

Resurfacing: Residential/Rural Roads (P500511)

Category Transportation
 Sub Category Highway Maintenance
 Administering Agency Transportation (AAGE30)
 Planning Area Countywide

Date Last Modified 1/5/13
 Required Adequate Public Facility No
 Relocation Impact None
 Status Ongoing

	Total	Thru FY12	Rem FY12	Total 6 Years	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	6,371	58	899	5,414	1,817	333	706	1,058	750	750	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	65,769	38,995	0	26,774	8,483	1,555	3,294	4,942	4,250	4,250	0
Other	45	45	0	0	0	0	0	0	0	0	0
Total	72,185	39,098	899	32,188	10,300	1,888	4,000	6,000	5,000	5,000	0

FUNDING SCHEDULE (\$000s)											
Current Revenue: General	309	309	0	0	0	0	0	0	0	0	0
G.O. Bonds	70,259	37,172	899	32,188	10,300	1,888	4,000	6,000	5,000	5,000	0
PAYGO	1,617	1,617	0	0	0	0	0	0	0	0	0
Total	72,185	39,098	899	32,188	10,300	1,888	4,000	6,000	5,000	5,000	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 14	1,888
Supplemental Appropriation Request		1,000
Transfer		0
Cumulative Appropriation		49,297
Expenditure / Encumbrances		39,100
Unencumbered Balance		10,197

Date First Appropriation	FY 05
First Cost Estimate	
Current Scope	FY 13
Last FY's Cost Estimate	72,185
Partial Closeout Thru	0
New Partial Closeout	0
Total Partial Closeout	0

Description

This project provides for the permanent patching and resurfacing of rural and residential roadways using durable hot mix asphalt to restore long-term structural integrity to the aging rural and residential roadway infrastructure. The County maintains a combined total of 4,143 lane miles of rural and residential roads. Preventative maintenance includes full-depth patching of distressed areas of pavement in combination with a new hot mix asphalt wearing surface of 1-inch to 2-inches depending on the levels of observed distress. A portion of this work will be performed by the county in-house paving crew.

Justification

In FY09, the Department of Transportation instituted a contemporary pavement management system. This system provides for systematic physical condition surveys. The surveys note the type, level, and extent of residential pavement deterioration combined with average daily traffic and other usage characteristics. This information is used to calculate specific pavement ratings, types of repair strategies needed, and associated repair cost, as well as the overall Pavement Condition Index (PCI) of the entire residential network. The system also provides for budget optimization and a systematic approach to maintaining a healthy residential pavement inventory. The latest 2011 survey indicated that 2,480 lane miles (60 percent) require significant levels of rehabilitation. Physical condition inspections of residential pavements will occur on a 2-3 year cycle.

Other

The design and planning stages, as well as project construction, will comply with the Department of Transportation (DOT), Maryland State Highway Administration (MSHA), Manual on Uniform Traffic Control Devices (MUTCD), American Association of State Highway and Transportation Officials (AASHTO), and American with Disabilities Act (ADA). Rural/residential road mileage has been adjusted to conform with the State inventory of road mileage maintained by the State Highway Administration (SHA). This inventory is updated annually.

Fiscal Note

\$1 million shifted from FY14 to FY13, and \$1 million shifted from FY15 to FY16 due to fiscal capacity.

Disclosures

Expenditures will continue indefinitely.

Coordination

Washington Suburban Sanitary Commission, Washington Gas Light Company, PEPCO, Cable TV, Verizon, United States Post Office