

Part 4: Stringtown Road through Zion Road

Rustic Roads Functional Master Plan Update: Road Profiles Appendix

Public Hearing Draft – October 2022

 **Montgomery Planning**

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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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Source of Copies:

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

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Stringtown Road

A Rustic Road

Added to program by the 1994 *Clarksburg Master Plan & Hyattstown Special Study Area*

Stringtown Road is a rural road with outstanding farm views and historic value. This plan removes the rustic designation between Snowden Farm Parkway and the Cedarbrook Community Church entry drive.

Significant Features

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

History

This road connected the historic communities of Clarksburg and Damascus. It predates Lewisdale Road, established in 1844, and may have been established by the 1830s. Stringtown Road’s original extent included parts of present-day Kings Valley Road.

Traveling Experience

Traveling from Snowden Farm Parkway, Stringtown Road has a residential community on the right. Just past a large oak tree on the left is a countryside view of rolling hills, farm buildings, and houses. Needle Drive provides access to a subdivision with lots on a wooded hillside. On the left is a long view across cultivated fields with a tree-covered ridge in the distance. The H. Gue House on the left is an early log farmhouse built in two sections (Locational Atlas & Index of Historic Sites #10/46). The farm includes a notable large bank barn with beautifully ornate cupolas and painted-on windows. The road intersects with Kingsley Road, an exceptional rustic road. Several places along the road have small banks with daylilies. In the springtime, the fields are spotted with yellow flowers. On the left is the well-maintained and beautiful Edward King Farm, with its central-gabled Queen Anne house and collection of farm buildings, including a bank barn with cupolas and a dairy barn (Locational Atlas & Index of Historic Sites #10/44). On the right are large modern houses. The road dips towards Hawkes Road (a rustic road) and becomes narrow. Near the second creek crossing is a small grove of oak trees and a mature sycamore tree on the left. Several trees have roots growing at the roadway edge. The silos of the Charles M. King Farm (Locational Atlas & Index of Historic Sites #10/40) are visible in the distance near the intersection of Kingstead Road and Kings Valley Road (both rustic roads).

Environment

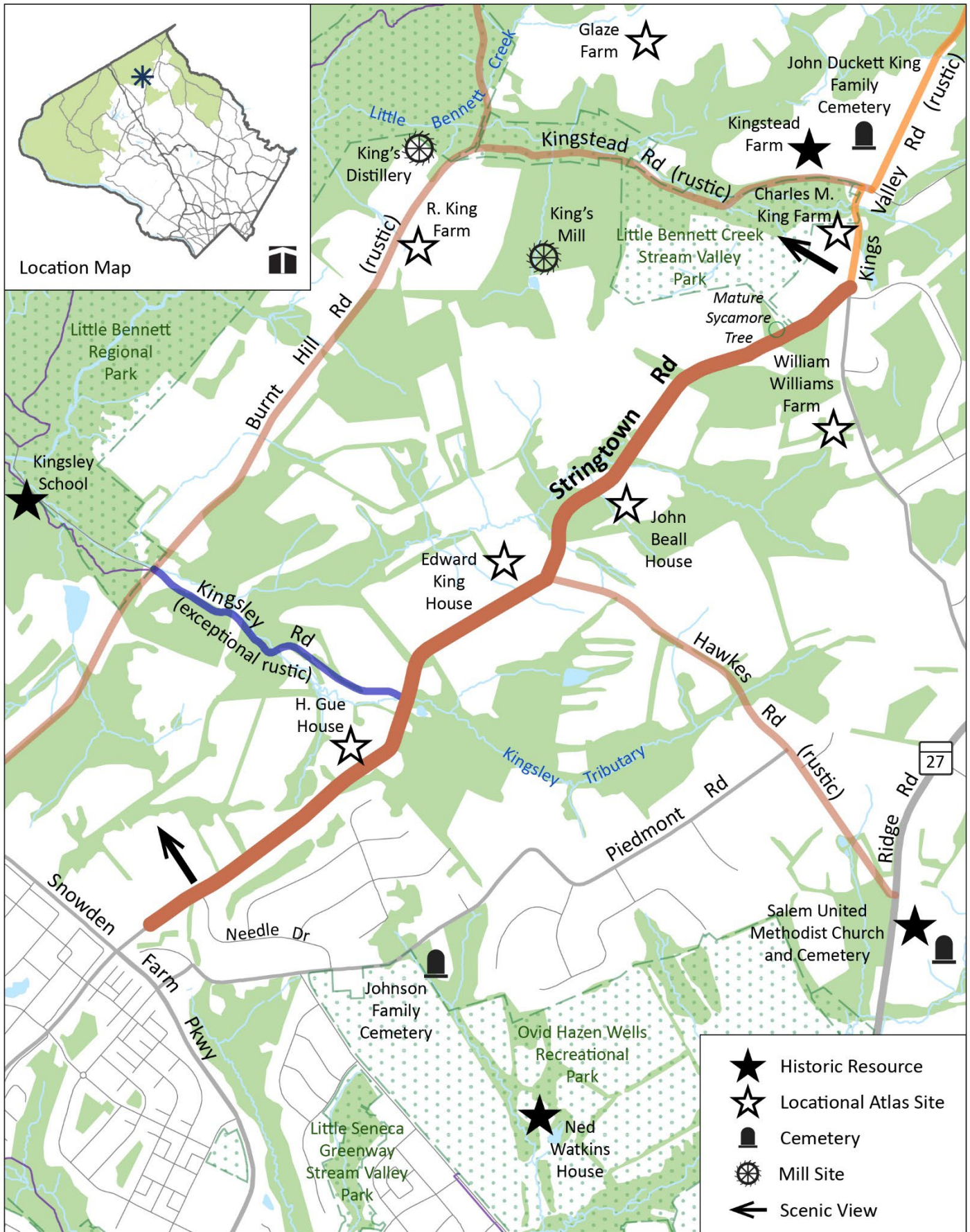
Much of the road is within the Little Bennett Creek watershed, which has exceptional water quality. The northern tip of the road is next to the Little Bennett Creek Stream Valley Park. Although a trail may eventually be accessed in this part of the park, it is currently undeveloped for active recreation. This area is a good example of a park that protects exceptional water quality, provides valuable wildlife habitat, and allows opportunities for quiet enjoyment of nature. This newly acquired section of parkland may be designated a Best Natural Area to match the designation of the existing park.

The southern end of the rustic portion of Stringtown Road is currently within the Little Seneca Creek watershed and the Clarksburg Special Protection Area (SPA), but with the recommended change to the southern extent of the designated section, none of the road will be within the SPA.

The road alternates among a variety of natural conditions, from a closed canopy forest to dense hedgerows to wide-open farm fields. Along many segments, large mature trees grow close to the road and provide a high overhanging canopy. There are several headwater stream crossings along the road.

Road Characteristics

Extents	Cedarbrook Community Church entry drive to Kings Valley Road
Length	2.14 miles
Width	14 feet
Surface	Paved
Lanes	Center line and edge markings just north of church driveway; centerlines on either side of Hawkes Road and for northernmost half-mile; otherwise, none
Shoulders	None



Sugarland Lane

A Rustic Road

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

Sugarland Lane has high historic value.

Significant Features

- St. Paul's Church
- High historic value

History

Sugarland Lane traverses an area once known for its plentiful sugar maple trees. Where it meets Sugarland Road, the historic African American community of Sugarland, also called Sugarland Forest, was established by 1871 (see Sugarland Road history). The southern portion of this road likely originated as a private means of access from River Road to a house built along the west side of the road by 1879. The northern segment and link to Sugarland Road was established by 1908. These two segments no longer connect.

Traveling Experience

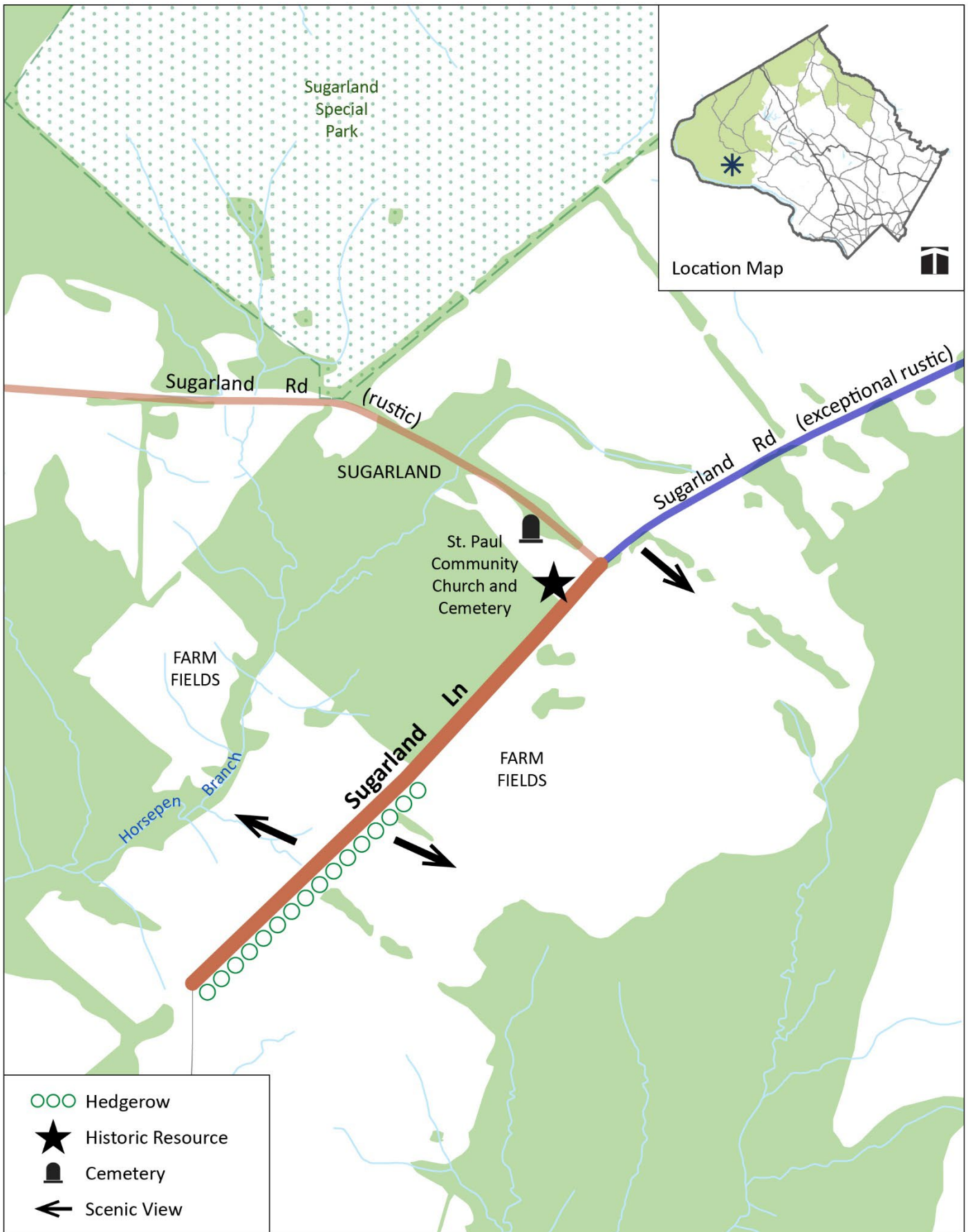
Sugarland Lane is a narrow, dead-end road that intersects Sugarland Road (an exceptional rustic/rustic road). Traveling south from this intersection, one sees on the west the white frame St. Paul's Community Church, built in 1893, with adjacent cemetery (Master Plan Historic Site #17/41). The church is a local landmark, still serving as a center for the historic Sugarland community. Heavy woods are to the east, and hedgerows or light woods fronting pastures and homesteads are to the west. Each homestead is easily visible since most of the land has been cleared. Near its terminus at some gravel driveways, the road opens to farm field views to the west.

Environment

The road and community are located within the Broad Run subwatershed, a tributary to the Potomac River. The north side of the road is densely vegetated with a young forest. The rest of the road is variable with high bank hedgerows and large individual trees close to the road pavement.

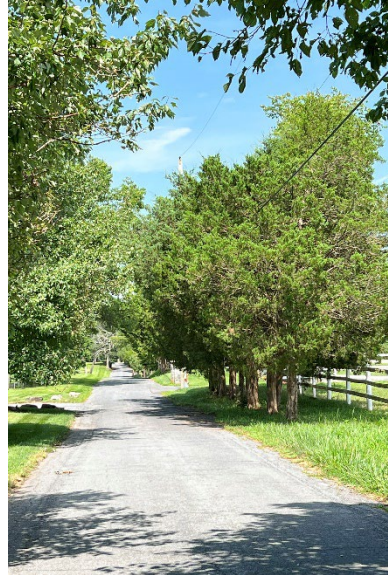
Road Characteristics

Extents	Entire road: Sugarland Road to end of county maintenance
Length	0.29 miles
Width	18 feet
Surface	Paved
Lanes	No center line or edge markings
Shoulders	None





St. Paul Community Church at the intersection of Sugarland Lane and Sugarland Road



Looking southwest on Sugarland Lane

Sugarland Road

A Rustic and Exceptional Rustic Road

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

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



Significant Features

- A concrete center politician's road
- Curve and vistas at St. Paul Church
- Two narrow bridges over tributaries of Dry Seneca Creek and the Potomac River

History

Sugarland Road is named for the area between Seneca Creek and the Monocacy River, which was first described as the "Sugar Lands" in the late 17th century. The name is thought to derive from the area's plentiful sugar maples. The road was surveyed and built in several segments. In 1856, a public road was platted to connect Dawsonville with the Seneca mills near the Potomac River. This road included what is today the northern segment of Sugarland Road as well as the full extent of Montevideo Road (an exceptional rustic road). An earlier road was established along this general route by 1837. It served the community of Dawsonville, founded by Dawsons who settled in this area in the 18th century. West of Montevideo Road, a road ran to Dawson's Mill on Dry Seneca Creek by 1837. This may be a precursor to the alignment that exists today, which does not appear on area maps until 1879.

At the junction of Sugarland Road and Sugarland Lane is the historic African American community of Sugarland, also known as Sugarland Forest, founded in 1871 shortly after emancipation. The crossroads community grew to include homes for over 40 families, a school, community hall, well, store, and post office. The most prominent remaining landmark is the c. 1893 St. Paul Community Church and cemetery (Master Plan Historic Site #17/41), where Sugarland founders including Patrick Hebron, William Taylor, and Phillip Johnson are buried. The legacy of this community is preserved and celebrated by the Sugarland Ethno-History Project.

Traveling Experience

This road has three main sections. Starting at the western end at Hughes Road (a rustic road), expansive views of farms, pastures, and rolling hills line both sides of the road. There are several stream crossings along the road, one on a narrow bridge built in 1930 over a small tributary of the Potomac River. This bridge (bridge inventory #M-0035) is 18 feet wide and crosses a direct tributary of the Potomac River; its deck was replaced in 2000. Just before the intersection at Sugarland Lane (a rustic road), the enclosed view through the tree canopy presents the changing character of the road. This area is the center of the historic Sugarland community. At the Sugarland Lane intersection stands St. Paul Community Church (1893), with its round-arched windows and oculus, a landmark to this historic community. On old schoolhouse (c. 1925-1930) converted to a residence once stood on the south side of the road just west of the church, but the building is no longer standing and a new home was constructed on the spot in 2004.

After Sugarland Lane, the road becomes exceptional rustic, with pastures and horse farms with silos visible on both sides of the road. Here there is another narrow bridge from 1930, this time over a tributary of Dry Seneca Creek. This bridge (bridge inventory #M-0034) is 17.7 feet wide; its deck was replaced in 1999.

Crossing Partnership Road, rolling hills, weeping willows, and the Dawson/Allnutt farm are the focal points. The Dawson/Allnutt Farm has a noteworthy frame bank barn, located adjacent to the road, with louvered windows and a stone foundation (Locational Atlas & Index of Historic Sites #17/39). The Colonial Revival farmhouse is nearby. The bridge over Dry Seneca Creek is wide and modern in nature. A closed canopy of trees near the bridge is the predominant view from the road. After the bridge and a turn to the right, the paved asphalt surface changes to a concrete ribbon road, locally known as a “politician’s road,” with its concrete center about halfway down the straightaway. A beautiful view of the pastures and homestead farms and large oak trees are seen from the road here. After a wide turn to the left, the pick-your-own Homestead Farm Market, is on the left, and further along is the Byrd House on the right (Locational Atlas & Index of Historic Sites #18/35).

At the northern end, this road connects Whites Ferry Road (MD 107) with Darnestown Road (MD 28) in the Dawsonville Historic District (Locational Atlas Historic District #18/23). The Dawsonville Primitive Baptist Church was built in 1889. This section of road is the connecting link between the exceptional rustic portion of Sugarland Road and White Ground Road.

Environment

This lengthy road passes through four subwatersheds: the Dawsonville and Dry Seneca subwatersheds, both tributaries to Great Seneca Creek, and the Sugarland and Horsepen subwatersheds, direct tributaries to the Potomac River through the McKee-Beshers Wildlife Management Area, where water flow is controlled in their efforts to attract various types of wildlife.

The section of the road from Hughes Road up to the Montevideo intersection sits atop an Arkosic sandstone formation that was once quarried for Seneca sandstone. Glimpses of dark reddish-brown soils (derived from this bedrock) may be seen in exposed farm fields. There are also occasional red rock monuments and low red rock walls. Further south the road passes through the newly forested floodplain of the Dry Seneca Creek Stream Valley Park. This park currently has more than 162 acres but is mostly undeveloped. Dry Seneca Trail may be accessed to the south. The road also passes by the 100-acre Sugarland Special Park to the north. It is currently undeveloped and used for farming. Canopy cover is intermittent along this road and there appears to have been a loss of tree cover over the years.

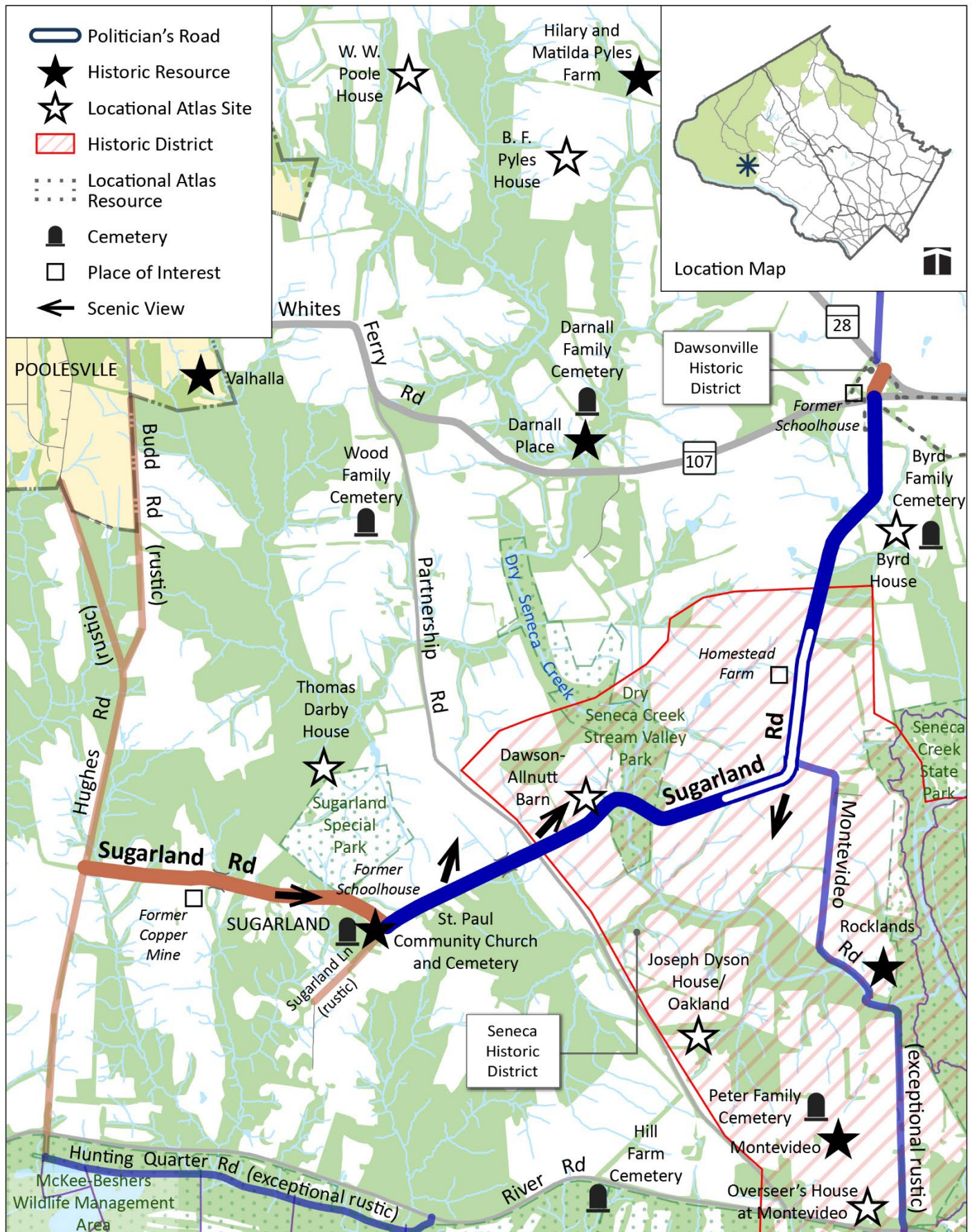
A copper mine was being developed in the early 1900s on the south side of the road near its western end, but there does not appear to be any remaining evidence of the operation and only a small amount of ore was ever extracted.

Road Characteristics: Exceptional Rustic Section

Extents	Sugarland Lane to Whites Ferry Road (MD 107)
Length	3.38 miles
Width	16 feet
Surface	Paved (concrete center on politician’s road section)
Lanes	No center line or edge markings
Shoulders	None

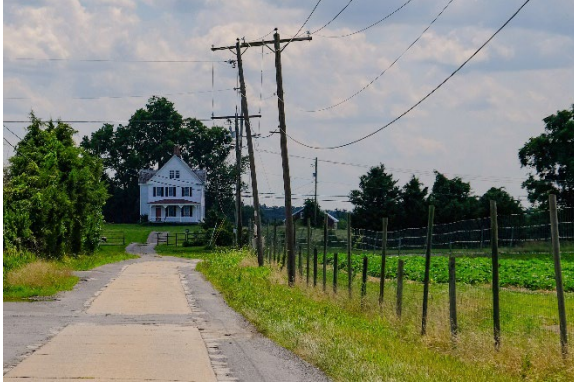
Road Characteristics: Rustic Sections

Extents	Hughes Road to Sugarland Lane; Whites Ferry Road (MD 107) to Darnestown Road (MD 28)
Length	1.25 miles and 0.12 miles
Width	16 feet
Surface	Paved
Lanes	No center line or edge markings
Shoulders	None





Looking south on the rustic portion of Sugarland Road before Whites Ferry Road



Looking south on Hughes Road towards the bend in the road near the intersection with Montevideo Road



View from Sugarland Road just west of Dry Seneca Creek



Looking east on Sugarland Road just west of Partnership Road



Looking west on Sugarland Road towards Hughes Road



Sugarloaf Mountain Road

A Rustic Road

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

Sugarloaf Mountain Road is being added to the program as a technical correction. When Mount Ephraim Road was designated rustic in the 1996 *Rustic Roads Functional Master Plan*, it included part of what is actually Sugarloaf Mountain Road. This plan confirms the rustic designation of this road under the correct name.



