

Approved and Adopted

Rustic Roads

Functional Master Plan



December 1996

The Maryland-National Capital Park and Planning Commission
The Montgomery County Department of Park and Planning
8787 Georgia Avenue, Silver Spring, Maryland 20910-3760

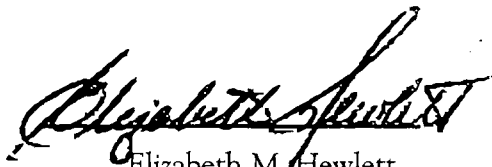
Abstract

Title	Approved and Adopted Rustic Roads Functional Master Plan
Author	The Montgomery County Department of Park and Planning The Maryland-National Capital Park and Planning Commission
Subject	Master Plan for the Rustic Roads of Montgomery County
Date	December 1996
Planning Agency	The Maryland-National Capital Park and Planning Commission 8787 Georgia Avenue Silver Spring, Maryland 20910-3760
Source of Copies	The Maryland-National Capital Park and Planning Commission 8787 Georgia Avenue Silver Spring, Maryland 20910-3760
Number of Pages	258
Abstract	This document contains the text, with supporting maps and tables, for the Approved and Adopted Rustic Roads Functional Master Plan of Montgomery County. This document recommends identification and classification of 66 Rustic Roads, of which 12 are exceptional. In addition, the entire master-planned roadway network included in the Study Area is recommended for reclassification to a network appropriate for the rural area of Montgomery County.

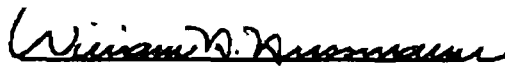
Certificate of Approval and Adoption

This Amendment to the *Master Plan of Highways within Montgomery County*, as amended; the *Master Plan of Bikeways*, 1978, as amended; the *Functional Master Plan for the Preservation of Agriculture and Rural Open Space*, 1980, as amended; the *Boys Master Plan*, 1985, as amended; the *Damascus Master Plan*, 1985, as amended; the *Master Plan for the Potomac Subregion*, 1980, as amended; and, the *Olney Master Plan*, 1980, as amended; has been approved by the Montgomery County Council, sitting as the District Council, by Resolution No. 13-707 on October 29, 1996; and has been adopted by The Maryland-National Capital Park and Planning Commission by Resolution No. 96-24 on December 18, 1996, after duly advertised public hearings pursuant to Article #28 of the Annotated Code of Maryland.

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION



Elizabeth M. Hewlett
Chairman



William H. Hussman
Vice Chairman



A. Edward Navarre
Secretary-Treasurer

The Maryland-National Capital Park & Planning Commission

The Maryland-National Capital Park and Planning Commission is a bi-county agency created by the General Assembly of Maryland in 1927. The Commission's geographic authority extends to the great majority of Montgomery and Prince George's Counties; the Maryland-Washington Regional District (M-NCPPC planning jurisdiction) comprises 1,001 square miles, while the Metropolitan District (parks) comprises 919 square miles, in the two counties.

The Commission has three major functions:

- (1) The preparation, adoption, and, from time to time, amendment or extension of the *The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties*;
- (2) The acquisition, development, operation, and maintenance of a public park system; and
- (3) In Prince George's County only, the operation of the entire County public recreation program.

The Commission operates in each county through a Planning Board appointed by and responsible to the county government. All local plans, recommendations on zoning amendments, administration of subdivision regulations, and general administration of parks are responsibilities of the Planning Boards.

The Maryland-National Capital Park and Planning Commission encourages the involvement and participation of individuals with disabilities, and its facilities are accessible. For assistance with special needs (i.e., large print materials, listening devices, sign language interpretation, etc.), please contact the Community Relations Office, 301-495-4600 or TDD 301-495-1331.

Elected and Appointed Officials

COUNTY COUNCIL

Marilyn J. Praisner, *President*

Isiah Leggett, *Vice President*

Derick P. Berlage

Nancy Dacek

Gail Ewing

William E. Hanna, Jr.

Betty Ann Krahne

Neil Potter

Michael L. Subin

COUNTY EXECUTIVE

Douglas M. Duncan

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Elizabeth M. Hewlett, *Chairman*

William H. Hussmann, *Vice Chairman*

COMMISSIONERS

Montgomery County Planning Board

William H. Hussmann, *Chairman*

Patricia S. Baptiste, *Vice Chairman*

Ruthann Aron

Arthur Holmes, Jr.

Davis M. Richardson

Prince George's County Planning Board

Elizabeth M. Hewlett, *Chairman*

Roy I. Dabney, Jr., *Vice Chairman*

Zola E. Boone

James M. Brown

Regina J. McNeill

Rustic Roads Master Plan Citizens Advisory Committee

The Hon. Elizabeth H. Tolbert, *Chair*

Leslie Dearborn Cronin

Timothy Dugan

Mary M. King

Sanfred Larson

Robert L. Mitchell

Jocelyn Mostrom

Gregory J. Osband

Dana Rawlings

Justine D. Robertson

Anne-Francis Senftle

Richard L. Strombotne

Bruce J. Wooden

The listing of the names of members of the Advisory Committee does not indicate approval of this document by any committee member. The Advisory Committee does not take a position or vote as a body. The members advise the Montgomery County Planning Board regarding the problems, needs, and views of the groups or areas they represent. These views will be considered by the Planning Board in its deliberations regarding the Functional Master Plan.

Notice to Readers

An area master plan, after approval by the County Council and adoption by The Maryland-National Capital Park and Planning Commission, constitutes an amendment to The General Plan for Montgomery County. As such, it provides a set of comprehensive recommendations and guidelines for the use of publicly and privately owned land within its planning area. Each area master plan reflects a vision of future development that responds to the unique character of the local community within the context of a County-wide perspective.

Area master plans are intended to provide a point of reference with regard to public policy. Together with relevant County-wide functional master plans, they should be referred to by public officials and private individuals when decisions are made that affect the use of land within the plan boundaries.

Functional master plans are developed through a process similar to that of an area master plan and are also considered amendments to the General Plan for the County. Functional master plans provide guidance for the preparation and update of area master plans. Unlike area master plans, functional master plans do not typically recommend changes in existing zoning and are not accompanied by sectional zoning map amendments.

The Master Plan Process

STAFF DRAFT PLAN — This document is prepared by the Montgomery County Department of Park and Planning for presentation to the Montgomery County Planning Board. The Planning Board reviews the Staff Draft Plan, makes preliminary changes as appropriate, and approves the Plan for public hearing. When the Board's changes are made, the document becomes the Public Hearing (Preliminary) Draft Plan.

PUBLIC HEARING (PRELIMINARY) DRAFT PLAN — This document is a formal proposal to amend an adopted master plan or sector plan. Its recommendations are not necessarily those of the Planning Board; it is prepared for the purpose of receiving public hearing testimony. The Planning Board holds a public hearing and receives testimony on the Draft Plan. After the public hearing record is closed, the Planning Board holds public worksessions to review the testimony and to revise the Public Hearing (Preliminary) Draft Plan as appropriate. When the Board's changes are made, the document becomes the Planning Board (Final) Draft Plan.

PLANNING BOARD (FINAL) DRAFT PLAN — This document is the Planning Board's recommended Plan and it reflects the revisions made by the Board in its worksessions on the Public Hearing (Preliminary) Draft Plan. The Regional District Act requires the Planning Board to transmit the Plan directly to the County Council with copies to the County Executive. The Regional District Act then requires the County Executive, within sixty days, to prepare and transmit a fiscal impact analysis of the Planning Board (Final) Draft Plan to the County Council. The County Executive may also forward to the Council other comments and recommendations regarding the Planning Board (Final) Draft Plan within the sixty-day period.

After receiving the Executive's fiscal impact analysis and comments, the County Council may hold a public hearing to receive public testimony on the Plan. After the record of this public hearing is closed, the Council's Planning, Housing, and Economic Development (PHED) Committee holds public worksessions to review the testimony and then makes recommendations to the County Council. The Council holds its own worksessions, then adopts a resolution approving the Planning Board (Final) Draft Plan, as revised.

ADOPTED PLAN — The Plan approved by the County Council is forwarded to The Maryland-National Capital Park and Planning Commission for adoption. Once adopted by the Commission, the Plan officially amends the various master or sector plans cited in the Commission's adoption resolution.

Table of Contents

CHAPTER ONE

Plan Summary	1
---------------------	----------

CHAPTER TWO

Purpose of the Rustic Roads Functional Master Plan	3
---	----------

CHAPTER THREE

Background	9
A. Description of the Study Area	9
1. Boundaries	9
2. Land Use	9
3. Profile	11
4. Changing Conditions	11
5. Maryland Planning Act and the General Plan	13
6. Summary of Affected Master Plans	14
B. Regional and Interjurisdictional Context-Areas Adjacent to the Master Plan Study Area	15
1. Corridor City of Germantown	15
2. Corridor Town of Clarksburg	15
3. Town of Poolesville	16
4. Town of Barnesville	16
5. Town of Laytonsville	16
6. Frederick County	16
7. Howard County	17
8. Virginia	17

CHAPTER FOUR

Traffic Carrying Roads	19
A. 1980 Functional Master Plan for the Preservation of Agricultural and Rural Open Space	19
B. Current Conditions	20
1. History of Roadway Improvements	20
2. Traffic	21
C. Future Conditions	21
1. Roadway Users	26
D. Recommendations	27
1. Bikeways	27
2. Roadway Character	28
3. Bridges	28
4. Roadway Network	30
5. Road Alignments	31
6. Access to Future Residences	31

Table of Contents (cont.)

CHAPTER FIVE

Rustic Roads**35**

A. Introduction	35
1. Changing Character	36
2. Edge of Habitat of Rustic Roads	36
B. Criteria Check	37
1. Rustic Roads Criteria Check	37
2. Exceptional Rustic Roads Criteria Check	39
3. Additional Criteria	40
4. Evaluation	40
C. Discussion of Roads	44
D. Interim Rustic Roads Sunset Date and List	44
1. Elimination of the Sunset Date	44
2. Additions to the Interim Rustic Roads List	44
E. Description of Roads Recommended to be Rustic or Exceptional Rustic	45
Barnesville Road	52
Beallsville Road (MD 109)	54
Big Woods Road	58
Black Rock Road	60
Brookeville Road	62
Budd Road	64
Burdette Lane	66
Burnt Hill Road	68
Cattail Road	70
Club Hollow Road	72
Comus Road	74
Davis Mill Road	76
Edwards Ferry Road	78
Elmer School Road	80
Elton Farm Road	82
Gregg Road	84
Haines Road	86
Hawkes Road	88
Hipsley Mill Road	90
Howard Chapel Road	92
Hoyles Mill Road	94
Hughes Road	96
Hunting Quarter Road	98
Hyattstown Mill Road/Prescott Road	100
Jerusalem Road	102
Jonesville Road	104
Kingsley Road	106
Kingstead Road	108
Martinsburg Road	110
Montevideo Road	112
Moore Road	114
Mount Ephraim Road	116
Mount Nebo Road	118
Mouth of Monocacy Road	120
Moxley Road	122
Old Bucklodge Lane	124
Old Hundred Road (see Beallsville Road)	
Old River Road	126

Table of Contents (cont.)

Peach Tree Road	128
Pennyfield Lock Road	132
Prescott Road (see Hyattstown Mill Road)	
Prices Distillery Road	134
Riggs Road	136
Rileys Lock Road	138
River Road (Edwards Ferry Rd. to Whites Ferry Rd.)	140
River Road (West Willard Rd. to Mt. Nebo Rd.)	142
Rocky Road	144
Schaeffer Road	146
Stringtown Road	148
Sugarland Lane	150
Sugarland Road	152
Swains Lock Road	154
Sycamore Landing Road	156
Trundle Road	158
Tschiffely Mill Road	160
Violettes Lock Road	162
Wasche Road	164
West Harris Road	166
West Hunter Road	168
West Offutt Road	170
West Old Baltimore Road	172
West Willard Road	176
Westerley Road	178
White Ground Road	180
Whites Ferry Road	182
Whites Store Road	184
Wildcat Road	186
Zion Road	188
CHAPTER SIX	
Roadway Classification	191
CHAPTER SEVEN	
Implementation/Next Steps	197
APPENDIX A	
Legislation Establishing Rustic Roads Program and Subdivision	
Regulation Concerning the Rustic Roads Program	199
APPENDIX B	
County Council Interim List of Rustic Roads within the Rustic Roads	
Master Plan Study Area	229
APPENDIX C	
Suggested Design Features	233
APPENDIX D	
Discussion of Roads Reviewed but not Recommended as Rustic Roads	235
APPENDIX E	
County Council Resolution No. 13-707	239
APPENDIX F	
The Maryland-National Capital Park and	
Planning Commission Resolution #96-24	257

List of Figures

1. Regional Location Map	4
2. Interim Rustic Roads—map 1	6
3. Interim Rustic Roads—map 2	7
4. Land Use	12
5. 1980 Highway Recommendations—map 1	22
6. 1980 Highway Recommendations—map 2	23
7. Roads Which Are Used as Commuter Routes—map 1	24
8. Roads Which Are Used as Commuter Routes—map 2	25
9. Bicycle Tour Routes	29
10. Traffic Carrying Roads—map 1	32
11. Traffic Carrying Roads—map 2	33
12. Realignment of Whites Ferry Road	34
13. Roads Studied as Potential Rustic Roads—map 1	42
14. Roads Studied as Potential Rustic Roads—map 2	43
15. Recommended Rustic Roads—map 1	46
16. Recommended Rustic Roads—map 2	47
17. Barnesville Road	53
18. Beallsville Road (MD 109)	55
19. Old Hundred Road (MD 109)	57
20. Big Woods Road	59
21. Black Rock Road	61
22. Brookeville Road	63
23. Budd Road	65
24. Burdette Lane	67
25. Burnt Hill Road	69
26. Cattail Road	71
27. Club Hollow Road	73
28. Comus Road	75
29. Davis Mill Road	77
30. Edwards Ferry Road	79
31. Elmer School Road	81
32. Elton Farm Road	83
33. Gregg Road	85
34. Haines Road	87
35. Hawkes Road	89
36. Hipsley Mill Road	91
37. Howard Chapel Road	93
38. Hoyles Mill Road	95
39. Hughes Road	97
40. Hunting Quarter Road	99
41. Hyattstown Mill Road/Prescott Road	101
42. Jerusalem Road	103
43. Jonesville Road	105
44. Kingsley Road	107
45. Kingstead Road	109
46. Martinsburg Road	111
47. Montevideo Road	113
48. Moore Road	115
49. Mount Ephraim Road	117
50. Mount Nebo Road	119
51. Mouth of Monocacy Road	121
52. Moxley Road	123

List of Figures (cont.)

53. Old Bucklodge Lane	125
54. Old River Road	127
55a. Peach Tree Road	130
55b. Peach Tree Road	131
56. Pennyfield Lock Road	133
57. Prices Distillery Road	135
58. Riggs Road	137
59. Riley's Lock Road	139
60. River Road (Edwards Ferry Rd. to Whites Ferry Rd.)	141
61. River Road (West Willard to Mt. Nebo Rd.)	143
62. Rocky Road	145
63. Schaeffer Road	147
64. Stringtown Road	149
65. Sugarland Lane	151
66. Sugarland Road	153
67. Swains Lock Road	155
68. Sycamore Landing Road	157
69. Trundle Road	159
70. Tschiffley Mill Road	161
71. Violettes Lock Road	163
72. Wasche Road	165
73. West Harris Road	167
74. West Hunter Road	169
75. West Offutt Road	171
76a. West Old Baltimore Road	174
76b. West Old Baltimore Road	175
77. West Willard Road	177
78. Westerley Road	179
79. White Ground Road	181
80. Whites Ferry Road	183
81. Whites Store Road	185
82. Wildcat Road	187
83. Zion Road	189
84. Suggested Design Features	233

List of Tables

1. Additional Roads Studied as Potential Rustic Roads	41
2. Summary of Criteria Evaluation of Roads Considered for Designation as Rustic Roads	48
3. Roads Reviewed But Not Recommended as Rustic Roads	51
4. Roadway Classifications	192

Acknowledgements

MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

Rodney H. Irwin, *Director*

MONTGOMERY COUNTY PARKS

Donald K. Cochran, *Director*

MONTGOMERY COUNTY PLANNING

Richard C. Hawthorne, *Chief, Transportation Planning*

PROJECT TEAM

Patricia B. Willard*, *Project Coordinator*

Maria Ann Martin, *Lead Project Planner*

Shahriar Etemadi, *Project Planner*

Rob Bushnell*, *Development Review*

Steve Cary, *Development Review*

Clare Lise Cavicchi, *Design, Zoning and Preservation*

Ivy Leung, *Transportation Planning*

Katherine Nelson, *Environmental Planning*

Brooks Robinson*, *Development Review*

Chris Winters*, *Transportation Planning*

TECHNICAL STAFF

Charles Coleman, *Reproduction*

Dave Fugitt, *Mapping & Graphics*

Kathy Woodworth, *Word Processing*

And special thanks to all the Park & Planning Department staff who contributed to this Plan.

*Formerly with M-NCPPC

Plan Summary

This Rustic Roads Functional Master Plan:

- **builds** upon all recommendations in the *Functional Master Plan for the Preservation of Agriculture and Rural Open Space* except the highway classifications,
- **incorporates** the Montgomery County Rustic Roads Program approved by the County Council in 1993 into the Agricultural Reserve Area of the County,
- **designates** those roads to be classified as rustic roads and those to be classified as exceptional rustic,
- **describes** the recommended rustic and exceptional rustic roads and identifies significant features for each,
- **recommends** a new highway classification system for the Agricultural Reserve Area of the County that is in keeping with the County's intention that this land will remain in agricultural and rural open space use,
- **recommends** two new roadway classifications

to retain the rural character of traffic-carrying roads in the Agricultural Reserve Area,

- **recommends** the development of a new type of access for subdivisions which occur in the Agricultural Reserve Area, recognizing the need to treat access roads in the Agricultural Reserve Area differently than the way they are treated in the developing part of the County,
- **recommends** scenic easement setbacks at identified locations on rustic and exceptional rustic roads and a new review focus, during the development approval process, to the location of new buildings so as to preserve those views whenever possible,
- **recommends** the elimination of the sunset date for interim protection of rustic roads in the Montgomery County Code and recommends the addition of four new roads to the Interim Rustic Roads List, and
- **removes** the previously recommended future Class I bike path along Barnesville Road.

Purpose of the Rustic Roads Functional Master Plan

The Rustic Roads Functional Master Plan serves two purposes. The first purpose is to permanently designate some roads in the Study Area as rustic or exceptional rustic. The second purpose is to examine travel needs in the Study Area and establish master plan designations for those roads which carry non-local traffic. The roadway classifications were not comprehensively reviewed when the *Functional Master Plan for the Preservation of Agriculture and Rural Open Space* was developed. Some of these roadway classifications were inappropriate and all of them needed review. The Study Area is shown in Figure 1.

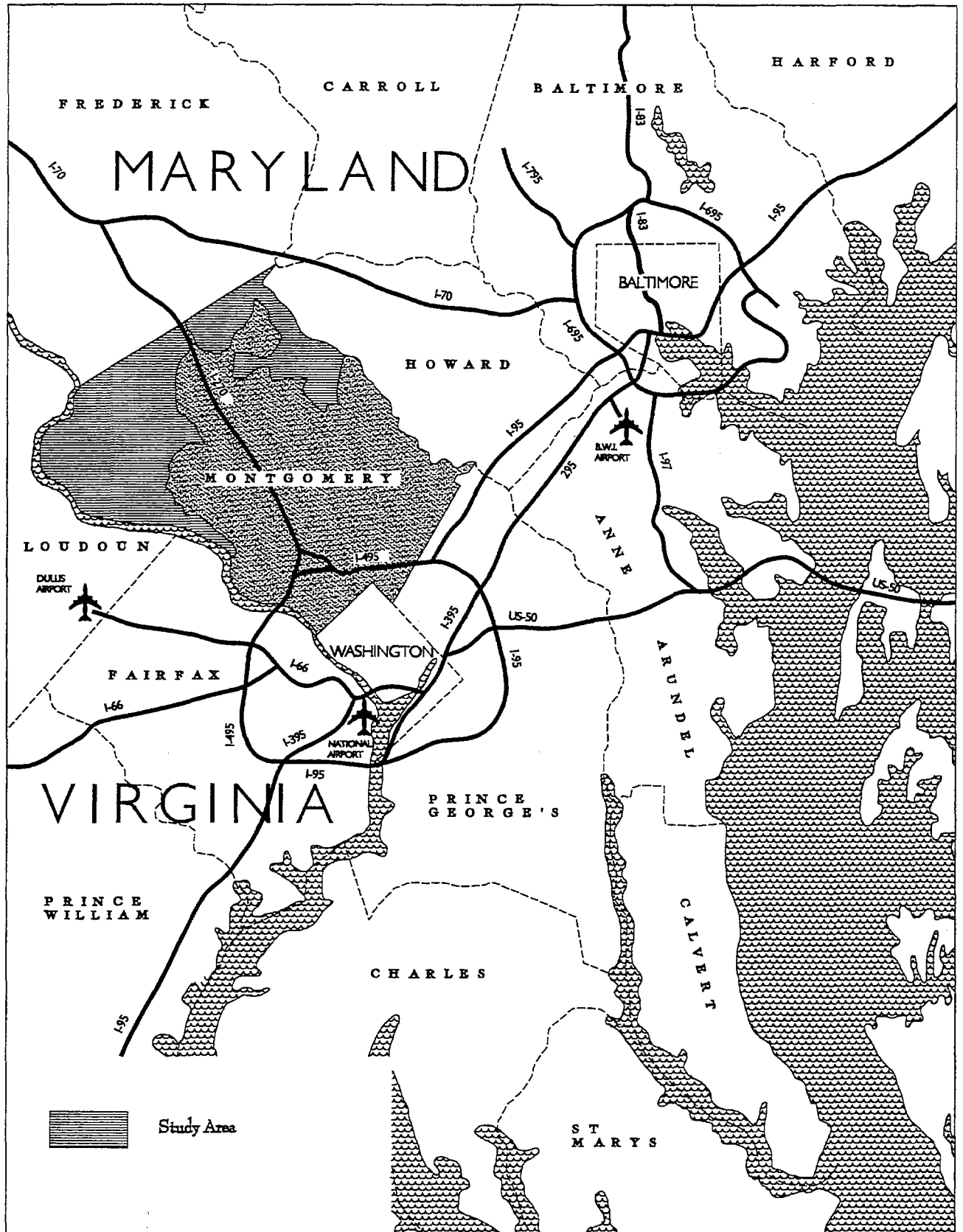
As a result of this comprehensive review, new roadway classifications for use in the rural area of the County are recommended. These are: a) a country road, to be used instead of the primary residential street classification, and 2) a country arterial, to be used in place of the arterial classification. In addition, this Master Plan recommends that a method of accessing new residential development in the Agricultural Reserve be developed. This new method would most probably be a small road, possibly called a country lane, which could be either a public street or a private street. If public, it

would require less right-of-way than a secondary residential street and be designed to fit more appropriately into the rural character of the area.

The Rustic Roads Program preserves the rustic character of certain County roads. The legislation which established this program grew out of a County Council Task Force which studied the issue of establishing a rustic roads program and produced a "Proposal for a Rural/Rustic Roads Program" in March 1990. That report defined a rural road as "a road within the Agricultural Reserve or adjoining rural areas (areas where the majority of zoning is RDT, RC, or Rural) in Montgomery County, which enhances the rural character of the area due to its particular configuration, alignment, scenic quality, landscaping, adjacent views, and historic interest, and which exemplifies the rural and agricultural landscape of the county." What the task force identified as a rural road became identified as a rustic road in the legislation. The term rural road was dropped, partly because there is already a rural road classification in the Montgomery County Road Code. The dictionary identifies rural and rustic as interchangeable terms.

Regional Location Map

Figure 1



The Task Force Report identified an exceptional rustic road as one "having such unusual and pleasing character as it exists today that preservation of the road in its current state is highly desirable. The road has special characteristics which contribute significantly to the rural, scenic, or historic features of Montgomery County and might lose these specific characteristics if improved or widened." The rustic and exceptional rustic roads are defined in legislation in accordance with criteria which must be met before a road can be so designated. The original legislation establishing the Rustic Roads Program and the subdivision regulation concerning the Rustic Roads Program, adopted in 1993, are found in Appendix A.

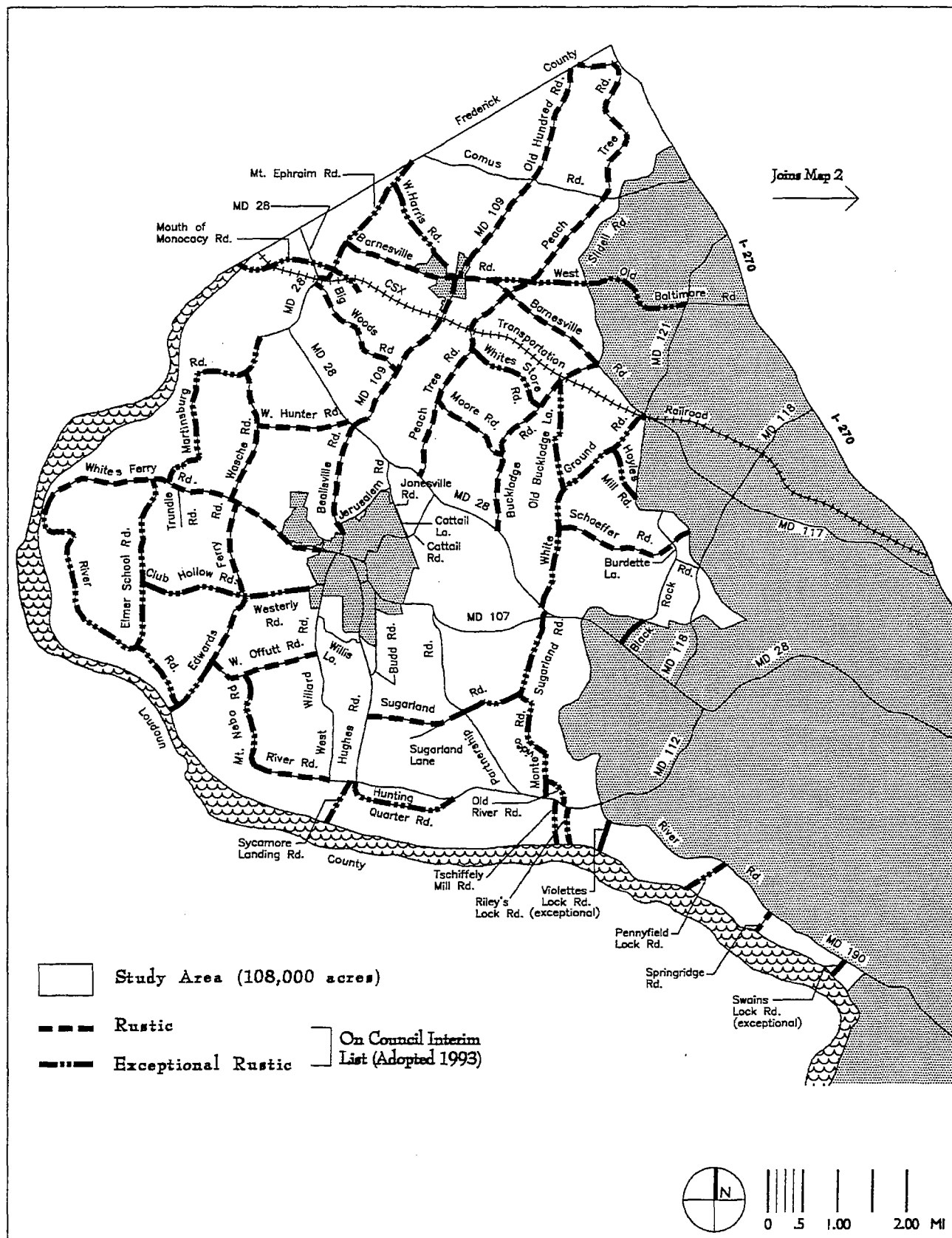
When the County Council adopted the legislation (Bill 20-92) and the subdivision regulation (Ordinance 12-31), it also adopted an Interim List of Rustic Roads with a sunset date of December 31, 1996. This list is found in Exhibit A of the Subdivision Regulation. That list is the list prepared by the task force and also includes several roads which the Council was asked by local residents to include on the list. The Council did not evaluate the roads for appropriateness when the Interim List was adopted. That task was left for this planning effort.

Most of the roads on the County Council Interim List are located in the Study Area. A list of these roads can be found in Appendix B. Figures 2 and 3 show those roads in the Study Area which are on the Interim List. Each of the roads on this list was reviewed. Many of them are recommended for designation as rustic roads but fewer are recommended for designation as excep-

tional rustic than were on the Interim List for that designation.

This Master Plan **recommends 66 roads for designation as rustic or exceptional rustic.** Twelve of these roads are recommended for classification as exceptional rustic roads. Four of the Lock roads in the Potomac Subregion (included in the 66 above) are recommended as rustic roads and one as an exceptional rustic road. This Master Plan also recommends removing the sunset date from the Interim List of Rustic Roads and adding four roads to the Interim List.

The rustic roads designation is not intended to affect the use of adjoining land except in the design of access to subdivision. It is also not intended to prevent needed improvements to adjoining land uses or to the roads and bridges themselves. Because many of these roads are located in the Agricultural Reserve and serve primarily agricultural uses, it is important that their designation as rustic roads not preclude providing adequate roads for the farming community, either for moving farm equipment or getting products to market. Many of these roads already do not meet the needs of farmers for farm machinery and equipment between farms. The Master Plan acknowledges the importance of maintaining agriculture as a viable industry in the County's economy and, for this reason, supports improvements that are necessary to support the business of farming and land use patterns within the Agricultural Reserve now and in the future.



[illegible]

Background

A. Description of the Study Area

1. Boundaries

The Study Area includes that portion within the boundaries of the Functional Master Plan for the Preservation of Agriculture and Rural Open Space which is identified as Rural Density Transfer. The Study Area is shown in Figure 1. The Agricultural Reserve itself is 91,000 acres. The Study Area is approximately 108,600 acres. The Study Area spans the northern portion of Montgomery County bounded on the west by the Potomac River, on the north by Frederick and Howard Counties, and on the east by the Patuxent River, Howard County, and Georgia Avenue (MD 97). Three municipalities are located within its boundaries – Poolesville, Barnesville, and Laytonsville. These three jurisdictions have their own planning and zoning powers and are therefore not included within the master plans of Montgomery County.

2. Land Use

The Study Area contains farmland, rural centers, large parks, wildlife habitats, rural open space, and forests. A limited number of industrial uses, such as mineral extraction and power generation, also exist in this area, along with public uses, such as composting facilities and landfills. There are distinct rural centers within the area. These centers typically serve the shopping and service needs of area residents. Historic village cores and traditional main streets add an air of charm, identity, and community pride to these rural communities. The rural character of these centers is to be maintained and their expansion limited to meeting the needs of a rural lifestyle.

Agriculture will continue as the primary and preferred use in the Agricultural Reserve. Viable agriculture is the basic and essential foundation of County public policy in the Agricultural Reserve. This has been explicitly set forth in the 1980 Functional Master Plan for the Preservation of Agriculture and Rural Open Space, related zoning statutes, and other laws, regulations, and plans. Nothing in the Rustic Roads Law or Functional

Master Plan intends or should be construed to place any limits on the building of farm structures and homes in the Agricultural Reserve, beyond the limits otherwise imposed by County law.

This area is also an invaluable resource for Montgomery County beyond its agriculture use. Maintaining large amounts of rural open space protects the environment - especially sensitive headwater areas, conservation areas, wildlife habitats, and flood plains - from the impacts of development. It also serves as a "clean air shed" to cleanse the atmosphere, as well as a mechanism to protect the quantity and quality of water resources. This area also provides recreational opportunities and preserves a rural lifestyle. It completes the housing density spectrum available within the County by providing the very lowest density housing for residents who make their living from the land or prefer a pastoral lifestyle.

This portion of the County is rolling country with farm fields and wooded areas. The views from the roads which traverse this area are frequently long vistas across the countryside towards landmark features such as Sugarloaf Mountain. The high point of the County is just north of Damascus. Several of the State roads which traverse the area, such as Darnestown Road (MD 28) and Damascus Road (MD 650), are beautiful country roads. Some of the County roads are old, narrow, and go through small crossroads communities such as Dickerson and Lewisdale. The only route to Virginia from this part of the County is across Whites Ferry at the end of Whites Ferry Road.

To travel from the densely populated and developed areas of Washington, D.C., Bethesda, and Rockville to the Agricultural Reserve is a total change of environment. Many people are surprised to find such a rural area so very close to a metropolitan center. For people from the suburbs or the center city, coming to the Agricultural Reserve is like a holiday treat. The roadways are used by different people with differing needs, and part of the challenge of this Master Plan is to find a way to accommodate and serve all groups.

In addition to farmland, residences, and parks, several public uses exist within this Study Area. The management of these facilities and the associated transportation needs affect the roadway system.

a. The NIH Animal Center

This is a research facility bordered by Elmer School Road and Club Hollow Road. It generates only a small amount of traffic.

b. Neutron Products in Dickerson

This is an industrial building located on Mt. Ephraim Road near the railroad tracks. Most traffic uses Mt. Ephraim Road to Dickerson Road (MD 28) to Darnestown Road (MD 28). This facility produces radio isotopes and, as a by-product of manufacturing, produces radioactive waste which requires special handling and disposal.

c. The Oaks Landfill

This landfill, located east of MD 108 near Laytonsville, does not appear to put traffic on rustic roads. This landfill is scheduled to close when the PEPCO/Resource Recovery Facility is opened. Trucks bring trash to the landfill along roads west of the facility.

d. The PEPCO/Resource Recovery Facility

The PEPCO/Resource Recovery Facility (incinerator/compost facility/proposed landfill) in Dickerson is a large facility located west of Martinsburg Road, south of Martinsburg Road, and west of Wasche Road. The PEPCO smoke stacks are one of the orienting features for roads throughout the western part of the County. They can be seen from many miles away. Access to this facility is by Martinsburg Road south of Dickerson Road (MD 28). A railroad spur runs into the site crossing Mouth of Monocacy Road. The fly ash site for ash from the incinerator is located south of Martinsburg Road and the haul road from the incinerator to this site crosses Martinsburg Road.

e. **The National Guard Facility in Laytonsville**

Military vehicles such as jeeps, large trucks, and personnel carriers routinely use Riggs Road and Mt. Zion Road. Large flatbed trucks are not used in their normal operations. These sections of Riggs Road and Mt. Zion Road are not recommended as rustic roads.

f. **Parks**

The Agricultural Reserve Area contains numerous parks — both small local parks, regional parks, state parks, and the C&O Canal National Park, which extends the length of the Potomac River. This Plan identifies when parks are served by rustic and exceptional rustic roads in the description of those roads.

The South Germantown Recreational Park will be developed as a large park facility. Most patrons of this park will come from the Germantown area.

The C&O Canal National Park is heavily used. The park, which is in the vicinity of this Master Plan Area, is accessed by the four Lock roads: Tschiffely Mill Road, Sycamore Landing Road, Edwards Ferry Road, and the area near Whites Ferry Road and River Road, as well as Mouth of Monocacy Road. The Potomac River is used by boaters who have launch facilities at the end of a number of these roads. Hunters and fishermen also access the park, both along the Potomac River and in the McKees-Beshers Wildlife Area, as well as along the Patuxent River. Sugarloaf Mountain is located just across the County line in Frederick County and is accessed by Mt. Ephraim Road and Comus Road in Montgomery County.

Planning discussions are underway at the state and local levels for a trail which could connect the Potomac River in the vicinity of Great Seneca Creek, through Seneca Creek State Park into Great Seneca Creek (M-NCPPC) Park, and perhaps eventually with the Patuxent River Park. This trail would be accessed from several roads

within this Master Plan Area and within the developing part of the County.

3. **Profile**

The 1993 land use for the 108,000 acres is shown in Figure 4. A total of 69,800 acres (64.2 percent) is currently used for farming. The most important type of farming is crops, the second is livestock other than dairy, the third is what is classified as general farming, and the fourth is dairy farming. Approximately 13,000 acres are identified as single-family detached residential use. Slightly over 8,000 acres are vacant and unused land. Over 11,000 acres are government-owned, primarily as parkland. Approximately one-half of the parkland is federal or state, and one-half is local. Approximately 85 percent of the 108,000 acres is zoned rural density transfer (RDT) although current land use does not show all of that land to be used for farming.

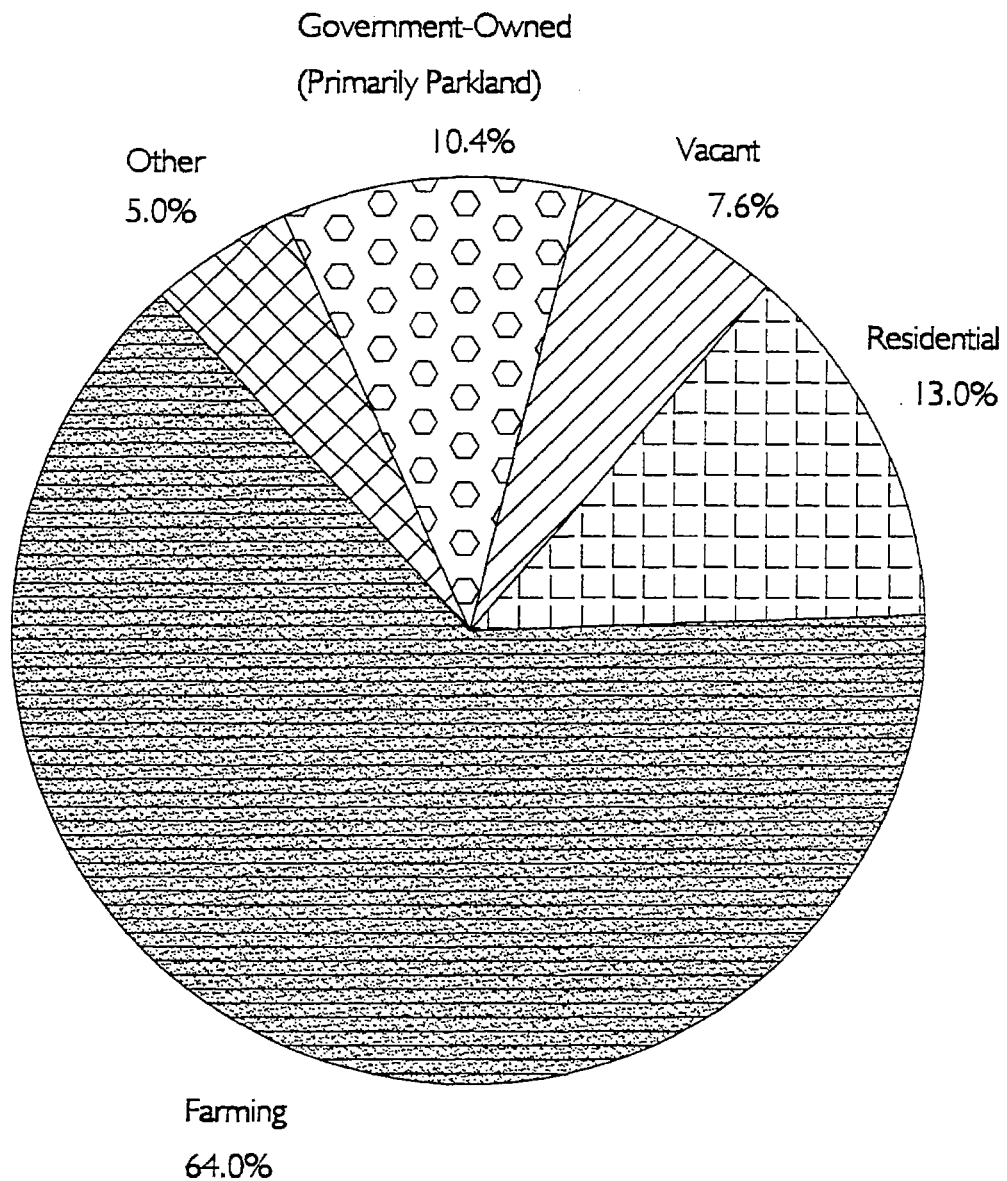
The land area of the Study Area (the 108,000 acres) is approximately one-third of the land in Montgomery County. Census data indicate that, in 1990, this area contained less than three percent of the County's population. This sparse population is consistent with Montgomery County's policy to retain this land in agricultural, and very low density residential uses.

4. **Changing Conditions**

In February 1995, a report titled "Future of Agricultural Study for Montgomery County, Maryland" was released. This report is an important documentation of what is happening to the agricultural industry in Montgomery County. Agriculture is changing and will continue to do so in coming years. The report states that over 40,000 acres have been put into some kind of easement to protect farmland. Montgomery County leads the nation in the total farmland acreage protected by easements. Over 32,000 of these acres are protected through the Transfer of Development Rights, an instrument growing from

Land Use

Figure 4



Land Use in the
Master Plan Area
is predominantly
Agriculture

the 1980 Agricultural Plan. This report is recommended as an excellent source of current information about agriculture in Montgomery County.

This report, prepared by the Agricultural Advisory Committee, sets forth in some detail the changing conditions of agriculture and the problems and challenges that it faces if the County's public policy goal to maintain agriculture permanently is to be realized. It also documents the important contribution of agriculture to the County's economy. That contribution is increasing each year in terms of economic activity, jobs, and the well-being of all citizens in terms of enjoyment, recreation, fresh food, and environmental quality. There should be a focus on both the importance of agriculture in preserving the County's economy and its contribution to a better overall quality of life.

5. Maryland Planning Act and the General Plan

a. Maryland Planning Act of 1992

The seven visions of the Maryland Economic Development, Resource Protection, and Planning Act of 1992 (the Planning Act) are embraced and confirmed in the Master Plan Amendment.

The seven visions of the State Planning Act, as stated in Article 66B of the Annotated Code of Maryland, are:

- “1. Development is to be concentrated in suitable areas;
2. Sensitive areas are to be protected;
3. In rural areas growth is to be directed to existing population centers and resource areas are to be protected;
4. Stewardship of the Chesapeake Bay and the land is to be considered a universal ethic;
5. Conservation of resources, including a reduction in resource consumption is to be practiced;

6. To assure the achievement of paragraphs 1 through 5 above, economic growth is encouraged and regulatory mechanisms are to be streamlined;
7. Funding mechanisms are to be addressed to achieve these objectives.”

b. General Plan for Montgomery County

The 1993 General Plan Refinement of the Goals and Objectives for Montgomery County will amend the 1964 General Plan, commonly called “... on Wedges and Corridors,” and the 1969 *Updated General Plan for Montgomery County* (approved in 1970). The General Plan Refinement provides the framework for the development of more specific area master plans, functional plans, and sector plans. It provides clear guidance regarding the general pattern of development in Montgomery County, while retaining enough flexibility to respond to unforeseeable circumstances as they arise.

The General Plan Refinement divides Montgomery County into four geographic components: the Urban Ring, the Corridor, the Suburban Communities, and the Wedge. Each area is defined in terms of appropriate land uses, scale, intensity, and function. The geographic components provide a vision for the future, while acknowledging the modifications to the Wedges and Corridors concept that have evolved during the past three decades. In particular, they confirm two distinct sub-areas of the Wedge—an Agricultural Wedge and a Residential Wedge. They also recognize the transitional areas of generally moderate density and suburban character that have evolved between the Wedge, Corridor, and Urban Ring as Suburban Communities. Emphasis remains on intensification of the Corridor, particularly along the main stem.

In addition to defining geographic components, the General Plan Refinement provides seven goals and associated objectives and strategies that give guidance to development within those geographic components. The goals, objectives, and strategies provide a future vision for

Montgomery County and establish a frame of reference for decision-making to make that vision become a reality. The seven goals relate to Land Use, Housing, Economic Activity, Transportation, Environment, Community Identity and Design, and Regionalism.

c. Conformance with the Maryland Planning Act of 1992 and General Plan for Montgomery County

The land area covered by this Master Plan Amendment is within the boundaries of the Agricultural Wedge, Residential Wedge, and the Corridor. The vision for the Agricultural and Residential Wedge is characterized by "agricultural use; low density residential development; large areas for open space; small rural centers; and targeted public and private investment."

The vision for the Corridor, as described in the General Plan Refinement, is characterized by a "mixed intensity, mixed-use, transit serviceable land uses; greatest intensity in centers along the main stem, decreasing densities toward the outer edges; flexible design standards in residential area; relatively intense development; varied transportation options; active public and private investment; and commercial revitalization."

This Functional Master Plan Amendment specifically supports the fulfillment of the transportation goal by providing a transportation system with varied roadway options that serves the environmental, economic, social, and land use needs of the area and the County and supports the framework for development as specified in the *Functional Master Plan for the Preservation of Agriculture and Rural Open Space* in Montgomery County. By proposing a roadway network that serves and encourages the envisioned development patterns, this Plan will help maintain the agricultural past and future of the Wedge area. This Plan proposes the development of new standards for access to subdivisions in the Agricultural and Residential Wedge areas that would not have a detrimental effect on the rustic roads and would maintain the community identi-

ty of the wedge areas. Some of the roads are located in environmentally-sensitive areas. If these roads are neither widened nor realigned but left in their present configuration, then the impact to the environment is significantly reduced.

This Functional Master Plan also fulfills the regionalism goal of the General Plan to promote regional cooperation. Frederick and Howard Counties have evaluated some of their roads to determine the rustic/scenic character of the road. The roads recommended in this Functional Master Plan do not conflict with any recommendations or plans the adjacent counties have for their roads.

6. Summary of Affected Master Plans

The geographic area surrounds but does not include the Clarksburg and Damascus Master Plans. The roads on the County Council Interim List in the Clarksburg Planning Area are addressed by the *Clarksburg Master Plan* adopted in 1994.

All roads in the Study Area which are on the County Council Interim List are addressed by this Master Plan. Several of the roads on the County Council Interim List are located within the Study Area and cross into other planning areas. The intent of this Master Plan is to address those roads (such as White Ground Road that traverses both the Agricultural Reserve and the Boyds Master Plan areas). For this reason, amendments to the master plans of adjacent planning areas are necessary.

This Rustic Roads Functional Master Plan will amend the *Master Plan of Highways*, the *Master Plan of Bikeways*, the *Functional Master Plan for the Preservation of Agriculture and Rural Open Space*, the *Boyds Master Plan*, the *Damascus Master Plan*, the *Master Plan for the Potomac Subregion*, and the *Olney Master Plan*.

The Potomac Subregion is included only for the purpose of addressing four dead-end roads between River Road and the Potomac River. The County Council and the Planning Board deter-

mined that the classification of these four roads has no land use implications and therefore can be reviewed ahead of a comprehensive review of the sub-region. Black Rock Road is partly in the Potomac Subregion and is also included. Other roads in the Potomac Subregion will be addressed during the upcoming comprehensive master plan effort for that planning area.

The Olney Master Plan is included because a large portion of that planning area - from Reddy Branch northward - is also in the Agricultural Reserve and includes several roads on the Council Interim List. Roads in the developing portion of the Olney Master Plan area will be addressed during the next master plan effort for that planning area.

The 1980 *Functional Master Plan for the Preservation of Agriculture and Rural Open Space* focused on the preservation of farmland and established a policy framework to contribute to the continuation of farming in the County. The plan was developed in the context of a County-wide growth management system for Montgomery County allowing for development in the down-county and corridor cities areas and reserving the Agricultural Reserve Area for agricultural and rural open space uses.

B. Regional and Interjurisdictional Context-Areas Adjacent to the Master Plan Study Area

The Study Area encompasses three municipalities and is adjacent to the Clarksburg and Germantown planning areas, three counties, and the State of Virginia. Discussion of the regional context will include: 1) the roadway links between the Study Area and adjacent areas, and 2) the impact of this Master Plan's recommendations on those areas.

1. Corridor City of Germantown

This developing corridor city is on either side of I-270 and is served by three interchanges along I-270. The Master Plan intent is that this city be completely surrounded by parkland. It is, therefore, set apart from the Agricultural Reserve with only a few roads connecting into the Agricultural Reserve Area. Germantown Road (MD 118) extends southwestward from Germantown and crosses a small segment of the Agricultural Reserve Area on its way to MD 28 in Potomac. Black Rock Road enters the Agricultural Reserve Area from MD 118 and connects with Burdette Lane, which leads to Schaeffer Road. Schaeffer Road is a subdivision arterial in the Germantown Master Plan area and is the primary access route to the South Germantown Recreational Park to be developed on the edge of Germantown. Hoyles Mill Road, which previously connected Schaeffer Road in Germantown with Boyds, will become a subdivision street in the Germantown Planning Area, severing the road from that portion of Hoyles Mill Road in the Rustic Roads Master Plan area. Hoyles Mill Road has a deep ford across Little Seneca Creek as it goes through the park. This Plan supports an abandonment of the portion of Hoyles Mill Road in the park with the possibility of a trail connection someday being made in the park. Clopper Road (MD 117) goes through the parkland to Boyds to connect with MD 121 and from there to Barnesville Road. The roadway connections from Germantown to the north and east lead to Clarksburg, Gaithersburg, and the MD 27 corridor towards Damascus. No rustic road connections extend across this portion of the surrounding parkland.

2. Corridor Town of Clarksburg

This master-planned, developing area lies north of Germantown and is surrounded by Agricultural Reserve Area. A number of roadway connections extend from Clarksburg into the Agricultural Reserve Area. The western boundary between Clarksburg and the Agricultural

Reserve Area is Slidell Road. West Old Baltimore Road, which runs east-west, is designated as an exceptional rustic road from MD 121 to Slidell Road in the Clarksburg Master Plan. That designation is continued to Barnesville Road in this Master Plan. Comus Road, which extends between Frederick Road (MD 355) and the Sugarloaf Mountain area, is an arterial road in Clarksburg and is recommended as a rustic road from Peach Tree Road west. On the east side of I-270, Burnt Hill Road and Stringtown Road extend from the Clarksburg Planning Area into the Agricultural Reserve Area and are recommended as rustic roads. Clarksburg Road, to the northeast of Clarksburg, extends between Clarksburg and Frederick County. This road was considered as a rustic road but is not recommended as such. The Clarksburg Master Plan designated several roads within that plan boundary as rustic roads.

3. Town of Poolesville

Poolesville is a municipality, having its own planning and zoning powers as well as annexation procedures. It is served by MD 107, MD 109, Whites Ferry Road, West Willard Road, Hughes Road and, to the east, Partnership Road, which intersects MD 107. Whites Ferry Road west of Wasche Road is recommended as rustic. Beallsville Road north of MD 28 is recommended as rustic. Westerly Road, which extends west from Poolesville to Edwards Ferry Road is also recommended as rustic. This is a lightly traveled road. West Willard Road, Hughes Road, Budd Road, Cattail Road, Cattail Lane, Jonesville Road, and Jerusalem Road all serve the Town of Poolesville and most are designated as rustic roads.

4. Town of Barnesville

Barnesville is a small municipality with its own planning and zoning powers. Barnesville dates from 1747 and has high historic value. It is a crossroads location centered on Barnesville

Road and MD 109. At the request of the town via its mayor, the Honorable Elizabeth Tolbert, roads in Barnesville have been included in the classification network of this Master Plan. The above-mentioned roads are recommended as rustic and West Harris Road, which begins in Barnesville and extends northwestward to Mt. Ephraim Road, is recommended as an exceptional rustic road.

5. Town of Laytonsville

The town of Laytonsville is an incorporated area with its own planning and zoning powers. Although it extends into the Agricultural Reserve Area, no rustic roads extend from the town of Laytonsville. Sundown Road, which is east of Laytonsville, is recommended as a country arterial in keeping with the other roadway designations in the Agricultural Reserve Area.

6. Frederick County

The area of Frederick County which abuts the Montgomery County line is designated as the Urbana region. The land immediately north of Montgomery County is generally planned for conservation, agricultural/rural, low density residential (with well and septic). A small portion between MD 355 and Lewisdale Road is designated as rural community.

Frederick County officials considered a rustic roads program. Such a program was developed by their planning staff but was not approved by the elected officials. The roads recommended in this Rustic Roads Master Plan do not conflict with any recommendations or plans which Frederick County has for its roads. The roads designated which touch Frederick County are Mt. Ephraim Road and Comus Road. MD 109 just touches the edge of Frederick County as it curves to the north before coming into I-270. Haines Road and Prices Distillery Road are dirt roads in Frederick County. The county has no plans to improve those roads. Both Dickerson Road (MD 28) and Clarksburg

Road carry commuter traffic between Frederick and Montgomery Counties. Neither road is recommended as rustic. However, Dickerson Road (MD 28) is designated as a scenic route on the Maryland Scenic Routes Map.

7. Howard County

Howard County lies to the northeast of the Agricultural Reserve Area of Montgomery County. This section of Howard County is master planned for low density. In 1994, Howard County created a scenic roads program with the approval of a bill to provide for the protection of scenic roads. The scenic roads act is established to "protect the character of certain roads or road segments in the county which have outstanding scenic or historic value and pass through areas of the county where forest, agriculture or historic features are predominant." The county also approved two resolutions: one which adopted an inventory of scenic roads and one which approved amendments to the design manual regarding standards for improvements to scenic roads. The only road on the scenic roads program which crosses the Patuxent River to enter the Agricultural Reserve Area of Montgomery County is Hipsley Mill Road. This Master Plan recommends the designation of Hipsley Mill Road as a rustic road.

8. Virginia

Loudoun County, Virginia lies to the west of the Agricultural Reserve Area of Montgomery County, separated by the Potomac River. The only connection between Loudoun County and Montgomery County is Whites Ferry at the end of Whites Ferry Road. No roadway connections are planned by Montgomery County or the State of Maryland to connect this part of the County with Virginia. A western bypass is being studied by Virginia. Maryland's position, as stated by the Maryland Department of Transportation, the Montgomery County Planning Board, and the Montgomery County Council, is that a western bypass should follow the route of MD 15 and enter Virginia in Frederick County. Such a connection would be consistent with master plans in Maryland. Any new roadway through Montgomery County would be inconsistent with state and County plans.

The ferry takes approximately seven minutes to make the crossing and can carry 15 cars at one time. This necessarily limits the volume of traffic that can pass between Virginia and the Agricultural Reserve Area. This route is a very popular recreational route used by cyclists as well as people in automobiles. Whites Ferry Road between the Potomac River and Wasche Road (west of Poolesville) is recommended as a rustic road. However, if an expansion of the ferry service allows a material increase in traffic volume, the rustic road designation will be subject to reevaluation by the County Council.

Traffic Carrying Roads

One of the purposes of this Master Plan is to designate the roadway system in a hierarchical network of roads to serve the agricultural community. The *Functional Master Plan for the Preservation of Agriculture and Rural Open Space* retained the roadway classification from the existing *Master Plan of Highways*. That classification included major highways and arterials that could serve a much more densely developed area than that proposed in this Master Plan Area. (See Figures 5 and 6.)

This Master Plan changes those roadway classifications to a system more appropriate for the retention of farmland with very minimal future development. For example, White Ground Road, which is a lightly traveled rural road running between MD 28 and MD 117, was identified in the previous plan as a major highway with a realignment to conform to major highway alignment standards. This Master Plan recommends that White Ground Road be classified as a rustic road.

A. 1980 Functional Master Plan for the Preservation of Agricultural and Rural Open Space

The 1980 *Functional Master Plan for the Preservation of Agriculture and Rural Open Space* stated that, "the transportation guidelines are designed to avoid artificially stimulating the market for conversion of farm land to residential development. The system should provide facilities that meet, primarily, the safety and maintenance needs of an active agricultural community." The Plan further included recommended transportation guidelines as follows:

- "Support State and County roadway programs that facilitate development in the Germantown and I-270 corridor so that the corridor city, Clarksburg, can be opened in a timely and sequential fashion.
- Support development of the bikeway network expressed in the *Master Plan of Bikeways*.

- **Support** the Sugarloaf Regional Trails system in identification of the approved trail systems.
- **Encourage** use of Scenic Setback Regulations in area master plans. These regulations permit a setback greater than 50' from the front lot line to conserve the scenic value of a roadway if indicated in an adopted and approved master plan.
- **Amend** the *Master Plan of Highways* in conformance with this Functional Master Plan.
- **Access** impact of proposed major highways and arterials on existing rural settlements such as Hyattstown, Barnesville, Poolesville."

B. Current Conditions

1. History of Roadway Improvements

For the most part, the roads in this area have remained in the condition that they were in 1980 in that no major projects have been completed in this area. However, several projects have been considered, and some minor ones completed, to improve roads or bridges.

In the mid-1980s, the Montgomery County Department of Transportation (MCDOT) embarked on a program to pave all County roads. That program became controversial and, after much discussion, many of the roads were paved, but a few were left unpaved. Reaction to this improvement program led to interest in a program to preserve some of the County roads and eventually to the creation of the Rustic Roads Program.

At the same time, MCDOT also initiated a program to reconstruct bridges as necessary so that no bridge would have to be posted for restricted traffic. This program also became controversial. Two of the projects initiated but not completed were the replacement of the bridges

across Seneca Creek on White Ground Road and Dry Seneca Creek on Montevideo Road. The White Ground Road bridge project would not only have replaced the bridge but would have relocated it and realigned the road approaches to the bridge in accordance with the major highway alignment then in the *Master Plan of Highways*. The determination was eventually made that this project was excessive for the road. Minimum repairs were made to keep the bridge functional and no replacement or realignment was included in the project. The Montevideo Road bridge has a very interesting truss design: the road has right-angle turns at either end of the bridge, and the bridge has a three-ton weight restriction. After much discussion and a much publicized personal examination by a Council member, the project was dropped.

The two bridges on Brookeville Road have been replaced. The height and width of the replacement structure is similar to the bridges, but the white Jersey barrier parapets are not in character with the road or the surrounding area.

Several years ago, the State Highway Administration constructed asphalt curbs along a portion of Old Hundred Road (MD 109) north of Barnesville Road to correct a drainage problem. This seemingly minor and insignificant improvement created a barrier that may have interrupted the travel patterns of mole salamanders which live in the area. Salamanders unable to climb the curbs were run over by vehicles on the roadway. When this difficulty was recognized, quite a concern arose about their ability to survive and reproduce. The State Highway Administration is in the midst of a \$12,000 research project about this issue. This information was much in the news in the spring of 1995. This situation is cited here as an example of the relationship between the natural environment and the man-made environment.

Minor maintenance or safety projects have been accomplished on the roads in the Master Plan area in a routine manner. For example, Whites Ferry Road has had a minor improvement completed at a curve/driveway entrance where

several accidents occurred. Owens Park on Beallsville Road (MD 109) has an acceleration/deceleration lane with concrete curbs. This lane is one of the most out-of-character roadway features in this Master Plan area. When acceleration/deceleration lanes are essential to provide safe access, the design should be custom-engineered to blend with the adjacent countryside.

In several locations along the roads in the Agricultural Reserve Area, subdivision streets with curbs and gutters have been created. This Master Plan recommends developing an alternative to the standard subdivision street such as would be used in the developing part of the County.

2. Traffic

Because the roads in the Study Area are, for the most part, lightly traveled, few traffic counts are available. In recent years, the County traffic count program has been severely curtailed for budgetary reasons and the resources available for traffic counts is being used in those parts of the County where the count information is more critical. As part of this Master Plan effort, a number of special two-hour counts were taken at various locations as spot checks on current traffic conditions. Available turning movement counts between 1990 and 1995 were reviewed.

The commuter travel pattern is identified and illustrated in Figures 7 and 8. This map shows peak-hour traffic volumes for the inbound traffic. The volumes vary greatly from road to road. The largest volumes are on the state roads, particularly on the eastern side of I-270.

The most troubling commuter traffic is on Barnesville Road. Traffic counts indicate that approximately 40 percent of the traffic crossing the County line on MD 28 turns left on Mouth of Monocacy Road to Mt. Ephraim Road, from which it turns right and uses Barnesville Road to MD 121 and Clopper Road (MD 117) toward Germantown and Gaithersburg. Barnesville Road is a good road (smooth surface and gentle grades) but it has an elementary school and it goes through the Town of

Barnesville. Traffic engineering measures to control speed would be appropriate on this road, particularly near the school and in the vicinity of Barnesville. Barnesville Road is recommended as a rustic road based upon its historic significance and rural landscapes. The traffic volume is judged not to detract from the rustic character of the road.

This Master Plan Area has only two traffic signals—one at Beallsville (MD 28/ MD 109) and one at Sunshine (MD 650/MD 97). Other intersections are controlled by stop or yield signs.

C. Future Conditions

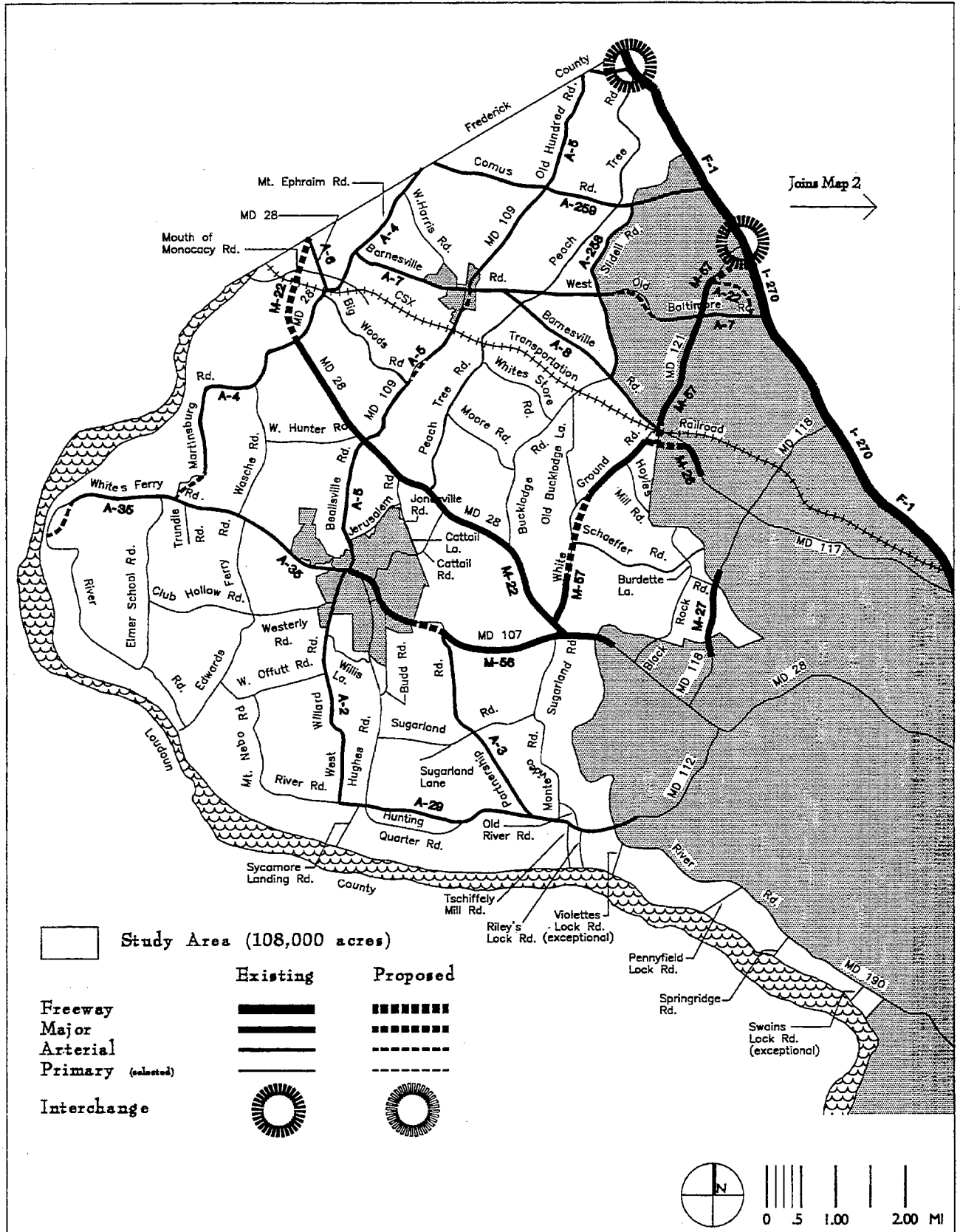
The traffic analysis for a master plan study is usually based upon a computer modeling process that evaluates land use scenarios and roadway network options in order to provide a transportation system that is in balance with the planned land use. As a functional master plan focused only on the roadways, this Rustic Roads Master Plan is different. Land use for the Master Plan Area is not being re-evaluated. In this Master Plan Area, the traffic is light (see above comment above regarding the two traffic signals) and the land use is very low density.

Computer modeling was not performed for this Master Plan effort. Instead, previous traffic modeling projects were reviewed; in particular, the *Clarksburg Master Plan*. The computer modeling for that plan was based upon full master plan buildout for the Clarksburg Master Plan area; full Master Plan buildout for the Damascus, Germantown, Goshen, and Shady Grove areas; and for the remainder of Montgomery County and the region, land development levels represent a long-term, year 2020 growth level. The resulting forecast is for increased traffic volumes in the future on the roads in the Rustic Roads Master Plan Area but none of a magnitude that would require any roads to have more than two travel lanes.

Within the 96,000-acre Agricultural Reserve, development is limited to one dwelling unit per 25

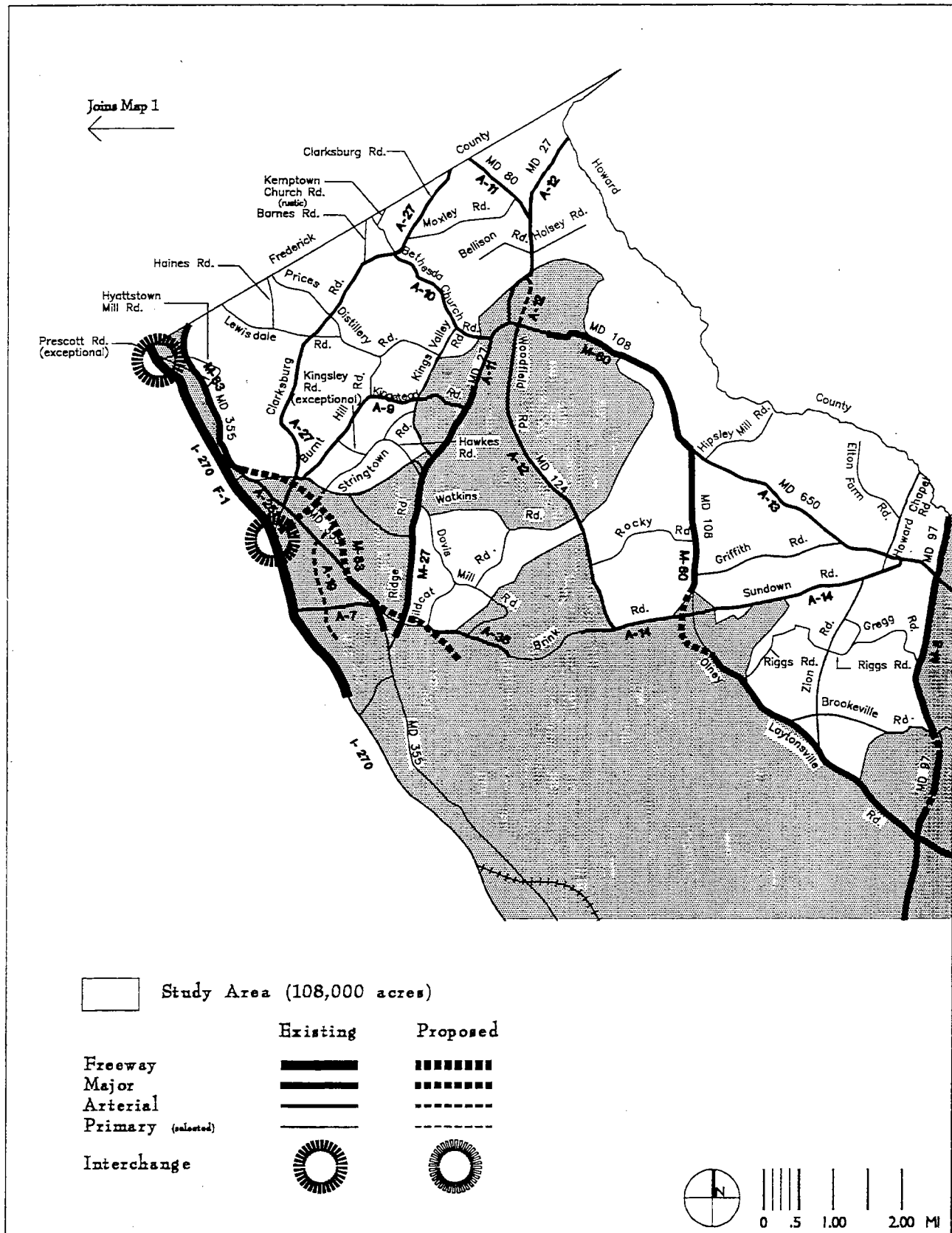
1980 Highway Recommendations—map 1

Figure 5



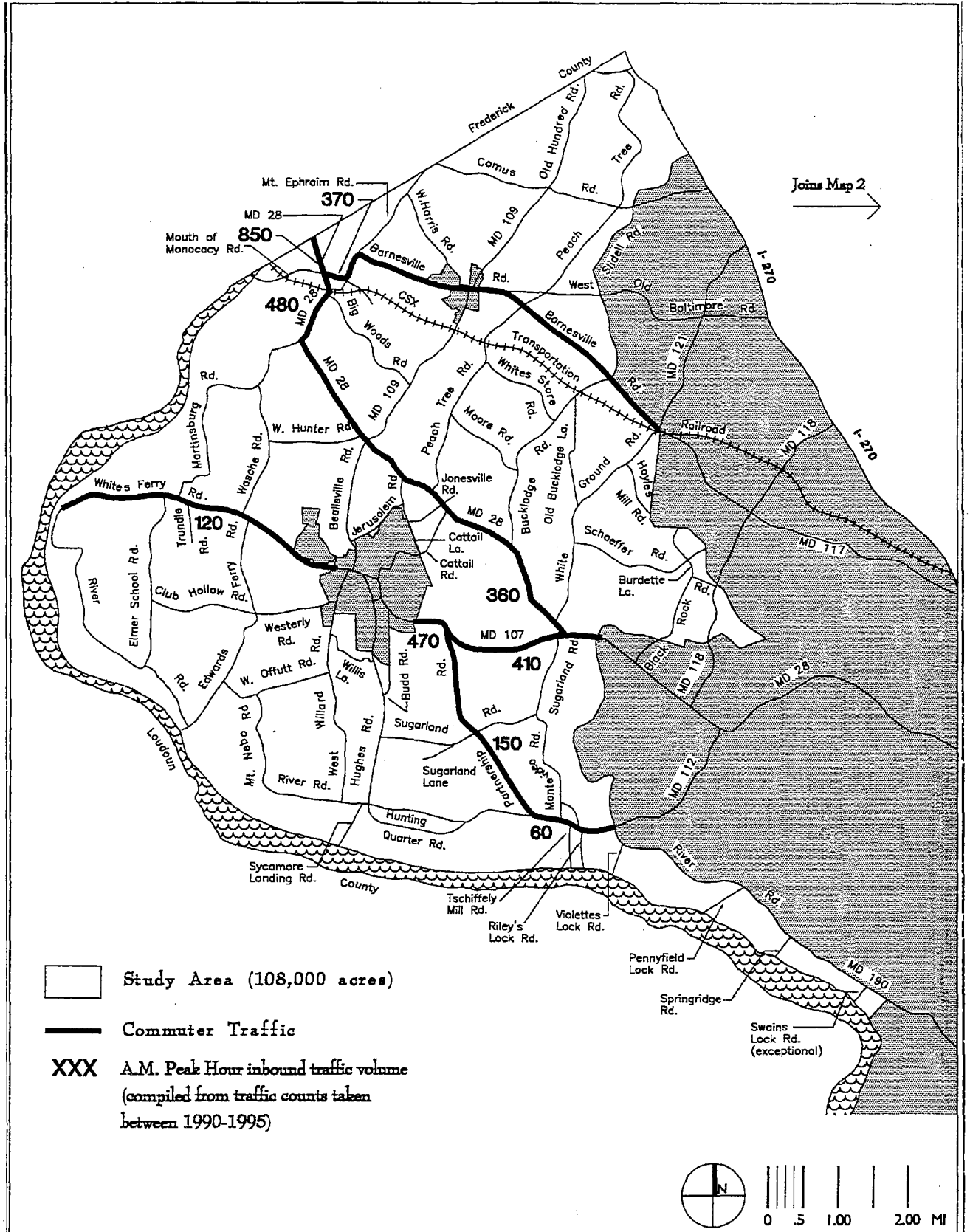
1980 Highway Recommendations—map 2

Figure 6



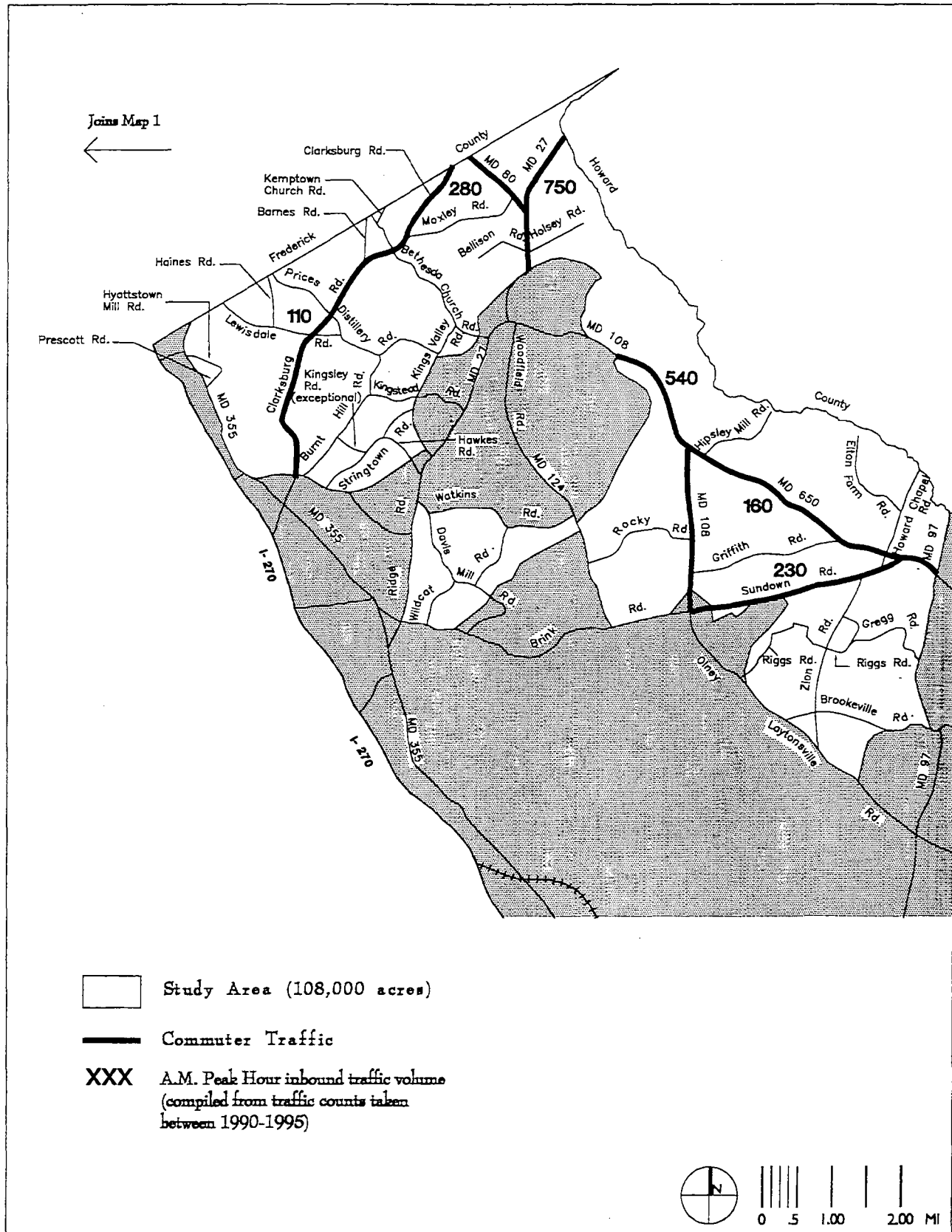
Roads Which Are Used As Commuter Routes—map 1

Figure 7



Roads Which Are Used As Commuter Routes—map 2

Figure 8



acres. Approximately 16,500 acres of the Agricultural Reserve are in public ownership. The remaining 79,500 acres could theoretically hold 3,180 dwelling units at one dwelling per 25 acres. Over 800 houses have been built on lots over 10 acres in size since 1980. Clearly, the traffic resulting from future residential development can be accommodated on the two-lane road system.

