

TE COMMITTEE #2  
July 17, 2023  
**Worksession**

## MEMORANDUM

July 12, 2023

TO: Transportation and Environment Committee

FROM: Glenn Orlin, Senior Analyst

SUBJECT: Rustic Roads Functional Master Plan<sup>1</sup>

PURPOSE: **Worksession** - Committee recommendations anticipated

Staff anticipated to attend the session include:

Tanya Stern, Deputy Director and Acting Director, Planning staff  
Robert Kronenberg, Deputy Director, Planning staff  
Patrick Butler, Chief, Upcounty Planning Division, Planning staff  
Donnell Zeigler, Master Planner Supervisor, Upcounty Planning Division, Planning staff  
Roberto Duke, Co-Project Manager, Upcounty Planning Division, Planning staff  
Jamey Pratt, Co-Project Manager, Upcounty Planning Division, Planning staff  
Tim Cupples, Chief, Transportation Engineering Division, Transportation Department (DOT)  
Richard Dorsey, Chief, Highway Services Division, DOT

Earlier this year the Planning Board transmitted its Final Draft update to the Rustic Roads Functional Master Plan. Although the Plan has been amended several times as part of individual area master plans, this is the first comprehensive update since 1996. The direct effect of this Final Draft is to reclassify several roads to be Rustic or Exceptional Rustic Roads and, in a few cases, declassifying them, which has implications regarding their maintenance and potential reconstruction as governed by the County Code (Section 49, Article 8; see pp. 98-100 of the Final Draft) and an associated Executive regulation (COMCOR 49.79.01; see pp. 101-108). The Plan also includes 39 other recommendations related to the composition and purposes of the Rustic Roads Advisory Committee, the Executive regulation and Department of Transportation policies regarding maintenance, rustic road program awareness, historic preservation, traffic calming, the Dedicated But Unmaintained (DBU) Policy, Bikeway Master Plan, Vision Zero, and historic preservation.

The Final Draft is comprised of two volumes. Volume I consists of background information, road classifications, other related recommendations, and appendices containing related documents. Volume II consists of the detailed roadway profiles for each road in the program, including the significant features that warrant their designation as Rustic or Exceptional Rustic. ***Councilmembers are urged to bring their copies of both Volumes I and II to this worksession.***

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<sup>1</sup> Key words: #Rustic Roads, master plan

The composition and purposes of the Rustic Roads Advisory Committee are described in the County Code, so any revisions can be actuated only by a bill. Council staff requested the Planning Board prepare such legislation, which was introduced as Bill 30-23 and is addressed in the next agenda item during this worksession. **Council staff recommends deleting the “Rustic Roads Advisory Committee Changes” section of the Final Draft on pp. 58-59, including Recommendations #28 and #29, and renumbering the subsequent recommendations on pp. 60-63 accordingly.** It is possible that the Council will adopt a revised version of the Board’s recommendation rendering these recommendations moot. Even if it doesn’t, it is also possible that a future Council subsequently will revise this Council’s decisions on composition and purposes before the Plan is amended again.

The Council held its public hearing on the Final Draft on April 18, 2023. This memorandum addresses issues raised in the hearing testimony and related correspondence, by the Department of Transportation (DOT), and by Council staff.

**A. *Reclassifications.*** The criteria for classifying a road as Rustic or Exceptional Rustic are defined in Sections 49-78 of the Code:

(a) *Classification.* The County Council may classify, reclassify, or revoke the classification of an existing public road or road segment as a rustic road or an exceptional rustic road by approving an amendment to the functional plan and the relevant area master plan.

(b) *Criteria for rustic road.* Before classifying a road as rustic, the Council must find that an existing public road or road segment:

- (1) is located in an area where natural, agricultural, or historic features are predominant, and where master planned land use goals and zoning are compatible with a rural/rustic character;
- (2) is a narrow road intended for predominantly local use;
- (3) is a low volume road with traffic volumes that do not detract significantly from the rustic character of the road;
- (4) (A) has outstanding natural features along its borders, such as native vegetation, stands of trees, stream valleys;  
(B) provides outstanding vistas of farm fields and rural landscape or buildings; or  
(C) provides access to historic resources, follows historic alignments, or highlights historic landscapes; and
- (5) the history of vehicle and pedestrian crashes on the road in its current configuration does not suggest unsafe conditions.

The Council must not classify a road as rustic if that classification will significantly impair the function or safety of the road network.

(c) *Criteria for exceptional rustic road.* The Council may classify an existing public road or road segment as an exceptional rustic road. Before classifying a road as an exceptional rustic road, the Council must find that the road or road segment:

- (1) qualifies as a rustic road under subsection (b);
- (2) contributes significantly to the natural, agricultural, or historic characteristics of the County;
- (3) has unusual features found on few other roads in the County; and
- (4) would be more negatively affected by improvements or modifications to the physical characteristics of the road than would most other roads in the rustic roads program.

(d) *Significant features.* When the Council classifies a road as a rustic road or an exceptional rustic road, the Council must identify the significant features of each such road that must be preserved when the road is maintained or improved.

Currently there are 99 roads in the Rustic Roads Program: 13 are classified as Exceptional Rustic, 80 are Rustic, and 6 have portions that are both Rustic and Exceptional Rustic. The Final Draft recommends adding 17 more roads to the program: 16 Rustic and one Exceptional Rustic. Of the roads currently classified as Rustic, the Final Draft recommends reclassifying all or part of 17 of them to Exceptional Rustic. Two roads are recommended to be declassified as Rustic.

Furthermore, the Final Draft proposes revising the termini of the Rustic or Exceptional Rustic classification on 17 roads. More complete descriptions are provided for 27 roads, and revisions to significant features are identified for 31 roads.

This section addresses comments which disagree with the Rustic and Exceptional Rustic Road classifications, termini, and/or significant features incorporated in the Final Draft.

1. *Batchellors Forest Road*. This is a Rustic Road for its entire length between Georgia Avenue and Dr. Bird Road in the Olney area. The Board recommends reclassifying the westernmost 1,200 feet as a Neighborhood Collector<sup>2</sup> as there is considerable non-local traffic between Georgia Avenue and Harvest Intercontinental Church and an entrance to Olney Manor Recreational Park. The roadway profile is in Vol. II, pp. 18-20.

DOT believes that more segments of the road should be so reclassified, given that there is suburban development along it in places (©3). While there are a few small residential subdivisions that have Batchellors Forest Road as their access to the outside world, none of them are on the road itself. There are a few scattered houses along the road's frontage, but that is not atypical of a rustic road. The traffic on the road is not particularly high: a traffic count taken prior to the pandemic in the northern portion of the road by Farquhar MS shows about 1,200 vehicles per day (vpd), well below the 3,000 vpd guidance in the 1996 comprehensive plan update. **Council staff recommends concurring with the Final Draft.**

2. *Frederick Road*. The segment of MD 355 between MD 109 and the Frederick County line through Hyattstown has been classified as a Rustic Road since the program began in 1994. The roadway profile is in Vol. II, pp. 111-113. DOT believes that it should not be so classified, pointing out that this segment has a high traffic volume—nearly 16,000 vpd—and a significant crash history. Furthermore, its roadscape is largely controlled by its being part of the Hyattstown Historic District (©3).

**Council staff concurs with DOT; this segment should be reclassified from a Rustic Road to a Country Connector, which is the classification of MD 355 south of MD 109.** In any event, given that this is a State highway over which the County has no jurisdiction, the Rustic classification has no effect on maintenance or reconstruction.

3. *Meeting House Road and Bentley Road*. These two roads, running south and north from Olney-Sandy Spring Road (MD 108) n Sandy Spring, have been classified for many years as Exceptional Rustic and Rustic, respectively. The roadway profiles are in Vol. II, pp. 33-35 and pp. 206-208.

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<sup>2</sup> In the former classification system, this would be a Primary Residential Street,

DOT notes that on both roads the first 500' away from MD 108 have zoning that is not compatible with a Rustic or Exceptional Rustic classification, and that they provide access to businesses (on Meeting House Road) and the Sandy Spring Museum (on Bentley Road). (See ©3.) **Council staff concurs with DOT; both roads should be reclassified as Country Roads in the first 500' away from MD 108.**

4. Holsey Road. North of Damascus, this road runs east from Ridge Road (MD 27) for about two-thirds of a mile before transitioning to a private driveway. It is currently a Country Road. The Final Draft recommends it be classified as a Rustic Road. The roadway profile is in Vol. II, pp. 154-157.

Warren Fleming of the Damascus Connection Committee raised several issues about the classification, in particular traffic and fire response concerns due to its narrow width, which varies between 14-17' (©4). He notes that there is community support for sidewalks, streetlights and other improvements that would not occur if it were classified as Rustic. The Rustic Roads Advisory Committee (RRAC) recommends not classifying the road as Rustic in support of Mr. Fleming (©6-7).

Mr. Fleming's safety concerns are not atypical; many Rustic and Exceptional Rustic Roads are basically one lane, requiring oncoming vehicles to yield to each other and having the effect of lowering speed. However, the first 0.2-mile of the road away from MD 27 has some commercial entities and several homes fronting it in close proximity to each other. The rustic elements of the road lie largely beyond that point.

**Council staff recommends retaining the Country Road classification in the first 0.2-mile away from MD 27 and classifying Holsey Road as a Rustic Road beyond that point.**

5. Awkard Lane. This is a Neighborhood Street in the Cloverly area, a dead-end street off of Holly Grove Road. Although it was nominated for consideration, the Board does not recommend classifying it as Rustic because the roadscape lacks sufficient rustic character (p. 26). The Rustic Roads Advisory Committee (RRAC) believes it should be so classified because of its significance to the historic black community of Holly Grove, and the RRAC notes that the designation is supported by the Holly Grove Historical Preservation Association as well. The RRAC believes it to be like Nicholson Farm Road in Dickerson, which is recommended for Rustic designation (©8).

**Council staff concurs with the Planning Board not to classify Awkard Lane as Rustic.** While it clearly meets most of the other required criteria for Rustic designation, it doesn't meet the following criterion:

is located in an area where natural, agricultural, or historic features are predominant, *and where master planned land use goals and zoning are compatible with a rural/rustic character; ... [emphasis mine]*

6. Beallsville Road/Old Hundred Road. Like Frederick Road, Beallsville Road/Old Hundred Road between MD 28 and I-270 is a State highway (MD 109) over which the County has no jurisdiction. It is currently classified as a Rustic Road. The roadway profiles are in Vol. II, pp. 25-28 and pp. 252-254.

As a State highway, decisions about maintenance and construction are made by the State Highway Administration. Just as no rustic roads are designated within municipalities where the cities have jurisdiction, the same rationale should apply here. The only reason to include a State highway in the Rustic Roads Program is if there is the potential for it to be transferred to the County in the future.<sup>3</sup> That is very unlikely in this case, as MD 109 continues to the east from I-270 to MD 355 and to the south from MD 28 to Poolesville, and so provides regional connectivity. **Council staff recommends reclassifying this route from a Rustic Road to a Country Arterial, consistent with the classification for Beallsville Road between MD 28 and Poolesville.**

For more background about the Planning staff's reasoning in recommending certain roads for the program and not others, see its response to questions posed by Councilmember Friedson (©14-20).

