



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

October 3, 2002

**MEMORANDUM**

**TO:** Montgomery County Planning Board

**VIA:** John Carter, Chief, Community-Based Planning Division *JAC*

**FROM:** Judy Daniel, Rural Team Leader *JD*  
Community-Based Planning Division

Lawrence Cole, Highway Coordinator *LC*  
Countywide/Transportation Planning Division

Maria Martin, Community Planner, Rural Team *MAM*  
Community-Based Planning Division

**SUBJECT:** Revised Staff Draft Amendment for Rustic Roads Functional Master Plan, Clarksburg Master Plan & Hyattstown Special Study Area, Boyds Master Plan, and the Gaithersburg Vicinity Master Plan Amendment.

An evaluation and recommendation of Johnson Drive, Long Corner Road, Mountain View Road, Purdum Road, Warfield Road, Slidell Road and Shiloh Church Road.

---

**STAFF RECOMMENDATION:** **APPROVAL** to set a public hearing date

November 21, 2002, is the recommended date for the public hearing. This Amendment evaluates seven roads located in the Damascus, Boyds, Gaithersburg and Clarksburg Master Plan areas. The following roadway classifications are recommended in this Amendment:

- |                      |                         |
|----------------------|-------------------------|
| • Purdum Road        | Exceptional Rustic Road |
| • Mountain View Road | Rustic Road             |
| • Slidell Road       | Rustic Road             |
| • Johnson Road       | Country Road            |
| • Long Corner Road   | Country Road            |
| • Shiloh Church Road | Country Road            |
| • Warfield Road      | Country Road            |

As noted in the staff's presentation on May 30, 2002, one piece of critical information, the average daily traffic (ADT) counts, could not be performed for Slidell Road and Shiloh Church Road until the third week in September, at the earliest. Traffic counts are not done during the summer. This has caused a timing problem with the production of the staff draft and finalizing the recommendations. The ADT numbers for Slidell Road and Shiloh Church Road will be inserted into the appropriate places in the text before the public hearing.

## **BACKGROUND**

### **Amendment History**

On September 30, 1999, the original Staff Draft Amendment was distributed to the Planning Board and a public hearing was scheduled for November 18, 1999. In a letter dated November 4, 1999, the County Council required that the Amendment process be deferred until completion of the Potomac Master Plan (Attachment 1). In a November 9, 1999 letter, the Planning Board notified the County Council that the public hearing was postponed. The Planning Board stated that "Finalizing a workable set of standards for Country Roads is vital for those roads that are important to preserve but do not meet the standard criteria that have been applied for all roads that have been approved as Rustic Roads" (Attachment 2).

With the completion of the Potomac Master Plan, staff proceeded with the first revised staff draft of this Amendment scheduled for review on May 30, 2002. By that time, the Montgomery County Department of Public Works and Transportation had developed a set of guidelines for maintenance of Country Roads and Country Arterials. Unfortunately, the M-NCPPC staff was and still is in disagreement with the content of the guidelines, but little progress has been made in resolving these differences.

Then on April 26, 2002, the Montgomery County Rustic Roads Advisory Committee (RRAC) requested the County Council to authorize an evaluation of Slidell Road and Shiloh Church Road as Rustic Roads (Attachment 3). They stated "the original classification of Slidell Road as an Arterial was done in 1994 as part of the Clarksburg Master Plan. The master plan did not consider any other classification for this road even though the master plan downzoned the adjacent land from a dense R-200, one house on a 20,000-square foot lot, to a much less intense RDT, one house on every 25 acres." Several hundred feet of the lower portion of Slidell Road is part of the Boyds Master Plan area.

They also requested "an investigation on reclassifying Shiloh Church Road as a rustic road. Shiloh Church Road runs parallel to Slidell Road between West Old Baltimore Road and Comus Road. It is currently classified as a Primary Road. The RRAC believes it may also merit Rustic status."

On May 30, 2002, the day the Planning Board was to review the first revised staff draft of this Amendment, the Council President asked the Planning Board to evaluate these roads as part of the ongoing Amendment (Attachment 4). In response to the County

Council's request and other issues, the Planning Board directed staff to complete the following items:

- Draft a letter to the Council agreeing to delay the amendment and direct staff to review the additional roads (Attachment 5).
- Draft a letter to Albert J. Genetti, Jr., Director, Montgomery County Department of Public Works and Transportation (DPWT), to continue the discussion on establishing standards/guidelines of a Country Road and a Country Arterial (Attachment 6).
- Identify standards/guidelines for determining a Country Road and a Country Arterial. Criteria for determining a Country Road and a Country Arterial should be listed in a format similar to that used for the Rustic Road and Exceptional Rustic Road criteria listed in the Master Plan.

## **COUNTRY ROADS AND COUNTRY ARTERIAL STANDARDS**

### **New Criteria for Country Roads and Country Arterials**

As noted above, the Planning Board asked staff to develop standards for determining a Country Road and a Country Arterial. Staff reviewed the applicable text in the Rustic Roads Functional Master Plan (RRFMP) regarding the criteria for designation (Attachment 7). In summary, the Plan states:

- For the Country Road classification, the RRFMP text was written based on two concepts that the residential primary classification was not appropriate for the agricultural area and these roads failed to meet the criteria of a rustic road. This classification would be used for roadways that carry low volumes of traffic, but some traffic other than that destined for locations along the roadway.
- For the Country Arterial classification, the RRFMP recognized the place of the arterial classification for carrying longer-distance traffic through the agricultural area. The Country Arterial classification is used for roads that carry traffic that is arterial in nature but reflect the character of the rural character of the County where they were located.

Both classifications would:

- Apply to existing roads. New roads would not be built to these standards.
- Have flexible standards and custom-designed improvements.
- Serve to retain the rural characteristics of the road.

## **Staff Recommendation**

Although the RRFMP foresaw road code standards for a Country Arterial and a Country Road, DPWT intends to use guidelines for maintenance of these roads. The M-NCPPC staff has no problem with this approach, but we disagree with the content of the current guidelines created by the County Executive.

The M-NCPPC staff proposes modifying the existing RRFMP text to clarify that a Country Road or a Country Arterial is a road considered for rustic road designation that failed to meet the criteria but had features worth preserving.

*Page 30, D4. Roadway Network, Paragraph 5:*

“The [idea] philosophy of the classification is that there not be rigid standards for improvements to these roads, but that improvements be custom-designed, based on the traffic volume, [and the] design speed and [the] character of the road. The use of this classification will result in more time-consuming design work when roadway improvements are needed for safety, but should result in lower construction costs. The classification would serve to retain the rural characteristics of the road. Country Roads and Country Arterials have similar characteristics and features of rustic roads but do not meet the volume and destination criteria of a rustic road.”

This may be found on page 43 of the Amendment.

