



Roadside attraction found on Turkey Foot Road, a rustic road

Montgomery Planning

Upcounty Planning Division

01/26/2023

Agenda item 10

Rustic Roads Functional Master Plan Update

Work Session #2



Summary

- Work Session #1: January 5, 2023
 - Overall Support for the Program and the Plan
 - Background Information (DBUs, Bridges, State and Park Roads)
 - Recommendations by Category
- **Work Session #2: Today**
- Work Session #3: February 9, 2023

Discussion for Today's Work Session

Continuation of Work Session #1 Items

- Individual Road Recommendations (Awkard Lane and Holsey Road)
- Individual Roads not Previously Discussed
- Classification of Road Segments

Plan Content and Organization

- Comments from Maryland Department of Planning
- Road Profiles as Appendix or Plan Chapter
- Possible vs. Feasible Language
- Road Characteristics
- Photographs
- Significant Features
- Implementation Chapter

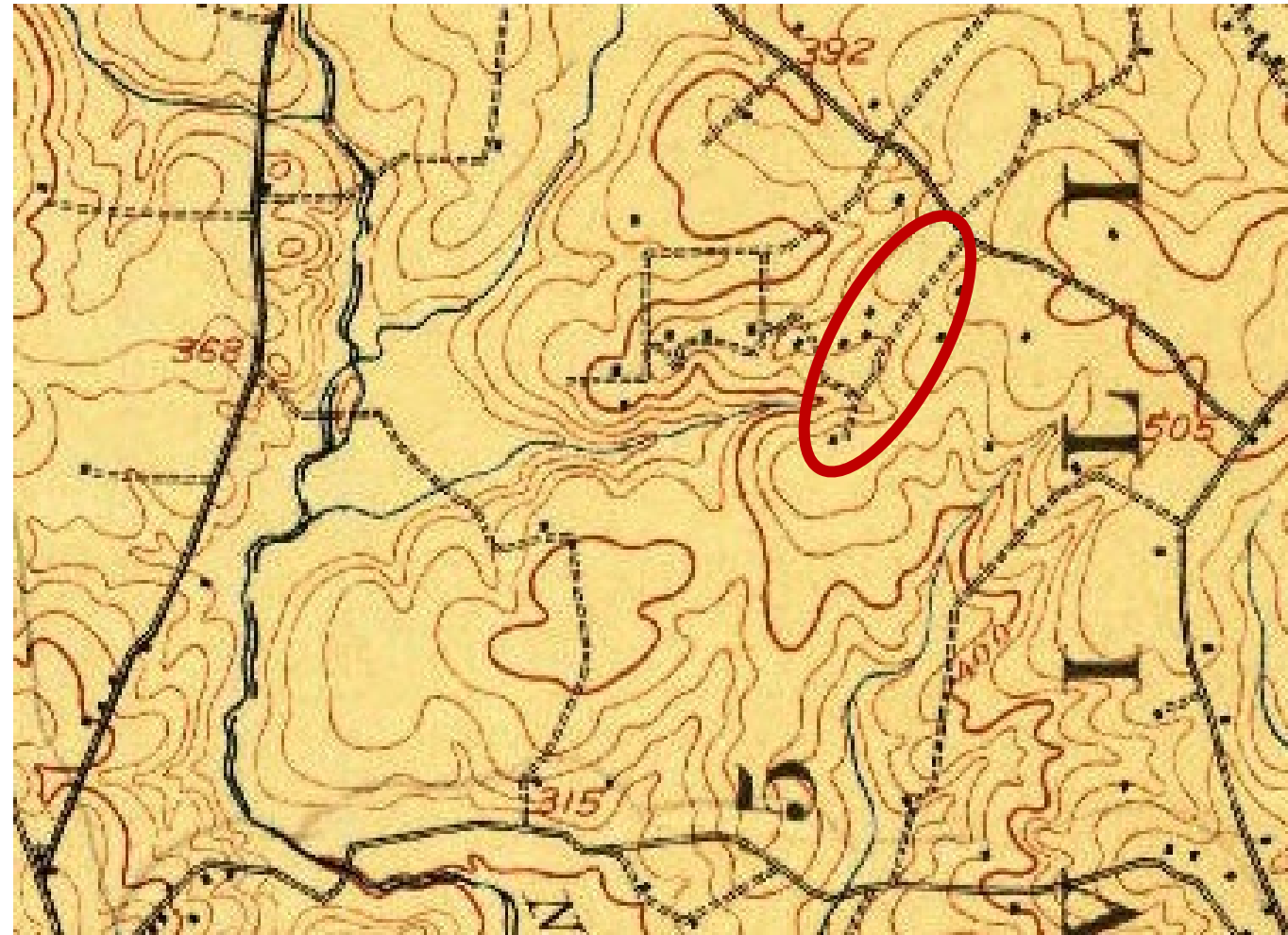
Rustic Road Maintenance Concerns

- County Code and Executive Regulations
- Maintenance and Improvements Section
- Vegetation Section
- Road Surfaces Section
- Drainage Section
- Bridges Section

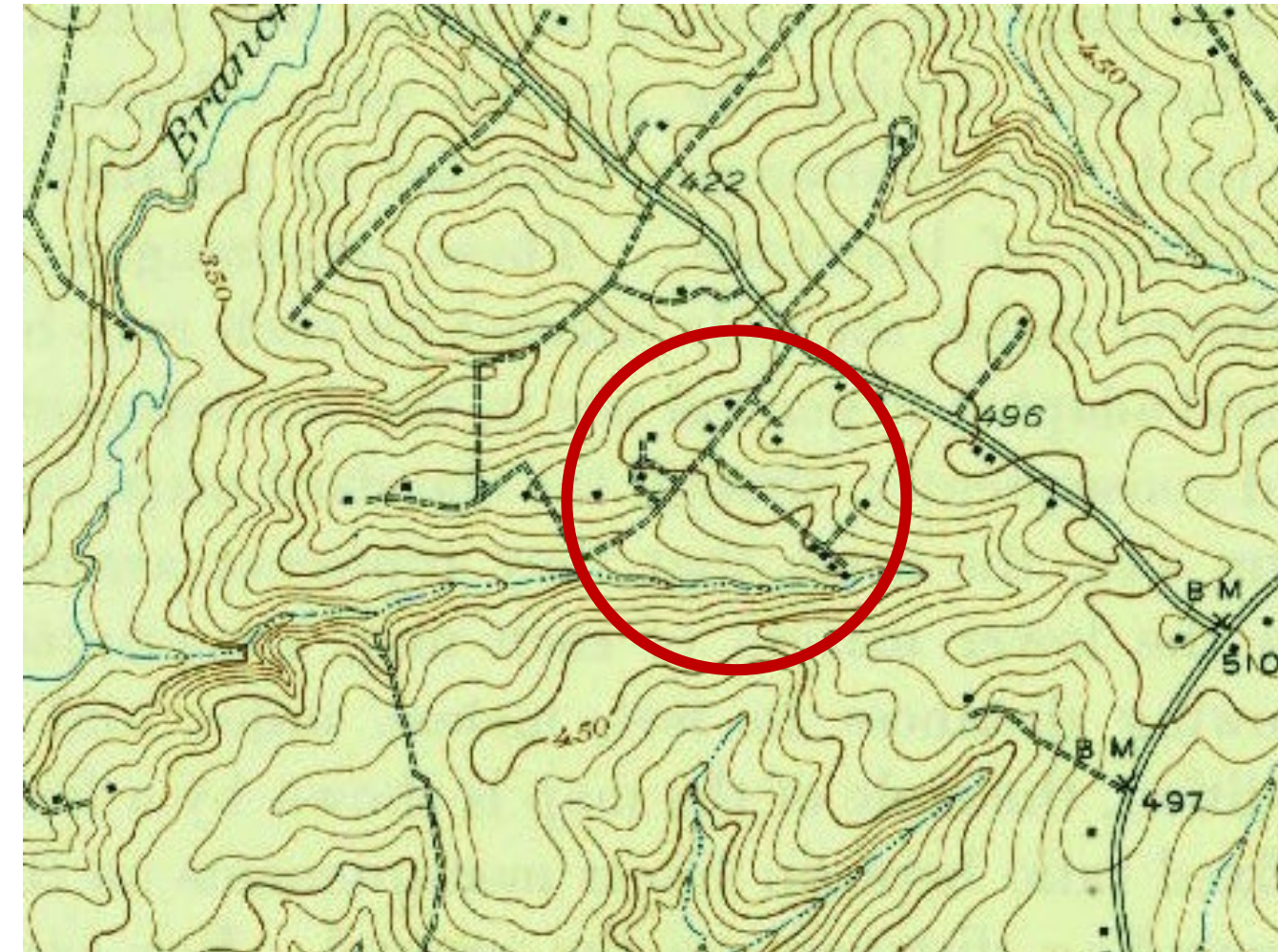
Continuation of Work Session #1 Items

Awkard Lane – Brief History

Awkard Lane shares a history with Holly Grove Road as part of the Holly Grove community, a historically African American settlement which began in the post-Civil War era. Both roads were established by an 1879 land survey.



