120 · Uniforms	16,049	80,000	20%
6130 · Recruitment	1,440	16,000	9%
6140 · Professional Development	5,366	50,000	11%
6160 · Employee Recognition	993	10,000	10%
6230 · Community Events	11,812	20,000	59%
6310 · Telephone	7,915	32,000	25%
6320 · Wireless Communications	20,505	60,000	34%
6330 · Communications Contracts		40,000	
6350 · Internet Access	2,361	7,000	34%
6360 · Data Fees			
6420 · Computer Expense	4,876	40,000	12%
6440 · IT Support	33,200	100,000	33%
6460 · Software Contract	27,583	60,000	46%
6545 · Insurance - Auto	26,886	70,000	38%
6550 · Insurance - Liability	17,901	60,000	30%
6570 · Equipment Lease	6,475	10,000	65%
6580 · Contractual Services	46,435	120,000	39%
6590 · Automated Traffic Enforcement	40,188	125,000	32%
6620 · Fuel	44,704	115,000	39%
6640 · Vehicle Repairs and Maintenance	16,834	40,000	42%
6650 · Vehicle Body Repairs	4,466	25,000	18%
6670 · Equipment Maintenance			
6680 · Weapon Repairs and Supplies	619	15,000	4%
6825 · Membership	1,106	10,000	11%
6835 · Travel	375	8,000	5%
6850 · Office Supplies	6,319	15,000	42%
6855 · Postage	1,723	5,000	34%
6860 · Shop Supplies	50		
6865 · Supplies	169	20,000	1%
6870 · K9 Supplies	5,945	15,000	40%
6885 · Finger Printing	547	1,000	55%
6890 · Utilities	5,862	20,000	29%
Total Expense	2,158,193	6,382,482	34%
Net Ordinary Income	-2,158,193	-6,382,482	34%
Other Income/Expense			
Other Expense			
6970 · Capital Outlay	32,156	77,545	41%
Total Other Expense	32,156	77,545	41%
Net Other Income	-32,156	-77,545	41%
Net Income	**-2,190,349**	**-6,460,027**	**34%**

Town of Bladensburg
Public Works FY26
July through October 2025

	Jul - Oct 25	Budget	% of Budget
Ordinary Income/Expense			
Expense			
6000 · Compensation			
6010 · Regular Pay	129,677	421,450	31%
6020 · Overtime	3,586	15,000	24%
6030 · FICA	9,853	33,388	30%
6040 · Health Insurance	32,767	107,361	31%
6050 · Pension	13,644	46,054	30%
6060 · Workers Comp	8,528	26,000	33%
Total 6000 · Compensation	198,054	649,253	31%
6110 · Tuition Reimbursement		1,000	
6120 · Uniforms	941	5,000	19%
6140 · Professional Development		2,000	
6350 · Internet Access	731	3,000	24%
6620 · Fuel	4,576	20,000	23%
6640 · Vehicle Repairs and Maintenance	2,080	20,000	10%
6670 · Equipment Maintenance	1,794	10,000	18%
6710 · Building Maintenance	52,181	50,000	104%
6720 · Grounds Maintenance	7,816	30,000	26%
6740 · Street Lights	13,616	50,000	27%
6750 · Sanitation Contract	104,724	300,000	35%
6760 · Landfill Fees	1,886	15,000	13%
6770 · Building Supplies	1,528	12,000	13%
6790 · Janitorial Services	5,850	25,000	23%
6835 · Travel		1,500	
6860 · Shop Supplies	404	2,000	20%
6890 · Utilities	6,130	28,000	22%
6900 · Grants - Restricted			
Total Expense	402,310	1,223,753	33%
Net Ordinary Income	-402,310	-1,223,753	33%
Other Income/Expense			
Other Expense			
6970 · Capital Outlay			
6979 · Highway User Projects	28,605	150,000	19%
6970 · Capital Outlay - Other			
Total 6970 · Capital Outlay	28,605	150,000	19%
Total Other Expense	28,605	150,000	19%
Net Other Income	-28,605	-150,000	19%
Net Income	**-430,915**	**-1,373,753**	**31%**

Town of Bladensburg
FY26 Actuals vs. Budget
July through October 2025

	Jul - Oct 25	Budget	% of Budget	
Ordinary Income/Expense				
Income				
4000 · Property Taxes				
4020 · Real Estate Taxes	3,745,853	5,034,415	74%	
4040 · Business Personal Property Tax	402,122	950,000	42%	
4060 · Personal Property Tax - Other	424,633	390,000	109%	
Total 4000 · Property Taxes	4,572,607	6,374,415		72%
4100 · Income Tax	137,229	650,000		21%
4200 · Other Local Taxes		20,000		
4300 · Licenses and Permits				
4310 · Local Business Licenses	14,904	110,000	14%	
4320 · County Traders License	3,755	15,000	25%	
4370 · Cable Franchise Fees	21,410	80,000	27%	
Total 4300 · Licenses and Permits	40,070	205,000		20%
4400 · Federal Funding				
4410 · Federal Earmark		1,000,000		
4400 · Federal Funding - Other		500,000		
Total 4400 · Federal Funding		1,500,000		
4500 · State Funding				
4510 · Highway User Revenues		327,766		
4520 · Police Aid	82,701	325,380	25%	
4540 · Police Grants	42,331			
4550 · Bond Bill		1,200,000		
Total 4500 · State Funding	125,032	1,853,146		7%
4600 · County Funding		24,856		
4700 · Service Charges				
4720 · Local Fines/Fees	33,694	40,000	84%	
4730 · Copier Fees	20	3,000	1%	
4740 · Fingerprinting	166	1,000	17%	
4770 · Automated Traffic Enforcement	227,315	1,077,545	21%	
4780 · Red Light Camera	239,303			
Total 4700 · Service Charges	500,497	1,121,545		45%
4800 · Other Revenues				
4810 · Insurance Reimbursement	51,725	50,000	103%	
4830 · Property Rental	15,000	42,000	36%	
4840 · Vehicle Deployment	8,500	28,200	30%	
4870 · Misc. Revenues	720	2,000	36%	
4880 · Interest Earned	51,909	250,000	21%	
Total 4800 · Other Revenues	127,854	372,200		34%
4900 · Restricted Revenues				
4960 · CDBG Construction Grant	65,735	188,750	35%	
4970 · Other Grants	2,750	49,000	6%	
4900 · Restricted Revenues - Other				
Total 4900 · Restricted Revenues	68,485	237,750		29%

Town of Bladensburg
FY26 Actuals vs. Budget
July through October 2025

	Jul - Oct 25	Budget	% of Budget
4999 · Transfer from Fund Balance			
Total Income	5,571,773	12,358,912	45%
Gross Profit	5,571,773	12,358,912	45%
Expense			
6000 · Compensation			
6010 · Regular Pay	1,494,667	4,379,471	34%
6020 · Overtime	147,925	426,000	35%
6030 · FICA	120,552	367,092	33%
6040 · Health Insurance	292,791	924,408	32%
6050 · Pension	163,792	473,244	35%
6060 · Workers Comp	85,288	258,000	33%
Total 6000 · Compensation	2,305,016	6,828,215	34%
6110 · Tuition Reimbursement		23,000	
6120 · Uniforms	16,990	85,000	20%
6130 · Recruitment	1,440	16,000	9%
6140 · Professional Development			
6145 · Council Business Development	4,812	30,000	16%
6140 · Professional Development - Ot...	8,411	59,000	14%
Total 6140 · Professional Development	13,223	89,000	15%
6150 · Payroll Service	3,056	10,000	31%
6160 · Employee Recognition	1,882	25,000	8%
6210 · Council Projects		2,500	
6220 · Community Initiatives			
6225 · Community Grants			
6226 · Fire Department Donation	7,500	30,000	25%
6227 · Scholarships		5,000	
6225 · Community Grants - Other	2,000	12,000	17%
Total 6225 · Community Grants	9,500	47,000	20%
6230 · Community Events	31,600	90,000	35%
6235 · Senior Citizen Projects	3,000	4,500	67%
6240 · Memorials		2,000	
6255 · Town Meetings	3,213	11,000	29%
6260 · Transportation		60,000	
6270 · Historic Promotion		2,402	
6310 · Telephone	7,915	32,000	25%
6320 · Wireless Communications	20,505	60,000	34%
6330 · Communications Contracts		40,000	
6350 · Internet Access	3,092	10,000	31%
6360 · Data Fees			
6420 · Computer Expense	5,915	40,000	15%
6440 · IT Support	33,200	100,000	33%
6460 · Software Contract	47,703	87,000	55%
6510 · Audit	5,000	15,000	33%
6520 · Bank Charges	1,378	5,000	28%
6530 · Bad Debts	2,858	8,000	36%
6545 · Insurance - Auto	26,886	70,000	38%
6550 · Insurance - Liability	25,393	79,000	32%
6560 · Legal	12,675	40,000	32%
6570 · Equipment Lease	7,667	18,000	43%