## **Montgomery County Standards/Guidelines for Country Roads and Country Arterials**

Attachment 6 is a copy of the requested letter sent to Mr. Albert Genetti, regarding the lack of agreement between our agencies on the criteria used to maintain Country Roads. To date his agency has not responded to this letter or any other previous attempts to resolve this situation.

This lack of agreement means that staff will have to recommend changes on a case-by-case basis to reduce the scale of road improvement projects on Country Roads and Country Arterials to better maintain the rural characteristics of the road. Attachment 8 is a copy of the Suggested Design Features for Country Roads and Country Arterials as recommended in the RRFMP. Attachment 9 is a copy of the County's Design Guidelines.

The following tables show the significant differences between the two sets of guidelines.

## Country Arterial

Criteria	1996 RRFMP	1999 County Guidelines
Roadway Width (Minimum)	20 feet	20 feet <sup>1</sup> or 24 feet <sup>2</sup>
Paved Shoulder Width (Minimum)	0* each	4 feet each
Grass Shoulder Width (Minimum)	0* each	3 feet <sup>1</sup> or 6 feet <sup>2</sup> each
Total Pavement Width (Minimum)	20 feet	28 feet <sup>1</sup> or 32 feet <sup>2</sup>

\*Grass shoulders are preferred.

<sup>1</sup> If the posted speed is less than 50 mph

<sup>2</sup> If the posted speed is greater than or equal to 50 mph

## Country Road

Criteria	1996 RRFMP	1999 County Guidelines
Roadway Width (Minimum)	20 feet	20 feet <sup>3</sup> or 24 feet <sup>4</sup>
Paved Shoulder Width (Minimum)	0* each	2 feet each
Grass Shoulder Width (Minimum)	0* each	3 feet <sup>3</sup> or 5 feet <sup>4</sup> each
Total Pavement Width (Minimum)	20 feet	20 feet <sup>3</sup> or 26 feet <sup>4</sup>

\*Grass shoulders are preferred.

<sup>3</sup> If the posted speed is less than 30 mph

<sup>4</sup> If the posted speed is greater than or equal to 30 mph

As an example, Slidell Road, which is recommended in this Amendment as a Country Road, is presently posted at 40 mph. The following table compares the existing roadway to the County standards.

Criteria	Existing	1999 County Guidelines	Difference to meet County Guidelines
Roadway Width (Minimum)	20 feet	22 feet	2 additional feet needed
Paved Shoulder Width (Minimum)	0 feet each	2 feet each	4 additional feet needed
Grass Shoulder Width (Minimum)	4 feet each	5 feet each	2 additional feet needed
Total Pavement Width (Minimum)	20 feet	26 feet	6 additional feet needed

In contrast, Shiloh Church Road, in its present configuration, is a perfect match for the Country Road as described in the RRFMP.

*Staff notes that using the guidelines as approved by the County Executive would generally result in pavement width greater than those recommended in the RRFMP, by*

up to 60%. In the case of a Country Road with posted speeds over 30 mph, the pavement width would be greater than that of the standard open section Primary Residential Road (26 feet vs. 24 feet). Attachment 10 is a copy of the Primary Residential Road cross section.

### **Staff Recommendation**

Because of this on-going impasse with DPWT, the M-NCPPC staff recommends that the Planning Board express its concern to the County Council and requests that the County Executive's guidelines be submitted for standard road code approval in lieu of the Country Road/Country Arterial standards that were foreseen by the RRFMP.

Staff also proposes to clarify in the RRFMP that new roads will not be subject to the Country Road or Country Arterial standards recommended in the Plan or any guidelines that DPWT develops. This may also be found on page 43 of the Amendment.

*Page 30, D4. Roadway Network, Paragraph 2:*

"The new roadway classifications would have flexible standards that would allow MCDOT to provide safety improvements and minor upgrading in a manner that would be compatible with the existing roadway and the character of our agricultural land. Thus, the design standard that is used in the developed area of the County would not be introduced into the Agricultural Reserve Area of the County. The design would be appropriate for the design speed and the traffic volume. Few roadway improvements are expected in this area in any event. It would be both cost efficient and aesthetically pleasing to fit the roadway with the character of the area through which it passes, rather than imposing the "look alike" standard used elsewhere. The new classifications of country arterial and country road would only apply to existing roads. New roads would not be built to these standards, but rather subject to the Montgomery County standards for the appropriate classification."

### **STATUS OF THE RUSTIC ROADS PROGRAM**

Since the legislation was enacted in 1993, six master plans have been approved and adopted with rustic road recommendations.

- 1994 Clarksburg Master Plan & Hyattstown Special Study Area
- 1995 Rustic Roads Functional Master Plan
- 1996 Fairland Master Plan
- 1997 Cloverly Master Plan
- 1998 Sandy Spring-Ashton Master Plan
- 2002 Potomac Subregion Master Plan

In those six master plans, 102 roads were classified as rustic, exceptional rustic, country roads or country arterials (Attachment 11). This list does not include Slidell Road or Shiloh Church Road because they were not on the interim list. In short, there are now 102 roads covering approximately 255 miles:

- Rustic Roads (81 segments) (147 Miles)
- Exceptional Rustic Roads (16 segments) (34 Miles)
- Country Roads (6 segments) (13 Miles)
- Country Arterials (13 segments) (49 Miles)
- Interim Rustic Roads (8 segments) (12 miles)

Of the eight roads on the interim list, five are covered by this Amendment. The last three roads are Batchellors Forest Road, Brighton Dam Road and Triadelphia Lake Road that are currently under evaluation in the Olney Master Plan.

There are no Interim Exceptional Rustic Roads left on the list to evaluate, only Interim Rustic Roads.

## **CONCLUSION**

Staff requests:

- Approval to set a public hearing date of November 21, 2002, for this Amendment. If there are only a few speakers and any questions can be answered at the time, staff requests a worksession immediately after the public hearing for the balance of the time allotted for the item.
- Approval to schedule a worksession and a session to approve transmittal to the County Council and County Executive of a Planning Board Draft on December 5, 2002.
- Direct staff to draft a letter to the County Council requests that the County Executive's guidelines be submitted for standard road code approval.

MAM:ha: a:\martin1\rrdsmcpcb.doc

Attachments:

1. County Council letter dated November 4, 1999, to Chairman
2. Chairman letter dated November 9, 1999, to County Council
3. RRAC letter dated April 26, 2002, to County Council
4. County Council letter dated May 30, 2002, to RRAC
5. Chairman letter dated June 13, 2002, to County Council
6. Chairman letter dated June 12, 2002, to Albert Genetti, MCDPW&T
7. RRFMP text, "ROADWAY NETWORK" and "ACCESS TO FUTURE RESIDENCES". (May be found on pages 30 and 31 of the Plan)
8. RRFMP Appendix C, page 233, "Suggested Design Features"
9. John Clark, MCDPW&T, letter dated October 4, 1999, to County Road Code Committee
10. Primary Residential Road Open Section
11. Rustic Roads by Road Classification table



MONTGOMERY COUNTY COUNCIL  
ROCKVILLE, MARYLAND

NANCY H. DACEK  
DISTRICT 2

November 4, 1999

William H. Hussmann  
Chairman, Maryland-National Capital  
Park & Planning Commission  
8787 Georgia Avenue  
Silver Spring, Maryland 20910



Dear Mr. Hussmann:

We would appreciate it if you would consider delaying the public hearing scheduled for November 18<sup>th</sup> on the Preliminary Draft Amendment to the Rustic Roads Master Plan. The plan proposes removing 5 roads from rural/rustic status to be designated "country road". However, the criterion for "country road" has yet to be devised.

