



Permanent Patching: Residential/Rural Roads (P501106)

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	7,102	9	865	6,228	1,038	1,038	1,038	1,038	1,038	1,038	-
Construction	85,829	52,833	2,692	30,304	5,884	4,884	4,884	4,884	4,884	4,884	-
Other	7	7	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	92,938	52,849	3,557	36,532	6,922	5,922	5,922	5,922	5,922	5,922	-

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	3,500	1,000	-	2,500	2,500	-	-	-	-	-	-
G.O. Bonds	85,417	47,828	3,557	34,032	4,422	5,922	5,922	5,922	5,922	5,922	-
Recordation Tax Premium (MCG)	3,029	3,029	-	-	-	-	-	-	-	-	-
State Aid	992	992	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	92,938	52,849	3,557	36,532	6,922	5,922	5,922	5,922	5,922	5,922	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 27 Request	6,922	Year First Appropriation	FY11
Appropriation FY 28 Request	5,922	Last FY's Cost Estimate	70,034
Cumulative Appropriation	56,406		
Expenditure / Encumbrances	52,911		
Unencumbered Balance	3,495		

PROJECT DESCRIPTION

This project provides for permanent patching of residential/rural roads in older residential communities. This permanent patching program provides for deep patching of residential and rural roads to restore limited structural integrity and prolong pavement performance. This program will ensure structural viability of older residential pavements until such a time that road rehabilitation occurs. Based on current funding trends, many residential roads identified as needing reconstruction may not be addressed for 40 years or longer. The permanent patching program is designed to address this problem. Pavement reconstruction involves either total removal and reconstruction of the pavement section or extensive deep patching followed by grinding along with a thick structural hot mix asphalt overlay. Permanent patching may improve the pavement rating such that total rehabilitation may be considered in lieu of total reconstruction, at significant overall savings.

COST CHANGE

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 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 and a systematic approach to maintaining a healthy residential pavement inventory. The updated 2024 pavement condition survey indicated that 499 lane-miles (12 percent) of residential pavement have fallen into the lowest possible category and are in need of structural patching. Typically, pavements rated in this category require between 15-20 percent permanent patching per lane-mile. Physical condition inspections of residential pavements will occur on a 2-year cycle.

FISCAL NOTE

\$56.7 million is the total annual funding amount required across the 3 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 Residential and Rural Road Rehabilitation (No. 500914) and Resurfacing: Residential/Rural Roads (No. 500511). Funding switch replacing Contributions and a portion of GO Bonds with Land Sale Proceeds in FY25. Funding switch from GO bonds to GO bonds premium for \$2.5 million in FY27.

DISCLOSURES

Expenditures will continue indefinitely. The County Executive asserts that this project conforms to the requirement of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

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.