



Rustic Roads Functional Master Plan Update Volume I: The Plan

Planning Board Draft – February 2023



Abstract

This plan contains the text, supporting maps, and appendixes for a comprehensive amendment to the approved and adopted 1996 *Rustic Roads Functional Master Plan*, as amended. It also amends the *Master Plan of Highways & Transitways*, as amended, and Thrive Montgomery 2050 (2022), as amended. This plan also amends the following area master plans: *Clarksburg Master Plan & Hyattstown Special Study Area* (1994), *Fairland Master Plan* (1997), *Cloverly Master Plan* (1997), *Sandy Spring/Ashton Master Plan* (1998), *Potomac Subregion Master Plan* (2002), *Olney Master Plan* (2005), *Damascus Master Plan* (2006), *Great Seneca Science Corridor Master Plan* (2010), *Ten Mile Creek Limited Amendment* (2014), *Sandy Spring Rural Village Plan* (2015), *MARC Rail Communities Sector Plan* (2019), and the *Ashton Village Center Sector Plan* (2021). Recommendations in this plan supersede those made in the earlier master plans.

This document recommends classifications for 125 roads in Montgomery County.

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Cover photos: Edwards Ferry Road (top) and Montevideo Road (bottom)

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CSX Underpass on Game Preserve Road

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St. Paul Community Church on Sugarland Lane

Introduction

Vision

Rustic and exceptional rustic roads are historic and scenic roadways that reflect the agricultural character and rural origins of the county. The roadways provide the county with opportunities for heritage tours and economic development. Preserving rustic roads is an important way to relay the county's history to future generations.

The land uses along rustic roads are not expected to significantly change. A few new houses may be constructed on farms or in a rural village. A new barn, farm market, or shop may be built. A field that had been growing commodity crops such as field corn or soybeans may start growing table crops such as vegetables or sweet corn. Grapes may get planted, followed in a few years by a new winery and tasting room. New trees may be planted along a stream. Change is constant, even with agriculture. These incremental changes in land use and agriculture are supported by the rustic roads.

The significant features of rustic and exceptional roads; the views to adjacent farmlands, rural open spaces and natural features surrounding the roads; and the historic and cultural resources near the roads continue to be preserved for county residents and visitors to enjoy and explore. Rustic roads provide safe and scenic access to existing and future businesses that support agritourism industries, such as farm markets, orchards, wineries and breweries, and farm-to-table businesses that continue to evolve in the rural parts of the county. Appropriate right-of-way maintenance procedures ensure that these roads remain safe and viable for the movement of agricultural equipment and products.

Background

There are many roads throughout Montgomery County which reflect the agricultural origins of the County, provide glimpses of its history, and afford views of scenic beauty and unusual roadside character. Many of these roads will be altered by the continued development of the County and its accompanying roadway construction and improvements unless protective measures are adopted.

*Executive Summary
Proposal for a Rural/Rustic Roads Program
March 1990*

Rustic roads are in the rural portions of Montgomery County, and most fall within the Agricultural Reserve. These low density areas do not require wide, fast roads and are largely incompatible with them.

In the 1955 *Master Plan of Highways*, many upcounty two-lane country roads were planned to become four-to-six lane major highways with 120-to-150-foot rights-of-way. It was anticipated that these highways would be needed to serve future development in the area. The zoning in the area allowed homes on lot sizes ranging from 20,000 square feet to two acres.

Following World War II, we began losing our farmland to a dramatic increase in residential growth outside of cities. In 1956, Maryland became the first state to enact a preferential farmland tax assessment to encourage farmers not to sell their land to developers. To further that goal, in 1967 the Maryland Environmental Trust (MET) created a donated easement program to protect natural resources and open space, followed in 1977 by the Maryland Agricultural Land Preservation Foundation (MALPF) easement program, which provided payments to landowners to restrict development on high quality farmland and woodlands.

Land use policy was framed by *On Wedges and Corridors*, the county's general plan. In 1973 and 1974, Montgomery County limited sewer extensions and rezoned much of the upcounty to a five-acre minimum lot size, but farmland continued to be converted to residential uses.

In 1980, the County Council approved the *Functional Master Plan for the Preservation of Agriculture & Rural Open Space* (AROS), and the Agricultural Reserve was created with its density of one house per 25 acres. This plan established land-conservation policies to protect farmland and agricultural areas encompassing approximately 93,000 acres along the county's northern, western, and eastern borders.

Throughout these changes, many upcounty roads retained their 1955 major highway designations. Recognizing that the transportation needs would be reduced following its adoption, the AROS plan recommended that "roads ... remain in their present condition for 15-20 years except for maintenance and safety projects" to avoid artificially stimulating the market for conversion of farmland to residential development. But a 1976 discovery of asbestos in gravel from Rockville Crushed Stone, which the county used for school yards, playgrounds, and roads, and the routine application of suburban road standards to the construction and maintenance of our rural roads, had led to the paving and widening of many rural roads. One-lane bridges were being replaced by broad, highway-style bridges, with more being planned in the Potomac Glen (where Glen Road, South Glen Road, Glen Mill Road, Watts Branch, and Kilgour Branch all converge) and on Montevideo Road at Dry Seneca Creek. Residents complained of increasing traffic speeds when gravel roads were paved over and that they were observing increasing volumes of cut-through traffic—the roads were becoming less safe. Standardizing the roads was also erasing the special character of them.

