

Permanent Patching: Residential/Rural Roads (P501106)

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

Date Last Modified 5/19/17
 Required Adequate Public Facility No
 Relocation Impact None
 Status Ongoing

	Total	Thru FY16	Rem 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	2,124	5	34	2,085	360	210	210	435	435	435	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	40,568	27,059	194	13,315	2,040	1,190	1,190	2,465	2,715	3,715	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	42,692	27,064	228	15,400	2,400	1,400	1,400	2,900	3,150	4,150	0

FUNDING SCHEDULE (\$000s)

G.O. Bonds	41,700	26,072	228	15,400	2,400	1,400	1,400	2,900	3,150	4,150	0
State Aid	992	992	0	0	0	0	0	0	0	0	0
Total	42,692	27,064	228	15,400	2,400	1,400	1,400	2,900	3,150	4,150	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 18	1,400
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		29,692
Expenditure / Encumbrances		27,146
Unencumbered Balance		2,546

Date First Appropriation	FY 11
First Cost Estimate	
Current Scope	FY 17 42,692
Last FY's Cost Estimate	42,692

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 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 2015 pavement condition survey indicated that 672 lane-miles (16 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

\$40M is the annual cost required to maintain the current Countywide Pavement Condition Index of 67 for residential and rural roads. Related CIP projects include Residential and Rural Road Rehabilitation (#500914) and Resurfacing: Residential/Rural Roads (#500511).

Disclosures

Expenditures will continue indefinitely.

The Executive asserts that this project conforms to the requirements of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

Coordination

Maryland-National Capital Park and Planning Commission, Maryland State Highway Administration, Utility Companies, Department of Permitting Services, City of Gaithersburg, Facility Planning: Transportation (CIP #509337)