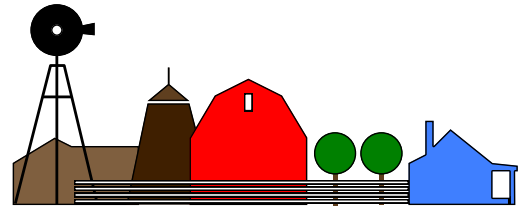


**RUSTIC ROADS ADVISORY COMMITTEE**  
4<sup>th</sup> Tuesday of the month  
7-9 PM Executive Office Building, Rockville  
15<sup>th</sup> floor conference room



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February 28, 2012

**MEETING AGENDA**

Approval of January Minutes

**Briefings / Updates:**

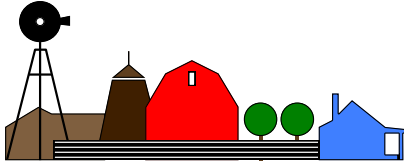
1. Kevin Foster - From GLW presenting plans for subdivision on Batchellors Forest Rd.
2. Barry Fuss- From DOT presenting plans for replacement of Pennyfield Lock Rd. bridge.
3. Ray Marhamati, Project Manager School Facilities, MCPS presentation about Farquhar improvement plan
4. Meeting with executive – Greg, Bob and Mark

**New Business:**

Guidelines – Distribute existing iteration and create ad hoc committee for completion of task

**Next Meeting:**

March 27th, 2012



**MINUTES**  
**RUSTIC ROADS ADVISORY COMMITTEE MEETING**  
**February 28, 2012**  
**Executive Office Building – Rockville**

**In attendance:**

Members:

Bob Goldberg	Leslie Saville – M-NCPPC non-voting member
Robin Ziek	Laura Bradshaw – acting staff coordinator
Marc Miller	.
Fred Lechliger	
Angela Butler-membership pending	
Christopher Marston- membership pending	

**Absent:** Greg Glenn  
Eric Spates  
Greg Deaver

**Guests:**

1. Kevin Foster - From GLW presenting plans for Trotter's Glen development on Batchellors Forest Rd.
2. Barry Fuss - From DOT presenting plans for replacement of Penny Field Lock Rd. Bridge.
3. Ray Marhamati and two others (names?), Project Manager School Facilities, MCPS presentation about Farquhar improvement plan

The meeting began at 7:00 PM.

**Minutes**

January 24, 2012 minutes, were read and approved with no corrections.

**Updates**

Angela Butler was introduced to the group as a nominee for Fred's position on the committee

Each of the above listed guests made a presentation to the group. The committee said that we would respond in writing within a week after our next meeting, March 27, which would be April 3, 2012 regarding our response for two of the issues presented:

### **1) Pennyfield Lock Rd. Bridge –proposed realignment**

Barry Fuss, Program Manager for DOT presented two extensive reports to the committee. The first report was a phase 1 archaeological Survey associated with the proposed renovation of the bridge . The second was the preliminary design for the type, size and location of the bridge written by Mr. Fuss himself.

The current problem that exists at the bridge is that it is failing in no small part due to loads that are beyond its capacity. NPS regularly needs access to this part of the C & O canal lock system to maintain the resource. Each time they need to bring larger equipment in they must first apply for a permit with DOT. This is a process that has become arduous and also led to damage to the bridge. DOT reports that the bridge must be replaced. The following summarizes the alternatives illustrated in the reports.

Alt 1 – superstructure replacement, rehab substructure

- Most similar to existing bridge and alignment
- Length: maintain length of bridge (12'-6" centerline to centerline on abutments)
- Width: to meet AASHTO standards, the clear roadway width is reduced from 14'-3" to 13'-0"
- Lowest cost

Alt 2 – structure replacement at existing location

- Wider but in existing location
- Length: Increase from 12'-6" to 25'-0" centerline to centerline
- Width: widens bridge to 20'0" outside—one 12'0" traffic lane and two 2'-6" shoulders
- Highest cost

Alt 3 – structure replacement on new alignment

- Wider and in a new location (straightens alignment of road)
- Length: Increase from 12'-6" to 30'-0" centerline to centerline
- Width: widens bridge to 20'0" outside—one 12'0" traffic lane and two 2'-6" shoulders
- Middle cost

The consultant in the report recommends Alt 3 using the pre-stressed concrete slab superstructure. We asked Barry about using steel-backed timber guardrails, as has been done on the other replacements on rustic roads and he said that would be possible.

Summary:

1. Alt 1 would be most like the existing bridge. Because it narrows the clear roadway width, Fire & Rescue should confirm that it would still meet their standards. This is the least expensive alternative.
2. Alt 2 would be next most like the existing bridge. If Alt 1 doesn't meet F&R's requirements, this would, as it is substantially larger than the existing bridge, which meets their requirements. This is the most expensive alternative.
3. Alt 3 would be the least similar in length, width and location to the existing bridge. The bridge is not mentioned in the description of the road in the Master Plan thought the "Winding and hilly" nature of the road is. We must decide if this alternative would unduly harm the significant feature such that we would need to either
  - a. Not support this option
  - b. Recommend an amendment to the RRFMP that would describe this change.

**2) Farquhar Middle School Improvement Plan—**

This was the third presentation we have received about this proposed plan. This one was presented by representatives of the School System, their architects and contract builders.

They showed how from Batchellors Forest road the structure would only look like a 2 story structure and that they were looking to design a façade that would blend in with the rural character of the area. On profile however from the south looking north, and the site descends the school would become a three story structure.

They outlined the design restrictions that led them to locate the structure closer to the road as opposed to farther back on the site, which had been suggested by members of the neighborhood, and the committee.

**3) Trotters Glen Development**

They received comments from us regarding their design: Specifically that it seemed quite sensitive to the rustic nature of the road except for the five lots facing 16510 Batchellors Forest (The Fothergill Property). Mention was made that a design more consistent with the rural character of the road might be the relocation of four of these five lots. Relocating these lots would preserve more of the view-shed and the larger lot configuration that currently fronts the road. In addition, it was noted that the committee will see this plan again since it will be undergoing Site Plan review. Hence written comments from the RRAC may be made later. Since keeping houses farther away from the road is a specific strategy in the master plan the location of some of the houses will likely emerge as this project proceeds through the site plan process.

**New Business**

Design Guidelines: Laura suggested creation of an ad-hoc subcommittee to finish the guidelines for the Rustic Roads. Everyone received a hard copy of the most current iteration of the guidelines. Bob suggested that the committee meet outside of regular business time and go over all the documentation that we currently have. Laura and Leslie stated that they would see if additional documentation that could help in the drafting the guidelines was available.

Meeting adjourned at 9:10 pm. Next meeting March 27<sup>th</sup>, 2012