USGS, 1908, Scale 1:62,500



USGS, 1945, Scale 1:31,680

Recommendations: Nominated Roads

Awkard Lane

Public Comments

- Staff received testimony from the Holly Grove Historical Preservation Association (HGHPA), the Cloverly Civic Association (CCA), and some individuals requesting the road be designated at rustic.

Staff Recommendation

- Retain current Plan recommendation.

Rationale

- While Awkard Lane meets some of the criteria to be designated rustic, it does not retain the visual character that distinguishes these roads, and no feature stands out as a significant feature of the road.



Google Street View of Awkard Lane at its intersection with Holly Grove Road

Holsey Road – Brief History



9342 Holsey Road, Locational Atlas & Index of Historic Sites #15/116



Inez Zeigler McAbee
via Montgomery County Volunteer Center

Recommendations: Nominated Roads

Holsey Road

Public Comments

- Staff received testimony in support (RRAC) and testimony not supporting (DCC) the designation of the road.

Staff Recommendation

- Retain current Plan recommendation.

Rationale

- Holsey Road is surrounded by the 5-acre RC zone and the 25-acre Ag Reserve zone. Properties along this road are not expected to receive public sewer service due to the distance from existing sewer infrastructure and the environmental sensitivity of the Patuxent watershed. **The current configuration of the road and the long-range plans for the area are consistent with a rural designation.**



Google Street View of Holsey Road

Recommendations: Revise Significant Features

West Hunter Road

Public Comments

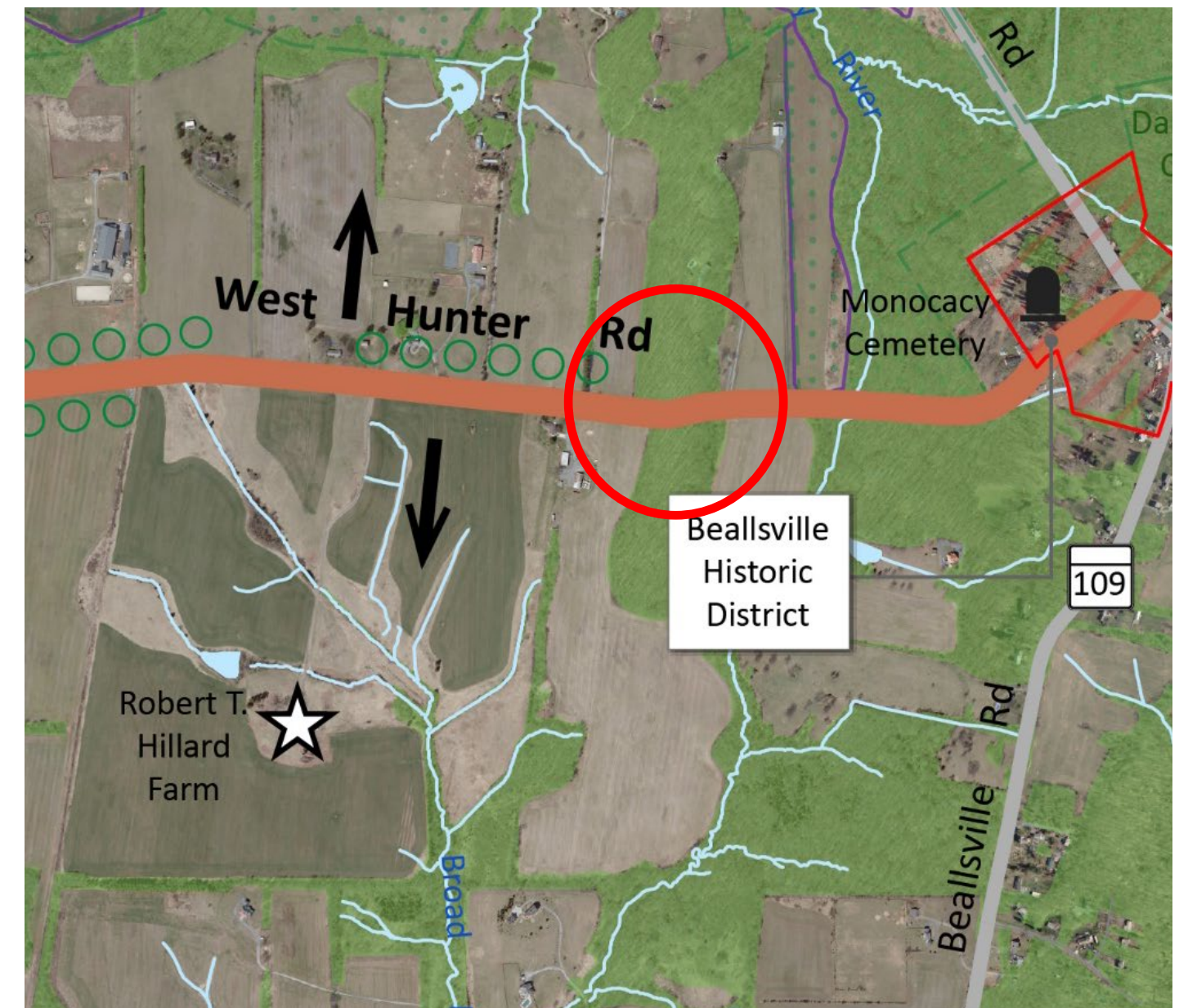
- Add roadside vegetation and mature forest east of Hillard Farm on south side of road as significant features. (RRAC)
- Previous work under utility lines took vegetation down to the ground. (RRAC)

Staff Recommendation

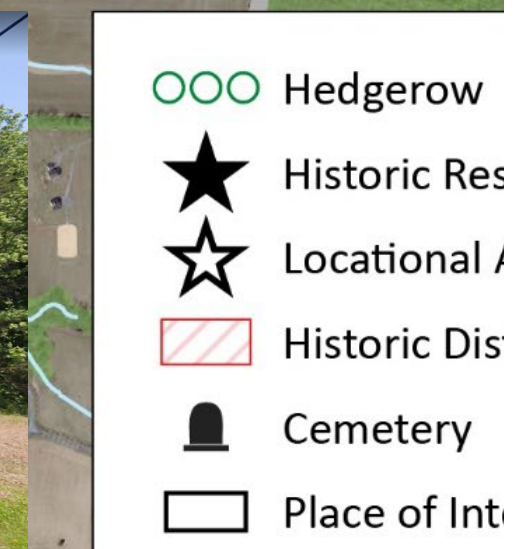
- Add a significant feature: “Forested areas on both sides of the road east of Hillard Farm”.

Rationale

- The proposed revision is based on the discussion at the first work session.



