



Part 1: Aitcheson Lane through Dickerson School Road

Rustic Roads Functional Master Plan Update: Road Profiles Appendix

Working Draft

Abstract

This plan appendix contains the road profiles approved as part of the *Rustic Roads Functional Master Plan Update*.

The Maryland-National Capital Park and Planning Commission

The Maryland-National Capital Park and Planning Commission (M-NCPPC) 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 is charged with preparing, adopting, and amending or extending the General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties. The Commission operates in each county through planning boards appointed by those county governments. The planning boards are responsible for implementation of local plans, zoning ordinances and subdivision regulations, and the administration of the bi-county park system.

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Online at <https://montgomeryplanning.org/planning/transportation/highway-planning/rustic-roads/rustic-roads-master-plans/>

Cover photos: Mullinix Mill Road (top) and Tschiffely Mill Road (bottom)

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Aitcheson Lane

A Rustic Road

Added to program
by this master plan

Aitcheson Lane is a fairly short and straight paved road accessed from Riding Stable Road just west of the Prince George's County line. At the end of the public portion of the road, it narrows to one lane, providing access to eight or nine houses, including historic resource Maiden's Fancy.

Significant Features

- Narrow road following historic alignment
- Trees and tree canopy along road
- Views of fields

History

Aitcheson Lane first appears on USGS quad maps in 1907 as an unimproved segment stretching north from Riding Stable Road. It may have originated significantly earlier as a means of access to Maiden's Fancy (Master Plan Historic Site #15/67), a well-preserved Federal-style brick home built in 1807 by James Ray and Lucretia Waters Ray. In the 19th century, this property was home to enslaved people held by a series of landowners.

The road bears the name of the Aitcheson family, Scottish immigrants who arrived in the United States in 1842 and settled in the area by 1847. Later generations of Aitchesons operated a dairy farm and then a riding stable along today's Riding Stable Road, and owned property along what is now Aitcheson Lane.

Traveling Experience

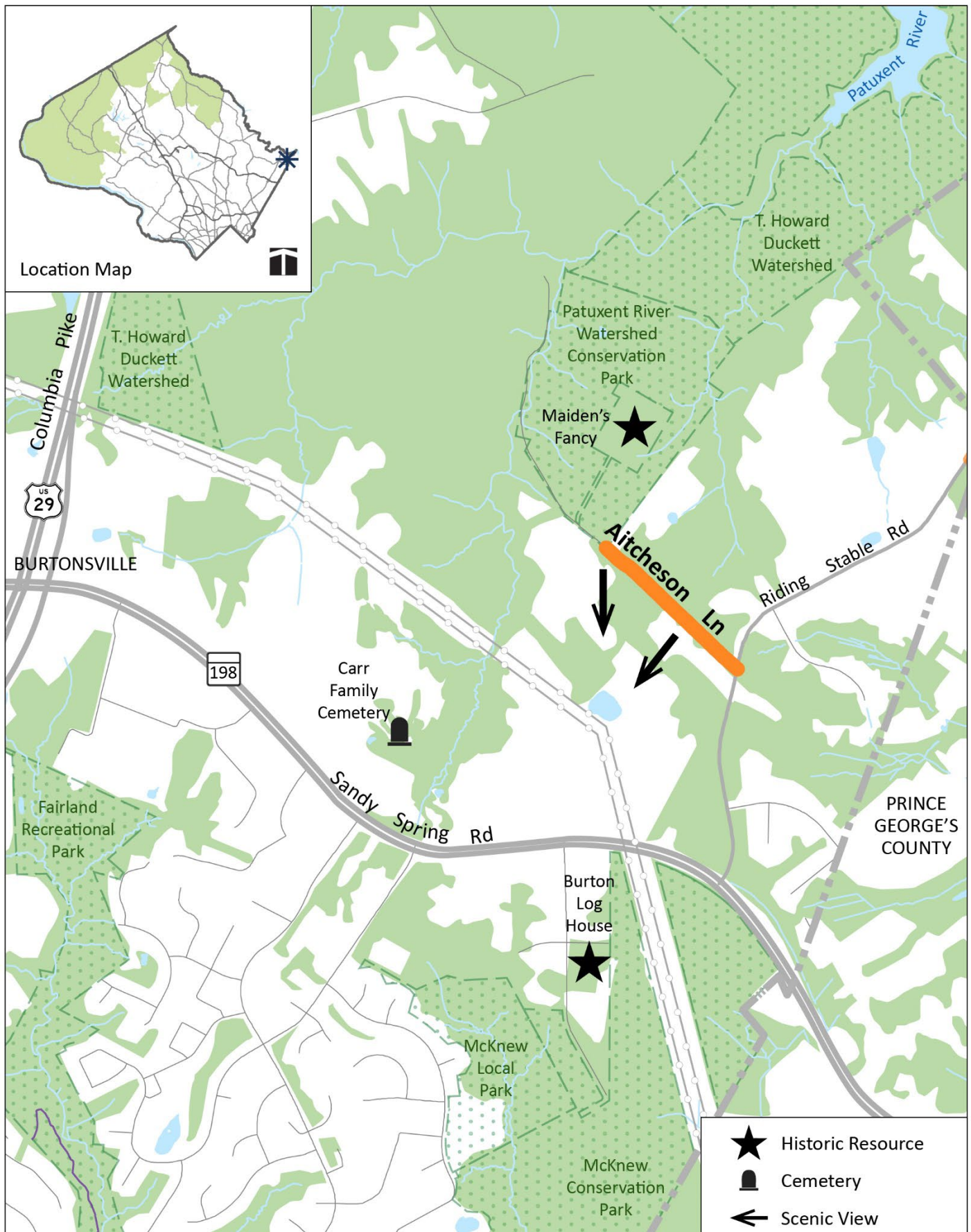
Aitcheson Lane is a narrow, straight road with a high tree canopy. A shallow wooded area is on the left as one enters Aitcheson Lane from Riding Stable Road. As the woods begin to dissipate on the left, views open to a fenced-in pasture with sheep and cows. Directly across from the pasture, on the right side, wooded home sites begin. Past the pasture, wooded home sites start on the left side of the road. The rustic road portion of Aitcheson Lane terminates at the end of county maintenance, after which point the road becomes private. Maiden's Fancy is not visible from the road.

Environment

Aitcheson Lane follows a tree-lined ridge leading down to Maiden's Fancy, much of which has become part of the forested Patuxent River Conservation Park, which totals 365 acres. Remnants of the road lead down to the Rocky Gorge Reservoir and the surrounding T. Howard Duckett Watershed conservation area that protects the excellent quality of this area. Other measures to protect water quality can be seen in the low-density rural character and the forested tributaries that flow into the reservoir.

Road Characteristics

Extents	Riding Stable Road to end of county maintenance
Length	0.22 miles
Width	19 feet
Surface	Paved
Lanes	No lane markings
Shoulders	None





Looking northwest on Aitcheson Lane



Pasture on the south side of Aitcheson Lane



Avoca Lane

Added to program by the
1997 *Cloverly Master Plan*

An Exceptional Rustic Road



Avoca Lane has outstanding natural features, historic value, and farm vistas leading to a forested stream valley and parkland. This plan reclassifies this road exceptional rustic.



Significant Features

- Narrow pavement with embankments, including a narrow stream crossing
- Vertical and horizontal alignments
- Wooded on both sides with mature trees and a high canopy
- Views along road and into stream valley

History

Avoca Lane first appears on USGS topographic maps in 1907 as an unimproved road connecting Oak Hill Road to Brogden Road, branching northwest from Batson Road, a connection which disappeared by about 1944.

In the early 20th century, Avoca Lane formed part of a roughly west-to-east route from Ednor Road across the Patuxent River. Connections from Oak Hill Road to Ednor Road and from Batson Road across the Patuxent have since been broken but suggest that Avoca Lane served an important connectivity function when first laid out. For the historically African American communities that grew along Batson and Brogden roads in the 19th and early 20th centuries, Avoca Lane would have provided convenient access to major county thoroughfares to the west. There are no designated historic sites on this road.

Traveling Experience

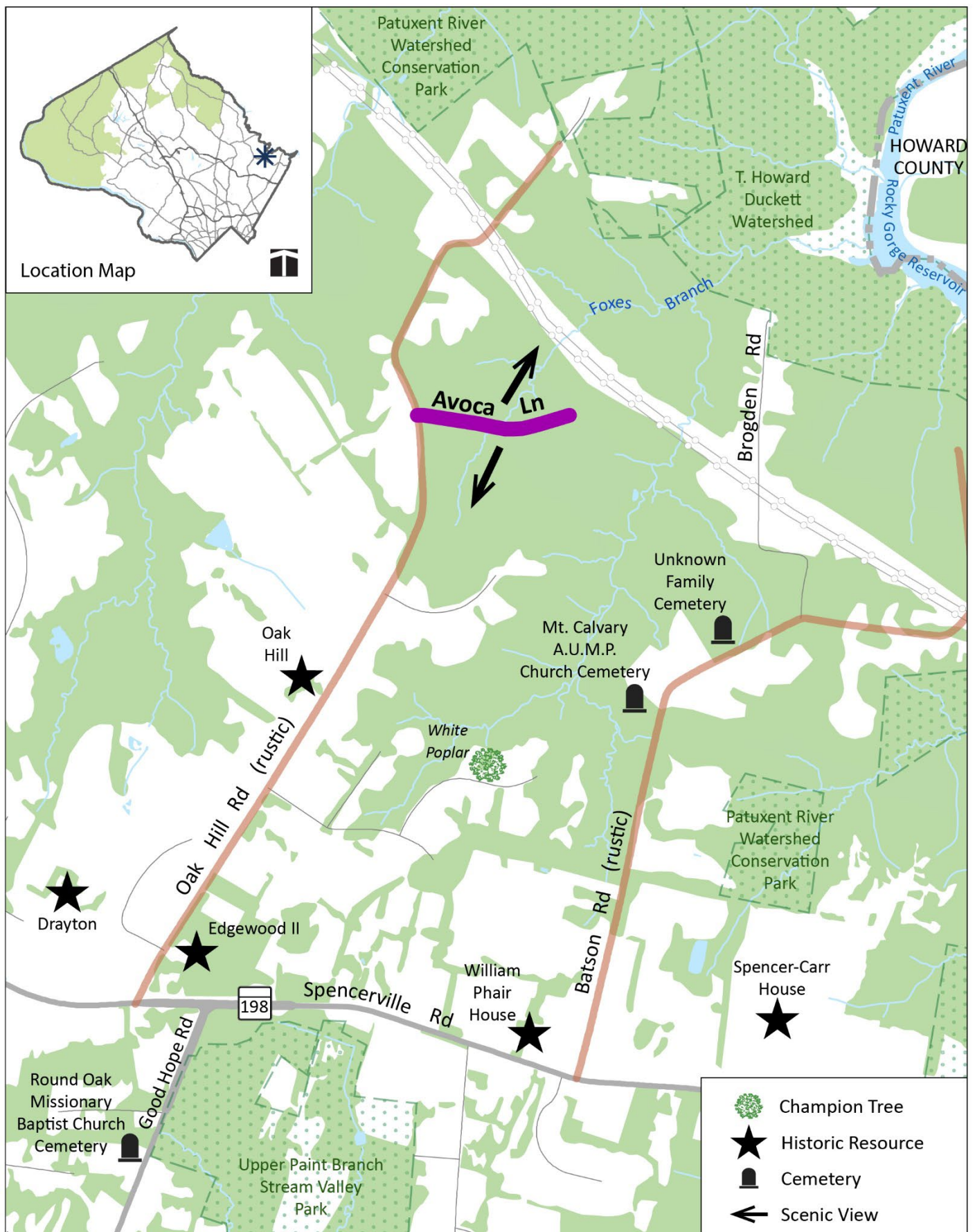
Avoca Lane is a narrow road traveling east from Oak Hill Road. Entering the road means taking a deep descent into completely forested areas with no homes or structures in view. Proceeding east, the road crosses over a narrow culvert which has been recently replaced with a modernized storm drain structure and a metal railing that is uncharacteristic of a rustic road. The road winds up a hill and passes some residences, then curves under power transmission lines, where a long view to the right shows massive grass plantings descending into a valley. Much of the road has a tree canopy. The public road ends shortly before the power line area.

Environment

This narrow, forested road has a culvert crossing a tributary to Foxes Branch. This high-quality stream flows directly into the Rocky Gorge Reservoir, which is surrounded by the T. Howard Duckett Watershed, managed by WSSC. This reservoir and the Triadelphia Reservoir just upstream provide drinking water for approximately 600,000 customers primarily in eastern Montgomery and northern Prince George's Counties.

Road Characteristics

Extents	Entire road: Oak Hill Road to end of county maintenance
Length	0.22 miles
Width	17 feet
Surface	Paved
Lanes	No centerline or edge markings
Shoulders	None

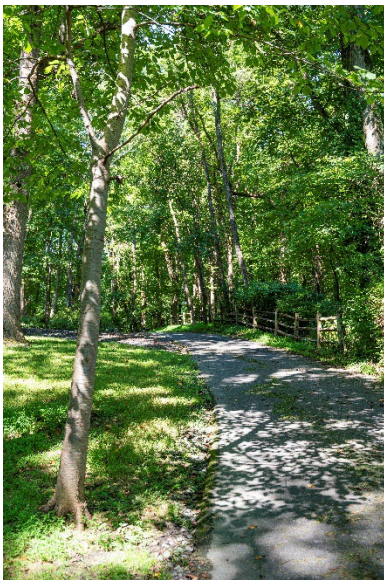




Looking east on Avoca Lane near the intersection of Avoca Lane and Oak Hill Road



Avoca Lane as the road bends crossing Foxes Branch



Looking west on Avoca Lane at the split rail fence at the end of the public road

Barnesville Road

A Rustic Road

Added to program by the 1996 *Rustic Roads Functional Master Plan*

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



Significant Features

- Its integration with and views of the surrounding rolling farmland
- Views of Sugarloaf Mountain in the distance
- Concrete and pipe rail bridge over the Little Monocacy River
- 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 the 18th century and incorporated in 1888. By 1857, the section of road east of Barnesville was resurveyed, being rerouted around hills which were increasingly difficult to traverse for grain-laden wagons heading to nearby mills: Darby Mill on Bucklodge Branch and DuFief Mill on Muddy Branch. The road is identified on G.M. Hopkins's 1879 Atlas as Rockville Road. The section of road west of Barnesville was established after 1879.

Traveling Experience

Beginning at the eastern end of the road at Bucklodge Road (MD 117) and Slidell Road (both rustic roads), the road traverses rolling farm fields and passes potential historic resources on its north side: the Richard Bowman House (Locational Atlas & Index of Historic Sites #18/2) and the Charles Lauman House (Locational Atlas & Index of Historic Sites #18/3), both modest farms. The road then crosses Peach Tree Road (a rustic road/exceptional rustic road), where the Barnesville School of Arts and Sciences can be seen on the south side of the road before meeting up with West Old Baltimore Road (an exceptional rustic road). Here, the house, barn, and shed of the historic Frederick Hays House (Master Plan Historic Site #12/11) are visible on the north side of the road. This farmhouse was built c. 1850-1864 by the Hays family, who settled in the area in the mid-18th century. The Hays family owned extensive property in the Barnesville area through which they profited from the labor of enslaved Black people. By the time of Frederick Hays's occupancy, the farm benefitted from its proximity with market access on both the Baltimore Road and the B&O Railroad.

The road then enters Barnesville, where it crosses Old Hundred Road (MD 109) going north and Beallsville Road (also MD 109) going south (both rustic roads) and passes West Harris Road (an exceptional rustic road). The houses in town are very close to the road. West of Barnesville, the view is of farm fields on either side of the road and Sugarloaf Mountain in the distance on the right. Monocacy Elementary School is on the north side of the road. The road then slopes downward and crosses the Little Monocacy River via a 1940 bridge with concrete posts and pipe rails (bridge inventory #M-0045). As the road rises again, it curves past farmland views on both sides, ending at Mount Ephraim Road (a rustic road).

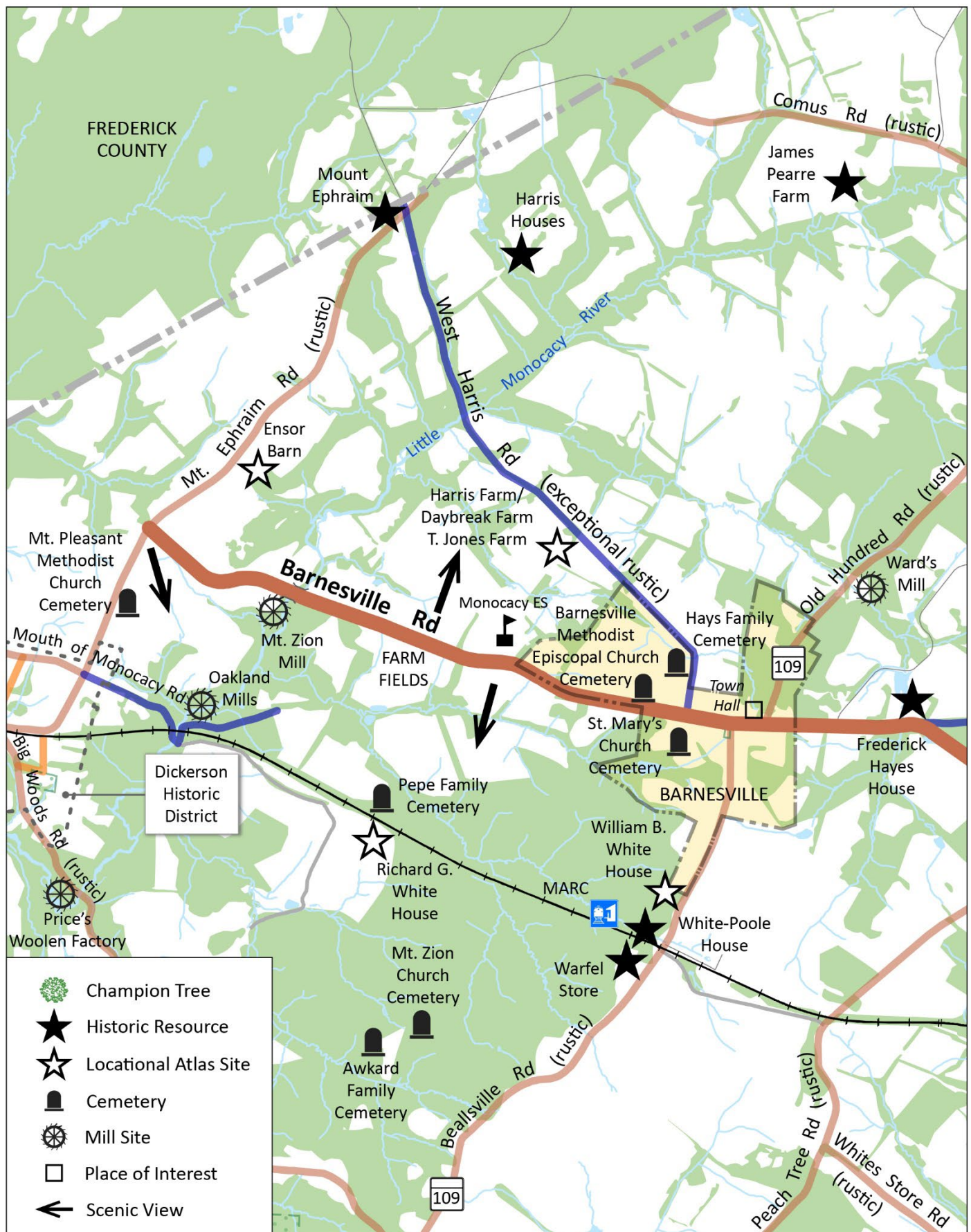
Environment

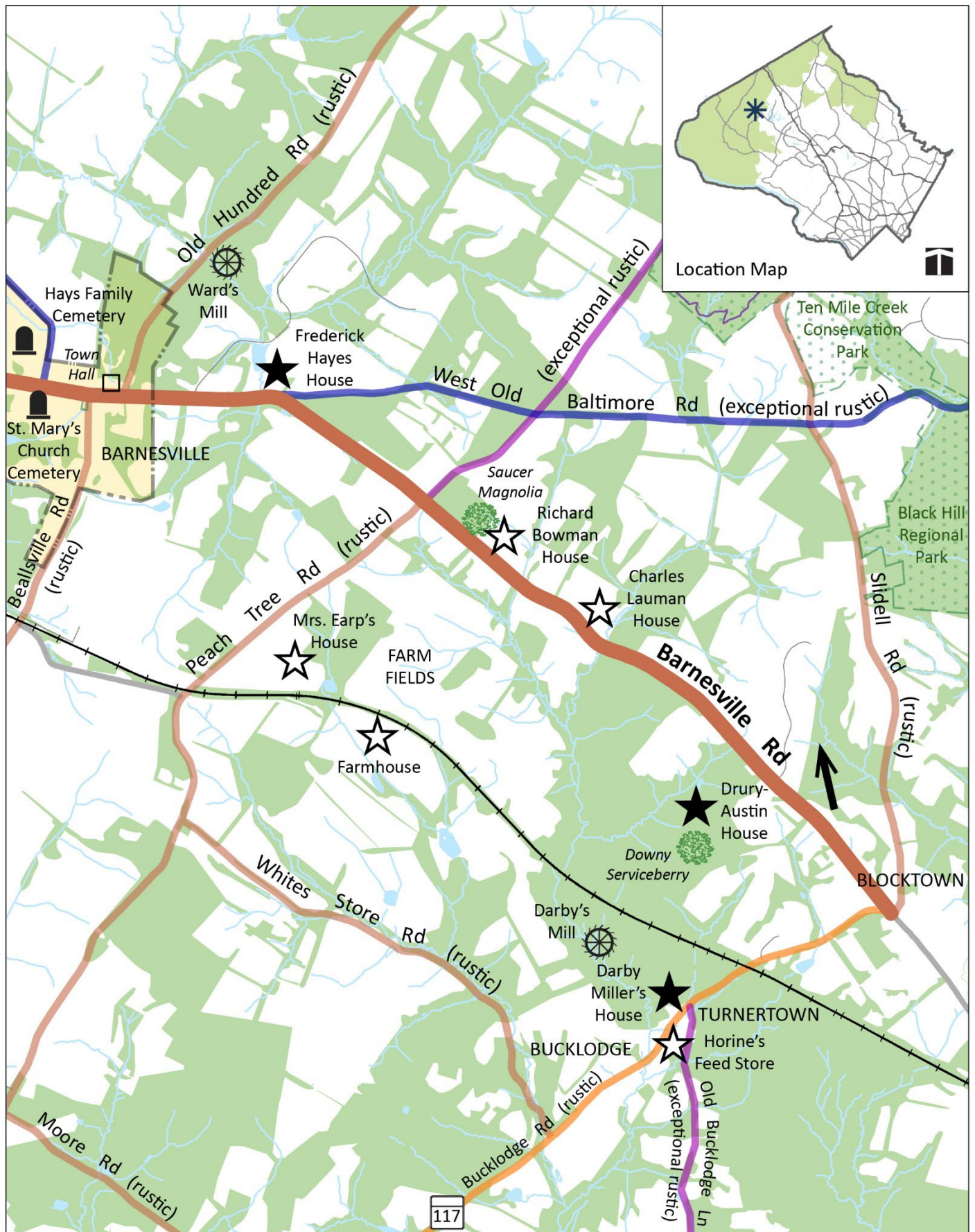
The road traverses rolling and open farm fields with occasional forested areas on either side of the road. Dense hedgerows, often on high banks, create an overhanging canopy outside of the riparian areas. Utility lines, often on both sides of the road, impede the establishment and growth of trees along the road.

