


T&E COMMITTEE #1  
November 10, 2016

MEMORANDUM

November 8, 2016

TO: Transportation, Infrastructure, Energy and Environment Committee

FROM:  Glenn Orlin, Deputy Council Administrator

SUBJECT: Special appropriation to the FY17 Capital Budget and amendment to the FY17-22 CIP - \$8,000,000 for Resurfacing: Residential/Rural Roads (Sources: \$1,500,000 in General Obligation bonds and \$6,500,000 in Current Revenue)

Council Vice President Berliner, joined by six fellow Councilmembers, are lead- or co-sponsors of a proposed special appropriation and CIP amendment to add \$8,000,000 to the Resurfacing: Residential/Rural Roads project for FY17. Mr. Berliner's memo is on ©1, and a draft adoption resolution is on ©2-4, including the project description form on ©4.

The most recent Infrastructure Maintenance Task Force Report (March 2016) indicated that the County optimally would spend about \$34,400,000 annually resurfacing the 4,210 lane-mile network of residential and rural roads. The Executive initially recommended spending \$9,400,000 in FY17. Last winter the T&E Committee recommended increasing this amount by \$5,000,000, to \$14,400,000, and the Council concurred. However, when spending in the FY17-22 Capital Improvements Program was reconciled to resources, this \$5,000,000 was used instead to fund the acceleration and addition of Montgomery County Public Schools projects. Furthermore, the Council accelerated \$5,500,000 of the resurfacing funds recommended by the Executive to the spring of FY16. This action increased the FY16 total to \$18,717,000, but reduced the FY17 total to \$3,900,000, well below the \$34,400,000 target. This proposal, if approved, would restore the amount originally recommended by the Committee and the Council, raising the FY17 expenditure to \$11,900,000.

Typically Resurfacing: Residential/Rural Roads is funded entirely with General Obligation (G.O.) bonds. However, the starting G.O. bond capital reserve for FY17 is only a bit above \$10,000,000; an \$8,000,000 drawdown would leave very little left in the reserve for other CIP contingencies for the remaining 7 months of FY17. Therefore, the proposal is to draw down only \$1,500,000 from the G.O. bond reserve, and to fund the remainder as Current Revenue from the General Fund reserve.

**Hearing testimony.** On November 8 the Council heard testimony in favor of the supplemental appropriation from citizens living in Friendship Heights, Glenmont, and Potomac. The written testimony that was submitted is on ©5-8.

**Executive's comments.** The County Executive expressed concern about committing \$8,000,000 early in the fiscal year, noting that it will reduce the flexibility to fund other priorities. He particularly decried using \$6,500,000 from cash reserves to pay for much of this appropriation (©9).

The General Obligation bond capital reserve for FY17, as approved by the Council last spring, is \$10,381,000. One-third of the way through FY17 the Council has not yet drawn down any funds from this reserve, although two requests totaling \$848,000 are pending. Using \$1,500,000 for additional resurfacing would consume about 14% of the starting reserve, leaving sufficient flexibility to address subsequent G.O. bond-funded capital requests for the balance of the fiscal year.

The FY17 budget was assumed to have an ending General Fund reserve of about \$135,000,000. Drawing \$6,500,000 from the General Fund for the Current Revenue in this supplemental appropriation would constitute about 4.8% of this amount. Therefore, this appropriation would be a relatively modest draw from both the capital and operating reserves.

***Process and schedule.*** When this resolution was introduced, Councilmember Leventhal asked for a description of the Department of Transportation (DOT) criteria for determining the order by which residential and rural roads are resurfaced. DOT evaluates the pavement condition of every County-maintained road biennially, assigning it a Pavement Condition Index (PCI) value. For each road that has a poor PCI value, DOT determines the appropriate course of action for that road: either full rehabilitation and reconstruction, permanent patching, or normal resurfacing. The tiers of work are described on ©10. Another factor is how much funding is available in the CIP in each of the categories. Spreading this work around the county—by Councilmanic district, for example—is *not* a factor. The streets identified for resurfacing, patching, or rehabilitation are ranked solely by need.

Several councilmembers have asked about the current schedule for residential resurfacing, and which neighborhoods would be added to the schedule with the \$8,000,000. There are three charts on ©11. The middle and bottom charts show what is scheduled for FY17 and FY18, respectively; all this work is scheduled to occur between April and November in 2017. The top chart shows what work could be added with the \$8,000,000, and it, too, would be conducted in the April-November 2017 time-frame. DOT staff notes that there will be no more work that can be added conducted fall; they can only perform resurfacing when the weather is consistently above 40 degrees, and colder weather is expected to set in as early as next week.