Significant Features

- Alignment leading towards Sugarloaf Mountain
- Fence composed of concrete posts and split wooden rails

History

Sugarloaf Mountain Road appears on area maps by 1858. It is believed to date to an earlier transportation network created to serve late-18th- and early-19th-century industries in Frederick County, the most significant of which were the ironworks of the Thomas Johnson family.

The Mount Ephraim community at the intersection of West Harris, Mount Ephraim, and Sugarloaf Mountain Roads was named by Ephraim G. Harris, who established a store at the crossroads to serve surrounding communities and the Civil War soldiers stationed atop Sugarloaf Mountain and in the surrounding area. His mother, Sarah Harris, first purchased the land in 1846 using money derived from the sale of the family's enslaved workers. The nearby Harris Houses (Master Plan Historic Site #12/2) were built and later modified by the Hays and Harris families from the late-1700s through the mid-1800s.

As Ephraim Harris grew wealthier, he commissioned a substantial brick home, which he named Mount Ephraim (Master Plan Historic Site # 12/1), built in 1868. By the late 19th century, the community included Harris's store, a restaurant, and a blacksmith's shop.

Traveling Experience

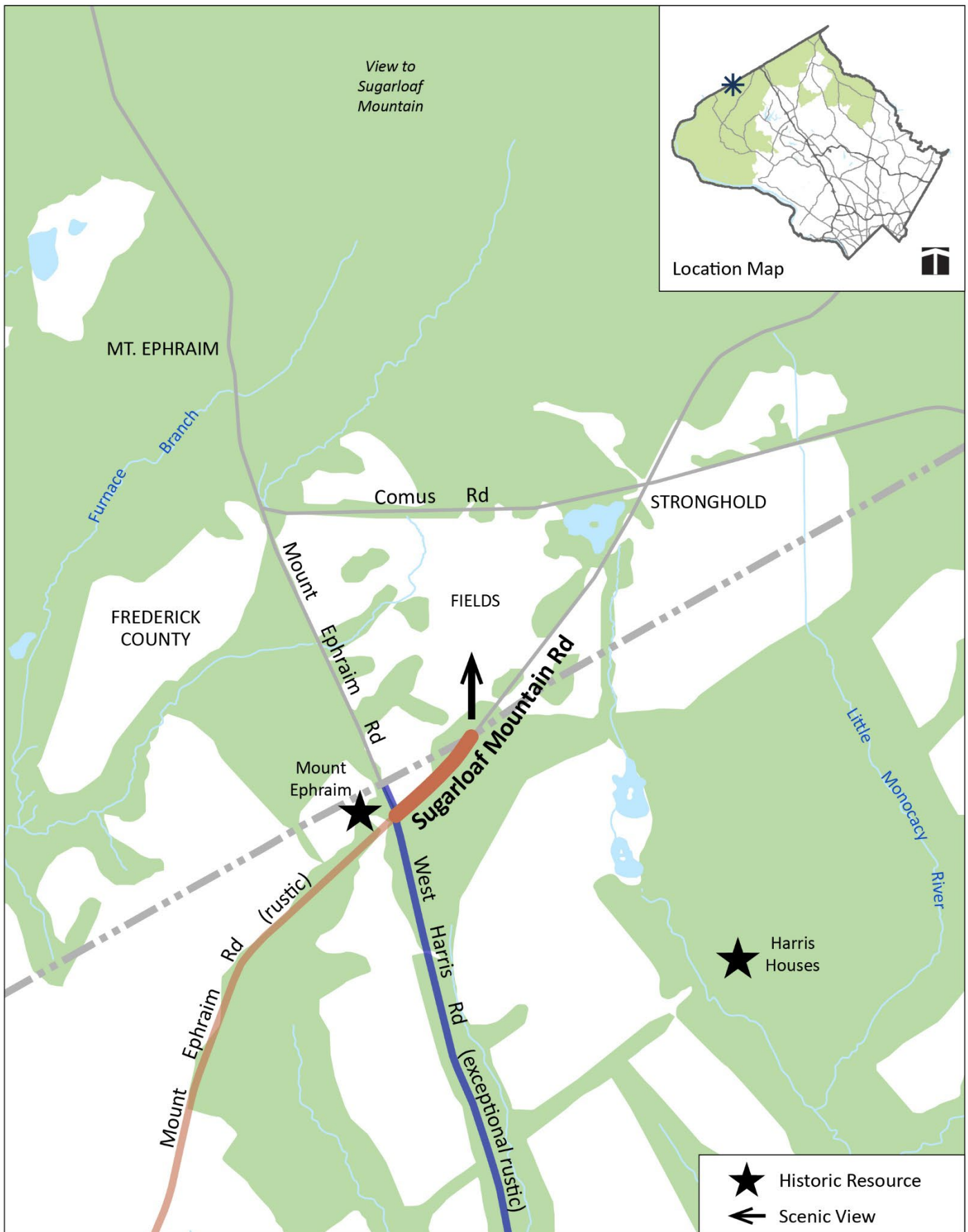
Heading north from Mount Ephraim Road, Sugarloaf Mountain Road goes past fields and woods on both sides of the road. Note the interesting fence with concrete posts and split rails on the left. There is also a nice view of Sugarloaf Mountain before entering Frederick County and the base of the mountain.

Environment

The road generally follows the ridgeline between Monocacy and Little Monocacy watersheds. The eastern side has a close-growing forest that provides canopy cover to the road. Numerous individual large trees grow close to the road on the other side.

Road Characteristics

Extents	Mount Ephraim Road/West Harris Road to the Frederick County line
Length	672 feet (0.13 miles)
Width	14.5 feet
Surface	Paved
Lanes	No center line or edge markings
Shoulders	None



Swains Lock Road

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

An Exceptional Rustic Road

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



Significant Features

- High banks on both sides of the road—unique character
- Mature forest on both sides of the road
- View of lockhouse and lock
- One-lane bridge just north of the C&O Canal parking lot

History

This access road to Swain’s Lock (Lock #21) on the Chesapeake & Ohio Canal was probably established c. 1830-33. Like many of the other lock roads, it is named for a lockkeeper, Jesse Swain, who tended the lock from 1907 until the canal closed in 1924. The Swain family occupied the lockhouse until 2006, at which point it was turned over to the National Park Service. The C&O Canal Trust restored the lockhouse in 2019 to resemble how it might have appeared in 1916, and it is now available for nightly rental. The lockhouse and lock are designated in the county’s Master Plan for Historic Preservation (Site #25/17).

Traveling Experience

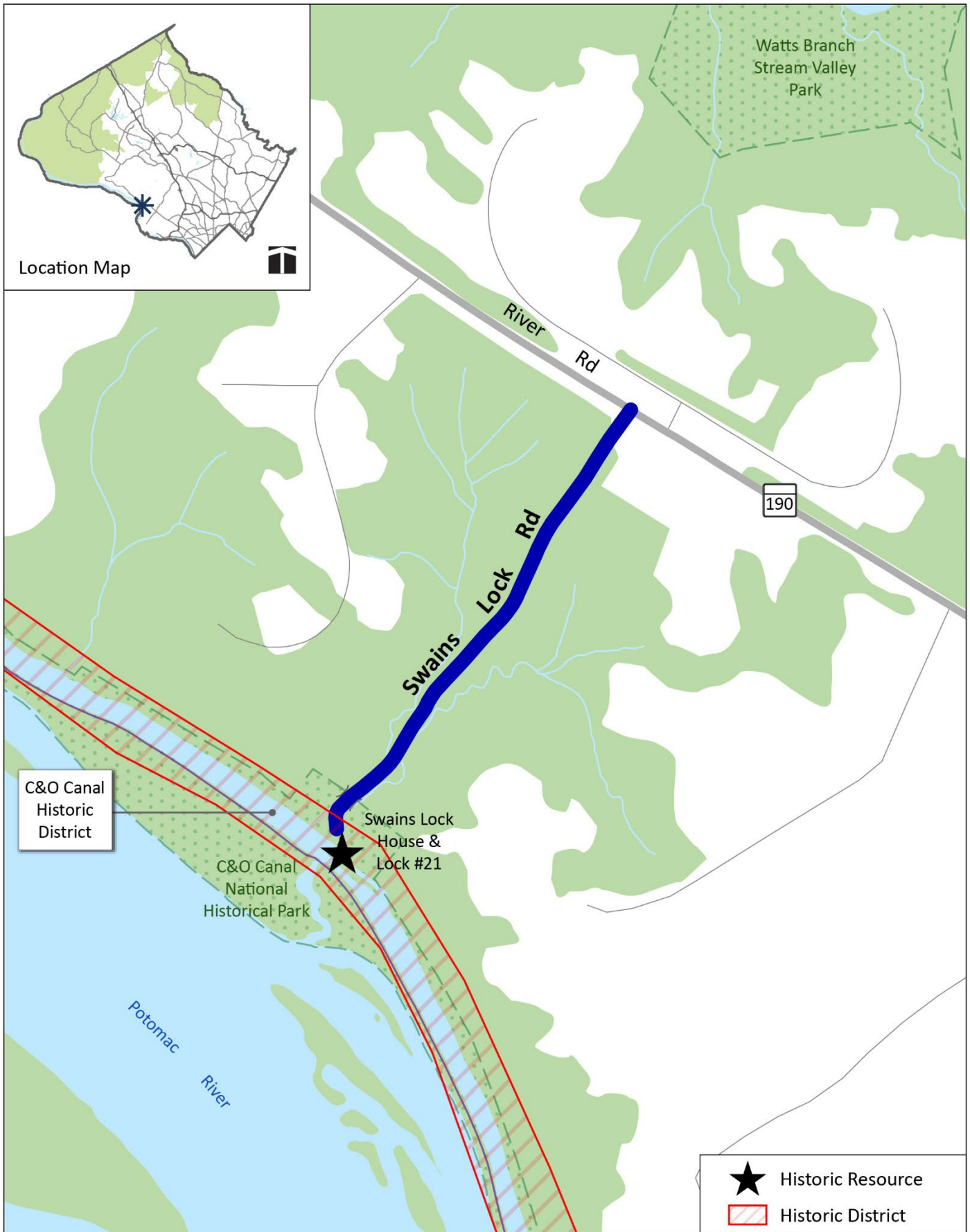
A lovely traveling experience, Swains Lock Road has high embankments on either side with unbroken, mature forest creating a high, closed canopy. The one-lane bridge at the bottom of the road marks the entrance to the C&O Canal Park and National Register Historic District. This 16.8-foot-wide bridge (bridge inventory #M-0022) was built in 1930; it received new beams in 1973 and a new deck in 1990. The lock was constructed in 1831, and the well-preserved stone lockhouse is a rare survivor of the many that once lined the C&O Canal. Both the lock and lockhouse are visible from the road.

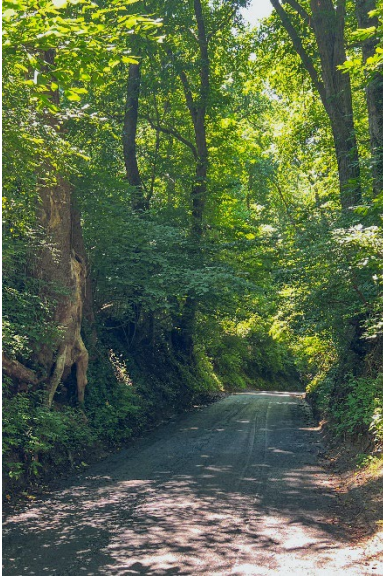
Environment

Swains Lock Road is a canopy-covered road with high bank forest and hedges on both sides. It follows two small tributaries down 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 the popular birding website eBird, Swains Lock is the number 20 birding hotspot in Montgomery County based on number of species observed (over 180).

Road Characteristics

Extents	Entire road: River Road to the Swains Lock parking lot
Length	0.30 miles
Width	16 feet
Surface	Paved
Lanes	No center line or edge markings
Shoulders	None





Views looking south of high banks on both sides of Swains Lock Road



One-lane bridge leading to the C&O Canal parking lot



C&O Canal lock



Lock House 21

Sycamore Landing Road

A Rustic Road

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

Sycamore Landing Road has outstanding natural features and historic value.



Significant Features

- Forest wetland on either side of the road
- C&O Canal National Historical Park at terminus
- Two one-lane bridges over Horsepen Branch and one of its tributaries
- Gravel surface

History

Sycamore Landing Road was probably constructed c. 1830 to serve the Chesapeake & Ohio Canal. It was surveyed as part of the Hughes Road corridor around 1872 by Willer Musser. Sycamore Landing was the site of a warehouse and grain elevator in the 19th century (Master Plan Historic Site #17/50). The site was used to ship grain by the canal to Washington. The landing represents the importance of the canal's arrival as a boost to the local economy and a means of access to the regional market.

The c. 1876 James T. Trundle Farm house and barn are visible across River Road (Locational Atlas Site #17/44). From 1876 to 1927, the Trundles owned one of the most substantial farmhouses in the area. The farm buildings, include a notable well tower and frame barn, are still visible.

Traveling Experience

From River Road, Sycamore Landing Road descends south towards the Potomac River. This straight gravel road, located entirely within the McKee-Beshers Wildlife Management Area, passes through fields which can be viewed through narrow hedgerows, and a large, forested wetland. There are two one-lane bridges to cross. These bridges (bridge inventory #M-0031 and #M-0032) are 14-15 feet wide and were built in 1910; both bridges received new decks and beams in 1988. There is parking at the terminus of the road for those who want to cross by foot into the C&O Canal National Historical Park or visit McKee-Beshers. Another parking area for McKee-Beshers is on the west side of the road just north of the one-lane bridges.

Environment

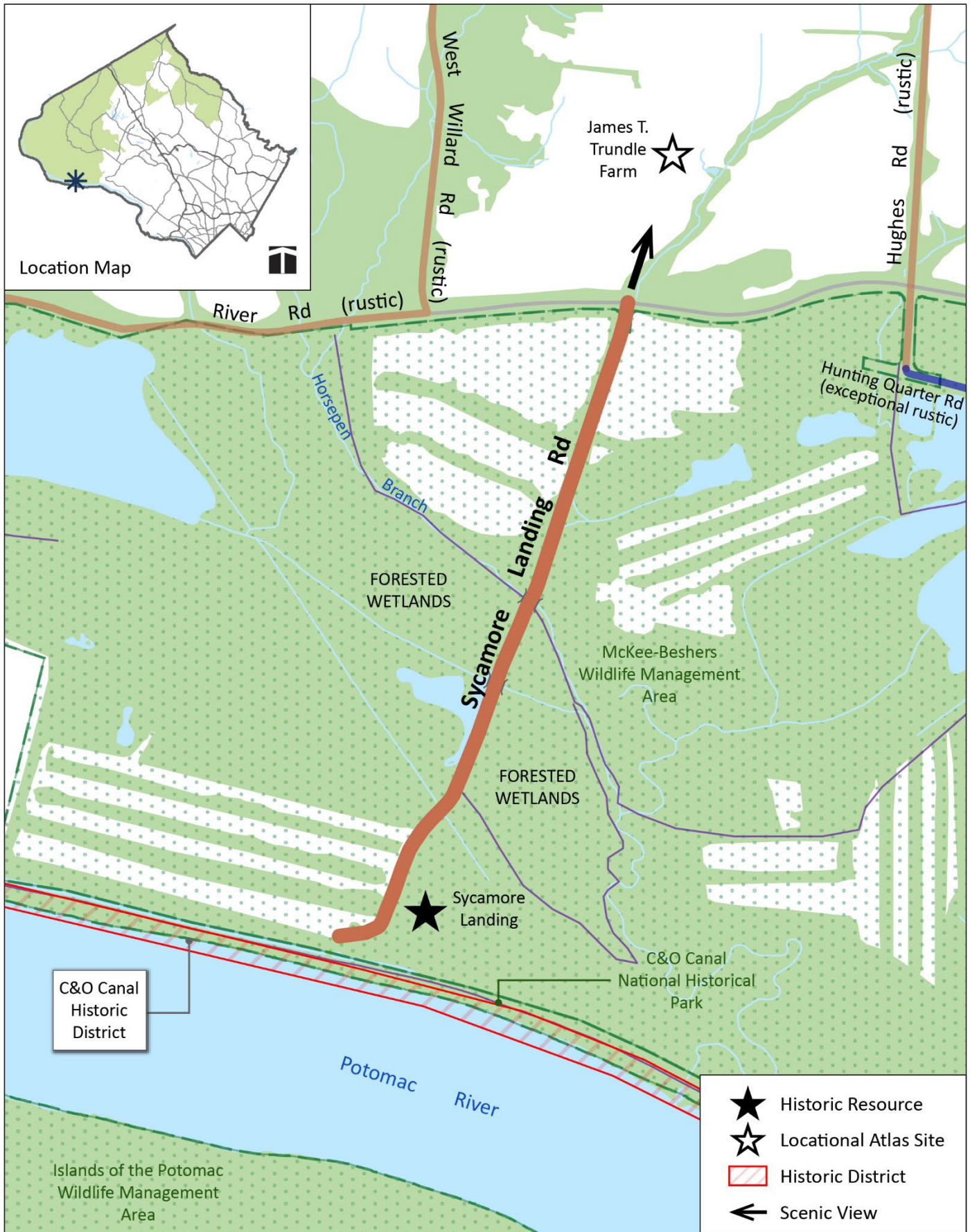
Sycamore Landing is entirely within the 1,971-acre McKee-Beshers Wildlife Management Area (WMA), located on a wide floodplain shelf above the Potomac River. This area is a wetland/low-upland complex managed by the state's Wildlife and Heritage Service for hunting and other wildlife-dependent recreation. The road varies between dense, closed-canopy forest and sparse, young hedgerows. 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. 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.

The Chesapeake & Ohio Canal National Historical 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. According to the popular birding website eBird, Sycamore Landing is the number six birding hotspot in Montgomery County based on number of species observed (over 215).

Road Characteristics

Extents	Entire road: River Road to C&O Canal parking lot
Length	0.82 miles
Width	16 feet
Surface	Gravel
Lanes	No center line or edge markings
Shoulders	None

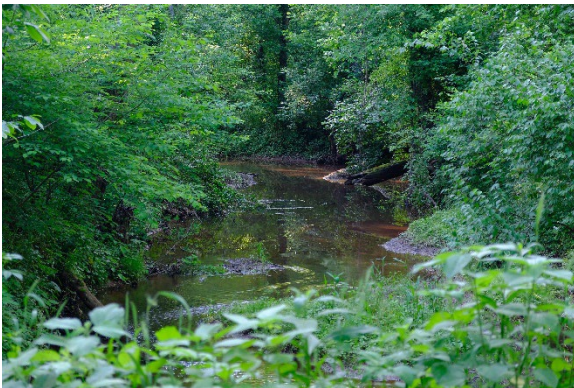




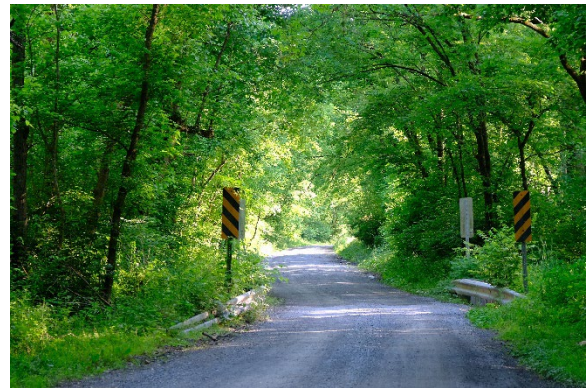
Looking north on Sycamore Landing Road towards the James T. Trundle Farm



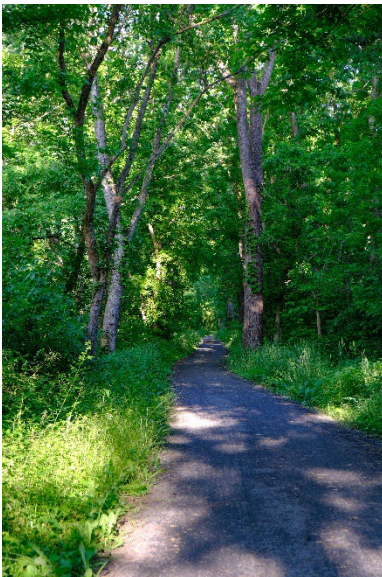
The northernmost one-lane bridge on Sycamore Landing Road



View into the Horsepen Branch from the northernmost one-lane bridge



The southernmost one-lane bridge on Sycamore Landing Road



The C&O Canal Towpath on Sycamore Landing Road



Thurston Road

A Rustic Road

Added to program
by this master plan

Thurston Road has beautiful views of farm fields and Sugarloaf Mountain.

Significant Features

- Views of Sugarloaf Mountain and farm fields
- Hedgerows and mature trees lining the road
- Narrow pavement and historic alignment

History

Thurston Road is a mid-19th-century route that retains its historic alignment. The road was built by 1858 and connected Old Hundred Road (MD 109), platted in 1843, to an established transportation network in Frederick County that served residents and industries along the road to Urbana. In the mid-to-late 1800s, the small community of Thurston grew around a merchant sawmill, blacksmith shop, post office, and store along the road where it crosses Little Bennett Creek in Frederick County.

Just south of the intersection of Thurston and Old Hundred Roads is the Sugar Loaf Mountain Chapel (Master Plan Historic Site #10/70) and Cemetery (Burial Sites Inventory #163). Burials as early as 1788 indicate the early white settlement in this area. The church was reconstructed in 1861 by William Hilton using materials quarried nearby.

