



Part 3: Montevideo Road through Stoney Creek Road

Rustic Roads Functional Master Plan Update: Road Profiles Appendix

Public Hearing Draft – October 2022

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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Montevideo Road

An Exceptional Rustic Road

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

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

Significant Features

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

History

Established in 1837 as an access road for Seneca Mill from Dawsonville, the road traverses a notable one-lane truss bridge (bridge inventory #M-0030) near the entrance to Rocklands. The road passes several historic sites associated with the Peter family, who established homes and quarrying industries here. Montevideo (Master Plan Historic Site #17/58) exemplifies Federal-style architecture in the county. It was built c. 1830 by John Parke Custis Peter, a member of the Maryland House of Delegates, and first president of the county agricultural society. The house faces south towards River Road. The Overseer's House at Montevideo (Locational Atlas & Index of Historic Sites #17/59) is a remnant of the slavery which underpinned these sites and the Peter family's wealth. It is built of rough, cut Seneca sandstone laid in regular courses and incorporates a structure once home to people enslaved on the property.

Traveling Experience

Starting from River Road, Montevideo Road passes Old River Road (a rustic road) on the right under tree cover, then presents an exceptional view of the rolling hills and farms. High trees and covered embankments, steep downhill views, and historic sites are visible from the road. The road bends in a canopy of trees and crosses Dry Seneca Creek on a single-lane iron truss bridge. Crossing the creek, Rocklands (Master Plan Historic Site #18/39) is the dominant view on the hill across the bridge. This stone house, built in 1870 in Italianate style, was a showplace and local social center. It has a fine collection of outbuildings, including a bank barn, stone springhouse, and log meat house. The road continues along the creek. The field view on both sides of the road is spectacular. A Seneca sandstone wall on the left side contributes an exceptional rustic quality to this road.

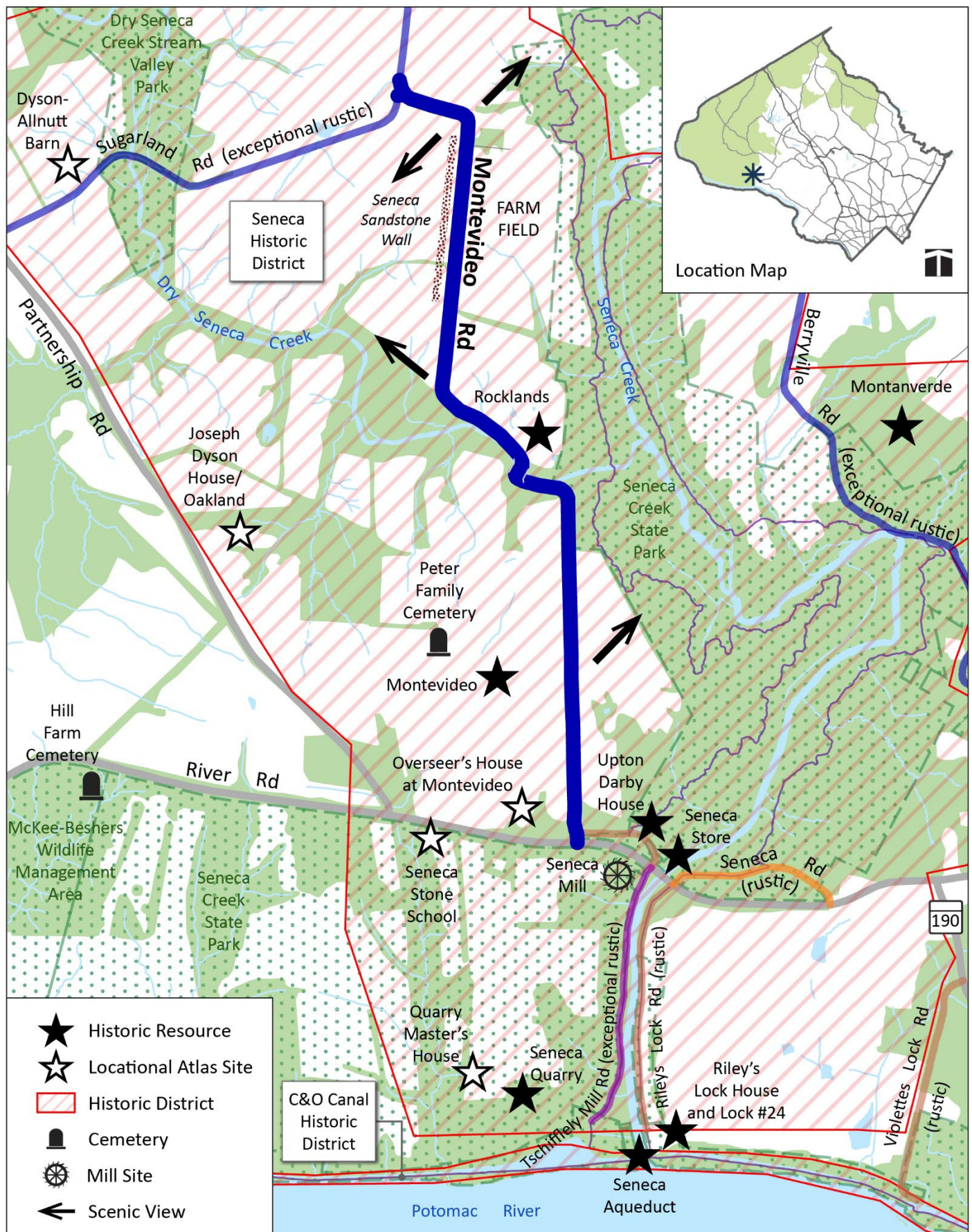
Environment

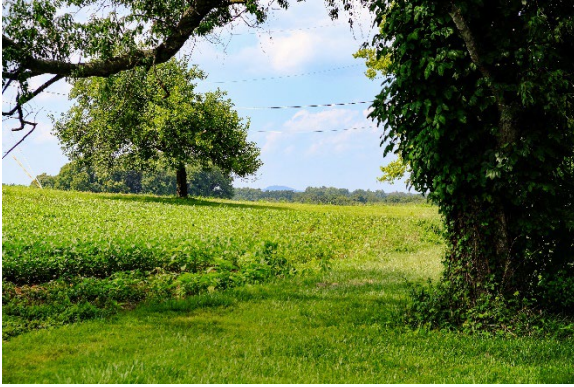
The road is located primarily within the Dry Seneca Creek watershed, a tributary to Seneca Creek. It passes through two forested areas: within the Seneca Landing Special Park near River Road and within future Dry Seneca Creek Stream Valley Park. The road also skirts a forested section of Seneca Creek State Park just south of where it follows and crosses Dry Seneca Creek. The area is underlain by Arkosic sandstone, which was once quarried for the red Seneca sandstone used for many building projects in the area. Dark reddish-brown soils may be glimpsed in exposed farm fields. There are also occasional solitary red rocks and the remnants of red rock walls along the side of the road. Dense hedges line the road intermittently and sometimes provide shade, but the road is mostly open outside of the two forested areas and appears to have lost canopy cover over the years.

Immediately to the east of the road, the Seneca Bluffs Trail can be accessed off Old River Road (a rustic road). This 6.42-mile trail connects Old River Road and Darnestown Road (MD 28).

Road Characteristics

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

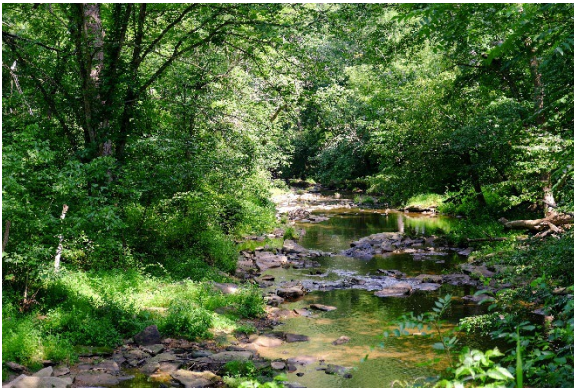




Looking northwest from the southern portion of Montevideo Road towards Sugarloaf Mountain



Truss bridge over Dry Seneca Creek



Dry Seneca Creek



Looking northeast from the northmost bend in Montevideo Road



Views of Rocklands Farm Winery



Moore Road

A Rustic Road

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

Moore Road is a rural road with outstanding natural features.

Significant Features

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

History

This road appeared on area maps by the early 20th century, though an earlier unimproved road may have existed to serve the Union School that operated here by 1879. It is named for the Moore family, descendants of the White family who lived at the historic Joseph C. White House (Master Plan Historic Site #18/14) from the early 1900s. The former plantation property includes a substantial brick house built c. 1822 by its namesake, who farmed tobacco and wheat here using an enslaved workforce. The farm was inherited by White's granddaughter Eliza Virginia Moore in 1911.

Traveling Experience

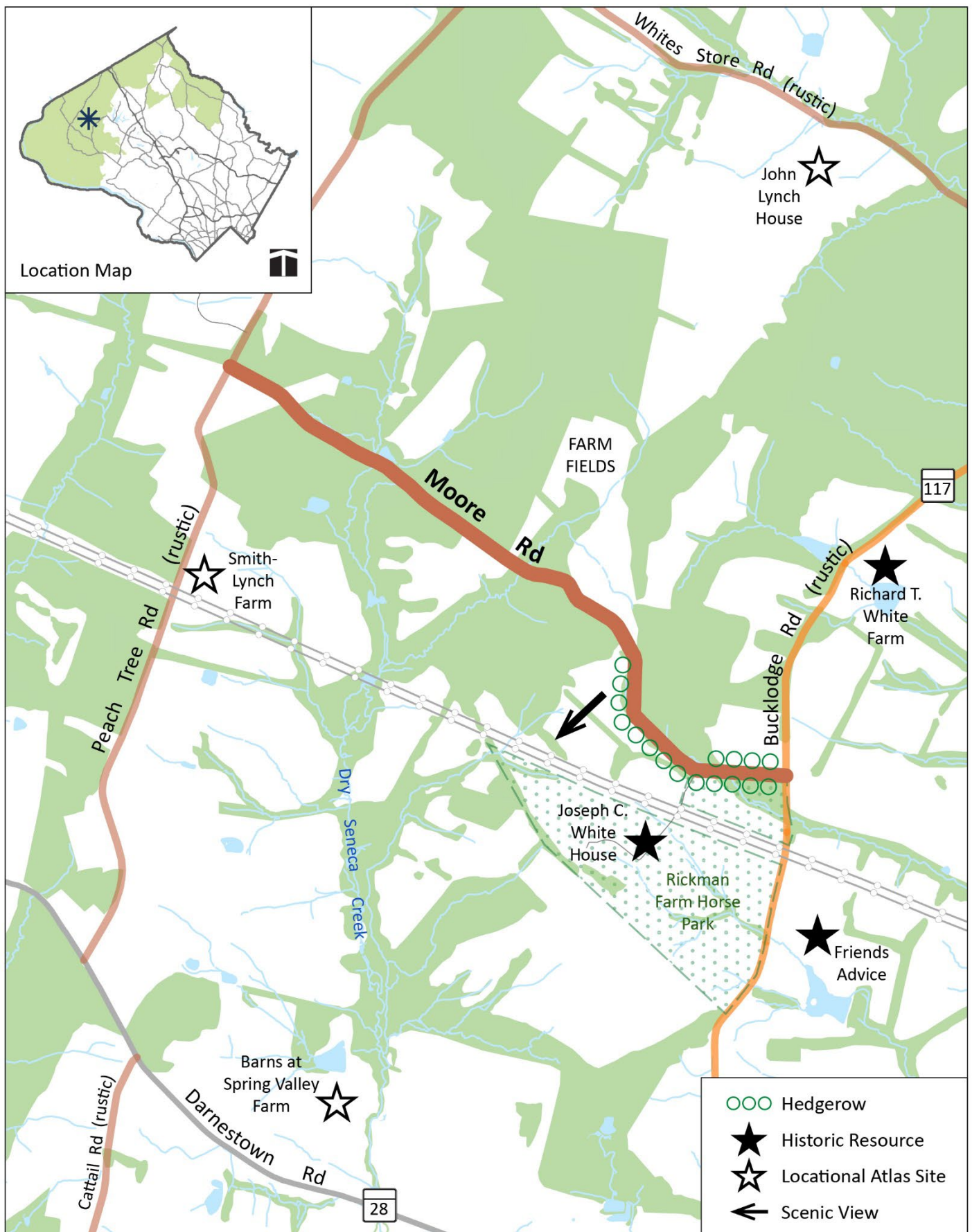
At its western intersection with Peach Tree Road (a rustic road), Moore Road is covered by a tree canopy, with forest on the left and a few yards on the right. The road becomes fully enclosed in forest as it descends into a stream valley of a tributary to Dry Seneca Creek, rises, then dips into a second tributary's stream valley. Residences are scattered along the road and views include pastures, cultivated fields, and nearby ridges seen through the hedgerows. Approaching Bucklodge Road (MD 117) (a rustic road), the road becomes flat and straight; the Joseph C. White Farm and the Rickman Farm Horse Special Park are on the right.

Environment

Moore Road's eastern segment follows and crosses a forested tributary in the Bucklodge subwatershed, a tributary to Little Seneca Creek. The western segment of the road is within the Peachtree subwatershed of Dry Seneca Creek, with three forested stream crossings. There is generally forest on one or both sides of the road and hedges or individual trees along the other side. Many segments of the road, particularly the stream valleys, have dense overhanging canopy cover. At its eastern end, Moore Road abuts 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: Peach Tree Road to Bucklodge Road (MD 117)
Length	1.68 miles
Width	17 feet
Surface	Paved
Lanes	No center line or edge markings
Shoulders	None





Mount Carmel Cemetery Road

A Rustic Road

Added to program
by this master plan

Mount Carmel Cemetery Road is a short, one-lane road leading to the historic Mount Carmel Cemetery and a few houses, including the historic Frederick Gaither Farm.

Significant Features

- Very narrow pavement
- Road blends into the landscape
- Relationship to cemetery
- Long views across fields

History

Mount Carmel Cemetery Road is named for the 19th century Mt. Carmel Patuxent Cemetery (Montgomery County Burial Sites Inventory #108) which lies just north of the roadway. Land for a Methodist Protestant church near this site was deeded in 1858, along with a 25-foot-wide right-of-way to access the house of worship from the Westminster and Washington Road (MD 97), described in the land records as already in use “as a common road.”

This common road is likely the origin of Mount Carmel Cemetery Road, though it does not officially appear on area maps until 1908, when it connected with Howard Chapel Road. The road may have been established a century earlier as access to the c. 1806 Frederick Gaither Farm (Master Plan Historic Site #23-35). This land was part of “Benjamin’s Lot,” a land grant made to Benjamin Gaither in 1725. The property includes the original stone house and eight domestic and agricultural buildings that reflect local 19th-century agricultural practices, including a stone building once home to people enslaved by Frederick Gaither and subsequent property owners. Members of the Stephenson, Bowen, and Frazier families were enslaved on this property, along with many other individuals. Frederick Gaither and members of his family are buried in the Gaither Family Cemetery on site (Montgomery County Burial Sites Inventory #304).

Mount Carmel Cemetery Road aligns with Triadelphia Lake Road, which leads to a former crossing of the Patuxent River over a “new” bridge present in 1843 when it was opened as a public road.

Traveling Experience

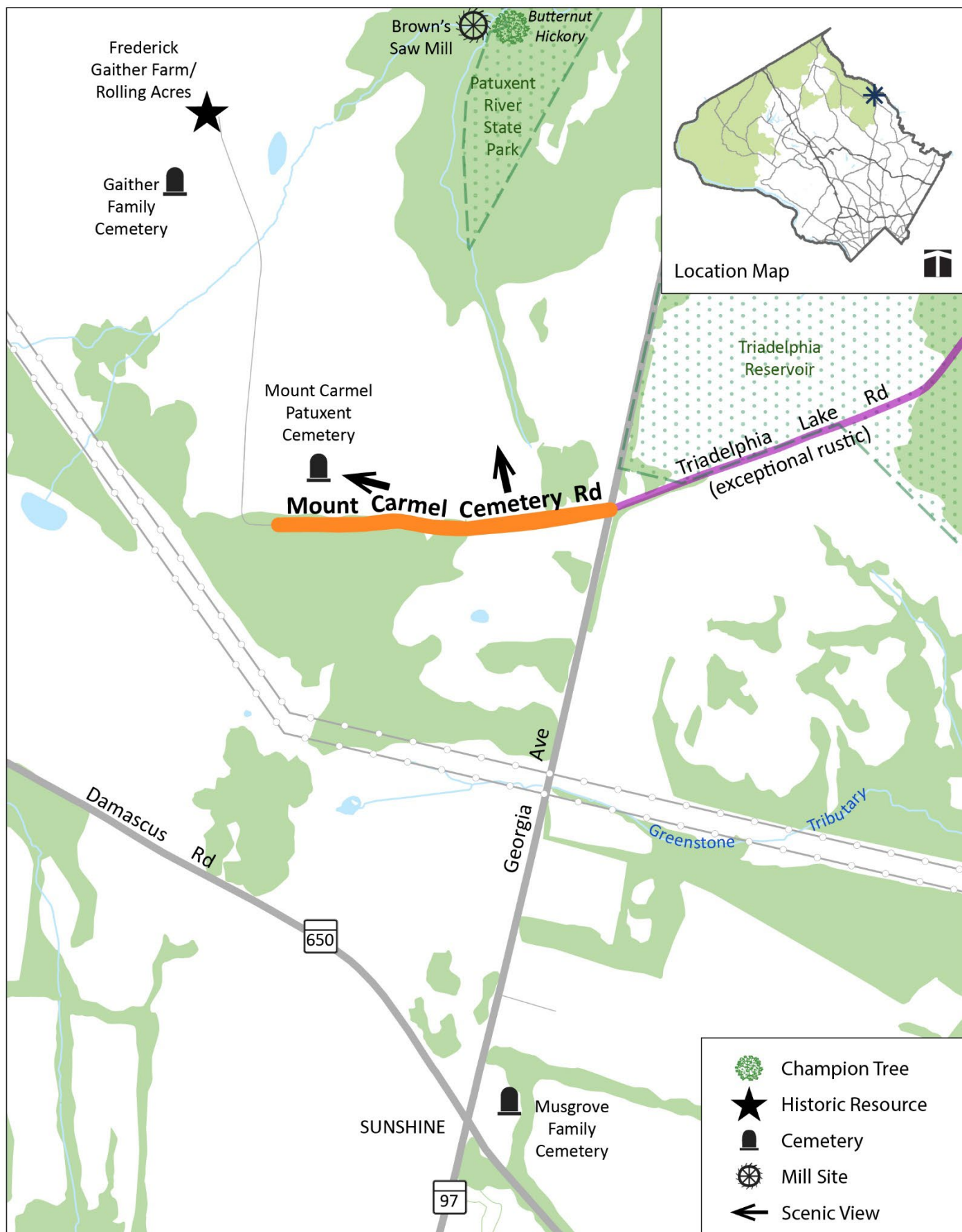
This very narrow, short road has its start on Georgia Avenue (MD 97) directly across from Triadelphia Lake Road (an exceptional rustic road). At first, it has the appearance of a private lane and travels west nearly flat and straight with a wide vista on the right (north) and a row of trees to the left. After a slight bend, the Mt. Carmel Patuxent Cemetery comes into view with a magnificent stand of oak trees to the south; the public road ends where the cemetery ends, then continues as a private lane to Rolling Acres Farm/Frederick Gaither Farm.

Environment

Mount Carmel Cemetery Road follows the southern ridgeline of a tributary watershed to the Upper Patuxent River. This stream is one of the few in Montgomery County with exceptional water quality. The stand of oaks on the southern side of the road are notable for their beauty and maturity.

Road Characteristics

Extents	Entire road: Georgia Avenue (MD 97) to end of county maintenance
Length	0.28 miles
Width	11-14 feet
Surface	Paved
Lanes	No center line or edge markings; gravel areas near cemetery
Shoulders	None





Looking west on Mount Carmel Cemetery Road near the intersection with Georgia Avenue



Long view across field on the north side of Mount Carmel Cemetery Church Road



Mount Carmel Road at the end of the rustic road portion of the road



Mount Ephraim Road

A Rustic and Exceptional Rustic Road

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

Mount Ephraim Road has outstanding natural features, rural and farm vistas, and historic value. The short segment leading from Sugarloaf Mountain Road to the Frederick County line was designated exceptional rustic in the 1996 Master Plan, but was done so as part of the West Harris Road designation. This plan retains the rustic and exceptional rustic designations while correcting the road names.



Significant Features

- Alignment leading towards Sugarloaf Mountain
- Ridge road with expansive views
- Gravel surface of road between Sugarloaf Mountain Road and the Frederick County line

History

This road is named for the community at the intersection of West Harris, Sugarloaf Mountain, and Mount Ephraim Roads, which was a center of settlement and commerce during and after the Civil War. The small community, centered around a store and post office, declined when the B&O Railroad arrived in 1873. The road appears to have been a “politician's road” until paved over. These roads are characterized by a single-lane concrete strip with dirt, gravel, or asphalt shoulders on both sides. The line of the concrete surface still shows through the paving in spots.

Mount Ephraim was also home to an early African-American settlement, which grew just north of the Frederick County line. The small 19th-century dwellings associated with the community have largely been lost, but the c. 1925 Bell's Chapel and c. 1910 Comstock School remain along the west side of Mt. Ephraim Road.

Traveling Experience

Entering the road from Dickerson Road (MD 28), this small rural road passes the Dickerson train station on the right. Built in 1891, it is one of only four remaining train stations on the Metropolitan Branch that were built in the late 1800s and designed by Francis Baldwin, architect for the B&O Railroad. Noteworthy features on the trackside façade of this frame structure are its elaborately ornate construction date in the gable (reading “B&O 1891”) and unusual V-shaped agent's bay. Residences along this section of the road date from the late 1800s and early 1900s.

At the curve of the road the Neutron Products plant is on the right. This company, which came to Dickerson in 1967 with a business that processes radioactive Cobalt-60. The property was once a granary established in the late-19th to early-20th century by Mercer Jones, and had a siding track used for loading grain onto railroad cars. In later years under son Lloyd Jones, it became an International Harvester tractor dealership.

Proceeding north, the road crosses Mouth of Monocacy Road (an exceptional rustic/rustic road). From Mouth of Monocacy Road to Barnesville Road (a rustic road), it is used as a commuter route for traffic traveling between Frederick County and MD 117. On the right is the Johnson dairy farm, one of only three operating dairy farms in the county.

With views of fields, farms, and mountains to the west and Sugarloaf Mountain straight ahead, the cemetery of the former Mount Pleasant Methodist Episcopal Church is on the right (Burial Sites Inventory #100). Built in

1888, the church stood between the north and south cemetery sections, which are currently maintained by the Dickerson United Methodist Church. The first burial was in 1887 and the last one was in 1966. In 1930, the congregation opted to move to Dickerson Church Road (a rustic road) on land donated by Standard Lime and Stone Company.

Across from the intersection of Barnesville Road, hidden in the trees, are the ruins of Poole’s Tract School. Built c. 1879, the one story, one room schoolhouse was a segregated school serving local white students. The building also held services for the Mount Pleasant Methodist Episcopal Church before the original church was built. Sometime before 1900, the school gained a second room. Classes were held here until the early 20th century. The failing wooden structure can be seen just off the road to the west.

Continuing north, on the right is Savage's dairy farm, another of the three remaining dairies in Montgomery County. It features the historic Ensor Farm dairy barn (Locational Atlas and Index of Historic Sites #12/43). After passing the dairy farm operations and houses, pastoral views appear once again.

Where Mount Ephraim Road meets West Harris Road (an exceptional rustic road), it turns left into Frederick County. Straight ahead is Sugarloaf Mountain Road (a rustic road). At this intersection stands a stately brick house which was built in 1868 by William Hilton for Ephraim G. Harris, who named the house and the community Mount Ephraim (Master Plan Historic Site #12/1). His mother, Sarah Harris, first purchased the land in 1846 using money derived from the sale of the family’s enslaved workers. Harris also established a store to serve the surrounding communities and Civil War soldiers stationed in the area and on the mountain. The stone foundation of the store can be seen at the corner. The Mount Ephraim house was later home to Fritz Gutheim, the notable award-winning historian and writer, and founder of Sugarloaf Regional Trails.

Turning left onto the gravel, exceptional rustic portion of the road, the road passes a small house on the right and a small log cabin and barn on the left before entering Frederick County and the vicinity of the former African American community also named Mount Ephraim. This segment also opens to views of farm fields and Sugarloaf Mountain.

Environment

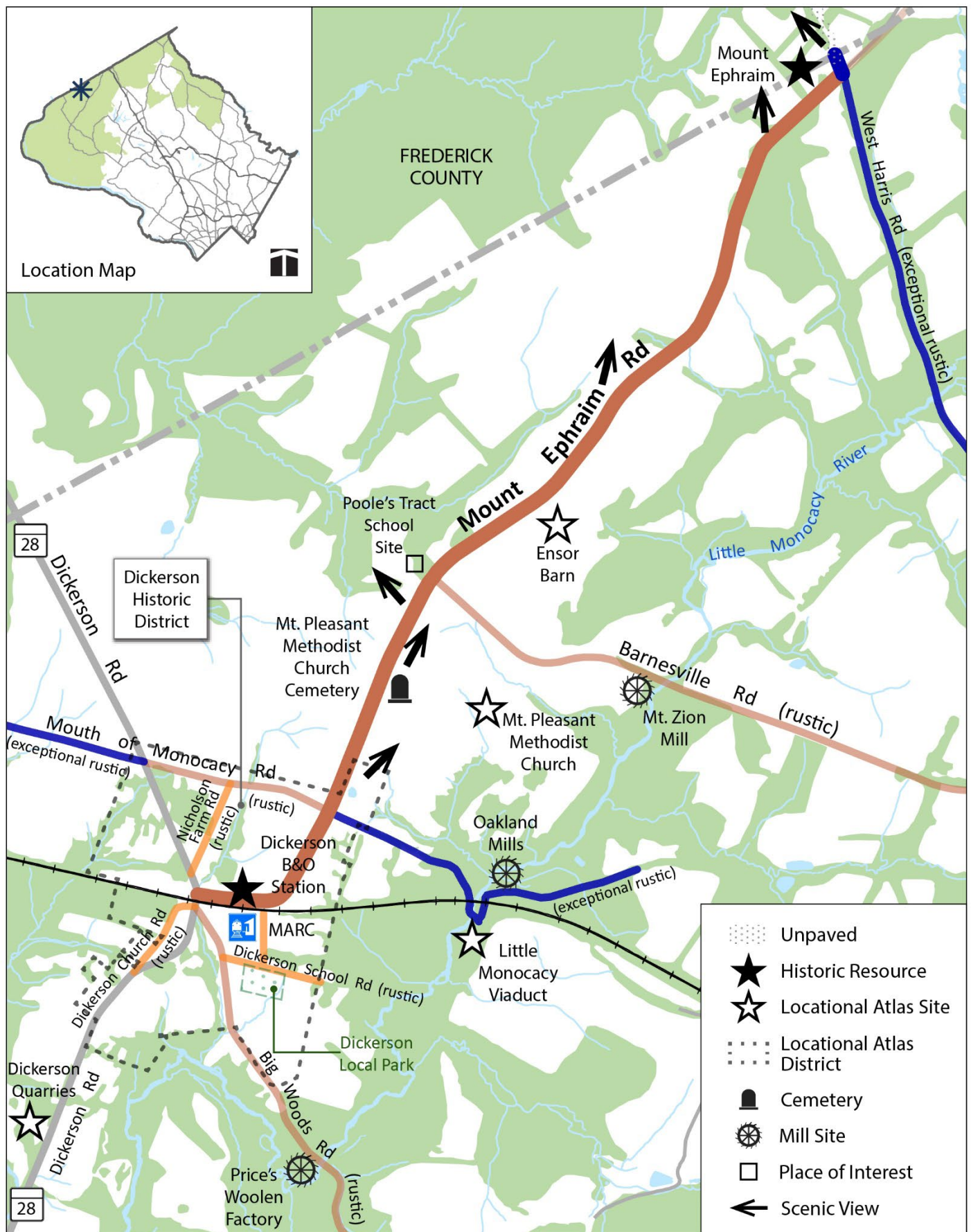
The road generally follows an open ridgeline between the Monocacy and Little Monocacy watersheds. Except for a forested area along the northeastern-most segments, there are only a few hedgerows with occasional large trees growing close to the road. It appears that individual trees being removed from the roadside are not being replaced.

Road Characteristics: Exceptional Rustic Segment

Extents	West Harris Road/Sugarloaf Mountain Road to Frederick County line
Length	210 feet (0.04 miles)
Width	14 feet
Surface	Gravel
Lanes	No center line or edge markings
Shoulders	None

Road Characteristics: Rustic Segment

Extents	Dickerson Road (MD 28) to West Harris Road
Length	2.37 miles
Width	18 feet
Surface	Paved
Lanes	Center line but no edge markings
Shoulders	None



Mount Nebo Road

A Rustic Road

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

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

Significant Features

- Alignment with curves and elevation changes along half of road

History

Mount Nebo was the name of the tract of land patented here in 1807. The road, established after 1879, was also known for a time as “Shepard Road” after a man who purchased Mount Nebo in 1936. Located near the southern end of this road, Mount Nebo (Master Plan Historic Site #17/46) is a good example of a transitional Federal-Greek Revival-style dwelling. The house was built c. 1820 with a high quality of workmanship. This plantation was also home to individuals enslaved by the families who owned this property in the 19th century. The site is listed on the National Register of Historic Places. The Chiswell House (Locational Atlas & Index of Historic Sites #17/047-001A), set well back from the road, was owned by the Chiswell family for over 125 years. The oldest section of the braced-frame house was probably built by 1847. The historic resources are not visible from the road.