Town of Bladensburg
FY26 Actuals vs. Budget
July through October 2025

	Jul - Oct 25	Budget	% of Budget
6580 · Contractual Services	90,899	245,000	37%
6590 · Automated Traffic Enforcement	40,188	125,000	32%
6620 · Fuel	49,280	135,000	37%
6640 · Vehicle Repairs and Maintenance	18,914	60,000	32%
6650 · Vehicle Body Repairs	4,466	25,000	18%
6670 · Equipment Maintenance	1,794	10,000	18%
6680 · Weapon Repairs and Supplies	619	15,000	4%
6710 · Building Maintenance	52,181	50,000	104%
6720 · Grounds Maintenance	7,816	30,000	26%
6740 · Street Lights	13,616	50,000	27%
6750 · Sanitation Contract	104,724	300,000	35%
6760 · Landfill Fees	1,886	15,000	13%
6770 · Building Supplies	1,528	12,000	13%
6790 · Janitorial Services	5,850	25,000	23%
6810 · Advertising	5,126	30,000	17%
6820 · Website		4,000	
6825 · Membership	8,546	32,000	27%
6835 · Travel	6,834	29,000	24%
6850 · Office Supplies	8,755	25,000	35%
6855 · Postage	2,424	7,000	35%
6860 · Shop Supplies	454	2,000	23%
6865 · Supplies	169	20,000	1%
6870 · K9 Supplies	5,945	15,000	40%
6880 · Election Costs	16,634	8,000	208%
6885 · Finger Printing	547	1,000	55%
6890 · Utilities	14,525	55,000	26%
6900 · Grants - Restricted			
6930 · CDBG	92,356	188,750	49%
6935 · Other Grants	109,750		
6940 · Highway User Projects			
6900 · Grants - Restricted - Other			
Total 6900 · Grants - Restricted	202,106	188,750	107%
Total Expense	3,254,937	9,413,367	35%
Net Ordinary Income	2,316,836	2,945,545	79%
Other Income/Expense			
Other Expense			
6950 · Debt Service		18,000	
6970 · Capital Outlay			
6972 · Long Term Capital Projects	12,396	2,200,000	1%
6979 · Highway User Projects	28,605	150,000	19%
6970 · Capital Outlay - Other	32,156	577,545	6%
Total 6970 · Capital Outlay	73,157	2,927,545	2%
Total Other Expense	73,157	2,945,545	2%
Net Other Income	-73,157	-2,945,545	2%
Net Income	**2,243,679**		**100%**

Town of Bladensburg
Police Department
Public Safety Update to the Town Council

Date: Monday November 10, 205

Presented by: A/Chief of Police D. Frishkorn

I. Overview

This report provides the Town Council with an update on police department activities, crime trends, community engagement initiatives, and notable incidents for the reporting period October 1, 2025, thru November 10, 2025.

II. Crime Statistics and Trends

A. **Reported Crime Summary:** (Monthly comparison Sept 2025 and Oct 2025:

Category	Current Period (Oct)	Previous Period (Sept)	% Change	YTD%
Violent Crimes	3	8	- 62.5%	-21.7%
Property Crimes	14	44	- 68.2%	-12.7%
Traffic Stops	236	215	+ 9.7%	
Calls for Service	1091	1038	+ 5.1%	
Arrests	12	7	+ 71.4%	

B. **Notable Trends:**

- There has been a trend of theft of vehicle tires and rims that have occurred in the 4200 block of 58th Avenue and 5800 block of Annapolis Road, and 3800 block of Kenilworth Avenue most occurring early morning hours.

III. Community Engagement

Recent Initiatives:

- On October 1st, 2025, "Coffee with a Cop" event was held at Starbucks at 6300 Annapolis Road

- On October 1st, 2025, the 12th Annual Purple Light Nights Ceremony sponsored by Prince George's County Sheriff's Department related to domestic violence awareness

- On October 11th, 2025, a Domestic violence panel was set up at Town Hall and attended by Ms. Monfort of the CAT Team who distributed informational material

- On October 18th, 2025, staff participated in Bladensburg Day which included a parade and festivities at the David C. Harrington Park and were well attended by community members

- On October 21, 2025, staff attended the Seton After 6 Event at Elizabeth Seton High School at 5715 Emerson Street. Staff met with current and former students during the event.

- On October 30th staff hosted and participated in Trunk or Treat at the Community Center. Several other agencies and organizations participated, and the event was well attended.

- On November 5th staff attended a resident meeting at Bladensburg Commons (4200 58th Ave) for a discussion on crime, crime prevention and crime stats.

- On November 6, 2025, staff attended a Bingo event with discussion on red light cameras at Park View Apartments.

Upcoming November Events:

- On November 11th, 2025, the Veterans Day Ceremony at the Memorial Park at 11:00 AM. Police Honor Guard and other staff will be in attendance.

- On November 17th, 2025, a Community Resource Fair will be held at the Bladensburg High School from 5:30 to 7:30 P.M. Staff will attend and have a table at the event.

- On November 21st, 2025, staff will be attending and conducting presentations at Roger Heights Elementary School Career Day.

- November 22, 2025, 9:00 A.M to 11:00 A.M, Thanksgiving meal distribution will take place at Town Hall, police department staff will participate.

IV. Traffic and Enforcement Activity

- Traffic/Parking Citations/SERO/Warnings Issued: 378

- Premise Checks: 623

- Accidents Investigated: 11

- DUI/DWI Arrests: 0

- Special Enforcement Details: A stop sign enforcement detail was conducted by officers at 56th and Tilden Road due to a resident's complaint of motorists running the stop sign at that location.

- Metro count was deployed for a one-month period in the 5200 block of Tilden Road due to a complaint from a citizen regarding speeding violations, and to determine the need for rumble strips. 74.9% of the traffic was traveling at or below the speed limit and the avg speed on the road was 22mph.

V. Department Operations

Personnel Updates:

- An employment offer was given to and accepted by a new officer candidate Andrew Lowery. The new officer will start on November 17th and is a lateral officer with prior law enforcement experience.

Training:

- Officers completed training on "Notifications of Victims of ID Fraud and Related Crimes of Their Rights Under Federal Law" as mandated by the Maryland Police and Correctional Training Commission.

- An officer attended Taser Instructor school for the new Taser 10 platform

- Officers attended “Arrest Search and Seizure” training

- Officers attended annual and bi/annual firearms training

Equipment/Technology Updates:

- The department obtained new Taser 10 platform to replace the Taser 7s. The new platform came with Virtual Reality (VR) Training capabilities that will enhance officer’s use of the Taser, and the ability to perform de-escalation and scenario-based training.

VI. Notable Incidents

- Fatal vehicle collision that occurred on October 18th, 2025, in the 4100 block of 56th Avenue in which 14 victims were injured including 8 children. An arrest was made in the incident and is currently pending court proceedings.

- On October 17, 2025, there was an armed robbery in the 5600 block of Annapolis Road and an arrest was made on October 20th with the assistance of and collaboration with Cheverly PD

VII. Goals and Initiatives

Short-Term Priorities:

- Maintain a safe environment for the residents and visitors to the Town of Bladensburg during the upcoming holiday season.

- Continue to show a visible police presence in the community and business areas through vehicle and foot patrols.

Long-Term Focus:

- Continue the decrease in violent and property crimes and address any crime trends through collaboration with the police department and the community.

- Continue the department’s efforts in building partnerships with all of the stakeholders in the Town through our community policing efforts.

VIII. Conclusion

The Bladensburg Police Department remains committed to transparency, community partnership, and proactive public safety strategies. We appreciate the continued support of the Mayor and Town Council.

Respectfully submitted,

Daniel Frishkorn A/Chief of Police
Town of Bladensburg Police Department
Dfrishkorn@bladensburgmd.gov

Department of Public Works

Report for October, 2025

Submitted By

Purnell Hall

Public Works activities for October, 2025:

During the month of October, Public Works worked on the following activities:

1. Public Works Mr. Fuentes, installing new batteries in the Big Belly trash/recycling cans.

2. Public Works installed purple exterior light bulbs around the Town Hall in respect of Breast Cancer awareness month.

3. Maryland Occupational Safety and Health (MOSH) Did their inspection at DPW below is one of the correction Public Work repaired. Guys put their heads together and redesigned the stairs at DPW.