7. *Bridges.* Of the Plan's list of 40 bridges that have significant features to be preserved (pp. 116-117), DOT remarks that 24 of them are either modern bridges with little historic significance or standard bridges with little structural significance (©2). The implication is that the restrictions on their rehabilitation and reconstruction should be lessened. Most of the bridges in question are on Exceptional Rustic Roads.

The existing Executive regulation has this guidance for the rehabilitation or replacement of bridges on Exceptional Rustic Roads:

Bridge replacement or rehabilitation must be of a design and material which preserves or enhances the rustic appearance of the road. Bridges must be replaced at a scale and with materials similar to those of the previously existing structure. If a different design is required for environmental or safety reasons, new bridges must be of a design and material that complements or enhances the rustic appearance of the road. On exceptional rustic roads, a new or rehabilitated deck should be no wider than the existing deck *unless improvements are specifically needed for the transportation of agriculture related equipment, in which case the new or rehabilitated deck should be no wider than the existing approaches.* [emphasis mine]

Thus, the regulation already would allow a one-lane bridge on an otherwise two-lane road to be widened to two lanes should the County deem it were specifically necessary to convey agricultural equipment. The guidance for Rustic Roads is even less restrictive.

An incentive for widening such bridges is to allow a bridge replacement to be eligible for Federal bridge aid. To be eligible the bridge must be at least 20 feet long; the width varies according to the daily traffic volume, but in no case would a single-lane bridge be eligible unless it were to receive a specific waiver from the Federal Highway Administration. In the past, however, the Council has periodically passed up the potential for Federal aid in order to replace a structurally insufficient one-lane bridge with a new one-lane bridge. An example was a bridge on White Ground Road south of Boyds, which the Council opted to fund entirely with County resources.

**Council staff recommends concurrence with the Final Draft Plan's identification of these bridges as significant features.**

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<sup>3</sup> The only other State highway currently in the program is Bucklodge Road, which is a very low-volume, local-serving route; as such, it is a potential candidate to be transferred to the County and so should remain as a Rustic Road.

8. *Road and lane widths.* DOT recommends that references to road and lane widths should be noted as “tentative” as some existing roads may not account for the width of pavement buried beneath foliage or the roadway edge deteriorated for any reason. Pavement markings may be revised for safety reasons, potentially changing the width of lanes (©2). **Council staff concurs with DOT, except to note that road and lane widths are often “approximate” rather than “tentative.”**

**B. Maintenance.** Other than the composition of the RRAC, the largest issue raised at the public hearing was the maintenance of Rustic and Exceptional Roads. DOT received credit for responding to dire situations that require immediate attention, but the general thrust of the testimony was that there is not sufficient routine maintenance, whether it be cleaning out culverts and drainage swales, trimming the tree canopy to provide clearance for large agricultural equipment, roadway patching and resurfacing, replacing pipe and guardrail, etc.

Councilmember Balcombe’s staff posed three questions to DOT regarding maintenance of these roads. Here are the questions and the replies from DOT:

*How are priorities decided?*

All pavement management projects, which include Rustic Roads, are handled the same for creating list for potential projects. The priority list is primarily determined by the PCI (Pavement Condition Index), our main metric for measuring the quality of the roadway.

*Are Rustic Roads treated any differently? Resurfacing? Tree trimming?*

Rustic Roads are treated differently in the context of preserving the significant features of Rural Rustic Roads. DOT’s primary goal is to maintain safe passage on all roadways.

*Tree trimming is a critical issue for the rustic roads. Is there a height standard for trimming the rustic roads?*

Normally, our standard is to trim 14’ above the pavement. However, to avoid conflict with farm equipment, we trim 18’ above the pavement for Rural Rustic Roads.

DOT has prepared a presentation showing the rural road maintenance work it has accomplished over the past seven years (©21-45). DOT staff will be on hand to answer questions from Councilmembers.

The Final Draft contains 17 recommendations regarding maintenance and improvements (pp. 52-56). Some of them recommend revisions to the Executive regulation, and others relate to DOT procedures and practices. While Council staff concurs with these recommendations, on their own they have no force. **Council staff recommends that, over the next year, DOT comprehensively review the Rustic Roads Program Executive regulation, in consultation with Planning staff, the RRAC, the Agricultural Advisory Committee, and other stakeholders, and to bring a revised regulation back to the Council in 2024.** This regulation has not undergone a comprehensive review since it was promulgated in 1996—27 years ago—so it is overdue to be updated.

A more significant contributor to the maintenance problem is the simple lack of sufficient resources devoted to it. It is a problem that is shared by all rural roads, not just those designated as Rustic or Exceptional Rustic. As DOT would be the first to admit, it doesn’t receive close to the amount of funding it needs to be as proactive as both the farmers and residents who use these roads would like.

The 2020 Infrastructure Maintenance Task Force Report (IMTF) documents for several types of County infrastructure the shortfall between the funds budgeted and the amount that optimally should be budgeted. For example, the budget for residential and rural resurfacing in the FY24 Operating Budget (preventative maintenance to retard pavement failures) is less than two-thirds the amount needed (\$2.6 million compared to \$4.0 million), and the budget for such resurfacing in the FY24 Capital Improvements Program (CIP) is less than 25% the amount needed (\$11 million versus \$49 million).

Generally, in the competition for scarce resources, infrastructure maintenance often does not fare well. The next IMTF report, due to be published early next year, is likely to show an even larger disparity between what is budgeted versus what is needed. The first task, however, should be to publicly track how much funding is used to maintain rural roads: currently it is lumped with residential roads in budget requests. **Council staff has three recommendations in this regard:**

- **Starting with the FY25-30 CIP, split the current Resurfacing: Residential/Rural Roads project (the project description form in the Amended FY23-28 CIP is on ©46-47) into two new separate projects: Resurfacing: Residential Roads and Resurfacing: Rural Roads.**
- **Starting with the FY25-30 CIP, split the current Residential and Rural Road Rehabilitation project (the project description form in the Amended FY23-28 CIP is on ©48-49) into two new separate projects: Residential Road Rehabilitation and Rural Road Rehabilitation.**
- **Starting with the FY25 Operating Budget, separate out rural roadway maintenance and rural right-of-way maintenance as separate programs in the program budget.** The current program budget is on ©50.

Attachments

Comments from DOT	©1-3
Comments from the Damascus Connection	©4-5
Comments from the RRAC regarding Holsey Road	©6-7
General comments from the RRAC	©8-13
Planning staff reply to CM Friedson’s questions	©14-21
DOT presentation regarding maintenance on Rustic and Exceptional Rustic Roads	©22-46
Current <u>Resurfacing: Residential/Rural Roads</u> PDF	©47-48
Current <u>Residential and Rural Road Rehabilitation</u> PDF	©49-50
Current DOT General Fund program budget	©51

Marc Elrich  
*County Executive*



Christopher R. Conklin  
*Director*

DEPARTMENT OF TRANSPORTATION

**M E M O R A N D U M**

April 28, 2023

**TO:** Evan Glass, President  
Montgomery County Council

**FROM:** Timothy H. Cupples, PE, Deputy Director for Transportation Policy  
Department of Transportation (MCDOT)

**SUBJECT:** Rustic Roads Functional Master Plan Update  
Planning Board Draft – MCDOT Comments

We have reviewed the February 2023 Public Hearing Draft of the Rustic Roads Functional Master Plan Update (“the Plan”). MCDOT strongly supports the vision of the Plan and welcomes the opportunity to maintain these roads in a context-sensitive manner while supporting our agricultural and tourism industries.

This Plan provides excellent history, narrative, and descriptions of the evaluated roads, including thoughtful traffic and collision data analysis. We are grateful for the responsiveness of staff throughout this process and believe the success of this partnership can be seen in the quality of the Plan.

The comments below summarize MCDOT’s most significant remaining concerns regarding the Plan:

- 1) **Rustic Roads Advisory Committee (RRAC):** We support adding two at-large members, bringing the total membership of the RRAC to nine. We also support removing the requirement that the members who are owner-operators of commercial farmland must “earn 50 percent or more of their income from farming”.



- 2) **Bridges:** We agree that bridge replacements should preserve the existing aesthetic to the extent feasible. When modern safety standards preclude maintaining a particular aesthetic, other options must be considered. This could include reconstructing a modern bridge with features that reflect the Rustic nature, realigning the road and constructing a new bridge that complies with current standards while preserving the existing bridge in-place for pedestrian and bicycle use, or perhaps thoroughly document the existing/previous bridge to preserve its history before replacing it.

Some of bridges identified as significant are either modern bridges with little historical significance, or standard bridges with little structural significance. We suggest that the Plan identify what other objectives should be achieved when these less significant bridges are rehabilitated or reconstructed. These structures include:

- Berryville Road M-0028, M-0029
- Burnt Hill Road M-0157
- Edwards Ferry Road M-0181
- Glen Road M-0013, M-0014, M-0015
- Gregg Road M-0119
- Haviland Mill Road M-0098
- Howard Chapel Road M-0123
- Martinsburg Road M-0042
- Mouth of Monocacy Road M-0043
- Query Mill Road M-0020, M-0329
- River Road M-0038, M-0039, M-0040
- Sugarland Road M-0034, M-0035
- Swains Lock Road M-0022
- Sycamore Landing Road M-0031, M-0032
- White Ground Road M-0048
- Wildcat Road M-0068

- 3) **Road Widths:** References to road and lane widths should be noted as tentative, as lane widths along many of these roads can and do change over time. Widths along some existing streets may not account for the width of pavement presently buried beneath foliage and eroded hillside or where the edge of the pavement has deteriorated over time. Similarly, pavement markings may change for safety reasons, potentially changing the width of lanes.

- 4) **Batchellors Forest Road:** Batchellors Forest Road has experienced significant suburban growth, serves as a regional connector, and provides access to numerous schools and cultural and recreational destinations. Portions of this roadway do not appear to meet the Local Use and Traffic Volumes parameters of a Rustic Road. While the majority of the road retains its rustic road characteristics and we agree that these portions should continue to be designated as such, we recommend that the Planning Department reconsider the physical extents of the Rustic designation for this road.
- 5) **Frederick Road:** Frederick Road (MD 355), a State road providing regional connectivity, has the highest traffic volume in the program and a substantive history of crashes. It does not appear to meet the criteria of a Rustic Road and risks diluting the program's integrity. Furthermore, the road's significant features are buildings and views, which are protected by the existing Hyattstown Historic District.
- 6) **Meeting House Road & Bentley Road:** Meeting House Road and Bentley Road, both in the Sandy Spring area, partially run alongside CRN zoning. Bentley Road also provides access to the Sandy Spring Museum, and Meeting House Road has a large age-restricted multi-family proposed development. Reiterating comments made during the 2015 Sandy Spring Rural Village Plan: we note that the first 500 feet from MD 108 (Olney Sandy Spring Road) along each road do not appear to meet the criteria for Rustic Roads and inclusion of these segments should be reconsidered.

Should you have any questions regarding our comments on the Plan, please feel free to contact me or Mr. Andrew Bossi, Senior Engineer, at [andrew.bossi@montgomerycountymd.gov](mailto:andrew.bossi@montgomerycountymd.gov).

