



# Residential and Rural Road Rehabilitation (P500914)

Category	Transportation	Date Last Modified	01/10/26
SubCategory	Highway Maintenance	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

## EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
Planning, Design and Supervision	18,612	11	2,167	16,434	2,739	2,739	2,739	2,739	2,739	2,739	-
Construction	187,245	104,396	7,199	75,650	15,525	12,025	12,025	12,025	12,025	12,025	-
Other	44	44	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	205,901	104,451	9,366	92,084	18,264	14,764	14,764	14,764	14,764	14,764	-

## FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
G.O. Bond Premium	2,696	-	-	2,696	2,696	-	-	-	-	-	-
G.O. Bonds	173,682	77,504	8,760	87,418	13,598	14,764	14,764	14,764	14,764	14,764	-
Land Sale	12,695	10,119	606	1,970	1,970	-	-	-	-	-	-
Recordation Tax Premium (MCG)	16,828	16,828	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	205,901	104,451	9,366	92,084	18,264	14,764	14,764	14,764	14,764	14,764	-

## APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 27 Request	18,264	Year First Appropriation	FY09
Appropriation FY 28 Request	14,764	Last FY's Cost Estimate	148,857
Cumulative Appropriation	113,817		
Expenditure / Encumbrances	104,972		
Unencumbered Balance	8,845		

## PROJECT DESCRIPTION

This project provides for the major rehabilitation of residential and rural roadways in older communities to include extensive pavement rehabilitation and reconstruction including the associated rehabilitation of ancillary elements such as under drains, sub-grade drains, and installation and replacement of curbs and gutters. This project will not make major changes to the location or size of existing drainage structures, if any. Pavement rehabilitation includes the replacement of existing failed pavement sections by the placement of an equivalent or increased pavement section. The rehabilitation usually requires the total removal and replacement of failed pavement exhibiting widespread areas of fatigue related distress, base failures and sub-grade failures.

## COST CHANGE

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Cost change is due to increases in unit costs for materials and contractual labor, an increase in funding levels to more closely match the current countywide Pavement Condition Index (PCI) for residential and rural roads, as well as adding FY31 and FY32 to this 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 physical condition 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 costs, as well as the overall Pavement Condition Index (PCI) of the entire residential network. The system also provides for budget optimization for a systematic approach to maintaining a healthy residential pavement inventory. The updated 2024 pavement condition survey indicated that 345 lane-miles (or 8 percent) of residential pavement have fallen into the lowest possible category and are in need of structural reconstruction. Physical condition inspections of residential pavements will occur on a two-year cycle.

## OTHER

Hot mix asphalt pavements have a finite 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, 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

\$56.7 million is the total annual funding amount required across the three residential & rural road CIP projects (Permanent Patching, Rehabilitation, and Resurfacing) to maintain the current Countywide Pavement Condition Index of 68 for residential and rural roads. Related CIP projects include Permanent Patching: Residential/Rural Roads (No. 501106) and Residential Resurfacing/Rural Roads (No. 500511). In FY24 and FY25, there was a switch in funding between GO Bond and Land Sale Proceeds.

## DISCLOSURES

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

## COORDINATION

WSSC Water, Other Utilities, Montgomery County Department of Housing and Community Affairs, Montgomery County Public Schools, Maryland - National Capital Park and Planning Commission, Montgomery County Department of Permitting Services, Regional Services Centers, Community Associations, Montgomery County Pedestrian Safety Advisory Committee, Commission on People with Disabilities.