Traveling Experience

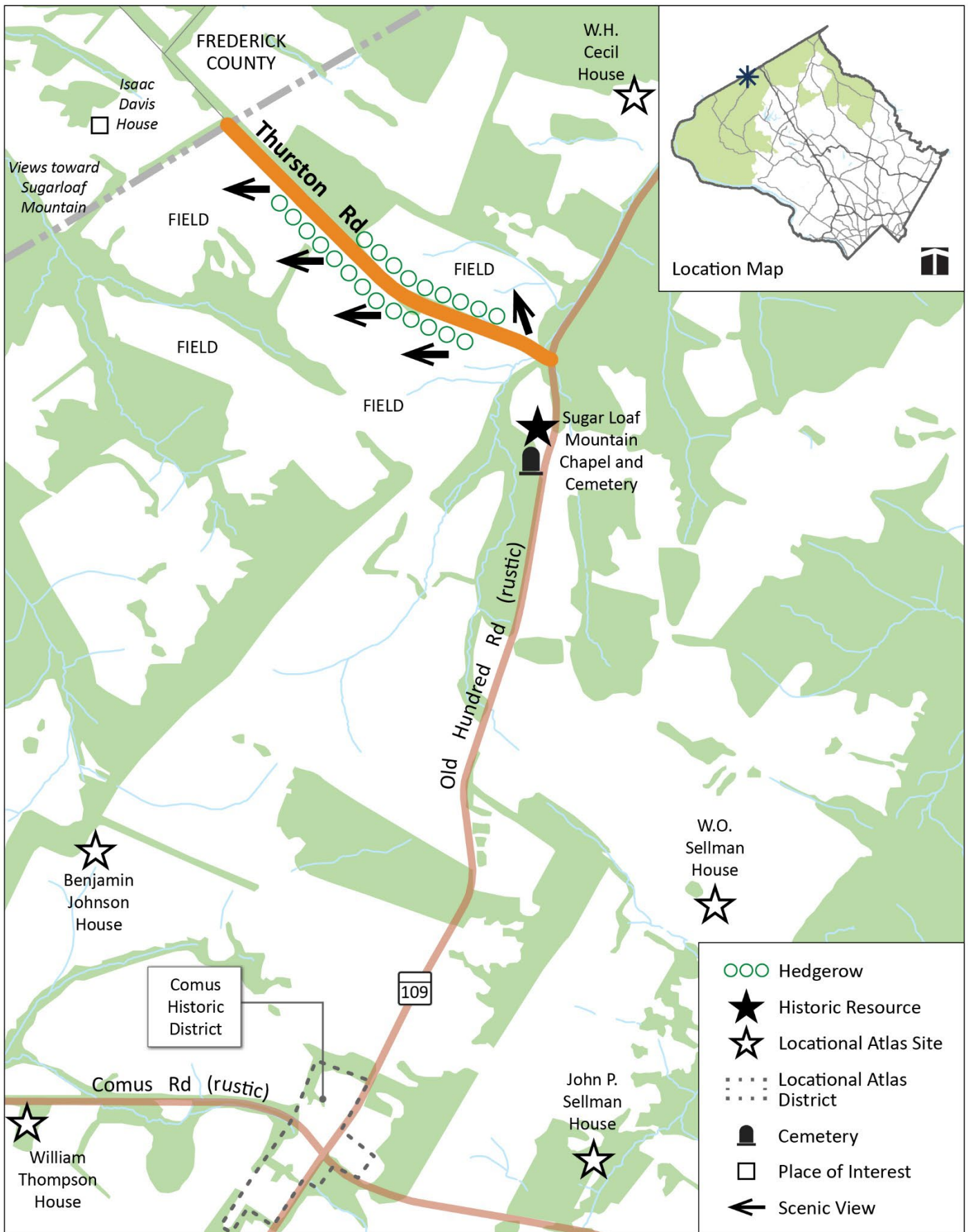
Turning west off Old Hundred Road (a rustic road), there is a stream crossing of a tributary of Little Bennett Creek; to the south is a wetland meadow associated with the stream. The road then steadily climbs, passing fields on both sides, to a view of Sugarloaf Mountain to the left (south) at the top. There are stands of trees on both sides of the road, and a small, wooded lot on the north side. When the leaves are off the trees, there are more views of the mountain. The road then begins its descent, crossing into Frederick County. On the south side, just across the Frederick County line, is the Isaac Davis house. The brick farmhouse was built in two phases, with the front section likely dating to the mid-19th century.

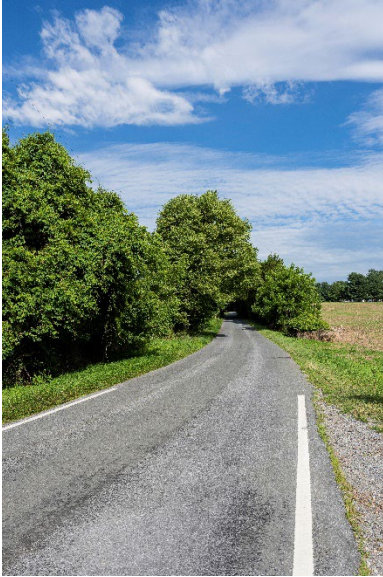
Environment

The road is located within the Little Bennett Creek watershed, a place with exceptional stream water quality. Most of the road has dense hedgerows on one or both sides and often gives the appearance of passing through a forest.

Road Characteristics

Extents	Old Hundred Road (MD 109) to Frederick County line
Length	0.58 miles
Width	18-20 feet
Surface	Paved
Lanes	No center line or edge markings
Shoulders	None





Looking northwest on Thurston Road just west of the intersection with Old Hundred Road



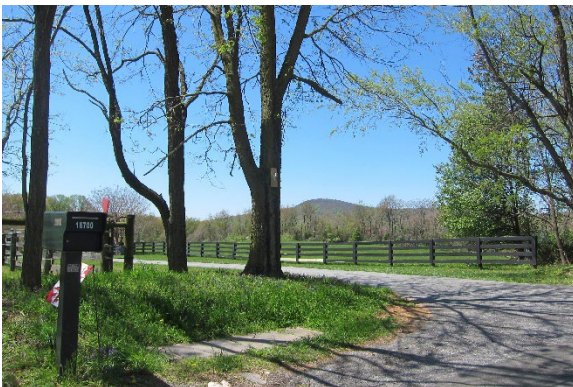
View of the field on the west side of Thurston Road



View of the field on the east side of Thurston Road



Looking southeast on Thurston Road towards Old Hundred Road



Looking west on Thurston Road towards Sugarloaf Mountain



Looking northwest on Thurston Road towards Frederick County



Triadelphia Lake Road

Added to program in the 2005 *Olney Master Plan*

An Exceptional Rustic Road



Triadelphia Lake Road is a narrow, two-lane road connecting Georgia Avenue to the Triadelphia watershed recreation area and boat ramp owned by the Washington Suburban Sanitary Commission (WSSC). Only a few privately owned parcels have access to the road. The road has views at both high and low elevations and has many visual, natural, and historic features. This plan reclassifies Triadelphia Lake Road exceptional rustic.

In 2001, the WSSC petitioned Montgomery County to abandon the portion of Triadelphia Lake Road abutting WSSC property. The petition was designed to allow WSSC to limit public access to certain times of day to reduce illegal dumping on its property. The Planning Board supported the petition, but the abandonment process was not completed. The designation of Triadelphia Lake Road as a rustic or exceptional rustic road should not restrict the desirability of any future abandonment case, provided that public access to the Triadelphia watershed recreation area is maintained.



Significant Features

- Narrow pavement and one-lane creek crossing
- Rolling descent into Patuxent River valley
- Forested embankments and large trees at the road’s edge
- Views of the lake, fields, and forests
- Historic alignment

History

In 1843, a public road was opened to connect the new Patuxent River bridge at Triadelphia to the Westminster Road, present-day Georgia Avenue. Triadelphia Lake Road appears to closely follow its historic alignment as first platted.

Little vestige remains today of the Village of Triadelphia, established c. 1809 by three Quaker brothers-in-law: Isaac Briggs, Caleb Bentley, and Thomas Moore. The manufacturing and milling town prospered, and by the 1850s included cotton, grist, saw and cider mills, shops, schools, and a post office. An 1868 flood destroyed most of the town, and the village was mostly abandoned by the turn of the 20th century.

In the 1940s, the Washington Suburban Sanitary Commission purchased the land and in 1943 completed the Brighton Dam, flooding the area to form the Triadelphia Reservoir.

The only remnants of the Village of Triadelphia (Master Plan Historic Site #23/37) are a few stone foundations and the Triadelphia Cemetery (Burial Sites Inventory # 175), which contains burials dating 1815-1899.

Traveling Experience

From Georgia Avenue past large trees on both sides, this narrow, paved road travels east in a slight rise. At the crest of a hill to the left (north) is a parking lot overlooking the Triadelphia Recreation Area, offering sweeping views of surrounding and distant wooded terrain in the Patuxent River valley. From this highest elevation the road gently descends into woods of varying density with limited vistas. The road gently turns and falls in stages, narrowing to one lane over a creek. At 0.7 miles it enters WSSC property through a gate and begins a steeper decline. Ahead and below a vista appears through the woods.

When approached, the vista widens into a sizable parking lot, serving the WSSC Triadelphia Watershed Recreation Area. As the Triadelphia Reservoir filled, two creek beds flooded here to form a cove. Across the water ahead is a grassy knoll dotted with trees, including the Champion Franklin Tree. Franklin trees, native to Georgia, are thought to be extinct in the wild; all known living examples are descended from seeds collected by the botanist William Bartram in the late 1700s. A walkway extends from the parking lot across a bridge to this area.

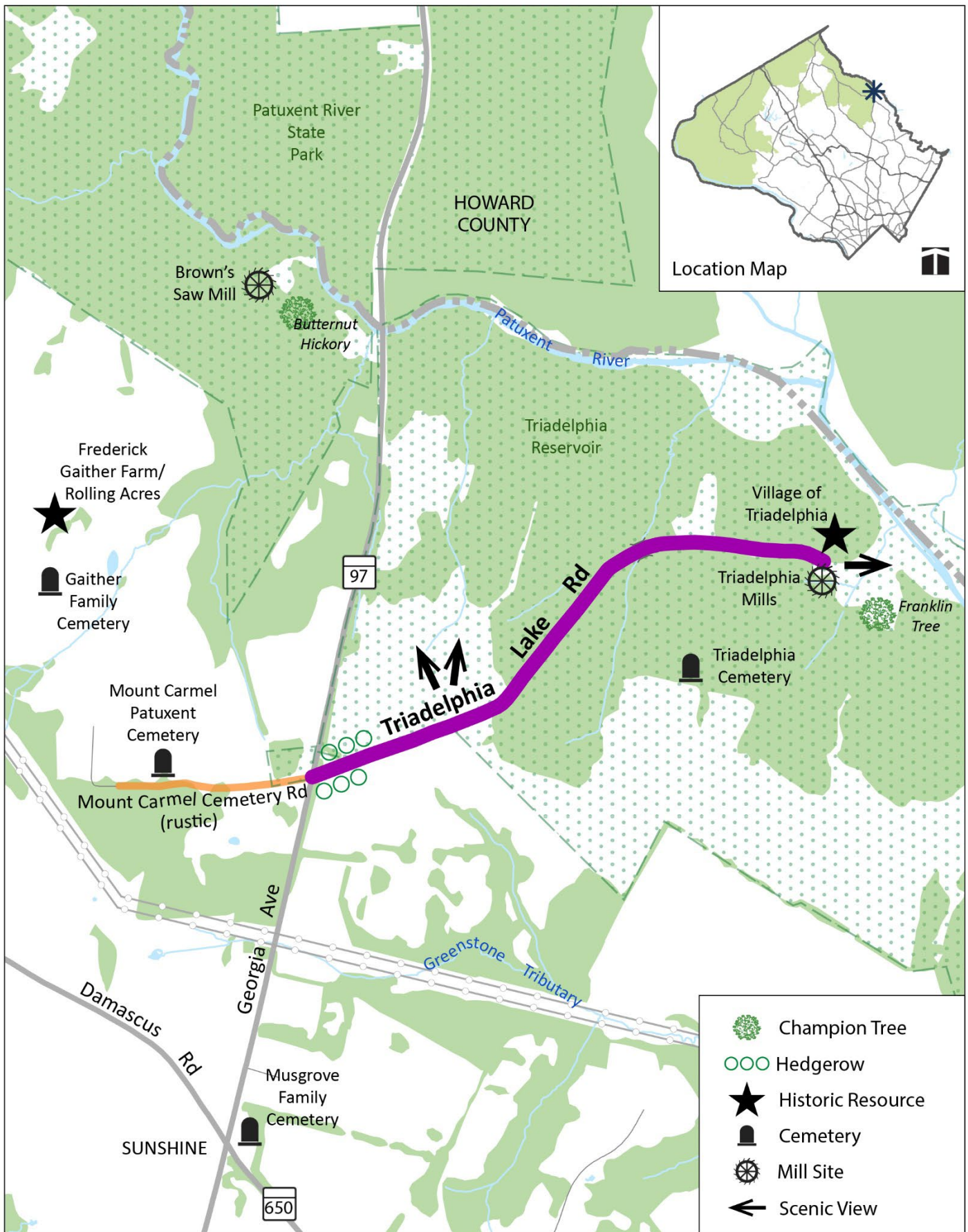
On the far side of the knoll are views northwest and southeast of the Triadelphia Reservoir. On the left side of the parking lot there is a boat ramp for small boats and a stairway leading up a steep bank into the woods that joins a footpath leading north over and around natural knolls on the west bank of the reservoir. The Triadelphia Mills were to the right of the parking lot, located near a creek. The abandoned Quaker village of Triadelphia (c. 1809) and cemetery were located in this general vicinity.

Environment

Triadelphia Lake Road is within the Lower Brighton Dam watershed of the Upper Patuxent River, one of only a few areas in Montgomery County with exceptional water quality. Most of the road passes through land owned by WSSC for the protection of the Triadelphia drinking water Reservoir. Significant efforts have been made to reforest this important conservation area as can be seen on the western side of the road. This newly forested area gives way to an older forest wetland and floodplain near the stream crossing. Other efforts to protect this important watershed can be seen in the low density of development and the extensive rural open space throughout the area. The Triadelphia Reservoir and Rocky Gorge Reservoirs are the primary source of drinking water for approximately one-third of WSSC’s nearly two million customers, so WSSC prohibits any activities on the lands around these lakes that could affect water quality.

Road Characteristics

Extents	Entire road: Georgia Avenue (MD 97) to boat ramp parking lot at end of road
Length	0.85 miles
Width	12.5-17 feet
Surface	Paved
Lanes	No center line or edge markings
Shoulders	No shoulders, but much of the road has concrete curbs east of the one-lane-bridge sign



Trundle Road

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

A Rustic Road

Trundle Road has outstanding vistas and historic value.

Significant Features

- Tree canopy that comes up to the road edge
- Views of farm fields

History

Trundle Road was surveyed and platted in 1884, connecting two historically biracial communities, Martinsburg at the north, on Whites Ferry Road (a rustic road), and the Oak Hill/Elmer community to the south, on Club Hollow Road (a rustic road). The southern end of the road has been abandoned as a public road.

Near the northern terminus of the road, the Warren Methodist Episcopal Church was built in 1903 by Black residents of Martinsburg (Master Plan Historic Site #16/12). The Perry Trundle Farm (Locational Atlas & Index of Historic Sites #16/15) includes an elegant Colonial Revival house dating from the early 1900s and features a spacious wraparound porch typical of that era. By 1865, this farm was owned by Perry L. Trundle, who profited from the labor of individuals he enslaved in the 1840s and 1850s.

Traveling Experience

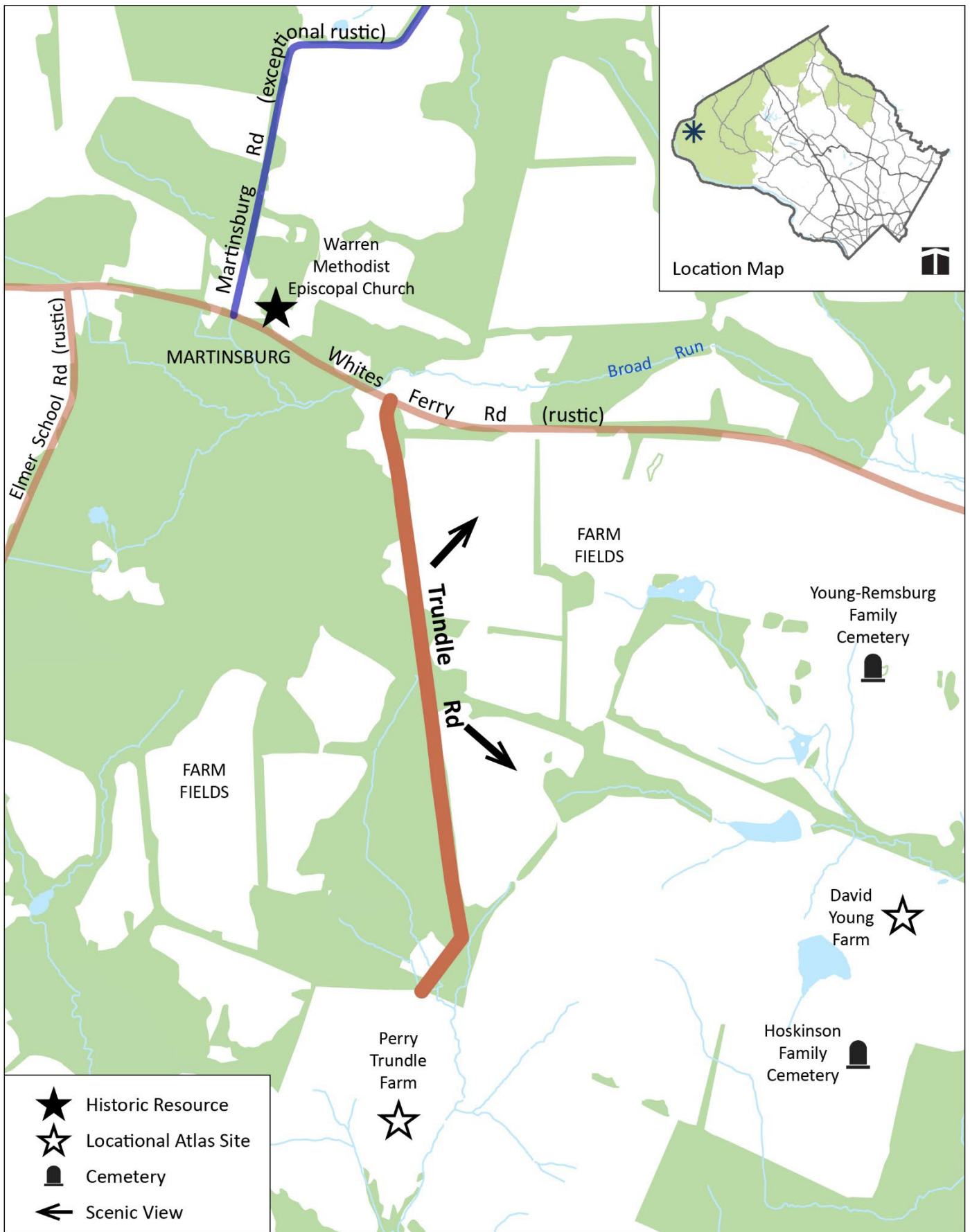
Traveling south from Whites Ferry Road for about half a mile, farms and open fields are visible on the eastern side of the road. Dense trees and vegetation are the predominant view to the west. The remainder of the road is enclosed tree canopy. In a few locations, open fields appear beyond the trees.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

Environment

Trundle Road is within the Broad Branch watershed, a direct tributary to the Potomac River. The road vegetation alternates between forest and open fields. Much of the southern segment of the road passes through dense forest. Trundle Road ends in an opening in the forest that is a wide wetland/floodplain.

Road Characteristics

Extents	Whites Ferry Road to end of county maintenance
Length	0.78 miles
Width	16 feet near Whites Ferry Road to 19 feet near the end
Surface	Paved
Lanes	No center line or edge markings
Shoulders	None



- ★ Historic Resource
- ☆ Locational Atlas Site
- ☪ Cemetery
- ↔ Scenic View

Tschiffely Mill Road

An Exceptional Rustic Road

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

Tschiffely Mill Road has historic value and outstanding natural features. This plan reclassifies Tschiffely Mill Road exceptional rustic.

Significant Features

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

History

Tschiffely (pronounced shif-FAY-lee) Mill Road is named for the grist mill which once stood where River Road crosses Seneca Creek. Wilson Tschiffely and his sons operated the grist mill from 1902 until it was abandoned around 1930. The road runs along the course of a small-gauge railroad which once carried grain south from the grist mill to a loading platform at the canal, and stone north from the stone mill to River Road. Built of Seneca sandstone c. 1837, the Seneca stone quarry and cutting mill (Master Plan Historic Site #17/52) provided red Seneca sandstone for numerous Chesapeake & Ohio Canal locks and lockhouses and for major Washington buildings such as the Smithsonian Institution. Employment records suggest that enslaved laborers made up part of the quarry's workforce. The quarries were in use from 1774 until 1900, though they were most actively worked after the opening of the Chesapeake and Ohio Canal in 1833.

Traveling Experience

This one-lane gravel road parallels the last stretch of Seneca Creek before it reaches the Potomac River. Almost entirely under closed tree canopy, the setting is wholly rustic. With a mature forest on one side and a view through trees on the other side to Seneca Creek and Rileys Lock Road (a rustic road), this road offers not only a peaceful, quiet atmosphere, but a historic experience as the road terminates at the Chesapeake & Ohio Canal (a National Register Historic District) and the Seneca Stone Mill. The road offers an awe-inspiring view of the monumental Seneca Stone Mill. The Quarry Master's house, an abandoned sandstone structure that has been restored, is located to the west, though it is accessed from River Road (Locational Atlas Site #17/54). The road terminates with a view of the boat turning basin, a wide pond beside the canal where barges were loaded with finished stone. The Seneca Aqueduct at the C&O Canal is one of the canal's most admired features and is the only one of the 11 canal aqueducts made of red Seneca sandstone (Master Plan Historic Site #24/25).

The southernmost section of the 16.5-mile-long Seneca Greenway Trail follows Tschiffely Mill Road to the trail's southern terminus at the C&O Canal.

Environment

Tschiffely Mill Road runs along Seneca Creek, the largest river in Montgomery County. This entire area is a wide floodplain at the creek's confluence with the Potomac River. The road is surrounded by forest and has a predominant closed canopy with trees growing near the road surface. The area is underlain by Arkosic

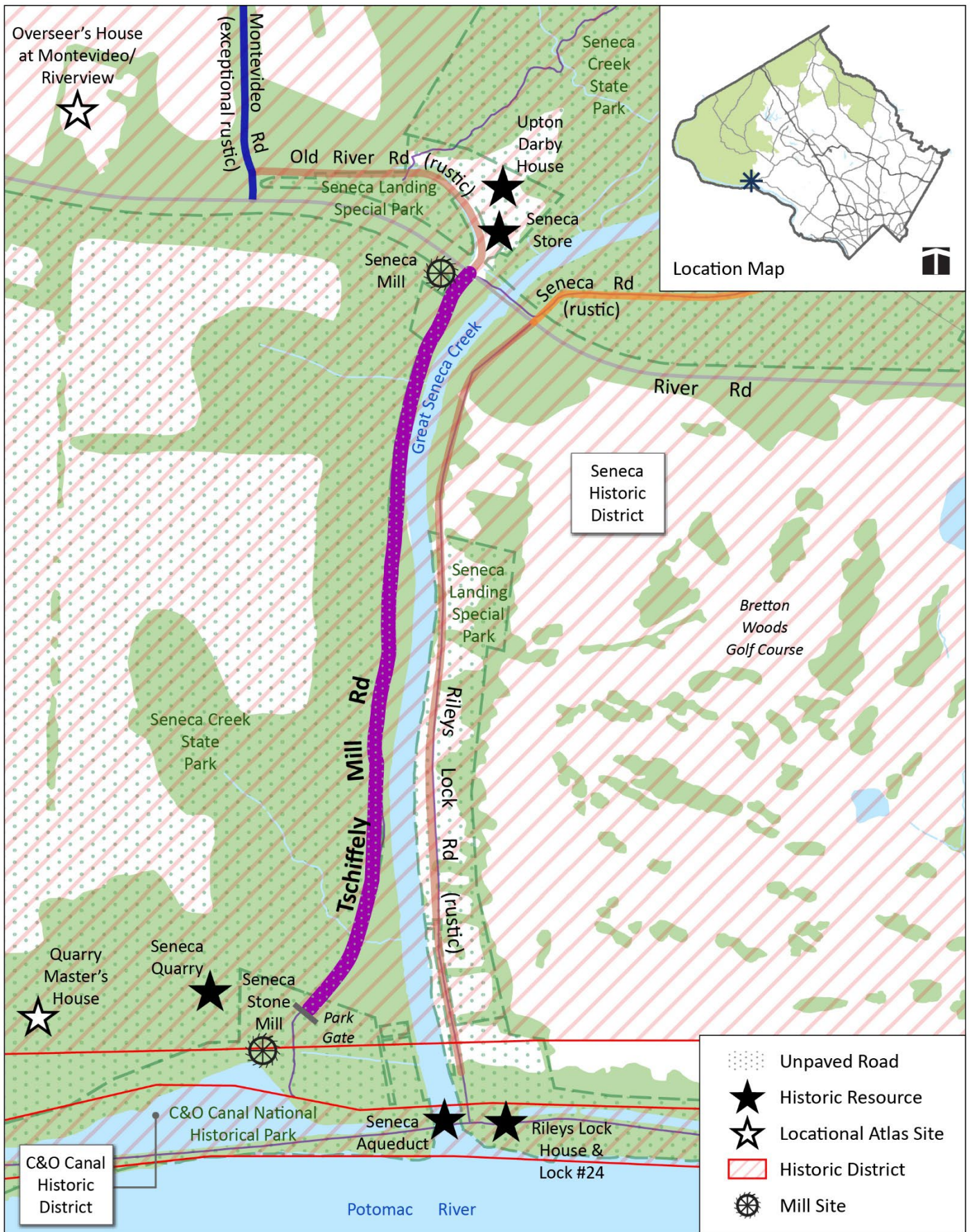
Sandstone, unique for its color and durability. Known as Seneca Red Sandstone, it is grey with a lilac tinge when first cut, but it turns a rusty red color when iron oxide in the sandstone oxidizes. When allowed to cure it becomes a durable and nearly waterproof building material.