THC:AB

cc: Dale Tibbitts, MCCEX  
Chris Conklin, MCDOT  
Emil Wolanin, MCDOT  
Richard Dorsey, MCDOT  
Andrew Bossi, MCDOT  
Kara Olsen-Salazar, MCDGS

The Damascus Connection of Montgomery County Maryland

Warren Fleming  
Testimony



TO  
Park and Planning Commission  
04-18-2023

Park and Planning Commission

My name is **Warren Fleming** and I'm a Prior Commissioner for Montgomery County Historic Preservation Commission. I'm also a relative of the Holsey Family that once thrived on Holsey Road. The historic significance of Holsey Road is a cow path that was once used to access the Mullinax Plantation. After the **Emancipation Proclamation** was executed, the slaves from the **Mullinax Plantation** were placed on **Holsey Road**. **The name Holsey came from John Holsey who was the slave and overseer.**

Please be advised that my testimony today isn't about the historic significance of Holsey Road, but to inform the Councilmembers of the safety and preservation risks to be considered if this road is classified as Rustic. Please be advised that many of the residents and the Holsey Family aren't in favor of the **Rustic Road Reclassification as well.**

**Safely**

The classification of Rustic Rual Roads limits the upgrades that this road needs. The road is highly utilized with Amazon Trucks, special delivery Trucks, UPS Trucks, visitors, and maintenance crew accessing the horse farm located at the end of Holsey Road, business office at the entry of 27 and Holsey Road, The Holsey Family gathering at Harvey Zeigler estate along with the members of the Damascus Connections Committee meeting in which I'm the President just to name a few. There are about thirty new families that has moved on Holsey Road and many of these families has kids.

The main problem I foresee with all the traffic is in the case of a fire. The fire truck will not have enough room to enter and return if other motorists are in the area at the same time. Since there are no Fire Hydrants, the trucks will have a hard time leaving and returning since the road is so narrow. Another risk is the steep curves on a one lane road that don't allow a motorist to see around the corner. We have a huge problem with snow removal when the county plows the snow and leaves the plowed snow along the streets, this causes runoff during the melting process. There is no proper water runoff nor streetlights. Please be advised that Holsey Road currently doesn't have a quote unquote street classification.

## **Preservation**

As a prior Commissioner for Montgomery County Historic Preservation Commission is to understand the urgency of identifying and preserving Montgomery County historic treasures. In all cases, once a site has been identified as Historic, renovations and upgrades are conducted to bring these sites up to code. In the case of Holsey Road, we cannot afford to downplay or whitewash the historic significance this site brings to Montgomery County and the State of Maryland. I'm currently working with the State of Maryland to put a Historic Marker on 27 that will identify the historic significance of Holsey Road.

I'm working with Park and Planning on installing a Historic Marker between Harvey Zeigler home and his sister home on Holsey Road. The embarrassment my committee has suffered due to previous county council members putting a stop to my committee's Historic Marker Installation Project because we used the terms Negro and Colored to describe African American history. I'm currently working with Park and Planning and the Office of Human Rights to restore this project and also working with the Holsey Family, and the Damascus Heritage Society in writing a book about Holsey Road and the Mullinnix Plantation.

The Damascus Heritage Society Museum hosts the historical significance of Damascus each month and for the month of November 2022, we are highlighting Holsey Road. I hope each of you will come out and see and hear the history of Holsey Road. As some of you know that I have been a soldier for Civil Rights and Humanitarian services for many years in Montgomery County and around the State of Maryland. Some of my accomplishments are as follow:

- Spearheaded the initial efforts with my uncle Harvey Zeigler to install a community organization called **"The Damascus Heritage Society"** in which we installed and operated a successful museum for the artifacts of Damascus Maryland. This organization was formed to allow the Black and White residents of Damascus Maryland to come together for a common goal and work together in unity.
- Support Park and Planning and the Council in lobbying for the initial funding for the implementation, preservation and renovation of the Rily Plantation and the construction of the Josiah Henson Museum.
- Worked with Park and Planning and the County Council in identifying over 100 historic African American Sites in Montgomery County.

## **Warren Fleming**

**President The Damascus Connection Committee and Prior Commissioner for Park and Planning Historic Preservation Commission**



## RUSTIC ROADS ADVISORY COMMITTEE



July 5, 2023

Montgomery County Council  
Council Office Building  
100 Maryland Avenue  
Rockville, Maryland 20850

RE: Rustic Roads Functional Master Plan Update Recommended Designation for Holsey Road

Dear Council President Glass and Councilmembers:

At our most recent meeting held on June 8, 2023, the Committee voted to withdraw our support for designation of Holsey Road as rustic or exceptional rustic.

We are sensitive to and appreciative of the testimony of local resident Warren Fleming, who provided comments to both the Planning Board and the Council at public hearings. Mr. Fleming is a relative of the Holsey family and was presenting on behalf of himself and residents who live on Holsey Road. Holsey Road was proposed for addition to the program not only because of its striking views of farm fields and gentle curves, but because of its location within a historic African American community. The concerns that we addressed by this vote are that if the road were designated rustic, it could preclude such improvements as sidewalks and street lights. This was part of an overall concern expressed by Mr. Fleming about the ability of residents to further develop their properties along the road. Mr. Fleming is correct that those particular improvements are not usually appropriate on rustic roads. Other concerns he expressed regarding safety and fire and rescue access are not affected by a rustic designation.

Planning Department staff has stated that "The land through which it passes is zoned RC (Rural Cluster), which only allows one house per five acres, and AR (Ag Reserve), which only allows one house per 25 acres. The development plan is anticipated to remain rural. Substantial development is not possible along this road. The concerns laid out are common to all rustic roads and have not presented obstacles to additional houses being built or prevented first responders from reaching houses along the road."

It is well known that African Americans, both through the operation of law (such as red-lining) and the practice of private discrimination (such as discriminatory neighborhood covenants), have been denied the growth in personal wealth that many Americans achieve through home ownership. Even if some of the upgrades that residents seek may never be brought to this road due to zoning, the Rustic Roads Advisory Committee does not wish to stand in the way of any or all such potential improvements given this history.

Thank you for considering our views. You may reach the Committee through our staff coordinator, Christina Contreras, at [Christina.Contreras@montgomerycountymd.gov](mailto:Christina.Contreras@montgomerycountymd.gov)



Laura Van Etten, Chair

Committee Members:

N. Anne Davies, Barbara Hoover, Charles Mess,  
Kamran Sadeghi, Dan Seamans, Elena Shuvalov,  
Jamey Pratt

Montgomery  
Countryside  
Alliance



**ROYCE HANSON AWARD**

• 2018 WINNER •



MONTGOMERY  
PRESERVATION

**MONTGOMERY PRIZE**

• 2019 WINNER •



## RUSTIC ROADS ADVISORY COMMITTEE



### TESTIMONY OF RUSTIC ROADS ADVISORY COMMITTEE PUBLIC HEARING ON RUSTIC ROADS FUNCTIONAL MASTER PLAN APRIL 18, 2023

#### INTRODUCTION

This amazing program gives every one of us the opportunity to come upon livestock grazing quietly next to a road; to cruise through the shade of mature trees overhead; to burst out into a grand view of open land with forests and farm fields: these are the joys of traveling on a rustic road in Montgomery County. This program is the envy of many states and counties across the country. Thanks to the Council of 1993, a process was set in place to protect rural roads from over-engineering, widening, and straightening. It has resulted in the preservation of historic alignments and views, allowing one to experience some of the County's rural beginnings, while providing an attractive means for enjoying agritourism and Heritage Tourism.

#### ROAD DESIGNATIONS

The Committee voted in advance on many but not all road designations and the Planning Department supported most of those positions. We express our support for the rustic and exceptional rustic designations in this Draft Plan. In particular, we support the road designations as proposed in the Draft Plan as exceptional rustic, as several roads have unique features that are worthy of this designation.

#### ROAD DESIGNATION REQUEST: AWKARD LANE

Awkard Lane was nominated for rustic designation and strongly supported at the Planning Board by the Holly Grove Historical Preservation Association. The Committee did not vote on this matter. Planning staff did not wish to include this road as rustic since it did not have views of farm fields or rural landscapes or buildings; this is a misapplication of the criteria in the Code by staff. In fact, the road seems to meet the legal criteria for rustic designation based upon its historic alignment. Since 1880 it has been an important road in Holly Grove, an historic black community. It could be fairly compared to another nominated road which has been approved for inclusion in the Draft Plan, Nicholson Farm Road, which is being included in the program based upon its historic alignment, and also does not have views of farm fields or rural landscapes or buildings. (The word "Farm" in the name was added to distinguish this road from another road named Nicholson Road elsewhere in the County – there is no farm related to a Nicholson family here as the Nicholsons were house builders in the town of Dickerson. Perhaps the road would be better named West Nicholson Road.)

#### ROAD PROFILES

The Committee members drove most of the roads in the program to provide new and updated Road Profiles, and we support these as included in the proposed Draft Plan.

#### SIGNIFICANT FEATURES

The Committee worked closely with the Planning Department on identifying features to be protected such as narrow and historic bridges, and views of landmarks, outstanding trees, and open fields. We support the inclusion of the Significant Features as proposed in the Draft Plan.

## RECOMMENDATIONS

### STAKEHOLDER MEETINGS

The Committee is being asked to host meetings between MCDOT and certain farmers put forth by the Office of Agriculture in order to address maintenance complaints on the roads. We concur with this process so that we may comply with the Open Meetings Act. Tree trimming, potholes, standing water – these complaints are heard about every type of road in the County and are not particular to rustic roads. The Committee is not responsible for road maintenance and as we pointed out several times during the worksessions on this plan, rustic roads are entitled to the same level of maintenance as all other roads in the County. The Executive Regulations already make this clear, although this Draft Plan proposes additional clarifications to the two existing paragraphs. To the extent MCDOT may have limited funding and personnel and therefore falls behind in routine maintenance, the maintenance on many County roads becomes complaint-driven. The Committee has worked closely with MCDOT to provide input on maintenance needs as we learn of these issues.

### MAINTENANCE AND IMPROVEMENTS

#### ROADSIDE VEGETATION

Regarding tree-trimming, the Planning staff proposed to the Planning Board using 18 feet as the height at which trees should be trimmed on roads used for movement of large agricultural equipment. This 18-foot standard had been in guidelines as supported by MCDOT and RRAC for two years. Planning staff had originally proposed 17 feet prior to reviewing the guidelines. The point behind using 18 feet is to facilitate fewer trips to each road, since tree branch growth will increase in succeeding years, and the benefit of the higher level is that it could be up to three years before MCDOT must re-trim on one of these roads (saving time and funds). After the Planning Board voted to accept the 18-foot height, instead of removing the reference to 17 feet, Planning staff decided on their own to put 17 feet in as a minimum height for tree branches. This defeats the purpose of the 18-foot goal, which is to bring the trimming needs of the commodities farmers in line with the abilities of MCDOT. If 17 feet is the minimum, MCDOT will be on every road every year, which is not feasible, and this recommendation will be ignored. 14 feet is the height of the equipment intended to be protected by this language.

#### ROAD WIDTHS

The Committee currently meets with MCDOT regarding road widths prior to patching and paving and supports this suggestion in the Draft Plan that we continue this practice.

#### ROAD SURFACES

##### DUST SUPPRESSANT ON GRAVEL ROADS

Gravel roads now receive adequate and proper dust suppressant, thanks to MCDOT's support for research by the Committee to identify products used by surrounding jurisdictions that had success with dust suppressant practices.