However, the AROS plan did not provide long-term protection for the roads within the Agricultural Reserve and adjacent rural areas. In the late 1980s, the County Council, along with community members, expressed concerns that the historic¹, rural roads in Montgomery County were increasingly disappearing as the result of suburban standards being applied to their maintenance. Consequently, a task force was convened to study the creation of a Rustic Roads Program for Montgomery County, and in March 1990, the task force recommended the preservation of all or parts of 82 rural roads.

In 1993, the County Council incorporated the Rustic Roads Program into the County Code (Chapter 49, Article 8). The legislation established the criteria for rustic and exceptional rustic roads, established the Rustic Roads Advisory Committee (RRAC) and provided a list of roads—now 86 roads—that were granted interim protection as rustic or exceptional rustic roads while those roads were being evaluated for their inclusion in the Rustic Roads Program. The RRAC advised the Montgomery County Department

¹ Unless specifically noted, the word "historic" is used throughout the plan in the general sense meaning "old" and not to indicate that a resource has been evaluated for historic designation at the local or national level. Designated resources are identified as such.

of Transportation (MCDOT) on the significant features of the roads on this “Interim List” when necessary prior to a final determination of their rustic status. Significant features, which must be preserved when a road is maintained or improved, are identified by the County Council for each road in the program. The RRAC advised MCDOT on these features until roads on the Interim List could be formally evaluated as part of a master plan.

In June 1994, the *Clarksburg Master Plan & Hyattstown Special Study Area* was approved and adopted with the first recommendations for rustic roads as part of the comprehensive update of the *Clarksburg and Vicinity Master Plan*. The Clarksburg Plan designated six rustic and one exceptional rustic road. In 1996, the *Rustic Roads Functional Master Plan (RRFMP)* designated an additional set of 66 roads within the program as either rustic or exceptional rustic, although some were extensions of roads designated in the Clarksburg Plan. The roads in the 1996 RRFMP were located within or immediately adjacent to the Agricultural Reserve or were Chesapeake and Ohio Canal “lock roads” along the Potomac River.

The 1996 RRFMP created two new two-lane road classifications, Country Road and Country Arterial, for application to the roads that did not meet the Rustic or Exceptional Rustic criteria, or for roads needed to assure the function and safety of the road network. A Country Road has the function of a Primary Residential Street and a Country Arterial has the function of an Arterial; roads with these classifications are typically located in the Agricultural Reserve. By applying these classifications to the roads that were not found to be eligible for the Rustic Roads Program, the 1955 Major Highway recommendations for these roads were amended to reflect anticipated densities following zoning changes and the creation of the Agricultural Reserve.

Various area master plans continued designating rustic or exceptional rustic roads, typically in areas outside the Agricultural Reserve, after the approval of the 1996 RRFMP. In 2004, a small amendment with a long name, the *Rustic Roads Functional Master Plan, Clarksburg Master Plan, Hyattstown Special Study Area, Boyds Master Plan & Gaithersburg Vicinity Master Plan Amendment (“2004 Amendment”)* added three more roads to the program and reclassified two roads in the program at that time: Piedmont Road, which had been classified rustic in the 1994 *Clarksburg Master Plan and Hyattstown Special Study Area*, was removed from the Rustic Roads Program because it was deemed that the road was “marginally rustic and that the proposed developments would further degrade that character”; White Ground Road was reclassified from rustic to exceptional rustic.

Other master plan updates and nominations by stakeholders have further expanded the number and location of roads within the Rustic Roads Program. At the outset of writing this plan update, there were 99 roads in the program: 80 rustic roads, 13 exceptional rustic roads, and six roads that have segments that are both rustic and exceptional rustic. Twenty-five additional nominated roads were evaluated with this plan update.

According to the Montgomery County Office of Agriculture, just over 20 percent of the land in the county, or 65,000 acres, is in farms. Approximately 75 percent of the land in the Agricultural Reserve is preserved through transfer of development rights or easement purchase initiatives. The county’s diverse agricultural industry, with 558 farms, contributes millions of dollars to the county’s economy from farm products and operations. Most Montgomery County farms are family-run operations, many reaching back several generations. Fifty percent of the County’s farmers work full time in farming.

Classification of a road as rustic or exceptional rustic does not mean that the road will be maintained at a lesser level than any other road in the county or that preserving these roads and features along them will come at the cost of continuing agricultural activity. It is worth reiterating language from the 1996 plan on page 5 in the Purpose of the Rustic Roads Functional Master Plan section:

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

Each road in the program is unique. In general, the roads in the eastern part of the county are more sparsely located and have greater distinguishing character than the roads in the western part of the county. On the other hand, there is a denser network of rustic roads in the western part of the county, but there is a greater similarity among the roads.

Stakeholders affected by the plan include a broad cross-section of residents, farmers, town officials, businesses, farm market customers, equestrians, bicyclists, hikers, winery and brewery patrons, visitors, and a host of others living, working, and playing along the rustic roads. Several agencies and groups have a stake in the plan, including the Montgomery County Department of Transportation, The Montgomery County Office of Agriculture, Montgomery Parks, the Maryland State Highway Administration, the Maryland Department of Natural Resources, Heritage Montgomery, Montgomery Countryside Alliance, the Historic Preservation Commission, Sugarloaf Citizen's Association, Sugarloaf Regional Trails, Boyds Civic Association, Montgomery Preservation (MPI), local Historical Societies (Boyds, Germantown, and others), West Montgomery County Citizens Association, Darnestown Civic Association, Faith Communities, and the Towns of Brookeville and Barnesville.

