



Resurfacing: Primary/Arterial (P508527)

Category	Transportation	Date Last Modified	05/16/26
SubCategory	Highway Maintenance	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
Planning, Design and Supervision	11,120	-	2,118	9,002	1,937	1,095	1,263	1,413	1,395	1,899	-
Site Improvements and Utilities	1,071	-	1,071	-	-	-	-	-	-	-	-
Construction	133,374	76,944	5,421	51,009	10,979	6,205	7,156	8,006	7,905	10,758	-
Other	36	36	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	145,601	76,980	8,610	60,011	12,916	7,300	8,419	9,419	9,300	12,657	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
Federal Aid	878	-	-	878	878	-	-	-	-	-	-
G.O. Bond Premium	12,000	5,000	-	7,000	7,000	-	-	-	-	-	-
G.O. Bonds	122,792	62,049	8,610	52,133	5,038	7,300	8,419	9,419	9,300	12,657	-
PAYGO	6,125	6,125	-	-	-	-	-	-	-	-	-
Recordation Tax Premium (MCG)	3,806	3,806	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	145,601	76,980	8,610	60,011	12,916	7,300	8,419	9,419	9,300	12,657	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 27 Request	12,916	Year First Appropriation	FY85
Appropriation FY 28 Request	7,300	Last FY's Cost Estimate	114,790
Cumulative Appropriation	85,590		
Expenditure / Encumbrances	78,258		
Unencumbered Balance	7,332		

PROJECT DESCRIPTION

The County maintains approximately 1,042 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 also 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 change is due to increases in unit costs for materials and contractual labor, an increase in funding levels, where affordable, to more closely match the current countywide Pavement Condition Index (PCI) for primary and arterial roads, adding FY31 and FY32 to this Level of Effort project, and a federal grant award.

PROJECT 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-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. The 2023 pavement condition survey 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. 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

The annual funding requirement to maintain a countywide PCI of 71.5 for this project is \$14.5 million. FY27 funding switch with GO Bonds to program \$7 million in GO Bond Premium. A federally funded grant for \$877,500 was awarded from the Highway Safety Improvement Program via MSHA to apply high friction surface treatment at several locations in the County.

DISCLOSURES

A pedestrian impact analysis has been completed for this project. Expenditures will continue indefinitely.

COORDINATION

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