Two of the municipalities in the area experienced growth during the 1980s. Between 1980 and 1990, Laytonsville annexed 382 acres and grew by 53 persons (population 248) and Poolesville annexed 588 acres and grew by 386 persons (population 3,796).

Some of the public land uses located in this Master Plan Area have the potential to add traffic to the roads and, through the use of trucks, to damage the roadways. The solid waste industrial complex near Dickerson is a particular concern of citizens.

When the facility is operational, most access is planned to be by the CSX main line and the spur across Mouth of Monocacy Road into the PEPCO site. Access during construction of the facility is officially via MD 28 and the short section of Martinsburg Road to the PEPCO entrance. Martinsburg Road south of the PEPCO entrance shows evidence of damage such as would occur from usage by heavy trucks. Martinsburg Road is a very high quality rustic road. The politicians road portion (between Wasche Road and the PEPCO entrance) is particularly vulnerable to damage from truck traffic.

The proposed Dickerson Facility Plan, prepared by the Montgomery County Department of Environmental Protection, indicated that approximately 650 trucks per day are using MD 28 and Martinsburg Road to reach the site. The report indicates that this number will be only 133 by sometime in 1996. Nevertheless, the Montgomery County Department of Environmental Protection is planning to widen MD 28 to provide a bypass lane so automobiles can bypass trucks waiting to turn left onto Martinsburg Road. This widening

will alter the adjacent banks, remove several small trees (12-inch caliper range), and provide concrete curbs.

The Resource Recovery Facility operations will include the transfer of trash from the recovery facility north of Martinsburg Road, across Martinsburg Road, and into the landfill site south of Martinsburg Road. The use of the planned haul road (see Martinsburg Road description in Chapter 5) rather than the existing roads is vital to the protection of the adjacent rustic roads.

1. Roadway Users

The roadway system in this area of the County is intended to serve the agricultural community. The farming activities have a variety of traffic moving across and along the roads. Modern farm machinery is large and moves, sometimes slowly, along roads with special care, often preceded and followed by trucks with blinking lights to alert motorists that a large piece of equipment is being moved. This procedure is carried out without much difficulty on the low volume roads. When traffic volumes become heavier, the interference between the farm machinery and other traffic is increased. The right-of-way should be given to the moving farm machinery. To give the farm machinery priority would emphasize the importance of agriculture and would also benefit drivers working under the greater constraint. The motorist in an individual automobile should be required to stop and allow the machinery to proceed. This does not always happen but should be encouraged, particularly on the smaller roads. The traffic law may need to be reviewed as it relates to priority on the roads.

The application of sludge, especially if it is a first time application, may have a significant impact upon the roads. Sludge is used by farmers to fertilize their fields. This is an agricultural use and part of the farm activity of the area. Montgomery County has an obligation under the inter-regional agreement to use not only sludge from the facilities at Riffleford Road and in

Damascus, but also from the Blue Plains facility. Further trucking of sludge on County roads occurs from programs in Poolesville. The first applications to farm fields can be as high as three trucks of sludge per acre, which means that a 50-acre field could require 150 trucks traversing the roads to get to the field.

Various types of large trucks and automobiles are used and travel on the roads within the Study Area. The largest agricultural land use, 68,000 acres, is the production of grain—corn, wheat, soybeans, etc. Some of the equipment needed for grain production are 10- to 18-wheeler trucks with trailers to deliver supplies and take products to markets, tractors coupled to planters, trucks with chemical spray tankers, “nurse” tanks of chemical refills, and tillage vehicles. Much of the heavy equipment used for farm purposes is housed in the agricultural reserve. Two types of traffic are associated with landscapers and nurseries that are located in this area—trucks delivering bulk products and supplies and consumer traffic.

Many of the roads, particularly those that are being considered for designation as rustic, do not have a base course, and continuous heavy weight breaks up the roadway surface.

Farmers complain that both the restricted bridges and the one-lane bridges interfere with some of their farm operations as they go from one field or farm to another.

Recreational traffic includes people going to the parks, driving the roads for ‘a day in the country,’ going to pick-you-own orchards, direct marketing fruit and vegetable outlets or nurseries, recreational saddle horse riding, and cyclists who use many of the roads in the Study Area. The use of the roads by cyclists results in some frustration both for the cyclists and for drivers of other vehicles. Courtesy and consideration for other roadway users would go a long way towards avoiding that frustration.

D. Recommendations

Traffic will increase on some of the roads in this Study Area, particularly those roads that carry the commuter traffic, but is not forecast to exceed volumes that can be accommodated by a two-lane road. The following recommendations are made for the roads in the Master Plan Area. The Roadway Classification Table, which lists each of the master-planned roadways including those recommended as rustic or exceptional rustic roads, is found in Chapter 6.

1. Bikeways

The *Master Plan of Bikeways* identifies four regional bicycle tour routes located in the Agricultural Reserve Area. The bicycle tour routes are designated as on-road (Class III) routes which are unsigned. The bicycle tour routes are designed for the experienced cyclists who share the existing road pavement with automobiles and other traffic. The roadway width, along with factors such as the volume, speed, type of traffic, grade, and sight distance, was considered when determining the feasibility of a bicycle route.

The four regional bicycle tour routes are the Old Farm Trail, Seneca Brownstone Trail, Ferryland Trail, and the Builder Designer Trail. The bicycle tour route map (Figure 9) illustrates the location of each trail.

This Plan confirms the on-road (Class III) bikeway for New Hampshire Avenue extending to Damascus. This Plan deletes the off-road (Class I) bike path proposed for Barnesville Road. Construction of a bike path along Barnesville Road in a manner that would blend into the rural character of the road and the adjacent countryside appears difficult and the need for such a path is questionable. Recreational cyclists are able to use the C&O Canal towpath, which extends from the District of Columbia to Cumberland, Maryland. Other trails and paths

are planned in the nearby parks. Recreational cyclists should be encouraged to use those trails.

2. Roadway Character

The single, most distinctive feature in the character of rural roads is the way drainage is handled. Most roads do not have drainage facilities. The water flows from the road into vegetation adjacent to the edge of the road. An accompanying feature of the appearance of the roads in the Agricultural Reserve Area is the way the road flows into the landscape with features coming right to the roadway edge. In most cases, this is a very attractive element to the experience of driving the roadway and to the interconnectedness of the roadway character and the adjacent land, creating a special feel for the area that is not present elsewhere in the County. The presence of wide, man-made drainage ditches interrupts the flow of the land from the road to the adjacent countryside. With very few exceptions, the roads in this Master Plan Area do not have these man-made drainage ditches. Generally, stormwater flows across the adjacent land and infiltrates naturally. Adequate drainage is vital; inadequate drainage causes standing water on roadway surfaces, flooding, and erosion. This Master Plan supports providing for adequate drainage but recommends that a roadway design without drainage ditches be retained wherever possible.

Kemptown Church Road is one of the few roads with modern drainage ditches. This road was reviewed as a potential rustic road. One of the reasons it is not recommended is because the drainage ditches along its side do not present a rustic appearance, although it is a very pleasant road.

There are frequently noxious plants along roadsides, some of which are outlawed and required by County or State law or regulation to be controlled, such as various types of thistle, Johnson grass, and mutifloraroses. Hedgerows may be overrun by invasive growth of noxious vines, such as honeysuckle, which need be curbed

or eliminated. Furthermore, reduced mowing should not result in impaired driver vision around bends or corners.

Wild flowers grow along many of the rustic and country roads. These flowers add significantly to the beauty and character of the roads and preservation of stands of wild flowers is encouraged by this Master Plan. The two following stories, told by people living in the Agricultural Reserve, illustrate different experiences with maintenance workers. The first occurred several years ago on Martinsburg Road where a stand of a variety of wild flowers had grown. This area is reported to have been very beautiful and interesting, not because it had individually exceptional plants, but because it was a very nice grouping. The flowers were mowed before they formed seed and the area has never regrown. Mowing after the plants had set seed would have addressed the needs of the road and may have allowed the continuation of this area of wild flowers.

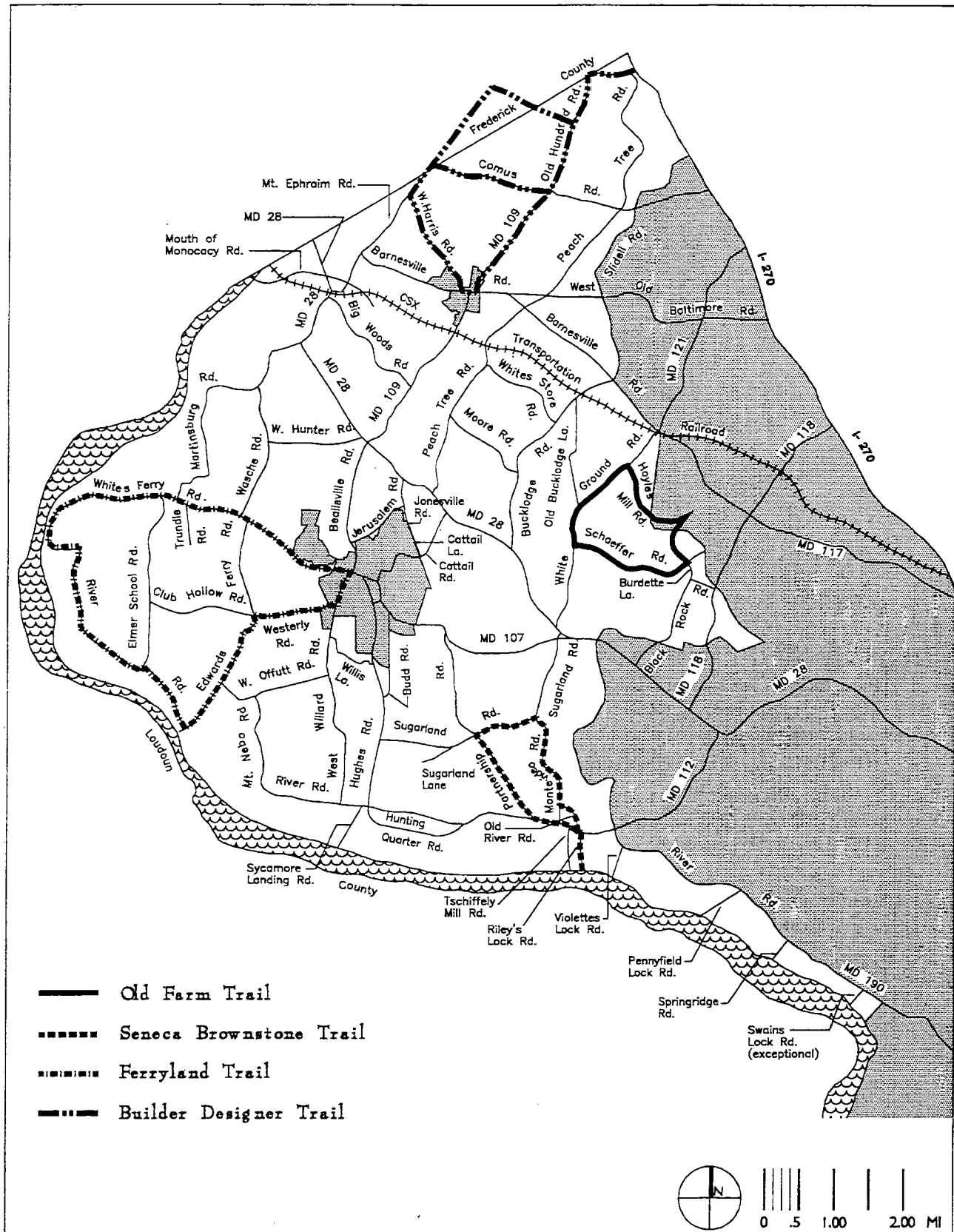
The second story occurred on one of the rural roads and concerned a stand of daylilies. A woman was standing at her window overlooking the road and admiring the golden color of the lilies with the sunlight on them, hearing in the distance the sound of the mower coming down the road. The operator of that mower stopped when he got to the daylilies, lifted the blade, drove down the road beyond the daylilies, put the blade down and continued with the mowing. This practice should be encouraged. The State of Texas rewards its maintenance staff who are protective of the flowers that grow along State highways. Montgomery County might emulate that practice.

3. Bridges

The bridges in this Master Plan Area are varied and of interesting character and historic value. On the rustic roads, many of the bridges have been identified as significant features. Generally, the design is far more attractive and more appropriate to the type of road than new construction would be.

Bicycle Tour Routes

Figure 9



Federal bridge standards are intended to be applied anywhere in the United States and are not custom-tailored to unusual roads. A recent example of this is the development of plans to reconstruct a bridge on Whites Ferry Road east of Wasche Road. Because Whites Ferry Road is identified in the *Master Plan of Bikeways* as a tour bike route, federal standards have been interpreted as requiring that a parapet wall along the bridge be 52 inches high, resulting in plans to install a Jersey barrier topped by a rail. This design seems excessive for a road carrying the traffic volumes that Whites Ferry Road carries. The design also seems out of character with the adjacent farms. Bridge designs that are aesthetically acceptable are needed for this area of the County.

4. 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 and 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.

5. Road Alignments

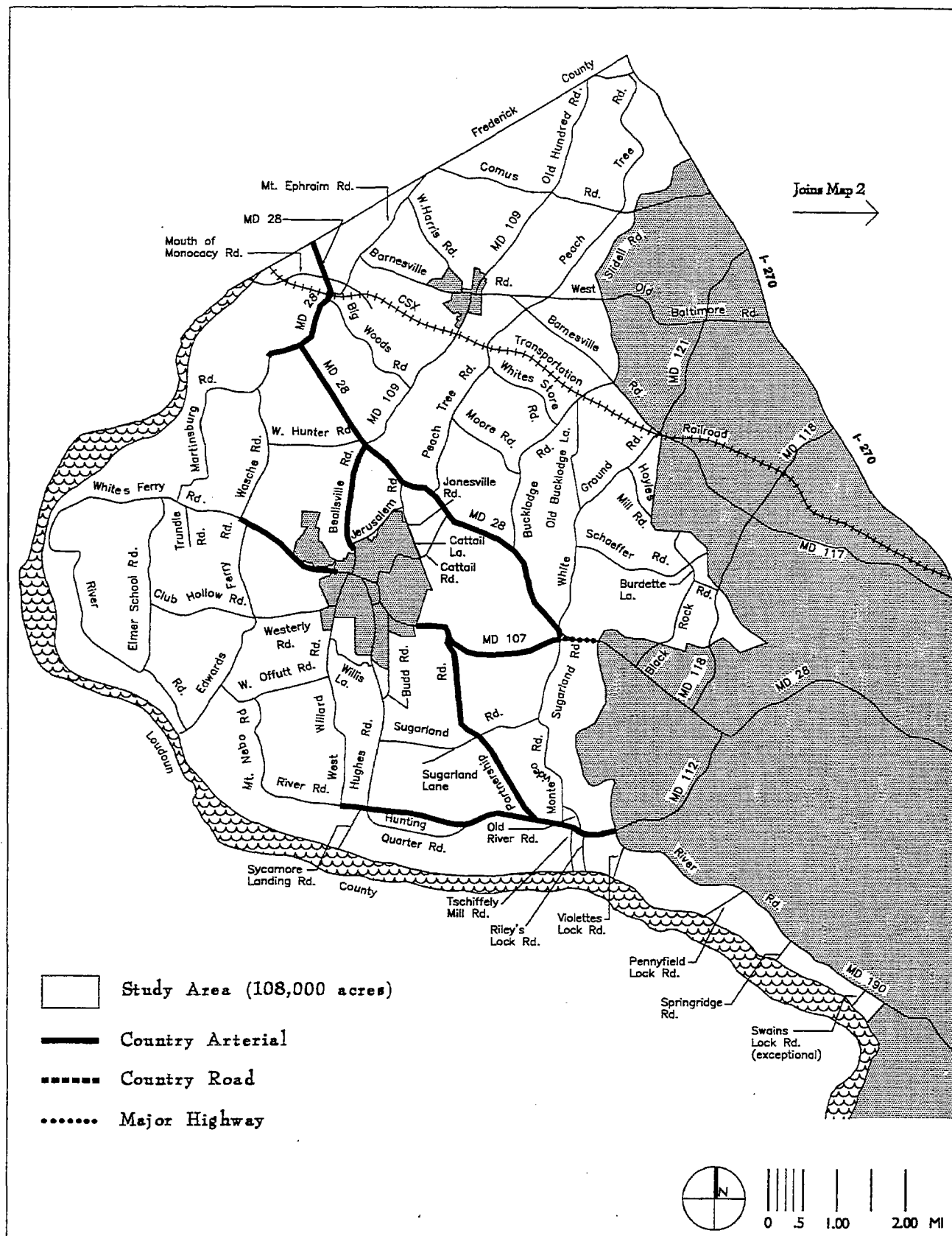
The 1980 Master Plan highway recommendations included realignments for several roads—White Ground Road, Whites Ferry Road, Darnestown/ Dickerson Road (MD 28), and others. The future realignment of Whites Ferry Road

(MD 107) east of Poolesville is recommended by this Master Plan; all others are deleted. This Master Plan also recommends a modification to Partnership Road at its intersection with Whites Ferry Road (MD 107). Figure 12 illustrates the intersection modification. This modification will provide improved sight distance for drivers turning from Partnership Road onto MD 107.

This Plan deletes the previously proposed realignment for Darnestown Road (M-22) west of Martinsburg Road to intersect with Dickerson Road at the Frederick County line. Severe environmental constraints would be associated with this construction. In addition, a new bridge or underpass would need to be built to cross the CSX Railroad. The realignment was based upon a more extensive transportation network than is needed to support the agricultural community.

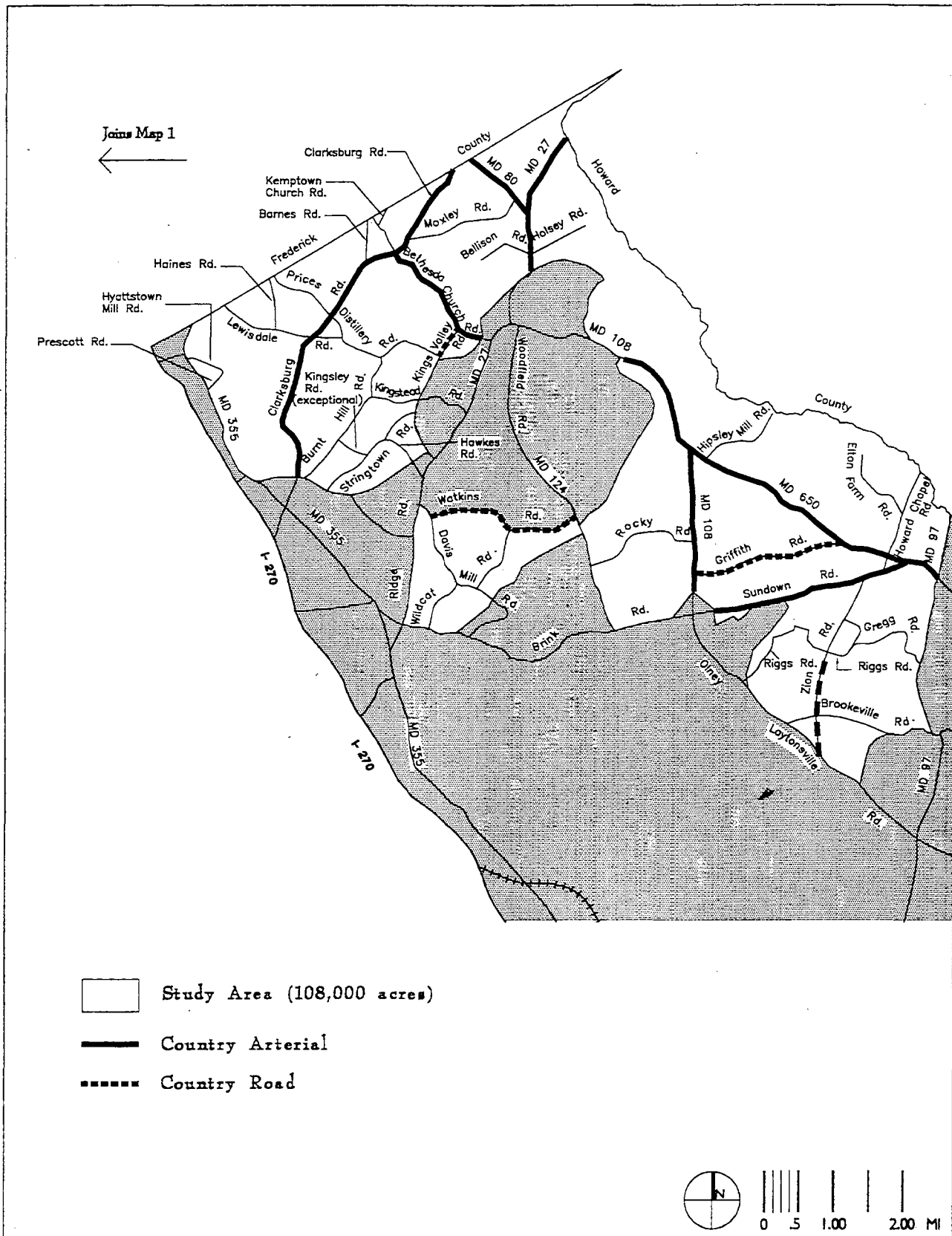
6. Access to Future Residences

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.



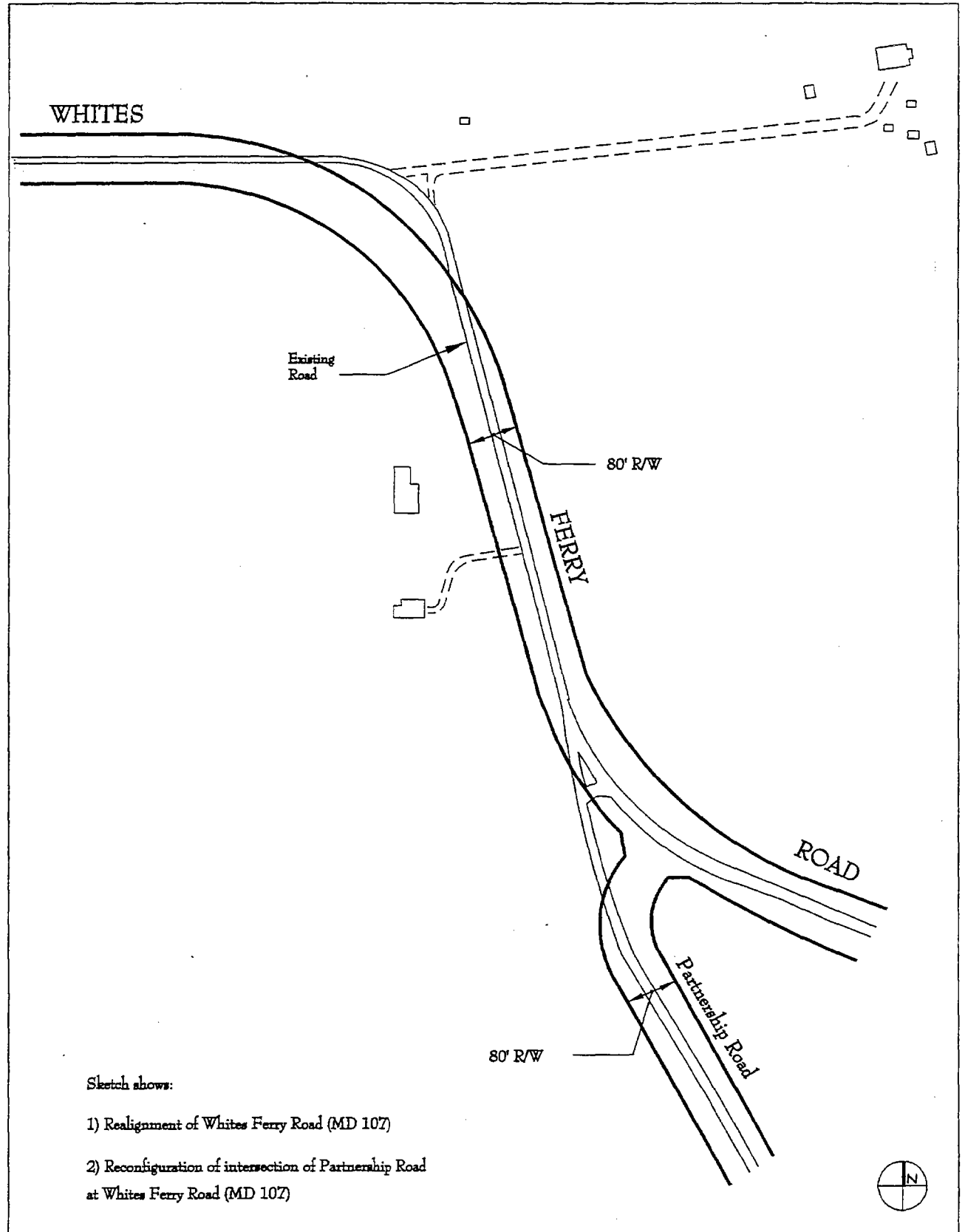
Traffic Carrying Roads—map 2

Figure 11



Realignment of Whites Ferry Road

Figure 12



Rustic Roads

A. Introduction

A major function of this Master Plan is to designate the roads to be classified as rustic and exceptional rustic roads. To make that designation, all the roads considered for possible designation were field-reviewed and inventoried for their basic roadway characteristics, relationship of the road to the adjacent countryside, the views of historic resources, and natural features. The field review and inventory was used to evaluate each road against the criteria established through County Council legislation. The issues raised in the *Rustic Roads Functional Master Plan* Issues Report were used as an additional part of this evaluation.

The Rustic Roads Program will not deteriorate the traffic carrying capacity of the existing roads. The law is very specific that rustic roads are to be maintained. These roads are not to be put on the “back burner” and neglected. Rather, the roads are to be treated with special care. Answering the question so frequently asked, “What does it mean to designate a road as rustic or exceptional rustic?” is extremely difficult at this

time. The Rustic Roads Program will be maintained by the Montgomery County Department of Public Works and Transportation. The legislation requires that the manner of that care be defined by Executive regulations written specifically for rustic roads and exceptional rustic roads. These regulations have not yet been written. Guidance as to how rustic roads should be treated was included in the Task Force Report, but is not included in the legislation that established the program. To date, the evaluation of modifications to roads on the Council List of Interim Roads has been made by the Rustic Roads Advisory Committee on a case-by-case basis, using primarily the “Guidelines for Maintenance and Improvement of Rustic Roads” included in the Proposal for Rural/Rustic Roads Program (March 1990), the report authored by the original Rustic Roads Task Force.

The Rustic Roads Program is intended to work with, support, and enhance the agricultural community and agricultural activities. The roads serve agricultural areas and blend into the farm community, establishing a rural character distinct from that of the developed down-county and the developing corridor cities.

The Agricultural Reserve from Ridge Road westward is dominated by Sugarloaf Mountain, which is visible from many of the roads in this broad section of the County. Prices Distillery Road has clear views of Sugarloaf, as does MD 109. Comus Road and Mount Ephraim Road lead directly towards Sugarloaf Mountain. West Harris, Mouth of Monocacy, West Old Baltimore, and Barnesville roads have lovely views of Sugarloaf Mountain.

The other feature that dominates the roads is not a natural feature but is man-made. The PEPCO smoke stacks are visible from many of the roads. Other man-made features, such as power lines, traverse the Agricultural Reserve. The NIH tower is visible from several of the roads, and the PEPCO ash disposal site is visible from Martinsburg Road.

Views of the Appalachian Mountains and views into Virginia are frequent on the roads in the western part of the County. Many roads follow ridge lines with long views from either side. Some roads follow streams, such as Kingsley Road and Davis Mill Road. Interestingly, some roads follow farm fields and make sharp turns as they move from one field to another.

1. Changing Character

The roads are presented in this Master Plan as a snapshot of the character of the road in 1994/1995. The roadways change with the seasons and the years. They will change as the use of farmland changes over the years, from fields that lay fallow to fields that grow crops short in height or tall, and whether the fields are pasture or used for crops. The intent of the Master Plan is not to keep the roads precisely as they are today. The intent is to keep the roads compatible and in character with an agricultural community. Some changes to the roadways will be needed. Probably, changes will occur along the roadway edges. The views from the rustic and exceptional rustic roads are of particular interest. Where the roads go through forest areas, such as within parkland, probably little change will occur. When the roads go through pastures or open views to distant

mountains or even through short views to farm fields and stream valleys, any additional building has the potential to destroy such a view. It also has the potential to create and enhance scenic vistas.

Views of adjacent property also change, depending on whether property owners want their houses to be open to view from the roadways or whether they prefer a more screened view. In examining the roads, one finds that some houses are set back from the road and readily seen from the road; other houses may be very close to the road and have hedgerows or dense plantings in front of the houses. This is a normal characteristic of rural roads and the desire of the property owner and residents should be respected in this matter.

This Plan recommends that a scenic easement be considered to be applied to any roadway that has been identified in the roadway descriptions as having views worthy of notation. Should development occur within these view sheds, this Master Plan recommends that, at the time of subdivision, a review should be undertaken in the development approval process **not to restrict development**, but to recommend placement of buildings in order to maintain a scenic vista, if practical.

2. Edge of Habitat of Rustic Roads

Much of the vegetation along the rustic roads is in the form of various widths of hedgerow or what is known as forest edge. A forest edge supports different plants and animals and appears very different from the forest interior. The edge receives more light and is warmer and dryer. This attracts an association of edge-tolerant plants and animals. These narrow vegetated strips tend to be highly conducive to invasive species, some of which may aggressively overtake native species. Invasives are fast-growing and thrive in fragmented, disturbed, edge environments. Many wildlife species adapted to the conditions of the forest interior will not significantly benefit from a hedgerow habitat. Forest-interior birds, which often avoid habitat edges, require wide forested corridors from 175 to 250 feet wide or wider.

Although such edge-dominated corridors are not as valuable as wide greenways composed of mature vegetation, they clearly contain more biological diversity than many other land uses in urban and suburban landscapes.

Naturally vegetated corridors can allow wildlife such as various mammal and bird species to move between otherwise isolated habitat areas. Connecting habitats may increase the long- and short-term health of populations by increasing genetic exchange and providing for feeding, breeding, or cover needs. It is likely that the most effective movement corridors are those that contain resident, reproducing populations of various species. Although vertebrates are more commonly emphasized because of their size, these corridors may be generally more valuable as habitat to plants and invertebrates. Because of their smaller size, they may be more likely to maintain viable populations in small areas. Like their habitat function, a linear vegetated corridor's function as a movement conduit becomes limited as its width decreases.

A field composed of a single species (monotypic agricultural) — where originally there existed a natural ecosystem, including several dozen plant species — is a simplified ecosystem. It is characterized by high populations of a few species rather than the original ecosystem characterized by lesser populations of many species. In such a simplified system, a given organism may easily become a pest even though in the original diversified and more complex ecosystem it was never of concern. A crop pest which would normally be kept in check can flourish and cause heavy crop losses in a more simplified ecosystem. Maintaining hedgerows of natural vegetation within a farm area is one way to help mitigate the potential damaging effects of a monotypic system. Hedgerows can provide habitat and cover for potential predators of a pest insect. In this way, preservation of edge areas along these rustic roads in farm areas may have some influence on the agriculture. The level of influence will also depend on individual farm practices.

Some of the rustic roads are located in bottom lands near streams. These riparian corridors are

ecologically important because they include a source of water as well as a relatively wide diversity of habitats within a small area. The rustic roads which follow streams will more than likely be located in high quality habitats, not only because of the natural complexity of that system, but because stream edges are largely protected from development disturbance and are often part of the larger stream valley park system. If the area between the road and the stream is too steep or narrow, the natural filtering capacity of a forest system may be insufficient to protect water quality from road pollutants such as petroleum products, salt, and sediments. This may compromise the integrity of aquatic communities.

In conclusion, the relationship between roads and habitat quality is difficult to define unless the road is intrusive and measurably damaging to surrounding habitat. This will not usually be the case for narrow, little-used roads which are considered rustic. Habitat evaluation along specific roads is a complex process, since a single road may pass through a variety of habitat types and varying quality. Also, habitats are generally evaluated for extensive areas, not just in linear strips. Although certain habitats may be protected by the rustic road designation, habitat quality, since it is not necessarily visual, is not a factor used to qualify rustic roads.

B. Criteria Check

1. Rustic Roads Criteria Check

The legislation that established the Rustic Roads Program for Montgomery County identified the criteria that must be met in order to designate a road as a rustic road or an exceptional rustic road. The legislation states: "Before classifying a road as rustic, the County Council must find that an existing public road or road segment:

- (1) is located in an area where natural, agricultural, or historic features are predominant, and where master planned land use goals and zoning are compatible with a rural/rustic character;

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

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

Each road reviewed for consideration as a rustic road has been subjected to this criteria check:

- (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.**

All roads in the Study Area are considered to meet the location criteria; that is, natural, agricultural, or historic features are predominant and Master Plan land-use goals and zoning are compatible. Therefore, by definition, Criteria 1 is met for all roads under consideration. This criteria is not discussed further in this Master Plan.

- (2) **Is a narrow road intended for predominantly local use.**

The roadway width for roads that are recommended as rustic varies from 10 feet for a small dirt road serving a couple of homes, such as Tschiffely Mill Road, to 22

feet for Old Hundred Road (MD 109). None of the roads recommended as rustic in this Master Plan are the standard 24-foot width of pavement, and most have either no shoulders or very narrow shoulders. The roadway width is identified in the individual roadway descriptions.

The recommended rustic roads are intended for predominantly local use. Several of the recommended roads are state highways, but the traffic volume along the road and the route of the road indicate that it serves primarily local traffic and is intended for such traffic. The southern 5,000 feet of White Ground Road is MD 121. Beallsville/Old Hundred Road (MD 109) is a state route connecting with I-270. East of I-270, MD 109 was classified as a rustic road in the *Clarksburg Master Plan*.

- (3) **Is a low-volume road with traffic volumes that do not detract significantly from the rustic character of the road.**

The traffic volumes on the roads recommended as rustic vary from a few cars a day to an average weekday traffic of approximately 3,000. Traffic data from these roads is limited—the volumes being too low to justify a count program. Reference to the traffic is made in the individual roadway descriptions. In no case was the volume considered to be sufficiently large to detract from the rustic character of the road. The only roads that have been identified as commuter routes and are recommended as rustic roads are (1) Mouth of Monocacy (between MD 28 and Mount Ephraim Road), (2) Mount Ephraim Road (between Mouth of Monocacy Road and Barnesville Road), and (3) Barnesville Road.

- (4) (A) **has outstanding natural features along its borders, such as native vegetation, stands of trees, stream valleys;**
- (B) **provides outstanding vistas of farm**

fields, and rural landscape or buildings; or

- (C) provides access to historic resources, follows historic alignments, or highlights historic landscapes.

The fourth criterion has three parts, any one of which would meet the needed criteria for designation as a rustic road. The criteria tend to identify the road as having (1) primarily natural features, or (2) primarily agricultural features, or (3) primarily historic value. Many of the roads have two or even three of these characteristics. The way in which the roads meet these criteria is discussed in detail in the individual roadway descriptions.

- (5) **The history of vehicle and pedestrian accidents on the road in its current configuration does not suggest unsafe conditions.**

The accident history for a five-year period, 1987 through 1991, was examined to determine if patterns of accidents existed along any of the roads being considered for rustic designation. All roads that had eight or more reported accidents (excluding those where alcohol was a factor) during the five-year period were reviewed with the Montgomery County Department of Transportation traffic engineers. All roads recommended as rustic were found to meet the criteria that the current configuration does not suggest unsafe conditions. MCDOT, as part of its normal activities, reviewed Whites Ferry Road in 1993 and determined that additional advisory signing was appropriate.

Clarksburg Road, which is a very fine country road, has a high accident rate, even when alcohol-related accidents are excluded. In addition, several people report that the road feels somewhat unsafe when driven. The road is not recommended as a rustic road because of its accident history. Spot safety improvements may be needed if traffic volumes increase in the future.

2. Exceptional Rustic Roads Criteria Check

The County Council legislation that established the Rustic Roads Program for Montgomery County also identified the criteria that must be met to designate a road as exceptional rustic. The legislation states: "The County Council may classify an existing public road or road segment as an exceptional rustic road. Before classifying a road as an exceptional rustic road, the County Council must find that the road or road segment:

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

Each road evaluated as an exceptional rustic road was subject to this criteria check:

- (1) **Is a rustic road**

Each road that was recommended as a rustic road was evaluated as an exceptional rustic road. Sixty-six roads were recommended as rustic roads. Therefore, by definition, Criterion 1 is met by 66 roads. This criterion is not discussed further in this Master Plan.

- (2) **Contributes significantly to the natural, agricultural, or historic characteristics of the County.**

As with rustic roads, this criterion has three parts, any of which would meet the needed criteria for designation as a rustic road. The recommended exceptional rustic roads are intended to be of a superior quality that highly exceeds the norm of the

roads recommended as rustic roads. These roads provide a rare, substantially unchanged glimpse at the origins of the County. Many of the roads recommended as exceptional are among the oldest roads in the County. Their alignments and essential features have not changed significantly. The description of the road discusses in detail how each road met these criteria.

(3) Has unusual features found on few other roads in the County.

The exceptional rustic roads have features that are not usually found among the rustic roads and other County roads. These features contribute to the importance of preserving roads. For example, Mouth of Monocacy Road has two features at either end of the road in setting that complement the historic nature and features of the road. At one end of Mouth of Monocacy Road, the Monocacy Aqueduct presents one of the finest examples of C&O Canal engineering, and at the other end the Little Monocacy Viaduct, which is on the National Register of Historic Places, is the largest single structure on the B&O railroad line.

(4) Would be more negatively affected by improvements or modifications to the physical characteristics of the road than would most other roads in the rustic roads program.

Standard improvements or modifications to these roads would have the potential to diminish the unique character of the road to the point that there may be a significant loss to the County of its agricultural character and rural origins. In comparison to the number of roads that were designated as rustic, the exceptional rustic roads provide the best example of roads that reflect the early history of the County. For example, standard paving practices would substantially change the nature of unpaved West Harris Road and roads such as River Road between Edwards Ferry and Whites

Ferry Roads. Both of these roads have original unpaved road surfaces.

3. Additional Criteria

In addition to the five criteria listed above, the legislation also states that "the County Council must not classify a road as rustic if that classification would significantly impair the function or safety of the roadway network." The classification of the roads that have been identified as rustic has been judged to meet this criteria. It is important to remember that the roadway network functions today and nothing in the designation of a road as a rustic road would result in decreased roadway geometrics or lack of maintenance on the road. The network of non-rustic roads available for general traffic is adequate to handle existing and future traffic.

4. Evaluation

Seventy-nine roads were reviewed for possible classification as rustic roads. Sixty of those roads were on the County Council Interim List (34 as exceptional rustic roads). The entire County Council Interim List can be found in Appendix A, and the list of the interim roads to be evaluated in the Rustic Roads Functional Master Plan can be found in Appendix B. These roads are shown on Figure 2.

In addition to the 60 roads on the County Council Interim List, additional roads were included in this study. Consideration of these roads was requested by members of the Citizens Advisory Committee, citizens who wrote requesting that roads be included, and Planning Department staff. These roads are shown on Figures 13 and 14, and listed in Table 1. Fifteen of the roads on this list are recommended as rustic roads. Sixty-six roads are recommended as rustic, 12 of which are recommended as exceptional rustic. (See Figures 15 and 16.)

The criteria evaluation is summarized in Table 2. All roads studied are listed in this table. Those identified by a bullet are the ones recommended
(Text continues on page 44)

Additional Roads Studied as Potential Rustic Roads

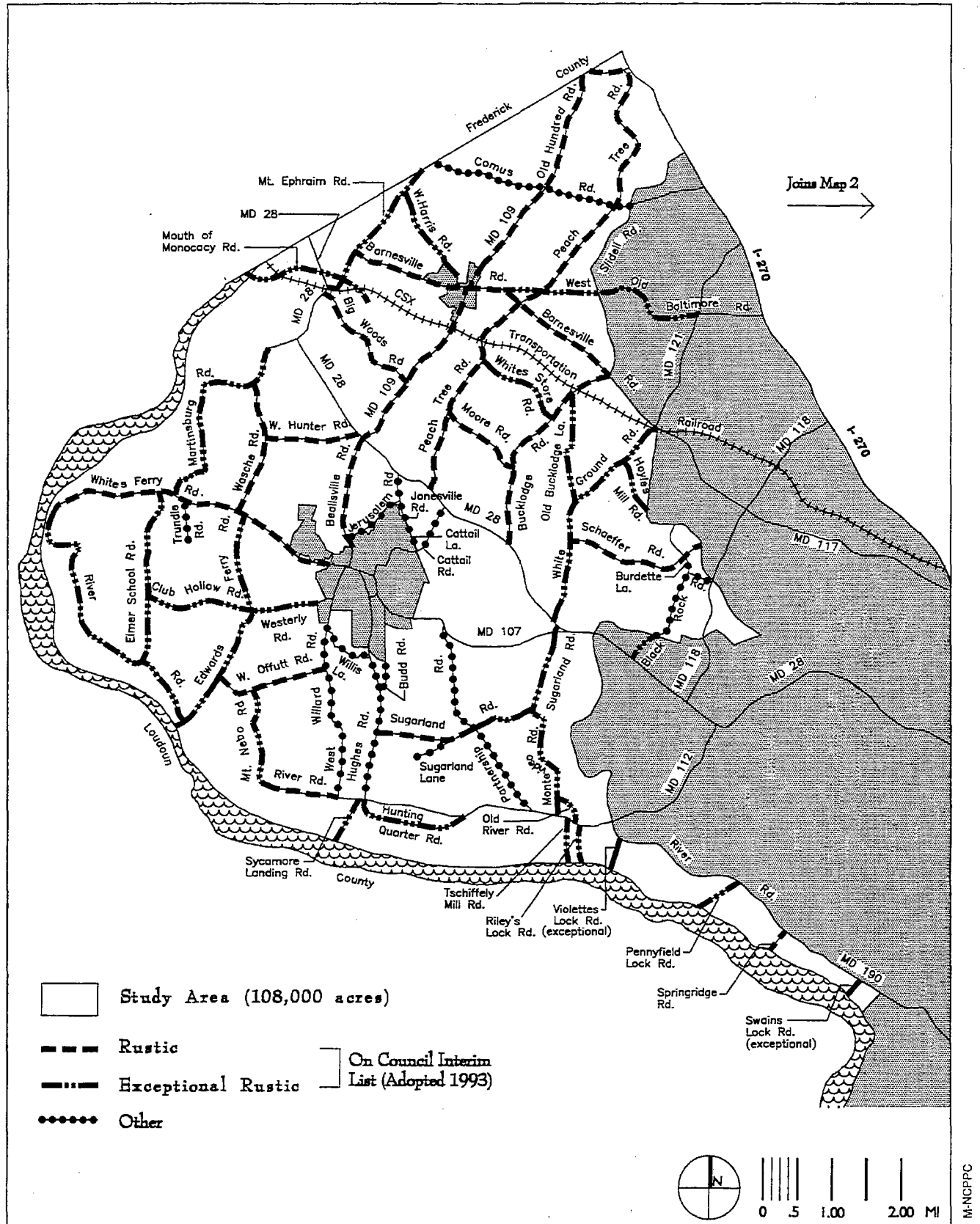
Table 1

Not on the Interim List

Roads	Limits, if not entire road
Budd Road*	
Burdette Lane*	
Cattail Lane	
Cattail Road*	
Clarksburg Road	Clarksburg Master Plan Boundary to County Line
Comus Road*	Peach Tree Road to County Line
Haines Road*	
Hughes Road*	
Jerusalem Road*	
Jonesville Road*	Jerusalem Road to Jonesville Terrace
Kingstead Road*	
Partnership Road	
Riggs Road*	Zion Road to Gregg Road
Rocky Road*	
Sugarland Lane*	
Trundle Road*	Whites Ferry Road to End
West Willard Road*	
Whites Ferry Road	Poolesville to MD 28
Wildcat Road*	
* <i>Recommended as rustic roads</i>	

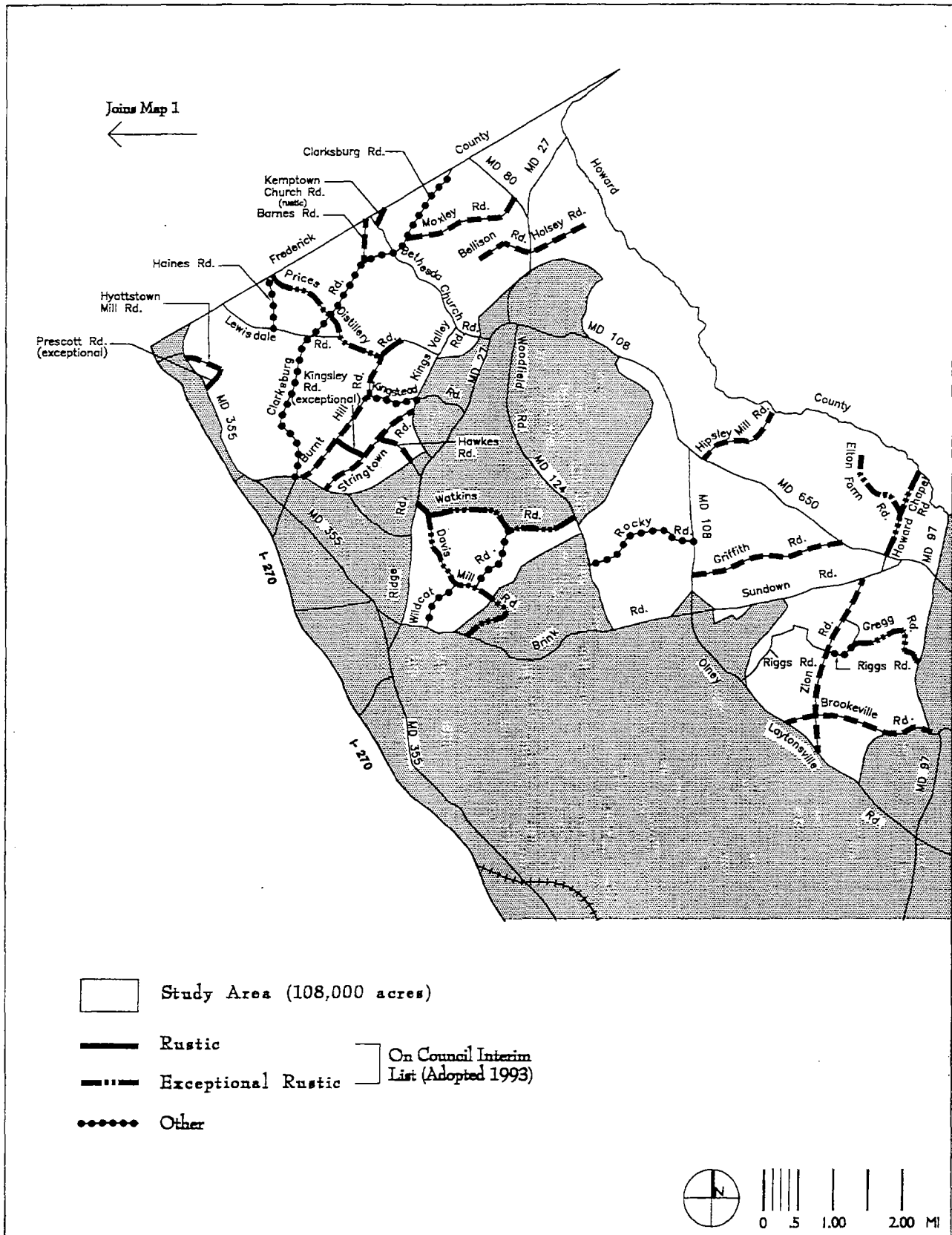
Roads Studied as Potential Rustic Roads—map 1

Figure 13



Roads Studied as Potential Rustic Roads—map 2

Figure 14



for classification as rustic. Those having three checks under the exceptional column are further recommended as exceptional. The legislation does not require that a road meeting the criteria be designated as a rustic road. Factors other than the criteria check were considered in developing the recommendations. The pattern of roads was considered carefully—a network or a series of interconnecting roads is recommended wherever feasible.

All recommended rustic roads begin and end at the intersection with another road or at the dead end portion of the road. Road segments that occur in the middle of roads are not designated.

C. Discussion of Roads

Fifteen roads or sections of roads were considered as potential rustic or exceptional rustic roads but not included in the recommended list. These roads are listed in Table 3. Twelve of those roads were on the County Council Interim List, three were roads that were reviewed at the request of citizens or members of the Citizen's Advisory Committee. The roads are discussed in Appendix D.

Not all roads which meet the basic criteria are recommended as rustic. The criteria, as it was interpreted in this Plan, identifies that a particular characteristic is present for the roadway. Some roads may meet the basic criteria but may not be of high enough quality to be recommended as rustic or exceptional rustic. The recommendation for designation as a rustic road was a subjective judgment.

D. Interim Rustic Roads Sunset Date and List

1. Elimination of the Sunset Date

This Master Plan recommends the elimination of the sunset date for the Interim Rustic Roads List in Chapter 49, Streets and Roads, and Chapter 50, Subdivision of Land, of the Montgomery County Code.

The interim protection clause of the Montgomery County Council legislation provides that roads listed in the interim list will be treated "as rustic roads or exceptional roads as if the County Council had so classified the roads." This interim status would mean that public utility work on or near any interim rustic or exceptional road would be limited. If a rustic road is owned by the State or the Park Commission, the State or the Park Commission is encouraged to maintain and improve these roads in a manner consistent with the legislation. New subdivisions that abut an interim rustic or exceptional road may have any requirements that are incompatible with the rustic roads legislation waived or alternative requirements that are consistent with the legislation may be substituted.

The elimination of the interim protection sunset date would permit roads within the Potomac, Olney, Boyds, Damascus, and non-RDT areas, all of which will not be evaluated before 1996, to be treated as rustic roads until a final determination is made through the master plan process. If there is a strong need to remove these roads from the interim protection list before they are evaluated in the master plan process, the legislation does provide the County Council with the opportunity to remove roads from the interim list by resolution after a public hearing under specified circumstances.

2. Additions to the Interim Rustic Roads List

During the Planning Board's public hearing, citizens recommended additional roads for consideration as rustic. Some of these roads had not been previously suggested for evaluation. Those roads were evaluated to determine if they would meet the basic requirements of a rustic road — a narrow road intended for local use, a low traffic volume, and an accident history that does not suggest unsafe conditions. Four roads met the three criteria. Therefore, the Master Plan recommends adding Johnson Drive, Long Corner Road, Mountain View Road, and Purdum Road to the interim protection list so these roads may be fully evaluated in the future.

E. Description of Roads

Recommended to be Rustic or Exceptional Rustic

Each road recommended by this Master Plan to be classified as either a rustic or an exceptional rustic road is described in the following pages. The criteria met in the fourth category, that is, whether the road has natural features, agricultural features, or historic value, is identified in the lead sentence. Many of the roads have more than one of these characteristics. Usually, the roadway description will include a photograph of the road and underneath is a statement as to whether the road is recommended as rustic or exceptional rustic. This is followed by a brief history of the road, and then by a driving experience, which identifies those features along the road that are deemed to be outstanding and worthy of note. These include views, tree canopy, special bridges, and historic resources, as well as highly unusual features such as the ford at West Old Baltimore Road and roadway surfaces when the surface is different from a paved road, such as politicians roads and unpaved roads. The remaining clearly discernible politicians roads are Martinsburg Road, and Sugarland Road. Other roads have paving that overlays politicians road. Mount Ephraim Road and Westerly Road, for example, still carry the line of the underlying concrete pavement that shows through the surface overlay.

Each road is also shown as a sketch map which locates and identifies those features relative to its character as a rustic road. No attempt was made to show every detail. The idea is to convey the flavor of the road. The maps are in proportion - that is, the roadway locations are shown in their relative location to each other, but the scale varies from map to map. The location of the road is identified in the upper right-hand corner of each map.

Particularly interesting and beautiful views have been located on the maps and identified in the roadway descriptions. This Master Plan recommends that these views be treated under the Scenic Setback Regulations. These regulations permit a setback greater than 50 feet from the

front lot line to conserve the scenic value of a roadway. Further, this Master Plan encourages the preservation of views and vistas when the construction of new buildings occur. The process leading to approval of such construction should include a review directed towards retaining views whenever possible and practical.

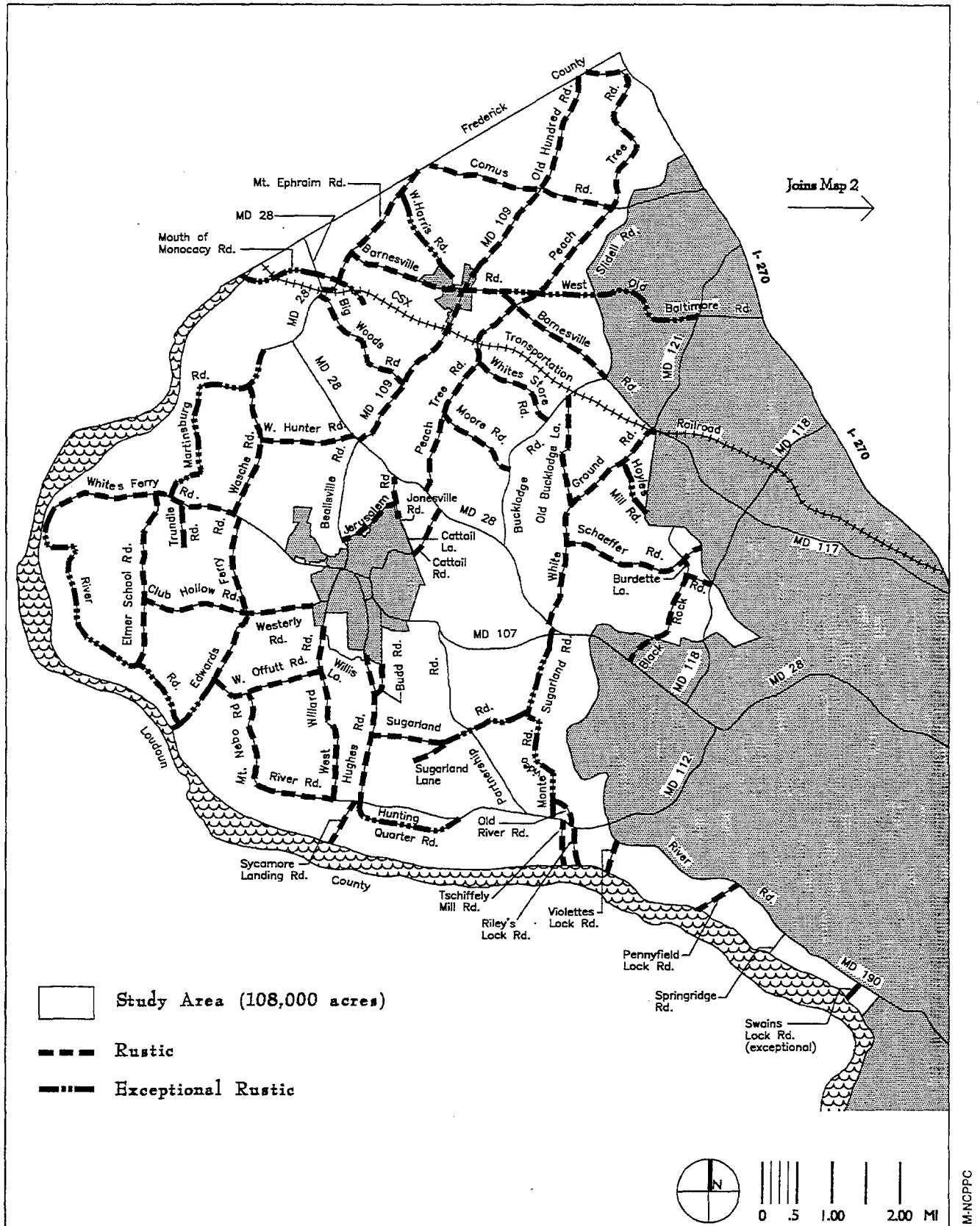
The roads in the eastern part of the County, though more sparsely located, have greater distinguishing character than the roads in the western part of the County. The western part of the County has a denser network, but great similarities among the roads. The unpaved roads include Riggs Road, Kingsley Road, West Harris Road, River Road (between Whites Ferry Road and Mount Nebo Road), Tschiffely Mill Road, and Hunting Quarter Road. Hyattstown Mill/ Prescott Road was paved at one time, but is reverting to an unpaved road.

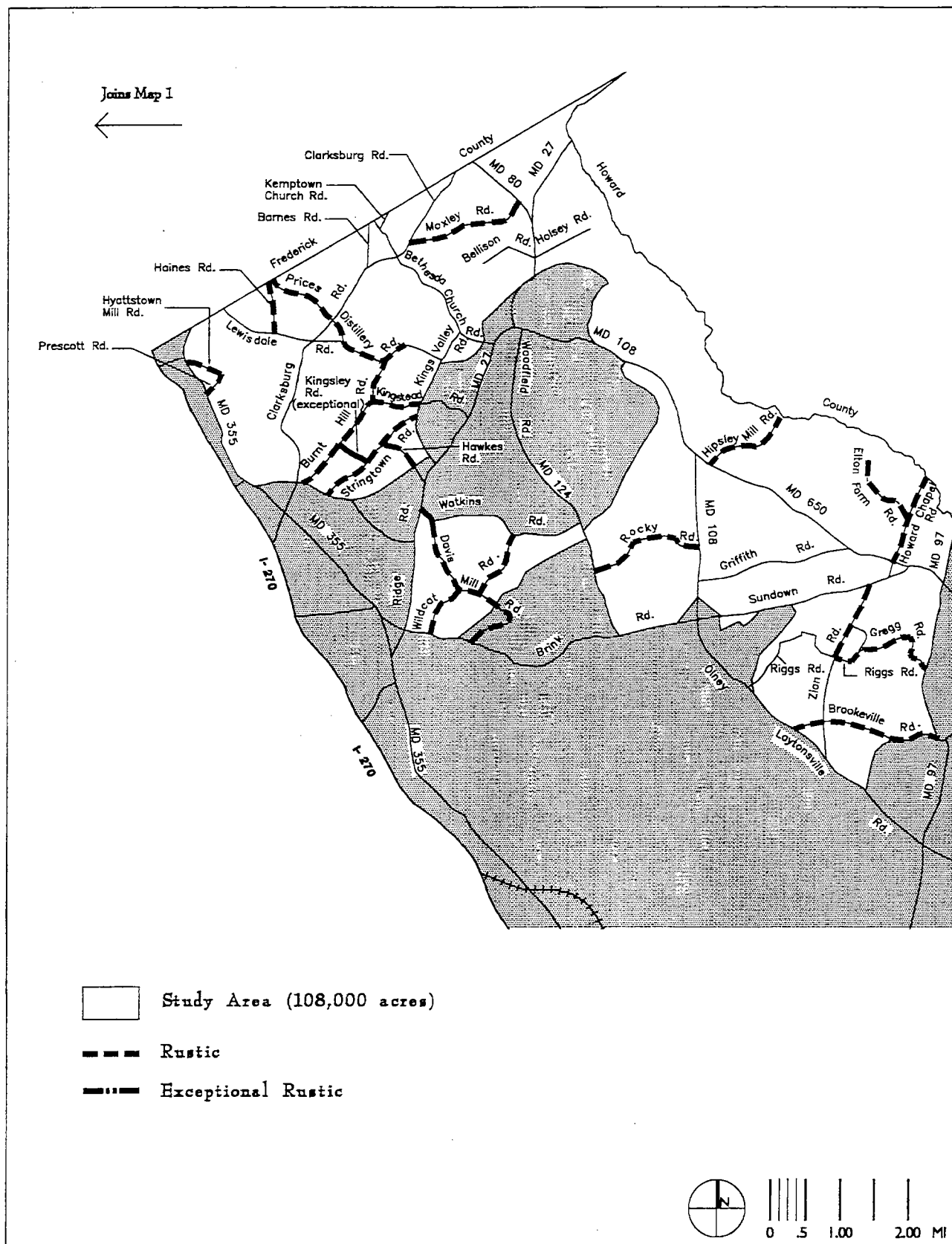
All of these roads have the ability, to some extent, to transport one back in time. The road that perhaps does this the best is Hunting Quarter Road, which is a portion of the original River Road and is thought to date back to an Indian trail. Hyattstown Mill/Prescott Road is an example of a road that time has bypassed. It once served a community. The community left and the road is gradually disappearing.

Historic resources located along rustic roads are: (1) buildings, including houses, farmsteads, stores, mills, and churches; (2) structures, including an aqueduct and a viaduct; and (3) historic districts. Some of these resources have been evaluated and are designated on the County's Master Plan for Historic Preservation. These resources are identified as historic resources in the individual road descriptions and are indicated by solid stars on the sketch maps. Other historic resources have been identified on the Locational Atlas and Index of Historic Sites, an inventory of historic sites, but have not yet been taken through the evaluation process. These Atlas resources, which have potential for historical or architectural significance, but have not yet been designated, are indicated by open stars on the sketch maps and are identified as potential historic resources.

Recommended Rustic Roads—map 1


Figure 15





Summary of Criteria Evaluation of Roads Considered for Designation as Rustic Roads

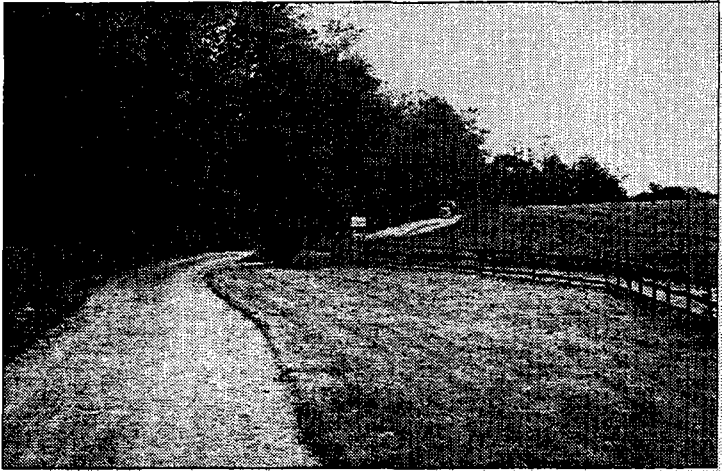
Table 2

	RUSTIC						EXCEPTIONAL		
	Narrow, intended for local use	Traffic volume consistent with rustic road	Outstanding natural features	Outstanding vistas, farm and rural	Historic value	Accident history does not suggest unsafe conditions	Significant contribution to natural, agricultural, or historic characteristics	Unusual features	Negatively affected by modifications
									
Barnes Road	✓	✓			✓	✓			
• Barnesville Road: Bucklodge Rd. (MD 117) to Mount Ephraim Rd.	✓	✓	✓	✓	✓	✓			
• Beallsville Rd./Old Hundred Rd. (MD 109): MD 28 to I-270	✓	✓		✓		✓			
Beallsville Road (MD 109): Poolesville to MD 28	✓					✓			
Bellison Road			not a public road						
• Big Woods Road	✓	✓	✓	✓	✓	✓			
• Black Rock Road	✓	✓	✓		✓	✓			
• Brookville Road	✓	✓	✓		✓	✓			
Bucklodge Road (MD 117)	✓	✓		✓	✓				
• Budd Road: County Line to Hughes Road	✓	✓		✓		✓			
• Burdette Lane	✓	✓		✓		✓			
• Burnt Hill Road	✓	✓	✓	✓		✓			
Cattail Road		✓			✓	✓			
• Cattail Road	✓	✓	✓		✓	✓			
Clarksburg Road: MD 355 to County Line	✓		✓	✓	✓				
• Club Hollow Road	✓	✓	✓		✓	✓			
• Comus Road: Peach Tree Road to County Line	✓	✓	✓	✓		✓			
• Davis Mill Road: Brink Road to Watkins Road	✓	✓	✓		✓	✓	✓	✓	
• Davis Mill Road: Watkins Road to MD 27	✓	✓			✓	✓			
• Edwards Ferry Road: West Offutt Rd. to Canal	✓	✓			✓	✓	✓	✓	✓
• Edwards Ferry Road: Whites Ferry Rd. to West Offutt Rd.	✓	✓		✓	✓	✓			
• Elmer School Road	✓	✓			✓	✓			
• Elton Farm Road	✓	✓	✓		✓	✓			
• Gregg Road: Riggs Road to Georgia Avenue	✓	✓		✓	✓	✓			
Griffith Road					✓	✓			
• Haines Road	✓	✓	✓			✓			
• Hawkes Road	✓	✓		✓		✓			
• Hipsley Mill Road	✓	✓	✓	✓		✓			
Holsey Road	✓	✓				✓			
• Howard Chapel Road	✓	✓			✓	✓			
• Hoyles Mill Road	✓	✓	✓			✓	✓	✓	✓

Roads bulleted and indented are adopted as Rustic.

Summary of Criteria Evaluation of Roads Considered for Designation as Rustic Roads (cont.)


Table 2

	RUSTIC						EXCEPTIONAL		
	Narrow, intended for local use	Traffic volume consistent with rustic road	Outstanding natural features	Outstanding vistas, farm and rural	Historic value	Accident history does not suggest unsafe conditions	Significant contribution to natural, agricultural, or historic characteristics	Unusual features	Negatively affected by modifications
									
• Hughes Road: River Road to County Line	✓	✓		✓		✓			
• Hunting Quarter Road	✓	✓	✓		✓	✓	✓	✓	✓
• Hyattstown Mill Road: MD 355 to Prescott Road	✓	✓	✓		✓	✓			
• Jerusalem Road	✓	✓		✓	✓	✓			
• Jonesville Road: Jerusalem Road to Jonesville Terrace	✓	✓	✓			✓			
Jonesville Road: Jonesville Terrace to Cattail Lane		✓	✓			✓			
Kempton Church Road	✓	✓				✓			
• Kingsley Road	✓	✓	✓	✓	✓	✓	✓	✓	✓
• Kingstead Road: Burnt Hill Road to Kings Valley Road	✓	✓	✓		✓	✓			
• Martinsburg Road: Whites Ferry Road to north PEPCO entrance	✓	✓	✓	✓	✓	✓	✓	✓	✓
• Montevideo Road	✓	✓	✓	✓	✓	✓	✓	✓	✓
• Moore Road	✓	✓	✓			✓			
• Mount Ephraim Road	✓	✓		✓	✓	✓			
• Mount Nebo Road	✓	✓	✓	✓	✓	✓			
• Mouth of Monocacy Road	✓	✓	✓	✓	✓	✓	✓	✓	✓
• Mouth of Monocacy Road: MD 28 to Mount Ephraim Road	✓	✓		✓	✓	✓			
• Moxley Road	✓	✓	✓	✓		✓			
• Old Bucklodge Lane	✓	✓	✓	✓	✓	✓			
• Old River Road	✓	✓	✓		✓	✓			
Partnership Road		✓		✓		✓			
• Peach Tree Road	✓	✓	✓	✓	✓	✓			
• Pennyfield Lock Road	✓	✓			✓	✓			
• Prescott Road: Hyattstown Mill Road to MD 355	✓	✓	✓			✓			
• Prices Distillery Road	✓	✓		✓	✓	✓			
• Riggs Road: Zion Road to Gregg Road	✓	✓	✓	✓	✓	✓			
• Rileys Lock Road	✓	✓	✓		✓	✓			
• River Road: Edwards Ferry Road to Whites Ferry Road	✓	✓	✓	✓	✓	✓	✓	✓	✓
• River Road: West Willard Road to Mt. Nebo Road	✓	✓	✓		✓	✓			
• Rocky Road	✓	✓		✓		✓			
• Schaeffer Road: White Ground Road to new park entrance	✓	✓	✓	✓		✓			
Springridge Road	✓	✓				✓			

Roads bulleted and indented are adopted as Rustic.

Summary of Criteria Evaluation of Roads Considered for Designation as Rustic Roads (cont.)

Table 2

	RUSTIC						EXCEPTIONAL		
	Narrow, intended for local use	Traffic volume consistent with rustic road	Outstanding natural features	OR Outstanding vistas, farm and rural	Historic value	Accident history does not suggest unsafe conditions	Significant contribution to natural, agricultural, or historic characteristics	Unusual features	Negatively affected by modifications
• Stringtown Road	✓	✓		✓	✓	✓			
• Sugarland Lane	✓	✓			✓	✓			
• Sugarland Road: Hughes Road to Sugarland Lane	✓	✓	✓	✓	✓	✓			
• Sugarland Road: Sugarland Lane to MD 107	✓	✓	✓	✓	✓	✓	✓	✓	✓
• Sugarland Road: MD 107 to MD 28	✓	✓	✓		✓	✓			
• Swains Lock Road	✓	✓		✓	✓	✓	✓	✓	✓
• Sycamore Landing Road	✓	✓	✓		✓	✓			
• Trundle Road: Whites Ferry Road to end	✓	✓		✓	✓	✓			
• Tschiffely Mill Road	✓	✓	✓		✓	✓			
• Violettes Lock Road	✓	✓			✓	✓			
• Wasche Road	✓	✓		✓	✓	✓			
Watkins Road	✓	✓			✓	✓			
• West Harris Road	✓	✓	✓	✓	✓	✓	✓	✓	✓
• West Hunter Road	✓	✓		✓	✓	✓			
• West Offutt Road	✓	✓		✓	✓	✓			
• West Old Baltimore Road: Barnesville Road to MD 121	✓	✓	✓	✓	✓	✓	✓	✓	✓
• West Willard Road	✓	✓	✓	✓		✓			
• Westerly Road: Edwards Ferry Road to Poolesville	✓	✓		✓	✓	✓		✓	
• White Ground Road	✓	✓	✓	✓	✓	✓			
White Ferry Road: County Line to Wasche Road									
• Whites Ferry Road: Wasche Road to River Road	✓	✓	✓	✓	✓	✓			
• Whites Store Road	✓	✓	✓		✓	✓			
• Wildcat Road	✓	✓	✓		✓	✓			
Willis Lane	✓	✓				✓			
• Zion Road (Riggs Road to Sundown Road)	✓	✓			✓	✓			

M-NCPPC

Roads bulleted and indented are adopted as Rustic.