All rustic roads provide a glimpse into what roads may have looked like long ago. The road that perhaps does this the best is Hunting Quarter Road, which is part of the original River Road and is thought to date back to a Native American trail. Hunting Quarter Road is an unpaved road with an overhanging tree canopy that forms a tunnel along the road.

Master Plan Boundary

Montgomery County is divided into three planning areas by the Planning Department:

- Downcounty: land inside the Capital Beltway
- Midcounty: land outside of the Beltway running on either side of I-270
- Upcounty: covers the Agricultural Reserve and the outer ring of land beyond Midcounty

Except for one road in the northern portion of Midcounty (Game Preserve Road), all roads in the Rustic Roads Program are in the Upcounty area. Rustic roads also border three municipalities—Gaithersburg, Poolesville, and Brookeville—that have independent planning and zoning powers and are not included within Montgomery County master plans. The segments of the roads that run through the Town of Barnesville, which also has independent planning and zoning authority, are included in the Rustic Roads Program at the request of the town, both with the 1996 *RRFMP* and this update.

In theory, the boundary of this master plan is the entire county outside those areas that have their own planning authority (other than Barnesville, which is included). However, the criteria for rustic roads make it unlikely that additional roads will be classified rustic in the more densely developed Downcounty and Midcounty planning areas. The rustic road network as it existed at the outset of this planning effort is shown in Figure 1, which shows a great number of our rustic roads are in the Agricultural Reserve, as would be expected, but there are plenty in other parts of the Upcounty.

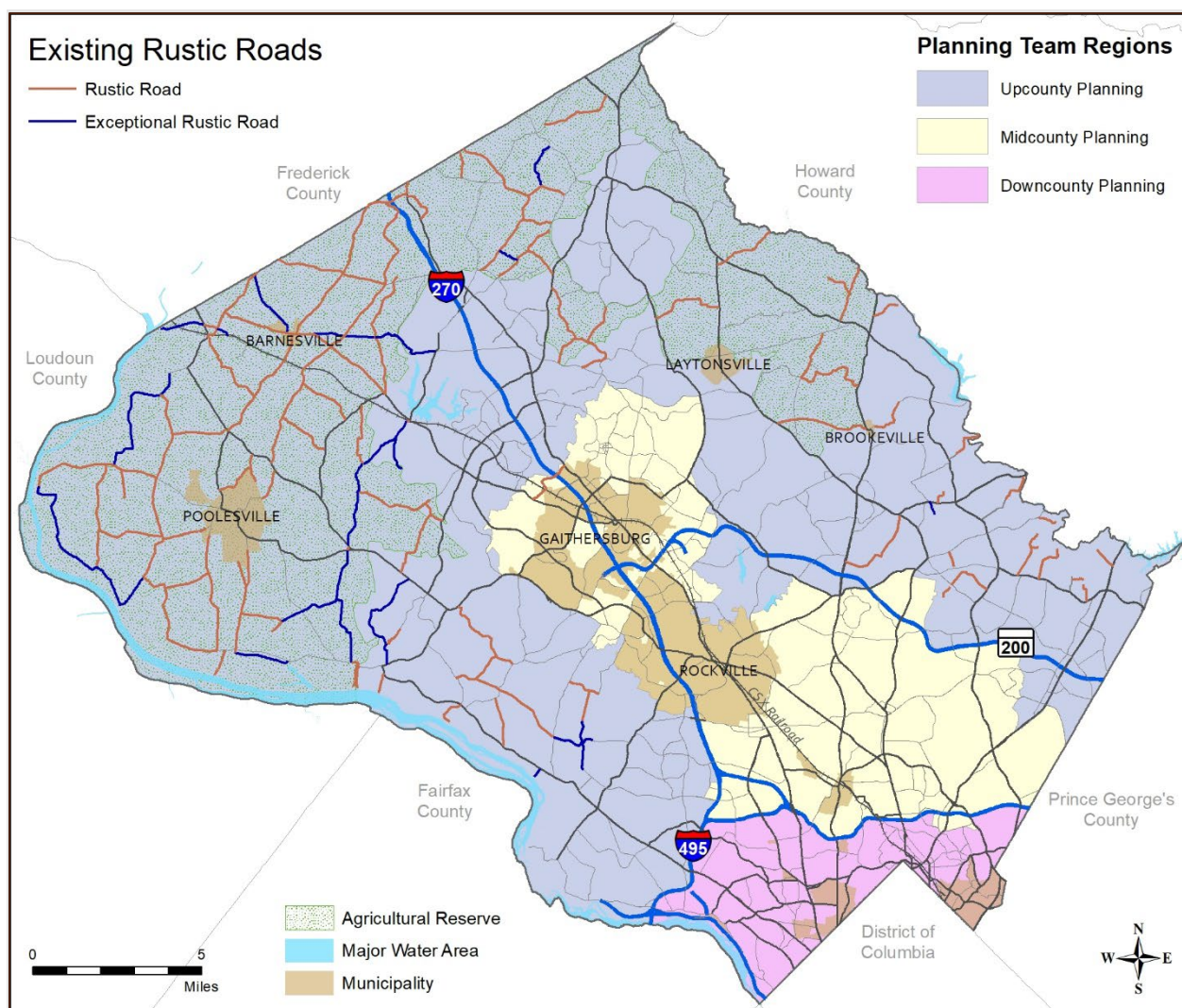


Figure 1. Map showing existing roads in the Rustic Roads Program

Because no existing or nominated rustic road falls outside the Upcounty planning region except for Game Preserve Road just northwest of Gaithersburg, the master plan boundary is the Upcounty

planning region and the Midcounty planning region surrounding Gaithersburg. Existing land uses, population densities, and master plan recommendations in the rest of the county are incompatible with the criteria for rustic roads.