##### ASBESTOS MITIGATION ON SHORT SECTION OF ONE GRAVEL ROAD

River Road, one of the program's most prominent and beautiful gravel roads, had a complete renovation in 2021. The road was tested for asbestos and .01% of asbestos was found in a 780-foot section of the five mile rustic portion of that road. This section will be encapsulated beginning on April 24, 2023 to prevent any exposure to asbestos from that road segment.



#### POLITICIANS ROADS

Two “Politicians Roads” remain in the County – those with concrete center strips – Sugarland Road and Martinsburg Road. Both are designated exceptional rustic. Both should have stonedust shoulders, but currently have an asphalt product applied over the road shoulder inappropriately. Martinsburg Road is also designated Historic. The improper paving over the shoulders of these exceptional roads should be removed.

#### BRIDGES

The Committee supports the proposed language on bridges calling for an engineer with historic preservation experience to be engaged on historic bridges, as well as to encourage MCDOT and SHA to seek design exceptions for certain bridges. The design exceptions enable receipt of federal funding for one-lane bridges and there is every reason for the County to be encouraging that practice.

#### DRAINAGE

Culverts under many roads in the County have become clogged and it has come to the attention of the Committee that there is no routine inspection of culverts. Thus, a culvert backup can be the cause of water backed up on a road, and even cause the loss of an entire section of road (and these events occur all over the County, not related to rustic designation). If a culvert is not working properly, an entire roadside can become washed out and stripped of the native vegetation that serves to absorb water and send water naturally onto the surrounding landscape off the road. Thus we agree with the Draft Plan’s recommendation that culverts be inspected and cleared and we strongly oppose the use of roadside ditches which are contrary to best practices and unsuitable along rustic roads.

#### TRAFFIC CALMING

##### TRAFFIC CONTROL MEASURES AND VISION ZERO

The Committee fully supports traffic calming on rustic roads and notes that under Vision Zero, many streets in the County are being downsized in order to slow traffic. Intersections are also being shrunk for the same reason. The narrow width of most of the rustic roads is an inherent traffic calming device, and the narrow bridges serve as a further means to bring speeding under control. In addition, for the first time, pursuant to the Committee’s request to Council during consideration of the recent Complete Streets bill, speed humps may be used on designated rustic roads (our usual advance consultation with MCDOT regarding these and other proposed traffic control proposals will occur). The Committee is well aware that the low gray box-style speed cameras with the technology to issue tickets is the best way and the least distracting way to address speeding effectively. However, the availability and placement of these cameras is solely within the discretion of the Police Department and there does not seem to be the widespread use of them that is likely warranted.

#### SCENIC VIEWS

The Committee works within the Development Review process to protect scenic views on rustic roads, and also reviews driveway placement for the Department of Permitting Services. We support the language in the Draft Plan to protect views and vistas.

#### DBU ROADS

Dedicated But Unmaintained (DBU) roads were reviewed by the Planning Board at the request of MCDOT. There is a hypothetical issue being raised that residents on DBU roads might want to upgrade

their roads pursuant to modern County engineering standards which would then entitle them to County maintenance. In fact, none of the residents of the four rustic roads that MCDOT has put on their DBU list has ever requested such an upgrade. This is partly because the cost of a DBU road being “brought up to a standard” of a modern engineered road would be incurred fully by the residents. We support keeping these roads in the program, and while we agree that DBU roads should not be proposed for inclusion in the program in the future, we do not believe that MCDOT should apply the DBU standard retroactively to any more roads in the program.

#### BYCYLISTS

Bicyclists enjoy riding on the rustic roads. Several leaders and many members of cycling clubs provided testimony in favor of this program. The point of enjoying these roads and their challenging hills and extraordinary views is to be riding where there are no bike paths. While not mentioned in this Draft Plan, it should be noted that bike paths are not acceptable along rustic roads. Sidewalks are also not acceptable along rustic roads except for possible extreme circumstances, and the Committee always stands ready to review and advise on such proposals.

#### SCENIC BYWAYS

We support the Draft Plan’s goal for the County to coordinate efforts on Scenic Byways. A C&O Canal Byway plan would showcase the rustic roads that are a part of Heritage Tourism canal access.

#### MEMBERSHIP

The Committee voted to increase membership by two at-large members and to remove the requirement that farmer members earn 50% or more of their income from farming (note that there are no financial disclosure requirements filed with an application). The elimination of the income test was to permit greater diversity in filling farmer-member positions on the Committee, since those who can meet the current test are farmers with large land holdings and the attendant wealth found among established White families. The Planning Board worked through many suggestions for membership changes offered by Planning staff. Their decision was to recommend one additional farmer member and one additional at-large member, and to remove the citizens association affiliations for two of the existing membership criteria, essentially resulting in 3 at-large members. The Planning Board decided to retain the income requirement for farmer members. We can support these changes as proposed, or as we offered in the Planning Board worksession, support no changes to the membership requirements.

However, Planning staff added additional language on their own without the approval of the Planning Board. There was no acceptance by the Planning Board for listing types of members who could fill at-large positions. This kind of chatty language has no place in a statute, and is specifically objectionable based upon what Planning Board Commissioners said when voting. First, a Commissioner stated that seeking religious members was not appropriate as it could be perceived as inappropriately combining church and state. Second, another Commissioner rejected references to winery and brewery owners because they have considerable wealth, and therefore would not contribute to any diversity goals in membership recruitment. In addition, winery and brewery owners would qualify as farmer members because their status as “agritourism” requires them to grow crops used in their products. In fact, the Committee has previously had a winery family member serving as a farmer member. Finally, interested parties could be found who grow some table crops in their home gardens – confusing that with membership on the Committee as a farmer is inappropriate. All of these extra suggestions should be dropped.

The Ag Advisory Committee has recommended that three farmer members of the Committee must own or lease combines, drill planters, tank sprayers, or sod harvesters. There are 558 farms in the County, but only 34 farmers would meet the combine/planter part of this test. (Source: most recently available data from 2017 Ag Census.) A few other farmers who do not farm corn and soy may own or lease large sprayers. There are only 3 sod farmers in the County. This is a non-representative subset of our County's farmers and such limitations are not appropriate in this program.

The Ag Advisory Committee also recommends changing 3 at-large members to only 2, and putting a table crop farmer or someone engaged in agritourism on the Committee. Table crop farmers and those owning agritourism sites would, as noted above, qualify for membership as farmers, and should not take the place of the other rustic roads users who are so important to the purpose of the program.

The rustic roads are beneficial to the County for attracting new businesses and employers whose employees will have nearby access to natural features, historical experiences, and recreational activities such as biking, hiking, fishing, kayaking and the like. Residents of the down county areas have long appreciated the rustic roads. These roadway users should be sought for Committee membership, instead of doubling down on a minority of users. Support for the program is essential for membership because public outreach is a key facet of the program.

#### HISTORIC PRESERVATION

We support the goals listed in the section entitled Historic Preservation which calls on Historic Preservation staff to increase awareness, provide documentation, and formalize the historic resources on rustic roads. We want the Council to be aware that the items under this topic are not intended to be activities conducted by the Committee but by Planning staff. The Committee already performs public outreach at several venues. We fully support the recommendations to enhance the knowledge of Black history, women's history, Native American history; to showcase and preserve related locations such as burial sites; and to provide interpretive signage and materials reflecting these histories at sites along rustic roads. Historically Black rural communities are often found on these roads and should be much more fully represented in the information available relating to these locations.

#### PERIODIC PLAN UPDATES

The Draft plans suggests that instead of waiting over 25 years for a comprehensive update, the plan should be amended more frequently. The Committee supports this in part.

In cases where a nomination has been waiting five years or more, a limited master plan amendment should be initiated to address the nominated road. However, the Committee does not support this process becoming a periodic review of all things in the program as the language contained here suggests. That was never the intent of this concept which was proposed by the Committee.

Limited review of specific roads requested for inclusion in the program would ensure that communities would not have to wait 25 years to see their road designated. That should be the sole feature of this suggestion. Under no circumstances should the Planning Board or County Council be put in the position to be taking up "mini master plans." And the Committee does not wish to be put in that position either.

Significant Features should not be subject to periodic reviews; in this Draft Plan not one of them was removed. Commemorating a Significant Feature with a marker is not appropriate as a policy matter, but only as a stand-alone request.

CONCLUSION

We are available to answer questions and provide further information to the Council.

Committee Members:

Laura Van Etten, Chair

N. Anne Davies, Barbara Hoover, Charles Mess,  
Kamran Sadeghi, Dan Seamans, Elena Shuvalov

Montgomery  
Countryside  
Alliance 

**ROYCE HANSON AWARD**

• 2018 WINNER •



MONTGOMERY  
PRESERVATION

**MONTGOMERY PRIZE**

• 2019 WINNER •



# RUSTIC ROADS ADVISORY COMMITTEE



TESTIMONY OF LAURA VAN ETTEN  
CHAIR, RUSTIC ROADS ADVISORY COMMITTEE  
PUBLIC HEARING ON RUSTIC ROADS FUNCTIONAL MASTER PLAN  
APRIL 18, 2023

Council President Glass and Members of the County Council, I am here today to speak on behalf of the Committee to express our support for this Draft Master Plan. We believe it is a strong plan that will ensure the ongoing success of the program.

Rustic roads benefit Montgomery County. They play a major role in Heritage Tourism, which brings in over \$376 million in revenue annually and supports over 5,300 jobs, according to Sarah Rogers, the Executive Director of Heritage Montgomery. These roads give the experience of being carried back in time, and they set the stage for numerous historic, cultural and natural sites along the roads.

You will hear complaints about maintenance on these roads -- these types of complaints are the same for every road in the County and are not particular to rustic roads. The need for proper maintenance is established in law, and called out clearly and frequently in the Draft Master Plan. We support the recommendations in this Draft Plan to have the Department of Transportation address maintenance concerns routinely and directly, and want the Council to understand that there should be adequate budgetary provision for the tree maintenance that is needed on all roads in the Ag Reserve, not just rustic roads. Maintenance shortcomings by DOT should not affect the makeup of the Committee membership.

While many rustic roads are found in the Ag Reserve, some of which are state Roads and others which are fully contained in Parks, a full third of them are outside the Ag Reserve and can be enjoyed in many towns and rural areas that I'm sure you are familiar with. If any Councilmembers would like to have a tour of some of the rustic roads, please reach out to me or to our Planning Board member and we will look for a way for the Historic Preservation planning staff to host a tour in compliance with the Open Meetings Act. We would love for you to experience these amazing Heritage Tourism assets.