Roads Reviewed But Not Recommended as Rustic Roads

Table 3

Roads	Limits, if not entire road
<i>Roads From Interim List</i>	
Barnes Road	
Beallsville Road (MD 109)	Poolesville to Darnestown Road (MD 28)
Bellison Road	Not a public road
Bucklodge Road	
Griffith Road	
Holsey Road	
Kempton Church Road	
Springridge Road	
Watkins Road	
Whites Ferry Road	Wasche Road to Poolesville
Zion Road	MD 108 to Riggs Road
<i>Other Roads</i>	
Clarksburg Road	
Jonesville Road	Jonesville Terrace to terminus beyond Cattail Lane
Partnership Road	
Willis Lane	

Barnesville Road

A Rustic Road

As the connecting link between Mouth of Monocacy and West Old Baltimore Road, a portion of this road is one of the oldest roads in Montgomery County. The road passes through typical farm country and Barnesville.

Recommended as a *rustic road* between Mount Ephraim Road and Bucklodge Road (MD 117).

Significant Features:

- The farm road character of the road as it follows the rolling farm fields; its integration with and views of the surrounding farmland
- Views of Sugarloaf Mountain in the distance
- Relationship of the road to the buildings of Barnesville
- Network connections with other rustic and exceptional rustic roads

History:

Barnesville, one of the oldest towns in the County, was settled in 1747 and incorporated in 1811. By 1857, the section of road east of Barnesville was resurveyed, being rerouted around hills which were increasingly difficult to traverse for wagons laden with grain to go to nearby mills — Darby Mill on Bucklodge Branch and DuFief Mill on Muddy Branch. The road is identified on Hopkins 1879 Atlas as Rockville Road. The section of road west of Barnesville was established after 1879.

Driving Experience:

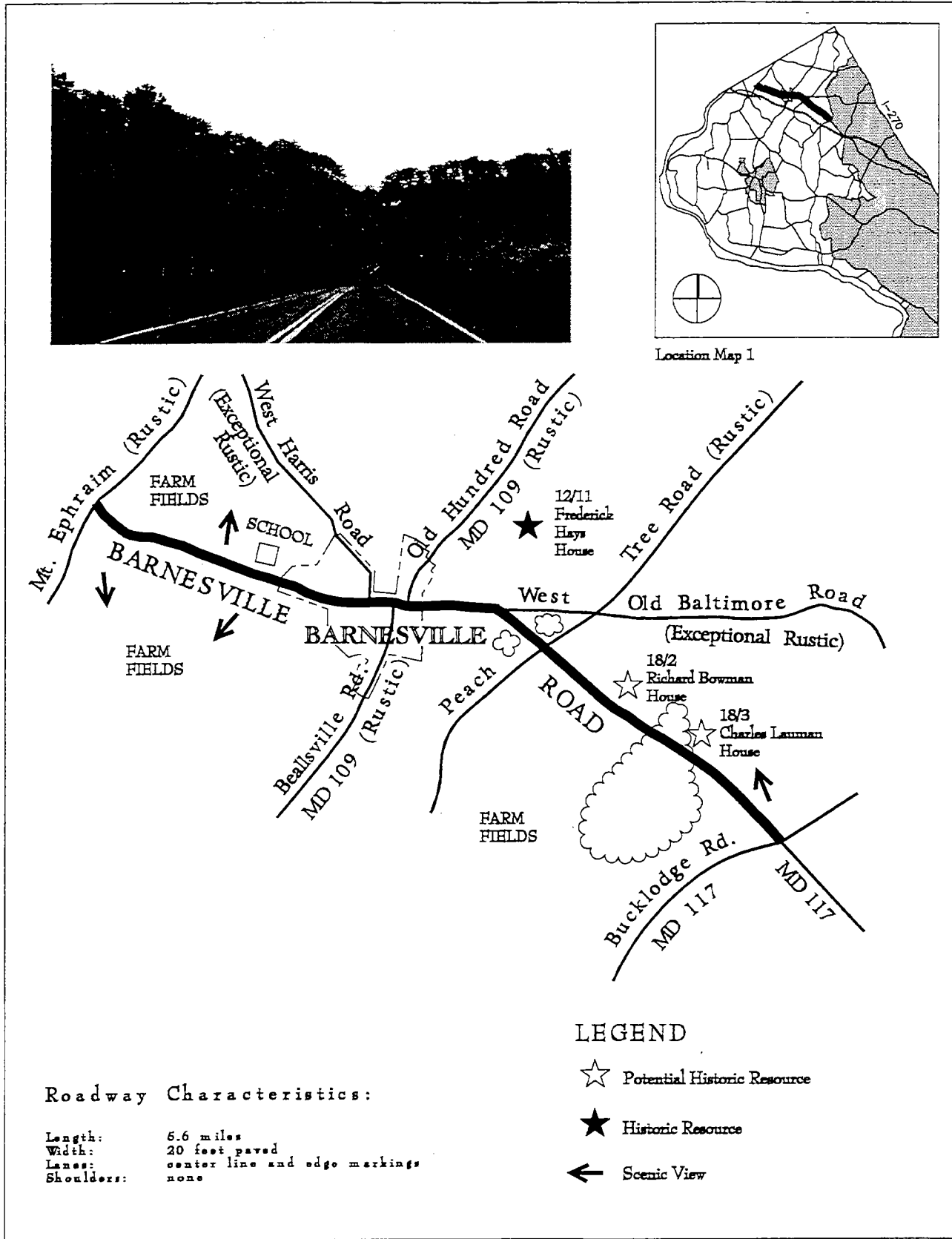
Barnesville Road begins at Clarksburg Road (MD 121) and runs west to Mount Ephraim Road. Between Clarksburg Road and Bucklodge Road, it is not recommended as a rustic road. West of Bucklodge Road, the road traverses rolling farm fields, past potential historic resources on the north — the Richard Bowman and the Charles Lauman Houses, both modest farms — passes West Old Baltimore Road (an exceptional rustic road) where the house, barn, and shed of the historic Hays farm are visible on the north side of the road. This prosperous farm, built around 1850 by the Hays family who settled in the area in 1747, benefitted from its proximity with market access on the Baltimore Road and the B&O Railroad. This road offers views of Sugarloaf Mountain, enters Barnesville (founded in 1749) where it crosses MD 109 (a rustic road) and passes West Harris Road (an exceptional rustic road). West of Barnesville, the view is of farm fields on either side of the road. The Monocacy Elementary School is on the north side of the road, which ends at Mount Ephraim Road facing an interesting old house.

Notes:

Barnesville Road, a relatively straight road with good driving conditions, is a road on which it is easy to drive too fast. This road would be an appropriate location for traffic control measures designed to reduce speed, particularly in the vicinity of Barnesville and the elementary school.

Although this road is intended for local traffic, traffic counts indicate that commuters from Frederick County use the road to travel between MD 28 at the county line and MD 117 at Boyds. The estimated annual average weekday traffic is 3000 vehicles in the vicinity of Clarksburg Road. Given the geometrics and pavement markings, this volume is not considered to detract from the rustic character of the road.

Figure 17



Beallsville Road (MD 109)

A Rustic Road

Beallsville Road, in partnership with Old Hundred Road, has outstanding vistas of farm and rural landscapes.

Recommended as a *rustic road*.

Significant Features:

- Road alignment as it follows contours of land
- Railroad underpass
- Ridge road with great views
- Relationship to Beallsville, Barnesville, and Comus

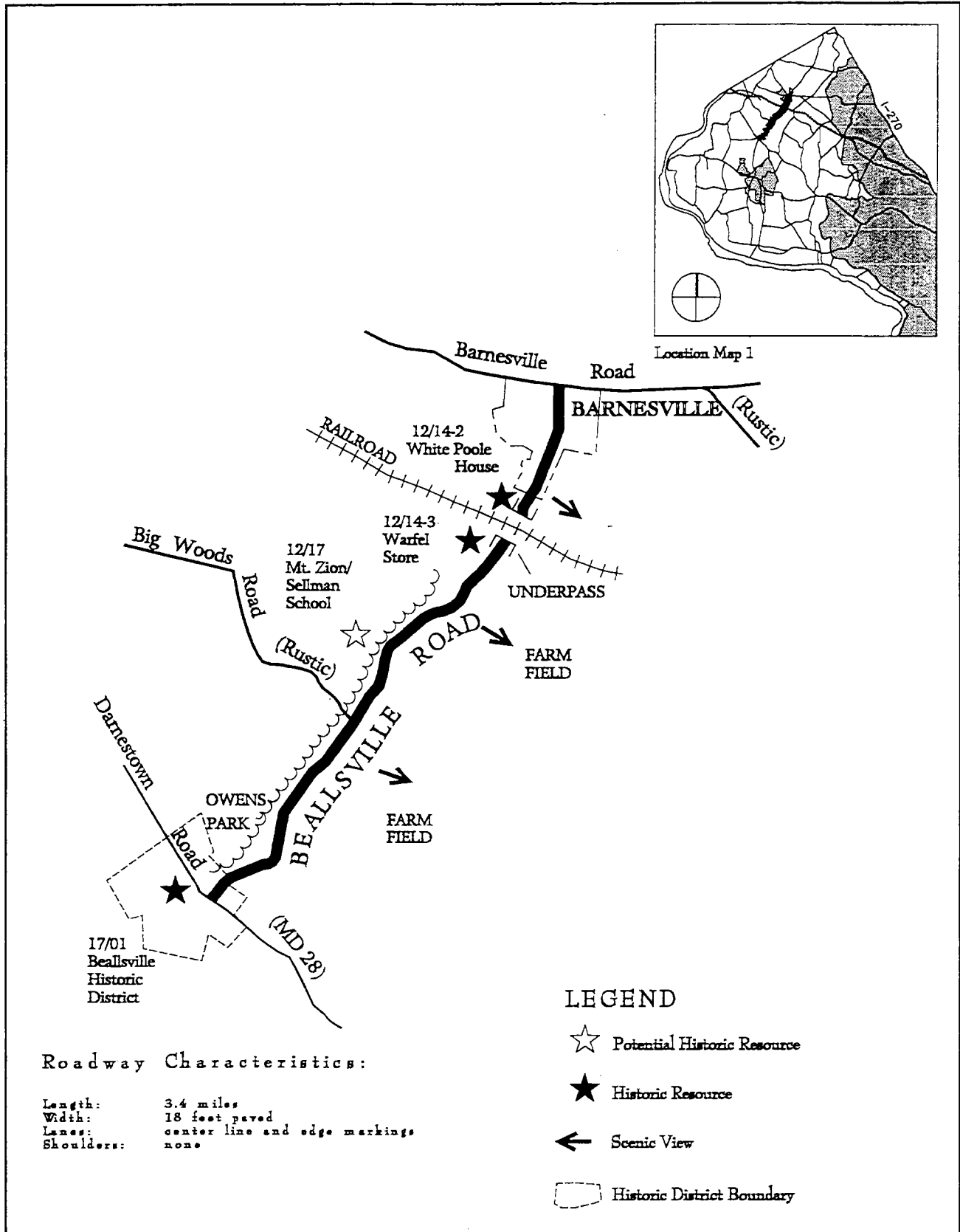
History:

The section from Beallsville to Barnesville, officially surveyed in 1838, was established so citizens of Barnesville and vicinity could get to Monocacy Chapel, later known as Beallsville, to worship and to Medley Hill, located near the chapel, to vote. This road was originally 30 feet wide, and three and a half miles long. The northern section, Barnesville to Hyattstown, laid out in 1843, enabled farmers to carry goods to the turnpike (Frederick Road) and the B&O Railroad's main line.

Driving Experience:

The portion of Beallsville Road recommended as rustic is from Beallsville at MD 28 to Barnesville. Beallsville is a small crossroads community and the site of the Monocacy Chapel. The Chapel was established in 1747 to provide shelter for travelers as well as a place for worship. The earliest structure in this historic district is an 1870s log smokehouse; other buildings date from the early 1900s. From Beallsville, the road traverses rolling farm land, passing along the way Owen Park, an M-NCPPC park with a small recreational center. Beallsville Road has acceleration and deceleration lanes in front of the park. The road then passes Big Woods Road (a rustic road) with a farm view on the right and continues past the Sellman School/Mt. Zion M. E. Church historic site on the left. The church was one of the first black churches founded in the County in the years after emancipation; it was founded in 1867. The early church was replaced by the present brick structure; however, the old cemetery is still in use. Just before passing the train station, the road passes the Warfel Store on the left. The store is the only remaining commercial building in Sellman, a railroad community which, by the early 20th century, boasted a canning factory, mills, stores, and a gas station. The road then dips to pass under the railroad track and then rises gradually toward the town of Barnesville. The town of Barnesville dates to 1747. Although not a master plan designated historic district, Barnesville has outstanding historic character and is one of the few small communities with independent planning powers. Beallsville Road is a state road and a direct route between I-270 and Poolesville. However, the rustic portion of the road carries low traffic volumes.

Figure 18



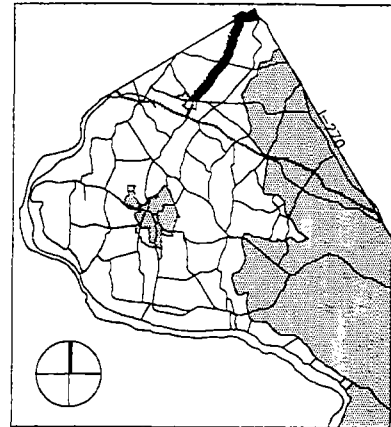
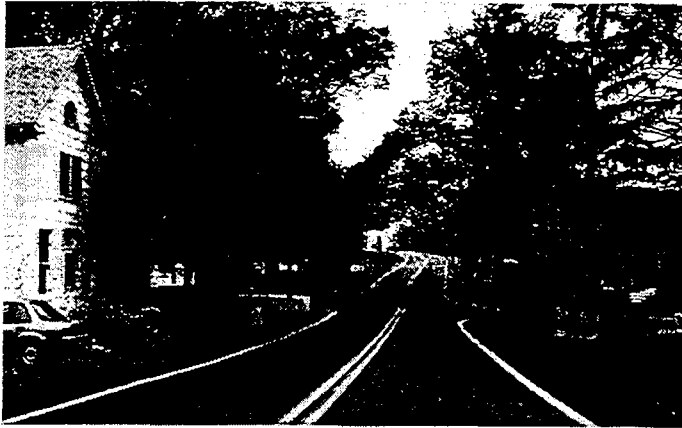
Beallsville Road (cont.)

A Rustic Road

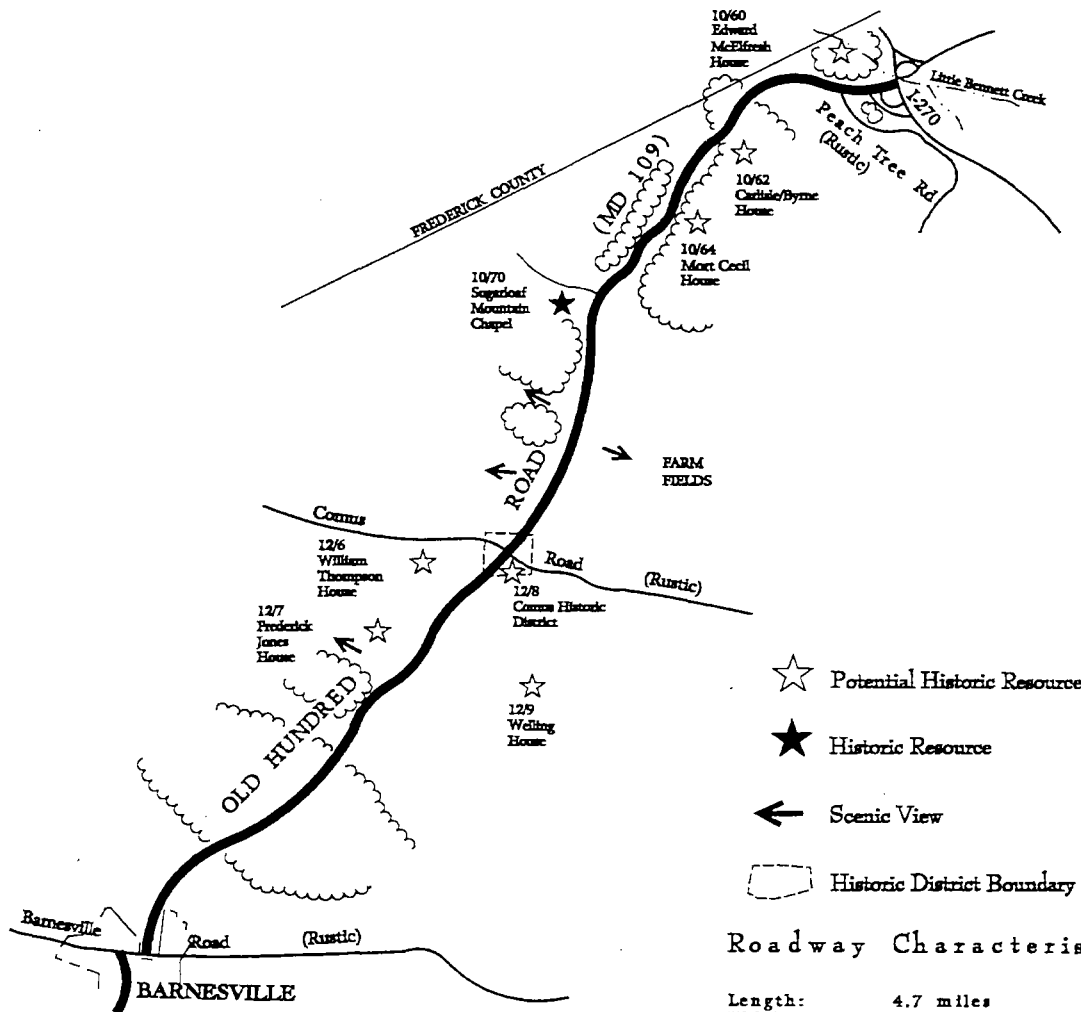
North of Barnesville, Beallsville Road becomes Old Hundred Road but retains the state designation as MD 109. Old Hundred Road is a ridge line road with panoramic views on both sides of it, the west side featuring Sugarloaf Mountain. Just outside of Barnesville are residences on both sides of the road. The State Highway Administration placed asphalt curbs on this portion of the road some time ago. The road dips down into a forested area and comes out with a view of Sugarloaf Mountain to the left and farm fields to the right. The Welling Farm, a farmstead that includes a noteworthy dairy barn of ceramic tile, a frame barn, and a log spring house, is on the right but is not visible from the road. The Frederick Jones Farm, established in the mid-1800s and about 150 acres, is off to the left but the farm itself is not visible. Near the Comus Historic District is the William Thompson House, a farmstead that includes a Civil War-era house and a notable bank barn; the silo and barn roof are visible. After passing Comus Road (a rustic road), Sugarloaf Mountain can be seen on the left at several points through tree cover. The church and cemetery of the Sugarloaf Mountain Chapel are soon visible on the left. It was built in 1861 by William Hilton of local materials, using slate quarried on Slate Quarry Road and bricks fired and wood cut on site. North of the chapel, trees surround the road and several modest frame farmhouses from the 1800s are visible from the road, including: Edward McElfresh House, Carlisle/Byrne House, and the Mort Cecil House. Just before intersecting with I-270, Old Hundred Road meets Peach Tree Road (a rustic road).

Old Hundred Road (MD 109) A Rustic Road

Figure 19

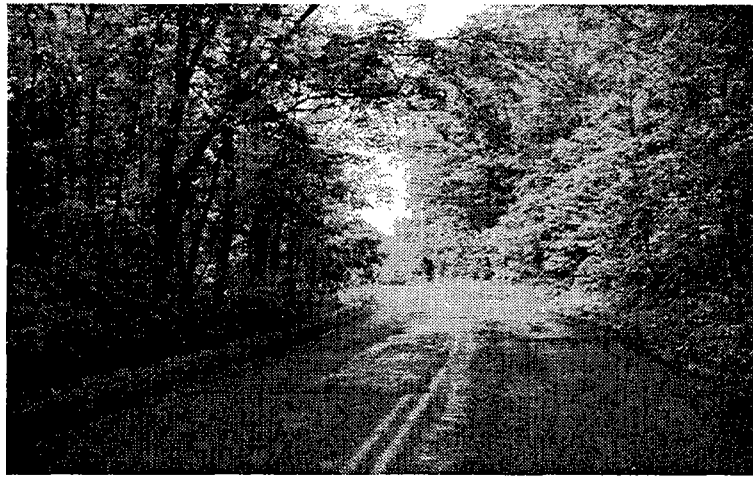


Location Map 1



Big Woods Road

A Rustic Road



Big Woods Road has outstanding natural features, outstanding farm vistas, and historic value as a road associated with a pre-Civil War African American community.

Recommended as *rustic road*.

Significant Features:

- Alignment of road follows field lines with Little Monocacy River crossing
- Distant farmstead views

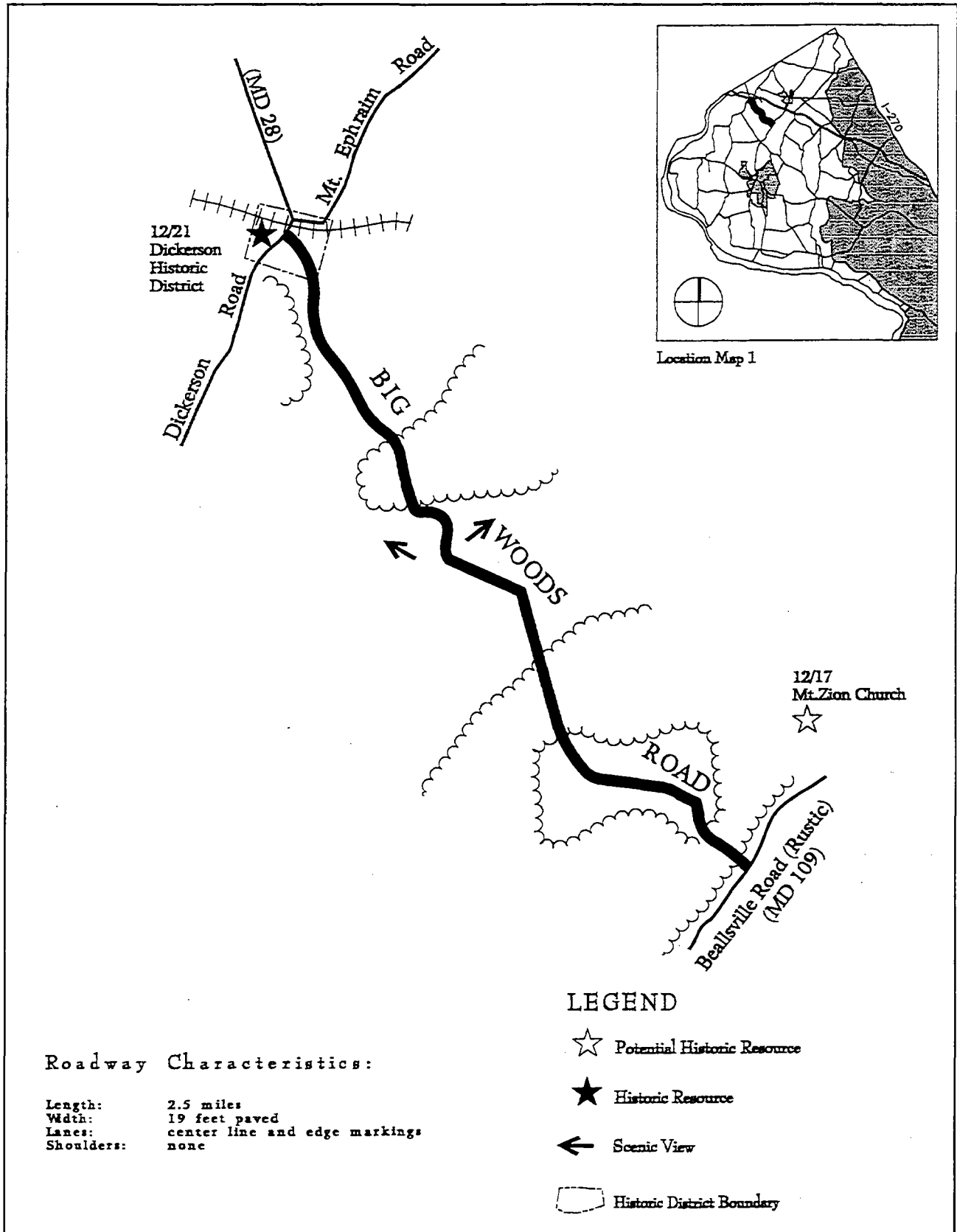
History:

The Big Woods community is one of the oldest black communities in the County, having been founded by two free black families well before the Civil War. The road, which was constructed in 1879, connected Beallsville Road with Oakland Mills near Dickerson. Many of the houses on the southern half of the road were part of the Big Woods community. The oldest of these houses were of log and frame construction.

Driving Experience:

From the south at Beallsville Road (MD 109), Big Woods Road climbs slightly to run through areas with homes on small lots and agricultural fields and woodlands. The road twists and turns as it follows some old field lines and emerges in a steep, downhill drive to intersect with Dickerson Road (MD 28) in the immediate vicinity of the railroad overpass on that road.

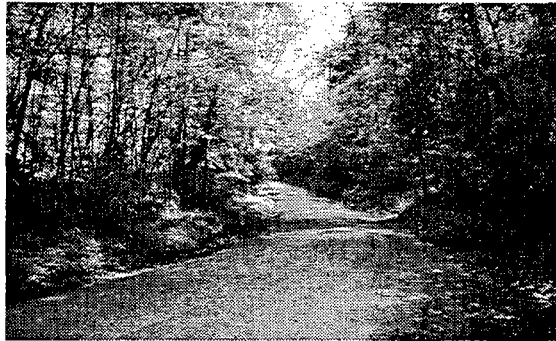
Figure 20



MANCP/PC

Black Rock Road

A Rustic Road



Black Rock Road has outstanding natural features and historic value associated with the Black Rock Mill built in 1815.

Recommended as a *rustic road*.

Significant Features:

- Black Rock Mill
- Winding and rolling road with complete tree canopy adjacent to Seneca Creek State Park
- A one-lane steel bridge over a tributary of Seneca Creek, one of the longest rustic bridges in the County

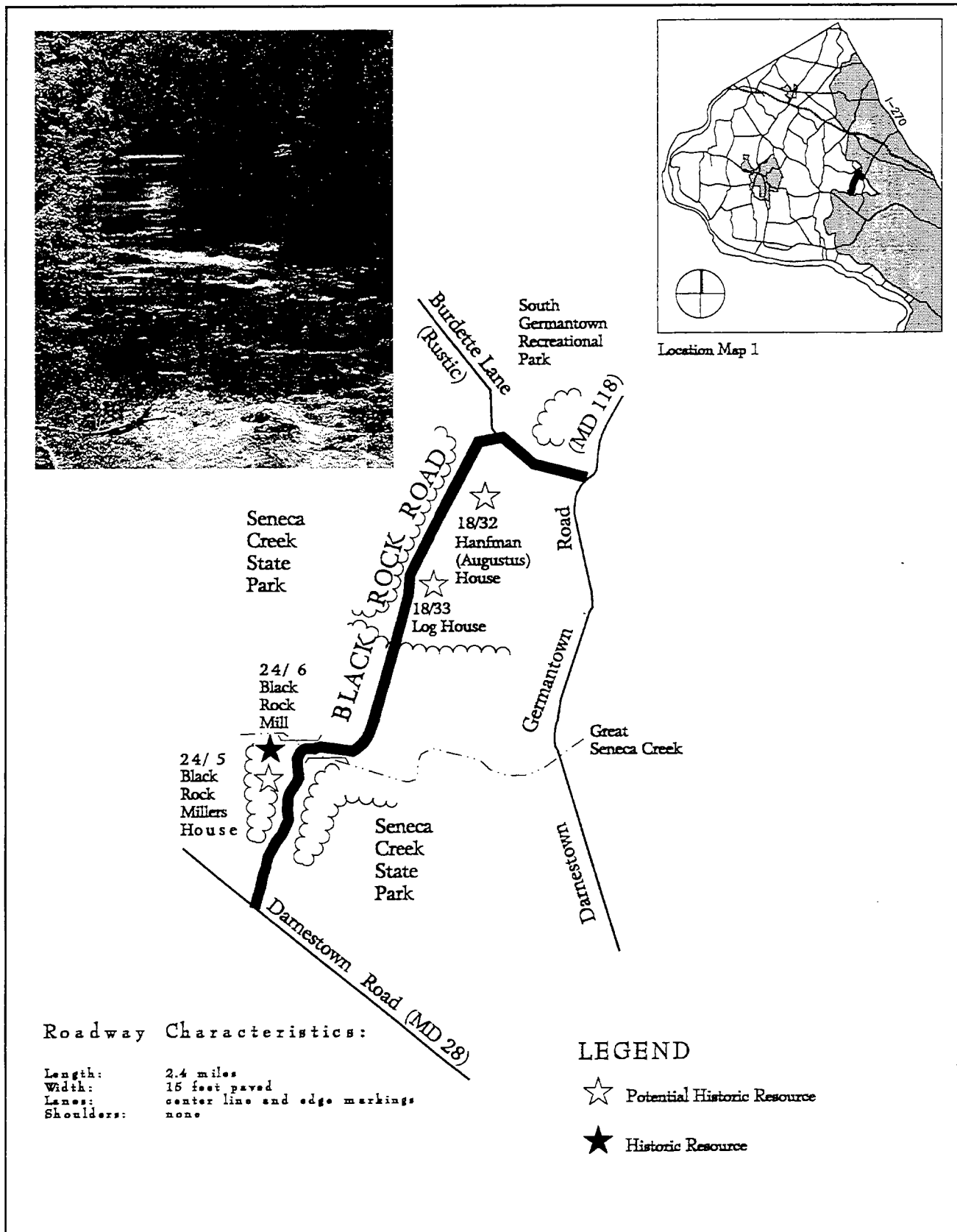
History:

Named for the Black Rock tract of land patented in 1760, the road probably dates from soon after the Black Rock Mill was built in 1815.

Driving Experience:

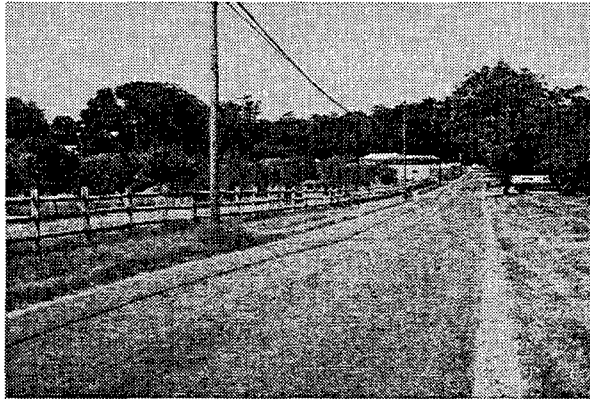
Black Rock Road connects Darnestown/Germantown Road (MD 118) with Darnestown Road (MD 28) passing through Seneca Creek State Park on the way. Beginning at MD 118, wooded park land is on the right side of the road, with residences along the left side. At Burdette Lane (a rustic road), Black Rock Road makes a sharp, nearly 90-degree left turn and Burdette Lane continues in a straight line. Residences are on the left side with a wooded area of Seneca Creek State Park on the right. Just before the road goes under complete tree canopy, it passes a two-story log structure, probably built in the late 1800s. The road then continues through the park, making a one-lane steel bridge. This bridge is one of the longest rustic bridges in the County. The view from this bridge of the tributary is lovely. Immediately on the other side is the remains of Black Rock Mill. A rare survivor of the many mills which once thrived in the County, the Black Rock Mill was built c1815. An up-and-down saw cut lumber year round, while the millstones worked seasonally to grind grain to flour. The mill is now owned by the Parks Department, which has installed an interpretive display open to the public. Just beyond is the Black Rock Miller's House, the back of which can be seen from the road. Black Rock Road was originally located west of the miller's house. The road continues through a small residential area with houses located in a wooded area, and then emerges from the woods to continue to Darnestown Road. Subdivisions have been approved and are either under construction or completed on either side of Black Rock Road at this location.

Figure 21



Brookeville Road

A Rustic Road



Brookeville Road has outstanding natural features and historic value.

Recommended as a *rustic road*.

Significant Features:

- Historic alignment

History:

This road was an early east-west route to Brookeville, a Quaker community founded in 1794. In the early 1800s, Brookeville was a center of commerce and education in an area that played an important role in the development of the science of agriculture. Many of the houses in the vicinity were built during this period of prosperity.

Driving Experience:

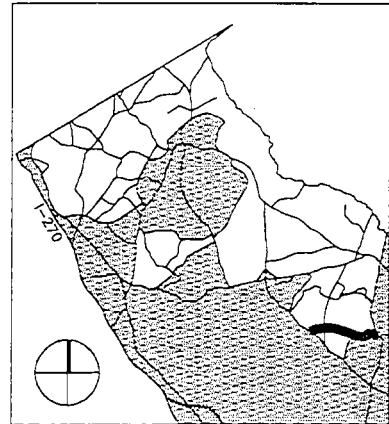
From the west (Olney-Laytonsville Road, MD 108), the road crosses Mount Zion Road where a cross-roads community was established by freed slaves after the Civil War. The road next passes the Gustavus Jones Farm on the right, a log and frame house, parts of which date to the 1850s when the farm was established. The farm also includes a fine collection of agricultural outbuildings representative of the increasing prosperity of its middle-class owner. To the north is Bon Secours, a spacious frame house built c1855 as a summer residence for Baltimore tobacco broker Nicholas Griffith, and Locust Hill, a substantial stone dwelling built in 1868 and associated with the locally prominent Riggs family. Continuing past farm fields, the road then goes into a forest area and passes the Oakley Log House, which archeological digs have revealed was probably built c1870 as a residence for African American slaves or tenant farmers. Brookeville Road crosses two tributaries of the Reddy Branch in the forest. These bridges were recently reconstructed and have very unattractive and inappropriate white Jersey barrier parapets along their sides. The road ends at Georgia Avenue just north of the town of Brookeville.

Notes:

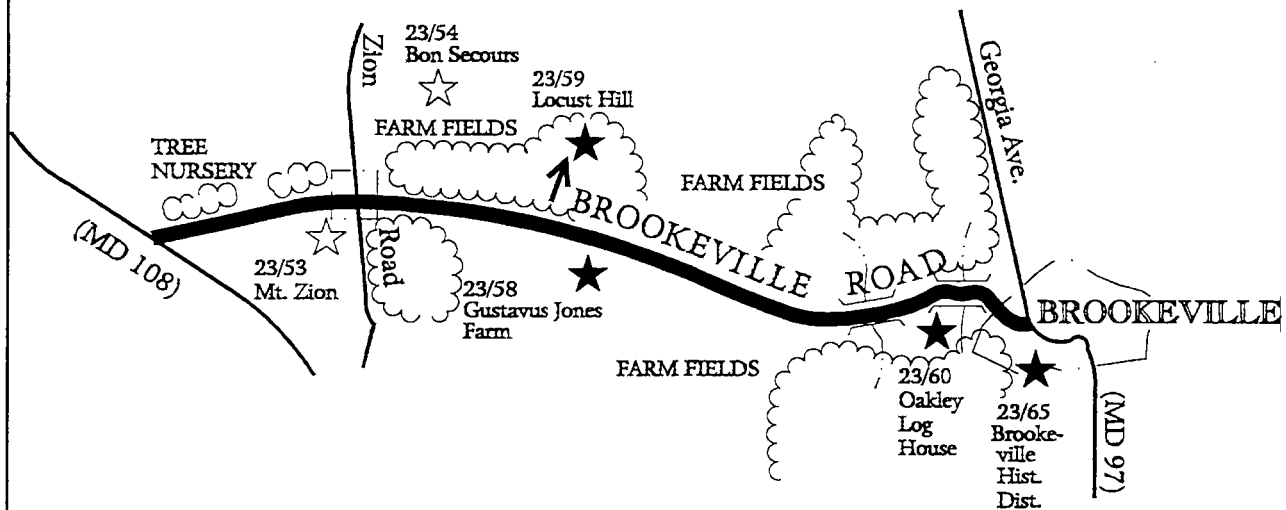
The designation of this road as a rustic road is not to be used to affect in any way the Brookeville Bypass when that road is constructed.

The Olney Master Plan includes a potential relocation of Brookeville Road slightly north of its current intersection with Georgia Avenue. That relocated road will not be a rustic road.

Figure 22



Location Map 2



Roadway Characteristics:

Length: 2.7 miles
 Width: 18-20 feet paved
 Lanes: center line and edge markings
 Shoulders: none

LEGEND

- ☆ Potential Historic Resource
- ★ Historic Resource
- ← Scenic View

Budd Road

A Rustic Road



Budd Road has outstanding natural features and vistas.

Recommended as a *rustic road*.

Significant Features:

- Trees and vegetation grow close to the road with no shoulders
- Cedar Hedgerow
- Vistas of fields

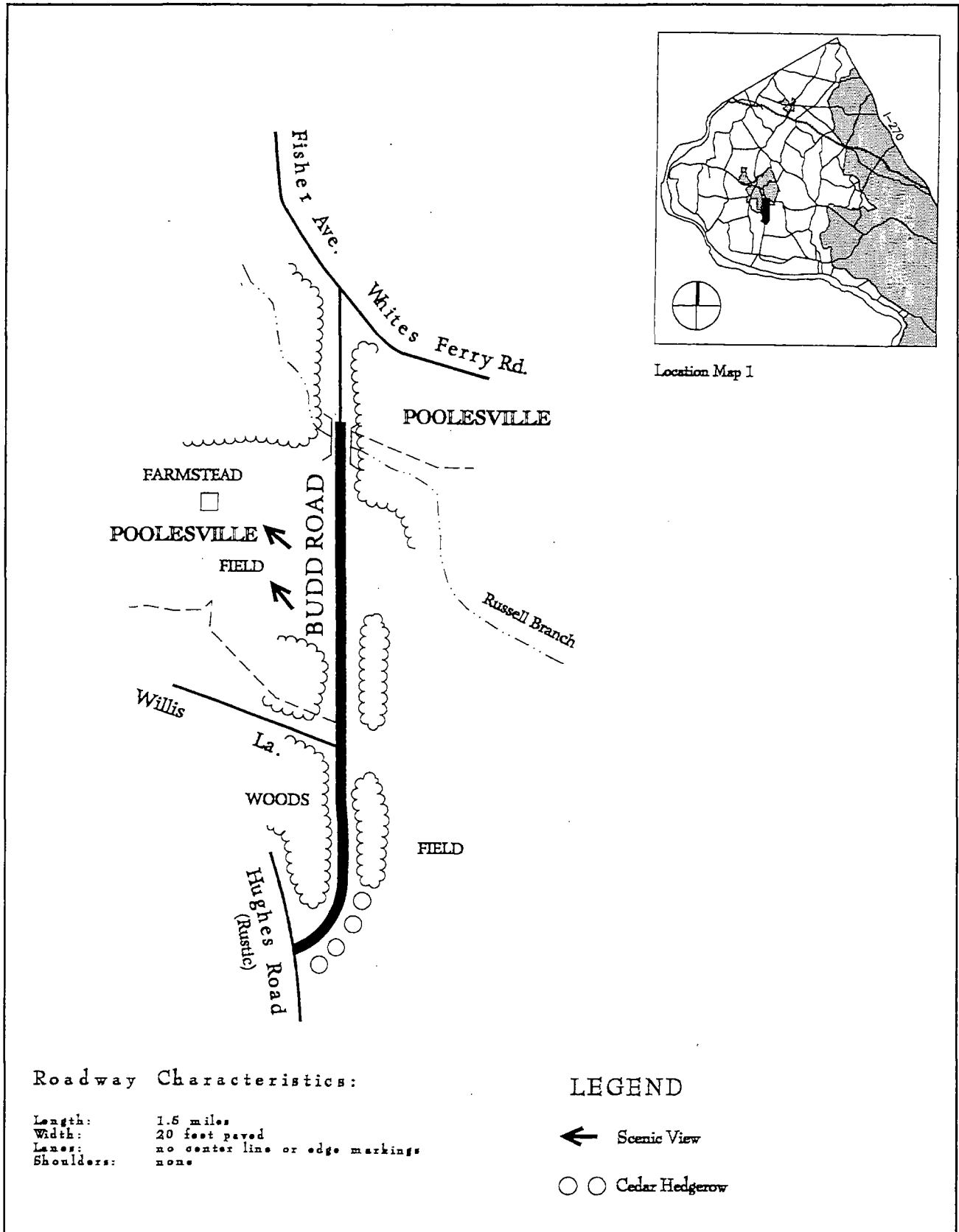
History:

The southern section of this road, from Hughes Road to the Willis Lane vicinity, was established in 1872 as part of the original Hughes Road alignment. The majority of the remaining roads were established after 1879. No historic resources have been identified on this road.

Driving Experience:

At the southern end, the road intersects with Hughes Road (a rustic road). On the west are young deciduous woods interspersed with houses. The east side of the road is characterized by a hedgerow of cedar trees screening crop fields. Further north, the woods consist largely of evergreen trees. The woods suddenly open on the west to a turf field surrounding a farmstead. Cedar hedgerow screening a corn field continues on the east. Woods further north, flanking both sides of the road, are dominated largely by cedar trees that form a partial canopy over the road. A guard rail bridge marks the place where the road traverses the Russell Branch. At the northern terminus at Fisher Avenue/Whites Ferry Road are an open grass lot and pasture dotted with cedars.

Figure 23



MNCPPC

Burdette Lane

A Rustic Road



Burdette Lane has rural vistas.

Recommended as a *rustic road*.

Significant Features:

- Example of small residential rural area
- Roadway and edges flow together

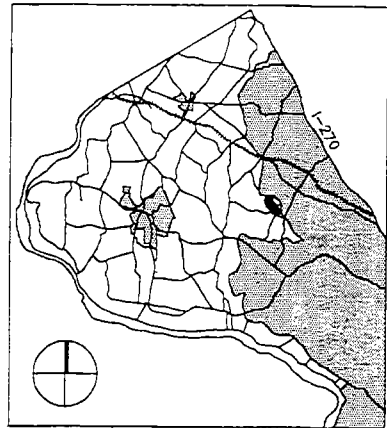
History:

Named for the Burdette family living in this vicinity, this road was established after 1879.

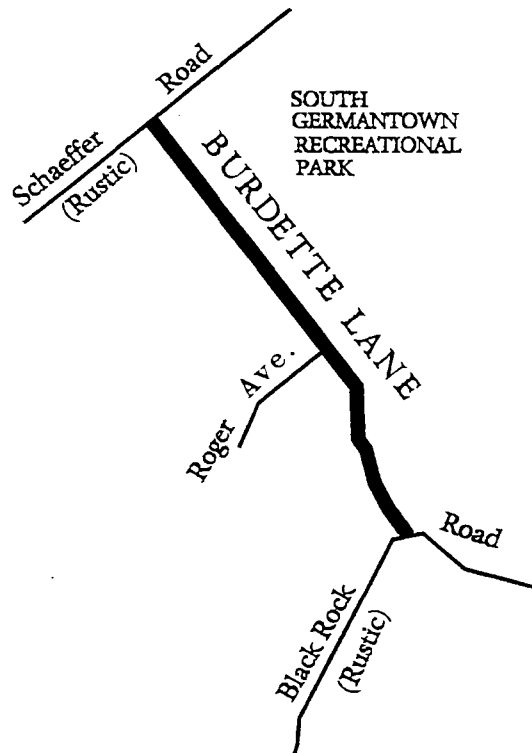
Driving Experience:

The principal value of Burdette Lane as a rustic road is the fact that it connects Black Rock Road (a rustic road) and Schaeffer Road (a rustic road). The road is a small rural road with houses on small lots on the west side and South Germantown Recreational Park on the east side.

Figure 24



Location Map 1

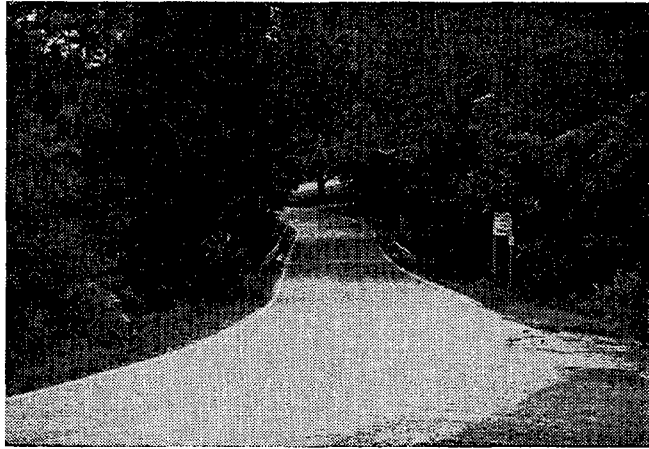


Roadway Characteristics:

Length: .46 miles
 Width: 16 feet paved
 Lanes: no center line or edge markings
 Shoulders: none

Burnt Hill Road

A Rustic Road



Burnt Hill Road has outstanding farm vistas.

Recommended as a *rustic road*.

Significant Features:

- The bridge at Kingsley Road is a white concrete bridge with a weight limit of 15 tons.
- Gently curving road with rolling elevation changes

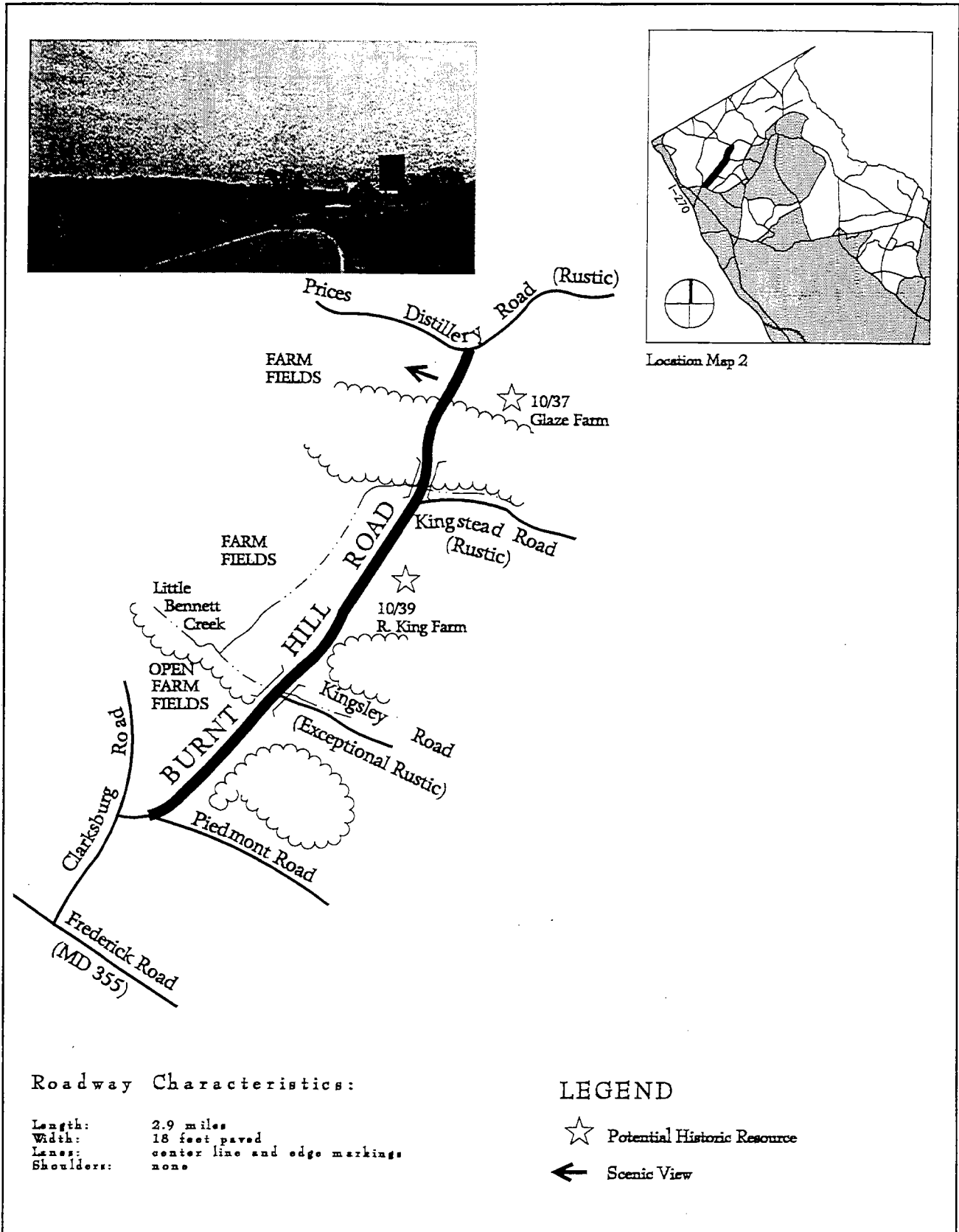
History:

Established between 1865 and 1879, according to maps.

Driving Experience:

Driving south to north from Piedmont Road, Burnt Hill Road offers views across hills, cultivated fields, and farmsteads. The road is relatively wide and marked with a center line. A forest area is on the right. Most of the houses appear to be mid-to-late 20th century. Around the first curve, the view on the left opens to a red barn, a beautiful house backed by a hillside of trees and fronted by a large farm pond. Then the road dips to intersect with Kingsley Road (an exceptional rustic road) on the right and cross a small white concrete bridge over the adjacent stream. The guard rail has been placed in many sections of the road. A red barn with painted windows is on the left. The Rufus King farm is on the right. This farm was established by 1865. The frame house and bank barn are close by the road. The road then rises to intersect with Kingstead Road (a rustic road) on the right and drops to cross another small bridge. The road then rises through the tree canopy to emerge to an open view on the left and ends at Prices Distillery Road (a rustic road).

Figure 25



Cattail Road

A Rustic Road



Cattail Road has historic value and outstanding natural features.

Recommended as a *rustic road* from Darnestown Road (MD 28) to the end of County maintenance of the road.

Significant Features:

- Historic alignment
- Open vistas to east and west, on northern section of road
- Native hardwood forest on southern section

History:

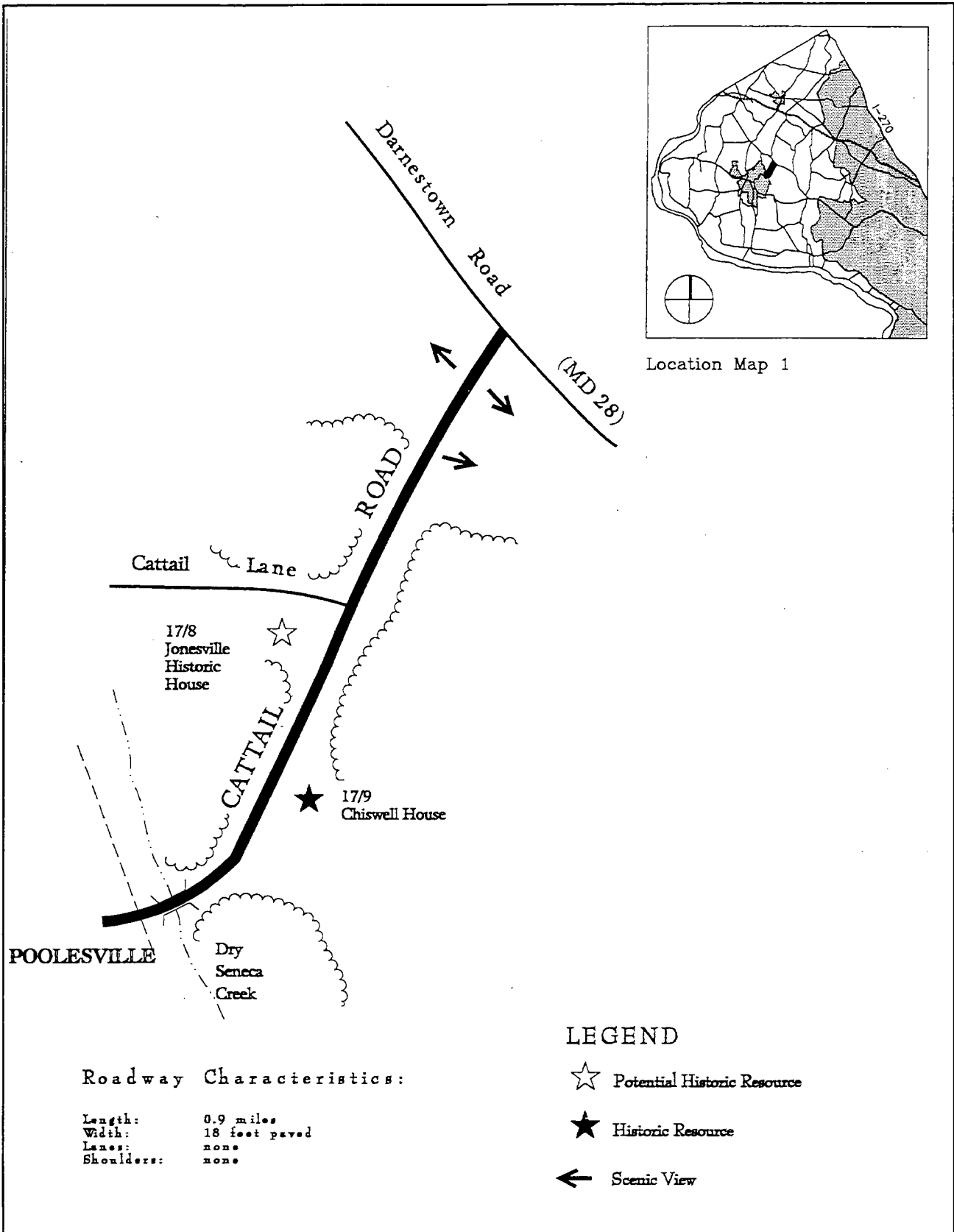
Cattail Road was commissioned c1869 to connect the Rockville-Monocacy Road (MD 28) with the Rockville-Poolesville Road (Whites Ferry Road). The owner of Flint's Grove was paid \$504 to build the two-mile long road. (The southern half of the road is now located within Poolesville's municipal boundaries.) According to the original deed for the road, it was needed because private roads previously used by the local community were closed to travel, shutting residents out from travel to post offices, mills, churches, etc. The road still follows the original 1869 alignment. One designated historic house and a potential historic district are located on this road.

Driving Experience:

Cattail Road is a north-south road, connecting Darnestown Road (MD 28) to the north with Fisher Avenue/Whites Ferry Road (MD 107) to the south. The southern half of the road that lies within the municipality of Poolesville and is maintained by the Town is not included in this Plan.

Traveling from north to south, the road is aligned along a ridge with fields sloping down on both sides. A farmstead is seen to the east with dairy barn and silo visible from the road. In this direction are open views to Darnestown Road and farmsteads in the distance. The road then passes through woodland and then approaches the eastern edge of the Jonesville Historic District (Atlas), a historic black community established in the post emancipation era and still occupied by descendants of original settlers. The most notable of these houses is the Solomon Owens homestead (c1901) south of the Cattail Lane intersection, on the west side, with center gable roof and naturally weathered siding. Further south on the east is the Chiswell Place, a designated historic resource that is a remarkable early Montgomery County plantation. The house was begun c1778-1793 and log outbuildings were built by c1800. The farm, listed on the National Register of Historic Places, was operated by the Chiswell family for over a century. A guard rail bridge carries the road over a tributary of the Dry Seneca Creek before the road enters the municipality of Poolesville.

Figure 26



M-NCPPC

Club Hollow Road

A Rustic Road

Club Hollow Road, originally known as Oak Hill Road, has historic value and outstanding natural features.

Recommended as a *rustic road*



Significant Features:

- Wooded section near Trundle Road
- Picturesque hollow on north side of road across from NIH
- Change in elevation, right-angle turns as road fits the short, steep hills

History:

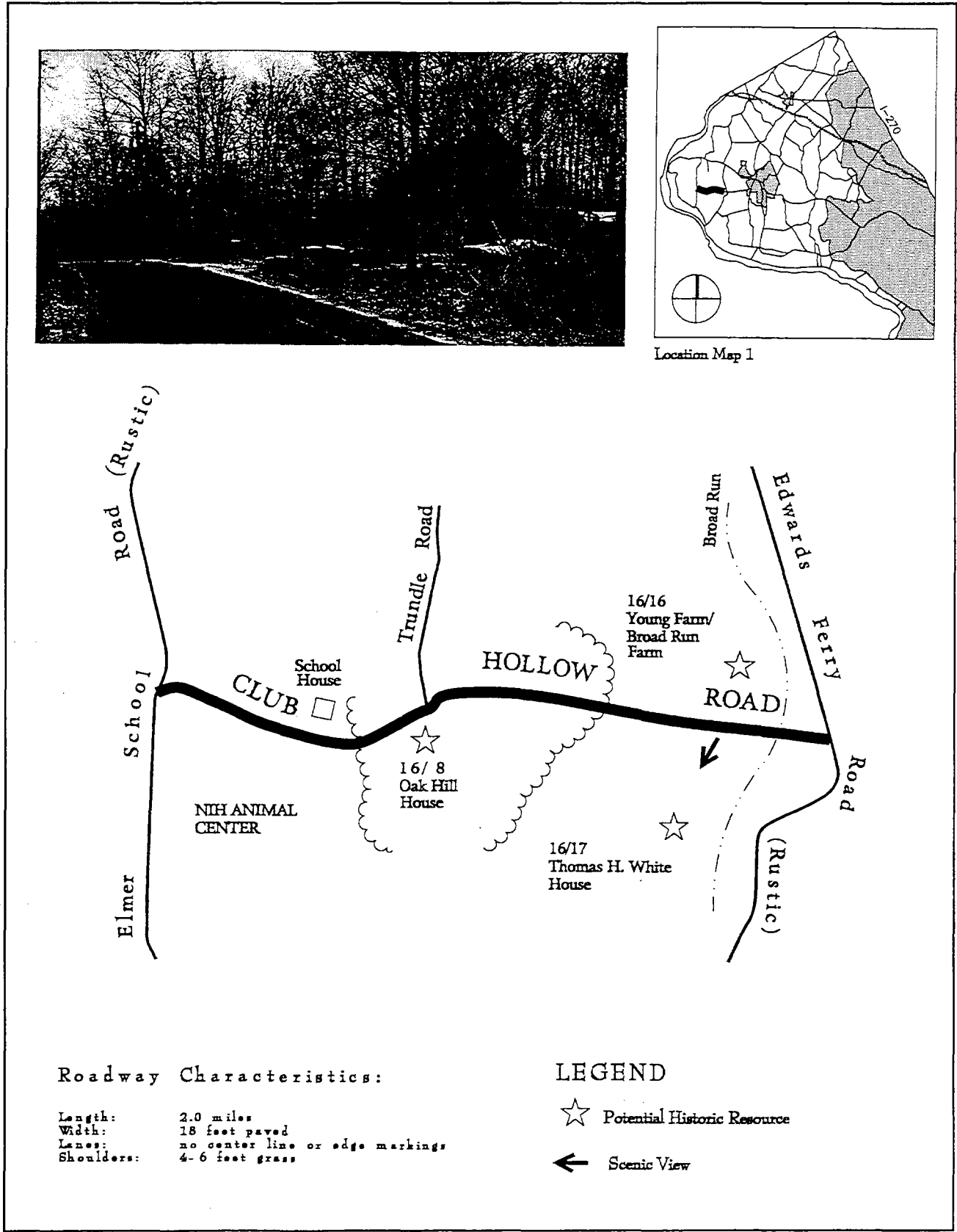
The road, surveyed in 1871, connected the Oak Hill schoolhouse, nearby farmsteads, and a saw and grist mill with River Road and Edwards Ferry Road. Historically the road was known as Oak Hill Road, after the local community. Three potential historic resources are along this road.

Driving Experience:

From east (Edwards Ferry Road) to west, the road is flanked by farm fields, then runs through wooded areas. The road is unusual in that it has several dramatic little hills — short but rather steep. The hollow is on the north side between Trundle Road and Elmer School Road (a rustic road).

Two sheep farms are along the road. On the right, soon after crossing Broad Branch, is the Young farm, formerly a dairy farm, now a horse farm. This early 1800s farmstead includes a brick and stone farmhouse, dairy barn, milk house, and corn crib. A saw and grist mill were operated here on Broad Run. Open vistas on the south side of the road highlight the White farmstead. This is an early mid-1800s farm. The house is three-bay form with other sections. The corn crib is clearly visible from the road. The road passes through forest, makes an abrupt S turn, then passes Trundle Road, a very narrow road on the north side. On the south side is Oak Hill House (c1800), one of the last remaining residences of the community known as Oak Hill. The vertical emphasis and center cross gable indicate a late influence of Gothic Revival style architecture. There is a hollow on the north side of the road before coming to the former Oak Hill School, which is still extant, but dilapidated, across from NIH. The NIH property on the south side of the road is marked by mowed grass lawn and a seven-foot-high chain link fence. Opposite NIH are houses and pastureland. The road ends at Elmer School Road (a rustic road).

Figure 27



M-NOPPO

Comus Road

A Rustic Road



Comus Road, a country road leading to Sugarloaf Mountain in Frederick County, has outstanding farm and rural vistas and views of Sugarloaf Mountain.

Recommended as a *rustic road*.

Significant Features:

- Two concrete bridges (between Comus and County line)
- Alignment of road as it leads to Sugarloaf Mountain
- Relationship of road to Comus

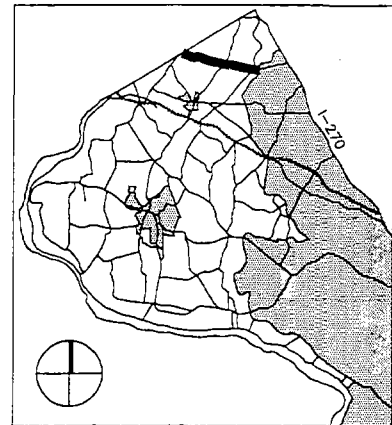
History:

Established by 1865, the road connected the Mt. Ephraim community with Clarksburg. The section west of Comus was formerly known as Sugarloaf Road. In the late 1800s, the eastern section was considered part of the Barnesville-Clarksburg Road.

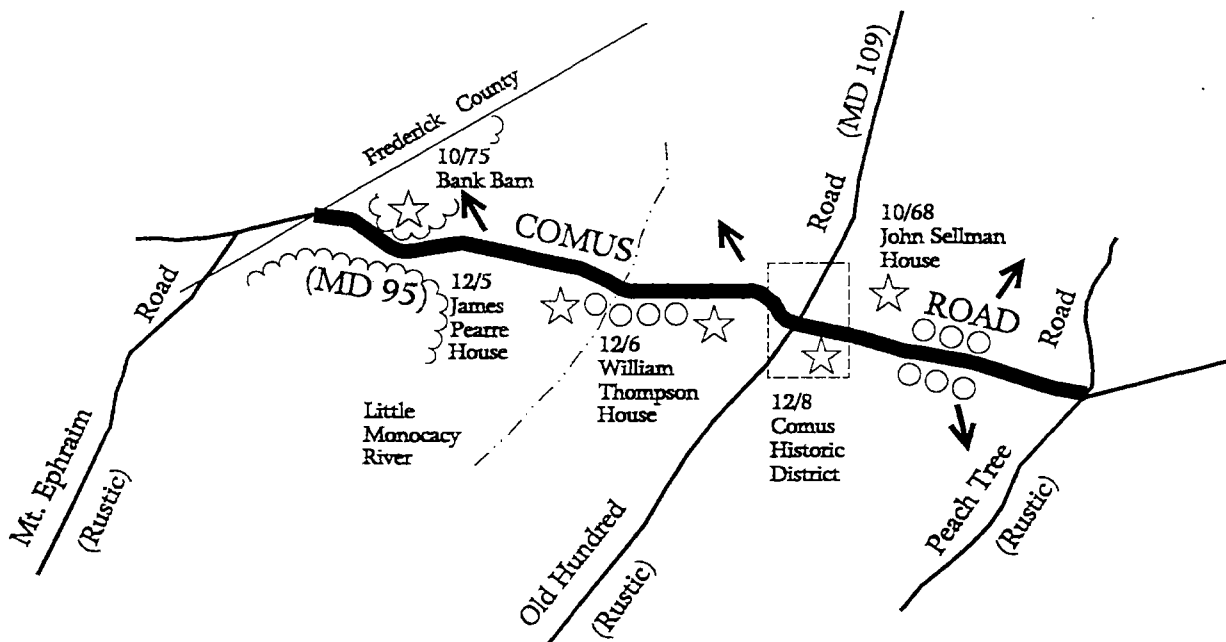
Driving Experience:

Beginning at Peach Tree Road (a rustic road) and traveling west, Comus Road has expansive views of farms on both sides. It passes the John Sellman House, an Italianate style residence that contains a log house from the early 1800s, on the right. Entering the Comus Historic District, it intersects with Old Hundred Road (a rustic road) and has an open view to the right. The historic district is typical of the rural crossroad villages that developed in northwestern Montgomery County, characterized by modest frame houses clustered around a general store. The community is said to have been named for Senator Lewis McComas, who was in office at the time the post office was established here. It is known today as the location of the popular Comus Inn restaurant. Modern houses are on the right just outside the historic district. The William Thompson House is on the south side of the road. Just past some hedgerows is the James Pearre House, a mid-1800s farmstead associated with the Pearre family, who were prominent citizens and farmers of early upper Montgomery County. The road then enters a wooded area. A bank barn is situated at a prominent location where the road bends as it nears the County line. Not a true bank barn, this structure is built on grade with a built-up wagon ramp.

Figure 28



Location Map 1



Roadway Characteristics:

Length: 5.0 miles
 Width: 18-20 feet paved
 Lanes: center line and edge markings
 Shoulders: none

LEGEND

- ☆ Potential Historic Resource
- ← Scenic View
- Hedgerows
- Historic District Boundary

Davis Mill Road

A Rustic Road



This road has exceptional natural features, outstanding agricultural features, and historic value.

Recommended as a *rustic road*.

Significant Features:

- Road alignment above Great Seneca Creek
- Mature woodlands surround southern portion of road

History:

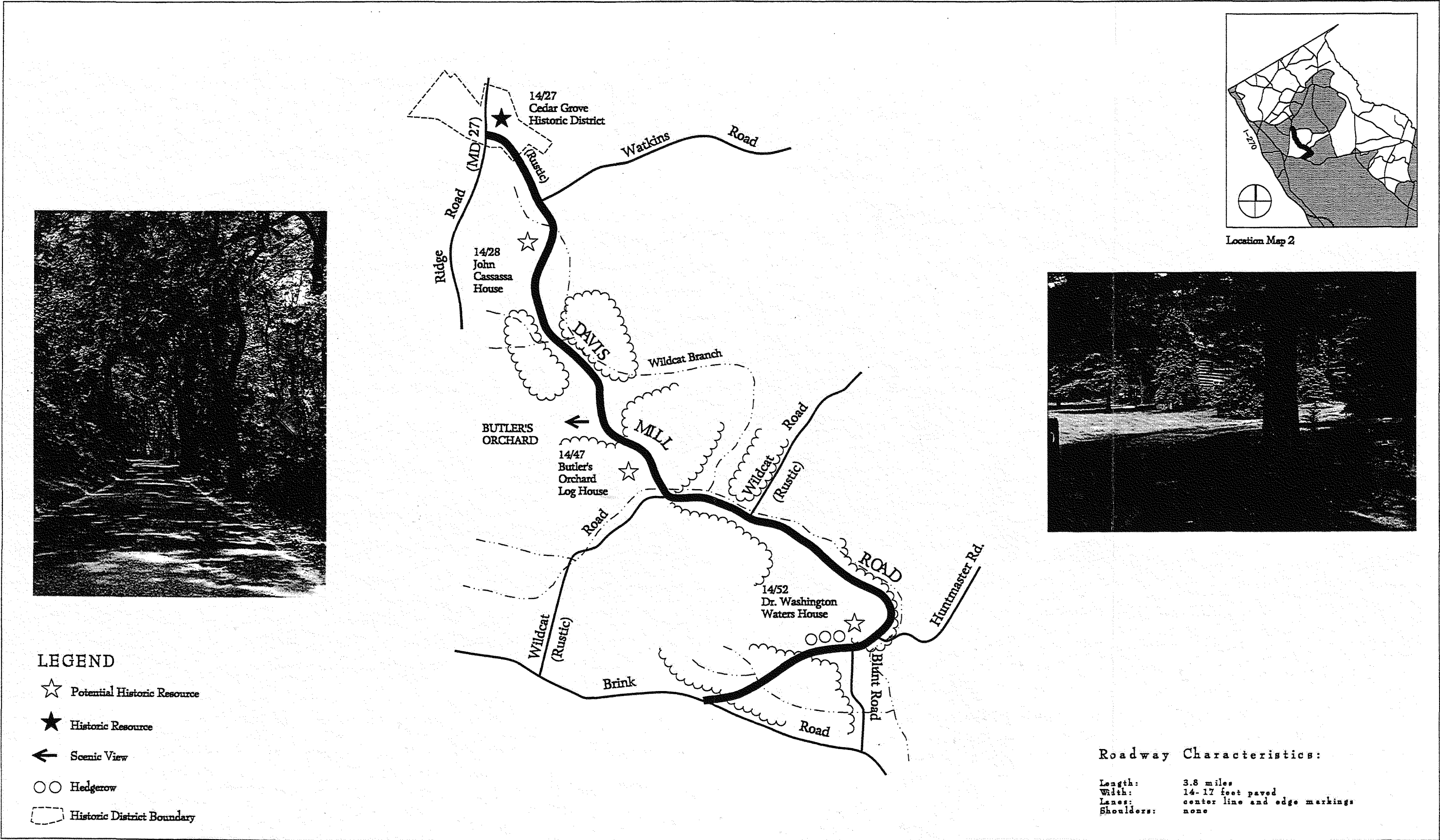
Named for the stone grist and sawmill which was located on Great Seneca Creek near the intersection of Davis Mill Road and Huntmaster Road. The section of the road from Wildcat Road to Wayfarer Road was constructed by 1865, while the remainder of the road was built between 1865 and 1879. Three potential historic resources are located on this road, which has a terminus in an historic district.

Driving Experience:

From south (Brink Road) to north, the road passes through agricultural land with hedgerows and light woods, passes Blunt Road, then Huntmaster Road on the right and the Dr. Washington Waters House on the left — a fine example of a telescope-type house which has evolved over time. The earliest section of this residence is believed to have been constructed in the early 1700s. The road is narrow, has trees at its sides and sharp turns, follows Great Seneca Creek, passes Wildcat Road (a rustic road) on the right, then, on the left, the Y intersection on a steep bank. Butler's Orchard Log House is next on the left. This small log dwelling house was expanded in the 1960s with logs from a nearby tobacco barn. The adjacent log house was expanded in the 1960s with logs from a nearby tobacco barn. The adjacent log springhouse was built with logs from a former smokehouse. Butler's Orchard — a pick-your-own farm market — is up the hill on the left. On the right is M-NCPPC park land which may be developed as a recreational park in the distant future. The countryside again becomes agricultural, passes the John Cassassa House on the left and Watkins Road on the right (residential character). North of Watkins Road, the road is rustic. This portion of Davis Mill Road is more heavily travelled than the southern area since it provides access to the residences along Watkins Road. On the north side of the road is located the Upper Seneca Baptist Church, which was built in 1888. Founded in 1805, the congregation is the fourth oldest Baptist congregation in Maryland. The road ends at Ridge Road (MD 27) and Cedar Grove Historic District. This rural crossroads community, with its general store, church, and residences, has served local farm families for over a century.

Davis Mill Road — A Rustic Road

Figure 29



Edwards Ferry Road

An Exceptional and Rustic Road

North of West Offutt Road, this road has interesting and outstanding farmland views. The road has historic value as the road to Edwards Ferry and an excellent terminus at the river.

Recommended as a *rustic road* between Whites Ferry Road and West Offutt Road and as an *exceptional rustic road* between West Offutt Road and its terminus.