The Rustic Roads Program in County Code

Chapter 49, Streets and Roads, of the Montgomery County Code contains the laws governing roadways in the county. Article 8 of Chapter 49 provides the purpose and definitions of the Rustic Roads Program, plus procedures for the classification, reclassification, maintenance, and improvements of roads in the program. Many of the terms and concepts used in the functional master plan relate back to this section of the code. Maintenance and improvement procedures for rustic roads are detailed in Section 49-79 of the Code of Montgomery County Regulations (“COMCOR”) (referred to in this document as the “Executive Regulations”). (See appendix for the full text of the code and regulations.)

Roads designated in the Rustic Roads Program have been determined to have valuable characteristics and are to be preserved under this law. The code creates two classifications—rustic roads and exceptional rustic roads—and establishes qualifying criteria for each classification. Maintenance practices and improvements must preserve the roads and certain significant features of them.

Article 8 also defines the membership and duties of the Rustic Roads Advisory Committee. The committee is currently composed of seven citizen members appointed by the County Executive and confirmed by the County Council. In an effort to increase the diversity of the Committee, this plan recommends increasing the membership to nine and reconfiguring the membership criteria. See the Implementation chapter for more details about the proposed membership changes. The RRAC reviews and advises the County Executive, County Council, Planning Board, Montgomery County Department of Transportation, Department of Permitting Services, and other county agencies on matters concerning rustic roads. Members review and comment upon roadway classifications, policies, subdivision applications, and regulations and promote public awareness of the Rustic Roads Program.

Elsewhere in Chapter 49, rustic and exceptional rustic roads are called out as exceptions to the usual requirements applied to other roads in the county. For example, they are excepted from the design standards that apply to other roads (Sec. 49-32).

Under County Code Chapter 50, Subdivision of Land, there are additional rustic roads requirements. Scenic vistas designated in the *Rustic Roads Functional Master Plan* must be a part of subdivision drawing submissions (Sec. 4.1), and during its review of development applications, the Planning Board is directed to waive or evaluate alternative road improvements along rustic roads to avoid requirements that are contrary to the rustic roads law. The Board may require improvements that are necessary for traffic safety or operational requirements. See the Implementation Chapter for a recommendation that the other duties of the Committee be specified in Chapter 49.

Rustic Roads Functional Master Plan Update Purpose

This update to the 1996 *Rustic Roads Functional Master Plan* has two main purposes:

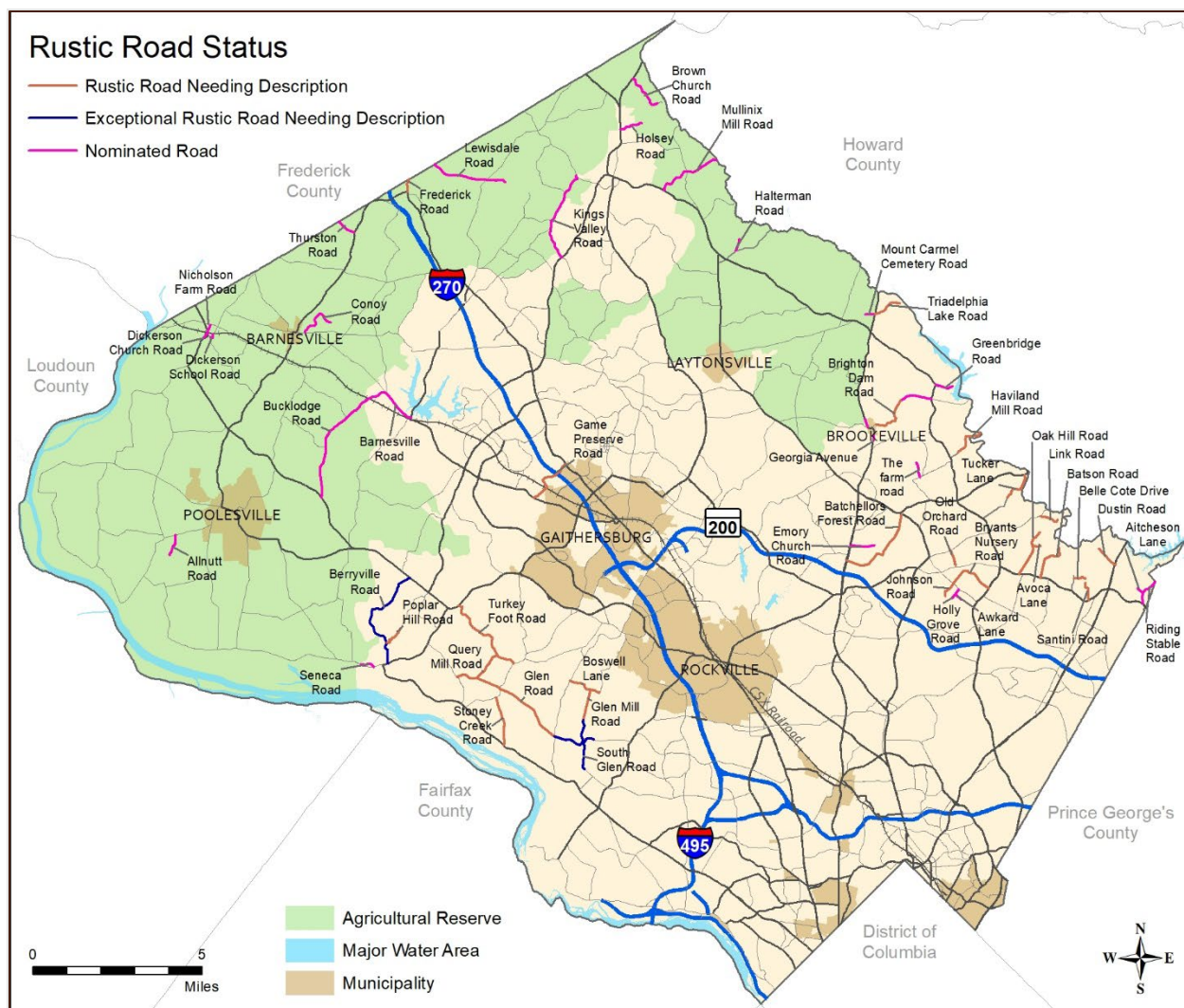
1. to consider roads that have been nominated for inclusion in the Rustic Roads Program, and
2. to provide the necessary details for several roads that are currently in the program but have incomplete descriptions.