***Rustic Roads Advisory Committee (RRAC) comments.*** As the project description title notes, this funding is for both residential streets and rural roads. The RRAC has written recommending that some of the additional funding that would be apportioned to rural roads be used for dust suppressant applications on gravel roads. The RRAC also proposes that the funding used for rustic roads have the condition that resurfacing be done just to replace the surface in place when the road was first designated as Rustic or Exceptional Rustic: asphalt for asphalt, chip seal for chip seal, gravel for gravel (©12-13). The Committee reports that DOT paved certain gravel roads with asphalt without it having the opportunity to review it, as required by law. A current example issue involves Poplar Hill Road, described in the RRAC's letter to the County Executive (©14-15). DOT staff will prepared to respond to these comments at the worksession.

**Council staff recommendation: Approve the appropriation and CIP amendment.** Final action is scheduled for November 15, 2016.



MONTGOMERY COUNTY COUNCIL  
ROCKVILLE, MARYLAND


ROGER BERLINER  
COUNCILMEMBER  
DISTRICT 1

CHAIRMAN  
TRANSPORTATION, INFRASTRUCTURE  
ENERGY & ENVIRONMENT COMMITTEE

MEMORANDUM

September 26, 2016

TO: Councilmembers

FROM: Roger Berliner, Chair, T&E Committee  
Council Vice President 

SUBJECT: Road Resurfacing and Rehabilitation Budget

Our roads are not in good shape. You know that and our residents know that. And road maintenance is a core responsibility of local government – one that we must take seriously.

DOT needs approximately \$40 million a year just to maintain minimal index standards for pavement condition. And that is the number that the Department of Transportation uses in planning/scheduling annual work in neighborhoods, notwithstanding that our annual appropriations have not exceeded \$20 million in recent years. This year the County Executive only proposed \$3.9 million for residential road resurfacing, approximately one fourth the funding approved in FY16. We funded this request in full, but not the additional \$5 million the T & E Committee had recommended for CIP reconciliation.

Unfortunately, the resurfacing schedule previously crafted by DOT was predicated on \$40 million in funding, the Department has been telling communities all across the county that three out of four projects scheduled for FY17 needed to be cancelled. And we are hearing about it.

After consulting with Director Roshdieh, I am recommending that we approve an FY17 supplemental appropriation of \$8 million for road resurfacing. This will allow the Department to address the neighborhoods in greatest need, reduce the backlog, and put us on a better path forward.

This supplemental appropriation is supported by every District Councilmember. With your support, I hope it will be approved as soon as possible so that this important work can proceed.

Resolution: \_\_\_\_\_  
Introduced: \_\_\_\_\_  
Adopted: \_\_\_\_\_

COUNTY COUNCIL  
FOR MONTGOMERY COUNTY, MARYLAND

Lead Sponsors: Council Vice President Berliner and Councilmembers Navarro, Katz, Rice, and  
Hucker

Co-Sponsors: Councilmembers Elrich and Leventhal

SUBJECT: Amendment to the FY17-22 Capital Improvements Program and  
Special Appropriation to the FY17 Capital Budget  
Montgomery County Government  
Department of Transportation  
Resurfacing: Residential/Rural Roads (No. 500511), \$8,000,000

Background

1. Section 308 of the County Charter provides that a special appropriation is an appropriation which states that it is necessary to meet an unforeseen disaster or other emergency, or to act without delay in the public interest. Each special appropriation must be approved by not less than six Councilmembers. The Council may approve a special appropriation at any time after public notice by news release. Each special appropriation must specify the source of funds to finance it.
2. Section 302 of the Montgomery County Charter provides that the Council may amend an approved capital improvements program at any time by an affirmative vote of no fewer than six members of the Council.
3. Councilmember Berliner recommends the following capital project appropriation increase and a corresponding amendment to the FY17-22 Capital Improvements Program to add \$8 million to Resurfacing: Residential/Rural Roads:

<b>Project Name</b>	<b>Project Number</b>	<b>Cost Element</b>	<b>Amount</b>	<b>Source of Funds</b>
Resurfacing: Residential/ Rural Roads	500511	Construction	\$1,500,000 <u>\$6,500,000</u>	G.O. Bonds Current Revenue
TOTAL			\$8,000,000	

4. This increase is needed in order to act without delay in addressing a significant resurfacing backlog in residential neighborhoods.
5. Notice of public hearing was given and a public hearing was held.