Significant Features:

- Well-defined terminus of lock and associated building at water's edge
- Winding, hilly section approaching East Oaks from the north
- Excellent view of very well-maintained historic Poole House

History:

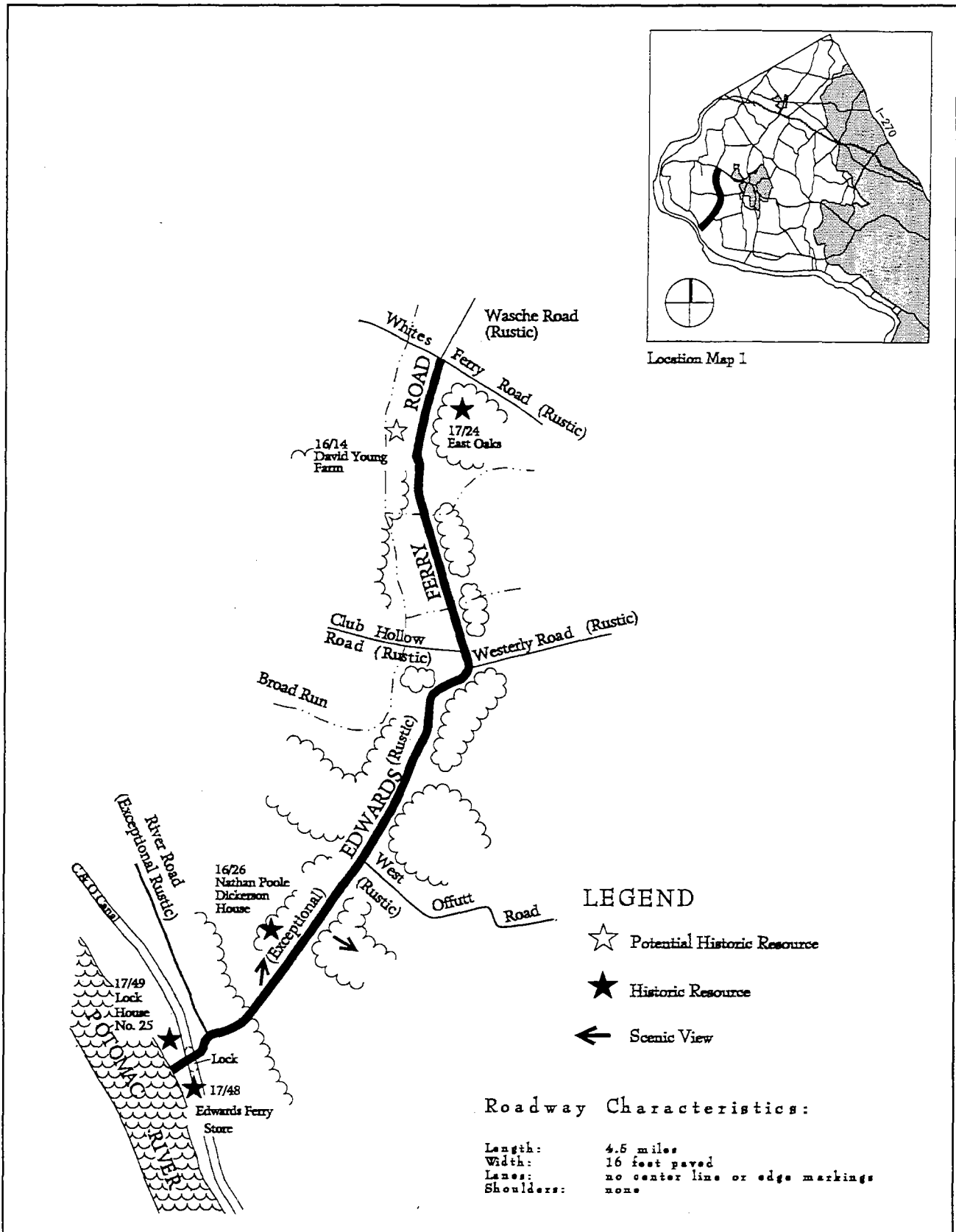
A ferry, named for Benjamin Edwards, who owned land on both sides of the Potomac River, operated from 1791 until 1936 in this location. By the mid-1800s, this location became an important shipping place for farmers sending goods to market via the canal. The road, surveyed by William Chiswell and established in 1845, provided access to the ferry and canal from Poolesville and Mouth of Monocacy areas. Located in a strategic position, the ferry was used during the Civil War to transport troops and supplies across the Potomac. Edwards Ferry was the site of a February 1865 skirmish, which was the last Civil War engagement fought in the County. A small community grew up around this canal lock (#25), complete with a lockhouse, general store, warehouse, post office, and, by 1880, a population of 36.

Driving Experience:

Edwards Ferry Road is a relatively long road. The road surface gently rolls with the terrain and there are long, straight sections. It is a great road to drive with lots of interesting views. From the north (Whites Ferry Road), Edwards Ferry Road traverses farmland, generally with tree hedgerows through which can be seen open farmland. The hedgerows generally provide a shaded canopy over one lane of the road. Two of the homes have tree-lined driveways which provide interesting views. One of these is lined with cherry trees and should be spectacular in the spring. Near the northern end of the road on the east side is East Oaks, a Federal style brick house built c1829 and associated with the prominent and prolific Young family. Clearly visible from the road is a rare stone outbuilding which, according to tradition, was built to house slaves. A log section horse barn of the David Young farm is visible on the right. The house itself is L-shaped with a log section and a frame section. Continuing from the north, the road passes Club Hollow Road (a rustic road) on the west, then Westerly Road (a rustic road) on the east, makes a wide turn toward the west and then a right-angle turn to continue south.

South of West Offutt Road (a rustic road), Edwards Ferry Road has exceptional character. The Nathan Dickerson Poole House is visible on the right. Built in 1880, the house exhibits popular Victorian-era features, including steep gable roof forms, arched window molding, and corners marked with wooden quoins. The house is listed on the National Register of Historic Places. Poole, the original owner and descendant of the family who founded Poolesville, was a farmer and tax collector. After passing the Poole House, the road intersects with River Road on the right (an exceptional rustic road), then curves around and crosses the C&O Canal at Lock 25. The lockhouse on the right is one of the best preserved lockhouses on the C&O Canal. Its sturdy brick construction is typical of lower canal lockhouses. The building was constructed c1831 for about \$1,000. Edward's Ferry Store on the left was constructed c1850. It is a brick building, now in ruins, which provided food and agricultural supplies and served as a post office. The building closed in 1906. A boat launch is located where the road ends at the Potomac River.

Figure 30



Elmer School Road

A Rustic Road



Elmer School Road, a typical rural road, has historic value.

Recommended as a *rustic road*.

Significant Features:

- Tree hedgerows on both sides of the road north of Club Hollow Road
- The road has gentle curves and traverses a small, steep hill as it drops to River Road.

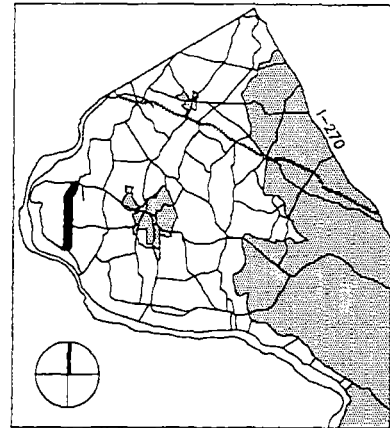
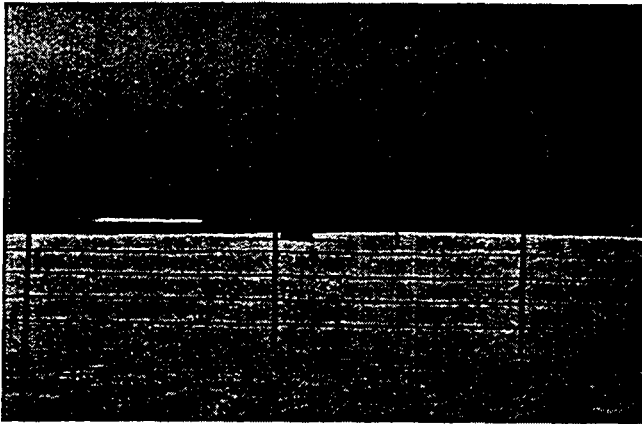
History:

South of Club Hollow Road, Elmer School Road was surveyed in 1871 to provide access to the Oak Hill schoolhouse, later known as Elmer school, and local farms from River Road. The school was located on Club Hollow Road just east of Elmer School Road. The northern section of the road was established post-1879. Two potential historic resources are located along the road.

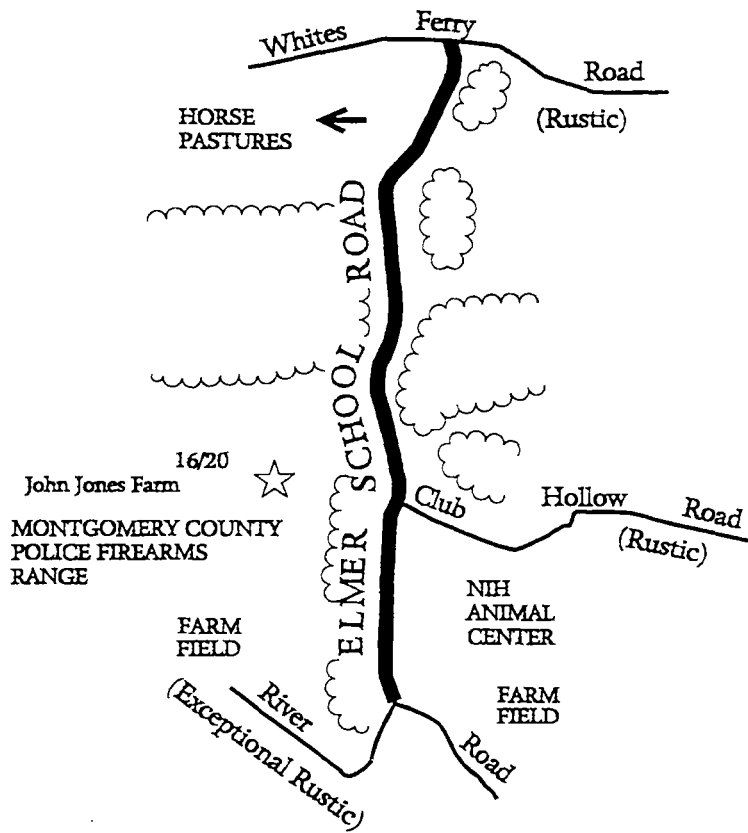
Driving Experience:

From the north (Whites Ferry Road), Elmer School Road has open horse pastures on the right (west) which afford interesting views. A forested area is found on the left (east) which then continues on both sides, temporarily forming a complete, closed canopy over the roadway surface. Further south, hedgerows are on both sides until the road meets Club Hollow Road. To the west, the farmhouse and barns of the Jones Farm, an early- to mid-1800s farmstead, are visible. South of this intersection, the NIH Animal Center facility on the left, with manicured lawns, and chain link fence, interrupts the rustic character of the road. Opposite the NIH entrance is the entrance to the Montgomery County Police Firearms Range. This facility attracts considerable traffic. Before the road intersects with River Road, it slopes downhill and opens again to fields. River Road is an exceptional rustic, unpaved road. This road is similar to Club Hollow Road in that it has short, rather steep little hills.

Figure 31



Location Map 1



Roadway Characteristics:

Length: 3.5 miles
 Width: 16 feet paved
 Lanes: no center line or edge markings
 Shoulders: none

LEGEND

☆ Potential Historic Resource

Elton Farm Road

A Rustic Road



Elton Farm Road has historic value and outstanding natural features.

Recommended as a *rustic road*.

Significant Features:

- Unpaved road
- Alignment is reminiscent of farm tract

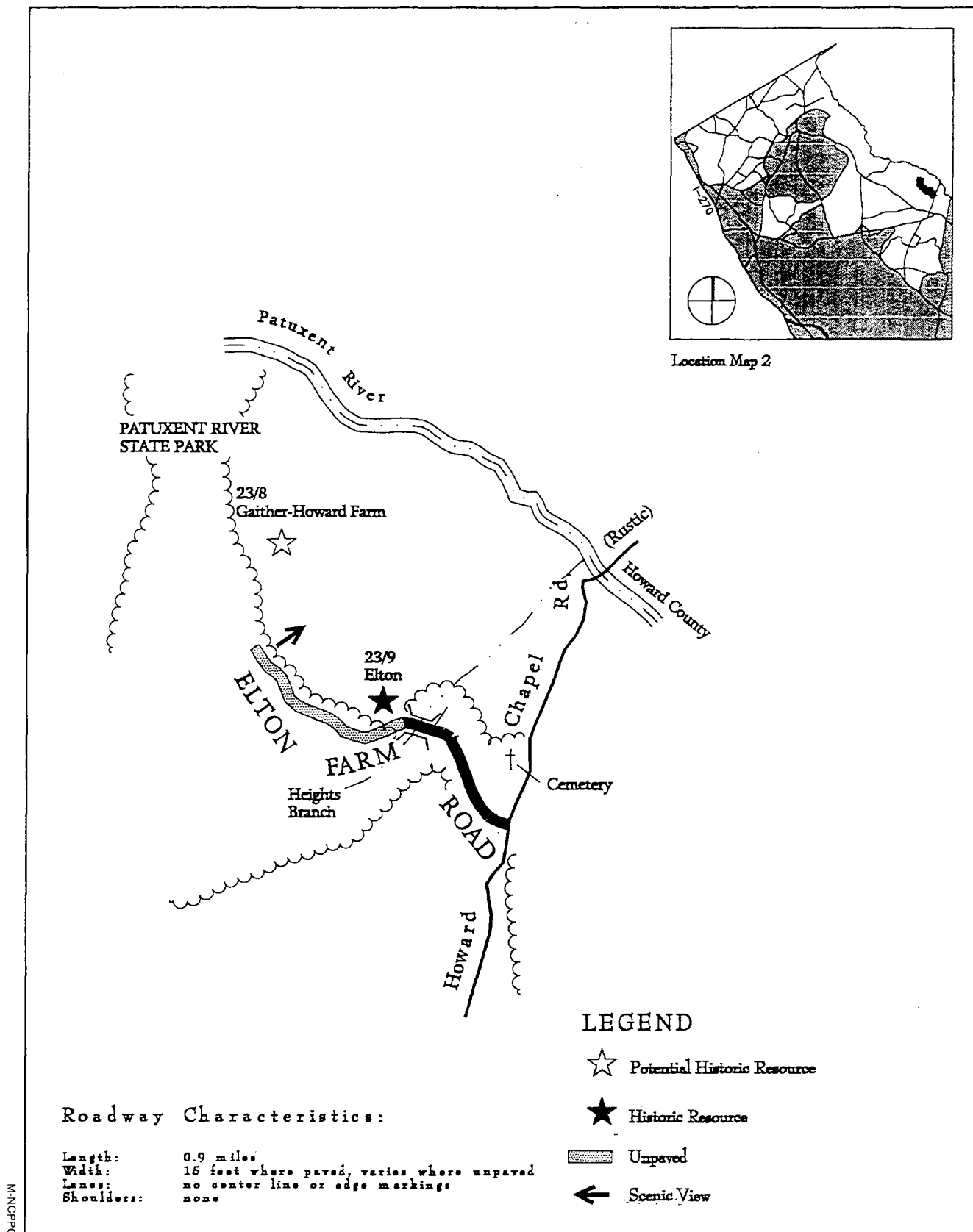
History:

This road was constructed to access Elton, an estate of the late 1700s. One historic resource (Elton) and one potential historic resource are along this road.

Driving Experience:

Elton Farm Road has tree canopy enclosure with forest on both sides. Leaving Howard Chapel Road, the Howard Chapel cemetery is visible to the right, with the Elton estate further west. This estate, associated with early settler Henry Griffith, includes a c1780 stone farmhouse, stone meat house, dairy, and cemetery. Elton Farm Road continues for approximately one-half mile as a paved road and then becomes dirt. On the left, a new subdivision of eight to ten homes is under construction. This subdivision, approved in 1990, has driveway connections designed to be in harmony with the rustic character of Elton Farm Road. Near the end of the road is the Gaither-Howard Farm, homestead of Enoch George Howard, a freed slave who founded Howard Chapel and established a black school nearby. Its cemetery contains the graves of Howard and family members. This section of the road erodes frequently. Park users, primarily hunters, park at the end of the road.

Figure 32



Gregg Road

A Rustic Road



Gregg Road has outstanding rural and farm vistas and historic value.

Recommended as a *rustic road*.

Significant Features:

- Alignment as it goes around farm building
- Tree-lined farm road
- Relationship to cascading Hawlings River tributary

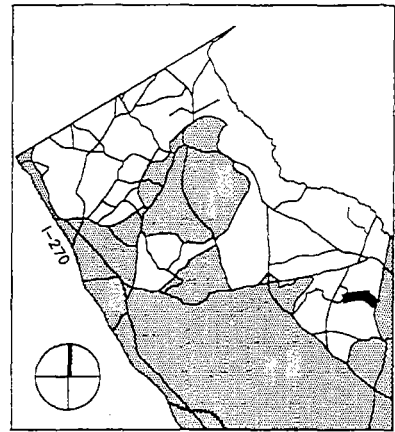
History:

This road was established sometime after 1879. Like many roads in the county, Gregg Road began as a private road connecting farmsteads with main thoroughfares; in this case, with Georgia Avenue and with Zion Road.

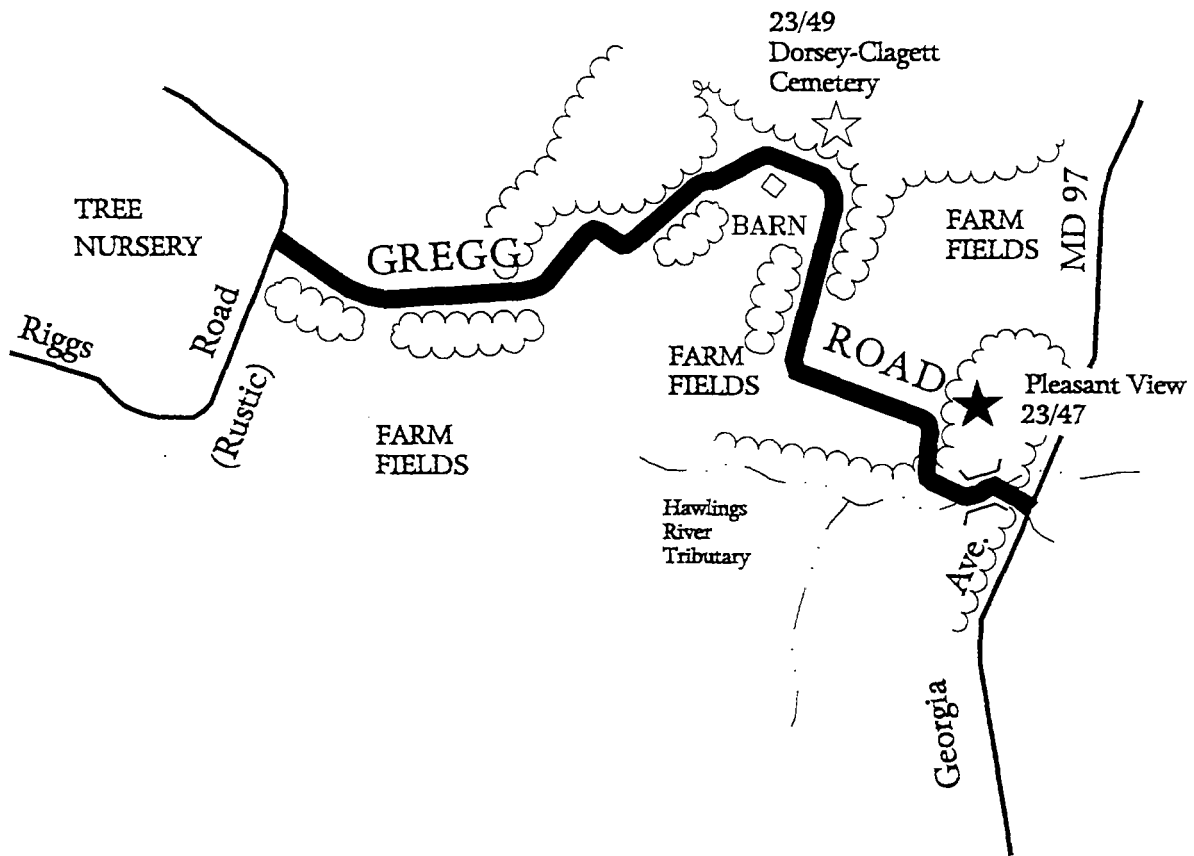
Driving Experience:

Gregg Road runs generally east-west. Driving west from Georgia Avenue, you pass through a residential area with a stream on the left side. The road rises rather sharply and the stream tumbles over large boulders in this area, providing an outstanding natural vista. The road passes Pleasant View, built by Allen Bowie Davis, an extensive landholder and State Senator, for farm worker housing. The original section of house was built by 1870. Agricultural outbuildings include a notable spring-house. The road continues through farmland with several S turns and three right-angle turns. The road is gently rolling with limited sight distance. The road passes the Dorsey Cemetery, which contains the grave of Col. Gustavus W. Dorsey, commander of the last confederate cavalry attack of the Civil War. Other late 19th and early 20th century graves of the Dorsey, Owen, and Clagett families can be seen here. The road goes through farmland and passes a barn on the left side which sits immediately adjacent to the road; the road makes an abrupt left turn at the corner of the barn. The road has a fairly enclosed viewshed with only short vistas across the fields. The road continues to Zion Road but only that portion as far west as Riggs Road (a rustic road) is recommended for designation as a rustic road.

Figure 33



Location Map 2



Roadway Characteristics:

Length: 1.9 miles
 Width: 15 feet paved
 Lanes: no center line or edge markings
 Shoulders: none

LEGEND

- ☆ Potential Historic Resource
- ★ Historic Resource

Haines Road

A Rustic Road



Haines Road has outstanding natural features leading to Frederick County.

Recommended as a *rustic road*.

Significant Features:

- Pleasant road blending into adjacent land
- Forest canopy over northern section of road

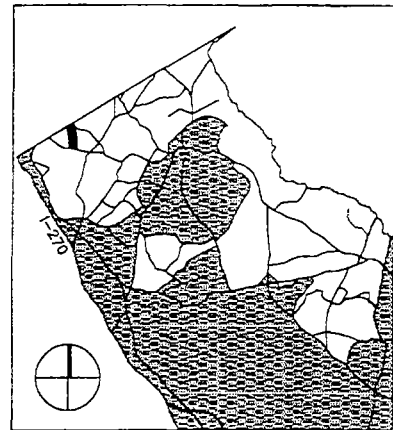
History:

A preliminary road was located in this general vicinity by 1879, connecting Price's Distillery Road with Lewisdale Road.

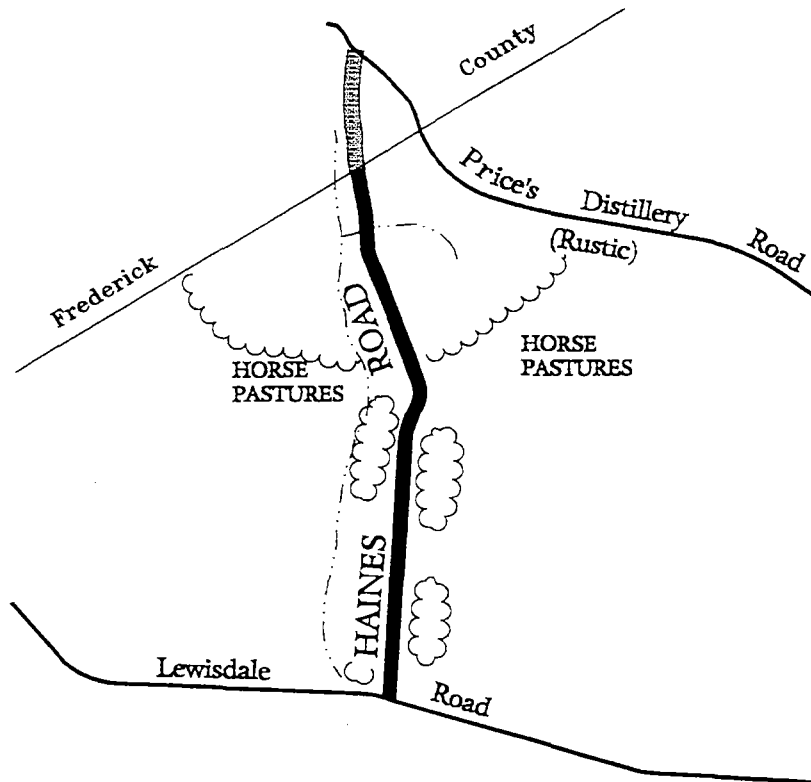
Driving Experience:

Haines Road is a small, rural road off Lewisdale Road leading north into Frederick County. The portion in Montgomery County is paved. At the County line, it becomes a dirt road and connects with Prices Distillery Road. The road has farm fields and pastures, and few houses for most of its length. Approaching Frederick County it enters a forested area with a small stream on the left.

Figure 34





Location Map 2



Roadway Characteristics:

Length: 0.7 miles
 Width: 16 feet paved
 Lanes: no center line or edge markings
 Shoulders: none

LEGEND

 Unpaved
 Stream

Hawkes Road

A Rustic Road



Hawkes Road has outstanding farm and rural vistas.

Recommended as a *rustic road*.

Significant Features:

- Vistas of farm pastures

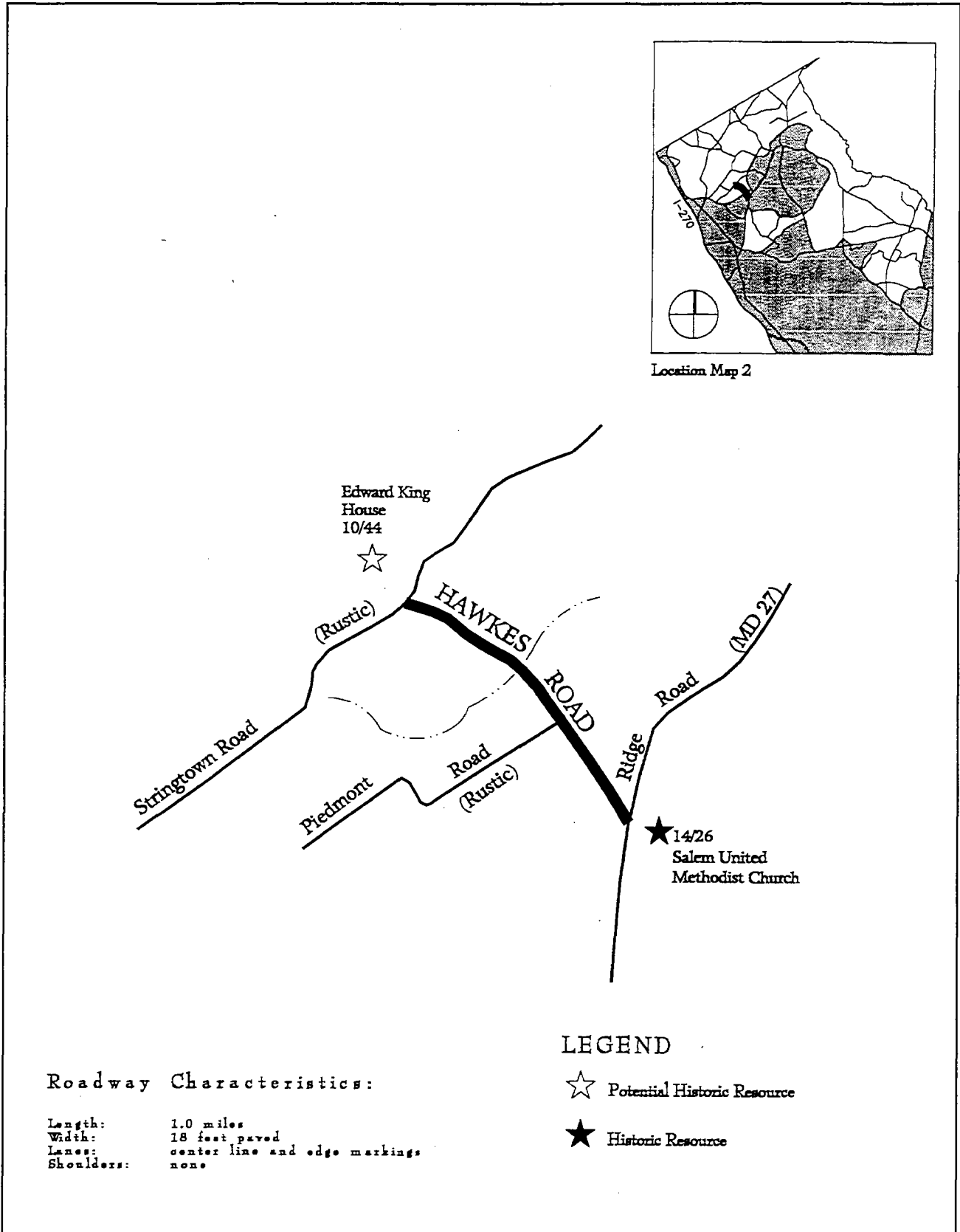
History:

By 1879, a road was situated in this location. A historic resource is at the eastern end. A potential historic resource is at the western end.

Driving Experience:

Hawkes Road connects Ridge Road (MD 27) and Stringtown Road (a rustic road), passing Piedmont Road on the way. Hawkes Road between Ridge Road (MD 27) and Piedmont Road (a rustic road) was classified as a rustic road in the Clarksburg Master Plan. This Master Plan extends that designation westward to Stringtown Road. The road is a small, rural road with farm fields and some recent residential development. Traveling westward towards Stringtown Road offers a pleasant view of farm pastures spread out through the valley and the well-maintained Edward King farm. Traveling eastward, one has a view of the Salem United Methodist Church. Built in 1906, this church is a late example of the Carpenter Gothic style, with notable details including wood tracery, pointed arch windows, and a side tower.

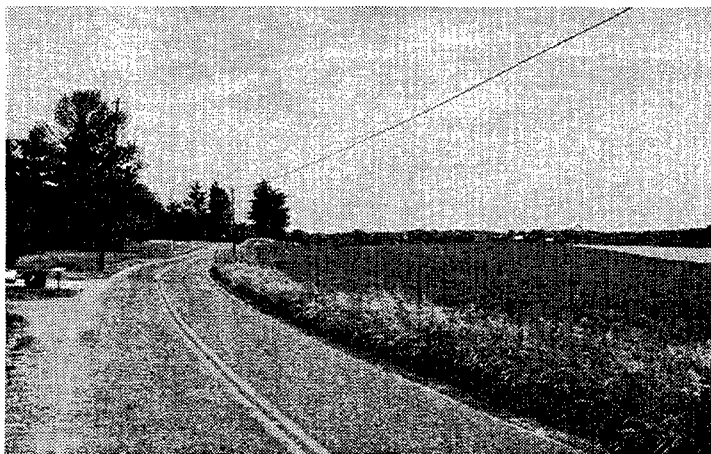
Figure 35



M:\NPPC

Hipsley Mill Road

A Rustic Road



Hipsley Mill Road has farm vistas and outstanding natural features leading to Howard County. Recommended as a *rustic road*.

Significant Features:

- Road blends into adjacent fields and lawns
- Forested area that meets the roadway edge and forms a complete canopy

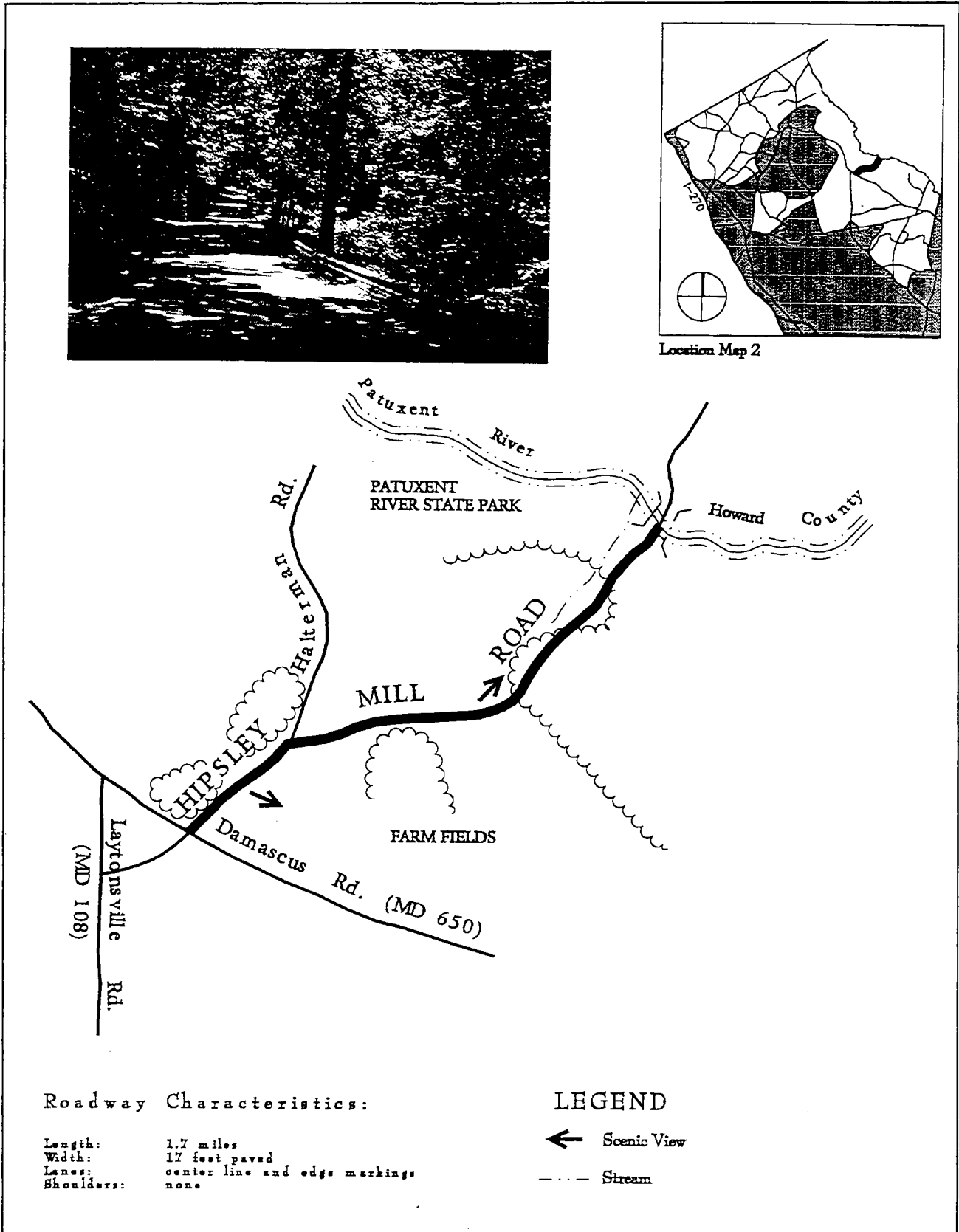
History:

The southern section to Halterman Road was established by 1879. The section north of Halterman Road to the Patuxent River was "unimproved" in 1879, though no mill was indicated on the map of that date.

Driving Experience:

Traveling from south to north, Hipsley Mill Road is a rural road running past Mt. Tabor Church at Damascus Road heading toward the Patuxent River. The road is on high ground with vistas across farmland for about two-thirds of its distance. It then changes to enclosed forest on both sides down to a wetland area and across the Patuxent River. Hipsley Mill Road has been designated a scenic road in Howard County. School buses turn around at the turn space adjacent to the river, and fishers probably park there since the river is a catch-and-return trout stream.

Figure 36



Howard Chapel Road

A Rustic Road

Howard Chapel Road has historic value

Recommended as a *rustic road*.

Significant Features:

- Pleasant road blending into adjacent land
- Forest canopy over northern section of road

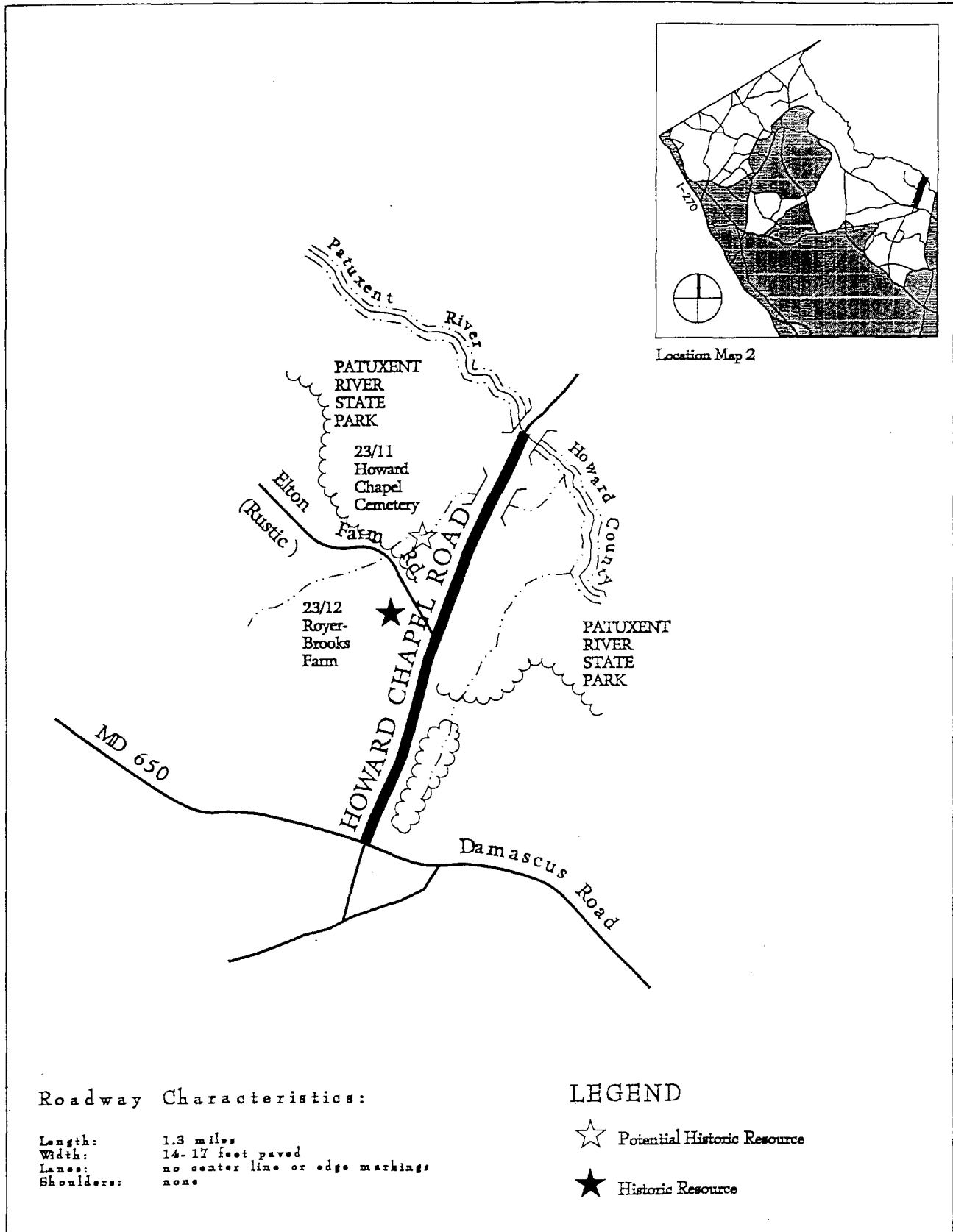
Historic Resources:

Howard Chapel Road was named for the African American community established in 1862 by Enoch George Howard. Mr. Howard was a former slave who bought his freedom by 1857 and became a prosperous landowner. By the late 19th century a church and school were located at the intersection of Howard Chapel Road and Elton Farm Road. Today one can still see the Howard Chapel Cemetery, now part of the Patuxent River State Park.

Driving Experience:

Howard Chapel Road is a rural road that leads into Howard County. Traveling north, most of the eastern side of Howard Chapel Road is tree-lined, while the western side has views of horse pastures and modern homes. The road gently rolls and dips, and blends with the surrounding land. South of its intersection with Elton Farm Road (a rustic road), the Royer-Brooks Farm is located on the western side of the road. The house was built by William Royer in 1907 and expanded in 1924. North of the intersection on the western side, the small Howard Chapel Cemetery may be spotted among the trees. This cemetery and the northern portion of Howard Chapel Road are within the Patuxent River State Park. The road passes over two small bridges before sloping up to enter Howard County; over Hights Branch near its confluence with the Patuxent River and then over the river itself.

Figure 37



Hoyles Mill Road

An Exceptional Rustic Road



Hoyles Mill Road has outstanding natural features.

Recommended as an *exceptional rustic road*.

Significant Features:

- Dense forest on either side of the road
- Road surface is primarily gravel
- Ford over Little Seneca Creek

Historic Resources:

The road was named for a saw and grist mill established by John Hoyle on Little Seneca Creek by 1865. The mill was located on the upstream side of the ford. The road was originally surveyed by Charles F. Townsend in 1883 in order to provide access to the mill. About 1928, the mill operation moved to Barnesville Road in Boyds.

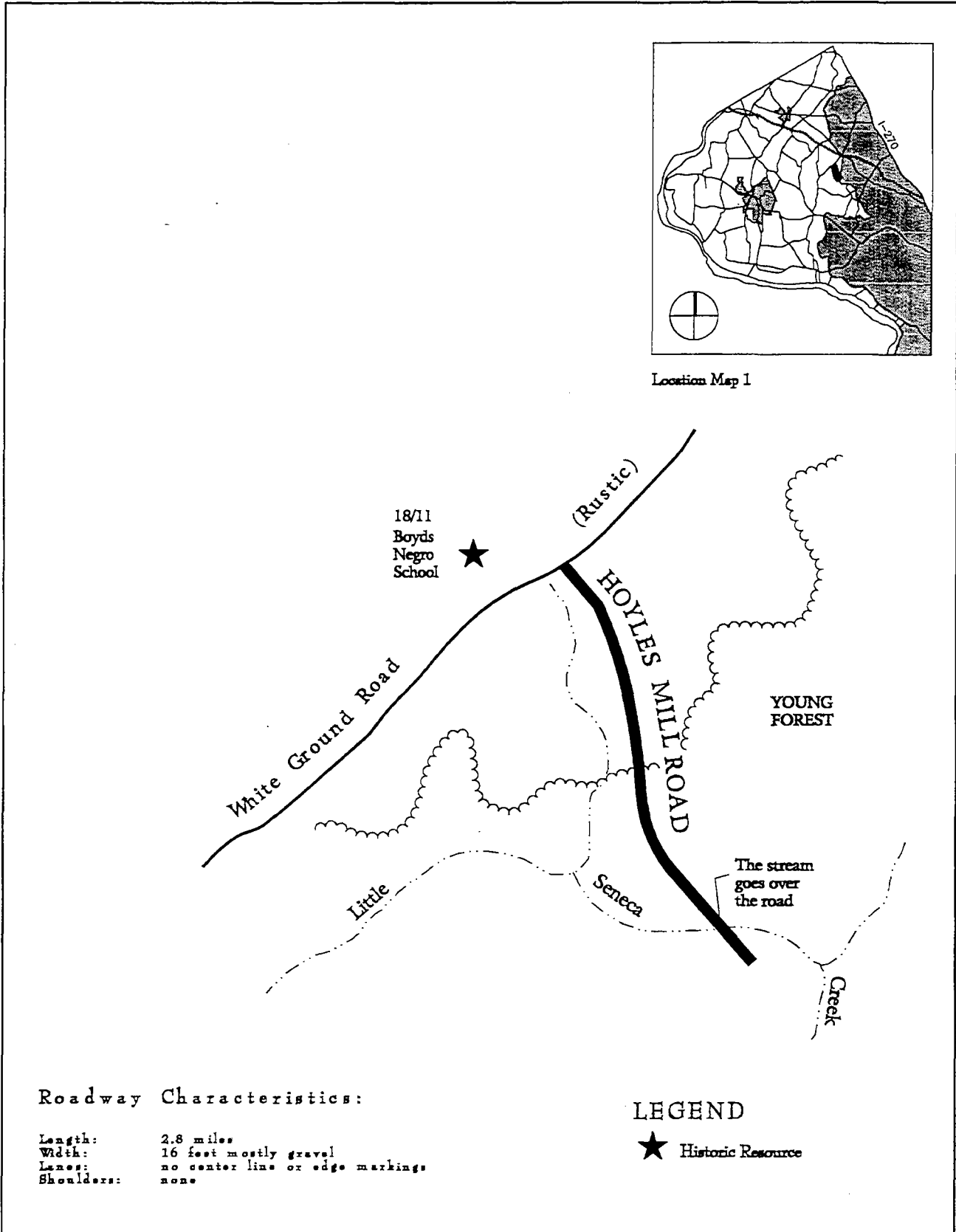
Boys Negro School is a one-room school house opened in 1895. It's a rare surviving example of an early educational building for rural black children.

Driving Experience:

The road extends from White Ground Road (a rustic road) near Boyds to Schaeffer Road in Germantown, crossing Little Seneca Creek as a ford. The first 1,100 feet of the road from its intersection with White Ground Road is an older residential neighborhood and is paved. From this point the road begins descending toward Little Seneca Creek through a dense young forest. Numerous rock outcroppings can be seen along the road and in one place right in the road. Little Seneca Stream Valley Park is located on the west side of the road near the Little Seneca Creek crossing. This entire western portion is in the Agricultural Reserve.

The eastern portion of the road is in the developing corridor city of Germantown. Hoyles Mill Road is not a master-planned road in the Agricultural Reserve. Hoyles Mill Road will no longer directly connect Germantown to Boyds. Part of the road in Germantown is being rebuilt as part of Kings Crossing subdivision; the part near the Plan boundary will be removed.

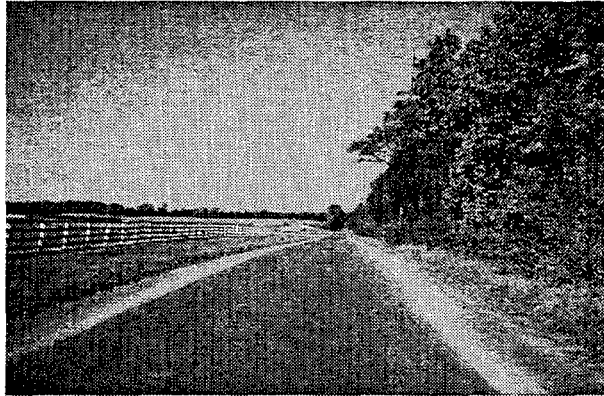
Figure 38



M NCPPO

Hughes Road

A Rustic Road



Hughes Road has outstanding vistas and largely follows its original 1872 alignment.

Recommended as a *rustic road*.

Significant Features:

- Views of farm fields
- Road follows the contour of the land

History:

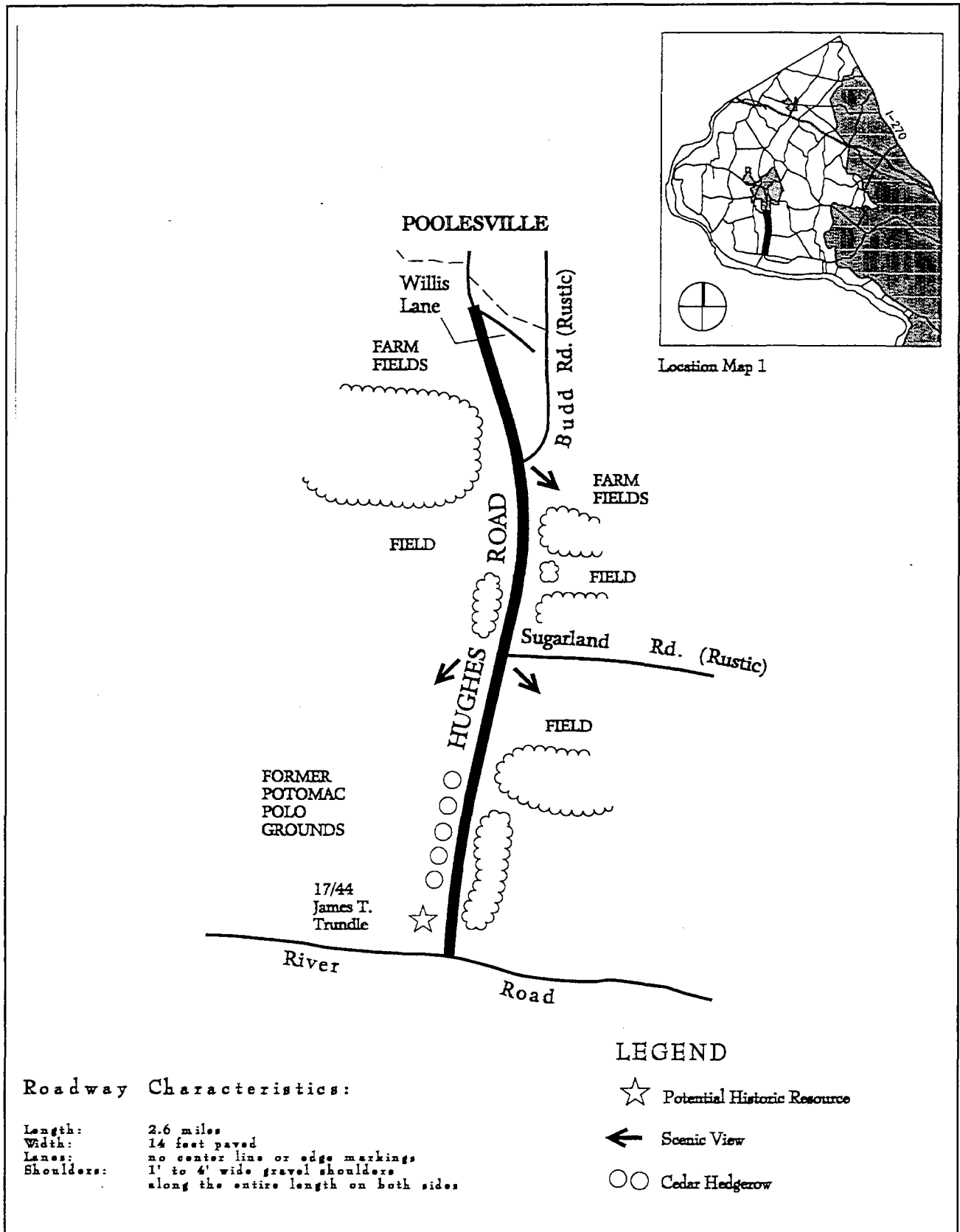
Hughes Road was originally surveyed in 1872 by William Musser. The original alignment included sections north of Willis Lane and south of Budd Road.

The James Trundle Farm, which faces River Road, is visible from Hughes Road. This farm was the home of a prosperous farmer. From 1876 to 1927, the Trundles owned one of the most substantial farmhouses in the area. The farm buildings, include a notable well tower and frame barn, are still visible.

Driving Experience

Hughes Road is a north-south road connecting the Town of Poolesville to River Road. The road follows the gentle rolling contour of the land. From the Poolesville Town limits at the north, an expansive view of farms and open fields appears to the west. To the east, trees line the road. Further south, trees line both sides of the road. Traveling further south on the last half mile, vistas of open fields can be seen on the west side of Hughes Road all the way to River Road. On the east side, trees continue to line the road.

Figure 39



M:\NORPC

Hunting Quarter Road

A Rustic Road



Hunting Quarter Road has exceptional natural features and historic value as the original River Road. Recommended as an *exceptional rustic road*.

Significant Features:

- Dirt road
- Alignment of road as the “original” River Road

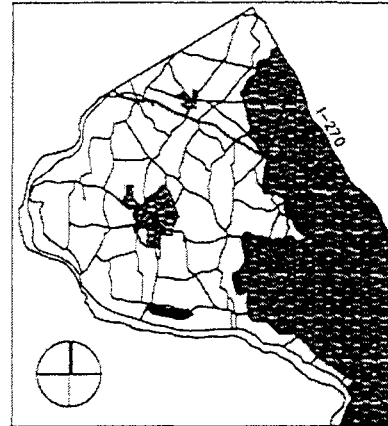
History:

One of the last unpaved roads in the County, Hunting Quarter Road is the historic alignment of River Road through this area. Called Old River Road when it was bypassed in a road straightening effort. Renamed for the early patent in the vicinity called “Brightwell’s Hunting Quarter.”

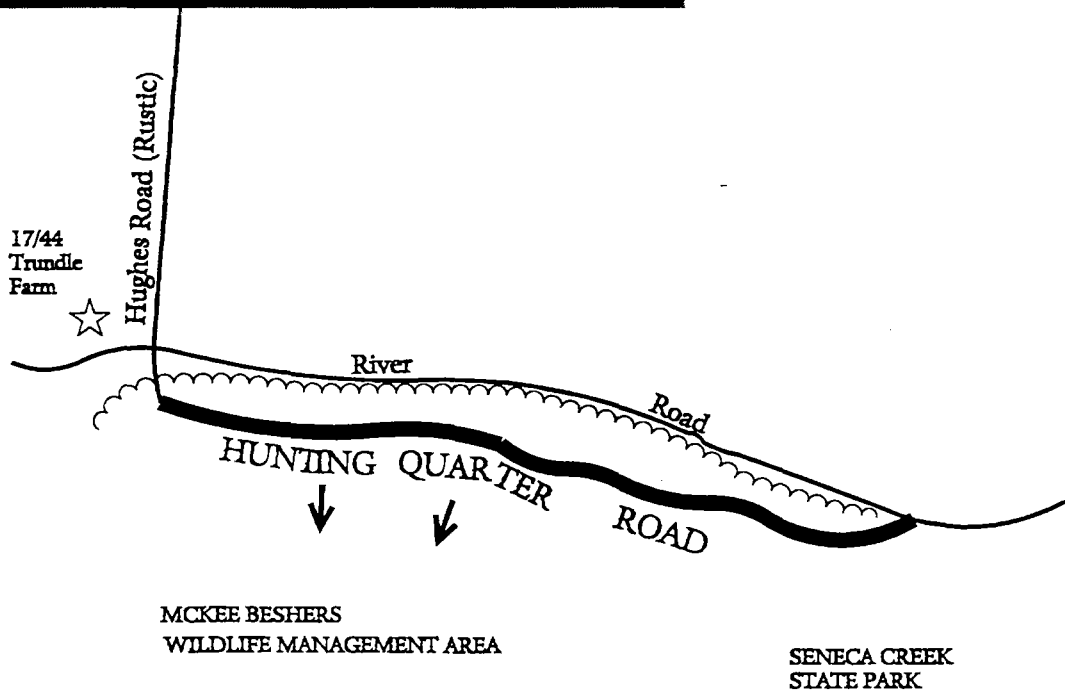
Driving Experience:

Hunting Quarter Road, the original River Road, is one of those roads that has the ability to transport one back in time to an earlier era. Leaving River Road at the eastern end, the road dips down to the lower level and passes through an area with canopy on both sides. The road is unpaved and goes through a low area where water sometimes stands. This road provides a significant view of the McKee-Beshers Wildlife Management Area on the south side of the road, with marshlands and wetlands clearly visible. On the north side is a relatively steep slope covered with trees and vegetation. In the autumn, when the leaves turn, this road is magnificent. The adjacent forest area is predominantly beech and the leaves turn a soft light-yellow. The road seems enveloped in this golden glow. Toward the western end, houses and some farmland are on the right side. The road turns back into River Road opposite Hughes Road, with a view across River Road of the James Trundle Farm.

Figure 40



Location Map 1



Roadway Characteristics:

Length: 1.75 miles
 Width: 9 to 18 feet paved
 Lanes: no center line or edge markings
 Shoulders: varies from none to 4 feet

LEGEND

☆ Potential Historic Resource

← Scenic View

Hyattstown Mill Road/Prescott Road

A Rustic Road

The Hyattstown Mill Road and Prescott Road loop has outstanding natural features and high historic value. Recommended as a *rustic road*.

Significant Features:

- Alignment and surface

History:

Named for a mill operating before Hyattstown was established in 1798. The northern section (Frederick Road to Prescott Road) was established by 1879, probably before 1865.

Driving Experience:

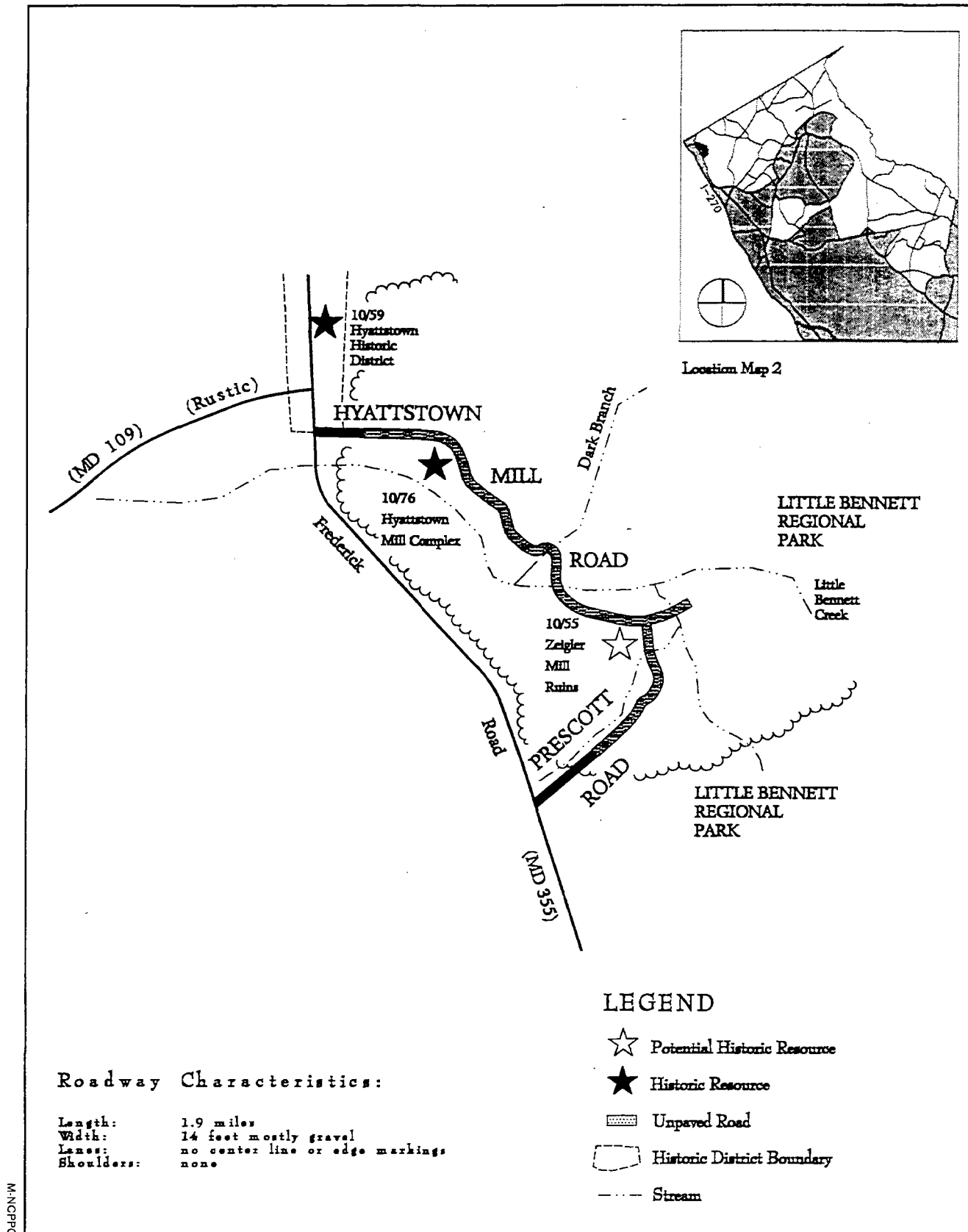
Driving the Hyattstown Mill Road/Prescott Road loop is a unique experience. Beginning at Frederick Road (MD 355) in the Hyattstown Historic District, Hyattstown Mill Road traverses parking lots and a small local park to enter the forest in the vicinity of the Hyattstown Mill Complex. While the original mill at this site dated to 1783, the present mill building was constructed in 1919, remaining in use into the 1930s. The adjacent miller's house was built by 1858. The road is narrow and the paving has largely deteriorated. The road rises with banks on the left and drops to the stream on the right. The road crosses a stone bridge with no parapet. The "Dark Branch Trail" begins on the left. A pond is barely visible on the right. Then the road crosses another stream. This road is clearly a road from a former era — not only bypassed by another road but part of an abandoned community. Both roads connected through what is now Little Bennett Park: Hyattstown Mill Road to Clarksburg Road; Prescott Road to Lewistown Road. The fords were closed several years ago. The roads were abandoned and became Park roads. The road now provides access to park trails, a picnic area, and the historic sites. The road is barricaded at the former ford site. Ziegler's Saw and Bone Mill was constructed in this location in the early to mid-1800s. Bone mills, used to grind animal bones for fertilizer, were rare in this country. A sign marks the mill site where tail race, stone foundation, and earth mounds can still be seen.

Prescott Road joins Hyattstown Mill Road near the barricade and leads back to Frederick Road (MD 355). On the left at MD 355 is a burial ground for parishioners of the Montgomery Chapel, a black Methodist Episcopal church (1871) which formerly stood nearby. On the right is the Ziegler Log House, built in the mid-1800s. This log and frame house was home to generations of the Ziegler family who worked locally in the milling trade.

A partial inventory of flora and fauna indicates very high quality natural habitats:

1. **Amphibians:** red-spotted newt population in the large mill pond before the first ford; at Ziegler Mill Pond there is a population of spotted salamanders, wood frogs, and spring peepers.
2. **Birds:** nesting barred owls in the stream valley; great horned owls nest on the ridge; a wild turkey population on Owl Ridge Trail above the road; turkey vultures roost in the dead tree by Earl's Picnic Area; displaying grounds for woodcocks in the low wet fields along the road.
3. **Butterflies:** only known colony in Montgomery County of Baltimore; uncommon butterflies seen along this road - olive, coral and striped hairstreaks; larvae of giant swallowtails found crawling on this road; pipevine swallowtails.
4. **Mammals:** coyotes are being sighted with greater frequency along this road; most sightings are early morning; photos confirm sightings; several years ago, a black bear was sighted.
5. **Plants:** closed gentian colonies in moist meadows along the road; large stands of maidenhair fern on bank beside road just after Ziegler Mill; showy displays of spring ephemerals along wooded sections of road; several old walnut trees along the road; birdfoot violet on rocky hillsides.

Figure 41



Jerusalem Road

A Rustic Road



Jerusalem Road has outstanding natural features and high historic value.

Recommended as a *rustic road*.

Significant Features:

- Historic value
- Trees and vegetation grow close to the road

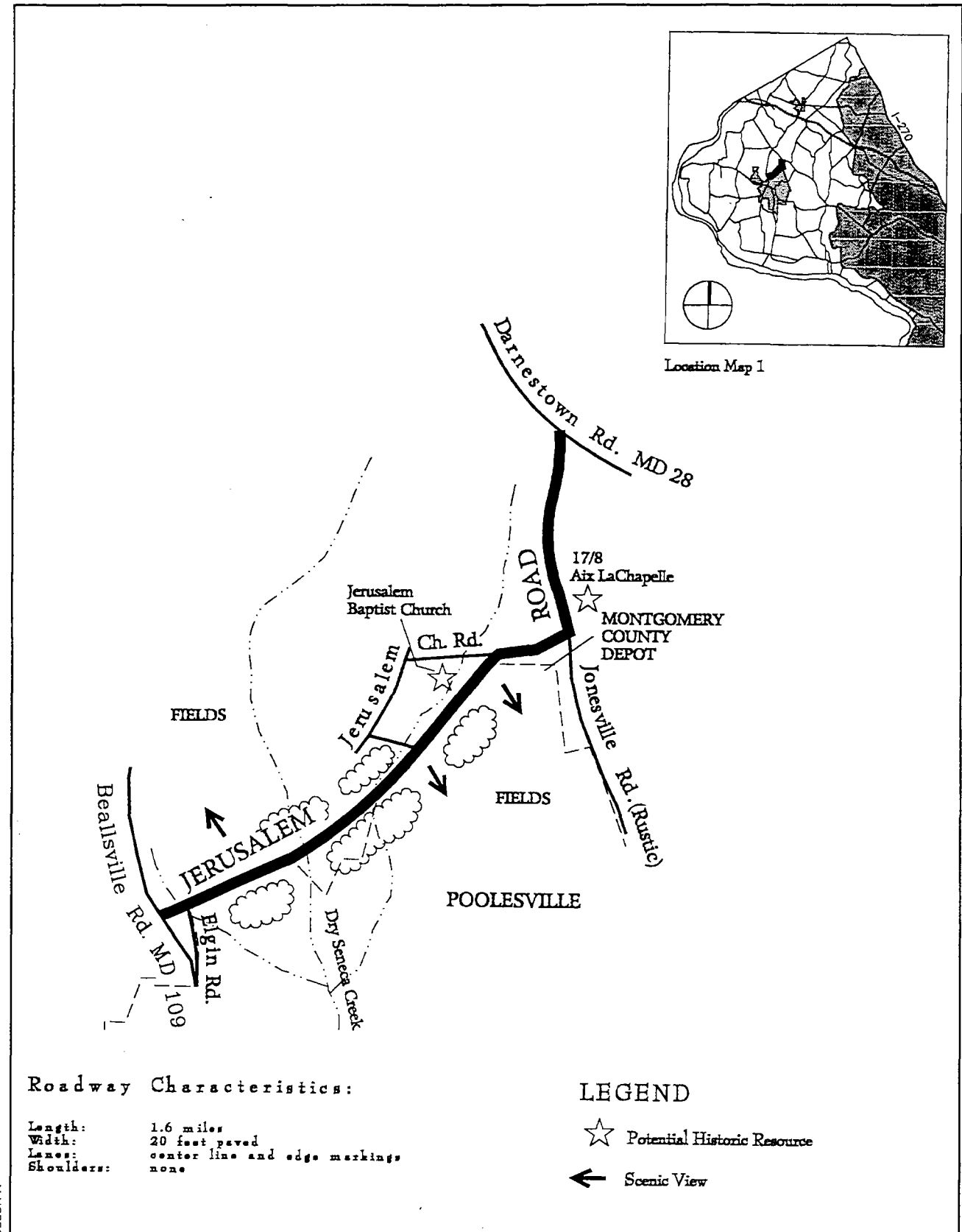
History:

Jerusalem Road was established about the same time as the Jerusalem Baptist Church, whose congregation was organized in 1874. The present brick structure was built in 1922, replacing an earlier 1888 church. A cemetery on Jerusalem Church Road is located near the older church site. By 1879, Thomas Midford operated a gristmill where the road intersects with Dry Seneca Creek.

Driving Experience:

Jerusalem Road borders the Town of Poolesville from Jonesville Road to Beallsville Road. It provides a pleasant drive close to the Town. From Darnestown Road to Jonesville Road, the northern section of Jerusalem Road is surrounded by open views of old farm structures and farm land to the west and a single residential house to the east. Aix-La-Chapelle is located on the western side of Jerusalem road at the intersection of Jerusalem and Jerusalem Church Road. Aix-La-Chapelle, with its c1810 brick house and numerous outbuildings, was established by the prominent Brewer family, members of whom lived here for 130 years. The lower three-fourths of the road is mostly wooded. The views along Jerusalem Road alternate between tree clusters, views of fields, and single-family houses.

Figure 42



Jonesville Road

A Rustic Road



Jonesville Road, a country road leading from Jerusalem Road to Jonesville Terrace has outstanding natural features.

Recommended as a *rustic road*.

Significant Features:

- Tree canopy that comes up to the road edge
- Narrow road surface

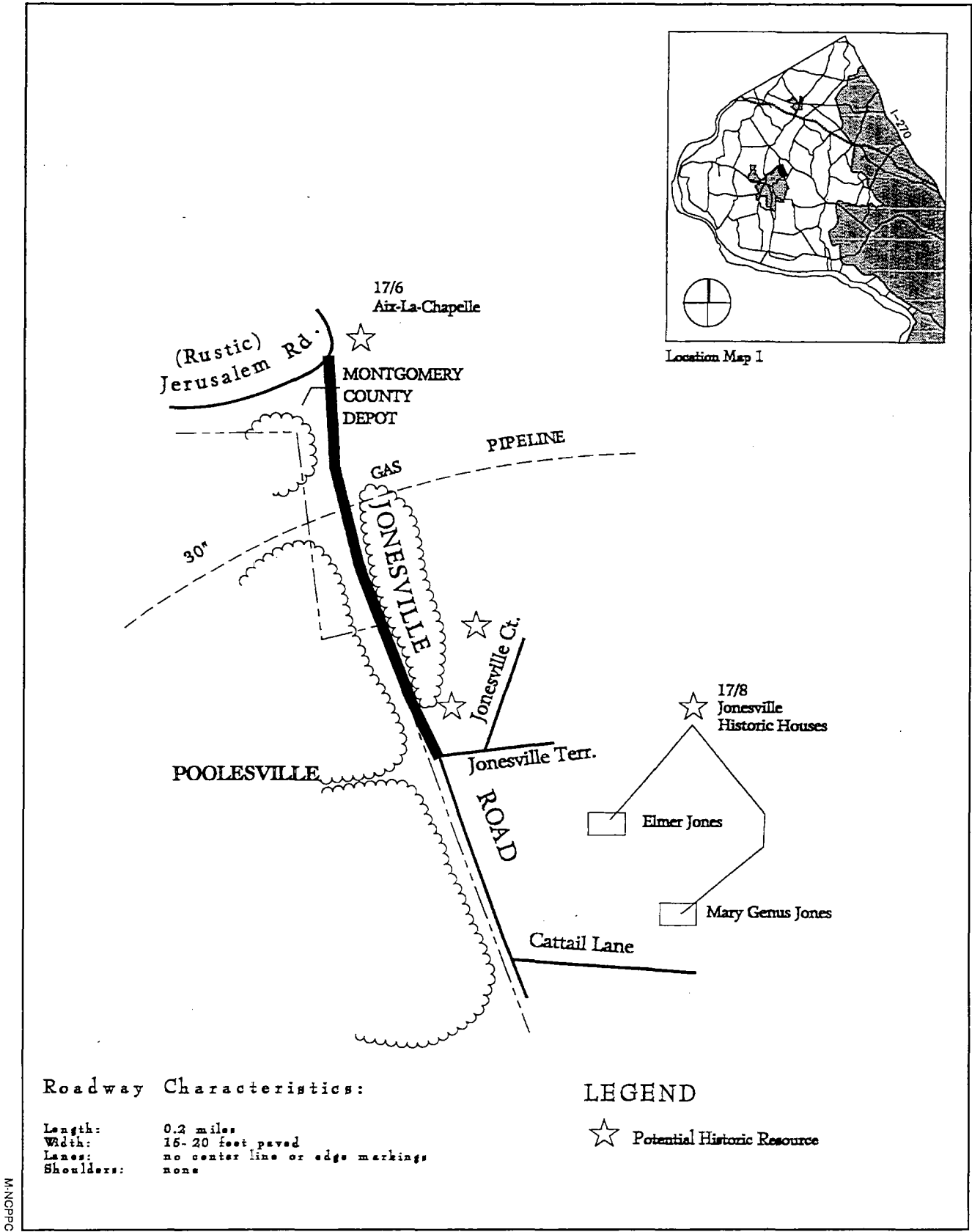
History:

Judging by historic maps, Jonesville Road was established by 1879. Jonesville Road is named for the historic black community established in this vicinity by Erasmus and Richard Jones after the Civil War. Historic Jonesville houses of log and frame, dating from 1870s to 1920s are today accessed by Jonesville Terrace and Jonesville Court.

Driving Experience:

Jonesville Road is a north-south road that extends between Jerusalem Road and Cattail Lane. It is a very short rural road that is bordered by the Town on Poolesville to the west. It is a lightly traveled road. The section recommended as a rustic road winds through dense young forest with a closed canopy.

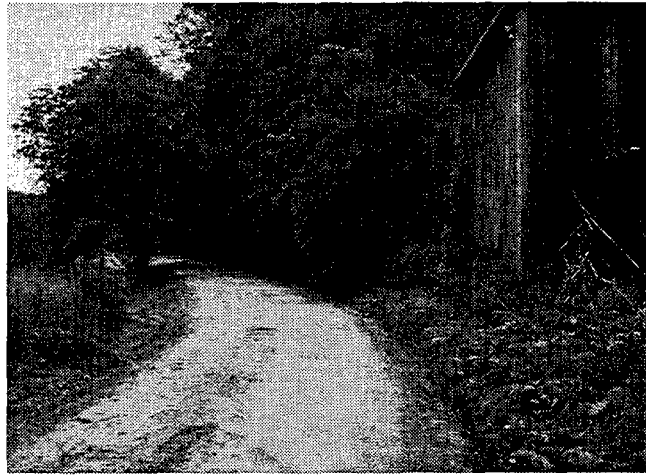
Figure 43



MANOPPC

Kingsley Road

An Exceptional Rustic Road



Kingsley Road has high historic value, outstanding rural and farm vistas, and exceptional natural features.

Recommended as an *exceptional rustic road*.