There are four stream crossings. From the east, the first crossing is the Bucklodge Branch of Little Seneca Creek followed by a crossing of a small tributary to Bucklodge. Just east of Barnesville, one of the Beallsville tributaries to the Upper Little Monocacy River has a hidden culvert crossing in a mostly open setting. West of Barnesville and near its terminus with Mt. Nebo, the road slopes downward into a wide floodplain and crosses the mainstem of the Little Monocacy River. East of the intersection with Peach Tree Road, the County Champion Saucer Magnolia can be seen to the north. An old slate mine is located just west of the Town of Barnesville on the south side of the road.

Road Characteristics

Extents	Bucklodge Road (MD 117)/Slidell Road to Mount Ephraim Road
Length	5.57 miles
Width	20 feet
Surface	Paved
Lanes	Center line and edge markings
Shoulders	None







Batchellors Forest Road

Added to program by the
2005 *Olney Master Plan*

A Rustic Road



Batchellors Forest Road is a narrow, two-lane road connecting Georgia Avenue (MD 97) to Doctor Bird Road (MD 182). This plan removes the rustic designation from Georgia Avenue to the Washington Christian Academy entry drive.



Significant Features

- Forest in and around the stream valleys of the Batchellors Forest tributaries of the Northwest Branch
- Mature trees close to the road
- Exceptional vistas of open fields on larger properties
- Narrow road at Batchellors Run crossing
- Hedgerows opposite Batchellors Forest Local Park

History

By 1878, an unimproved road was established in the approximate location of today's Batchellors Forest Road. It formed a new connection between the Washington & Brookeville Turnpike (Georgia Avenue) and the Olney-Sandy Spring Road (MD 108) and served farms and residences dating to the early 19th century. Along its route was the Federal- and Greek Revival-influenced Willow Grove (Master Plan Historic Site #23/115), built c. 1850 by Roger Brooke VI, a descendent of Sandy Spring founder James Brooke. At Doctor Bird Road, the 1897-1898 Dr. Bird House (Master Plan Historic Site #23/121) was the longtime home of Dr. Jacob Wheeler Bird, an influential doctor and civic leader. Nearby, the c. 1858 Stanmore (now demolished) was home to Caroline Hallowell Miller, who founded the Maryland Woman Suffrage Association c. 1889.

Where Batchellors Forest Road meets Georgia Avenue, it passes the Norbeck Memorial Park and Judean Memorial Gardens (Montgomery County Burial Sites Inventory Sites # 118 and 100). Across Georgia Avenue, Brooke Manor (Master Plan Historic Site #23/108) was built c. 1862 and updated in the 1940s by William Brooke Johns, a County Commissioner and former nationally known banjo player in the 1920s.

Traveling Experience

Beginning at Georgia Avenue (MD 97), the road passes two cemeteries, an entrance to Olney Manor Recreational Park, and the Washington Christian Academy; the rustic portion of the road begins here. An attractive cottage-style home sits on the left, and slightly further on the right is the c. 1930 Calvin Bready House. It is a beautiful, whitewashed brick home with front-facing dormers and two chimneys. A charming red shed sits right at the roadside. The road curves slightly left, and up a rise are some forested areas and an open meadow to the right. The historic Willow Grove property is out of view down a long lane also to the right.

After crossing a small stream amid trees and forest, the road continues up a hill to a view of open meadows both left and right. To the left is the old Polinger horse farm, Trotters Glen, now mostly developed, but within view are yellow outbuildings, including a unique round horse barn. A right turn in the road leads to a stop sign with another horse farm on the left. Batchellors Forest Road continues after a turn to the left and then curves and descends over Batchellors Run, giving the drive a rolling feel. A brief forested area then opens to more development on both sides of the road. Batchellors Forest Local Park and adjacent William Farquhar Middle

School are on the right and the road proceeds up a hill with some nice open views to the right. Our Lady of Good Counsel High School then appears on the left and a developed cul-de-sac is on the right. Batchellors Forest Road ends at its intersection with Dr. Bird Road.

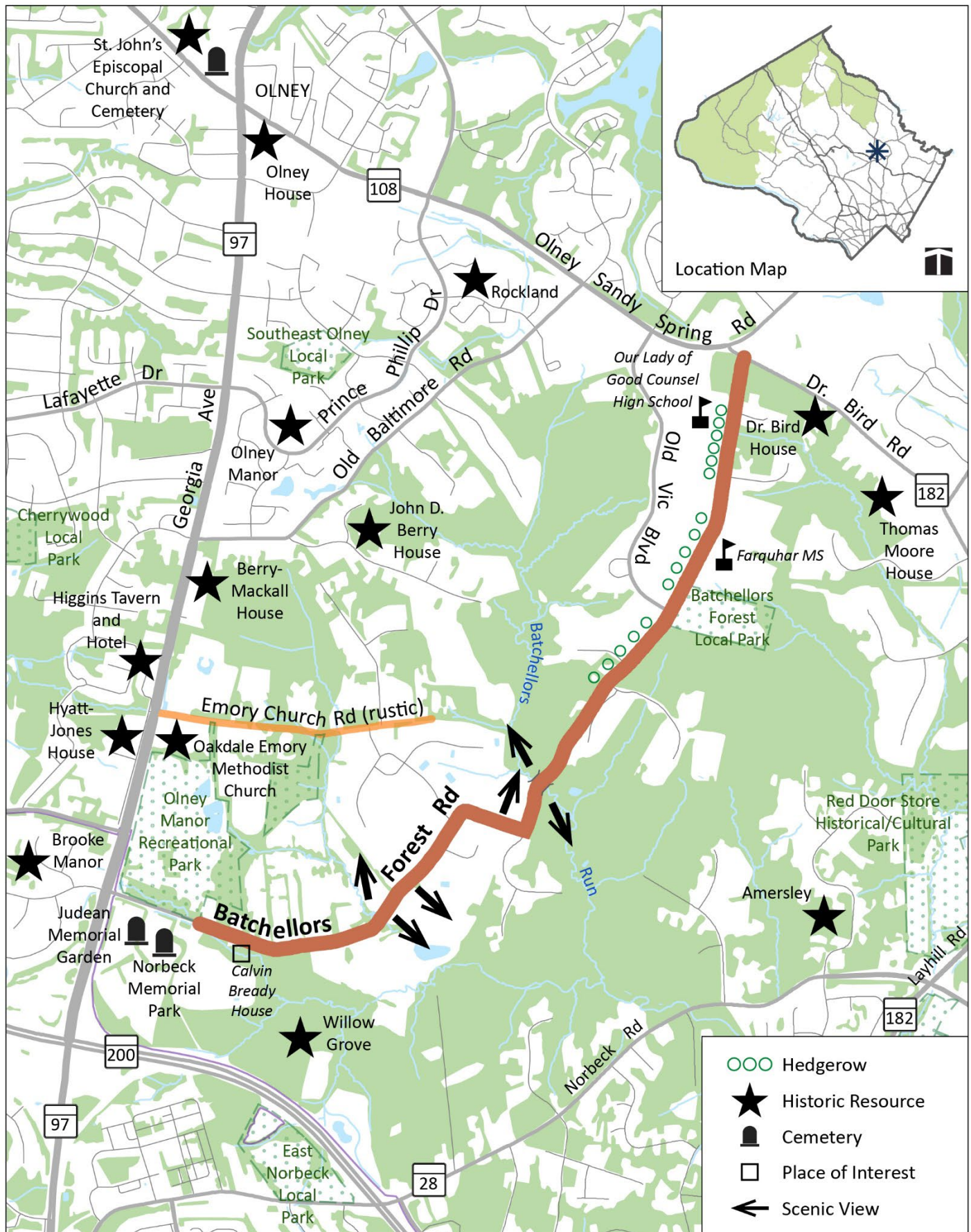
The *Bicycle Master Plan* recommends a sidepath along Batchellors Forest Road from an existing off-street trail just south of Batchellors Run to Farquhar Middle School.

Environment

The road is located primarily within the watershed of the Batchellors Run tributary to the Northwest Branch. The road crosses this forested stream valley at about the road's midpoint, with a second tributary crossing further southwest. Although much of the road has open vistas, a closed canopy forest encompasses the road to the far north where stands of forest come close to either side of the road in various locations. Large mature trees have grown close to the road pavement or on high banks above the road in many locations.

Road Characteristics

Extents	Washington Christian Academy entry drive to Doctor Bird Road (MD 182)
Length	2.38 miles
Width	18.5-23 feet
Surface	Paved
Lanes	No centerline or edge markings
Shoulders	None





Batson Road

A Rustic Road

Added to program by 1997
Cloverly Master Plan

Batson Road begins as a very straight residential street, lined with modest homes. But soon the houses thin out and the road enters forested areas and open spaces.



Significant Features

- Historic alignment
- The road's relationship to Spencerville, the historic Batson Road African American community, and the Rocky Gorge Reservoir
- Narrow pavement
- Mature forest surrounding the northern end
- Mature trees adjacent to the pavement framing the southern end

History

Batson Road closely follows its historic alignment, first platted in 1874 and built by 1879. It stretched northeast from the thriving rural village at Spencerville and improved access to Howard County via Murphy's Ford at the Patuxent River near the road's end.

Spencerville was established in 1848 by William Spencer. Two of the village's earliest dwellings survive near Batson Road: the c. 1855 Spencer-Carr House (Master Plan Historic Site 15/55), believed to have been built by village founder William Spencer, and the c. 1857 William Phair House (Master Plan Historic Site 15/75), a unique surviving log home that served as a 19th-century stagecoach stop along the Laurel Road – today's MD 198.

Part of the land secured for the new road came from the farms of African American settlers who had established homes in the area by 1865, and from the property of the Mount Cavalry African Union First Colored Methodist Protestant (AUMP) Church, established in 1872 on land purchased by trustee George L. Bowen. The church's historic cemetery (Burial Sites Inventory Site #107) sits just south of a burial ground believed to be associated with the Franklin family (Burial Sites Inventory Site #248), who lived in the vicinity by 1870. The Batson Road settlement was one of several small African American communities that grew around Spencerville in the 19th and early 20th centuries.

The road is mostly likely named for Dr. John R. Batson, who practiced medicine in Spencerville for nearly 40 years. In 1917, Batson donated land at the foot of the road to the Free Methodist Episcopal Church. The church had a strong enough presence in Spencerville that there were enough congregants to support the construction of a frame church building in 1905 and a permanent camp meeting facility in 1932 to accommodate summer gatherings of the faithful at the Free Methodist Church Camp Meeting Ground (Locational Atlas Site # 15/74) along Peach Orchard Road.

Traveling Experience

The alignment of this road consists of long, straight sections with gentle curves and elevation changes. Overhead utilities are located along its entire length.

Starting at its southern end on Spencerville Road (MD 198), Batson Road has a suburban residential character, but the mixed housing stock and individual large trees help provide a rural feel. Homes are concentrated along

this southern half of Batson Road and there are several landscape contracting businesses set back from the road here as well. Soon, the houses begin to become fewer and farther between, and areas of forest appear on one side of the road or the other, with a low embankment next to the road in places. Larger open spaces also appear. After a particularly long stretch of woods on the left, the trees clear to reveal the Mt. Calvary A.U.M.P. Church.

The road then bends to the right and continues along a low ridgeline through open spaces and large front yards. Eventually, the tree cover picks up again and the road begins a slow decent. At the Y-intersection with Brogdon Road, the road proceeds to the right up a slight rise and through another sparsely housed area. At a large bend to the left, transmission lines cross the road, providing a view in both directions. After rounding the bend, the road enters into mature forest that provides tree enclosure over the very straight road. The road becomes steeper, descending to end at a gate where the old alignment continues to the WSSC conservation area surrounding the Rocky Gorge Reservoir.

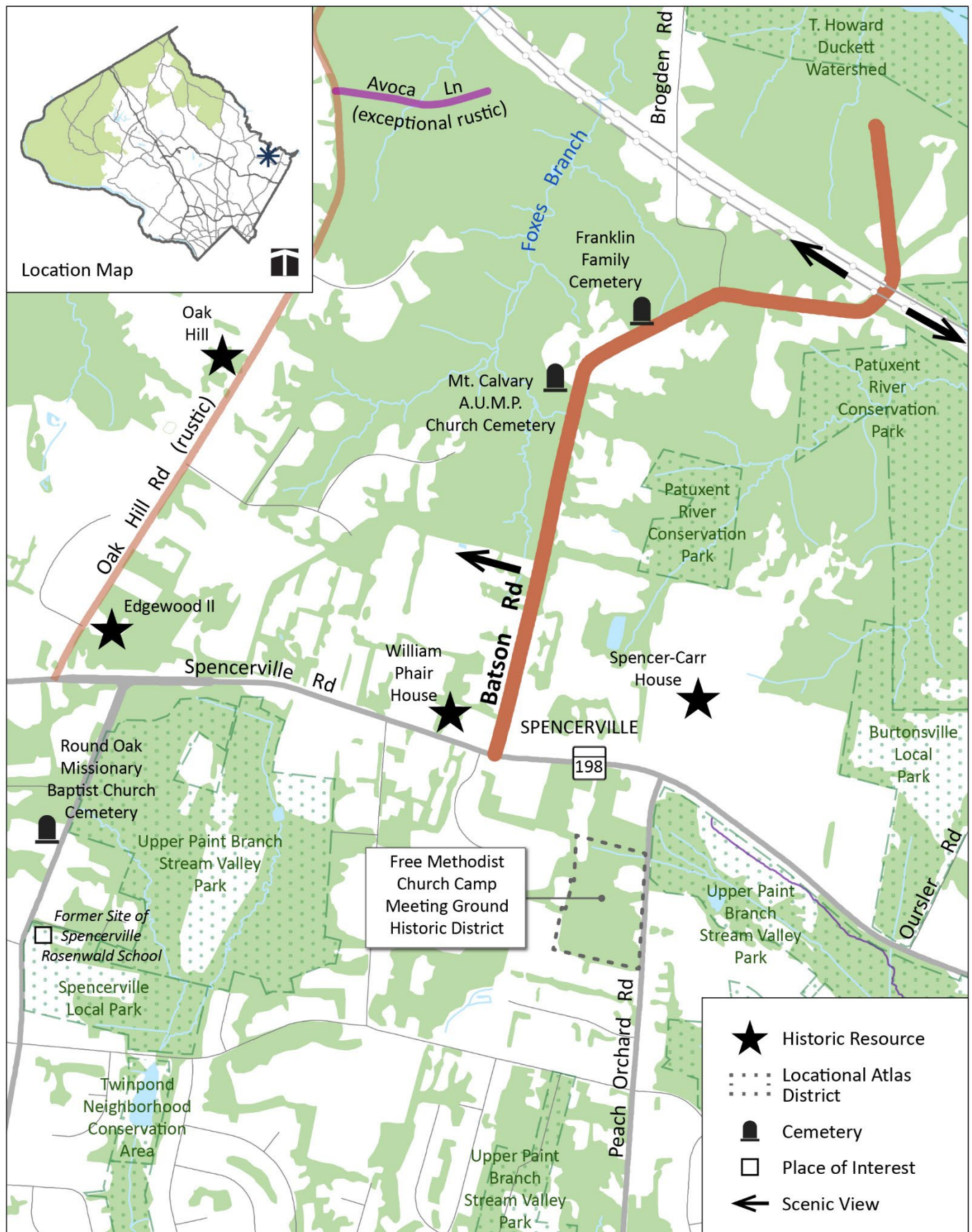
Environment

The road is primarily within the Lower Patuxent River watershed, but there is a short segment near Spencerville Road within the Upper Paint Branch Special Protection Area (SPA).

There are no stream crossings as the road loosely follows a ridge between tributaries leading down toward the convergence with the Patuxent River Watershed Conservation Park (a designated biodiversity area), the Pepco transmission lines, and the T. Howard Duckett Watershed that protects the Rocky Gorge Reservoir. This reservoir and the Triadelphia Reservoir just upstream provide drinking water for approximately 600,000 customers primarily in eastern Montgomery and northern Prince George's counties. This narrow road passes along several mature forested areas with wide canopies covering the road from a single side in places. The north end of the road is within a mature forest.

Road Characteristics

Extents	Entire road: Spencerville Road (MD 198) to end of road
Length	1.27 miles
Width	14-18 feet
Surface	Paved
Lanes	No centerline or edge markings
Shoulders	None





Beallsville Road

A Rustic Road

Added to program by the 1996 *Rustic Roads Functional Master Plan*

Beallsville Road (MD 109) has outstanding farm and rural landscapes.



Significant Features

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

History

Beallsville is a small crossroads community dating to the mid-18th century. The section of Beallsville Road from Beallsville at Darnestown Road (MD 28) to Barnesville was officially surveyed in 1838 and 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 Beallsville Historic District (Master Plan Historic District #17/1) includes the Monocacy Cemetery (Burial Sites Index Site #103), site of the former c. 1747 Monocacy Chapel, rebuilt in 1912. The Monocacy Chapel provided shelter for travelers as well as a place for worship. The earliest surviving structure in this historic district is an 1870s log smokehouse; other buildings date from the early 1900s. North of Beallsville, the Mt. Zion Methodist Episcopal Church, founded in 1867, was one of the first African American churches established in the county in the years after emancipation. The church's historic cemetery is nearby (Burial Sites Index Site #113). Both served the nearby Big Woods community, which was founded by free Black families before the Civil War. Black students attended the Sellman School (Locational Atlas and Index of Historic Sites #12/17-001A), formerly located on the church grounds, from the late 19th century until county schools desegregated in the 1950s. The Warfel Store (Master Plan Historic Site #12/14-003) is the only remaining commercial building in Sellman, a railroad community that boasted a canning factory, mills, stores, and a gas station by the early 20th century.

Traveling Experience

Beallsville Road traverses rolling farmland throughout its length. Beginning at its south end in the Beallsville Historic District, on the immediate left, is the Darby Store. It's one of the few existing examples of a rural, vernacular general store dating from the early 20th century in Montgomery County. Harry Clay Darby erected the extant store in 1910 and the neighboring house for his family in 1921. The Darby Store became an important addition to the community as it supplied area farmers and residents of the small neighboring communities for over 50 years, selling a variety of dry goods, feed, and groceries. It even housed the local post office in the 1920s. Now owned by M-NCPPC, the store was moved 27 feet to the west in 2011 and placed on a new foundation; renovations to the building were completed in 2015 and the store was reopened for business. On the right side of the road is the Upper Montgomery County Volunteer Fire Department and a softball field owned by the department.

Just northeast of the Darby Store, the road passes Owens Local Park, which becomes forested just past the recreational facilities. Beallsville Road has acceleration and deceleration lanes in front of the park. Just north of the park, the road passes through a clearing for transmission lines over the road, offering long views in either

direction. Farm views then open to the right, while a forested area broken up by an occasional house is on the left. The road then passes Big Woods Road (a rustic road) and continues past the Sellman School/Mt. Zion M. E. Church historic site on the left. Just before passing the train station, there are large views of farmland to the right, before the road passes the Warfel Store on the left.

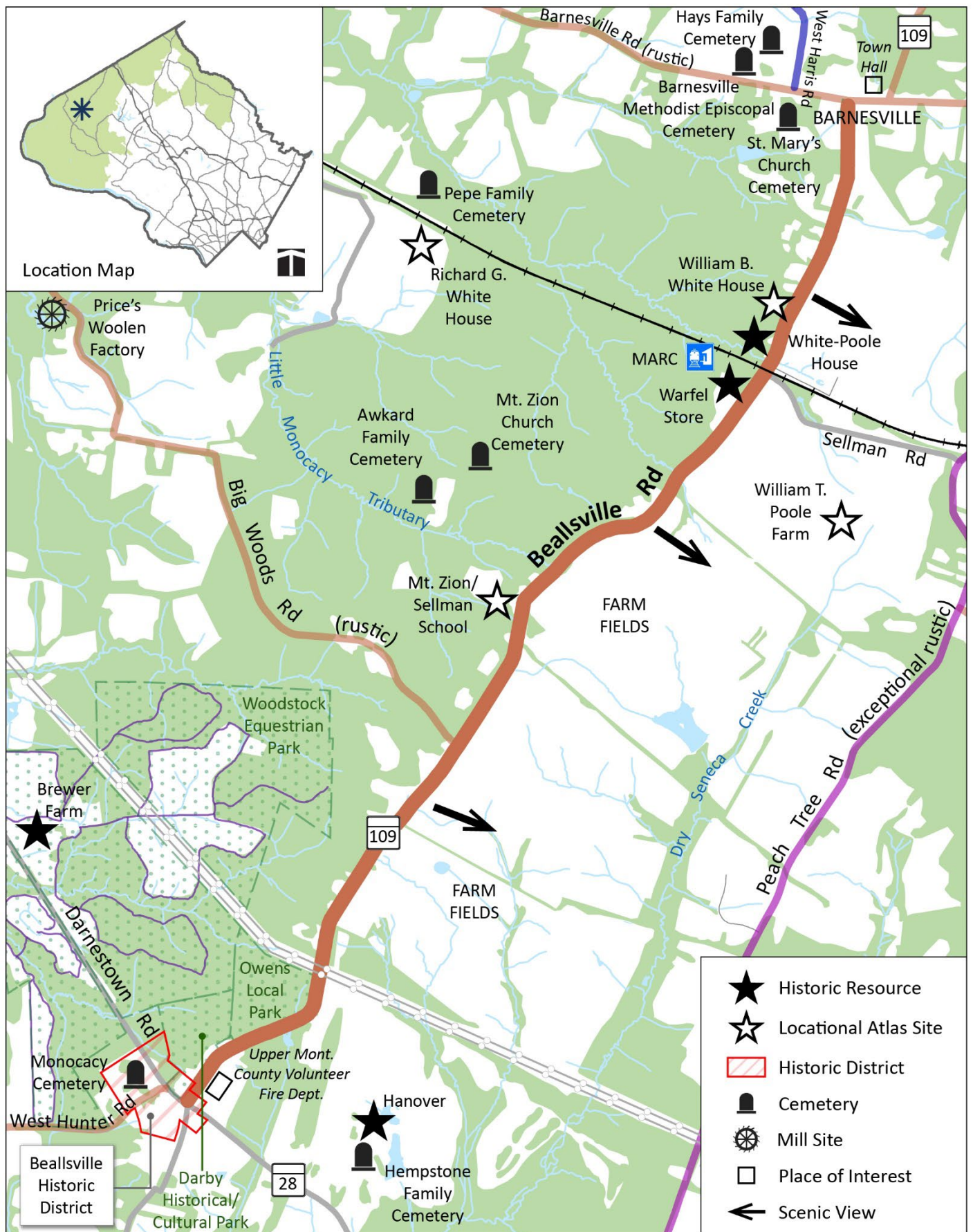
The road then dips to pass under the railroad tracks and then rises steeply toward the Town of Barnesville. Barnesville developed in the mid-18th to early 19th centuries. Although not a designated historic district, the Town has outstanding historic character and is one of the few small communities with independent planning powers. Beallsville Road ends at Barnesville Road (a rustic road), but MD 109 continues to the right as Barnesville Road and then to the left as Old Hundred Road (a rustic road).

Environment

The road generally follows a ridgeline between the Little Monocacy (east) and Dry Seneca (west) watersheds. Long scenic views are generally to the east as the west side of the road is intermittently forested. Utility lines close to the pavement and on both sides of the road have prevented an over-hanging canopy. The exception is where trees have grown tall enough to overhang the utility lines. On the west side of the southern end of the road are two parks: the Darby Store Cultural Park at the intersection and Owens Local Park to the north. Except for the store and house along the roadside, the 25-acre cultural park is largely forested. The 32-acre Owens Local Park features a playground, lighted tennis courts, a softball field, basketball courts, and a picnic area and is also heavily forested. Both parks adjoin the much larger Woodstock Equestrian Park. Lillard's Corner Park in the Town of Barnesville is on the west side of the northern terminus of the road.