Committee Members:

Laura Van Etten, Chair  
N. Anne Davies, Barbara Hoover, Charles Mess,  
Kamran Sadeghi, Dan Seamans, Elena Shuvalov



At our meeting on May 22, 2023, Councilmember Friedson asked us to look into a couple of questions to help better understand some of the recommendations in the Rustic Roads Functional Master Plan Update:

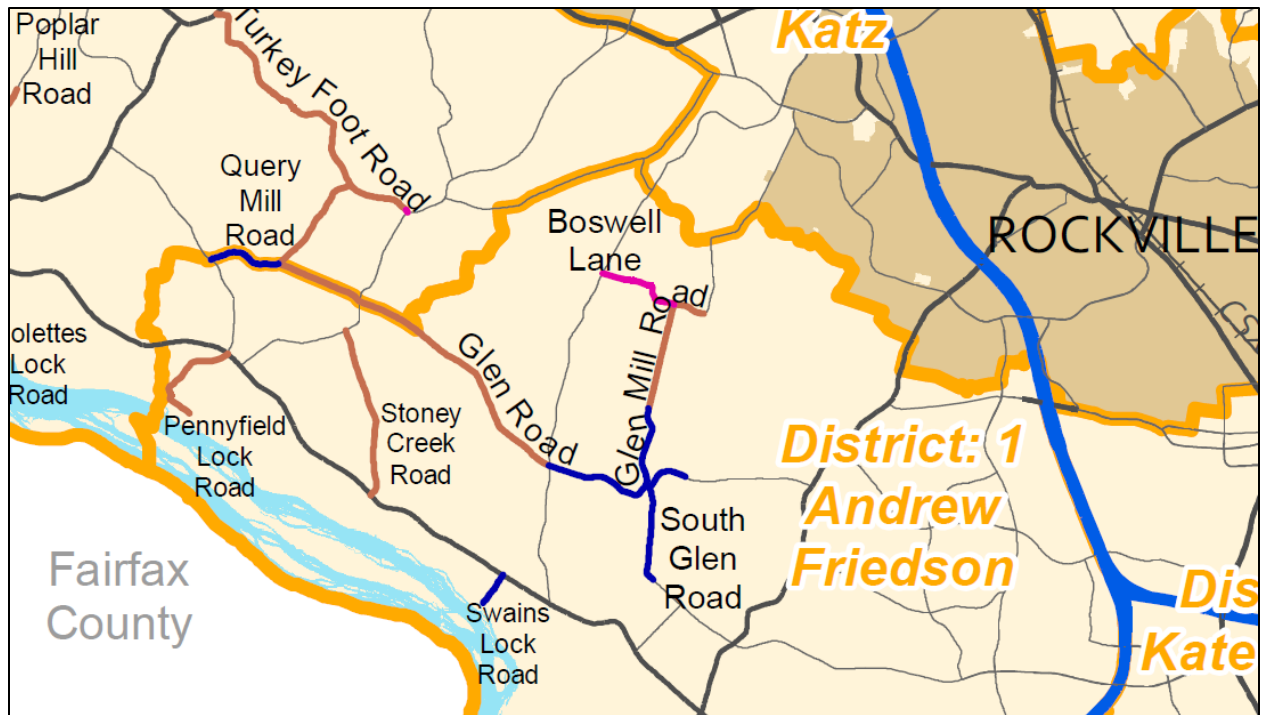
- 1) What is different about the roads that have been nominated as rustic with this Update as opposed to the past? If they are rustic roads, why are they only just now being recognized as such?
- 2) What has changed with the two roads being recommended for removal from the Rustic Roads Program?

The table on the following pages describes the known history of any past evaluations of the roads considered for a rustic designation in this plan. Five additional roads had been nominated as rustic but were removed from consideration early in the process and were not further evaluated; these roads are not included in the table. Three of these are private roads, and therefore ineligible for the Program. For a fourth road, planners determined that it is too early to know if the remaining segments of MD97 outside of Brookeville will meet the criteria for a rustic road until the Brookeville Bypass project has been completed and new traffic patterns have developed. For the fifth road, it was apparent early on that the nominated segment of Barnesville Road would not meet the criteria of primarily only serving local traffic.

Looking at the roads in the table, it seems that the roads we are recommending as new rustic roads generally fall into one of the following categories:

- No history of prior evaluation efforts found.
- Previously evaluated; no explanation given for not designating.
- Was previously evaluated, but new information has been found or land use recommendations have changed that now make the road eligible for designation.

The map below shows the rustic roads in Council District 1. The brown lines are regular rustic roads, while the blue lines are the exceptional rustic roads. The one pink road shown here, Boswell Lane, is one of the two roads recommended to be removed from the Rustic Roads Program. This road was designated rustic with the 2002 Potomac Subregion Master Plan, but in the past twenty years many new homes have been built along this road and it has lost most of the rustic character it may have once had, looking more like a regular suburban neighborhood street than a rustic road. There are brief glimpses of rustic character in a few short sections of the road, but there are numerous roads in the county that contain even more such pockets of natural features or an occasional fence that it would be hard to make the case for as rustic roads.



The other road being removed from the Program, Link Road near the Patuxent River, was completely rebuilt after the rustic designation and retains even less of a rustic character, with regularly spaced landscaping trees, ditches along the road, a perfectly consistent road width and surface, and modern, landscaped houses. The part of that road that is truly rustic was found to be a private driveway leading to a single old farmhouse; with this section of the road being ineligible for the Program, it makes little sense to retain the road as rustic. Planners did not receive any testimony regarding the recommendation to remove these two roads from the Rustic Roads Program.

Below is a list of roads that were nominated for a rustic designation for this master plan. Roads which were eliminated from consideration early in the master plan process are not included, but a few which received further consideration are. We have attempted to explain any prior evaluation for a rustic designation and have provided a reason for formerly evaluated roads that were not classified as rustic but which we now believe qualify as rustic (or, in one case, exceptional rustic). For those that have not been evaluated before, we have speculated on why it might be the case, but do not have further documentation for them.

Road Name	Area	Extents	Recommendation	History of Nomination
Aitcheson Lane	Burtonsville	Riding Stable Road to end of county maintenance	Rustic	Within the area covered by the 1997 <i>Fairland Master Plan</i> . It is unknown why this road was never evaluated for a rustic designation in the past. It is a borderline case, but it meets the criteria for a rustic designation.
Awkard Lane	Cloverly	Holly Grove Road to end of county maintenance	Do not designate rustic	Was evaluated for a rustic designation in the 2005 <i>Olny Master Plan</i> but planners at the time determined it didn't meet the necessary criteria. We agree that it lacks sufficient rustic character, despite the history of the area as a historic African American community. See Holly Grove Road below for a road similarly evaluated but for which we recommend a rustic designation.
Brighton Dam Road (Extension to existing rustic road)	Brookeville	Bordly Drive to New Hampshire Avenue (MD 650)	Do not designate rustic	Was considered as part of 2005 <i>Olny Master Plan</i> but was determined to not meet the criteria of only serving local traffic. It was suggested when re-nominated that the non-local traffic wasn't as high as was feared in 2005, but it still holds true and MCDOT has additional safety concerns due to flooding.



Road Name	Area	Extents	Recommendation	History of Nomination
Brown Church Road	Damascus	Ridge Road (MD27) to end of county maintenance	Rustic	Within the area covered by the 2006 <i>Damascus Master Plan</i> . It is unknown why this road was never evaluated for a rustic designation in the past. It is quite rustic.
Bucklodge Road (MD117)	Boyds	Darnestown Road (MD28) to Barnesville Road (MD117)	Rustic	Was considered for a rustic designation in the original 1996 RRFMP, but was not designated because of the crash rate. More recent crash rates do not indicate an unsafe road. Another borderline case, but it meets the criteria for a rustic designation.
Dickerson Church Road	Dickerson	Dickerson Road (MD 28) to Dickerson Road [loop]	Rustic	Dickerson Church, Dickerson School, and Nicholson Farm Roads are all relatively short roads in Dickerson that are in the R-200 zone and serve as good examples of rural residential streets that meet the criteria for a rustic road. Perhaps they were considered too residential for consideration in the early 1990s but seem to have become increasingly rustic due to the passage of time.
Dickerson School Road	Dickerson	Big Woods Road to end of road	Rustic	See Dickerson Church Road.
Emory Church Road	Olney	Georgia Avenue (MD 97) to end of county maintenance	Rustic	Was not considered for rustic designation before, but 2005 <i>Olney Master Plan</i> recommended not completing the road; a subsequent residential development near the road did not end up using it for access, so the anticipated land uses along the road changed and made a rustic designation make sense.

Road Name	Area	Extents	Recommendation	History of Nomination
Greenbridge Road	Brookeville	Georgia Avenue (MD 97) to end of county maintenance	Exceptional Rustic	Within the area covered by the 2005 <i>Olney Master Plan</i> . It is unknown why this road was never evaluated for a rustic designation in the past. We suspect it was simply overlooked; it is quite rustic.
Halterman Road	Laytonsville	Hipsley Mill Road to end of county maintenance	Rustic	Within the area covered by the 2006 <i>Damascus Master Plan</i> . It is unknown why this road was never evaluated for a rustic designation in the past. We suspect it was simply overlooked; it is quite rustic.
Holly Grove Road	Cloverly	Norwood Road to end of county maintenance	Rustic	Was nominated by members of the community who want to preserve their small slice of the country on this road that historically served an African American community and still continues to serve descendants of some of the original inhabitants. Was considered for rustic designation in the 2005 <i>Olney Master Plan</i> but planners at the time determined it didn't meet the necessary criteria. Our team reconsidered and found it met the criteria primarily because of its history of serving an African American community, but also because of the visual character of the road.
Holsey Road	Damascus	Ridge Road (MD 27) to end of county maintenance	Rustic	This road was considered for a rustic designation in the 1996 RRFMP. Unlike the other roads that were not so classified in 1996, no reason was given for not designating it rustic. Where the 1996 plan would typically justify a non-designation, the text only says: "Holsey Road is a short dead-end road north of Damascus off of Ridge Road (MD 27). The road ends at a farm." It is quite rustic.

Road Name	Area	Extents	Recommendation	History of Nomination
Kings Valley Road	Damascus	Ridge Road (MD27) to Bethesda Church Road	Rustic (Stringtown Road to Bethesda Church Road) Do not designate rustic (Ridge Road to Stringtown Road)	This road was evaluated for the 2006 <i>Damascus Master Plan</i> , where part of the road we recommend as rustic was classified as a “country road” and the other part as a “primary residential street.” These classifications were based on land use recommendations in the master plan, but we do not feel like a rustic designation is at odds with the land use recommendations on the road. The RRAC had recommended that it be an Exceptional Rustic Road, but we feel that the land use plan would make that designation problematic and the RRAC agreed upon reconsideration of their recommendation.
Lewisdale Road	Clarksburg	Prices Distillery Road to Frederick County Line	Rustic	Within the Ag Reserve but not covered by any area master plan that would have considered the road for a rustic designation. It is unknown why the road was not in the original “Interim List” of rustic roads, but it meets the criteria for a rustic designation.
Mount Carmel Cemetery Road	Brookeville	Georgia Avenue (MD 97) to end of county maintenance	Rustic	Within the area covered by the 2005 <i>Olney Master Plan</i> . It is unknown why this road was never evaluated for a rustic designation in the past. Perhaps it was thought to be a private road at the time.
Mullinix Mill Road	Damascus	Damascus Road (MD 108) to Howard County Line	Rustic	Within the area covered by the 2006 <i>Damascus Master Plan</i> . It is unknown why this road was never evaluated for a rustic designation in the past. We liked it enough that the cover of the <i>Volume II</i> picture is from this road!