This plan also considers the programs and policies instrumental in the implementation of the program. The scope of work for the plan was approved by the Planning Board on February 6, 2020.

Nominations for new rustic roads have mostly come from community members and Planning staff over the past decade or so, with one or two originating from the Rustic Roads Advisory Committee. Roads added to the program in the 1996 *RRFMP* or 2004 *Amendment* generally have full descriptions, but most of the roads added by area master plans were not fully described when added.

As part of this plan, existing road profiles were reviewed for changes, new maps were created, and an environment section was added. Although it was outside the scope of this planning effort to thoroughly update all existing road profiles, this update revises, to the extent practical, the descriptions of the significant features, history, traveling experience, environmental setting, and road characteristics of the existing rustic roads and provides new profiles for nominated rustic roads and those roads lacking a complete description. The plan also updates the *Master Plan of Highways and Transitways*.

The nominated roads and those with incomplete descriptions are shown in Figure 2. A larger version of the map is available as an appendix.



Outreach

Planners worked closely with the Rustic Roads Advisory Committee, the Montgomery County Department of Transportation, and the Montgomery County Office of Agriculture to refine the recommendations in this plan.

The planning team made presentations to several area civic associations and other groups over the course of the plan update. This included presentations to the Midcounty and Upcounty Citizens Advisory Boards, the Darnestown Civic Association, and the Town of Brookeville. Historic Preservation Office staff also presented an overview of the new approach to the road histories at the 2022 Montgomery County History Conference and in an encore presentation sponsored by the RRAC. Planning staff met several times with members of the county's agricultural community.

An online feedback map was used to solicit comments on existing and nominated rustic roads. The map was shared with online audiences through Montgomery Planning's and the Historic Preservation Office's

social media channels. Feedback from this map was used to inform the plan. A postcard mailing early in the plan process also invited comments from people living along these roads.

Timeline

The following timeline provides a concise history the important milestones that lead to the establishment of the Rustic Roads Program and its evolution.

1956	Maryland became the first state to enact a law providing preferential assessments on farmland to encourage farmers not to sell their property to developers. This law recognized the social and economic issues surrounding the loss of agriculture and open space to scattered suburban development.
1974	A large segment of the county that was being farmed and that was not planned to be served by public water and sewer was re-zoned from one home per two acres to one home per five acres. This was in recognition of the continued conversion of farmland to suburban development in the county and the prohibitive future public costs of the infrastructure required for low-density development on two-acre lots.
1977	Sugarloaf Regional Trails publishes a study, “Scenic Byways, A Study of Scenic Trails in Western Montgomery County,” recommending that scenic roads be preserved.
1980	Sugarloaf Regional Trails, in cooperation with M-NCPPC, published “Circling Historic Landscapes,” which called out many of the historic and scenic trails in the western portion of the county.
1980	<i>The Functional Master Plan for the Preservation of Agriculture and Rural Open Space in Montgomery County</i> is approved and adopted, establishing the county’s Agricultural Reserve.
1990	A County Council Task Force publishes <i>A Proposal for a Rural/Rustic Roads Program</i> , which recommended 82 roads for the program.
1993	The County Council incorporated the Rustic Roads Program into the County Code. At the same time, the MCDOT protected 86 roads in an “Interim List of Rustic Roads” while they were being evaluated for inclusion in the program.
1994	The <i>Clarksburg Master Plan & Hyattstown Special Study Area</i> designated the first set of rustic roads.
1996	The <i>Rustic Roads Functional Master Plan</i> is approved and adopted with an additional set of 66 roads designated within the program.
1997-2002	The 1997 <i>Fairland Master Plan</i> (three roads), the 1997 <i>Cloverly Master Plan</i> (seven roads), the 1998 <i>Sandy Spring/Ashton</i> (three roads), and the 2002 <i>Potomac Subregion Master Plan</i> (nine roads) added roads to the program.
2004	The <i>Rustic Roads Functional Master Plan</i> , <i>Clarksburg Master Plan</i> , <i>Hyattstown Special Study Area</i> , <i>Boyd’s Master Plan & Gaithersburg Vicinity Master Plan Amendment</i> added three more roads to the program and reclassified two roads in the program, including removing one road.
2005	The <i>Olney Master Plan</i> added three roads to the program.
2006	The <i>Damascus Master Plan</i> added seven roads to the program.
2010	The <i>Great Seneca Science Corridor Master Plan</i> added one road to the program.
2014	The <i>Ten Mile Creek Limited Amendment</i> added to the length of the rustic road designation for Slidell Road.