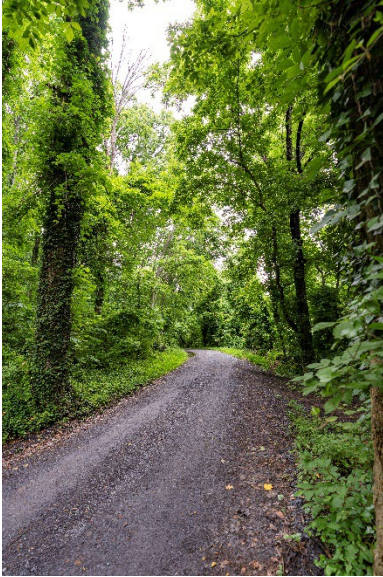
The west side of Tschiffely Mill Road is part of the 6,300-acre Seneca Creek State Park. The road is the path of the southern end of the Seneca Greenway Trail. The park winds through a variety of habitats throughout its 14-mile length along Seneca Creek and Great Seneca Creek.

Tschiffely Mill 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, 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

Extents	Entire road: River Road to gate at Seneca Stone Mill
Length	0.68 miles
Width	10 feet
Surface	Gravel
Lanes	No center line or edge markings
Shoulders	None





Closed canopy and historic alignment of Tschiffely Mill Road



Ruins of the Seneca Mill



Tucker Lane



A Rustic Road

Tucker Lane, from Ednor View Terrace to Ashton Road (MD 108), was designated rustic in the 1998 *Sandy Spring/Ashton Master Plan*. This plan reclassifies this segment of Tucker Lane exceptional rustic.



Significant Features

- Historic alignment following the Patuxent River
- Rising and falling road elevations with tight curves
- View into river valley from power line opening
- Views of historic Haines House and farm outbuildings and historic Rawlings House
- Mature trees lining the road and frequent tree canopy

History

Tucker Lane was in use by the mid-19th century and is evident on Martenet & Bond's 1865 *Map of Montgomery County, Maryland*, though it may have been established earlier. It ran roughly east-to-west between two longstanding Patuxent River crossings: Snell's Bridge to the north and Brown's Bridge to the south. Snell's Bridge was constructed by 1794 and may have replaced an earlier crossing at the same location, Peter Murphy's Ford, established by 1745. By 1892, Tucker Lane's current alignment with winding curves near the Patuxent was established. From the early-to-mid 20th century, a river crossing just east of the road's large bend near the river connected Tucker Lane to Howard County.

Near its intersection with Ashton Road (MD 108), Tucker Lane passes the Rawlings Mill House, one of the earliest miller's houses still standing in this area. The grist mill was established c. 1800 by the wealthy Quaker Richard Thomas, whose extensive landholdings in the area were made profitable through the labor of an enslaved workforce. Though the Baltimore Yearly Meeting of Friends had first prohibited members from buying and selling enslaved people in 1768, Quaker use of slave labor persisted for decades. Upon Richard Thomas's death in 1806, his will set free his enslaved workers with the exception of at least 44 individuals too young or old to be legally freed.

To the northwest of Tucker Lane, the Haines House, now Willow Spring Farm, has been in agricultural use since the mid-19th century. The property was part of an early 1700s Richard Snowden, Jr. land grant. The home was built around 1855 by the land's subsequent owners, the Haines family; the home continues to undergo renovations. The land is protected by an easement held by the Maryland Environmental Trust.

Traveling Experience

This road is best experienced from south to north. From New Hampshire Avenue (MD 650) turn north on Tucker Lane and travel approximately one mile on the non-rustic portion until reaching Ednor View Terrace on the right; this begins the rustic section of the road.

Continuing northeast, mature trees line both sides of the road and tree canopy filters light on the road. Descending a hill and curving to the right, there is a steep embankment on the right side of the road. Mature forest continues lining the road. A creek bed is close to the road on the left, while there is an unfortunate storm

drain on the right in this heavily wooded area. On the left and uphill is the Haines House, outbuildings, and farm on Willow Spring Farm.

Continuing the descent to the right, the road narrows markedly and crosses a powerline right-of-way with two sets of high-voltage wires. After the break, the road continues with a steep bank on the right and a drop off to a creek bed on the left. Here, the road is completely forested and is stunning in the summer. After passing a few driveways, the road becomes level and straight, widening with a pull-off area nearing another break for powerlines—this time only one set—as it continues parallel to the Patuxent River. There is a view into the Patuxent River Valley to the right through this utility right-of-way. Heading straight, the road passes the location of the Rawlings Mill house and outbuildings on the left. Through another forested area, up a rise and curving left, the drive concludes at Ashton Road.

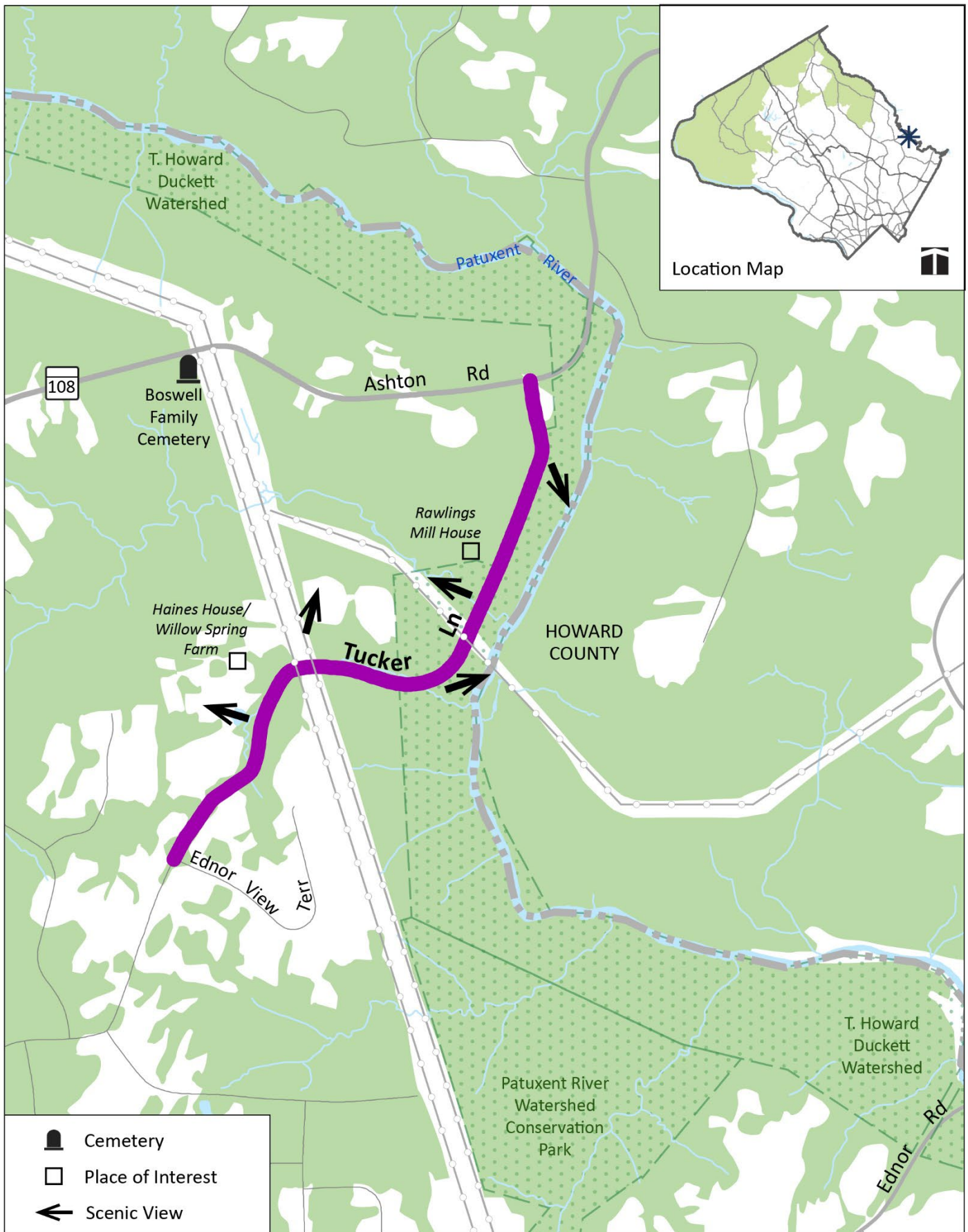
Environment

Tucker Lane is located within the Lower Patuxent River watershed in an area with exceptional water quality. The road follows a forested tributary stream down to the Rocky Gorge Reservoir. From there, the road is within the Patuxent River floodplain until it reaches Ashton Road (MD 108). Most of this low-lying part of Tucker Lane is within the T. Howard Duckett Watershed conservation area that protects the water quality of the Rocky Gorge Reservoir.

Except for the two powerline crossings, the road is almost entirely forested with many areas of dense overhead canopy.

Road Characteristics

Extents	Ednor View Terrace to Ashton Road (MD 108)
Length	1.00 miles
Width	17-20 feet (more recent widening to 26 feet at curve)
Surface	Paved
Lanes	No center line or edge markings
Shoulders	None





Turkey Foot Road

Added to program by the 2002
Potomac Subregion Master Plan



A Rustic Road

Turkey Foot Road follows an old, winding alignment through forested stream valleys and rural residential developments.



Significant Features

- Alignment dating back at least to 1865
- Relation to the historic DuFief Mill site and Old Mill Farm barn
- Forest along road, sometimes enclosing the road
- Views of the Darnestown Presbyterian Church
- Distinctive bends in the road wending with the creek
- Glade of ferns near Muddy Branch

History

Built by 1859, Turkey Foot Road connected Darnestown to John L. DuFief’s influential mill and north-south routes to the east. The DuFief Mill (Master Plan Historic Site 24/17) was built by 1851 and once included a flour and sawmill, miller’s house, blacksmith’s shop, warehouse, barrel house, and a wharf on the Chesapeake & Ohio Canal. Once established, a network of roads grew out from the mill and influenced local commerce and development. Archaeological evidence of the millrace and millpond dam remain visible on site.

There is little physical evidence remaining of the enslaved people who lived and worked in this area. John L. DuFief participated in the statewide 1859 Slaveholders’ Convention and in 1860 he held at least 17 people in bondage: men, women, and children ranging from 1 to 70 years old. His prosperity and influence on local commerce was built by these unnamed individuals.

Where the road enters Darnestown, it passes the Darnestown Presbyterian Church (Master Plan Historic Site 24/19-1), built in 1856 and expanded over time to meet the congregation’s needs. The church cemetery (Montgomery County Burial Site Inventory Site 76) includes the graves of early Darnestown settlers, locally influential individuals, and C & O Canal lockkeepers Pennyfield, Violette, and Riley.

Traveling Experience

The rustic portion of Turkey Foot Road begins at Darnestown Road (MD 28) in the north bearing due east past the Darnestown Presbyterian Church and Cemetery before a sharp southern turn around the property opens to a tree-lined residential neighborhood on the left and Darnestown Elementary School on the right.

Passing the school, Turkey Foot Road begins to wind back and forth through narrow hedgerows that occasionally open to reveal carefully manicured open spaces, the occasional picket fence, and modern neighborhoods before the hedgerows thicken to forest and the canopy rises up on either side. Descending gradually into a stream valley, the cross-slope becomes pronounced as the terrain rises on the south and falls on the north into a tributary of Muddy Branch that crosses under the road here and can be seen on both sides of the road. Foliage closes in overhead for a stretch before coming to an open intersection with Jones Lane and High Meadow Road.

After turning right to stay on Turkey Foot Road, the road is a mix of rural landscapes and residential lots, with fences running along the road on the right and contemporary development on the left, then the other way around. Hedgerows open and close to reveal long driveways, perfect lawns, and grand houses rising on both sides of the ever-winding road. The trees thicken again as the road enters another stream valley park, though this time, immediately to the right, trees and white picket fences give way to a large red barn just off the roadside. A sign marks it as Old Mill Farm, suggesting its origins as the original DuFief Mill barn near the ruins of the mill. A clearing in front of the barn is visible briefly through the thin hedgerow before the canopy once again closes and the road crosses Muddy Branch and passes Query Mill Road (a rustic road). Just before the creek on the left is a glade of ferns, including Maidenhair, Sensitive, and Christmas varieties.

Past Query Mill Road, the road rises as the trees approach and recede, again revealing long driveways and well-manicured lawns before the road terminates in a new roundabout at Travilah Road.

Environment

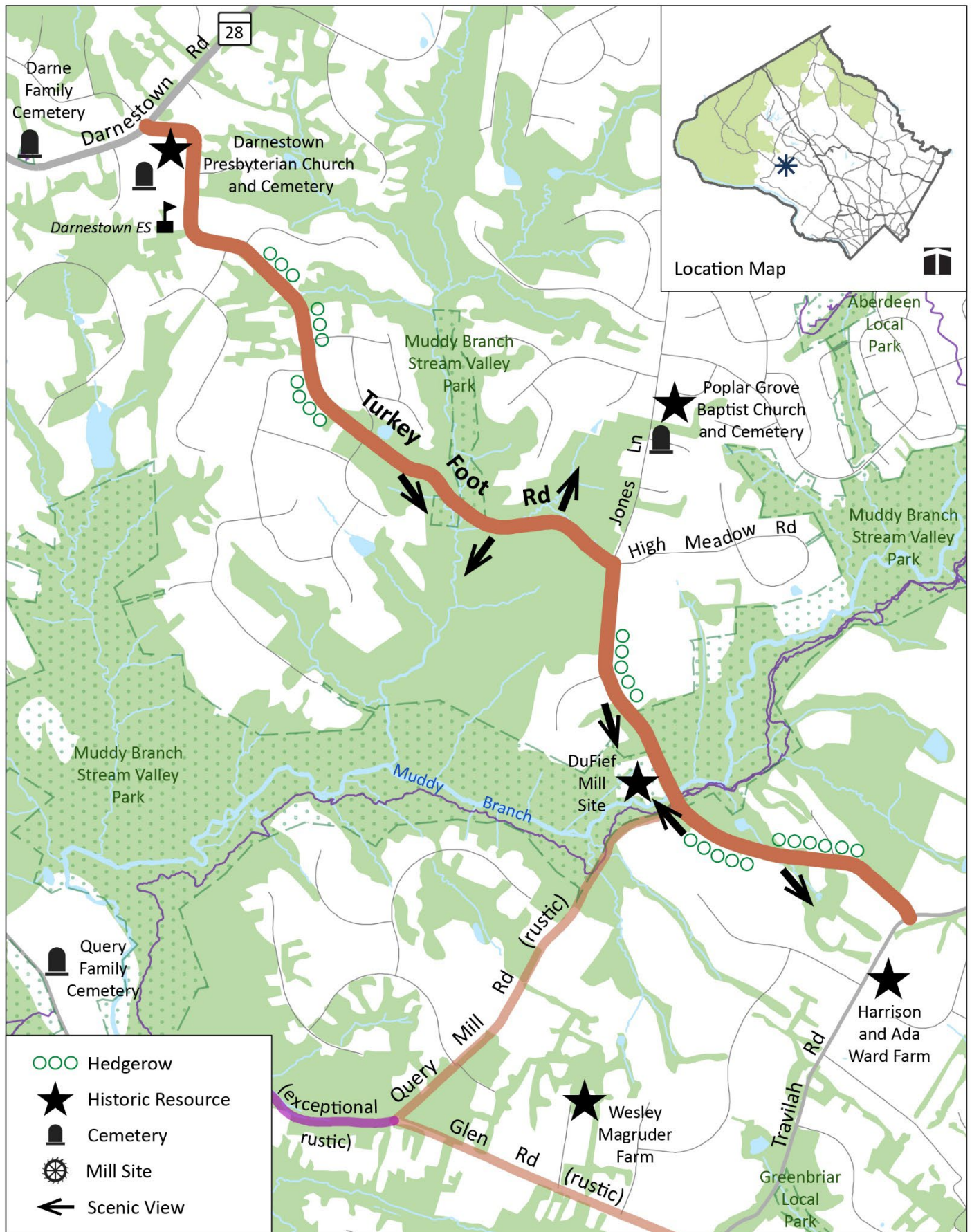
Turkey Foot Road is split between the Turkey Foot and the Dufief Mill subwatersheds. Both are tributaries to Muddy Branch. The natural environment of the road is varied. The ground is high at its beginning, middle, and end with vegetation that reflects this relatively harsh condition. It also passes through two stream valleys: the Muddy Branch Stream Valley Park and floodplain and the Turkey Foot tributary, which is slated to become part of Muddy Branch Park. These stream valleys are lush forests with overhanging canopies.

At the road’s elbow turn it passes over a serpentinite rock outcrop with very shallow soils and harsh conditions. The surface bedrock can be seen along the side of the road. The vegetation seems sparse, but trees that seem small may in fact be very old. South of the road, an old talc mine took advantage of this geologic formation.

The northernmost segment of the road has many large individual trees growing close to the road. As it crosses Muddy Branch, Turkey Foot Road passes between two units of the Muddy Branch Stream Valley Park: the 394-acre Unit 1 and the 174-acre Unit 2. The 9-mile-long natural surface Muddy Branch Greenway Trail crosses the road near its intersection with Query Mill Road adjacent to the DuFief Mill site. The trail passes through varied terrain and ecosystems, including rocky upland forest, streambanks, meadows, and vernal pools on its course from Darnestown Road (MD 28) to the Potomac River at Pennyfield Lock Road (a rustic road).

Road Characteristics

Extents	Entire road: Darnestown Road (MD 28) to the west side of the roundabout at Travilah Road
Length	2.68 miles
Width	19-21 feet
Surface	Paved
Lanes	Center line and edge markings
Shoulders	None





Darnestown Presbyterian Church located at the northern end of Turkey Foot Road



Barn and field on the west side of Turkey Foot Road just north of the Muddy Branch



Crosswalk for the Muddy Branch Trail near the intersection of Turkey Foot and Query Mill roads



View into the Muddy Branch from the bridge on Turkey Foot Road

Violettes Lock Road

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

A Rustic Road

Violettes Lock Road has historic value as an early access road leading to Lock No. 23 on the C&O Canal.

Significant Feature

- Closed canopy at beginning of road

History

The access road to Violette's Lock (Lock #23) was probably established c. 1830-33. It was named for Alfred and Kate Violette, who were longtime lockkeepers here. The double locks (a lift lock and a guard or inlet lock to allow entry to boats and water from the Potomac River) here were constructed of red sandstone from the nearby Seneca Quarry. Dam #2/Seneca Dam feeds water into the canal below Lock #23, and enabled the opening of the canal for traffic in the spring of 1831 from this point down to Georgetown, a distance of about 22 miles. Lock #23 and Dam #2 are designated in the county's *Master Plan for Historic Preservation* (Historic Site #24/27).

When improvements were made to the grounds and lockhouse in 1831, the Board of Directors of the Chesapeake & Ohio Canal Company decreed that the grounds and surrounding structures at Lock No. 23 be named "Rushville" in honor of Richard Rush. Rush was the nation's eighth Attorney General, the eighth Secretary of the Treasury, and represented the canal company when it was seeking foreign investment.

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

Traveling Experience

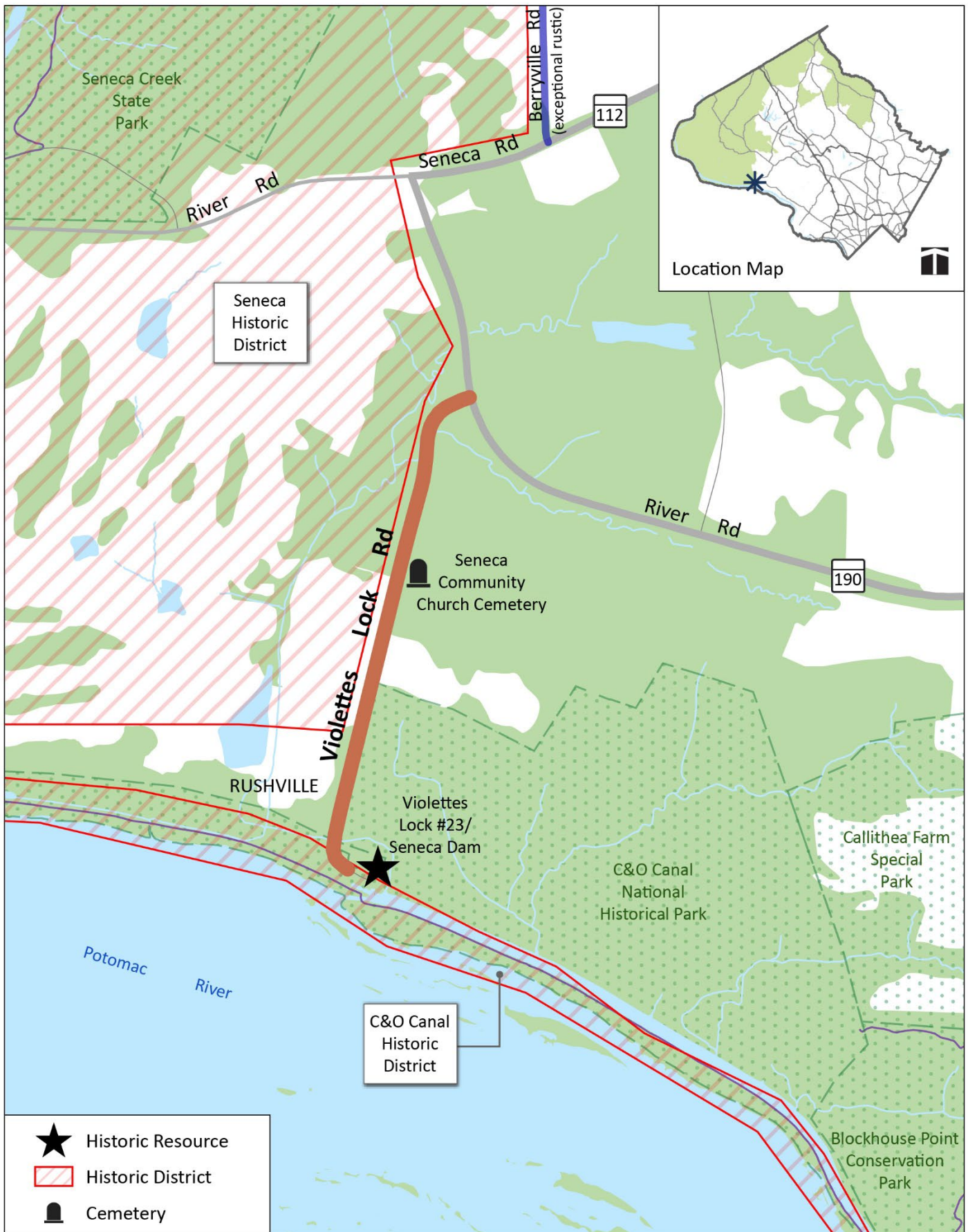
Starting at River Road with a forested setting high above an adjacent stream, this road winds its way to the C&O Canal. There are many older homes on the east side, with Bretton Woods Recreation Center and its playing fields on the west. There is plenty of parking in the lot at the end of the road. Facing upstream from the canal towpath, the lift lock is on the right and guard (inlet) lock on the left. Both locks are built of Seneca sandstone.

