



# Guardrail Projects

(P508113)

|               |                      |                      |                |
|---------------|----------------------|----------------------|----------------|
| Category      | Transportation       | Date Last Modified   | 01/08/24       |
| SubCategory   | Traffic Improvements | Administering Agency | Transportation |
| Planning Area | Countywide           | Status               | Ongoing        |

## EXPENDITURE SCHEDULE (\$000s)

| Cost Elements                    | Total        | Thru FY23    | Est FY24   | Total 6 Years | FY 25      | FY 26      | FY 27      | FY 28      | FY 29      | FY 30      | Beyond 6 Years |
|----------------------------------|--------------|--------------|------------|---------------|------------|------------|------------|------------|------------|------------|----------------|
| Planning, Design and Supervision | 700          | 700          | -          | -             | -          | -          | -          | -          | -          | -          | -              |
| Site Improvements and Utilities  | 4,525        | 2,147        | 332        | 2,046         | 341        | 341        | 341        | 341        | 341        | 341        | -              |
| Construction                     | 4            | 4            | -          | -             | -          | -          | -          | -          | -          | -          | -              |
| <b>TOTAL EXPENDITURES</b>        | <b>5,229</b> | <b>2,851</b> | <b>332</b> | <b>2,046</b>  | <b>341</b> | <b>341</b> | <b>341</b> | <b>341</b> | <b>341</b> | <b>341</b> | <b>-</b>       |

## FUNDING SCHEDULE (\$000s)

| Funding Source               | Total        | Thru FY23    | Est FY24   | Total 6 Years | FY 25      | FY 26      | FY 27      | FY 28      | FY 29      | FY 30      | Beyond 6 Years |
|------------------------------|--------------|--------------|------------|---------------|------------|------------|------------|------------|------------|------------|----------------|
| G.O. Bonds                   | 5,229        | 2,851        | 332        | 2,046         | 341        | 341        | 341        | 341        | 341        | 341        | -              |
| <b>TOTAL FUNDING SOURCES</b> | <b>5,229</b> | <b>2,851</b> | <b>332</b> | <b>2,046</b>  | <b>341</b> | <b>341</b> | <b>341</b> | <b>341</b> | <b>341</b> | <b>341</b> | <b>-</b>       |

## APPROPRIATION AND EXPENDITURE DATA (\$000s)

|                             |       |                          |       |
|-----------------------------|-------|--------------------------|-------|
| Appropriation FY 25 Request | 341   | Year First Appropriation | FY81  |
| Appropriation FY 26 Request | 341   | Last FY's Cost Estimate  | 4,443 |
| Cumulative Appropriation    | 3,183 |                          |       |
| Expenditure / Encumbrances  | 2,861 |                          |       |
| Unencumbered Balance        | 322   |                          |       |

## PROJECT DESCRIPTION

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 MDOT SHA standards. Forty locations were identified for end treatment replacement - these locations were improved. Following this, a 2018 study was completed to identify 40 additional locations where substandard or deficient end treatments exist and to replace them to meet modern crash attenuation standards. These replacements have begun and are anticipated to be completed in FY25/26.

## COST CHANGE

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Cost increase due to inflation and the addition of FY29 and FY30.

## 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 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, and Montgomery County Public Schools.