Traveling Experience

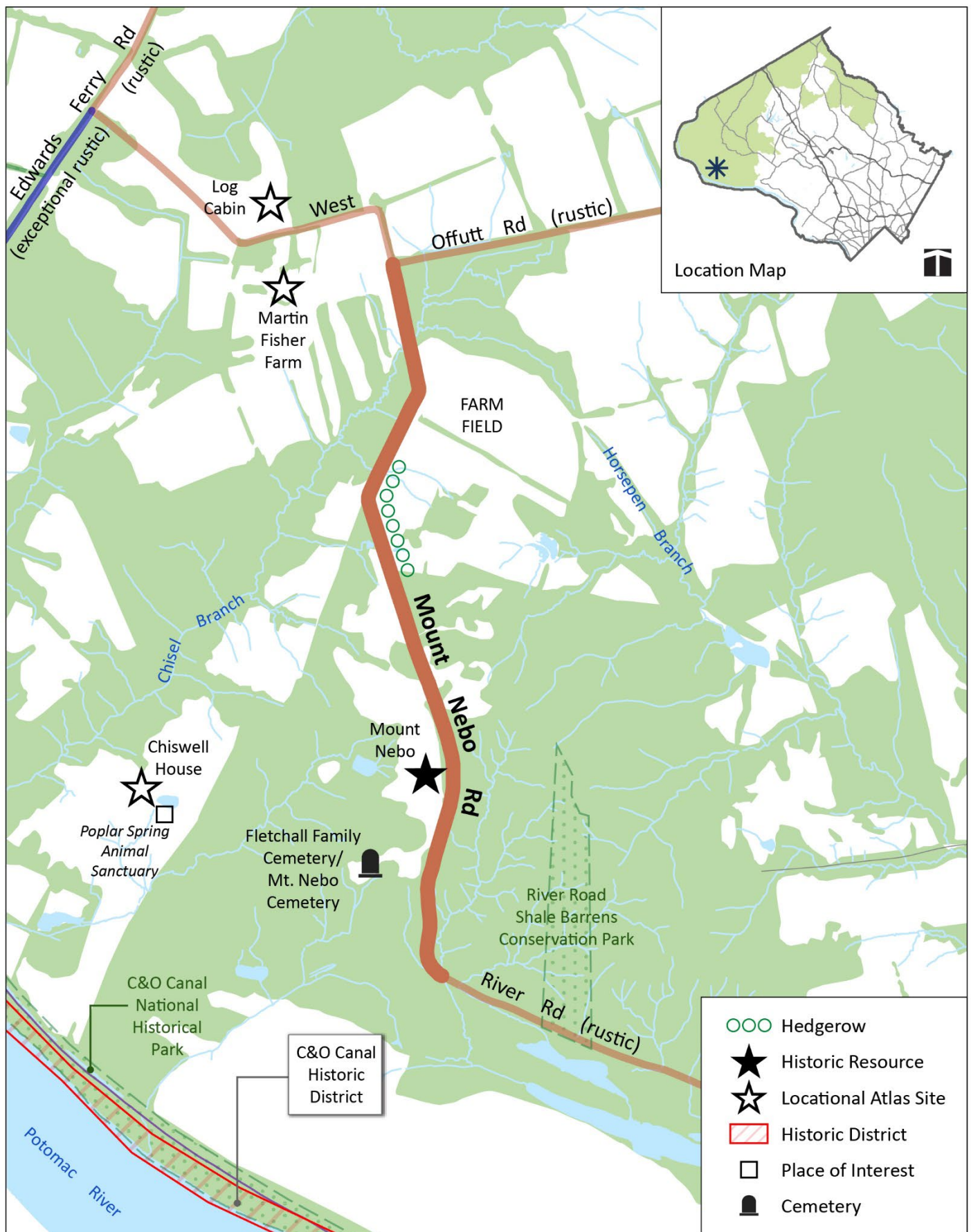
River Road (a rustic road) turns into Mount Nebo Road as it curves to the north away from the Potomac River. The road is steep in places and goes through forested areas with a nice ravine. The road is forested along both sides as the elevation rises heading away from River Road. The Mount Nebo property is down a driveway on the left side of the road in this stretch. After the forested section, the road flattens and straightens and has several modern homes, especially on the left (west) side of the road. On a curve to the right, the 400-acre Poplar Spring Animal Sanctuary is on the left, while farm fields open to the right. Poplar Spring is home to over 200 rescued farm animals. Mount Nebo Road comes to an end at its intersection with West Offutt Road (a rustic road).

Environment

At the southern end of Mount Nebo Road, on the east side of the road, are properties proposed to be part of the River Road Shale Barrens Conservation Park. This forested land has been designated one of the county’s Best Natural Areas because of its unique habitat. Shale barrens are characterized by exposed shale outcrops and shallower soils, creating a dry, harsh environment that provides a home for uncommon plants and animals that can’t otherwise thrive in the area. The size and general condition of the roadside trees and forest reflect the harsh, dry conditions that persist outside the proposed parkland. The road is within a group of small subwatersheds that are direct tributaries to the Potomac River.

Road Characteristics

Extents	Entire road: River Road to West Offutt Road
Length	1.60 miles
Width	17 feet
Surface	Paved
Lanes	No center line or edge markings
Shoulders	None





Views looking south on Mount Nebo Road

Mountain View Road

A Rustic Road

Added to program by the 2004 *Rustic Roads Functional Master Plan Amendment*

Mountain View Road is in northern Montgomery County approximately two miles west of Damascus.

Any road improvements should be carefully examined because many structures are located close to the road, and such improvements may compromise the integrity of the Purdum Historic District.

Significant Features

- Broad vistas across open farm fields and rolling countryside.

History

Mountain View Road, established by the mid-1800s, is the backbone of the Purdum Historic District (Locational Atlas & Index of Historic Sites #10/24). Purdum, named for a local farming family, was a nearly self-sufficient community with churches, a school, and store that served local farmers. Purdum still has several vernacular Victorian houses of the late 1800s and early 1900s, modern houses, two churches, a cemetery, and two large farms. Towards the east end of the historic district, the Pleasant Grove Community Church Cemetery (Burial Sites Index #122) reflects an African American congregation established here in 1868. The original church building also served as a school for local Black students.

Traveling Experience

There are two distinct segments of Mountain View Road. The main segment, between Purdum Road (an exceptional rustic road) and Johnson Drive, is located along a high ridgeline, has a relatively straight, flat alignment, and functions as the residential "main street" of the Purdum Historic District. Steep, unforested slopes along the road contribute to spectacular views of surrounding farms and fields. Houses and other buildings of many different sizes and ages are set back at various distances from the road, and in some cases are quite close to the roadway. Purdum developed around two churches that are still part of community life.

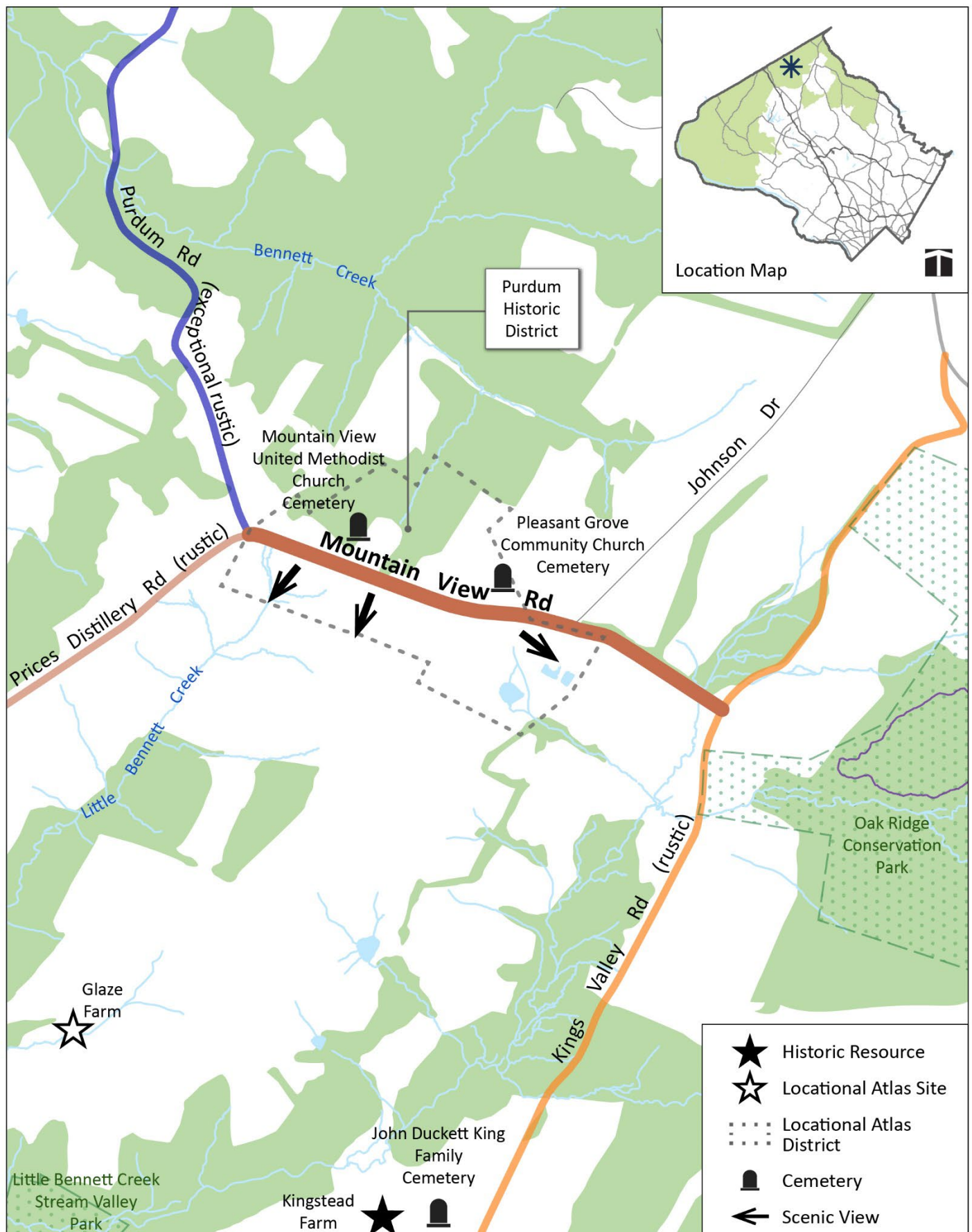
The second segment, between Johnson Drive and Kings Valley Road (a rustic road), has a different character. Just as Mountain View Road continues as Prices Distillery Road (a rustic road) on the west end of Purdum, the main road continues as Johnson Drive on the east end. Mountain View Road branches off as a narrower steep decline toward Kings Valley Road. It is bordered on one side by pasture and on the other side by a forest stand. The road bridges a small stream that cuts through both the pasture and the forest.

Environment

Land around the stream that crosses under Mountain View Road near the east end of the road is proposed for acquisition in the 2006 *Damascus Master Plan* as part of the Little Bennett Creek Stream Valley Park for conservation and recreation purposes. It is one of the northernmost headwater stream valleys of the Little Bennett Creek watershed. This segment of the road has high bank dense hedgerows to the north and long vistas (marred by multilevel utility lines) to the south. Except for the one stream valley crossing, the remainder of the road is on high ground between the Bennett Creek and Little Bennett Creek watersheds with no adjacent sensitive areas. The western segment of the road has large individual trees that mostly grow intermittently behind the utility lines on both sides of the road.

Road Characteristics

Extents	Entire road: Purdum Road/Prices Distillery Road to Kings Valley Road
Length	0.73 miles
Width	22 feet from Purdum Road to Johnson Drive 19 feet from Johnson Drive to Kings Valley Road
Surface	Paved
Lanes	Center line and edge markings from Purdum Road to Johnson Drive; no markings in the eastern segment
Shoulders	None





Mouth of Monocacy Road

A Rustic and Exceptional Rustic Road

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

Mouth of Monocacy Road, from the aqueduct to the viaduct, has high historic value, outstanding vistas of farms and Sugarloaf Mountain, and exceptional natural features. This plan extends the exceptional rustic designation to the end of the unpaved portion of the road that passes back under the Monocacy Viaduct.



Significant Features

- Alignment approaching and under the Little Monocacy Viaduct
- One-lane timber deck bridge across the railroad
- Views of farms and Sugarloaf Mountain to the north
- One-lane bridge across the Little Monocacy River
- Narrow gravel segment beyond one-lane bridge over Little Monocacy
- Trees close to the road and tree canopies on the gravel portion

History

One of the oldest roads in the county, this road was platted in 1793 pursuant to an act of the Maryland General Assembly and ran from Luckett's Ferry on the Monocacy River to Green's Bridge on the Patuxent River. It incorporated part of Old Baltimore Road and was used by farmers hauling grain and driving cattle to Baltimore. A ferry, known in the 18th century as Luckett's Ferry and in the 19th century as Spinks' Ferry, was once located at Mouth of Monocacy just below the aqueduct. The ferry enabled transport westward into the Virginia and Ohio frontier. The Monocacy River was a key element in the southward migration of Pennsylvania German settlers.

Traveling Experience

From west to east, the road begins at the Monocacy Aqueduct (Master Plan Historic Site #12/27), which was built between 1829 and 1833 and is one of the finest examples of C&O Canal engineering. It was built of white quartzite that was transported from nearby Sugarloaf Mountain on an early, specially built railroad line. The Monocacy Aqueduct is part of the C&O Canal National Register Historic District, as is a nearby brick warehouse (Master Plan Historic Site #12/28). This is one of three warehouses which once stood in the vicinity. The building facilitated the loading of grain and other materials onto canal boats that were tied up at the basin. In the mid-19th century, the Monocacy River was an important local shipping point for grain that was sent to be ground at Georgetown's flour mills.

The road travels through light woodlands to cross a railroad spur at grade. This railroad spur is used for the line haul to the resource recovery facility located adjacent to the Dickerson generating facility. The road crosses the main line of the railroad on a one-lane timber deck bridge (replaced in 2007; bridge inventory #M-0135) with nice views over the side to the railroad track below. After crossing the railroad, a power substation is located on the left, jarringly out of place with the otherwise rustic character of this road. The tree-lined road proceeds through farm country with the Sellman Farm on the right side (Locational Atlas & Index of Historic Sites #12/25). In the mid-1800s, this was a thriving general-purpose farm made prosperous by enslaved laborers. The log and frame farmhouse was built c. 1830. The stone springhouse is a rare survivor of more than a dozen agricultural

outbuildings once associated with the farm. The road intersects Dickerson Road (MD 28) after passing a horse farm on the right.

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

Mouth of Monocacy continues across Ephraim Road, passes a dairy farm on the left, and proceeds downhill past the former site of Oakland Mills. The road then passes very narrowly under the Little Monocacy Viaduct (Locational Atlas & Index of Historic Sites #12/19) and, after a sharp turn to the left, crosses a one-lane bridge over the Little Monocacy River (bridge inventory #M-0043; planned to be replaced in 2022). After crossing the bridge, the road turns left up a steep rise to pass once again beneath the viaduct. There is an excellent view of the viaduct from the bridge. The largest single structure on the B&O line, this viaduct was also, at \$175,000, the most expensive project in constructing the railroad. The three-arch bridge was built 1906-7, replacing an earlier wooden trestle. It may include earlier stonework c. 1870. The masonry is a combination of Seneca sandstone, Washington County limestone, and white quartzite from Sugarloaf Mountain.

The narrow gravel portion of the road is tree lined with high banks on the south side where the railroad follows an incline up Parr's Ridge and then heads further south out of view. The roadside to the north drops sharply to a meadow which was once part of the area dammed up when Oakland Mills operated. Continuing to the northeast, the road narrows greatly with large trees on both sides.

Environment

The road is primarily located in the Little Monocacy watershed with only the westernmost segment in the Monocacy watershed. Both are direct tributaries to the Potomac River. The road descends into the Little Monocacy forested riparian area and under the Little Monocacy Viaduct. After a sharp turn toward the floodplain, the road crosses a one-lane bridge over the Little Monocacy River. The road then ascends to a terrace above the floodplain where the classified section of the road ends.

Both ends of the road are densely forested. The remainder has dense hedgerows on one or both sides of the road, creating an overhanging canopy. At the northernmost road apex, near Sellman Farm, the road passes over a Diabase seam rock outcrop that can clearly be seen on the north side of the road. This seam was mined, the remains of which are known as the Dickerson Diabase Quarries. Two of the most prominent quarries are now filled with water and are located just north and south of the Little Monocacy River.

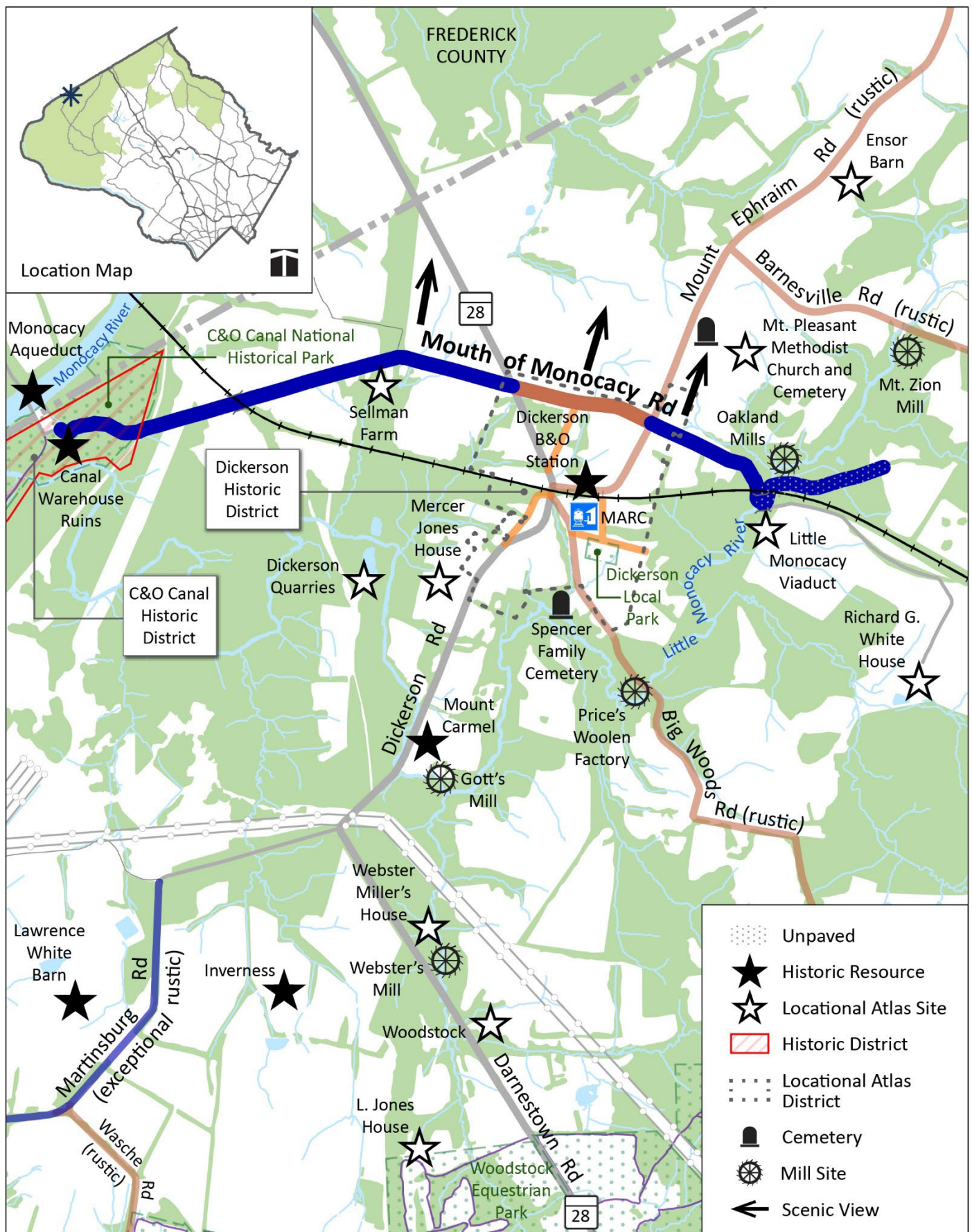
The westernmost segment of the road is within the Chesapeake & Ohio Canal National Historical Park. This park extends 184.5 miles from Georgetown, Washington, D.C. to Cumberland, Maryland. In addition to preserving the historic canal and features alongside it, the park passes through a wide diversity of ecosystems and offers numerous opportunities to view birds and other wildlife and plant communities.

Road Characteristics: Exceptional Rustic Section

Extents	Monocacy Aqueduct parking lot to Dickerson Road (MD 28); Mount Ephraim Road to end of county maintenance
Length	2.07 miles
Width	14-16 feet near Monocacy Aqueduct and Sellman Farm; 16-18 feet elsewhere on paved portion of road; 8 feet from Little Monocacy River to end of county maintenance
Surface	Paved from aqueduct to bridge over Little Monocacy, then mostly gravel to the end with some areas of concrete
Lanes	No center line or edge markings
Shoulders	None

Road Characteristics: Rustic Section

Extents	Dickerson Road (MD 28) to Mount Ephraim Road
Length	0.41 miles
Width	16-18 feet elsewhere on paved portion of road
Surface	Paved
Lanes	Center line and edge markings
Shoulders	None





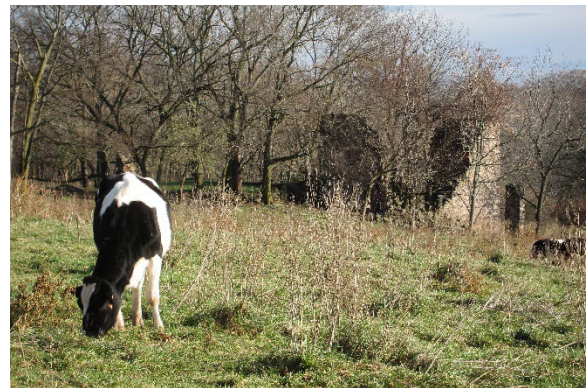
The Monocacy Aqueduct once carried the waters of the C&O Canal over the Monocacy River



The top of the aqueduct is now used for hiking and biking as part of the C&O Canal Towpath



Mouth of Monocacy Road crossing over the CSX tracks



Ruins of the Sellman Farm just south of the road



Mouth of Monocacy Road running under the Little Monocacy Viaduct



Gravel section of Mouth of Monocacy Road just beyond the horseshoe bend in the road

Moxley Road

A Rustic Road

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

Moxley Road has a varied character with outstanding natural features, long views, and farmland vistas.



Significant Features

- Alignment blends into countryside
- Expansive views on both sides of the road

History

Established after 1879, the road traverses farmland once owned by the Moxley family, who were early settlers in this area with extensive landholdings worked by enslaved individuals. Moxley Road connects two historic communities, Clagettsville and Browningsville. Clagettsville, established in 1874 by John H. Clagett, is characterized largely by Victorian-era residences. Browningsville, which developed initially around a saw and grist mill on Bennett Creek, grew in the later 1800s to accommodate local farm families. The community retains examples of early houses of log construction with clapboard sheathing and external chimneys, as well as later houses with internal chimneys and central cross gables on their main façades.

Traveling Experience

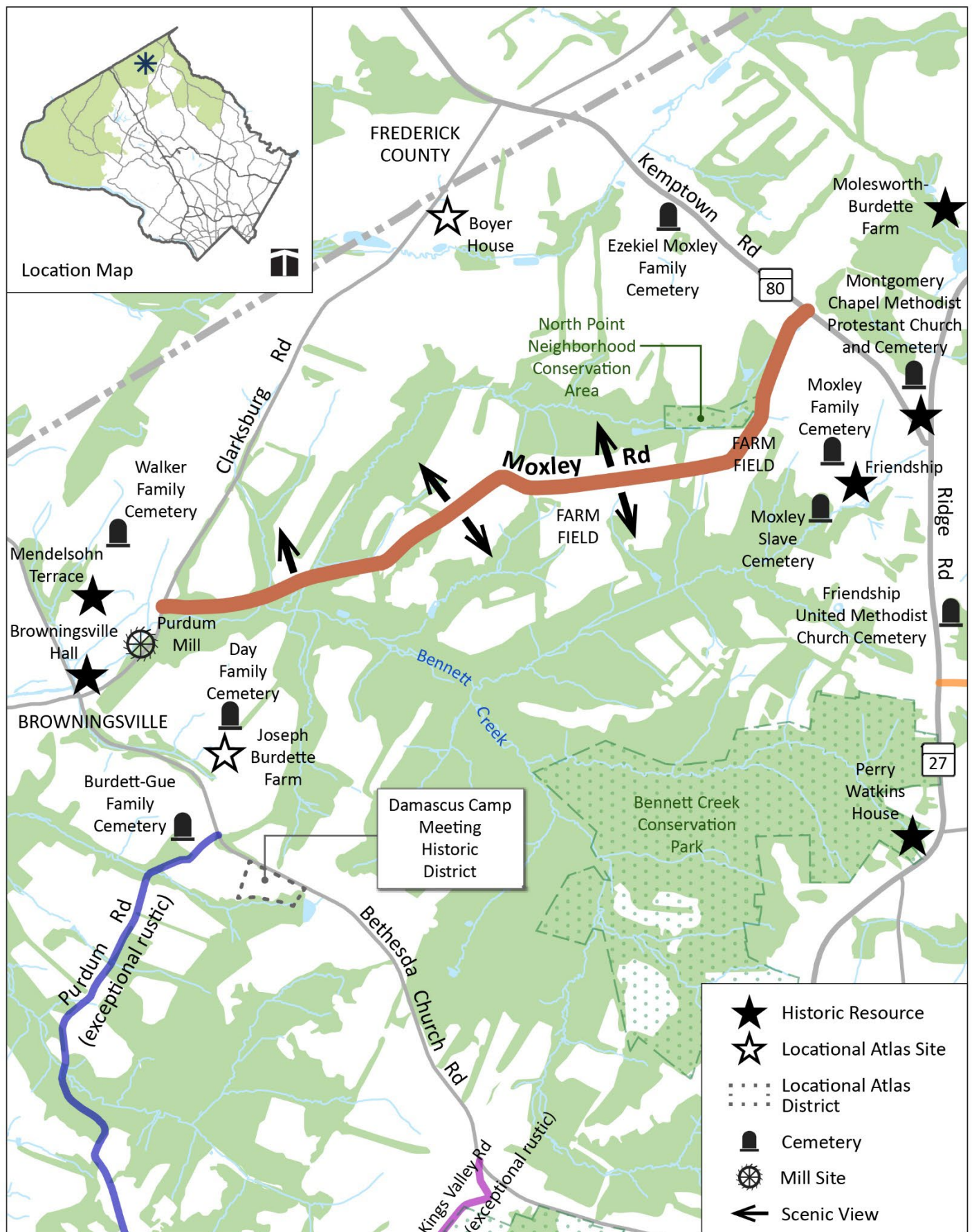
At its northeastern end, Moxley Road intersects with Kemptown Road (MD 80) at the edge of the Clagettsville community. Heading southwest, Moxley Road dips and travels through farm fields on both sides of the road, with a pond on the left. A few modern homes line the road to the left, while a wooded area is to the right. The road rolls up and down through this area before opening to broad views across farm fields on both sides of the road. The road continues along a ridge on a long straight section with particularly long views that continue as the road begins to head back downhill. It descends through a spotty forest with equestrian and other farms on the right before another section through the woods prior to its intersection with Clarksburg Road. The road is very low here and the trees conceal Bennett Creek on the south side of the road while there is a very picturesque farm on the north side. Across Clarksburg Road is an excellent view of the farmland and buildings of Mendelsohn Terrace (Master Plan Historic Site #10/12).

Environment

Moxley Road is located in the headwaters of Bennett Creek, a tributary to the Monocacy River. The road runs between two major streams before paralleling the Bennett Creek mainstem at the road's western end. There is a small unforested stream crossing near the eastern end followed by a second crossing near the forested North Point Neighborhood Conservation Area. This nine-acre park protects this headwater tributary of Bennett Creek and provides open space for the adjacent neighborhood. This is followed by dense banked hedgerow to the south. A wide-open area with occasional mature trees growing near the pavement gives way to increasing forest with the descent into the floodplain of Bennett Creek.

Road Characteristics

Extents	Entire road: Kemptown Road (MD 80) to Clarksburg Road
Length	2.22 miles
Width	16 feet
Surface	Paved
Lanes	No center line or edge markings
Shoulders	None





Mullinix Mill Road

A Rustic Road

Added to program
by this master plan

Mullinix Mill Road is a gently curving road leading through forests and farm fields before descending to cross the Patuxent River into Howard County.

Significant Features

- Historic, winding, and rolling alignment
- Views of fields, historic structures
- Forest and mature trees along the road
- Views of Scott Branch stream valley
- Hedgerows

History

Mullinix Mill Road was established in phases in the mid-19th century. The southernmost segment was platted in 1847 to connect the c. 1833 Mt. Lebanon Methodist Episcopal Church to the main road from Damascus to Unity (MD 108). The original log church and cemetery (Burial Sites Inventory #179) have been demolished, but the c. 1901 Mt. Lebanon School (Master Plan Historic Site #15/117) remains at the site, now used as a private residence.

A newer segment platted in 1869 connected the short existing road to a Patuxent River ford on John J. Mullinix's land, establishing an alignment that still exists today. The new road connected Howard and Montgomery Counties and improved access to the church and the mills on the Patuxent River.

The Mullinix Mill was built c. 1870 at or near the site of the earliest mill on the upper Patuxent, Pigman's Mill, in operation by 1794. The Mullinix Mill operation includes a grist mill, sawmill, and cider mill, and the family opened a small store nearby. The mill was destroyed by fire in 1913.

Historic sites along the road reflect the legacy of prominent local farming families and their close-knit settlement patterns. Numerous dwellings associated with the Etchison, Warfield, Mullinix, and Brandenburg families are nearby, as is the Etchison family cemetery (Burial Sites Inventory #183). The Sarah Brandenburg Farm (Master Plan Historic Site #15/17) is notable for its ownership by a woman, Sarah Elizabeth Mullinix Brandenburg, during the last quarter of the 19th century when the surviving historic buildings were constructed.

Alongside these families, enslaved African American workers were residents in this area by the 18th century. Most worked in agricultural production, though some may have labored at Pigman's Mill. Asbury Mullinix, whose land was purchased for the roadway in 1869 and whose children built prosperous farms here, enslaved numerous individuals, including six members of the Brown family: Ellen, Harriet, James, Jane, Luther, and Robert. Local tradition holds that families formerly enslaved by Asbury Mullinix were the first settlers along Holsey Road (a rustic road) in the early- to mid-19th century.

Traveling Experience

Mullinix Mill Road offers a delightful variety of driving experiences. After leaving Damascus Road (MD 108), the first one-third of a mile offers views both left and right of active farms. The 1901 schoolhouse is on the left as the first right turn is completed. Following a left turn, the view shortens with hedgerows to the right and

Morning Sun Stables in the valley to the left. The road then passes through a wooded area, crosses Scott Branch, and rises to pass the Sarah Brandenburg House and some newer homes on the right.