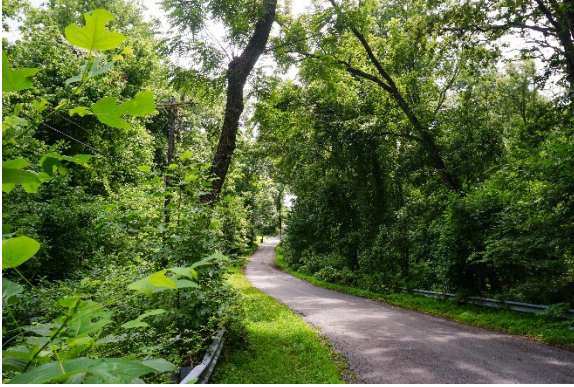
Environment

Violettes Lock Road is a forested road at its north and south segments. Midway, the road crosses a seam of Diabase surface rock that challenges the lush vegetation normal for this region. The 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, 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. According to popular birding website eBird, Violette's Lock is the top-ranked birding "hotspot" in Montgomery County based on the number of species seen, with over 270 species having been identified there.

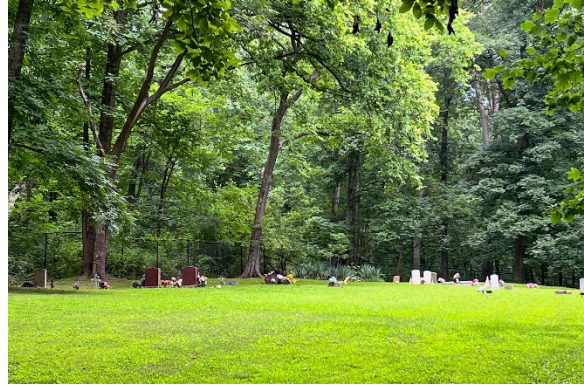
Road Characteristics

Extents	Entire road: River Road to C&O Canal parking lot
Length	0.58 miles
Width	18 feet
Surface	Paved
Lanes	No center line or edge markings
Shoulders	None





Looking south on Violettes Lock Road towards the Potomac River



Seneca Community Church Cemetery



C&O Canal Towpath adjacent to Lock #23



Lock #23



Views of the Potomac River from the end of the lock area



Wasche Road

A Rustic Road

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

This road has historic value and outstanding rural views.



Significant Features

- Side banks that enclose the road
- Stone wall near Martinsburg Road
- Hedgerows north of West Hunter Road

History

In 1838, a road was laid out along the current Wasche Road alignment as part of a road leading from what is now Whites Ferry Road at Martinsburg Road to the Chesapeake & Ohio Canal and Edwards Ferry. Part of Martinsburg Road, all of Wasche Road, and all of Edwards Ferry Road were included in the survey and were at one time all considered as Edwards Ferry Road. The road was named for the Waesche family (spelled with an E), who owned Kilmain II at times in the late 1800s and early 1900s. Kilmain II, a c. 1810-15 house with a center hall plan, is a fine example of Federal-style architecture notable for its brick construction (Locational Atlas Site #17/23).

Traveling Experience

Wasche Road is a pleasant road, with long, straight segments, gentle curves, and elevation changes. Heading north from Whites Ferry Road (a rustic road), the southern section appears to be an extension of Edwards Ferry Road (a rustic road). There are forests along portions of the east side and hedgerows or individual trees on the west side. In this area, several houses are near the road on the west side, while the Kilmain II farmstead on the east side is surrounded by open fields. West Hunter Road (a rustic road) intersects Wasche Road on the east opposite the Jones Farm on the west.

The Woodstock Equestrian Park begins on the east side of the road north of West Hunter Road. This park was developed under a park master plan approved in 2002 and amended in 2004. Approximately 375 acres of land between Darnestown Road (MD 28) and Wasche Road were donated by Hermen Greenberg in 1999 for the specific purpose of equestrian facilities and make up most of the western half of the park. The park contains equestrian centers on both sides of Darnestown Road, including the Moritz Greenberg Equestrian Center, named in honor of the donor's father. The historic Seneca Stone Barn within the park was built c. 1775-1824 and was renovated in 2009. It can be accessed from the gravel Farm Road Trail on the right and is along one of the equestrian trails. It is one of the few remaining stone barns in the county.

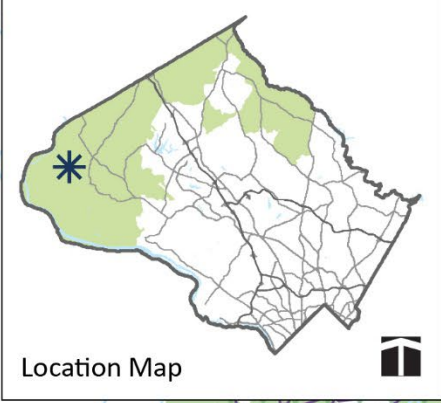
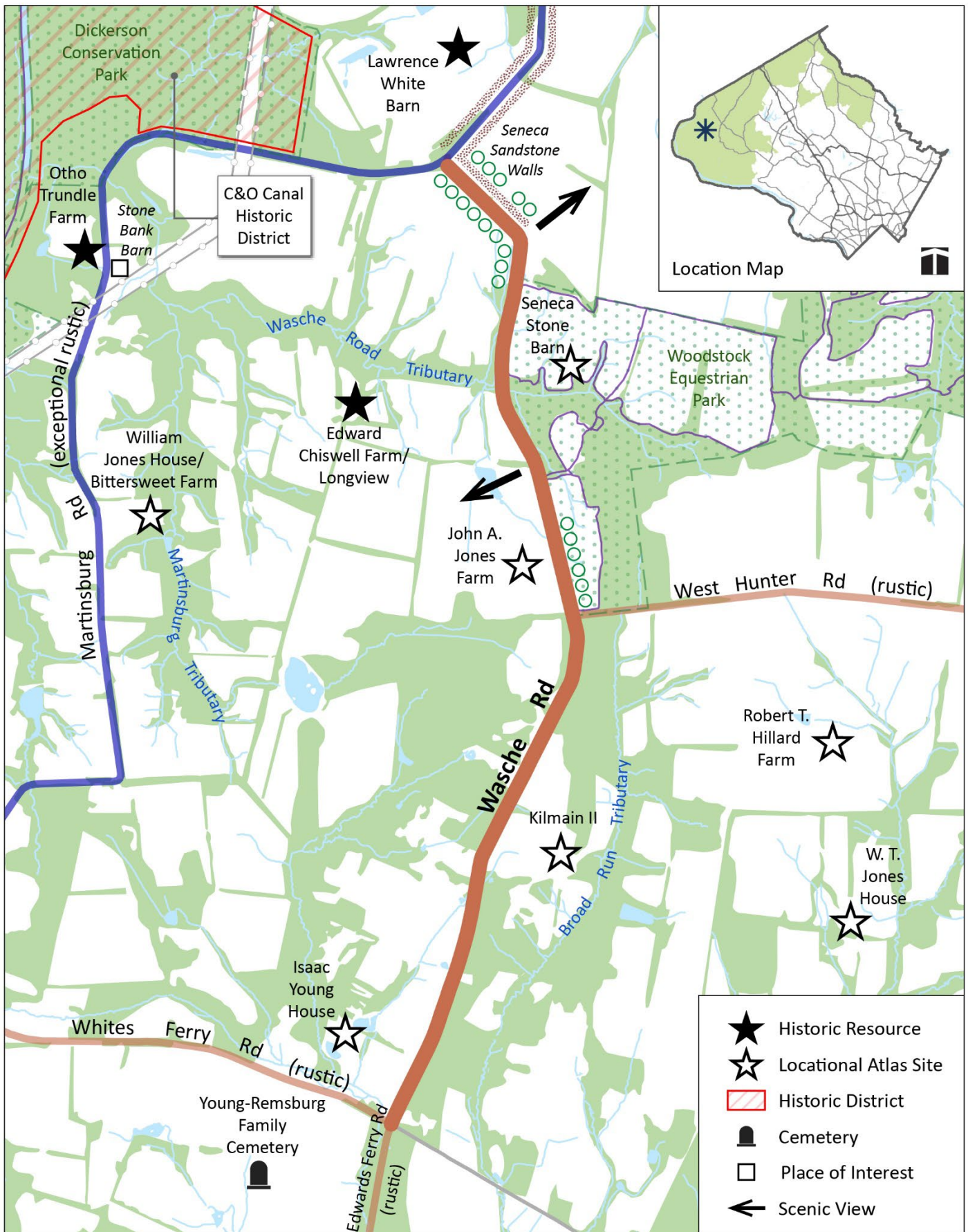
Continuing north, the Edward Chiswell Farm is on the left. Known as Longview, the house includes an original stone section dating to c. 1830 (Master Plan Historic Site #16/2). Edward Chiswell, who grew up at Chiswell's Inheritance near Edward's Ferry, left Maryland to fight for the Confederate Army during the Civil War. He lived here with his family after the war's end. The northern end of the road has tree hedgerows, mountain views to the right, and a sandstone wall near Martinsburg Road (an exceptional rustic road).

Environment

Near West Hunter Road, Wasche Road is split between two watersheds that are direct tributaries to the Potomac River: Broad Run to the south and Martinsburg Tributary north. The road is also split between two surface geologic formations. To the south the road follows a diabase seam. Grey boulders and soils may be seen in yards and occasionally along the edges of the road. To the north, the geology transitions to an Arkosic sandstone formation that was once quarried for Seneca sandstone. Dark reddish-brown soils (derived from this bedrock) may be seen in exposed soils and low rock walls. Wasche has an impressive canopy with forests along portions of the east side and dense hedgerows and individual trees on the west side. Wasche Road passes Woodstock Equestrian Park. The park features 872 acres of rolling farmland and forest and 16 miles of equestrian and hiking trails.

Road Characteristics

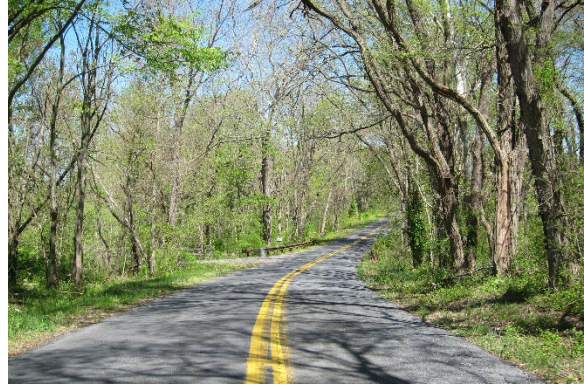
Extents	Entire road: Whites Ferry Road/Edwards Ferry Road to Martinsburg Road
Length	2.73 miles
Width	18 feet
Surface	Paved
Lanes	Center line, but no edge markings
Shoulders	None



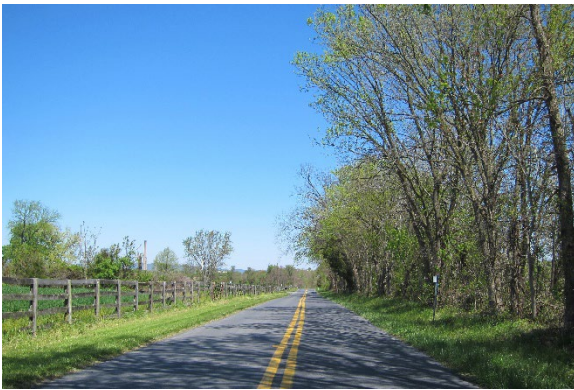
- ★ Historic Resource
- ☆ Locational Atlas Site
- ▨ Historic District
- ⚰ Cemetery
- Place of Interest
- ↔ Scenic View



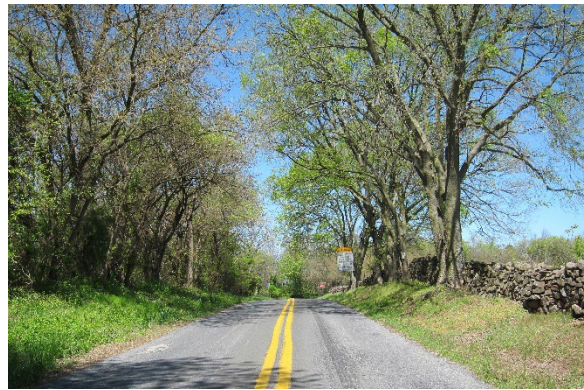
Looking north on Wasche Road just south of West Harris Road



Looking north on Wasche Road as the road crosses the Wasche Road Tributary



Looking north on Wasche Road with the Woodstock Equestrian Park on the east side



Looking north towards the intersection with Martinsburg Road (Seneca Sandstone wall on the east side)



West Harris Road

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

An Exceptional Rustic Road

West Harris Road has high historic value, outstanding natural features, and exceptional farm views. This plan clarifies that West Harris Road ends at its intersection with Mount Ephraim and Sugarloaf Mountain roads.

Significant Features

- Unpaved road surface
- National Register-eligible, seven-ton pipe railing bridge surrounded by sycamore trees
- Steeply cut bank on both sides with ferns
- Roadside vegetation: daylilies, ferns, cedar tree hedgerows

History

This road was probably constructed in the mid-1800s, leading from Barnesville (established 1747) to the city of Frederick. A notable, National Register-eligible bridge with metal pipe railings was built in 1925 over the Little Monocacy River (bridge inventory #M-0046); new wingwalls were built in 1999. The road is named for the Harris (sometimes spelled “Harriss”) family, longtime residents of the area. Joseph Harriss owned over 1,100 acres in the vicinity by the late 1700s. The family’s generational wealth was derived in part from the labor of individuals enslaved on these lands, whose names have not been discovered.

Traveling Experience

Leaving Barnesville and heading north, the road is paved and opens to an expansive view straight ahead, with lovely farmhouses, farm buildings, and pastureland on both sides. At the curve, the road becomes a gravel road. A half-mile from Barnesville, Daybreak Farm is visible on the left. Historically known as the Harriss Farm (with two S’s) (Locational Atlas & Index of Historic Sites #12/13), this farm includes an 1852 house with a hipped roof unusual for this era, and a tree-lined drive. The farm was named by J. Edward and Mary Louise Day in the 1960s. Day was Postmaster General in the Kennedy administration; the ZIP code was introduced under his leadership. The farm formerly raised cattle and llamas and currently grows lavender.

Sugarloaf Mountain can be seen along the road. After passing Daybreak Farm, the road has banks on both sides with cedar trees, honeysuckle, daylilies, and ferns. The road then crosses the Little Monocacy River among sycamore trees on the historic bridge before it enters a wooded area. The road then opens to views through the tree hedgerows before rising to intersect with Mount Ephraim Road (a rustic/exceptional rustic road) and Sugarloaf Mountain Road (a rustic road). On the right, out of view, are the Harris Houses: two log houses, one built in the early 1800s and the other c. 1870 (Master Plan Historic Site #12/2). The road surface changes back to paved about 450 feet before meeting Mount Ephraim/Sugarloaf Mountain Road.

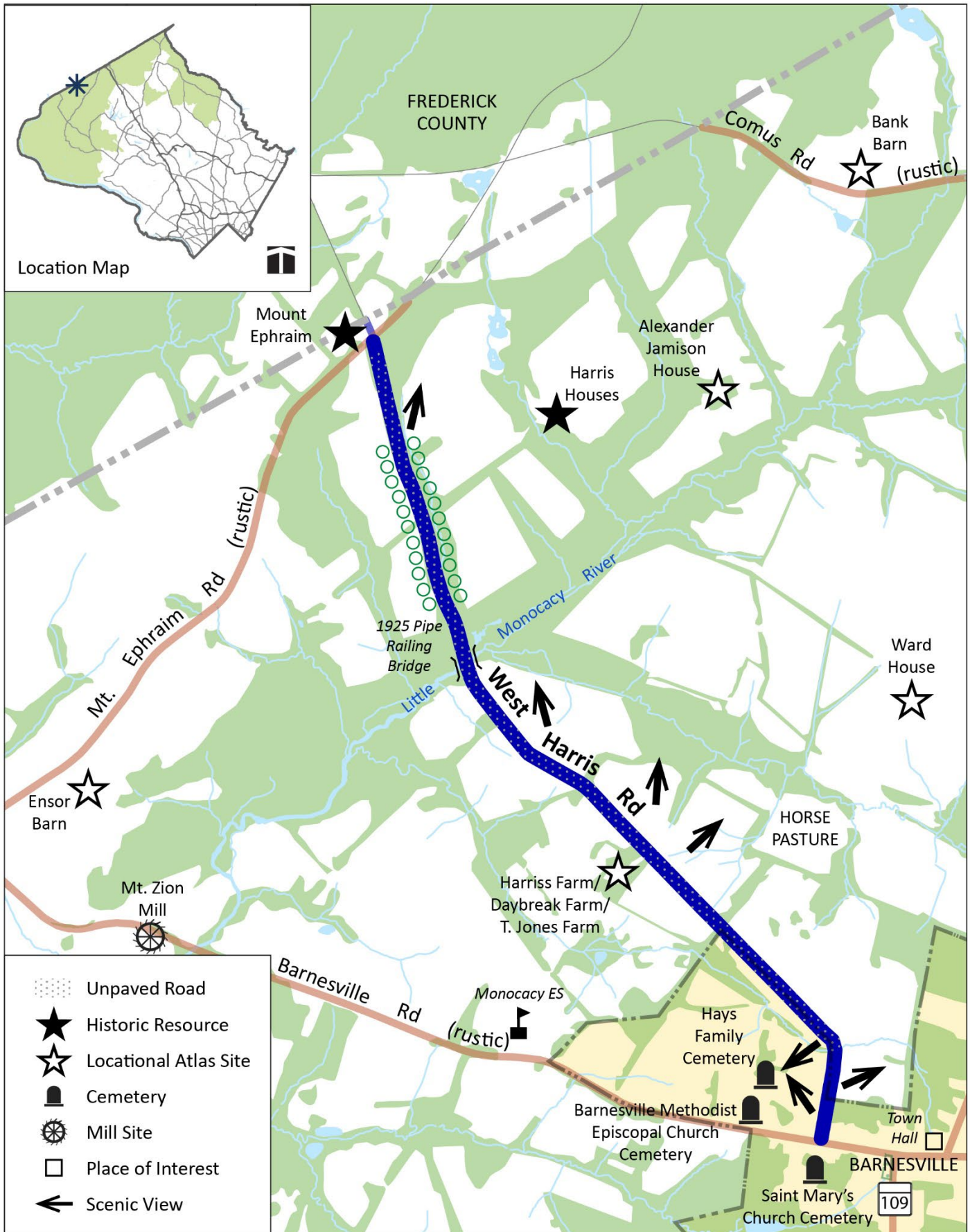
Environment

West Harris is located within the Little Monocacy watershed. From the north, the road follows a forested tributary down to the Little Monocacy River floodplain and river crossing. There is another floodplain tributary crossing at the southern bend in the road. This part of the road has numerous large individual trees growing close to the road that provide intermittent canopy cover. The Mount Ephraim slate quarry was located east of

the road and just north of the Little Monocacy River. Slate and quartzite were used for building materials. The quarry has filled with water and is now a pond.

Road Characteristics

Extents	Entire road: Barnesville Road to Mount Ephraim Road/Sugarloaf Mountain Road
Length	1.98 miles
Width	14 feet
Surface	Paved from Barnesville Road to the first curve to the northwest and for the last 450 feet before Mount Ephraim/Sugarloaf Mountain Road; otherwise, gravel
Lanes	No center line or edge markings
Shoulders	2 feet in some places



West Hunter Road

A Rustic Road

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

West Hunter Road has historic value and outstanding farm vistas.



Significant Features

- Both ends of the road are wooded. The west end has canopy enclosure near Wasche Road.
- The center section is open with fields on both sides.
- Tree hedgerows line both sides of the road west of Hillard Farm and mature cedar hedgerows line the north side of the road east of the farm.

History

Platted in 1870, the road is named for the Hunters, who have had a farm on this road since 1928. Historic resources include the Robert T. Hillard Farm (Locational Atlas Site #17/22), home of the Hunters, and the Beallsville Historic District (Master Plan Historic District #17/1).