2015	The <i>Sandy Spring Rural Village Plan</i> added one road to the program and changed the designation of one road from a rustic road to an exceptional rustic road.
2019	The <i>MARC Rail Communities Plan</i> added one road to the program. The Agritourism Study was released by the Planning Department. Working in conjunction with multiple stakeholders, the study was developed to provide a comprehensive, consistent menu of potential solutions for the promotion of agricultural education and tourism activities, while maintaining the integrity of the agricultural functions and rural character of the Agricultural Reserve.

Related Plans, Programs, and Policies

Planning is an iterative process involving many intersecting plans and programs. Montgomery County has introduced several programs in recent years to improve the safety of our roads. The *Rustic Roads Functional Master Plan* is interrelated with several area master plans and several functional master plans, as well as state and county programs and policies.

Thrive Montgomery 2050

Thrive Montgomery 2050 is the update to Montgomery County’s General Plan, its long-range policy framework for guiding future land use and growth for the next 30 years. *Thrive Montgomery 2050* will help guide future land-use planning, countywide policies and future initiatives affecting community quality of life, the provision of infrastructure and community amenities, and private development.

The current draft of *Thrive Montgomery 2050* maintains agriculture as the primary land use in the Agricultural Reserve but supports maximizing the benefits of the Reserve to all county residents by providing numerous opportunities for outdoor recreation and agritourism. Most of these activities will be accessed directly from a rustic road or will require traveling a rustic road, making these roads valuable assets for businesses, heritage, and recreational destinations.

Thrive Montgomery 2050 promotes “complete communities,” including continued development in existing rural villages, some of which are served by rustic roads. These communities will allow more trips to be completed closer to people’s homes, thereby reducing vehicle miles travelled in some cases.

Maryland Land Use Article

Section 1-201 of the Maryland Land Use Article defines 12 visions that are to be implemented in comprehensive plans. While this plan is a functional master plan and not a comprehensive plan, it is important that functional and area master plans reflect the 12 visions. Because this is not a land use plan, several of the 12 visions do not apply directly, but many of them do. The complete list of visions has been included as a plan appendix, but the most applicable visions are:

- Quality of life and sustainability. This plan improves the quality of life of the county’s residents by preserving these historic resources for the enjoyment of residents and visitors. It encourages sustainability and protection of natural resources with the addition of an environment section in each road profile that describes the important natural features found along the road.

- Public participation. Planners met with several civic associations and other groups and held several meetings with members of the county's agricultural community. Over 100 individuals and groups submitted testimony during the public comment period.
- Transportation. Rustic and Exceptional Rustic Roads are part of the county's transportation system. Many are critical for the transportation of agricultural products and provide access to farm markets, recreational activities, and agritourism businesses. By law, these roads must remain safe and receive regular maintenance.
- Economic development. Continued viability of these roads is essential for the operation of farms in the county and are increasingly important for those venturing into the countryside to experience agritourism businesses. These farms and businesses provide new employment opportunities for county residents.
- Environmental protection. This plan encourages the preservation of natural resources by highlighting important watersheds and forested areas within the road profiles.
- Resource conservation. Various waterways, forests, agricultural areas, open spaces, natural systems, and other scenic areas are celebrated in this plan. Many of them have been designated as significant features of the roads that must be preserved when roads are maintained or improved.

The Preservation of Agriculture and Rural Open Space in Montgomery County

The Functional Master Plan for the Preservation of Agriculture and Rural Open Space in Montgomery County (AROS), approved in 1980, presents a broad range of actions necessary to develop an appropriate combination of incentives and regulations to preserve agriculture and rural open space within an urban fringe area such as Montgomery County.

Integral products of this plan were the Rural Cluster Zone, Rural Density Transfer Zone (including the Transfer of Development Rights), the Development Rights Bank, and the State Agricultural Land Preservation Program. The Rural Density Transfer Zone reduced zoning density by 80 percent in much of the area—to one lot per 25 acres—while the Transfer of Development Rights program shifted the density to receiving areas served by adequate public water, sewer, schools, public safety, and transportation facilities. The plan also identified an area that contained a critical mass of farmland and rural open space worth protecting in the Agricultural Preservation Study Area, part of which would become known as the “Agricultural Reserve.”

The AROS plan included guidelines for the transportation network within its plan area. Early versions of the county's *Master Plan of Highways* had recommended that many roads become four-to-six lane major highways based upon development of the area into residential lots. In order to avoid artificially stimulating the market for the conversion of farmland to residential development while providing for the safety and maintenance needs of the agricultural community, the AROS plan recommended that roads be allowed to “remain in their present condition for 15-20 years except for maintenance and safety projects” (p. 63).

The AROS plan also expressed support for the Sugarloaf Regional Trails (SRT) system, which recommended bicycle touring routes in the Upcounty. The SRT also included a walking tour along rustic Frederick Road in Hyattstown.

Master Plan of Highways and Transitways

The Master Plan of Highways and Transitways is a functional master plan providing guidance and tools for transportation improvements. This master plan encapsulates all existing and planned transportation facilities, and preserves planned rights-of-way to accommodate future transportation systems, including highways, transitways, and pedestrian and bicycle facilities.