Action

The County Council for Montgomery County, Maryland, approves the following action:

The FY17-22 Capital Improvements Program of the Montgomery County Government is amended as reflected on the attached project description form and a special appropriation is approved as follows:

<b>Project Name</b>	<b>Project Number</b>	<b>Cost Element</b>	<b>Amount</b>	<b>Source of Funds</b>
Resurfacing: Residential/ Rural Roads	500511	Construction	\$1,500,000	G.O. Bonds
			<u>\$6,500,000</u>	Current Revenue
TOTAL			<u>\$8,000,000</u>	

This is a correct copy of Council action.

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Linda M. Lauer, Clerk of the Council

## Resurfacing: Residential/Rural Roads (P500511)

Category	Transportation	Date Last Modified	5/19/16
Sub Category	Highway Maintenance	Required Adequate Public Facility	No
Administering Agency	Transportation (AAGE30)	Relocation Impact	None
Planning Area	Countywide	Status	Ongoing

	Total	Thru FY16	Est. FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
<b>EXPENDITURE SCHEDULE (\$000s)</b>											
Planning, Design and Supervision	9700 8,586	74	2,807	6724 5,628	1785	465	875	1,125	1,237	1,237	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	130413 429,912	75,827	15,810	50696 81,675	1085 8,314	2,635	5,525	6,375	7,013	7,013	0
Other	46	46	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>140164 432,164</b>	<b>75,947</b>	<b>18,717</b>	<b>45500 87,688</b>	<b>11900 2,989</b>	<b>3,100</b>	<b>6,500</b>	<b>7,500</b>	<b>8,250</b>	<b>8,250</b>	<b>0</b>

	Total	Thru FY16	Est. FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
<b>FUNDING SCHEDULE (\$000s)</b>											
Current Revenue: General	6809 200	309	0	6500 0	6500	0	0	0	0	0	0
G.O. Bonds	131778 130,238	74,021	18,717	51000 57,688	5400	3,100	6,500	7,500	8,250	8,250	0
PAYGO	1,817	1,817	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>140164 432,164</b>	<b>75,947</b>	<b>18,717</b>	<b>45500 87,688</b>	<b>11900 2,989</b>	<b>3,100</b>	<b>6,500</b>	<b>7,500</b>	<b>8,250</b>	<b>8,250</b>	<b>0</b>

### APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 17	3,900
Appropriation Request Est.	FY 18	3,100
Supplemental Appropriation Request	FY 17	8,000 -8
Transfer		0
Cumulative Appropriation		94,664
Expenditure / Encumbrances		76,670
Unencumbered Balance		17,994

Date First Appropriation	FY 05
First Cost Estimate	
Current Scope	FY 17 140,164 432,164
Last FY's Cost Estimate	115,664

#### Description

This project provides for the permanent patching and resurfacing of rural and residential roadways using durable hot mix asphalt to restore long-term structural integrity to the aging rural and residential roadway infrastructure. The County maintains a combined total of 4,264 lane-miles of rural and residential roads. Preventative maintenance includes full-depth patching of distressed areas of pavement in combination with a new hot mix asphalt wearing surface of 1-inch to 2-inches depending on the levels of observed distress. A portion of this work will be performed by the county in-house paving crew.

#### Cost Change

Cost increase due to the addition of FY21-22 to this ongoing level-of-effort project and an \$8 million special appropriation in FY17.

#### Justification

In FY09, the Department of Transportation instituted a contemporary pavement management system. This system provides for systematic physical condition surveys. The surveys note the type, level, and extent of residential pavement deterioration combined with average daily traffic and other usage characteristics. This information is used to calculate specific pavement ratings, types of repair strategies needed, and associated repair cost, as well as the overall Pavement Condition Index (PCI) of the entire residential network. The system also provides for budget optimization and recommending annual budgets for a systematic approach to maintaining a healthy residential pavement inventory.

#### Other

The design and planning stages, as well as project construction, will comply with the Department of Transportation (DOT), Maryland State Highway Administration (MSHA), Manual on Uniform Traffic Control Devices (MUTCD), American Association of State Highway and Transportation Officials (AASHTO), and American with Disabilities Act (ADA). Rural/residential road mileage has been adjusted to conform with the State inventory of road mileage maintained by the State Highway Administration (SHA). This inventory is updated annually.

