Resurfacing: Primary/Arterial -- No. 508527

Category	**Transportation**	Date Last Modified	**May 20, 2004**
Agency	**Public Works & Transportation**	Previous PDF Page Number	**11-23(03 App)**
Planning Area	**Countywide**	Required Adequate Public Facility	**NO**
Relocation Impact	**None**		

EXPENDITURE SCHEDULE ($000)

Cost Element	Total	Thru FY03	Est. FY04	Total 6 Years	FY05	FY06	FY07	FY08	FY09	FY10	Beyond 6 Years
Planning, Design and Supervision	2,582	0	461	2,121	552	245	266	347	347	364	0
Land											
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	31,768	0	2,734	29,034	7,573	3,361	3,590	4,759	4,759	4,992	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	34,350	0	3,195	31,155	8,125	3,606	3,856	5,106	5,106	5,356	*

FUNDING SCHEDULE ($000)

G.O. Bonds	34,350	0	3,195	31,155	8,125	3,606	3,856	5,106	5,106	5,356	0
Current Revenue: General	0	0	0	0	0	0	0	0	0	0	0

ANNUAL OPERATING BUDGET IMPACT ($000)

DESCRIPTION

The County has approximately 911 miles of main streets. This project provides for the milling, repair and bituminous concrete resurfacing of some of those main streets and revitalization of others. This project is the cornerstone of the Main Street Montgomery Program. Main Street Montgomery provides for a systematic, full-service, and coordinated revitalization of some of the County's main streets (approximately 20 lane miles per year) to enhance safety and ease of use for all users. A portion of the work will be performed by the County's in-house paving crew.

Service Area

Countywide

Capacity

Proposed expenditure levels will provide for the resurfacing of about 83 lane miles (L/M) in FY05.

JUSTIFICATION

The repair of the County's main streets has fallen behind due to funding delays and services having been provided in a disjointed manner. Currently, the backlog increases by over 40 lane miles each year. In addition, the state of disrepair of the primary and arterial roadway system causes travel delays, increased traffic congestion, and compromises the safety and ease of use for all main street travelers, including pedestrians and bicyclists. Good road surfaces relieve traffic congestion which is central to the Go Montgomery! program.

Plans and Studies

Main streets provide for tens of thousands of trips each day. Main streets connect diverse origins and destinations that include commercial, retail, industrial, residential, places of worship, recreation, and community facilities. Main streets serve a cross section of travelers including those who travel by car, mass transit, on foot, and on bicycle. Coordinated services can include various measures to improve main street safety, ease of use, and appearance. Increasing the level of effort to meet the service standard is part of the Executive's Go Montgomery! program.

Specific Data

A gradual deterioration of bituminous concrete pavement takes place because of evaporation of bitumens, temperature changes, infiltration of moisture, and excessive traffic loads. The affected pavements lose skid resistance and may become safety hazards. Shoulder and base failure repair must precede the overlay applications to preserve pavements and avoid the need for reconstruction. Older County roads require more extensive repair prior to the overlay. The resurfacing also eliminates roadway roughness and improves texture, which ultimately helps to prevent accidents. This project includes $130,000 per year to provide a combination of durable plastic and thermoplastic pavement markings. These markings have a life which corresponds to the life of the resurfacing.

Cost Change

Funding increases include the addition of FY09 and FY10 to this ongoing project and increases in annual lane miles resurfaced.

STATUS

Under construction.

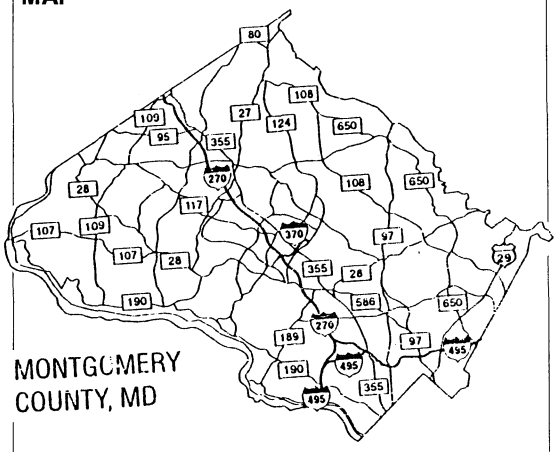
OTHER

One aspect of this project will focus on improving pedestrian walkability by creating a safer walking environment, utilizing selected engineering technologies, and ensuring ADA compliance. Several existing CIP and operating funding sources will be focused in support of the Main Street Montgomery campaign. The design and planning stages, as well as final completion of the project 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 Highway Officials (AASHTO), and Americans with Disabilities Act (ADA) standards. *Expenditures will continue indefinitely.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY85	($000)
Initial Cost Estimate		2,827
First Cost Estimate Current Scope	FY05	34,350
Last FY's Cost Estimate		17,417
Present Cost Estimate		34,350
Appropriation Request	FY05	8,125
Appropriation Request Est.	FY06	3,606
Supplemental Appropriation Request	FY04	0
Transfer		0
Cumulative Appropriation		3,195
Expenditures/ Encumbrances		1,934
Unencumbered Balance		1,261
Partial Closeout Thru	FY02	21,294
New Partial Closeout	FY03	2,967
Total Partial Closeout		24,261

COORDINATION

Go Montgomery!
WSSC
Other Utilities
DPWT
DHCA
MCPS
M-NCPPC
Department of Economic Development
Department of Permitting Services
Regional Services Centers
Community Associations
Montgomery County Pedestrian Safety Advisory Committee
Commission on People with Disabilities

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