Google Street View of West Hunter Road



Local Traffic

Barnesville Road

Public Comments

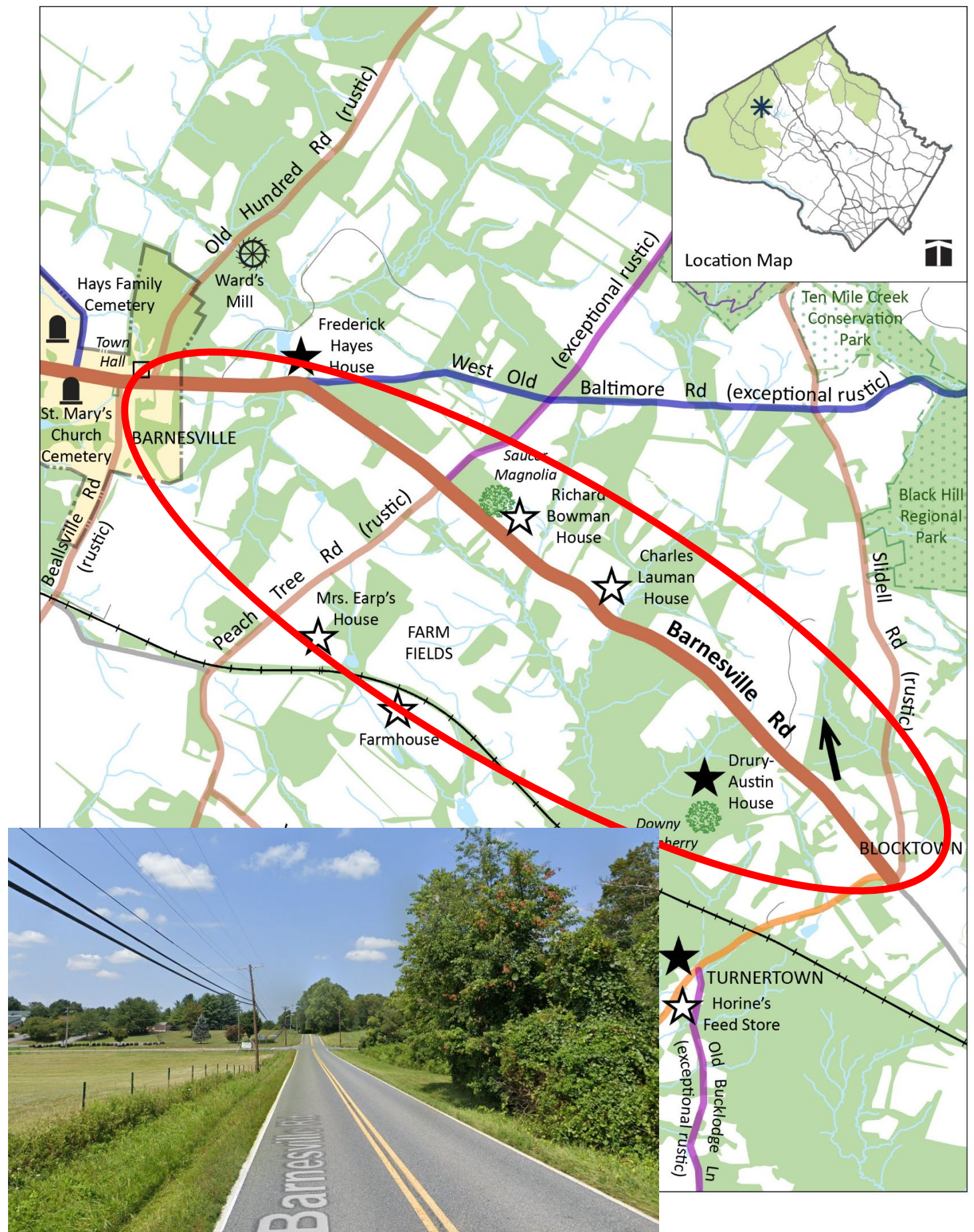
- Verify that Barnesville Road meets the requirement that it is “intended for predominately local use” east of MD 109 (Old Hundred Road). (MCDOT)

Staff Recommendation

- Retain this portion of Barnesville Road in the Rustic Roads Program.

Rationale

- The road was designated rustic in 1996 and provides views to rolling farmland and Sugarloaf Mountain.
- The road is intended to serve homes and businesses in the area. Other roads in the area serve regional traffic.



Google Street View of Barnesville Road east of Peach Tree Road

Proposed Significant Feature Change

Kings Valley Road

Public Comments

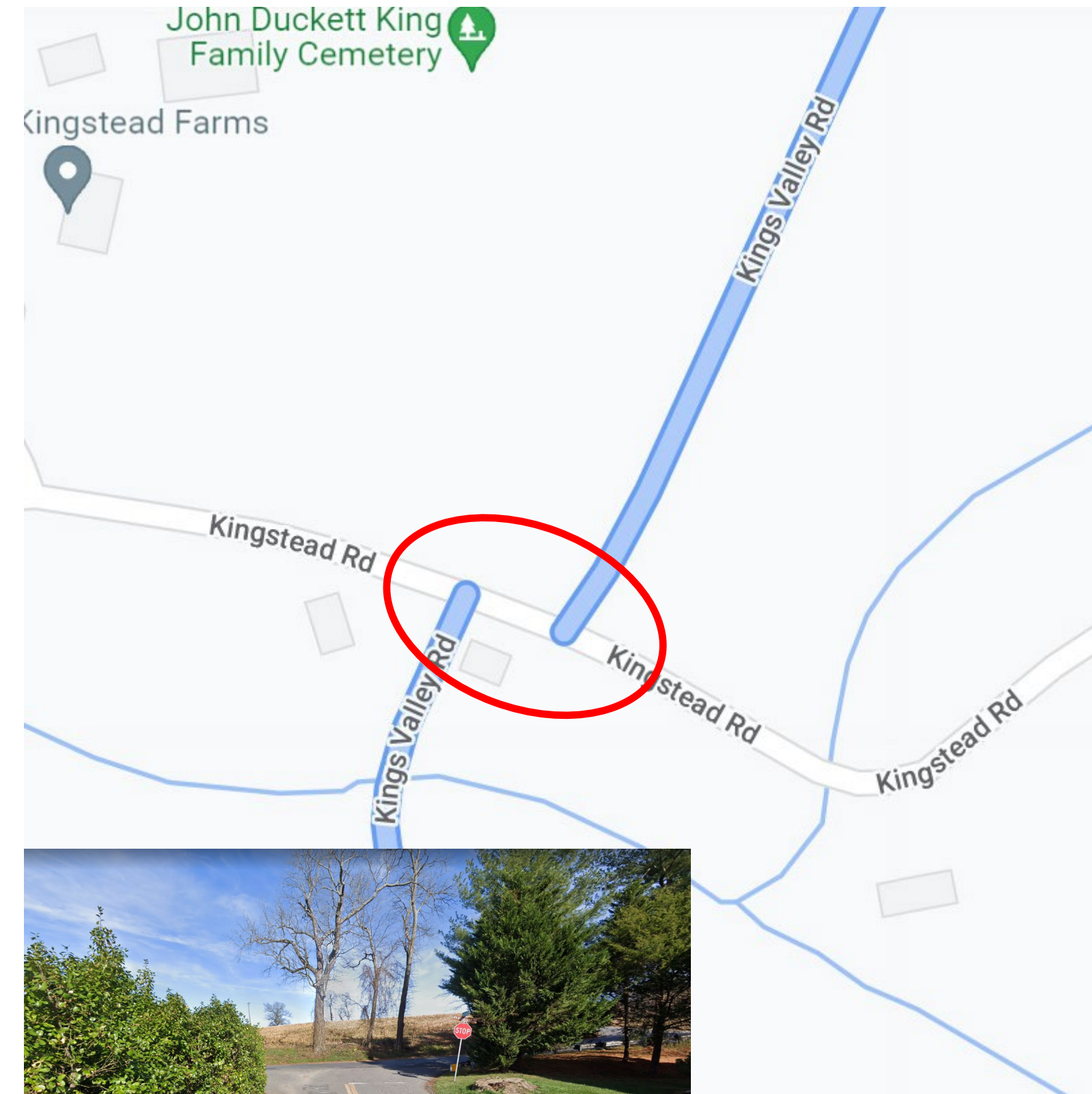
- Change the wording of the significant feature from “historic alignment” to “historic alignment including a jog in the road at Kingstead Road”. (RRAC)

Staff Recommendation

- Retain current Plan text.

Rationale

- The jog in the road is part of Kingstead Road.
- The Plan contains a recommendation to not realign the road at the jog (reverses a 2006 recommendation).