Traveling Experience

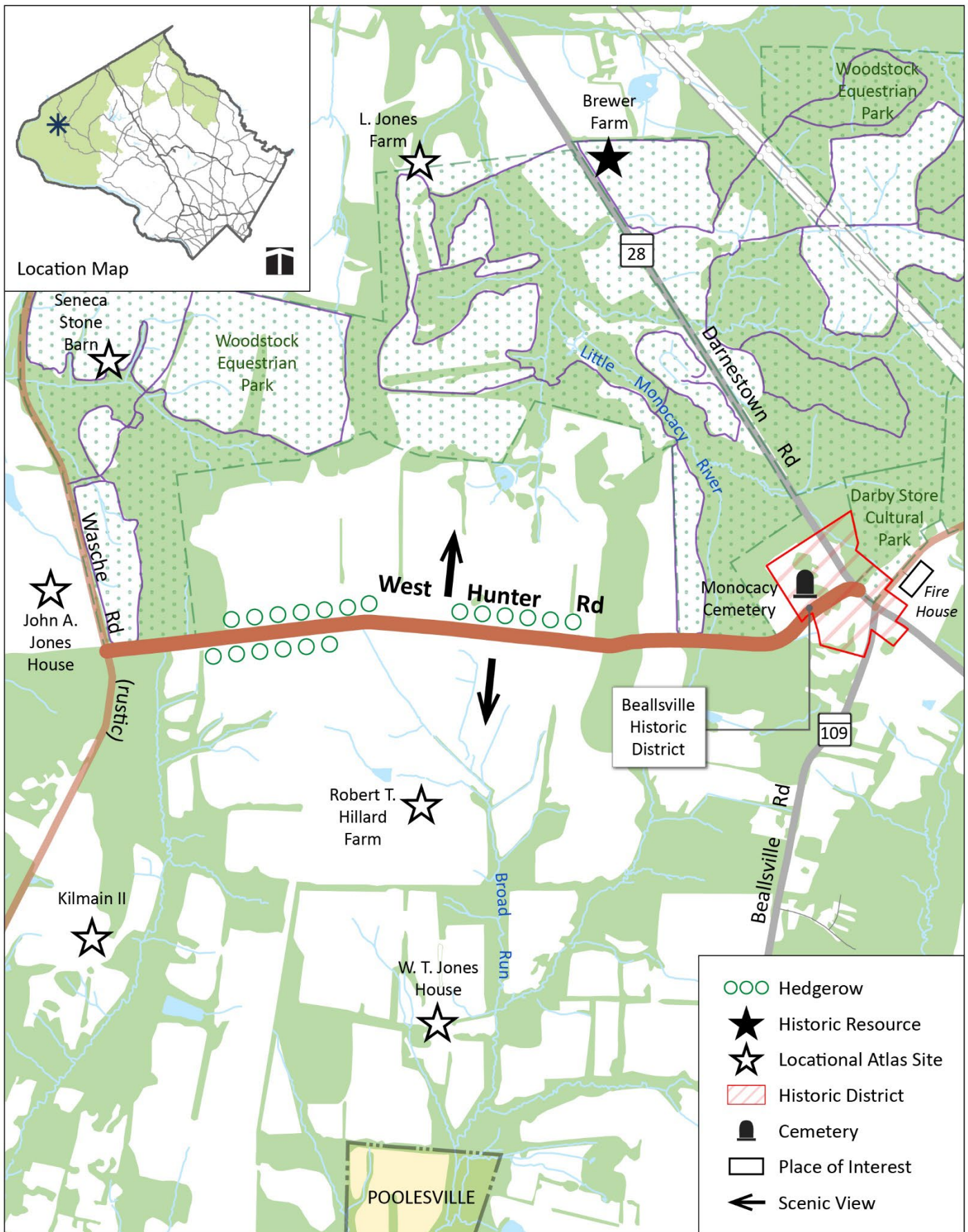
Beginning at its eastern end at Darnestown Road (MD 28), West Hunter Road goes up a small, steep hill. A view of the Beallsville Historic District is on the left. The Monocacy Chapel cemetery spreads out to the right (Burial Sites Inventory Site #103). This was the site of the first St. Peter's Chapel of Ease dating from over 200 years ago. The road curves to a wooded area and then opens to fields on both sides. After another brief wooded section, a mature cedar hedgerow appears along the north side of the road, while to the south is a long view of the Hillard Farm. The farm has a post-Civil War era house built of Seneca sandstone, covered with plaster. Sugarloaf Mountain with the Appalachians in the background can be seen to the north, although it is perhaps better viewed coming from the west. The road is lined with hedgerows on both sides, alternating with wooded areas, until entering another forested area just before it meets Wasche Road (a rustic road).

Environment

The road generally follows a ridgeline between the Broad Run (south) and Little Monocacy River (north) watersheds. Except for the east and west ends, the road is unforested and open on at least one of the sides. There are occasional dense hedgerows and individual trees near the road. The farm vistas to the south are somewhat marred by the tall multilevel utility lines, which will also likely preclude any future growth of hedges. At the west end of West Hunter Road and also briefly just to the west of the Monocacy Cemetery, on the north side of the road, is the Woodstock Equestrian Park. This park features 872 acres of rolling farmland and forest and 16 miles of equestrian and hiking trails.

Road Characteristics

Extents	Entire road: Wasche Road to Darnestown Road (MD 28)
Length	1.66 miles
Width	18 feet
Surface	Paved
Lanes	Center line, but no edge markings
Shoulders	None



West Offutt Road

A Rustic Road

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

West Offutt Road has outstanding farm views and historic value.

Significant Features

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

History

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

Traveling Experience

Traveling west to east from Edwards Ferry Road (an exceptional rustic/rustic road), West Offutt Road has hedgerows alternating with wooded areas. Clusters of trees limit sight distances. The Martin Fisher Farm is located to the south (Locational Atlas & Index of Historic Sites #17/31). This complex includes a Seneca sandstone outbuilding with a projecting roof. Looking carefully to the left, at the next sharp bend in the road, one can discern near the road's shoulder a log cabin surrounded by dense woods (Locational Atlas & Index of Historic Sites #17/32). This house, believed to have been built in the late 1800s or early 1900s, is a late example of log construction.

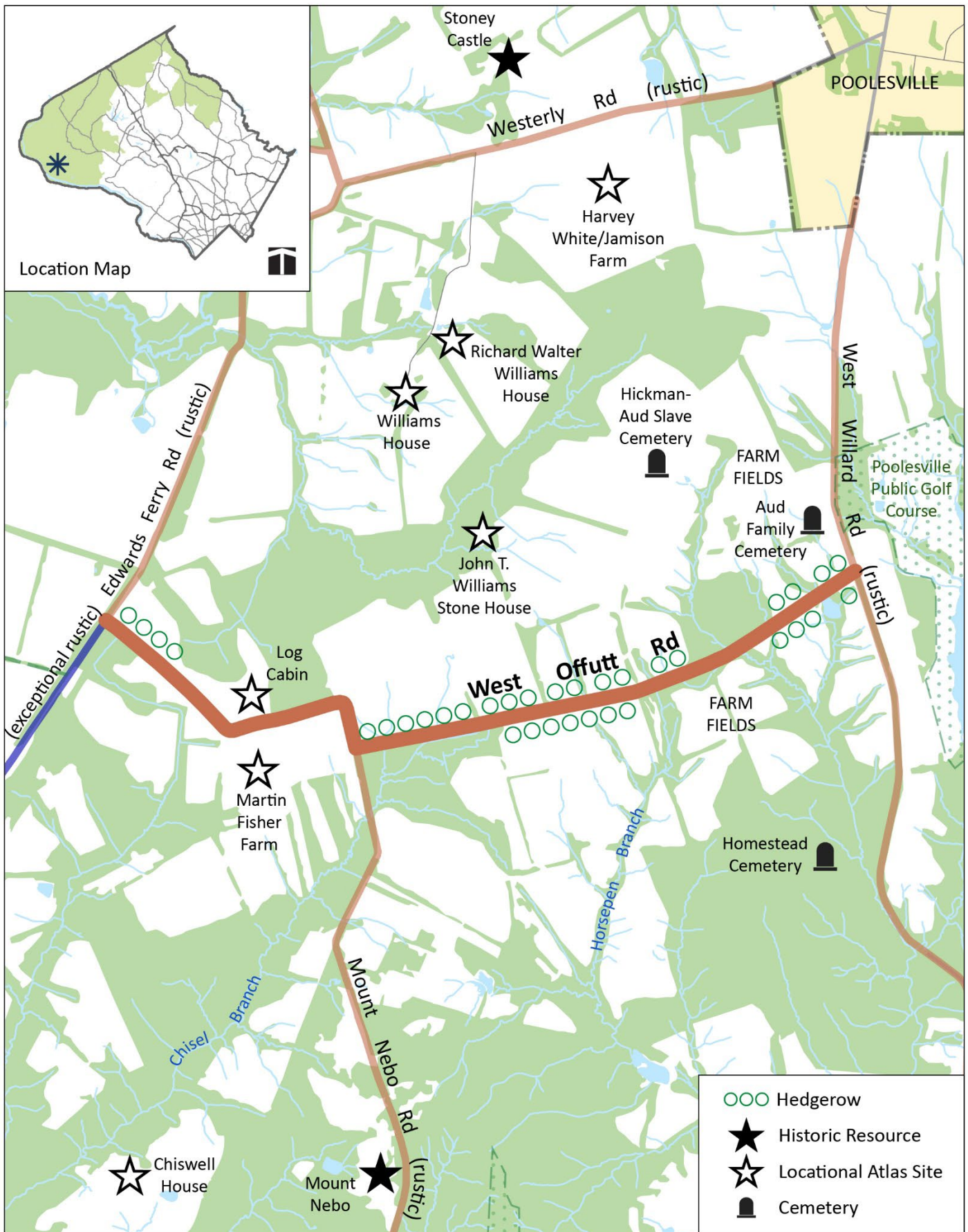
East of a sharp turn at the intersection with Mount Nebo Road (a rustic road), the hedgerows contain mature cedar trees. On the left is the John T. Williams Stone House (Locational Atlas & Index of Historic Sites #17/33), an Italianate-style house of Seneca sandstone, probably constructed in the 1860s. The house is one of several nearby sites associated with the Williams family, who settled in this area by 1818. Their long history here reflects years of agricultural success, due in part to the labor of workers enslaved by several generations of the family. An open view of a farmstead lies to the southeast. A small, red farm building stands immediately adjacent to the road before it once again opens to fields. The road ends at West Willard Road (a rustic road).

Environment

The eastern half of West Offutt Road crosses several small headwater tributaries to the Horsepen Branch, which is a direct tributary to the Potomac River that flows through the McKee-Beshers Wildlife Management Area just prior to reaching the Potomac. The western half of the road is in the Edwards Ferry subwatershed, another direct tributary to the Potomac River. The road is open in character with some young forest and thin hedgerows along the edge. Utility lines along both sides of much of the road make it difficult for a canopy to develop.

Road Characteristics

Extents	Entire road: Edwards Ferry Road to West Willard Road
Length	2.23 miles
Width	14 feet
Surface	Paved
Lanes	No center line or edge markings
Shoulders	None

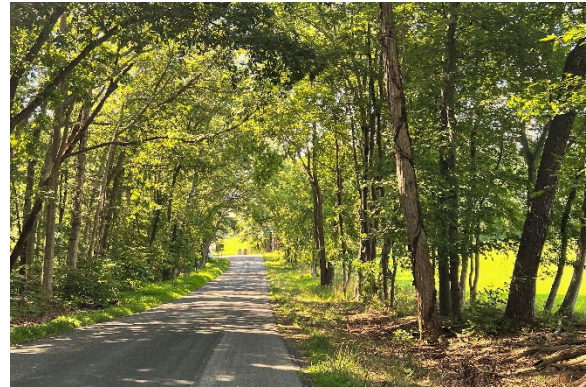




North side of West Offutt Road just west of the intersection of West Offutt and West Willard Roads



Looking east on West Offutt Road just east of the intersection with Mount Nebo Road



Looking west on West Offutt Road before intersecting with Edwards Ferry Road

West Old Baltimore Road

An Exceptional Rustic Road

Added to program by the 1994 *Clarksburg Master Plan & Hyattstown Special Study Area* and the 1996 *Rustic Roads Functional Master Plan*

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



Significant Features

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

History

One of the oldest roads in the County, West Old Baltimore Road was certified and improved in 1793, though it was already in use by 1747 when Barnesville was established. This regional route was used less after the 1830s when access to the canal and railroad changed market patterns, though some farmers continued to use this road to Baltimore into the 1930s. West Old Baltimore Road contains some of the last sections of unpaved road in the county. The c. 1860-1864 Frederick Hays House and farm (Master Plan Historic Site #12/11) is a well-preserved mid-1800s farmstead. Hays inherited the land from his father, Leonard Hays, a large landowner who held many individuals in slavery, some of whom likely lived or worked on this property.

Traveling Experience

From east (Clarksburg Road) to west, the road traverses agricultural land—flowering hedgerows, a few houses, fences near the roadway edge, hedgerows with trees and vines—then enters a woodland whose trees form a canopy over the road. The pavement ends and the road goes back in time as the surface reverts to gravel. At the bottom of a hill, the road fords Ten Mile Creek, most of the time without issue. Coming up from the creek, the view is of a farm on the right side with a small stream running parallel to the road. The pavement resumes just before passing Shiloh Church Road. The small stream runs under Shiloh Church Road and meanders through the field, providing a pleasant pastoral view.

After Shiloh Church Road, the road continues through a winding, canopied uphill section that yields to open views as it approaches Slidell Road (a rustic road). From there to Peach Tree Road (an exceptional rustic road) the traveler goes downhill to a crossing of Bucklodge Branch, then between hedgerows with occasional long views across fields and toward Sugarloaf Mountain to the north. Between Peach Tree Road and Barnesville Road (a rustic road), the road lies between forest on the south side and farm fields with long views towards Sugarloaf Mountain on the north side. In the summertime, the road is usually shaded, making for an exceptional experience. The road ends at Barnesville Road where the Hays Farmhouse, barn, and shed—is visible on the

right side of the road. This road is lightly traveled; in a few places it can still provide a sense of what it must have been like long ago when it provided access to the western frontier.

Environment

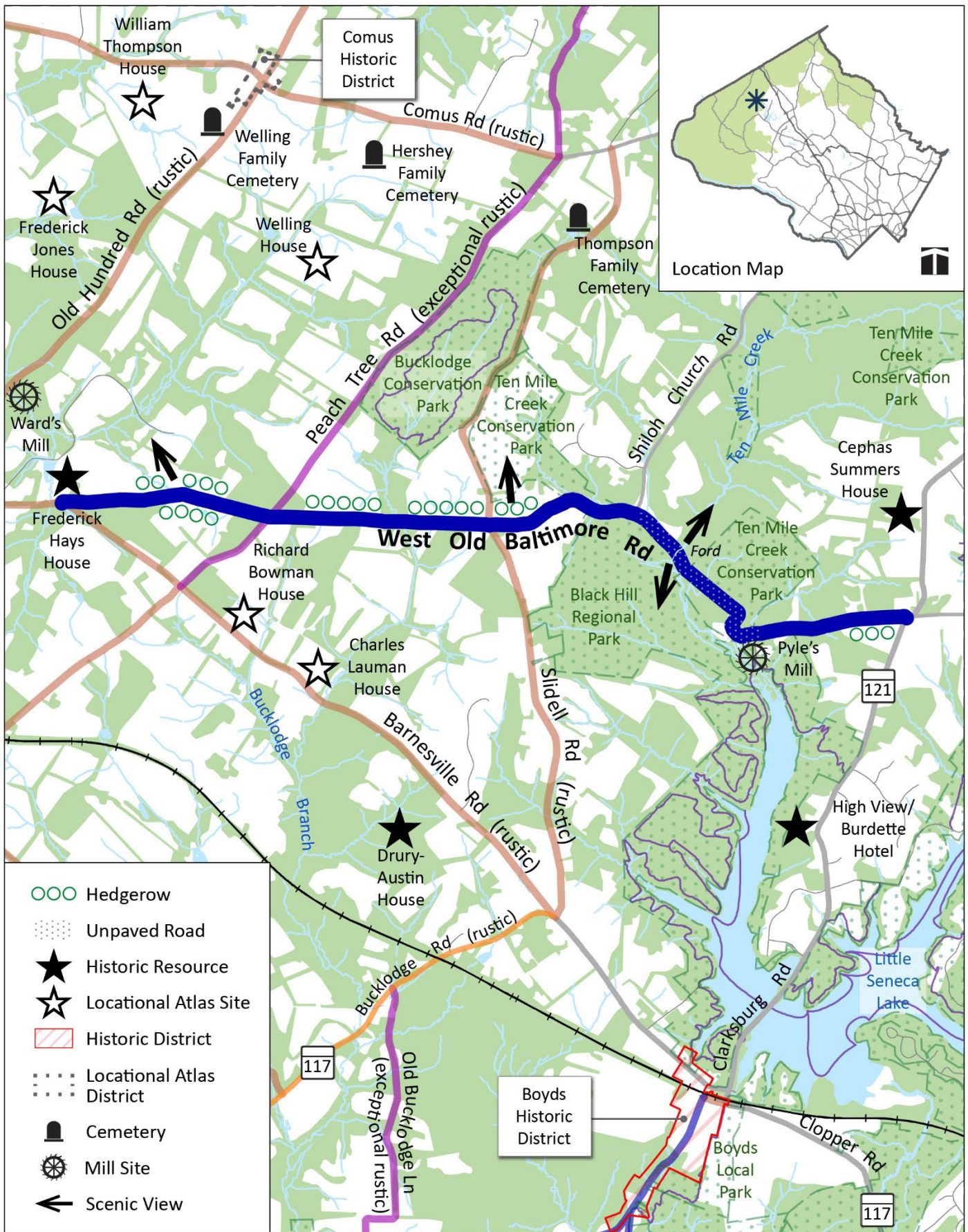
The road segment east of Shiloh Church Road is within the Ten Mile Creek watershed, a tributary to Little Seneca Lake. Forest and dense hedgerows, some growing on embankments, closely line this part of the road with a closed canopy in most places. Much of the forested area south of this road segment is within Black Hill Regional Park. This park is designated a Best Natural Area due to the high-quality mixed oak and mixed deciduous forests, quality seepage slopes with locally uncommon plant species, and a 505-acre lake with numerous wintering waterfowl.

West Old Baltimore Road is the southern boundary of the 10 Mile Creek Special Protection Area (SPA) from Shiloh Church Road to Clarksburg Road (MD 121)—a stretch of about a mile and a half. The SPA includes land that drains to tributaries or the mainstream east of Ten Mile Creek. Much of the north side of this road segment is also either currently within or soon to become part of the Ten Mile Creek Conservation Park. There are several small tributary crossings in addition to the ford over Ten Mile Creek.

The remaining segments of the road are within the Bucklodge subwatershed, a tributary to Little Seneca Creek and the Little Monocacy watersheds. There are several tributary crossings. The road has a mix of areas of closed canopy forest, dense hedgerows, and wide-open vistas. The forest and individual large trees grow very close to the road pavement in many places.

Road Characteristics

Extents	Clarksburg Road (MD 121) to Barnesville Road
Length	3.98 miles
Width	18 feet (12.5-14 feet near Ten Mile Creek)
Surface	Paved; unpaved near Ten Mile Creek
Lanes	No center line or edge markings
Shoulders	None



West Willard Road

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

A Rustic Road

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

Significant Features

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

History

West Willard Road, which was probably established between 1865 and 1879, follows its original alignment as shown on G.M. Hopkins's 1879 Atlas of Montgomery County. The Willard family acquired property here in 1871, land which is now part of the Izaak Walton League property.

Traveling Experience

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

The Montgomery County Revenue Authority is currently constructing the "Crossvines" winery, education center, and vineyard along the entry road to the Poolesville Golf Course. Construction is scheduled to be completed in 2023 and a small plot of grapes has already been planted. The project includes a grape-crushing facility that growers in the area can use, and the space will also serve as an events center. The Revenue Authority is collaborating with the University of Maryland Extension and the Universities at Shady Grove to support programs in viticulture, enology, hospitality, agritourism, culinary arts, and other educational pursuits. The vineyard will eventually cover several acres where students can learn vineyard management skills while providing grapes for winemaking.

Sections of the road from north of West Offutt Road (a rustic road) to River Road (a rustic road) follow a gently rolling terrain. A mixed hedgerow lines both sides of the road. Traveling further south along this section of the road, significant vistas of farmland change to an enclosed view of trees and vegetation, with forested lands on the west side of the road. These forests are part of the Izaak Walton League of America's Doc Holton Conservation Farm, which is on the north side of Izaak Walton Way on the west side of this stretch. Open rural vistas reappear near River Road, where West Willard ends.

Environment

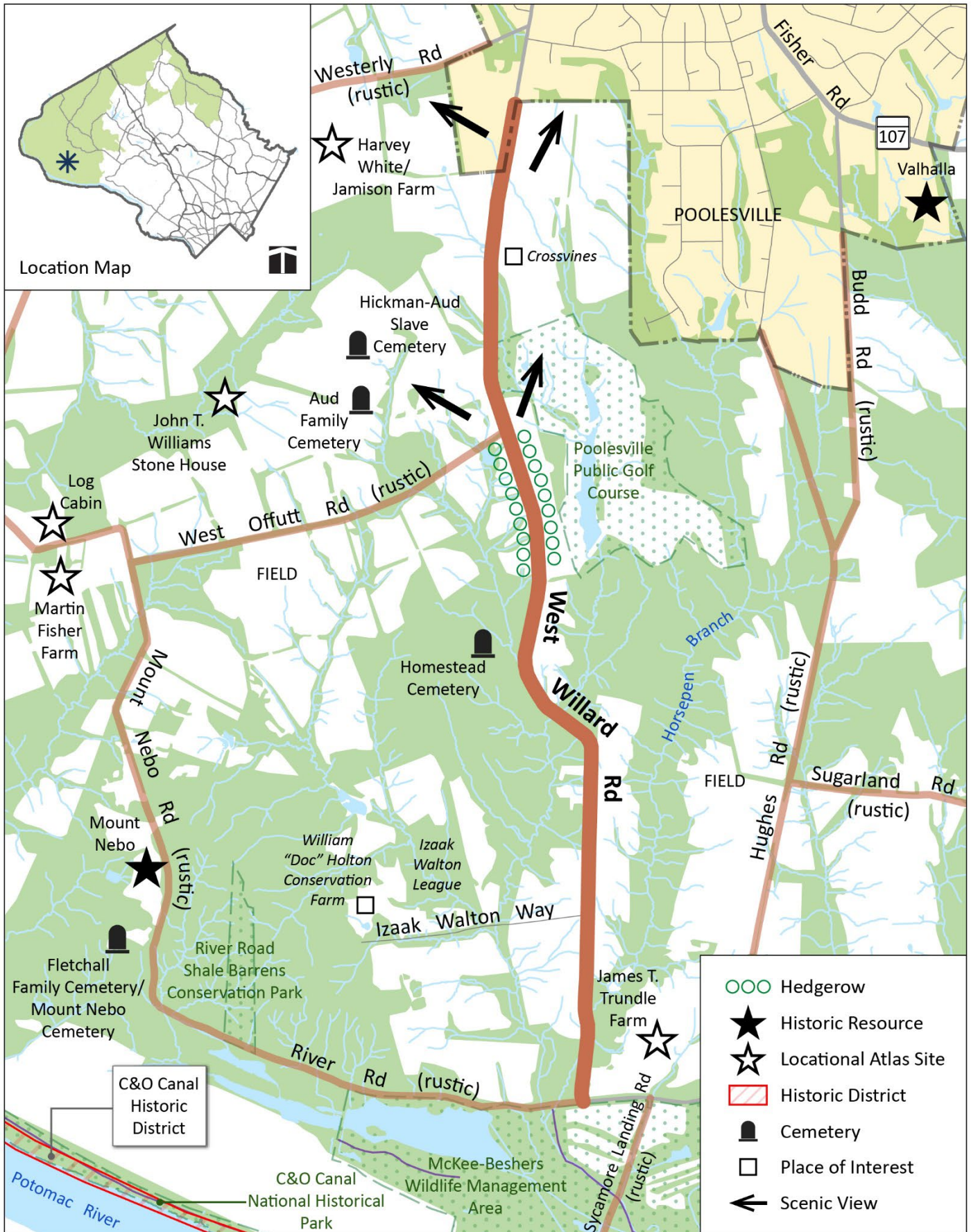
West Willard Road is located within the Horsepen Branch watershed, a direct tributary to the Potomac River. The road's mid-segment follows one of the forested forks of this stream and crosses another. Just north of River Road the forested mainstem and floodplain are followed and then crossed. Although the trees are well set back from the road, hedges occasionally create a closed overhead canopy. The hedges along the northern road segments are less dense with large open areas.