4. Contractors has been working hard to complete Upshur Street sidewalk.

5. Public Works painted most green u channel poles in Town.

6. I want to Thank Mr. Alston and Mr. Watson for assisting with the second annual Bladensburg Day event on the Town Green.

7. Installed new stop sign in the 5200 block of Tilden Road.

8. Public Works has started planting winter Cabbage and Kale throughout the Town.

Measured in tons

Brush	.59
Building material	.87
Condominium bulk pick up	1.03

Ground Maintenance:

The Public Works crew is committed to keeping the Town clean and beautiful and as a result we have picked up litter in the following areas of the Town.
a. Annapolis Road Pedestrian Tunnel
b. The Industrial Area
c. The alley-way in between 55th Ave. and 56th Ave.

Meetings:

1. Department Head meeting
2. Firework meeting
3. Storm water meeting (County)
4. Bates update contacts

Please Help Keep Bladensburg Clean we CARE!

- In order for the Department of Public Works to keep the Town clean and litter free, we need a little help from our residents as well.

1. Pick up litter in front of your property. (Curb line as well)
2. Please put trash/recycling in the proper container with the lid closed. It helps keep the Town neat and clean.

If you have leaves for pick up, please place them in paper yard waste bags or trash cans marked with and X for pick up on MONDAYS.

Resident's Please Don't Litter in your community…

Notice: Styrofoam is not recyclable. Please put Styrofoam out on the trash collection day. (Tuesday and Friday)

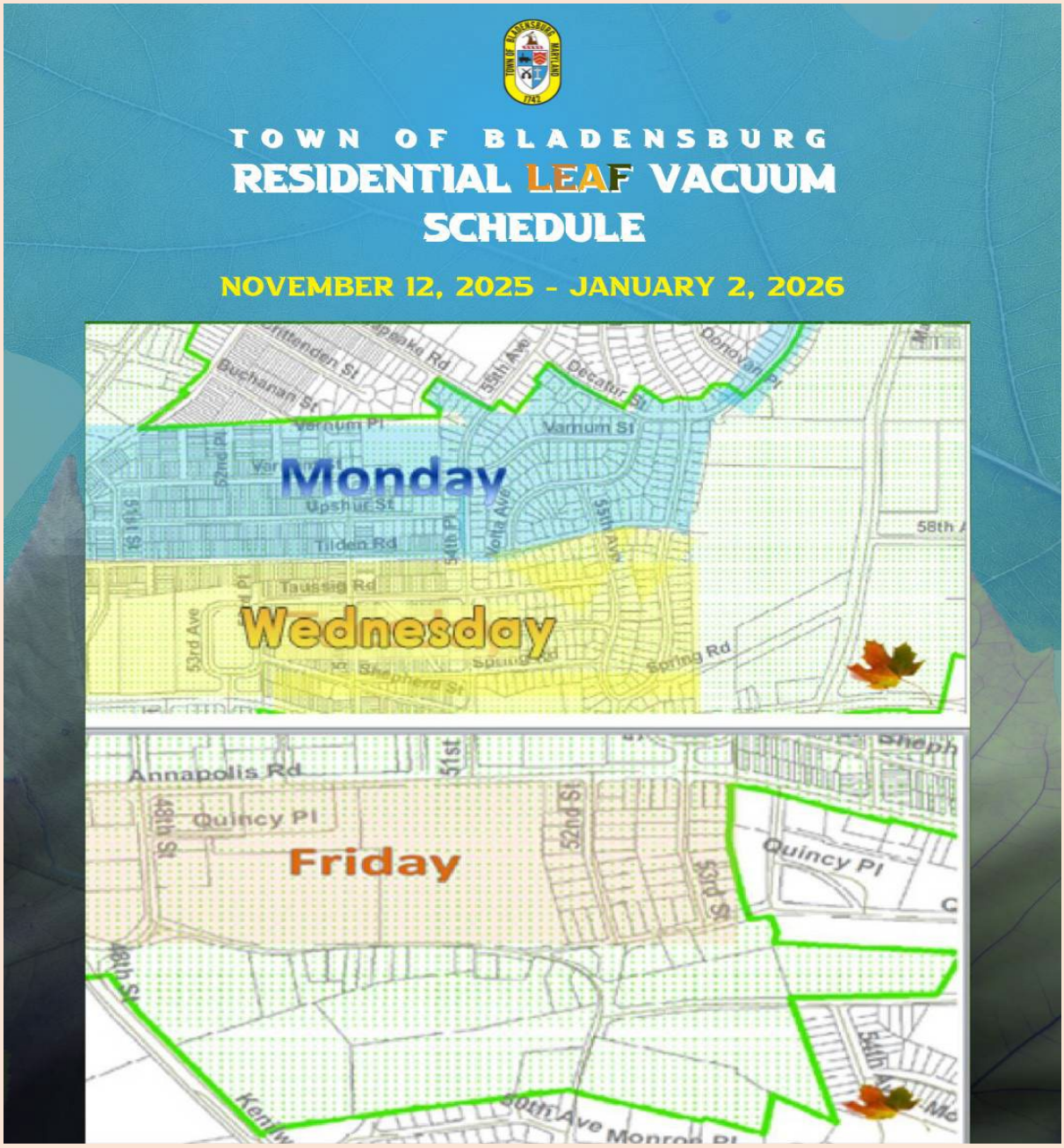
Reminder: Recycling is collected on Mondays with Yard Waste.

Please make sure you put your trash and recycling out the night before the collection day.

Bulk Trash collection: Every Friday you must call 301-773-2069 Thursday before 2pm to be added to the list for Friday pick up. Remember mattresses/box spring must be covered.

- Residents, please rake your leaves to the curb. Public Works will not rake the piles to curb for collection.

1. If you have problems with cars parking on or near the pile. Install a hand written sign to let your neighbours know.
2. Public Works can't and will not rake the leaf pile to the Vacuum.



TOWN ADMINISTRATOR MONTHLY MEMO

November 2025

Dear Town Council, Residents, Business owners, and Employees of the Town of Bladensburg;

Bladensburg – A Town That Cares!

As we enter the month of November, a time for reflection and gratitude, I want to take a moment to express my appreciation for our community and our dedicated team. Despite the challenging economic conditions we face, the Town of Bladensburg continues to deliver high-quality services with care, creativity, and compassion.

This month, we are pleased to host a **Community Food Distribution** on **Saturday, November 22, 2025**, from **8:00 a.m. to 10:00 a.m. at Town Hall**. Participants must register in advance, and additional information is available on the Town's website and social media platforms. We are also partnering with a local nonprofit that will host a **Pet Food Distribution** at the same time in **David C. Harrington Park**. These efforts reflect our shared commitment to supporting families—and their pets—through the holiday season.

I would also like to extend heartfelt thanks to our **Police Department** for their professionalism and courage in response to the tragic incident that occurred on **October 18, 2025**. Their quick action and coordinated teamwork helped ensure the safety of our residents during a difficult and emotional time.

A special thank you goes to **Acting Chief Frishkorn** for his steady leadership, and to the following officers and staff members for their dedication and service:

On Scene Response

- Sgt. Thompson
- Cpl. Tanksley (first officer on scene)
- Pfc. Young
- Pfc. Pichardo
- Det./Pfc. Webb

Crash Investigation and Follow-Up

- Sgt. Harris (Lead Investigator)
- Cpl. Moon (Assisting Investigator)

K-9 Response

- Pfc. Merritt – Conducted the track of the suspect from the vehicle

Communications and Coordination

- Dispatcher Theresa Clark – Managed radio and incident-related calls
- PIO Kim Greene – Coordinated press communications and media briefing

Additional Support

- Lt. Goins – Directed officers at the scene
- Officers Humphries and Kinard – Provided field assistance

To each of you—thank you. Your commitment to serving our residents with integrity and compassion truly embodies the spirit of **"Bladensburg, a Town that Cares."**

Town Administrator | PRIORITIES – FY 2026 and Beyond

- ✓ Continued transparency and reporting, the Town continues to publish information and data for the public.
- ✓ Support of Legislative agenda and supporting capital priorities (new Town Hall and Town Infrastructure)
- ✓ Furthering Economic Development and Annexation Goals and expanding the tax base of the Town
- ✓ Collaborative review of departmental progress toward annual goals to revise and develop the Strategic Plan.
- ✓ Supporting the development of the Town Hall Project through the release of an RFP/RFQ for the building development and finance opportunities
- ✓ Continuing Work and opportunities at Bostwick House and working with community Partners like the Aman Memorial Trust
- ✓ Assisting in the events and activities that will celebrate the 250th Anniversary of the USA with the State of Maryland
- ✓ Developing a balanced budget for FY 2027 Budget and Beyond
- ✓ Seeking and obtaining key grants and other funding to assist the Town in it needs
- ✓ Improving the overall Quality of Life for residents by enhancing civic spaces, creating new signage and wayfinding, upgrading infrastructure, and partnering with community organizations and municipal partners.
- ✓ Working with the other Port Towns Managers and Council on the implementation of the BCCE Port Towns Community Development Corporation (CDC).