We are familiar with the issues raised by the proposed designation. Several roads in our subregion, including those through Potomac's historic Glen have received similar recommendations. We support the citizens' concern that the proposed "draft" guidelines for country roads and arterials provided by the DPWT are not complete enough. We do not believe that there are enough safeguards in the current criteria to protect the character, environment, or existence of those tree lined rural roads that are the heart of the Rural and Rustic Roads program.

It is our belief that proceeding with a public hearing on changing rural and rustic roads to a designation under which no guidelines or criteria has been set is a very serious precedent. We feel it would be much more prudent to delay the public hearing pending a more extensive conversation about criterion specifics and details about guidelines for this designation of "country road".





11/5/99  
Page two

Thank you for your immediate attention into this matter.

Sincerely,

Councilmembers:



Nancy Dacek



Derek Berlage



Betty Anne Krahnke



Steve Silverman




Phil Andrews



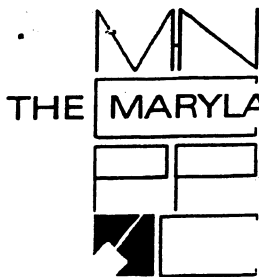
Blair Ewing



Marilyn Praister



Michael Subin



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

8787 Georgia Avenue • Silver Spring, Maryland 20910-3760

(301) 495-4605

Montgomery County Planning Board  
Office of the Chairman

ATTACHMENT 2

November 9, 1999



Montgomery County Council  
Stella B. Werner Council Office Building  
100 Maryland Avenue  
Rockville, Maryland 20850

Dear Councilmembers:

Thank you for your letter of November 4 requesting a postponement of the Rustic Roads Functional Master Plan Amendment public hearing. Your concern is valid, and I have removed this item from the November 18 Planning Board agenda.

Our staff will continue to work with the Department of Public Works and Transportation (DPWT) to work out the range of concerns with the initial draft of the Country Road standards. Finalizing a workable set of standards for Country Roads is vital for those roads that are important to preserve but do not meet the standard criteria that have been applied for all roads that have been approved as Rustic Roads. When a set of Country Road standards have been mutually agreed upon by the Rustic Roads Advisory Committee, DPWT staff, and M-NCPPC staff, the Public Hearing will be rescheduled.

However, while these standards are necessary for the remaining interim roads under consideration, I would remind you that there are already 5 designated Country Roads within the Rustic Roads Functional Master Plan -- portions of Kings Valley, Griffith, Zion, Watkins, and Bucklodge Roads. Therefore determining what these standards should be is just as important for the existing Country Roads and the 14 Country Arterials which were adopted by the Council in 1995 and 1998. It is vital to resolve the standards within the next year in order to complete the work and intent of the Rustic Roads Functional Master Plan.

Sincerely,

William H. Hussmann  
Chairman



WHH:JD:bap



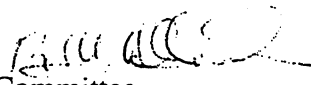
RUSTIC ROADS ADVISORY COMMITTEE

ATTACHMENT 3

MAY 26 2002

April 26, 2002

TO: Steven A. Silverman, President  
Montgomery County Council

FROM: Bob Albiol, Chair   
Rustic Roads Advisory Committee

SUBJECT: Request Authorization of A Master Plan Amendment to Evaluate Slidell Road as A Rustic Road

The Rustic Roads Advisory Committee (RRAC) is charged with reviewing and commenting on the classification of rustic roads and advising the County Council and the County Executive of its views. The RRAC was recently asked by local citizens to consider the classification of Slidell Road. Slidell Road is currently classified as an Arterial road. The RRAC recommends that Slidell Road be considered for Rustic status. Therefore, we are requesting that the County Council ask the Maryland-National Capital Park and Planning Commission to initiate an amendment to the Clarksburg master plan to investigate the reclassification of Slidell Road as a Rustic Road.

#### Background

The original classification of Slidell Road as an Arterial was done in 1994 as part of the Clarksburg Master Plan. The master plan did not consider any other classification for this road even though the master plan downzoned the adjacent land from a dense R-200, one house on a 20,000-square foot lot, to a much less intense RDT, one house on every 25 acres.

#### Analysis

Slidell Road has many features that would make it an attractive addition to the County's list of Rustic Roads. There are many natural and agricultural features along the narrow road with outstanding vistas of farm fields and rural buildings. An evaluation under the master plan amendment would in all probability confirm the low volume and low accident rate along this scenic, safe public road.

At the northern end, between West Old Baltimore and Comus Roads, Slidell Road is a very narrow road, bordered by the Bucklodge Forest (acquired through the Rural Legacy program) on the west, and by farms and a few homes on the east. At the southern end, south of West Old Baltimore and leading to Barnesville Road, Slidell Road is slightly wider, and has several beautiful farm vistas as well as some new development.

We believe Slidell Road meets the following statutory criteria for a Rustic Road, as listed below. Slidell Road:

- (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 (to be confirmed by evaluation); and
- (4) (A) has outstanding natural features along its borders, such as native vegetation and stands of trees; and  
(B) provides outstanding vistas of farm fields and rural landscape or buildings.

A survey of local citizens produced 47 signatures from residents living on Slidell Road and 2 from West Old Baltimore road in favor of Rustic status. There is no known opposition to this designation.

At the same time, we would like to have the Park and Planning Commission also initiate an investigation on reclassifying Shiloh Church Road as a rustic road. Shiloh Church road runs parallel to Slidell Road between West Old Baltimore Road and Comus Road. It is currently classified as a Primary Road. The RRAC believes it may also merit Rustic status.

We would be happy to answer any questions regarding this recommendation. For further information, please contact our staff coordinator, Sarah Navid, at 240/777-6304 or [sarah.navid@co.mo.md.us](mailto:sarah.navid@co.mo.md.us).

cc: Douglas M. Duncan, County Executive  
Arthur Holmes, Jr., Chairman, Montgomery County Planning Board  
John Carter, Chief, Community-Based Planning Division



**MONTGOMERY COUNTY COUNCIL**  
ROCKVILLE, MARYLAND

OFFICE OF THE COUNCIL PRESIDENT

May 30, 2002

Bob Albiol, Chair  
Rustic Roads Advisory Committee  
c/o Department of Permitting Services  
255 Rockville Pike, 2<sup>nd</sup> Floor  
Rockville, Maryland 20850-4166

Dear Mr. Albiol:

I am writing in response to your recent letter requesting an evaluation of Slidell Road and Shiloh Church Road as potential rustic roads. By copy of this letter I am requesting that the Planning Board evaluate whether or not it believes either or both roads should be classified as rustic roads as part of its ongoing Rustic Roads Functional Master Plan Amendment.