After a curve to the right, the road intersects with Long Corner Road. Before reaching this intersection, a grouping of old farm buildings is visible on the left. An old barn, the most picturesque of these buildings, can be seen best on the return drive to Damascus Road.

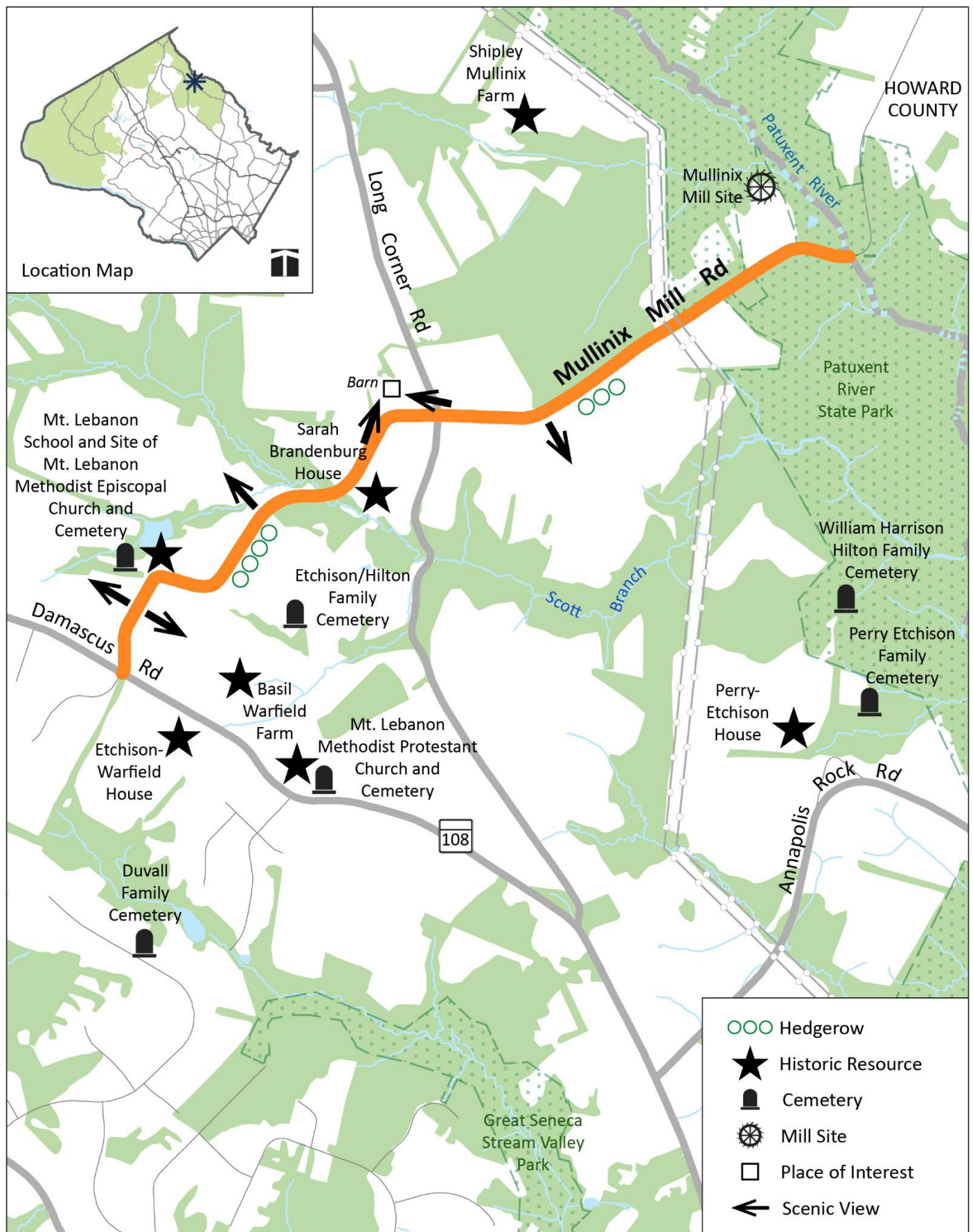
After crossing Long Corner Road, the road reveals more open fields, farming operations, and hedgerows before passing under high tension powerlines. Shortly after the powerlines, an open area is visible to the left. The Mullinix Mill site for which the road is named is located beyond the far end of this open area and adjacent to the Patuxent River. Continuing, the road enters a heavily wooded section as it heads down to the Patuxent River. Just across the bridge there is a small parking area that offers an opportunity to step out, stretch, and enjoy a view of the river and the beauty of the surrounding woods.

Environment

Mullinix Mill Road is primarily within the Scott Branch tributary watershed of the Upper Patuxent River. Hedgerows appear on the south side of the road as the road descends toward the sparsely forested Scott Branch crossing and provide a mixed canopy. Following another open area after the Scott Branch crossing, canopy over the road gradually increases on one or both sides of the road. The rustic road ends at the Montgomery County line where the road crosses the Patuxent River within the forested Patuxent River State Park, a 6,700-acre park at the headwaters of the Patuxent River that includes a nature center, hiking trails, canoe and kayak rentals, and fishing and hunting opportunities. Trails on either side of the river may be accessed from the parking area just across the bridge.

Road Characteristics

Extents	Damascus Road (MD 108) to Howard County line
Length	1.99 miles
Width	19-20 feet
Surface	Paved
Lanes	Center lines, but no edge markings
Shoulders	None





Nicholson Farm Road

A Rustic Road

Added to program
by this master plan

Nicholson Farm Road is a short, narrow road that was part of the historic alignment of Dickerson Road. It is a good example of a rural residential street in an historic district.

Significant Features

- Historic alignment—main road through Dickerson
- Views north across farm fields to Sugarloaf Mountain

History

Nicholson Farm Road once formed part of the historic alignment of Dickerson Road from Mouth of Monocacy Road to Martinsburg Road. This segment was platted in 1870 and opened by 1878, in a time of transformation brought by the 1872 opening of the Metropolitan Branch of the Baltimore & Ohio Railroad. Dickerson quickly changed from a rural crossroads to a busy settlement. The town's first postmaster and railroad station agent, William Dickerson, settled here after leaving Montgomery County to fight for the Confederacy during the U.S. Civil War. He lived in a c. 1840 log home along today's Nicholson Farm Road.

The Dickerson family was established in the county by 1778 and owned land near present-day Dickerson and further afield. For nearly a century, the family enslaved dozens of African American laborers, including Fanny Taylor, John and Nelson Waters, Thomas Conn, and a young woman named Henrietta who twice attempted to escape captivity with her young child.

The road's name likely derives from the legacy of the Lawrence Baker Nicholson family. Nicholson, a successful merchant, and later his wife Elizabeth A. Nicholson and son Lawrence Baker Nicholson, purchased land and built 17 dwellings throughout the community from the late 19th century through the 1920s. In the 1920s, Dickerson Road was realigned and paved as a state highway, and the original road that remained to the north of the railroad tracks became Nicholson Lane. The connection to Dickerson Church Road to the south was lost. When the county renamed roads to remove duplicate names in the early 1970s, Nicholson Lane became Nicholson Farm Road.

Traveling Experience

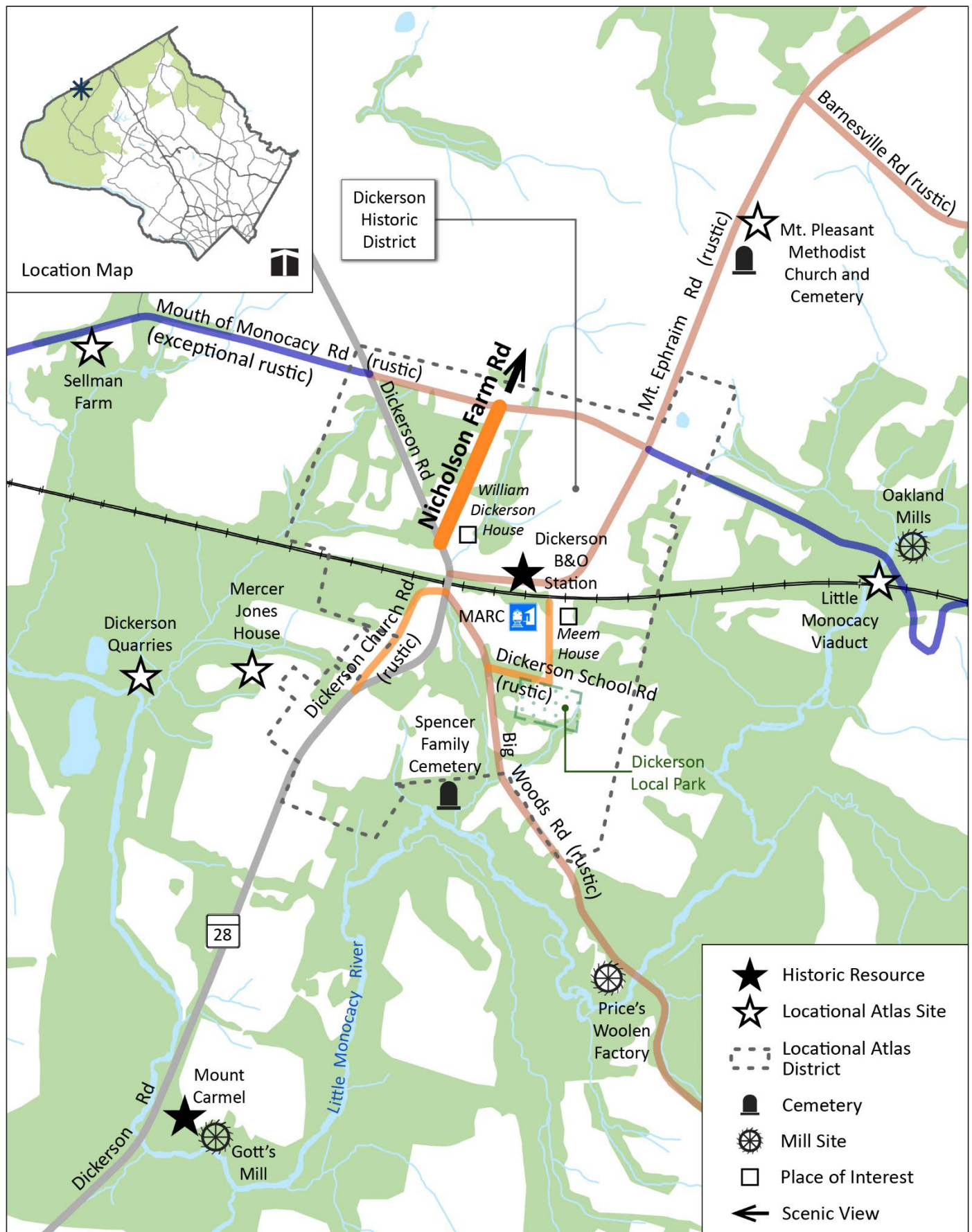
Turning north on Nicholson Farm Road from Dickerson Road (MD 28), the first property on the right is the William Dickerson House, the 19th-century home of the town's first postmaster. Continuing north, there is a mixture of modern housing. On the left is a 1924 Craftsman bungalow associated with Elizabeth Nicholson. There are more small modern homes to the north, and the road ends at Mouth of Monocacy Road (a rustic road). There is a view of Sugarloaf Mountain across the field straight ahead.

Environment

Nicholson Farm Road is generally located on high ground between two small tributaries to the Little Monocacy River. It is mostly open with individual trees and small groves providing some canopy cover in places.

Road Characteristics

Extents	Entire road: Dickerson Road to Mouth of Monocacy Road
Length	0.85 miles
Width	17-20 feet
Surface	Paved
Lanes	No center line or edge markings
Shoulders	None





Oak Hill Road

A Rustic Road

Added to program by the
1997 *Cloverly Master Plan*

Forested areas mixed with open space and pastures are the dominant view from the road.

When the road was designated rustic, the road dead-ended at a point about 780 feet northeast of the transmission line right-of-way. Two new subdivisions approved in the early 2000s extended the road approximately 450 feet with a cul-de-sac and modern neighborhood design. Because the new section of the road has a very modern appearance, the rustic designation still ends at the same point as when first designated; this plan clarifies that the eastern extent of the rustic designation is not at the end of the road, but instead where the road previously ended.



Significant Features

- Forest areas mixed with open space and pastures
- Tree canopy over the road
- Views of the barn, house, and fields at historic Oak Hill

History

Oak Hill Road was established by 1892, connecting the Laurel Road (MD 198—now Spencerville Road) and the Old Baltimore Road (Ednor Road). Near Spencerville, the road closely follows its historic alignment, but northern segments show extensive realignment and the disappearance of the connection with Ednor Road in the 1940s.

Nineteenth century homes near the foot of the road reflect the legacy of the Stablers, a prominent Quaker family central to the 19th-century settlement and agricultural development of the region. Drayton (Master Plan Historic Site #15/51) is a c. 1841 two-story log home built by Caleb Stabler and remodeled in the 20th century with a Neoclassical Revival style. Edgewood II (Master Plan Historic Site #15/52) was built c. 1858 by Robert Stabler, a prosperous farmer and son of Caleb Stabler. Further north, c. 1865 Oak Hill (Master Plan Historic Site #15/53) was built by Frederick Stabler and is believed to have been named for a large and ancient oak tree standing behind the farmhouse.

Across Spencerville Road to the south, the historic cemetery at the Round Oak Missionary Baptist Church along Good Hope Road marks the presence of a historically African American community established in the mid-19th century (Burial Sites Inventory Site #129). Burials in the historic cemetery date to c. 1850, and a church and school opened by 1879.

Traveling Experience

At Spencerville Road, Oak Hill Road is highly developed and continuing north has housing developments on both sides. Gravel driveways begin to predominate where farm views appear to the left and forested views to the right. Near 16400 Oak Hill Road, views of farm fields are interspersed between large newer houses. After passing the farmlands, the road is tree-lined and canopied with native trees. It curves and descends past modern houses as it approaches Avoca Lane (an exceptional rustic road). On the left at 16820, there is a home with fantastic sculptures displayed in the front. The road passes under transmission lines and ends in a cul-de-sac with modern houses; this end of the road is not included within the rustic designation of the road.

Environment

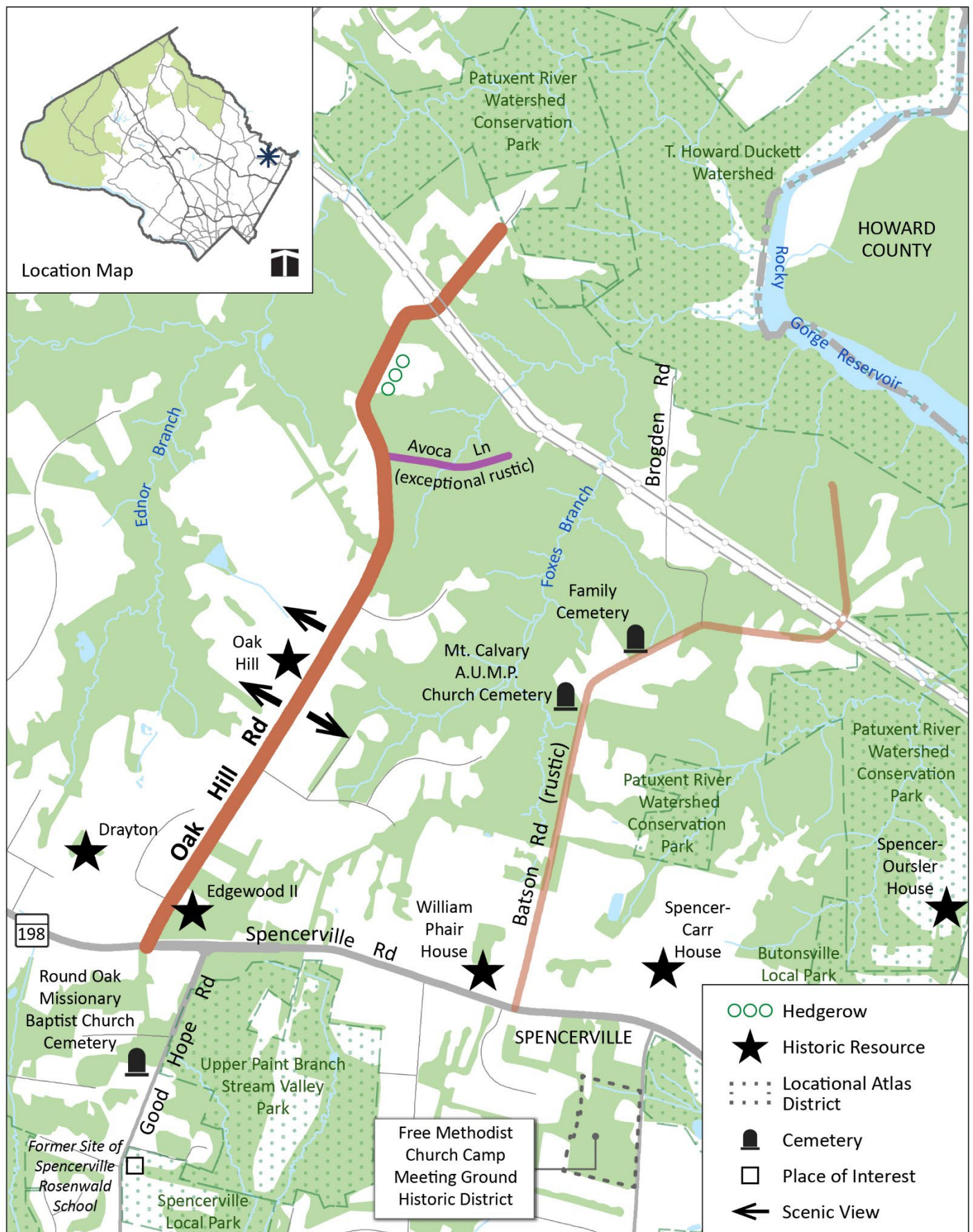
Oak Hill Road originates at Spencerville Road (MD 198) on high ground within the Upper Paint Branch Special Protection Area (SPA). SPAs are watersheds of very high quality and worthy of special protection. This may take the form of conservation park acquisition or the application of measures within the land development process designed to protect water quality and associated natural features such as streams, wetlands, and forests.

The southern part of the road is open with occasional hedgerows and individual trees. Near the intersection with Sahalea Terrace, the road becomes more forested on one or both sides with a closed canopy in many places. The remainder of the road follows a ridgeline between the Ednor and Foxes Branch subwatersheds of the Patuxent River and Rocky Gorge Reservoir.

The northern terminus of the road provides access to the Patuxent River Watershed Conservation Park. This 365-acre park is adjacent to the lands of WSSC's T. Howard Duckett Watershed conservation area.

Road Characteristics

Extents	Spencerville Road (MD 198) to old end of road (~780 feet northeast of the transmission line right-of-way)
Length	1.44 miles
Width	17-21 feet, 17 feet near Avoca Lane
Surface	Paved
Lanes	No centerline or edge markings
Shoulders	None



Old Bucklodge Lane

An Exceptional Rustic Road

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

Old Bucklodge Lane has historic value, outstanding farm views, and natural features. This plan reclassifies Old Bucklodge Lane exceptional rustic.

Significant Features

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

History

The road was established after 1870. By the early 20th century, the African American community of Turnertown was established near the intersection with Bucklodge Road (MD 117). Emma Turner was the first of the Turner family to settle here, buying three acres of land in 1897.

Traveling Experience

The road is under extensive tree canopy at White Ground Road (an exceptional rustic road). From there, the road follows a ridgeline, jogging around farm fields and offering views of horse pastures and interesting farmsteads on both sides of the road. Turning north onto Old Bucklodge Lane from the dense woods at White Ground Road, one passes by woods on the right and a glimpse of farm fields through the trees on the left. At about a quarter mile, the road opens out to a view of a horse farm on the right, with board-fenced pastures and a large red bank barn. The road immediately turns left and then right, following the ridge line between the horse farm and a cattle farm with ponds and pastures. After a curve around and between two older farmhouses, the road continues with pastures and hay fields on both sides. After more turns a distant view of Sugarloaf Mountain appears.

The road then continues downhill between hay fields lined with trees past a huge red bank barn reflected in a pond near the road. The White-Carlin Farm (Master Plan Historic Site # 18/12) can be seen through the hedgerows on the left. This early farm includes a stone house built by 1800; the historic house sits beyond the barn and is visible from the road. The large bank barn could accommodate 60 cows and a dozen horses. For the next half mile, the road passes between hay fields and is lined with trees, one section with eastern red cedars forming an allée. After the last curve, the road is terraced above a tributary to Bucklodge Branch with a view of the stream. There is a view to the left that includes the back of the old Horine's Feed Store (Locational Atlas Site #18/7). This store is a rare example of an early 20th-century commercial structure located in the Bucklodge community. The road ends at Bucklodge Road (a rustic road), with dense woods on the right and a view across Bucklodge of another board-fenced pasture.

Environment

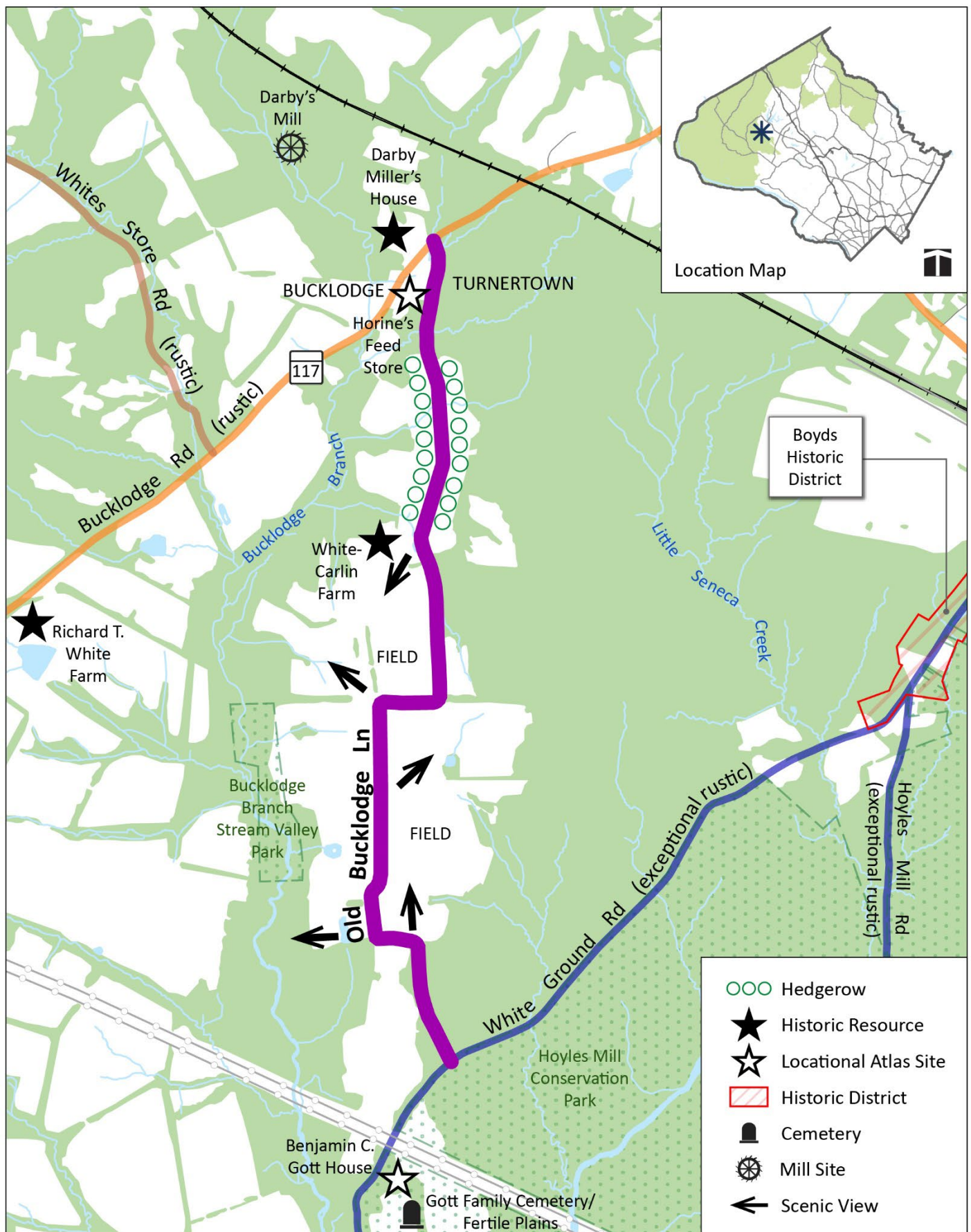
Old Bucklodge Road is primarily on the eastern rim of the Bucklodge subwatershed of Little Seneca Creek. Several of the forested headwater tributaries to Bucklodge Branch are crossed in the northern segments of the road. These riparian areas have a closed canopy overhead with forest growing close to the pavement. The

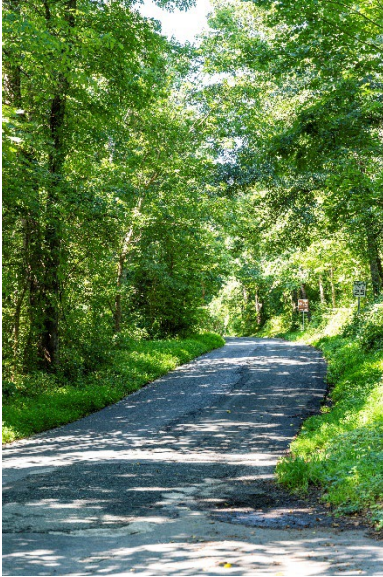
middle segment of the road follows a ridgeline and is mostly open, with occasional hedgerows and individual trees along the edge.

The road's southern terminus is across White Ground Road from a forested section of Hoyles Mill Conservation Park.

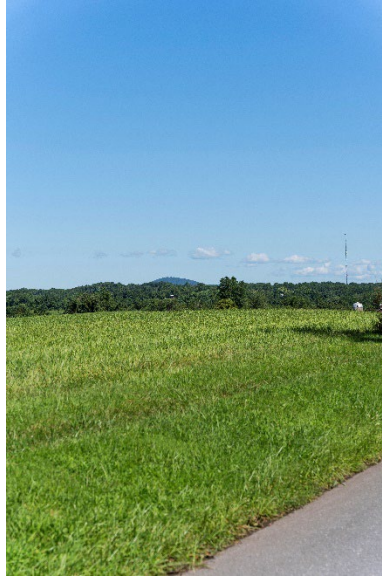
Road Characteristics

Extents	Entire road: Bucklodge Road (MD 117) to White Ground Road
Length	1.99 miles
Width	18 feet
Surface	Paved
Lanes	No center line or edge markings
Shoulders	None





Old Bucklodge Lane at the intersection with White Ground Road



View of Sugarloaf Mountain from Old Bucklodge Lane



Looking north on Old Bucklodge Lane towards field and barn just north of the intersection with White Ground Road



View of the farm field at the third major bend in the road while going north



Long view of fenced fields and forested areas



Old Hundred Road

A Rustic Road

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



Old Hundred Road (MD 109) has outstanding vistas of farm and rural landscapes and Sugarloaf Mountain. The portion of this road from Frederick Road (MD 355) to I-270 was designated rustic in the 1994 *Clarksburg Master Plan & Hyattstown Special Study Area*. The section from Barnesville Road to I-270 was designated rustic in the 1996 *Rustic Roads Functional Master Plan*. This plan removes the rustic designation from the segment between Peach Tree Road and Frederick Road.



Significant Features

- Road alignment as it follows contours of the land
- Ridge road with farm views and views of Sugarloaf Mountain
- Mature trees along roadside and tree canopies in many sections

History

Old Hundred Road from, from Barnesville to Hyattstown, was ordered to be established by an 1836 law of the Maryland General Assembly. It was platted in 1843 and enabled farmers to carry goods to the turnpike (Frederick Road – MD 355) and the B&O Railroad’s main line.

Traveling Experience

Leaving Barnesville and heading north, residences are on both sides of the road. There are concrete curbs along one or both sides of the road for almost its entire length. The road makes a steep descent to where it crosses a tributary to the Little Monocacy River. Up the hill, the road is heavily tree lined and tree-canopied with tall mature trees. At the crest of the hill, there is a stunning view of Sugarloaf Mountain to the left with fields that are often dotted with round bales; there are also farm fields to the right. The Welling Farm, a farmstead that includes a noteworthy dairy barn of ceramic tile, a frame barn, and a log spring house, is on the right but is not visible from the road (Locational Atlas Site #12/9). The Frederick Jones Farm, established in the mid-1800s and about 150 acres, is off to the left but the farm itself is not visible (Locational Atlas Site # 12/7).

Near the Comus Historic District (Locational Atlas District #12/8) is the William Thompson House (Locational Atlas Site # 12/6), a farmstead that includes a Civil War era house and a notable bank barn. The silo and barn roof are visible. After passing Comus Road (a rustic road), open farms views with Sugarloaf Mountain in the backdrop are present again. Soon the Blue Ridge Mountain range can be seen in the far distance on the left. The road becomes hilly as it approaches Sugar Loaf (a.k.a. “Sugarloaf”) Mountain Chapel and cemetery on the left (Master Plan Historic Site #10/70). It was built in 1861 by William Hilton of local materials using slate quarried on Slate Quarry Road and bricks fired and wood cut on site.

North of the chapel, Thurston Road (a rustic road) intersects the road on the left. This section of road is curving and very wooded, with an enclosed tree canopy. At the bottom of a hill, the W.H. Cecil House (Locational Atlas Site #10/63), a log structure, is just visible on the left. Several modest frame farmhouses from the 1800s are visible from the road on the right, including: the Mort Cecil House (Locational Atlas Site #10/64), the Carlisle/Byrne House (Locational Atlas Site #10/62), and the Edward McElfresh House (Locational Atlas Site #10/60). The rustic portion of Old Hundred Road ends at Peach Tree Road (an exceptional rustic road).