Bladensburg continues to move forward because of the dedication, teamwork, and shared commitment of our leaders, staff, and residents. Every project we undertake—whether large or small—adds to the collective progress that defines who we are as a community. I am deeply grateful for everyone's continued partnership, creativity, and perseverance as we work to make Bladensburg stronger, more connected, and ready for the future.

Together, we are building momentum, strengthening relationships, and shaping a Town that we can all be proud to call home.

Green Team Updates | On November 5, 2025, the Green Team met to evaluate and plan for the Winter and Spring. Also, the staff provided an update on the Prince George's County, Department of the Environment Tree Program, and the opportunities for the residents to get trees will be available on the Town's website and on social media.

We Need YOU! The Green Team is always looking for new members who have ideas on how to beautify and make the Town more GREEN. Email the Town at clerk@bladensburgmd.gov.

Reminder! Leaf collection will begin in November, with all collected leaves delivered to Eco City Farms for composting and mulching. This supports the town's sustainability goals by recycling organic waste into usable materials. Communication about leaf collection will be reinforced in the town newsletter and on social media to reduce illegal leaf burning. The Team also spoke about the Tree City designation and the report that is due at the end of the year. The Green Team will meet again in November.

Town Clerk's Departure | It is with sadness that I announce that Ms. Regine Watson's last day with the Town will be November 14, 2025. She has contributed significantly to our organization, helping to establish an excellent foundation and order for our files and processes. Her contributions are numerous; she will be missed. We will recognize her time here on Monday, November 10, 2025. More information will come out soon. I wanted to ensure that I acknowledge her departure and her hard work over the past year.

Additional Informational Memos | This month, additional Informational memos have been included with my report to provide additional details and updates.

Upcoming Community Events:

- Veteran's Day – November 11, 2025 – Memorial Park
- Thanksgiving Food Distribution– November 22, 2025 - 8 AM - 10 AM - Town Hall
- Pet Food Giveaway – November 22, 2025 – 8 AM – 11 AM - David C. Harrington Park –
- Yule Log – December 5, 2025 – 6 PM – Town Hall
- Senior Winter Gala – December 11, 2025 – 11 AM – 1 PM - Bladensburg Community Center

If you have any questions, I am here to answer them!

Best Regards,

Michelle Bailey Hedgepeth,

Michelle Bailey-Hedgepeth, Town Administrator

Agenda Item Summary Report

Meeting Date: November 10, 2025	**Submitted by:** Michelle Bailey-Hedgepeth, Town Administrator

Item Title: Information Memo | Green Team Update | November 2025

Work Session Item [X] **Council Meeting Item [X]**	**Documentation Attached:**

Recommended Action:

This report provides a summary of the Green Team Meetings and actions taken for the Sustainable Maryland Certification, which will be renewed in 2027. These periodic reports to the Council and Public are made to keep the Council and Public Informed. | **No formal action is needed - Information Only**

Item Summary: The Bladensburg Green Team was launched in 2019 to bring together Town staff, volunteers, and community stakeholders to help educate, inspire, empower, and encourage residents and businesses to incorporate sustainable practices into their daily lives. The Green Team serves as an advisory group to the Town of Bladensburg, helping to identify and recommend "green sustainable" practices and programs to build a better, cleaner, and healthier community for everyone living and doing business in the Town of Bladensburg.

- Over the last year, Mr. Jefferies has provided staff support to this function and has ensured that the Town Green objectives are moved forward. He has designed new signage, and we have commissioned artwork for local schools to promote sustainability.
- This Spring, the Green Team continued its advisory role in advancing sustainability efforts across the Town. In April, the Team supported and participated in a joint tree-planting event on April 26, together with Port Towns partners and Eco City Farms, which combined community outreach, urban greening, and environmental education.
- The Green Team launched the second annual "No Mow April" initiative (also dubbed "No More April") to allow wildflowers and native plants to flourish, thereby supporting pollinators and enhancing habitat across designated areas. This was promoted on social media and in Council meetings.
- On October 8, 2025, the Green Team held a scheduled meeting at Town Hall for agenda setting, review of unfinished business, and to advance new business items. The Town had the Clean and Green event on October 24, 2025, where new bulbs were planted and fall cleaning was done at Town Hall.
- Throughout the year, the Green Team maintained a strong focus on partnership-building (with Eco City Farms and other local sustainability-oriented organizations), community education (including youth poster contests and environmental outreach), and alignment with broader Town goals around greening, tree canopy enhancement, and public engagement.

Overall, the Green Team's 2025 contributions reinforce the Town's commitment to sustainable practices, resident engagement, and forward momentum toward building a greener Bladensburg.

The Town Administrator will be present to answer any questions on this matter.

Budgeted Item: Yes [X] No [ ] **Budgeted Amount:** **One-Time Cost:** **Ongoing Cost:**	**Continued Date:**
Council Priority: Yes [ ] No [ ]	**Approved Date:**

Agenda Item Summary Report

Meeting Date:	**Submitted by:**
November 10, 2025	Jonathan Brown, LA Perez Michelle Bailey Hedgepeth, Town Administrator

Item Title: Council Presentation | Legislative Priorities Report for Session 2026

Presentation on the Legislative Priorities for Session 2026 | Legislative Preview by LA Perez

Work Session Item [X] **Council Meeting Item [X]**	**Documentation Attached:** Revised Legislative Priorities – 2026

Recommended Action:

Review of the Final Legislative Priorities Report for Session 2026

Item Summary: Legislative priorities are specific issues or policies that we are advocating for from the County, State, and Federal Government.

Please see the attached revised Legislative Priorities for 2026. The staff and LA Perez consulting team are seeking the Council's input on areas of interest and items that require attention during the 2026 legislative session.

Mr. Brown or Mr. Perez can answer any questions at the Council Work Session meeting. The Town Administrator will provide an overview at the Council meeting at 7 PM.

Budgeted Item: Yes [X] No [ ] **Budgeted Amount:$ NA** **One-Time Cost: NA** **Ongoing Cost: Monthly Cost**	**Continued Date:**
Council Priority: Yes [ ] No [ ]	**Approved Date:**

Agenda Item Summary Report

Meeting Date:	**Submitted by:**
November 10, 2025	Michelle Bailey Hedgepeth, Town Administrator

Item Title: Information Memo | Washington Metropolitan Council of Governments (COG) Update | November 2025

This is an update on Washington Metropolitan Council of Governments (COG) Meetings and activities that the Town Administrator attended.

Work Session Item [X] **Council Meeting Item [X]**	**Documentation Attached:**

Recommended Action:

INFORMATION ONLY: This has been provided to the Council, and the community has been informed of the Council's and staff's actions.

SUMMARY

The Town Administrator attended the **Winter Weather Operations Meeting for COG on October 30, 2025,** online. Below is a summary of this meeting and its key points:

- The Regional Winter Weather Plan remains consistent in procedures but includes updated contact rosters and new tools to improve situational awareness. Participating agencies include the National Weather Service (NWS), regional DOTs, WMATA, and emergency management offices, ensuring unified operations during snow and ice events.
- VDOT reported readiness across 14,300 lane miles with substantial salt, sand, and brine reserves, a 12-hour shift structure, and a new public snow tracker to increase transparency.
- Maryland SHA highlighted ongoing staffing challenges but continues to operate 17,000+ lane miles with expanded fleet technology and green lighting for visibility.
- DC DPW and DDOT emphasized integrated command operations, AVL tracking, and strong community engagement through Business Improvement District partnerships.
- WMATA outlined its Severe Weather Plan, which includes service tiers based on snowfall.
- The National Weather Service (NWS) predicted a La Niña winter, bringing warmer temperatures and near-normal precipitation, along with elevated risks of mixed precipitation and ice. OPM reaffirmed its centralized role in federal operating decisions to ensure workforce safety and government continuity. All agencies reaffirmed collaboration and readiness for regional winter weather response.