Significant Features:

- Alignment of road terraced into bank with stream on one side
- Road lies in harmony with the adjacent land

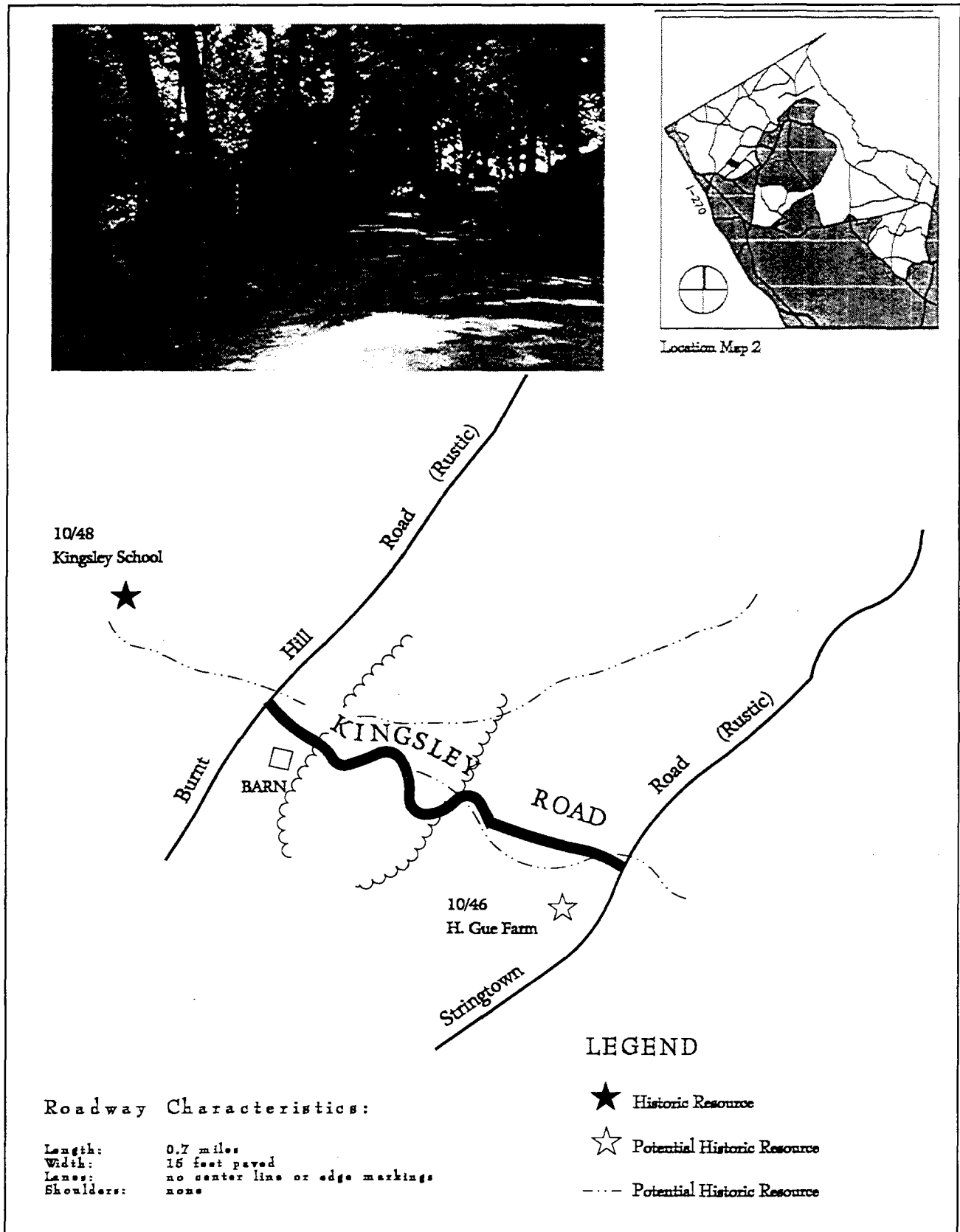
History:

The road is named for the King family, prominent in the area, who established a small community in the late 1800s. The Kingsley one-room school was built in 1893 within walking distance of farms in Little Bennett Creek Valley. The area where the school is located was known historically as Froggy Hollow.

Driving Experience:

Kingsley Road is a short, narrow road connecting Stringtown Road and Burnt Hill Road, both of which are rustic roads. The road parallels a tributary to Little Bennett Creek, running along a terrace above the creek for much of its length with interesting views into the creek. The stream migration near Burnt Hill Road is threatening the roadway surface. In addition to the natural features near the stream, the road has quiet farmland views and, at one point, passes within a few feet of a barn.

Figure 44



Kingstead Road

A Rustic Road

Kingstead Road has outstanding natural features and historic value.

Recommended as a *rustic road*.

Significant Features:

- Historic alignment
- Relationship to farmsteads, wooded areas and stream

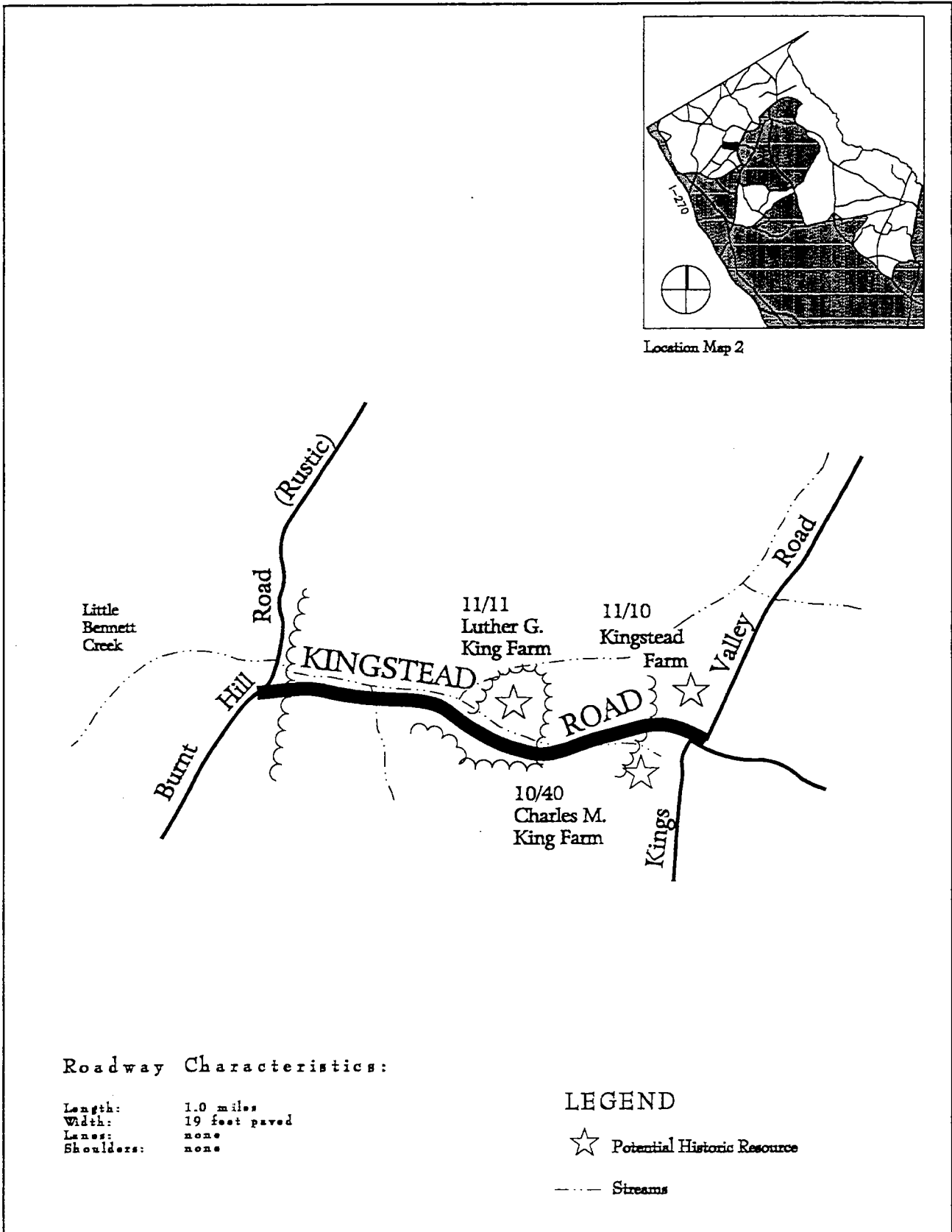
History:

Established between 1865 and 1879, the road connected the King's distillery on Burnt Hill Road with the Young and King store on Kings Valley Road, passing through the community known as Kings Valley. The road was first paved in 1977.

Driving Experience:

A portion of Kingstead Road between Kings Valley Road and Burnt Hill Road is recommended as rustic. The road has outstanding natural features passing through woodland. Driving westward from Kings Valley Road, the Charles M. King farm is on the left. This is one of the earliest of several King farms in the settlement known as Kings Valley, established by 1865. It is a simple three-bay house with full width porch. The Kingstead farm is on the right. Owned by the same family for over a century, Kingstead Farm was established in the early 1800s and recognized in the mid-1900s as one of the most progressive and productive farms in the state. Hence this site is important in the history of Maryland agriculture. The c1900 house incorporates an earlier dwelling built by John Duckett King, the family's original settler who farmed tobacco here. The outbuildings span over 90 years of construction, including an 1898 bank barn, concrete block dairy barns of 1932 and 1952, and a 1984 silo. Further along the road the Luther King farm is on the right. This early 1800s house was owned by Luther King, who operated an adjacent grist mill and nearby whiskey distillery. Kingstead Road parallels a small stream tributary to Little Bennett Creek.

Figure 45



Martinsburg Road

An Exceptional Rustic Road

Martinsburg Road has exceptional historic value, outstanding view of agricultural features, and natural landscapes.

Recommended as an *exceptional rustic road*.

Significant Features:

- Politicians road - one mile segment at north end of road
- Concrete paneled bridge
- Mountain views
- Stone walls north of Wasche Road

History:

Martinsburg Road is the only road with a section designated on the Master Plan for Historic Preservation. The section from MD 28 to Wasche Road was established in 1838 following a petition of local farmers and businessmen for access to local mills and to the canal. Soon afterward, stone walls were built on both sides of road, according to custom. The road was named for the black community, established c1866, located at the road's intersection with Whites Ferry Road (near Warren ME Church). The southern section of the road was rerouted sometime after 1879. The one-mile, one-lane concrete section, laid in 1931, is typical of the first roads paved for automobile use. Known as politicians' pig paths, these roads nearly always led to the gate of a person with political influence, and ended there. In addition to the road itself, three historic resources and two potential resources are located on this road.

Driving Experience:

From the south (at Whites Ferry Road), this road traverses agricultural land with tree/shrub hedgerows. Several areas are open to the farm fields. The road has long, straight segments with sharp curves and gentle elevation changes. At several places along the road are long views of the Appalachian mountains, Sugarloaf Mountain, and the PEPCO smokestacks. The road has interesting features along it beginning with the John Jones Farm on the left side of the road near the first turn. This farm features a frame bank barn and corn crib. Further north, after several turns and an area of the road lined on both sides with hedgerows, the William Jones Farm (also known as Bittersweet) is to the east. The farmhouse has a center cross-gable form with no porch; the metal-roofed barn is in the back. A long view of Sugarloaf Mountain occurs at the driveway end. The Trundle-Wells Farm was established in the 1830s. This 500-acre farm employed slave labor to produce wheat, corn, and hay, and to raise cattle, sheep, hogs, and horses. The rare Seneca sandstone bank barn (c1830) is located across the road from the log and frame farmhouse (c1840).

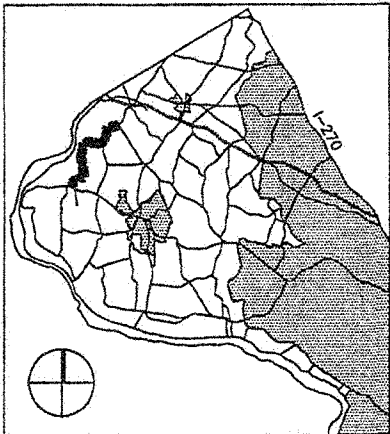
The road passes the Dickerson Conservation Area where the only complete tree canopy occurs where it crosses two bridges. Both are posted with weight restrictions; the northernmost is a concrete panel design that is identified as a significant feature of this road. Also at the Dickerson Conservation Area is the haul road leading from the PEPCO facilities to the north to the ash deposit site to the south. This haul road crosses Martinsburg Road. County plans for the near future include a landfill south of the PEPCO ash site at what is known as Site 2. Site 2 will be accessed along the haul road which, in addition to crossing Martinsburg Road (as today), will be extended eastward parallel to Martinsburg Road.

After passing Wasche Road on the right (a rustic road), the road becomes a politicians road lined with Seneca sandstone walls. Visible on the right is Inverness, a brick Federal style house built in 1818 for Charles Willson. The fine collection of agricultural outbuildings date from 1835 to 1959. This has been the home of four generations of Whites.

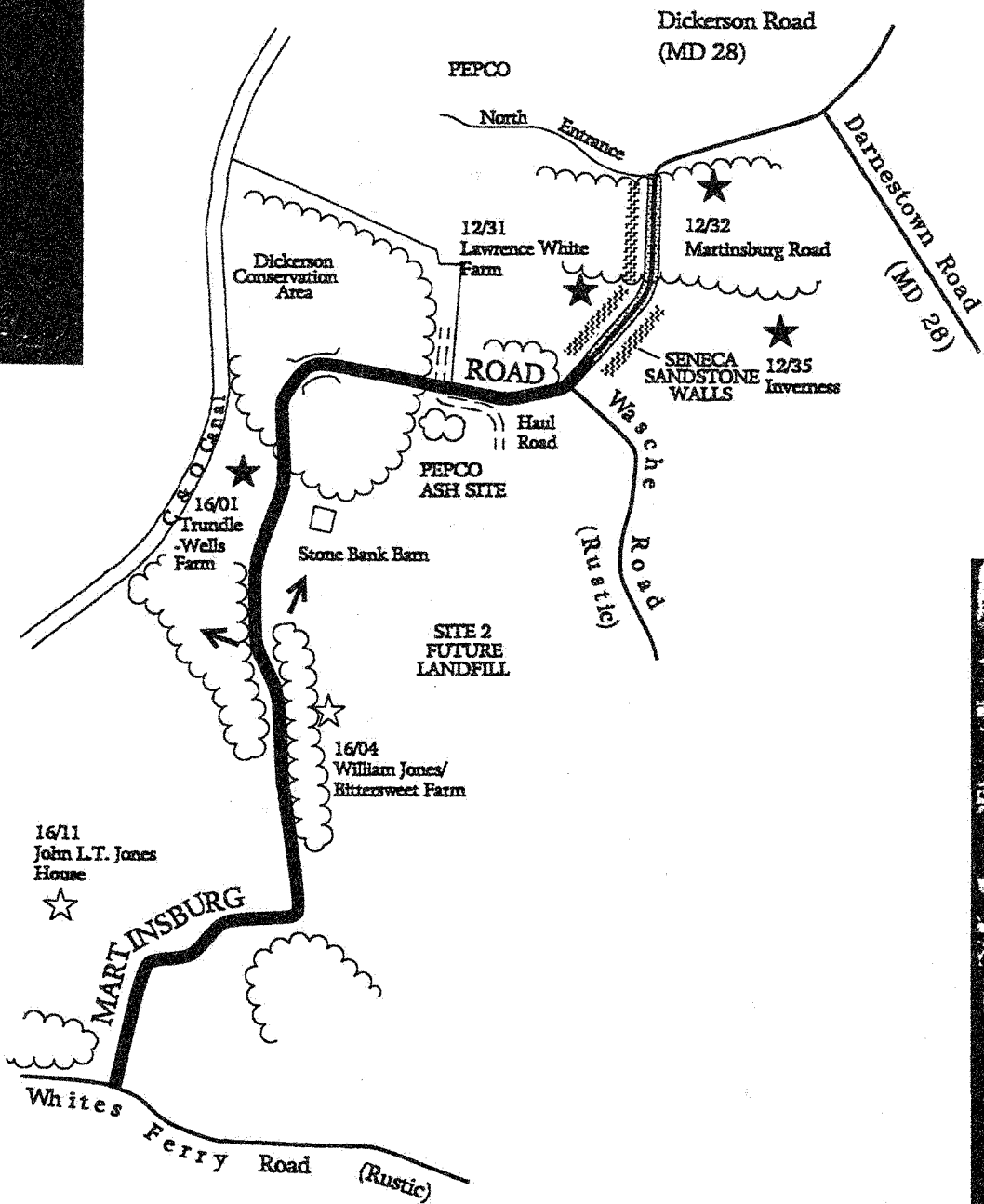
The rare Gothic-roofed dairy barn of the Lawrence White Farm, which dates from the early 1930s, is visible on the left. The 1883 house was destroyed by fire in 1990. An abandoned stone house stands to the west just before the north entrance to the PEPCO property, where the rustic road designation ends.

Martinsburg Road — An Exceptional Rustic Road

Figure 46



Location Map 1



LEGEND

- ☆ Potential Historic Resource
- ★ Historic Resource
- == Politician Road
- ← Scenic View

Roadway Characteristics:

Length: 4.2 miles
Width: varies from 9 feet to 18 feet paved
Lanes: partially politician road
Shoulders: no center line or edge markings
none

Montevideo Road

An Exceptional Rustic Road



Montevideo Road has lovely views of rolling farm fields, outstanding natural features, and high historic value.

Recommended as an *exceptional rustic road*.

Significant Features:

- Truss bridge over Dry Seneca Creek
- Alignment of road as it runs near Dry Seneca Creek
- View of Rocklands from the south
- Seneca sandstone wall
- View of farm fields at northern end

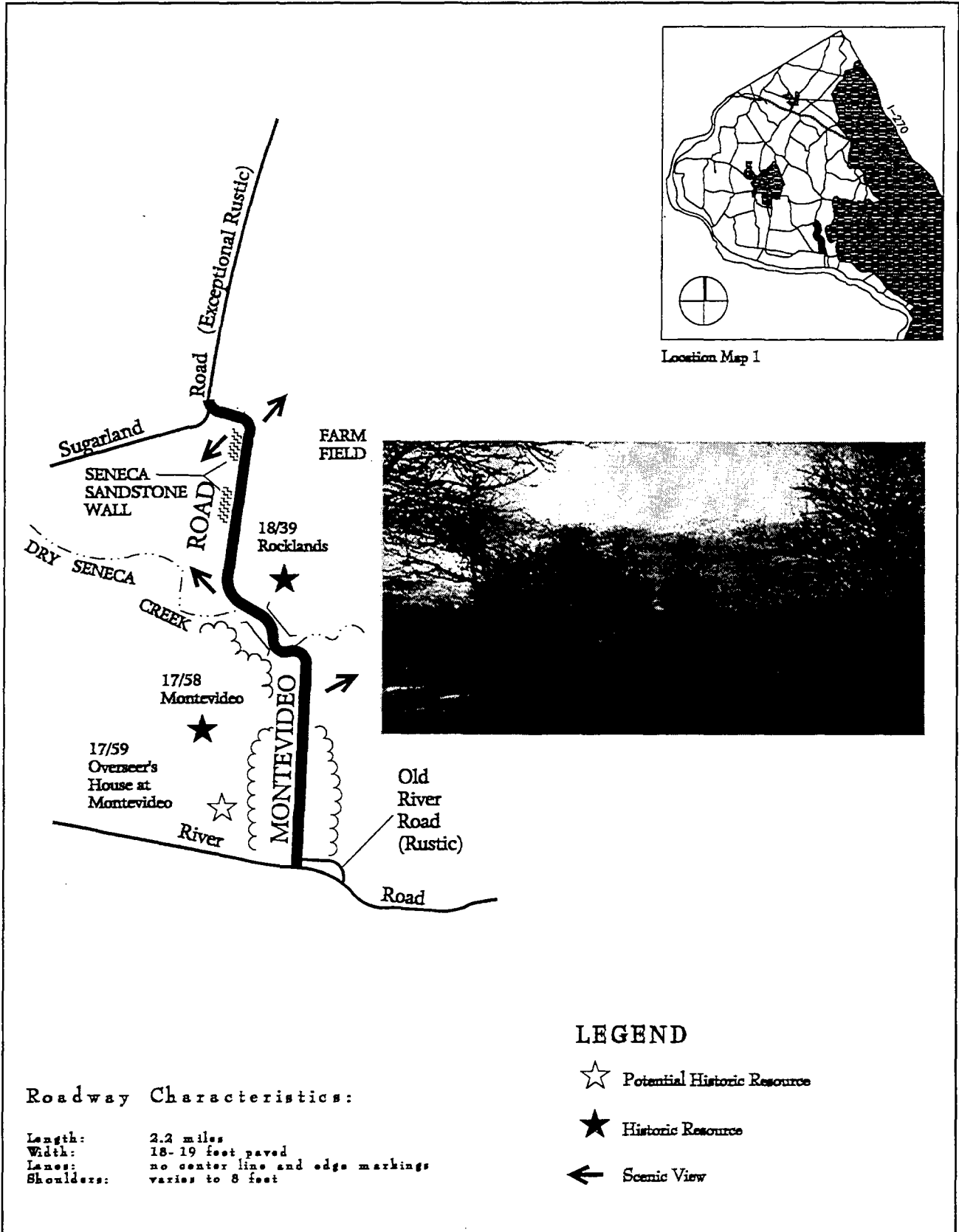
History:

Established by 1837 as an access road for Seneca Mill from Dawsonville. The road traverses a notable one-lane truss bridge near the entrance to Rocklands.

Driving Experience:

Starting from River Road, Montevideo Road passes Old River Road (a rustic road) on the right under tree cover, then presents an exceptional view of the rolling hills and farms. High trees and covered embankments, steep downhill views, and historic sites are visible from the road. Montevideo is one of the finest examples of Federal style architecture in the County. Built c1830 by John Parke Custis Peter, offspring of the prominent Georgetown family, a member of the Maryland House of Delegates, and first president of the County agricultural society. The house faces south towards River Road. The Overseers House was built for Montevideo. It displays fine workmanship of rough-cut Seneca sandstone laid in regular courses. The road bends in a canopy of trees and crosses Dry Seneca Creek on a single-lane iron truss bridge. Crossing the creek, Rocklands is the dominant view on the hill across the bridge. This stone house, built in 1870 in Italianate style, was a showplace and local social center. It has a fine collection of outbuildings, including a bank barn, stone springhouse, and log meathouse. The road continues along the creek. The field view on both sides of the road is spectacular. A Seneca sandstone wall on the left side contributes an exceptional rustic quality to this road.

Figure 47



Moore Road

A Rustic Road



Moore Road is a country road with outstanding natural features.

Recommended as a *rustic road*.

Significant Features:

- Road follows the contour of the land
- Vegetation along both sides of the road is mostly forest with some hedgerows, providing a uniform tree canopy
- Beautiful view of nearby ridges through the hedgerows

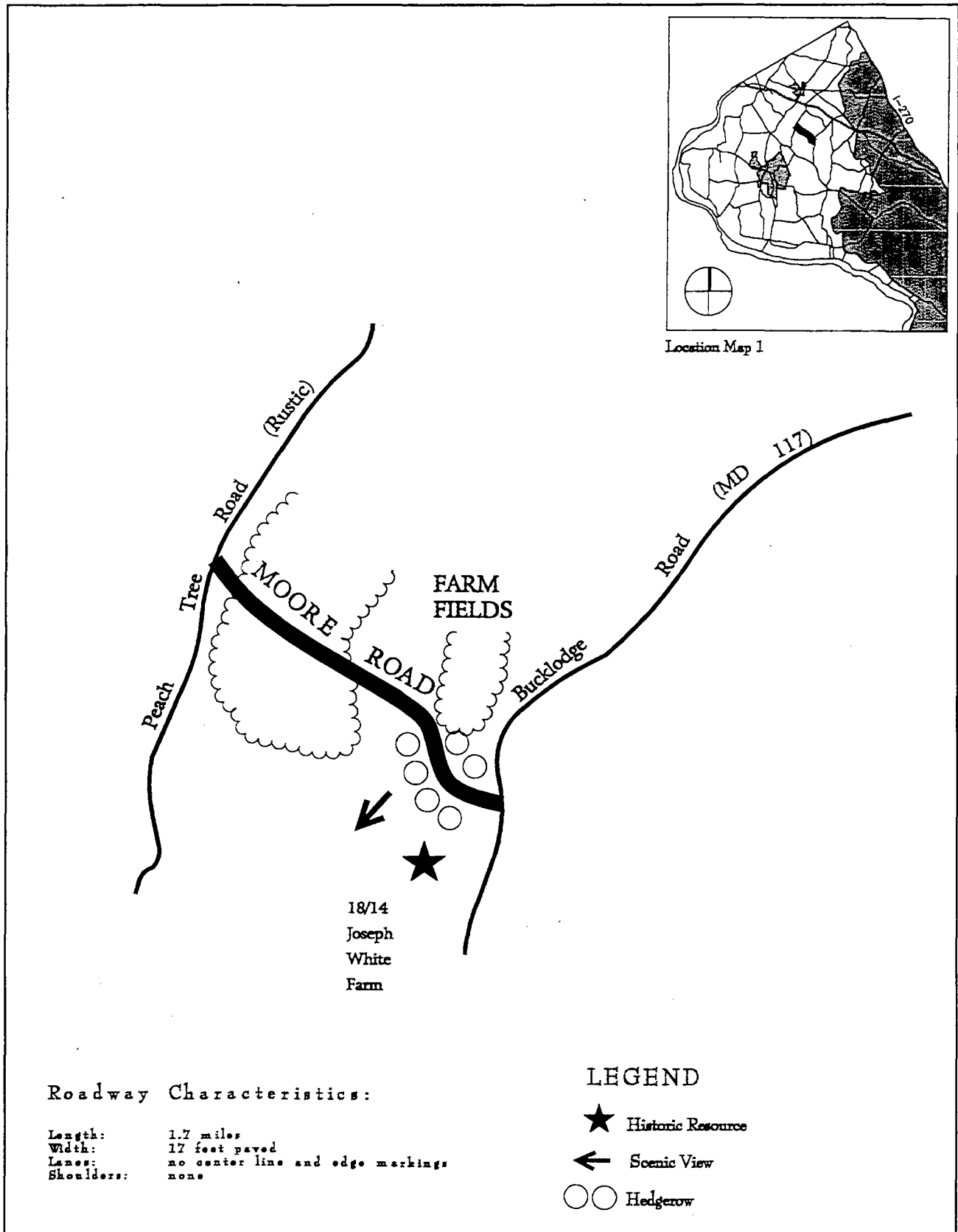
History:

This road was probably established after 1879, though by that time a "Union School" was located in this vicinity. The road is named for the Moore family, descendants of the Whites who lived at the historic Joseph White Farm from the early 1900s.

Driving Experience:

At its western intersection with Peach Tree Road (a rustic road), Moore Road is covered by a tree canopy. From Peach Tree Road, it descends into a stream valley, rises, then dips into a second stream valley. Residences are scattered along the road and views include pastures, cultivated fields, and nearby ridges seen through the hedgerows. Approaching Bucklodge Road, the Joseph C. White Farm is on the south (right) side. The farm includes a substantial brick house built c1822 by its namesake. The farm was inherited by White's granddaughter Eliza Virginia Moore in 1911.

Figure 48



Mount Ephraim Road

A Rustic Road



Mount Ephraim Road has outstanding natural features, rural and farm vistas, and historic value.

Recommended as a *rustic road*.

Significant Features:

- Alignment leading towards Sugarloaf Mountain
- Ridge road with expansive views

History:

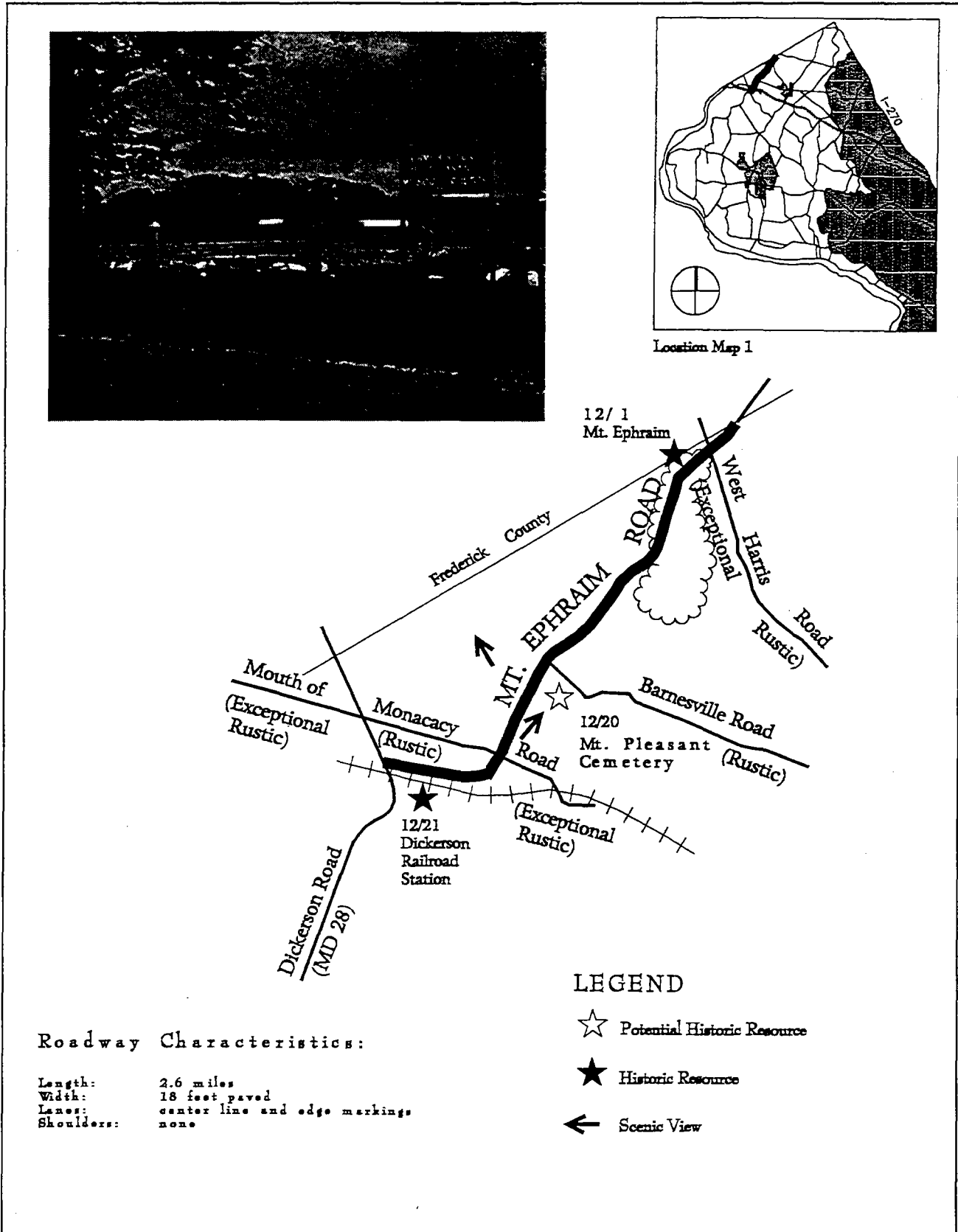
Named for the community located at the intersection of Harris and Mt. Ephraim Roads, which was a center of settlement and commerce during and after the Civil War. The small community, centered around a store and post office, declined with the coming of the B&O Railroad in 1873. According to local residents, the road was a politician's road until recent paving. The line of the concrete surface shows through the paving.

Driving Experience:

Driving north from Dickerson Road (MD 28), this small rural road passes the Dickerson train station on the right. Built in 1891, it is one of only four remaining train stations on the Metropolitan Branch which were built in the late 1800s and designed by Francis Baldwin, architect for the B&O Railroad. Noteworthy features on the trackside facade of this frame structure are its elaborately ornate construction date (B&O 1891) and unusual V-shaped agent's bay. Dickerson residences along this section of the road date from the late 1800s and early 1900s. At the curve of the road, the Neutron Products Plant (see Chapter 3) is on the right.

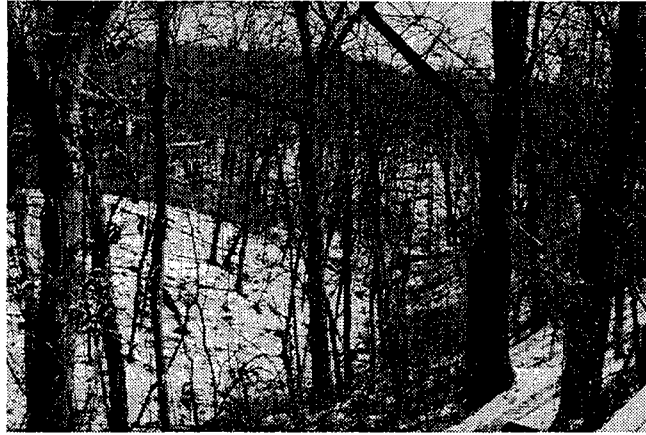
The road is crossed by Mouth of Monocacy Road, (an exceptional rustic/rustic road) and for the portion between Mouth of Monocacy Road and Barnesville Road, is used as a commuter route for traffic traveling between Frederick County and MD 117. The road is open to fields and long views and leads directly toward Sugarloaf Mountain with a wonderful view of that mountain. It passes the cemetery of the former Mount Pleasant Methodist Church and West Harris Road (an exceptional rustic road). Mount Ephraim is on the left. This brick house was built in 1868 by William Hilton for Ephraim Harris, storekeeper, who named the house and the community Mt. Ephraim.

Figure 49



Mount Nebo Road

A Rustic Road



Mount Nebo Road, formerly Sheppard Road, has outstanding natural features and historic value.

Recommended as a *rustic road*.

Significant Features:

- Alignment with curves and elevation changes along half of road

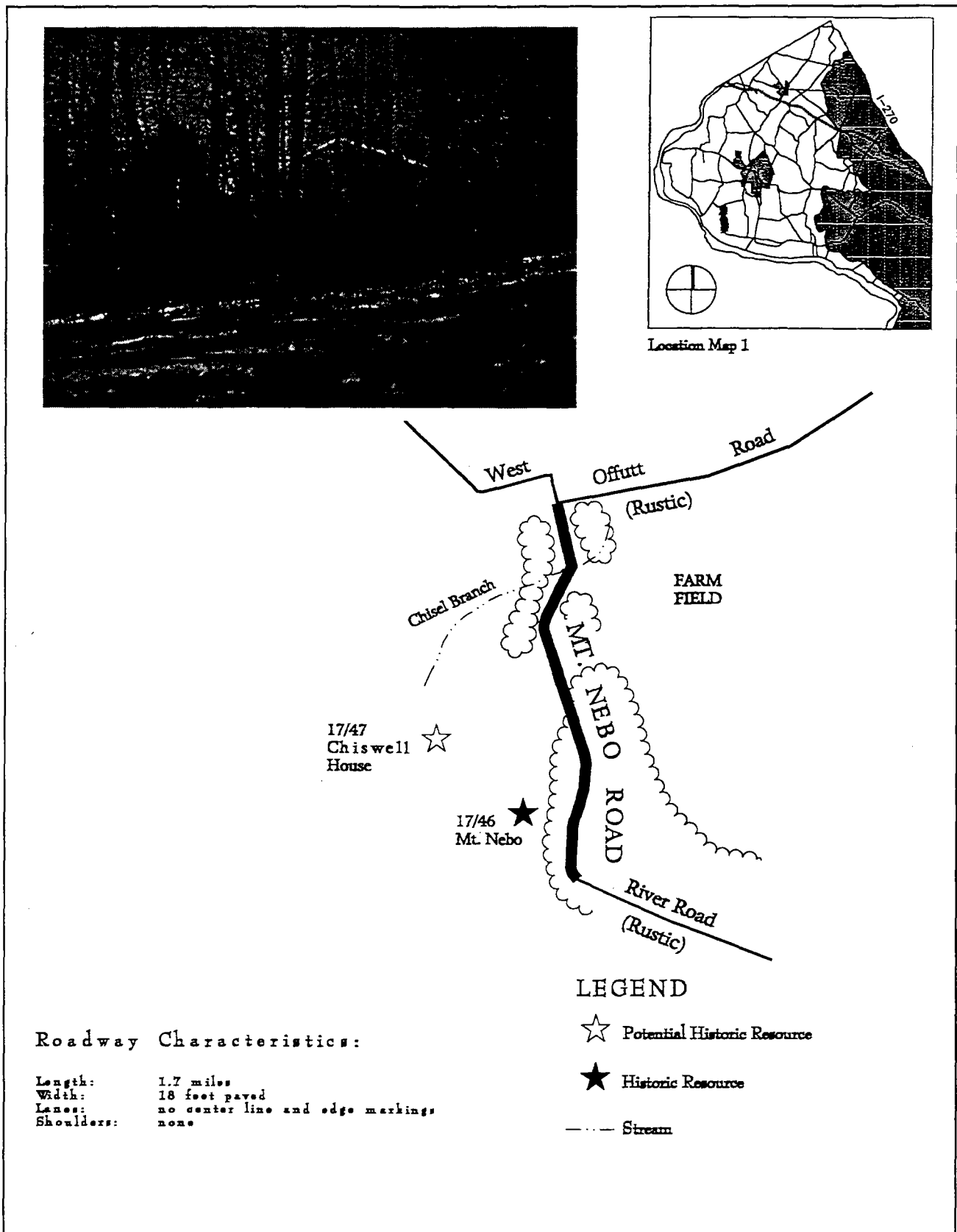
History:

Mount Nebo was the name of the tract of land patented here in 1807. The road, established after 1879, was formerly known as Sheppard Road.

Driving Experience:

Mount Nebo Road appears to be an extension of River Road, which terminates at this location. The road is steep in places, and goes through forested areas with a nice ravine. The historic resource and the potential historic resource on this road are not visible from the road. The road has several modern homes. The southern portion of the road is interesting, with forest, curves, and elevation changes. The northern half is generally flat with long, straight sections. Mt. Nebo, located at the southern end of this road, is one of the earliest and best examples of Federal style architecture. The house was built in the late 1700s with a high quality of workmanship. It is listed on the National Register of Historic Places. The Chiswell House, set well back from the road, was owned by the Chiswell family for over 125 years. The oldest section of the braced frame house was probably built by 1847.

Figure 50



M:\NCPFC

Mouth of Monocacy Road

An Exceptional Rustic Road

Mouth of Monocacy Road, from the aqueduct to the viaduct, has high historic value, outstanding vistas of farms and Sugarloaf Mountain, and exceptional natural features.

Recommended as an *exceptional rustic road with the middle section (between MD 28 and Mount Ephraim Road) recommended as rustic.*

Significant Features:

- Road surface and alignment under the Monocacy Viaduct
- Narrow bridge across the railroad

History:

One of the oldest roads in the County, this road was established in 1793 as part of Old Baltimore Road, being used by farmers hauling grain and driving cattle to Baltimore. A ferry, known historically as Luckett's Ferry, then Schinks' Ferry, was once located at Mouth of Monocacy just below the aqueduct. The ferry enabled transport westward into the Virginia and Ohio frontier. The Monocacy River was a key element in the southward migration of Pennsylvania German settlers.

Driving Experience:

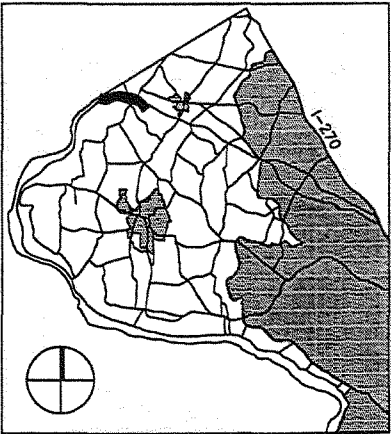
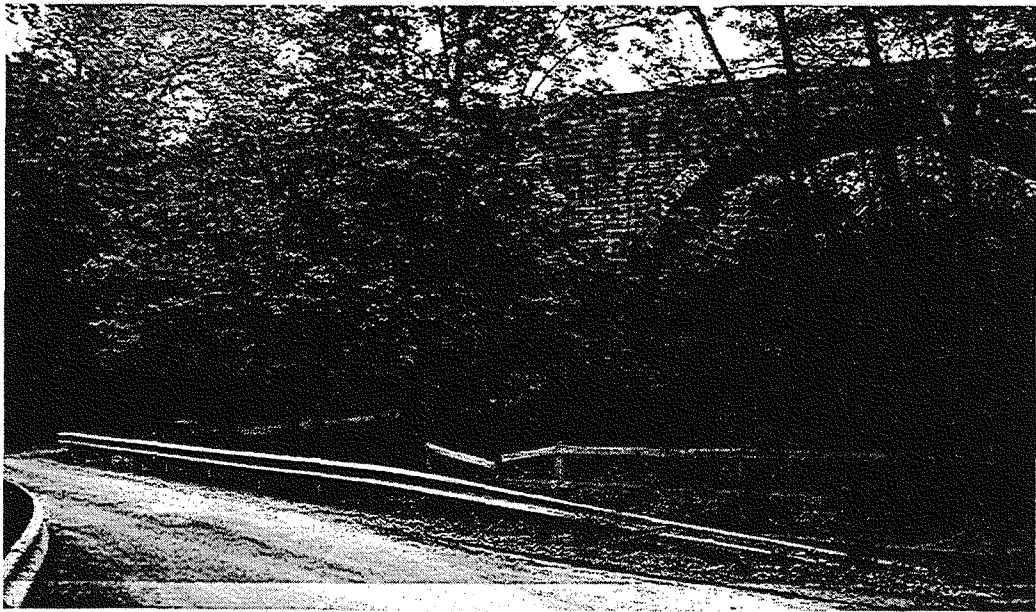
From west (C&O Canal) to east, the road begins at the Monocacy Aqueduct, which was built between 1829 and 1833 and is one of the finest examples of C&O Canal engineering. It was built of white quartzite which was transported from nearby Sugarloaf Mountain on an early, specially built railroad line. The Monocacy Aqueduct is on the National Register of Historic Places, as is a nearby brick warehouse. This is one of three warehouses which once stood in the vicinity. The building facilitated the loading of grain and other materials onto canal boats which were tied up at the basin. In the mid-19th century, the Monocacy River was an important local shipping point for grain which was sent to be ground at Georgetown's flour mills. The road is unpaved and travels through light woodlands to cross the railroad spur at grade. This railroad spur will be used for the line haul to the new resource recovery facility located adjacent to the PEPCO facility. The road crosses the main line of the railroad on a one-lane bridge with nice views over the side to the railroad track below. After crossing the railroad, the new PEPCO substation is located on the left, jarringly out of place with the otherwise rustic character of this road. Screening between the road and the chain-link fence enclosure of the substation is highly desirable. The road proceeds through farm country with the Sellman Farm on the right side. In the mid-19th century, this was a thriving general purpose farm. The log and frame farmhouse was built c1830. The stone springhouse is a rare survivor of more than a dozen agricultural outbuildings once associated with the farm. The road intersects Dickerson Road (MD 28) at a location with very limited sight distance, particularly toward the north.

After crossing MD 28, the road becomes part of a commuter route. This section of Mouth of Monocacy Road is rustic in character, with farm fields on either side and very nice views of Sugarloaf Mountain on the left side. The road intersects Mount Ephraim Road. At this point, the commuter traffic turns left onto Mount Ephraim Road.

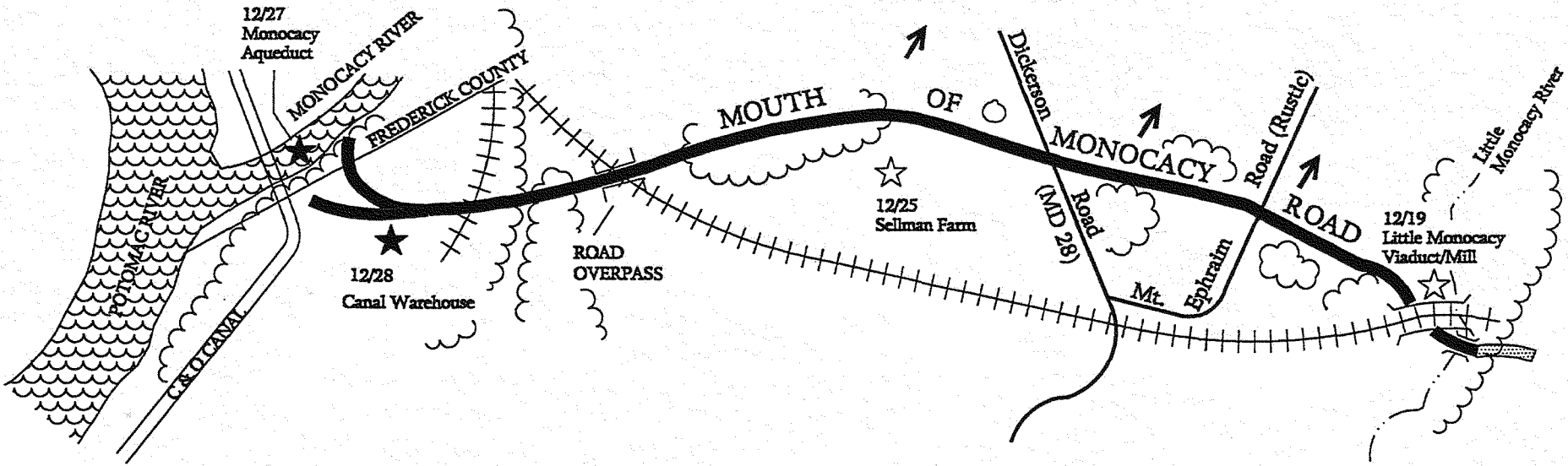
Mouth of Monocacy continues across the road, passes a dairy farm on the left, offers outstanding views to the north and proceeds downhill to end very narrowly under the Little Monocacy Viaduct at a small bridge across the Little Monocacy River. The Viaduct can be viewed from this location. The largest single structure on the B&O line, this viaduct was also, at \$175,000, the most expensive project in constructing the railroad. The double-piered, three-arch bridge was built 1906-7, replacing an earlier wooden trestle. It may include earlier stonework c1870 (piers 1,3,5). The masonry is a combination of Seneca sandstone, Washington County limestone, and white quartzite from Sugarloaf Mountain.

Mouth of Monocacy — An Exceptional Rustic Road

Figure 51



Location Map 1



Roadway Characteristics:

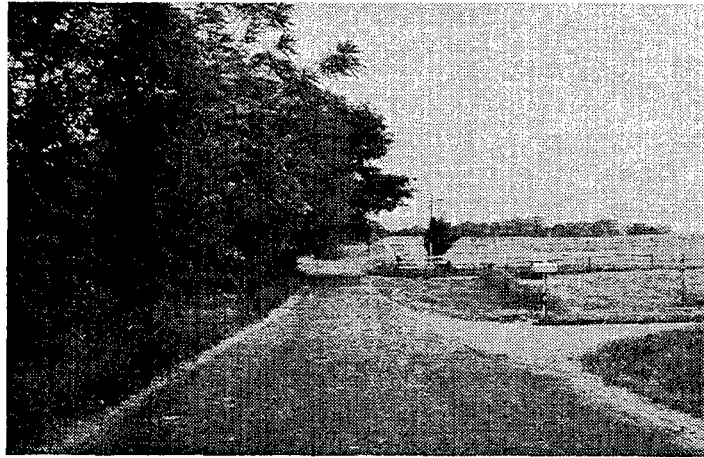
Length: 2.8 miles
Width: 14-18 feet paved
Lanes: no center line and edge markings
Shoulders: none

LEGEND

- ☆ Potential Historic Resource
- ★ Historic Resource
- ▨ Dirt Road
- ← Scenic View

Moxley Road

A Rustic Road



Moxley Road has a varied character with outstanding natural features, long views, and farmland vistas. Recommended as a *rustic road*.

Significant Features:

- Alignment blends into countryside
- Expansive view into Frederick County

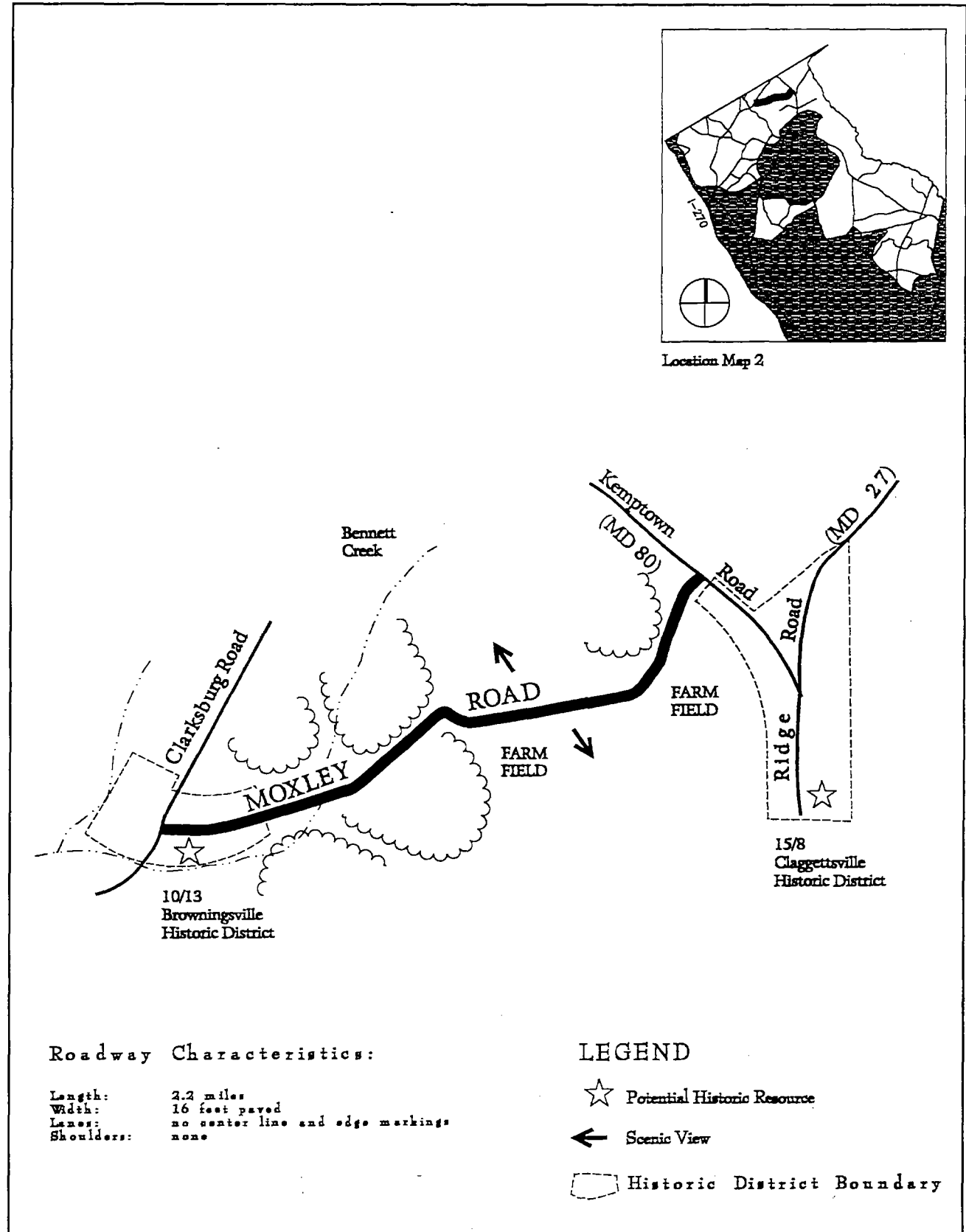
History:

Established after 1879, the road traverses farmland owned by the Moxley family who were early settlers in this area. Moxley Road connects two historic communities— Browningsville and Clagettsville.

Driving Experience:

At its northeastern end, Moxley Road intersects with Kemptown Road (MD 80) at the edge of the Clagettsville Historic District. Established in 1874 by John H. Clagett, this community is characterized largely by Victorian era residences. Moxley Road dips and faces a farm field which, in early spring, had sheep and new lambs. The road elevation changes, with broad views into Frederick County on the right and across farm fields on the left. It travels through a spotty forest down to Clarksburg Road at the Browningsville Historic District. Browningsville, which developed initially around a saw and grist mill on Bennett Creek, grew in the later 1800s to accommodate local farm families. The community retains examples of early houses of log construction with clapboard sheathing and external chimneys, as well as later houses with internal chimneys and central cross gables on their main facade. In between seeing the sheep at Kemptown Road and the hillside with cattle at Clarksburg Road, a driver who stops to observe the countryside may find a flock of guinea hens around the car.

Figure 52



Old Bucklodge Lane

A Rustic Road



Old Bucklodge Lane has historic value, outstanding farm views, and natural features.

Recommended as a *rustic road*.

Significant Features:

- A number of wide, expansive views of rolling countryside and interesting farm buildings
- Alignment as it jogs around farm fields
- Dense cedar hedgerows

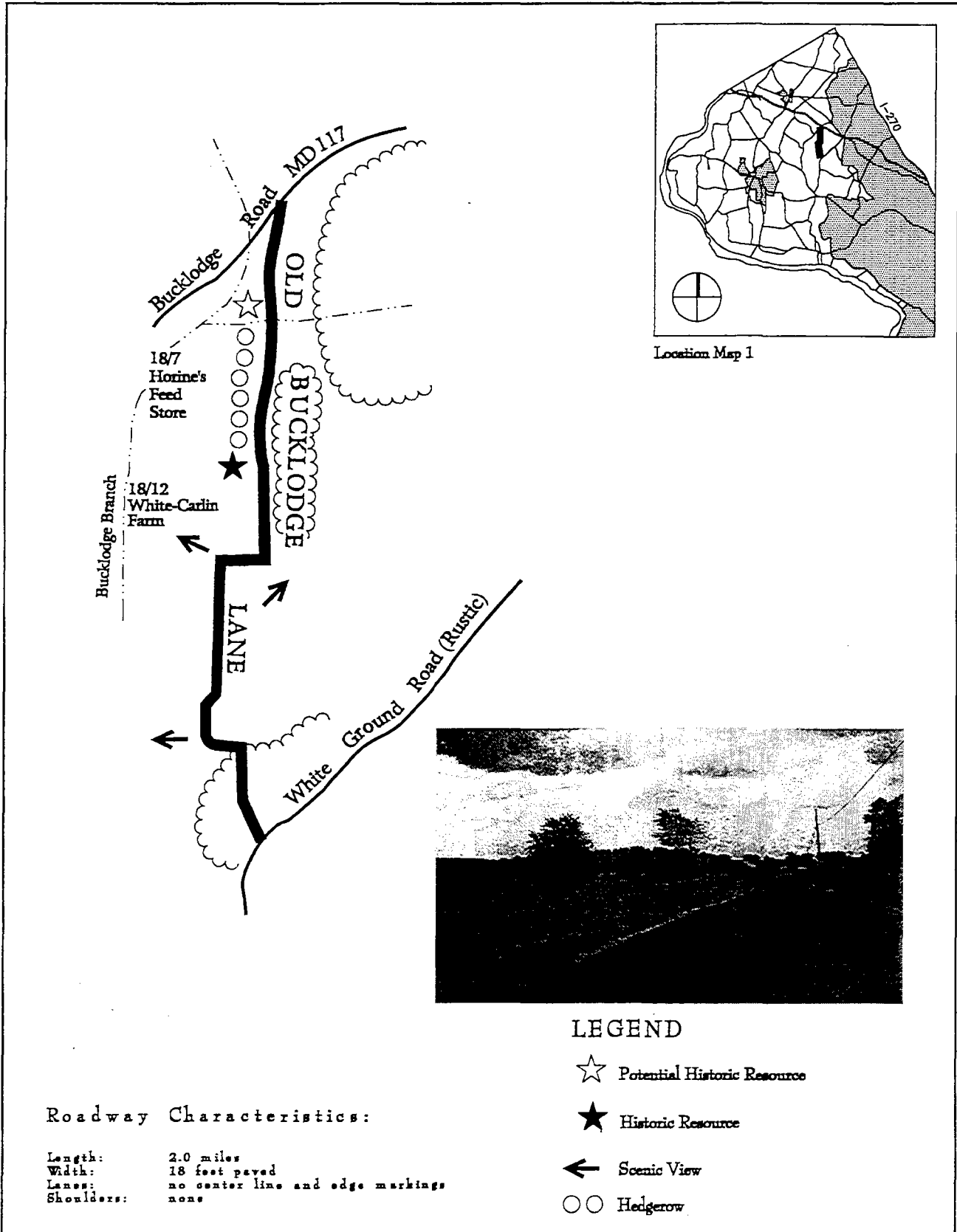
History:

Road established after 1870.

Driving Experience:

The road is under extensive tree canopy at White Ground Road (a rustic road). From there, the road follows a ridgeline, jogging around farm fields and offering views of horse pastures and interesting farmsteads on both sides of the road. After the last curve, the road is terraced above a tributary to Bucklodge Branch with a nice view of the stream. Shortly, cedar hedgerows intermittently line the sides of the road. The White-Carlin Farm can be seen through the hedgerows on the left. This early farm includes a stone house built by 1800. The large bank barn could accommodate 60 cows and a dozen horses. The back of Horine's Feed Store is visible further on. This store is a rare example of an early 20th century commercial structure located in the Bucklodge community. As the road nears Bucklodge Road, the vegetation clears ahead to reveal a hill in the distance and a beautiful view of a farm.

Figure 53



M:\NOPPC

Old Hundred Road (MD 109)

A Rustic Road

See Beallsville Road, page 54



Old River Road

A Rustic Road

Old River Road has outstanding natural features and historic value.

Recommended as a *rustic road*.

Significant Features:

- Alignment of the road as the “original” River Road

History:

This road was an original section of River Road which was bypassed by relocated River Road c1960. Like other sections of River Road north of Seneca, it was opened as a public road by at least 1808.

Driving Experience:

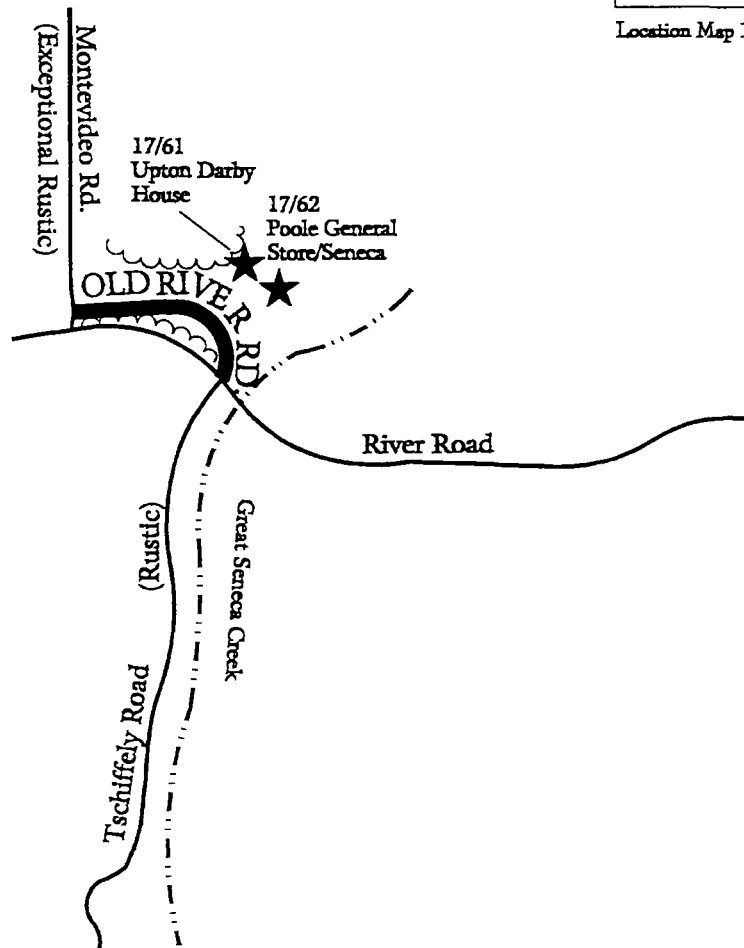
Old River Road, originally River Road, is one of the roads that has been bypassed by a modern road, but still remains as it was in an earlier time. The road is paved and a good quality road which carries very little traffic.

This short, winding road begins with Poole’s General Store, one of the few remaining early general store buildings in the County. The Upton Darby House is also located on the right. It was built c1855 by John Darby and his son Upton, who ran the mill at the intersection of River Road and Seneca Creek. Continuing on the road, a closed canopy of mature forest offers a lovely drive up to Montevideo Road (an exceptional rustic road).

Figure 54



Location Map 1



Roadway Characteristics:

Length: .25 miles
Width: 16 feet paved
Lanes: no center line and edge markings
Shoulders: none

LEGEND

★ Historic Resource

Peach Tree Road

A Rustic Road



Peach Tree Road has high historic value, outstanding farm views, and natural features.

Recommended as a *rustic road*.

Significant Features:

- Historic alignment south of Barnesville Road
- Tree canopies, banks adjacent to road with vegetation
- Narrow twisting alignment through interesting terrain north of Comus Road

History:

The section south of the railroad tracks, originally known as Darby Road, was established in 1874 to provide access to the newly opened B&O Railroad stop, Sellman Station, and to give general access for local farms in this area. By 1879, the section north of the tracks and south of Barnesville Road was established, being known as Ridge Road. Between Barnesville Road and West Old Baltimore Road, the road was unimproved in 1879, while the section to the north was not yet constructed. The road is named for peach orchards established in this area in the 1930s, two of which are still in operation. This road has three potential historic resources, all south of Barnesville Road.

Peach Tree Road (cont.)

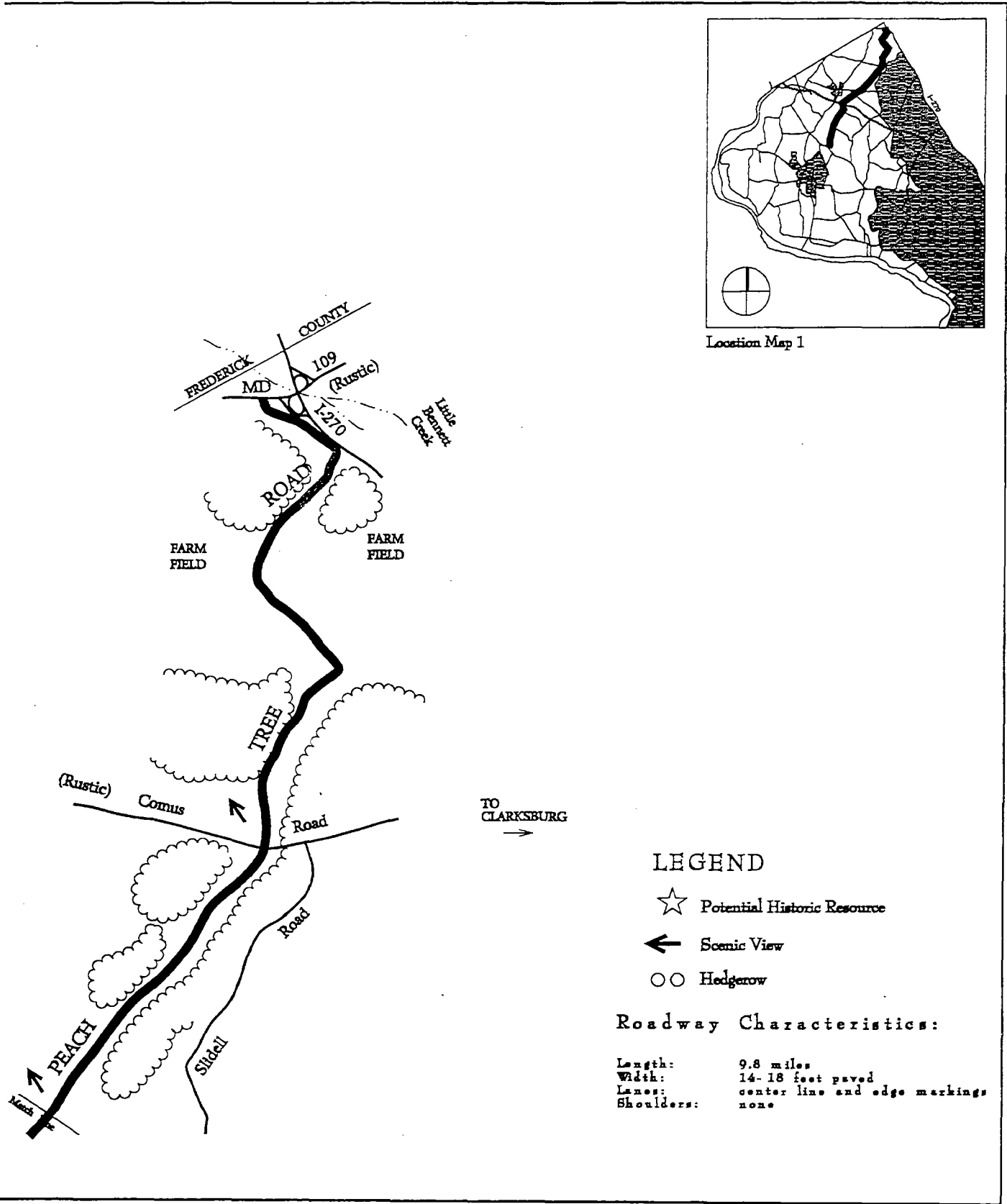
Driving Experience:

A farm market is located at the intersection with Darnestown Road (MD 28). From there, Peach Tree Road winds nearly ten miles to Beallsville Road (MD 109) near the County line. It begins with fields and wide views on the left. The Smith-Lynch Farm is on the right. This farm, established in the mid-19th century in a notable setting on a hill surrounded by fields, was operated by the same family for nearly a century. Orchards are located in this vicinity.

The road passes Moore Road (a rustic road) on the right. The road then passes through forest near Whites Store Road (a rustic road). Before Sellman Road, the vista through dense hedgerows on the right is to an early farmhouse built on Bucklodge Branch before the railroad was constructed nearby. Peach Tree Road then crosses the railroad tracks, immediately past which lies the Earp House, a post-Civil War era house with Gothic Revival detail, including jigsaw gingerbread and a two-story porch with chamfered posts. The farmhouse evolved from the original mid-1800s structure. The road rolls and winds past Barnesville Road (a rustic road), the James Lowman House, and West Old Baltimore Road (an exceptional rustic road).

After crossing Comus Road (a rustic road), the character of the road changes. A good view of Sugarloaf Mountain is seen just north of Comus Road, after which the road descends into the stream valley formed by tributaries to Little Bennett Creek. The road then follows the curves of the stream with a high bank on the right and a forest with wetland vegetation on the left. The road gradually drops further before meeting Beallsville Road (a rustic road). The variety of the landscape and the drama of some of the views from the ridgeline make driving this road an exceptional experience.

Figure 55



Pennyfield Lock Road

A Rustic Road

Pennyfield Lock Road has historic value leading to the C&O Canal.

Recommended as a *rustic road*.

Significant Features:

- Hilly, winding alignment

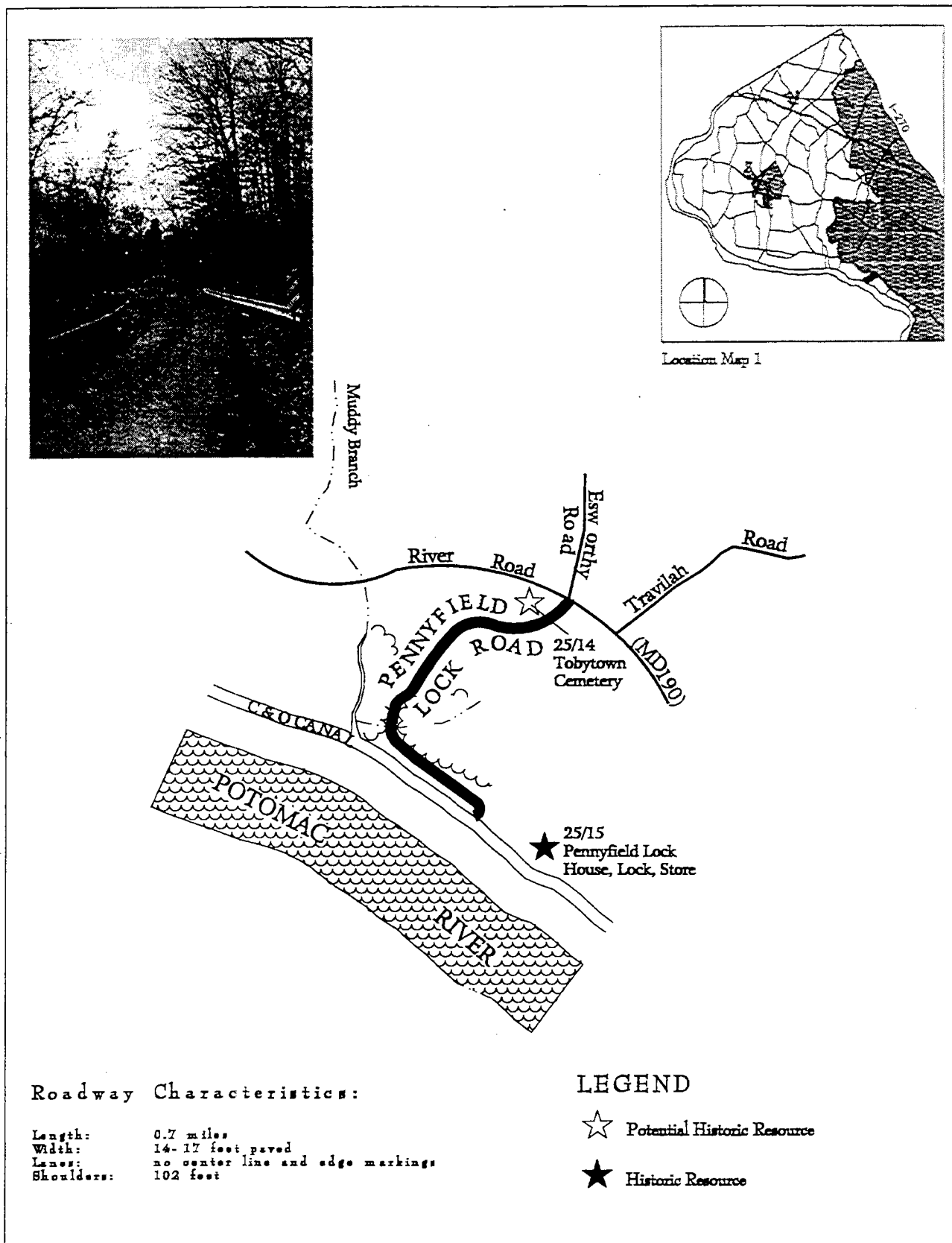
History:

Access road to canal probably established c1830-33. Named for George P. Pennyfield who maintained the canal lock here.

Driving Experience:

This narrow lock road winds its way, very steeply in places, to the C&O Canal from River Road. Leaving River Road on the right side is the potential historic resource, Tobytown Cemetery. This cemetery includes graves of former slaves who established the small kinship community known as Tobytown in the post-Civil War era. The present Tobytown townhouses, built in 1972, replaced the original one- to three-room dwellings. With historic features at either end of the road, the section between offers an enclosed view of rolling farm fields on the west side and a high embankment on the east side. At the end of the road are the Pennyfield Lock House, Lock, and Store. The lock and the stone lockhouse were built c1880. The frame store building, in poor condition, is estimated to date from c1850 to 1880. The store supplied food and goods for canal workers and members of the Tobytown community. Other local stories indicate it may have been used as a boardinghouse and private residence.

Figure 56



MNCPPC

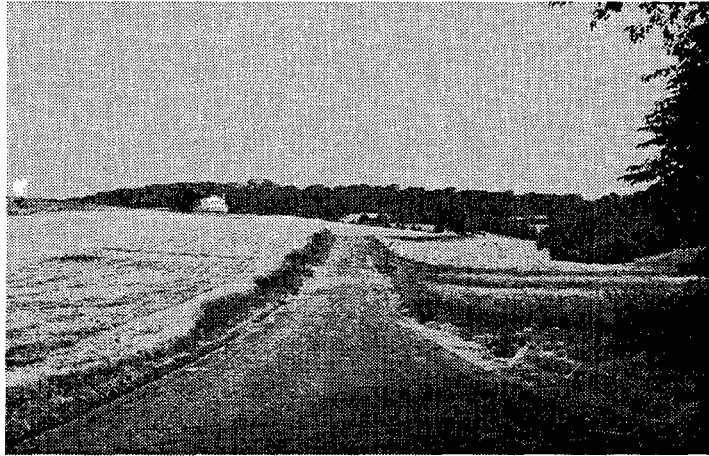
Prescott Road

See Hyattstown Mill Road, page 100



Prices Distillery Road

A Rustic Road



Prices Distillery Road has outstanding wide-open farm and rural views, and historic value.

Recommended as a *rustic road*.

Significant Features:

- Broad vistas across open farm fields and rolling countryside
- View of Sugarloaf Mountain
- Beautiful country road on ridge with expansive views

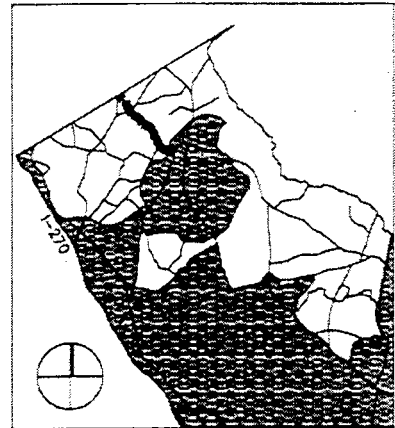
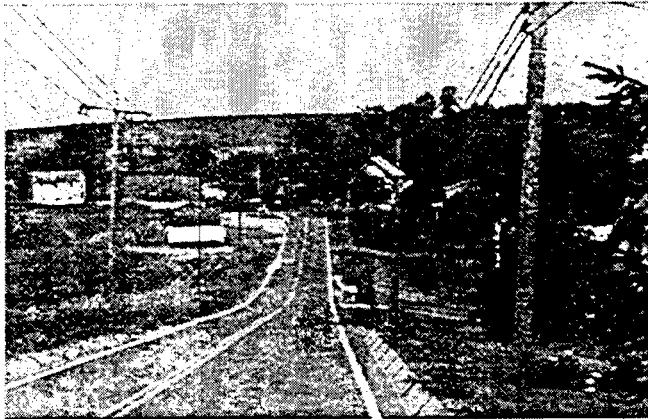
History:

Named for the Frederick County whiskey distillery operated by Levi Price from the late 1800s until it burned in the 1930s, allegedly by angry Hyattstown prohibitionists. A road was located in this vicinity by 1861. Early farmsteads along the road include log structures reinforced with stone chinking. The road connects two small communities which thrived in the early 1900s.