#### Fiscal Note

\$40M is the annual cost required to maintain the current Countywide Pavement Condition Index of 67 on residential and rural roads. Related CIP projects include Permanent Patching: Residential/Rural Roads (#501105) and Residential and Rural Road Rehabilitation (#500914). In FY16, a supplemental appropriation of \$5.5M in GO Bonds was approved for this project. In FY17 a special appropriation of \$8.0M was approved for this project.

#### Disclosures

Expenditures will continue indefinitely.

#### Coordination

Washington Suburban Sanitary Commission, Washington Gas Light Company, PEPCO, Cable TV, Verizon, United States Post Office

Special appropriation and CIP amendment - DOT - \$8,000,000 for  
Resurfacing: Residential/Rural Roads  
November 8, 2016 Public Hearing

Testimony by: Campbell Graeub, 5202 Westport Road, Chevy Chase, MD 20815

I am Campbell Graeub, a 53 year resident at 5202 Westport Road, Chevy Chase, MD, in the Brookdale community, near Friendship Heights. I am a retired Civil Engineer from the Transportation Research Board of the National Academy of Sciences with 40 years of experience, all in highway and bridge design, and transportation research.

Our Brookdale neighborhood streets were constructed in the late 1930s, over 80 years ago. We have 20ft wide 8 inch concrete base pavements. About 30 years ago all our streets were given an asphalt surface overlay, and just 18 months ago our pavement was milled and resurfaced, undoubtedly at the cost of thousands of dollars. One street, the 4000 block of Dalton Road received a new base with curbs and gutters, catch basins and storm drains. According to MCDOT, our area now has a Pavement Condition Index Rating of 80, except the new pavement on Dalton Road with a PCI of 100.

Our 80-year old gas mains are corroding and some are leaking. For safety reasons Washington Gas is currently lining all gas house connections with a plastic hose. This requires utility cuts in the street. The utility cuts are typically 6x6 feet with some requiring open trench cuts to the edge of the pavement when a new line needs to be installed. In our few blocks there already are 32 such cuts, with many more to come. Six cuts are in the brand new pavement on Dalton Road. As a result, today our payment condition is worse than it was 18 months ago.

Having just resigned as a member of the Friendship Heights Transportation Management Advisory Committee, I must tell you that I worked, totally unsuccessful, for my nearly 4 years on the Committee to get MCDOT to coordinate highway work projects with all effected units, SH&A and all utilities. Unfortunately I have not seen any change.

Many years ago, as Chief of Programming (Project Scheduling) and Planning Research for the DC Department of Highways we had a foolproof system of coordinating all our highway construction work with other DC agencies and utilities. Utility companies were notified months, if not years, in advance of the planned surfacing of roadways. Utilities had to get in and do their work in advance of the resurfacing. If this was not done, there was a big price to pay. Why in the world is this not a routine matter for MCDOT, in this hi-tech era?? If I had the time I could go into some of the sloppy work I see done for the utility cuts.

My last comment regards the absolutely awful example on Willard Avenue, between River and Wisconsin. Last year this 3-block stretch stretch was resurfaced. The job was completed on a Friday. The next Tuesday, 4 days later, Washington Gas contractors came and jack-hammered two utility cuts in front of 5307 and 5325 Willard Ave.

I went to both homes and asked if this was for emergency service, and both said NO. One neighbor told me he had contacted Washington Gas weekly for the prior 6 months, for improved service. It is not just at these two locations, but in this short stretch on Willard Ave there already are 7 cuts that have been made since the resurfacing, late year.

The County certainly can do better than that! This lack of total coordination for road construction project has nothing to do with engineering — it is a lack of management. It results in unnecessary extra cost for the tax payer and increased utility bills. Before spending any of the proposed \$8M, these management deficiencies need to be corrected.

Proposed testimony by

Campbell Graeub, 5202 Westport Rd, Chevy Chase, MD 20815

November 8, 2016

Special appropriation and CIP amendment - DOT - \$8,000,000 for  
Resurfacing: Residential/Rural Roads

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Glenmont Exchange, Inc.  
P.O. Box 6851  
Silver Spring, MD 20916 (301) 906-0485

Testimony of the Glenmont Exchange on behalf of Lutes HOA  
IN SUPPORT OF SPECIAL APPROPRIATIONS TO FY17 CAPITAL BUDGET  
AND AMMENDMENT TO THE FY17-22 CAPITAL IMPROVEMENTS PROGRAM  
\$8M FOR RESURFACING: RESIDENTIAL/RURAL ROADS (MCDOT)

Before the Montgomery County Council  
November 8, 2016

To the Councilmembers:

My name is Josh Goodman, and I currently serve as President of the Glenmont Exchange. We are a civic association founded in 2012 for the purpose of serving the citizens in and around the Glenmont region of Silver Spring. I am here speaking on behalf of residents in what is best described as the Lutes neighborhood (“Lutes”) in the Layhill CDP in Silver Spring. Select residents of Lutes often meet informally as the Lutes HOA, however, the neighborhood does not have its own self-sustained representation in the form of a registered HOA or civic association, and hence have sought representation from the Glenmont Exchange.

