

## Permanent Patching: Residential/Rural Roads (P501106)

Category  
Sub Category  
Administering Agency  
Planning Area

Transportation  
Highway Maintenance  
Transportation (AAGE30)  
Countywide

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

1/5/13  
No  
None  
Ongoing

Total	Thru FY12	Rem FY12	Total 6 Years	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Beyond 6 Yrs
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### EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	3,667	0	297	3,370	1,323	88	353	706	450	450	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	22,333	5,703	0	16,630	6,177	412	1,647	3,294	2,550	2,550	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>26,000</b>	<b>5,703</b>	<b>297</b>	<b>20,000</b>	<b>7,500</b>	<b>500</b>	<b>2,000</b>	<b>4,000</b>	<b>3,000</b>	<b>3,000</b>	<b>0</b>

### FUNDING SCHEDULE (\$000s)

G.O. Bonds	26,000	5,703	297	20,000	7,500	500	2,000	4,000	3,000	3,000	0
<b>Total</b>	<b>26,000</b>	<b>5,703</b>	<b>297</b>	<b>20,000</b>	<b>7,500</b>	<b>500</b>	<b>2,000</b>	<b>4,000</b>	<b>3,000</b>	<b>3,000</b>	<b>0</b>

### APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 14	500
Supplemental Appropriation Request		1,000
Transfer		0
Cumulative Appropriation		12,500
Expenditure / Encumbrances		5,703
Unencumbered Balance		6,797

Date First Appropriation	FY 11
First Cost Estimate	
Current Scope	FY 13 26,000
Last FY's Cost Estimate	26,000
Partial Closeout Thru	0
New Partial Closeout	0
Total Partial Closeout	0

#### Description

This project provides for permanent patching of rural/residential roads in older residential communities. This permanent patching program provides for deep patching of rural and residential roads to restore limited structural integrity and prolong pavement performance. This program will ensure structural viability of older residential pavements until such 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.

#### 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 2011 pavement condition survey indicated that 1,006 lane miles (24 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 2-3 year cycle.

#### Fiscal Note

\$1 million shifted from FY14 to FY13, and \$1 million shifted from FY15 to FY16 due to fiscal capacity

#### Disclosures

Expenditures will continue indefinitely.

#### Coordination

Washington Suburban Sanitary Commission, Washington Gas Light Company, Department of Permitting Services, PEPCO, Cable TV, Verizon, Montgomery County Public Schools, Regional Services Centers, Community Associations, Commission of People with Disabilities