Thank you for sharing your concern with the Council.

Sincerely,

Steven A. Silverman  
Council President

SS:go  
F:\orlin\silverman mail\misc\rustic roads.doc  
046333

Copy: Arthur Holmes, Chairman, Montgomery County Planning Board, w/incoming Councilmembers





THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION  
Office of the Chairman, Montgomery County Planning Board

June 13, 2002

The Honorable Steven A. Silverman  
President  
Montgomery County Council  
Stella B. Werner Council Office Building  
100 Maryland Avenue  
Rockville, Maryland 20850

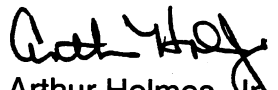
SUBJECT: Rustic Roads Evaluation for Slidell and Shiloh Church Roads

Dear Mr. Silverman:

In reply to your request of May 30, 2002, the Planning Board has deferred the public hearing for the revised Staff Draft Amendment to the Rustic Roads Functional Master Plan until early fall. This will allow our staff the time required to complete the evaluations of Slidell Road and Shiloh Church Road and include them as a part of the master plan amendment.

We anticipate that the Planning Board will discuss this issue again on October 10, 2002, in preparation for a public hearing date of November 21, 2002. We anticipate that this additional review may delay the master plan schedule for this amendment by one to two months.

Sincerely,

  
Arthur Holmes, Jr.  
Chairman

AH:JD:MM:ha: a:\daniel1\rustic amendment letter2.doc

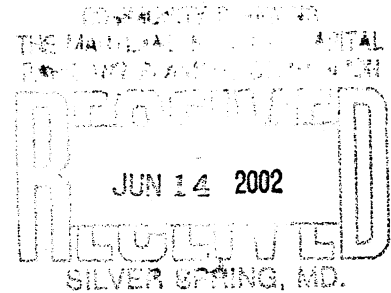
cc: Bob Albiol, Chair, Rustic Roads Advisory Committee  
Glenn Orlin



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION  
Office of the Chairman, Montgomery County Planning Board

June 12, 2002

Mr. Albert J. Genetti, Jr.  
Director  
Department of Public Works and Transportation  
Executive Office Building, 10<sup>th</sup> Floor  
101 Monroe Street  
Rockville, MD 20850



Dear Mr. Genetti:

During our regularly scheduled meeting on May 30, 2002, the Planning Board approved staff's recommendation to set a public hearing date on the classification of several roads as either Rustic or Country Roads. The current lack of agreement between our agencies on the criteria used to maintain Country Roads is the reason for this letter. We believe that two actions are needed. First, DPWT should convene a meeting between your staff and the M-NCPPC staff to come to a final agreement on the guidelines. Second, DPWT should submit the revised Country Roads and Arterials guidelines to the County Council for their approval.

We believe that the guidelines that DPWT has approved initially for Country Roads do not reflect what the Planning Board and the County Council intended when the classifications were created in the Rustic Road Functional Master Plan (RRFMP) in 1996. The Director of the Park and Planning Department, Charles R. Loehr, outlined our main concerns in a letter to you dated March 3, 2000, a copy of which is attached. We understood from the subsequent meeting that took place on June 26, 2000, attended by yourself and Mr. Loehr that some further discussion of changes would be forthcoming. This has not happened in the almost two years since this meeting, leaving both M-NCPPC and the Rustic Roads Advisory Committee (RRAC) with substantial disagreements with the guidelines.

When DPWT transmitted the guidelines to the Council for their information, the County Executive's transmittal memo stated, "The Council envisioned that these new roadway classifications would be a bridge between our standard open section roadways and those protected under the Rustic Roads Program." We agree with the statement but disagree that the guidelines as they now stand would accomplish this goal. For

example, Country Roads would have pavement widths equal to or greater than the standard road classifications, and greater than the widths called for in the RRFMP. Citizen concerns over the lack of protection afforded by the approved Country Road guidelines were a significant reason for their pressing for Rustic Road status for several roads in the Potomac Master Plan.


We do not object to the creation of guidelines rather than standards for the maintenance of Country Roads and Arterials. They can be more flexible than standards. But since standards were called for in the RRFMP, in their stead the guidelines should be submitted to the Council for their *approval*, not just for information, as all road standards must be per the County Code. While the Executive's memo stated that no amendment of the County Code was being requested since only guidelines rather than standards were being created, the Code does need to be amended to accommodate these classifications.

Because of the late addition by the RRAC of two roads for consideration for Rustic Roads status, we anticipate that the Planning Board will discuss this issue again on October 10, 2002 in preparation for a public hearing date of November 21, 2002. We would like to have a final, mutually acceptable agreement on the Country Roads and Arterials guidelines between the DPWT and M-NCPPC staffs, as well as the RRAC, prior to the Board's meeting date.

We therefore request that you direct your staff to reopen the discussion on these guidelines as soon as possible so that we can resolve the problems sometime this summer. We believe that it would most helpful to the Council to be able to review both the new proposed Country Roads and the revised guidelines for maintaining these roads at the same time.

Thank you for your consideration of this request.

Sincerely,

  
Arthur Holmes, Jr.  
Chairman

AH:LC:cmd

Attachment

cc: Steve Silverman  
Isiah Leggett  
Nancy Dacek  
Glenn Orlin  
Robert Albiol  
Chair RRAC



## **"ROADWAY NETWORK**

This Master Plan recommends a roadway network that provides a hierarchical system of roads which can adequately serve the traffic needs of the area. The roadway network consists of roads which carry longer-distance traffic — generally that which goes in and out of the Master Plan Area and smaller roads which carry traffic between larger roads but generally within the Master Plan Area. (See Figures 10 & 11.) In other parts of the County, the larger roads are arterials and the smaller roads are residential primary streets. The term "residential primary street" seems inappropriate for the agricultural community, as does the development of roads to the standards used elsewhere in the County. This Master Plan proposes that the classification of roads in this Master Plan Area differ from that used in the developing part of the County. For this Master Plan, the arterials are being called country arterials and the smaller roads country roads. This Master Plan recommends the creation of these two new roadway classifications.