The Town Administrator also attended the Chief Administrative Officers (CAO) Committee Meeting, Which Was held in person on November 5, 2025 online. The meeting covered regional updates and focused on homeland security funding.

FY 2025 UASI Funding & Public Safety Implications

The CAOs received an update on the **Homeland Security Executive Committee (HSEC)** changes in **Urban Area Security Initiative (UASI)** grant funding.

- The National Capital Region (NCR)'s FY 2025 award dropped nearly 90%, from approximately $45 million to $4.4 million.

- This reduction will affect the sustainment of regional public safety programs and may have downstream impacts on local budgets.
- The HSEC is evaluating options to freeze most UASI-related hiring and spending while reassessing priorities and transition plans.
- Action Item: The HSEC Strategy Group met throughout October 2025 to revise the funding strategy and timeline. This group provided its overview to the group on November 5, 2025.

Next Steps & Concluding Remarks

The Town Administrator is engaged with the CAO group and will continue to attend meetings on behalf of the Town of Bladensburg. She is available to provide further insights if you have any questions or would like additional details.

Budgeted Item: Yes [ ] No [ ] NA **Budgeted Amount:** **One-Time Cost: NA** **Ongoing Cost: NA**	**Continued Date:**
Council Priority: Yes [ ] No [ ]	**Approved Date:**

1

Agenda Item Summary Report

Meeting Date: November 10, 2025	**Submitted by:** Michelle Bailey Hedgepeth, Town Administrator

Item Title: Information Memo | Bostwick House Update – November 2025

An update on the Bostwick House Project and Grants for November 2025

Work Session Item [X] **Council Meeting Item [X]**	**Documentation Attached:** PowerPoint

Recommended Action:

This memo is for INFORMATION ONLY, no action is required by the Town Council, and serves as an update on the recent meeting and actions by Town Staff on the project.

Item Summary: This item was developed to provide the Council and the Public with an overall update on the work done at Bostwick House. Over the last two years, the Town has worked diligently with Aman Historic Trust and other community partners to advance stabilization projects and utilize the existing Bond Bill funding. This report will serve as a regular update on key issues of public interest and will keep stakeholders engaged in this important project.

- Bond Bill Funding Update: July – November 2025 | Since 2023, the Bond Bill submission process has undergone changes. The Town submitted its initial application in December 2023, and the process was moved to a new electronic format in 2025. During the Summer MML conference, the Town Administrator and Mayor met with the DGS state secretary to discuss the process. Throughout the fall, the staff has worked with them to move the package forward for legal review.
- Encore Sustainable Architects Project – September 2025 | This evaluation is nearly complete. The report details a myriad of repairs and projects that need to be taken in the House; it also provides options for possible community uses. All of these options for the interior will require an investment of around 3-5 million in restoration projects. Additionally, we have requested that they create an additional rendering of a concept for an outdoor activation of the Stables.
- Meeting with MHT – October 2024 | The recent MHT site tour provided valuable feedback on options for activation and phased repairs. From this meeting, staff met with Aman Memorial Trust and ATHA to discuss partnerships on the site, aiming to develop activities for FY 2026 and FY 2027 that demonstrate the site's viability to partners.

The Town Administrator will be able to answer questions from the Council.

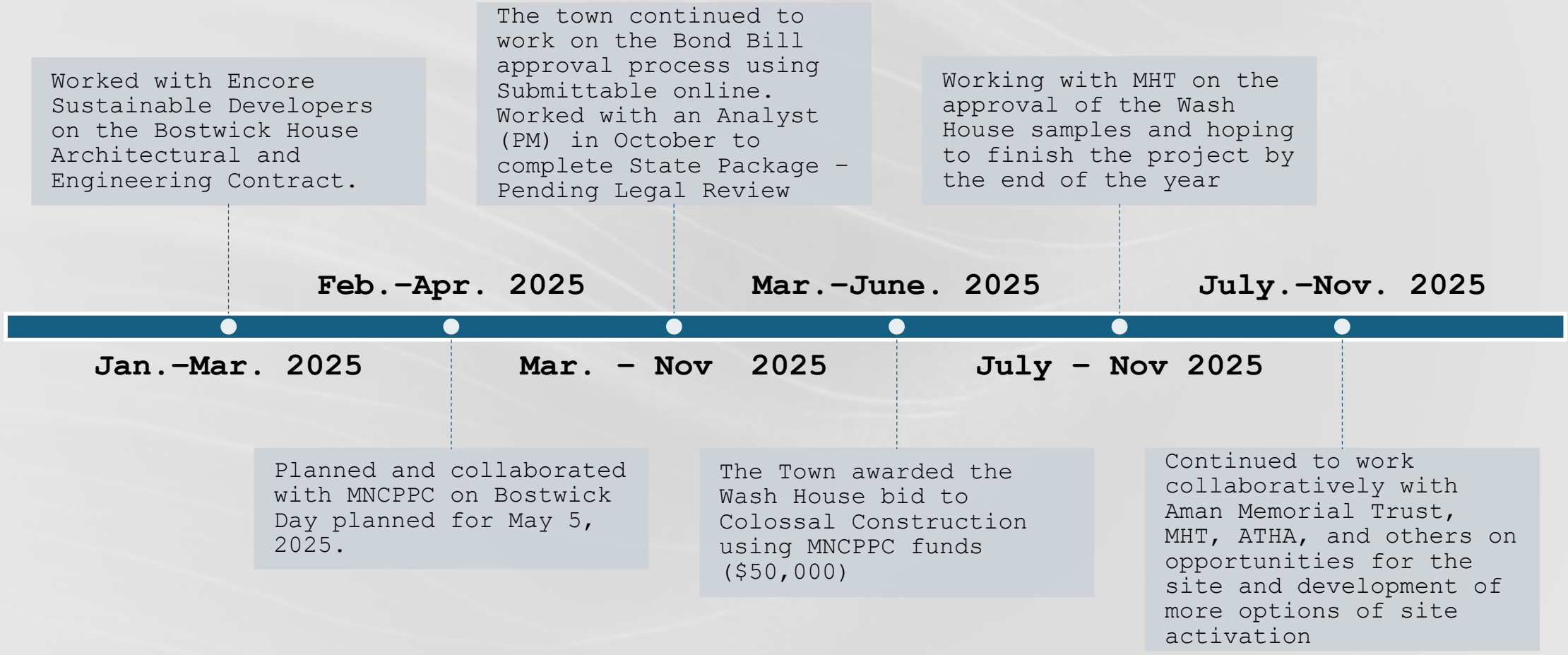
Budgeted Item: Yes [ ] No [ ] NA **Budgeted Amount:** **One-Time Cost: NA** **Ongoing Cost: NA**	**Continued Date:**
Council Priority: Yes [ ] No [ ]	**Approved Date:**

Bostwick House Update

Town of Bladensburg
Council Update

November 10, 2025

Bostwick House | Recent Actions 2025



Current Grants

Grant or Bond Bill (and Town Funds)	Recipient	Year	Amount	Purpose	Notes
MNCPPC, PG Grant Program	Town of Bladensburg	2024	$49,050	Funds may be used for exterior masonry and fenestration repainting, window repairs, new storm windows, masonry repointing, new gutters and downspouts, drainage infrastructure, and archeological work.	In Progress
SB 291 - Bond Bill	Town of Bladensburg	2022	$500,000	Acquisition, planning, design, construction, repair, renovation, reconstruction, site improvements, capital equipping	In Progress: Town with Aman Trust - Currently being spent with Stabilization projects and Encore Work

Bostwick Activity Flowchart

Stabilization

- Windows
- Masonry
- Exterior Finishing
- Roofing and other Items

Site Activation

- Archelogy
- Facilities
  - Composting Toilet
  - Storage
  - Programming of Community Events
  - Activities

Adaptive Reuse

- Electrical and HVAC Updates
  Rehabilitation for events and community
- Historical Research and Education of inhabitants that reflect the current community.