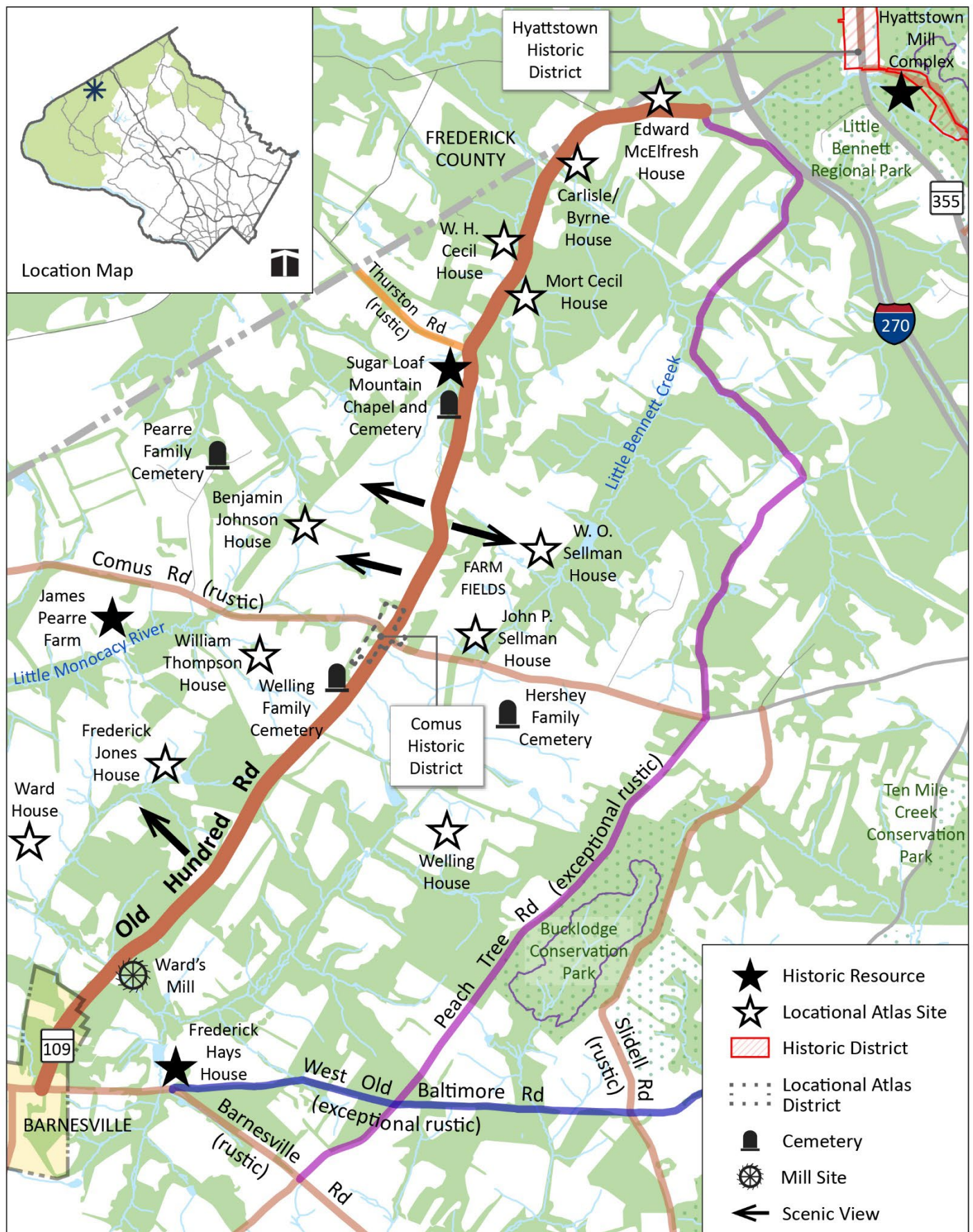
Environment

Old Hundred Road is split between the watersheds of Little Bennett Creek to the north and Little Monocacy Creek to the south. The northern segment of the road generally follows the forested stream valley of Little Bennett Creek and floodplain within the Little Bennett Regional Park. West of the I-270 interchange, the road traverses an open upland stretch through residences and farm fields before descending back into stream valleys and often closely follows stream alignments, with high-banked hedges on one side and drop-offs and guard rails on the other. As the road ascends out of the forest and toward the ridgeline of the two watersheds, hedgerows and individual trees become less frequent and long views over farm fields more prominent.

South of Comus, within the Little Monocacy watershed, the road follows a low ridge between two subwatersheds as it descends toward the Little Monocacy floodplain crossing. This mostly forested segment of the road has trees growing close to the road and a significant overhanging canopy. The floodplain itself is near a confluence of several streams, creating a dynamic that does not support a forest. Continuing south, the road follows a tributary stream uphill and is generally forested on one or both sides of the road. Despite the utilities lines on both sides of the road, there is significant canopy cover approaching the Town of Barnesville, where houses with front yard trees become more prominent.

Road Characteristics

Extents	Barnesville Road to Peach Tree Road
Length	5.03 miles
Width	22 feet near Barnesville 23-24.5 feet north to Peach Tree Road
Surface	Paved
Lanes	Center line and edge markings
Shoulders	None; start and stop curbing along the entire road





Old Orchard Road

A Rustic Road

Added to program by the
1997 *Cloverly Master Plan*

Old Orchard Road is a two-lane, dead-end road that traverses densely wooded areas and open spaces.



Significant Features

- Open fields through nursery
- Views into forested stream valley
- Narrow pavement

History

Old Orchard Road is not apparent on road maps until the late 1950s, when it appears alongside a small stretch of mid-century homes.

Though modern in origin, Old Orchard Road is surrounded by resources tied to local history. An example is nearby Woodlawn Manor (Master Plan Historic Site # 28/14), built in the early 1800s. Today it interprets Montgomery County's agricultural history, including the legacy of slavery and the Underground Railroad, as a county park. In addition to the main house, the grounds feature a collection of farm buildings indicative of 19th-century agricultural practices, including an impressive stone bank barn, springhouse/meat house, tenant house, and log cabin, which may have served as living quarters for enslaved people who worked on the property. Woodlawn is strongly associated with the county's Quaker heritage and was home to the prominent Thomas and then Palmer families.

Also nearby, at the northwest corner of Norwood and Ednor Roads, the Holland Store and House (Master Plan Historic Site # 23/119) includes a c. 1860 main block and survives as a remnant of the 19th-century Holland's Corner community that grew at the crossroads.

Traveling Experience

Heading south from Ednor Road, mature trees and hedgerows—some grown into the fence—line both sides of the road. Rows of trees and shrubs from a nursery are visible on both sides. The road narrows as it descends to cross a culvert; huge mature trees are on both sides. Continuing south, the trees begin to clear where there are residences on both sides. The road narrows further as it continues south to a dead end at the driveways to several modern homes.

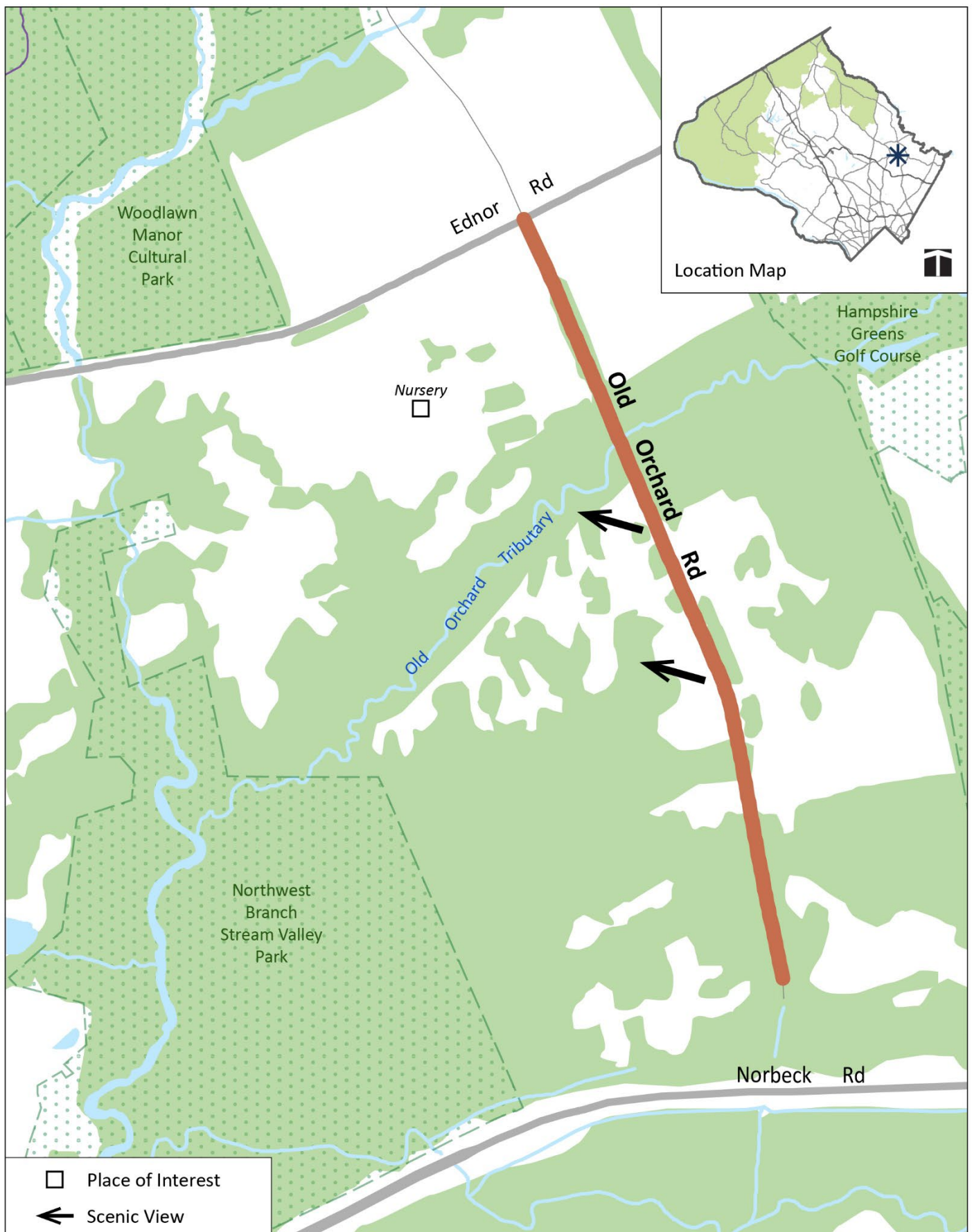
The *Bicycle Master Plan* recommends a neighborhood connector from the end of Old Orchard Road to Norbeck Road.

Environment

Old Orchard Road is located within the Old Orchard subwatershed and crosses this watershed's forested namesake stream, a tributary to the Northwest Branch. This section of stream valley is planned as an extension of the Northwest Branch Park, which currently totals more than 1,320 acres, and will also connect to its trail system. Dense hedgerows line the road between Ednor Road and the forested stream crossing. From there, canopy is intermittent with large individual trees growing close to the pavement.

Road Characteristics

Extents	Entire road: Ednor Road to end of road
Length	0.46 miles
Width	21 feet near Ednor Road to 15.5 feet near the end
Surface	Paved
Lanes	No center line or edge markings
Shoulders	None



Old River Road

A Rustic Road

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

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



Significant Features

- Alignment of the road as the "original" River Road
- Tree canopy enclosure over the western two-thirds of the road

History

This road was an original section of River Road that was bypassed by relocated River Road c. 1960. Like other sections of River Road north of the Seneca community, it was opened as a public road by at least 1808. This road falls within the Seneca National Register Historic District.

Traveling Experience

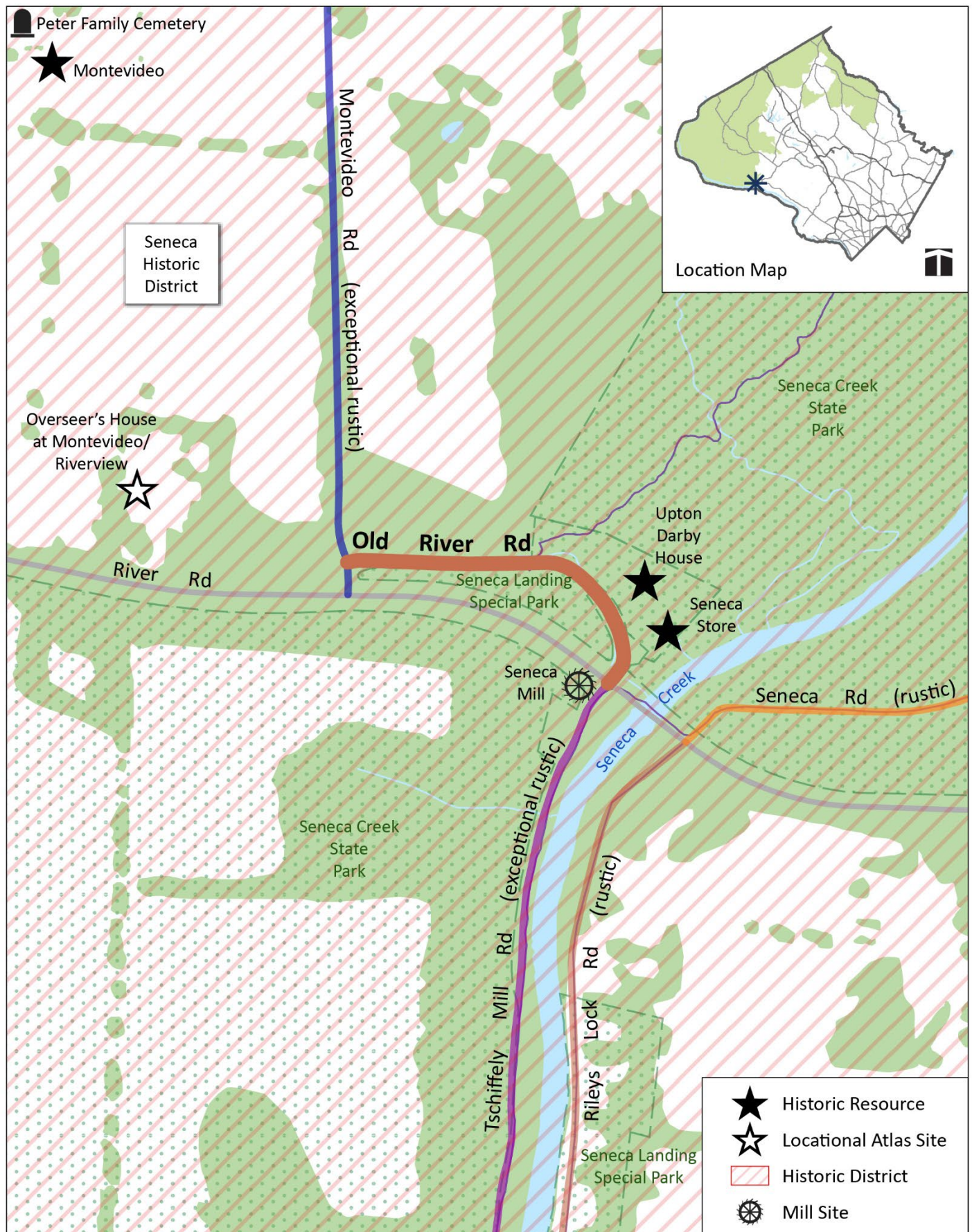
This short, winding road begins with the Seneca Store, also known as Poole's General Store (Master Plan Historic Site #17/62), one of the few remaining early general store buildings in the County, on the right. In 1901, Frederick A. Allnutt built the store, which was also once the town post office. Montgomery Parks rehabilitated the store in 2019. The Upton Darby House (Master Plan Historic Site #17/61) is also located on the right. It was built c. 1855 by John Darby and his son Upton, who ran the mill at the intersection of River Road and Seneca Creek. Continuing on the road, a closed canopy of mature forest offers a lovely drive up to Montevideo Road (an exceptional rustic road). Seneca Landing Special Park is on the left side of the road for its entire length; the two historic properties on the right are also within this park.

Environment

The road is located just north of and parallel to River Road and is within Seneca Landing Special Park. This park includes access to Great Seneca Creek off Rileys Lock Road, with a boat ramp for motorized boats, a fully accessible floating boat launch for kayakers and canoeists, and accessible picnic area with tables and grills. Old River Road winds through a forest with high banks and a dense canopy cover. The road is also close to Seneca Creek State Park, a 6,300-acre park that extends 14 miles along Seneca Creek and Great Seneca Creek. The state park contains over 50 miles of trails for hiking, biking, and horseback riding through a wide range of habitats. A trailhead for the Seneca Bluffs trail, which extends 6.42 miles north to Darnestown Road (MD 28), is on this road. The 16.5-mile-long Seneca Greenway Trail can be accessed from the eastern end of Old River Road—head south across River Road to follow the trail down Tschiffely Mill Road (an exceptional rustic road) to the trail's southern terminus at the C&O Canal, or head across the bridge over Seneca Creek to join the trail as it heads northward off Seneca Road (a rustic road).

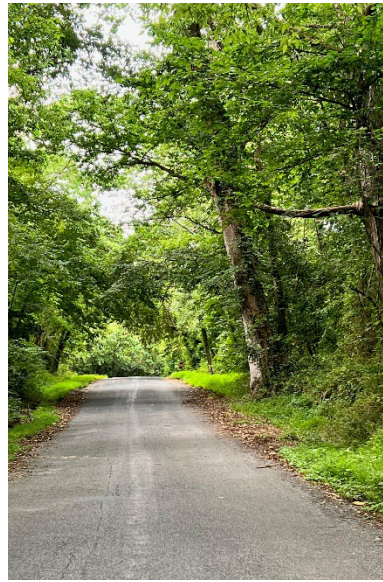
Road Characteristics

Extents	Entire road: River Road to Montevideo Road
Length	0.26 miles
Width	16 feet
Surface	Paved
Lanes	No center line or edge markings
Shoulders	None; concrete curbing on north side from River Road past the Upton Darby House

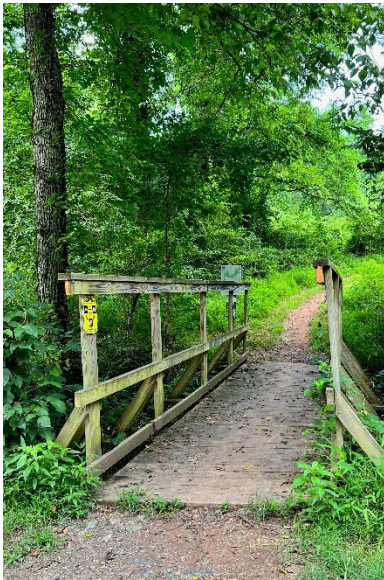




*Historic Seneca Store (Poole's General Store)
located on the north side of Old River Road*



*Looking west on Old River Road
towards Montevideo Road*



*Seneca Greenway Trail on the
north side of the road*



Peach Tree Road

A Rustic and Exceptional Rustic Road

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

Peach Tree Road has high historic value, outstanding farm views, and natural features. This plan reclassifies Peach Tree Road exceptional rustic between Barnesville Road and Old Hundred Road (MD 109).

Significant Features

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

History

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

In the early 20th century, African Americans living along the southern section of Peach Tree Road were connected to nearby Black communities in Poolesville, Jerusalem, and Jonesville by ties of kinship and shared community institutions.

Traveling Experience

A farm market is located at the intersection with Darnestown Road (MD 28). From there, Peach Tree Road winds nearly 10 miles to Old Hundred Road (MD 109) near the county line. It begins with fields and wide views on the left. The Smith-Lynch Farm is on the right (Locational Atlas & Index of Historic Sites #17/3). This farm, established in the mid-19th century in a notable setting on a hill surrounded by fields, was operated by the same family for nearly a century. Orchards are located in this vicinity.

The road passes Moore Road (a rustic road) on the right. The road then passes through a forest near Whites Store Road (a rustic road). Before Sellman Road, the vista through dense hedgerows on the right is to rolling farm fields and hills, beyond which is an early farmhouse (Locational Atlas & Index of Historic Sites #18/5) built on a tributary to Bucklodge Branch before the railroad was constructed nearby. Peach Tree Road then crosses the railroad tracks, immediately past which lies the drive to the Mrs. Earp House (Locational Atlas & Index of Historic Sites #18/4), a post-Civil War era house with Gothic Revival details, including jigsaw gingerbread and a two-story porch with chamfered posts. The farmhouse evolved from the original mid-1800s structure. The road rolls and winds past Barnesville Road (a rustic road) and West Old Baltimore Road (an exceptional rustic road).

After crossing Comus Road (a rustic road), the character of the road changes. A good view of Sugarloaf Mountain is seen just north of Comus Road, after which the road descends into the forested stream valleys, crossing several small tributaries to Little Bennett Creek. The road then follows the curves of the stream, often visible from the road, with a high-forested bank on the right, and a forested fen or an occasional hedgerow on the left, and many areas with dense overhanging canopy. The road gradually drops further before meeting Old Hundred

Road (a rustic road). The variety of the landscape and the drama of some of the views from the ridgeline make traveling this road an exceptional experience.

Environment

The segment north of Comus Road is within the Little Bennett Creek watershed; south of its initial alignment along I-270 it generally follows forested stream valleys. The middle segment, generally between Comus Road and the railroad tracks, straddles a ridgeline between the Little Monocacy River to the west and the Little Seneca Creek watershed to the east. The Bucklodge Branch tributary to Little Seneca Creek watershed is the primary subwatershed to the east, but a small area of the Ten Mile Creek subwatershed is located just south of Comus Road. The southern segment of the road straddles a low ridgeline between two tributary watersheds of Dry Seneca Creek. The ridgeline segments of the road alternate between dense forest, hedgerows on one or both sides, and wide-open farm fields.

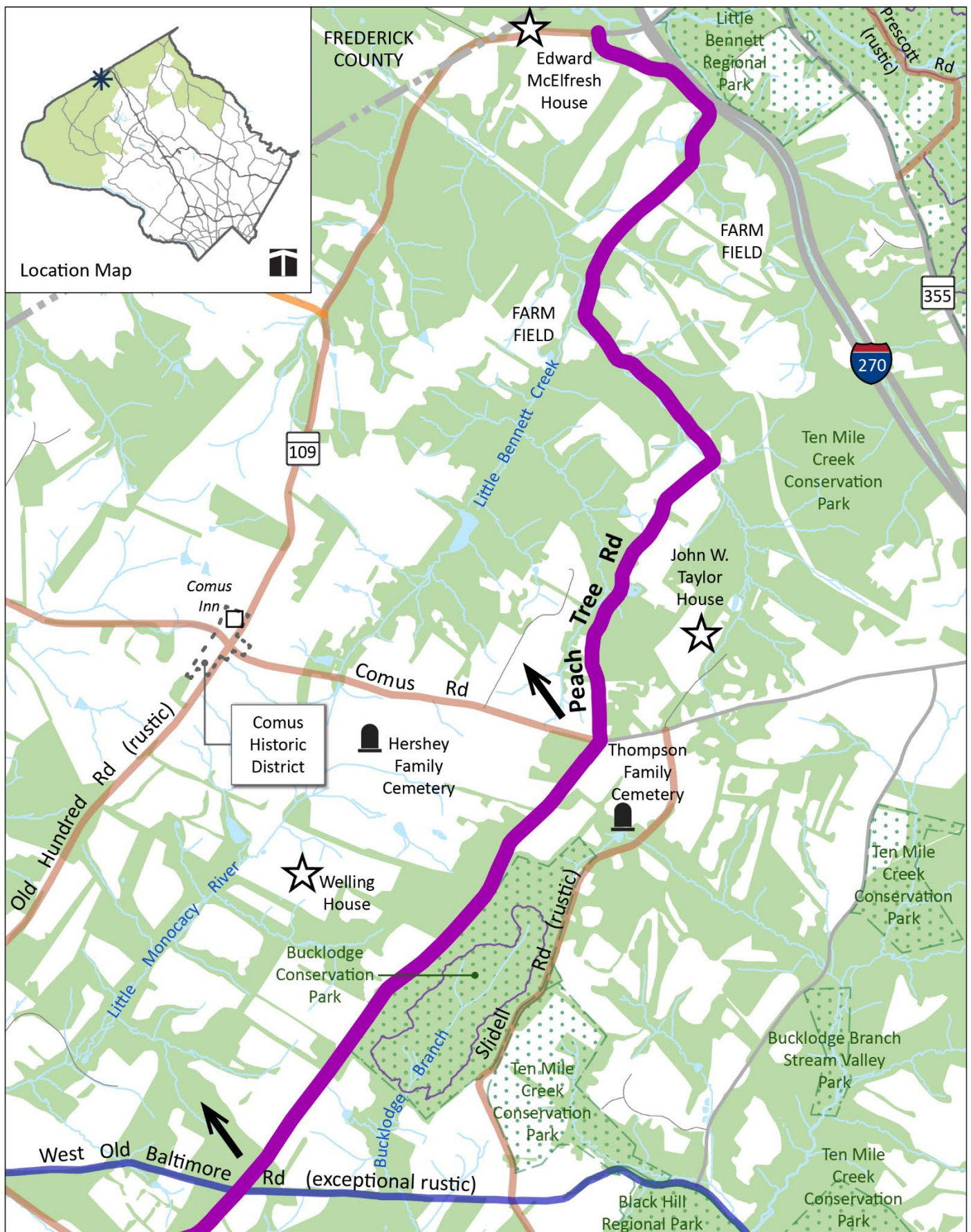
The road abuts the Bucklodge Forest, a Legacy Open Space property designated for protection of sensitive areas, including important large blocks of forest. This 215-acre forest is now known as Bucklodge Conservation Park, with over two miles of forested trails that may be accessed from this road.

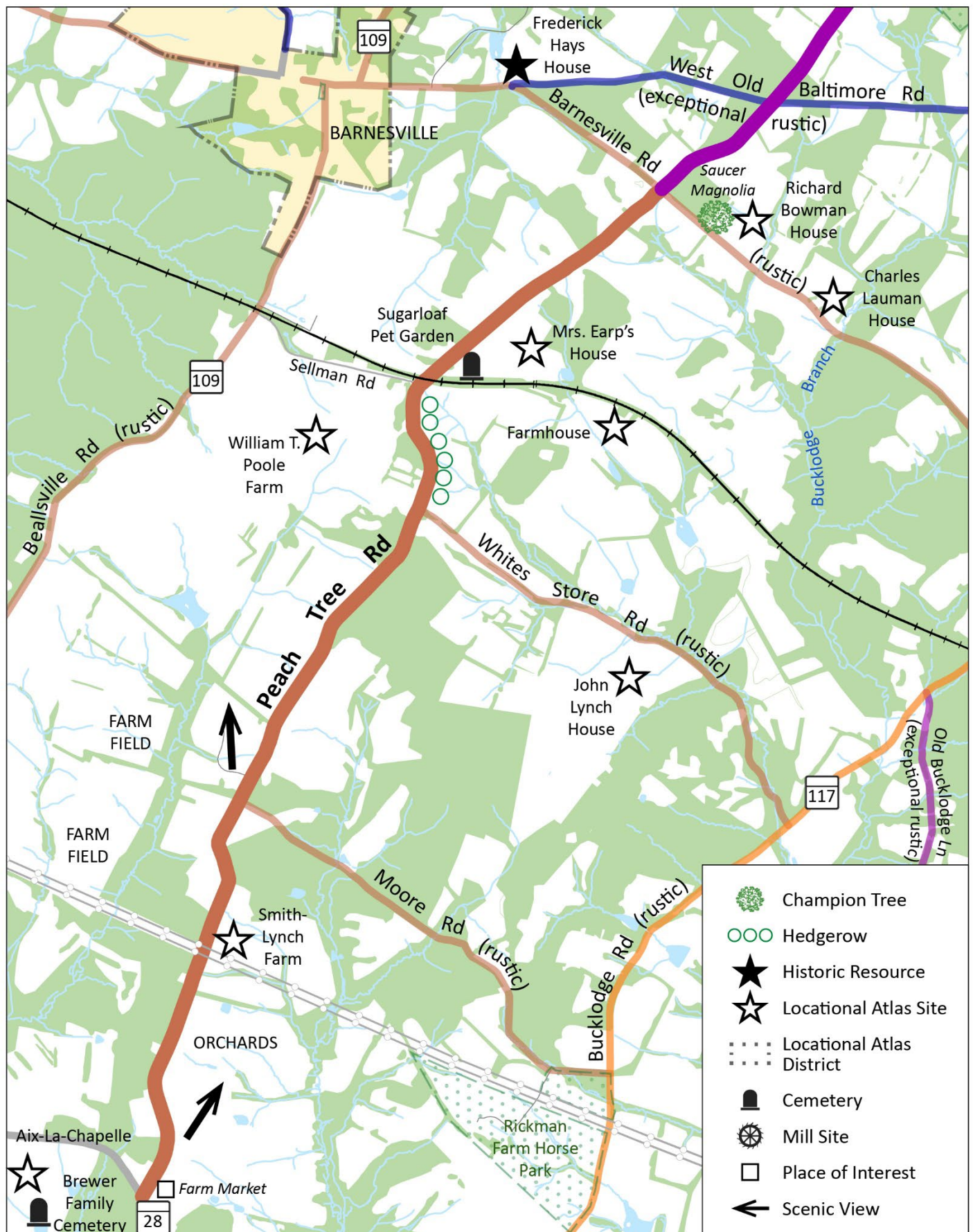
Road Characteristics: Exceptional Rustic Section

Extents	Barnesville Road to Old Hundred Road (MD 109)
Length	5.62 miles
Width	14-18 feet
Surface	Paved
Lanes	No center line or edge markings
Shoulders	None

Road Characteristics: Rustic Section

Extents	Darnestown Road (MD 28) to Barnesville Road
Length	4.15 miles
Width	14-18 feet
Surface	Paved
Lanes	Center line and edge markings
Shoulders	None





Pennyfield Lock Road

A Rustic Road

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

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



Significant Features

- Hilly, winding alignment
- One lane bridge over the Pennyfield tributary to Muddy Branch

History

Pennyfield Lock Road is a canal access road probably established c. 1830-33. The road is named for George P. Pennyfield, who maintained the canal lock here (Lock #22). The lock and the stone lockhouse were built c. 1830 (Master Plan Historic Site #25/15). The small complex of buildings also once contained a frame store building c. 1850-1880 that supplied food and goods for canal workers and members of the Tobytown community. Other local stories indicate it may have been used as a boardinghouse and private residence. In poor condition at the time of the 1996 *Rustic Roads Functional Master Plan*, the store has since been demolished.

Traveling Experience

Leaving River Road, the small African American kinship community known as Tobytown is on the right. William Davis, Ailsie Martin, and Emory Genus established Tobytown in 1875. The present Tobytown townhouses, built in 1972, replaced the original one- to three-room dwellings. The historic Tobytown Cemetery (Master Plan Historic Site #25/14) is behind Tobytown from here, closer to River Road. The cemetery is the burial site of the founders of Tobytown.

