

Guardrail Projects (P508113)

Category Transportation
 Sub Category Traffic Improvements
 Administering Agency Transportation (AAGE30)
 Planning Area Countywide

Date Last Modified 11/17/14
 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	632	73	85	474	79	79	79	79	79	79	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	1,914	281	217	1,416	236	236	236	236	236	236	0
Construction	4	4	0	0	0	0	0	0	0	0	0
Other	3	0	3	0	0	0	0	0	0	0	0
Total	2,553	358	305	1,890	315	315	315	315	315	315	0

FUNDING SCHEDULE (\$000s)

G.O. Bonds	2,553	358	305	1,890	315	315	315	315	315	315	0
Total	2,553	358	305	1,890	315	315	315	315	315	315	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 17	315
Appropriation Request Est.	FY 18	315
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		663
Expenditure / Encumbrances		361
Unencumbered Balance		302

Date First Appropriation	FY 81	
First Cost Estimate		
Current Scope	FY 17	2,553
Last FY's Cost Estimate		2,539

Description

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

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

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 life-cycle 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