The plan's vision is based on the continuing development of the county and supporting transportation infrastructure in accordance with the General Plan. The goal is to develop a fundamentally sound, balanced, and flexible transportation system that helps to build and maintain livable communities within Montgomery County. Transportation, when planned well, can be an asset to the quality of life in a community. This plan is a multimodal plan and, ultimately, a plan focused on serving people, not just vehicle trips. All updates to the Rustic Roads Program also update the *Master Plan of Highways and Transitways*.

Bicycle Master Plan

The *Bicycle Master Plan*, most recently approved in 2018, sets forth a vision for Montgomery County as a world-class bicycling community, where people in all areas of the county have access to a comfortable, safe, and connected bicycle network, and where bicycling is a viable transportation option that improves our quality of life. This plan is a key element in Montgomery County's Vision Zero initiative to eliminate traffic-related fatalities and serious injuries by 2030 and create healthy, equitable mobility for all roads. Many rustic roads are popular with bicyclists. The *Bicycle Master Plan* contains recommendations for sidepaths along a few rustic roads and recommends "utility corridor" trails that run within transmission line rights-of-way that cross a dozen rustic roads.

Pedestrian Master Plan

As of this writing, the *Pedestrian Master Plan* is in the preliminary stages, but major changes to rustic roads are not expected. However, broad plan recommendations may apply to parts of some rustic roads, especially in places where more pedestrian activity occurs, such as near schools.

Dedicated But Unmaintained County Roads

Montgomery County established a Dedicated But Unmaintained (DBU) County Roads Policy in 2009. A DBU road right-of-way is defined as one that:

- is dedicated for public use, usually by record plat;
- was intended to provide public access to multiple private properties;
- was not constructed to county standards;
- was never accepted by the county for maintenance; and
- is not maintained by the county.

Because roads on the DBU list have not been constructed to county standards, the county has not accepted maintenance responsibility for the roads. Instead, property owners adjacent to the road are responsible for maintenance until the road has been brought up to an acceptable standard. The county does not typically repair road surfaces or drainage facilities or provide snow clearing and ice treatment

services along these roads. The DBU Policy outlines steps by which property owners can petition for and pay for road improvements to bring them up to the necessary standard.

There are currently four roads or segments of roads on the county's DBU Roads list: Belle Cote Drive, Bentley Road, Old Orchard Road, and Poplar Hill Road. These roads were all designated rustic before the DBU policy went into effect. The central issue with the DBU roads is that they must be brought up to a county standard before the county will accept them for maintenance, and no specific county standard applies to rustic roads. The DBU policy should be revised with context-sensitive guidance on how an existing road on the DBU Roads list can be brought up to a standard that MCDOT will accept. Roads or road segments on the DBU Roads list should not be designated rustic going forward.

The Master Plan for Historic Preservation

In 1979, the County Council adopted the *Master Plan for Historic Preservation* and the Historic Preservation Ordinance (County Code Chapter 24A). Sites and districts which have been added to this master plan over the years are those which have been found to be of special historic or architectural significance and merit protection under the Historic Preservation Ordinance. Prior to the initial adoption of the *Master Plan for Historic Preservation*, M-NCPPC created the *Locational Atlas & Index of Historic Sites*, an ongoing list of potentially historic resources. Many sites along the rustic roads have been added to this master plan or are in the Locational Atlas and are described in the text and shown on the maps. One rustic road itself—Martinsburg Road—has been named to the *Master Plan for Historic Preservation*. Other roads may be added in the future.

Vision Zero

The county's Vision Zero initiative aims to eliminate serious and fatal collisions on county roads by the end of 2030. Several Vision Zero action items may cause changes to rustic roads, such as actions to prevent roadway departures; the provision of bicycle facilities, sidewalks, and safer trail crossings; the creation of safe routes to schools; and improvements to lighting and road markings.

Complete Streets

Complete Streets are roadways that are designed and operated to provide safe, accessible, and healthy travel for all users of our roadway system. The Complete Streets Style Guide defers to this plan for guidance on making improvements along rustic roads.

Maryland Scenic Byways

Maryland has designated 18 Scenic Byways, with two of them passing through Montgomery County: the Chesapeake & Ohio Canal Byway and the Antietam Campaign. Maryland Scenic Byways provide scenic or historic tours, connecting Maryland Heritage Areas, historic districts, parks, and other cultural and recreational areas. These byways are valuable attractions for local businesses, including restaurants, farm markets, wineries, orchards, and art studios, especially in the rural areas of Montgomery County. "Visit Maryland," the Maryland Office of Tourism, promotes travel to and along the byways.

The C&O Byway follows 14 of our rustic roads along its route, and five additional rustic roads connect the Byway with the C&O Canal along a series of C&O Canal "lock roads." The Antietam Campaign follows eight Rustic Roads along its route.

Heritage Montgomery

Implementing the provisions of the State of Maryland Heritage Areas Authority, Heritage Montgomery (HM) preserves and promotes Montgomery County's local history, culture, and distinctive natural areas. These elements enhance our appeal to travelers and residents who love history and culture, promote tourism and economic activity, and foster preservation and stewardship of historic buildings and sites. HM provides interpretation and educational programs and services about local heritage and encourages others to provide the same. HM also administers grant programs for the preservation and interpretation of our cultural sites and resources.