Past Tobytown, this narrow road winds its way, steeply in places and with a high embankment on the east side, to the C&O Canal from River Road. A small pond is visible through the trees on the west side near the bottom of the hill. A 16-foot-wide one-lane bridge (bridge inventory #M-0198), rebuilt in 2017 with timber railings, crosses a tributary of the Muddy Branch at the bottom. Past the bridge, it is essentially a one-lane road to the end, although there are several parking lots serving the C&O Canal and the road has been widened in places with gravel shoulders for passing and additional parking. The road ends at a parking lot that provides access to Pennyfield Lock and the lockhouse. The alignment continues past the gate as a private drive that is no longer used.

Environment

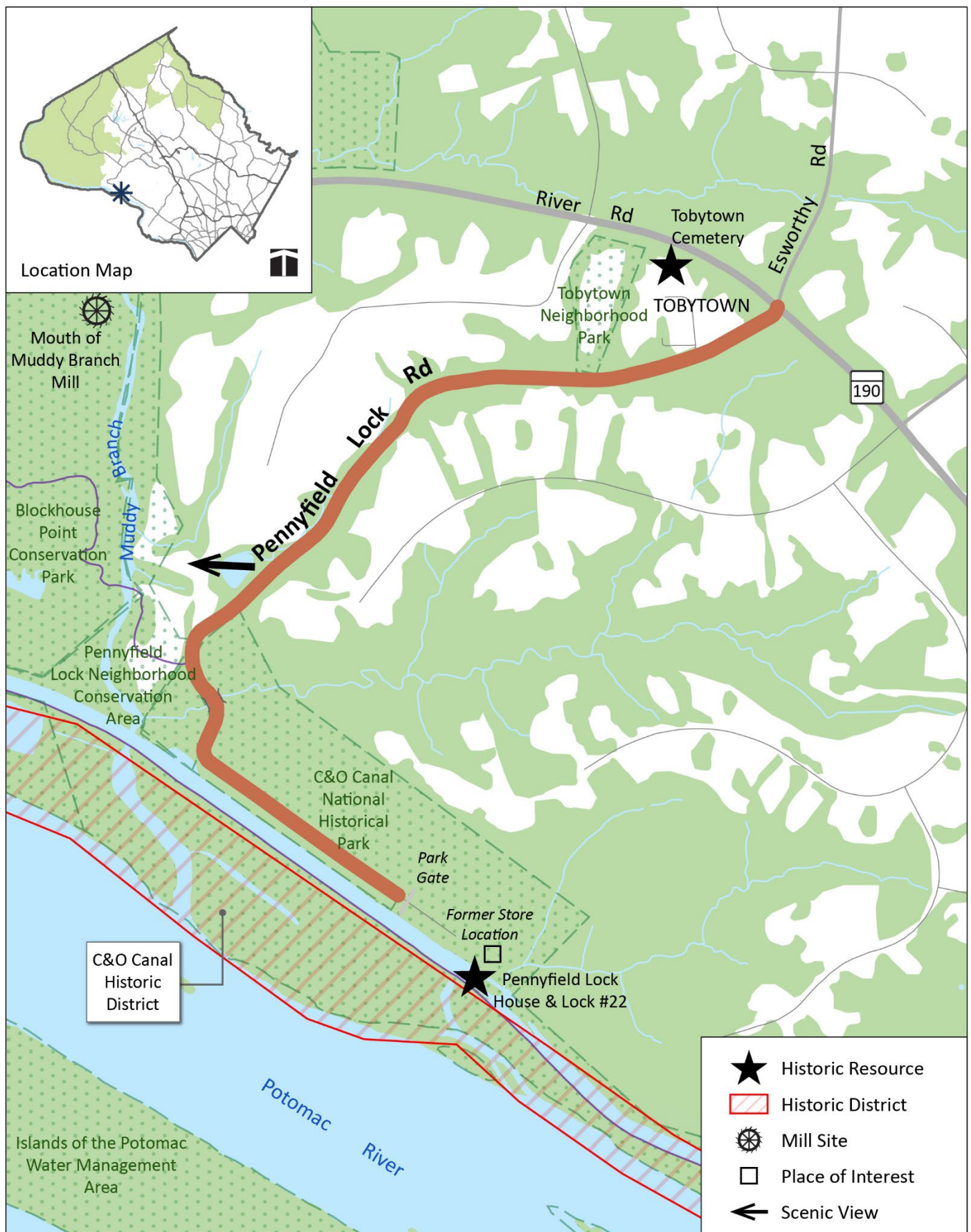
Pennyfield Lock Road generally follows a low ridge between the Pennyfield tributary to Muddy Branch and the Muddy Branch mainstem, eventually dipping down to cross the tributary just before it joins the mainstem. This narrow road has a dense canopy with high bank hedges and forest on at least one side of the road. It crosses the Pennyfield tributary within the wide floodplain area of the Potomac River and ends within the Chesapeake & Ohio Canal National Historical Park. The road also crosses over a serpentinite rock outcrop at about its mid-section.

The C&O Canal Park extends 184.5 miles from Georgetown, Washington, DC to Cumberland, Maryland. In addition to preserving the historic canal and features alongside it, the park passes through a wide diversity of

ecosystems and offers numerous opportunities to view birds and other wildlife and plant communities. According to the popular birding website eBird, Pennyfield Lock is the number four birding hotspot in Montgomery County based on the number of species observed (over 225).

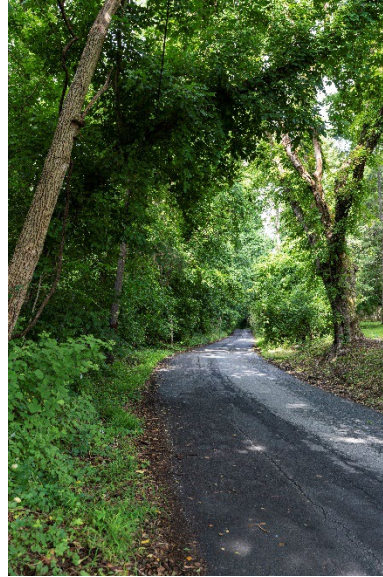
Road Characteristics

Extents	Entire road: River Road to the Pennyfield Lock parking lot
Length	0.98 miles
Width	14-17 feet
Surface	Paved
Lanes	No center line or edge markings
Shoulders	None until after the one-lane bridge, then intermittent gravel





The Tobytown community located at the beginning of Pennyfield Lock Road



Pennyfield Lock Road winding down to the C&O Canal National Historical Park



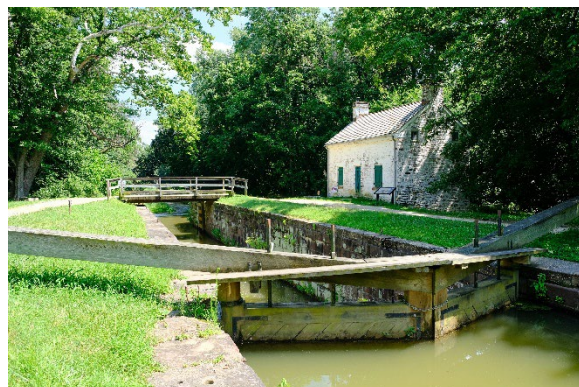
One-lane bridge crossing over Muddy Branch



Pennyfield Lock House & Lock #22



Fenced field beyond the park gate





Poplar Hill Road

A Rustic Road

Added to program by the 2002
Potomac Subregion Master Plan

Poplar Hill Road offers short, natural views of lush vegetation.



Significant Features

- Enclosed tree canopy and trees close to the pavement
- Narrow pavement
- Follows a historic alignment, with especially sharp turns descending into Hookers Branch stream valley from north

History

Poplar Hill Road first appears as an unpaved road in the 1908 U.S. Geological Survey. Its winding southern alignment is clearly visible, though its northern alignment has fluctuated over time with subdivision and development of the land near Darnestown Road. The road appears on maps only sporadically in segments from 1908 until the mid-1990s, perhaps due to its unimproved condition.

The road may have originated as part of the long tree-lined drive leading from Darnestown Road to Pleasant Hills (Master Plan Historic Site 24/21), a c. 1763 Colonial era Georgian-style brick home built by influential Montgomery County settler Charles Gassaway. The main block of the house is believed to be constructed of bricks made on site by enslaved workers. Nearby Kelley Drive is likely named for the Kelley family, which purchased Pleasant Hills in 1868 and owned the property for over a century.

Traveling Experience

From Pavey Terrace to the end of pavement at Hookers Branch, Poplar Hill Road winds through the woodlands under large tree canopies. The narrow road exemplifies the rural landscape of the county with its scenic landscaping and stunning views. It follows a path through an area interspersed with single family detached homes. Deciduous and evergreen trees flank both sides of the road. Native vegetation along its edges provides color and diversity. Short, open vistas and small grass pastures provide areas of interest and exposure to a variety of wildlife. As the roadway ends, a footpath begins, bringing visitors to the banks of Hooker's Branch. The scenic road delivers wonderful natural experiences for local vehicular traffic as well as bicyclists and pedestrians.

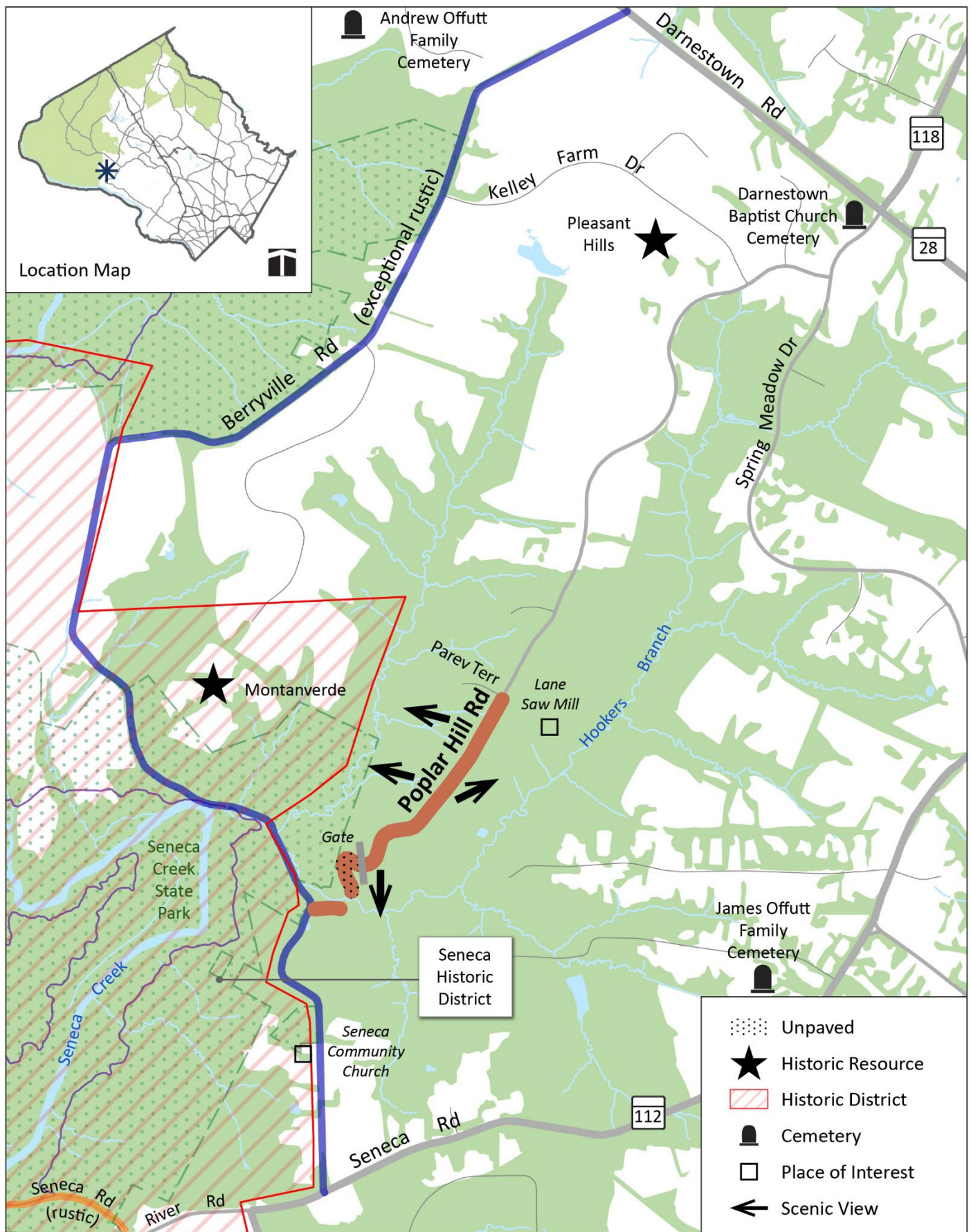
The southern section of the road can only be reached from the south off Berryville Road. This short, narrow, paved segment has the look and feel of a residential driveway, which is not far off the mark considering it now only serves a single home. Nevertheless, it is a delightful journey through a forested area, with views of Hookers Branch visible through the trees along the entire segment.

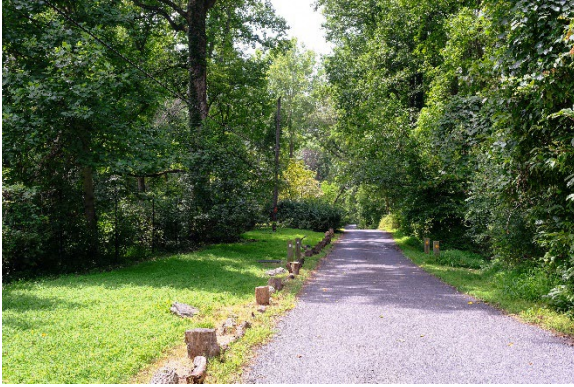
Environment

The road straddles a low ridge between Hookers Branch and a tributary to Hookers Branch, itself a tributary to Great Seneca Creek. Much of the road passes through forest on one or both sides of the road, with a high closed canopy in most places. Prior to the bridge washing out, the road crossed Hookers Branch near its southern terminus at Berryville Road. The south end of the road is close to Seneca Creek State Park, but there are no access points from the road.

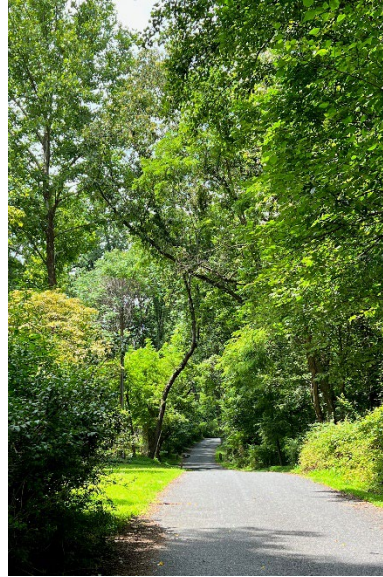
Road Characteristics

Extents	Berryville Road to Pavev Terrace
Length	0.71 miles The bridge over Hookers Branch washed out in a flood in the early 2000s. The northern section that remains is 0.51 miles; the remaining southern segment is 0.07 miles (~392 feet); the closed middle segment is 0.12 miles (~640 feet).
Width	9-16 feet
Surface	Paved except for the closed part of the road just north of Hookers Branch, which is gravel
Lanes	No center line or edge markings
Shoulders	None

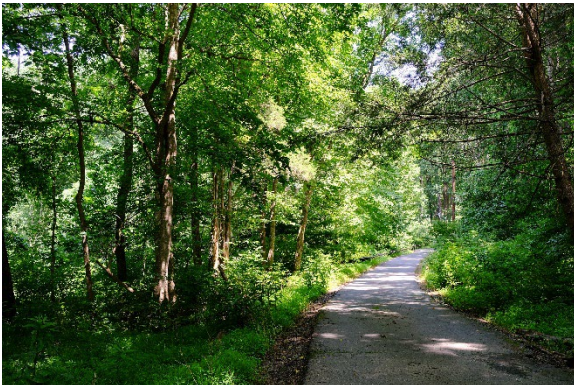




Looking south on Poplar Hill Road just beyond the intersection with Parev Terrace



View from the northern section of Poplar Hill Road heading south



Section of Poplar Hill Road just off of Berryville Road



Prescott Road



A Rustic Road

(See Hyattstown Mill Road)

Prices Distillery Road

A Rustic Road

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

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

Significant Features

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

History

Prices Distillery Road is named for the Frederick County whiskey distillery operated by Levi Price from the late 1800s until it declined in the Prohibition era and was subsequently dismantled.

The current alignment includes segments of at least two 19th-century roads. The segment from Lewisdale Road to Mountain View Road was platted as a public road in 1843, followed by the segment from Lewisdale Road to the Frederick County line in 1873. This segment replaced an “old mill road” already in existence. Early farmsteads along the road include log structures reinforced with stone chinking.

The road passes two historic communities. The Purdum Historic District (Locational Atlas and Index of Historic Sites #10/24) is located along a half-mile stretch of Mountain View Road (a rustic road) extending from Purdum Road (an exceptional rustic road) and Price’s Distillery Road on the west to a point just east of Johnson Drive. The Purdum community contains about a dozen houses and two farmsteads and is organized around two churches built in the late 19th century. Two stores operated here in the early 1900s.

The Lewisdale Historic District (Locational Atlas and Index of Historic Sites #10/26) is a crossroad community centered around a general store built c. 1898. Nearby residences were built for the store’s proprietor and relatives.

Traveling Experience

Beginning in Purdum, the road proceeds southwest through wide-open farm fields to intersect with Burnt Hill Road (a rustic road) on a curve to the right. Just beyond on the left is the John M. King Barn (Locational Atlas and Index of Historic Sites #10/36). The road then runs along a ridge with expansive farm views, views of Sugarloaf Mountain, and a former dairy farm on the right. A few homes, farm structures, and farm equipment line the road on the right, with farm fields behind.

The road then passes Lewisdale Road (a rustic road) on a wide curve to the left, where homes of various ages and setbacks line the road. With farm views to the left the road dips to enter the Lewisdale Historic District at the intersection with Clarksburg Road.

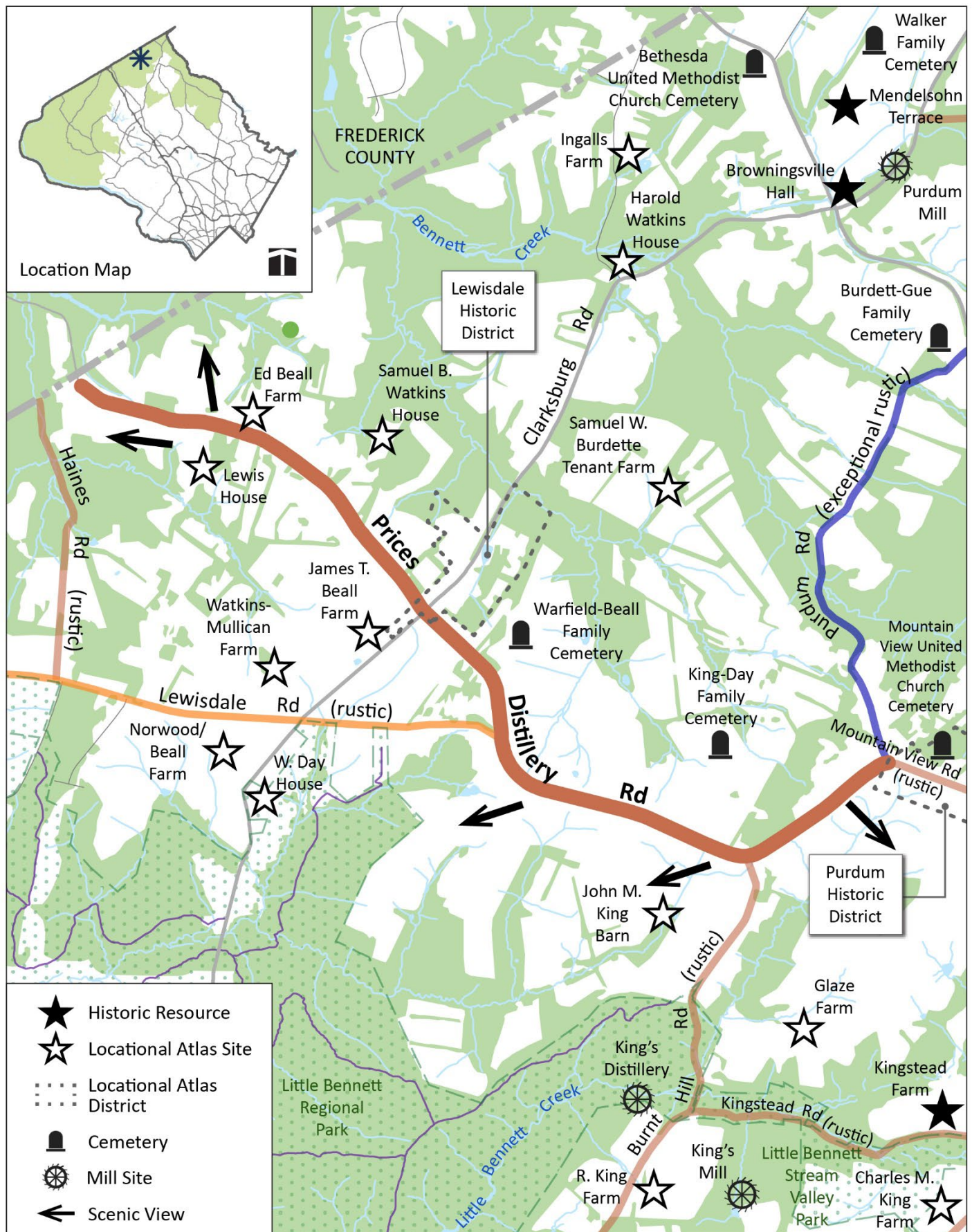
Past Lewisdale, the road narrows and loses its centerline and edge markings. The road climbs through more fields here, with the James T. Beall Farm (Locational Atlas and Index of Historic Sites #10/32) on the right. After another residential section, the road continues through farmland and over a hill to the Frederick County line, where it is an unpaved road that soon intersects with Haines Road (a rustic road in Montgomery County). Prices Distillery Road and the surrounding land exemplify the Agricultural Reserve area of Montgomery County.

Environment

The road follows a low ridgeline between the Bennett Creek and Little Bennett Creek subwatersheds before passing fully into the Bennett Creek watershed as it descends from east to west toward the Bennett Creek mainstem. Mostly open, the road only has occasional canopy cover, perhaps due to the presence of utility lines on one or both sides of the road.

Road Characteristics

Extents	Mountain View Road/Purdum Road to Frederick County line
Length	3.01 miles
Width	16-18 feet
Surface	Paved
Lanes	Center line and edge markings east of Lewisdale; no center line or edge markings west of Lewisdale
Shoulders	None; a short section of asphalt curbing just west of Clarksburg Road in the Lewisdale Historic District



Purdum Road

An Exceptional Rustic Road

Added to program by the 2004 *Rustic Roads Functional Master Plan Amendment*

Purdum Road retains several characteristics reminiscent of the county's natural and agricultural history. The narrow, winding road is mostly lined by modest 19th- and early 20th-century frame houses, and includes a stream valley enclosed by mature tree canopy. It also has views of open fields and pastures. The Purdum Historic District, located on the southern end of the road, and the historic farms in the vicinity reflect the natural and agricultural history of the area.

Significant Feature

- Relationship of the road to the buildings.

History

Purdum Road was established by the early 20th century. It forms part of the western boundary of the Purdum Historic District (Locational Atlas & Index of Historic Sites #10/24), once a self-sustaining, 19th-century rural village.

Traveling Experience

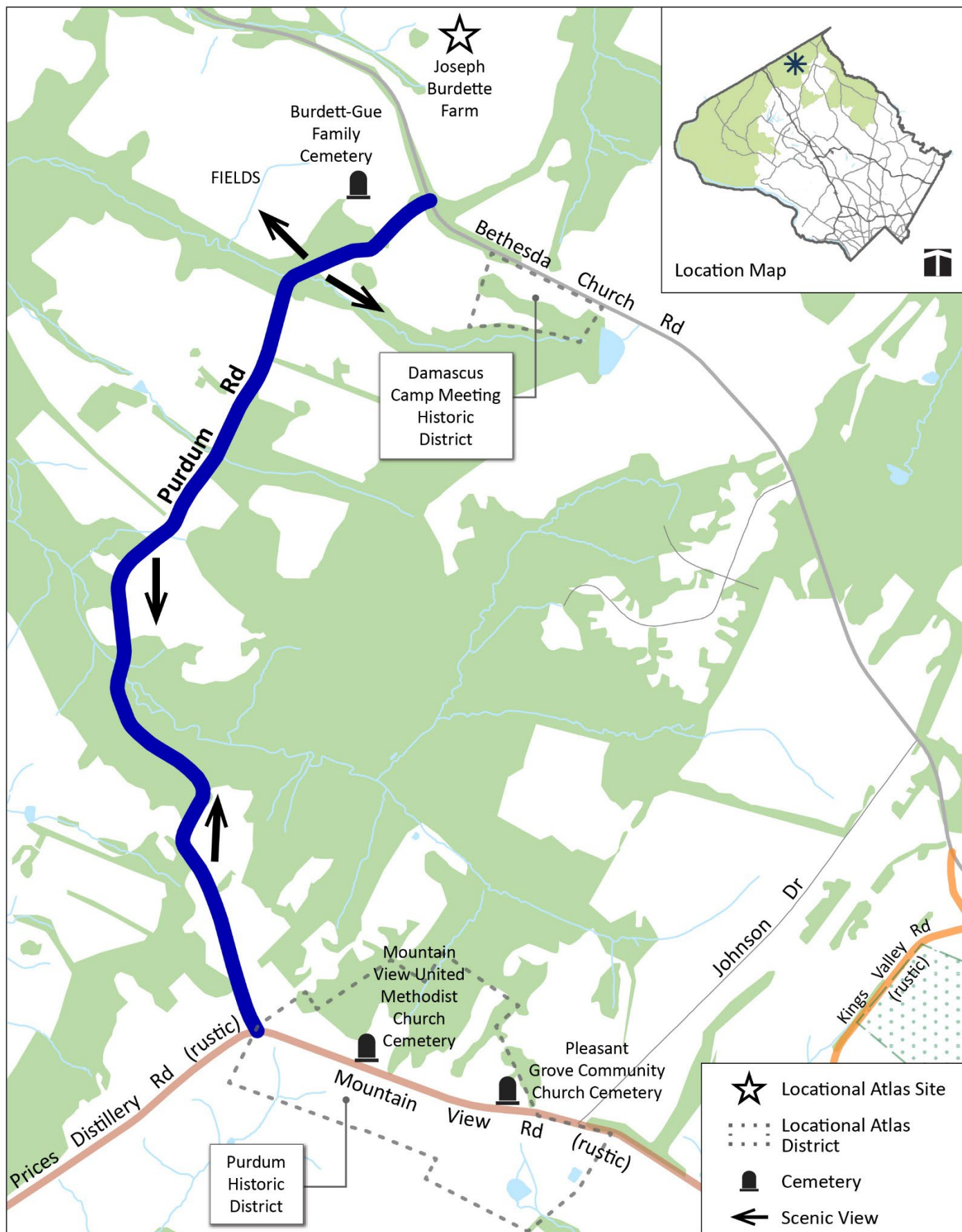
Purdum Road is best described as a narrow, winding road with occasional steep hills. The steep slopes—common in this part of the county—contribute to long views of surrounding farms and countryside. The intersection of Purdum Road and Prices Distillery Road/Mountain View Road (both rustic roads) consists of a short, steep incline that levels off and is surrounded by open fields. The road bisects a cluster of relatively small, modest 19th- and early 20th-century frame houses as it winds and descends into a stream valley where it is enclosed by a mature tree canopy. The road crosses an unnamed tributary of Bennett Creek, then ascends from the valley to open fields and pastures and crosses a smaller, usually dry tributary. There are a few modern houses set far from the road. The road again descends and ascends before reaching large, open farm fields where an old wooden barn and wood-fenced pasture are flush against the road, prior to its intersection with Bethesda Church Road.

Environment

Located within the Bennett Creek watershed, this small road crosses three tributaries to the mainstem, creating a rolling topography between the four ups and three downs. Other than the crossings the canopy cover is sparse, with only occasional large trees growing near the road. From the south the road descends into and then follows the forested stream valley and floodplain with a nearly closed overhead canopy. The other two crossings are smaller and sparsely forested.

Road Characteristics

Extents	Entire road: Bethesda Church Road to Prices Distillery Road/Mountain View Road
Length	1.46 miles
Width	18 feet
Surface	Paved
Lanes	Center line and edge markings
Shoulders	None





Query Mill Road

Added to program by the 2002
Potomac Subregion Master Plan



A Rustic and Exceptional Rustic Road

Query Mill Road winds along wooded stream valleys. Although there are houses along most of the road, they are well hidden for the most part by the topography and the trees. This plan reclassifies Query Mill Road exceptional rustic between Glen Road and Esworthy Road.



Significant Features

- Two one-lane bridges over tributaries to Muddy Branch
- Road follows original alignment
- Steep embankments between Esworthy Road and Glen Road
- Views into stream valleys
- Trees and forest close to the road
- View of paddock and barn

History

Query Mill Road forms part of a road network established by the mid-19th century in the area surrounding John L. DuFief's nearby mill (Master Plan Historic Site #24/17). Martenet and Bond's 1865 map shows a single road running between what are today Seneca and Travilah roads. That alignment holds through surveys dating until 1894. That single road today is represented by sections of Esworthy, Query Mill, and Glen Roads. The segment from Esworthy Road to Glen Road was established by 1865, while the stretch from Glen Road to Turkey Foot Road was a later addition, built by 1908. The current route follows these historic alignments established by the early 20th century. The 1971 Alexandria Drafting Company's Montgomery County Street Map identified the stretch of Query Mill between its intersections with Esworthy and Glen Roads as a continuation of Glen Road.

The road is likely named for 18th century settler John Nicholas Query or his descendants. Query was a German immigrant who purchased a gristmill and several hundred acres of land near the Muddy Branch in May 1779. He died in 1788 and is buried in the nearby Query Family Cemetery (Burial Sites Inventory #18). By 1795, his sons were selling the mill, and by 1820 it no longer appeared in public records. The site cannot be found today.