The new roadway classifications would have flexible standards that would allow MCDOT to provide safety improvements and minor upgrading in a manner that would be compatible with the existing roadway and the character of our agricultural land. Thus, the design standard that is used in the developed area of the County would not be introduced into the Agricultural Reserve Area of the County. The design would be appropriate for the design speed and the traffic volume. Few roadway improvements are expected in this area in any event. It would be both cost efficient and aesthetically pleasing to fit the roadway with the character of the area through which it passes, rather than imposing the "look alike" standard used elsewhere. The new classifications of country arterial and country road would only apply to existing roads. New roads would not be built to these standards.

The Study Area contains one short segment of a major highway — Darnestown Road (MD 28) from the Planning Area boundary to Whites Ferry Road (MD 107) which is recommended to remain a major highway. Whites Ferry Road (MD 107) from MD 28 to Poolesville, and Darnestown Road (MD 28) from its intersection with MD 107 to the County line, are being recommended for reclassification from major highways to country arterials. White Ground Road which, in the 1980 Plan is classified as a major highway, is being recommended for designation as a rustic road. The other arterials in the Master Plan Area will have a classification change from arterial to country arterial.

The country road classification is used for roadways that carry low volumes of traffic, but some traffic other than that destined for locations along the roadway. Lewistown Road is one such road. The country arterial classification is used for roads that carry traffic that is arterial in nature, such as MD 28 and Clarksburg Road.

The idea of the classification is that there not be rigid standards for improvements to these roads, but that improvements be custom-designed, based on the traffic volume and the design speed and the character of the road. The use of this classification will result in more time-consuming design work when roadway improvements are needed for safety, but should result in lower construction costs. The classification would serve to retain the rural characteristics of the road.

The country arterial, country road, and country lane classifications will need to be reviewed by the Montgomery County Road Code Committee. The suggested design features for the country arterial and country road are shown in Appendix C. The Road Code Committee should consider including the existing roadway pavement width as the minimum, with the ultimate width no wider than four feet above the existing width. The width of the pavement would be determined by the design speed and traffic volumes of the road. Some of the roads do not have shoulders at this time. To preserve this feature, the Road Code Committee should consider permitting no shoulders on the road. If there is a need for shoulders, the shoulders could have an ultimate width no wider than four or eight feet, preferably with grass shoulders to maintain the rural character of the road. Drainage facilities would be constructed only if sheet flow creates problems and then would be custom designed to blend into the countryside; infiltration should be the first choice.

Clarksburg Road is probably the best example of a road where this new classification could be applied. Clarksburg Road is a very high-quality country road. It is not recommended for designation as a rustic road because of its accident history and because it seems to many people as they drive along the road that it has a feeling of being unsafe due to the lack of any shoulders in many places and the abrupt dropoffs to the adjacent land. Correction of these factors should not require extensive or expensive reconstruction nor would it substantially change the roadway character. The road is very beautiful, and this Master Plan does not recommend that it be upgraded with shoulders and standard drainage ditches.

---

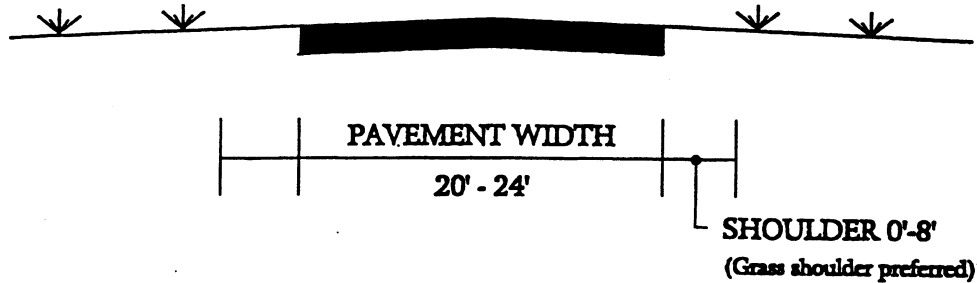
## **ACCESS TO FUTURE RESIDENCES**

Another issue that has surfaced in recent years is the design of access roads (country lanes) for subdivisions in the Agricultural Reserve Area. Current practice is to

require public streets built to secondary residential design standards. Shared driveways can be used under MCDOT policy for up to four houses. Experience has indicated that beyond four houses there tend to be problems among the owners. State Highway Administration policy allows driveways for as many as five houses. Other access is provided through public streets. The introduction of secondary residential streets in this area of the County is out of character with the adjacent roadways and is considered excessive, particularly when the streets will connect to off-site rustic roads. Private streets are presently allowed in the RE-2 and RE-2-C zones. An amendment to Chapter 49 of the Montgomery County Code - Streets and Roads, the Design Standards for Roadways in Montgomery County, and other governing legislation is needed to provide standards for the access roads which serve as internal streets for clustered lots in the agricultural zones.”

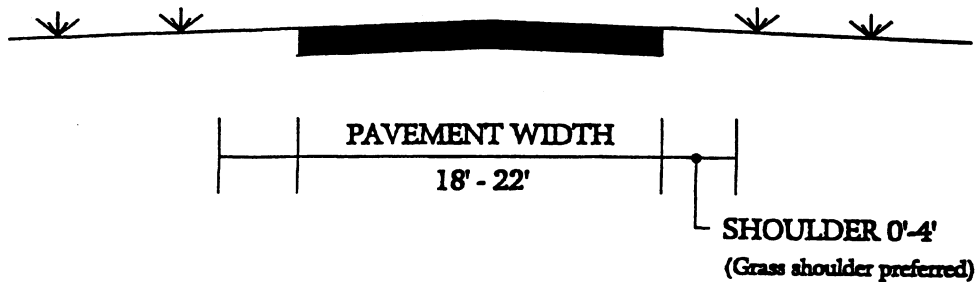
## Suggested Design Features\*

Figure 84

COUNTRY ARTERIAL

## NOTES:

- 1) Width determined by design speed and traffic volume.
- 2) Drainage facilities to be constructed only if sheet flow creates problems and then to be custom designed to blend into countryside; infiltration should be first choice.

COUNTRY ROAD

## NOTES:

- 1) Width determined by design speed and traffic volume.
- 2) Drainage facilities to be constructed only if sheet flow creates problems and then to be custom designed to blend into countryside; infiltration should be first choice.

\* From AASHTO Policy on Roadway Design 1984.

ATTACHMENT 9



DEPARTMENT OF PUBLIC WORKS  
AND TRANSPORTATION

Douglas M. Duncan  
County Executive

Albert J. Genetti, Jr., P.E.  
Director

October 4, 1999

Mr. Frank G. Bossong, IV, P.E.  
Chairman  
Montgomery County Road Code Committee  
c/o Rodgers and Associates, Inc.  
P.O. Box 1532  
Rockville, Maryland 20852

RE: DRAFT Guidelines  
Country Arterials and Country Roads

Dear Mr. Bossong:

Transmitted with this letter is a copy of DPWT's DRAFT guidelines that have been prepared for Country Arterials and Country Roads. This letter is to solicit ROCOCO's comments on these recommendations by close of business on Friday, November 12, 1999. Similar packages are being distributed today requesting concurrent review comments from the M-NCPPC and the Department of Permitting Services. On November 16th, we will commence finalizing these guidelines, in anticipation of DPWT approval by the end of December.

