



Resurfacing: Residential/Rural Roads

(P500511)

Category	Transportation	Date Last Modified	05/20/22
SubCategory	Highway Maintenance	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	16,650	59	7,644	8,947	1,387	1,387	1,664	1,503	1,503	1,503	-
Land	326	-	326	-	-	-	-	-	-	-	-
Site Improvements and Utilities	10	10	-	-	-	-	-	-	-	-	-
Construction	220,666	160,879	3,734	56,053	8,613	9,613	9,336	9,497	9,497	9,497	-
Other	225	225	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	237,877	161,173	11,704	65,000	10,000	11,000	11,000	11,000	11,000	11,000	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: General	1,865	1,865	-	-	-	-	-	-	-	-	-
G.O. Bond Premium	9,000	9,000	-	-	-	-	-	-	-	-	-
G.O. Bonds	222,483	145,779	11,704	65,000	10,000	11,000	11,000	11,000	11,000	11,000	-
PAYGO	1,617	1,617	-	-	-	-	-	-	-	-	-
Recordation Tax Premium (MCG)	2,912	2,912	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	237,877	161,173	11,704	65,000	10,000	11,000	11,000	11,000	11,000	11,000	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 23 Request	10,000	Year First Appropriation	FY05
Appropriation FY 24 Request	11,000	Last FY's Cost Estimate	215,877
Cumulative Appropriation	172,877		
Expenditure / Encumbrances	162,294		
Unencumbered Balance	10,583		

PROJECT 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 4,324 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.

COST CHANGE

Cost increase to normalize the level of effort beginning in FY24, and due to the addition of FY27 and FY28 to this ongoing level of effort project.

PROJECT 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 recommending annual budgets for a systematic approach to maintaining a healthy residential pavement inventory.

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

\$57 million is the annual cost required to achieve the current Countywide Pavement Condition Index of 66 for Residential and rural roads. \$60 million is the annual requirement to achieve a Countywide Pavement Condition Index of 70 for residential rural roads.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

Washington Suburban Sanitary Commission, Washington Gas Light Company, PEPCO, Cable TV, Verizon, United States Postal Service.