Town's Next Steps

- Continue Stabilization of Bostwick House (under Capital Grant) – The Bond Bill package is finally under legal review
- Received the Final ULI TAP Report in Fall 2024 and began the activation process. Planning events for 2026 to increase community engagement.
- Continued to review and share TAP Recommendations, which will inform the work of the architect hired under the Town and Aman Trust's RFP for the Event Center
- Develop Implementation Items based on TAP Recommendations
- Sought and will continue seeking additional funding for site improvements, waiting on responses.

Agenda Item Summary Report

Meeting Date:	**Submitted by:**
November 10, 2025	Michelle Bailey Hedgepeth, Town Administrator Tyrone Collington, Police Chief

Item Title: **Information Memo |** DRAFT ALPR Agreement with RedSpeed Update | November 2025

This is an update on a pending item regarding the expansion of the ALPR program within Bladensburg and the draft co-location agreement with RedSpeed.

Work Session Item [X] **Council Meeting Item [X]**	**Documentation Attached:**

Recommended Action:

INFORMATION ONLY: This has been provided to the Council, and the community has been informed of the Council's and staff's actions.

Subject: Co-Location Agreement – RedSpeed Maryland, LLC & Town of Bladensburg
Status: Pending Legal Review by Town Attorney

Overview : The Town of Bladensburg and **RedSpeed Maryland, LLC** are exploring a **Co-Location Agreement** to allow the **placement of Automated License Plate Reader (ALPR) equipment** on existing RedSpeed poles currently used for automated traffic enforcement cameras throughout the Town.

Under this proposed agreement, RedSpeed will **permit the Town to install ALPR units** on its poles at **no cost** to the Town. The company has agreed to **waive its standard $40 per month, per unit co-location fee** for the duration of the agreement. The Town's legal counsel, **Suellen Ferguson**, is currently reviewing the draft for legal sufficiency.

Purpose of the Agreement

The purpose of this Co-Location Agreement is to:

- Allow the Town to enhance **public safety and law enforcement capabilities** by deploying ALPR technology on strategically located poles.
- Utilize existing infrastructure to **minimize new equipment and installation costs**.
- Formalize access and maintenance rights for the Town's ALPR units on RedSpeed's poles.

Benefits to the Town

The proposed co-location and ALPR program provides several community and operational benefits:

1. **Enhanced Public Safety and Investigations**
    - ALPR cameras help law enforcement identify stolen vehicles, locate missing persons, and track vehicles associated with criminal investigations.

- Data captured can support inter-jurisdictional cooperation with regional and state agencies.

2. **Operational Efficiency**
   - Leveraging existing RedSpeed poles avoids duplicative installations and reduces both equipment and permitting costs.
   - The Town can deploy ALPR units faster and with minimal disruption to infrastructure.
3. **Cost Savings**
   - RedSpeed's waiver of the $40/month per unit fee results in an ongoing cost savings for the Town.
   - No lease or subscription fee for use of pole space or related network access.
4. **Community Confidence and Transparency**
   - ALPR data will be used exclusively for legitimate public safety purposes under applicable privacy and data retention policies.
   - The system does not issue citations; it serves as an investigative and crime prevention tool.

Technical Specifications (Attachment A)

The ALPR equipment proposed for installation includes the **Motorola L6Q Quick-Deploy LPR System**, with the following features:

- **Mounting Heights:** LPR camera at 10'3"; solar panel at 7'6" (strap-mounted for secure installation).
- **Power and Data:** Solar-powered with DC/AC connection; data transmitted via cellular network.
- **Weatherproof Wiring:** All connectors sealed for outdoor durability.
- **Installation:** To be completed by **Bladensburg Police Department personnel**.

Next Steps

- **Town Attorney Review:** Ongoing review for legal sufficiency and alignment with the existing RedSpeed traffic enforcement contract.
- **Coordination with Police Department:** Identify pole locations and finalize installation plan.
- **Council Consideration:** Pending attorney approval, this agreement will be presented to the Town Council for formal authorization and execution.

Summary Statement

The **RedSpeed Co-Location Agreement** represents a **no-cost enhancement** to the Town's law enforcement infrastructure, providing new tools to support crime prevention, traffic safety, and investigative operations. This partnership builds on the Town's existing relationship with RedSpeed while ensuring that the deployment of technology aligns with both **public safety priorities and fiscal responsibility**.

Budgeted Item: Yes [ ] No [ ] NA **Budgeted Amount:** **One-Time Cost: NA** **Ongoing Cost: NA**	**Continued Date:**
Council Priority: Yes [ ] No [ ]	**Approved Date:**

Town Treasurer's Report – October FY26 YTD

This report provides a summary of the Town's financial activity through the fall of Fiscal Year 2026.

Revenues - The Town experienced strong revenues through the first third of the fiscal year, with notable performance in several categories:

- Real Property Taxes **-** The Town has collected $3.7 million in real estate taxes to date which is almost 75% of the annual property tax assessments. This early collection significantly improves cash flow and allows the Town to earn interest income on these funds throughout the year.
- Business Personal Property Taxes - Approximately two-thirds of projected annual revenues have already been collected—well ahead of budget expectations. This strong performance may reflect timing differences in when businesses file their returns, or it could indicate continued improvement in the local economy.
- Income Tax – While the majority of income tax revenues are typically received later in the fiscal year as tax returns are filed, collections through October are the highest on record for this point in the year. As with business personal property taxes, this increase may be due to timing (such as the filing of delinquent returns) or could reflect broader economic growth.
- Service Charges – Revenue from parking violations has increased due to enhanced enforcement efforts. The Town's partnership with the Maryland Vehicle Administration (MVA) to flag past-due violators has improved the collection of both current and outstanding fines. Additionally, the recent implementation of credit card payment options has further accelerated collections and improved cash flow.
- Automated Traffic Enforcement – Collections from speed and red-light cameras totaled $466K with $227K from speed enforcement and $239K from red-light enforcement. October was a particularly strong month, with more than $300,000 in receipts.
- Other Revenues – The Town received a $144K insurance reimbursement from LGIT for repairs to the Public Works building, which was damaged in a prior year vehicle impact incident.
- Interest – This has been underperforming through the first quarter but with the influx of cash from real property taxes and the red light and speed enforcement, we should see increased revenues which will align with the budget.

Expenses - Overall expenditures through October remain within budget and reflect normal seasonal spending patterns. Departmental highlights are as follows:

- Mayor and Council – Spending is currently under budget, as expected for this point in the year. Expenditures are anticipated to increase in the coming months with planned community events, including Thanksgiving, Christmas, and Black History Month celebrations.
- Administration, and Public Works – Spending is consistent within budget across these departments.

- Public Safety and Traffic Enforcement – Compensation is slightly above due to three recent resignations and associated leave payouts. These payouts are recorded as expenses when paid, though they were previously booked as liabilities when incurred. Other general expenses are slightly under budget through October.

Summary – We're only a third of the way through the fiscal year, but things are looking better financially than they have in a long time. This improvement could be due to several factors—an improving economy, stronger-than-expected revenues, and careful spending—but with just four months behind us, I'm staying cautiously optimistic.

We still don't know how the recent shutdown might affect the local, state, or national economy, or what other national or global events could come our way. Plus, as we head into winter, severe weather could also have an impact on our finances.

So, while our numbers through October look great, we still have a long fiscal year ahead of us, and we'll need to keep a close eye on how things develop.

Annual Audit – The FY25 annual audit is in progress. The State has approved an extension through December 31, 2025 for completion and submission. We expect to have a draft to the Council for acceptance at the December monthly meeting. Once this is approved it will be submitted to the State.

Upcoming Events

- MD Association of Counties Winter Conference in December (guest sponsored)
- Audit Completion in November/December.

For questions or further clarification, please contact the Finance Department.