The 1996 Approved and Adopted Rustic Roads Functional Master Plan called for DPWT to develop standards for three new roadway classifications: Country Arterial, Country Road, and Country Lane. The Country Lane is being addressed in other forums (the recently approved standard for an open section public tertiary street and proposed legislation to enable private streets in agricultural residential zonings); we believe it is no longer an issue. However, we need to complete our efforts on the remaining two roadway classes.

That document envisioned these new roadway classifications would be a bridge between our standard roadway typical sections and those protected as either "rustic" or "exceptionally rustic" roadways. The M-NCPPC intended for these new roadway classifications to result in flexible standards which will allow "... safety improvements and minor upgrading in a manner that would be compatible with the existing roadway and the character of our agricultural land ... The design would be appropriate for the design speed and the traffic volume. It would be both cost efficient and aesthetically pleasing to fit the roadway with the character of the area through which it passes, rather than imposing the 'look alike' standard used elsewhere ... The idea of the classification is that there not be rigid standards for improvements to these roads, but that improvements be custom-designed ... The classification would serve to retain the rural characteristics of the road."

Office of Project Development

101 Monroe Street • Rockville, Maryland 20850 • 240/777-7200, TDD 240/777-7180, FAX 240/777-7178

Mr. Frank G. Bossong, IV, P.E.  
 Country Arterials & Roads Guidelines  
 October 4, 1999  
 page two

To date, only roads located in the Agricultural Preserve and Sandy Spring-Ashton areas have been officially designated as Country Arterials and Country Roads. The M-NCPPC is considering designating several roads in the Potomac Subregion, during the pending master plan updates, with these classifications. The County roadways that have already been designated or are under consideration are:

Route No.	Roadway Name	Limits of Designation
CA-3	Partnership Road	River Road to MD 27
CA-4	Martinsburg Road	MD 28 to PEPCO Entrance Road
CA-10	Bethesda Church Road	Damascus Planning Area to Clarksburg Road
CA-14	Sundown Road	Laytonsville Town limits to MD 650
CA-27	Clarksburg Road	Frederick County line to Clarksburg Planning Area
CA-29	River Road	Poolesville Planning Area to West Willard Road
CA-35	Whites Ferry Road	Poolesville Town limits to Wasche Road
CA-50	Ednor Road	MD 650 to Howard County line
CA-*	Esworthy Road	MD 112 to MD 190
CA-*	Turkey Foot Road	MD 28 to Travilah Road
CR-1	Kings Valley Road	Damascus Planning Area to Bethesda Church Road
CR-2	Griffith Road	MD 108 to MD 650
CR-3	Zion Road	MD 108 to Riggs Road
CR-4	Watkins Road	Davis Mill Road to MD 124
CR-*	Glen Road	Travilah Road to Beekman Place
CR-*	South Glen Road	Glen Road to Deepglen Road

"CA" denotes Country Arterial; "CR" denotes Country Road

\* denotes proposed designation by the M-NCPPC

Mr. Frank G. Bossong, IV, P.E.  
Country Arterials & Roads Guidelines  
October 4, 1999  
page three

Appendix C of that report also included Figure 84, "Suggested Design Features," which is attached to this document.

Rather than develop actual standards, we believe that *guidelines* (which would give us the requested flexibility to adjust the construction details to match existing conditions) are more appropriate for this effort. An intra-departmental team, based primarily on members of DPWT's Master Plan Status Review team, has met several times to develop the attached DRAFT recommendations.

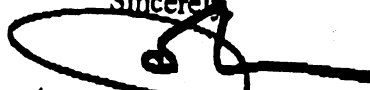
These guidelines are based on the following parameters:

- These guidelines have been developed in consideration of the roadway classification, not specific roadways. It may be appropriate to modify the guidelines to minimize the impact of necessary improvements (on abutting properties) on a site-by-site basis.
- These guidelines will only apply to Country Arterials and Country Roads located within "Wedge" Planning Areas outside of State Smart Growth priority funding areas.
- Guidelines will be applied based on the posted speed limit in the vicinity of a proposed project.
- The roadways that have been designated (or considered for designation) are all low-to-moderate volume roads. As a result, the group decided not to complicate these tables by adding a traffic volume factor. If a roadway has what the group perceived to be a high volume (in excess of 11,000 vehicles per day), it should not be designated as a Country Arterial or Country Road. Instead, the group recommends that such roadways be designated and improved as standard primary or arterial classification roadway.
- Paved shoulders should be provided to result in additional surface area for bicyclists and farm machinery, and to minimize pavement edge rutting and drainage problems.
- The group does not favor the use of bituminous concrete curbs as a long-term method of addressing drainage problems. The group recommends that side ditches should be provided along Country Arterials and Country Roads. To minimize the limits of grading, the group proposed minimizing the shoulder widths. Side ditches may be eliminated in fill areas, in accordance with the note on our existing open section roadway standards.
- Utilities and street trees should be set back at least three (3) feet behind the ditch invert.

Mr. Frank G. Bossong, IV, P.E.  
Country Arterials & Roads Guidelines  
October 4, 1999  
page four

Thank you for your cooperation and assistance in this effort. Again, please provide this office with your comments by close of business on Friday, November 12, 1999. Please direct your comments to the Team's Leader, Bob Simpson. He may be reached at (240) 777-7200.

Sincerely,



John L. Clark, Director  
Office of Project Development

Attachments (2)

cc: Albert Genetti, Jr.  
Robert Merryman  
Team Members



**MONTGOMERY COUNTY DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION**

**DRAFT DESIGN GUIDELINES  
FOR  
COUNTRY ARTERIALS**

POSTED SPEED	RIGHT OF WAY WIDTH (MINIMUM)	ROADWAY WIDTH (MINIMUM)	PAVED SHOULDER WIDTH (MINIMUM)	GRASS SHOULDER WIDTH (MINIMUM)	TOTAL PAVEMENT WIDTH (MINIMUM)	DRAINAGE*
<50 MPH	80'-0"	20'-0"	4'-0" each	3'-0" each	28'-0"	standard side ditch
≥50 MPH	80'-0"	24'-0"	4'-0" each	6'-0" each	32'-0"	standard side ditch

**DRAFT DESIGN GUIDELINES  
FOR  
COUNTRY ROADS**

POSTED SPEED	RIGHT OF WAY WIDTH (MINIMUM)	ROADWAY WIDTH (MINIMUM)	PAVED SHOULDER WIDTH (MINIMUM)	GRASS SHOULDER WIDTH (MINIMUM)	TOTAL PAVEMENT WIDTH (MINIMUM)	DRAINAGE*
<30 MPH	70'-0"	20'-0"	2'-0" each	3'-0" each	24'-0"	standard side ditch
≥30 MPH	70'-0"	22'-0"	2'-0" each	5'-0" each	26'-0"	standard side ditch

\* DRAINAGE - the method of drainage shown is for illustrative purposes only; final drainage shall in all cases be decided at the design stage by the Montgomery County Department of Public Works and Transportation (DPWT) on a case by case basis.