Lutes is geographically situated along Lutes Drive and Briggs Road between Layhill Road and Hathaway Drive. There are approximately 135 residences in the area at this time, including homes on Briggs Road, Lutes Drive, Wilton Oaks Drive, Mumford Drive, Disney Lane, Ewood Lane (the southern portion), Ideal Drive and Victor Court. Having been built over an extended period of time, Lutes is spread across at least seven non-contiguous subdivisions as recognized by Montgomery County (“the County”).

The original roadways within Lutes are reported to have been neglected by the County over the past thirty years at minimum. Some residents have lived in the neighborhood over fifty years, and have indicated that the roads have never been repaired or repaved. Residents have extended repeated requests to the County in hopes that the responsible party will address Lutes’s needs for upgraded street surfaces, wider roads, more adequate drainage and in some cases sidewalks and speed humps. Unfortunately nothing has been done to address these needs as of this time.

The section of Lutes closest to Layhill Road is located 0.7 miles from the Glenmont Metro Station. Given this convenience, it is not uncommon to see residents walking through the neighborhood traveling to and from the Metro Station. Residents are left with no choice but to walk on poorly conditioned roads with no sidewalks, at many points too narrow for multiples vehicles to get by one another. There are no speed humps, and lack of drainage often lead to puddling where the asphalt meets the soil, leaving minimal room for walking, making the road conditions extremely dangerous for pedestrians and resident children who may be playing in or near the streets.

Specifically, Lutes HOA is requesting consideration for:

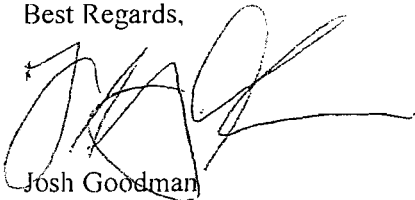
- Gutters and drainage/sewer access where they do not presently exist
- Widened roads in areas where two cars cannot pass on another
- Sidewalks along the south side of Briggs Road on the portion of land owned by a public entity

- An engineering evaluation of the need for sidewalks and speed humps throughout the aforementioned eight streets in Lutes

Lutes HOA and the Glenmont Exchange have each recently reached out to MCDOT and Councilmember Nancy Navarro's office expressing concerns about the condition of the roadways in Lutes. Both entities have heard back from these offices, but the most that we've heard is that Lutes may be under consideration for a "Hot Mix" asphalt resurfacing project in 2017. This would be an excellent start, however, the roads in Lutes are not in acceptable condition for the neighborhood's residents, and it is critical that the County review all of Lutes HOA's concerns in addition to granting final approval for road resurfacing.

On behalf of Lutes HOA, I urge the Council to consider Lutes as a benefactor of the \$8 million road resurfacing appropriation. Thank you in advance for your time and consideration.

Best Regards,

A handwritten signature in black ink, appearing to read "Josh Goodman", with a long horizontal flourish extending to the right.

Josh Goodman  
President, Glenmont Exchange, Inc.




OFFICE OF THE COUNTY EXECUTIVE  
ROCKVILLE, MARYLAND 20850

Isiah Leggett  
County Executive

MEMORANDUM

October 26, 2016

TO: Nancy Floreen, President, County Council

FROM: Isiah Leggett, County Executive 

SUBJECT: County Executive's Response to Special Appropriation of \$8 million for Resurfacing: Residential/Rural Roads

Since FY06, I have funded highway maintenance capital programs for a total of \$377 million (vs. \$17 million in the eight years before I took office). Highway and road maintenance is a vital function of our County government, and I am committed to addressing the backlog of maintenance needs for our community. We have worked together to achieve this goal, with more than \$75 million funded for fiscal years 2016, 2017, and 2018 in the current CIP.

