# Resurfacing: Rural/Residential Roads -- No. 500511

| | | | |
|---|---|---|---|
| Category | Transportation | Date Last Modified | January 10, 2008 |
| Subcategory | Highway Maintenance | Required Adequate Public Facility | No |
| Administering Agency | Public Works & Transportation | Relocation Impact | None. |
| Planning Area | Countywide | Status | On-going |

## EXPENDITURE SCHEDULE ($000)

| Cost Element | Total | Thru FY07 | Est. FY08 | Total 6 Years | FY09 | FY10 | FY11 | FY12 | FY13 | FY14 | Beyond 6 Years |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Planning, Design, and Supervision | 7,518 | 1 | 423 | 7,094 | 993 | 1,064 | 1,206 | 1,277 | 1,277 | 1,277 | 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 | 32,215 | 5,180 | 2,129 | 24,906 | 3,007 | 3,436 | 4,294 | 4,723 | 4,723 | 4,723 | 0 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | **39,733** | **5,181** | **2,552** | **32,000** | **4,000** | **4,500** | **5,500** | **6,000** | **6,000** | **6,000** | * |

## FUNDING SCHEDULE ($000)

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Current Revenue: General | 333 | 309 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| G.O. Bonds | 37,783 | 3,255 | 2,528 | 32,000 | 4,000 | 4,500 | 5,500 | 6,000 | 6,000 | 6,000 | 0 |
| PAYGO | 1,617 | 1,617 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | **39,733** | **5,181** | **2,552** | **32,000** | **4,000** | **4,500** | **5,500** | **6,000** | **6,000** | **6,000** | **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 3885 lane miles of rural and residential roads. The department estimates that 2006 lane miles (52-percent) of rural / residential pavement requires significant levels of preventative maintenance to safeguard the infrastructure from incremental failure requiring more costly rehabilitative / reconstruction efforts. 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. Rural and residential roads that have been rated as 'fair condition' (level 3) are ideal candidates for preventative maintenance.

**CAPACITY**

This project will not affect the capacity of the rural and residential road network. However, additional lane miles of rural and residential road will be added to the existing inventory as new roads are accepted by Executive Order.

**COST CHANGE**

Increase due to patching and resurfacing with hot mix asphalt instead of micro-seal paving.

**JUSTIFICATION**

The Department of Public Works and Transportation (DPWT) 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 as 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**

The design and planning stages, as well as project construction, will comply with the Department of Public Works and Transportation (DPWT), Maryland State Highway Administration (MSHA), Manual on Uniform Traffic Control Devices (MUTCD), American Association of State and Highway Officials (AASTO), 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. Expenditures will continue indefinitely.

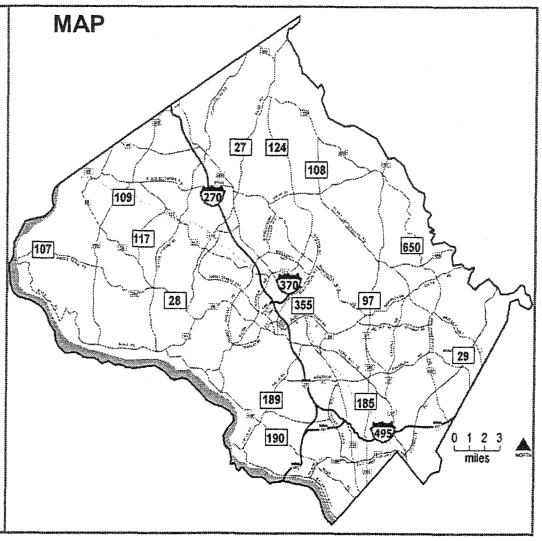
**OTHER DISCLOSURES**

- * Expenditures will continue indefinitely.

**APPROPRIATION AND EXPENDITURE DATA**

| | | |
|---|---|---|
| Date First Appropriation | FY05 | ($000) |
| First Cost Estimate Current Scope | FY09 | 39,733 |
| Last FY's Cost Estimate | | 19,433 |
| Appropriation Request | FY09 | 4,000 |
| Appropriation Request Est. | FY10 | 4,500 |
| Supplemental Appropriation Request | | 0 |
| Transfer | | 0 |
| Cumulative Appropriation | | 7,733 |
| Expenditures / Encumbrances | | 5,578 |
| Unencumbered Balance | | 2,155 |
| Partial Closeout Thru | FY06 | 0 |
| New Partial Closeout | FY07 | 0 |
| Total Partial Closeout | | 0 |

**COORDINATION**

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

**MAP**