Road Name	Area	Extents	Recommendation	History of Nomination
Nicholson Farm Road	Dickerson	Dickerson Road to Mouth of Monocacy Road	Rustic	See Dickerson Church Road.
Riding Stable Road	Burtonsville	Sandy Spring Road (MD 198) to Prince George's County Line	Do not designate rustic	Was designated "primary residential" in the 1997 <i>Fairland Master Plan</i> with a recommended on-street bike lane. Was considered for a rustic designation in this plan along with Aitcheson Road but had not been evaluated before. We ultimately decided it didn't meet the criteria because it does not appear to serve primarily local traffic, it is only borderline rustic, and the now-recommended bicycle sidepath would further erode its rustic character.
Seneca Road	Potomac	River Road to Rileys Lock Road	Rustic	Within the area covered by the 2002 <i>Potomac Subregion Master Plan</i> . It is unknown why this road was never evaluated for a rustic designation in the past. This short segment was likely just missed during previous planning efforts. It is certainly rustic.
Thurston Road	Comus	Old Hundred Road (MD 109) to Frederick County Line	Rustic	Within the Ag Reserve but not covered by any area master plan that would have considered the road for a rustic designation. It is unknown why the road was not in the original "Interim List" of rustic roads, but it meets the criteria for a rustic designation.



Montgomery County Department of Transportation  
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## DIVISION OF HIGHWAY SERVICES

### *DHS Rural Rustic Road Accomplishments*

FY17-FY23

# FY17: Rural Rustic Roads Serviced

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## ***Pavement Management Section:***

- 1. *Westerly Road*** – 3.5 lane miles tarred and chipped
- 2. *Haines Road*** – 1.4 lane miles tarred and chipped
- 3. *Trundle Road*** – 1.65 lane miles tarred and chipped
- 4. *Mount Ephraim Road*** – 4.97 lane miles tarred and chipped
- 5. *Mountain View Road*** – 0.96 lane miles tarred and chipped
- 6. *Johnson Drive*** – 1.34 lane miles tarred and chipped

## FY17: Rural Rustic Roads Serviced (cont.)

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### *Depot Staff:*

1. **Wildcat Road** – replaced metal failing pipe under road
2. **Mullinex Mill Road** – large scale patching from Long Corner to county line
3. **Barnesville Road** - Repaired guardrail and graded 200 feet of ditch line. Reshaped edge of the road and cut back foliage along road for sight distance. Trimmed around all the guardrails.
4. **Berryville Road** - Replaced three pipes and repaired a large wash out, approximately 100 tons of rip rap used.
5. **Schaeffer Road** – resurfaced by contracts unit
6. **West Offutt Road** – replaced three pipes, repaired guardrail, and resurfaced small section of the road
7. **Howard Chapel Road** – installed two drain pipes under the road, paved .5 mile segment of the road

## FY17: Rural Rustic Roads Serviced (cont.)

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8. **Martinsburg Road** – tar and chipped shoulders and graded 500 ft. of ditch line. Cut back foliage on road for sight distance. Repaired a section of bridge decking and resurfaced a 400 ft. section of the road
9. **Moore Road** – replaced four pipes and resurfaced small area of road
10. **Cattail Road** – replaced two large pipes and repaired guardrail. Cut out base failures and paved over cut outs
11. **Game Preserve Road** – replaced pipe near Clopper Road
12. **Sugarland Road** – installed pipe and resurfaced section
13. **West Harris Road** – repaired large wash out from storm and replaced three pipes
14. **Edwards Ferry Road** – replaced guardrail and two pipes, removed guardrail along the entire road
15. **Hughes Road** – replaced five pipes and repaired guardrail along the entire road
16. **Mount Nebo Road** – replaced several pipes, repaired guardrail and a large washout (25)



## FY17: Rural Rustic Roads Serviced (cont.)

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- 17. **Poplar Hill Road** – three pipes added plus turn around added
  
- 18. **Huntmaster Road** – numerous guardrail repairs on bridge
  
- 19. **Slidell Road** – replaced several pipes and resurfaced section of the road

# FY18: Rural Rustic Roads Serviced

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## ***Pavement Management Section:***

1. ***Poplar Hill Road*** - 0.9 lane miles tarred and chipped
2. ***Kingsley Road*** – 1.1 lane miles tarred and chipped

## ***Depot Staff:***

1. ***Griffith Road*** – stream bank/erosion repairs, realigned stream and armored with imbricated stone
2. ***Rocky Road*** – replaced failing metal pipe and paved 0.5 mile section of roadway
3. ***Sugarland Road*** – paved large section of roadway
4. ***Mt. Caramel Cemetery Road*** – paved entire road with HMA 280 tons
5. ***Huntmaster Road*** – numerous guardrail repairs on bridge
6. ***West Willard Road*** – repaired two large wash outs and guardrail, replaced seven pipes, and graded 200 ft. of ditch line

## FY18: Rural Rustic Roads Serviced (cont.)

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7. **Comus Road** – replaced four pipes and graded about 600 feet of ditch line
8. **Tshiffely Mill Road** – removed huge log jam
9. **Black Rock Road** – replaced guard rail and bridge decking
10. **Cattail Road** – Bridge decking repair
11. **South Glen Road** – sleeved a pipe near Lockland Road
12. **Glen Road** – graded a ditch line at Falls Road
13. **Hunting Quarters Road** – replaced several pipes and graded 500 ft. of ditch line
14. **Jerusalem Road** – replaced two pipes and repaired guard rail
15. **Sycamore Landing Road** – replaced two pipes

## FY18: Rural Rustic Roads Serviced (cont.)

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### ***Tree Maintenance Section:***

- 1. Brookeville Road – 5.1 lane miles**
- 2. Triadelphia Lake Road – 1.4 lane miles**
- 3. Kings Valley Road – 3 lane miles**
- 4. W. Offut Rd. – 3.49 miles**
- 5. Edwards Ferry Road – 7.29 lane miles**
- 6. Davis Mill Road - 7.3 miles**
- 7. Brighton Dam Road – 1.234 lane miles**
- 8. Stringtown Road – 2.2 lane miles**
- 9. River Road – 2.7 lane miles**
- 10. Brink Road – 15 lane miles**
- 11. Sundown Road – 8 lane miles**

# FY19: Rural Rustic Roads Serviced

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## ***Pavement Management Section:***

1. ***Schaeffer Road*** – 5.7 lane miles patched

## ***Depot Staff:***

1. ***Huntmaster Road*** – numerous guardrail repairs on bridge
2. ***Club Hollow Road*** – replaced bridge decking
3. ***Black Rock Road*** – installed asphalt ditch line and repaired guardrail
4. ***Stoney Creek Road*** – cleaned debris out of dual pipes
5. ***Turkey Foot Road*** – sleeved a pipe, guardrail replacement, and resurfaced by Contracts unit
6. ***Trundle Road*** – replaced two pipes and resurfaced a small section of the road

## FY19: Rural Rustic Roads Serviced (cont.)

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7. **Mouth of Monocacy Road** – insalled basin, installed pipe and repaired bridge decking
8. **West Old Baltimore** – replaced two pipes
9. **Dustin Road** – replaced 24 feet of drainage pipe
10. **Batson Road** – replace 20 feet of drainage pipe
11. **Haviland Mill Road** – patched all base failures
12. **Emory Church Road** – paved entire road
13. **Tucker Lane** – replaced 300 ft. of guardrail

### **Tree Maintenance Section:**

1. **Hughes Road** – 3.1 lane miles
2. **Sugarland Road** – 0.6 lane miles

## FY19: Rural Rustic Roads Serviced (cont.)

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### *Tree Maintenance Section:*

3. ***White Ground Road*** – 1.88 lane miles
4. ***Peach Tree Road*** – 9.5 lane miles
5. ***West Harris Road*** – 1 lane mile
6. ***Slidell Road*** – 2 lane miles
7. ***Hipsley Mill Road*** – 0.5 lane miles

# FY20: Rural Rustic Roads Serviced

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## ***Pavement Management Section:***

1. ***Santini Road*** – 0.96 lane miles patched, milled, and resurfaced

## ***Depot Staff:***

1. ***Prices Distillery Road*** – intersection improvements, HMA patch and 200 ft of curb installed & replaced failing metal pipe under roadway
2. ***Purdum Road*** – large scale patching entire roads length
3. ***Gregg Road*** – installed 20ft of double walled HPDE drainage pipe, 15 ton permanent HMA patch
4. ***Huntmaster Road*** – numerous guardrail repairs on bridge
5. ***Club Hollow Road*** – patched and paved small section of the road. Replaced three pipes and repaired a small washout
6. ***Mouth of Monocacy Road*** – resurfaced section



## FY20: Rural Rustic Roads Serviced (cont.)

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7. **River Road** – replaced four pipes, repaired guardrails, repaired washouts and removed foliage on entire road
8. **West Old Baltimore Road** – bridge decking replacement
9. **Mount Ephraim Road** – replaced several pipes, resurfaced small section of road, and replaced guardrail
10. **Riley's Lock Road** – replaced three pipes and several washouts from large storm
11. **Whites Ferry Road** – repaired several large washouts, guard rail, three bridges, replaced large pipes and graded 1500 ft. of ditch line/100 ft. of shoulders.

### **Tree Maintenance Section:**

1. **Mink Hollow Road** – 1.6 lane miles
2. **Peach Tree Road** – 3.1 lane miles
3. **Whites Ferry Road** – 11.3 lane miles

## FY20: Rural Rustic Roads Serviced (cont.)

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### *Tree Maintenance Section:*

4. **River Road** – 5.1 lane miles
5. **Bryant Nursery Road** – 3 lane miles
6. **Oak Hill Road** – 2.5 lane miles
7. **Howard Chapel Road** – 3.11 lane miles

# FY21: Rural Rustic Roads Serviced

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## **Depot Staff:**

1. **Zion Road** – paved about .25 mile to correct a drainage issue
2. **South Glen Road** – resurfaced by Contracts unit and replaced all decking on one lane bridge
3. **Glen Road** – resurfaced by Contracts unit and foliage removal
4. **Wild Cat Road** – repaired bridge decking and guardrail at Davis Mill Road
5. **Big Woods Road** – replaced guardrail, five pipes, 400 ft. of ditch line and resurfaced road
6. **Montevideo Road** – repaired guardrail, paved hill, patched parts of road and replaced one pipe
7. **Wasche Road** – resurfaced sections of road graded shoulders

## **Tree Maintenance Section:**

1. **Kingstead Road** – 3.1 lane miles (36)

# FY22: Rural Rustic Roads Serviced

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## ***Pavement Management Section:***

1. ***Rocky Road*** – 3.84 lane miles patched
2. ***Hipsley Mill Road*** – 3.5 lane miles tarred and chipped
3. ***Whites Ferry Road*** – 10.2 lane miles patched
4. ***Old Orchard Road*** 0.86 lane miles tarred and chipped
5. ***Gregg Road*** – 3.34 lane miles patched

## ***Tree Maintenance Section:***

1. ***West Hunter Road*** – 3 lane miles
2. ***Clarksburg Road*** – 4 lane miles
3. ***Bethesda Church Road*** – 3 lane miles

# FY22: Rural Rustic Roads Serviced

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## *Tree Maintenance Section:*

4. **Whites Store Road** – 3 lane miles
5. **Rocky Road** – 1 lane mile

# FY23: Rural Rustic Roads Serviced

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## ***Pavement Management Section:***

1. ***Willard Road*** – 1.46 lane miles patched, milled, and resurfaced
2. ***River Road*** – 6.20 lane miles included in reclamation project

## ***Depot Staff:***

1. ***Martinsburg Road*** – bridge decking repaired
2. ***Glen Mill Road*** – foliage removal
3. ***Query Mill Road*** – asphalt curb replacement
4. ***Game Preserve Road*** – guardrail replacement near CSX bridge

