

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

November 16, 2010
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY10	Rem. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	390	0	0	390	50	50	70	70	75	75	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	1,067	0	82	985	105	130	135	180	200	235	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	1,457	0	82	1,375	155	180	205	250	275	310	*

FUNDING SCHEDULE (\$000)

G.O. Bonds	1,457	0	82	1,375	155	180	205	250	275	310	0
Total	1,457	0	82	1,375	155	180	205	250	275	310	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 addition of FY15-16 to this ongoing level of effort project, as well as increased work related to upgrading or replacing deficient and noncompliant end treatments to improve safety, Countywide life-cycle-replacement of guardrails, and newly requested guardrails when deemed necessary to improve safety.

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 2008, "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>FY11</td> <td>1,656</td> </tr> <tr> <td>Current Scope</td> <td></td> <td></td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td>1,656</td> </tr> </table>	Date First Appropriation	FY81	(\$000)	First Cost Estimate	FY11	1,656	Current Scope			Last FY's Cost Estimate		1,656	Federal Highway Administration Maryland State Highway Administration Montgomery County Public Schools	
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