Traveling Experience

At the intersection of Query Mill Road and Turkey Foot Road (a rustic road), drivers are greeted by mature trees with impressive canopies on both sides. The terrain on the right falls into the Muddy Branch as it flows through the historic DuFief Mill site, where there is a red barn visible through the trees. On the left, as one passes a thin hedgerow with a split rail fence, the narrow road climbs a slight grade and makes the first of many curved turns through the hills.

Dipping down the slope, Query Mill Road crosses a pair of one-lane bridges over tributaries to Muddy Branch before rising again out of the canopy cover into a low-density residential neighborhood of long, meticulously maintained lawns decorated with mature trees. The bridges (bridge inventory #M-0020 and #M-0329) were built in 1920 and are 16- to 17-and-a-half-feet wide. Split rail fences appear once again through the foliage and tree-lined gravel driveways break through to create an appealing view. Although the canopy falls away from time to time, revealing fences and picturesque lawns, trees remain close to the road.

At the intersection with Glen Road (a rustic road) there is a 3-way stop where road markings appear for a moment before disappearing as the road dips beneath another rising canopy. Continuing toward Esworthy Road, the road begins its descent, curving left and right through a wooded neighborhood. On the left, a red barn is visible behind a white fence on a hilltop. A tributary to Muddy Branch runs along right side of the road and is visible through the trees. Near Esworthy Road there are views of the Muddy Branch on the right, and signs alert drivers of equestrian paths just before the intersection. The road drops 100 feet in elevation between Glen Road and Esworthy Road.

Environment

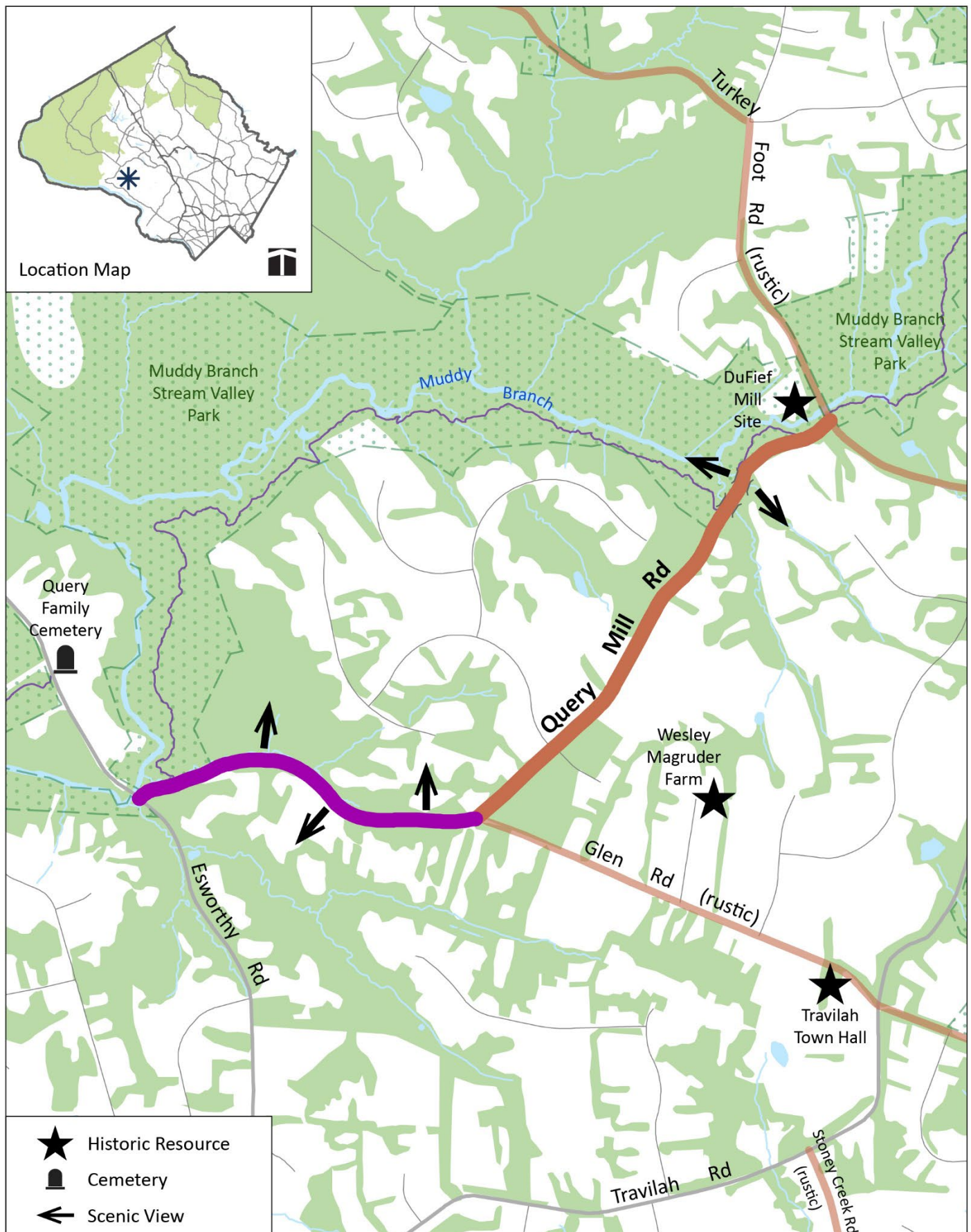
Query Mill Road begins and ends following the mainstem floodplain of Muddy Branch and along the southern edge of the stream valley park that protects it. The forest within these two sections of the park grows very close to the road and provides a closed, overhanging canopy. Other segments of the road, although not forested, have banked hedgerows and large individual trees close to the road that provide an intermittent closed canopy. The Muddy Branch Greenway Trail may be accessed from the road, and indeed uses the road as part of its route where it crosses the two one-lane bridges.

Road Characteristics: Exceptional Rustic

Extents	Esworthy Road to Glen Road
Length	0.62 miles
Width	16-20 feet
Surface	Paved
Lanes	Center line and edge markings only at the intersection with Glen Road
Shoulders	None

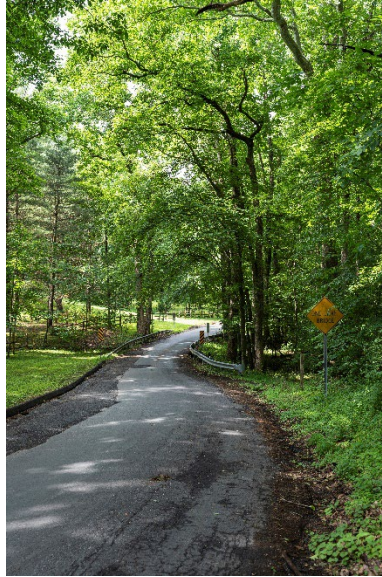
Road Characteristics: Rustic

Extents	Glen Road to Turkey Foot Road
Length	0.94 miles
Width	16-20 feet
Surface	Paved
Lanes	Center line only at the intersection with Glen Road; no edge markings.
Shoulders	No shoulders, but asphalt curbs on at least one side (usually the east side) for about 0.4 miles on the northern end





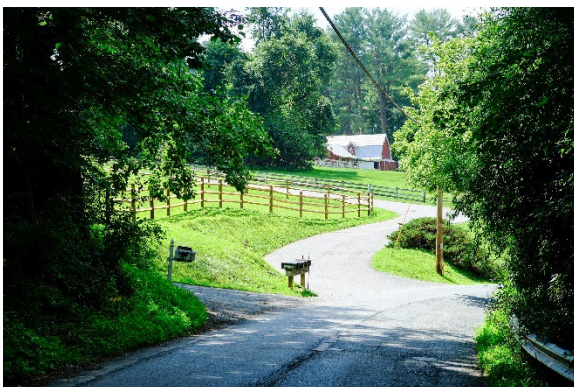
Forest canopy on Query Mill Road near intersection with Turkey Foot Road



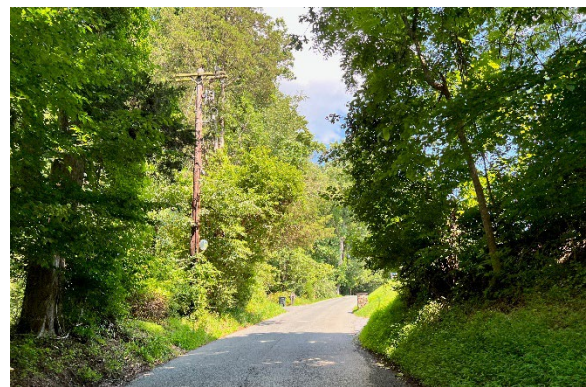
One-lane bridge over the Muddy Branch tributary



Views looking southwest along Query Mill Road



Looking east at the paddock and barn on the exceptional rustic section of Query Mill Road



Looking west at the embankments on the exceptional rustic section of Query Mill Road

Riggs Road

An Exceptional Rustic Road

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

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

Significant Features

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

History

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

Traveling Experience

Riggs Road is a small dirt road connecting Zion Road (a rustic road) to Gregg Road. It is flat and relatively straight with one broad turn. Departing Zion Road and heading east, trees on both sides of the road almost form a tunnel with their canopies. A nursery and landscape contractor business can be seen to the north and west of the road, while cultivated fields can be seen to the south and east. At the bend of the road, a small woodland provides enclosed overhead canopy. Just past the woods, there are remarkable views across the fields. As the road approaches Gregg Road, there is a locust hedgerow along the east side. Trees along the fence line on the west side of the road here form another tunnel on this end of the road.

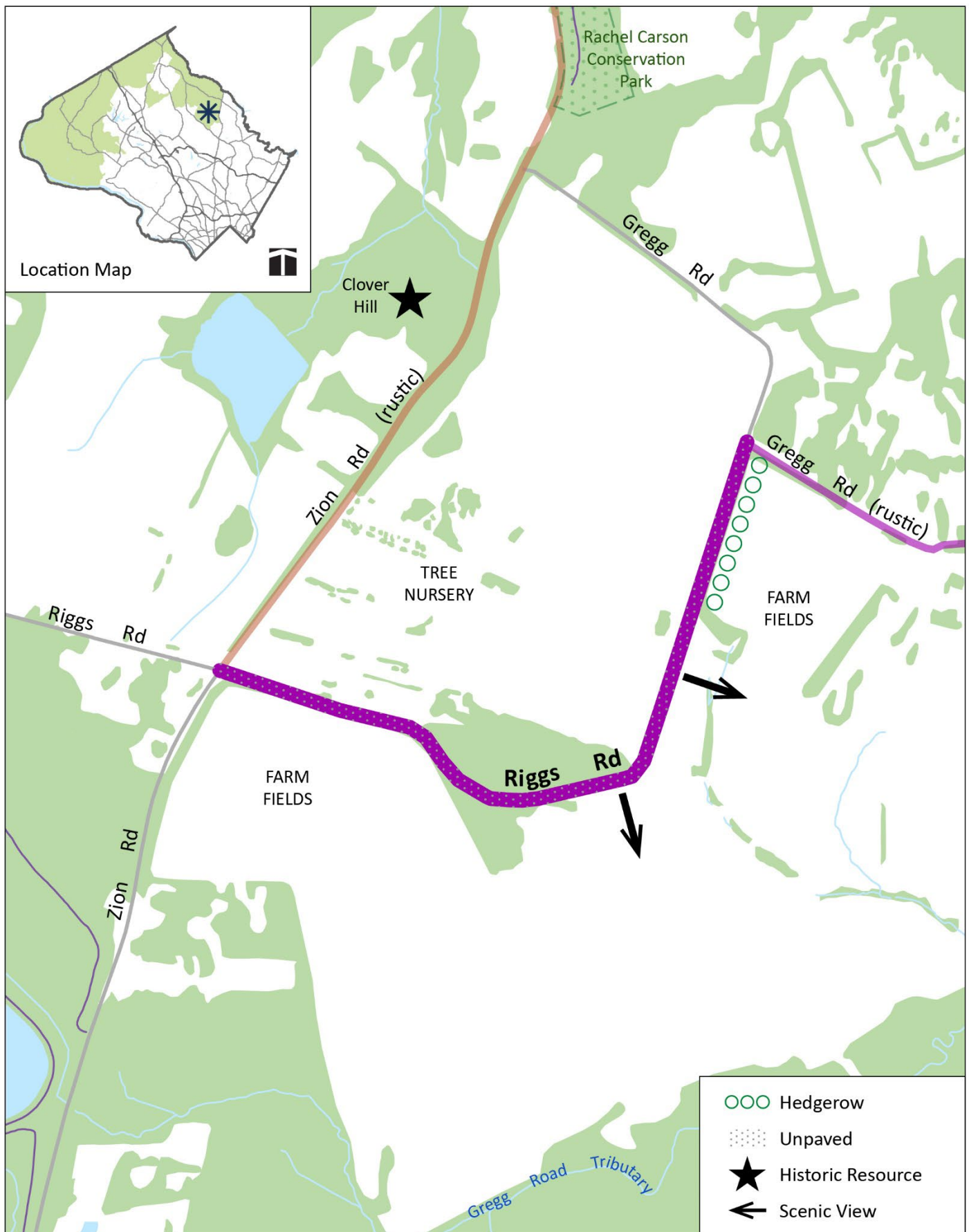
Environment

Riggs Road is within the Gregg Road Tributary subwatershed to the Hawlings River, a major tributary to the Patuxent River and the downstream Rocky Gorge Reservoir. Except for the middle section, the road has hedges on one or both sides and passes through and along a mature forest as it curves from an east-west orientation to north-south.

Much of the Hawlings River watershed is protected with parkland, such as Rachel Carson Conservation Park, Hawlings River Stream Valley Park, and the Patuxent River State Park. Measures to protect water quality in this area can be seen in the low-density rural character and the forested tributaries. Any significant new development activity within this watershed is subject to stringent water quality protection measures, such as imperviousness limits and reforestation requirements.

Road Characteristics

Extents	Zion Road to Gregg Road
Length	0.69 miles
Width	10-12 feet
Surface	Gravel
Lanes	No center line or edge markings
Shoulders	None



Rileys Lock Road

A Rustic Road

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

Rileys Lock Road has significant historic value.

Significant Features

- Seneca Creek Aqueduct and Riley's Lock House
- C&O Canal
- Views of Seneca Creek alignment

History

This road was probably established c. 1830 when the Chesapeake and Ohio (C&O) Canal was constructed to provide access to Lock 24. Three notable canal structures—the lock, lockhouse, and aqueduct—are constructed of red Seneca sandstone quarried nearby on the opposite side of Seneca Creek. During the Civil War, Rileys Lock Road was used by Confederate troops crossing the Potomac from the south during the Gettysburg campaign of 1863.

The road is named for John C. Riley, who served as lockkeeper from 1892-1924 and lived in the still-standing c.1831 lockhouse. The lock and lockhouse are designated historic resources (Master Plan Historic Site #24/26). The three-arch Seneca Aqueduct is one of 11 aqueducts constructed for the C&O Canal, and it's the only one built of Seneca sandstone (Master Plan Historic Site #24/25). The adjacent lock is unique in the canal as it is joined to the aqueduct, providing the rise necessary to carry barges over Seneca Creek. Unfortunately, a 1971 flood washed out one of the three arches. A footbridge was built to make the connection along the canal towpath; it was replaced in February 2022. The Chesapeake and Ohio Canal National Historic Park is listed on the National Register of Historic Places.

Traveling Experience

Rileys Lock Road, which runs parallel to Seneca Creek, is one of the lock roads which leads from River Road to the C&O Canal. As the road begins at River Road, houses are on the east and Seneca Creek is on the west. The road is edged by many large trees with wide overhanging canopies, although utility lines on both sides of the road prevent complete canopy closure. More than half the road is within Seneca Landing Special Park, passing a picnic area, accessible boat launch, boat ramp, and parking lots for the park users. Near the end of the road is the Calleva River School, run by a nonprofit outdoor education organization. The road terminates at the parking lot for the C&O Canal, where Riley's Lock House stands on the left and the Seneca Creek Aqueduct is on the right. The Potomac River can be seen beyond the canal aqueduct.

Environment

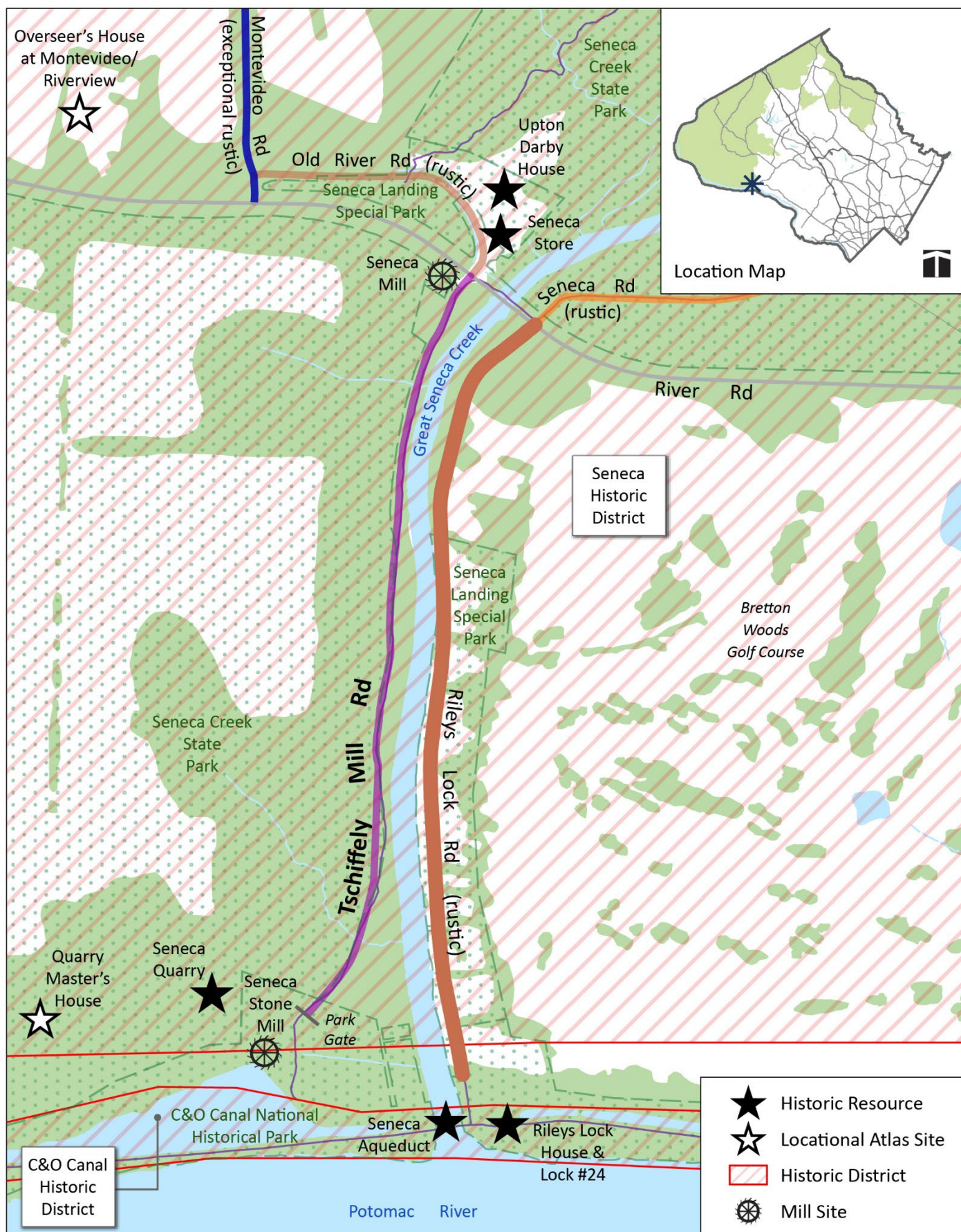
Rileys Lock Road runs along Great Seneca Creek, the largest river in Montgomery County. This entire area is a wide floodplain. The road ends at the confluence with the Potomac River. The road has overhead utility lines on both sides and therefore closed canopy is intermittent at best. Most of Rileys Lock Road passes through the 20-acre Seneca Landing Special Park, which runs along Seneca Creek and includes a boat ramp for motorized boats, a fully accessible floating boat launch for kayakers and canoeists, and an accessible picnic area with tables and

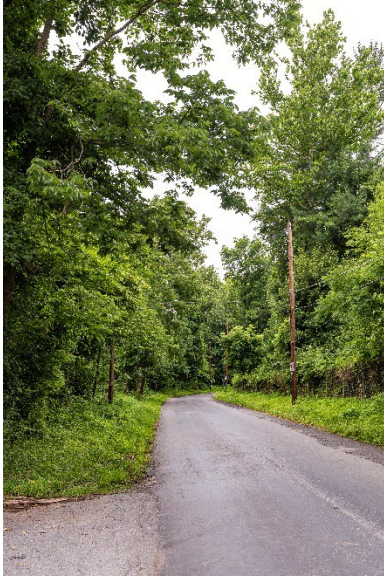
grills. About half of the park is along this road on the east side of the creek, and the other half is on the west side of the creek north of River Road on Old River Road (a rustic road).

Rileys Lock Road ends at a parking lot that provides access to the Chesapeake & Ohio Canal National Historical Park. This park extends 184.5 miles from Georgetown, Washington, DC to Cumberland, Maryland. In addition to preserving the historic canal and features alongside it, the park passes through a wide diversity of ecosystems and offers numerous opportunities to view birds and other wildlife and plant communities. According to popular birding website eBird, Rileys Lock is the number five birding hotspot in Montgomery County based on number of species observed (over 225).

Road Characteristics

Extents	Entire road: River Road to C&O Canal parking lot
Length	0.67 miles
Width	17 feet
Surface	Paved
Lanes	No center line or edge markings
Shoulders	None





Looking south on Rileys Lock Road



Great Seneca Creek



Riley's Lock House



Seneca Creek Aqueduct



View of the Potomac River from Riley's Lock

River Road (Exceptional Rustic section)

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

An Exceptional Rustic Road

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

The Montgomery County Department of Transportation (MCDOT) has identified asbestos on an approximately 850-foot-long section of the road just west of Elmer School Road. They are currently considering alternatives for encapsulating this section of the road, including a tar and chip surface.



Significant Features

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

History

One of the oldest roads in the county, this segment of River Road is also one of the county's last remaining unpaved roads. According to local tradition, River Road is believed to follow a trail established by Native Americans before European colonization of the area. There were a number of significant indigenous settlements along the Potomac River in the centuries prior to the arrival of European colonists.

The section closest to Whites Ferry is northeast of a road located on an 1865 map which followed the canal. By 1879, this section of River Road was in approximately the same alignment as today, possibly serving as an early access road to Waldorf (Locational Atlas & Index of Historic Sites #16/21), which was established by the Remsburg family in the early 19th century and is now accessed off Elmer School Road.

Traveling Experience

Beginning at the north end at Whites Ferry Road (a rustic road), River Road passes the remains of the truss bridge that once carried traffic over the canal from River Road to the ferry without interrupting the progress of the barges. The sandstone culvert allows a small creek to flow under the canal to the river. With its finely dressed keystone lintel and angled, stepped buttresses, the culvert, despite its functional purpose, represents some of the finest masonry work in the area. River Road, which is gravel, is a unique traveling experience in that it passes along flat farm fields near the river, with a slight rise on the north side. The road makes a sharp turn to the east and passes cultivated fields and pastures before entering a wooded area and making a sharp turn to the south.

The road continues through fields with a turf farm on the right side of the road. The Boteler Farm (Locational Atlas & Index of Historic Sites #16/22), featuring a brick farmhouse with Italianate-style segmented arch windows, is on the left side of the road. Further south, there are farm buildings on a hill on the east side of the road with very long views across the Potomac River. On the right, the Hilleary Farm, an early farmstead with a frame house and other outbuildings, is visible (Locational Atlas & Index of Historic Sites #16/23). Mixed

hedgerows begin on both sides of another straight section of the road. MCDOT is considering alternatives, including applying a tar and chip surface, to resolve a problem with asbestos dust found along this section of the road. At the end of the straightaway, the road makes a left turn and then an abrupt right turn at its intersection with Elmer School Road (a rustic road). The road continues southeast, where it passes through additional cultivated fields and crosses Broad Run over a one-lane bridge. The bridge (bridge inventory #M-0040) was built in 1911; the deck was replaced in 1992. The road enters an area with some canopy over the road before its end at Edwards Ferry Road (an exceptional rustic road).

Environment

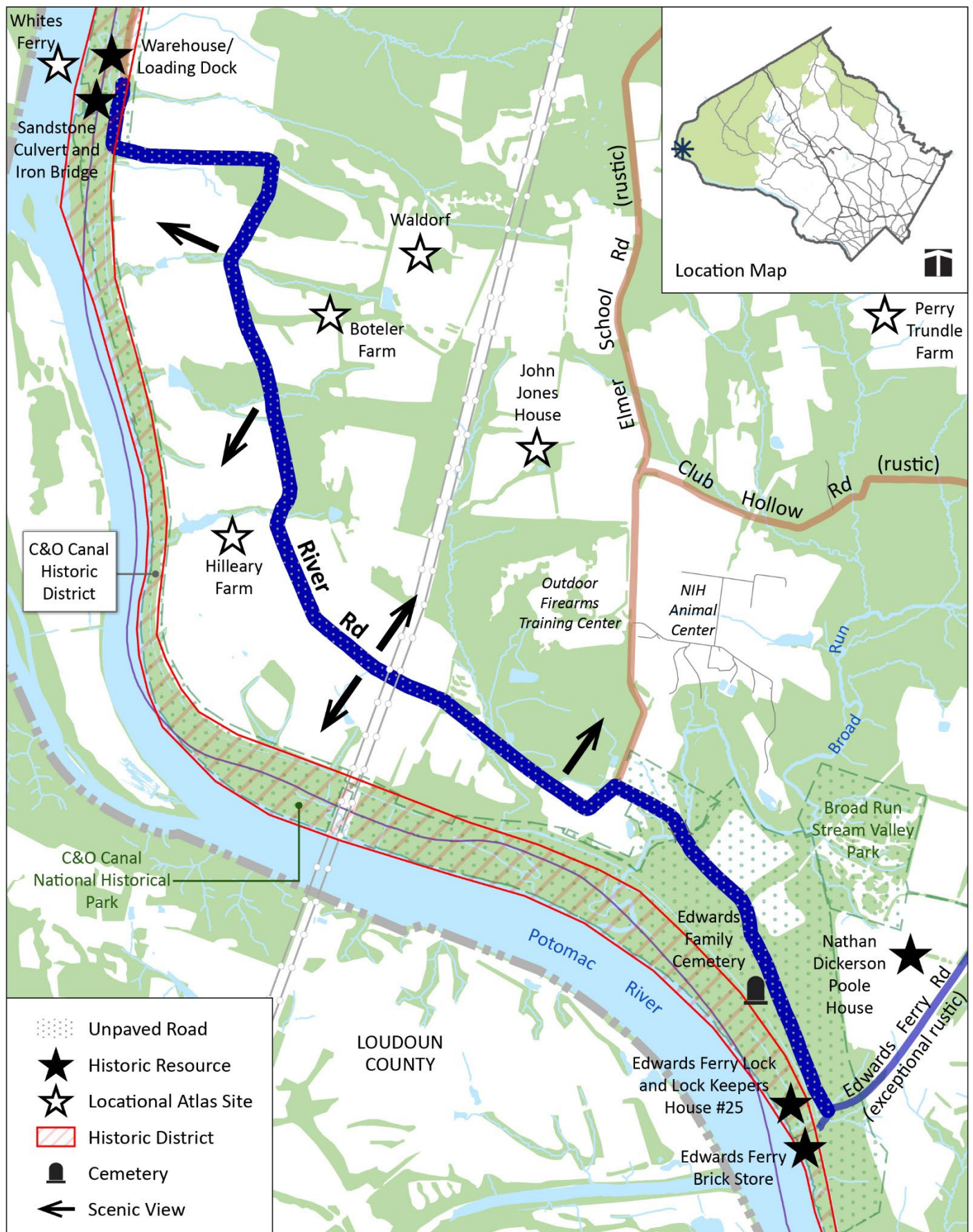
The exceptional rustic section of River Road lies entirely within the floodplain of the Potomac River and is crossed by several direct tributaries of the river. The road crosses Broad Run and its watershed just south of Elmer School Road and falls within a small part of the Broad Run Stream Valley Park between Elmer School Road and the stream crossing. When completely acquired, 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.

Both ends of the road are within the Chesapeake & Ohio Canal National Historical Park. This park extends 184.5 miles from Georgetown, Washington, D.C. to Cumberland, Maryland. In addition to preserving the historic canal and features alongside it, the park passes through a wide diversity of ecosystems and offers numerous opportunities to view birds and other wildlife and plants.

Outside of parkland—with the exception of the middle segment, which is open farmland—River Road passes through forest, has dense forest on one side, or is lined with dense hedgerows, often creating an overhanging canopy.

Road Characteristics

Extents	Edwards Ferry Road to Whites Ferry Road
Length	5.06 miles
Width	15 feet
Surface	Gravel
Lanes	No center line or edge markings
Shoulders	None



River Road (Rustic section)

A Rustic Road

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

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



Significant Features

- Seneca sandstone outcroppings
- Trees enclosing the road
- Two one-lane bridges over Horsepen Branch and one of its tributaries

History

Formally surveyed and laid out in 1791 from Georgetown to Mouth of Monocacy, this road was previously known as Sugarland Road. The section from Seneca (the former community at River and Seneca Roads) to Whites Ferry opened by 1808. It has been referred to in deeds defining the boundaries of land grants dating back as far as 1694. Land in this area was used for tobacco farming in the late 17th century. River Road became a “rolling road,” typically eight feet wide, over which hogsheads of tobacco were rolled to inspection and port facilities in Georgetown. The tobacco inspection warehouse was located in the Georgetown vicinity by 1745. A section of River Road was one of the first paved roads in the county and in the state. The concrete paving program started in 1912. No historic resources are visible from the road.

Traveling Experience

Beginning at West Willard Road (a rustic road), a pair of one-lane bridges over Horsepen Branch and one of its tributaries marks the entrance into a densely wooded area that is predominately second growth maple, poplar, locust, and oak with a bramble understory. The two bridges (bridge inventory #M-0038 and #M-0039) are just under 12 feet wide and were built in 1916; both bridges had their decks replaced in 2010.

