

Resurfacing: Primary/Arterial (P508527)

Category Transportation
 Sub Category Highway Maintenance
 Administering Agency Transportation (AAGE30)
 Planning Area Countywide

Date Last Modified 5/23/16
 Required Adequate Public Facility No
 Relocation Impact None
 Status Ongoing

	Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	6,052	0	2,046	4,006	390	565	712	915	712	712	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	44,788	10,497	11,597	22,694	2,210	3,185	4,038	5,185	4,038	4,038	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	50,840	10,497	13,643	26,700	2,600	3,750	4,750	6,100	4,750	4,750	0

FUNDING SCHEDULE (\$000s)

G.O. Bonds	32,948	10,467	12,467	10,014	0	0	14	500	4,750	4,750	0
Recordation Tax Premium	17,892	30	1,176	16,686	2,600	3,750	4,736	5,600	0	0	0
Total	50,840	10,497	13,643	26,700	2,600	3,750	4,750	6,100	4,750	4,750	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 17	2,600
Appropriation Request Est.	FY 18	3,750
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		24,140
Expenditure / Encumbrances		10,738
Unencumbered Balance		13,402

Date First Appropriation	FY 85
First Cost Estimate	
Current Scope	FY 17 50,840
Last FY's Cost Estimate	59,917

Description

The County maintains approximately 940 lane-miles of primary and arterial roadways. This project provides for the systematic milling, pavement repair, and bituminous concrete resurfacing of selected primary and arterial roads and revitalization of others. This project includes the Main Street Montgomery Program and provides for a systematic, full-service, and coordinated revitalization of the primary and arterial road infrastructure to ensure viability of the primary transportation network, and enhance safety and ease of use for all users. Mileage of primary/arterial roads has been adjusted to conform with the inventory maintained by the State Highway Administration. This inventory is updated annually.

Cost Change

Cost increase due to the addition of FY21-22 to this ongoing level-of-effort project partially offset by capitalization of prior year expenditures.

Justification

Primary and arterial roadways provide transport support for tens of thousands of trips each day. Primary and arterial roads connect diverse origins and destinations that include commercial, retail, industrial, residential, places of worship, recreation, and community facilities. The repair of the County's primary and arterial roadway infrastructure is critical to mobility throughout the County. 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 travel along all primary and arterial roads for drivers, pedestrians, and bicyclists. Well maintained road surfaces increase safety and assist in the relief of traffic congestion. In FY09, the Department of Transportation instituted a contemporary pavement management system. This system provides for systematic physical condition surveys and subsequent ratings of all primary/arterial pavements as well as calculating the rating health of the primary roadway network as a whole. Physical condition inspections of the pavements will occur on a 2-3 year cycle. The physical condition surveys note the type, level, and extent of primary/arterial 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 primary/arterial network. The system also provides for budget optimization and recommends annual budgets for a systematic approach to maintaining a healthy primary/arterial pavement inventory.

Other

One aspect of this project will focus on improving pedestrian mobility by creating a safer walking and biking environment, utilizing selected engineering technologies, and ensuring Americans with Disabilities Act (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 Transportation (DOT), Maryland State Highway Administration (MSHA), Manual on Uniform Traffic Control Devices (MUTCD), American Association of State Highway Officials (AASHTO), and ADA standards.

Fiscal Note

\$8M is the annual requirement to maintain Countywide Pavement Condition Index of 71 for Primary/Arterial roads. In FY16, a supplemental appropriation of \$1.5M in GO Bonds was approved for this project.

Disclosures

A pedestrian impact analysis has been completed for this project.

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Expenditures will continue indefinitely.

Coordination

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