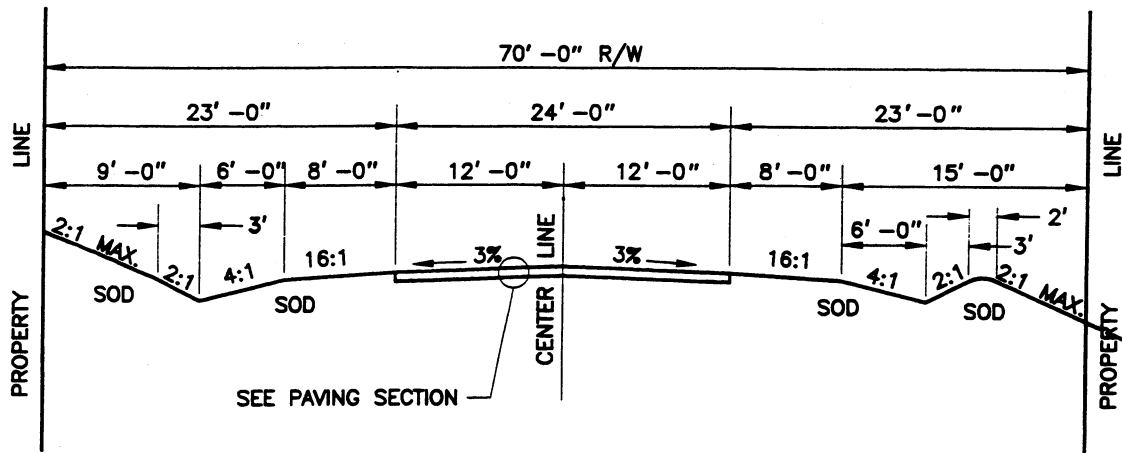
Notes that apply to the proposed guidelines:

MPH = miles per hour

All other design features (including but not limited to horizontal alignment, grade, sight distance, etc.) shall be in conformance with DPWT standards for open section primary and arterial roads.

Street trees and utilities shall be set back a minimum of three (3) feet behind the invert of the side ditch.

The above guidelines apply to roadways maintained and controlled by Montgomery County, not to State Highways or private roadways.



TYPICAL ROAD SECTION  
(OUTSIDE SUBURBAN DISTRICT)

3" BITUMINOUS CONCRETE SURFACE COURSE IN 2 - 1 1/2" LAYERS
5" BITUMINOUS CONCRETE BASE COURSE
APPROVED SUBGRADE

PAVING SECTION

GENERAL NOTES

1. REFER TO MARYLAND STATE HIGHWAY ADMINISTRATION SPECIFICATIONS FOR MATERIALS AND METHODS OF CONSTRUCTION.
2. SEE STANDARD NO. MC-811.01 - METHODS OF GRADING SIDE SLOPES.
3. THE SIDE DITCH IN FILL SLOPES MAY BE ELIMINATED IN AREAS NOT MASTER PLANNED FOR DEVELOPMENT ONLY AFTER OVERLAND FLOW PATH AND EROSION POTENTIAL ARE CONSIDERED.
4. WHEN SUBGRADE DRAINS ARE REQUIRED, THEY SHALL BE INSTALLED IN ACCORDANCE WITH STANDARD NO. MC-525.01.

P:\DOT\STD\MC21203 6-24-94 8:03:18 am EST

APPROVED <u>JAN 5/96</u> DATE	REVISED	MONTGOMERY COUNTY DEPARTMENT OF TRANSPORTATION
<i>[Signature]</i> DIRECTOR, DEPT. OF TRANS.		PRIMARY RESIDENTIAL ROAD OPEN SECTION
<i>[Signature]</i> CHIEF, DIV. OF ENG. SERVICES		STANDARD NO. MC-212.03

## Rustic Roads by Road Classification

CLASSIFICATION	MILEAGE	STREET NAME	STREET TYPE	MASTER PLAN
Country Arterial	2.00	Beallsville	Road	RRFMP
Country Arterial	1.87	Bethesda Church	Road	RRFMP
Country Arterial	6.93	Clarksburg	Road	RRFMP
Country Arterial	6.71	Damascus	Road	RRFMP
Country Arterial	7.65	Darnestown	Road	RRFMP
Country Arterial	2.62	Dickerson	Road	RRFMP
Country Arterial	1.97	Ednor	Road	Sandy Spring/Ashton
Country Arterial	1.41	Kemptown	Road	RRFMP
Country Arterial	3.84	Partnership	Road	RRFMP
Country Arterial	2.21	Ridge	Road	RRFMP
Country Arterial	4.33	River	Road	RRFMP
Country Arterial	3.63	Sundown	Road	RRFMP
Country Arterial	1.01	Whites Ferry	Road	RRFMP
Country Arterial	3.17	Whites Ferry	Road	RRFMP
<b>Subtotal</b>	<b>49.35</b>			
Country Road	4.11	Bucklodge	Road	RRFMP
Country Road	2.88	Griffith	Road	RRFMP
Country Road	0.68	Kings Valley	Road	RRFMP
Country Road	0.70	South Glen	Road	Potomac
Country Road	3.16	Watkins	Road	RRFMP
Country Road	1.82	Zion	Road	RRFMP
<b>Subtotal</b>	<b>13.35</b>			
Exceptional Rustic Road	3.50	Berryville	Road	Potomac
Exceptional Rustic Road	1.08	Edwards Ferry	Road	RRFMP
Exceptional Rustic Road	1.34	Glen	Road	Potomac
Exceptional Rustic Road	0.84	Glen Mill	Road	Potomac
Exceptional Rustic Road	1.09	Hoyles Mill	Road	RRFMP
Exceptional Rustic Road	1.62	Hunting Quarter	Road	RRFMP
Exceptional Rustic Road	0.64	Kingsley	Road	RRFMP
Exceptional Rustic Road	4.18	Martinsburg	Road	RRFMP
Exceptional Rustic Road	2.23	Montevideo	Road	RRFMP
Exceptional Rustic Road	0.02	Montevideo	Road	RRFMP
Exceptional Rustic Road	0.12	Mouth of Monocacy	Road	RRFMP
Exceptional Rustic Road	1.33	Mouth of Monocacy	Road	RRFMP
Exceptional Rustic Road	0.44	Mouth of Monocacy	Road	RRFMP
Exceptional Rustic Road	5.10	River	Road	RRFMP
Exceptional Rustic Road	1.00	South Glen	Road	Potomac
Exceptional Rustic Road	3.38	Sugarland	Road	RRFMP
Exceptional Rustic Road	0.29	Swains Lock	Road	RRFMP
Exceptional Rustic Road	2.12	West Harris	Road	RRFMP
Exceptional Rustic Road	4.00	West Old Baltimore	Road	RRFMP
<b>Subtotal</b>	<b>34.32</b>			
Interim Rustic Road	2.63	Batchellors Forest	Road	Olney
Interim Rustic Road	2.22	Brighton Dam	Road	Olney
Interim Rustic Road	0.73	Johnson	Drive	RRFMPA
Interim Rustic Road	2.76	Long Corner	Road	RRFMPA
Interim Rustic Road	0.72	Mountain View	Road	RRFMPA
Interim Rustic Road	1.46	Purdum	Road	RRFMPA
Interim Rustic Road	0.85	Tridelphia Lake	Road	Olney