With an embankment on the north side and wooded wetlands and open marsh on the south, this road is on a terrace of the Potomac River. At several places along the embankment on the north side, Seneca sandstone outcroppings are visible. River Road ends at the Summit Hall Turf Farm, where the road makes an abrupt right turn and becomes Mount Nebo Road (a rustic road). As the road climbs out of the river valley, a dense forest on either side of the road continues the closed canopy.

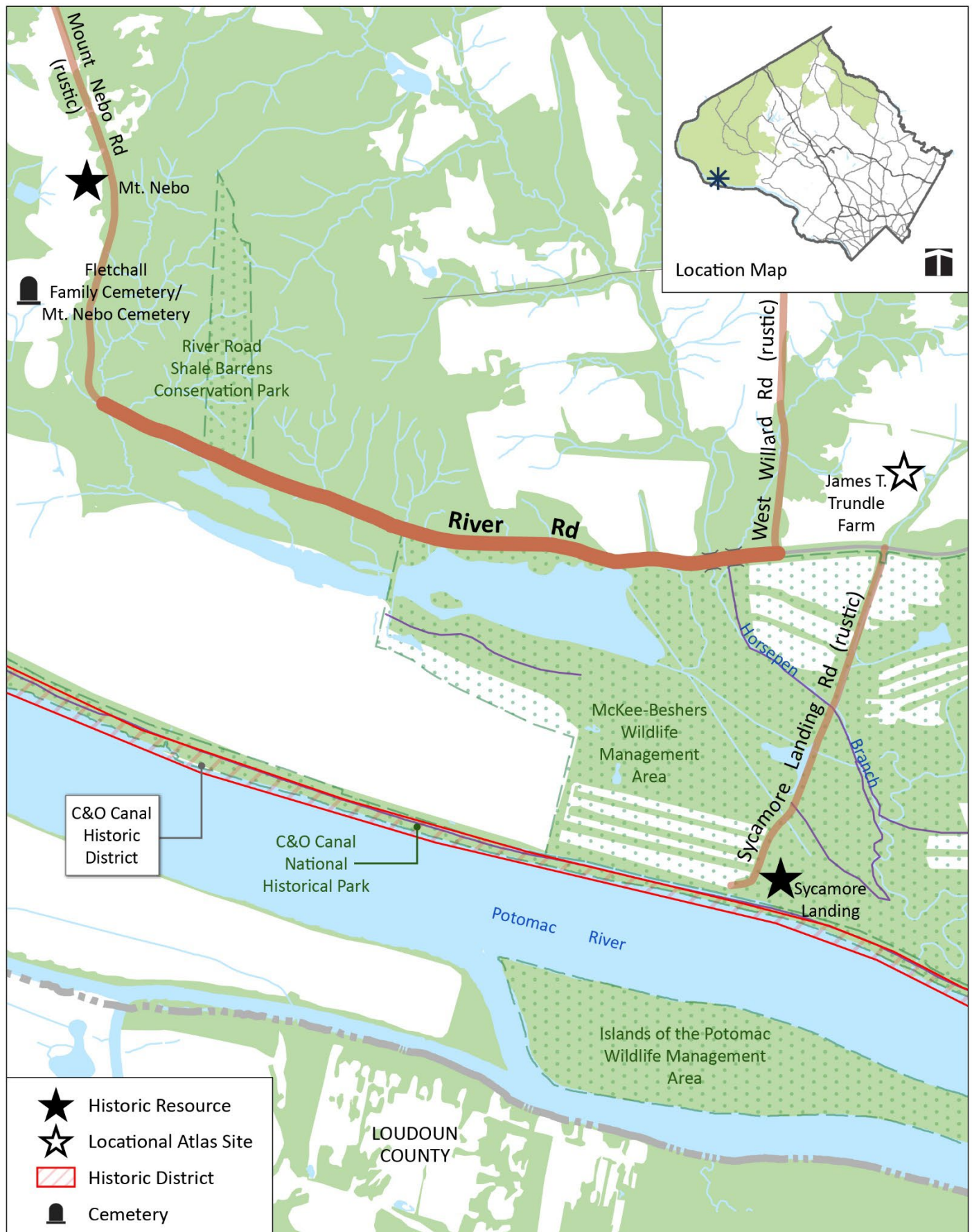
Environment

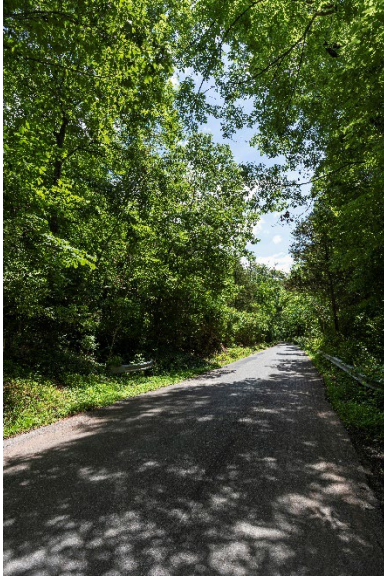
The eastern half of the rustic segment of River Road runs along the 1,971-acre McKee-Beshers Wildlife Management Area (WMA), which is managed by the state’s Wildlife and Heritage Service for hunting and other wildlife-dependent recreation. According to the Maryland Department of Natural Resources (DNR), numerous fields and reservoirs are managed to provide habitat for wildlife species such as white-tailed deer, wild turkeys, squirrels, songbirds, and waterfowl. In fact, McKee-Beshers is the number two birding hotspot in Montgomery County according to popular birding website eBird, with over 250 species identified. McKee-Beshers also has a designated dog training area, pond, and field trial area. The unmarked, infrequently maintained natural-surface trail system for this WMA may be accessed from Hunting Quarter Road.

At the western end of this section of River Road, on the north side of the road, are properties that are part of or proposed to be part of the River Road Shale Barrens Conservation Park. This forested land has been designated one of the county's Best Natural Areas because of its unique habitat. Shale barrens are characterized by exposed shale outcrops and shallower soils, creating a dry, harsh environment that provides a home for different plants and animals than is otherwise found in the area.

Road Characteristics

Extents	West Willard Road to Mount Nebo Road
Length	1.51 miles
Width	18 feet
Surface	Paved
Lanes	No center line or edge markings
Shoulders	None





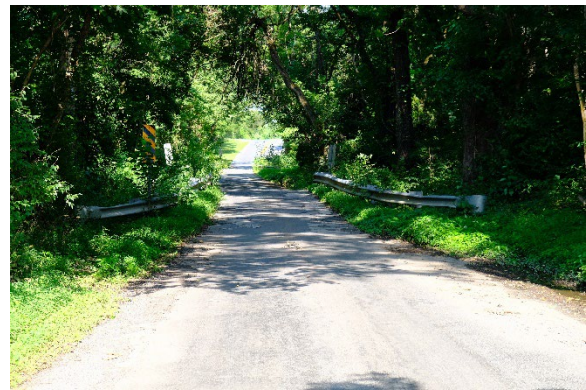
Looking east on River Road just east of Mount Nebo Road



Seneca sandstone outcropping along River Road



Tree enclosure along River Road



View looking east towards West Willard Road of the two one-lane bridges crossing the Horsepen Branch and its tributary

Rocky Road

A Rustic Road

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

Rocky Road has outstanding farm and rural views and features long views north toward Damascus.



Significant Features

- Alignment as it follows fields
- Views across fields
- Hedgerows

History

The road was established sometime after 1879. It appears on local maps in its current alignment by 1908.

Traveling Experience

Rocky Road is a rural road with several right-angle turns following the line of farm fields. It is lightly traveled and is mostly farm fields with deciduous hedgerows.

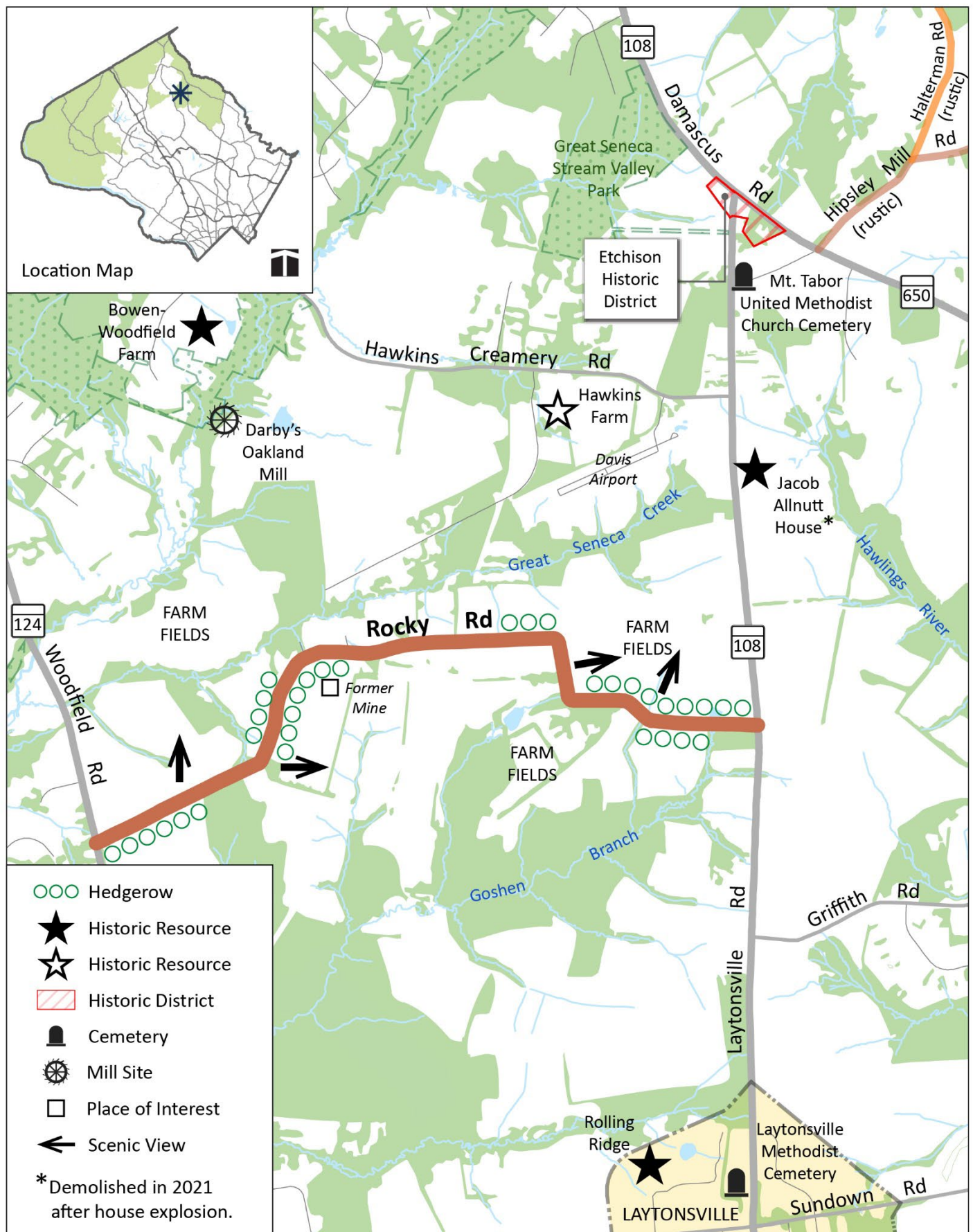
Starting at Woodfield Road, one is immediately greeted with a view consisting of a farmhouse, a barn, silos, and other farm buildings on a hill to the left. The road ascends here and offers long views over grazing cattle towards Damascus, while a thick mixed hedgerow lines the road on the right, screening modern houses. Cresting the hill reveals a straight road shrinking into the distance. After the first curve to the left, there is more pastureland on the left and another hedgerow on the right. Beginning on a curve to the right, houses line the road on the north side while fields stretch out to the south behind the hedgerow. Past the homes is another very long and very straight section through farmland, which continues through some 90-degree turns. A few homes are hidden behind the trees of a wooded section here. Then the road continues through fields and hedgerows with a nice view of a red barn on a low rise to the left. The road ends at Laytonsville Road (MD 108).

Environment

Rocky Road generally follows a minor ridgeline between the Goshen Branch and Upper Great Seneca subwatersheds to Great Seneca Creek, which is the largest river within Montgomery County. It flows from the Damascus area down to the Potomac River. The road frequently has a dense hedgerow opposite the side with the overhead utility lines. There are occasional large trees growing close to the pavement. Just south of the road near the first and second curves from Woodfield Road, the road passes over a large rock outcrop known as the Rocky Road serpentinite body, which was once mined for magnetite. The rock can occasionally be seen at the surface where then thin soils have eroded away. Also, large individual rocks, rock piles, and stone walls may be a remnant of attempts to clear the road and cultivate the land.

Road Characteristics

Extents	Entire road: Woodfield Road (MD 124) to Laytonsville Road (MD 108)
Length	2.31 miles
Width	15-16 feet
Surface	Paved
Lanes	No center line or edge markings
Shoulders	None





Santini Road

A Rustic Road

Added to program by the
1997 Fairland Master Plan

Santini Road's alignment weaves in and around forests and horse farms, provides access to some single-family homes, and is a juxtaposition to the modern developments directly across Spencerville Road.



Significant Features

- Narrow pavement
- Historic alignment with back-to-back 90-degree turns
- Mature trees, including a row of mature deciduous trees, at the edge of the pavement
- Views of stream and fields

History

Santini Road is not apparent on area maps until 1907, when it appears as an unimproved roadway providing access to a small stretch of buildings. The dogleg bend at the northern end reflects the road's original alignment, but the southern connection with MD 198 was reconfigured in the mid-1950s.

Nearby, the c. 1860 Liberty Grove Methodist Church (Master Plan Historic Site #34/2) served the surrounding 19th-century communities of Burtonsville and Spencerville. The adjacent Merson Family Cemetery (Burial Sites Inventory Site #28) is the resting place of members of the Merson family, who had settled in Burtonsville by the late 19th century.

Traveling Experience

Leaving Spencerville Road (MD 198) heading north past several residences and an entrance to the Burtonsville Baptist Church parking lot, this road narrows substantially as it enters heavy woods on the left and light woods on the right. It descends to a small creek (headwaters of Kruhm Tributary) and passes (unimproved) Santini Road Local Park on the right beyond a hedgerow very close to the road. At a little over a quarter of a mile in, on a 90-degree turn to the left, multiple views are available on the right of fields dotted with trees. A short distance ahead, mature oaks and maples closely line the left side of the road. Past a sharp turn to the right, the road ends in multiple driveways. The road in general has woods with trees of various sizes lining it here and there along with some residential entrances. After the final bend, there is a quick rise, and the road then rapidly descends past woods. The road is a respite from the higher density residential roads and heavy traffic in the larger area around it.

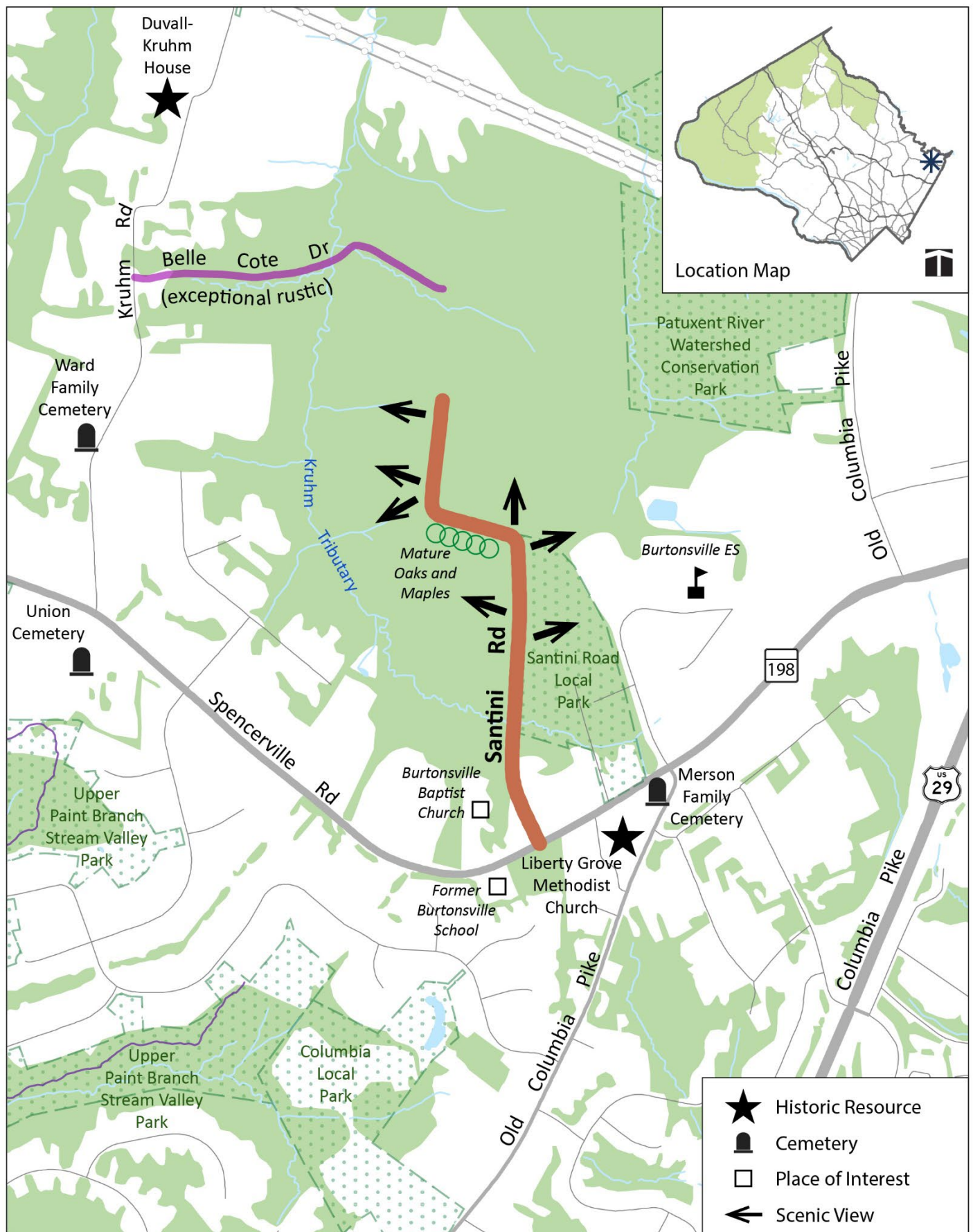
Environment

Santini Road is located within the Kruhm Tributary watershed. The stream here is a direct tributary to the Patuxent River/Rocky Gorge Reservoir. The headwaters of the stream are near the southern Santini Road Local Park boundary, where the stream crosses under the road in a section with forest on both sides. The northern area of the road also has a consistently closed canopy. Just past the northern boundary of Santini Road Local Park, the road skirts conservation land acquired by the state to mitigate the environmental impacts of the Inter-County Connector (ICC). The properties in this unbuilt subdivision are adjacent to the Patuxent River Watershed Conservation Park and help protect the reservoir's water quality. Measures to protect water quality are

particularly important in the Kruhm Tributary, as it is one of the few subwatersheds to the Patuxent River with only fair water quality.

Road Characteristics

Extents	Entire road: Spencerville Road (MD 198) to end of road
Length	0.58 miles
Width	15-20 feet
Surface	Paved
Lanes	No center line or edge markings
Shoulders	None





Schaeffer Road

A Rustic Road

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

Schaeffer Road has outstanding natural features and outstanding rural views. This plan removes the rustic designation between Burdette Lane and the roundabout at the main entrance to the South Germantown Recreational Park.

Significant Features

- National Register-eligible pipe rail bridge across Little Seneca Creek
- Historic alignment

History

Like many roads, Schaeffer Road began as a private drive – in this case for the Schaeffer Farm – which was on the south side of the road and later run by the Savage family. The road was a politician's path used for farms in this vicinity to the Germantown Rail Station. When it was established, c. 1879-1883, the road was known as Dawson Road.

The South Germantown Recreational Park has been developed on land that was once the James and Macie King Farm, one of the finest dairy farms in the county. Established in 1893, the farm's original buildings were destroyed by fire. Most of the buildings were rebuilt in 1926, but the King Barn is the only building on the site that was preserved by the county. The restored King Barn is now home to the King Barn Dairy Mooseum.

Traveling Experience

Schaeffer Road connects White Ground Road (an exceptional rustic road) in Boyds with Clopper Road (MD 117) in Germantown, but the rustic portion ends at Burdette Lane (a rustic road). The drive begins on the west end in a wooded section that eventually thins to a hedgerow of trees and shrubs on both sides of the road. An opening in the hedgerow on the right marks the entrance to the wide-open fields of the Montgomery County Model Airpark, which is within the Little Seneca Stream Valley Park. After a turn to the right and then the left, one encounters a distinctive 1925 one-lane pipe bridge over Little Seneca Creek (Montgomery County bridge inventory #M-0137); the bridge has been found eligible for the National Register of Historic Places. Just past the bridge the road is the crossing for Montgomery Parks' "Diabase Trail."

Nearly the entire road is bordered on both sides by parkland, some of which is forest while some is cultivated fields. The road continues in a fairly straight line through the parkland, occasionally through closed tree canopy, although more often powerlines along the road prevent full closure. About halfway down the straightaway, the powerlines shift to the north side of the road, providing more wide-open views of agricultural fields to the south. After a bend to the left and a couple more to the right, an access road for a park trails parking lot is on the right on yet another curve to the left. Soon after, the road passes under transmission lines and across the hiking, biking, and equestrian "Powerline Trail." The rustic segment of Schaeffer Road ends at Burdette Lane just before the park entrance on the left.

Environment

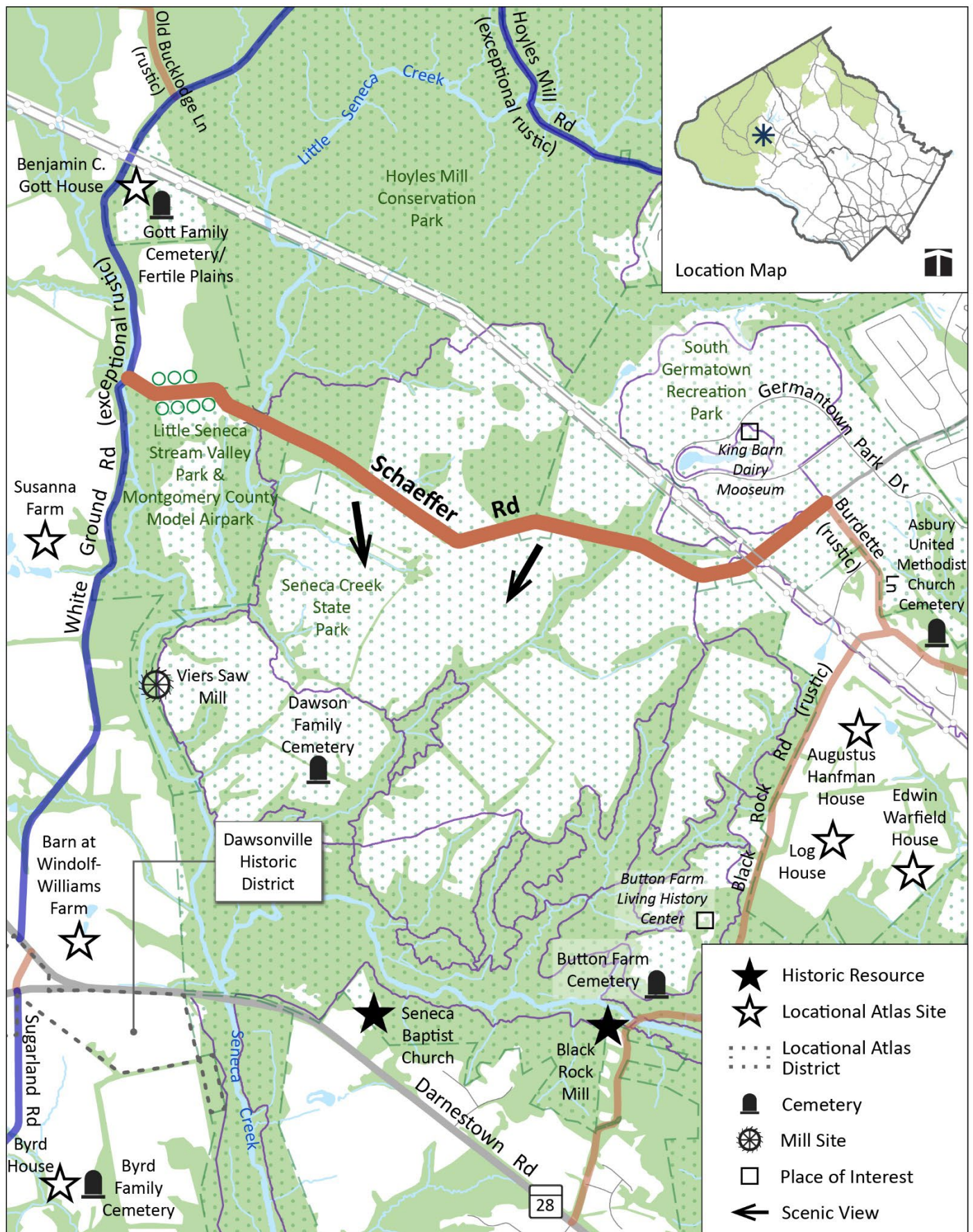
Schaeffer Road is located within the Little Seneca Creek (west) and Great Seneca Creek (east) watersheds. It crosses the Little Seneca Creek mainstem within a wide floodplain area. Except for riparian areas, the road is unforested. From the road, however, the dense hedgerows – often on both sides – can seem like forest with a closed canopy overhead. The road is bordered by parkland on both sides. From west to east these are: Little Seneca Stream Valley Park (a Biodiversity Area) to the south, Hoyles Mill Conservation Park (a Best Natural Area) to the north, Seneca Creek State Park to the south, and finally South Germantown Recreational Park to the north. Tall, multilevel utility lines dominate the near view east of the powerline crossing and will likely preclude vegetation in the future. Montgomery Parks’ “Powerline Trail” connects South Germantown Recreational Park with the Muddy Branch Stream Valley Park in North Potomac.

Much of Schaeffer Road is the northern edge of the Schaeffer Farm Area of Seneca Creek State Park. The 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. Besides the Powerline Trail, two other park trails cross Schaeffer Farm Road: Montgomery Parks’ Diabase trail crosses near the one-lane bridge, becoming the “red” trail once it enters the state park. The Hoyles Mill Trail travels south from Black Hill Regional Park through Boyds Local Park, Hoyles Mill Conservation Park, and South Germantown Recreation Park, ending at the “white” trail in the state park. The trail crosses the road at the state park parking lot access road, which briefly serves as the trail here. Avid bikers love this connection from Black Hill to Schaeffer Farm.

Schaeffer Road runs by the entrance to the Little Seneca Stream Valley Unit 1 Park, home to the Montgomery County Model Airpark. Visitors can enjoy watching the DC/RC club using the facility to test-drive their model airplane, perform stunts, and have competitions.

Road Characteristics

Extents	White Ground Road to Burdette Lane
Length	2.39 miles
Width	16 feet
Surface	Paved
Lanes	No center line or edge markings
Shoulders	None





Looking east on Schaeffer Road towards the one-lane pipe bridge over Little Seneca Creek



View into Little Seneca Creek



Crosswalk for the Diabase Trail just east of the one-lane bridge



The Diabase Trail as it crosses Schaeffer Road



Seneca Road

A Rustic Road

Added to program
by this master plan

This old alignment of River Road from Rileys Lock Road back to the present-day River Road has very high historic value and provides a very pleasant, albeit short, driving experience through the forest.

Significant Features

- Historic alignment of road established by a 1790 Act of the Maryland General Assembly
- Full forest canopy over road, trees growing close to the pavement
- Narrow pavement

History

This segment of Seneca Road forms part of a previous alignment of River Road, one of the oldest transportation routes in the county. Prior to 1959, it connected to Old River Road via a one-lane bridge across Seneca Creek. River Road was realigned to the south c. 1960.

As a former segment of River Road, Seneca Road reflects a historic route long believed to have been established by Native American communities. The Seneca community at the junction of the Seneca Creek and Potomac River began to emerge as an early industrial hub by the 1760s. A mill, blacksmith, wheelwright's shop, and several dwellings existed here by 1769, along with a busy public wagon road connecting Seneca to Little Falls, likely an early segment of River Road. Early industry was supported by the labor of highly skilled, enslaved African American craftsmen, including expert forgers, coopers, smiths, and carpenters. The early transportation network may have facilitated these workers' attempts to seek freedom, such as Luice, "an exceedingly good cook and spinner," who fled in 1779 and Abraham Dublin, "an excellent wagoner or manager of horses" who ran from captivity along River Road in 1819.

In the 18th century, this route served as a rolling road used by tobacco farmers to transport barrels of tobacco to market in Georgetown. The area flourished with the success of the Seneca Quarry (Master Plan Historic Site #17/52), where quarrying began by 1785, and the Chesapeake & Ohio Canal (a National Register Historic District), built 1828-1850. The community faded by the close of the 19th century as these declined.

The Seneca Store (Master Plan Historic Site #17/62), built 1901, remains as one of the last vestiges of the Seneca community, as does the nearby Seneca Community Church Cemetery (Burial Sites Inventory #145) on rustic Violettes Lock Road, established c. 1893 to serve African American quarrymen and their families.

Traveling Experience

From River Road, turn onto Seneca Road at its west end directly across from Rileys Lock Road (a rustic road). (This segment of Seneca Road should not be confused with the much longer segment farther east that leads to Darnestown and is designated as MD 112.) Once off River Road, the road enters forests that are part of Seneca Creek State Park. After the sharp bend is the original River Road. There is a path here going to Seneca Creek where there are views of the old bridge abutments and the Seneca Store. The track of the original road going up past the store is also visible.