Google Street View of Kings Valley Road

Proposed Significant Feature Change

Lewisdale Road

Public Comments

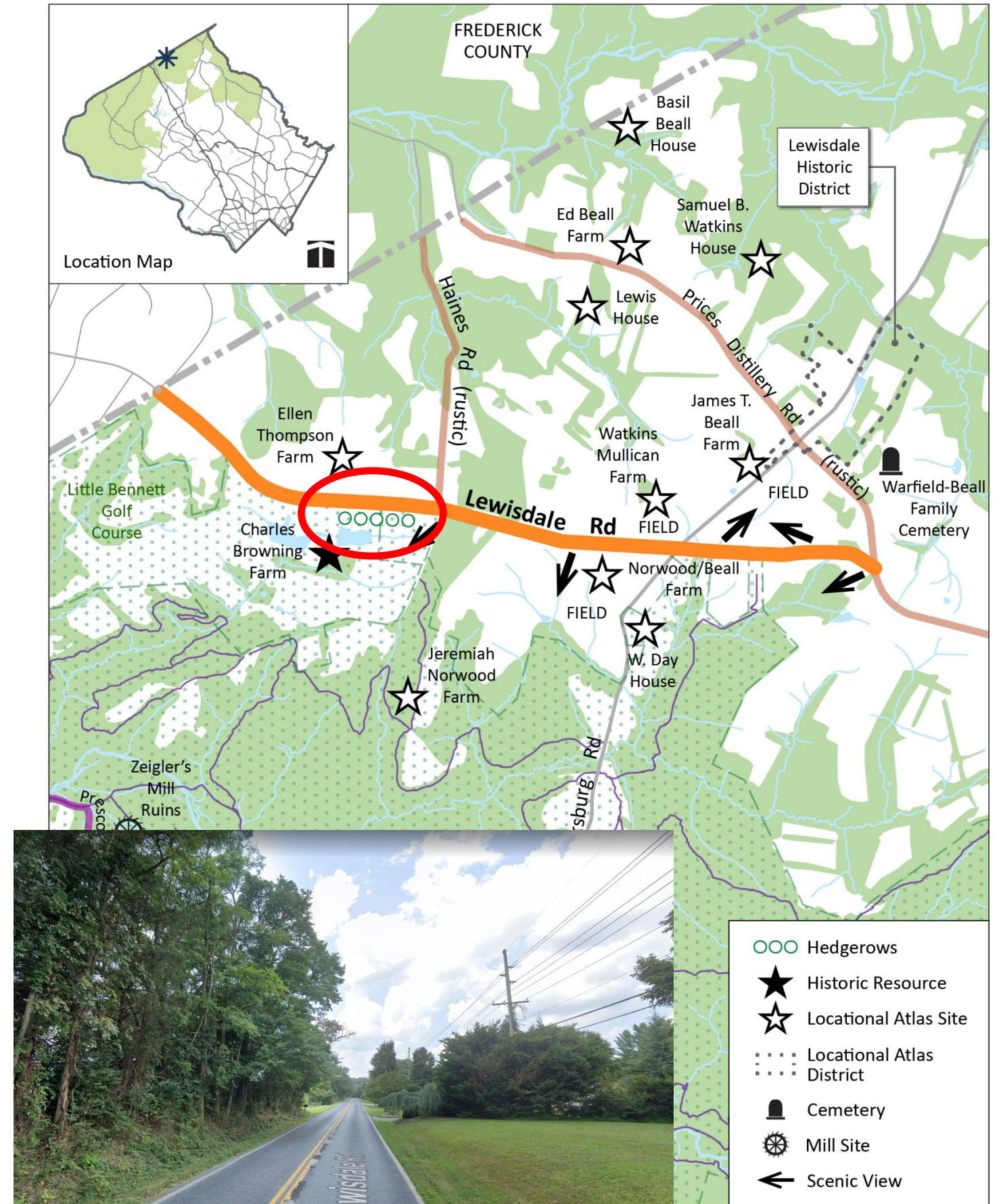
- Add hedgerows mentioned in the Traveling Experience and shown on the map to the road's significant features. (RRAC)

Staff Recommendation

- Do not add significant feature.

Rationale

- The hedgerows in question are a disorganized cluster of roadside plants that do not significantly enhance the traveling experience of the road. They block views of a meadow, the historic Charles Browning Farm and Sugarloaf Mountain in the distance, all on the south side of the road.



Google Street View of Lewisdale Road west of Haines Road

Proposed Significant Feature Change

Mount Carmel Cemetery Road

Public Comments

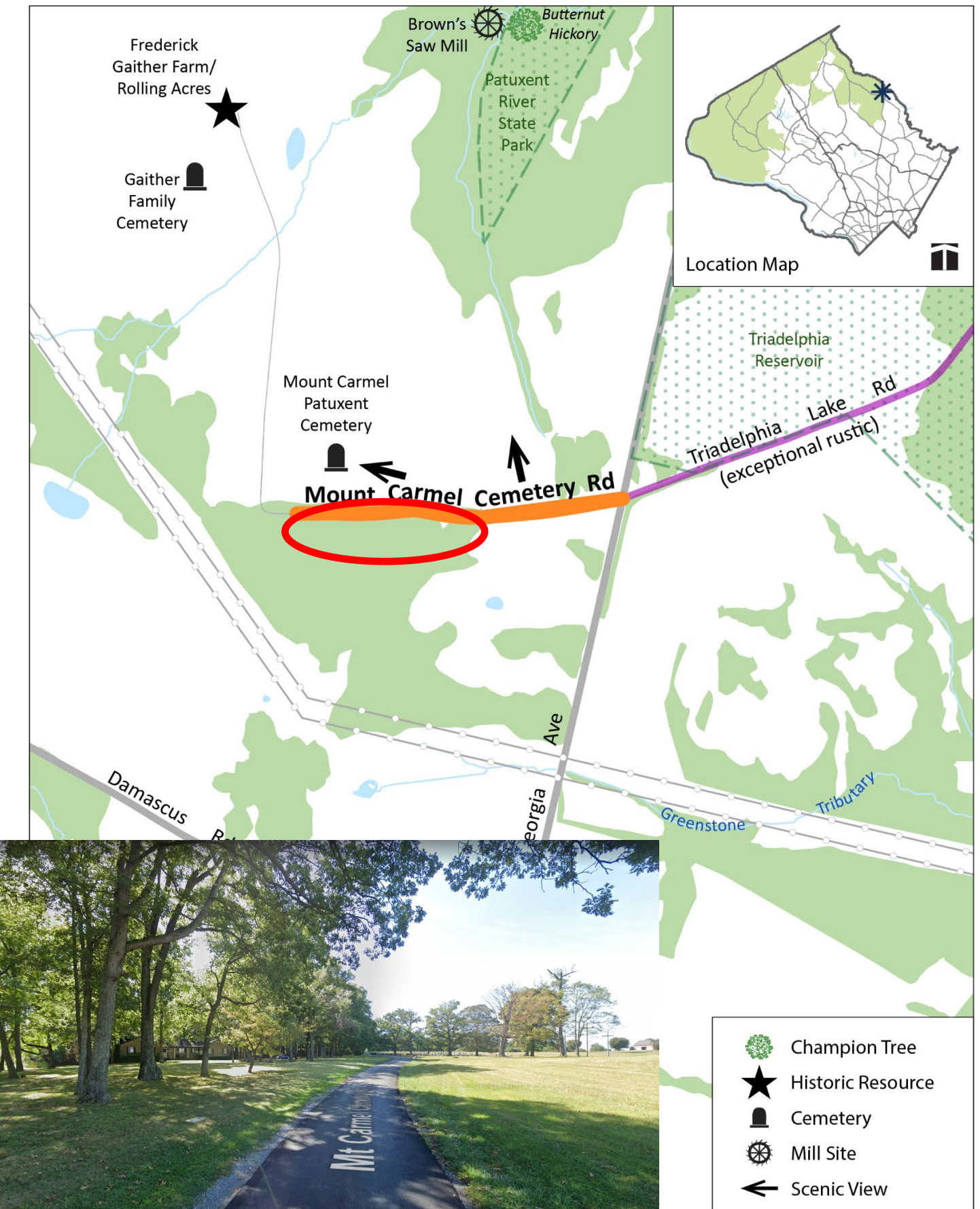
- Add mature trees on the south side of Mount Carmel Cemetery Road as a significant feature. (RRAC)

Staff Recommendation

- Do not add significant feature.

Rationale

- The area is already shown on the map as a forested area, but it does not rise to the level of a significant feature.



Google Street View of Mount Carmel Cemetery Road

Proposed Significant Feature Change

Mouth of Monocacy Road

Public Comments

- Include the Little Monocacy Viaduct as a significant feature. (RRAC)