Road Characteristics

Extents	Barnesville Road to Darnestown Road (MD 28)
Length	3.29 miles
Width	18 feet
Surface	Paved
Lanes	Center line and edge markings
Shoulders	None





Belle Cote Drive

Added to program by the
1997 *Fairland Master Plan*



An Exceptional Rustic Road

Belle Cote Road has outstanding tree canopy and forested areas. This plan reclassifies this road exceptional rustic.



Significant Features

- Narrow gravel surface
- One-lane culvert
- High tree canopy and forest along the road
- Views of creek

History

Belle Cote Drive follows its historic alignment dating to at least 1907, when it first appears on U.S. Geological Survey area maps. It branches east from Kruhm Road, a significantly older road which likely originated in the mid-19th century as the drive for the c. 1864 Duvall-Kruhm House (Master Plan Historic Site #15/60) just to the north. The Duvall-Kruhm farmstead is an excellent example of a 19th-century family farm, and retains the original farmhouse, stone smokehouse, and a massive bank barn.

Just south of Belle Cote Drive, the Ward Family Cemetery (Burial Sites Inventory Site # 268) sits on property that was owned in the 1800s by free African American settlers Samuel and Rachel Ward, who lived in the area by 1870. Samuel was a farm laborer, while Rachel was a housekeeper for nearby families. Their son William is believed to be buried at this site.

Traveling Experience

Belle Cote Drive begins at Kruhm Road traveling east less than 0.4 miles. The entrance, patched with asphalt, becomes gravel as it narrows and descends down a slope. Shallow woods on the left lead to heavy woods on each side. On the right, a spring head becomes a deep creek bed lined with vegetation, declining rapidly with the road as it becomes a single lane. The road continues through the woods along this creek to its lowest point where it crosses the Kruhm Tributary. The views up and down this tributary reach far beneath the trunks of the tall trees in these woods. Sixty yards beyond the stream crossing, a private lane extends the road, roughly straight, along the east bank of Kruhm Tributary. Another creek descends to the road from the right. The road turns to the right at the end, a short distance up the north side of this creek, also lined with vegetation, all beneath a tall forest canopy. A few driveways access the road here.

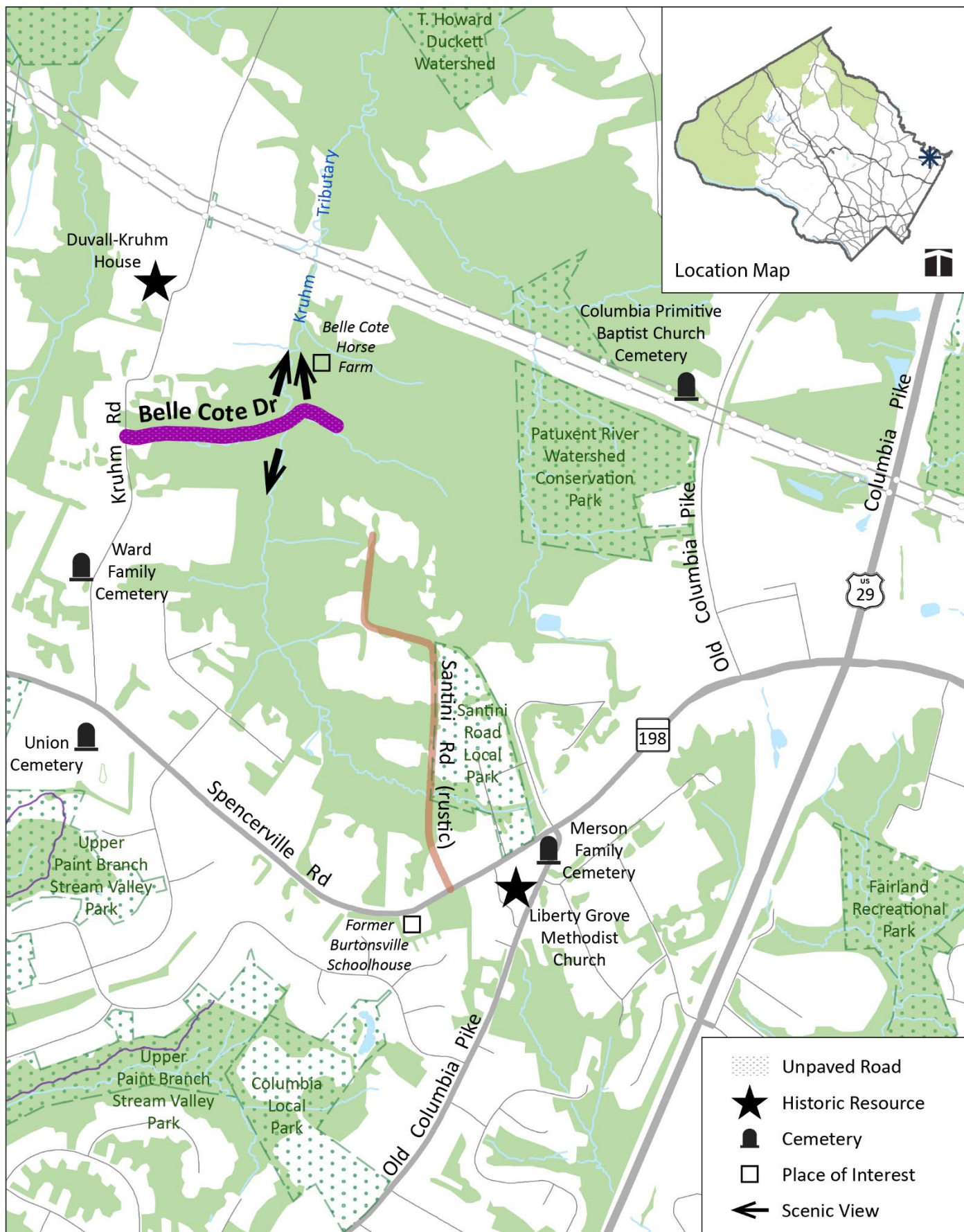
Environment

Belle Cote Drive is located within the Kruhm watershed that flows directly to the Rocky Gorge Reservoir. The road follows two small tributary streams to the Kruhm mainstem, which is crossed at the road's mid-point. The road terminates at state-owned conservation land being used to mitigate the environmental impacts of the Inter-County Connector (ICC). This property is adjacent to a former subdivision that was acquired by the state and added to the Patuxent River Watershed Conservation Park to help protect the reservoir's water quality. Other measures to protect water quality in this area can be seen in the low-density rural character and the

forested tributaries. These measures are particularly important in the Kruhm Road tributary as it is one of the few subwatersheds to the Patuxent River with only fair water quality.

Road Characteristics

Extents	Entire road: Kruhm Road to end of county maintenance
Length	0.37 miles
Width	10 feet
Surface	Gravel except in the sections just before and after the Kruhm Tributary culvert
Lanes	No centerline or edge markings
Shoulders	None





Looking east on Belle Cote Drive just east of the intersection with Kruhm Road



Looking east on Belle Cote Drive towards one-lane culvert and winding bend in road at the end of the road



Views into the Kruhm Tributary from the one-lane culvert



Bentley Road

A Rustic Road

Added to program by the 2015
Sandy Spring Rural Village Plan

Bentley Road has high historic value; outstanding natural features, including mature trees and a stream beside the road; and rural views across farm fields.

Significant Features

- Historic alignment
- Holly orchard
- Mature trees lining the road

History

Bentley Road began as a late 18th-century farm path leading from MD 108 to Bloomfield (Master Plan Historic Site #28/63). The farm path was extended after the construction of nearby Oakleigh (Master Plan Historic Site #28/64) in 1882. Bloomfield, Oakleigh, and Cloverly (Master Plan Historic Site #28/65), a nearby farm built from 1849 to 1852, are eligible for the National Register of Historic Places.

The properties and road are notable for their associations with the Bentley family, influential Quaker citizens. Caleb Bentley lived in Bloomfield by 1838. He was a wealthy entrepreneur and landowner and a founder of the nearby mill town of Triadelphia. His wealth, in part, derived from the institution of slavery. The property was inherited in 1851 by Richard T. Bentley, who is believed to have operated Bloomfield as a stop on the Underground Railroad. Cloverly is noteworthy for its association with Sandy Spring's Mutual Improvement Association, founded in 1857 by Mary Needles Roberts and considered one of the nation's oldest women's clubs.

Artifacts recovered in the nearby area suggest indigenous people used this land, possibly centuries before the arrival of Europeans and Africans.

Traveling Experience

Bentley Road begins on the north side of Olney-Sandy Spring Road (MD 108). A gas station sits close to the road on the west side and the Sandy Spring Museum is located behind groups of trees to the east. Passing the museum, the road is enclosed by forest on both sides, framing a view of Bloomfield. The road makes a sweeping turn right as it passes Bloomfield and climbs. Passing Oakleigh, located on a rise on the left, long views across fields can be glimpsed from the house, and a mature holly orchard planted in the 1950s is seen to the east.

On the right (south) side of the road, Cloverly and its barn can be glimpsed through the trees edging the road. The road descends toward a small stream, turning abruptly left before reaching it. As the road turns, the pavement narrows and passes through a tunnel of trees. A road crosses a culvert as it continues north alongside the stream. The views across the wooded stream valley dominate on the east as the road ends in a private driveway.

Environment

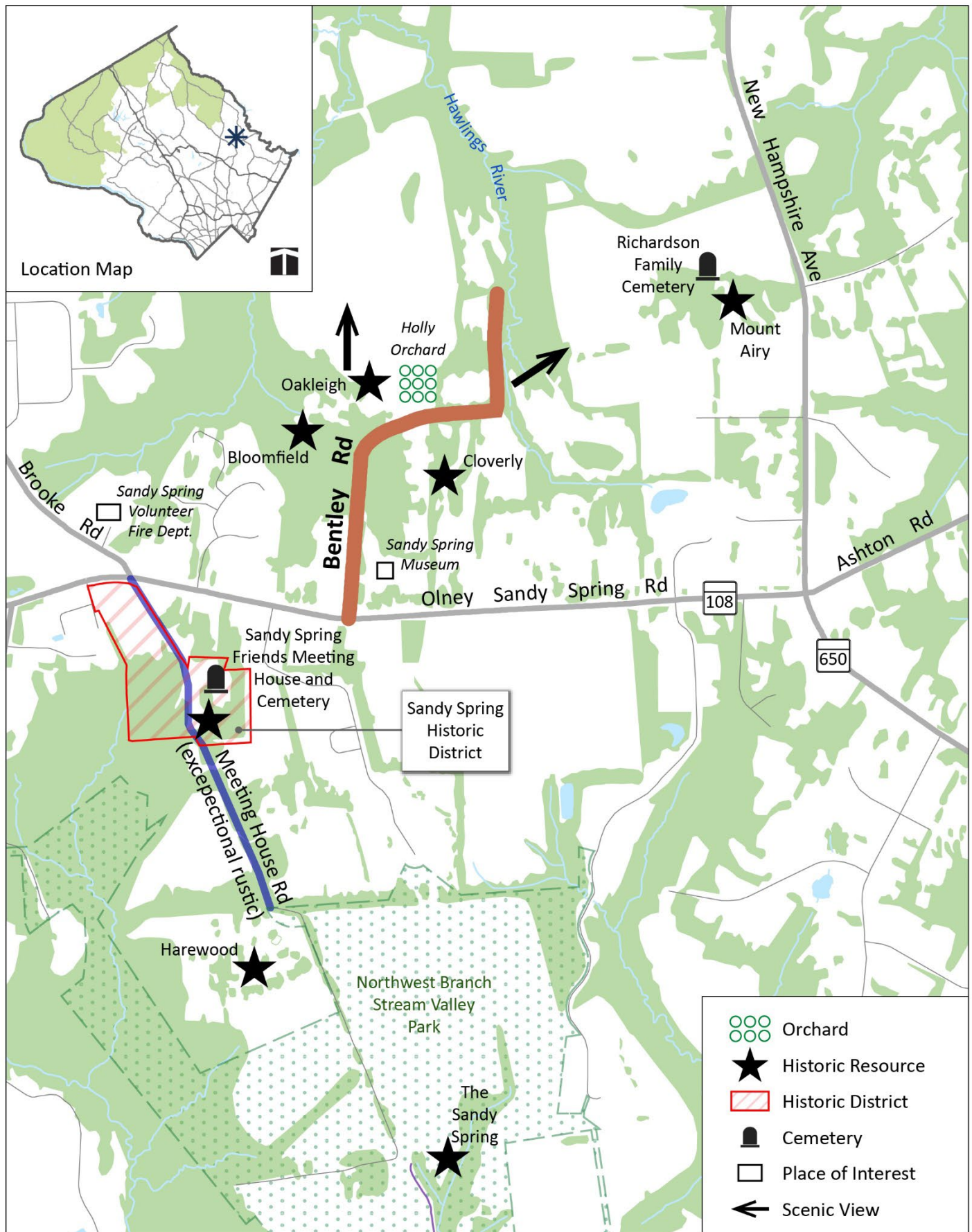
Bentley Road originates on the ridgeline between the Potomac and the Patuxent River watersheds. From this high point it descends toward a headwater tributary to the Hawlings River, a major Tributary to the Patuxent

River. Efforts to protect the Patuxent watershed include not only extensive public land holdings, but also low density of development, imperviousness restrictions, stream valley protection, and the preservation of open space. These efforts ensure the long-term quality of the downstream drinking water reservoirs.

The south side of the road has intermittent canopy before it passes through an upland forest area. After the first curve, the canopy persists as hedgerows and large individual trees. At the second curve, the road drops into and follows a stream and forested floodplain on the east side.

Road Characteristics

Extents	Entire road: Olney-Sandy Spring Rd (MD 108) to end of the road
Length	0.49 miles
Width	10-18 feet
Surface	Paved
Lanes	No centerline or edge markings
Shoulders	None





Berryville Road

An Exceptional Rustic Road

Added to program by the 2002
Potomac Subregion Master Plan

Berryville Road follows its original alignment and provides exceptional views of Seneca Creek.



Significant Features

- Two narrow bridges over tributaries to Seneca Creek
- The alignment of the road with Seneca Creek and the Hookers Branch tributary
- Historic alignment
- “Roller coaster” vertical alignment
- Steep embankments on edge of road

History

Berryville Road was first formally surveyed in 1873. It connected the Rockville to Dawsonville road (present-day Darnestown Road) to the Seneca Mill Road (present-day Seneca Road) and ran along properties owned, in part, by the descendants of Robert Peter and James Allnutt, wealthy landowners and slaveholders who first purchased land along the Seneca Creek in the late 18th century.

The road passes through the Seneca National Register Historic District and to the west, it borders the historic plantation, Montanverde (Master Plan Historic Site #24/24), the c. 1806-1812 Federal-style home of military and political leader Major George Peter. At least 75 slaves lived on the property and worked in agricultural labor at the time of Major Peter’s occupancy, though no structures remain to mark their presence.

The Peter family also owned the nearby Seneca stone quarry and cutting mill (Master Plan Historic Site #17/52), which provided red Seneca sandstone for numerous Chesapeake & Ohio Canal locks and lockhouses, and for major Washington buildings such as the Smithsonian Institution. Employment records suggest that enslaved laborers made up part of the quarry’s workforce.

Berryville Road is home to an African American kinship community made up of descendants of original congregants of the Potomac Grove Colored Methodist Episcopal Church, founded c. 1893 along Violettes Lock Road to serve a community of Seneca quarrymen and their families. The original burial ground remains (Burial Sites Inventory #145), though the church and associated school have been demolished. In 1941, church services were relocated to a new facility along Berryville Road and the name was changed to the Seneca Community Church.

Traveling Experience

Berryville Road travels generally southwest from Darnestown Road (MD 28) for approximately 3.5 miles to its intersection with Seneca Road (MD 112). Driving this road provides a number of memorable experiences as the rolling and winding alignment follows the terrain, climbing in and out of a stream valley. After leaving Route 28, the first one-third of a mile passes through a roller coaster section with hedgerows along both sides. On the left, views of large, modern homes are visible occasionally through gaps in the trees; openings on the right reveal views of open fields.

For the next mile, the road passes several side roads to the left that lead to modern developments. while the right side is heavily forested with infrequent private driveways and canopied stretches. Following another roller

coaster section and several short turns, the foliage drops away and a sweeping view of the Seneca Creek Valley suddenly appears.

The road then drops down into the valley and turns generally southward. This section parallels a portion of the Seneca Historic District and features vistas into the park, meadows, farm fields, and buildings. Near the end of this straightaway, the road enters into the historic district, reenters the woods, and then passes over one of two narrow bridges that cross tributaries of Seneca Creek. This bridge (bridge inventory #M-0029) was built in 1930; the superstructure was replaced in 2003. The road crosses a low ridge before descending to meet a horseshoe bend in Seneca Creek. A small parking lot provides an opportunity for a close-up view of the creek only a few feet away.

From here, the road takes a winding course bounded by high banks as it climbs out of the Seneca Creek Valley and crosses the second narrow bridge. This bridge (bridge inventory #M-0028) was also built in 1930; the bridge received a new deck and the substructure was rehabilitated in 1996. Shortly, the road leaves the Seneca Historic District while continuing to parallel it on the right. It enters the African American kinship community and passes Seneca Community Church on the right before reaching its junction with Seneca Road. A return drive to Route 28 provides a new set of views and an additional opportunity to gain appreciation for this exceptional rustic road.

Environment

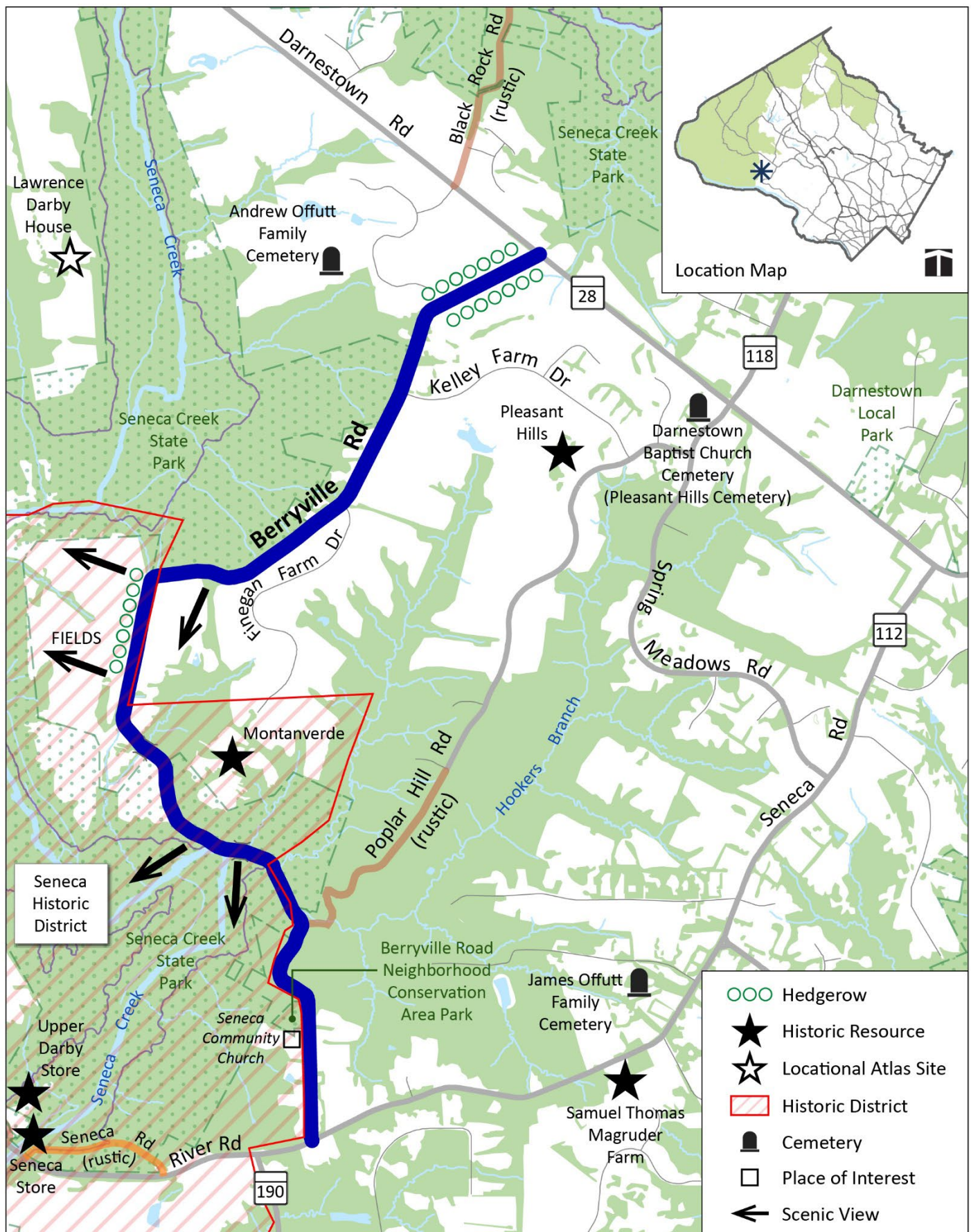
Much of this road is within, or skirts along, the edge of Seneca Creek State Park and is within sight of the river and floodplain at one point. The road also follows and crosses smaller tributaries to Great Seneca Creek within the park. It is within a dense and mature forest with a high canopy overhead. The road outside the park varies between open area, where trees and forest are set back from the road, to segments with dense hedgerows along both sides.

Seneca Creek State Park is a 6,300-acre park that extends along 14 miles of Seneca Creek and Great Seneca Creek and contains over 50 miles of trails for hiking, biking, and horseback riding through a wide range of habitats. The Seneca Greenway Trail, which extends 16.2 miles from the Potomac River to Frederick Road (MD 355), may be accessed from this road. This trail is part of a planned 25-mile greenway connection between the Potomac and Patuxent rivers.

Located on this road is the Berryville Road Neighborhood Conservation Area Park. This park is undeveloped and its primary purpose is to conserve the natural environment.

Road Characteristics

Extent	Entire road: Darnestown Road (MD 28) to Seneca Road (MD 112)
Length	3.49 miles
Width	14 – 18 feet
Surface	Paved
Lanes	No center line or edge markings
Shoulders	None

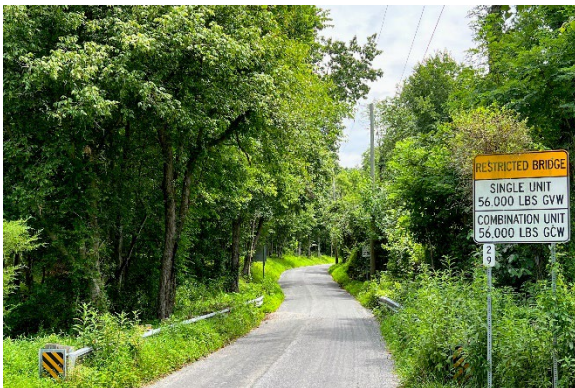




Rollercoaster alignment and steep embankments along the edge of the road



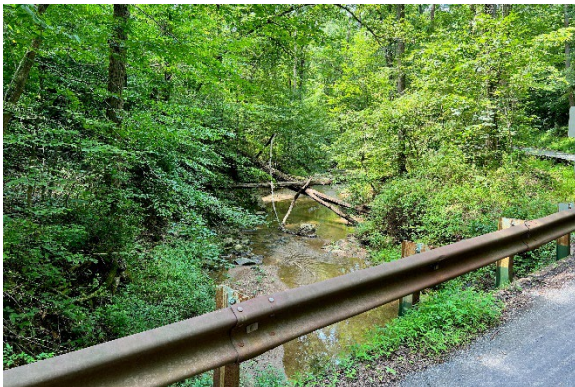
View of fields heading south on Berryville Road



Narrow bridge leading to Seneca Creek



Seneca Creek



Looking into Seneca Creek at the southernmost narrow bridge crossing



Seneca Community Church located at the southern end of Berryville Road

Big Woods Road

A Rustic Road

Added to program by the 1996 *Rustic Roads Functional Master Plan*

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.