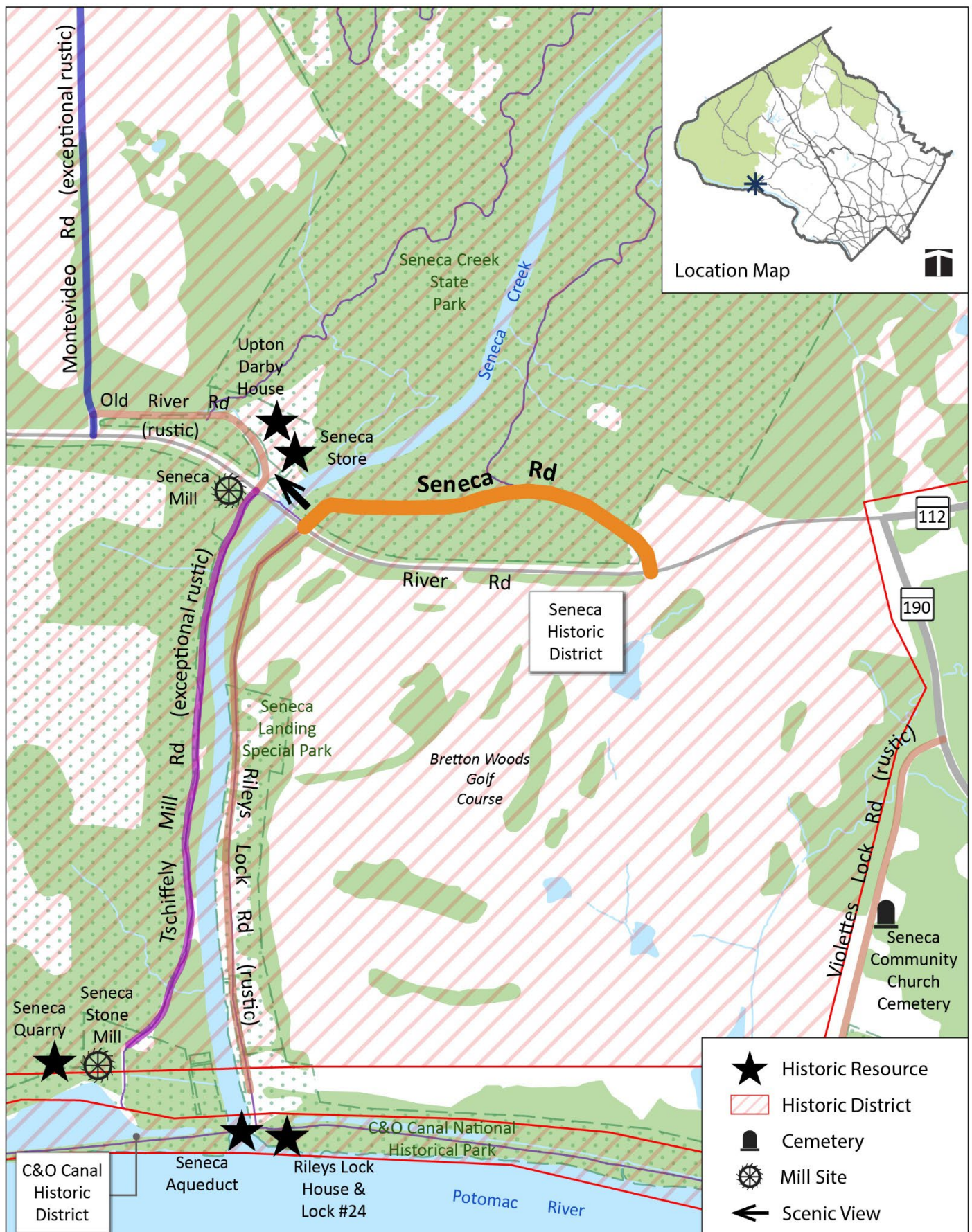
The road is a peaceful, wooded road, taking travelers away from the fast-paced River Road. The Seneca Greenway Trail, coming from Tschiffely Mill Road (an exceptional rustic road), follows along the road for just over half its length before turning north into the woods.

Environment

The road is located just north of and parallel to River Road and within the Seneca Creek floodplain near the creek’s confluence with the Potomac River. It is within a forest with a dense canopy cover. The road is also within the Seneca Creek State Park. This 6,300-acre 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. The Seneca Creek 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.

Road Characteristics

Extents	River Road to Rileys Lock Road
Length	0.44 miles
Width	16-18 feet
Surface	Paved
Lanes	No center line or edge markings
Shoulders	None





Full forest canopy close to Seneca Road



Historic alignment of Seneca Road



Seneca Greenway Trail along the edge of Seneca Road



Slidell Road

A Rustic Road

Added to program by the 2004 *Rustic Roads Functional Master Plan Amendment*

Slidell Road is a narrow road that has many natural and agricultural features with vistas of farm fields and rural buildings. This plan removes the rustic designation north of Comus Road that was added by the 2014 *10 Mile Creek Area Limited Amendment* because this part of the road is private and therefore not eligible to be classified rustic

Significant Features

- The way the road fits the terrain
- The narrow pavement
- The proximity of fences and trees to the road
- Example of small residential rural area

History

A public road petitioned for in 1875 by county farmers, Slidell Road was laid out as a connection to the Boyd's Station of the Baltimore & Ohio Railroad Metropolitan Branch and to improve connectivity where no public road yet existed. It passed through the lands of the Carlin, Hershey, Reed, Knott, and Thompson families. It also passes over West Old Baltimore Road, the 1793 market route for early farmers. The intersection of Slidell Road and West Old Baltimore Road remained important through the late 1800s, giving rise to the Slidell community. This small locale boasted a roadside post office, a general store, and a one-room school.

At both ends of Slidell Road, African American families purchased property and built homes in communities with both white and Black property owners. At the north end, in Thompson's Corner, William and Annie Davis established a homestead around 1880, and at the south end, in Blocktown, community founders Thomas and Jennie Jackson built a house c. 1884 that still stands along the roadside (20915).

Traveling Experience

Even though Slidell Road is posted at 35 miles per hour, the narrowness and the horizontal elevation changes of the road force the driver to proceed at a slower speed.

Heading south on Slidell Road at Comus Road, the road starts at its widest point of 16 feet and has views of houses and manicured lawns. The road narrows to 14 feet and the road surface is patched asphalt without any centerline, edge markings, or shoulders. The view and road change quickly as the road shifts westward. The western edge of the road is lined with a fence and a forest from the Bucklodge Conservation Park and to the east are a few large houses and views of an open field. The road abruptly shifts back to the east with views of an old farmhouse to the west and a view of rolling hills with hay growing or drying in the fields to the east. As it approaches West Old Baltimore Road (an exceptional rustic road), Slidell Road widens to 16 feet with a centerline and no edge markings or shoulders.

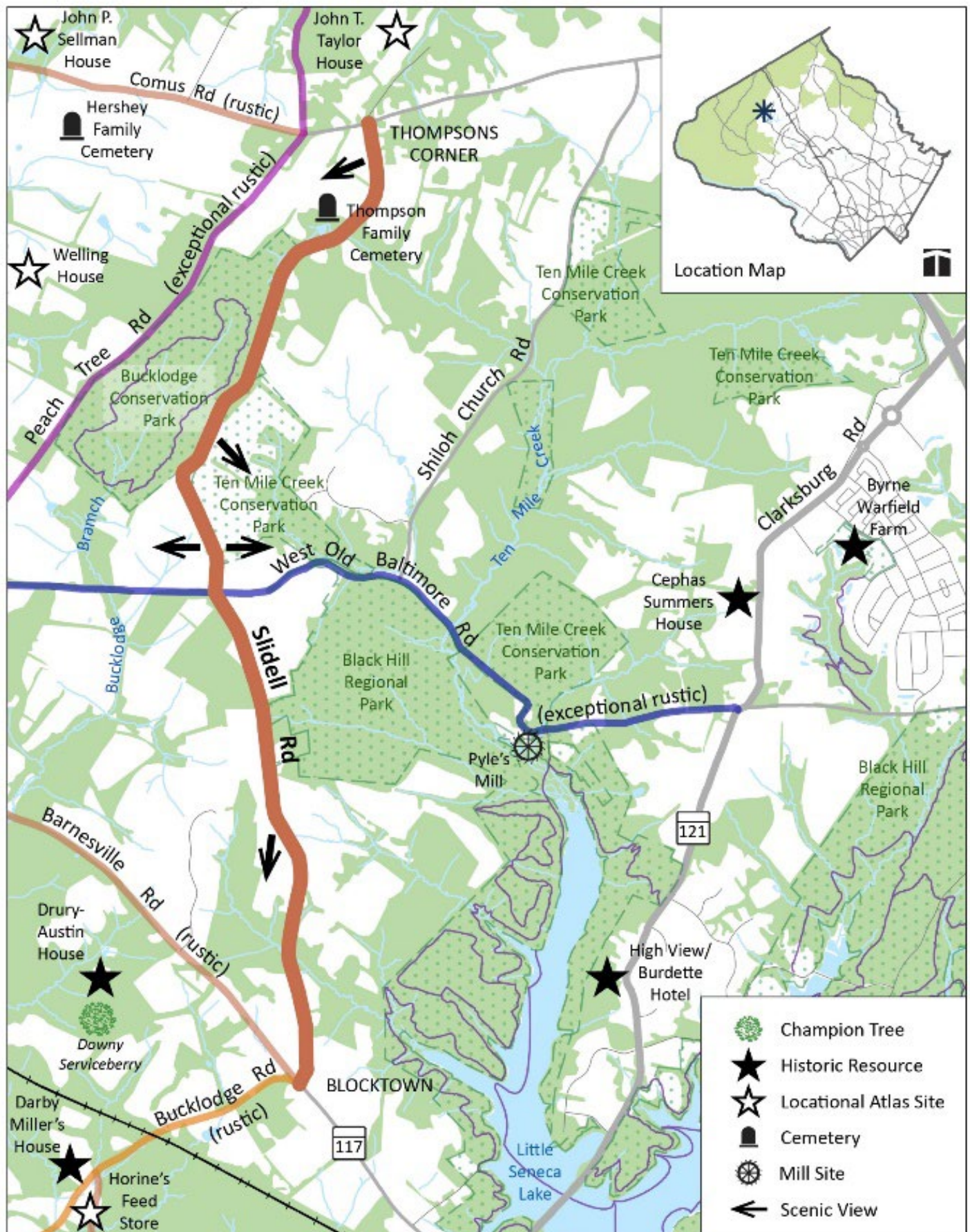
As Slidell Road proceeds south towards Barnesville Road (a rustic road west of Slidell Road), the road narrows again and centerline and edge markings end. The centerline resumes where the road enters the Boyds Master Plan area. There are occasional views of clusters of older residential homes, farmhouses, and fields until it ends at Barnesville Road and Bucklodge Road (a rustic road).

Environment

Slidell Road follows the ridgeline between the Ten Mile Creek subwatershed (to the east), a tributary of Seneca Creek, and the Little Monocacy subwatershed (to the west), a tributary of the Potomac River. (Note that this part of the subwatershed is not part of the designated 10 Mile Creek Special Protection Area [SPA].) Both subwatersheds are sensitive and have stream quality rated as good to excellent. The road abuts the Bucklodge Forest, a Legacy Open Space property designated for protection of important large blocks of forest. This 215-acre forest is now known as Bucklodge Conservation Park, with over two miles of forested trails that may be accessed from this road. The road is also adjacent to the east of a section of the Ten Mile Creek Conservation Park. This park is in the early stages of acquisition and has not yet been developed.

Road Characteristics

Extents	Barnesville Road (MD 117) to Comus Road
Length	3.65 miles
Width	14-16 feet
Surface	Paved
Lanes	Occasional center line
Shoulders	None





South Glen Road

An Exceptional Rustic Road

Added to program by the 2002
Potomac Subregion Master Plan

Glen Road, Glen Mill Road, and South Glen Road all come together in Watts Branch Glen, or simply “the Glen,” at the confluence of Kilgour Branch and Watts Branch.



Significant Features

- Historic alignment leading into the Glen, historic store, and mill site at north end
- Trees along the road, often close to the pavement
- Parallels stream at north end with tree canopy along Kilgour Branch
- Embankments on one or both sides of the road as it descends into the Kilgour and Watts Branch stream valleys

History

By the early 1900s, the Glen community was a center of commerce that had grown around a saw and gristmill established in the early 1800s. This segment of South Glen Road is part of the original Gamble’s Mill Road, built c. 1872 to serve the Gamble’s saw and gristmill and surrounding area.

Near Deep Glen Drive, the road connected to the c. 1870-1872 road leading east from Gamble’s Mill to the Potomac Chapel, built 1854. This provided a needed connection to Potomac, known originally as Offutt’s Crossroads, and to Falls Road, which led north to Rockville.

At its intersection with Glen Road, the road passes the ruins of a small mill and the c. 1892-1899 Glen Store and Post Office (Master Plan Historic Site #29/3), both operated by the Peters family and some of the few surviving remnants of the Glen community. The Peters family first acquired the mill and 86 surrounding acres in 1884. The store and post office building is an excellent example of a rural, combined commercial and residential structure from the Victorian era. The post office operated until 1902 and the store until 1937.

Traveling Experience

The exceptional rustic section of South Glen Road begins at Deep Glen Drive. The road immediately heads downhill into a sharp, banked curve to the right. The early section of the road is lined with large homes with lots of mature trees that occasionally provide a nice canopy over the road. As the road continues downhill towards the Glen, the tree canopy thickens. At the bottom of the hill, the old Glen Store and Post Office building is on the left while the Kilgour Branch can be seen through the trees on the right. South Glen Road ends at Glen Road (an exceptional rustic road), which crosses Kilgour Branch on a narrow bridge on the right and crosses Watts Branch on a one-lane bridge straight ahead before a “T” intersection. At the intersection, Glen Mill Road (an exceptional rustic road) is to the right.

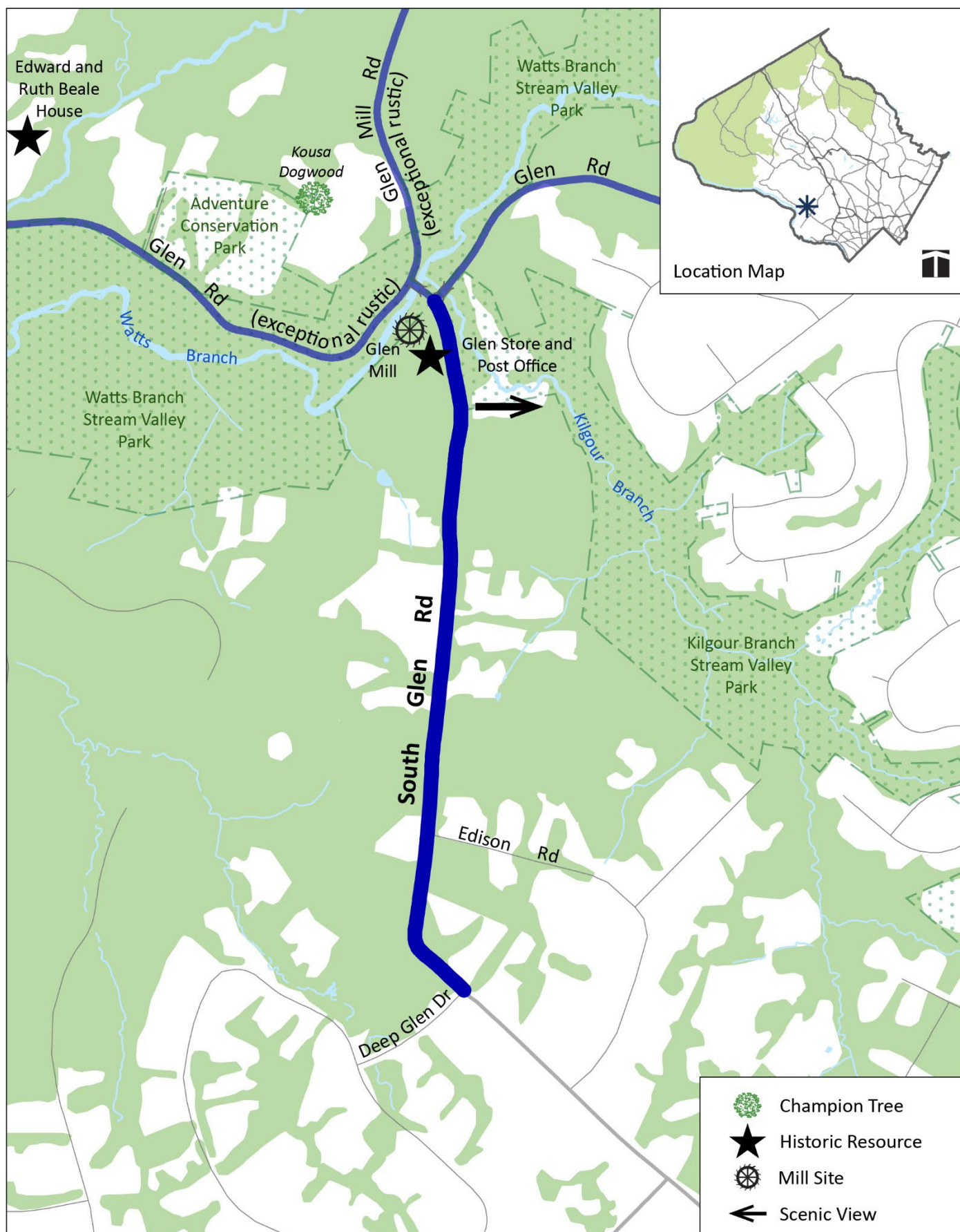
Environment

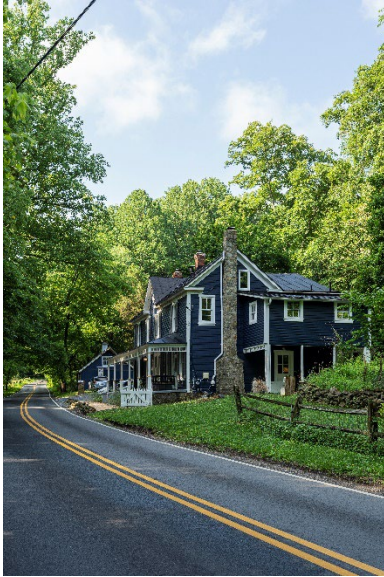
South Glen follows a low ridge between the Kilgore Branch and Lower Watts Branch watersheds down to the mainstem of Watts Branch. The northernmost section of South Glen Road is adjacent to the Kilgour Branch Stream Valley Park and floodplain. From the south, the canopy cover is sparse but increases as individual large trees, hedgerows, and forested areas grow close to the pavement. The canopy over this road has gradually

decreased over time. Kilgour Branch joins the Watts Branch and its Stream Valley Park here in the Glen, with the water eventually flowing into the Potomac River just west of the Potomac Water Filtration Plant. Water quality in this watershed directly affects the quality of water taken in by the filtration plan. While undeveloped for active recreation, Kilgour Branch Stream Valley Park welcomes visitors interested in enjoying nature on a network of unofficial trails.

Road Characteristics

Extents	Deep Glen Drive to Glen Road
Length	0.82 miles
Width	17-20 feet
Surface	Paved
Lanes	Center line and edge markings
Shoulders	None

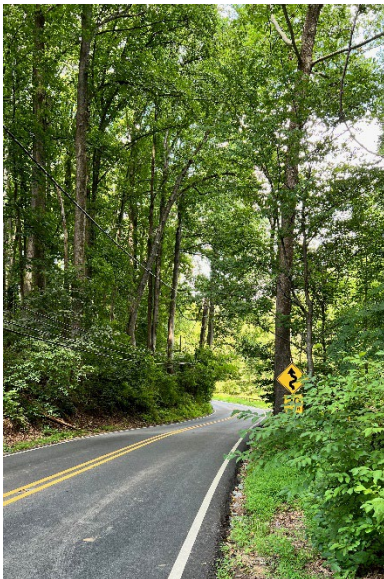




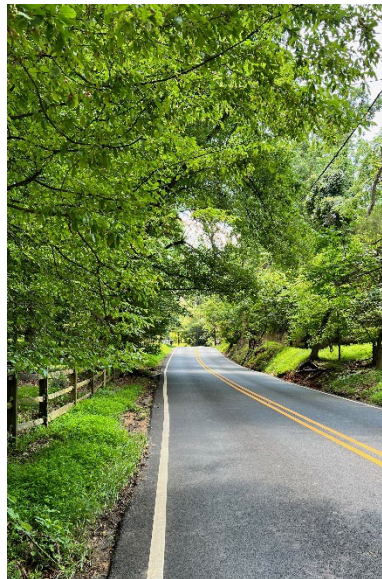
Looking south on South Glen Road towards the Glen Store and Post Office



Looking north on South Glen Road towards the Kilgour Branch Stream Valley Park



Looking north on South Glen Road



Looking south towards embankments on both sides of South Glen Road



Stoney Creek Road

A Rustic Road

Added to program by the 2002
Potomac Subregion Master Plan

Stoney Creek Road follows a ridge between Stoney Creek and Sandy Branch past houses of various ages, wooded areas, and open spaces.



Significant Features

- Line of mature oak trees and other trees along the edge of the road
- View across fields into stream valley
- Follows historic alignment

History

Though built by the mid-19th century, Stoney Creek Road was not established as a public road until 1897, at which point it was described by surveyors as an old and much traveled route. Previously maintained by public-minded landowners, the road, when platted, was slightly realigned to avoid swampy ground and steep hills as it approached River Road (MD 190). It ran south to the C&O Canal, today a National Register Historic District.

To the east of Stoney Creek Road, a Civil War burial ground sits to the north of Hunt Ridge Lane (Burial Sites Inventory # 31). Three Union soldiers of the 19th Regiment Massachusetts Volunteer Infantry died while encamped along the Muddy Branch in the winter of 1861-1862.

Traveling Experience

Turning onto Stoney Creek Road from River Road, the road immediately crosses over Stoney Creek as the stream valley forest rises on both sides of the road. As the road climbs out of the Potomac River valley, roadside hill slopes rise and fall amidst dense vegetation just beyond the road's edge.

On the right, two houses duck slightly below the slope that leads to Sandy Branch before the stream winds away from the road at its intersection with Stoney Creek Way. Continuing along the upward rise, the road opens to a quaint neighborhood with houses hugging the roadside, with white fences, well-manicured lawns, and mature vegetation.

Hedgerows soon rise on the left, shielding an open expanse as fences roll up and down the slopes beyond the road's edge on the right. As quickly as they appeared, the thin trees on the left fall away, presenting a clear view of rolling fields behind a three-rail fence. The hedgerows on either side of the road combine with the fences—black on one side of the road, white on the other, sometimes alternating—as a visual reminder of the historic nature of the area. Fields give way to quint, post-war neighborhoods hugging the road on the left and contemporary developments set back on the right.

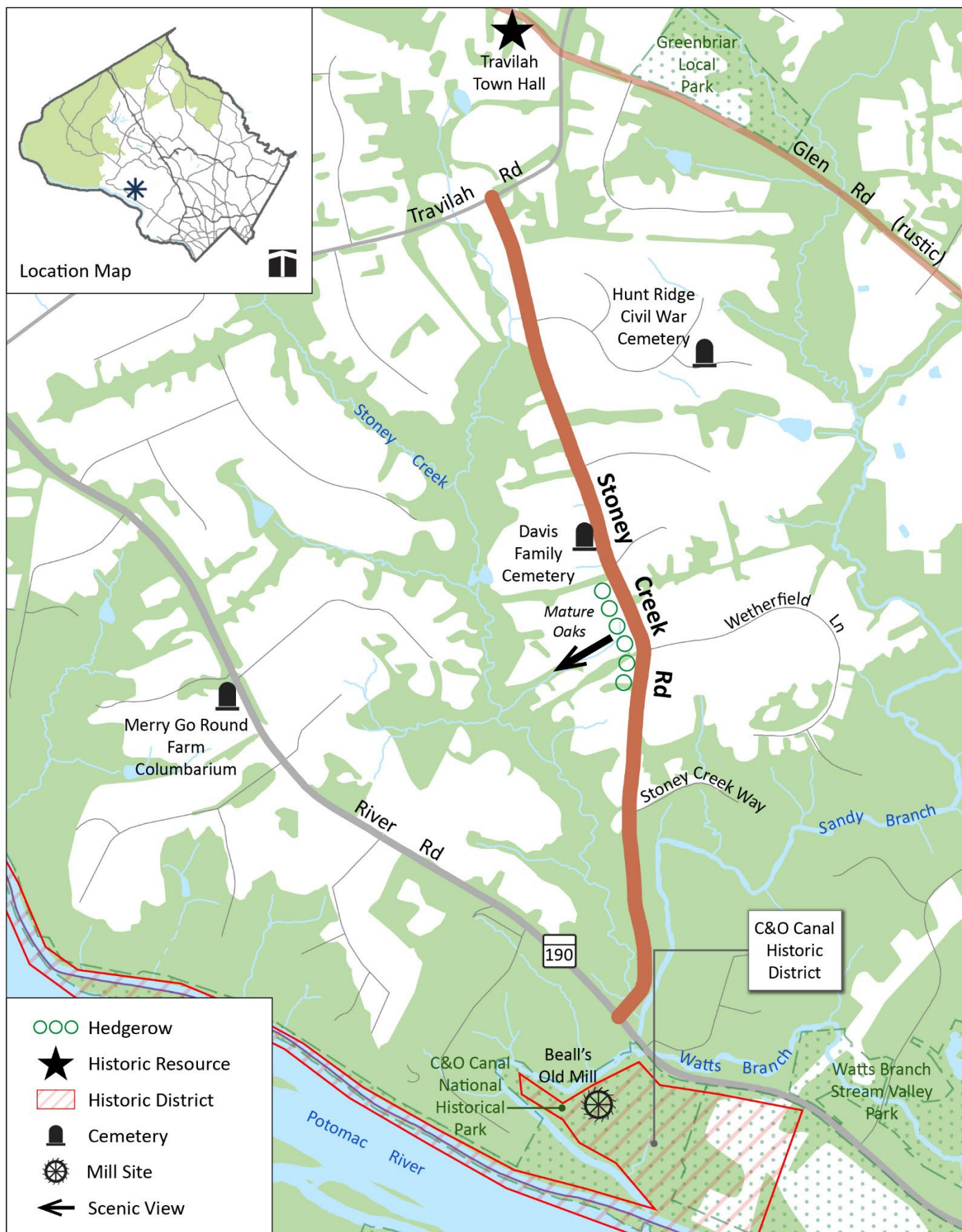
Environment

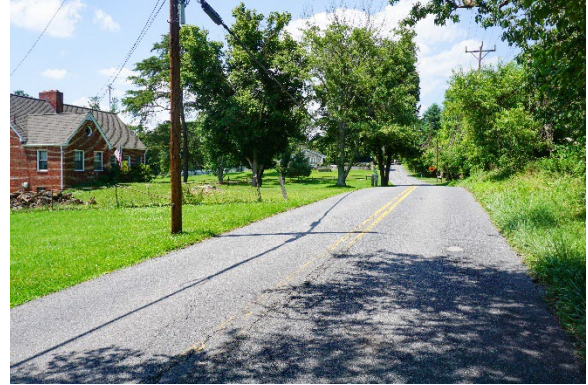
Stoney Creek Road generally follows a low ridgeline between Stoney Creek and Sandy Branch, both subwatersheds of Watts Branch. The southern segment is between the two creeks and ends within a floodplain at the confluence of Stoney Creek with Sandy Branch and Watts Branch. According to the 2002 *Potomac Subregion Master Plan*, the Lower Sandy Branch, to the east of the road on its southern end, has good water quality. The master plan calls out Stoney Creek as having the highest water quality in the subregion.

The road generally has dense hedgerows on one side of the road, and occasionally on both sides. The canopy is intermittent—understandable with the tall multi-level utility lines on one side of the road.

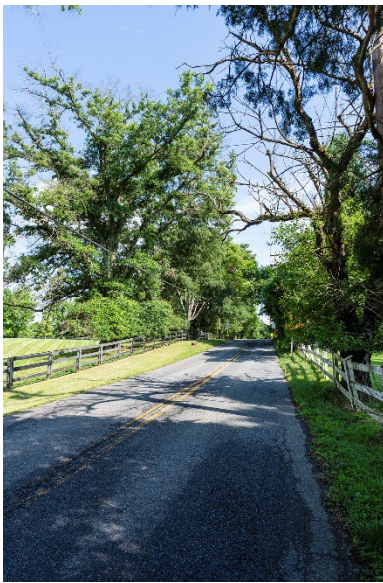
Road Characteristics

Extents	Entire road: River Road (MD 190) to Travilah Road
Length	1.46 miles
Width	20-21 feet
Surface	Paved
Lanes	Center line
Shoulders	None; some swales

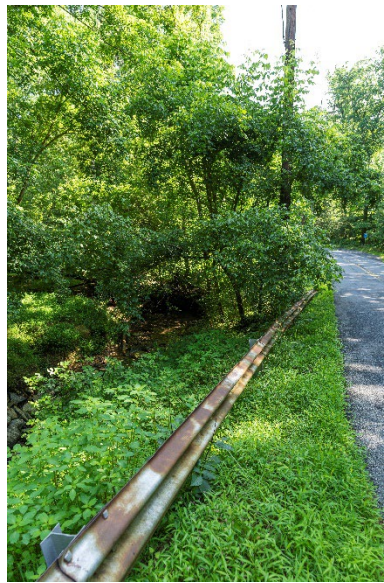




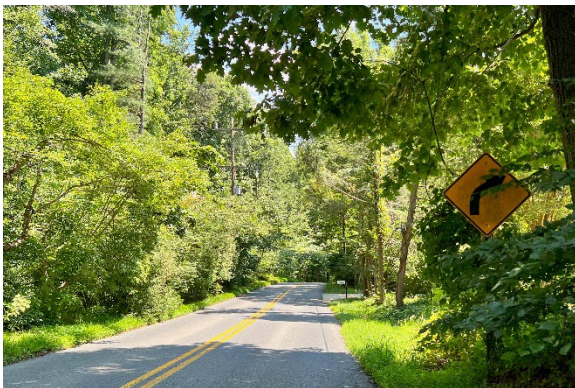
Views along Stoney Creek Road looking north to intersection of Stoney Creek and Travilah Roads



Looking north on Stoney Creek Road just north of Wetherfield Lane



Stoney Creek running parallel to the road



Looking South on Stoney Creek Road towards the intersection with River Road

Acknowledgments

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

Other Agencies and Organizations

Special thanks to the other agencies and organizations that provided guidance, support, and input on the master plan.

- Agricultural Advisory Committee
- Agricultural Preservation Advisory Board
- Heritage Montgomery
- Maryland Department of Natural Resources
- Maryland State Highway Administration
- Montgomery Agricultural Producers
- Montgomery County Department of Transportation
- Montgomery County Office of Agriculture
- Montgomery Countryside Alliance
- Montgomery Soil Conservation District
- Sugarloaf Citizens Association

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Rustic Roads Functional Master Plan Update:
Road Profiles Appendix
Part 3: Montevideo Road through Stoney Creek Road

Public Hearing Draft

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