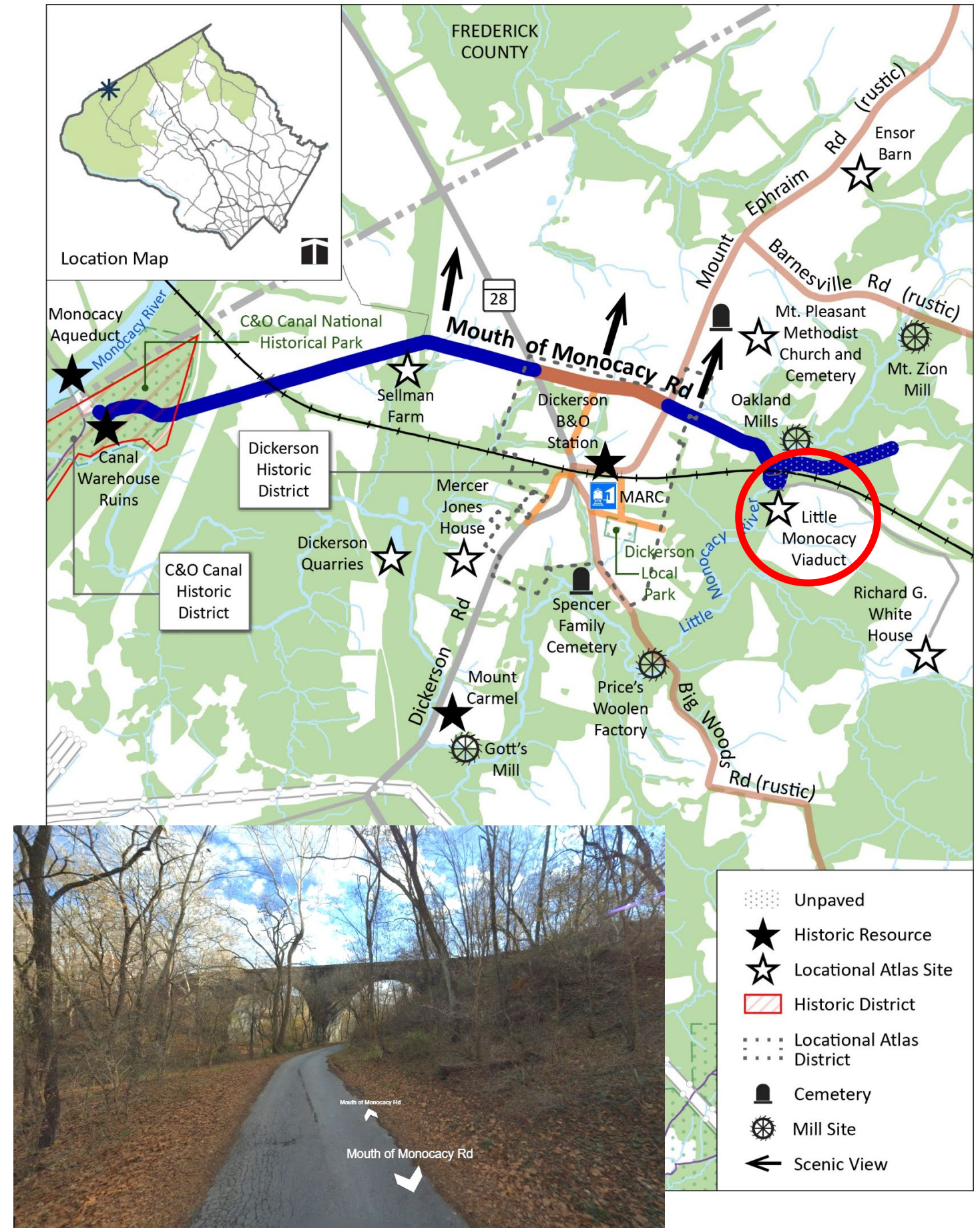
Staff Recommendation

- Keep the text as is.

Rationale

- The road profile already specifies “Alignment approaching and under the Little Monocacy Viaduct” as a significant feature of the road. Due to the wide span of the viaduct, it is not close to the roadway and therefore is not an element of the road that MCDOT would be able to preserve or not preserve to maintain the road.

Bing Streetside View of Mouth of Monocacy Road



Classification: Roads/ Segments Being Removed

- Concurrent with the writing of the Plan Update, Bill 24-22 (Complete Streets Design Guide) revised the county’s road classifications.
- Roads and road segments being removed from the program need to be reclassified based on the bill.
- This is a **technical revision** to Table 13, “Other Road Classifications,” on page 83 of the Master Plan.
- Awkard Lane would be taken out of the Master Plan of Highways and Transitways (MPoHT) because its classification is less than a Neighborhood Connector.
- Four private roads would be unclassified, as well as one road segment that no longer exists where a new roundabout has been constructed.
- The “Road Designation” column has been renamed “Map Key” because an ongoing project by Countywide Planning will determine the official Road Designation of all non-rustic roads.

Revised Road Classifications Table

Map Key	Road Name	Limits	Min. ROW Width
Area Connector			
AC-12	High Street	Southern segment of old MD 97 between Brookeville Bypass and Brookeville Town limits	80'
Neighborhood Connector			
NC-15	Batchellors Forest Road	Georgia Avenue (MD 97) to Washington Christian Academy entry drive	70'
NC-1	Boswell Lane	Entire road: Piney Meetinghouse Road to Glen Mill Road	70'
NC-16	Johnson Road	Norwood Road to high school entry drive	70'
NC-3	Schaeffer Road	South Germantown Recreation Park entry drive to Burdette Lane	70'
NC-9	Stringtown Road	Snowden Farm Parkway to Cedarbrook Community Church entry drive	70'
Country Connector			
CC-5	Barnesville Road (MD 117)	Clarksburg Road (MD 121) to Bucklodge Road (MD 117)	62'
CC-13	Brighton Dam Road	Bordly Drive to New Hampshire Avenue (MD 650)	70'
CC-8	Old Hundred Road (MD 109)	Peach Tree Road to Frederick Road (MD 355)	80'
CC-20	Riding Stable Road	Sandy Spring Road (MD 198) to Prince George’s County line	70'
Country Road			
CR-11	Brookeville Road	Brookeville Bypass (new MD 97) to old MD 97	70'
CR-19	Dustin Road	Old Columbia Pike to Columbia Pike (US 29)	70'
CR-10	Kings Valley Road	Ridge Road (MD 27) to Stringtown Road	70'
CR-18	Link Road	Entire road: Ednor Road to end of county maintenance	70'
Neighborhood Street			
NS-17	Awkard Lane	Entire road: Holly Grove Road to end of county maintenance	70'
Unclassified			
U-4	Allnutt Road	Private Road	NA
U-6	Conoy Road	Private Road	NA
U-7	Slidell Road	Private Road	NA
U-14	The farm road	Private Road	NA
U-2	Turkey Foot Road	Road has been truncated at new roundabout	NA

Plan Content and Organization

Comments Received from Maryland Department of Planning (MDP)

- Comments on the Rustic Road Functional Master Plan were submitted by MDP on December 27, 2022.
- MDP was supportive of the Update and stated that it will enhance the Agricultural Reserve.

Comments Received from Maryland Department of Planning (MDP)

MD Land Use Code (Section 1-201)

Visions

- MDP suggests that the Plan Update include a discussion of the 12 visions from the state's [Land Use Article](#) (LUA).
- According to Section 1-201 of MD Land Use Code, a planning commission shall implement visions through the comprehensive plan.

Staff Response

Many of the visions in the LUA are only applicable to a land use plan. **Staff will include those applicable visions and provide a discussion** in the Rustic Roads Functional Master Plan Update in the Related Plans, Programs, and Policies section.

Comments from Maryland Department of Planning (MDP)

MD Land Use Code (Section 1-408)

Sensitive Areas Element

- MDP suggests adding a discussion regarding how the Plan meets this element.

Staff Response

- The environmental section of each road profile provides information regarding sensitive areas a road traverses.

Comments from Maryland Department of Planning (MDP)

MD Land Use Code (Section 1-409)

Transportation Element

- MDP suggests comparing the Master Plan of Highways and Transitways (MPoHT) to the Plan Update to ensure that they are consistent.
- MDP suggests working closely with MDOT to address standards and requirements of state roads in the plan for both roadways and intersections.

Staff Response

- All rustic roads are included in the MPoHT. This Plan update will amend that plan. Also, a rustic roads designation does not prevent future safety-related or mobility improvements.

Road Profiles as Appendix or Plan Chapter

Public Comments

- Include the road profiles in a plan chapter rather than a plan appendix. (Individuals, Organizations)
- Individual Road Recommendations section will only serve as background information once the Plan is approved and adopted.

Staff Recommendation

- Move the road profiles into the Plan as a chapter or as a second volume
- Move the Individual Road Recommendations section of the Plan Recommendations Chapter to an appendix.



Club Hollow Road

No new recommendations.

Comus Road

No new recommendations.

Conoy Road

Recommendation:



- Do not designate Conoy Road rustic.
Conoy Road is a dead-end street accessed from Barnesville Road just east of the Town of Barnesville. Conoy Road is not a public road and therefore not eligible for designation as a rustic road.

Davis Mill Road

Recommendations:



- Revise significant features to include roadside trees and tree canopy over most of the road.
The 1996 plan included "mature woodlands surround southern portion of the road," but this is an understatement. Mature woodlands, roadside trees, and an enclosed tree canopy are present in one form or another for most of the road's length.
- Change designation from rustic to exceptional rustic from Blunt Road to the southern driveway at 22905 Davis Mill Road.
Davis Mill Road offers an amazing drive through forested stream valleys. The road parallels two streams for quite a distance, offering views of Wildcat Branch and Great Seneca Creek. No other road in the program offers such an immersive drive through a forested stream valley.
The south end of Davis Mill Road offers a nice traveling experience through a heavily wooded residential area have rustic character, while the north end has a more open feel with a mix of modern residences and views of agricultural fields, but these two ends do not meet the criteria for an exceptional rustic classification.



Dickerson Church Road

Recommendation:



- Designate Dickerson Church Road rustic.
See road profile for details.

Dickerson School Road

Recommendation:



- Designate Dickerson School Road rustic.

Possible vs. Feasible

Public Comments

- Change the word from “possible” to “feasible” in the several instances in the Plan. (MCDOT)
- Do not make the change in language because it would give MCDOT too much discretion in making modifications to a road (RRAC)

Staff Recommendation

- Change the text as requested by MCDOT.

Rationale

- “Feasible” is more precise and should be used in each of the examples cited.
- “Possible” does not contain the necessary and appropriate fiscal and physical constraints. A necessary repair or improvement may be possible but may not be fiscally responsible or feasible.

