

# Rural & Residential Road Rehabilitation -- No. 500914

Category  
Subcategory  
Administering Agency  
Planning Area

Transportation  
Highway Maintenance  
Transportation  
Countywide

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

May 15, 2009  
No  
None  
On-going

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	5,400	0	0	5,400	600	800	1,000	1,000	1,000	1,000	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	20,497	0	0	20,497	597	900	3,100	4,400	5,300	6,200	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>25,897</b>	<b>0</b>	<b>0</b>	<b>25,897</b>	<b>1,197</b>	<b>1,700</b>	<b>4,100</b>	<b>5,400</b>	<b>6,300</b>	<b>7,200</b>	<b>*</b>

## FUNDING SCHEDULE (\$000)

G.O. Bonds	13,011	0	0	13,011	1,197	1,500	682	1,632	4,000	4,000	0
Recordation Tax Premium	12,886	0	0	12,886	0	200	3,418	3,768	2,300	3,200	0
<b>Total</b>	<b>25,897</b>	<b>0</b>	<b>0</b>	<b>25,897</b>	<b>1,197</b>	<b>1,700</b>	<b>4,100</b>	<b>5,400</b>	<b>6,300</b>	<b>7,200</b>	<b>0</b>

### DESCRIPTION

This project provides for the major rehabilitation of residential roadways in older communities to include extensive pavement rehabilitation and reconstruction including the associated rehabilitation of ancillary elements such as under drains, subgrade drains, and curbs and gutters (if present). This project will not make major changes to the location or size of existing drainage structures, if any.

A recent sampling of residential roadway pavements indicate that over 1,400 lane-miles of residential roadway pavement require structural rehabilitation. Pavement reconstruction is the rehabilitation or replacement of the entire existing pavement structure by the placement of an equivalent or increased pavement structure. Rehabilitation usually requires the total removal and replacement of pavement exhibiting widespread areas of fatigue related distress, base failures, subgrade failures and where an otherwise aggressive pavement restoration approach is deemed impractical. Rural and residential roads that have been rated as "poor" (level 2) or "very poor" (level 1) conditions will be rehabilitated.

### JUSTIFICATION

The Department of Transportation (DOT) has undertaken a sample study of rural and residential road pavement conditions utilizing a pavement condition rating system based upon types of observed distress (i.e., areas of pavement fatigue, base and sub-base failures, cracking, spalling, patches, and profile) and extent of observed distress (i.e., percentage of surface area exhibiting various forms of distress). Based upon levels of observed pavement distress, pavements are rated very good (level 5), good (level 4), fair (level 3), poor (level 2), and very poor (level 1). The study included a cross section of approximately 6 percent of the residential road inventory (248 lane miles). The study, which is deemed representative of the residential road inventory as a whole, will be expanded to include the entire rural / residential road inventory of 3,885 lane miles. The expanded study, to be conducted by a consultant, is expected to be completed by August 2008.

### OTHER

Hot mix asphalt pavements have a finite service life of approximately 20 years based upon a number of factors including but not limited to: original construction materials, means and methods; underlying soil conditions, drainage, daily traffic volume (ADT), other loading such as construction traffic and heavy truck traffic, age, and maintenance history.

A well maintained residential road carrying low to moderate traffic levels is likely to provide a service life of 20 years or more. Conversely, lack of programmed maintenance will shorten the service life of residential roads considerably, in many cases to less than 15 years before rehabilitation is needed.

### FISCAL NOTE

Increase Recordation Tax Premium and decrease G O Bonds

### OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.
- \* Expenditures will continue indefinitely.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP												
<table border="1"> <tr> <td>Date First Appropriation</td> <td>FY09</td> <td>(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td>FY10</td> <td>25,897</td> </tr> <tr> <td>Current Scope</td> <td></td> <td></td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td>25,897</td> </tr> </table>	Date First Appropriation	FY09	(\$000)	First Cost Estimate	FY10	25,897	Current Scope			Last FY's Cost Estimate		25,897	Washington Suburban Sanitary Commission Washington Gas Light Company Department of Permitting Services PEPCO Cable TV Verizon Montgomery County Public Schools Regional Services Centers Community Associations Commission of People with Disabilities	
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