Historically, the Executive Branch has requested and the Council has approved supplemental appropriations for highway maintenance projects in the spring of each fiscal year once there was a clearer picture of key budget resources and demands. For example, critical data on CIP and operating budget revenues, labor agreements, requests from Montgomery County Public Schools and Montgomery College, and state funding will be available in the coming months and will help to inform a better sense of needs and priorities for both myself and the County Council.

While I share your concern about maintaining our roads and support the appropriation, I would caution that an early decision on the \$8 million for the Resurfacing: Residential and Rural Roads supplemental will make it more difficult to fund other priorities later. The currently proposed supplemental is funded mostly with cash reserves (instead of bonds) and would more heavily impact the operating budget. Please be reminded that we have added additional expenditures that will further reduce our reserves, as well as introduced a number of initiatives that will potentially eliminate the prospects of funding other priorities in FY18. With better information available later this fiscal year, you may decide that using capital budget resources would be more appropriate -- leaving additional funds for operating budget needs.

I look forward to working with you to achieve our common goals of well-maintained streets.

IL:nm

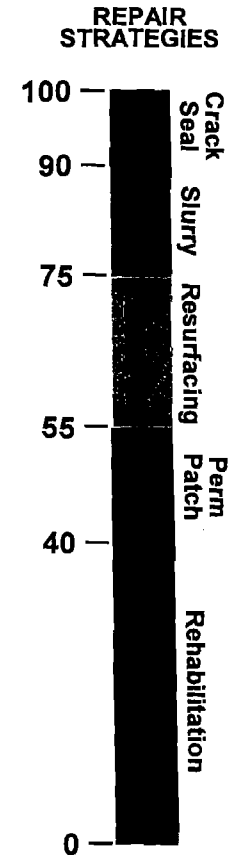
cc: Jennifer Hughes, Director, Office of Management and Budget  
Alex Espinosa, Director, Department of Finance  
Al Roshdieh, Director, Department of Transportation



# Current Multi-Tiered Approach

## Approved Programs

- Tier 1. Preventative and Routine Maintenance**  
**Funding Source - Operating Budget**  
 "Keep good roads in good condition."  
*Seal coats using Slurry Seal, crack sealing and patching.*
- Tier 2. Resurfacing**  
**Funding Source - CIP No. 508527** Resurfacing: Primary/Arterial  
*Provides full depth repairs, milling, and Hot Mix Asphalt (HMA) resurfacing.*  
**Funding Source - CIP No. 500511** Resurfacing: Residential/Rural  
*Resurfacing with 1" to 2" of Hot Mix Asphalt depending on level of distress.*
- Tier 3. Permanent Patching (pending reconstruction)**  
**Funding Source - CIP No. 501106** Permanent Patching - Residential Roads  
*Provides deep patching to restore structural integrity. Prolong pavement performance of older residential pavements until such time that Roadway Rehabilitation occurs.*
- Tier 4. Rehabilitation**  
**Funding Source - CIP No. 500914** Residential & Rural Road Rehabilitation  
*Provides major rehabilitation and "bottom up" reconstruction including pavement section drainage and curb.*



**CIP Special Appropriation For Residential Resurfacing**

<b>Council District</b>	<b>Project Name</b>	<b>Lane Miles</b>	<b>Repair strategy</b>
1	Heritage Farm	10.8	Patch, Mill & Pave
1	Kenwood	9.39	Patch, Mill & Pave
2	Flower Hill	2.8	Patch, Mill & Pave
2	Seneca Whetstone	3.2	Patch, Mill & Pave
3	Emory Grove Hills	0.8	Patch, Mill & Pave
3	Parkridge Estates	0.7	Patch, Mill & Pave
4	Fox Hall Neighborhood	8.38	Patch, Mill & Pave
4	Lutes (Wilton Oaks)	6.9	Patch, Mill & Pave
	<b>Total</b>	<b>42.97</b>	

**Fiscal Year 2017 For Residential Resurfacing**

<b>Council District</b>	<b>Project Name</b>	<b>Lane Miles</b>	<b>Repair strategy</b>
1	Camotop	0.8	Patch, Mill & Pave
1	Logan Drive	1.6	Patch only
2	Courts on Brink Rd	1.3	Patch, Mill & Pave
2	Fox Ridge Estates	1.6	Patch only
4	Colesville Manor	2.6	Patch, Mill & Pave
4	Holly Grove	1.8	Patch, Mill & Pave
4	Kemp Mill	13.2	Patch only
4	Westchester	6.7	Patch only
5	Maydale	1.7	Patch, Mill & Pave
5	Northwood Park Phase I & II	17	Patch, Mill & Pave
	<b>Total</b>	<b>48.3</b>	