Policy Recommendations

Public Comments

- Create a new “policy recommendations” section prior to the “Road Recommendations” chapter, with the idea that the road recommendations would flow logically from this new section based on comments from October 6 Working Draft Presentation to the Planning Board. (Two Individuals)

Staff Recommendation

- Do not add a new Policy Section.

Rationale

- Staff reviewed the video from the October 6, 2022, Planning Board Agenda.
- Commissioners and Staff went through recommendations 1 – 24 in the Implementation Chapter one by one to determine if they should be moved up in the plan to a new Policy Chapter.
- Only the first recommendation was questioned if the recommendation was a policy item, but it was left up to staff to determine the exact location of that item in the Plan.

Related Characteristics: Lane Markings and Road Widths

Public Comments

- Road profiles should note the number of lanes rather than lane markings which may change over time. (MCDOT)
- Lane widths should be noted as tentative. (MCDOT)
- Retain the Road Characteristics as is. (RRAC)

Staff Recommendation

- Retain current Plan text.

Rationale

- Road widths are an important road characteristic and typically include a range.
- Add text to clarify that the width is a range and that changing conditions may lead to different measurements in some places.

Roadway Characteristics:

1996 Plan
Road Characteristics
Montevideo Road

Length: 2.2 miles
Width: 18-19 feet paved
Lanes: no center line and edge markings
Shoulders: varies to 8 feet

Road Characteristics

Extents	Entire road: River Road to Sugarland Road
Length	2.24 miles
Width	18-19 feet
Surface	Paved
Lanes	No center line or edge markings
Shoulders	None

Plan Update
Road Characteristics
Montevideo Road



Google Street View of
Montevideo Road

Photographs

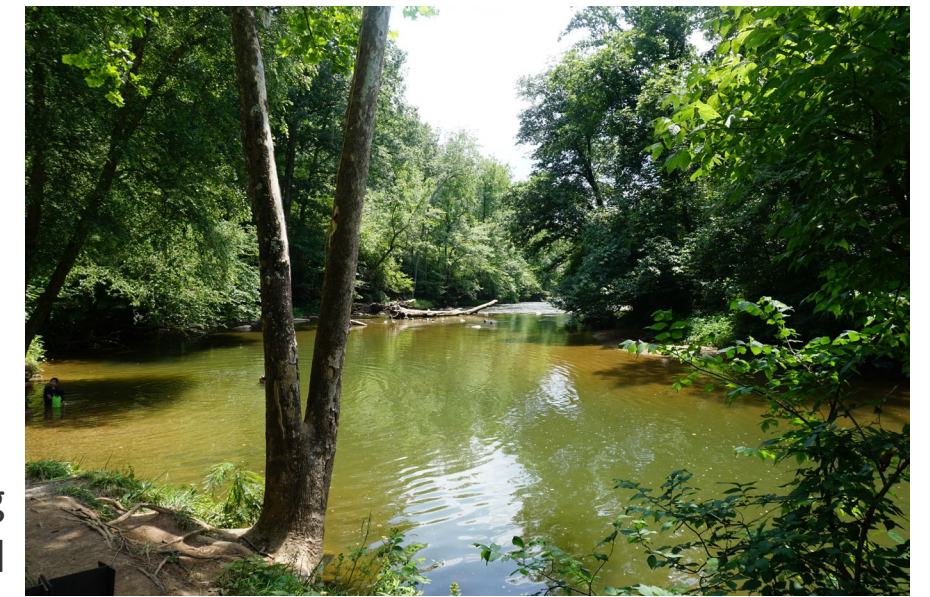
Public Comments

- Offer to work with staff to identify better photos for the plan and identify other exhibits (old hand-drawn road plats) that may add historic context to the road profiles. (RRAC)

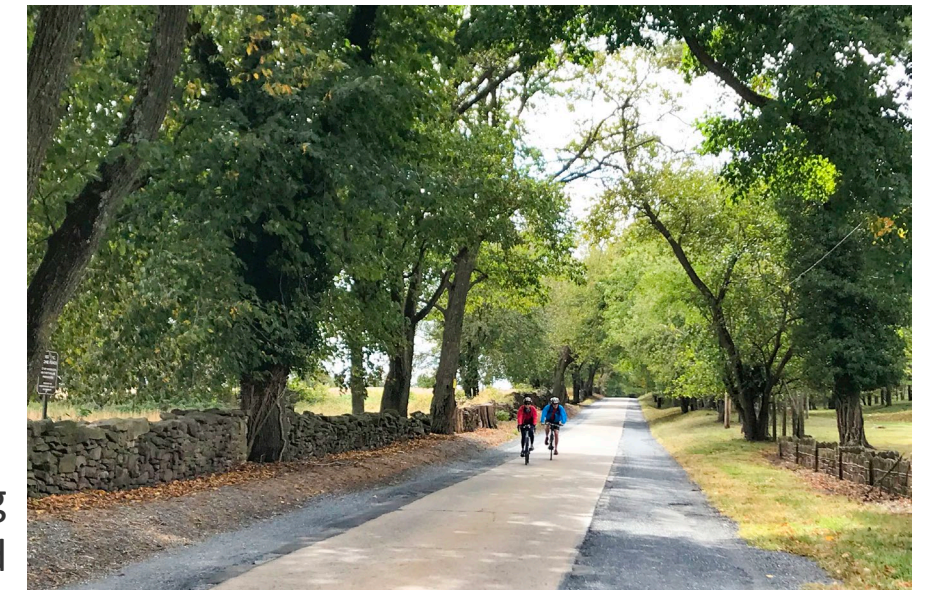
Staff Response

- Staff continues to capture new photos for the road profiles.
- Historic exhibits would be a great addition to the plan undertaken as a future limited master plan amendment discussed in the historic preservation recommendations.

Seneca Creek along
Berryville Road



Cyclist along
Martinsburg Road



Looking north on Old
Bucklodge Lane



Significant Features

Discussion

- Describe significant features in the plan prior to the multiple references to them. (Staff)

Section 49-78 states:

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.

Staff Recommendation

- Add defining text to the Road Recommendations Chapter.
- Add references regarding significant features to the Introduction Chapter.

Implementation Chapter: Context Section

Public Comments

- Remove the following sentences in red from page 85 of the section (RRAC):

Part of the attraction of rustic roads is that each one is unique. But this makes it difficult to have a “one size fits all” approach to their preservation and maintenance that always makes sense for all roads. Rustic roads provide a glimpse into the county’s past through their physical characteristics and the views and access they provide to the adjacent farm fields, natural features, nearby historic sites, parks, and other places of interest. Some rustic roads provide vital access for the transportation of agricultural goods, while others provide access to hiking paths and the C&O Canal. The charm of rustic roads is derived from the fact that these roads are different than the roads in more dense areas of the county.

Staff Recommendation

- Remove the first two sentences of the section or rewording them.

Implementation Chapter: Traffic Calming Section

Public Comments

- Rewrite the first paragraph of the Traffic Calming Section on page 88 of the Plan because it appears to be an indictment of the Rustic Roads Program. (RRAC)
- Add text regarding maximum target speed of 30 mph for rustic and exceptional rustic roads and allowing speed humps where appropriate. (Recent changes to Chapter 49 brought about by RRAC)

Staff Recommendation

- Rewrite the introductory sentence to highlight the County's broader discussion of vehicular speed on roads and our Vision Zero efforts.
- Add text referencing target speed and speed controls as approved/amended by the County Council.

Implementation Chapter: Historic Preservation Section

Public Comments

- Move the historic preservation recommendations to the top of the Plan to reflect their importance. (Heritage Montgomery, individual)
- Create an audio tour version of the road profiles. (HPC)
- Strengthen the Master Plan's call for inclusion and equitable access to the roads for those without personal vehicles and partner with local historical societies for planning inclusive programming and bus tours. (HPC)

Staff Recommendation

- Retain current Plan text.

Rationale

- These recommendations are “next steps” on how to continue refining road profiles as more information is learned.
- Audio and bus tours are a good idea but would be better suited for local historical societies.
- The equitable access question is recommended to be addressed in a future plan amendment.

Rustic Road Maintenance Concerns

County Code and Executive Regulations

Public Comments

- There is a perception that rustic roads receive less maintenance than other roads. (Farmers, Cyclists)

Staff Recommendation

- Provide a new Plan recommendation that the Executive Regulations be amended to clarify that rustic roads are to receive the same level of maintenance as any other road in the county.
- The Executive Regulations should be updated to include all users of the road, not just motorized vehicles and agricultural equipment.

Rationale

- Revised wording will clarify the intent of the Executive Regulations.



Maintenance and Improvements Section

Public Comments

- Strengthen the Maintenance and Improvements Section to fully describe rustic road maintenance procedures versus the single sentence in the Plan now. (RRAC)
- Add language from the Executive Regulations:
 - “A rustic or exceptional rustic road will receive the level of maintenance as necessary to assure its continued viability as a transportation facility and to allow for safe travel by motorized vehicles and agricultural equipment.”
 - “The rustic or exceptional rustic road classification will not exclude roads from regular maintenance.”