Vito Tinelli
Treasurer
vtinelli@bladensburgmd.gov

Town of Bladensburg
FY26 Financial Report

	Oct YTD	FY26 Budget	Variance
REVENUES			
Real Property Tax	3,745,853	5,034,415	74%
Business Pers. Property Tax	826,755	1,340,000	62%
Income and Other Tax	137,229	670,000	20%
Licenses and Permits	40,070	205,000	20%
Federal Funding (Earmark)	-	1,500,000	0%
State and County (HUR, Police Aide)	125,032	678,002	18%
Bond Bill	-	1,200,000	0%
Service Charges	33,880	44,200	77%
Automated Traffic Enforcement (Speed and Red Light)	466,618	1,077,545	43%
Other Revenues	75,945	122,000	62%
Interest	51,909	250,000	21%
Restricted Grants	68,485	237,750	29%
Fund Balance Transfer	-	-	
Total Income	**5,571,776**	**12,358,912**	45%
EXPENSES by Dept and Major Category			
Mayor and Council			
Compensation	36,899	120,788	31%
General Expenses	51,020	213,000	24%
Subtotal Mayor and Council	**87,919**	**333,788**	26%
Administration (Town Admin, Clerk, and Finance)			
Compensation	270,576	884,692	31%
General Expenses	134,015	399,902	34%
Debt Service/ Capital Outlay	-	18,000	0%
Subtotal Administration	**404,591**	**1,302,594**	31%
Public Safety and Traffic Enforcement			
Compensation	1,799,487	5,173,482	35%
General Expenses	358,706	1,209,000	30%
Capital	32,156	77,545	0%
Subtotal Public Safety	**2,190,349**	**6,460,027**	34%
Public Works			
Compensation	198,054	649,253	31%
General Expenses	204,256	574,500	36%
Capital - HUR	28,605	150,000	19%
Subtotal Public Works	**430,915**	**1,373,753**	31%
Other			
ARPA - Stormwater	-	500,000	0%
Grant Expenses (CDBG, Community Legacy, Other)	202,106	188,750	
Long Term Capital Projects	12,396	2,200,000	1%
Subtotal Other	214,502	2,888,750	7%
Total Expenses	**3,328,276**	**12,358,912**	27%
SURPLUS/(DEFICIT)	**2,243,500**	**-**	18%

Interim Financials, Subject to Change

Town of Bladensburg
Mayor and Council FY26
July through October 2025

	Jul - Oct 25	Budget	% of Budget
Ordinary Income/Expense			
Expense			
6000 · Compensation			
6010 · Regular Pay	18,944	61,568	31%
6030 · FICA	1,281	4,710	27%
6040 · Health Insurance	14,878	48,626	31%
6050 · Pension	1,796	5,384	33%
6060 · Workers Comp		500	
Total 6000 · Compensation	36,899	120,788	31%
6140 · Professional Development	4,994	30,000	17%
6160 · Employee Recognition		15,000	
6210 · Council Projects		2,500	
6225 · Community Grants			
6226 · Fire Department Donation	7,500	30,000	25%
6227 · Scholarships		5,000	
6225 · Community Grants - Oth...	2,000	12,000	17%
Total 6225 · Community Grants	9,500	47,000	20%
6230 · Community Events	19,788	70,000	28%
6235 · Senior Citizen Projects	3,000	4,500	67%
6255 · Town Meetings	2,607	6,000	43%
6320 · Wireless Communications			
6420 · Computer Expense	1,039		
6550 · Insurance - Liability	822	4,000	21%
6825 · Membership	5,342	20,000	27%
6835 · Travel	3,928	14,000	28%
Total Expense	87,919	333,788	26%
Net Ordinary Income	-87,919	-333,788	26%
Net Income	**-87,919**	**-333,788**	**26%**

Town of Bladensburg
General and Administrative Combined
July through October 2025

	Jul - Oct 25	Budget	% of Budget
Ordinary Income/Expense			
Expense			
6000 · Compensation			
6010 · Regular Pay	200,147	660,371	30%
6020 · Overtime	3,662	11,000	33%
6030 · FICA	15,223	51,287	30%
6040 · Health Insurance	27,479	88,350	31%
6050 · Pension	24,064	72,184	33%
6060 · Workers Comp		1,500	
Total 6000 · Compensation	270,576	884,692	31%
6110 · Tuition Reimbursement		2,000	
6140 · Professional Developm...	3,046	7,000	44%
6150 · Payroll Service	3,056	10,000	31%
6160 · Employee Recognition	889		
6240 · Memorials		2,000	
6255 · Town Meetings	607	5,000	12%
6260 · Transportation		60,000	
6270 · Historic Promotion		2,402	
6320 · Wireless Communicatio...			
6460 · Software Contract	20,120	27,000	75%
6510 · Audit	5,000	15,000	33%
6520 · Bank Charges	1,378	5,000	28%
6530 · Bad Debts	2,858	8,000	36%
6550 · Insurance - Liability	6,670	15,000	44%
6560 · Legal	12,675	40,000	32%
6570 · Equipment Lease	1,192	8,000	15%
6580 · Contractual Services	44,464	125,000	36%
6810 · Advertising	5,126	30,000	17%
6820 · Website		4,000	
6825 · Membership	2,098	2,000	105%
6835 · Travel	2,531	5,500	46%
6850 · Office Supplies	2,436	10,000	24%
6855 · Postage	701	2,000	35%
6880 · Election Costs	16,634	8,000	208%
6890 · Utilities	2,534	7,000	36%
Total Expense	404,591	1,284,594	31%
Net Ordinary Income	-404,591	-1,284,594	31%
Other Income/Expense			
Other Expense			
6950 · Debt Service		18,000	
Total Other Expense		18,000	
Net Other Income		-18,000	
Net Income	-404,591	-1,302,594	31%

Town of Bladensburg
Public Safety and Automated Traffic Enforcement FY26
July through October 2025

	Jul - Oct 25	Budget	% of Budget
Ordinary Income/Expense			
Expense			
6000 · Compensation			
6010 · Regular Pay	1,145,899	3,236,082	35%
6020 · Overtime	140,678	400,000	35%
6030 · FICA	94,196	277,707	34%
6040 · Health Insurance	217,667	680,071	32%
6050 · Pension	124,288	349,622	36%
6060 · Workers Comp	76,760	230,000	33%
Total 6000 · Compensation	1,799,487	5,173,482	35%
6110 · Tuition Reimbursement		20,000	
6120 · Uniforms	16,049	80,000	20%
6130 · Recruitment	1,440	16,000	9%
6140 · Professional Development	5,366	50,000	11%
6160 · Employee Recognition	993	10,000	10%
6230 · Community Events	11,812	20,000	59%
6310 · Telephone	7,915	32,000	25%
6320 · Wireless Communications	20,505	60,000	34%
6330 · Communications Contracts		40,000	
6350 · Internet Access	2,361	7,000	34%
6360 · Data Fees			
6420 · Computer Expense	4,876	40,000	12%
6440 · IT Support	33,200	100,000	33%
6460 · Software Contract	27,583	60,000	46%
6545 · Insurance - Auto	26,886	70,000	38%
6550 · Insurance - Liability	17,901	60,000	30%
6570 · Equipment Lease	6,475	10,000	65%
6580 · Contractual Services	46,435	120,000	39%
6590 · Automated Traffic Enforcement	40,188	125,000	32%
6620 · Fuel	44,704	115,000	39%
6640 · Vehicle Repairs and Maintenance	16,834	40,000	42%
6650 · Vehicle Body Repairs	4,466	25,000	18%
6670 · Equipment Maintenance			
6680 · Weapon Repairs and Supplies	619	15,000	4%
6825 · Membership	1,106	10,000	11%
6835 · Travel	375	8,000	5%
6850 · Office Supplies	6,319	15,000	42%
6855 · Postage	1,723	5,000	34%
6860 · Shop Supplies	50		
6865 · Supplies	169	20,000	1%
6870 · K9 Supplies	5,945	15,000	40%
6885 · Finger Printing	547	1,000	55%
6890 · Utilities	5,862	20,000	29%
Total Expense	2,158,193	6,382,482	34%
Net Ordinary Income	-2,158,193	-6,382,482	34%
Other Income/Expense			
Other Expense			
6970 · Capital Outlay	32,156	77,545	41%
Total Other Expense	32,156	77,545	41%
Net Other Income	-32,156	-77,545	41%
Net Income	**-2,190,349**	**-6,460,027**	**34%**