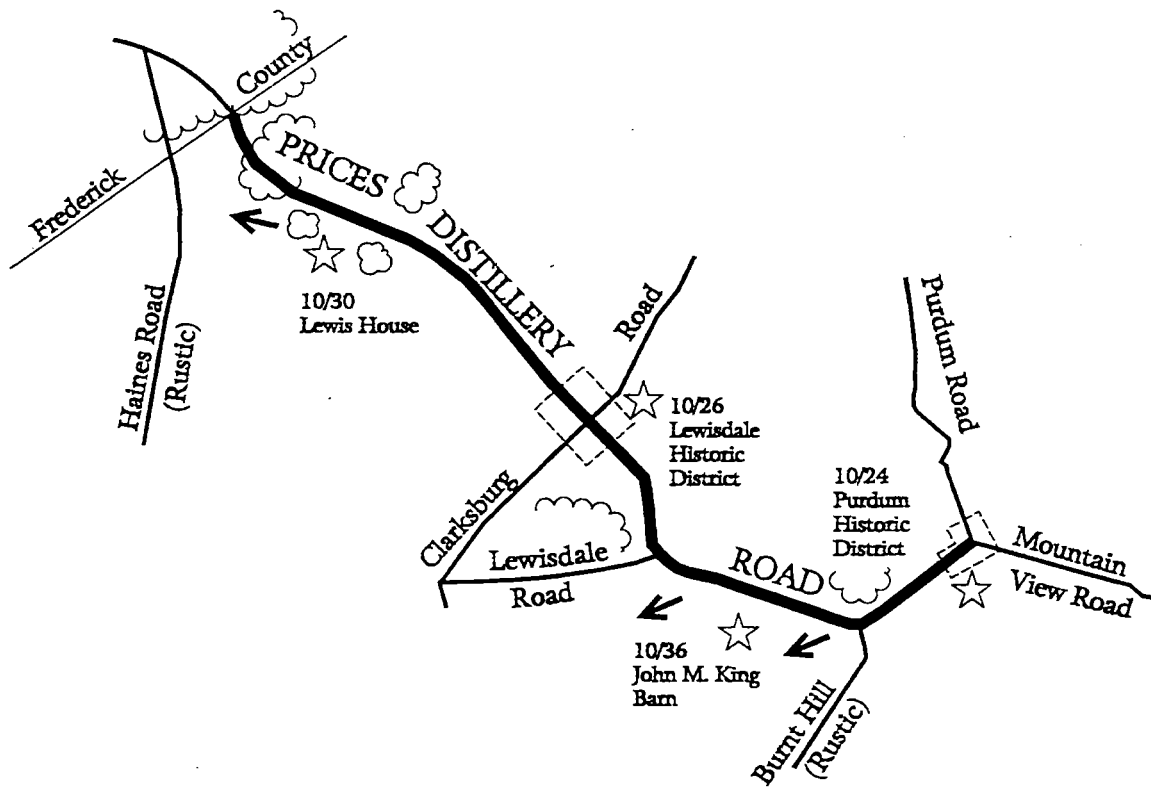
Driving Experience:

Prices Distillery Road begins at its eastern end in the Purdum Historic District. Located on Mountain View Road, extending from Prices Distillery Road to Johnson Drive, this community of a dozen houses and two farmsteads is organized around two churches built in the late 19th century. Two stores operated here in the early 1900s. The road proceeds southwest to intersect with Burnt Hill Road (a rustic road). Just beyond on the left is the John M. King Barn, a noteworthy frame bank barn with louvered windows. The road then runs along a ridge with expansive farm views, views of Sugarloaf Mountain, and a dairy farm on the right, passes Lewisdale Road on the left, and then dips to the crossroads community of Lewisdale. This crossroads community centered around the general store built c1898. Nearby residences were built for the store's proprietor and relatives. The road continues to Frederick County where it is an unpaved road that soon intersects with Haines Road (a rustic road). This road and its surrounding land exemplifies the Agricultural Reserve Area of Montgomery County. One is reminded that this is the twentieth century by the heavy overhead utility lines along the road.

Figure 57



Location Map 2



Roadway Characteristics:

Length: 3.0 miles
 Width: 16-18 feet paved
 Lanes: center line and edge markings
 Shoulders: none

LEGEND

- ☆ Potential Historic Resource
- ← Scenic View
- Historic District Boundary

Riggs Road

A Rustic Road



This portion of Riggs Road, from Zion Road to Gregg Road, has historic value, outstanding natural features, and farm views.

Recommended as a *rustic road*.

Significant Features:

- Road alignment and unpaved roadway surface
- Locust hedgerows
- Compatibility of road with adjacent farmland

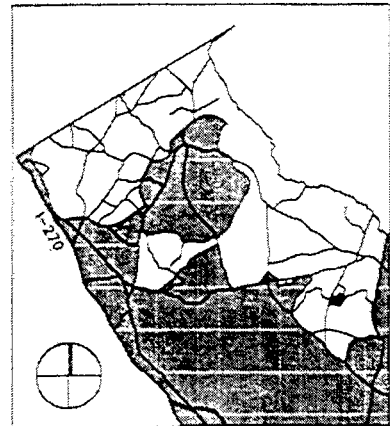
History:

This road began as a farm access lane and serves to connect Gregg Road and Zion Road. Its present name was given after 1964 to the section of Riggs Road west of Zion Road.

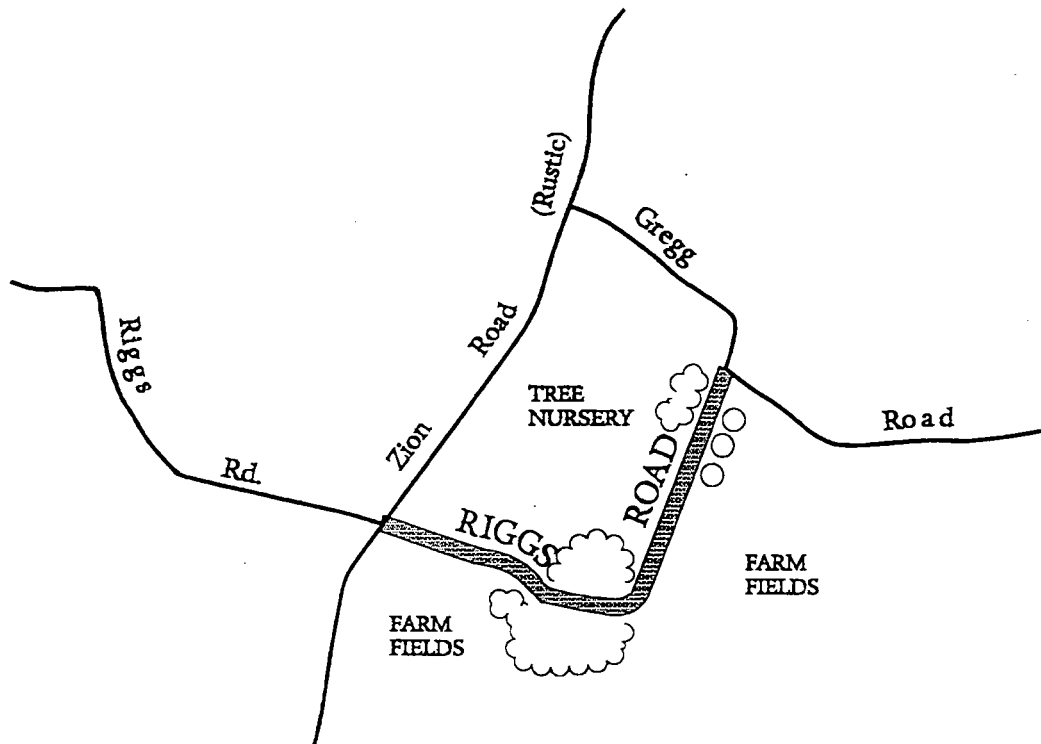
Driving Experience:

Riggs Road is a small dirt road connecting Zion Road (a rustic road) to Gregg Road. It is flat and relatively straight with one broad turn. A tree farm is on the east side, and cultivated fields on the south. Along the east side there are some locust hedgerows and, at the bend of the road, a small woodland provides an overhead canopy. The views are of fields and woodland.

Figure 58



Location Map 2




Roadway Characteristics:

Length: 0.8 miles
 Width: 10-12 feet gravel
 Lanes: no center line and edge markings
 Shoulders: none

LEGEND

 Unpaved Road

 Hedgerow

M-NCPPC

Rileys Lock Road

A Rustic Road



Rileys Lock Road has significant historic value.

Recommended as a *rustic road*.

Significant Features:

- Seneca Lock Aqueduct and Rileys Lock House
- C&O Canal
- Views of Seneca Creek alignment

History:

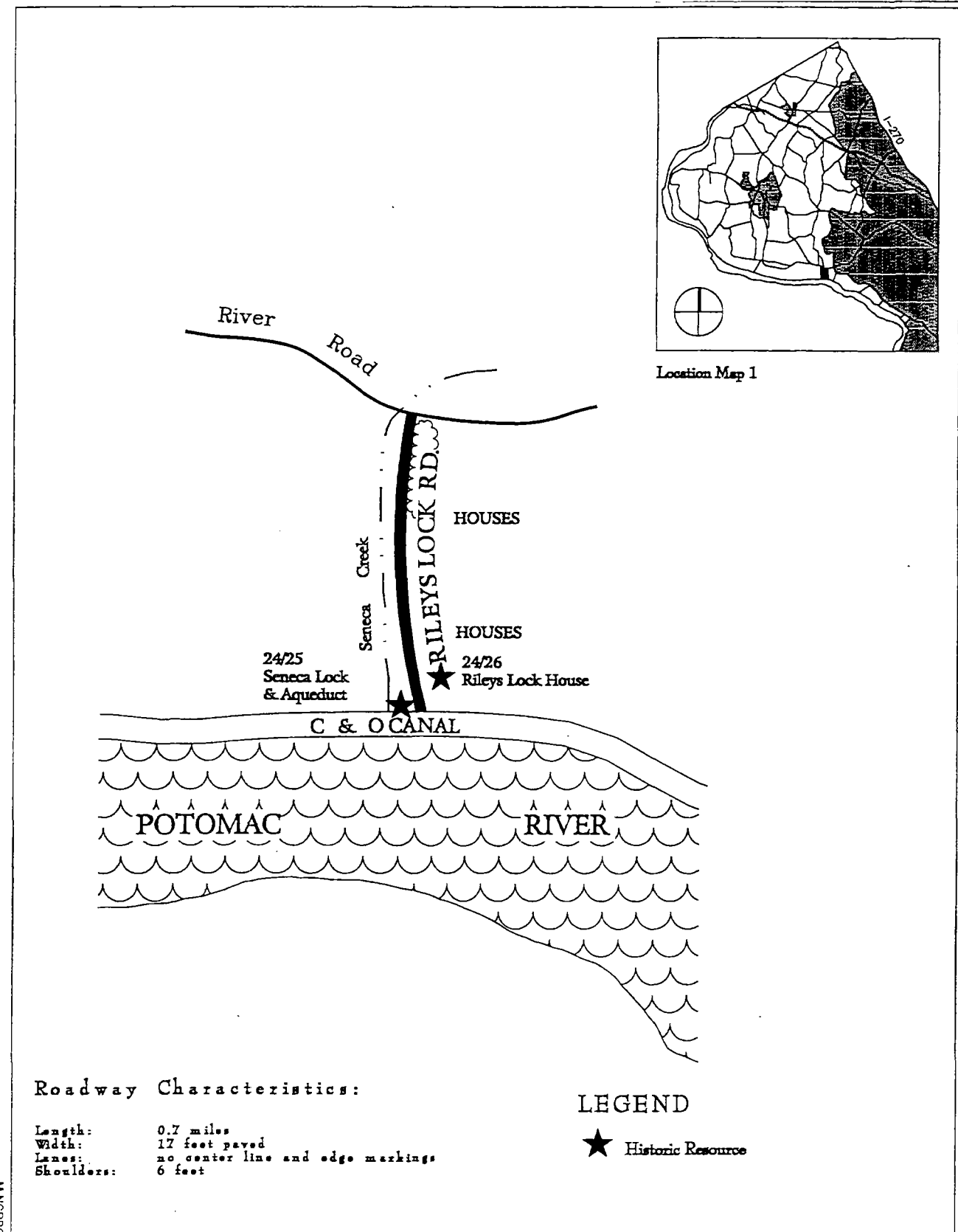
This road was probably established c1830 when the Chesapeake and Ohio (C&O) Canal canal was constructed to provide access to Lock 24. During the Civil War, Rileys Lock Road was used by Confederate troops crossing the Potomac from the south during the Gettysburg campaign of 1863. Three notable canal structures are constructed of red Seneca sandstone quarried nearby on the opposite side of the Seneca Creek: lock, lockhouse, and aqueduct. The road is named for John C. Riley, the longtime lockkeeper who lived in the lockhouse that is still standing and is periodically open to the public with guided tours. The three-arch Seneca Aqueduct is one of 11 aqueducts constructed for the C&O Canal—it's the only one built of Seneca sandstone. The adjacent lock is unique in the canal as it abuts the aqueduct, providing the rise necessary to carry barges over the Seneca Creek via the aqueduct. The Chesapeake and Ohio Canal National Historic Park is listed on the National Register of Historic Places.

Driving Experience:

Rileys Lock Road is one of the lock roads which leads from River Road to the C&O Canal. The road runs parallel to Seneca Creek. Driving along Rileys Lock Road gives one a feeling of peace. The road begins at River Road and ends at the C&O Canal National Historical Park. Driving from River Road, one sees houses on the east and Seneca Creek on the west. The road is edged by many large trees with wide overhanging canopies. The Potomac River can be seen beyond the canal aqueduct. The road terminates at the park entrance where the Rileys Lock House stands on the left.

Rileys Lock Road serves one of the most heavily used parks in the M-NCPPC park system. In the FY 1996-2001 CIP, the Park Department plans to build a special park (Seneca Landing Park) on the east of Rileys Lock Road. This parkland will provide better facilities for the access of the C&O Canal and Potomac River.

Figure 59



River Road

Edwards Ferry Road to Whites Ferry Road

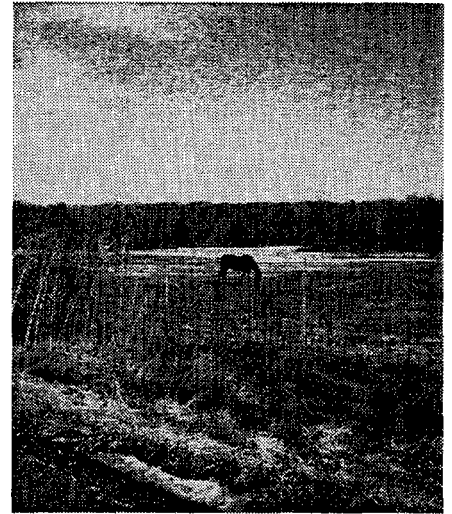
An Exceptional Rustic Road

This unpaved road has historic value, sections of outstanding natural landscape, and outstanding views of agricultural land.

Recommended as an *exceptional rustic road*.

Significant Features:

- Unpaved surface of the roadway
- Open views of farmsteads and barns and into Virginia
- Open vista of iron bridge and sandstone culvert
- Historic alignment of road along C&O Canal near Whites Ferry

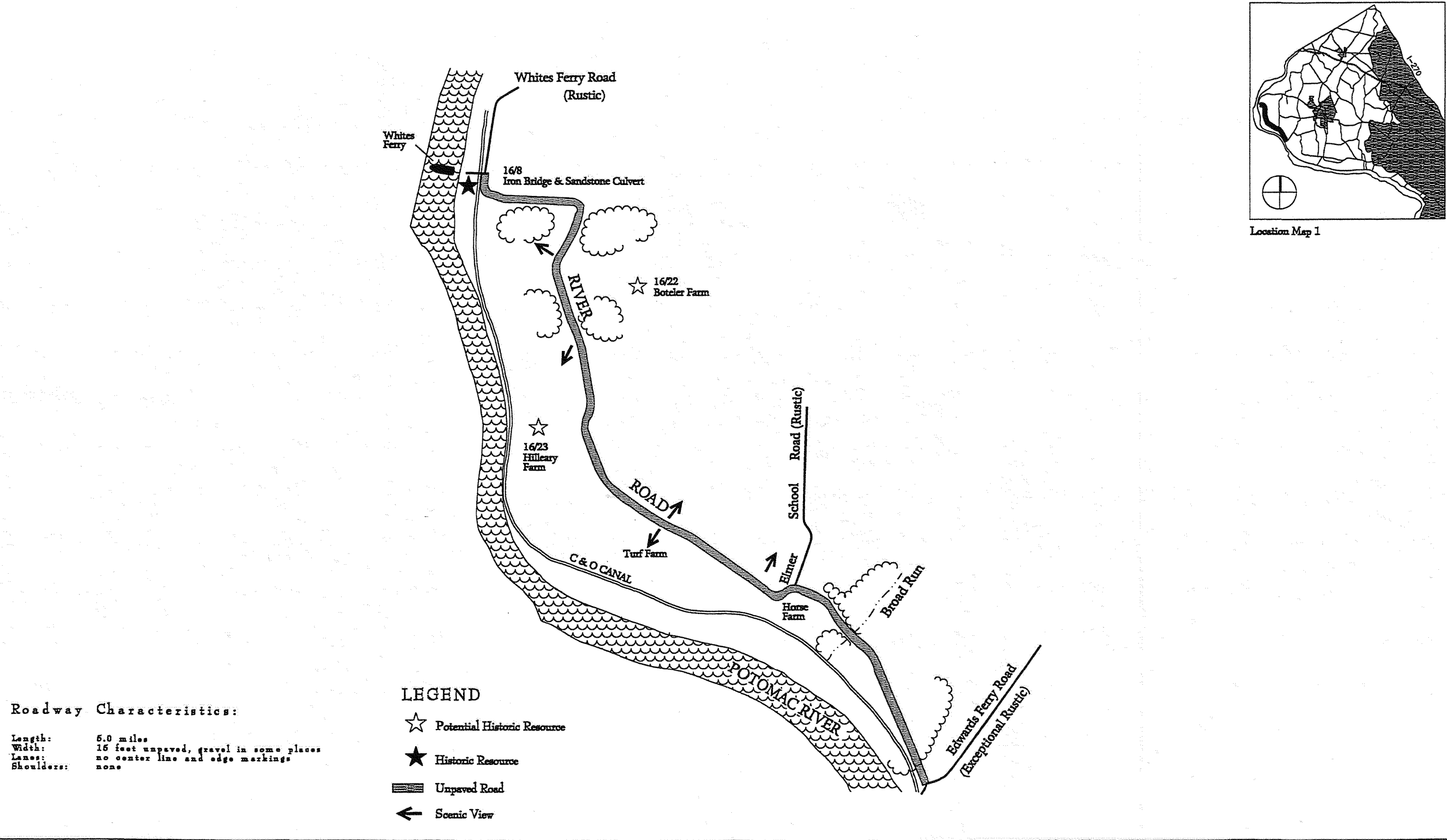


History:

One of the oldest roads in the County, River Road has one of the last remaining sections of unpaved road. River Road is believed to follow a trail established by Native Americans before European settlement of the area. The section closest to Whites Ferry is located northeast of a road located on an 1865 map which followed the canal. By 1879 this section was in approximately the same alignment as today, possibly serving as an early access road to Waldorf established by the Remsburg family in the early 19th century (now accessed off Elmer School Road).

Driving Experience:

North (Whites Ferry Road) to south, River Road passes the remains of the truss bridge that carried traffic over the canal from River Road to the ferry without interrupting the progress of the barges. The sandstone culvert allows a small creek to flow under the canal to the river. With its finely dressed key-stone lintel and angled, stepped buttresses, the culvert, despite its functional purpose, represents some of the finest masonry work in the area. River Road, which is dirt, is a unique driving experience in that it passes along flat farm fields near the river, with a slight rise on the north side. The road makes a sharp turn to the east (evidence of flooding at this location) and passes cultivated fields and pastures before making a sharp turn to the south, still in woods at this point, continuing through fields with a turf farm on the right side of the road. The Boteler Farm, featuring a brick farmhouse with Italianate style segmented arch windows, is on the left of the road. Further south, there are farm buildings on a hill on the east side of the road with very long views across the Potomac River looking ahead on either side of the road. On the right, the Hilleary Farm is visible, an early farmstead with frame house, prominent bank barn with stone foundation, and other outbuildings. Scrub hedgerows begin on both sides of the road. The road makes a left turn and then an abrupt right turn at its intersection with Elmer School Road (a rustic road), passes through additional cultivated fields, crosses Broad Run (one-lane bridge), and enters an area with some canopy over the road. The road ends at Edwards Ferry Road.



River Road

West Willard Road to Mt. Nebo Road

A Rustic Road



This portion of River Road has outstanding natural features and historic value.

Recommended as a *rustic road*.

Significant Features:

- Seneca sandstone outcroppings
- Trees enclosing the road

History:

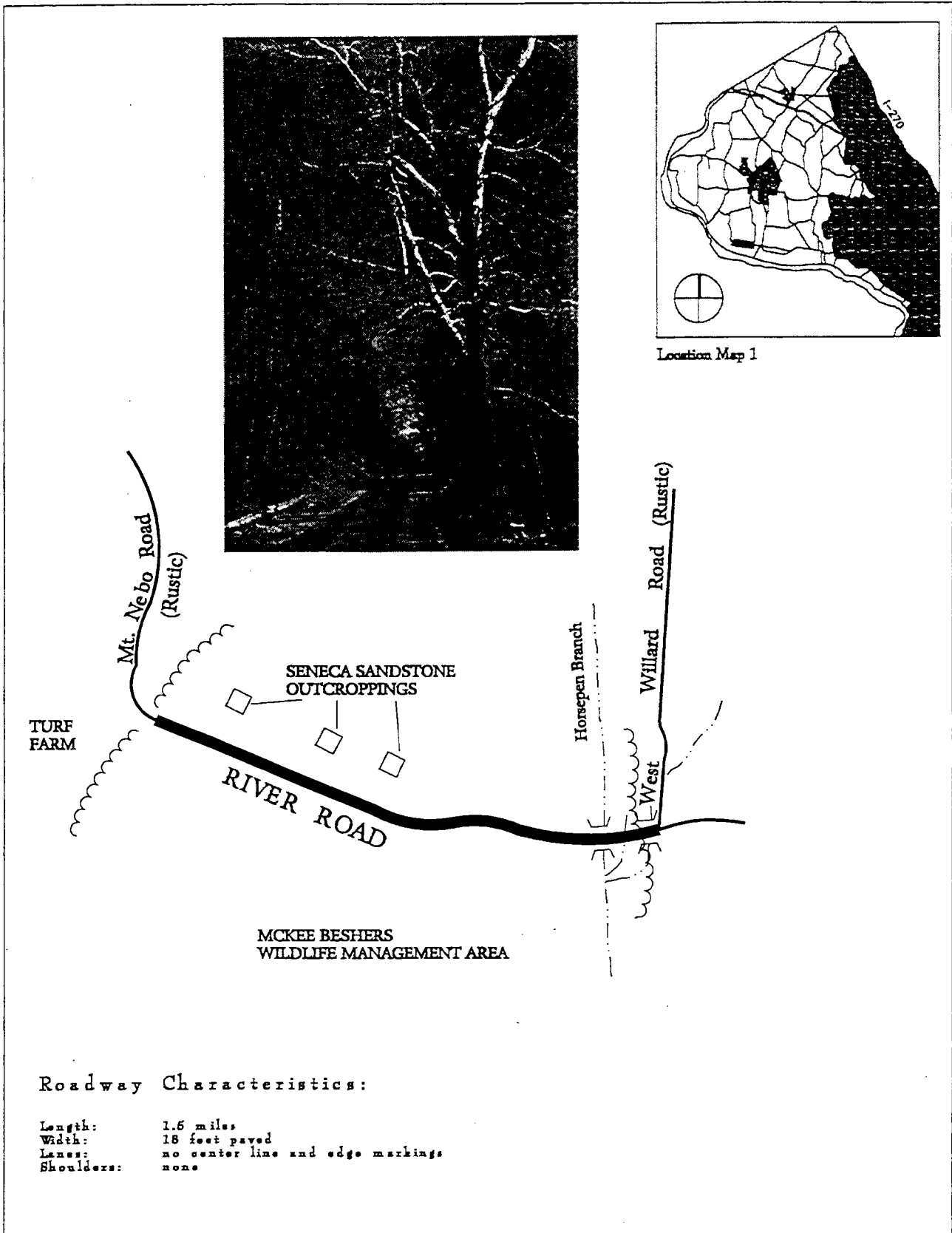
Formally surveyed and laid out 1791, from Georgetown to Mouth of Monocacy, this road was known as Sugarland Road. The section from Seneca to Whites Ferry opened by 1808. It has been referred to in deeds defining the boundaries of land grants dating back as far as 1694. Land in this area was used for tobacco farming in the late 17th century. River Road became a rolling road, typically eight feet wide, over which hogsheads of tobacco were rolled to inspection and port facilities in Georgetown. The tobacco inspection warehouse was located in the Georgetown vicinity by 1745. A section of River Road was one of the first paved roads in the County and in the state. The concrete paving program started in 1912.

No historic resources are visible from the road.

Driving Experience

Beginning at West Willard Road (a rustic road), the one-lane bridge over Horsepen Branch marks the entrance into a densely wooded area that is predominately second growth maple, poplar, locust, and oak with a bramble understory. With the embankment on the north side and wooded wetlands and open marsh on the south, this road is on a terrace of the Potomac River. At several places along the embankment on the north side, Seneca sandstone outcroppings are visible. River Road ends at the Summit Hall Turf Farm where the road makes an abrupt right turn and becomes Mount Nebo Road (a rustic road). As the road climbs out of the river valley, a dense forest on either side of the road continues the closed canopy.

Figure 61



Rocky Road

A Rustic Road



Rocky Road has outstanding farm and rural views.

Recommended as a *rustic road*.

Significant Features:

- Alignment as it follows fields
- Hedgerows

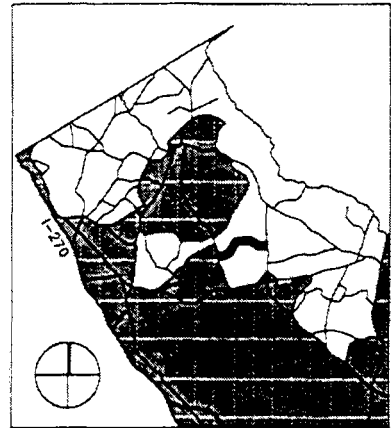
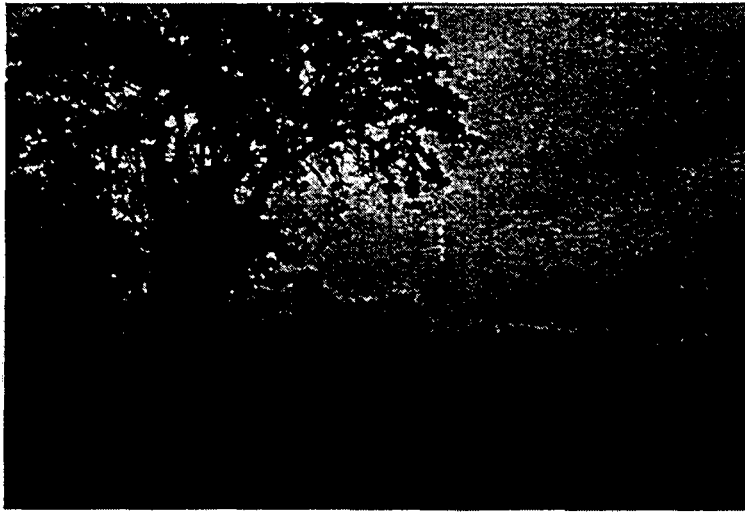
History:

The road was established sometime after 1879.

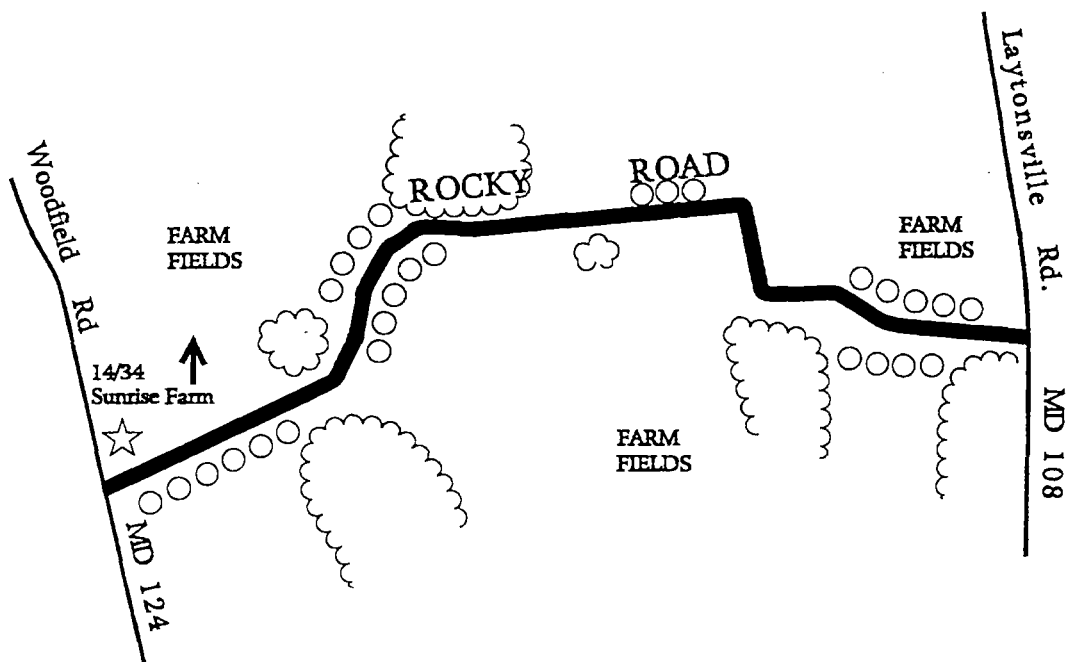
Driving Experience:

Rocky Road extends between Laytonsville Road (MD 108) and Woodfield Road (MD 124). It is a small rural road with several right-angle turns following the line of farm fields. It is lightly traveled and is mostly farm fields with deciduous hedgerows. There are some modern residences on the north side in the middle third of the road. The road features long views north toward Damascus and views of Sunrise Farm. This farmstead has several 20th century agricultural outbuildings.

Figure 62



Location Map 2



Roadway Characteristics:

Length: 2.3 miles
 Width: 15-16 feet paved
 Lanes: no center line and edge markings
 Shoulders: none

LEGEND

- ☆ Potential Historic Resource
- ← Scenic View
- ○ Hedgerow

Schaeffer Road

A Rustic Road



Schaeffer Road has outstanding natural features and outstanding rural views.

Recommended as a *rustic road* between White Ground Road and the future relocated park entrance.

Significant Features:

- Pipe rail bridge across Little Seneca Creek
- Historic alignment

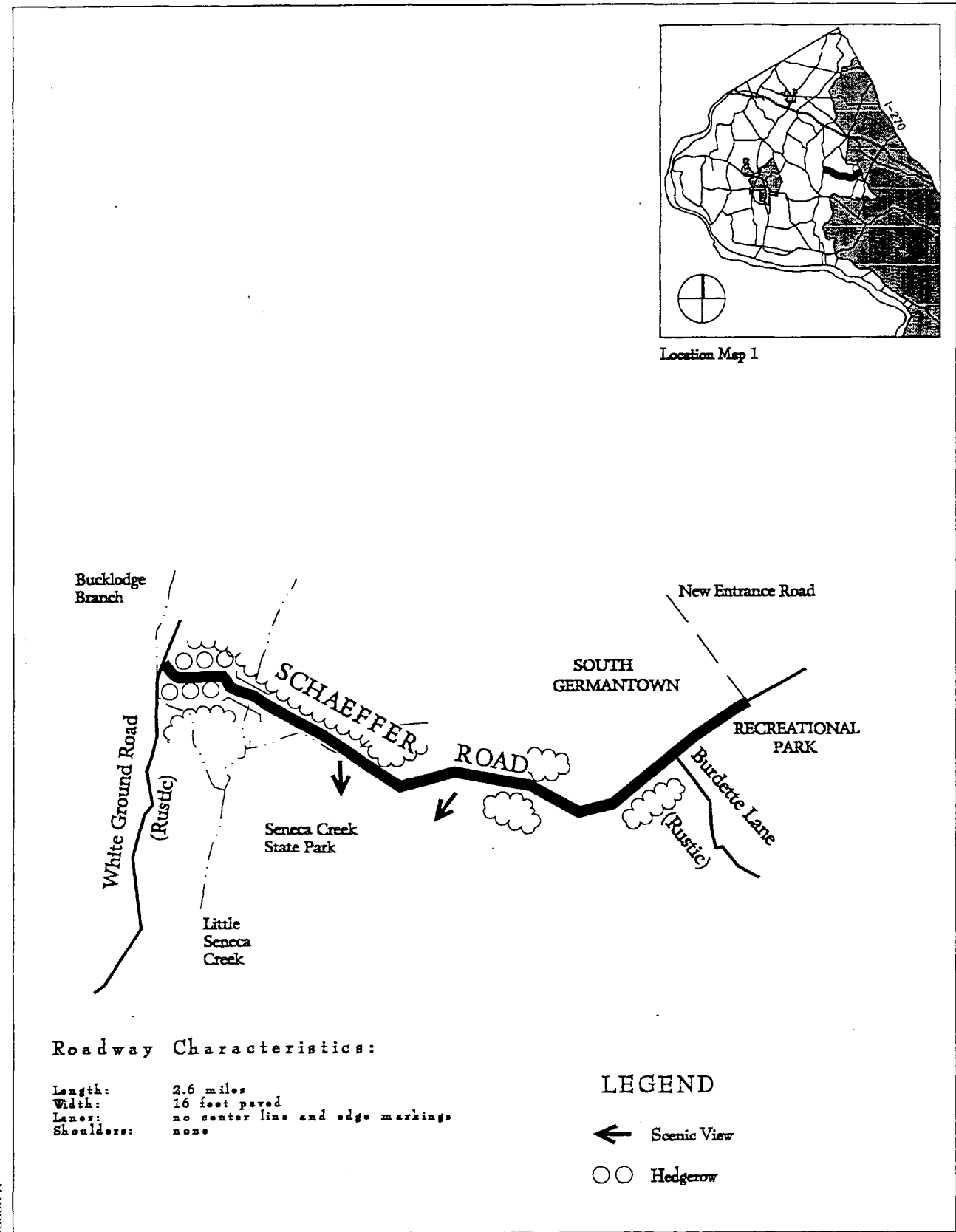
History:

Like many roads, Schaeffer Road began as a private drive, in this case for the Schaeffer farm later run by the Savage family (farm located south of Schaeffer Road opposite the James King Farm). The road was a politician's path used for farms in this vicinity to the Germantown rail station. When it was established, c1879-1883, the road was known as Dawson Road.

Driving Experience:

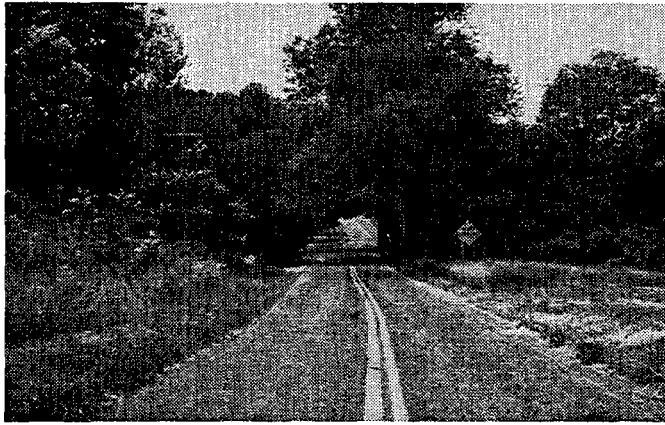
Schaeffer Road connects White Ground Road (a rustic road) in Boyds with Burdette Lane (a rustic road). A distinctive feature near the western end of the road is the one-lane pipe bridge carrying vehicles over Little Seneca Creek. The road is bordered by parkland — both state and M-NCPPC. Some parkland is forest, some cultivated fields. The future South Germantown Recreational Park will be located on Schaeffer Road in the vicinity of Burdette Lane. The eastern boundary of the rustic portion of Schaeffer Road will be at the proposed new park entrance to be located east of Burdette Lane. No final decision has been made regarding the Schaeffer Road entrance to the park. Located near Burdette Lane on the north side of Schaeffer Road is the James King Farm, one of the finest dairy farms in the County. Established in 1893, the farm's original buildings were destroyed by fire. Most of the present buildings were constructed in 1926 and are now located in present South Germantown Regional Park.

Figure 63



Stringtown Road

A Rustic Road



Stringtown Road is a rural road with outstanding farm views and historic value.

Recommended as a *rustic road*.

Significant Features:

- Road follows terrain
- Mature trees — sycamore and oak
- Countryside view of rolling hill, farm buildings, and houses
- Wild flowers — daylilies and field flowers

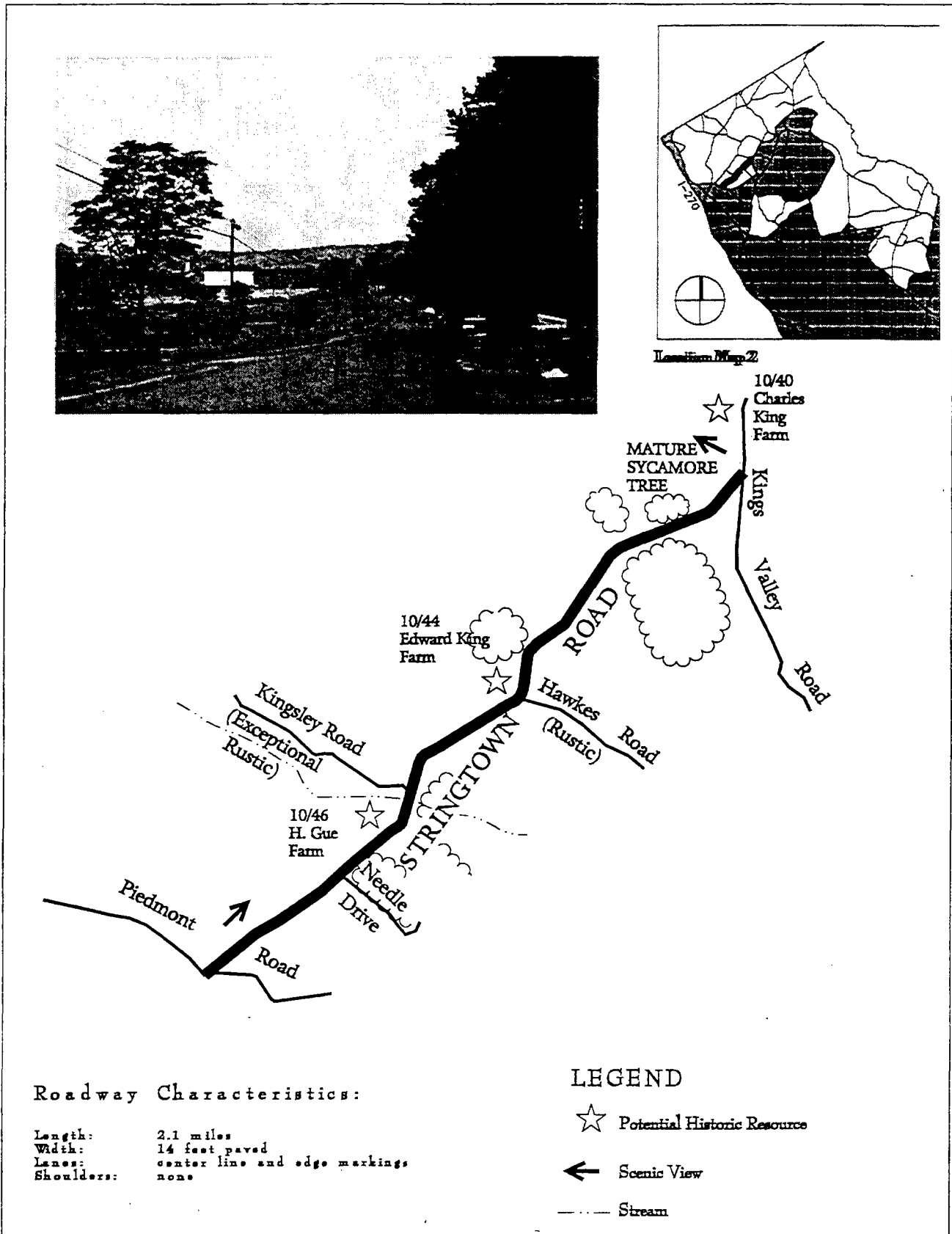
History:

This road connected the historic communities of Clarksburg and Damascus. It appears to be on a 1837 map, which would make it one of the earliest roads in the County.

Driving Experience:

Traveling from Piedmont Road, Stringtown Road has a residential community on the right. A large oak tree on the left frames the countryside view of rolling hills, farm buildings, and houses. Needle Drive provides access to a subdivision with lots on a wooded hillside. On the left is a long view across cultivated fields with a tree-covered ridge in the distance. The Gue House on the left is an early log farmhouse built in two sections. The farm includes a notable large bank barn with beautifully ornate cupolas and painted-on windows. The road intersects with Kingsley Road, an exceptional rustic road. Several places along the road have small banks with daylilies; in the springtime, the fields are spotted with clear yellow flowers. On the left is the well-maintained and beautiful Edward King Farm with its Queen Anne center gable house and collection of farm buildings, including a bank barn with cupolas and a dairy barn. On the right are large modern houses. The road dips towards Hawkes Road (a rustic road) and becomes narrow. Near the second crossing is a small grove of oak trees and a mature sycamore tree on the left. Several trees have roots growing at the roadway edge. The silos of the Charles King Farm are visible in the distance near the intersection of King Valley Road.

Figure 64



Sugarland Lane

A Rustic Road



Sugarland Lane has high historic value.

Recommended as a *rustic road*.

Significant Features:

- St. Paul's Church
- High historic value

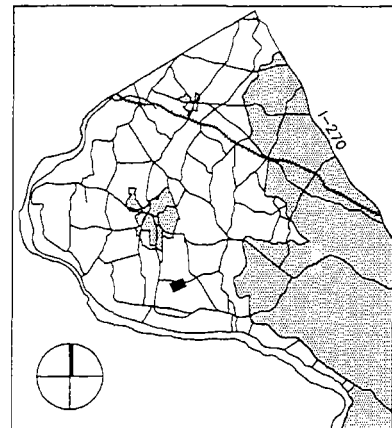
History:

Sugarland Lane traverses an area once known for its plentiful sugar maple trees. A community known as Sugarland or Sugarland Forest was established here by free blacks in the 1870s (see Sugarland Road). This road probably began as a private access for the Tilman Hersberger Farm (14404), from Sugarland Road to River Road. No longer connecting with River Road, only the northern section of the road is open today.

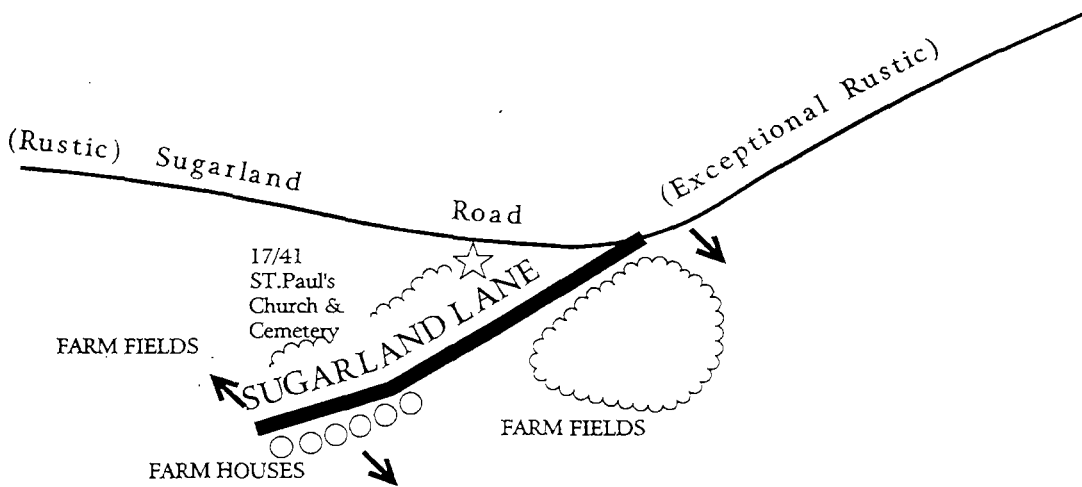
Driving Experience:

Sugarland Lane is a narrow, dead-end road that intersects Sugarland Road (an exceptional rustic). Traveling south from this intersection, one sees on the west the white frame St. Paul's Community Church, built in 1893, with adjacent cemetery. The church is a local landmark, still serving as a center for the historic Sugarland community. Heavy woods are to the east, and hedgerows or light woods fronting pastures and homesteads to the west. Each homestead is easily visible since most of the land has been cleared. Near its terminus at gravel driveways, the road opens to farm field views to the west.

Figure 65



Location Map 1



Roadway Characteristics:

Length: 0.4 miles
 Width: 18 feet varies
 Lanes: no center line and edge markings
 Shoulders: none

LEGEND

- ☆ Potential Historic Resource
- ← Scenic View
- ○ Cedar Hedgerow

Sugarland Road

An Exceptional Rustic Road

Sugarland Road has historic value, outstanding rural views of farm land, and natural features.

Recommended as an *exceptional rustic road* between Sugarland Lane and Whites Ferry Road (MD 107); each end — Hughes Road to Sugarland Lane and Darnestown Road (MD 28) to Whites Ferry Road (MD 107) — is recommended as a rustic road.

Significant Features:

- A politicians road
- Curve and vistas at St. Paul Church

History:

Sugarland Road is named for the area between Seneca Creek and the Monocacy River, which was once noted for its plentiful sugar maples. The northern section of the road was surveyed in 1856, connecting Dawsonville with the road to the Seneca mills near the Potomac River. A road appears in this vicinity on an 1837 map. In 1837, the northern section connected crossroads near Allnutt Farm with Dawsonville. Allnutts have been in this vicinity since 1763. West of Montevideo Road, Sugarland Road provided access to Dawson Mill on the Seneca Creek by 1837. The mill on Dry Seneca Creek was run by Frederick Dawson in 1879.

Driving Experience:

This road has three main sections. Starting at the western end at Hughes Road, expansive views of farms, pastures, and rolling hills line both sides of the road. There are several stream crossings along the road. Just before the intersection at Sugarland Lane, the enclosed view through the tree canopy presents the changing character of the road. This area is the site of the Sugarland community, established by freed slaves in the 1870s. On the right may be seen a schoolhouse (c1925-1930) converted to a residence. At the Sugarland Lane intersection stands St. Paul Church (1893), with its round-arched windows and oculus, a landmark to this historic community.

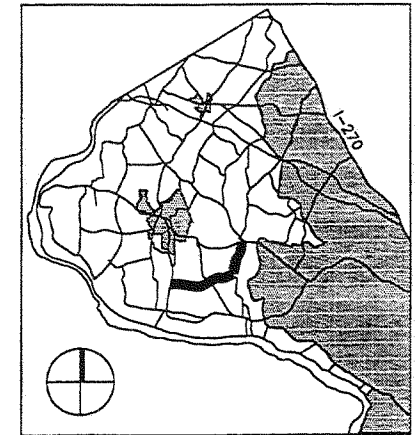
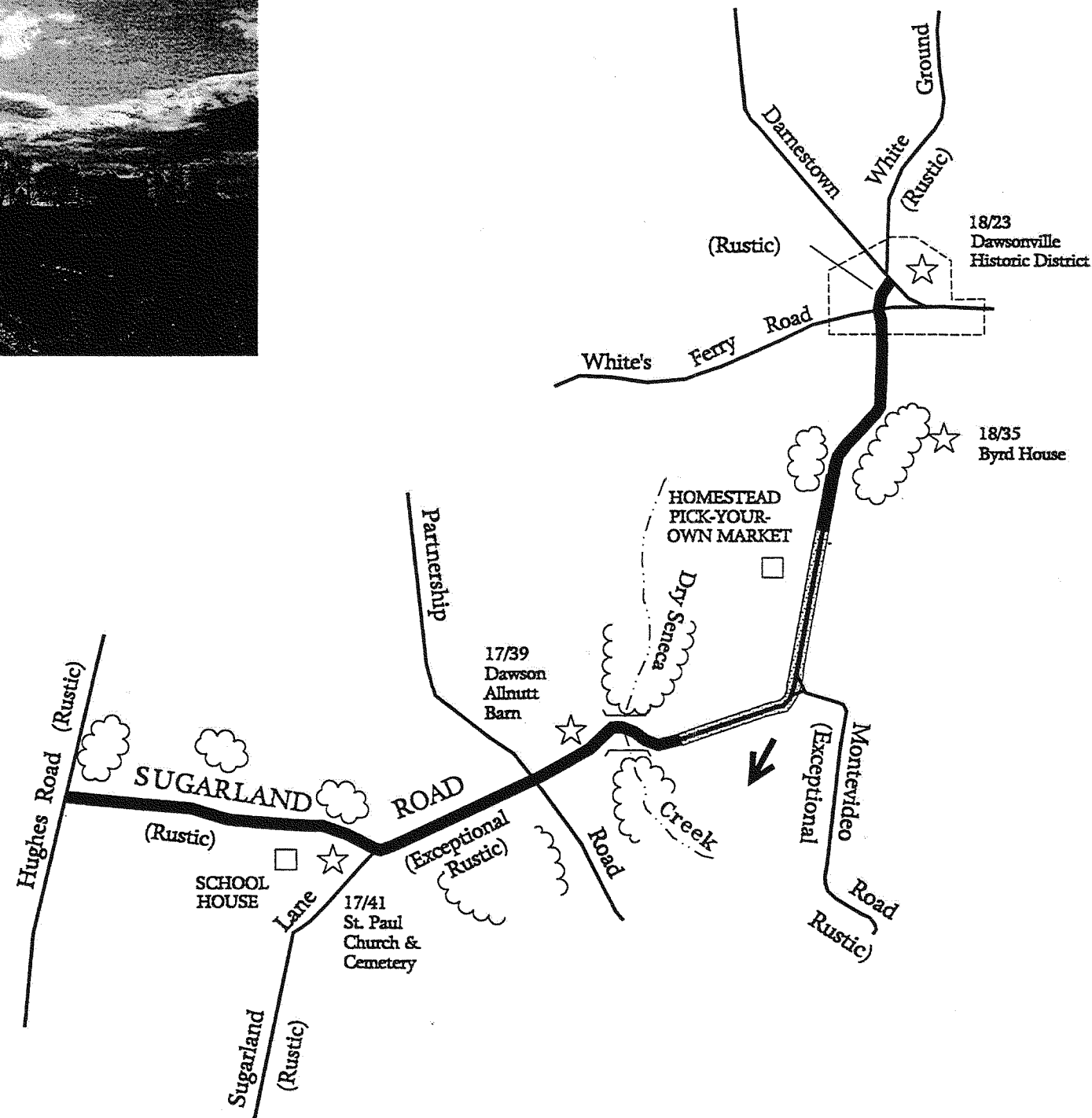
After Sugarland Lane, the road becomes exceptional with pastures, and horse farms with silos, visible on both sides of the road. Crossing Partnership Road, rolling hills, weeping willows, and the Dawson/Allnutt farm are the focal points. The Dawson/Allnutt Farm has a noteworthy frame bank barn, located adjacent to the road, with louvered windows and a stone foundation. The Colonial Revival farmhouse is nearby. The bridge over Seneca Creek is wide and modern in nature. A closed canopy of trees near the bridge is the predominant view from the road. A beautiful view of the pastures and homestead farms, and large oak trees are seen from this politician's road. The Allnutt Farm, which is the Homestead Pick-Your-Own Farm Market, is on the left and further along is the Byrd House.

At the northern end, this road connects Whites Ferry Road (MD 107) with Darnestown Road (MD 28) in the Dawsonville Historic District. Established by 1837, Dawsonville was named for Thomas Dawson, who settled in this area in 1740. By 1879, the crossroads community included a store and post office, blacksmith shop, and school. The Dawsonville Primitive Baptist Church was built in 1889. This section of road is the connecting link between the exceptional rustic portion of Sugarland Road and White Ground Road.

Sugarland Road — A Rustic Road and an Exceptional

Rustic Road

Figure 66



Location Map 1

Roadway Characteristics:

Length: 4.9 miles
Width: 16 feet paved
Lanes: no center line and edge markings
Shoulders: none

LEGEND

- ☆ Potential Historic Resource
- == Politicians Road
- ← Scenic View
- - - Historic District Boundary
- - - Stream

Swains Lock Road

An Exceptional Rustic Road



Swains Lock Road has exceptional natural features and high historic value as it leads to the C & O Canal.

Recommended as an *exceptional rustic road*.

Significant Features:

- High banks on both sides of the road — unique character
- Mature forest on one side
- View of lock house and lock

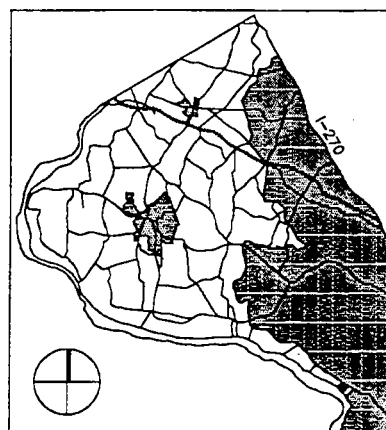
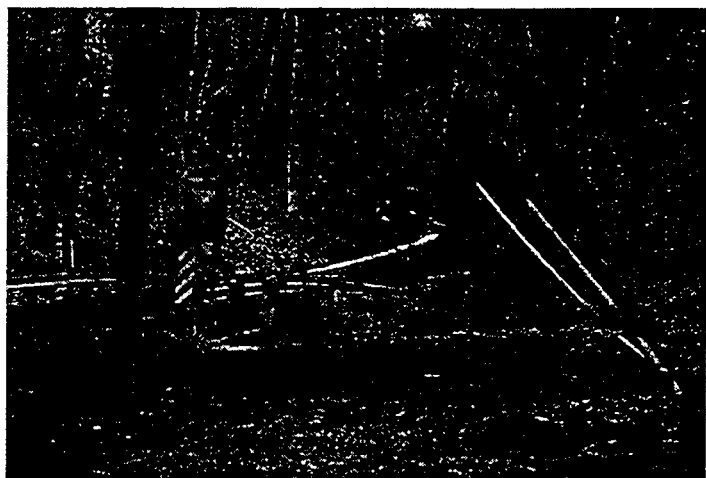
History:

This access road to the canal lock was probably established c1830-33. Like many of the other lock roads, it is named for the lock keeper, Jess Swain.

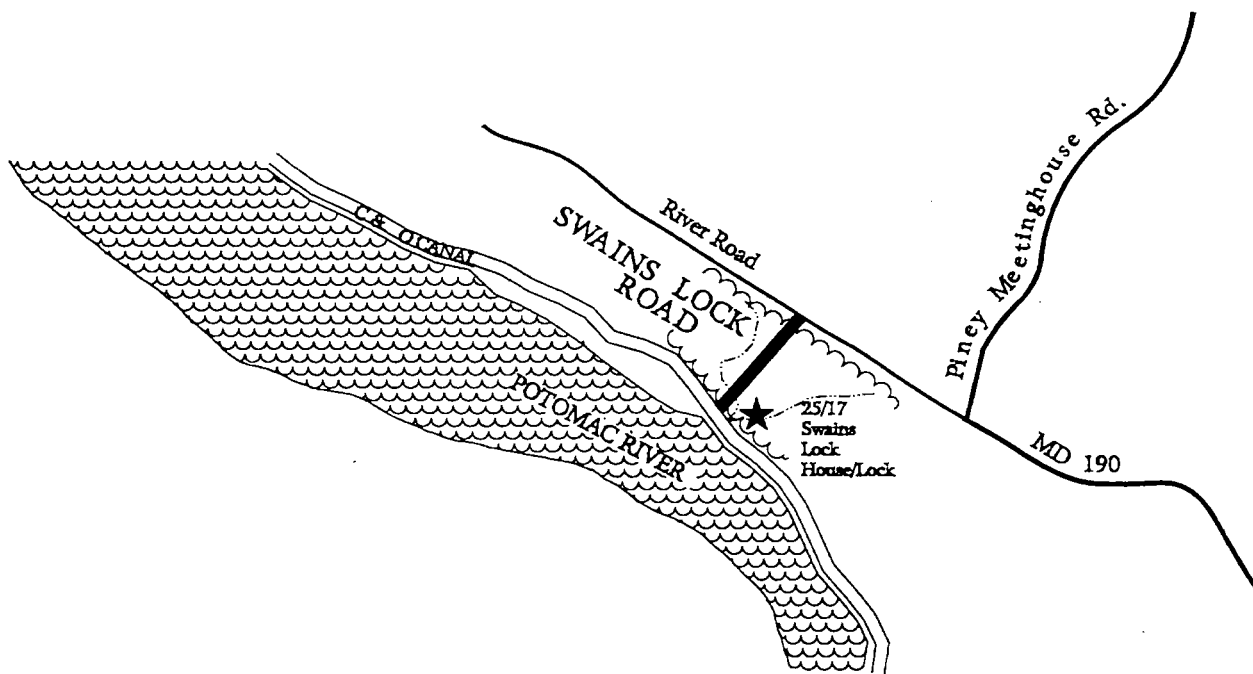
Driving Experience:

A lovely driving experience, Swains Lock Road has high embankments on either side with unbroken mature forest creating a high, closed canopy. The one-lane bridge at the bottom of the road marks the entrance to the C&O Canal Park where canoes and bikes may be rented, and snacks and fishing tackle purchased. Parking is limited. The lock itself was constructed in 1831 and the well-preserved stone lockhouse is a rare survivor of the many that once lined the C&O Canal. Both the lock and lockhouse are visible from the road.

Figure 67



Location Map 1



Roadway Characteristics:

Length: 0.3 miles
 Width: 16 feet paved
 Lanes: no center line and edge markings
 Shoulders: none

LEGEND

★ Historic Resource

MANOPPC

Sycamore Landing Road

A Rustic Road



Sycamore Landing Road outstanding natural features and historic value.

Recommended as a *rustic road*.

Significant Features:

- Forest wetland on either side of the road
- C&O Canal National Park at terminus

History:

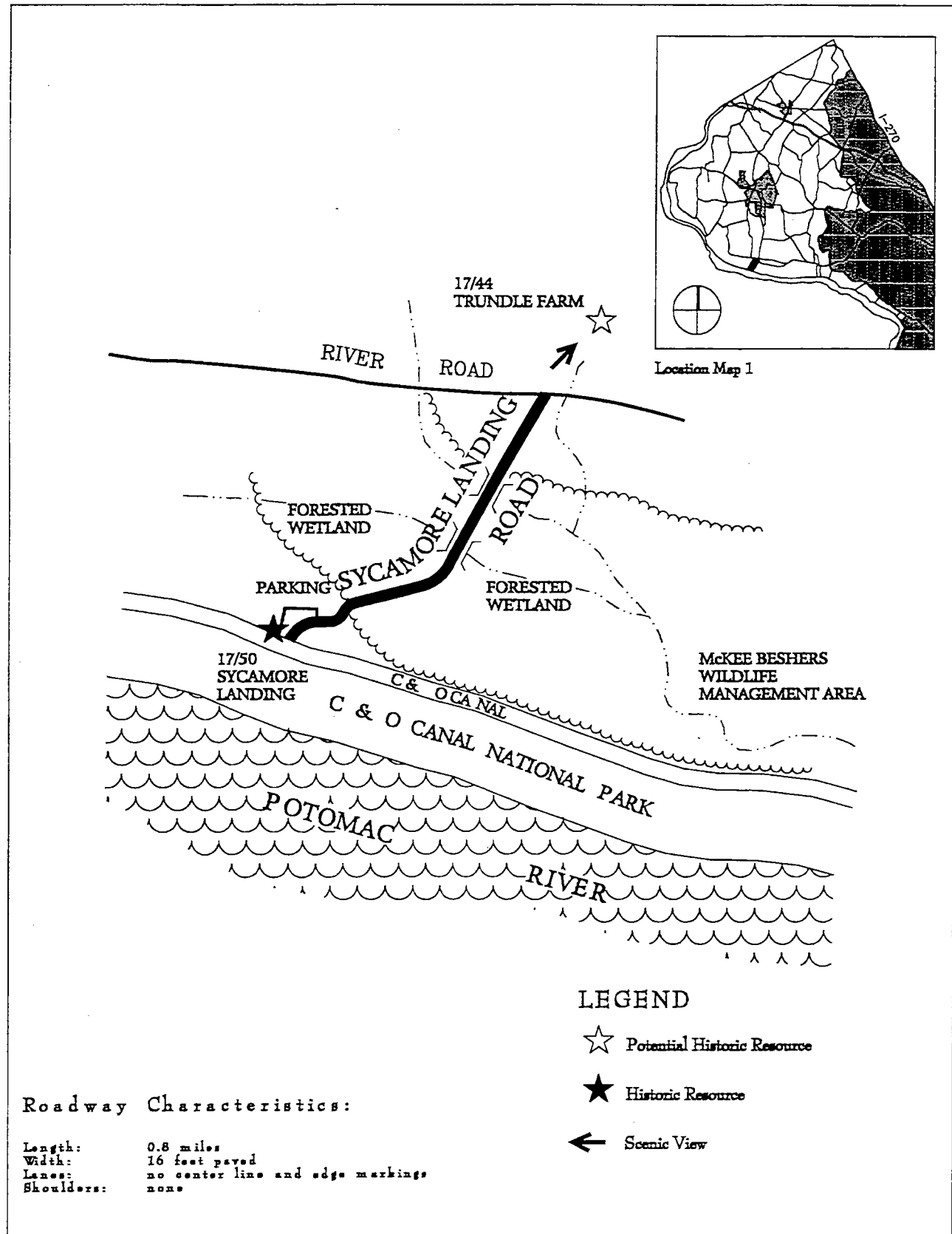
Sycamore Landing Road was probably constructed in c1830 to serve the C&O Canal. It was surveyed as part of the Hughes Road corridor around 1872 by Willer Musser. Sycamore Landing was the site of a warehouse and grain elevator in the 19th century. The site was used to ship grain by the canal to Washington. The landing represents the importance of the canal's arrival to this location as a boost in the local economy and providing access to the regional market.

The James T. Trundle Farm house and barn are visible across River Road. This farm was the home of a prosperous farmer. From 1876 to 1927, the Trundles owned one of the most substantial farmhouses in the area. The farm buildings, include a notable well tower and frame barn, are still visible.

Driving Experience:

From River Road, Sycamore Landing descends south towards the Potomac River. This straight gravel road, located entirely within the Maryland Wildlife Administration's Mckee-Beshers Wildlife Management Area, passes through fields which can be viewed through narrow hedge rows and a large forested wetland. There are two one-lane bridges to cross. Limited parking at the terminus of the road is for those who want to cross by foot into the C&O Canal National Historical Park.

Figure 68



1-MNCPPC

Trundle Road

A Rustic Road



Trundle Road has outstanding vistas and historic value.

Recommended as a *rustic road*.

Significant Features:

- Tree canopy that comes up to the road edge
- Views of Farm Fields

History:

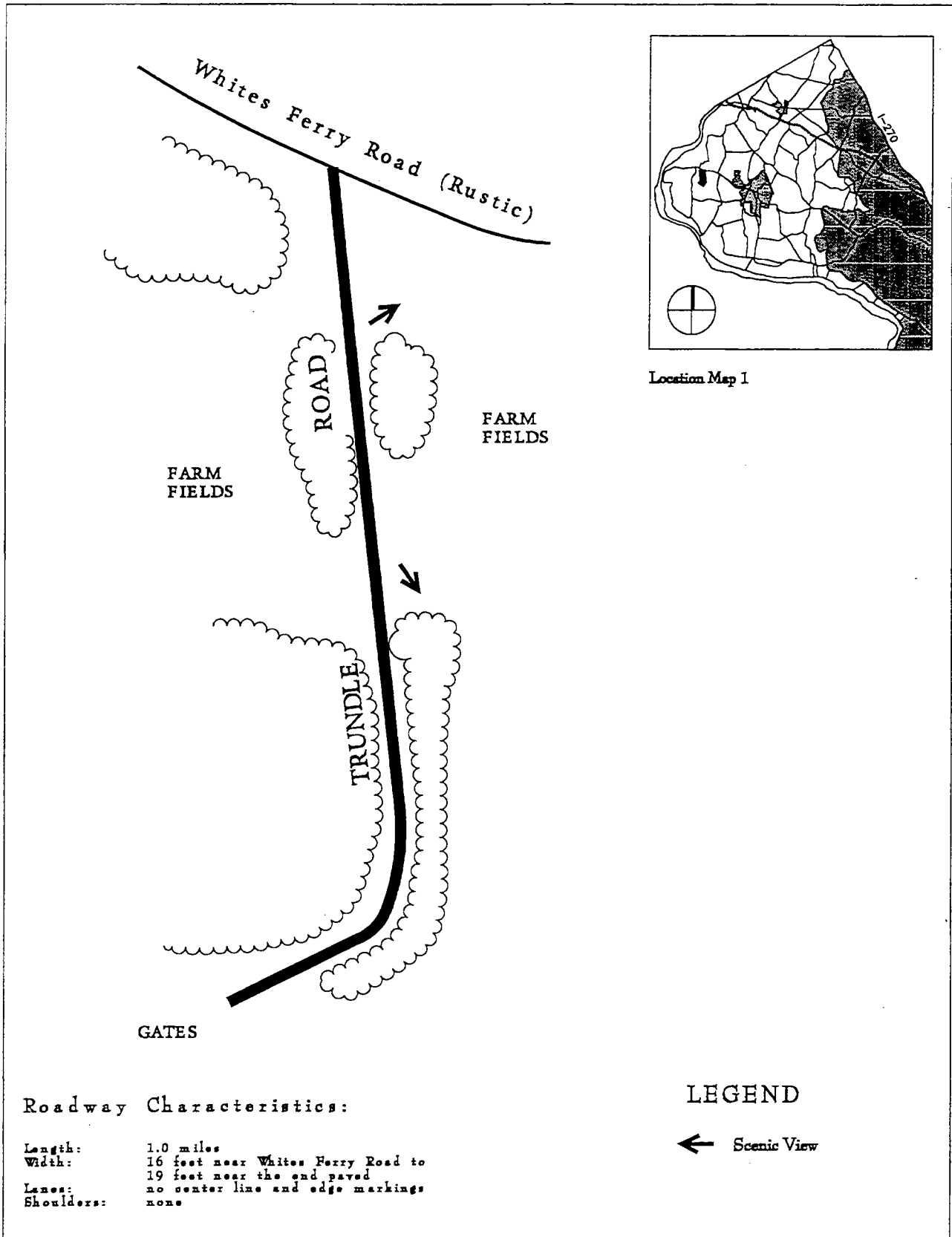
Trundle Road was surveyed and platted in 1884, connecting two historically bi-racial communities: Martinsburg at the north, on Whites Ferry Road, with Oak Hill/Elmer community to the south, on Club Hollow Road. In recent years the southern half of the road was abandoned. Two historic resources are located along this road: Warren Methodist Episcopal Church and the Perry Trundle Farm.

The Warren Methodist Episcopal Church was built in 1903 by the black community of Martinsburg. The Perry Trundle Farm, established by 1865, includes an elegant Colonial Revival house dating from the early 1900s and features a spacious wraparound porch typical of that era.

Driving Experience:

Driving south from Whites Ferry Road (a rustic road) for about a half a mile, farms and open fields are visible on the eastern side of the road. Dense trees and vegetation are the predominant view to the west. The remainder of the road is enclosed tree canopy. In a few locations, open fields appear beyond the trees. The road ends at the Perry Trundle Farm, a potential historic resource.

Figure 69



Tschiffely Mill Road

A Rustic Road



Tschiffely Mill Road has historic value and outstanding natural features.

Recommended as a *rustic road*.

Significant Features:

- Gravel surface of roadway; historic alignment of road
- Closed canopy
- Seneca Stone Mill
- View of river/wetlands/boat basin

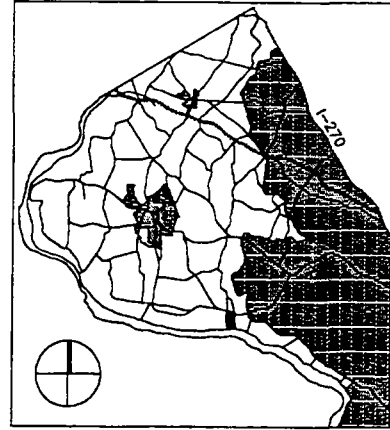
History:

Tschiffely (pronounced shif-FAY-lee) Mill Road is named for the grist mill which once stood where River Road crosses Seneca Creek. The road runs along the course of a small gauge railroad which once carried grain south from the grist mill to a loading platform at the canal, and stone north from the stone mill to River Road. Built of Seneca sandstone c1837, the mill was used to cut and dress stone from the stone quarries, just west of this location. The quarries were in use from 1774 until 1900, though they were most actively worked after the opening of the canal in 1833. One historic resource and three potential historic resources are along this road.

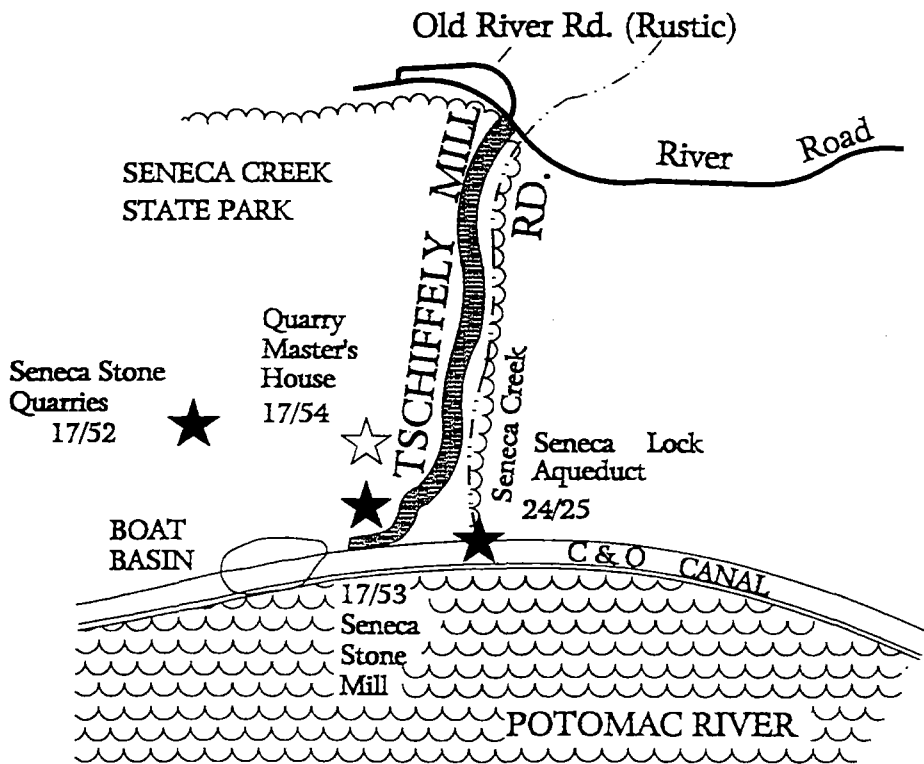
Driving Experience:

This one-lane gravel road parallels the last stretch of Seneca Creek before it reaches the Potomac River. Almost entirely under a closed canopy, the setting is wholly rustic. With a mature forest on one side and a view through trees on the other side of Seneca Creek and Rileys Lock Road (a rustic road), this road offers not only a peaceful quiet atmosphere, but an historic experience as the road terminates at the C&O Canal and Seneca Stone Mill. The road offers an awe-inspiring view of the monumental Seneca Stone Mill. The Quarry Master's house, an abandoned sandstone structure which has been restored, is located to the west, though it is accessed from River Road. The road terminates with a view of the boat basin, a wide pond beside the canal, where barges were loaded with finished stone. The Seneca Aqueduct at the C&O Canal is one of the canal's most admired features, the only one of the 11 canal aqueducts made of red Seneca sandstone.

Figure 70



Location Map 1



LEGEND

☆ Potential Historic Resource

★ Historic Resource

Unpaved Road

Roadway Characteristics:

Length: 0.7 miles
 Width: 10 feet paved
 Lanes: no center line and edge markings
 Shoulders: none

Violettes Lock Road

A Rustic Road



Violettes Lock Road has historic value as an early access road leading to the C&O Canal.

Recommended as a *rustic road*.