Staff Recommendation

- Revise the text with the suggested language. Staff will also add language stating the importance of maintenance of rustic roads.

Vegetation

Public Comments

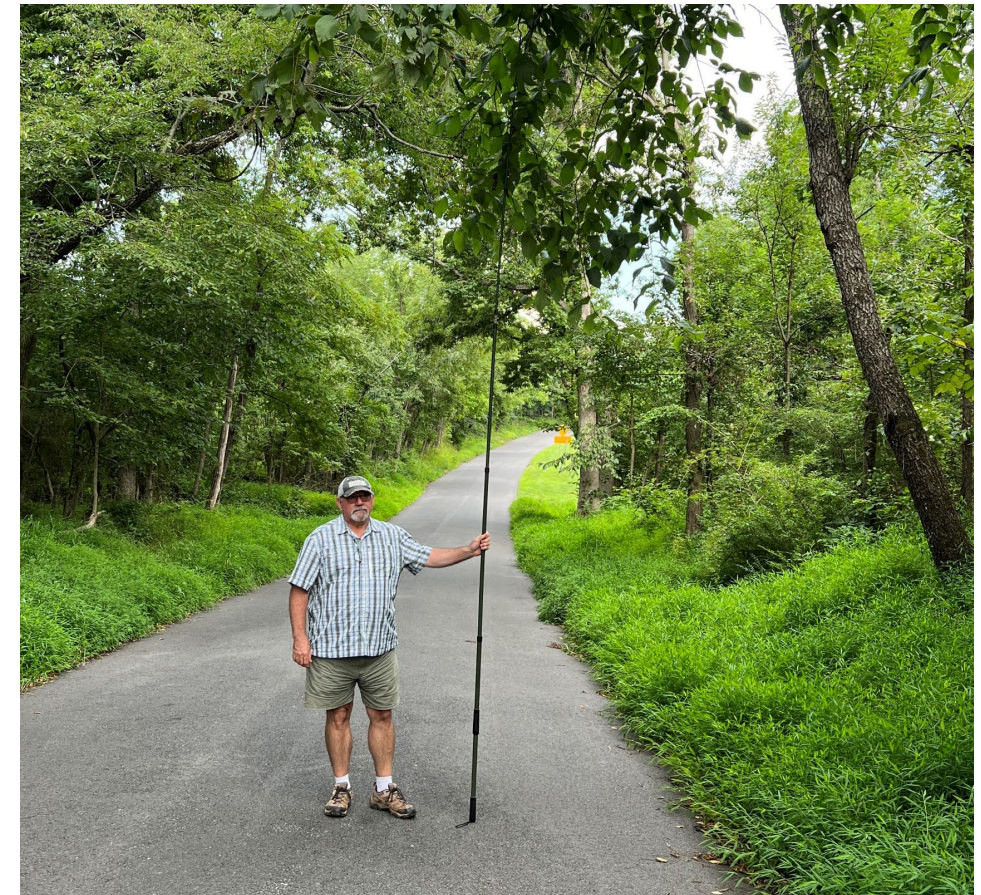
- The tree canopy over some rustic roads does not allow for safe travel by motorized vehicles and farm equipment. Roadside vegetation near intersections is also an issue. MCDOT should systematically perform maintenance on rustic roads. MCDOT should be able to perform maintenance without having to run it by the RRAC. (Commodity farmers)
- Roadsides have been cleared way beyond the roadway edges. (Individual)
- The current plan recommendation that overhead vegetation be trimmed to 17 feet is inconsistent with the Tree Trimming Guidelines recommendation of 18 feet.

Staff Recommendation

- Add a Master Plan recommendation that the Tree Trimming Guidelines be reviewed in a joint meeting between the RRAC, MCDOT, the Office of Ag, and other interested stakeholders to develop guidelines that can be incorporated into the Executive Regulations. Priority roads for farm equipment could be identified during this process.
- Revise the Master Plan's recommendation to 18 feet to be consistent with the Tree Trimming Guidelines.

Rationale

In order to have a rustic roads maintained at a high-level, interdependent parties need to better work with one another. The recommended 18-foot clearance is intended to ensure trimming will last for three years.



Road Surfaces

Public Comments

- Roads are frequently filled with potholes. The dust from gravel roads can make crops unsellable. (Farmers)
- The “washboard effect” on roads is an operational issue that should not be discussed in a master plan.
- The Plan should state that the Penn State University program for Environmentally Sensitive Roads contains the best practices for gravel road maintenance. (RRAC)

Staff Recommendation

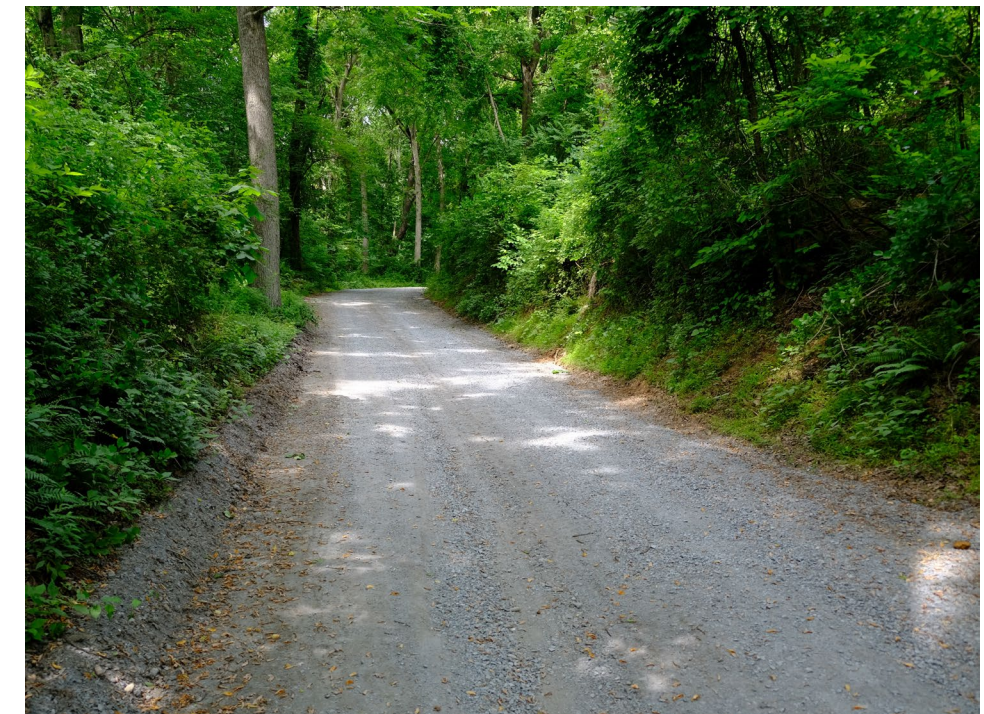
- The current plan recommendations adequately address the concerns raised by residents regarding road surfaces.

Rationale

- Describing problems and making recommendations to address those problems is part of the master plan process. Best practices should be determined by MCDOT. The Plan recommendations adequately address the concerns raised by residents regarding road surfaces.



Gravel surface on River Road



Gravel surface on Elton Farm Road

Drainage: Most Distinctive Feature

Public Comments

- Strengthening the Drainage Section by repeating the language from the 1996 RRFMP stating that drainage is the “single, most distinctive feature of the character of rustic roads. (RRAC)

Staff Recommendation

- Do not change the recommendation in the Plan. However, staff will slightly revise recommendation 13 to be more specific in its reference to the section in the Executive Regulations:

Drainage should be maintained consistent with the Executive Regulations on “Drainage.” Use best practices to manage drainage on roads without storm drains or ditches.

Rationale

- Drainage is very important, but it is not necessarily “the most distinctive feature of the character” of every rustic road and it would diminish other features that are equally if not more important on some rustic roads, such as the way they wind through a forested area or beneath an enclosed tree canopy.

Drainage: Maintenance

Public Comments

- Drainage is insufficient on some rustic roads. It can lead to standing water, hydroplaning, and icy patches. These conditions are also destructive to road surfaces. (Farmers

Staff Recommendation

- Do not change Plan recommendations.

Rationale

- The Executive Regulations already sufficiently address the concerns about drainage expressed in testimony. MCDOT “will maintain storm drainage where necessary to prevent damage to the road or to adjacent private property, possible washouts and other problems which may be detrimental to proper safety. Maintaining storm drainage may include the removal of trees if vegetation has been allowed to grow in old drainage ditches.”



