



# Guardrail Projects

(P508113)

Category	Transportation	Date Last Modified	01/11/26
SubCategory	Traffic Improvements	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	1,327	1,327	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	4,580	2,148	386	2,046	341	341	341	341	341	341	-
Construction	4	4	-	-	-	-	-	-	-	-	-
<b>TOTAL EXPENDITURES</b>	<b>5,911</b>	<b>3,479</b>	<b>386</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 FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
G.O. Bonds	5,911	3,479	386	2,046	341	341	341	341	341	341	-
<b>TOTAL FUNDING SOURCES</b>	<b>5,911</b>	<b>3,479</b>	<b>386</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 27 Request	341	Year First Appropriation	FY81
Appropriation FY 28 Request	341	Last FY's Cost Estimate	5,229
Cumulative Appropriation	3,865		
Expenditure / Encumbrances	3,501		
Unencumbered Balance	364		

## PROJECT DESCRIPTION

This project provides for installation of guardrail where it is determined to be required, upgrading identified deficient and/or non-compliant end treatments to meet current Maryland Department of Transportation State Highway Administration (MDOT SHA) standards, replacement of end treatments and guardrail damaged beyond repair as a result of vehicle crashes or other impacts, and the establishment of a 25-year lifecycle replacement program.

## COST CHANGE

Addition of funding for FY31 and FY32 for this ongoing project.

## PROJECT JUSTIFICATION

Guardrails reduce the severity of run-off-the-road crashes, reduce the likelihood of collisions with fixed objects, and protect

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embankments. Damaged or missing guardrails and deficient end treatments present a hazard to motorists, pedestrians, and bicyclists. Guardrails have a finite service life and must be replaced at the end of their service life or when damaged to provide safety benefits for all road users. Two separate assessments covering 80 County roadways identified the need for end treatment replacement at approximately 1,550 locations. To date, approximately 570 locations have been addressed.

## **DISCLOSURES**

Expenditures will continue indefinitely.

## **COORDINATION**

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