Town of Bladensburg
Public Works FY26
July through October 2025

	Jul - Oct 25	Budget	% of Budget
Ordinary Income/Expense			
Expense			
6000 · Compensation			
6010 · Regular Pay	129,677	421,450	31%
6020 · Overtime	3,586	15,000	24%
6030 · FICA	9,853	33,388	30%
6040 · Health Insurance	32,767	107,361	31%
6050 · Pension	13,644	46,054	30%
6060 · Workers Comp	8,528	26,000	33%
Total 6000 · Compensation	198,054	649,253	31%
6110 · Tuition Reimbursement		1,000	
6120 · Uniforms	941	5,000	19%
6140 · Professional Development		2,000	
6350 · Internet Access	731	3,000	24%
6620 · Fuel	4,576	20,000	23%
6640 · Vehicle Repairs and Maintenance	2,080	20,000	10%
6670 · Equipment Maintenance	1,794	10,000	18%
6710 · Building Maintenance	52,181	50,000	104%
6720 · Grounds Maintenance	7,816	30,000	26%
6740 · Street Lights	13,616	50,000	27%
6750 · Sanitation Contract	104,724	300,000	35%
6760 · Landfill Fees	1,886	15,000	13%
6770 · Building Supplies	1,528	12,000	13%
6790 · Janitorial Services	5,850	25,000	23%
6835 · Travel		1,500	
6860 · Shop Supplies	404	2,000	20%
6890 · Utilities	6,130	28,000	22%
6900 · Grants - Restricted			
Total Expense	402,310	1,223,753	33%
Net Ordinary Income	-402,310	-1,223,753	33%
Other Income/Expense			
Other Expense			
6970 · Capital Outlay			
6979 · Highway User Projects	28,605	150,000	19%
6970 · Capital Outlay - Other			
Total 6970 · Capital Outlay	28,605	150,000	19%
Total Other Expense	28,605	150,000	19%
Net Other Income	-28,605	-150,000	19%
Net Income	**-430,915**	**-1,373,753**	**31%**

Town of Bladensburg
FY26 Actuals vs. Budget
July through October 2025

	Jul - Oct 25	Budget	% of Budget	
Ordinary Income/Expense				
Income				
4000 · Property Taxes				
4020 · Real Estate Taxes	3,745,853	5,034,415	74%	
4040 · Business Personal Property Tax	402,122	950,000	42%	
4060 · Personal Property Tax - Other	424,633	390,000	109%	
Total 4000 · Property Taxes	4,572,607	6,374,415		72%
4100 · Income Tax	137,229	650,000		21%
4200 · Other Local Taxes		20,000		
4300 · Licenses and Permits				
4310 · Local Business Licenses	14,904	110,000	14%	
4320 · County Traders License	3,755	15,000	25%	
4370 · Cable Franchise Fees	21,410	80,000	27%	
Total 4300 · Licenses and Permits	40,070	205,000		20%
4400 · Federal Funding				
4410 · Federal Earmark		1,000,000		
4400 · Federal Funding - Other		500,000		
Total 4400 · Federal Funding		1,500,000		
4500 · State Funding				
4510 · Highway User Revenues		327,766		
4520 · Police Aid	82,701	325,380	25%	
4540 · Police Grants	42,331			
4550 · Bond Bill		1,200,000		
Total 4500 · State Funding	125,032	1,853,146		7%
4600 · County Funding		24,856		
4700 · Service Charges				
4720 · Local Fines/Fees	33,694	40,000	84%	
4730 · Copier Fees	20	3,000	1%	
4740 · Fingerprinting	166	1,000	17%	
4770 · Automated Traffic Enforcement	227,315	1,077,545	21%	
4780 · Red Light Camera	239,303			
Total 4700 · Service Charges	500,497	1,121,545		45%
4800 · Other Revenues				
4810 · Insurance Reimbursement	51,725	50,000	103%	
4830 · Property Rental	15,000	42,000	36%	
4840 · Vehicle Deployment	8,500	28,200	30%	
4870 · Misc. Revenues	720	2,000	36%	
4880 · Interest Earned	51,909	250,000	21%	
Total 4800 · Other Revenues	127,854	372,200		34%
4900 · Restricted Revenues				
4960 · CDBG Construction Grant	65,735	188,750	35%	
4970 · Other Grants	2,750	49,000	6%	
4900 · Restricted Revenues - Other				
Total 4900 · Restricted Revenues	68,485	237,750		29%

Town of Bladensburg
FY26 Actuals vs. Budget
July through October 2025

	Jul - Oct 25	Budget	% of Budget
4999 · Transfer from Fund Balance			
Total Income	5,571,773	12,358,912	45%
Gross Profit	5,571,773	12,358,912	45%
Expense			
6000 · Compensation			
6010 · Regular Pay	1,494,667	4,379,471	34%
6020 · Overtime	147,925	426,000	35%
6030 · FICA	120,552	367,092	33%
6040 · Health Insurance	292,791	924,408	32%
6050 · Pension	163,792	473,244	35%
6060 · Workers Comp	85,288	258,000	33%
Total 6000 · Compensation	2,305,016	6,828,215	34%
6110 · Tuition Reimbursement		23,000	
6120 · Uniforms	16,990	85,000	20%
6130 · Recruitment	1,440	16,000	9%
6140 · Professional Development			
6145 · Council Business Development	4,812	30,000	16%
6140 · Professional Development - Ot...	8,411	59,000	14%
Total 6140 · Professional Development	13,223	89,000	15%
6150 · Payroll Service	3,056	10,000	31%
6160 · Employee Recognition	1,882	25,000	8%
6210 · Council Projects		2,500	
6220 · Community Initiatives			
6225 · Community Grants			
6226 · Fire Department Donation	7,500	30,000	25%
6227 · Scholarships		5,000	
6225 · Community Grants - Other	2,000	12,000	17%
Total 6225 · Community Grants	9,500	47,000	20%
6230 · Community Events	31,600	90,000	35%
6235 · Senior Citizen Projects	3,000	4,500	67%
6240 · Memorials		2,000	
6255 · Town Meetings	3,213	11,000	29%
6260 · Transportation		60,000	
6270 · Historic Promotion		2,402	
6310 · Telephone	7,915	32,000	25%
6320 · Wireless Communications	20,505	60,000	34%
6330 · Communications Contracts		40,000	
6350 · Internet Access	3,092	10,000	31%
6360 · Data Fees			
6420 · Computer Expense	5,915	40,000	15%
6440 · IT Support	33,200	100,000	33%
6460 · Software Contract	47,703	87,000	55%
6510 · Audit	5,000	15,000	33%
6520 · Bank Charges	1,378	5,000	28%
6530 · Bad Debts	2,858	8,000	36%
6545 · Insurance - Auto	26,886	70,000	38%
6550 · Insurance - Liability	25,393	79,000	32%
6560 · Legal	12,675	40,000	32%
6570 · Equipment Lease	7,667	18,000	43%

Town of Bladensburg
FY26 Actuals vs. Budget
July through October 2025

	Jul - Oct 25	Budget	% of Budget
6580 · Contractual Services	90,899	245,000	37%
6590 · Automated Traffic Enforcement	40,188	125,000	32%
6620 · Fuel	49,280	135,000	37%
6640 · Vehicle Repairs and Maintenance	18,914	60,000	32%
6650 · Vehicle Body Repairs	4,466	25,000	18%
6670 · Equipment Maintenance	1,794	10,000	18%
6680 · Weapon Repairs and Supplies	619	15,000	4%
6710 · Building Maintenance	52,181	50,000	104%
6720 · Grounds Maintenance	7,816	30,000	26%
6740 · Street Lights	13,616	50,000	27%
6750 · Sanitation Contract	104,724	300,000	35%
6760 · Landfill Fees	1,886	15,000	13%
6770 · Building Supplies	1,528	12,000	13%
6790 · Janitorial Services	5,850	25,000	23%
6810 · Advertising	5,126	30,000	17%
6820 · Website		4,000	
6825 · Membership	8,546	32,000	27%
6835 · Travel	6,834	29,000	24%
6850 · Office Supplies	8,755	25,000	35%
6855 · Postage	2,424	7,000	35%
6860 · Shop Supplies	454	2,000	23%
6865 · Supplies	169	20,000	1%
6870 · K9 Supplies	5,945	15,000	40%
6880 · Election Costs	16,634	8,000	208%
6885 · Finger Printing	547	1,000	55%
6890 · Utilities	14,525	55,000	26%
6900 · Grants - Restricted			
6930 · CDBG	92,356	188,750	49%
6935 · Other Grants	109,750		
6940 · Highway User Projects			
6900 · Grants - Restricted - Other			
Total 6900 · Grants - Restricted	202,106	188,750	107%
Total Expense	3,254,937	9,413,367	35%
Net Ordinary Income	2,316,836	2,945,545	79%
Other Income/Expense			
Other Expense			
6950 · Debt Service		18,000	
6970 · Capital Outlay			
6972 · Long Term Capital Projects	12,396	2,200,000	1%
6979 · Highway User Projects	28,605	150,000	19%
6970 · Capital Outlay - Other	32,156	577,545	6%
Total 6970 · Capital Outlay	73,157	2,927,545	2%
Total Other Expense	73,157	2,945,545	2%
Net Other Income	-73,157	-2,945,545	2%
Net Income	**2,243,679**		**100%**