Significant Features

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

History

Big Woods Road, built c. 1879, connected Beallsville Road with Oakland Mills near Dickerson. Many houses on the southern half of the road were part of Big Woods, one of the oldest Black communities in the county. It was founded by members of the Spencer and Awkard families well before the Civil War. Historic burial grounds for both families were established along the roadway (Burial Sites Inventory #10 & #62), along with 19th-century homes of log and frame construction. Big Woods was large enough to support several community institutions, including the Mount Zion Methodist Episcopal Church, founded 1867, near the intersection with Beallsville Road. The church site was home to the Sellman School (Locational Atlas and Index of Historic Sites #12/17-001A), attended by local Black students from the late 19th century until county schools desegregated in the 1950s.

Traveling Experience

From the south at Beallsville Road (MD 109) (a rustic road), Big Woods Road climbs slightly through areas with homes on small lots, agricultural fields, and woodlands. Most of the southern half of the road travels through or alongside dense forest canopy. The road twists and turns as it follows some old field lines, eventually with views across farm fields through a hedgerow on the left before rounding a curve to the left, at which point the view on the right side of the road becomes wide open, with views of a mountain range in the distance. The land on the right (north) side of the road was approved for a large lot subdivision in the early 1990s, but so far only one house has been built, with the rest remaining in agricultural use.

Continuing around a sharp bend to the right, forest cover then reappears on the right with more farm views and hedgerows on the left as it begins a long downhill descent. There's a lovely barn and other farm outbuildings on an embankment on the left. After a few more S-turns, the area opens up for the crossing over the Little Monocacy River. The road begins to climb again, now with the river valley down the hill to the left. The road traverses another mixed residential and agricultural area before ending at its intersection with Dickerson Road (MD 28) in the immediate vicinity of the railroad overpass on that road. Just before its end, the road passes Dickerson School Road (a rustic road) on the right. Dickerson Church Road (a rustic road) is directly across MD 28 from Big Woods Road.

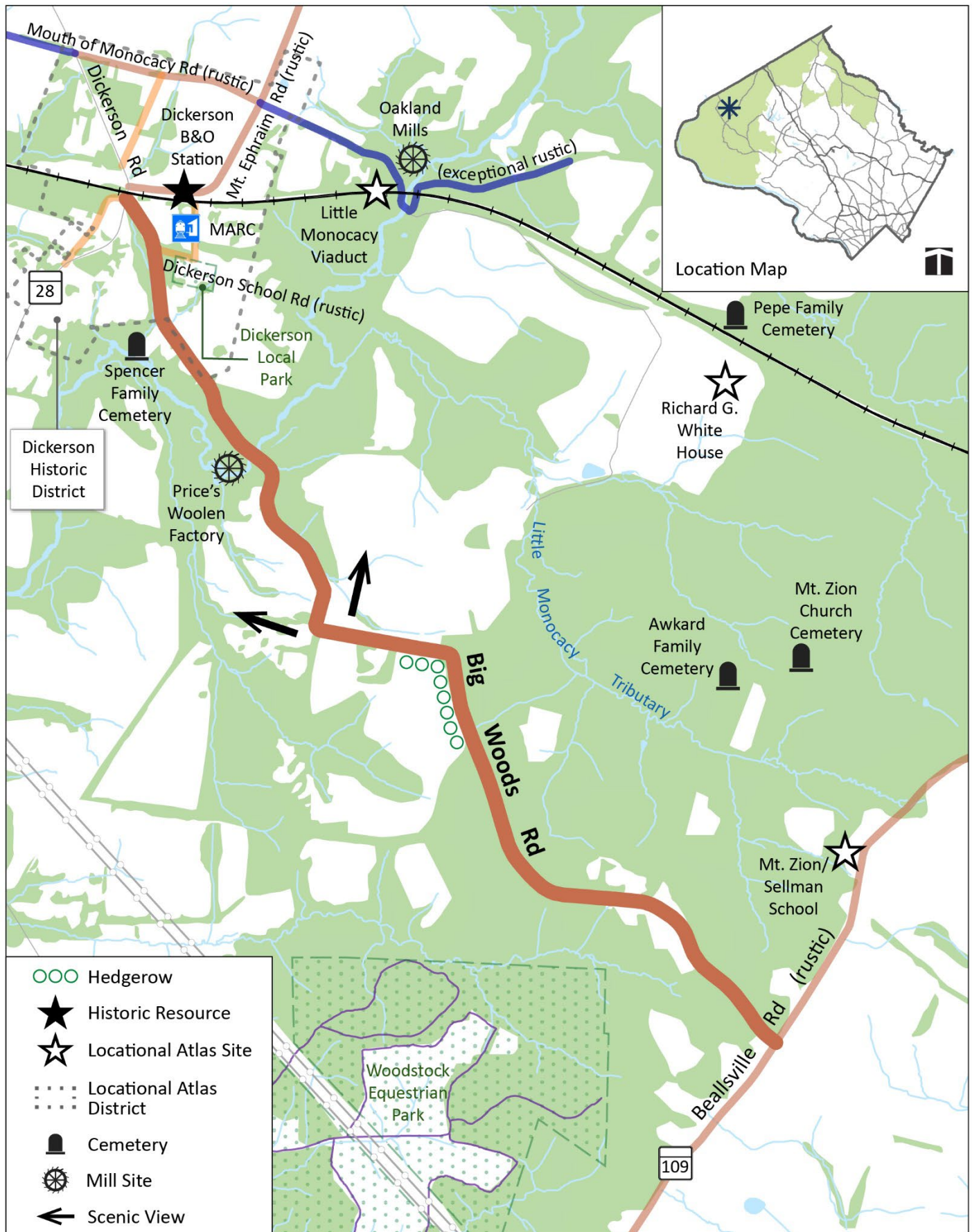
Environment

From its north end in Dickerson, Big Woods Road follows a tributary to the Little Monocacy River down to the Little Monocacy itself, then follows the river and floodplain until just past the Little Monocacy crossing. From there it follows another forested tributary to the river, and then generally follows a ridgeline between two

tributaries to the Little Monocacy up to Beallsville Road. South of the Little Monocacy River the road crosses a narrow Mafic surface rock formation. Quartzite and slate were mined along the banks of the Little Monocacy in this location. Except for its middle segment, the road is mostly forested. Even in the more open areas, there are hedgerows on at least one side of the road.

Road Characteristics

Extents	Entire road: Dickerson Road (MD 28) to Beallsville Road (MD 109)
Length	2.54 miles
Width	19 feet
Surface	Paved
Lanes	Center line but no edge markings
Shoulders	None



Black Rock Road

A Rustic Road

Added to program by the 1996 *Rustic Roads Functional Master Plan*

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

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 Great 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 construction of Black Rock Mill (Master Plan Historic Site #24/6) in 1815. The mill is a rare survivor of the many mills that once thrived in the county. An up-and-down saw cut lumber year-round, while the millstones worked seasonally to grind grain to flour. The mill is now part of Seneca Creek State Park and leased to Montgomery Parks. It hosts an exhibit interpreting the history of milling.

The intersection of Black Rock Road and Germantown Road (MD 118) was the site of the 19th century African-American community of Brownstown, named for early settler William Brown. Few historic resources from the community remain. The Asbury United Methodist Church Cemetery (Burial Sites Inventory #65) on Black Rock Road is associated with this historic settlement.

Traveling Experience

Black Rock Road connects Germantown Road with Darnestown Road (MD 28), passing through Seneca Creek State Park on the way. Beginning at Germantown Road, wooded parkland 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. Just after the turn, the road crosses under a set of transmission lines. There is a trail crossing here for the natural-surface Powerline Trail, which uses the Pepco right-of-way to connect South Germantown Recreational Park with Seneca Creek State Park and is open to hikers, bikers, and horseback riders. After a short section with residences on both sides of the road, the right side becomes a wooded area of Seneca Creek State Park while houses continue along the left side.

Just before the road goes under complete tree canopy, it passes a dilapidated two-story log structure (Locational Atlas and Index of Historic Sites #18/33) that was probably built in the late 1800s. Ahead on the right is the entrance to the Button Farm Living History Center, a 19th century farmstead, and set back from the road is the Button Farm Cemetery (Burial Sites Inventory Site #260). The road then continues through the park, crossing Great Seneca Creek on a one-lane steel bridge (bridge inventory #M-0047). This bridge is one of the longest on a rustic road in the county and provides great views of the creek. Immediately past the bridge on the right are the remains of Black Rock Mill. 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 set of houses in a wooded area, and then emerges from the woods to continue to Darnestown Road. The Black Rock Estates subdivision is situated on either side of the rustic road at this location, although the large lot on the west side of the road is still in agricultural use.

Environment

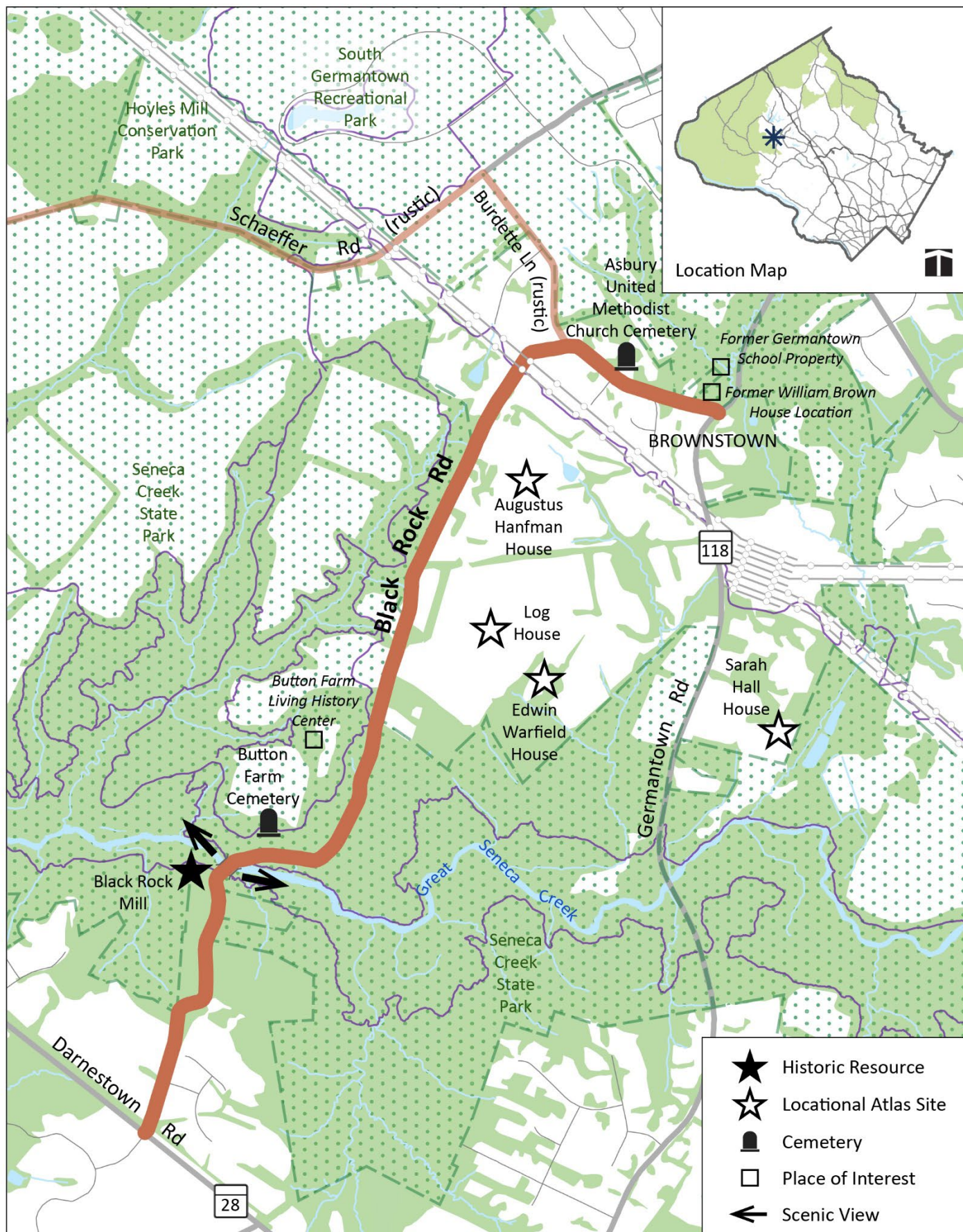
Located within the lower Great Seneca Creek watershed, the road straddles both sides of the creek, which is the largest in Montgomery County. Much of the road is within or skirts along the edge of Seneca Creek State Park with many access points to trails from the road. The dense and mature forest grows close to the road, often on high banks on one or both sides. The road follows streams through the forest; glimpses of these streams may be seen between the trees. The northern segment of the road that is south of the power-line crossing has dense forest on the west side with large individual trees and some hedges on the east. North of the power-line crossing vegetation is limited to large trees growing very close to the road.

The north end of Black Rock Road is the southern edge of a forested part of the South Germantown Recreational Park. This 695-acre park offers a variety of activities, including hiking, biking, archery, miniature golf, swimming, soccer, picnicking, and adventure play. The park also offers community garden plots. Most of the land the park now occupies once belonged to the James and Macie King Farm, a working dairy farm since the mid-1800s. A historic 10,000-square-foot dairy barn that once housed 122 cows has been converted to become the King Barn Dairy Mooseum, which tells the story of the nearly 300 dairy farms that existed in the first half of the 20th century in Montgomery County. The park also includes almost seven miles of hard surface trails throughout the park including a Heart Smart Trail near the Mooseum.

A large portion of Black Rock Road runs alongside or through the Schaeffer Farm Area of Seneca Creek State Park. This 6,300-acre state park extends along 14 miles of Seneca Creek and Great Seneca Creek and contains over 50 miles of trails for hiking, biking, and horseback riding through a wide range of habitats. Two park trails cross Black Rock Road at Seneca Creek: the 16.5-mile Seneca Creek Greenway Trail, which crosses the creek on the one-lane bridge and connects the C&O Canal and the Potomac River to MD 355, and the 5.8-mile Seneca Ridge Trail, which provides a connection between Clopper Lake and Schaeffer Farm.

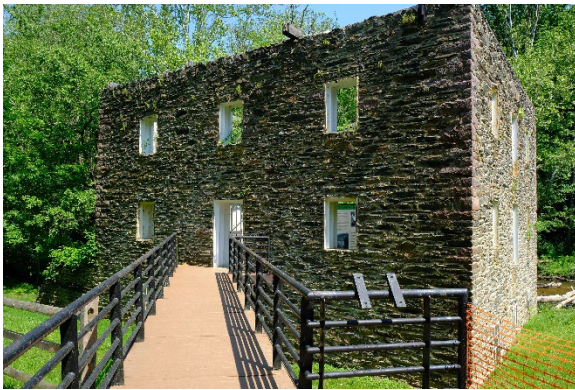
Road Characteristics

Extents	Entire road: Germantown Road (MD 118) to Darnestown Road (MD 28)
Length	2.46 miles
Width	15 feet
Surface	Paved
Lanes	Center line and edge markings
Shoulders	None





One-lane bridge across Great Seneca Creek



The Black Rock Mill



Brighton Dam Road

Added to program in the
2005 *Olney Master Plan*

An Exceptional Rustic Road



Brighton Dam Road is a narrow road connecting the Town of Brookeville to Howard County at the Brighton Dam on the Patuxent River. The road has natural features and outstanding vistas. This plan reclassifies Brighton Dam Road exceptional rustic.



Significant Features

- Narrow pavement
- Alignment through forested Reddy Branch stream valley
- Steep embankments, especially near Brookeville
- Views across fields of historic Holland farmstead
- Two older houses very close to road
- Historic alignment

History

Brighton Dam Road, west of New Hampshire Avenue, was platted in 1857 and established by 1865. It stretched from the turnpike in Brookeville to the cattle scales in the agricultural community of Brighton, home to European colonists by 1761.

Revolutionary War patriot James Holland built a home at Prospect Hill (Master Plan Historic Site #23/72) by 1783. The property included a woolen mill, stone quarry, and housing for people enslaved by the Holland family. Holland's descendants settled at the c. 1800 Grafton Holland Farm (Master Plan Historic Site #23/82) and Holland Farm (Master Plan Historic Site #23/81), built by 1865. Nearby, the Brookeville Woolen Mill (Master Plan Historic Site # 23/69) and Mill Worker's House (Master Plan Historic Site #23/148) are rare surviving structures from an early 19th-century mill complex.

By the mid-19th century Brighton was an established agricultural village along the Unity-Colesville road (today MD 650). Noted horticulturist Henry Stabler established the Roslyn estate c. 1844 and built a surviving bank barn (Master Plan Historic Site #23/79). Nearby Fairfield (Master Plan Historic Site #23/85) was built c. 1856. By the 1860s, Brighton was also home to a growing free African American community, which over time established a benevolent society, school, and the now-demolished Centennial Methodist Episcopal Church.

At the intersection with New Hampshire Avenue, the site of a former 19th-century grange hall is adjacent to the c. 1870 St. Luke's Episcopal Church and associated burial ground and memorial garden (Burial Sites Inventory Sites #133 & #229). The Brighton Grange met in the hall by 1891 and was associated with the National Grange of the Order of Patrons of Husbandry, a social and educational organization for farmers.

East of New Hampshire Avenue, Brighton Dam Road was not established until the 1940s, when the Washington Suburban Sanitary Commission constructed the Brighton Dam to create a reservoir for drinking water. The newly built dam and road replaced the Green's Bridge crossing of the Patuxent River, which dated to the 18th century, to the north. The section of Brighton Dam Road east of New Hampshire Avenue is not included in the rustic designation.

Traveling Experience

Leaving the town of Brookeville heading east on Brighton Dam Road, low-lying areas and Reddy Branch are seen to the left. Open fields and farmland predominate along this narrow road with attractive red barns and outbuildings to the north. The road narrows even further after crossing Reddy Branch. Nearing the end of this section of road, a fantastic large white farmhouse at the Holland Farm is on the right with multiple outbuildings, a spring house, and a large red gambrel-roofed bank barn.

Environment

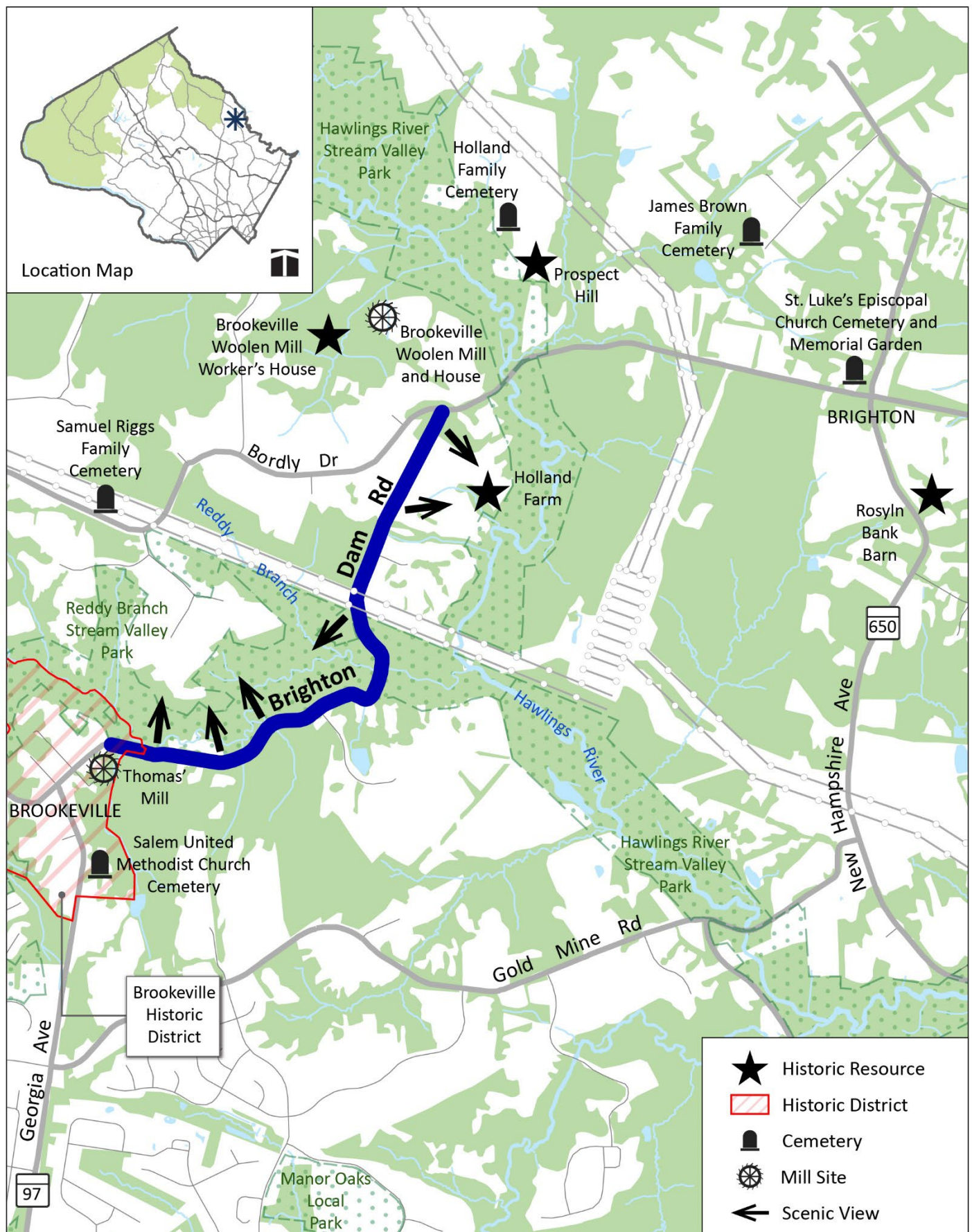
Brighton Dam Road is within the Reddy Branch and Hawlings River watersheds. The road crosses both bodies of water, as well as several other smaller streams. Reddy Branch is a major tributary to the Hawlings River, the largest tributary to the Patuxent River in Montgomery County. The Hawlings River confluence with the Patuxent River is located downstream from the Brighton Dam, which controls the upstream Triadelphia Reservoir.

The road parallels Reddy Branch and the Reddy Branch Stream Valley Park to the north with mixed forest and canopy cover. As the road curves north, it crosses Reddy Branch and the associated floodplain immediately upstream from its confluence with the Hawlings River. The road crosses over the Hawlings River and through the Hawlings River Stream Valley Park. There is no public access to the stream valley park from the road due to the lack of pullovers and the wide floodplain. A trail is planned for this reach, but the alignment has not been determined. Between the two power line rights-of-way, the road crosses the Hawlings River and associated stream valley park through the river's floodplain.

Much of the forest along Brighton Dam Road is in public or semi-public ownership or is protected on private land. It appears that hedgerow canopy cover has suffered from utility line clearing over time.

Road Characteristics

Extents	Brookeville town limit to Bordly Drive
Length	1.28 miles
Width	17-19 feet
Surface	Paved
Lanes	No center line or edge markings
Shoulders	None





Looking west on Brighton Dam Road towards the Town of Brookeville



Looking east on Brighton Dam Road



Hillside east on Brighton Dam Road before crossing Reddy Branch



Looking east on Brighton Dam Road towards house located close to the road



Looking across field towards Holland Farm



Brookeville Road

A Rustic Road

Added to program in the 1996 *Rustic Roads Functional Master Plan*

Brookeville Road has outstanding natural features and historic value. This plan removes the rustic designation from the new roundabout at the Brookeville Bypass to the old Georgia Avenue alignment.



Significant Features

- Historic alignment
- Trees and vegetation along the Reddy Branch stream valley

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.