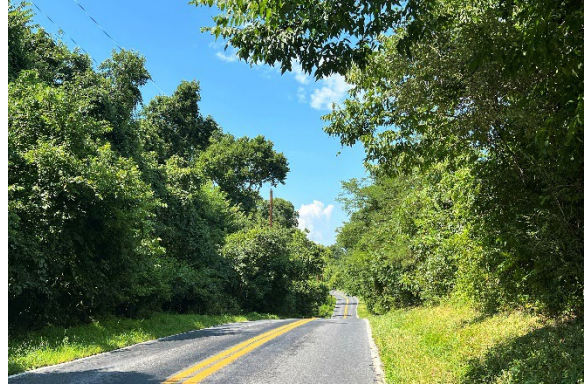
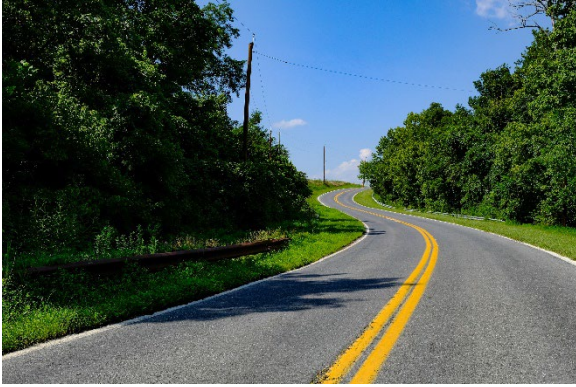
On the west side of West Willard Road is the private 623-acre William “Doc” Holton Conservation Farm, on the property of the Bethesda-Chevy Chase chapter of the Izaak Walton League of America. Over a dozen rare and endangered plants have been found on this unique complex of habitats, with its ponds, seasonal streams, fields, and woodlands. The private property provides habitat and food for black bears, white-tailed deer, red foxes, and numerous other species of mammals, reptiles, amphibians, insects, and birds.

At the southern end of West Willard Road is the McKee-Beshers Wildlife Management Area. For a description of this amazing resource, see Hunting Quarter Road.

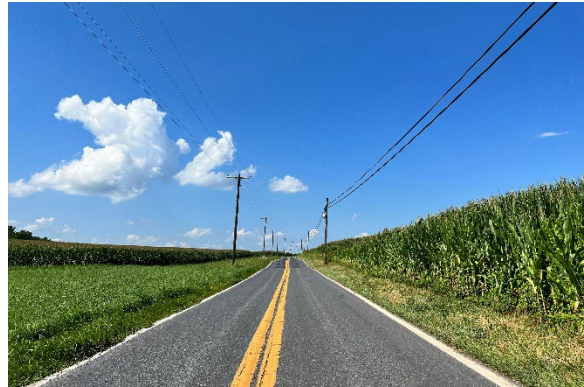
Road Characteristics

Extents	River Road to Poolesville town limit
Length	3.55 miles
Width	16-24 feet
Surface	Paved
Lanes	Center line and edge markings
Shoulders	None





Road alignment follows contours of the land at the southern end of West Willard Road



Looking north on West Willard near the Poolesville Public Golf Course



Looking north on West Willard with Sugarloaf Mountain in the distance

Westerly Road

A Rustic Road

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

Westerly Road, from the Poolesville town limit to Edwards Ferry Road, is a historic road with farmland views.



Significant Features

- Long, open views of three farmsteads and surrounding fields

History

Westerly Road is part of an early road network connecting Edwards Ferry with Poolesville. It was platted as a public road in 1854 to replace an existing private road that was in poor condition and not suitable for the volume of agricultural traffic moving through the area. The western 0.4-mile section was once a remnant of a politician's road, but the old road surface is no longer discernible under the asphalt.

Traveling Experience

Leaving Poolesville, one is immediately rewarded with views across the Lindenwood Farm on the right, home of the historic John H. Williams Farm (Locational Atlas & Index of Historic Sites #17/27). This farm was purchased in 1870 by Williams, who with his wife, Sarah, raised 11 children. The farmstead includes a center cross-gable house with Italianate-style features. Notable outbuildings are a log smokehouse and a bank barn with louvered windows and a stone foundation. Just past the tree-lined driveway at Lindenwood is a small, forested area on the left side of the road.

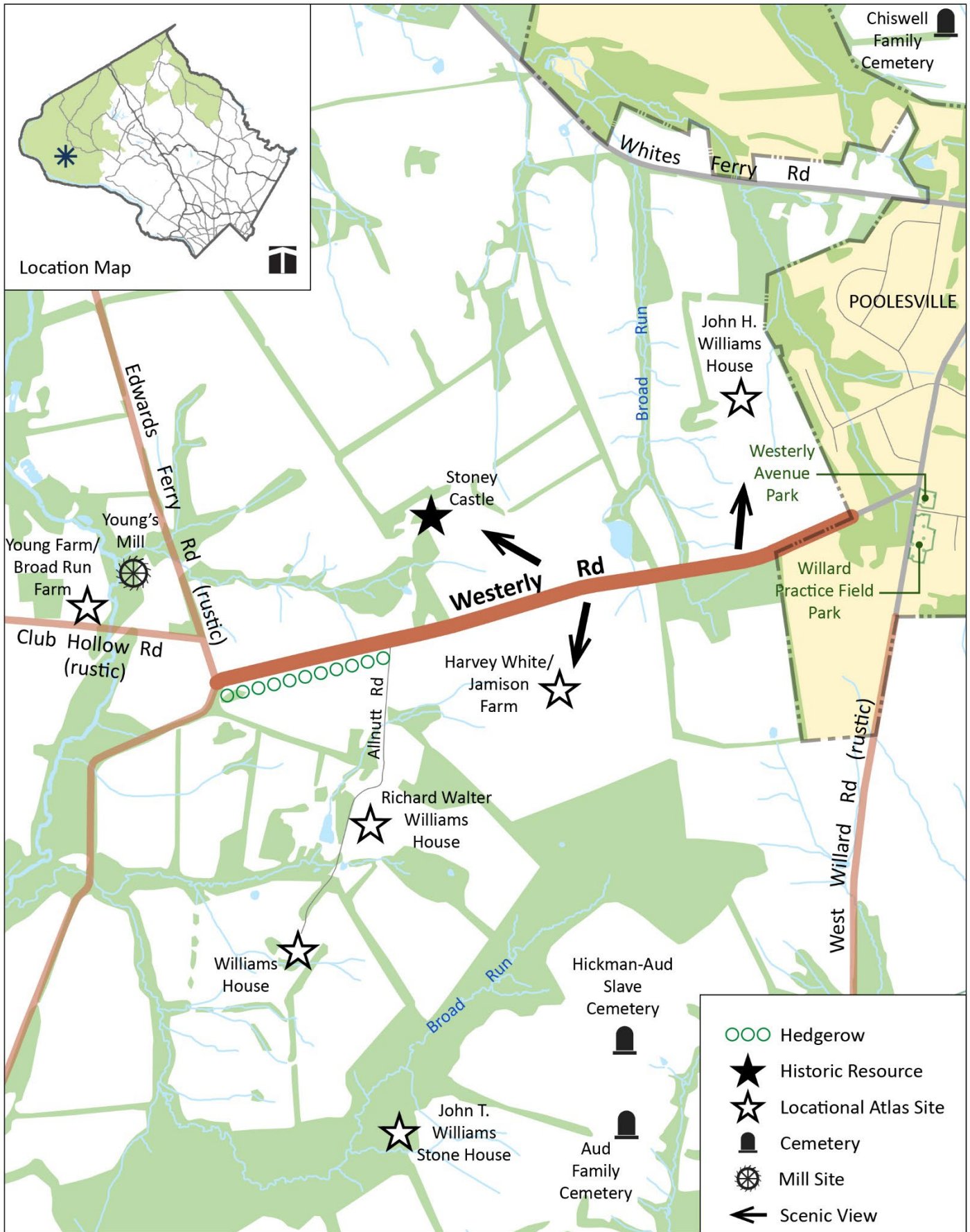
Continuing westward past the wooded section, views open on both sides of road, with a pond just off the road to the right on the Stoney Castle property (Master Plan Historic Site #17/26), while on the left are views of the Harvey White/Jamison Farm (Locational Atlas & Index of Historic Sites #17/27). Stoney Castle is the birthplace of Elijah Viers White, who fought for the Confederacy during the U.S. Civil War. The residence was owned by the White family from 1831 to 1949. In the 19th century, the property was also home to people enslaved by the White family. The Harvey White/Jamison Farm was established just before 1900 and is representative of the era known as the Golden Age of Farming, roughly from the 1890s to World War I. Open views on the right and a mixed hedgerow on the left continue until the road's intersection with Edwards Ferry Road (a rustic road).

Environment

The road is located within the Broad Run watershed, a direct tributary to the Potomac River. It is generally located on high ground with only two headwater stream crossings. The eastern segment of the road sits atop an Arkosic sandstone formation that was once quarried for Seneca sandstone. Glimpses of dark reddish-brown soils (derived from this bedrock) may be seen in exposed areas. There are also occasional remnants of low red rock walls along the road. Apart from the middle road segment, which is wide open, the road generally has forest or hedgerows on either side that occasionally forms an over-arching canopy. The land across Edwards Ferry Road from the western end of Westerly Road is recommended as a Broad Run Stream Valley Park Unit (SVU #2). Water from here and from the western half of Westerly Road flows into Broad Run, a direct tributary of the Potomac River.

Road Characteristics

Extent	Edwards Ferry Road to Poolesville town limit
Length	1.31 miles
Width	18 feet
Surface	Paved
Lanes	No center line or edge markings
Shoulders	None





View of the Stoney Castle site



Biking along Westerly Road



View of the Harvey White/Jamison Farm



Looking west on Westerly Road just before the intersection with Allnut Road

White Ground Road

An Exceptional Rustic Road

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

White Ground Road is a rural road with outstanding natural features, interesting farm views, and historic value. Originally designated rustic, this road was reclassified exceptional rustic in the 2004 *Rustic Roads Functional Master Plan Amendment* due to concerns that a planned bridge replacement over Bucklodge Branch would make the area more attractive to cut-through traffic. The bridge was replaced in 2012 with another one-lane bridge.



Significant Features

- Relationship of road to Boyds Historic District
- The road parallels a stream and its adjacent wetlands and floodplain
- One-lane bridge over Bucklodge Branch near Schaeffer Road
- One-lane bridge over Little Seneca Creek tributary near Edward U. Taylor School
- Two narrow bridges over Little Seneca Creek tributaries near the south end of the road
- Tree canopy over much of the road
- Hedgerows along the road

History

This road is believed to take its name for the thin, whitish infertile soil that weathers out of the underlying diabase rock in this area and turns to an unusual white mud when wet. The road was probably established between 1865 and 1879. The northern terminus of White Ground Road is at Clopper Road in Boyds, which was established in 1873 with the opening of the Metropolitan Branch of the B&O Railroad. A MARC commuter train provides access for residents commuting into Washington, D.C. The Boyds Historic District (Master Plan Historic District #18/8) reflects the growth generated by the arrival of the railroad and the social and technological changes of the last quarter of the 19th century.

Further south on White Ground Road, the landscape reflects the free Black community established here following the abolition of slavery in Maryland in 1864. Several surviving structures illustrate the African American educational experience over a 100-year span. The St. Mark's Methodist Episcopal Church housed the first school for Black children in Boyds c. 1878. Students later attended the nearby one-room School No. 2, Election District 11 (identified as the Boyds Negro School, Master Plan Historic Site #18/11), before the Edward U. Taylor School was built for African American students in 1952. The Taylor School is currently being evaluated for designation in the *Master Plan for Historic Preservation*.

Traveling Experience

At the road's southern terminus at Darnestown Road (MD 28), high hedgerows line both sides of White Ground Road, screening the view of the farm fields beyond. The first mile of this road north of Darnestown Road was designated as state road MD 121 from 1952 until 1999 and had had other state road numbers assigned to it before that. This section has lane markings. After the first curve to the left, the road crosses two small tributaries of Little Seneca Creek on bridges that were both built in 1925. The more southerly of the two (bridge inventory #M-0299) is a 24-foot-wide concrete slab bridge which crosses the stream at such a skewed angle that

the two parapets are about 90 feet apart from one another. The more northerly bridge (bridge inventory #M-0300) carries the 20.8-foot-wide road over a 37-foot-long box culvert.

The road passes a stone wall on the left, then curves to reveal a clear view of the well-maintained and neatly landscaped Susanna Farm (Locational Atlas & index of Historic Sites #18/26). Note the adaptive use of a bank barn, which was converted to a residence. Susanna Farm is listed on the National Register of Historic Places. In addition to the landowners, this property was home to enslaved individuals in the 19th century.

The road crosses Bucklodge Branch on a prestressed concrete slab bridge (bridge inventory #M-0138), rebuilt in 2012, beyond which is Schaeffer Road (a rustic road) on the right. Wetlands and floodplain are on the left; the road is under tree canopy until it reaches Old Bucklodge Lane (an exceptional rustic road), although there is a break in the canopy about a quarter of a mile south of Old Bucklodge Lane where electric transmission lines cross the road.

Just south of the transmission lines, the ruins of a stone house can be seen through the trees on the right. Built in the early 1800s by the Gott family, who owned the original Buck Lodge tobacco plantation, the house was substantially damaged by fire in 1925 (Locational Atlas & Index of Historic Sites #18/16). Past Schaeffer Road, the road continues through the tree canopy and crosses a small stream (concrete culvert). Eventually the trees give way to the yards of a small number of houses before crossing another one-lane bridge. This 15.5-foot-wide one-lane bridge (bridge inventory #M-0048) crosses an unnamed tributary of Little Seneca Creek. The bridge was built in 1925; the superstructure was replaced in 2008.

Just past the bridge, the open fields and building of the Edward U. Taylor Science Materials Center is on the right and the one-room School No. 2, Election District 11 (Boyds Negro School) site sits close to the road on the left, marking the southern end of the Boyds Historic District. Continuing north, the road passes Hoyles Mill Road (an exceptional rustic road) and Hoyles Mill Conservation Park on the right and a church on the left. The road then runs under a heavy tree canopy and through the Boyds Historic District, with gracious houses surrounded by mature trees and the Boyds Presbyterian Church and cemetery on the right.

Environment

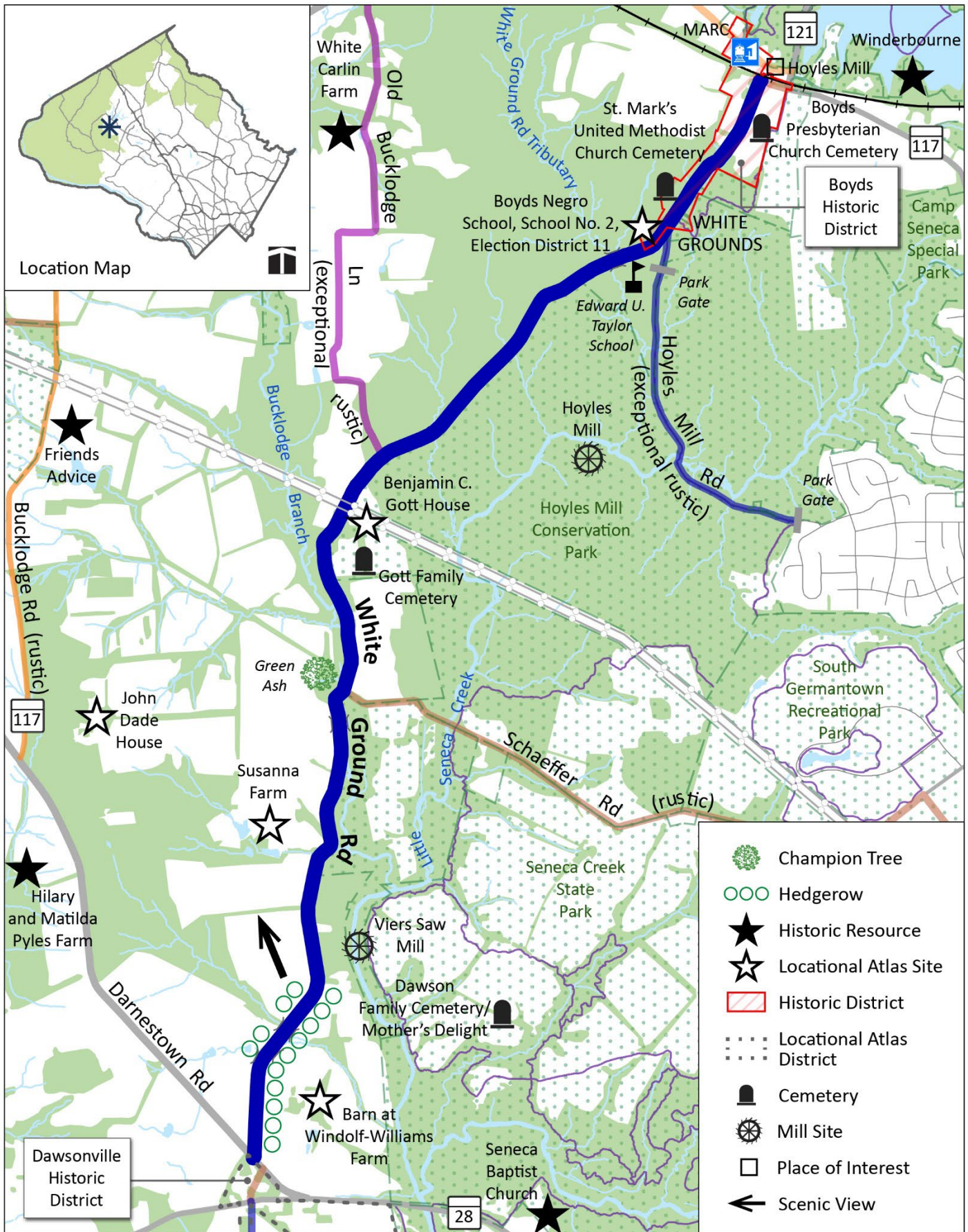
Much of the northern half of White Ground Road forms the western edge of Hoyles Mill Conservation Park, a Best Natural Area due to the unusual ecosystem associated with the diabase rock outcrop and associated “white” soils. Individual monument or boarder stones of grey diabase may be seen along this northern section of the road. The 1,500-acre conservation park features the Hoyles Mill Trail, which travels south from Black Hill Regional Park through Boyds Local Park, Hoyles Mill Conservation Park, and South Germantown Recreation Park and ends at Schaeffer Farms in Seneca Creek State Park.

Just south of Shaeffer Road and the one-lane crossing of Bucklodge Branch, the road again becomes the western edge of a park: one of two stream valley park units that make up the 283-acre Little Seneca Stream Valley Park. A designated Biodiversity Area, this section of the park is a good quality forested bottomland swamp that can be seen on the east side of the road. Four rare plant species have been found here. The stream valley park is adjacent to Seneca Creek State Park. This south part of the road also transitions from the diabase sill to the Arkosic sandstone geologic formation that was once quarried for Seneca sandstone. Exposed soils are a dark reddish brown and there are also occasional exposed outcrop areas. Red rock monument or border stones as well as remnants of red stone walls may be seen along the road.

The road is located within the Little Seneca Creek watershed and there are several tributary stream crossings. Much of the road passes through dense forest, especially within the parks and as the road follows and crosses Bucklodge Branch and one of its tributaries. Within more open areas dense hedgerows usually grow on at least one side of the road.

Road Characteristics

Extents	Entire road: Darnestown Road to Clopper Road
Length	4.49 miles
Width	16 feet (20 feet between Darnestown Road and Susanna Farm)
Surface	Paved
Lanes	Center line and edge markings from Darnestown Road to Susanna Farm; No center line or edge markings north of Susanna Farm
Shoulders	None





Looking north at a house along White Ground Road in the Boyds Historic District



Looking south to Boyds Presbyterian Church



St's Mark's United Methodist Church located on the west side of White Ground Road in the Boyds Historic District



The Boyds Negro School located in the southern section of the Boyds Historic District

Whites Ferry Road

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

A Rustic Road

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

When the road was designated rustic in 1996, there had been ongoing discussions regarding an expansion of the ferry service that would potentially have caused a material increase in traffic volume. As stated in the 1996 plan, if the traffic were to increase on the road due to expanded ferry service, the rustic road designation would be subject to reevaluation by the County Council. However, the ferry service was never expanded. Furthermore, ferry service was suspended on December 28, 2020, due to a property dispute regarding the service's Virginia landing, so there is currently no ferry traffic on the road. An October 2021 study indicates that the projected growth in traffic in Montgomery and Loudon counties may require an expansion of the service for it to remain viable. As with all roads in the program, future increases in traffic may require a reevaluation by the County Council.

Significant Features

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

History

Whites Ferry Road, named for the ferry across the Potomac River that was established by 1805, was in this approximate location by 1837. During the Civil War, Conrad's Ferry (as it was known at the time) was the site of considerable activity, including an 1861 skirmish in which some 30 Union soldiers were killed. The ferry was owned in the late 1800s by Elijah Viers White, who moved from Montgomery County to Virginia and fought against the United States in the Civil War. The ferry is the only operating ferry in the county (although at the time of this writing, ferry service has been suspended pending a dispute with the landowners on the Virginia side of the Potomac).

At the intersection with Martinsburg Road (an exceptional rustic road), the pre-Civil War African American crossroads community of Martinsburg grew. Three major civic buildings remain: the c. 1903 Warren Methodist Episcopal Church (Master Plan Historic Site #16/12), Martinsburg School, and the Loving Charity Hall, home to a benevolent society. The institutions of school, church, and benevolent society hall were central to post-Emancipation African American communities throughout the county.

Traveling Experience

Whites Ferry Road connects Poolesville with the Potomac River. The portion from Wasche Road/Edwards Ferry Road (both rustic roads) westward is rustic in character. The road first crosses Broad Run on a 1931 concrete slab bridge (bridge inventory #M-0186) which has been found eligible for the National Register of Historic Places, after which pastures are on either side of the road. The Isaac Young house is on the right (Locational Atlas & Index of Historic Sites #16/13) and farther along is the Warren M.E. Church (1903). On the left, the road passes Trundle Road (a rustic road), a farm track ending at farm gates. Martinsburg Road (an exceptional rustic road) is on the right, and shortly after, Elmer School Road (a rustic road) is on the left.

After passing under the transmission lines, the area becomes wooded on both sides of the road before passing Annington on the right (Master Plan Historic Site #16/9). Annington (1813), a substantial brick house, was probably built for Daniel Trundle, a wealthy landowner and slaveholder who served in the state legislature. The lives of the African Americans enslaved here are reflected in a one-and-a-half-story brick building behind the main house that was home to two enslaved families. During the Civil War, the house, with its strategic location overlooking the Potomac River and the C&O Canal, was occupied by Union soldiers. This property is listed on the National Register of Historic Places.

The road ends at the entrance to Whites Ferry and becomes River Road (an exceptional rustic road). The canal warehouse, the loading dock, and the iron bridge are visible at the end of the road. These resources are designated in the *Master Plan for Historic Preservation* (Sites #16/7 & #16/8). The ferry, which temporarily closed at the end of 2020, is the only route to Virginia from the county’s Agricultural Reserve area. It is identified as a potential historic resource in the *Locational Atlas & Index of Historic Sites* (#16/6).