Moore Road



White Ground Road

Bridges Section: Types of Historic Resources

Public Comments

- The Bridges Section conflicts with multiple policies on the preservation of historic bridges. (Individuals)

Staff Recommendation

- Remove the word “historic” as a descriptor for non-designated resources when there is a chance the term is ambiguous, such as when making recommendations on their preservation.

Regulated	Not Regulated
Locational Atlas and Index of Historic Sites	Maryland Inventory of Historic Properties
Master Plan for Historic Preservation	Historic Bridge Inventory
National Register of Historic Places (NRHP)	50+ Years Old
Determined Eligible for the NRHP	

Bridges Section: The Secretary of the Interior's Standards

Public Comments

- Incorporate the Secretary of the Interior's Standards for the Treatment of Historic Properties in order to strengthen the language around bridge preservation. (RRAC, Individuals)

Staff Recommendation

- Do not apply the Secretary of the Interior's Standards to rustic roads or bridges, except where relevant to specific resources

Rationale

- The Secretary of the Interior's Standards and Guidelines for Rehabilitation are included in the Executive Regulations for the county's Historic Preservation Commission. They are used to evaluate work on designated historic sites and districts. They are not used elsewhere in County Code and are not generally applied to resources that have not been formally designated or evaluated and determined to be eligible for the National Register of Historic Places.



Bridges: Introductory Text

Original Text to the Bridge Recommendations Section

Historic bridges identified as significant features in this plan need to be preserved. To ensure that these structures will continue to be compatible with the agricultural character of the area while also providing safe maneuverability for all modes and types of transportation, the following recommendations should be followed.

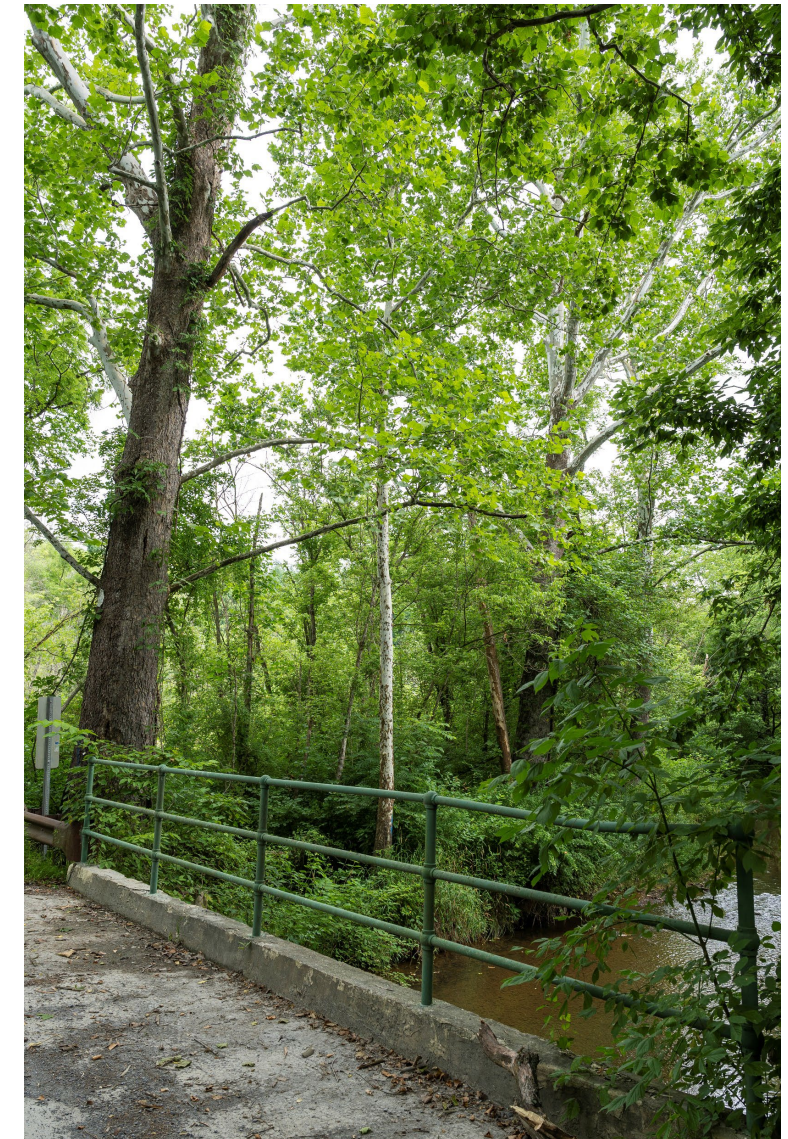
Staff Recommendation

- Revise the introductory paragraph as follows:

Bridges designated as historic on rustic and exceptional rustic roads need to be preserved. Other bridges along these roads must be maintained in such a way that the character of the road is not diminished when work is performed on them. To ensure that these structures will continue to be compatible with the agricultural, natural, and historic character of the area while also providing safe maneuverability for all modes and types of transportation, the following recommendations should be followed.

Rationale

- The bridge recommendations in the plan are intended to address all bridges along rustic roads, regardless of whether a bridge is historic or has even been identified as a significant feature



Pipe rail bridge on West Harris Road

Bridges: Reconstruct vs. Rehabilitate

Public Comments

- Use the term “preserve and rehabilitate” rather than “reconstruct” when referring to historic bridges. (RRAC)

Current Plan Recommendations

8. *When it becomes necessary to reconstruct a bridge, engineers with expertise in historic bridge preservation should be consulted.*
9. *Key plan stakeholders should work together to develop a set of bridge designs to be used for modifications or reconstruction of bridges identified as significant features.*

Staff Recommendation

- Reword Recommendations 8 and 9 as follows:
 8. *When it becomes necessary to **rehabilitate** a **historic** bridge, engineers with expertise in historic preservation should be engaged by MCDOT and SHA as part of the design process.*
 9. *Key plan stakeholders should work together to develop a set of bridge designs to be used for modifications or **replacement** of **bridges along rustic and exceptional rustic roads.***

Rationale

- After further review of the Secretary of the Interior Standards definitions, “rehabilitate” and “replacement” are more appropriate terms.

Bridges: Funding and Design Exceptions

Public Comments

- Refer to provisions in the 2021 Infrastructure Investment and Jobs Act for funding of historic bridge preservation and rehabilitation projects. (RRAC, HM)
- Clarify the text to indicate that using a design that follows federal or state requirements is also possible. (MCDOT)

Staff Recommendation

- Slightly change the wording based on MCDOT's suggested language:

If a design exception is not granted, the bridge must be designed to meet federal and state standards or 100 percent of costs will come from the county's budget, taking money away from other vital county programs.

Rationale

- The discussion of funding challenges in the Bridges Section of the Plan comes from a discussion with MCDOT and remains general enough to apply to the bridges in the program. The Plan should not attempt to get overly specific on funding sources, which may change over time.



One-lane bridge on Glen Road over the Watts Branch

Bridges: Design Exception and Funding Recommendations

Current Plan Recommendations

10. *Design exceptions, as allowed by the Federal Highway Administration, should allow for funding for compatible bridges.*
11. *MCDOT and SHA should explore and be encouraged to accept appropriate and safe design exceptions for federally funded bridge projects that will maintain the rural character of the road.*

Plan Recommendation

- Staff recommends combining Recommendations 10 and 11 as follows:

MCDOT and SHA should explore and be encouraged to accept appropriate and safe design exceptions if necessary to maintain the rural character of the road.

Rationale

- The revised wording improves recommendation 10, which does not specify an actor, and improves both recommendations by being more general when discussing funding options, which can change.

Bridges: Significant Features

Public Comments

- Move the list of bridges designated as significant features from the appendix to the Bridges Section of the Plan. (RRAC)
- Identify what other objectives should be achieved when less significant bridges are rehabilitated or reconstructed. (MCDOT)

Staff Recommendation

- Leave the list of bridges that are significant features in the Plan appendix.
- Revise the text to clearly identify which bridges have been designated or nominated as historic resources and what the objective is when non-historic bridges are identified as significant features.

Rationale

- The list is a cross-reference to indicate which roads have bridges as significant features; other significant features don't have a special listing within the plan.
- At the first work session, the Planning Board recommended retaining the “ordinary” bridges as significant features because they are an important part of the character of the road. It is important that the Master Plan be explicit in how bridges identified as significant features are to be treated when maintained or improved.



Truss bridge over Dry Seneca Creek on Montevideo Road

Bridges: New Recommendation

Discussion

- At the first work session, the Planning Board asked for legislative clarity on how to treat bridges on rustic roads regardless of whether they are significant features of the road.

Staff Recommendation

- Provide a new plan recommendation that states:

Amend Chapter 49 to clarify how a bridge on a rustic road should be preserved when maintenance is necessary regardless of whether the bridge has been identified as a significant feature.

Rationale

The proposed recommendation will help to ensure that the bridges along rustic roads remain an important characteristic of the road.

Questions and Comments