Traveling Experience

From the west (Olney-Laytonsville Road, MD 108), the crossroads with Zion Road marks the site of the Mount Zion community, which was established by formerly enslaved African Americans following the Civil War. On the right are the 1872 wood-frame Mt. Zion School (Master Plan Historic Site #23/53) and the Mt. Zion United Methodist Church Cemetery (Burial Sites Inventory #114). To the north past the intersection is Bon Secours, a frame house built c. 1855 for Baltimore tobacco broker Nicholas Griffith. Griffith profited from the labor of individuals enslaved in tobacco farming; at least six enslaved people lived on this property. It is currently home to Bella Vita Farm. Some of the red farm buildings can be spotted just after the mixed-vegetation hedgerow lining the north side of the road, but are better seen when heading the opposite way.

On the left after a wooded area is Locust Hill, a substantial stone dwelling built in 1868 on property owned by several generations of the Riggs family (Master Plan Historic Site #23/59). Next to Locust Hill is the Pleasant Valley Farm. On the right, the road next passes the Gustavus Jones Farm (Master Plan Historic Site #23/59), a log and frame house, parts of which date to the 1850s when the farm was established. The farm also includes a collection of agricultural outbuildings and a family cemetery with burials as early as 1853 (Burial Sites Inventory #34). This property was also home to at least one enslaved individual in the 1850s and 1860s.

Continuing past farm fields, the road then begins a long descent into a forested area, with vegetation growing right up to the road. Brookeville Road crosses Reddy Branch and its tributaries several times in the forest, although some of the bridges have unattractive white concrete parapets along their sides. On the right past one of these barriers the road passes the c. 1820s Oakley Cabin (Master Plan Historic Site #23/60), which was likely home to persons enslaved on the Oakley Farm and later to free Black families. Montgomery Parks uses the site and park to interpret African American history. The rustic portion of the road ends at a roundabout built in 2022 as part of the Brookeville Bypass project.

Environment

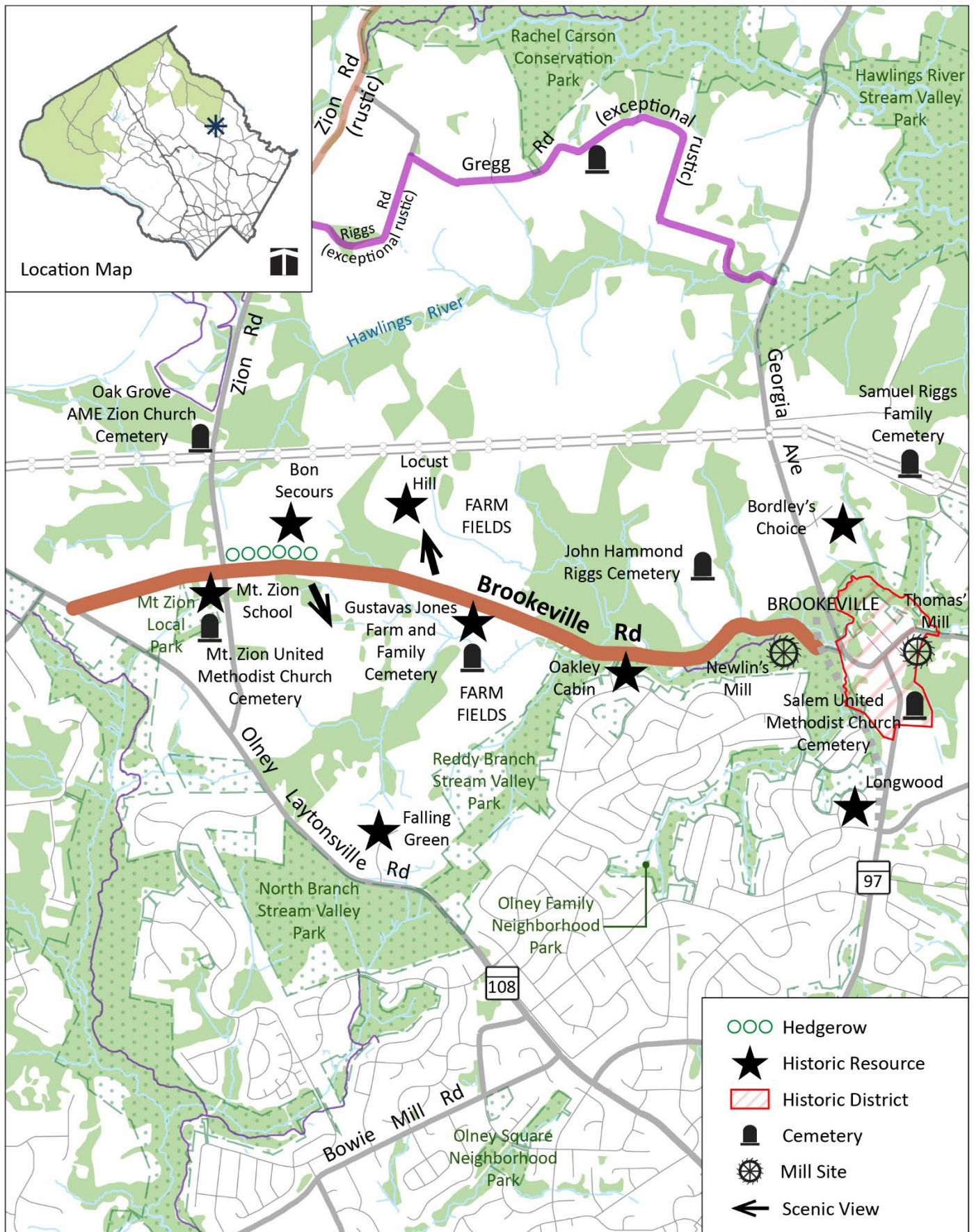
Approximately one-half mile of Brookeville Road—from Olney-Laytonsville Road (MD 108) to a point about 300 feet west of Zion Road—is within the Upper Rock Creek Special Protection Area (SPA). SPAs are watersheds of very high quality and worthy of special protection. This may take the form of conservation park acquisition and the application of stringent water-resource protection measures to protect water quality and associated natural features such as streams, wetlands, and forests within the development process.

East of this point, the road—at first roughly and then closely—parallels the Reddy Branch to the south. This tributary flows to the Hawlings River, a major tributary to the Patuxent River and the downstream Rocky Gorge Reservoir. Much of this tributary is protected as parkland or within conservation easements on private land. Any significant new development is subject to stringent water-quality protections measures such as imperviousness limits and reforestation requirements.

Brookeville Road crosses the Reddy Branch several times. Much of the eastern half of the roadway is the northern boundary of Reddy Branch Stream Valley Park. Much of this park area is within floodplain and designated as a Biodiversity Area. The western edge of this park is also the site of the first reforestation effort using development mitigation funds. Over 10 acres of newly acquired stream valley were successfully planted. Just east of this planted area is the old Brookville gneiss mine; it now appears as a pond surrounded by trees. The forested areas north of the road were proposed for park acquisition in the 2005 *Olney Master Plan*. The master plan describes this as a “[l]arge, high quality complex of forest and wetlands” that “[c]ontributes to preserving quality of Reddy Branch Biodiversity Area.” The 55-acre Western Reddy Branch Biodiversity Area is dominated by large tulip poplar, red oak, pin oak, red maple, black cherry, and American Beech trees and supports one of the largest concentrations of shingle oak known in Maryland.

Road Characteristics

Extents	Olney-Laytonsville Road (MD 108) to the west side of roundabout at Georgia Avenue (MD 97)
Length	2.65 miles
Width	18-20 feet
Surface	Paved
Lanes	Center line between MD 108 and Zion Road only; no edge markings
Shoulders	None





Brown Church Road

A Rustic Road

Added to program
by this master plan

Brown Church Road is a frequently fence-lined road providing outstanding views of farm fields. The road becomes increasingly forested as it nears its eastern end.

Significant Features

- Outstanding views of fields and forests
- Cedar hedgerow and mature trees growing close to the road
- Overhead canopy
- Narrow pavement
- Historic alignment with sharp bends near north end of the road

History

Brown Church Road follows an alignment dating to at least 1909, although it likely existed by the 1840s when members of the Brown family settled in the area. The road stretches southeast from a segment of today's Ridge Road first platted in 1834.

In 1846, the Brown family organized Brown's Chapel, a non-denominational log church that stood to the south of the road, likely near the significantly overgrown site of the Brown Church Cemetery (Montgomery County Burial Sites Inventory #237). Brown's Chapel was the first church in the Claggettville area and the predecessor of the nearby Montgomery Chapel Methodist Protestant Church (Master Plan Historic Site #15/81), first built in 1871 and replaced by the current structure in 1904.

Through the 1940s, Brown Church Road formed part of a network that connected Holsey Road, Long Corner Road, and Windsor Forest Road. These connections were lost by the 1960s as other roads in the area were improved.

Traveling Experience

The entrance to this road, turning east from Ridge Road (MD 27), is industrial and heavily residential as it heads uphill with small houses built close to the road. After the second turn in the road, residences are mainly to the south and long views of rolling fields predominate to the north. The road then turns generally southeast and crosses a culvert. The views from this section of the road include small farms set back from the road to the southwest and more views of fields to the southeast. Woods begin to appear close to the road on the east side, followed soon by woods on both sides that form a canopy as the road drops down. A pond and buildings are visible to the southwest as the road turns left, again running through a canopied section of woods before coming upon the gate that marks the end of the rustic section.

Directly east of the gate are long, wooded views and the Patuxent River, which is hidden from view. A small grove of trees to the southeast shelters the Brown Church Cemetery. Open fields rising from the road and an old wooden guardrail are to the northwest. A stone carrying the legend "Site of Brown's Chapel Founded 1846" can be found approximately 400 feet off the south side of the road. The return trip to Ridge Road provides additional perspectives on this road's many views.

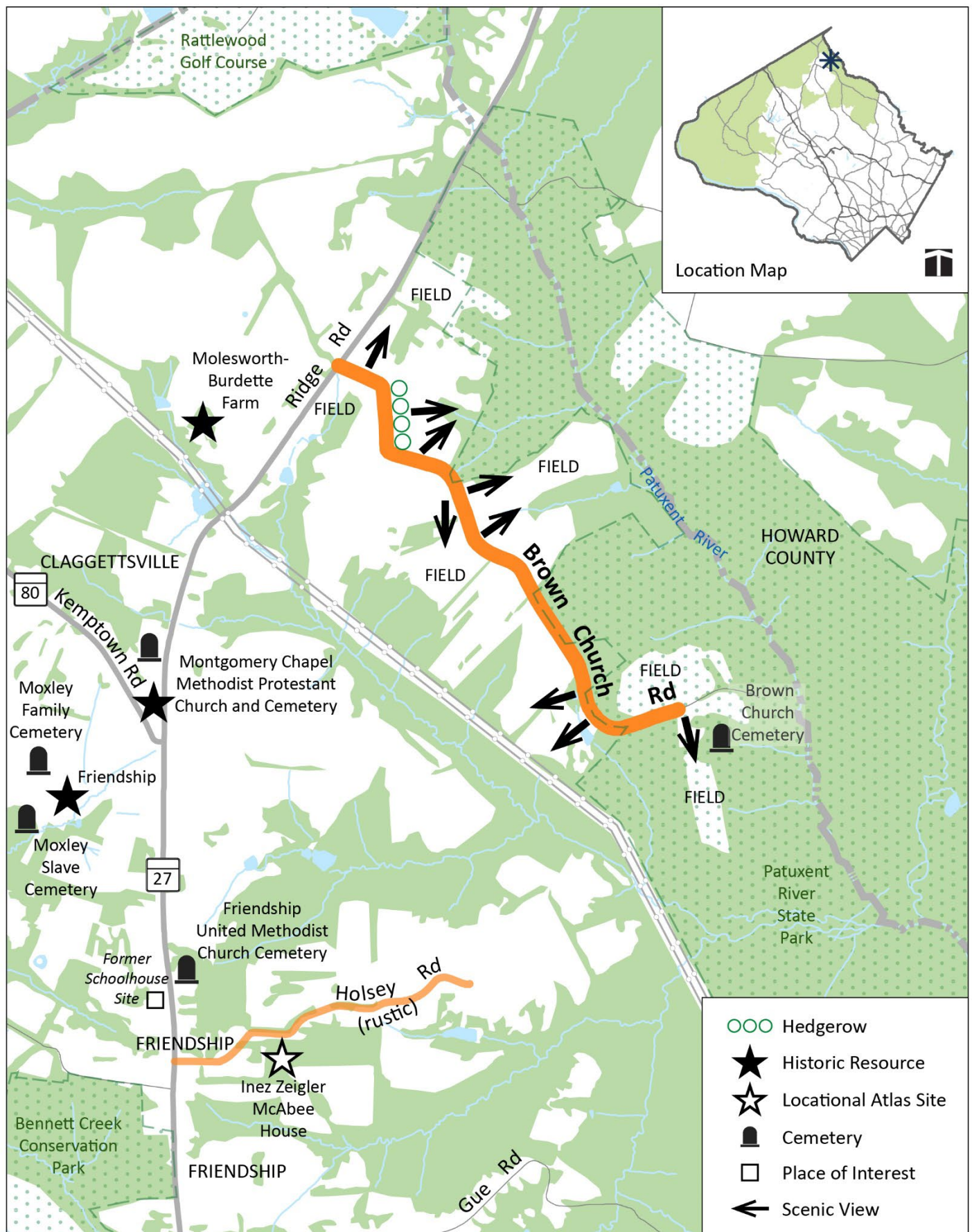
Environment

Brown Church Road straddles a ridgeline between the Damascus tributary watershed and a series of small direct tributaries to the Upper Patuxent River. It is an open road with occasional dense hedgerows. It becomes increasingly forested as it heads east. The road ends within the fields and forest of the Patuxent River State Park. Winding along the upper 12 miles of the Patuxent River, this 6,700-acre park is made up of natural areas and farmlands and provides recreational opportunities such as hunting, a catch-and-release trout stream, and hiking and equestrian trails. Park trails may be accessed from a small parking area at the end of the road.

Efforts to protect the Patuxent watershed include not only the extensive public land holdings, but also the low density of development, imperviousness restrictions, stream valley protection, and the preservation of open space. These efforts ensure the long-term quality of the downstream drinking water reservoirs.

Road Characteristics

Extents	Entire road: Ridge Road (MD 27) to Patuxent River State Park parking lot
Length	1.21 miles
Width	18-21 feet
Surface	Paved
Lanes	No center line or edge markings
Shoulders	None

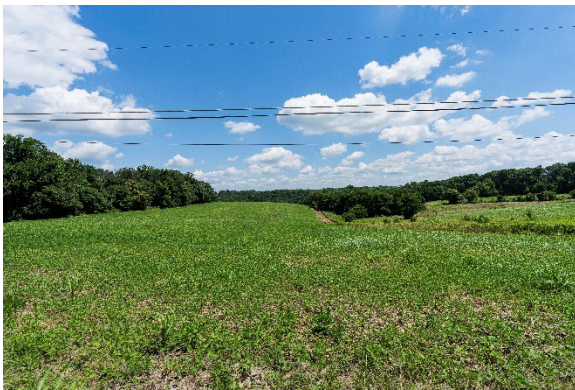




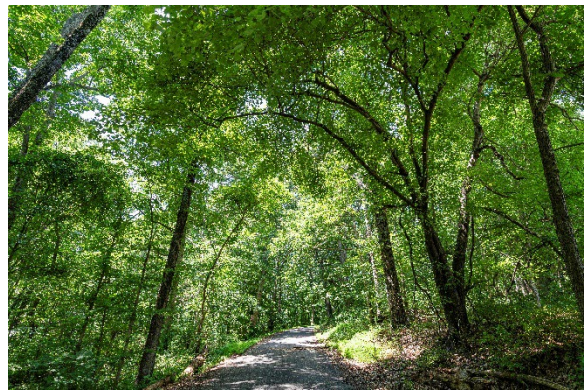
Cedar hedgerow near the north end of Brown Church Road



Long view of fields and forested areas



View of field on the east side of Brown Church Road



Tree canopy along the southern end of Brown Church Road



Looking north over the field at the end of the public portion of Brown Church Road



Gate at the end of the public extent of Brown Church Road



Bryants Nursery Road

Added to program by the
1997 *Cloverly Master Plan*

A Rustic Road

Bryants Nursery Road passes through residential properties with mature trees and forested areas near its crossing over Nursery Run.



Significant Features

- Rolling and winding alignment, especially through stream valley
- Mature trees near pavement, forested stream valley, high canopy along much of the road
- Narrow stream crossing over Nursery Run

History

Bryants Nursery Road appears on area maps by 1908 as part of a secondary road network connecting Norwood Road, Ednor Road, and New Hampshire Avenue (MD 650). Limited development occurred along the road until the early 1980s when new housing was constructed along the southeastern end.

The road's name may derive from Waverly Bryant, a nursery farmer, who in 1930 lived near Cloverly with his wife Mabel and three children. By the time of his death in 1953, he was well known as a nurseryman, farmer, and contractor.

The Nursery Run stream, which flows nearby, was named for the road.

Traveling Experience

Turning west from New Hampshire Avenue, the road passes a mixture of home styles on both sides of the road, with large trees in the yards and at the road's edge. The road curves to the right amid lightly forested areas. Some long, tree-lined driveways are occasionally seen on the north side. It is evident that during development, many mature trees were preserved. A beautiful, forested area to the left opens to a view of a small field which looks as though it was part of the original nursery. Descending and curving to the left, the road travels through enclosed tree canopy as it begins a steeper descent. A sign with a directional arrow warns of sharp turns leading to the Nursery Run stream crossing at a narrow bridge at the bottom of the hill (bridge inventory #M-0313); the bridge was constructed in 2001.

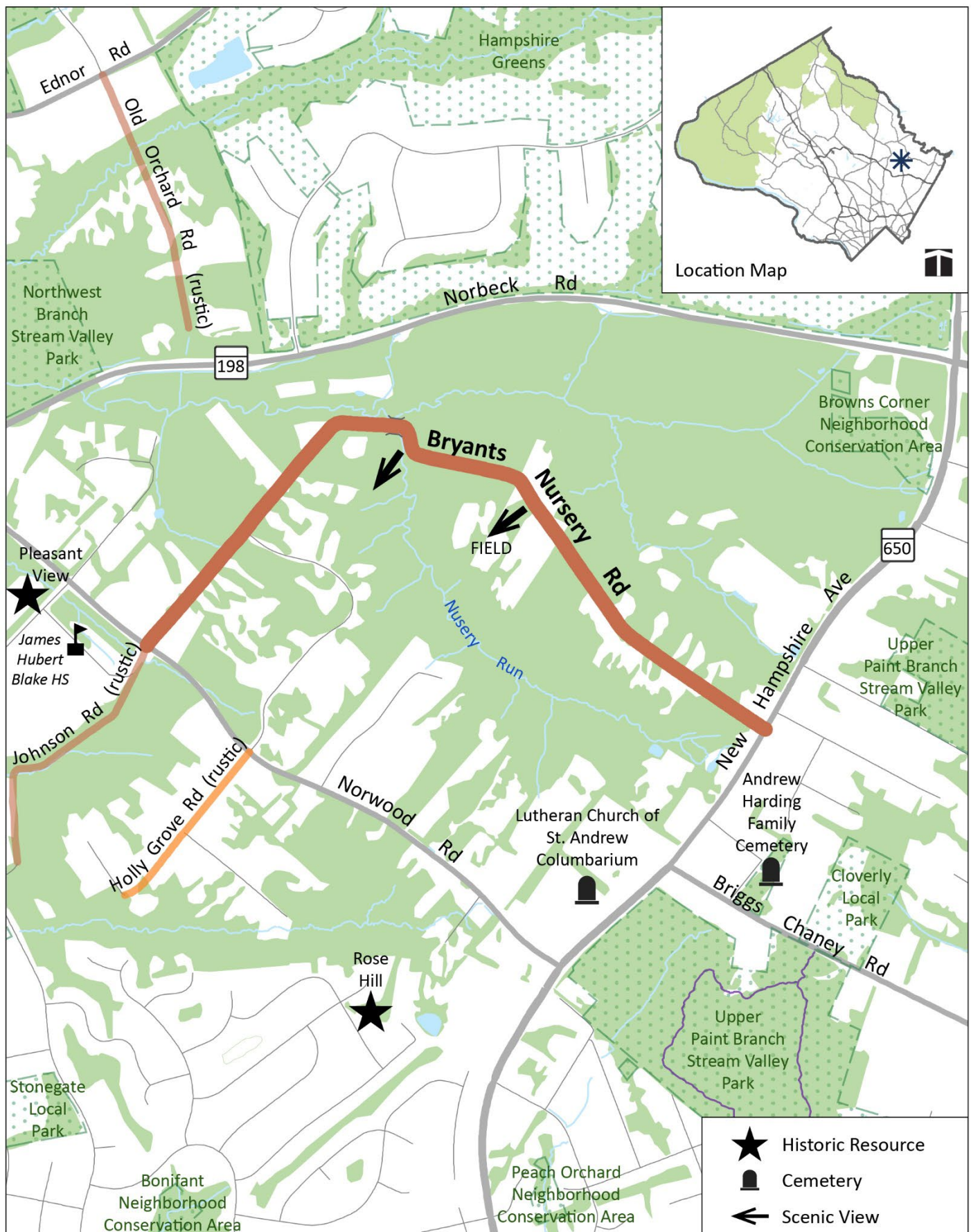
Heading back uphill, the road travels through another heavily forested area. An old farmhouse is visible on the right as the road turns left and straightens before passing a more highly developed section of Holly Grove Road on the left and crossing a small creek. The road ends at Norwood Road directly across from the entrance to Johnson Road (a rustic road).

Environment

Bryants Nursery Road is located within the Bryant's Nursery watershed. Between the road's midsection, where it crosses the stream, and New Hampshire Avenue, the road runs parallel to the mainstem of the Nursery Run tributary. The stream crossing is in an area of county-owned floodplain used to mitigate upstream road imperviousness. The closed-canopy mature forest is on both sides of the road in this location and individual trees grow close to the pavement. The upper sections of the road pass through intermittent areas of forest on both sides with canopy often covering most of the road.

Road Characteristics

Extents	Entire road: New Hampshire Avenue (MD 650) to Norwood Road
Length	1.46 miles
Width	14-19 feet
Surface	Paved
Lanes	No center line or edge markings
Shoulders	None





Bucklodge Road

A Rustic Road

Added to program
by this master plan

Bucklodge Road (MD 117) has numerous long views across fields.

Significant Features

- Numerous long views across fields
- Wooded areas
- Hedgerows along road
- Roadside embankments
- Views of horse fields
- National Register-eligible two-lane bridge over Bucklodge Branch
- One-lane bridge over Bucklodge Branch tributary
- Seneca sandstone building very close to road
- Seneca sandstone wall along the road at Friends Advice

History

Bucklodge Road was platted in 1870 and built by 1878 and still generally follows its historic alignment. An unimproved private road may have existed here by the late 1700s or early 1800s to serve the mills and numerous plantations established by prominent families including the Whites, Dades, and Gotts. These families frequently built homes and outbuildings from local Seneca sandstone, including nearby Buck Lodge, the c. 1792 Gott family homestead, now a ruin (Locational Atlas Site #18/16). Friends Advice (Master Plan Historic Site #18/15), built 1795-1810 and later expanded, is listed to the National Register of Historic Places and reflects a progression of styles spanning more than a century.

Several of these sites include quarters once home to the enslaved persons whose labor made these farms profitable. Members of the Jeffrey, Jones, and Proctor families, along with many others, were held in slavery here in the 19th century. The Richard T. White Farm (Master Plan Historic Site #18/13) includes a Seneca sandstone outbuilding immediately beside the road believed to have housed enslaved individuals. The building is likely contemporaneous with the original section of the main dwelling, built c. 1846.

