

# 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 FY14	Rem 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	546	72	0	474	79	79	79	79	79	79	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	1,674	228	30	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
<b>Total</b>	<b>2,223</b>	<b>300</b>	<b>33</b>	<b>1,890</b>	<b>315</b>	<b>315</b>	<b>315</b>	<b>315</b>	<b>315</b>	<b>315</b>	<b>0</b>

### FUNDING SCHEDULE (\$000s)

G.O. Bonds	2,223	300	33	1,890	315	315	315	315	315	315	0
<b>Total</b>	<b>2,223</b>	<b>300</b>	<b>33</b>	<b>1,890</b>	<b>315</b>	<b>315</b>	<b>315</b>	<b>315</b>	<b>315</b>	<b>315</b>	<b>0</b>

### APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 16	315
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		648
Expenditure / Encumbrances		301
Unencumbered Balance		347

Date First Appropriation	FY 81	
First Cost Estimate		
Current Scope	FY 15	2,539
Last FY's Cost Estimate		2,539
Partial Closeout Thru		4,462
New Partial Closeout		300
Total Partial Closeout		4,762

#### **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