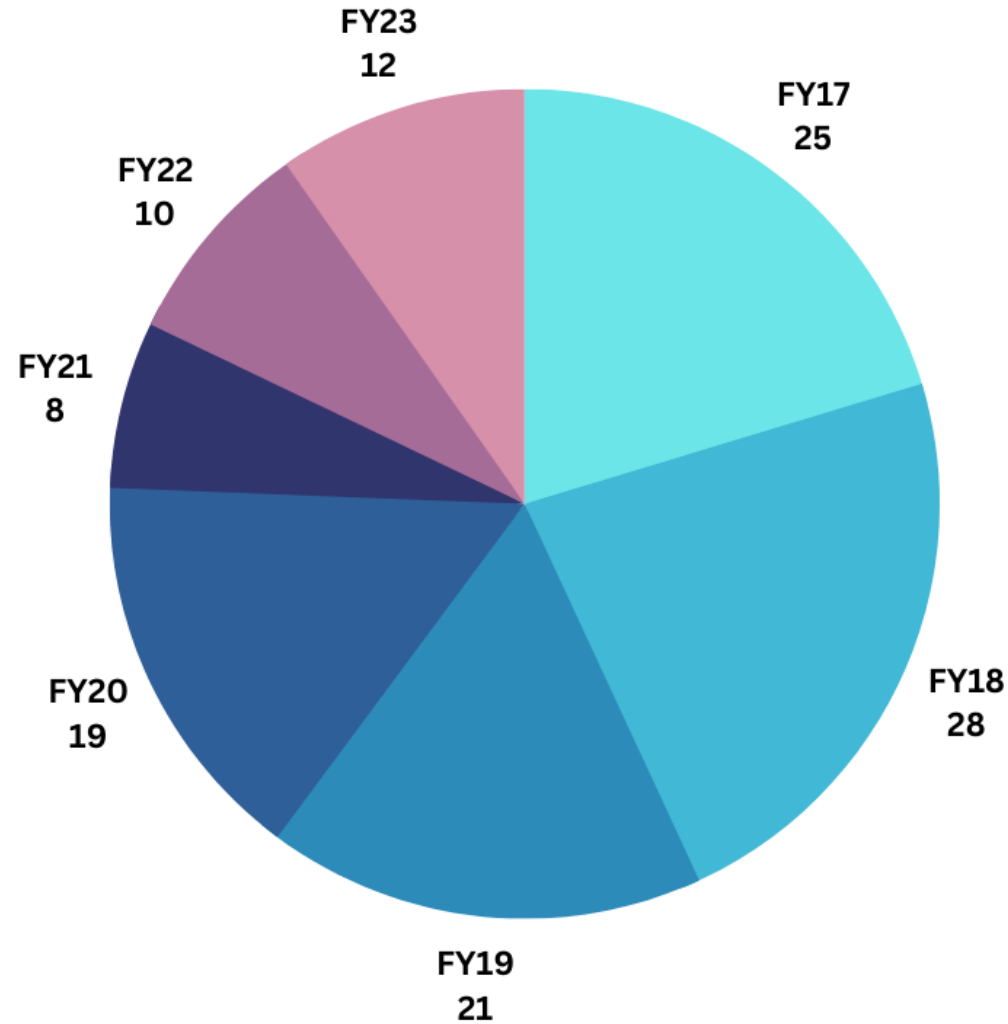
# FY23: Rural Rustic Roads Serviced

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## *Tree Maintenance Section:*

1. **Rocky Road** – 3.8 lane miles
2. **Watkins Road** – 0.1 lane miles
3. **Peach Tree Road** – 2.4 lane miles
4. **Moore Road** – 2.81 lane miles
5. **Mink Hollow Road** – 1.6 lane miles
6. **Wildcat Road** – 3 lane miles

# # of Rural Rustic Road Projects by FY





# Yearly Rural Rustic Road Accomplishments

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1. Yearly mowing (usually 4x a year)
2. Yearly pothole repair
3. All gravel roads are on scheduled maintenance. They are graded and stone is added where it is needed at the time. Dust suppressant is applied after area has been graded.

## ***Depot Staff:***

1. ***Riggs Road (twice)*** - repairing washouts, potholes, and adding stone
2. ***South Glen Road (2018-2022)*** - repaired numerous guardrails and made numerous deck repairs on one lane bridge
3. ***Glen Road (2018-2022)*** - repaired numerous guardrails and made numerous deck repairs on one lane bridge
4. ***Stoney Creek Road (2018-2020)*** – numerous guardrail repairs
5. ***Mouth of Monocacy Road (2020-2022)*** – made numerous repairs to wooden bridge

## Yearly Rural Rustic Road Accomplishments (cont.)

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9. **West Old Baltimore** – restore creek after heavy rains and road is graded/stone is added as needed
10. **Hunting Quarters Road** – grade as needed after storms
11. **River Road** – grade road yearly and (2020-2023) apply dust suppressant monthly or as needed
12. **West Harris Road** – grade road on regular schedule and (2020-2023) apply dust suppressant monthly or as needed

# Service Request Statistics 2018-2023

Road Name	Depot	Debris Pkup	Pothole	Road Repair	Drainage Repair	Snow	Mow	Other	Guardrail	Total
Aitcheson Ln	Colesville	1	1		1	4				7
Avoca Ln	Colesville	9		1						10
Barnesville Rd	Poolesville	13		1	2	3				19
Batchellors Forest Rd	Colesville	7	16	10	3		1	2		39
Batson Rd	Colesville	6	2	2	3	1		1		15
Beallsville Rd	MDSHA									0
Belle Cote Dr	Colesville									0
Bentley Rd	Colesville	2			1	1				4
Berryville Rd	Poolesville	13	1	8	5	2	4			33
Big Woods Rd	Poolesville	12	1	4		1	1			19
Black Rock Rd	Poolesville	11	1	3	4	1		1		21
Boswell Ln	G-West	12	3	4	4		1		1	25
Brighton Dam Rd	Colesville	22	13	6	21	3	1	2		68
Brookeville Rd	G-East	9	5	1	8		1		1	25
Brown Church Rd	Damascus	2			2				1	5
Bryants Nursery Rd	Colesville	7	17	5	1	3	1	1		35
Budd Rd	Poolesville	2					1			3
Burdette Ln	Poolesville	1			3	1	1			6
Burnt Hill Rd	Damascus	12	3	3	3	1	1			23
Cattail Rd	Poolesville	11	9	2	3	1	6			32
Club Hollow Rd	Poolesville	5		1						6
Comus Rd	Poolesville	18	5	2	3					28
Davis Mill Rd	Damascus	34	5	5	4	1	2		3	54
Dickerson Church Rd	Poolesville				1					1
Dickerson School Rd	Poolesville	1			1					2
Dustin Rd	Colesville	18	1	4	12	3	2			40
Edwards Ferry Rd	Poolesville	15	1		2	1	1			20
Elmer School Rd	Poolesville	2								2
Elton Farm Rd	Damascus	6	7	23	14	1				51
Emory Church Rd	Colesville	5	1	11	5		1			23
Frederick Rd	MDSHA									0
Game Preserve Rd	East & West	22	14	8	9		3			56
Glen Mill Rd	G-West	21	9	20	12	3			1	66
Glen Rd	G-West	9	8	12	8	2	1			40
Greenbridge Rd	Colesville	6	1	1	1					9
Gregg Rd	G-East	13	4	5	4				2	28
Haines Rd	Damascus	1								1
Halterman Rd	Damascus	1		1			1			3
Haviland Mill Rd	Colesville	12	2	15	2					31
Hawkes Rd	Damascus	4		3	1	2				10

# Service Request Statistics 2018-2023 (cont.)

Road Name	Depot	Debris Pkup	Pothole	Road Repair	Drainage Repair	Snow	Mow	Other	Guardrail	Total
Hipsley Mill Rd	Damascus	5	5	6						16
Holly Grove Rd	Colesville	3								3
Holley Rd	Damascus	2	7	2						11
Howard Chapel Rd	Damascus	13	9	6	2		4			34
Hoyles Mill Rd	Poolesville	2								2
Hughes Rd	Poolesville	9								9
Hunting Quarter Rd	Poolesville	3								3
Hyattstown Mill Rd	Damascus									0
Jerusalem Rd	Poolesville	4	1	3	5	1				14
Johnson Rd	Colesville	4			3	4	1			12
Jonesville Rd	Poolesville	2	1		1		1			5
Kingsvalley Rd	Damascus	6	7	2	4	2	5			26
Kingsley Rd	Damascus	4			3				1	8
Kingstead Rd	Damascus	22	1	3	3	2				31
Lewisdale Rd	Damascus	3		2	12	5			1	23
Link Rd	Colesville			2						2
Martinsburg Rd	Poolesville	5	2	3						10
Meeting House Rd	Colesville	2				2				4
Montevideo Rd	Poolesville			2		1				3
Moore Rd	Poolesville	7	1	6	2	1				17
Mt Carmel Cemetery Rd	Damascus	1	4	4	1					10
Mt Ephraim Rd	Poolesville	5	1	6		1	1			14
Mt Nebo Rd	Poolesville	5								5
Mountain View Rd	Damascus									0
Mouth of Monocacy Rd	Poolesville	14	4	2		2				22
Moxley Rd	Damascus	9	1	2	4					16
Mullinix Mill Rd	Damascus	12	5	2	5		1			25
Nicholson Farm Rd	Poolesville	0								0
Oak Hill Rd	Colesville	10	2		2					14
Old Bucklodge Ln	Poolesville	14			1					15
Old Hundred Rd	MDSHA									0
Old Orchard Rd	Colesville	5	3	6	4	1	1			20
Old River Rd	Pooles	2								2
Peach Tree Rd	Pooles	28	2	12	20	1	1			64
Pennyfield Lock Rd	G-West	6	1	2						9
Poplar Hill Rd	Poolesville	2	1	4	8	3				18
Prerscott Rd	Damascus		1	(45)		1				2

# Service Request Statistics 2018-2023 (cont.)

Road Name	Depot	Debris Pkup	Pothole	Road Repair	Drainage Repair	Snow	Mow	Other	Guardrail	Total
Prices Distillery Rd	Damascus	2	4	3	1	1				11
Purdum Rd	Damascus	3	1	1		1				6
Query Mill Rd	G-West	19	13	14	6		2			54
Riggs Rd	G-East	13		1	1					15
Rileys Lock Rd	Poolesville	3	2	2						7
River Rd	Poolesville	23	5	11	4	1				44
Rocky Rd	Damascus	17	1	10	4	2	3			37
Santini Rd	Colesville	6	5	5	1		1			18
Schaeffer Rd	Poolesville	11	6	5	5		4			31
Slidell Rd	Poolesville	4	4	4	4		2			18
South Glen Rd	G-West	2	8	2	2	1				15
Stoney Creek Rd	G-West	13	7	3	3		1		1	28
Stringtown Rd	Damascus	11	3	2	12	4	5			37
Sugarland Ln	Poolesville	1	2	1						3
Sugarland Rd	Poolesville	5	1	11	1	2				20
Sugarloaf Mountain Rd	Poolesville	0								0
Swains Lock Rd	G-West	4	1	4	1	1				11
Sycamore Landing Rd	Poolesville	0	0	0	0	0				0
Thurston Rd	Poolesville	2			1					3
Triadelphia Lake Rd	Colesville	4	1	2			1			8
Trundle Rd	Poolesville	1			1	1				3
Tschiffley Mill Rd	Poolesville	5		9						14
Tucker Ln	Colesville	20	4	6	10	5	1		5	51
Turkey Foot Rd	G-West	34	13	14	5	2	2	2		72
Violettes Lock Rd	Poolesville	0	0	0	0	0	0			0
Wasche Rd	Poolesville	8		7	1	1				9
West Harris Rd	Poolesville	2	1	4						7
West Hunter Rd	Poolesville	1			2		1			4
West Offutt Rd	Poolesville	0	0	0	0	0	0			0
West Old Baltimore Rd	Poolesville			1					1	2
West Willard Rd	Poolesville	1	1							2
Westerly Rd	Poolesville	4								4

