

Guardrail Projects -- No. 508113

Category
Subcategory
Administering Agency
Planning Area

Transportation
Traffic Improvements
Transportation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 04, 2012
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	540	30	70	440	70	70	75	75	75	75	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	1,714	112	202	1,400	195	240	200	235	235	295	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	2,257	142	275	1,840	265	310	275	310	310	370	*

FUNDING SCHEDULE (\$000)

G.O. Bonds	2,257	142	275	1,840	265	310	275	310	310	370	0
Total	2,257	142	275	1,840	265	310	275	310	310	370	0

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 the enhanced level of effort in FY13-14 and the addition of FY17-18 to this on-going level of effort 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 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.

OTHER DISCLOSURES

- * Expenditures will continue indefinitely.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP												
<table border="1"> <tr> <td>Date First Appropriation</td> <td>FY81</td> <td>(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td></td> <td></td> </tr> <tr> <td>Current Scope</td> <td>FY13</td> <td>2,257</td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td>1,457</td> </tr> </table>	Date First Appropriation	FY81	(\$000)	First Cost Estimate			Current Scope	FY13	2,257	Last FY's Cost Estimate		1,457	Federal Highway Administration Maryland State Highway Administration Montgomery County Public Schools	
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