**Fiscal Year 2018 For Residential Resurfacing**

<b>Council District</b>	<b>Project Name</b>	<b>Lane Miles</b>	<b>Repair strategy</b>
5	Peach Orchard Heights	4.3	Patch, Mill & Pave
5	Woodmoor	12.9	Patch only
	<b>Total</b>	<b>17.2</b>	





## RUSTIC ROADS ADVISORY COMMITTEE

November 4, 2016

Council President Floreen and Councilmembers Berliner, Elrich, Hucker, Katz, Leventhal, Navarro, Rice and Riemer  
Council Office Building  
100 Maryland Avenue, 5th Floor  
Rockville, MD 20850

RE: MCDOT Special Appropriation Request  
\$8,000,000 for Resurfacing Residential/Rural Roads

Dear Council President Floreen and Members of the County Council:

The purpose of the Rustic Roads Program is "to preserve as rustic roads those historic and scenic roadways that reflect the agricultural character and rural origins of the County. Preservation of rustic roads must be achieved by retaining certain physical features of rustic roads and by certain right-of-way maintenance procedures," (Montgomery County Code, Chapter 49, Article 8, Sec. 49-76). One of our duties as the Rustic Roads Advisory Committee is to review and comment on County policies and programs that may affect the rustic roads.

We are writing in support of the Montgomery County Department of Transportation's request for a special appropriation for \$8,000,000 for resurfacing of residential/rural roads. There is a long-standing misunderstanding among some community members that rustic roads do not receive routine maintenance. Under County Regulations, "A rustic or exceptional rustic road will receive the level of maintenance as necessary to assure its continued viability as a transportation facility and to allow for safe travel by motorized vehicles and agricultural equipment. Maintenance will be provided at a level not lower than existed at the time of designation, while still preserving the rustic qualities of the road," (COMCOR Chapter 49, Article VII, 49.79,01.04).

With this special appropriation request, we ask that certain practices and procedures needed for the rustic roads be restored:

- Use this appropriation to restore funding for regular dust suppressant applications on the gravel roads in the rustic roads program. MCDOT staff reports that the funding cut for these applications during the recession has not been restored, and that consequently, they receive regular complaints from residents and farmers on these roads.
- Use this appropriation only for resurfacing rustic roads using the materials that were in place at the time of rustic designation—i.e., asphalt roads should be resurfaced using asphalt, chip sealed roads should be chip sealed, gravel roads should be resurfaced with gravel. Care must be taken to retain the original width of these roads during the resurfacing process.

Regarding the dust on gravel roads, we note that within the next two weeks MCDOT staff will be attending the excellent training offered by Penn State on Environmentally Sensitive Maintenance of Dirt

and Gravel Roads. The funding in this special appropriation request should be used in support of work as needed on these very special and increasingly rare roads.

Regarding resurfacing, individual attention to each road's surface material is required. In order to preserve the rustic qualities of these roads, they should not be resurfaced with different materials without the complete review process required by the County Regulations:

- An engineering study to identify possible improvements that are appropriate for the road
- Review by the Rustic Roads Advisory Committee
- Capital Improvement Project review and approval
- Mandatory Referral review
- Noticing signs on the site 30 days prior to commencement of work

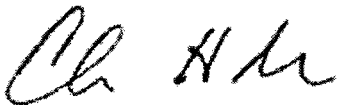
We wish to remind everyone that this full procedure is required by the County's Executive Regulations.

It has come to our attention that significant changes have occurred to the surface materials of several rustic roads without following this procedure. For example, the unpaved section of Mouth of Monocacy Road has been tar and chipped, as have the unpaved shoulders on Martinsburg and Hughes Roads. MCDOT currently proposes to tar and chip a gravel road (Poplar Hill Road) without going through this full process; we believe represents a misunderstanding of both the program and the special considerations that are needed on these roads. These funds should be used for restoration of the surfaces that were part of the County Council's approval of including the road in the program.

We greatly appreciate and applaud the work that the MCDOT does on behalf of our rustic roads. We support the funding they are requesting for this critical work in maintaining these unique roads.

Likewise, we greatly appreciate your ongoing support for the Rustic Roads Program and for our committee. Thank you for the opportunity to comment on this Special Appropriation Request. If you have any questions, you can reach us through our staff coordinator, Michael Knapp, at 240-777-6335 or Michael.Knapp@montgomerycountymd.gov.