Inferim Rustic Road	0.85	Warfield	Road	RRFMPA
<b>Subtotal</b>	<b>12.22</b>			
Rustic Road	0.23	Avoca	Lane	Cloverly
Rustic Road	5.57	Barnesville	Road	RRFMP
Rustic Road	1.27	Batson	Road	Cloverly
Rustic Road	3.61	Beallsville	Road	RRFMP
Rustic Road	0.39	Belle Cote	Drive	Fairland
Rustic Road	2.54	Big Woods	Road	RRFMP
Rustic Road	2.47	Black Rock	Road	RRFMP
Rustic Road	0.71	Boswell	Lane	Potomac
Rustic Road	2.67	Brookville	Road	RRFMP
Rustic Road	1.47	Bryants Nursery	Road	Cloverly
Rustic Road	1.13	Budd	Road	RRFMP
Rustic Road	0.41	Burdette	Lane	RRFMP
Rustic Road	2.77	Burnt Hill	Road	RRFMP
Rustic Road	1.23	Cattail	Road	RRFMP
Rustic Road	2.01	Club Hollow	Road	RRFMP
Rustic Road	3.37	Comus	Road	RRFMP
Rustic Road	3.76	Davis Mill	Road	RRFMP
Rustic Road	0.62	Dustin	Road	Fairland
Rustic Road	3.23	Edwards Ferry	Road	RRFMP
Rustic Road	3.18	Elmer School	Road	RRFMP
Rustic Road	1.03	Elton Farm	Road	RRFMP
Rustic Road	0.45	Frederick	Road	Clarksburg
Rustic Road	2.96	Glen	Road	Potomac
Rustic Road	1.03	Glen Mill	Road	Potomac
Rustic Road	1.89	Gregg	Road	RRFMP
Rustic Road	0.83	Haines	Road	RRFMP
Rustic Road	1.33	Haviland Mill	Road	Sandy Spring/Ashton
Rustic Road	1.04	Hawkes	Road	RRFMP/Clarksburg
Rustic Road	1.70	Hipsley Mill	Road	RRFMP
Rustic Road	1.70	Howard Chapel	Road	RRFMP
Rustic Road	2.64	Hughes	Road	RRFMP
Rustic Road	0.80	Hyattstown Mill	Road	RRFMP
Rustic Road	1.68	Jerusalem	Road	RRFMP
Rustic Road	0.39	Johnson	Road	Cloverly
Rustic Road	0.46	Jonesville	Road	RRFMP
Rustic Road	0.90	Kingstead	Road	RRFMP
Rustic Road	0.20	Link	Road	Cloverly
Rustic Road	0.21	Link	Road	Cloverly
Rustic Road	0.46	Meetinghouse	Road	Sandy Spring/Ashton
Rustic Road	1.68	Moore	Road	RRFMP
Rustic Road	2.50	Mount Ephraim	Road	RRFMP
Rustic Road	1.59	Mount Nebo	Road	RRFMP
Rustic Road	0.40	Mouth of Monocacy	Road	RRFMP
Rustic Road	2.22	Moxley	Road	RRFMP
Rustic Road	1.45	Oak Hill	Road	Cloverly
Rustic Road	1.99	Old Bucklodge	Road	RRFMP
Rustic Road	5.71	Old Hundred	Road	RRFMP/Clarksburg
Rustic Road	0.45	Old Orchard	Road	Cloverly
Rustic Road	0.25	Old River	Road	RRFMP
Rustic Road	9.76	Peach Tree	Road	RRFMP

Rustic Road	0.73	Pennyfield Lock	Road	RRFMP
Rustic Road	1.65	Piedmont	Road	Clarksburg
Rustic Road	2.00	Poplar Hill	Road	Potomac
Rustic Road	0.40	Prescott	Road	RRFMP
Rustic Road	3.01	Prices Distillery	Road	RRFMP
Rustic Road	1.55	Query Mill	Road	Potomac
Rustic Road	0.63	Riggs	Road	RRFMP
Rustic Road	0.67	Rileys Lock	Road	RRFMP
Rustic Road	1.52	River	Road	RRFMP
Rustic Road	2.30	Rocky	Road	RRFMP
Rustic Road	0.58	Santini	Road	Fairland
Rustic Road	2.51	Schaeffer	Road	RRFMP
Rustic Road	1.45	Stoney Creek	Road	Potomac
Rustic Road	2.20	Stringtown	Road	RRFMP/Clarksburg
Rustic Road	0.69	Sugarland	Lane	RRFMP
Rustic Road	0.12	Sugarland	Road	RRFMP
Rustic Road	1.25	Sugarland	Road	RRFMP
Rustic Road	0.80	Sycamore Landing	Road	RRFMP
Rustic Road	0.81	Trundle	Road	RRFMP
Rustic Road	0.75	Tschiffely Mill	Road	RRFMP
Rustic Road	2.68	Turkey Foot	Road	Potomac
Rustic Road	0.59	Violettes Lock	Road	RRFMP
Rustic Road	0.04	Wasche	Road	RRFMP
Rustic Road	2.70	Wasche	Road	RRFMP
Rustic Road	1.64	West Hunter	Road	RRFMP
Rustic Road	2.23	West Offutt	Road	RRFMP
Rustic Road	3.30	West Willard	Road	RRFMP
Rustic Road	1.30	Westerly	Road	RRFMP
Rustic Road	4.59	White Ground	Road	RRFMP
Rustic Road	3.92	Whites Ferry	Road	RRFMP
Rustic Road	1.78	Whites Store	Road	RRFMP
Rustic Road	0.02	Whites Store	Road	RRFMP
Rustic Road	1.28	Wildcat	Road	RRFMP
Rustic Road	1.01	Wildcat	Road	RRFMP
Rustic Road	1.53	Zion	Road	RRFMP
<b>Subtotal</b>	<b>146.57</b>			
<b>Total</b>	<b>255.81</b>			

Charles,  
The attachment is  
the Rustic Roads  
Master Plan Amendment  
that you have already  
scanned for Maria.