Near the intersection with Barnesville Road, the c. 1864 Darby Miller's House (Master Plan Historic Site #18/40) is one of the last vestiges of Bucklodge, a community which grew around a gristmill on the Bucklodge Branch and later thrived as a railroad stop. A mill was established on this site as early as the 1770s.

The road also passes near several early African American communities established in the late 19th and early 20th centuries. Turnertown began with land acquired by Emma Turner in 1897 and grew to include neighboring parcels owned by her descendants. Blocktown was largely populated by members of the Jackson family, beginning with Thomas and Jennie Jackson's purchase of land in 1884.

By 1915, Bucklodge Road was built as a nine-foot-wide macadam roadway, and by 1924 it was incorporated into the state road system. Three concrete bridges cross the Bucklodge Branch and its tributaries. The northernmost of these, a two-span concrete slab bridge built in 1932, has been found eligible for the National Register of Historic Places.

Traveling Experience

Turning north from Darnestown Road (MD 28), Bucklodge Road passes dense woods on the right and a long farm vista on the left. Past the woods are a set of large horse farms on the right, one with board fencing and a pond. Next on the right is Friends Advice. On the left is an open view of the Rickman Farm Horse Special Park and its pastures. This was historically the Joseph C. White House (Master Plan Historic Site #18/14). A short section of Seneca sandstone wall is along the road between the Friends Advice driveway and the power transmission lines. Beyond the transmission lines, on the right are Wyndham Oaks with its fenced horse pastures and the Potomac Pony Club grounds where equestrian events are held, followed by Moore Road (a rustic road) on the left.

Continuing with woods on the left, the historic Richard T. White house is on the right, along with a Seneca sandstone building believed to have housed enslaved people in the curve of the road. Downhill is a one-lane bridge just before Whites Store Road (a rustic road) on the left and another horse farm on the right. The driveway on the right is lined with black locust trees; the one closest to the road is the county champion and is particularly beautiful.

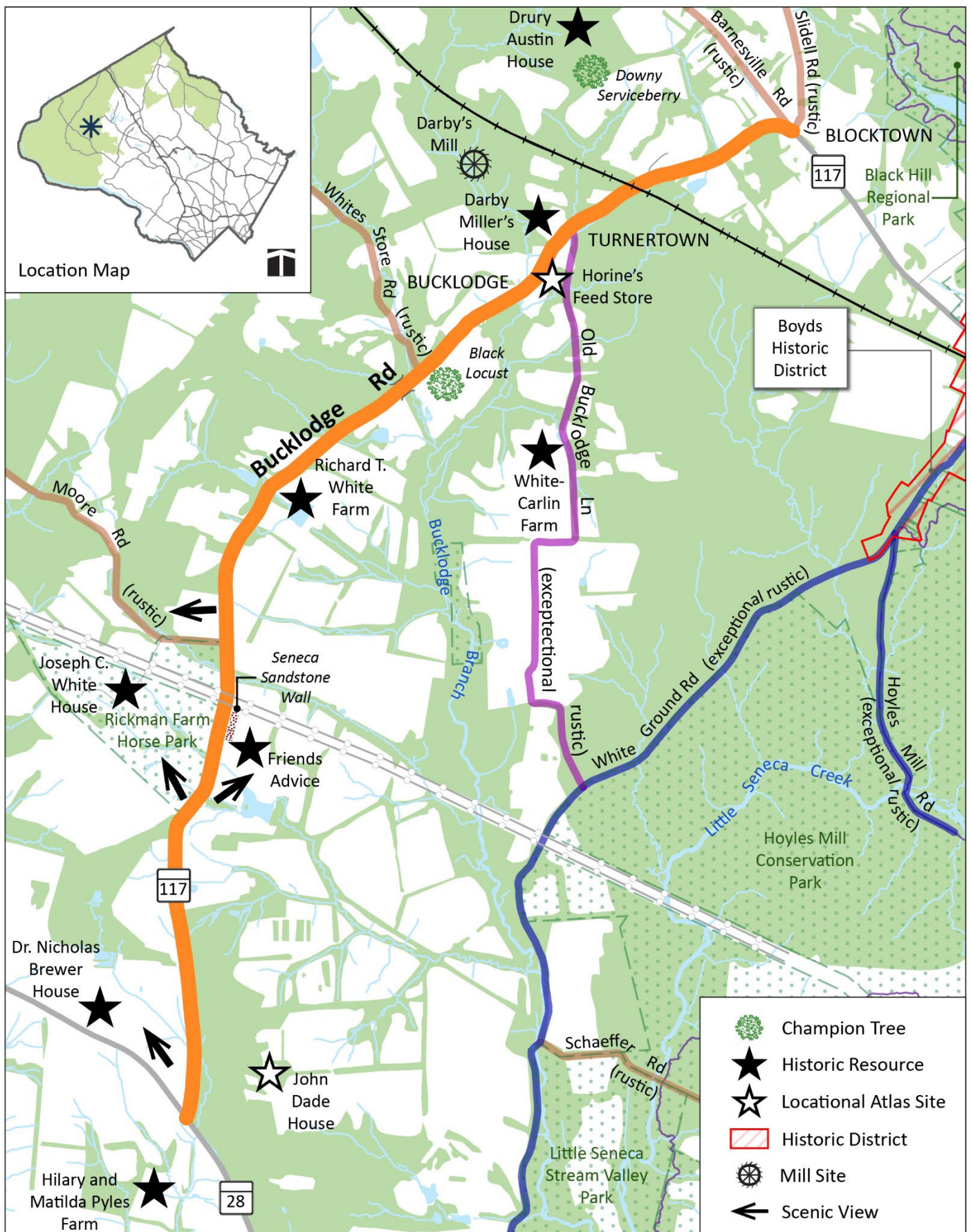
Between hayfields and small houses, the road crosses the historic 1932 bridge over Bucklodge Branch and continues past the old Horine's Feed Store (Locational Atlas Site # 18/7). Old Bucklodge Lane (an exceptional rustic road) comes in from the right and an old Maryland farmhouse sits on a hill to the left. Continuing, dense woods are on the right and mature trees line the embankment on the left. The road passes under the C&O railroad tracks and proceeds to its northern terminus at Barnesville Road and Slidell Road (both rustic roads) with fields and large lawns on both sides.

Environment

Most of Bucklodge Road is within the Bucklodge Branch subwatershed of Little Seneca Creek. The southernmost segment of the road is within the watershed of the Darnall Tributary to Dry Seneca Creek. Although fairly open in character, the road has numerous forested (and unforested) stream crossings. In addition, the northern and southern road segments have forest along the eastern side of the road. The presence of utility lines on both sides of the road inhibits the development of a closed canopy. The only established park along Bucklodge Road is the Rickman Farm Horse Special Park, a scenic 100-acre park operated by Great and Small, a nonprofit organization that provides equine-assisted activities and therapies to children and adults with a wide range of special needs.

Road Characteristics

Extents	Entire road: Darnestown Road (MD 28) to Barnesville Road (MD 117) / Slidell Road
Length	4.11 miles
Width	21–23 feet
Surface	Paved
Lanes	Center line and edge markings
Shoulders	None



Budd Road

A Rustic Road

Added to program by the 1996 *Rustic Roads Functional Master Plan*

Budd Road has outstanding natural features and vistas.

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 northern section does not appear consistently on local maps until the 1940s. No historic resources have been identified on this road.

Traveling Experience

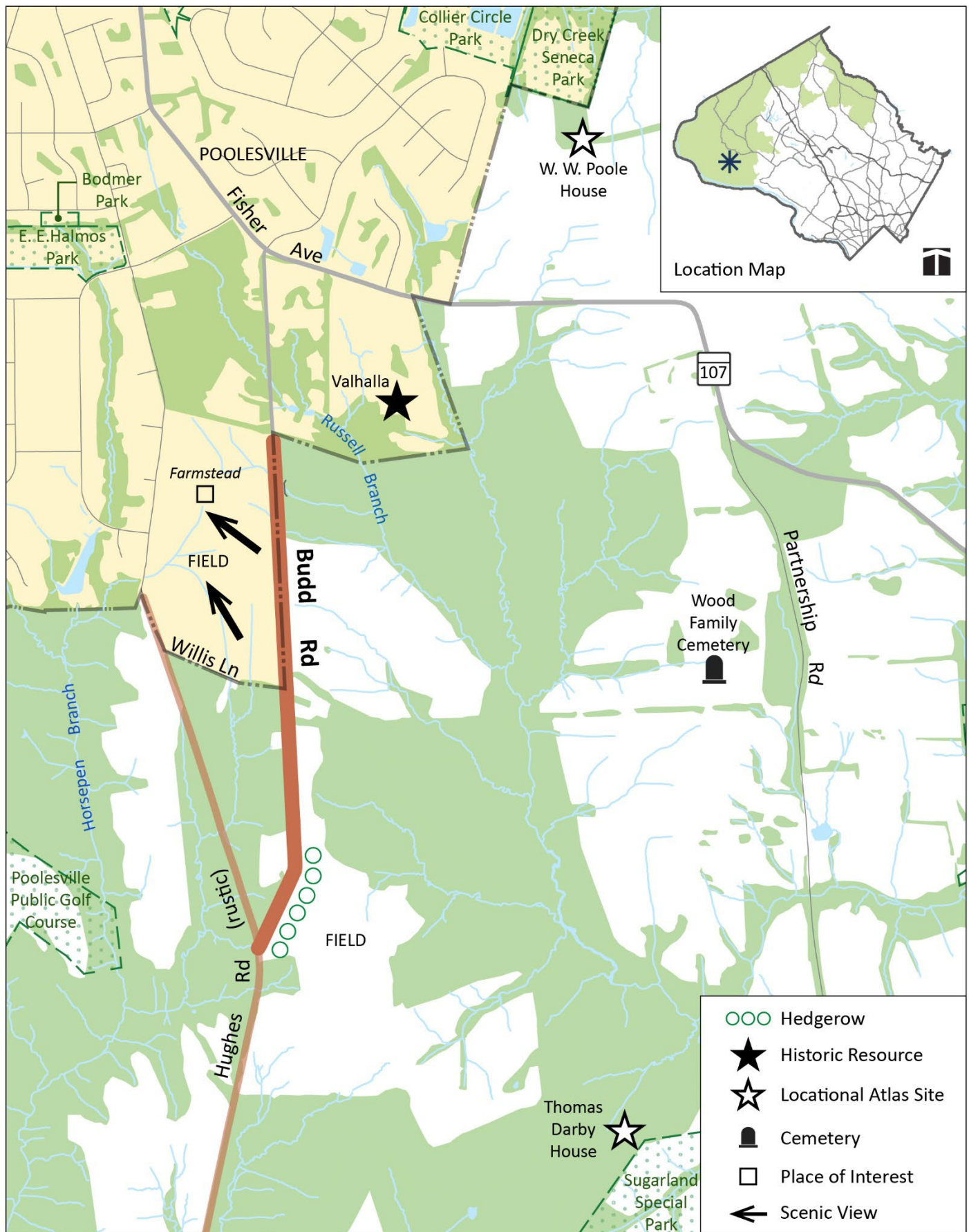
Starting at the southern end where the road intersects Hughes Road (a rustic road), deciduous woods interspersed with houses are on the west side of the road. The east side is characterized by a hedgerow of cedar trees screening crop fields. The woods suddenly open on the west, providing an open view of an agricultural field surrounding a farmstead. The cedar hedgerow screening a farm field continues on the east. Further north, woods on the right side of the road are dominated by evergreen trees. A guard rail on the east side of the road marks the place where the road traverses a tributary of the Russell Branch. The rustic road designation ends north of the tributary at the Poolesville town limits along the northern edge of the farm field. Budd Road continues in a straight line and terminates at Fisher Avenue.

Environment

Budd Road generally straddles a ridgeline between Horsepen Branch watershed and the Russell Branch subwatershed, a tributary to Dry Seneca Creek. It is generally lined with trees and hedgerows growing close to the pavement on one or both sides. With a few exceptions, the trees are generally immature and have not yet developed an overhanging canopy in most places.

Road Characteristics

Extents	Hughes Road to Poolesville town limit
Length	1.10 miles
Width	20 feet
Surface	Paved
Lanes	No center line or edge markings
Shoulders	None





Looking south on Budd Road towards the intersection of Budd and Hughes roads



Looking northwest on Budd Road towards farmstead and field

Burdette Lane

A Rustic Road

Added to program by the 1996 *Rustic Roads Functional Master Plan*

Burdette Lane is a short rural road with small lots on one side of the road and glimpses of fields on the other.

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 in the late 19th to early 20th centuries. It appears on area maps by 1908. Most of the 695 acres of rolling hills that make up the adjacent South Germantown Recreational Park once belonged to the James and Macie King Farm, a working dairy farm starting in the mid-1800s.

Traveling Experience

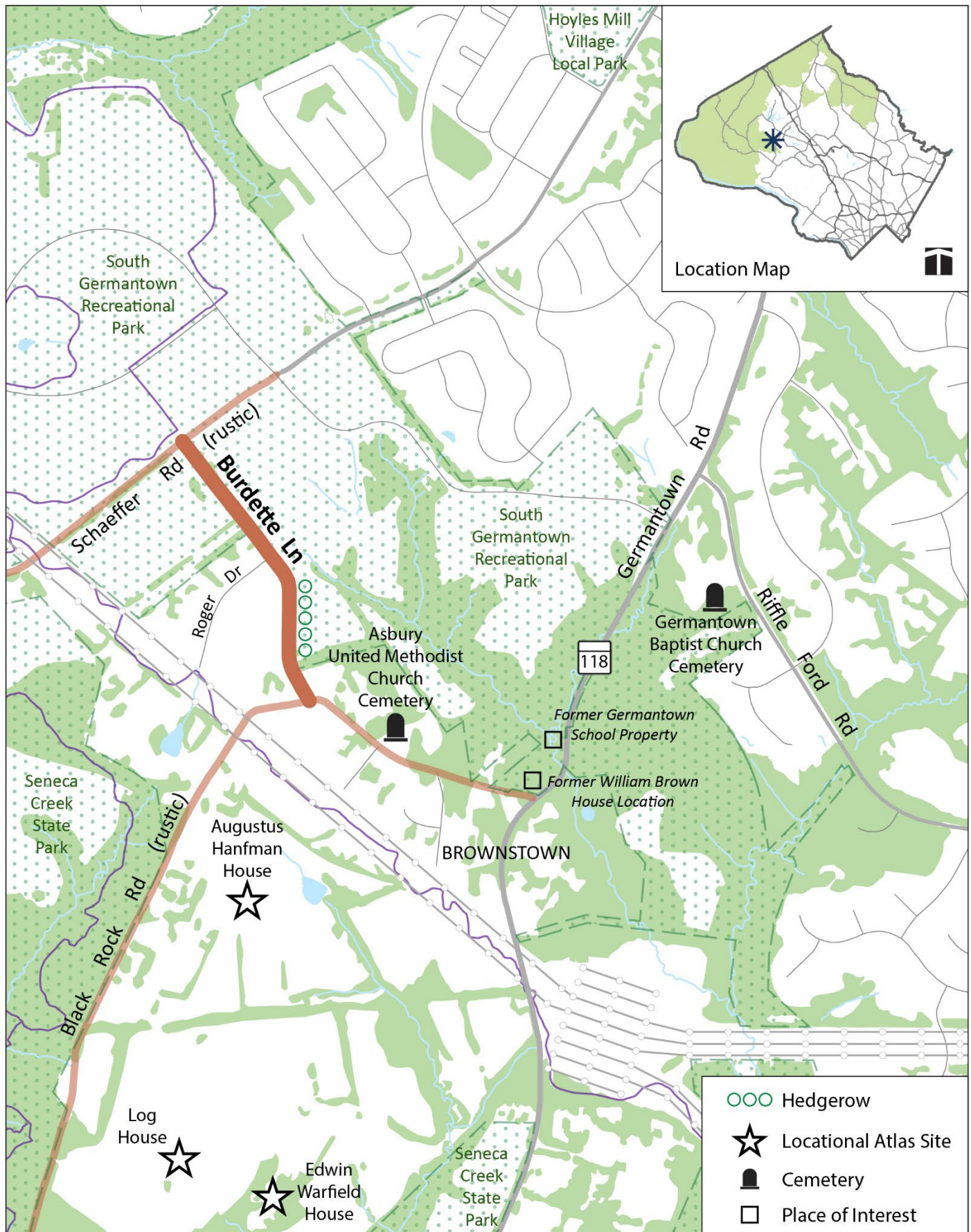
The principal value of Burdette Lane as a rustic road is the fact that it connects Black Rock Road (a rustic road) and Schaeffer Road (a rustic road). The road is a small rural road with houses on small lots on the west side and South Germantown Recreational Park on the east side. Agricultural fields can be glimpsed through the trees through a hedgerow of mature trees along the east side of the road between Black Rock Road and Roger Drive.

Environment

Burdette Lane is within the Lower Great Seneca Creek watershed. It has many individual trees within sight of the road, but they rarely provide canopy cover. Its northwestern segment is within South Germantown Recreational Park, which was acquired to preserve open space and provide parkland for residents in northern Montgomery County. The large park offers a variety of activities to choose from, including hiking, biking, archery, miniature golf, swimming, soccer, picnicking, and adventure play.

Road Characteristics

Extents	Entire road: Black Rock Road to Schaeffer Road
Length	0.43 miles
Width	16 feet
Surface	Paved
Lanes	No center line or edge markings
Shoulders	None



Burnt Hill Road

A Rustic Road

Added to program by the 1996 *Rustic Roads Functional Master Plan*

Burnt Hill Road has outstanding farm vistas.



Significant Features

- Narrow bridge near Kingstead Road
- Gently curving road with rolling elevation changes
- Vistas of farmland

History

Burnt Hill Road was established between 1865 and 1879.

Traveling Experience

Burnt Hill Road offers views across hills, cultivated fields, and farmsteads. The road is relatively wide and marked with a center line. Most of the houses appear to date to the mid-to-late 20th century. From Snowden Farm Parkway, turn north and proceed past a forested area on the right and a few modern houses on the left separated by a fenced open space. This open space continues for quite some time after the second house. Around the first curve, after crossing a small tributary of Little Bennett Creek, the view to the left opens to multiple well-maintained old red barns next to a large pond.

The road then dips to pass Kingsley Road (an exceptional rustic road) on the right and a trailhead on the left and crosses another tributary of Little Bennett Creek. The Froggy Hollow Trail takes you into the Little Bennett Regional Park and past the historic Kingsley School site (Master Plan Historic Site #10/48). Up the next hill, more red barns are quite close to the road on the left. There are several great views of farmland in this section of the road, especially looking west. Next are the frame house and bank barn of the Rufus King Farm (Locational Atlas and Index of Historic Sites #10/39) close by the road on the right. This farm was established by 1865; grapevines are now being grown on this hilly land. The road curves sharply and descends to intersect with Kingstead Road (a rustic road) on the right where it traverses a narrow concrete bridge over Little Bennett Creek. The 1955 bridge (bridge inventory #M-0157) is relatively narrow—18.1 feet wide—and is constructed as a concrete deck with concrete T-beams. Burnt Hill Road passes through a tree-canopied section and Little Bennett Regional Park as the road once again heads uphill; a gravel lane leads to a park parking lot just past the woods. Finally, open views appear on both sides of the road, now running along a ridge, and the drive ends at Prices Distillery Road (a rustic road). Heading south along this final stretch offers a brief glimpse of Sugarloaf Mountain in the distance.

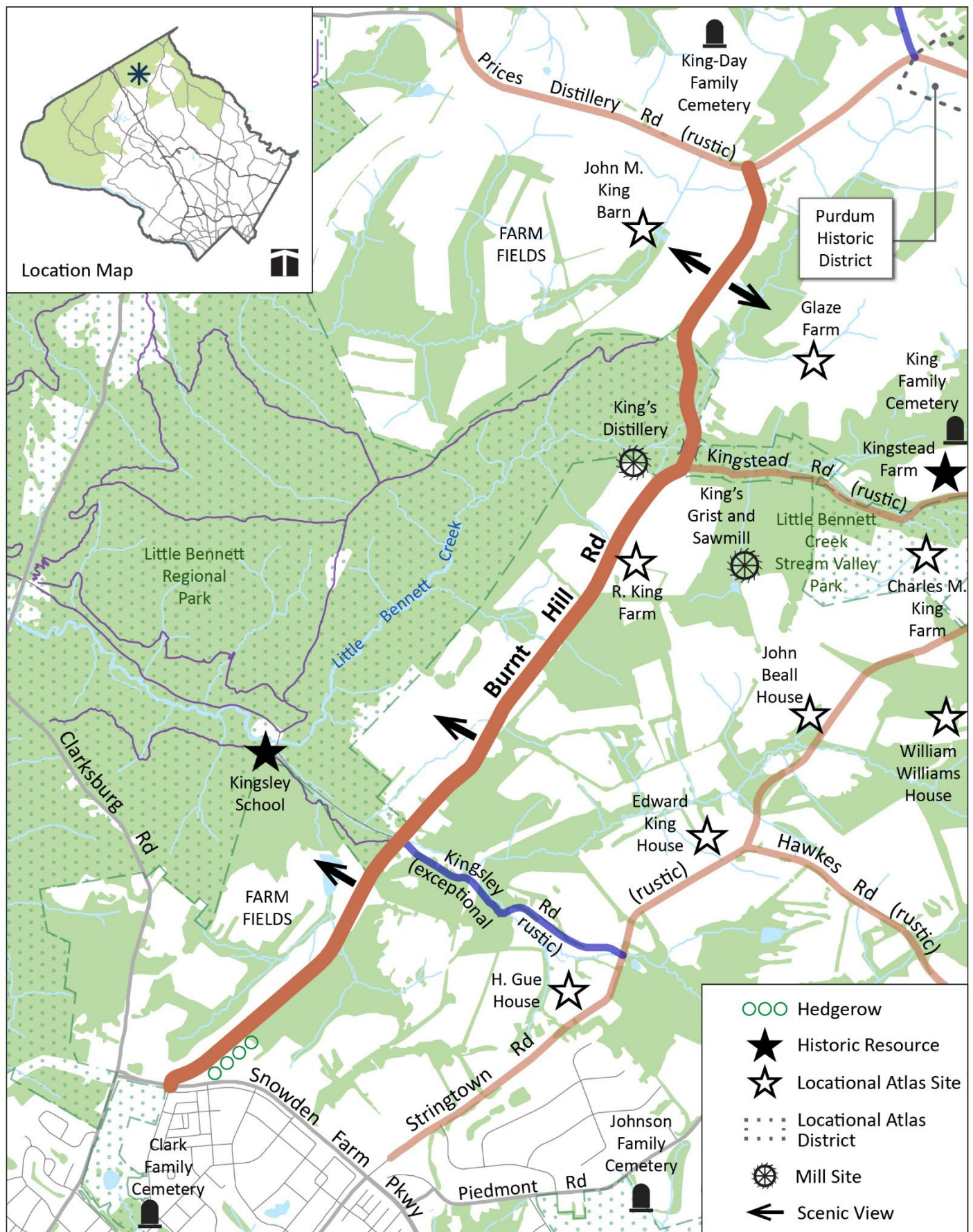
Environment

Burnt Mill Road twice touches Little Bennett Regional Park. This 3,700-acre park is the largest in the county and contains beautiful scenery, a campground, a golf course, over a dozen historic sites, and over 25 miles of scenic natural surface trails. All these trails can be used by those on foot, and many by horseback or mountain bike. The road also passes by a small part of the Little Bennett Creek Stream Valley Park on the east side of the road north of Kingstead Road. This park protects the exceptional water quality of Little Bennett Creek. Natural-surface trails are accessible from the road, but otherwise the park is undeveloped for active recreation, providing valuable wildlife habitat and opportunities for quiet enjoyment of nature. There are no fewer than five

tributary crossings along this road, but these Little Bennett headwater streams are easy to miss. Only the northernmost crossing of the densely forested Little Bennett mainstem is entirely visible. Generally, the road has high-banked, dense hedgerows to the east and wide-open vistas over farm fields falling off to the west. A few segments are open on both sides or completely forested. Many of the hedgerows contain large trees with high overhanging canopies.

