



Guardrail Projects

(P508113)

Category	Transportation	Date Last Modified	10/09/18
SubCategory	Traffic Improvements	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY18	Rem FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
Planning, Design and Supervision	727	251	2	474	79	79	79	79	79	79	-
Site Improvements and Utilities	2,452	1,036	-	1,416	236	236	236	236	236	236	-
Construction	4	4	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	3,183	1,291	2	1,890	315	315	315	315	315	315	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY18	Rem FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
G.O. Bonds	3,183	1,291	2	1,890	315	315	315	315	315	315	-
TOTAL FUNDING SOURCES	3,183	1,291	2	1,890	315	315	315	315	315	315	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 20 Approp. Request	315	Year First Appropriation	FY81
Cumulative Appropriation	1,608	Last FY's Cost Estimate	3,183
Expenditure / Encumbrances	1,291		
Unencumbered Balance	317		

PROJECT DESCRIPTION

This project provides for: 1) installation of guardrail where they are determined to be required; 2) upgrading identified deficient and/or non-compliant end treatments to meet current Maryland State Highway Administration (MSHA) standards; 3) establishment of a 25-year life-cycle replacement program; and 4) replacement of guardrail damaged beyond repair in crashes.

COST CHANGE

Cost increase due to the addition of FY23 and FY24 to this ongoing level-of-effort project.

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, Montgomery County Public Schools