Significant Features:

- Closed canopy at beginning of road

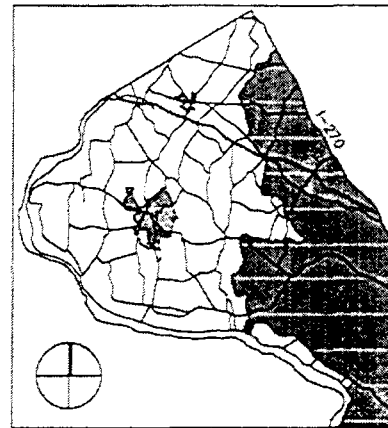
History:

The access road to the canal lock was probably established c1830-33. It was named for Alfred Violette who was a longtime lock keeper here. The community of Rushville was located north of the locks.

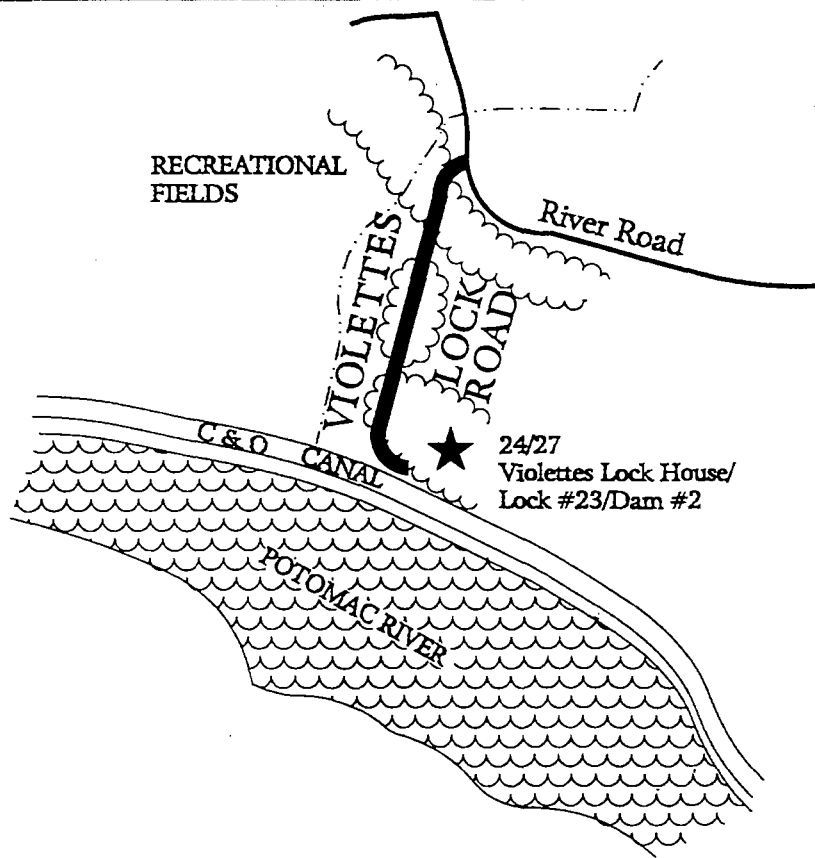
Driving Experience:

Starting with a forested setting high above an adjacent stream, this road winds its way to the C&O Canal. There are many older homes on the east side with Bretton Woods Recreation Center and its associated playing fields on the west. The C&O Canal has plenty of parking. At the end of the road, facing west toward Seneca, the lift lock is on the right and the guard lock on the left. Both gates are built of Seneca sandstone. Wicket gates are still located at the bottom of the larger lock.

Figure 71



Location Map 1



Roadway Characteristics:

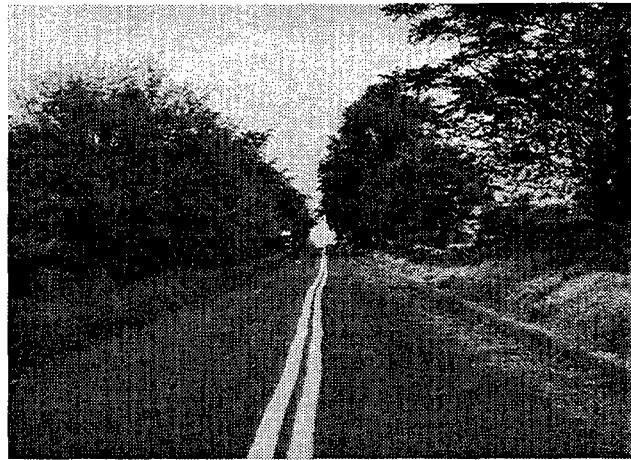
Length: 0.6 miles
 Width: 18 feet paved
 Lanes: no center line and edge markings
 Shoulders: none

LEGEND

- ☆ Potential Historic Resource
- ★ Historic Resource
- Stream

Wasche Road

A Rustic Road



This road has historic value and outstanding rural views.

Recommended as a *rustic road*.

Significant Features:

- Side banks that enclose the road
- Stone wall near Martinsburg Road

History:

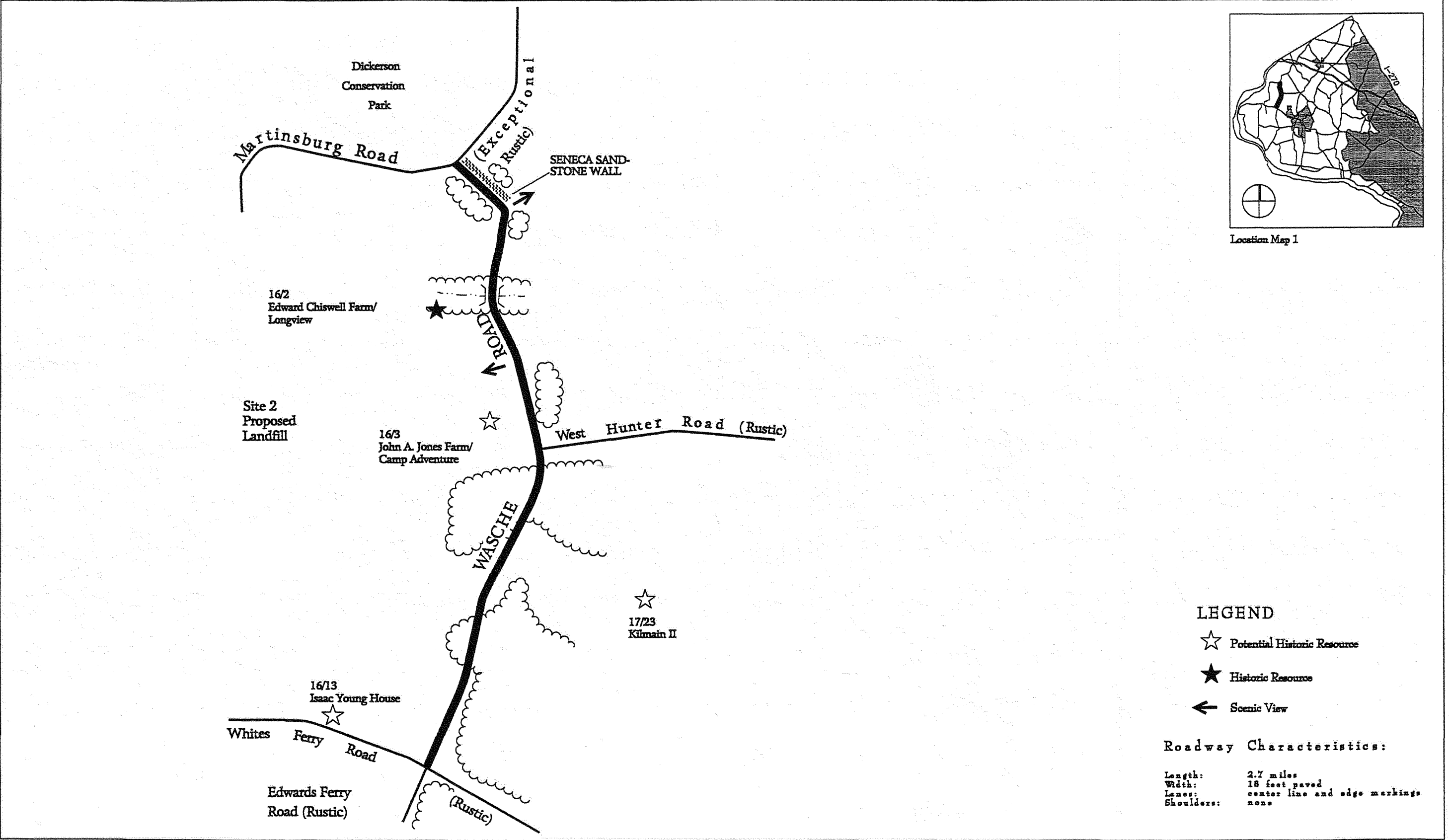
A road was constructed in this location by c1865. The road was named for the Wasches who owned Kilmain II in the 1870s and again in the early 1900s. Four historic sites are along this road, three Atlas and one Master Plan.

Driving Experience:

Wasche Road is a pleasant road to drive. It has long, straight segments with gentle curves and elevation changes. The southern section, which appears to be an extension of Edwards Ferry Road, has forests along portions of the east side and hedgerows or individual trees on the west side. In this area, several houses are near the road on the west side, while the Kilmain farmstead on the east side is surrounded by open fields. Kilmain II, a c1810-15 house with a center hall plan, is a fine example of Federal style architecture notable for its brick construction. West Hunter Road intersects Wasche Road on the east side opposite the Jones Farm on the west. Further north, the road crosses a small bridge. The Edward Chiswell Farm is on the left. Known as Longview, the house includes an original stone section which dates from 200 years ago. Edward Chiswell, who grew up at Chiswell's Inheritance near Edward's Ferry, was a Civil War veteran who lived here with his family after the war's end. The northern end of the road has tree hedgerows, mountain views off to the right, and a sandstone wall near Martinsburg Road.

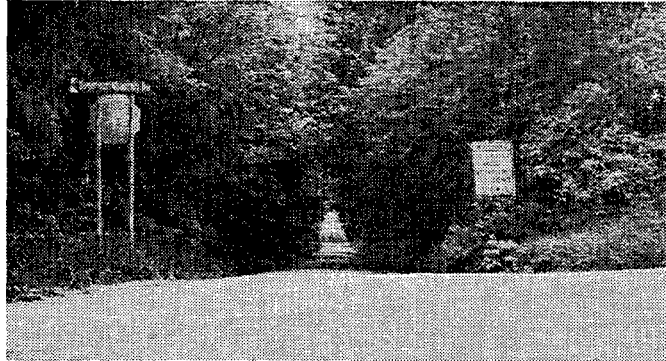
Wasche Road — A Rustic Road

Figure 72



West Harris Road

An Exceptional Rustic Road



West Harris Road has high historic value, outstanding natural features, and exceptional farm views.

Recommended as an *exceptional rustic road*.

Significant Features:

- Unpaved road surface
- Seven-ton pipe railing bridge surrounded by sycamore trees
- Steeply cut bank on both sides with ferns
- Roadside vegetation: daylilies, ferns, cedar tree hedgrows

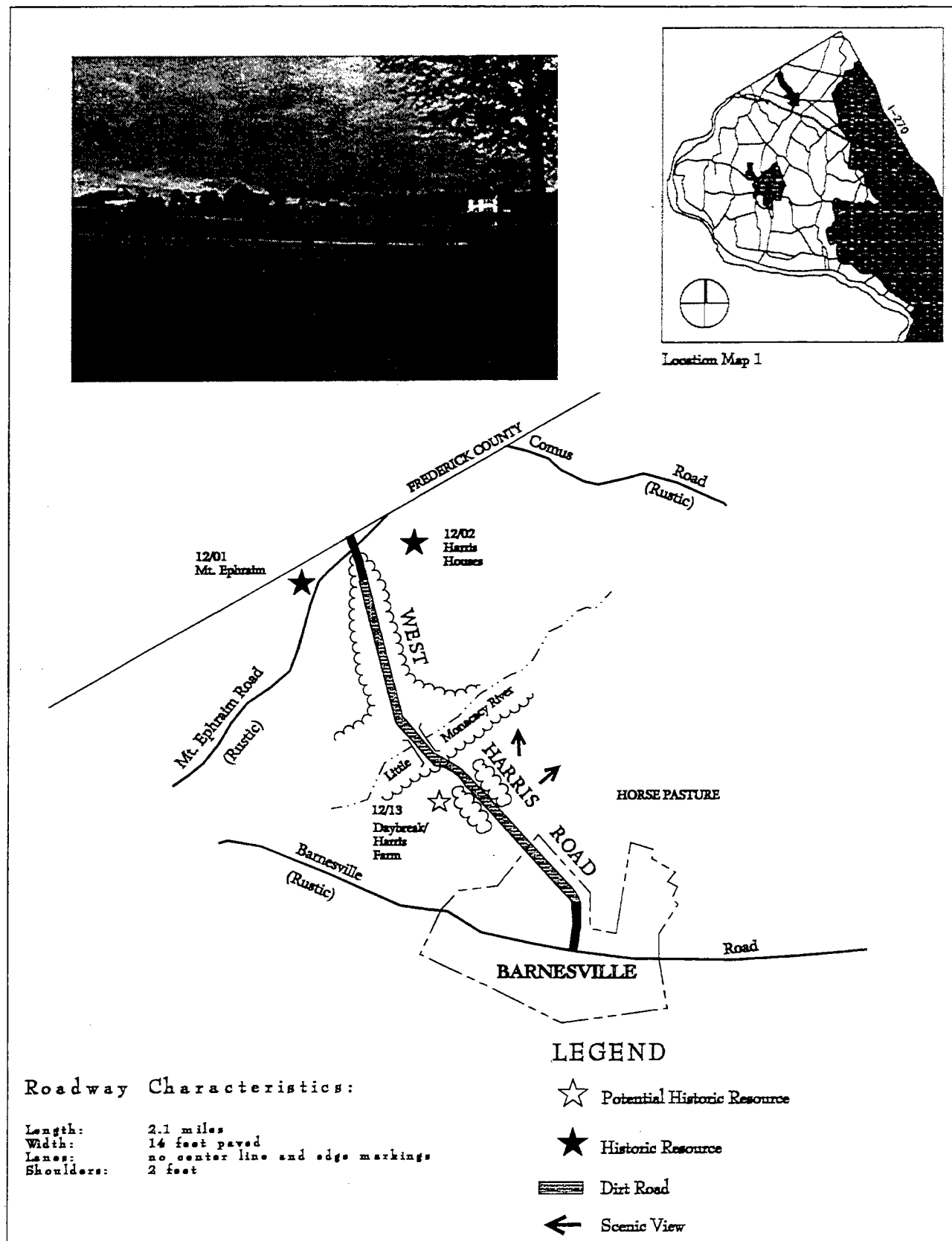
History:

This road, probably constructed in the mid-1800s, led from Barnesville (established 1747) to the city of Frederick. A notable bridge with metal pipe railing has the same design as the bridge on Schaeffer Road. The road is named for the Harris family, long-time residents of the area. Joseph Harris owned over 1,100 acres in the vicinity by the late 1700s.

Driving Experience:

Driving from Barnesville, south to north, the road is paved and opens to an expansive view straight ahead with lovely farm houses, farm buildings, and pasture land on both sides. At the curve, the road becomes a dirt road. The Daybreak Farm is visible on the left. Also known as the Harris Farm, this farm includes an 1852 house constructed with a hip roof unusual for this era, and a tree lined drive. The farm raises Red Devon Beef cattle and llamas. Views of Sugarloaf Mountain are seen along the road. After passing the Daybreak Farm, the road has banks on both sides with cedar trees, honeysuckle, daylilies, and ferns. The road then crosses Little Monocacy River on a bridge among sycamore trees before it enters into a wooded area. The road opens to views through the tree hedgerows before rising to intersect with Mount Ephraim Road. On the right, out of view, are the Harris Houses — two log houses, one built in the early 1800s and the other c1870. The road surface is paved about 100 feet before meeting Mount Ephraim Road, a rustic road.

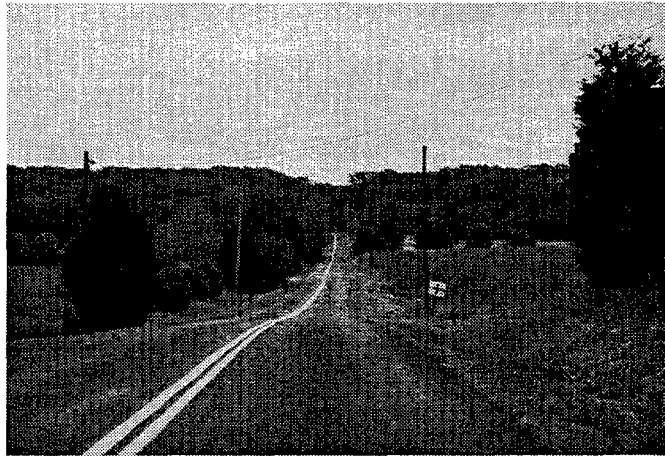
Figure 73



MNCPPG

West Hunter Road

A Rustic Road



West Hunter Road has historic value and outstanding farm vistas.

Recommended as a *rustic road*.

Significant Features:

- Both ends of the road are wooded. The west end has canopy enclosure near Wasche Road.
- The center section is open with fields on both sides.
- Tree hedgerows line both sides of the road west of the Hilliard Farm.

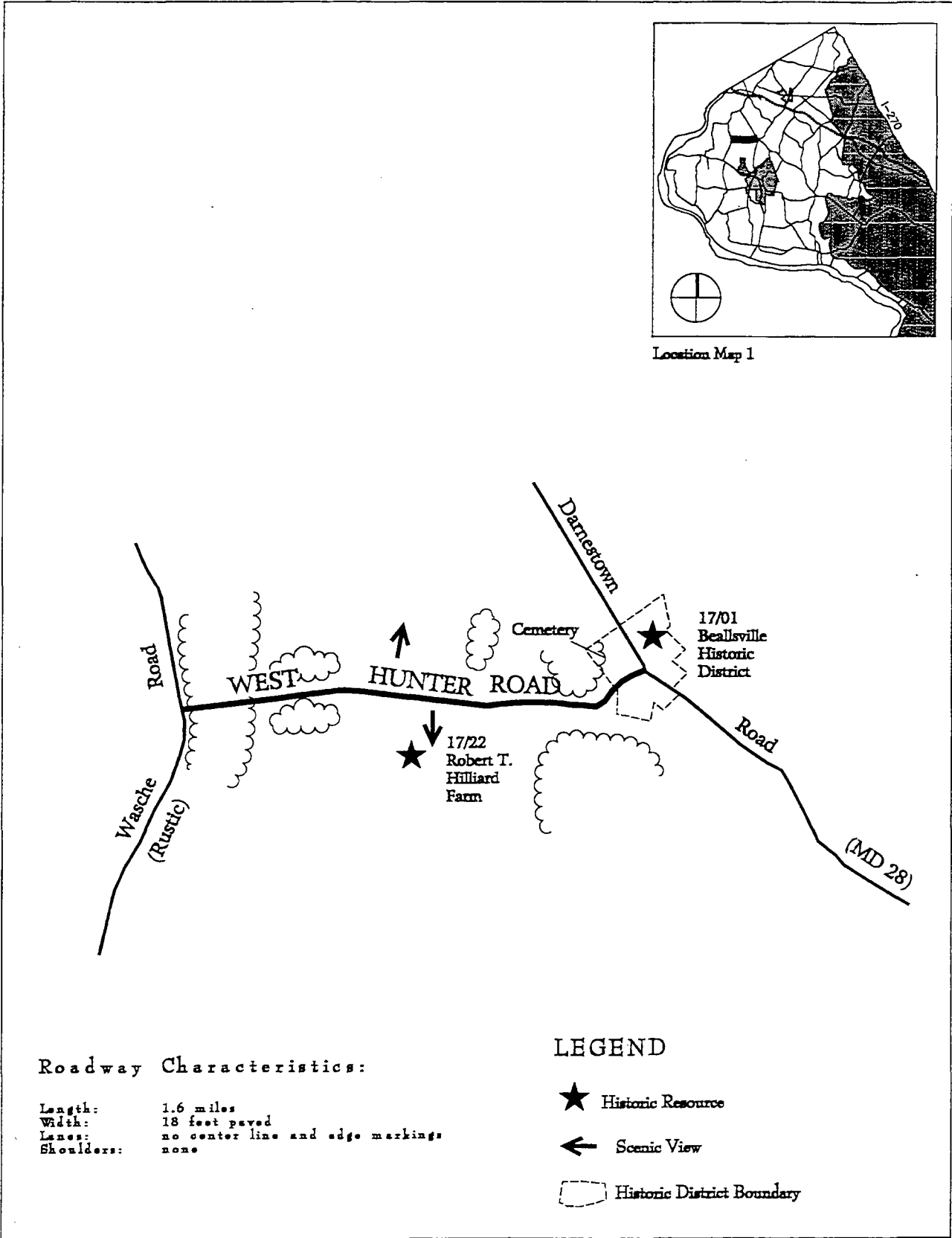
History:

Probably built between 1865 and 1879, the road is named for the Hunters, who have had a farm on this road since 1928. Both the Hilliard Farm (home of the Hunters) and the Beallsville Historic District are Master Plan sites.

Driving Experience:

Beginning at its eastern end, West Hunter Road goes up a small steep hill. The Monocacy Chapel cemetery spreads out to the right. This was the site of the first St. Peters Chapel of Ease dating from over 200 years ago. A view of the Beallsville Historic District is found to the left. The road curves to a wooded area and then opens to fields on both sides. To the south is a long view toward the Hilliard Farm; to the north is a view of Sugarloaf Mountain with the Appalachians in the background. The Hilliard Farm has a post-Civil War era house built of Seneca sandstone, covered with plaster. The substantial bank barn was built in 1911. The road is lined with hedgerows on both sides, alternating with wooded areas, until it meets Wasche Road (a rustic road).

Figure 74



MNOPC

West Offutt Road

A Rustic Road



West Offutt Road has outstanding farm views and historic value.

Recommended as a *rustic road*.

Significant Features:

- For much of its length, the road travels along a ridge with fields sloping down on both sides.
- Scenic views of farm fields
- Mature cedar hedgerows east of Mount Nebo Road.

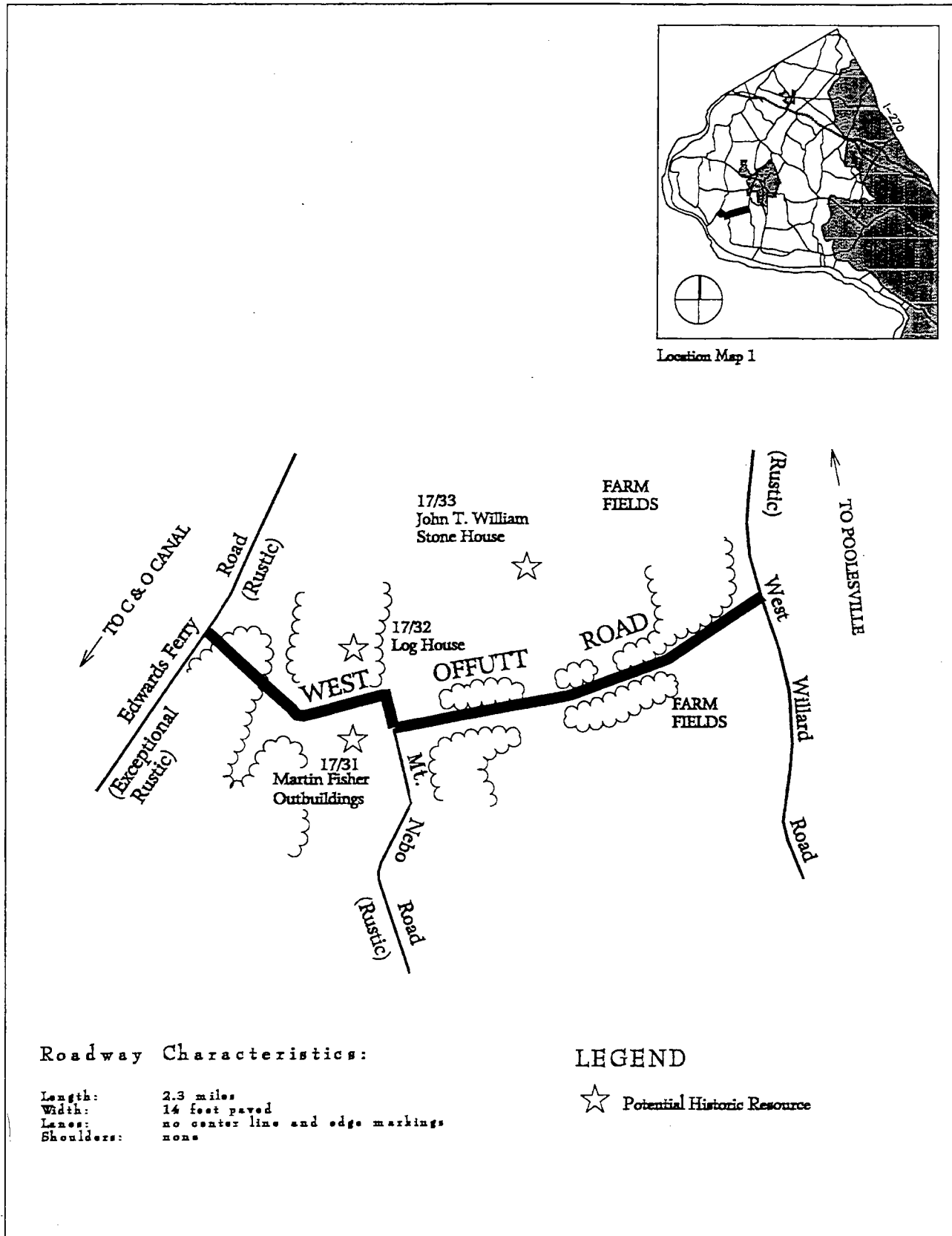
History:

The road was established after 1879 in conjunction with Mount Nebo Road.

Driving Experience:

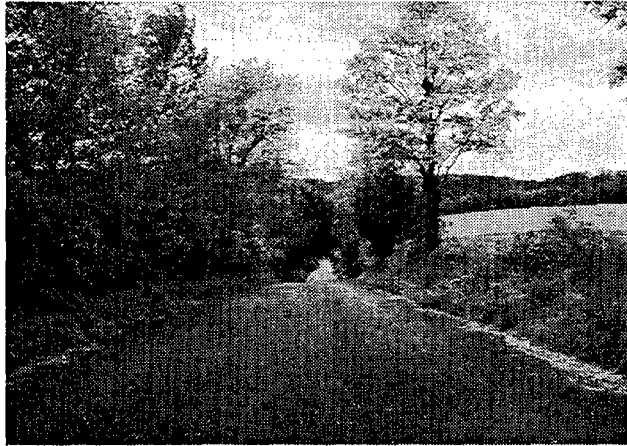
Traveling west to east from Edwards Ferry Road (an exceptional rustic/rustic road), West Offutt Road has hedgerows alternating with wooded areas. Clusters of trees limit sight distances. The Martin Fisher Farm is located to the south. This complex includes a notable Seneca sandstone outbuilding with projecting roof. If one looks carefully to the left, at the next sharp bend in the road, one can discern near the road's shoulder the Log House surrounded by dense woods. This house, believed to have been built in the late 1800s or early 1900s, is a late example of log construction. East of a sharp turn at the intersection of Mount Nebo Road (a rustic road), the hedgerows contain mature cedar trees. On the left is the Williams Stone House, an elegant Italianate style house of Seneca sandstone, probably constructed in the 1860s. It represents the house of a prosperous farmer of the time. An open view of a farmstead lies to the southeast. Toward the end of West Willard Road (a rustic road), the road opens to fields again.

Figure 75



West Old Baltimore Road

An Exceptional Rustic Road



One of the oldest roads in Montgomery County, West Old Baltimore Road has high historic value, outstanding natural features — one of which is the ford of Ten Mile Creek — and views of agricultural lands.

Recommended as an *exceptional rustic road* between Barnesville Road and Clarksburg Road (MD 121)

Significant Features:

- The alignment of the road has historic significance as one of the oldest roads in the County, dating to the early 1700s.
- The way the road fits the terrain, the narrow pavement, and the close proximity of fences and trees to the road
- The unpaved portion of this road is one of the few such areas remaining in Montgomery County and, as such, is a highly unusual feature.
- The ford at Ten Mile Creek may soon be unique among roads in Montgomery County.

History:

One of the oldest roads in the County, West Old Baltimore Road was certified and improved in 1793, though it was already in use by 1747 when Barnesville was established. Regional route was used less after the 1830s when access to the canal and railroad changed market patterns, though some farmers continued to use this road to Baltimore into the 1930s. West Old Baltimore Road contains some of the last sections of unpaved road in the County. The Frederick Hays Farm is a fine example of the type of farmstead which prospered in the mid-1800s.

West Old Baltimore (cont.)



Driving Experience:

From east (Clarksburg Road) to west, the road traverses agricultural land — flowering hedgerows, a few houses, fences near the roadway edge, hedgerows with trees and vines — then enters a woodland whose trees form a canopy over the road. The pavement ends and the road moves back in time to be a dirt road. The road goes through Ten Mile Creek, which is easily forded most of the time. Coming up from the creek, the view is of a farm on the right side with a small stream running parallel to the road. The pavement resumes before passing Shiloh Church Road. The small stream runs under Shiloh Church Road and meanders through the field, providing a pleasant pastoral view. The road continues to Slidell Road (the Clarksburg Plan Boundary), then to Peach Tree Road (a rustic road). Between Peach Tree Road and Barnesville Road, the road lies between forest on the south side and farm fields with long views towards Sugarloaf Mountain on the north side. In the summertime, the road is usually shaded, making the driving experience exceptional. The road ends at Barnesville Road (a rustic road that leads towards Mouth of Monocacy) where the Hays Farm — house, barn and shed — is visible on the right side of the road. This road is lightly traveled.

A portion of this road is within the Clarksburg Master Plan area. That master plan classifies West Old Baltimore Road as an exceptional rustic road between Clarksburg Road (MD 121) and Slidell Road. This Functional Master Plan continues that classification to Barnesville Road.

West Old Baltimore Road — An Exceptional Rustic Road

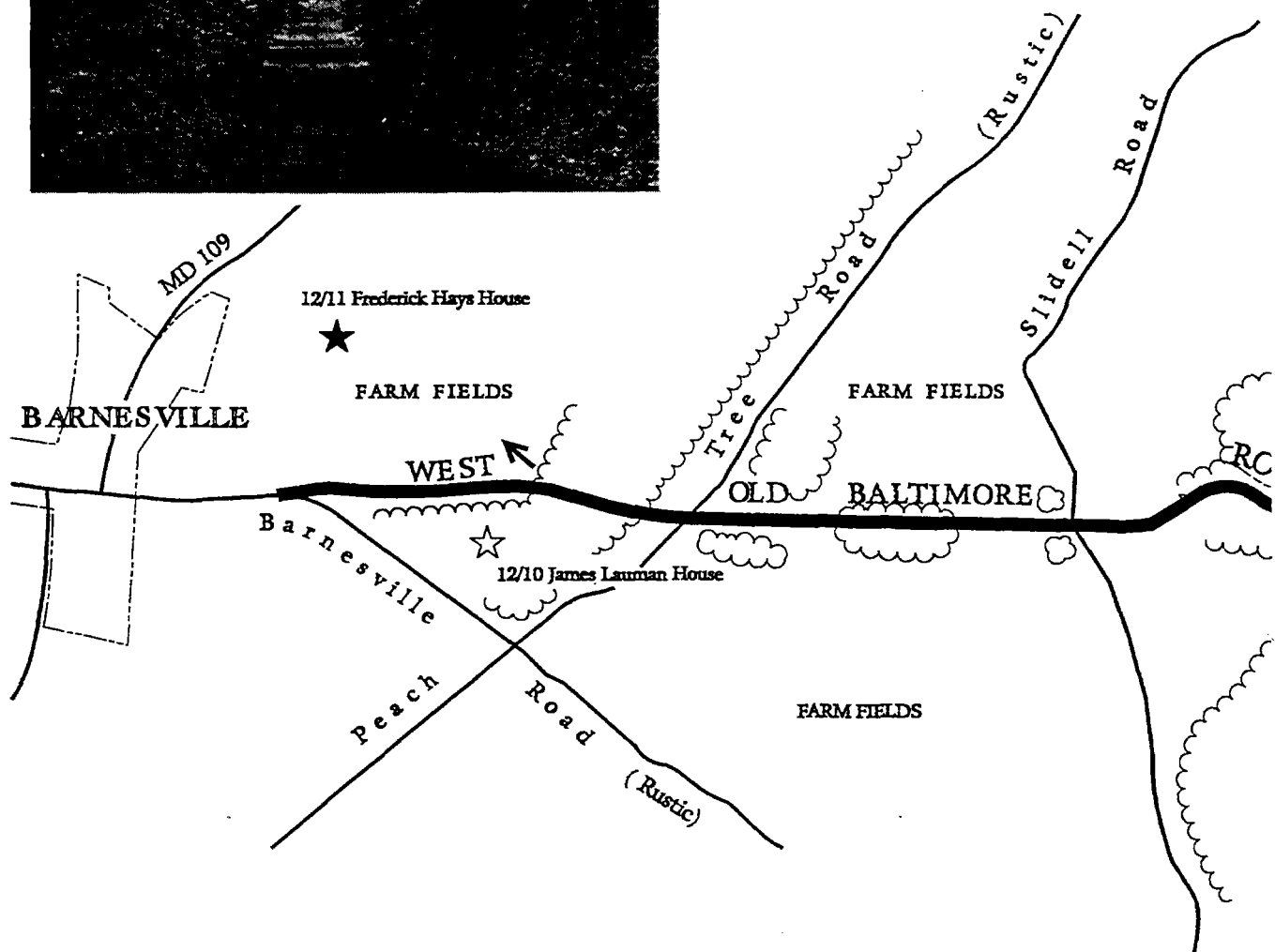
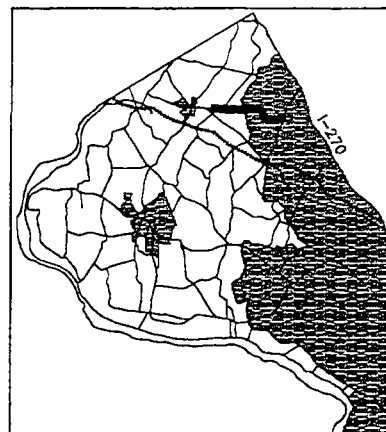


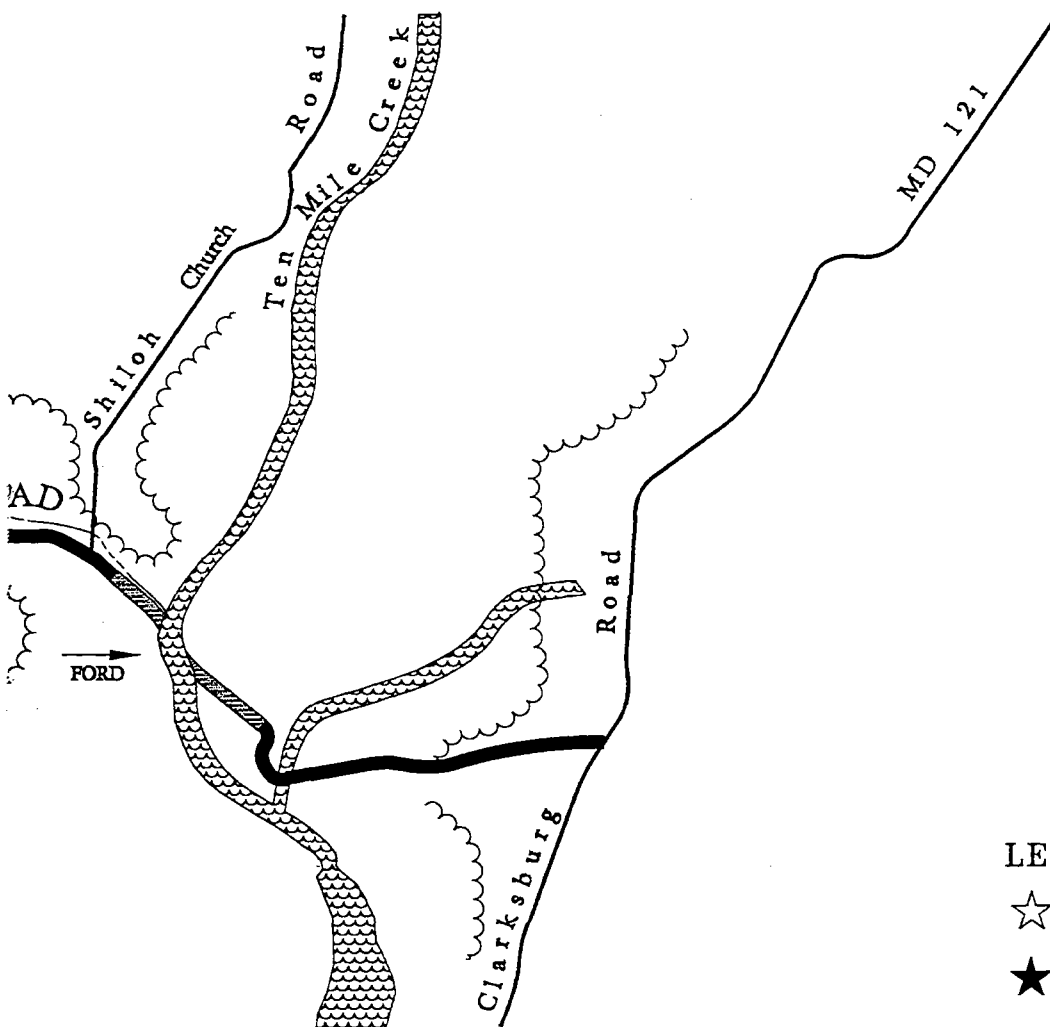
Figure 76

Roadway Characteristics:

Length: 3.9 miles
 Width: 18 feet unpaved in vicinity of Ten Mile Creek
 Lanes: no center line and edge markings
 Shoulders: none



Location Map 1



LEGEND

- ☆ Potential Historic Resource
- ★ Historic Resource
- ▨ Dirt Road
- ← Scenic View

West Willard Road

A Rustic Road



West Willard Road has significant vistas of farms, rural landscape and forests.

Recommended as a *rustic road*.

Significant features:

- Road alignment following contours of land.
- Trees and vegetation along the road.
- Significant views of farm land, forests, and open fields.

History:

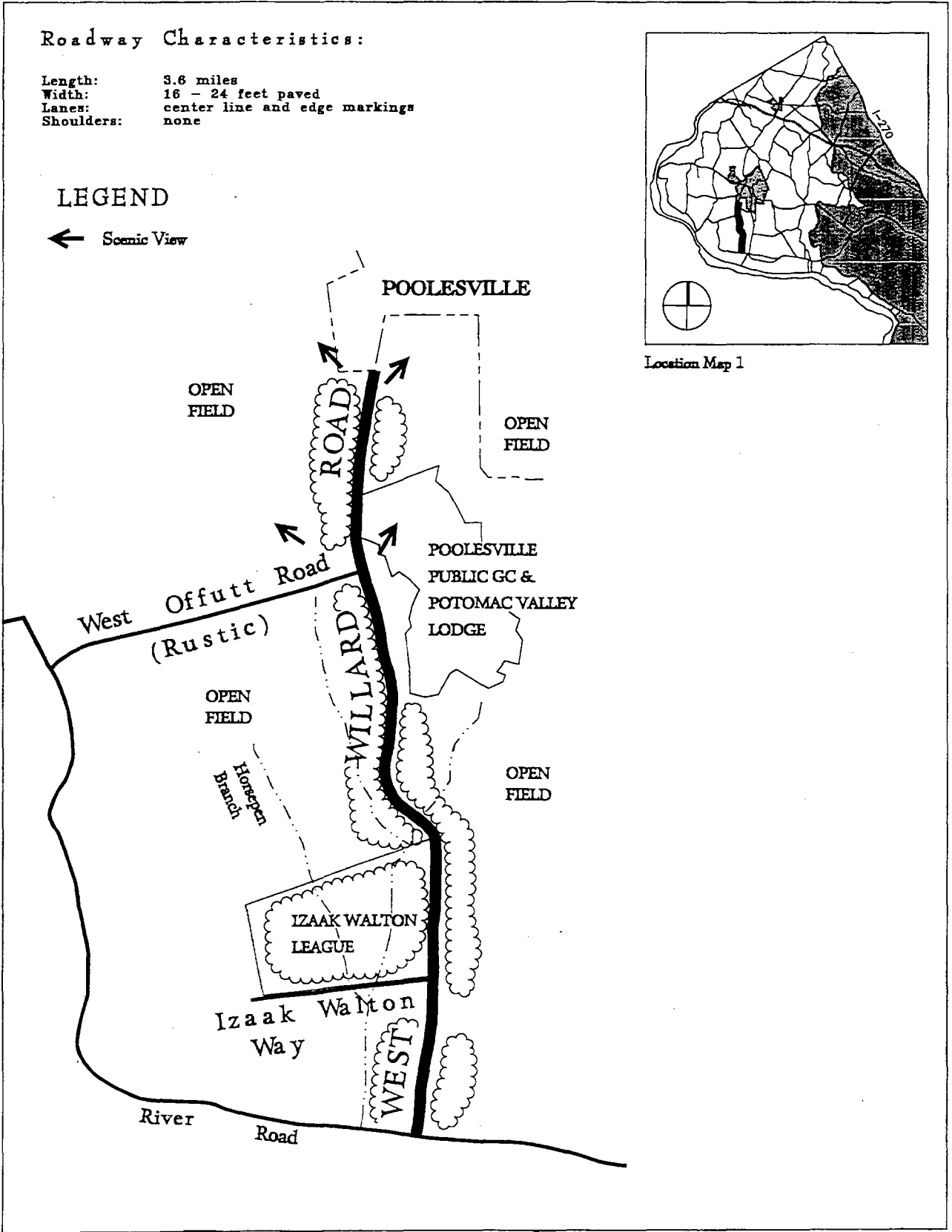
The road, which was probably established between 1865 and 1879, follows its original alignment as shown on the Hopkins 1879 map. The Willard family acquired property here in 1871, land which is now part of the Izaak Walton League property.

Driving Experience:

From the boundary of the Town of Poolesville at the north end, the road continues south in almost a straight line and provides an expansive view of open fields and farmlands. Dense tree lines are visible in the distance. After passing the entrance to the Poolesville Public Golf Course, a row of trees lines the road. Open fields are clearly visible beyond the trees.

Sections of the road from north of West Offutt Road (a rustic road) to River Road follow a gentle rolling terrain. Traveling further south along this section of the road, significant vistas of farmland change to an enclosed view of trees and vegetation. Open rural vistas reappear near River Road, where West Willard ends.

Figure 77



Westerley Road

A Rustic Road



Westerley Road, from Poolesville town limits to Edwards Ferry Road, is a historic road with views of farmland.

Recommended as a *rustic road*.

Significant Features:

- Long, open views of three farmsteads and surrounding fields
- A politician's road, clearly discernible toward Edwards Ferry Road

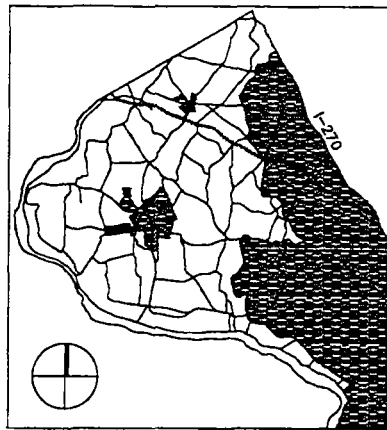
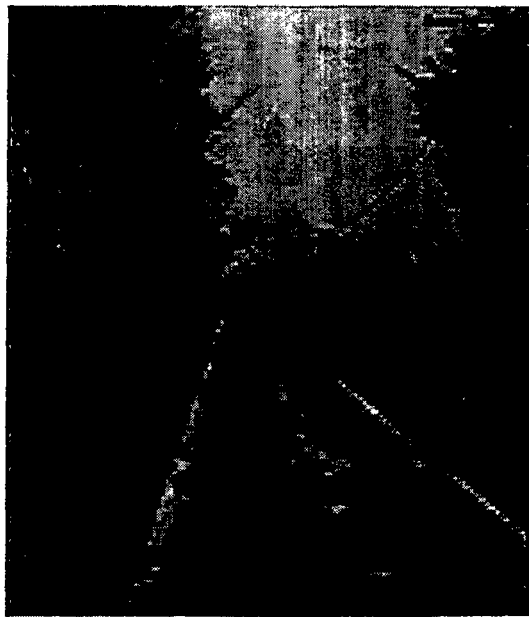
History:

Westerley Road is probably part of an early road network connecting Edwards Ferry with Poolesville. The western 0.4-mile section is a remnant of a politician's road. Two potential historic resources and one historic resource are visible from the road.

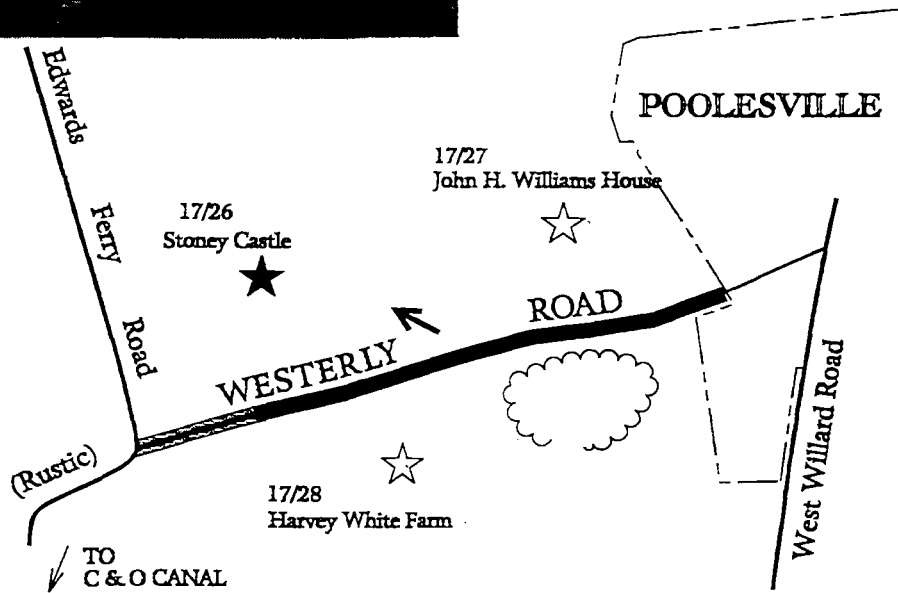
Driving Experience:

Driving from Poolesville, the John H. Williams Farm is on the right. This farm was purchased in 1870 by Williams who, with his wife, Sarah, raised 11 children. The farmstead includes a center cross gable house with Italianate style features. Notable outbuildings are a log smokehouse and a bank barn with louvered windows and a stone foundation. On the left side of the road is a small forested area. Continuing westward, there is a view of Stoney Castle, birthplace of Elijah Viers White, a Civil War military commander and local hero. The residence was owned by the White family from 1831 to 1949. On the left is the Harvey White Farm. This farmstead was established just before 1900 and is representative of the era (from the 1890s to WWI) known as the Golden Age of Farming. In this area, the roadway changes to a politician's road with asphalt over concrete in the center and gravel on either side as it dips down to meet Edwards Ferry Road.

Figure 78



Location Map 1



Roadway Characteristics:

Length: 1.5 miles
 Width: 18 feet, 8 feet with 5 feet gravel on each side-western .04 miles
 Lanes: no center line and edge markings
 Shoulders: 6 - 8 foot grass

LEGEND

☆ Potential Historic Resource

★ Historic Resource

Politicians Road

← Scenic View

White Ground Road

A Rustic Road



White Ground Road is a rural road with outstanding natural features, interesting farm views, and historic value.

Recommended as a *rustic road*.

Significant Features:

- Relationship of road to Boyds Historic District
- The road parallels a stream and its adjacent wetlands and floodplain
- One-lane bridge and its approaches
- Tree canopy over much of the road

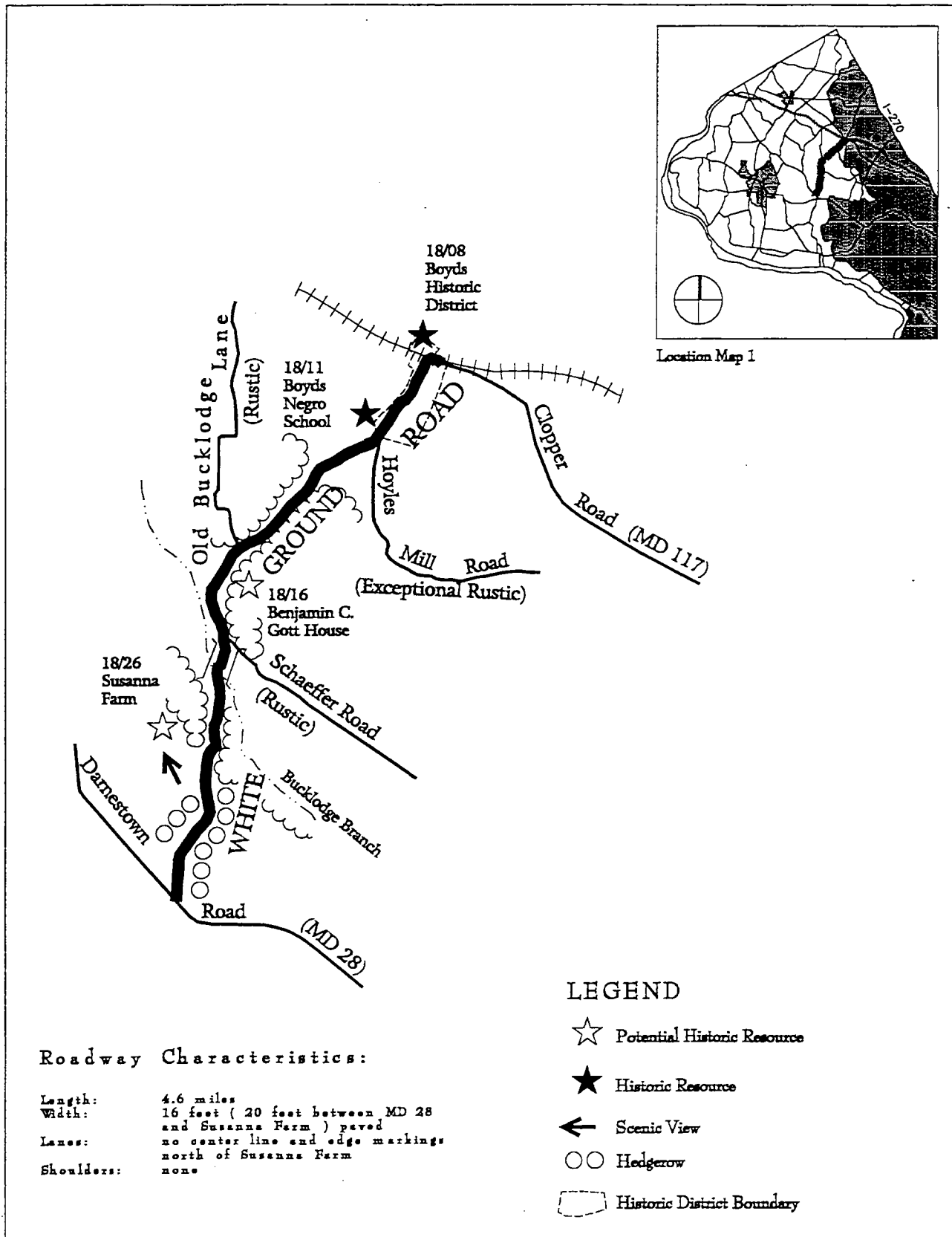
History:

This road is believed to take its name for the thin, whitish infertile soil that weathers out of the underlying diabase rock in this area and turns to an unusual white mud when wet. The road was probably established between 1865 and 1879. Two historic resources and two potential historic resources are along this road.

Driving Experience:

From Darnestown Road (MD 28), high hedgerows line both sides of White Ground Road, screening the view of the farm field beyond. The first mile of this road, north of MD 28, is a state road, MD 121. This section has lane markings. The road passes a stone wall on the left, curves to reveal a clear view of the well-maintained and neatly landscaped Susanna Farm. Note the adaptive use of a bank barn, which was converted to a residence. Susanna Farm is listed on the National Register of Historic Places. The road crosses a stream on a one-lane steel bridge, beyond which is Schaeffer Road (a rustic road) on the right. Wetlands and floodplain are on the left; the road is under tree canopy until it reaches Old Bucklodge Lane (a rustic road). Just south of Old Bucklodge Lane, the road passes the ruins of a stone house built in the early 1800s by the Goats who owned the original Buck Lodge tobacco plantation. The house was substantially damaged by fire in 1925. The road crosses a small stream (concrete culvert) and the Boyds Negro School site sits close to the road on the left just before Hoyles Mill Road (an exceptional rustic road). The road then runs under a heavy tree canopy to the Boyds Historic District. Established in 1873 with the opening of the Metropolitan Branch of the B&O Railroad, this railroad town has gracious houses surrounded by mature trees. A MARC commuter train provides access for residents commuting into Washington, D.C.

Figure 79



Whites Ferry Road

A Rustic Road

This portion of Whites Ferry Road has outstanding natural features, outstanding farm views, and historic value.

Recommended as a *rustic road*. If an expansion of the ferry service allows a material increase in traffic volume, the rustic road designation will be subject to reevaluation by the County Council.

Significant Features:

- View towards mountains
- Concrete paneled bridge west of Wasche Road
- Canal structures: iron bridge, sandstone culvert, sandstone warehouse foundation
- Historic alignment—a very typical rural road

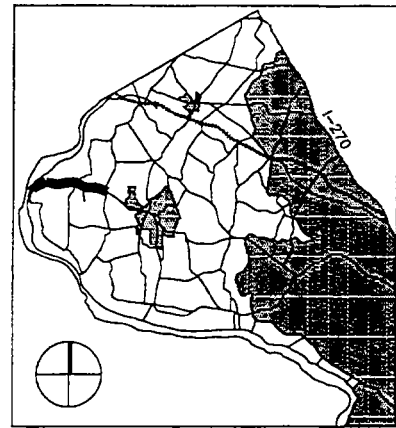
History:

Whites Ferry Road, which was in this approximate location by 1837, is named for the ferry across the Potomac which was established by 1805. During the Civil War, Conrad's Ferry, as it was known, was the site of considerable activity, including an 1861 skirmish in which some 30 Union soldiers were killed. The ferry was owned in the late 1800s by Elijah Viers White, a Confederate Colonel who lived in the area. The ferry is the only operating ferry in the County.

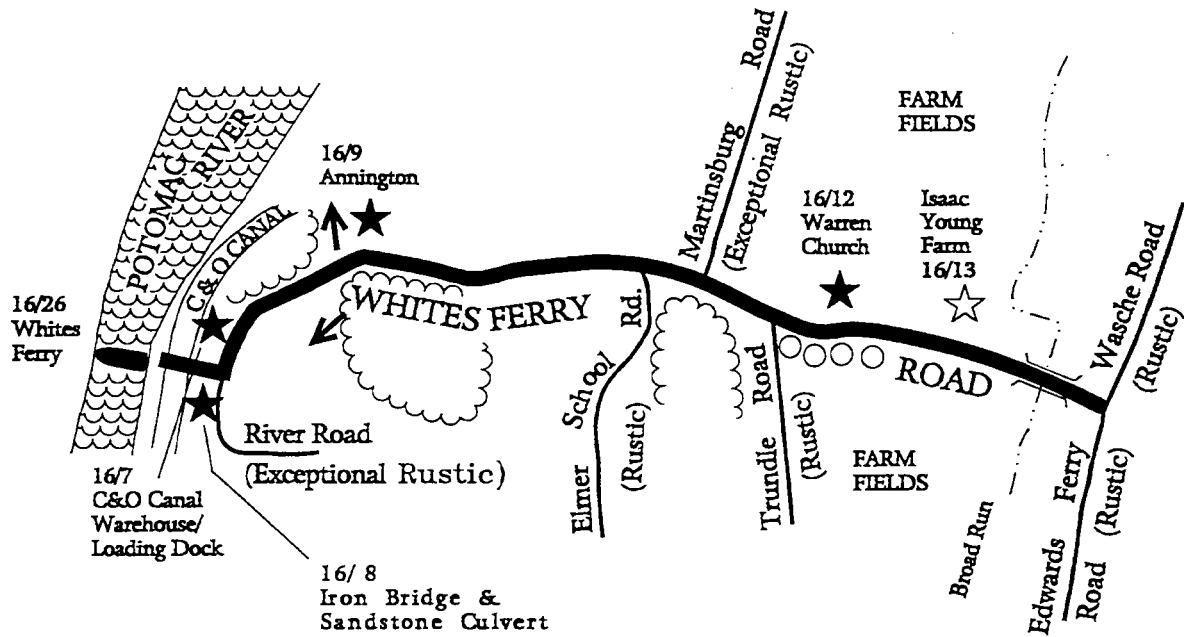
Driving Experience:

Whites Ferry Road connects Poolesville with the Potomac River. The portion from Wasche Road (a rustic road) westward is rustic in character. The road first crosses a concrete panel bridge, after which pastures are on either side of the road. The Isaac Young house is on the right and further along the Warren Church (1903), which is located in the heart of Martinsburg, a black community established c1866. The road passes Trundle Road (a rustic road) on the left. This road is a farm track ending at farm gates. Martinsburg Road (an exceptional rustic road) is on the right and, shortly after, Elmers School Road (a rustic road) is on the left. After passing under the power lines, the area becomes wooded on both sides of the road before passing Annington on the right. Annington (1813), a substantial brick house, was probably built for Daniel Trundle, a prosperous young planter who served in the state legislature. During the Civil War the house, with its strategic location overlooking the Potomac River and the C&O Canal, was occupied by Union soldiers. This property is listed on the National Register of Historic Places. The road ends at the entrance to Whites Ferry and becomes River Road (an exceptional rustic road). The canal warehouse, the loading dock, and the iron bridge are visible at the end of the road. This road is the only route to Virginia from the Agricultural Reserve Area of the County.

Figure 80



Location Map 1



LEGEND

- ☆ Potential Historic Resource
- ★ Historic Resource
- ← Scenic View
- ○ Hedgerow

Roadway Characteristics:

Length: 4.0 miles
 Width: 19 feet paved
 Lanes: center line and edge markings
 Shoulders: none

Whites Store Road

A Rustic Road



Whites Store Road is a historic road with outstanding natural features.

Recommended as a *rustic road*.

Significant Features:

- Road follows a tributary of Bucklodge Branch
- Unique view enclosed within a small valley

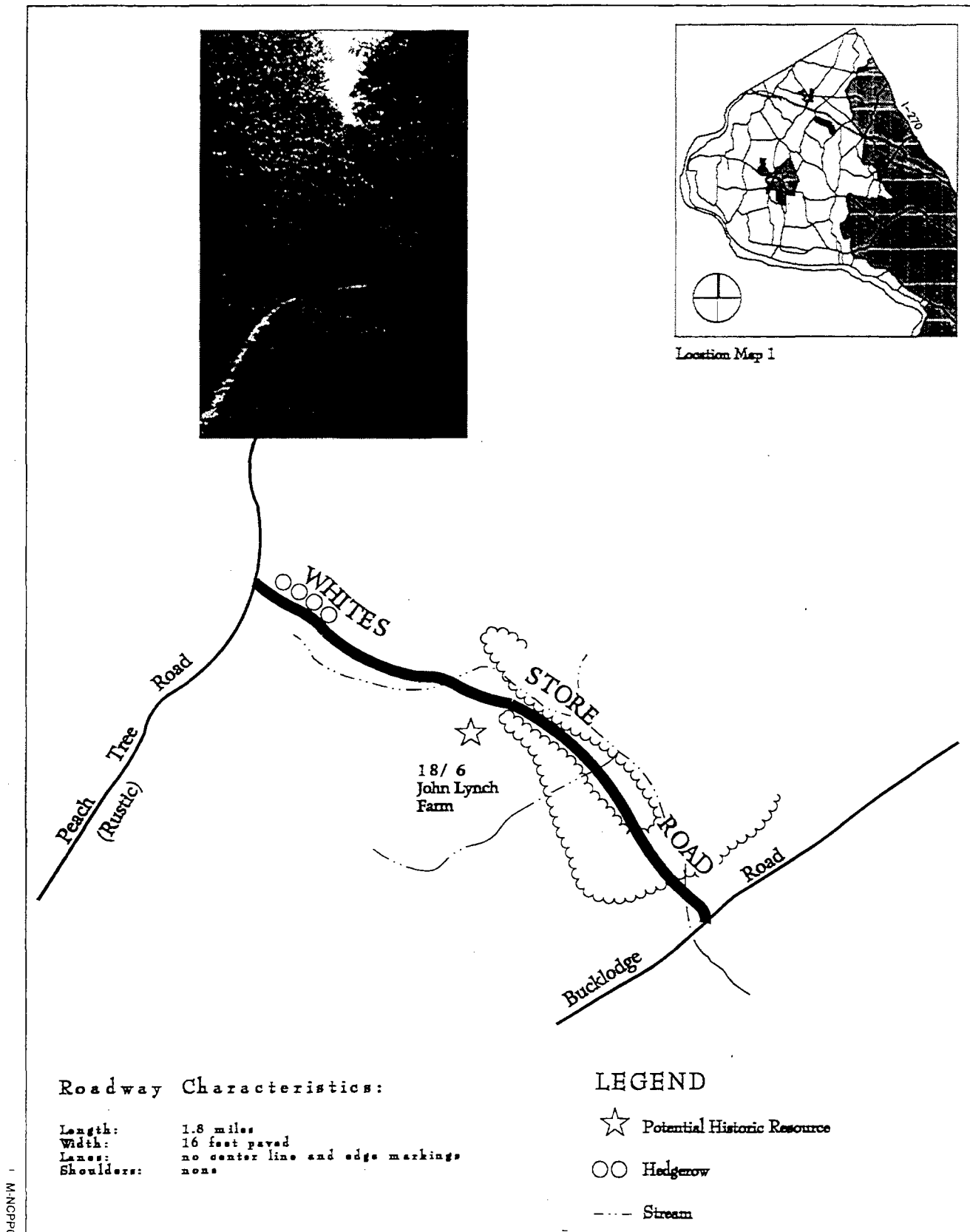
History:

This road was established in 1881. The White family operated a store and mill in the area. Darby Mill, on Bucklodge Branch, was established c1816.

Driving Experience:

Whites Store Road is an east-west road connecting Bucklodge Road and Peach Tree Road (a rustic road). From Bucklodge Road, the first half of the road is under tree canopy and parallels a tributary of Bucklodge Branch (wetlands on the right with a high bank on the left). The John Lynch Farm includes a large frame farmhouse from the late 1800s and notable outbuildings, including a stone and brick springhouse near the road and a substantial bank barn. A beautiful, enclosed view on the left follows a curve just after the Lynch House. Whites Store Road continues with hedgerows on the north side before ending at Peach Tree Road (a rustic road).

Figure 81



Wildcat Road

A Rustic Road



Wildcat Road is a forest road with outstanding natural features and historic value.

Recommended as a *rustic road*.

Significant Feature:

- Alignment as the road follows Wildcat Branch

History:

Established after 1879, the road is named for the Wildcat Branch of Great Seneca Creek. The road has a potential historic resource at either end.

Driving Experience:

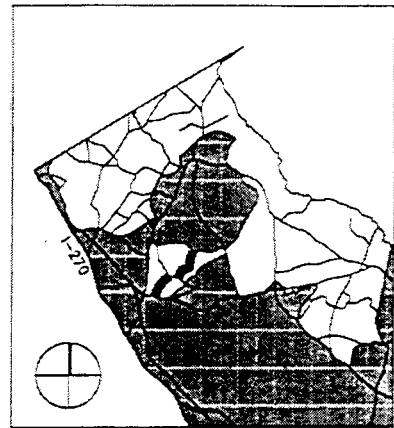
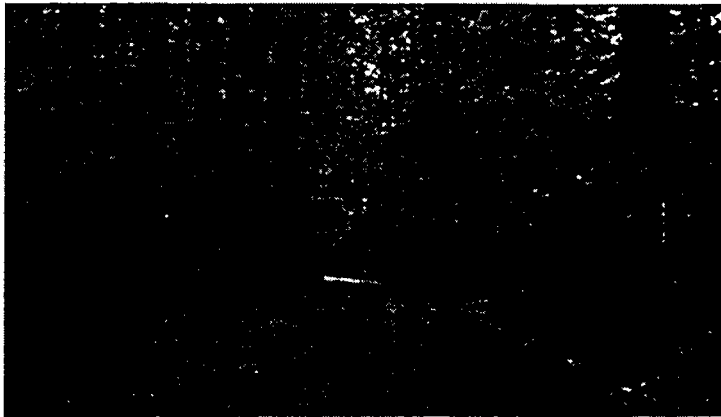
Wildcat Road has two sections, north and south, connected by Davis Mill Road. Beginning at the southern end of the south section, one leaves Brink Road to see Woodfield Farm to the east. This Queen Anne style house, built c1903 by James Woodfield, is typical of residences built throughout the County in that era. The road follows Wildcat Branch for part of its length. The first stream crossing just east of Brink Road is undermined—water moves outside the pipe. Farm fields are located on both sides of the road, then woods further north. This southern section of the road ends at a Y intersection with Davis Mill Road on a steep bank.

The northern section of Wildcat Road connects Davis Mill Road with Watkins Road. Beginning at Davis Mill Road, Wildcat Road runs along the boundary of Goshen Recreational Park to the west. The road opens from woods to farm fields on both sides. Many springs issue from the roadside and within the road surface. Set back from the road near its intersection with Watkins Road, the James Magruder House (c1835) was the original homestead for the 240-acre farm in this vicinity.

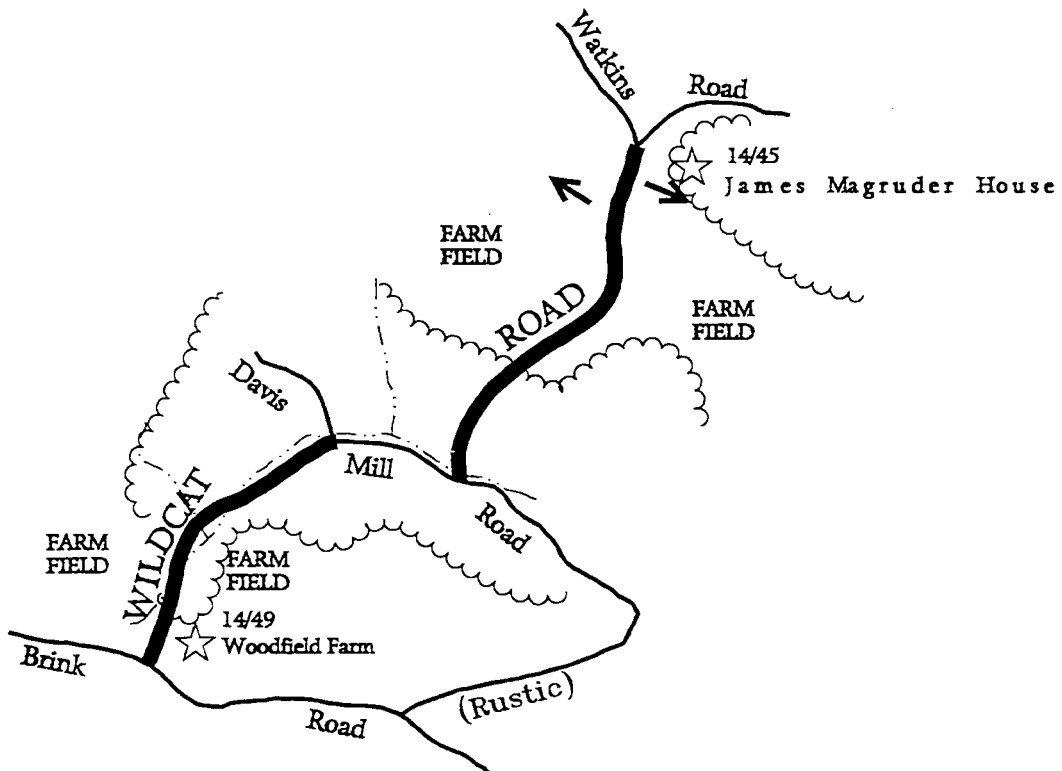
Note:

The westernmost portion of Wildcat Road is the master plan alignment for the future M-83 highway. The designation of Wildcat Road as a rustic road is not to protect the road from being replaced with this future highway. The treatment of Wildcat Road from Davis Mill Road to Brink Road should be determined as part of the highway planning for the M-83 highway.

Figure 82



Location Map 1



Roadway Characteristics:

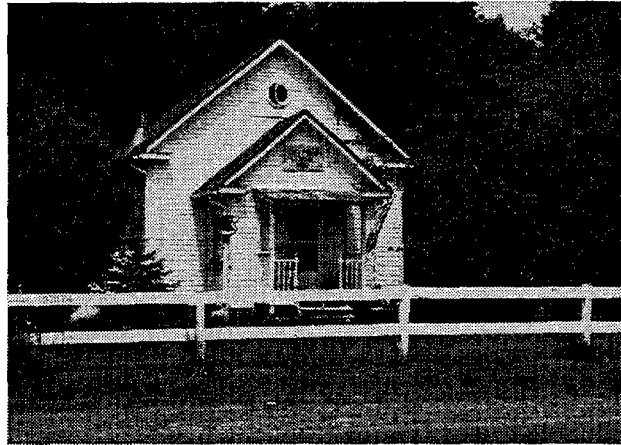
Length: 2.3 miles
 Width: 18 feet paved
 Lanes: no center line and edge markings
 Shoulders: none

LEGEND

- ☆ Potential Historic Resource
- ← Scenic View
- Stream

Zion Road

A Rustic Road



Zion Road, from Riggs Road to Sundown Road, has historic value.

Recommended as a *rustic road*.

Significant Features:

- Pleasant road blending into adjacent land
- Forest canopy over northeastern section of road

History:

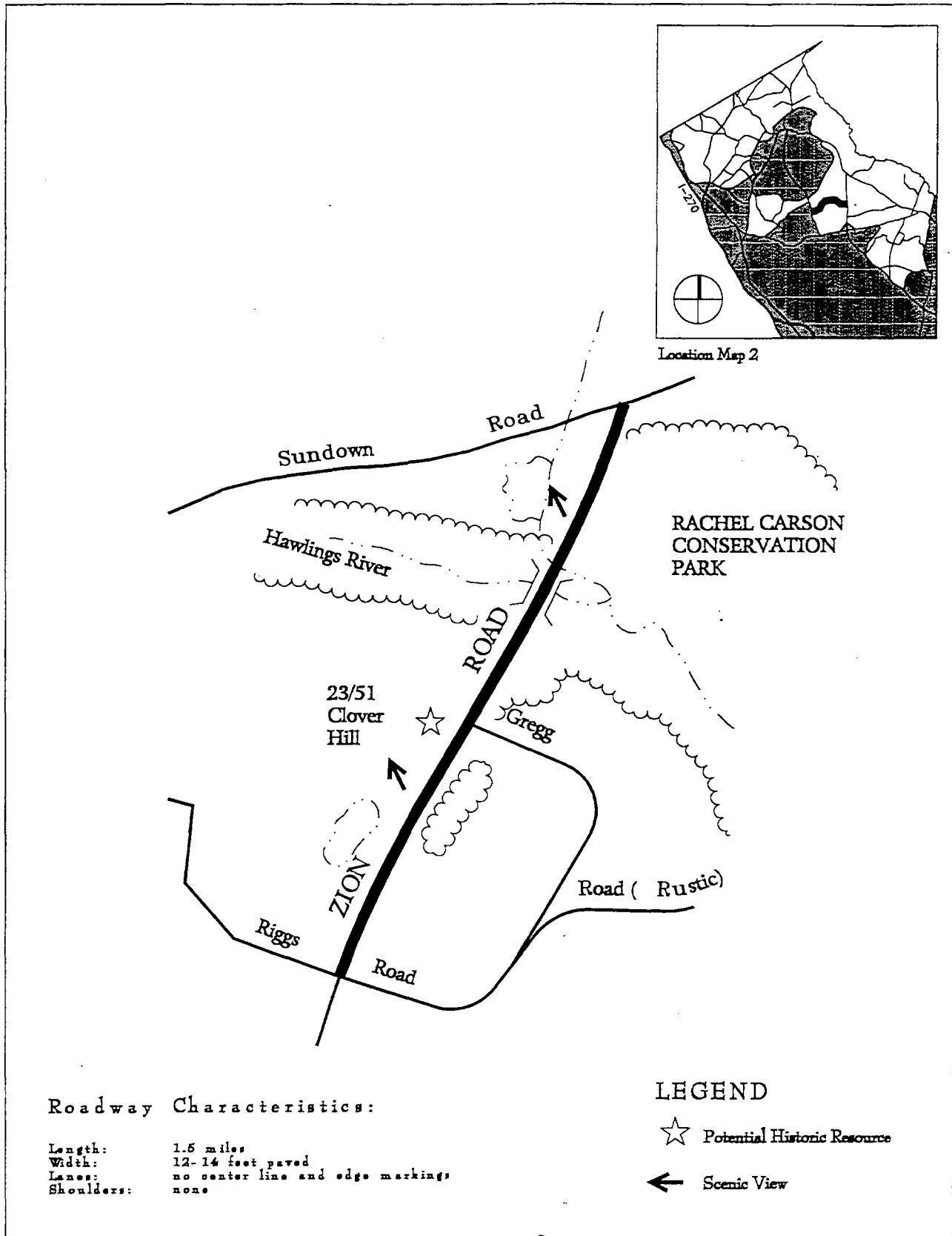
Zion Road was established by 1865 and named for Mount Zion by a freed slave community that was established in this area after the Civil War. This section of Zion Road, north of Riggs Road, was formerly known as Hobb Road.