Road Characteristics

Extents	Entire road: Snowden Farm Parkway to Prices Distillery Road
Length	2.77 miles
Width	18 feet
Surface	Paved
Lanes	Center line and edge markings
Shoulders	None



Cattail Road

A Rustic Road

Added to program by the 1996 *Rustic Roads Functional Master Plan*

Cattail Road has historic value and outstanding natural features.

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 c. 1869 to connect the Rockville-Monocacy Road (Darnestown Road / MD 28) with the Rockville-Poolesville Road (Whites Ferry Road). The southern half of the road is now located within Poolesville's municipal boundary. 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 routes to post offices, mills, churches, etc. The road still follows the original 1869 alignment.

The Jonesville Historic District (Locational Atlas and Index of Historic Sites #17/8) is a historic Black community established in the post-emancipation era, located on the west side of Cattail Road. The community was named for its founders, two brothers named Erasmus and Richard Jones. Other Black landowning families settled nearby and built homes in the late 19th and early 20th centuries. Residents here attended school and church in nearby Jerusalem.

Further south on the east side of the road is the Old Chiswell Place (Master Plan Historic Site #17/9), an early Montgomery County tobacco plantation established in 1778. The site is listed on the National Register of Historic Places. The house was begun c. 1778-1793 and log outbuildings were built by c. 1800. The Chiswell family assumed ownership by the 1820s. Enslaved members of the Crumpton, Jones, and Beall families lived alongside them on this property. During the Civil War, George Chiswell fought for the Confederacy, which sought to preserve the institution of slavery that had made his family's prosperity possible.

Traveling 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, which lies within the Town of Poolesville, is not included in this plan.

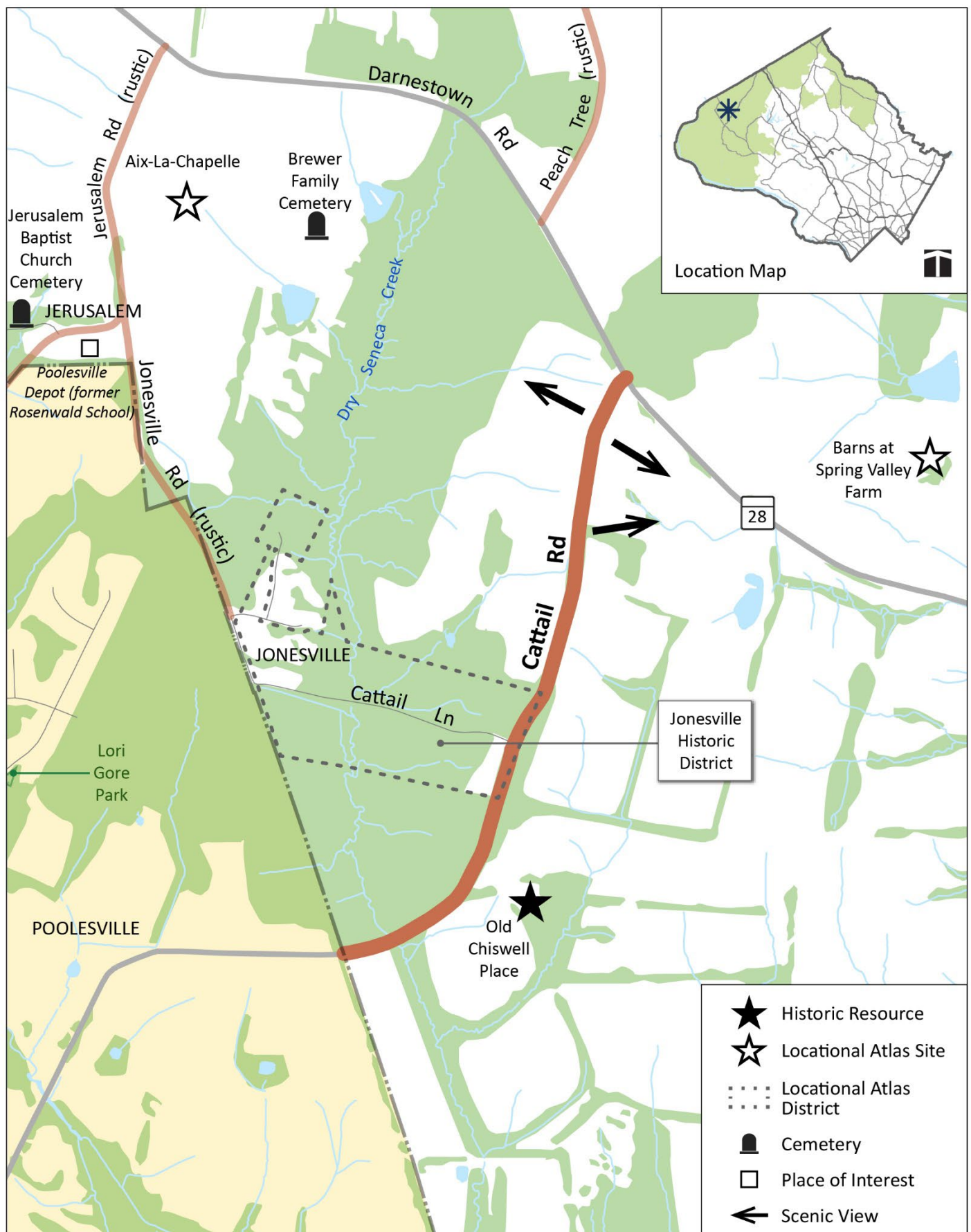
Traveling from north to south, the road is aligned along a ridge with fields sloping down on both sides. A farmstead is seen to the east with a dairy barn and silo visible from the road. There are open views to Darnestown Road and farmsteads in the distance from this direction. The road then enters a wooded area at the northern edge of the Jonesville Historic District, which is to the west of the road on either side of Cattail Lane. A guard-rail bridge carries the road over a tributary of Dry Seneca Creek before the road enters the Town of Poolesville.

Environment

This road is within the Upper Dry Seneca watershed, a tributary to Seneca Creek. The road follows a low ridge except for a stream valley crossing of a tributary to Dry Seneca Creek near the Poolesville town limit. The southern segment of the road is underlain by upland gravel deposits that are now forested. This geologic formation can be seen in exposed, high-forested banks on the west side of the road. To the north, the road is mostly lined by hedgerows that become sparser until they become individual trees along the road.

Road Characteristics

Extents	Darnestown Road (MD 28) to Poolesville town limit
Length	0.97 miles
Width	18 feet
Surface	Paved
Lanes	No center line or edge markings
Shoulders	None



Clopper Road

A Rustic Road

Added to program by the 2019 *MARC Rail Communities Sector Plan*

The road is located within the Boyds Historic District, has historic value, provides access to historic resources, and follows a historic alignment.

Significant Features

- Historic roadway alignment
- Narrow pavement width
- Forest along the north side of road

History

This segment of Clopper Road was established when the Metropolitan Branch of the B&O Railroad was constructed in Boyds in 1873. Earlier maps show Barnesville Road and eastern Clopper Road as a continuous road that met the railroad line at an oblique angle. To accommodate the tracks, the road alignment was moved slightly south, paralleling the tracks and connecting to White Ground Road, which crossed the tracks to reestablish the connection to Barnesville Road. When the railroad was widened to two tracks in 1927, Barnesville Road was extended and the railroad bridge was added at the eastern end of the block. This extension allowed the closure of the White Ground Road track crossing on the western end, and the addition of the pedestrian underpass. In 1984, Clarksburg Road was realigned with the completion of Little Seneca Lake, moving from the northwestern side of Boyds to join Barnesville and Clopper roads at the railroad bridge.

Traveling Experience

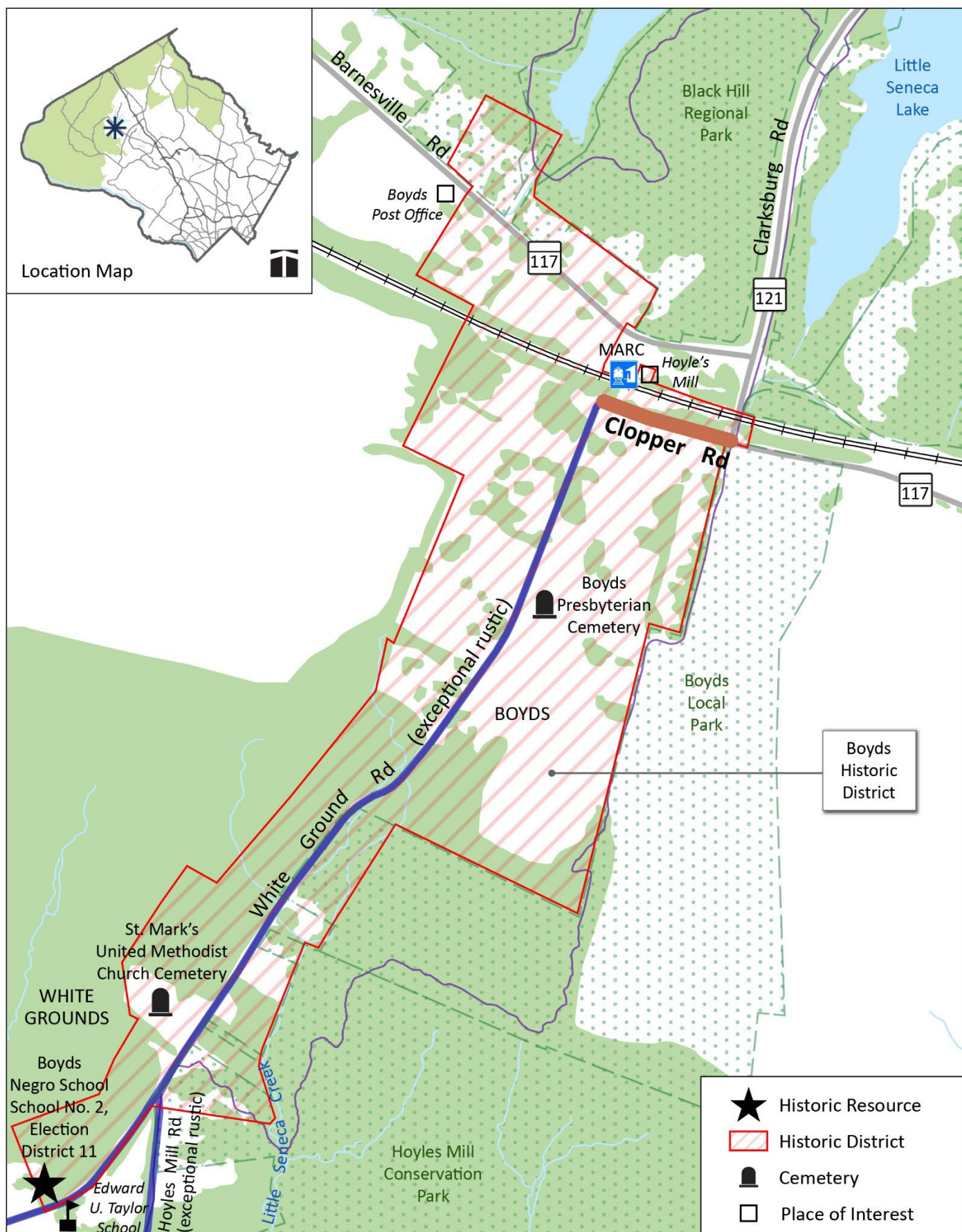
Beginning at the intersection of Clarksburg Road (MD 117 briefly at this point), the 1927 concrete railroad bridge and a wooded embankment enclose the road on the north side. The road narrows as it passes a simple 1880s Gothic Revival house close to the road on the south near the intersection, followed by two modern houses to the west and a second Gothic Revival house featuring a wheel window in the center gable. This house faces the road near its terminus with a view of woods ahead and a sharp left turn onto White Ground Road (an exceptional rustic road). Small outbuildings can be glimpsed behind the houses. On the north side, the MARC train station parking lot, screened by trees and the railroad embankment to the east, becomes visible nearing the western end of the road.

Environment

The most notable environmental feature of this road segment is the forested embankment up to the railroad. This one-third-acre stand has several large trees that seem more prominent due to the elevation change. With utility lines on both sides of the road, the overhanging canopy is minimal. The undeveloped Boyds Local Park is on the east end of the rustic section of Clopper Road. The Hoyles Mill Trail runs through this park, with a trail entrance at the intersection with Clarksburg Road. This trail connects Black Hill to Schaeffer Farm in Seneca Creek State Park and is open to hikers, bikers, and equestrians.

Road Characteristics

Extents	White Ground Road to Clarksburg Road (MD 117)
Length	0.10 miles
Width	17-20 feet
Surface	Paved
Lanes	No center line or edge markings
Shoulders	None





Looking east on Clopper Road



View of the western end of Clopper Road from the entrance to the Boyds MARC Station parking lot

Club Hollow Road

A Rustic Road

Added to program by the 1996 *Rustic Roads Functional Master Plan*

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

Significant Features

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

History

Club Hollow 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. The school was also known as the Elmer School and the Edward's Ferry School.

Broad Run Farm (Locational Atlas & Index of Historic Sites #16/16), formerly a dairy farm and now a horse farm, is one of a few surviving historic resources along the road. 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. Vistas on the south side of the road highlight open farmland.

The c. 1900 Oak Hill House (Locational Atlas & Index of Historic Sites #16/18) is one of the last remaining residences from the community known as Oak Hill. The vertical emphasis and center cross gable indicate a late influence of Gothic Revival-style architecture.

Traveling Experience

Club Hollow Road has several dramatic little hills—short but rather steep. The hollow itself is on the north side of the road between Trundle Road and Elmer School Road (a rustic road). The road is flanked by farm fields and runs through wooded areas.

Starting from the east end at Edwards Ferry Road (a rustic road), farm fields dominate the view to the south while a mixed hedgerow hides the property on the north side of the road. Soon after crossing Broad Run, the road begins to slowly rise and the large horse barn at Broad Run Farm suddenly appears close to the road on the right, with more open farmland on the left. Visible behind the horse barn coming from the other direction is a picturesque red barn. The road levels off and fenced pastures and agricultural fields appear on the right.

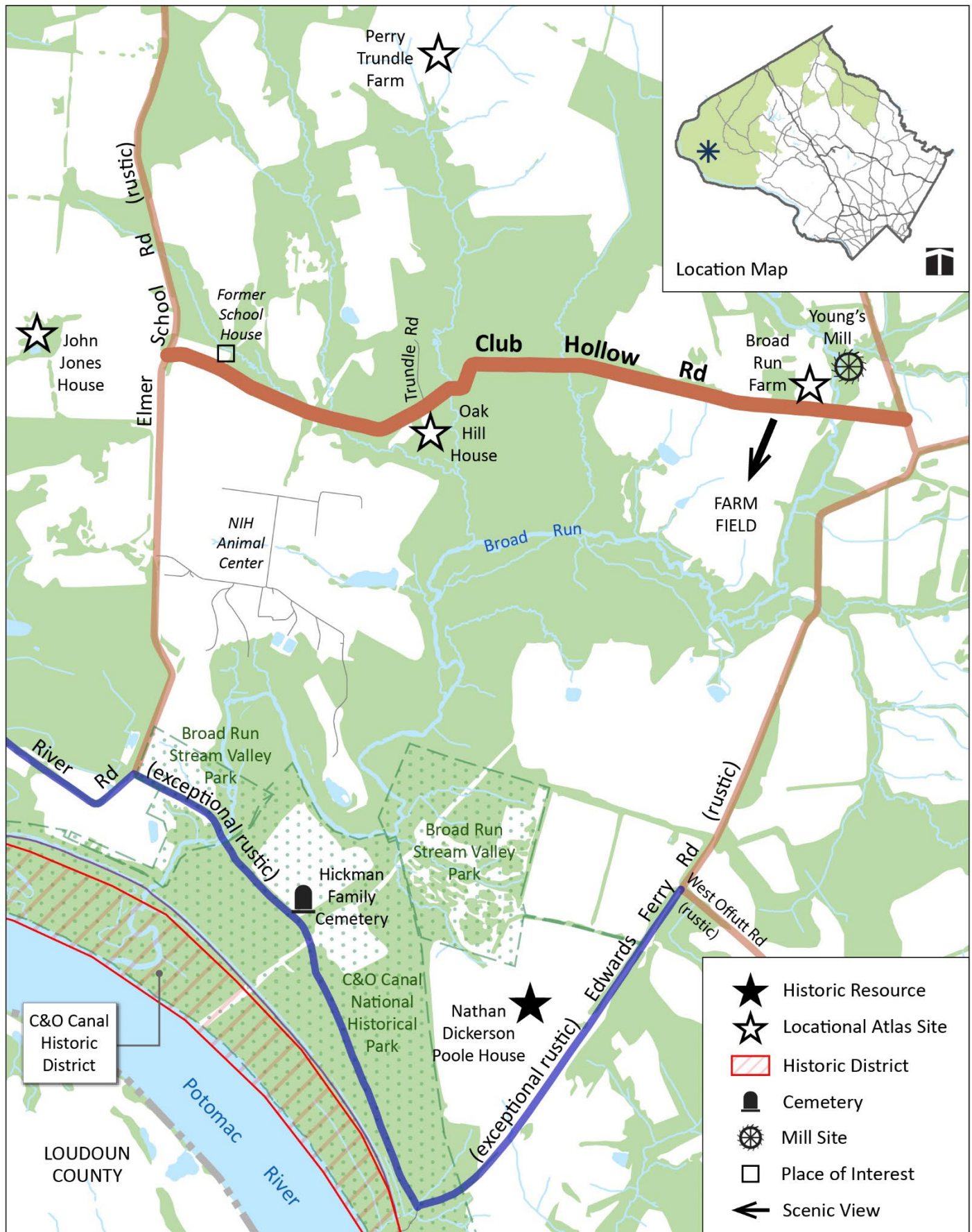
Trees are on the right as the road begins another descent, eventually entering forest with complete tree canopy over the road and embankments on both sides of the road. After several short ups and downs, with guardrails marking minor stream crossings, the road makes an abrupt S-turn and then passes Trundle Road, a very narrow road on the north side. On the south side is the Oak Hill House, followed by a property filled with piles of cut and uncut timber. Mowed grass on the left and seven-foot-high chain-link fences on both sides of the road mark the NIH Animal Center property. Opposite NIH is the hollow, with agricultural fields and pastureland beyond the trees. The schoolhouse once stood here. A few houses line the road on the right before it ends at Elmer School Road (a rustic road).

Environment

Club Hollow Road crosses Broad Run near the road's eastern end, and the entire road is within the watershed of the Lower Broad Run and its tributaries. There are three other forested stream crossings and the western road segment follows a tributary close to its terminus at Elmer School Road. A 386-acre parcel on the south side of the road adjacent to Edwards Ferry Road and an 86-acre parcel north of the road near its midpoint were acquired by M-NCPPC in early 2022 to make up the future Broad Run Stream Valley Park. When completed, there will be over 300 acres of high-priority riparian and interior forest habitat and significant stretches of the mainstem of the Broad Run in the park. Future park amenities may include natural-surface hiking and interpretive trails, picnicking, and agricultural and historical interpretation.

Road Characteristics

Extents	Entire road: Elmer School Road to Edwards Ferry Road
Length	2.01 miles
Width	18 feet
Surface	Paved
Lanes	No center line or edge markings
Shoulders	None



Comus Road

A Rustic Road

Added to program by the 1996 *Rustic Roads Functional Master Plan*

Comus Road, which leads to Sugarloaf Mountain in Frederick County, has outstanding farm and rural vistas and views of Sugarloaf Mountain.

Significant Features

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

History

Established by 1865, the road connected the Mount 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.

The Comus Historic District (Locational Atlas & Index of Historic Sites #12/8) is typical of the rural crossroads 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 popular Comus Inn restaurant.

Traveling Experience

Beginning at Peach Tree Road (an exceptional rustic road) and traveling west, Comus Road has expansive views of farms on both sides. On the right, it passes the John P. Sellman House (Locational Atlas & Index of Historic Sites #10/68), an Italianate style residence that contains a log house from the early 1800s. Sellman abandoned Maryland to fight for the Confederacy in the U.S. Civil War.

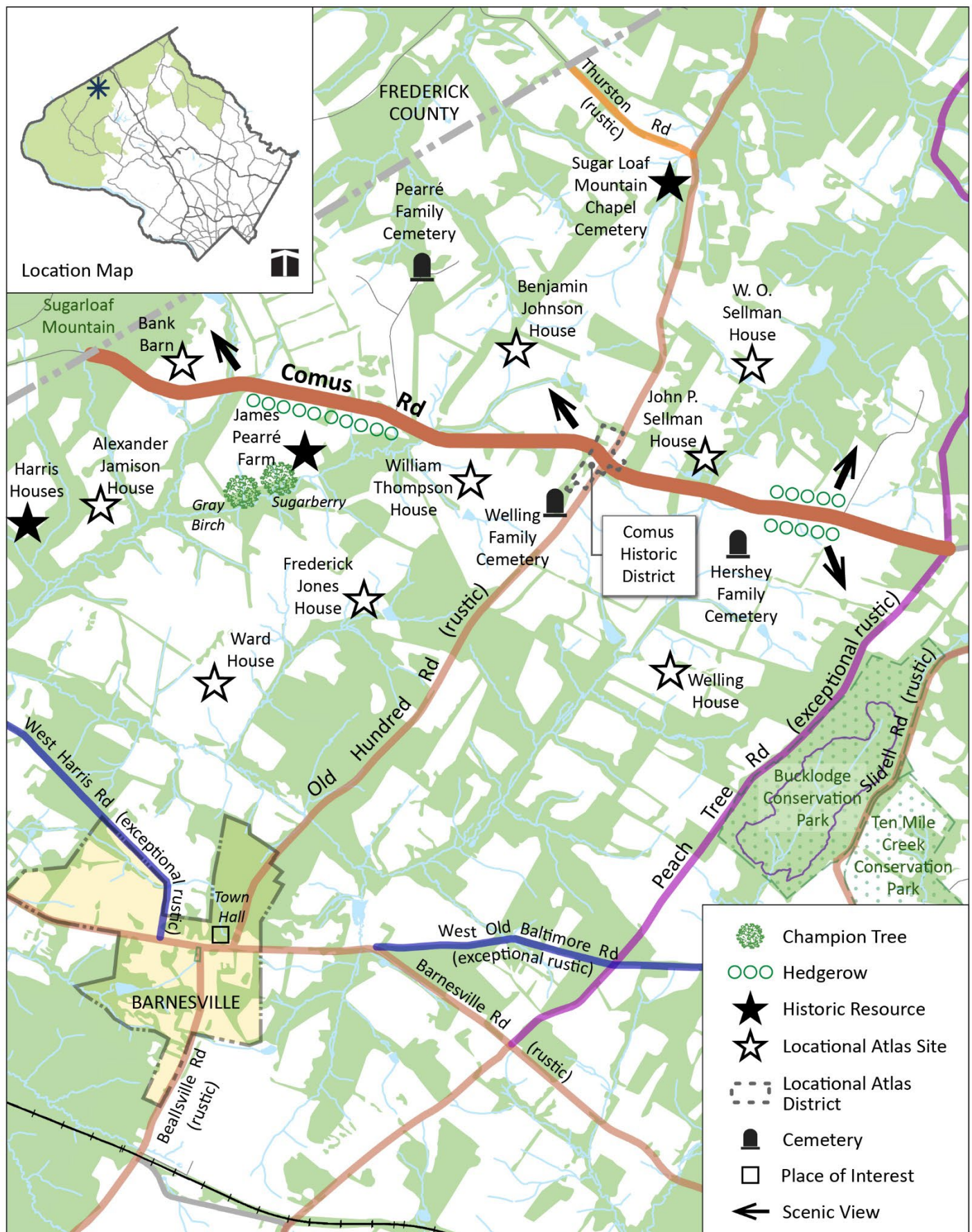
Entering the historic district, Comus Road intersects with Old Hundred Road (a rustic road) and has an open view to the right just beyond a cluster of buildings. Modern houses are on the right just outside the historic district. The William Thompson House (Locational Atlas & Index of Historic Sites #12/6) is on the south side of the road. Directly after some hedgerows is the James Pearré Farm (Master Plan Historic Site #12/5), a mid-1800s farmstead associated with the Pearré family, whose success as farmers in early upper Montgomery County relied on the use of enslaved laborers. The road then enters a wooded area. A bank barn (Locational Atlas & Index of Historic Sites #10/75) 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. The barn has been adaptively reused as a tasting room for the Sugarloaf Mountain Vineyard.

