

# Guardrail Projects (P508113)

Category  
Sub Category  
Administering Agency  
Planning Area

Transportation  
Traffic Improvements  
Transportation (AAGE30)  
Countywide

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

12/12/12  
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	510	13	57	440	70	70	75	75	75	75	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	1,602	188	14	1,400	195	240	200	235	235	295	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	3	0	3	0	0	0	0	0	0	0	0
<b>Total</b>	<b>2,115</b>	<b>201</b>	<b>74</b>	<b>1,840</b>	<b>265</b>	<b>310</b>	<b>275</b>	<b>310</b>	<b>310</b>	<b>370</b>	<b>0</b>

## FUNDING SCHEDULE (\$000s)

G.O. Bonds	2,115	201	74	1,840	265	310	275	310	310	370	0
<b>Total</b>	<b>2,115</b>	<b>201</b>	<b>74</b>	<b>1,840</b>	<b>265</b>	<b>310</b>	<b>275</b>	<b>310</b>	<b>310</b>	<b>370</b>	<b>0</b>

## APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 14	310
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		540
Expenditure / Encumbrances		351
Unencumbered Balance		189

Date First Appropriation	FY 81	
First Cost Estimate		
Current Scope	FY 13	2,257
Last FY's Cost Estimate		2,257
Partial Closeout Thru		3,744
New Partial Closeout		201
Total Partial Closeout		3,945

### Description

This project provides for: 1) installation of guardrail where they are determined to be required; 2) upgrading identified deficient and/or noncompliant end treatments to meet current Maryland State Highway Administration (MSHA) standards; 3) establishment of a 25-year lifecycle replacement program; and 4) replacement of guardrail damaged beyond repair in crashes.

### Cost Change

Increase due to the enhanced level of effort in FY13-14 and the addition of FY17-18 to this on-going level of effort project.

### Justification

Guardrails reduce the severity of run-off-the-road accidents, prevent collisions with fixed objects and protect embankments. Damaged or missing guardrails and deficient end treatments present a hazard to motorists, cyclists, and pedestrians. Guardrails have a finite service life and must be replaced at the end of this service life or when damaged in order to continue to provide safety benefits for all users. The March 2010, Report of the Infrastructure Maintenance Task Force, confirmed this and identified the need for guardrail lifecycle replacement. The existing tapered and buried guardrail end treatments provide a ramp for errant vehicles and do not meet current MSHA standards. A study was completed to identify these substandard or deficient end treatments and to replace them to meet modern crash attenuation standards.

### Disclosures

Expenditures will continue indefinitely.

### Coordination

Federal Highway Administration, Maryland State Highway Administration, Montgomery County Public Schools