

# Guardrail Projects -- No. 508113

Category  
Agency  
Planning Area  
Relocation Impact

**Transportation**  
**Public Works & Transportation**  
**Countywide**  
**None**

Date Last Modified  
Previous PDF Page Number  
Required Adequate Public Facility

**January 5, 2005**  
**11-122 (05 App)**  
**NO**

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY04	Remain. FY04	Total 6 Years	FY05	FY06	FY07	FY08	FY09	FY10	Beyond 6 Years
Planning, Design and Supervision	199	0	19	180	30	30	30	30	30	30	0
Land											
Site Improvements and Utilities	1,330	0	5	1,325	325	500	125	125	125	125	0
Construction	24	0	24	0	0	0	0	0	0	0	0
Other											
<b>Total</b>	<b>1,553</b>	<b>0</b>	<b>48</b>	<b>1,505</b>	<b>355</b>	<b>530</b>	<b>155</b>	<b>155</b>	<b>155</b>	<b>155</b>	<b>*</b>

## FUNDING SCHEDULE (\$000)

G.O. Bonds	1,553	0	48	1,505	355	530	155	155	155	155	0
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## ANNUAL OPERATING BUDGET IMPACT (\$000)

### DESCRIPTION

This project provides for the installation, repair, replacement and/or upgrade of guardrails along County roadways to mitigate safety hazards to motorists, cyclists, and pedestrians. This project supports MSHA standards and the Federal mandated upgrading of crash attenuation systems for guardrail end treatments.

### Service Area

Countywide.

### JUSTIFICATION

Guardrails reduce the severity of run-off-the-road accidents and prevent collisions with fixed objects or embankments. Formal guidelines for determining needs have been developed to determine the potential benefit.

### Plans and Studies

The existing tapered and buried guardrail end treatments provide a ramp for errant vehicles and do not meet current Maryland State Highway Administration (MSHA) standards. A study is underway to identify these substandard end treatments to replace them with modern crash attenuation standards. A review of impacts to pedestrians, bicycles, and ADA requirements (Americans with Disabilities Act of 1991) is performed and addressed by this project. This project is a part of the Executive's Go Montgomery! program.

### Specific Data

A FY02 study identified 109 locations that require guardrail installation equivalent to approximately 25,668 linear feet. In FY03, 8,283 LF feet were installed. In FY04, FY05, 06, and 07, the remaining 18,000 LF will be installed. In FY06, guardrail end-treatment replacement will be initiate to meet MSHA standards. Below are locations awaiting guardrail installments.

South Lawn Lane	Comus Road	Piedmont Road
River Road	Hipsley Mill Road	Redland Road
Blunt Road	Wildcat Road	Game Preserve Road
Prarthertown Road	Rocky Road	Goshen Road
Ridge Drive	Glen Road	Brink Road
Seven Locks Road	Shiloh Church Road	Bethesda Church Road
Mullinix Mill Road	Tucker Lane	Sundown Road
Annapolis Rock Road	Big Woods Road	Riggs Road
Brink Road	West Old Baltimore Road	Westerly Road
Croghan Lane	Sugarland Road	Peach Tree Road
Ednor Road	Riffle Ford Road	Gue Road
Purdum Road	Bowie Mill Road	Violettes Lock Road
Brooke Road	Bryan Avenue	

### Cost Change

Increase due to additional funding provided to complete installation of new guardrails as identified in the FY02 study, accelerate initiation of guardrail end-treatment replacement which was scheduled to start in FY07, and initiate replacement of significantly damaged guardrail.

### STATUS

Ongoing. \* Expenditures for this project will continue indefinitely.

### APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY81	(\$000)
Initial Cost Estimate		935
First Cost Estimate		
Current Scope	FY06	1,553
Last FY's Cost Estimate		1,450
Present Cost Estimate		1,553
Appropriation Request	FY06	530
Supplemental		
Appropriation Request	FY05	0
Transfer		0
Cumulative Appropriation		403
Expenditures/		
Encumbrances		29
Unencumbered Balance		374
Partial Closeout Thru	FY03	2,200
New Partial Closeout	FY04	73
Total Partial Closeout		2,273

### COORDINATION

Federal Highway Administration  
Maryland State Highway Administration  
Montgomery County Public Schools

### MAP