Clover Hill may be seen from on the western side of Zion Road near its intersection with Gregg Road. Clover Hill was built in sections by successive generations of the locally prominent Gaither family. The eclectic front section, completed in 1858, includes Italianate style bracketed cornice and Gothic pointed arch windows. The house is listed on the National Register of Historic Places.

Driving Experience:

Traveling north, Zion Road, along most of the eastern side of the road, is generally tree-lined with views of horse pastures and modern homes on the western side. The road gently rolls and dips, and blends with the surrounding land. On the west side, near the Gregg Road intersection, there is a scenic view of Clover Hill. As Zion Road gently drops down to the Hawling River valley, views of a large pond and modern homes can be seen to the west. Most of the land on the eastern section of Zion Road is within the Rachel Carson Conservation Park. The road crosses the Hawlings River on a small one-lane bridge before sloping up to its terminus at Sundown Road.

Figure 83



1. MNCPPC

Roadway Classification

The Roadway Classification Table (Table 4) includes both the traffic carrying roads (major highway, country arterials, and country roads) and the rustic roads (both rustic and exceptional rustic). These roads are shown on maps in Chapter 4 (traffic-carrying roads) and Chapter 5 (rustic roads).

Roadway Classifications

Table 4

Master Plan Designation Way	Name	Limits	Minimum Right-of Width
Major Highways			
M-22	Darnestown Road (MD 28) ¹	Planning Area Boundary to Whites Ferry Road (MD 107)	120'
Country Arterials			
CA-3	Partnership Road	River Road to Whites Ferry Road (MD 107)	80'
CA-4	Martinsburg Road	Darnestown Road (MD 28) to PEPCO Entrance Road	80'
CA-5	Beallsville Road (MD 109)	Poolesville Boundary to Darnestown Road (MD 28)	80'
CA-6	Darnestown Road/ Dickerson Road (MD 28)	Whites Ferry Road (MD 107) to Montgomery County Line	80'
CA-10	Bethesda Church Road	Clarksburg Road to Planning Area Boundary	80'
CA-11	Kempton Road (MD 80)/ Ridge Road (MD 27)	Montgomery County Line to Damascus Planning Boundary	80'
CA-12	Ridge Road (MD 27)	Kempton Road (MD 80) to Montgomery County Line	80'
CA-13	Damascus Road (MD 650)	MD 108 to MD 650	80'
CA-14	Sundown Road	Laytonsville Boundary to MD 650	80'
CA-27	Clarksburg Road	Clarksburg Plan Boundary to Montgomery County Line	80'
CA-29	River Road	Planning Area Boundary to Willard Road	80'
CA-35	Whites Ferry Road ²	Darnestown Road (MD 28) to Poolesville Eastern Boundary	80'
CA-35	Whites Ferry Road	Poolesville Western Boundary to Wasche Road	80'
Country Roads			
CR-1	Kings Valley Road	Damascus Plan Boundary to Bethesda Church Road	70'
CR-2	Griffith Road	MD 108 to MD 650	70'
CR-3	Zion Road	MD 108 to Riggs Road	70'
CR-4	Watkins Road	Davis Mill Road to Woodfield Road (MD 124)	70'
CR-5	Bucklodge Road (MD 117)		70'
¹ This road may at some time in the future be reconstructed as a four-lane divided highway depending upon the roadway plans and construction in the Potomac Master Plan Area.			

Roadway Classifications (cont.)

Table 4

Master Plan Designation	Name	Limits	Minimum Right-of-Way Width
Exceptional Rustic Roads			
E-1	West Old Baltimore Road	Planning Area Boundary to Barnesville Road	80'
E-2	Hunting Quarter Road		80'
E-3	Kingsley Road	Burnt Hill Road to Stringtown Road	80'
E-4	Martinsburg Road	Whites Ferry Road to north PEPCO entrance	80'
E-5	Montevideo Road		80'
E-6	Mouth of Monocacy Road	C&O Canal to MD 28 Mt. Ephraim Road to bridge over Little Monocacy River	80'
E-7	River Road	Edwards Ferry Road to Whites Ferry Road	80'
E-8	Sugarland Road	Sugarland Lane to MD 107	80'
E-9	Swains Lock Road		80'
E-10	West Harris Road		80'
E-11	Edwards Ferry Road	West Offutt Road to Canal	80'
E-12	Hoyles Mill Road	White Ground Road to Planning Area Boundary	70'
Rustic Roads			
R-1	Beallsville Road (MD 109)/ Old Hundred Road	MD 28 to I-270	80'
R-2	Budd Road	County Line to Hughes Road	70'
R-3	Hughes Road	County Line to River Road	70'
R-4	Hawkes Road		70'
R-5	Trundle Road		70'
R-6	Hyattstown Mill Road	MD 355 to Prescott Road	Park Road
R-6	Prescott Road	Hyattstown Mill Road to MD 355	Park Road
R-7	Stringtown Road	Piedmont Road to Kings Valley Road	70'
R-8	Barnesville Road	Bucklodge Road (MD 117) to Mount Ephraim Road	70'
R-9	Mouth of Monocacy Road	MD 28 to Mount Ephraim Road	70'
R-10	Black Rock Road		70'
R-11	Sugarland Road	Hughes Road to Sugarland Lane MD 107 to MD 28	70'
R-12	Sugarland Lane		70'

Roadway Classifications (cont.)

Table 4

Master Plan Designation	Name	Limits	Minimum Right-of-Way Width
R-13	Burdette Lane		70'
R-14	Burnt Hill Road	Piedmont Road to Prices Distillery Road	70'
R-15	Club Hollow Road		70'
R-16	Comus Road	Peach Tree Road to County Line	70'
R-17	Davis Mill Road		70'
R-18	Edwards Ferry Road	Whites Ferry Road to West Offutt Road	70'
R-19	Elmer School Road		70'
R-20	Elton Farm Road		70'
R-21	Gregg Road	Riggs Road to Georgia Avenue	70'
R-22	Haines Road	Lewisdale Road to County Line	70'
R-23	Hipsley Mill Road		70'
R-24	Kingstead Road	Burnt Hill Road to Kings Valley Road	70'
R-25	Moore Road		70'
R-26	Mount Ephraim Road		70'
R-27	Mount Nebo Road		70'
R-28	Big Woods Road		70'
R-29	Moxley Road		70'
R-30	Old Bucklodge Lane		70'
R-31	Old River Road		70'
R-32	Peach Tree Road		70'
R-33	Pennyfield Lock Road		70'
R-34	Prices Distillery Road		70'
R-35	Riggs Road	Zion Road to Gregg Road	70'
R-36	River Road	West Willard Road to Mount Nebo Road	70'
R-37	Rocky Road		70'
R-38	Schaeffer Road	White Ground Road to new park entrance	70'
R-39	Brookeville Road		70'
R-40	Rileys Lock Road		70'
R-41	Tschiffely Mill Road		70'
R-42	Violettes Lock Road		70'

M-NCPPC

Roadway Classifications (cont.)

Table 4

Master Plan Designation	Name	Limits	Minimum Right-of-Way Width
R-43	Wasche Road		70'
R-44	West Hunter Road		70'
R-45	West Offutt Road		70'
R-46	White Ground Road		70'
R-47	Whites Ferry Road	Wasche Road to River Road	70'
R-48	Whites Store Road		70'
R-49	Wildcat Road		70'
R-50	Westerly Road	Edwards Ferry Road to Poolesville	70'
R-51	West Willard Road	Southern Poolesville boundary to River Road	70'
R-52	Sycamore Landing Road		70'
R-53	Cattail Road	County maintenance line to Darnestown Road (MD 28)	70'
R-54	Howard Chapel Road	MD 650 to Howard County Line	70'
R-55	Jonesville Road	Jerusalem Road to Jonesville Terrace	70'
R-56	Jerusalem Road		70'
R-57	Zion Road	Riggs Road to Sundown Road	70'

* If no limit is described the entire length of the road is designated.

Implementation/ Next Steps

The Montgomery County Rustic Roads Program, established by Council legislation, provided for the identification and classification of rustic roads in order to preserve as rustic roads those historic and scenic roadways that reflect the agricultural character and rural origins of the County. Preservation of rustic roads is to be achieved by retaining certain physical features of rustic roads and by certain right-of-way maintenance procedures. The law states that “the County Executive must establish guidelines by Executive Regulation under Method (2) for maintenance and improvement of rustic roads and exceptional rustic roads.” The Executive Regulations have not yet been developed and approved. The absence of these regulations creates uncertainty as to what designation as a rustic or exceptional rustic roads means and how the roads will be treated. Developments of the Executive Regulations should be a priority project for MCDOT.

The recommendations of this Rustic Roads Functional Master Plan will need additional action for implementation. The following is a summary of the recommendations made in the Master Plan and the suggested action.

- Montgomery County Road Code will need to be revised to include the rustic road and exceptional rustic road as roadway classifications, although these roads by definition are unique and do not have associated design specifications. Upon approval and adoption of this Master Plan, the Montgomery County Department of Public Works and Transportation should prepare standards for three new roadway classifications—country arterial, country road, and country lane—for inclusion in the Road Code. Suggested design specifications for country arterial and country road are included in this Master Plan. The rural road classification now in the road code should be reviewed to determine if this transitional classification continues to have value.
- The Subdivision Regulations will need to be amended to allow a new type of access for residential developments that are constructed in this Master Plan Area. Such access should be in keeping with the roadway classifications and the agricultural character of this area of the County. The development of this new type of access should be a cooperative effort of a number of interested and knowledgeable

parties, including the Planning Department staff and MCDOT. Representatives from the agricultural community should also be involved.

- The Montgomery County Council will need to amend the Montgomery County Code, Chapter 49, Streets and Roads, Section 49-34, Classification and Minimum Requirement for Roads, Section 4, Interim Protection of Roads by deleting (d). This section establishes the sunset date for the interim protection list for rustic roads. Removal of this clause will allow roads to remain protected and close to their present state after 1996 when they will be evaluated in subsequent master plans.
- The Montgomery County Council will need to amend the Montgomery County Code, Chapter 50, Subdivision of Land, Section 50-35, Preliminary subdivision Plans-Approval Procedures, Section 2, Interim Protection of Roads by deleting (d). This section also establishes the sunset date for the interim protection list for rustic roads.
- The Montgomery County Council will need to amend Exhibit A to add Johnson Drive, Long Corner Road, Mountain View Road, and Purdum Road to the Rustic Roads Interim Program List. All roads will be listed as rustic roads.
- The future realignment of Whites Ferry Road (MD 107) to modify the curve east of Poolesville will need to be constructed by the State Highway Administration.
- The realignment of Partnership Road at Whites Ferry Road (MD 107) is a safety improvement to be implemented by the MCDOT or by the State Highway Administration.
- A bridge design to be used for modifications or reconstruction of existing bridges in this Master Plan Area needs to be developed so that these structures will continue to be compatible with the agricultural character of the area.
- Maintenance procedures for roadway edges as they relate to mowing, tree trimming, and the treatment of vegetation along public roadways in this Master Plan Area should be reviewed and modified to preserve and encourage the native growth of wild flowers and retention of hedgerows. This modification would be a reeducation and change in timing or method of treating the vegetation adjacent to the roadways. This modification is not expected to be a fiscal burden, but to be a matter of how the maintenance is done.
- Nevertheless, there are frequently noxious plants along roadsides, some of which are outlawed and required by County or State law or regulation to be controlled, such as various types of thistle, Johnson grass and multifloraroses. Hedgerows may be overrun by invasive growth of noxious vines, such as honeysuckle, which need be curbed or eliminated. Furthermore, reduced mowing should not result in impaired driver vision around bends or corners.
- The preservation of views identified along rustic and exceptional rustic roads should be addressed when new development is reviewed. The scenic setback regulation is one tool to apply. Additional review relating to siting of new buildings should also be considered when the construction of those new buildings has the potential to interrupt or destroy a long view across farm fields or to an outstanding feature that has been identified in the roadway descriptions.
- The restriction of non-local truck traffic should be considered for roadways whose surface has been identified as a significant feature. Among others, these roadways include Martinsburg Road and Sugarland Road, where a portion of the roadway remains a politicians road.
- Traffic law should be reviewed for priority rights of farm machinery and, if necessary to establish those rights, appropriate legislation developed.

APPENDIX A

Legislation Establishing Rustic Roads Program and Subdivision Regulation Concerning the Rustic Roads Program

Bill No.: 20-92
Concerning: Rustic Roads Program
Draft No. & Date: 7 - 2/16/93
Introduced: June 16, 1992
Enacted: February 16, 1993
Executive: March 1, 1993
Effective: May 31, 1993
Sunset Date: None
Ch. 9, Laws of Mont. Co. 1993

COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND

By: Council President at the request of the County Executive

AN ACT to:

- (1) provide for identification and classification of certain rustic roads in the County under a certain process;
- (2) establish a program to preserve the rustic character of certain County roads;
- (3) retain certain physical features of rustic roads;
- (4) establish certain right-of-way maintenance procedures for rustic roads; and
- (5) generally establish a rustic roads program.

By amending

Montgomery County Code
Chapter 49, Streets and Roads
Section 49-34, Classification and minimum requirements for roads

By adding

Chapter 49, Streets and Roads
Article VII, Rustic Roads Program
Sections 49-76 through 49-80

EXPLANATION:

Boldface indicates a heading or a defined term
Underlining indicates text that is added to existing law by the original bill.
[Single boldface brackets] indicate text that is deleted from existing law by the original bill.
Double underlining indicates text that is added to the bill by amendment.
[[Double boldface brackets]] indicate text that is deleted from existing law or the bill by amendment.
* * * indicates existing law unaffected by the bill.

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

Bill 20-92

1 Sec. 1. Chapter 49 is amended to add Article VII as follows:

2 ARTICLE VII.

3 RUSTIC ROADS PROGRAM.

4 49-76. Purpose.

5 This Article provides for identification and classification of
6 rustic roads in that part of the County which is within the
7 Maryland-Washington Regional District. This Article establishes a
8 program to preserve [[those]] as rustic roads [[which afford]] those
9 historic and scenic [[views and]] roadways that reflect the
10 agricultural character and rural origins of the County. Preservation
11 of rustic roads will be achieved by retaining certain physical
12 features of rustic roads and by certain right-of-way maintenance
13 procedures.

14 49-77. Definitions.

15 In this Article, the following terms have the meanings indicated:

- 16 (a) Committee means the Rustic Roads Advisory Committee;
17 (b) County Council means the County Council for Montgomery
18 County, Maryland sitting as a District Council for that
19 portion of the Maryland-Washington Regional District in
20 Montgomery County;
21 (c) Exceptional rustic road means an existing public road or
22 road segment which is so classified under Section 49-78;
23 (d) Master Plan of Highways means the Master Plan of Highways
24 Within Montgomery County, an amendment to the General Plan
25 for the Physical Development of the Maryland-Washington
26 Regional District;
27 (e) Planning Board means the Montgomery County Planning Board

Bill 20-92

1 of the Maryland-National Capital Park and Planning
 2 Commission; and

3 (f) Public utility means any private company or public agency
 4 that:

5 (1) is regulated under Article 78 of the Maryland Code; or

6 (2) provides water, sewer, electric, gas, telephone, or
 7 cable service in the County.

8 [[(f)]] (g) Rustic road means an existing public road or road segment
 9 which is so classified under Section 49-78.

10 49-78. Rustic road classification and reclassification.

11 (a) Classification. The County Council may classify an
 12 existing public road or road segment as a rustic road by an
 13 amendment to the Master Plan of Highways.

14 (b) [[General criteria]] Criteria for rustic road. Before
 15 classifying a road as rustic, the County Council must find
 16 that an existing public road or road segment:

17 (1) is located in an area where natural, agricultural, or
 18 historic features are [[important]] predominant, and
 19 where master planned land use goals and zoning are
 20 compatible with a rural/rustic character;

21 (2) is a narrow road intended for predominantly local use;

22 (3) is a low volume road with traffic volumes that do not
 23 detract significantly from the rustic character of the
 24 road; and

25 (4) (A) has outstanding natural features along its
 26 borders, such as native vegetation, stands of
 27 trees, stream valleys;

Bill 20-92

1 (B) provides outstanding vistas of farm fields and
 2 rural landscape or buildings; or

3 (C) provides access to historic resources, follows
 4 historic alignments, or highlights historic
 5 landscapes.

6 [[(c)] Roadway function and safety criteria. The County Council
 7 must not classify a road as rustic if that classification
 8 will significantly impair the function or safety of the
 9 roadway network. Before classifying a road as rustic, the
 10 County Council must find that:

11 (1) the road is classified on the Master Plan of Highways
 12 or by an approved plan of subdivision as a:

13 (i) primary residential street;

14 (ii) secondary residential street;

15 (iii) tertiary residential street; or

16 (iv) arterial road in the Agricultural Reserve;

17 (2) the approved zoning for properties near the road is
 18 compatible with the generally low volume, local use of
 19 the rustic road; and]]

20 [[(3)]](5) the history of vehicle and pedestrian accidents on the
 21 road in its current configuration does not suggest
 22 unsafe conditions.

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

26 [[(d)]](c) Criteria for exceptional rustic road. The County Council
 27 may classify an existing public road or road segment as an

Bill 20-92

1 exceptional rustic road. Before classifying a road as an
 2 exceptional rustic road, the County Council must find that
 3 the road or road segment:

- 4 (1) is a rustic road under [[subsections]] subsection (b)
 5 [[and (c)]] of this Section;
 6 (2) contributes significantly to the [[rural, scenic]]
 7 natural, agricultural, or historic characteristics of
 8 the County;
 9 (3) has unusual features found on few other roads in the
 0 County; and
 1 (4) would be more negatively affected by improvements or
 2 modifications to the physical characteristics of the
 3 road than would most other roads in the rustic roads
 4 program.

5 [[e)](d)Significant features. When the County Council classifies a
 6 road as a rustic road or an exceptional rustic road, the
 7 Council must identify the significant features of each such
 8 road that must be preserved when the road is maintained or
 9 improved.

0 [[f) Reclassification. A rustic road and an exceptional rustic
 1 road may be reclassified to another road classification by
 2 means of an amendment to the Master Plan of Highways.]]

3 49-79. Maintenance and improvements.

- 4 (a) County roads. Rustic roads and exceptional rustic roads
 5 must be maintained and improved in a manner that preserves
 6 the road's significant features identified by the County
 7 Council under subsection 49-78(d). The County Executive

Bill 20-92

1 must establish guidelines by Executive Regulation under
2 method (2) for maintenance and improvement of rustic roads
3 and exceptional rustic roads[[, including utility work
4 along these roads]].

5 (b) State and park roads. The County Executive must encourage
6 the State Highway Administration and the Montgomery County
7 Parks Department to maintain and improve rustic roads owned
8 by the State or Park Commission in a manner consistent with
9 this Article.

10 (c) Public utilities. Public utility work on or near a rustic
11 road or exceptional rustic road is limited by this Article
12 only when the work will damage a structure identified as a
13 significant feature of the road under subsection 49-78(d).
14 A public utility must make all reasonable efforts to limit
15 irreparable damage to such significant features when
16 working on or near a rustic road or exceptional rustic road.

17 (d) If this Article conflicts with provisions of Chapter 24A,
18 the provisions of Chapter 24A apply.

19 49-80. Rustic Roads Advisory Committee.

20 (a) Membership. The County Executive must appoint, subject to
21 confirmation by the County Council, a Rustic Roads Advisory
22 Committee. The Committee has 7 voting members. Each
23 member must be a resident of the County. The County
24 Executive should appoint:

25 (1) at least 2 members who are owner-operators of
26 commercial farmland earning 50 percent or more of
27 their income from farming, one of whom is a member of

Bill 20-92

1 the Agricultural Advisory Committee;

- 2 (2) at least one member who has knowledge of rural
3 preservation techniques through practical experience
4 and training; and
5 (3) at least one member who has knowledge of roadway
6 engineering through practical experience and training.

7 (b) Officers. The Committee must elect a chair annually. The
8 Committee may select other officers annually as it finds
9 appropriate. A member must not serve as chair for more
10 than 2 consecutive years.

11 (c) Meetings. The Committee meets at the call of the chair as
12 often as required to perform its duties, but at least 6
13 times each year. The Committee must also meet if
14 two-thirds of the voting members request in writing that a
15 meeting be held. The Chair must give reasonable advance
16 notice of all meetings to members of the Committee and the
17 general public. A majority of the members are a quorum to
18 transact business.

19 (d) By-laws. The Committee may establish by-laws to govern its
20 activities.

21 (e) Duties. The Committee must:

- 22 (1) promote public awareness and knowledge of the rustic
23 roads program in the County;
24 (2) review and comment on classification [[and
25 reclassification]] of rustic roads and exceptional
26 rustic roads;
27 (3) review and comment on Executive Regulations and other

County policies and programs that may affect the
rustic roads program; and

(4) report annually on June 1 to the County Executive, the
County Council, and the Planning Board on the status
of the rustic roads program.

(f) Staff. The County Executive must provide the Committee
with staff, offices, and supplies as are appropriated for
it.

Sec. 2. Section 49-34 is amended as follows:

49-34. Classification and minimum requirements for roads.

All roads [shall] must be classified as provided in this
Section[, and] under the following minimum requirements for each
class [are hereby established as follows]:

* * *

(j) Rustic road or exceptional rustic road means a road
classified as such in the Master Plan of Highways Within
Montgomery County under Article VII of this Chapter, as
amended. The right-of-way width for each rustic road and
exceptional rustic road is as established in the Master
Plan of Highways.

Sec. 3. [[Transition provision.]] Initial appointments to
Advisory Committee.

Of the members first appointed to the Rustic Roads Advisory
Committee, 2 must be appointed for 1-year terms, 2 must be appointed
for 2-year terms, and 3 must be appointed for 3-year terms.

Sec. 4. Interim protection of roads.

(a) This Act applies to the roads identified on Exhibit A as

Bill 20-92

1 rustic roads and exceptional rustic roads as if the County
2 Council had so classified the roads under Section 49-78.

3 (b) The Rustic Roads Advisory Committee must advise the County
4 Department of Transportation regarding the significant
5 features of these roads that must be preserved when the
6 roads are maintained or improved, or when a public utility
7 completes work on or near the roads. These significant
8 features have the same status as those identified by the
9 County Council under Section 49-78.

0 (c) [[The County Executive may ask the County Council to remove
1 a road from the list on Exhibit A to permit the road to be
2 maintained or improved in a manner not permitted by this
3 Act. The County Council may remove a road from the list on
4 Exhibit A by resolution.]] The County Council may add or
5 delete all or part of a road from the list on Exhibit A by
6 resolution after a public hearing if:

7 (1) the County Executive asks the Council to delete a road
8 from the list so that the road can be maintained or
9 improved in a manner not permitted by this Act;

0 (2) the Rustic Roads Advisory Committee asks the Council
1 to add or delete a road from the list; or

2 (3) a public utility asks the Council to delete a road
3 from the list so that the public utility can complete
4 work along the road in a manner not permitted by this
5 Act.

6 (d) This Section is not effective after December 31, 1996.

7 Sec. 5. Report.

Bill 20-92

The first report required by Section 49-80 must be submitted by
the Rustic Roads Advisory Committee on June 1, 1994.

Approved:

Marilyn J. Praisner

2/19/93

Marilyn J. Praisner, President, County Council

Date

Approved:

Neal Potter

Mar 1, 1993

Neal Potter, County Executive

Date

This is a correct copy of Council action.

Kathleen A. Freedman

3/1/93

Kathleen A. Freedman, CMC

Date

Secretary of the Council

Attachment to Bill No. 20-92

RUSTIC ROADS INTERIM PROGRAM

<u>ROAD</u>	<u>SEGMENT</u>	<u>INTERIM CLASSIFICATION</u>
Avoca Lane	entire length	rustic
Barnes Road	entire length	rustic
Barnesville Road	entire length	rustic
Batchellors Forest Road	entire length	rustic
Batson Road	entire length	rustic
Beallsville Road (Old Hundred Road) (MD 109)	Hyattstown to Poolesville	rustic
Belle Cote Drive	entire length	rustic
Bellison Road	entire length	rustic
Berryville Road	Rt. 28 to Seneca Road	exceptional
Big Woods Road	entire length	rustic
Black Rock Road	Rt. 28 to Seneca Creek Park	exceptional
Boswell Lane	Glen Mill Road to second bend	exceptional

EXHIBIT A

RUSTIC ROADS FUNCTIONAL MASTER PLAN

Brighton Dam Road	New Hampshire Avenue to Brookeville	rustic
Brogden Road	entire length	rustic
Brookeville Road	Brookeville to Laytonsville Road	rustic
Bucklodge Road (MD 117)	Barnesville Road to MD 28	rustic
Burnt Hill Road	entire length	rustic
Club Hollow Road	entire length	exceptional
Davis Mill Road	entire length	exceptional
Edwards Ferry Road	Edwards Ferry (C&O) to White's Ferry Road	exceptional
Elmer School Road	entire length	exceptional
Elton Farm Road	Howard Chapel to end	exceptional
Glen Mill Road	Circle Drive to Red Barn Lane Red Barn Lane to Glen Road	rustic exceptional
Glen Road	Query Mill Road to Piney Meetinghouse Road Piney Meetinghouse Road to Beekman Place	rustic exceptional

Attachment to Bill No. 20-92

South Glen Road	Glen Road to Deepglen Drive	exceptional
	Deepglen Drive to Falls Road	rustic
Gregg Road	Riggs Road to Georgia Avenue	exceptional
Griffith Road	Laytonsville Road to Damascus Road	rustic
Haviland Mill Road	New Hampshire Ave. to County line	rustic
Hawkes Road	segment outside of Clarksburg Planning Area	rustic
Hipsley Mill Road	Damascus Road to County line	rustic
Holsey Road	entire length	rustic
Howard Chapel Road	Rt. 108 to County line	exceptional
Hoyles Mill Road	White Ground Road to Germantown	exceptional
Hunting Quarters Road	entire length	exceptional
Hyattstown Mill Road	entire length	exceptional
Johnson Road	entire length	rustic

RUSTIC ROADS FUNCTIONAL MASTER PLAN

Kemptown Church Road	entire length	rustic
Kingsley Road	Burnt Hill Road to Stringtown Road	exceptional
Kruhm Road	entire length	rustic
Link Road	entire length	exceptional
Martinsburg Road	White's Ferry to North PEPCO entrance	exceptional
Montevideo Road	River Road to Sugarland Road	exceptional
Meetinghouse Road	entire length	exceptional
Moore Road	entire length	rustic
Mount Nebo Road	River Road to West Offutt Road	exceptional
Mouth of Monocacy Road	entire length	exceptional
Moxley Road	entire length	rustic
Mt. Ephraim Road	County line to MD 28	exceptional
Oak Hill Road	entire length	rustic

Attachment to Bill No. 20-92

Old Bucklodge Lane	entire length	exceptional
Old Quince Orchard Road	Passing through stream stream valley	exceptional
Old River Road	River Road to Montevideo	exceptional
Peach Tree Road	MD 28 to MD 109	rustic
Pemneyfield Lock Road	entire length	exceptional
Piedmont Road	entire length	rustic
Poplar Hill Road	entire length	rustic
Prescott Road	entire length	exceptional
Prices Distillery Road	entire length	exceptional
Query Mill Road	Esworthy Road to Turkey Foot Road	exceptional
Riley's Lock Road	entire length	exceptional
River Road	Edwards Ferry Road to Whites Ferry	exceptional

RUSTIC ROADS FUNCTIONAL MASTER PLAN

River Road	West Willard Road to Mt. Nebo Road	rustic
Schaeffer Road	Clopper Road to White Ground Road	rustic
Spring Ridge Road	entire length	rustic
Stoney Creek Road	entire length	rustic
Stringtown Road	north of Clarksburg Planning Area	rustic
Sugarland Road	MD 28 to Partnership Road	exceptional
	Partnership Road to Hughes Road	rustic
Swains Lock Road	entire length	exceptional
Sycamore Landing Road	entire length	exceptional
Tridelphia Lake	MD 97 to Patuxent River	rustic
Tschiffeley Mill Road	River Road to C&O Canal	exceptional
Tucker Road	Ednor View to MD 108	rustic
Turkey Foot Road	entire length	rustic

Violettes Lock Road	entire length	exceptional
Warfield Road	Wightman Road to Goshen Road	rustic
Wasche Road	White's Ferry Road to Martinsburg Road	rustic
Watkins Road	entire length	exceptional
West Harris Road	Barnesville to Mt. Ephraim Road	exceptional
West Hunter Road	entire length	rustic
West Offutt Road	West Willard Road to Edwards Ferry Road	rustic
West Old Baltimore Road	entire length	exceptional
Westerly Road	Willard Road to Edwards Ferry Road	exceptional
White Ground Road	MD 28 to Boyds	exceptional
White Store Road	entire length	exceptional
White's Ferry Road	Poolesville (western boundary) to Ferry	rustic
Zion Road	MD 108 to Sundown Road	rustic

498/LAW

Ordinance No.: 12-31
Subdivision Regulation
Amendment No.: 92-1
Concerning: Rustic Roads
Draft No. & Date: 5 2/9/93
Introduced: June 16, 1992
Public Hearing: August 4, 1992,
Adopted: February 16, 1993
Effective: March 8, 1993

COUNTY COUNCIL
FOR MONTGOMERY COUNTY, MARYLAND
SITTING AS THE DISTRICT COUNCIL FOR THAT PORTION
OF THE MARYLAND-WASHINGTON REGIONAL DISTRICT
WITHIN MONTGOMERY COUNTY, MARYLAND

By: Council President at the request of the County Executive

AN AMENDMENT to the Subdivision Regulations to ~~[[require]]~~ provide that the:
(1) Planning Board consider certain rustic road laws and Executive Regulations in approving a preliminary subdivision plan[[.]].
(2) Planning Board may grant certain waivers; and
(3) Department of Transportation may grant certain waivers.

By amending

Montgomery County Code
Chapter 50, Subdivision of Land
~~[[Section 50-35, Preliminary subdivision plans - approval procedure]]~~
Sections 50-24 and 50-35

EXPLANATION: Boldface indicates a heading or a defined term
 Underlining indicates text that is added to existing law by the original bill
 [Single boldface brackets] indicate text that is deleted from existing law by the original bill
 Double underlining indicates text that is added to the bill by amendment
 [[Double boldface brackets]] indicate text that is deleted from existing law or the bill by amendment
 * * * indicates existing law unaffected by the bill

ORDINANCE

The County Council for Montgomery County, Maryland, sitting as the District Council for that portion of the Maryland-Washington Regional District in Montgomery County, Maryland, approves the following ordinance:

Ordinance No.: 12-31

1 Sec. 1. ~~[[Section]]~~ Sections 50-24 and 50-35 ~~[[is]]~~ are amended
2 as follows:

3 50-24. Required public improvements.

4 * * *

5 (k) Notwithstanding the requirements of this Section, for any
6 new subdivision that abuts a rustic road the Planning Board
7 may waive any requirement of subsection (a) ~~[[.]]~~ or (b) ~~[[.~~
8 or (i)]], that is incompatible with the rustic road or
9 substitute any alternative requirement that is consistent
10 with the goals of the rustic roads law.

11 * * *

12 (i) Street lights. The developer or subdivider ~~[[shall]]~~ must
13 provide street lights ~~[[in accordance with]]~~ under
14 specifications, requirements, and standards prescribed by
15 the County Department of Transportation, except for streets
16 where preliminary plans were approved on or before December
17 15, 1968, and the plat thereof was recorded on or before
18 February 1, 1969. The Department of Transportation may
19 wave any requirement under this subsection for any new
20 subdivision that abuts a rustic road if the requirement is
21 incompatible with the rustic road, or substitute any
22 alternative requirement that is consistent with the goals
23 of the rustic roads law.

24 50-35. Preliminary subdivision plans - approval procedures.

25 * * *

26 ~~[[o)]]~~(p) In approving a preliminary plan, the Planning Board
27 must not require improvements that are contrary to the

Ordinance No.: 12-31

1 law or Executive Regulations governing rustic roads. If
2 the Planning Board is otherwise directed by this Section to
3 require improvements that are contrary to the rustic roads
4 law or Executive Regulations, the Planning Board must
5 evaluate the feasibility of trip reduction and alternative
6 road improvements to the local roadway network. If the
7 Planning Board determines that no feasible alternative
8 exists, it must require only those improvements that do not
9 change the significant features of the road identified by
10 the Council for preservation.

11 Sec. 2. Interim protection of roads.

12 (a) This Ordinance applies to the roads identified on Exhibit A
13 as rustic roads and exceptional rustic roads as if the
14 County Council had so classified the roads under Section
15 49-78.

16 (b) The Rustic Roads Advisory Committee must advise the
17 Planning Board regarding the significant features of these
18 roads that must be preserved when the roads are improved.
19 These significant features have the same status as those
20 identified by the County Council under Section 49-78.

21 (c) [[The Planning Board may ask the County Council to remove a
22 road from the list on Exhibit A to permit the Board to
23 require roadway improvements not permitted by this Act.
24 The County Council may remove a road from the list on
25 Exhibit A by resolution.]] The County Council may add or
26 delete all or part of a road from the list on Exhibit A by
27 resolution after a public hearing if:

Ordinance No.: 12-31

- (1) the Planning Board asks the Council to delete a road from the list so that the Board can require roadway improvements not permitted by this Act;
- (2) the Rustic Roads Advisory Committee asks the Council to add or delete a road from the list; or
- (3) an applicant for a preliminary plan of subdivision asks the Council to delete a road from the list so that the applicant can make roadway improvements not permitted by this Act.

(d) This Section is not effective after December 31, 1996.

Sec. [[2.]] 3. Effective Date.

This ordinance becomes effective 20 days after the date of Council adoption or 10 days after the date of Council adoption following disapproval by the Executive.

Approved:

Marilyn J. Praisner

Marilyn Praisner, President, County Council

2/19/93

Date

Approved:

Neal Potter

Neal Potter, County Executive

Mar. 1, 1993

Date

This is a correct copy of Council action.

Kathleen A. Freedman

Kathleen A. Freedman, CMC

3/1/93

Date

Secretary of the Council

Attachment to Ordinance No. 12-31

RUSTIC ROADS INTERIM PROGRAM

<u>ROAD</u>	<u>SEGMENT</u>	<u>INTERIM CLASSIFICATION</u>
Avoca Lane	entire length	rustic
Barnes Road	entire length	rustic
Barnesville Road	entire length	rustic
Batchellors Forest Road	entire length	rustic
Batson Road	entire length	rustic
Beallsville Road (Old Hundred Road) (MD 109)	Hyattstown to Poolesville	rustic
Belle Cote Drive	entire length	rustic
Bellison Road	entire length	rustic
Berryville Road	Rt. 28 to Seneca Road	exceptional
Big Woods Road	entire length	rustic
Black Rock Road	Rt. 28 to Seneca Creek Park	exceptional
Boswell Lane	Glen Mill Road to second bend	exceptional

EXHIBIT A

Brighton Dam Road	New Hampshire Avenue to Brookeville	rustic
Brogden Road	entire length	rustic
Brookeville Road	Brookeville to Laytonsville Road	rustic
Bucklodge Road (MD 117)	Barnesville Road to MD 28	rustic
Burnt Hill Road	entire length	rustic
Club Hollow Road	entire length	exceptional
Davis Mill Road	entire length	exceptional
Edwards Ferry Road	Edwards Ferry (C&O) to White's Ferry Road	exceptional
Elmer School Road	entire length	exceptional
Elton Farm Road	Howard Chapel to end	exceptional
Glen Mill Road	Circle Drive to Red Barn Lane Red Barn Lane to Glen Road	rustic exceptional
Glen Road	Query Mill Road to Piney Meetinghouse Road Piney Meetinghouse Road to Beekman Place	rustic exceptional

Attachment to Ordinance No. 12-31

South Glen Road	Glen Road to Deepglen Drive	exceptional
	Deepglen Drive to Falls Road	rustic
Gregg Road	Riggs Road to Georgia Avenue	exceptional
Griffith Road	Laytonsville Road to Damascus Road	rustic
Haviland Mill Road	New Hampshire Ave. to County line	rustic
Hawkes Road	segment outside of Clarksburg Planning Area	rustic
Hipsley Mill Road	Damascus Road to County line	rustic
Holsey Road	entire length	rustic
Howard Chapel Road	Rt. 108 to County line	exceptional
Hoyles Mill Road	White Ground Road to Germantown	exceptional
Hunting Quarters Road	entire length	exceptional
Hyattstown Mill Road	entire length	exceptional
Johnson Road	entire length	rustic

Kemptown Church Road	entire length	rustic
Kingsley Road	Burnt Hill Road to Stringtown Road	exceptional
Krubm Road	entire length	rustic
Link Road	entire length	exceptional
Martinsburg Road	White's Ferry to North PEPCO entrance	exceptional
Montevideo Road	River Road to Sugarland Road	exceptional
Meetinghouse Road	entire length	exceptional
Moore Road	entire length	rustic
Mount Nebo Road	River Road to West Offutt Road	exceptional
Mouth of Monocacy Road	entire length	exceptional
Moxley Road	entire length	rustic
Mt. Ephraim Road	County line to MD 28	exceptional
Oak Hill Road	entire length	rustic

Attachment to Ordinance No. 12-31

Old Bucklodge Lane	entire length	exceptional
Old Quince Orchard Road	Passing through stream stream valley	exceptional
Old River Road	River Road to Montevideo	exceptional
Peach Tree Road	MD 28 to MD 109	rustic
Pemneyfield Lock Road	entire length	exceptional
Piedmont Road	entire length	rustic
Poplar Hill Road	entire length	rustic
Prescott Road	entire length	exceptional
Prices Distillery Road	entire length	exceptional
Query Mill Road	Esworthy Road to Turkey Foot Road	exceptional
Riley's Lock Road	entire length	exceptional
River Road	Edwards Ferry Road to Whites Ferry	exceptional

River Road	West Willard Road to Mt. Nebo Road	rustic
Schaeffer Road	Clopper Road to White Ground Road	rustic
Spring Ridge Road	entire length	rustic
Stoney Creek Road	entire length	rustic
Stringtown Road	north of Clarksburg Planning Area	rustic
Sugarland Road	MD 28 to Partnership Road	exceptional
	Partnership Road to Hughes Road	rustic
Swains Lock Road	entire length	exceptional
Sycamore Landing Road	entire length	exceptional
Tridelphia Lake	MD 97 to Patuxent River	rustic
Tschiffeley Mill Road	River Road to C&O Canal	exceptional
Tucker Road	Ednor View to MD 108	rustic
Turkey Foot Road	entire length	rustic

Attachment to Ordinance No. 12-31

Violettes Lock Road	entire length	exceptional
Warfield Road	Wightmen Road to Goshen Road	rustic
Wasche Road	White's Ferry Road to Martinsburg Road	rustic
Watkins Road	entire length	exceptional
West Harris Road	Barnesville to Mt. Ephraim Road	exceptional
West Hunter Road	entire length	rustic
West Offutt Road	West Willard Road to Edwards Ferry Road	rustic
West Old Baltimore Road	entire length	exceptional
Westerly Road	Willard Road to Edwards Ferry Road	exceptional
White Ground Road	MD 28 to Boyds	exceptional
White Store Road	entire length	exceptional
White's Ferry Road	Poolesville (western boundary) to Ferry	rustic
Zion Road	MD 108 to Sundown Road	rustic

498/LAW

County Council Interim List of Rustic Roads within the Rustic Roads Master Plan Study Area

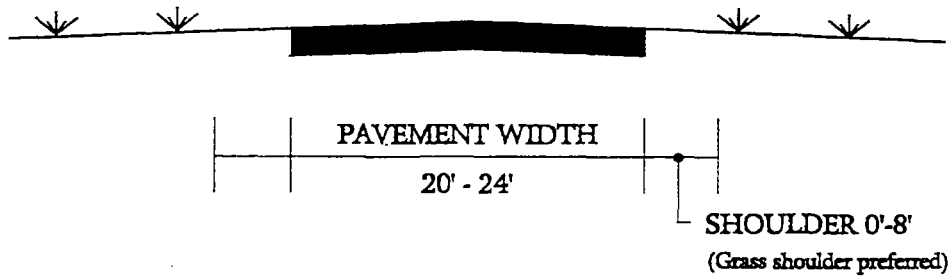
Road	Segment
Barnes Road	entire length
Barnesville Road	entire length
Beallsville Road/ Old Hundred Road (MD 109)	Poolesville to I-270
Bellison Road	entire length
Big Woods Road	entire length
Black Rock Road	MD 28 to Great Seneca Creek
Brookville Road	Brookeville to Laytonsville Road
Bucklodge Road (MD 117)	Barnesville Road to MD 28
Burnt Hill Road	entire length
Club Hollow Road	entire length
Davis Mill Road	entire length
Edwards Ferry Road	Edwards Ferry (C&O) to Whites Ferry Road
Elmer School Road	entire length
Elton Farm Road	Howard Chapel to end
Gregg Road	Riggs Road to Georgia Avenue
Griffith Road	Laytonsville Road to Damascus Road
Hawkes Road	Stringtown Road to Study Area Boundary
Hipsley Mill Road	Damascus Road to County line
Holsey Road	entire length
Howard Chapel Road	MD 108 to County line
Hoyles Mill Road	White Ground Road to Germantown
Hunting Quarter Road	entire length
Hyattstown Mill Road	entire length
Kemptown Church Road	entire length
Kingsley Road	Burnt Hill Road to Stringtown Road
Martinsburg Road	Whites Ferry Road to North PEPCO entrance

Road	Segment
Montevideo Road	River Road to Sugarland Road
Moore Road	entire length
Mount Nebo Road	River Road to West Offutt Road
Mouth of Monocacy Road	entire length
Moxley Road	entire length
Mt. Ephraim Road	County line to MD 28
Old Bucklodge Lane	entire length
Old River Road	River Road to Montevideo Road
Peach Tree Road	MD 28 to MD 109
Penneyfield Lock Road	entire length
Prescott Road	entire length
Prices Distillery Road	entire length
Rileys Lock Road	entire length
River Road	Edwards Ferry Road to Whites Ferry
River Road	West Willard Road to Mt. Nebo Road
Schaeffer Road	Planning area boundary to White Ground Road
Springridge Road	entire length
Stringtown Road	north of Clarksburg Planing Area
Sugarland Road	MD 28 to Hughes Road
Swains Lock Road	entire length
Sycamore Landing Road	entire length
Tschiffeley Mill Road	River Road to C&O Canal
Violettes Lock Road	entire length
Wasche Road	Whites Ferry Road to Martinsburg Road
Watkins Road	entire length
West Harris Road	Barnesville to Mt. Ephraim Road
West Hunter Road	entire length
West Offutt Road	West Willard Road to Edwards Ferry Road
West Old Baltimore Road	Barnesville to Clarksburg Road
Westerly Road	Willard Road to Edwards Ferry Road

Road	Segment
White Ground Road	MD 28 to Boyds
Whites Store Road	entire length
Whites Ferry Road	Poolesville (western boundary) to Ferry
Zion Road	MD 108 to Sundown Road

Suggested Design Features*

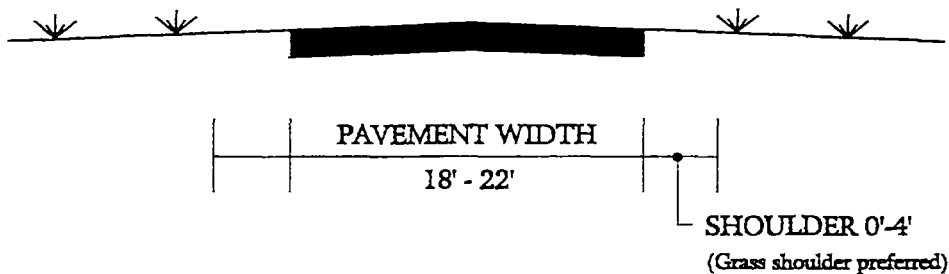
Figure 84



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.

Whites Ferry Road

Whites Ferry Road, between Poolesville and Wasche Road, is not recommended as a rustic road. This portion of the road carries traffic into and out of Poolesville, serves the County pool, and has a restricted bridge that the County is planning to upgrade.

Willis Lane

Willis Lane is a short dead-end road that is on the border between the Town of Poolesville and the county. The road does not meet the criteria for a rustic road.

County Council Resolution #13-707

Resolution No: 13-707

Introduced: October 29, 1996

Adopted: October 29, 1996

COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND
SITTING AS THE DISTRICT COUNCIL FOR THAT PORTION
OF THE MARYLAND-WASHINGTON REGIONAL DISTRICT
WITHIN MONTGOMERY COUNTY, MARYLAND

By: District Council

Subject: Approval of Planning Board (Final) Draft Rustic Roads Functional Master Plan

Background

1. On December 21, 1995, the Montgomery County Planning Board transmitted to the County Executive and the County Council the Planning Board (Final) Draft Rustic Roads Functional Master Plan.
2. The Planning Board (Final) Draft Functional Master Plan amends the Master Plan of Highways within Montgomery County, as amended; The Master Plan of Bikeways, May 1978, as amended; The Functional Master Plan for the Preservation of Agriculture and Rural Open Space, October 1980, as amended; the Boyds Master Plan, February 1985, as amended; The Damascus Master Plan, June 1985, as amended; The Master Plan for the Potomac Subregion, May 1980, as amended; and The Olney Master Plan, June 1980, as amended.
3. On February 29 and March 22, 1996, the County Executive transmitted to the District Council comments concerning the Planning Board (Final) Draft Rustic Roads Functional Master Plan with a fiscal analysis.
4. On April 16 and June 11, 1996, the County Council held a public hearing regarding the Planning Board (Final) Draft Rustic Roads Functional Master Plan. The Master Plan was referred to the Transportation and Environment Committee for review and recommendation.
5. On September 19 and October 8, 1996, the Transportation and Environment Committee held worksessions to review the issues raised in connection with the Planning Board (Final) Draft Rustic Roads Functional Master Plan. Several revisions to the Master Plan were recommended by the Committee.

6. On October 22, 1996, the County Council reviewed the Planning Board (Final) Draft Rustic Roads Functional Master Plan and the recommendations of the Transportation and Environment Committee.

Action

The County Council for Montgomery County, Maryland, sitting as the District Council for that portion of the Maryland-Washington Regional District in Montgomery County, Maryland, approves the following resolution:

The Planning Board (Final) Draft Rustic Roads Functional Master Plan, dated December 1995, is approved with revisions. Council revisions to the Planning Board (Final) Draft Rustic Roads Functional Master Plan are identified below. Deletions to the text of the Plan are indicated by [brackets], additions by underscoring.

CHAPTER 1: PLAN HIGHLIGHTS

Page 1, paragraph 11:

[The Planning Board solicited public comments as to whether the roads around Poolesville should be designated as rustic roads.]

Page 3, paragraph 4, sentence 1:

The Task Force Report identified an exceptional rustic road as one "having such unusual and pleasing character as it exists today that preservation of the road in its current state is highly desirable.

CHAPTER 2: PURPOSE OF THE RUSTIC ROADS FUNCTIONAL MASTER PLAN

Page 5, paragraph 3:

This Master Plan recommends sixty-[six] seven roads for designation as rustic or [rustic exceptional] exceptional rustic. [Eleven] Twelve of these roads are recommended for classification as exceptional rustic roads. [Four] Five of the Lock roads in the Potomac Subregion (included in the sixty-[six] seven above) are recommended as rustic roads and one as an exceptional rustic road. This Master Plan also recommends removing the sunset date from the Interim List of Rustic Roads and adding four roads to the Interim List.

Page 5, new paragraph 4:

The rustic roads designation is not intended to affect the use of adjoining land except in the design of access to subdivision. It is also not intended to prevent needed improvements to adjoining land uses or to the roads and bridges themselves. Because many of these roads are located in the Agricultural Reserve and serve primarily agricultural uses, it is important that their designation as rustic roads not preclude providing adequate roads for the farming community, either for moving farm equipment or getting products to market. Many of these roads already do not meet the needs of farmers for farm machinery and equipment between farms. The Master Plan acknowledges the importance of maintaining agriculture as a viable industry in the County's economy and, for this reason, supports improvements that are necessary to support the business of farming and land use patterns within the Agricultural Reserve now and in the future.

CHAPTER 3: BACKGROUND

Page 9, paragraph 3:

Agriculture will continue as the primary and preferred use in the Agricultural Reserve. Viable agriculture is the basic and essential foundation of County public policy in the Agricultural Reserve. This has been explicitly set forth in the 1980 Functional Master Plan for the Preservation of Agriculture and Rural Open Space, related zoning statutes and other laws, regulations, and plans. Nothing in the Rustic Roads Law or Functional Master Plan intends or should be construed to place any limits on the building of farm structures and homes in Agricultural Reserve, beyond the limits otherwise imposed by County law.

This area is also an invaluable resource for Montgomery County beyond its agriculture use. [Agriculture will continue as the primary land use in the Study Area. This area is an invaluable resource for Montgomery County beyond its agricultural use.] Maintaining large amounts of rural open space protects the environment - especially sensitive headwater areas, conservation area, wildlife habitats, and flood plains - from the impacts of development. It also serves as a "clean air shed" to cleanse the atmosphere, as well as a mechanism to protect the quantity and quality of water resources. This area also provides recreational opportunities and preserves a rural lifestyle. It completes the housing density spectrum available within the County by providing the very lowest density housing for residents who make their living from the land or prefer a pastoral lifestyle.

Page 10, paragraph 1, sentence 4:

[The farmers who live in the Agricultural Reserve and make their living there tend to view these people with mixed feelings.]

Page 13, after paragraph 2:

This report, prepared by the Agricultural Advisory Committee, sets forth in some detail the changing conditions of agriculture and the problems and challenges that it faces if the County's public policy goal to maintain agriculture permanently is to be realized. It also documents the important contribution of agriculture to the County's economy. That contribution is increasing each year in terms of economic activity, jobs, and the well-being of all citizens in terms of enjoyment, recreation, fresh food and environmental quality. There should be a focus on both the importance of agriculture in preserving the County's economy and its contribution to a better overall quality of life.

Page 17, paragraph 2, sentence 7:

West Willard, Hughes Road, Budd Road, Cattail Road, Cattail Lane, Jonesville Road, and Jerusalem Road all serve the Town of Poolesville and most are designated as rustic road.

Page 19, paragraph 2, new last sentence:

However, if an expansion of the ferry service allows a material increase in traffic volume, the rustic road designation will be subject to reevaluation by the County Council.

CHAPTER 4: TRAFFIC CARRYING ROADS

Page 29, paragraphs 4 and 5:

[Large trucks, such as tractor trailers, are brought in from time to time to carry farm products to market. This is a relatively infrequent occurrence -- perhaps four or five days a couple of times a year. It is not a constant burden on the roadway. Many of the roads, particularly those that are being considered for designation as rustic, do not have a base course, and continuous heavy weight breaks up the roadway surface.

In contrast to these infrequent uses, t]The application of sludge, especially if it is a first time application, may have a [greater] significant impact upon the roads. Sludge is used by farmers to fertilize their fields. This is an agricultural use and part of the farm activity of the area. Montgomery County has an obligation under the inter-regional agreement to use not only sludge from the facilities at Riffleford Road and in Damascus, but also from the Blue Plains facility. Further trucking of sludge on County roads occurs from programs in Poolesville. The first applications to farm field can be as high as three trucks of sludge per acre, which means that a 50-acre field could require 150 trucks traversing the roads to get to the field.

Various types of large trucks and automobiles are used and travel on the roads within the study area.

Resolution No.: 13-707

- The largest agricultural land use, 68,000 acres, is the production of grain - corn, wheat and soybeans, etc. Some of the equipment needed for grain production are 10- to 18- wheeler trucks with trailers to deliver supplies and take products to markets, tractors coupled to planters, trucks with chemical spray tankers, "nurse" tanks of chemical refills, and tillage vehicles.
- Much of the heavy equipment used for farm purposes is housed in the agricultural reserve.
- Two types of traffic are associated with landscapers and nurseries that are located in this area -- trucks delivering bulk products and supplies and consumer traffic.

Many of the roads, particularly those that are being considered for designation as rustic, do not have a base course, and continuous heavy weight breaks up the roadway surface.

Page 30, paragraph 2:

Recreational traffic includes people going to the parks, driving the roads for 'a day in the country', going to pick-you-own orchards, direct marketing fruit and vegetable outlets or nurseries, recreational saddle horse riding and cyclist who use many of the roads in the Study Area. The use of the roads by cyclists results in some frustration both for the cyclist and for drivers of other vehicles. Courtesy and consideration for other roadway users would go a long way towards avoiding that frustration.

Page 32, paragraph 3:

[A number of plants that grow along the road and in the farm fields have been declared noxious weeds and farmers want to eradicate these plants. Nothing in this Master Plan should preclude the destruction of plants that are true problems for the farm community, but many plants not considered particularly desirable by farmers form beautiful hedgerows along some of the roads. Honeysuckle and multiflora rose are beautiful but problematic and need to be kept within bounds. They should not be allowed to grow indiscriminately, but their presence adds beauty to the road. Day lilies are not a native plant but are common along rural roads in this part of the United States that they convey a feeling of belonging in the landscape.]

There are frequently noxious plants along roadsides, some of which are outlawed and required by County or State law or regulation to be controlled, such as various types of thistle, Johnson grass and multiflora roses. Hedgerows may be overrun by invasive growth of noxious vines, such as honeysuckle, which need to be curbed or eliminated. Furthermore, reduced mowing should not result in impaired driver vision around bends or corners.

Page 35, Figure 11, Traffic Carrying Roads - Map 2:

Remove Country Road designation for Zion Road.
Remove Country Road designation for Howard Chapel Road.

Page 37, paragraph 4, sentence 1:

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

CHAPTER 5: RUSTIC ROADS

Page 39, paragraph 2:

[The Study Area has a roadway network that serves the traffic needs of the area today.] The Rustic Roads Program will not deteriorate the traffic carrying capacity of the existing roads. The Law is very specific that rustic roads are to be maintained. These roads are not to be put on the "back burner" and neglected. Rather, the roads are to be treated with special care. Answering the question so frequently asked, "What does it mean to designate a road as rustic or exceptional rustic?" is extremely difficult at this time. The Rustic Roads Program will be maintained by the Montgomery County Department of Public Works and Transportation. The legislation requires that the manner of that care be defined by Executive regulations written specifically for rustic roads and exceptional rustic roads. These regulations have not yet been written. Guidance as to how rustic roads should be treated was included in the Task Force Report, by not included in the legislation that established the program. [To date, the evaluation of modifications to roads on the Council List of Interim Roads has been judged on a case-by-case basis.] To date, the evaluation of modifications to roads on the Council List of Interim Roads has been made by the Rustic Roads Advisory Committee on a case-by-case basis, using primarily the "Guidelines for Maintenance and Improvement of Rustic Roads" included in the Proposal for Rural/Rustic Roads Program (March 1990), the report authored by the original Rustic Roads Task Force.

Page 40, end of paragraph 2:

It also has the potential to create and enhance scenic vistas.

Page 40, paragraph 4:

This Plan recommends that a scenic easement be considered to be applied to any roadway that has been identified in the roadway descriptions as having views worthy of notation. [Should development occur within those view sheds, this Master Plan recommends that an additional review step be undertaken in the development approval process, not to restrict development, but to evaluate and try to ensure that the best placement of building is being achieved.] Should development occur within these view sheds, this Master Plan recommends that at the time of subdivision a review should be undertaken in the development approval process, not to restrict development, but to recommend placement of buildings in order to maintain a scenic vista, if practical.

Page 42, subtitle:

B. CRITERIA CHECK

RUSTIC ROADS CRITERIA CHECK

Page 44, paragraph 2, sentence 1:

The accident history for a [three] five-year period, [1989] 1987 through 1991, was examined to determine if patterns of accidents existed along any of the roads being considered for rustic designation.

Page 44, after paragraph 3:

EXCEPTIONAL RUSTIC ROADS CRITERIA CHECK

The County Council legislation that established the Rustic Roads Program for Montgomery County also identified the criteria that must be met to designate a road as exceptional rustic. The legislation states: "The County Council may classify an existing public road or road segment as an exceptional rustic road. Before classifying a road as an exceptional rustic road, the County Council must find that the road or road segment:

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

Each road evaluated as an exceptional rustic road was subject to this criteria check:

(1) Is a rustic road....

Each road that was recommended as a rustic road was evaluated as an exceptional rustic road. Sixty-seven roads were recommended as rustic roads. Therefore, by definition, Criterion 1 is met by sixty-seven roads. This criterion is not discussed further in this Master Plan.

(2) Contributes significantly to the natural, agricultural, or historic characteristics of the County.

As with rustic roads, this criterion has three parts, any of which would meet the needed criterion for designation as a rustic road. The recommended exceptional rustic roads are intended to be of a superior quality that highly exceeds the norm of the roads recommended as rustic roads. These roads provide a rare, substantially unchanged glimpse at the origins of the County. Many of the roads recommended as exceptional are among the oldest roads in the County. Their alignments and essential features have not changed significantly. The description of the road discusses in detail how each road met these criteria.

(3) Has unusual features found on few other roads in the County.

The exceptional rustic roads have features that are not usually found among the rustic roads and other County roads. These features contribute to the importance of preserving these roads. For example, Mouth of Monocacy Road has two features at either end of the road's setting that complement the historic nature and features of the road. At one end of Mouth of Monocacy Road, the Monocacy Aqueduct presents one of the finest examples of C&O Canal engineering, and at the other end the Little Monocacy Viaduct, which is on the National Register of Historic Places, is the largest single structure on the B&O railroad line.

(4) Would be more negatively affected by improvements or modifications to the physical characteristics of the road than would most other roads in the rustic roads program.

Standard improvements or modifications to these roads would have the potential to diminish the unique character of the road to the point that there may be a significant loss to the County of its agricultural character and rural origins. In comparison to the number of roads that were designated as rustic, the exceptional rustic roads provide the best example of roads that reflect the early history of the County. For example, standard paving practices would substantially change the nature of unpaved West Harris Road and roads such as River Road between Edwards Ferry and Whites Ferry Roads. Both of these roads have original unpaved road surfaces.

Page 44, paragraph 6, sentence 4:

[Seven] Fifteen of the roads on this list are recommended as rustic roads.

Page 45, Table 1, Additional Roads Studied As Potential Rustic Roads:

ROADS	LIMITS IF NOT ENTIRE ROAD
Cattail Lane[*]	
Jonesville Road*	<u>Jerusalem Road to Jonesville Terrace</u>

Page 48, paragraph 1:

Sixty-[six] seven roads are recommended as rustic, [eleven] twelve of which are recommended as exceptional rustic. (See Figures 15 & 16.)

Page 49, paragraph 3, sentence 7 and 8:

The remaining clearly discernible politician roads are Martinsburg Road[, Westerly Road,] and Sugarland Road. Mount Ephriam Road and Westerly Road, for example, still [carries] carry the line of the underlying concrete pavement that shows through the surface overlay.

Page 50, Figure 15, Recommended Rustic Roads - Map 1

Remove Jonesville Road from Jonesville Terrace to Cattail Lane as a rustic road.
Remove Cattail Lane as a rustic road.
Show Hoyles Mill Road as an exceptional rustic road.

Page 51, Figure 16, Recommended Rustic Roads - Map 2

Show Howard Chapel Road as a rustic road.
Show Zion Road from Riggs Road to Sundown Road as a rustic road.

Page 52, Table 2, revise as follows:

[•] Cattail Lane

Remove check mark from narrow, intended for local use box for Cattail Lane.

Page 52, Table 2, revise as follows:

• Howard Chapel Road

Add check mark to the accident history box for Howard Chapel Road.

Page 52, Table 2, revise as follows:

Add check mark to the significant contributions to natural, agricultural, or historic characteristics box for Hoyles Mill Road.

Page 53, Table 2, revise as follows:

• Jonesville Road: Jerusalem Road to Jonesville Terrace

Page 54, Table 2, revise as follows:

• Zion Road: Riggs Road to Sundown Road

Add check mark to narrow, intended for local use box for Zion Road.

Page 55, Table 3, revise as follows:

ROADS FROM INTERIM LIST

[Howard Chapel Road.]

Zion Road

MD 108 to Riggs Road

OTHER ROADS

Cattail Lane

Page 61, Figure 18:

Roadway Characteristics:

Length: 3.4 [1.6] miles

Resolution No.: 13-707

Page 63, Figure 19:

Roadway Characteristics:

Length: 4.7 [4.2] miles

Page 78:

Delete Cattail Lane description.

Page 79:

Delete Figure 26, Cattail Lane - A Rustic Road

Page 84, Figure 28:

Roadway Characteristics:

Length: 2 [8] miles

Page 99, Figure 33:

Indicate Howard Chapel Road as a Rustic Road

Page 100, paragraph 5, sentence 2:

Driving Experience:

Gregg Road runs generally east-west. Driving west from [New Hampshire Avenue] Georgia Avenue, you pass through a residential area with a stream on the left side.

After Page 107:

Howard Chapel RoadHoward Chapel Road has historic value.Recommended as a rustic road.**Significant Features:**

- ◆ Pleasant road blending into adjacent land
- ◆ Forest canopy over northern section of road

Resolution No.: 13-707**Historic Resources:**

Howard Chapel Road was named for the African American community established in 1862 by Enoch George Howard. Mr. Howard was a former slave who bought his freedom by 1857 and became a prosperous landowner. By the late 19th century a church and school were located at the intersection of Howard Chapel Road and Elton Farm Road. Today one can still see the Howard Chapel Cemetery (#23/11) now part of the Patuxent River State Park.

Driving Experience:

Howard Chapel Road is a rural road that leads into Howard County. Traveling north, most of the eastern side of Howard Chapel Road is tree-lined, while the western side has views of horse pastures and modern homes. The road gently rolls and dips, and blends with the surrounding land. South of its intersection with Elton Farm Road, a Rustic Road, the Royer-Brooks Farm is located on the western side of the road. The house was built by William Royer in 1907 and expanded in 1924. North of the intersection on the western side, the small Howard Chapel Cemetery may be spotted among the trees. This cemetery and the northern portion of Howard Chapel Road are within the Patuxent River State Park. The road passes over two small bridges before sloping up to enter Howard County: over Hights Branch near its confluence with the Patuxent River and then over the river itself.

Add Howard Chapel Road Figure

Page 108, paragraph 2:

Recommended as *an exceptional rustic road.*

Page 108, paragraph 6, sentence 5:

Little Seneca [Regional] Stream Valley Park is located on the west side of the road near the Little Seneca Creek Crossing.

Page 109, Figure 38, Title:

HOYLES MILL ROAD - AN EXCEPTIONAL RUSTIC ROAD

Page 113, Figure 40:

Roadway Characteristics:

Length: 1.8 [4.2] miles

Resolution No.: 13-707

Page 119, paragraph 1:

Jonesville Road, a country road leading from Jerusalem Road to [Cattail Lane] Jonesville Terrace, has outstanding natural features.

Page 119, paragraph 5:

Driving Experience:

Jonesville Road is a north-south road that extends between Jerusalem Road and Cattail Lane. It is a very short rural road that is bordered by the Town of Poolesville to the west. It is a lightly traveled road. The [northern .4 mile of the road] section recommended as a rustic road winds through dense young forest with a closed canopy. [The southern section of the road opens into a residential area on the east side, while the wooded area remains on the west side.]

Page 120, Figure 43:

Delete Rustic Road designation from Jonesville Terrace to below Cattail Lane.

Roadway Characteristics:

Length: .2 [.5] miles

Page 154, Figure 56:

Roadway Characteristics:

Length: .7 [.9] miles

Page 177, Figure 65:

Roadway Characteristics:

Length: .4 [3.9] miles

Page 179, Figure 66:

Roadway Characteristics:

Length: 4.2 [4.5] miles

Page 186, Figure 69:

Roadway Characteristics:

Length: 1.0 [.8] miles

Page 209, paragraph 5, sentence 10:

The road crosses a small stream (concrete culvert) and the Boyds Negro School site sits close to the road on the left just before Hoyles Mill Road (an exceptional rustic road).

Page 210, Figure 79:

Show Hoyles Mill Road as an exceptional rustic road from White Ground Road to Little Seneca Creek.

Page 211, paragraph 2:

Recommended as a rustic road. If an expansion of the ferry service allows a material increase in traffic volume, the rustic road designation will be subject to reevaluation by the County Council.

Page 218, revise as follows:

Zion Road

Zion Road has historic value.

Recommended as a rustic road.

Significant Features:

- ◆ Pleasant road blending into adjacent land
- ◆ Forest canopy over northeastern section of road

History:

Zion Road was established by 1865 and named for Mount Zion by a freed slave community that was established in this area after the Civil War. This section of Zion Road, north of Riggs Road, was formerly known as Hobb Road.

Clover Hill may be seen from on the western side of Zion Road near its intersection with Gregg Road. Clover Hill was built in sections by successive generations of the locally prominent Gaither family. The eclectic front section, completed in 1858, includes Italianate style bracketed cornice and Gothic pointed arch windows. The house is listed on the National Register of Historic Places.

Driving Experience:

Traveling north, Zion Road, along most of the eastern side of the road, is generally tree-lined with views of horse pastures and modern homes on the western side. The road gently rolls and dips, and blends with the surrounding land. On the west side, near the Gregg Road intersection there is a scenic view of Clover Hill. As Zion Road gently drops down to the Hawlings River valley, views of a large pond and modern homes can be seen to the west. Most of the land on the eastern section of Zion Road is within the Rachel Carson Conservation Park. The road crosses the Hawlings River on a small one-lane bridge before sloping up to its terminus and Sundown Road.

CHAPTER 6: ROADWAY CLASSIFICATION

Page 221, Table 4, revise as follows:

[CR-3	Howard Chapel Road	MD 650 to Howard County Line	70']
CR-4	Zion Road	MD 108 to [Sundown] Riggs Road	70'

Reorder road numbers.

Page 222, Table 4, revise as follows:

E-12	Hoyles Mill Road	70'
------	------------------	-----

Page 225, Table 4, revise as follows:

[R-57	Hoyles Mill Road	70']
R-58	Howard Chapel Road	MD 650 to Howard County Line 70'
R-59	Zion Road	Riggs Road to Sundown Road 70'

Reorder road numbers.

CHAPTER 7: IMPLEMENTATION/NEXT STEPS

Page 227, bullet 1, sentence 2:

Montgomery County Road Code will need to be revised to include the rustic road and exceptional rustic road as roadway classifications, although these roads by definition are unique and do not have associated design specifications. Upon approval and adoption of this Master Plan, the Montgomery County Department of Public Works and Transportation should prepare standards for three new roadway classifications --country arterial, country road, and country lane-- for inclusion in the Road Code. [the three new roadway classifications, the country arterial, the country

road, and the country lane, will need to be included in the road code also.] Suggested design specifications for country arterial and country road are included in this Master Plan. The rural road classification is now in the road code and should be reviewed to determine if this transitional classification continues to have value.

Page 228, bullet 6, paragraph 2:

Nevertheless, there are frequently noxious plants along roadsides, some of which are outlawed and required by County or State law or regulation to be controlled, such as various types of thistle, Johnson grass and multiflora roses. Hedgerows may be overrun by invasive growth of noxious vines, such as honeysuckle, which need be curbed or eliminated. Furthermore, reduced mowing should not result in impaired driver vision around bends or corners.

Appendix D: Discussion of Roads Reviewed but not Recommended as Rustic Roads

Page 265, end of paragraph 4:

Cattail Lane

Cattail Lane extends from Cattail Road to Jonesville Road. The road is not recommended because it is located within a subdivision and is constructed to a standard often found in rural subdivisions, with a 20'-wide pavement and improved swales. It does not fit the character of a rustic road although it could possibly meet a future "country lane" standard. Every effort should be made to preserve the historic nature of the area.

Page 266, paragraph 3:

[Howard Chapel Road

Howard Chapel Road connects to Howard County from New Hampshire Avenue (MD 650) across the Patuxent River. It is recommended as a country road.]

Jonesville Road

Jonesville Road between Jonesville Terrace to its terminus beyond Cattail Lane is not recommended as a rustic road. It is located within a subdivision and is constructed to a standard often found in rural subdivisions, with a 20'-wide pavement and improved swales. It does not fit the character of a rustic road although it could possibly meet a future "country lane" standard. Every effort should be made to preserve the historic nature of the area.

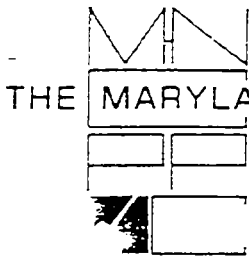
Resolution No.: 13-707**GENERAL**

All figures and tables are to be revised where appropriate to reflect County Council changes to the Planning Board (Final) Draft Rustic Roads Functional Master Plan. The text is to be revised as necessary to achieve clarity and consistency, to update factual information, and to convey the actions of the County Council. All identifying references pertain to the Planning Board (Final) Draft Rustic Roads Functional Master Plan, dated December 1995.

This is a correct copy of Council action.



Mary A. Edgar, CMC
Secretary of the Council



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
8787 Georgia Avenue • Silver Spring, Maryland 20910-3760

MCPB NO. 96-32
M-NCPPC NO. 96-24

RESOLUTION

WHEREAS, The Maryland-National Capital Park and Planning Commission, by virtue of Article 28 of the Annotated Code of Maryland, is authorized and empowered, from time to time, to make and adopt, amend, extend and add to a General Plan for Physical Development of the Maryland-Washington Regional District; and

WHEREAS, the Montgomery County Planning Board of The Maryland-National Capital Park and Planning Commission, pursuant to said law, held a duly advertised public hearing on July 20, 1995, on the Public Hearing (Preliminary) Draft Rustic Roads' Functional Master Plan, being also an amendment to the Master Plan of Highways within Montgomery County, as amended; The Master Plan of Bikeways, May 1978, as amended; The Functional Master Plan for the Preservation of Agriculture and Rural Open Space, October 1980, as amended; The Boyds Master Plan, February 1985, as amended; The Damascus Master Plan, June 1985, as amended; The Master Plan for the Potomac Subregion, May 1980, as amended; and The Olney Master Plan, June 1980, as amended; and

WHEREAS, The Montgomery County Planning Board, after said public hearing and due deliberation and consideration, on December 21, 1995, approved the Planning Board (Final) Draft of the proposed Plan, and recommended that it be approved by the District Council and forwarded it to the County Executive for recommendations and analysis; and

WHEREAS, the Montgomery County Executive reviewed and made recommendations on the Planning Board Draft Rustic Roads Functional Master Plan and forwarded those recommendations with a fiscal analysis to the District Council on February 29 and March 22, 1996; and

WHEREAS, the Montgomery County Council, sitting as the District Council for the portion of the Maryland-Washington Regional District lying within Montgomery County, held a public hearing on April 16 and June 11, 1996, wherein testimony was received concerning the Planning Board Draft Rustic Roads Functional Master Plan; and

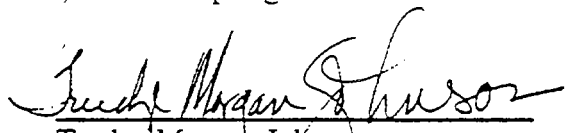
WHEREAS, the District Council, on October 29, 1996, approved the Planning Board Draft Rustic Roads Functional Master Plan subject to the modifications and revisions set forth in Resolution 13-707; and

NOW, THEREFORE, BE IT RESOLVED, that the Montgomery County Planning Board and The Maryland-National Capital Park and Planning Commission do hereby adopt said Rustic Roads Functional Master Plan, together with the General Plan for the Physical Development of the Maryland-Washington Regional District and Master Plan of Highways within Montgomery County as approved by the Montgomery County District Council in the attached Resolution 13-707; and

BE IT FURTHER RESOLVED, that copies of said Amendment shall be certified by The Maryland-National Capital Park and Planning Commission and filed with the Clerk of the Circuit Court of each of Montgomery and Prince George's Counties, as required by law.


* * * * *

This is to certify that the foregoing is a true and correct copy of a resolution adopted by the Montgomery County Planning Board of The Maryland-National Capital Park and Planning Commission on motion of Commissioner Richardson, seconded by Commissioner Aron, with Commissioners Hussmann, Baptiste, Aron, Holmes and Richardson voting in favor of the motion, at its regular meeting held on Thursday, November 21, 1996, in Silver Spring.


Trudye Morgan Johnson
Executive Director

* * * * *

This is to certify that the foregoing is a true and correct copy of a resolution adopted by The Maryland-National Capital Park and Planning Commission on motion of Commissioner McNeill, seconded by Commissioner Baptiste, with Commissioners Hewlett, Hussmann, Baptiste, Dabney, Aron, Brown, Holmes, McNeill and Richardson voting in favor of the motion, with Commissioner Boone being absent, at its regular meeting held on Wednesday, December 18, 1996, in Silver Spring.


Trudye Morgan Johnson
Executive Director

PROVED AS TO LEGAL SUFFICIENCY
MR 12/30/96
M-NCPPC LEGAL DEPARTMENT