Sincerely,



Christopher H. Marston, Chair  
Rustic Roads Advisory Committee

Committee Members: Todd Greenstone, Thomas Hartsock, Sarah Navid, Audrey Patton, Jane Thompson, Robert Tworkowski

Cc: Isiah Leggett, County Executive  
Al Roshdieh, Director, MCDOT  
Glenn Orlin, Deputy Council Administrator  
Leslie Saville, M-NCPPC representative on the RRAC



## RUSTIC ROADS ADVISORY COMMITTEE

November 4, 2016

Isiah Leggett, County Executive  
Executive Office Building  
101 Monroe Street, 2nd Floor  
Rockville, MD 20850

RE: Poplar Hill Road, rustic road

Dear Mr. Leggett:

At our October 25, 2016 meeting, our committee heard from MCDOT staff and from Poplar Hill Road residents regarding the drainage and chip seal proposal on the rustic section of Poplar Hill Road. At that time, the drainage portion of the project had been completed without our review, and the gravel had been removed from the road surface. The issues and concerns that were presented to us include the following:

- Maintenance and quality of life (potholes, dust, snow clearing)
- Safety (speeding, access during major snowstorms)
- Accommodating all users (drivers, walkers, bicyclists, horseback riders)
- Water quality (increasing runoff, concentrated flows into Hookers Branch)
- Rustic road character (quiet, rural, forested)

We believe that these issues can be addressed by retaining a gravel driving surface using the materials and procedures recommended by the Penn State Center for Dirt and Gravel Road Studies, including water management, driving surface aggregate and maintenance including routine grading, pothole repair, dust suppression, and snow removal. Their studies find that the dirt and gravel roads are maintained in better condition with lower costs using their recommendations, and that water quality in nearby streams is also improved. From our committee's perspective, retaining the gravel driving surface will best retain the character of the rustic road.

Our recommendation is that Poplar Hill Road be used as a pilot project for applying the Penn State materials and procedures to unpaved Rustic Roads. MCDOT staff will be attending training on November 15-16, 2016.

As noted in our previous correspondence, our committee continues to be very concerned about process involved in this project. Under the Montgomery County Regulations for Rustic Roads, work should not have been started before a review by our committee, a Capital Improvements Project review with the County Council, and a Mandatory Referral with the Planning Board.

MCDOT staff indicated that this was a 'maintenance' project not an 'improvement,' so that process did not apply. We do not consider such a significant change in material to be a 'maintenance' item. As the Purpose section of the County Code for Rustic Roads notes, "This Article establishes a program to preserve as rustic roads those historic and scenic roadways that reflect the agricultural character and



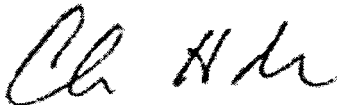
rural origins of the County. Preservation of rustic roads must be achieved by retaining certain physical features of rustic roads and by certain right-of-way maintenance procedures," (Chapter 49, Article 8, Sec. 49-76). However, if somehow it is determined that this is a maintenance item, please note that the Executive Regulations require that a public notice be posted at the site at least 30 days prior to the start of work.

We would like to thank MCDOT staff and the community for attending our October 25<sup>th</sup> meeting and discussing these important issues. After deliberating upon what we heard during that meeting and carefully weighing the range of perspectives, the committee strongly recommends that Poplar Hill Road be used as a pilot project for MCDOT's use of the dirt and gravel road training. As such, the tar and chip work should be stopped until after the training on November 15<sup>th</sup> and 16<sup>th</sup>.

If our recommendation is not accepted, then the tar and chip project needs to follow the CIP and mandatory referral process as required by county regulation. Furthermore, we will be requesting a meeting with you in the near future to discuss proper protocol for dealing with future issues on rustic roads.

We appreciate your consideration of our concerns and recommendations. If you have any questions, you can reach the committee through our staff coordinator, Michael Knapp, at 240-777-6335 or [Michael.Knapp@montgomerycountymd.gov](mailto:Michael.Knapp@montgomerycountymd.gov).

Sincerely,



Christopher H. Marston, Chair  
Rustic Roads Advisory Committee

Committee Members: Todd Greenstone, Thomas Hartsock, Sarah Navid, Audrey Patton, Jane Thompson, Robert Tworowski

CC: Al Roshdieh, Director, MCDOT  
Council President Nancy Floreen  
Councilmember Roger Berliner  
Glenn Orlin, Deputy Council Administrator  
Leslie Saville, M-NCPPC representative on the RRAC