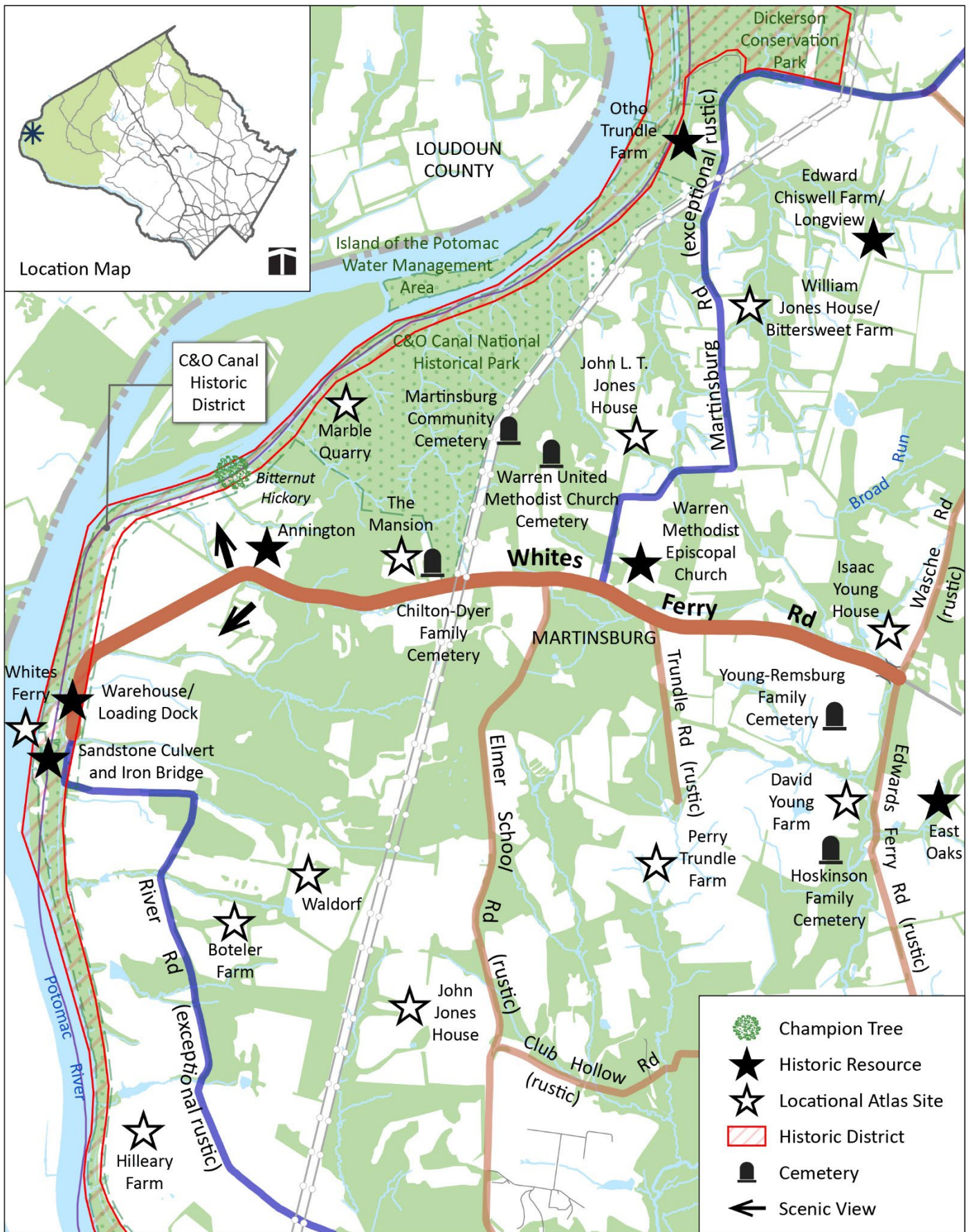
Environment

The east end of Whites Ferry Road is within the Chesapeake & Ohio Canal National Historical Park, and the road also briefly meets the park just west of the transmission line right-of-way. 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.

The western half of the designated rustic road is within the floodplain of the Potomac River and follows a direct Potomac tributary until it reaches the Broad Run watershed, where it then follows a Broad Run tributary and floodplain to a stream crossing near the road’s terminus at Wasche Road. The roadside vegetation alternates between forest, dense hedgerows, thin hedgerows, and scattered individual trees.

Road Characteristics

Extents	Edwards Ferry Road/Wasche Road to River Road
Length	3.94 miles
Width	19 feet
Surface	Paved
Lanes	Center line and edge markings
Shoulders	None



Whites Store Road

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

A Rustic Road

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

Significant Features

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

History

This road was established in 1881. The White family operated a store and mill in the area. Darby’s Mill, on Bucklodge Branch, was established c. 1816.

The John Lynch Farm, on the south side of the road, includes a large frame farmhouse built c. 1855-1860 and notable outbuildings, including a stone and brick springhouse near the road and a substantial bank barn (Locational Atlas & Index of Historic Sites #18/6). The farm benefited from multiple nearby transportation improvements, including the arrival of the Metropolitan Branch of the B&O Railroad in 1873 and the construction of Whites Store Road in 1881, which improved access to nearby market towns.

Traveling Experience

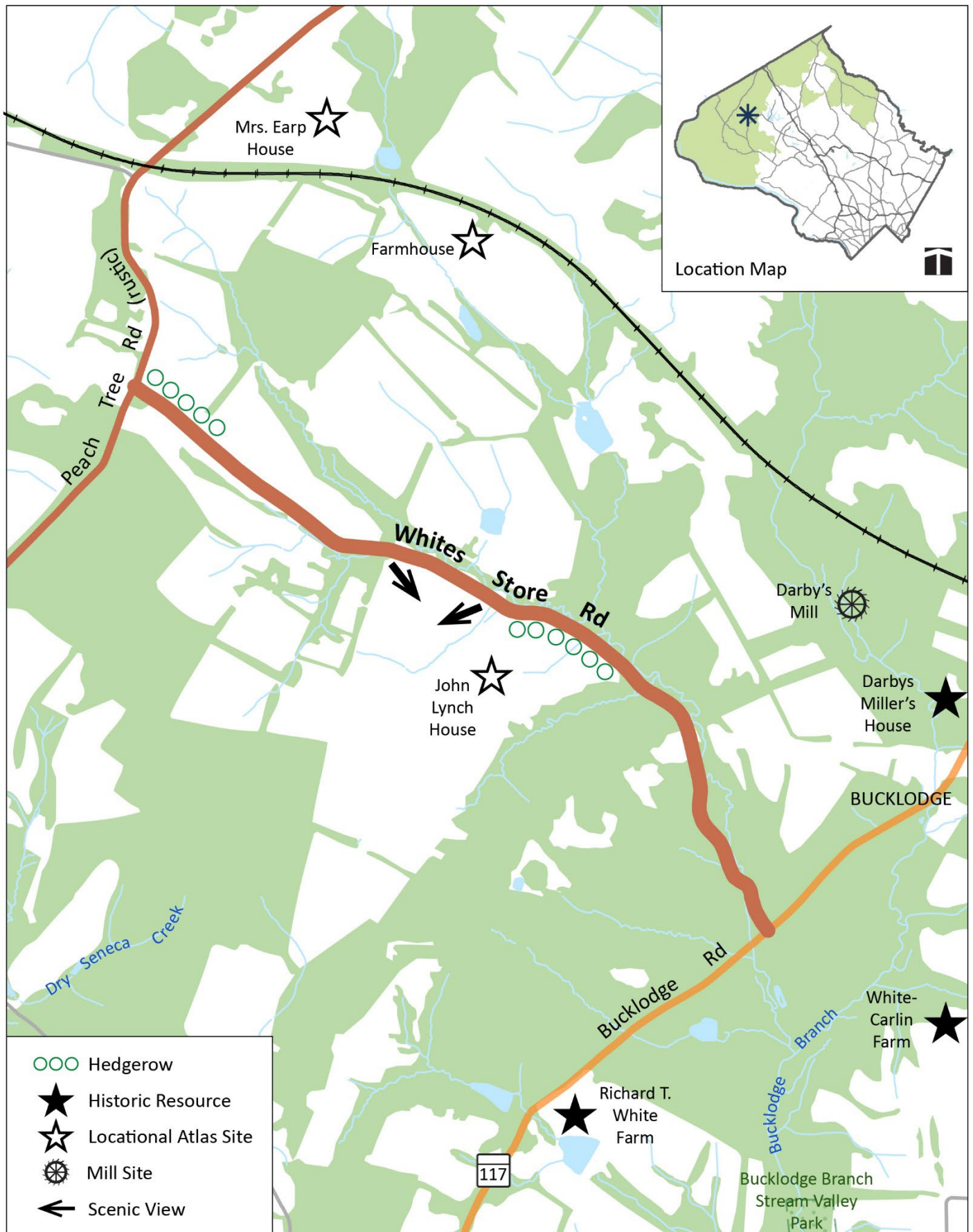
Whites Store Road is an east-west road connecting Bucklodge Road (MD 117) and Peach Tree Road (both rustic roads). From Bucklodge Road, the first half of the road is under tree canopy and parallels a tributary of Bucklodge Branch—at first with wetlands on the left and a high bank on the right, and then the other way around after a “flood area” where the road crosses the tributary stream. The road continues through trees for quite some time, with the canopy shading the road throughout. The historic John Lynch Farm is to the left. A beautiful enclosed view on the left follows a curve just after the Lynch House, while farm fencing lines the road to the north with trees present but set back from the road. Whites Store Road continues with a more open feel with some hedgerows on the north side before ending at Peach Tree Road.

Environment

Whites Store Road follows a tributary to the Bucklodge Branch of Seneca Creek with many small tributary crossings and wetlands visible from the road. The eastern third of the road is within an area that is frequently flooded.

Road Characteristics

Extents	Entire road: Peach Tree Road to Bucklodge Road (MD 117)
Length	1.78 miles
Width	16 feet
Surface	Paved
Lanes	No center line or edge markings
Shoulders	None



Wildcat Road

An Exceptional Rustic Road

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

Wildcat Road is a forest road with outstanding natural features and historic value. This plan reclassifies Wildcat Road exceptional rustic.

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



Significant Features

- Alignment as the road follows Wildcat Branch
- Mature roadside trees and tree canopy
- One-lane bridge over Wildcat Branch

History

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

Traveling Experience

Wildcat Road has two sections, north and south, connected by Davis Mill Road. Beginning at the southern end of the south section, one leaves Brink Road to see All Souls Cemetery on the left and Woodfield Farm to the east (Locational Atlas Site #14/49). Woodfield’s Queen Anne-style farmhouse (not visible from the road), built c. 1903 by James Woodfield, is typical of residences built throughout the county in that era. The road follows Wildcat Branch for part of its length. Farm fields are located on both sides of the road, then woods further north.

Mature trees line the narrow road all along, with full canopy. The road curves right and left over stream culverts, still lined with mature trees and tree canopy, and eventually continues down a slope to reach a Y-intersection with Davis Mill Road (an exceptional rustic road). Continue straight on Davis Mill Road to pick up the northern section of Wildcat Road.

The northern section of Wildcat Road connects Davis Mill Road with Watkins Road. Continuing from Davis Mill Road, Wildcat Road runs along the boundary of Goshen Recreational Park to the west. A one-lane bridge crosses Wildcat Branch (bridge inventory #M-0068). The bridge was built in 1935 and is 13.8 feet wide. The beams were replaced in 1950, the deck was replaced in 1989, and repairs were made to the abutment in 2006. The road opens from woods to farm fields on both sides. Then mature trees once again line the road with full tree canopy overhead. After continuing north through a series of curves, the view opens as you climb out of the valley. Some asphalt curbing has been installed on the left. From here to its end at Watkins Road, the road is largely in a residential area with some farms; there is an especially impressive view to the east near the intersection with Blue Banner Drive. Set back from the road near its intersection with Watkins Road, the c. 1835 James Magruder House (Master Plan Historic Site #14/45) was home to a wealthy family who owned a mill and tobacco plantation, later a general-purpose farm. At least six enslaved individuals, including two children, resided on this land by 1840.

Environment

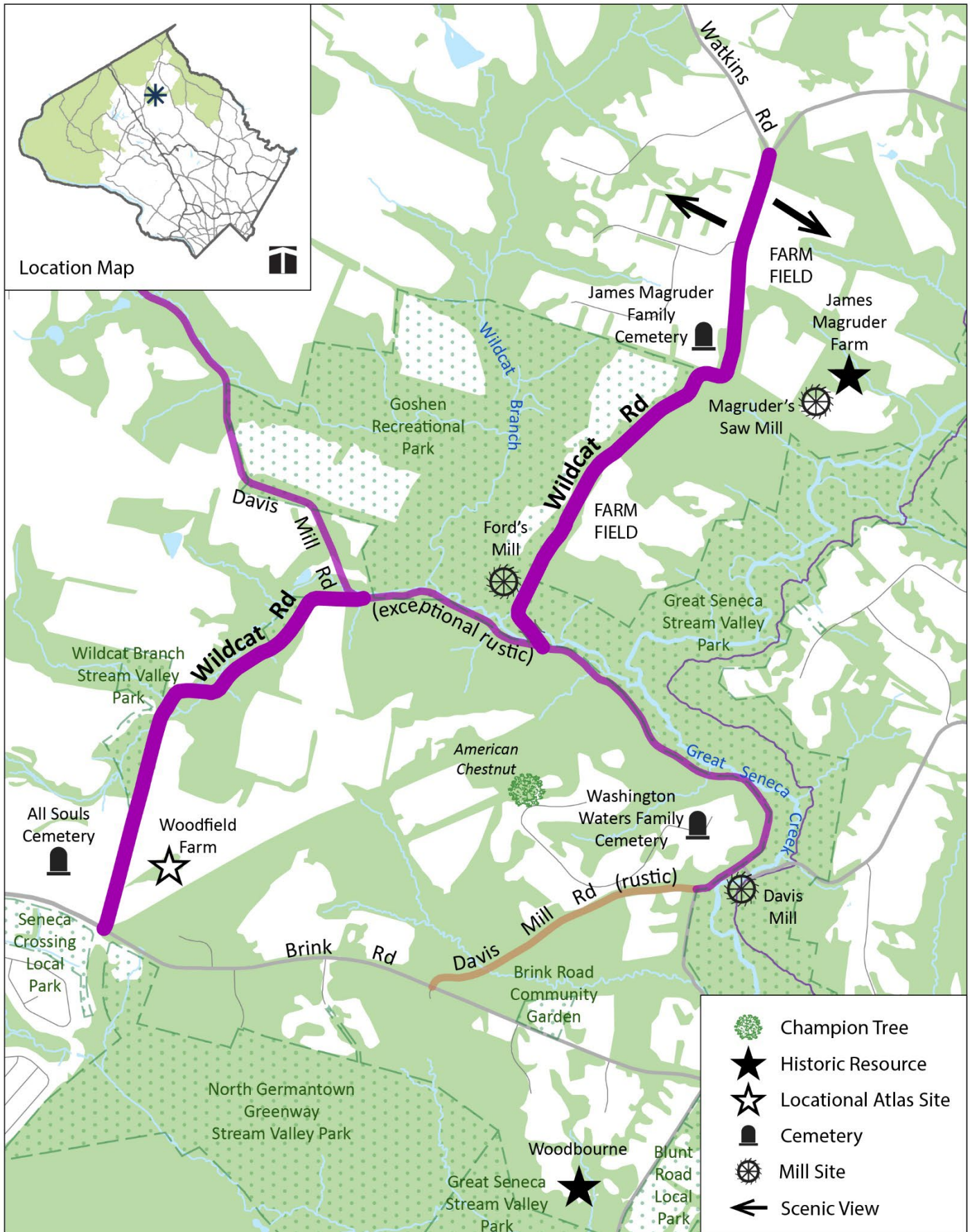
Wildcat Road is located within the Wildcat Branch subwatershed of Great Seneca Creek. This watershed has historically had exceptional water quality. The northern road segment follows an open, low ridgeline south until it reaches a small, forested tributary, which it follows down to Wildcat Branch. The southern road segment also follows a forested tributary until the approach to Brink Road, where there are dense hedges on one or both sides of the road. The forested segments of the road have exceptional canopy cover and throughout there are often mature trees growing close to the road pavement.

The southernmost half-mile of Wildcat Road, from Brink Road to the bridge over the second (northern) of two tributaries to Wildcat Branch, is along the edge of the eastern boundary of the Clarksburg Special Protection Area (SPA). The watersheds surrounding the tributaries that flow into Great Seneca Creek were included within the SPA in the 1994 *Clarksburg Master Plan* to mitigate the effects of the proposed Mid-County Highway (M-83) through this part of the Clarksburg plan area by protecting these “fragile stream systems” from high-density development. Montgomery Parks has begun to acquire land designated “Wildcat Branch Stream Valley Unit (SVU) #1” along the southern section of Wildcat Road to help further protect this stream.

On the west side of the northern segment of Wildcat Road, and along the north side of Davis Mill Road, is the 253-acre Goshen Recreational Park, which is currently undeveloped. Part of this park is designated as a Biodiversity Area for its rich species diversity within forested floodplains and wetland complexes. The park adjoins Great Seneca Stream Valley Park (SVU #4) along Davis Mill Road on the east side of Wildcat Road where the Wildcat Branch flows under the road just before it joins Great Seneca Creek. Most of the heavily wooded areas this road travels through are within these two parks.

Road Characteristics

Extents	Entire road: Brink Road to Davis Mill Road; Davis Mill Road to Watkins Road
Length	2.30 miles
Width	18 feet
Surface	Paved
Lanes	No center line or edge markings
Shoulders	None



Zion Road

A Rustic Road

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

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

Significant Features

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

History

Zion Road was established by 1865 and named after Mount Zion by an African American community that settled in this area after the Civil War. Many early residents were formerly enslaved individuals who settled near the crossroads of Zion Road and Brookeville Road. This section of Zion Road, north of Riggs Road, was formerly known as Hobb Road.

Clover Hill may be seen on the western side of Zion Road near its intersection with Gregg Road. Clover Hill was built in sections by successive generations of the Gaither family. The eclectic front section, completed in 1858, includes Italianate style bracketed cornice and Gothic pointed arch windows. The Gaither family's wealth was built on the labor of African Americans enslaved here and at other family properties. The house is designated to the *Master Plan for Historic Preservation* (Site #23/51) and listed on the National Register of Historic Places.

Traveling Experience

Traveling north from Riggs Road (an exceptional rustic road), Zion Road is generally tree-lined along most of the eastern side of the road with views of horse pastures and modern homes on the western side. The road gently rolls and dips and blends with the surrounding land. On the west side, near the Gregg Road intersection, there is a scenic view of Clover Hill. Zion Road gently drops down to the Hawlings River valley after Gregg Road, with most of the land on the east side of the road within the Rachel Carson Conservation Park. The road crosses the Hawlings River before sloping up, with fences lining the road on the left and woods on the right. The one-lane bridge (bridge inventory #M-0121) is planned to be replaced with a two-lane bridge. There are views of a large pond to the west and a parking area for the park and its trails just before the end of the road at Sundown Road.

Environment

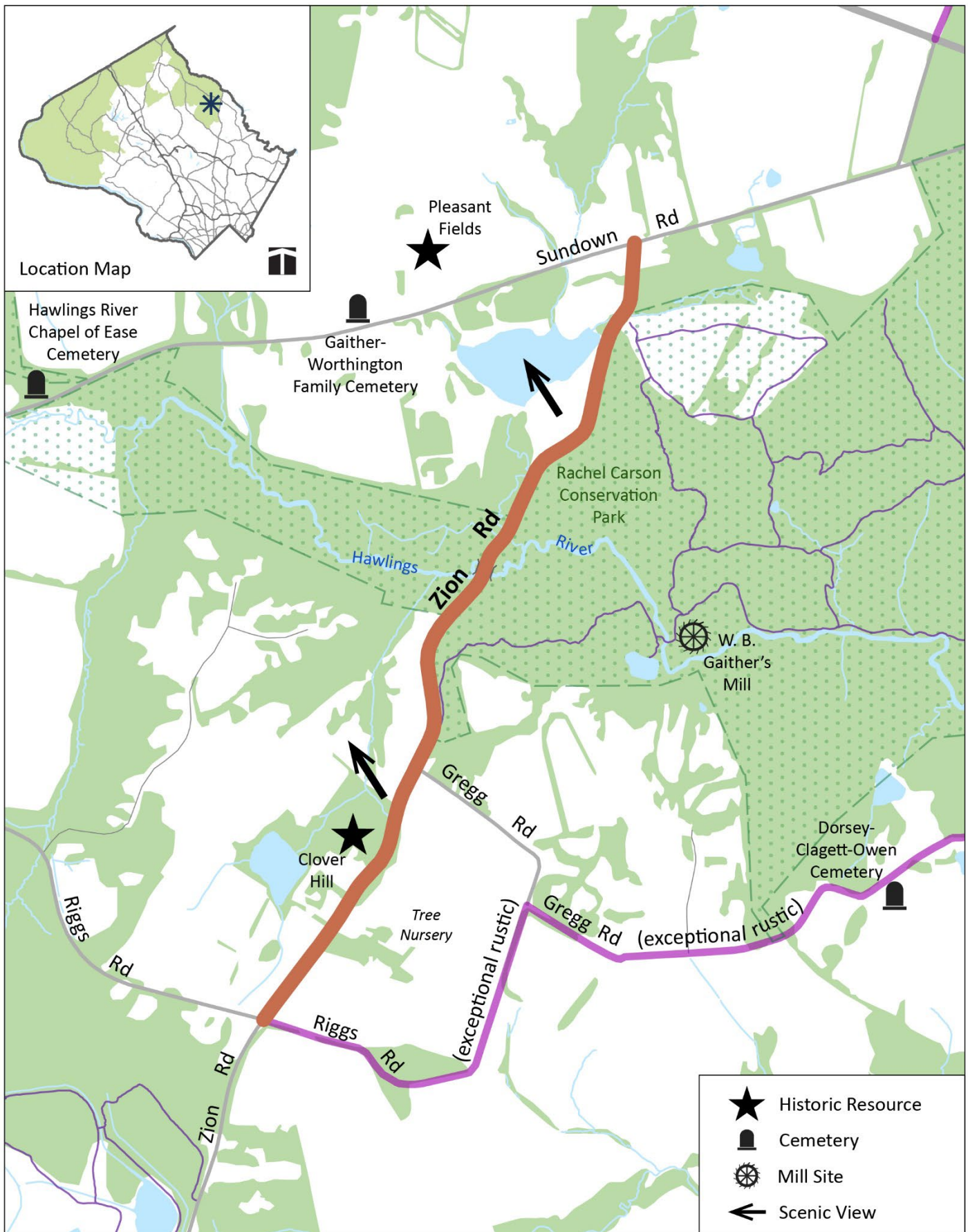
The rustic portion of Zion Road is within the Hawlings River watershed, a large tributary of the Patuxent River. This reach of the Patuxent drains to downstream reservoirs that serve as a source for the Patuxent Water Filtration Plant in Laurel. There are vast areas of conservation land and easements on private land, particularly around stream valleys. The road runs through the Rachel Carson Conservation Park at its midsection, where it passes through the wide, forested Hawlings River floodplain, crossing both the river and a tributary to the river in close succession. This 650-acre park contains more than six miles of natural-surface trails for hiking and equestrian use and is one of the county's premier conservation areas.

From the south the road generally has dense hedgerows on one or both sides, but little overhanging canopy. As the road descends into the stream valley park, the forest becomes dense and mature and grows closer to the

pavement, creating a closed canopy overhead. To the north and south of this stream valley there are trailheads to Rachel Carson Conservation Park on the east side of the road.

Road Characteristics

Extents	Riggs Road to Sundown Road
Length	1.53 miles
Width	20 feet
Surface	Paved
Lanes	No center line or edge markings
Shoulders	None



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 4: Stringtown Road through Zion Road**

Public Hearing Draft

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