Environment

Comus Road is located within the upper Little Monocacy River watershed west of Old Hundred Road and Little Bennett Creek watershed to the east and generally located on high ground. The headwater mainstem crossing of Little Monocacy River is barely noticeable from the road. The eastern segment is open with scattered individual trees along the road. The western segment is more vegetated with high-bank hedges on one or both sides of the road and scattered individual trees providing canopy cover, particularly along the far western segment.

Road Characteristics

Extents	Peach Tree Road to Frederick County line
Length	3.32 miles
Width	18-20 feet
Surface	Paved
Lanes	Center line and edge markings
Shoulders	None

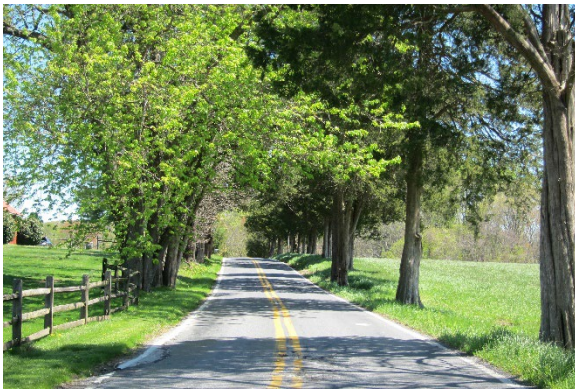




View of Sugarloaf Mountain near the intersection of Comus and Peach Tree roads



Looking west on Comus Road just west of Old Hundred Road with Sugarloaf Mountain in the distance



Looking east on Comus Road east of the Bank Barn



Looking east on Comus Road with the Sugarloaf Mountain Vineyard Bank building on the left



Davis Mill Road

A Rustic and Exceptional Rustic Road

Added to program by the 1996 *Rustic Roads Functional Master Plan*

This road has exceptional natural features, outstanding agricultural features, and historic value. This plan reclassifies the road exceptional rustic from Blunt Road to the southern driveway at 22905 Davis Mill Road.



Significant Features

- Road alignment above Great Seneca Creek
- Mature woodlands, roadside trees, and enclosed tree canopy over most of the road

History

Davis Mill Road is named after the stone grist and sawmill which was located on Great Seneca Creek near the road's intersection with Huntmaster Road. John S. Davis operated the mill by 1879 and purchased the property from the Waters family in 1885. The section of the road from Wildcat Road to Blunt Road was first petitioned for in 1854 and constructed by 1865, while the remainder of the road was built between 1865 and 1879. The northern terminus of the road is the Cedar Grove Historic District (Master Plan Historic District #14/27). This rural crossroads community, with its general store, church, and residences, has served local farm families for over a century.

Traveling Experience

Heading north from Brink Road, Davis Mill Road winds through a wooded residential area before passing Blunt Road and Huntmaster Road on the right. On the left across from Blunt Road is the Dr. Washington Waters House—a telescope-style house which has evolved over time. The earliest section of this residence is believed to have been constructed in the early 1700s. This site includes a cemetery where members of the Waters family as well as enslaved people who lived on this property are believed to be buried (Burial Sites Index #5).

Between Blunt and Huntmaster, Great Seneca Creek almost meets the road at one point. There is a small gravel parking lot north of Huntmaster where vehicles can park to take in the creek. The road is narrow with trees close to the road and sharp turns. It continues along Great Seneca Creek, which again nearly meets the road, then passes Wildcat Road (an exceptional rustic road) on the right. The road then veers off to the right at a Y-intersection on a steep bank, while another leg of Wildcat Road (exceptional rustic here too) continues to the left.

Continuing north on Davis Mill Road, Butler's Orchard is next on the left. A popular local farm market and pick-your-own orchard, the property includes a small log dwelling house that was expanded in the 1960s with logs from a nearby tobacco barn, as well as a springhouse built with logs salvaged from a former smokehouse. After passing the log house, the market building is up the hill on the left. On the right is the currently undeveloped Goshen Recreational Park. The countryside again becomes agricultural on the left, while more modern residences align the road on the right past a forested area, marking the transition from exceptional rustic to rustic.

The road passes Watkins Road on the right and becomes more heavily traveled than to the south since it provides access to the residences along Watkins Road. On the right side of the road is the Upper Seneca Baptist Church, which was built in 1888, and cemetery (Burial Sites Index #150). Founded in 1805, the congregation is

the fourth oldest Baptist congregation in Maryland. The road ends at Ridge Road (MD 27) in the Cedar Grove Historic District.

Environment

The northern segment of Davis Mill Road is within the Wildcat Branch subwatershed—a tributary that has historically had exceptional water quality. The road generally follows this tributary down to its confluence with Great Seneca Creek but tends to wind in and out the forested stream valley. There are several small tributary crossings. South of the confluence, the road skirts the edge of the forested Great Seneca Creek stream valley and floodplain. From there this last segment of the road is on higher ground with one stream crossing near the intersection with Brink Road. The southern segments of the road have exceptional canopy cover and mature trees growing close to the road.

Two units of the Great Seneca Stream Valley Park are on the east side of the southern leg of Davis Mill Road north of Blunt Road: Stream Valley Unit (SVU) #3 is 108 acres and SVU #4 is 323 acres. Great Seneca Stream Valley Park consists of nine sections or “units” and has a total of 1,557 acres. The 7.8-mile Seneca Creek Greenway Trail (SCGT) runs through this park, and offers views of Great Seneca Creek, traverses beautiful upland woodlands, provides a spectacular overlook of the stream valley, and includes a natural rock bridge near Watkins Mill Road. The SCGT is planned as a 25-mile greenway connecting the Potomac and Patuxent rivers.

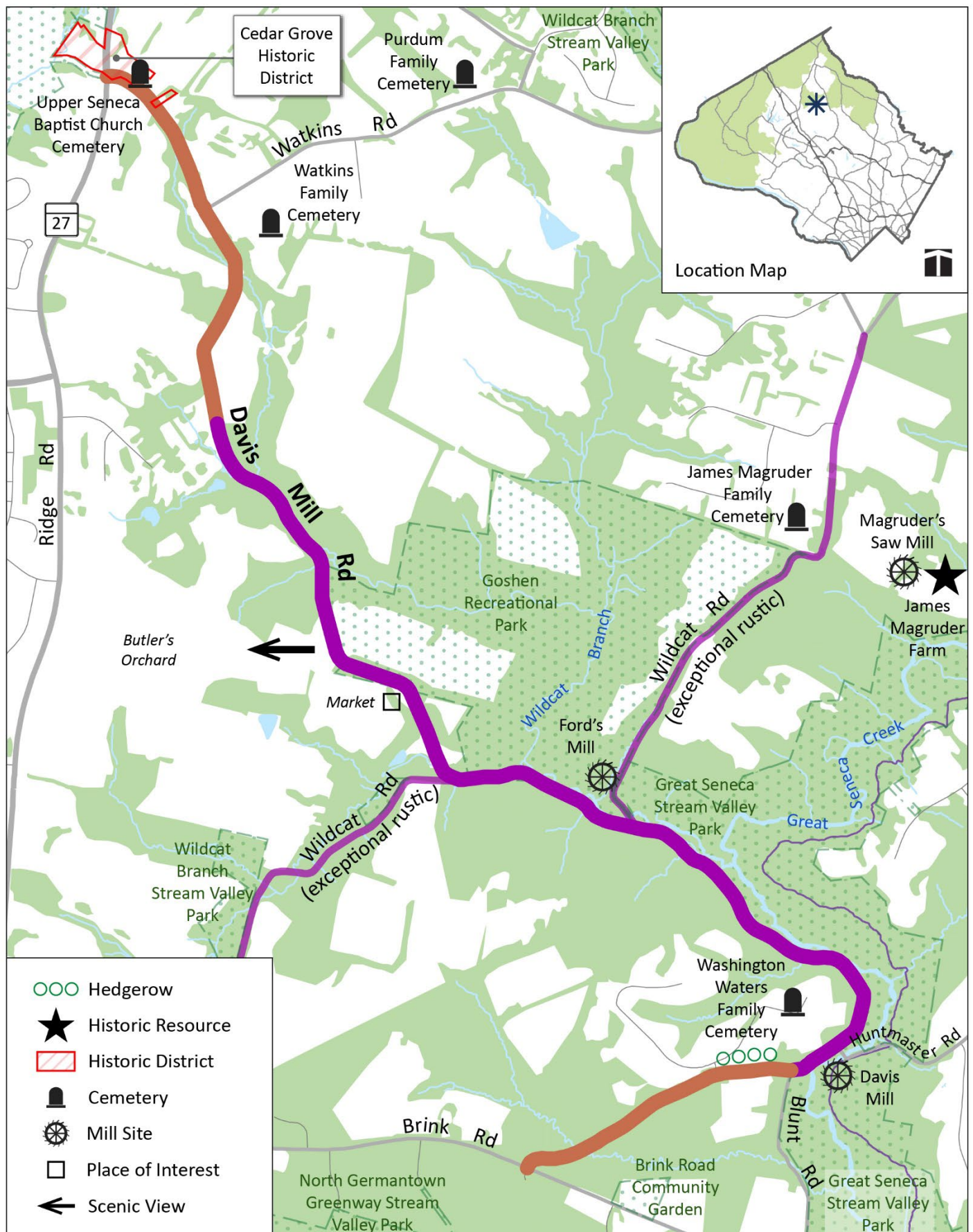
On the north side of the section of Davis Mill Road that separates the two legs of Wildcat Road is the 253-acre Goshen Recreational Park. The park, which extends west as part of Great Seneca Stream Valley Park, is currently undeveloped for recreational use. Parts of both parks are designated as Biodiversity Areas for their rich diversity of species on slopes, on uplands, and within wetland complexes.

Road Characteristics: Exceptional Rustic Section

Extents	Blunt Road to southern driveway at 22905 Davis Mill Road
Length	2.28 miles
Width	14-17 feet
Surface	Paved
Lanes	No center line or edge markings
Shoulders	None

Road Characteristics: Rustic Section

Extents	Brink Road to Blunt Road; Southern driveway at 22905 Davis Mill Road to Ridge Road (MD 27)
Length	1.49 miles
Width	14-17 feet
Surface	Paved
Lanes	Center line and edge markings except for section from 22905 Davis Mill Road to Watkins Road
Shoulders	None





Dickerson Church Road

A Rustic Road

Added to program
by this master plan

Dickerson Church Road is a narrow road that follows an old alignment and provides access to a small church and several houses, many with natural screening.

Significant Features

- Historic alignment
- Narrow pavement

History

Dickerson Church Road forms part of the original alignment of Dickerson Road from Martinsburg Road to Mouth of Monocacy Road. As part of Edwards Ferry Road, the road originally turned left towards the Monocacy River a mile north of the Gott family mill at Mount Carmel (Master Plan Historic Site #12/22). In 1870, that alignment was deemed unsafe and nearly impassible due to the rough terrain, and a new public road was platted to run northeast from the Gott's mill to Dickerson.

Substantial change and new development came to Dickerson with the arrival of the Metropolitan Branch of the B&O Railroad, opening to Baltimore and the west in 1872, and to Washington in 1873. The 1891 Dickerson B&O Railroad Station (Master Plan Historic Site # 12/21), c. 1904-1906 railroad bridge, and sites within the Dickerson Historic District (Locational Atlas District #21/21) reflect this late 19th- and early 20th-century development.

When Dickerson Road was established as a state road in the early 1920s, the route was paved and again realigned, and Dickerson Church Road remained to the west of the new roadway. In 1930, the Dickerson Methodist Church built a new building along the road to replace the original c. 1888 church once located along rustic Mt. Ephraim Road.

Traveling Experience

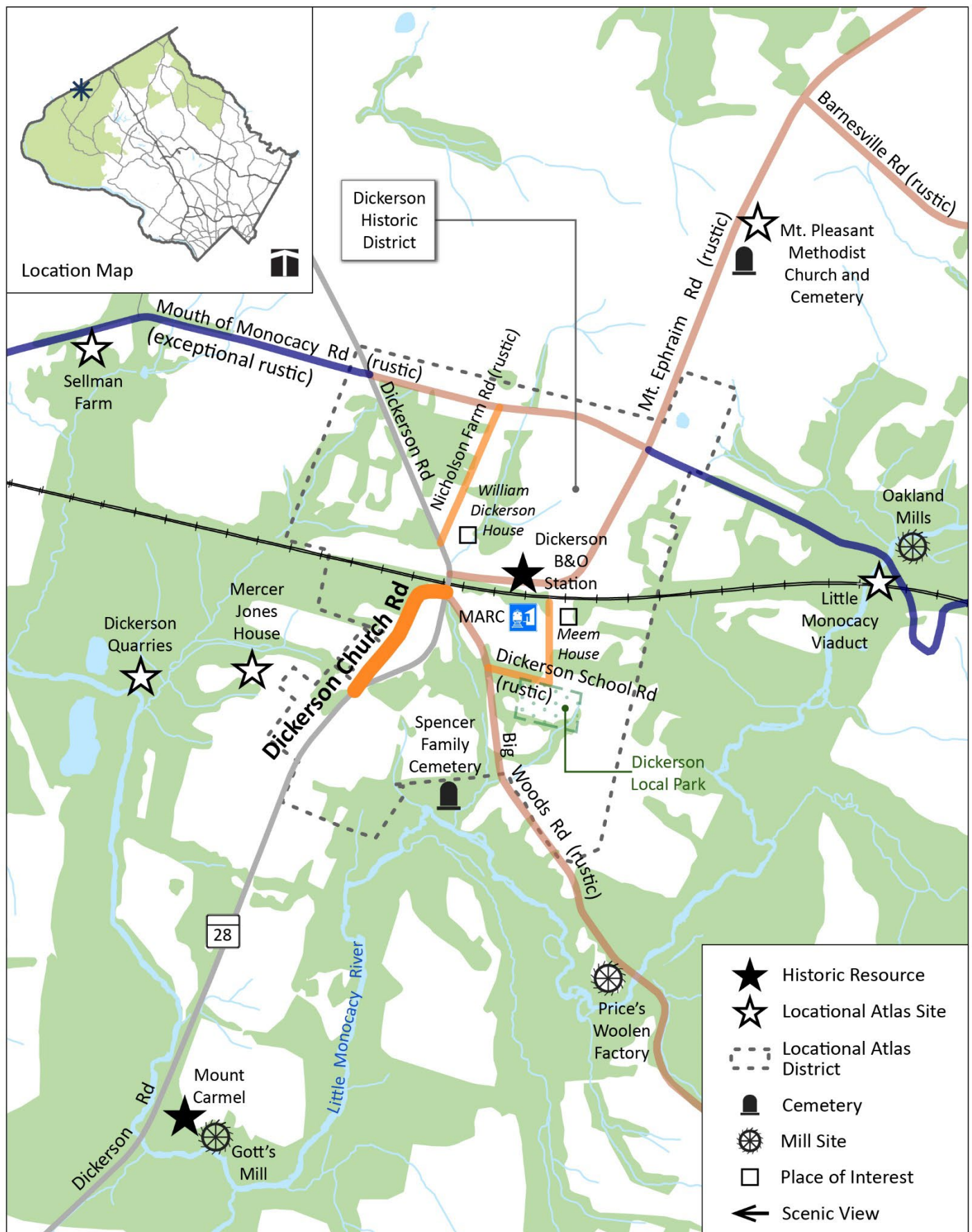
This road should be driven from the north to the south. Entering the road from Dickerson Road (MD 28) at its northeastern end near the railroad overpass, the train tracks are visible on an elevated ridge to the north. As the road curves south, two Colonial Revival houses are on the left. Continuing south, a mixture of cottage-style homes exists along with one ranch-style home. The last feature on the right is the small 1930 Dickerson Methodist Church, which has been restored. The road then meets back up with MD 28.

Environment

Located in the Little Monocacy watershed, this road is fairly level with many trees in the yards of the surrounding homes. These trees are mostly set back from the road.

Road Characteristics

Extents	Entire road: Dickerson Road (MD 28) to Dickerson Road
Length	0.21 miles
Width	15.5-16.5 feet
Surface	Paved
Lanes	No center line or edge markings
Shoulders	None





Dickerson School Road

A Rustic Road

Added to program
by this master plan

Dickerson School Road has a historic alignment that leads to the railroad station.

Significant Features

- Historic alignment with bend in the road, historic connection to railroad station
- Narrow pavement
- Historic houses set back from the road

History

Dickerson School Road was established as a private road by 1906. It originally connected to Mount Ephraim Road via an at-grade crossing that was eliminated in the late 1990s.

The road was named for a two-story brick elementary school that once stood at the site of today's Dickerson Local Park. The school was built on land purchased in 1918 from Martha and Zachariah Cooley, who had moved from Comus to Dickerson in 1896. The family operated a blacksmith shop, sold land for development, and lived in the c. 1895 house at 22161 Dickerson School Road.

Built in the early 1920s, the Dickerson Elementary School was a segregated facility for white students. African American elementary students in the area attended Sellman School in the Big Woods community.

Traveling Experience

Entering Dickerson School Road from Big Woods Road (a rustic road) and heading east, there are views of a groomed lawn to the left. After passing a small, forested area on the right is Dickerson Local Park. The road then takes a sharp left turn as long gravel driveways seem to continue the original eastern track. As the road heads north, an old farm building, more long gravel lanes, and small horse farms are on the right. Approaching the dead end where the road previously crossed the railroad track, on the right at 22175 Dickerson School Road is the impressive Meem House, built in 1904 by Charles Sellman for railroad station agent Harry Meem and his wife, Nora. It is a large, white four-bay Colonial Revival-style house with a balustraded widows walk.

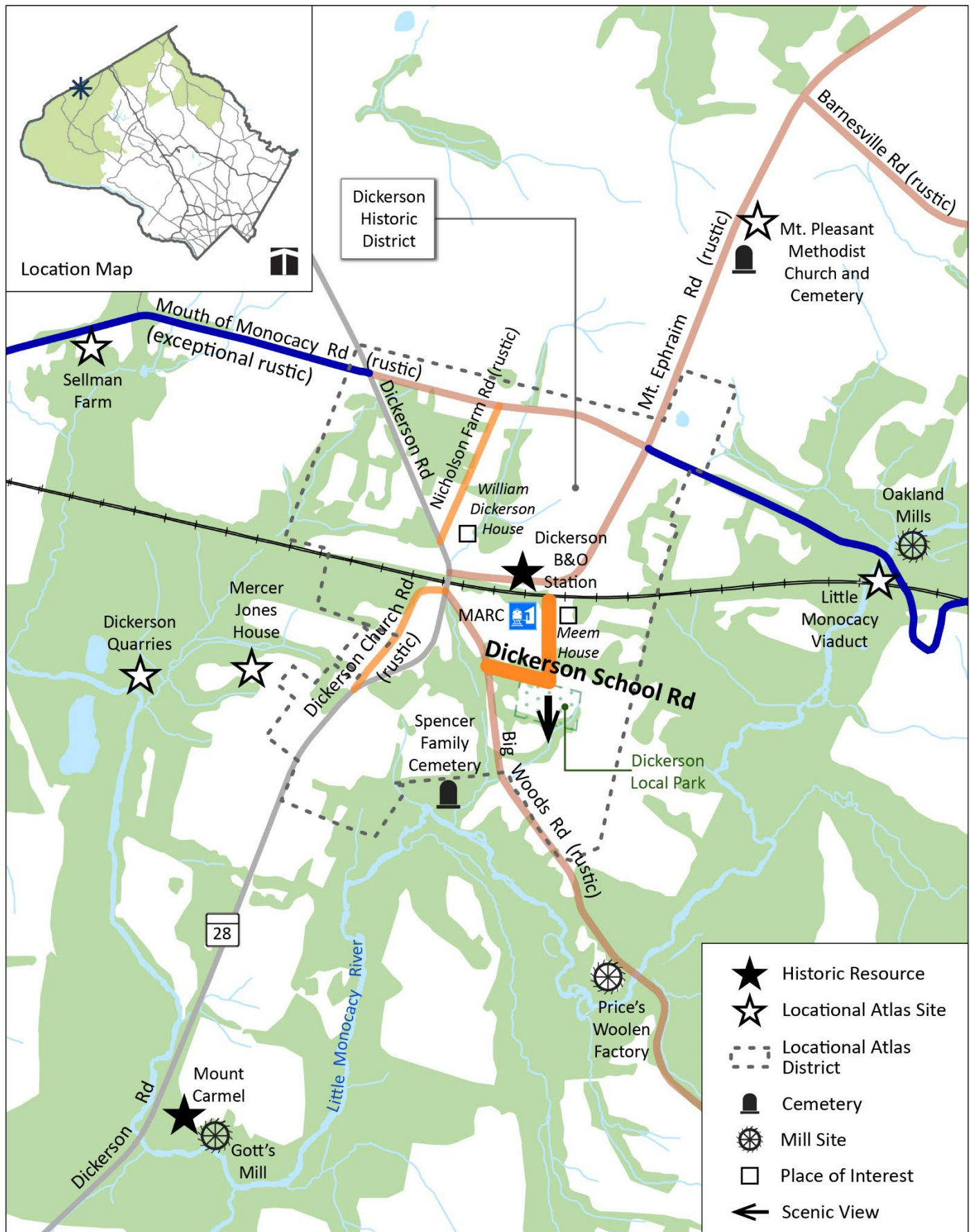
Environment

Located in the Little Monocacy watershed, this road has many trees in the yards of the surrounding homes. These trees are mostly set back from the road.

The 3.5-acre Dickerson Local Park was established in 1961 and features a playground, a multi-use field, and a softball field. Visitors can also enjoy a covered picnic table and a basketball court.

Road Characteristics

Extents	Entire road: Big Woods Road to the end of the road
Length	0.72 miles
Width	15.5-17 feet
Surface	Paved
Lanes	No center line or edge markings
Shoulders	None



Rustic Roads Advisory Committee

The work that went into this plan could not have been accomplished without the assistance of the Rustic Roads Advisory Committee (RRAC). Members of the RRAC represent various stakeholder groups and interests, such as farmers, civic associations, and rural preservationists. They are intimately familiar with most of the roads in this plan, as well as with many that have been nominated. Current and former RRAC members reviewed existing and new road profiles to make suggested edits on changed or missing features and, most important, contributed the traveling experience section for nearly 50 roads and revised dozens more. This was a very time-consuming task given the number of roads in and nominated to the program and the geographical spread of these roads. Members of the committee also suggested revisions to significant features, historical references, environmental features, and maps based on their familiarity with the roads and their histories.

Laura Van Etten (Chair)
Anne Davies
Barbara Hoover
Charles Mess
Kamran Sadeghi
Dan Seamans
Robert Wilbur

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

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Rustic Roads Functional Master Plan Update: Road Profiles Appendix

Working Draft

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