

Guardrail Projects (P508113)

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

Date Last Modified 4/21/14
 Required Adequate Public Facility No
 Relocation Impact None
 Status Ongoing

Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	564	30	60	474	79	79	79	79	79	79	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	1,972	286	270	1,416	236	236	236	236	236	236	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
Total	2,539	316	333	1,890	315	315	315	315	315	315	0

FUNDING SCHEDULE (\$000s)

G.O. Bonds	2,539	316	333	1,890	315	315	315	315	315	315	0
Total	2,539	316	333	1,890	315	315	315	315	315	315	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	315
Appropriation Request Est.	FY 16	315
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		649
Expenditure / Encumbrances		316
Unencumbered Balance		333

Date First Appropriation	FY 81
First Cost Estimate	
Current Scope	FY 15 2,539
Last FY's Cost Estimate	2,115
Partial Closeout Thru	4,146
New Partial Closeout	316
Total Partial Closeout	4,462

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 addition of FY19-20 to this ongoing level of effort project partially offset by the 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 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