(46)



# Resurfacing: Residential/Rural Roads (P500511)

Category	Transportation	Date Last Modified	05/22/23
SubCategory	Highway Maintenance	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

## EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	11,620	271	2,402	8,947	1,387	1,387	1,664	1,503	1,503	1,503	-
Site Improvements and Utilities	10	10	-	-	-	-	-	-	-	-	-
Construction	225,891	169,512	326	56,053	8,613	9,613	9,336	9,497	9,497	9,497	-
Other	356	356	-	-	-	-	-	-	-	-	-
<b>TOTAL EXPENDITURES</b>	<b>237,877</b>	<b>170,149</b>	<b>2,728</b>	<b>65,000</b>	<b>10,000</b>	<b>11,000</b>	<b>11,000</b>	<b>11,000</b>	<b>11,000</b>	<b>11,000</b>	<b>-</b>

## FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: General	1,865	1,865	-	-	-	-	-	-	-	-	-
G.O. Bond Premium	9,000	9,000	-	-	-	-	-	-	-	-	-
G.O. Bonds	211,483	154,755	2,728	54,000	5,651	4,349	11,000	11,000	11,000	11,000	-
Land Sale	11,000	-	-	11,000	4,349	6,651	-	-	-	-	-
PAYGO	1,617	1,617	-	-	-	-	-	-	-	-	-
Recordation Tax Premium (MCG)	2,912	2,912	-	-	-	-	-	-	-	-	-
<b>TOTAL FUNDING SOURCES</b>	<b>237,877</b>	<b>170,149</b>	<b>2,728</b>	<b>65,000</b>	<b>10,000</b>	<b>11,000</b>	<b>11,000</b>	<b>11,000</b>	<b>11,000</b>	<b>11,000</b>	<b>-</b>

## APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 24 Request	11,000	Year First Appropriation	FY05
Cumulative Appropriation	182,877	Last FY's Cost Estimate	237,877
Expenditure / Encumbrances	172,562		
Unencumbered Balance	10,315		

## PROJECT 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 4,324 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.

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## PROJECT 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

\$57 million is the annual cost required to achieve the current Countywide Pavement Condition Index of 66 for Residential and rural roads. \$60 million is the annual requirement to achieve a Countywide Pavement Condition Index of 70 for residential rural roads. In FY23 and FY24, funding switch replacing GO Bonds with Land Sale Proceeds.

## DISCLOSURES

Expenditures will continue indefinitely.

## COORDINATION

Washington Suburban Sanitary Commission, Washington Gas Light Company, PEPCO, Cable TV, Verizon, United States Postal Service.



# Residential and Rural Road Rehabilitation (P500914)

Category	Transportation	Date Last Modified	05/22/23
SubCategory	Highway Maintenance	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

## EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	7,762	11	461	7,290	1,215	1,215	1,215	1,215	1,215	1,215	-
Construction	120,891	79,581	-	41,310	6,885	6,885	6,885	6,885	6,885	6,885	-
Other	44	44	-	-	-	-	-	-	-	-	-
<b>TOTAL EXPENDITURES</b>	<b>128,697</b>	<b>79,636</b>	<b>461</b>	<b>48,600</b>	<b>8,100</b>	<b>8,100</b>	<b>8,100</b>	<b>8,100</b>	<b>8,100</b>	<b>8,100</b>	<b>-</b>

## FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	106,517	65,556	461	40,500	8,100	2,332	5,768	8,100	8,100	8,100	-
Land Sale	8,100	-	-	8,100	-	5,768	2,332	-	-	-	-
Recordation Tax Premium (MCG)	14,080	14,080	-	-	-	-	-	-	-	-	-
<b>TOTAL FUNDING SOURCES</b>	<b>128,697</b>	<b>79,636</b>	<b>461</b>	<b>48,600</b>	<b>8,100</b>	<b>8,100</b>	<b>8,100</b>	<b>8,100</b>	<b>8,100</b>	<b>8,100</b>	<b>-</b>

## APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 24 Request	8,100	Year First Appropriation	FY09
Cumulative Appropriation	88,197	Last FY's Cost Estimate	128,697
Expenditure / Encumbrances	80,109		
Unencumbered Balance	8,088		

## PROJECT DESCRIPTION

This project provides for the major rehabilitation of residential and rural roadways in older communities to include extensive pavement rehabilitation and reconstruction including the associated rehabilitation of ancillary elements such as under drains, sub-grade drains, and installation and replacement of curbs and gutters. This project will not make major changes to the location or size of existing drainage structures, if any. Pavement rehabilitation includes the replacement of existing failed pavement sections by the placement of an equivalent or increased pavement section. The rehabilitation usually requires the total removal and replacement of failed pavement exhibiting widespread areas of fatigue related distress, base failures and sub-grade failures.

## PROJECT JUSTIFICATION

In FY09, the Department of Transportation instituted a contemporary pavement management system. This system provides for systematic physical condition surveys. The physical condition surveys note the type, level, and extent of residential pavement



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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 costs, as well as the overall Pavement Condition Index (PCI) of the entire residential network. The system also provides for budget optimization for a systematic approach to maintaining a healthy residential pavement inventory. The updated 2019 pavement condition survey indicated that 276 lane-miles (or 6 percent) of residential pavement have fallen into the lowest possible category and are in need of structural reconstruction. Typically, pavements rated in this category require between 15-20 percent permanent patching per lane-mile. Physical condition inspections of residential pavements will occur on a 2-3 year cycle.

## OTHER

Hot mix asphalt pavements have a finite life of approximately 20 years based upon a number of factors including but not limited to: original construction materials, means and methods, underlying soil conditions, drainage, daily traffic volume, other loading such as construction traffic and heavy truck traffic, age, and maintenance history. A well maintained residential road carrying low to moderate traffic levels is likely to provide a service life of 20 years or more. Conversely, lack of programmed maintenance will shorten the service life of residential roads considerably, in many cases to less than 15 years before rehabilitation is needed.

## FISCAL NOTE

\$57 million is the annual cost required to maintain the current Countywide Pavement Condition Index of 66 on residential and rural roads. \$60 million is the annual requirement to achieve a Countywide Pavement Condition Index of 70 for residential and rural roads. Related CIP projects include Permanent Patching: Residential/Rural Roads (No. 501106) and Residential and Rural Road Rehabilitation (No. 500914). In FY24 and FY25, there is a switch in funding between GO Bond and Land Sale Proceeds.

## DISCLOSURES

A pedestrian impact analysis has been completed for this project. Expenditures will continue indefinitely.

## COORDINATION

Washington Suburban Sanitary Commission, Washington Gas Light Company, Montgomery County Department of Permitting Services, PEPCO, Cable TV, Verizon, Montgomery County Public Schools, Regional Services Centers, Community Associations, Commission on People with Disabilities.

<b>MCDOT - General Fund</b>		
<b>Transportation Services General ADMINISTRATION (Easier Commutes)</b>		
<b>Cost Center</b>	<b>FY23 Appr Budget</b>	<b>FY24 CE Rec Budget</b>
General Admin	\$ 6,133,516	\$ 6,522,191
BikeShare Program	\$ 1,648,411	\$ 1,660,604
<b>Transportation Policy, Planning, and Project Development (Easier Commutes)</b>		
<b>Cost Center</b>	<b>FY23 Appr Budget</b>	<b>FY24 CE Rec Budget</b>
Traffic Planning/Development Review	\$ 1,790,349	\$ 1,739,661
<b>Community/Transportation Safety (Safe Neighborhoods)</b>		
<b>Cost Center</b>	<b>FY23 Appr Budget</b>	<b>FY24 CE Rec Budget</b>
50521 - Street Lighting Operations	\$ 402,330	\$ 405,533
50520 - Traffic Sign & Marking	\$ 2,472,361	\$ 2,653,855
50530 - Traffic Safety	\$ 2,558,591	\$ 2,708,836
Miscellaneous	\$ 15,000	\$ 15,000
	\$ 5,448,282	\$ 5,783,224
<b>TRANSPORTATION INFRASTRUCTURE MAINTENANCE (Easier Commutes)</b>		
<b>Cost Center</b>	<b>FY23 Appr Budget</b>	<b>FY24 CE Rec Budget</b>
50230 DTE Construction	\$ 67,310	\$ 72,982
50231 DTE Construction	\$ 86,449	\$ 114,049
50232 DTE Construction Testing	\$ 25,723	\$ 38,920
50602 - Inspection-Highway	\$ 243,931	\$ 268,887
50610 - Resurfacing	\$ 2,618,142	\$ 2,618,142
50611 - Patching	\$ 10,601,235	\$ 12,945,877
50612 - Shoulders	\$ 866,200	\$ 921,568
50613 - Storm Drains	\$ 1,270	\$ 125,390
50615 - Curb & Gutter	\$ 311,081	\$ 326,727
50616 - Sidewalks	\$ 562,736	\$ 577,731
50617 - Other Roadway Maint (Gravel Roads)	\$ 1,522,121	\$ 1,611,792
Miscellaneous	\$ 179,482	\$ 146,339
50622 - Bridge Maint	\$ 184,329	\$ 199,520
	\$ 17,090,527	\$ 19,741,973
<b>Transportation Management, Operations, and Emergency/Storm Response (Easier Commutes)</b>		
<b>Cost Center</b>	<b>FY23 Appr Budget</b>	<b>FY24 CE Rec Budget</b>
50540 - Traffic Mgmt & Operations	\$ 4,105,134	\$ 4,258,108
50661 Hwy Wind Rain	\$ 563,662	\$ 617,793
50660 Hwy Snow Storms	\$ 2,854,388	\$ 3,054,161
	\$ 7,523,184	\$ 7,930,062
<b>Non Roadway Right of Way Maintenance (Effective, Sustainable Government)</b>		
<b>Cost Center</b>	<b>FY23 Appr Budget</b>	
50614 - Roadside Maint	\$ 1,437,248	\$ 1,471,993
50626 - Mowing	\$ 1,439,307	\$ 1,488,162
50640 - Tree Maintenance	\$ 5,370,752	\$ 5,856,067
50641 - Foliage Removal	\$ 80,750	\$ 80,750
50650 - Leaf Vacuming	\$ 6,915,587	\$ 7,302,656
50666 - Tree Replacement Fund	\$ 75,000	\$ 75,000
50664 - Beauty Spots	\$ 150,734	\$ 155,245
Miscellaneous	\$ 43,443	\$ 32,846
	\$ 15,512,821	\$ 16,542,331
Miscellaneous	\$ 62,938	\$ 70,525
Parking Outside PLD (Added to Parking Ops)	\$ 936,700	\$ 1,260,824
<b>Total GF DOT</b>	<b>56,146,728</b>	<b>61,180,870</b>