HM's 2002 Heritage Area Management Plan includes rustic roads among resources that it helps to preserve, interpret, and promote in the county. These roads tell the story of our county, creating a cohesive experience and a sense of place connecting historic rural sites and communities, farms, art studios, woodlands, streams, and parks. The Rustic Roads Advisory Committee has partnered with HM and Montgomery Planning to promote the Rustic Roads Program through public events and tour brochures along the Rustic Roads.

Equity

The Montgomery County Council passed the Racial Equity and Social Justice Act with Bill 27-19 in November 2019. The act requires the Planning Board to consider the impact of a plan on racial equity and social justice in the county. This is accomplished through changes in policy, practice, and allocation of county resources to ensure that all people have the same rights and opportunities regardless of race, socioeconomic status, age, sex, religion, or other characteristics.

Rustic roads and those nominated for the program are found in rural and sparsely populated areas outside the Equity Focus Areas (EFAs) developed by the Planning Department to help identify marginalized populations. With very few exceptions, the roads are in either white predominant (greater than 70% of population) or white majority (50% - 70%) census tracts. The roads are also not found in low-income areas or areas where English is spoken less than very well—other factors that were used to identify the EFAs. The EFAs are instead located in areas characterized as more urban or suburban, with traffic volumes and road improvements that do not meet the criteria of a rustic road as outlined in County Code.

Though the geographic distribution of rustic roads is limited by the criteria for designation, the updated plan attempts to recognize the breadth of the individuals and communities who have contributed to Montgomery County's rural legacy.

Each road profile contains historical information about the roads and sites along those roads, including details about early inhabitants. The new histories written for roads designated without descriptions and for newly nominated roads provided an opportunity to bring forward underrepresented themes and communities and to utilize knowledge gained through Historic Preservation research projects completed since the original plan's adoption. New histories highlight themes of women's history, African American individuals and communities, and social activism, and create opportunities for more people to see themselves and their communities reflected in these roads.

The program includes a number of roads connected to the many small communities established in the county by free or formerly enslaved African Americans. Many historic sites from these early settlements still exist, and the descendants of the early inhabitants of these communities still live along these roads. Several roads were added to the list of nominated roads because of their location within historically African American communities, such as Holly Grove Road and Holsey Road.

Planning staff also reviewed existing road descriptions and flagged profiles for potentially dated language. Due to the age and agricultural origins of many of these roadways, many histories touch upon the relationship between the roads and the institution of slavery. Updates were made to ensure that language around this difficult subject aligns with guidance issued by the National Park Service and leading history institutions. For example, changes were made to avoid the use of euphemistic language when referring to plantations, slaveholders, and Confederate soldiers, and to acknowledge and name persons enslaved at historic sites referenced in the text.

The Rustic Roads Program promotes access to an invaluable local resource: scenic and historic public roads that can be enjoyed by everyone. The roads can be visited at any time and allow people to walk, roll, bike, ride, or drive along and experience a connection to nature and the local history embodied in these roadways. The Implementation chapter includes recommendations for expanding inclusive and equitable access to the rustic roads in recognition of their place as public historic and cultural resources. Changes to the membership criteria for the Rustic Roads Advisory Committee proposed in this plan are intended to increase the diversity of the Committee.

Carbon Emissions Analysis

Montgomery County enacted a law (Bill 32-07) in 2008 to require the formulation of a plan to stop increasing greenhouse gas (GHG) emissions by the year 2010 and reduce emissions to 20 percent of 2005 levels by the year 2050. A subsequent Montgomery County law (Bill 34-07) requires the Planning Board to estimate the carbon footprint of master plan recommendations and to make recommendations for carbon emissions reductions. In June 2017, Montgomery County reaffirmed its commitment to meeting the goals of the 2016 Paris climate agreement. In addition, the county endorsed the goals of the Under 2° MOU, a memorandum of understanding signed by 12 jurisdictions in 2015. The county's action aims to reduce greenhouse gas emissions 80 to 95 percent below 1990 levels or limit emissions to fewer than two metric tons per capita by 2050 (Montgomery County Council Resolution 18-846). In December 2017, Montgomery County adopted Resolution 18-974 to accelerate the county's efforts to decrease GHG emissions by committing to a reduction of 80 percent by 2027 and reaching 100 percent elimination by 2035. The resolution initiates large-scale efforts to remove excess carbon from the atmosphere. The primary emission of interest is carbon dioxide.

Montgomery County Code Chapter 18A-15 requires the Planning Board to model the carbon footprint of planning areas as part of any master or sector plan. Another law (Montgomery County Code Chapter 33A-14) requires the Planning Board to estimate the carbon footprint of areas being master planned, and to make recommendations for carbon emissions reductions. Carbon footprint is calculated by estimating the GHG emissions from construction and operation of the projected development. There are three main components to GHG emissions in projecting total emissions for an area: embodied energy emissions, building energy emissions, and transportation emissions. Embodied emissions are created through the extraction, processing, transportation, construction, and disposal of building materials as

well as emissions created through landscape disturbance (by both soil disturbance and changes in above ground biomass). Building energy emissions are created in the normal operation of a building, including lighting, heating, cooling and ventilation, operation of computers and appliances, etc. Transportation emissions are released by the operation of cars, trucks, buses, motorcycles, etc. Results are given for the total life of the development from construction to demolition and are given in Metric Tons of Carbon Dioxide Equivalents (MTCO_{2e}).

The causes of degraded air quality and carbon emissions are closely linked, and recommendations to improve air quality and reduce carbon emissions overlap. Burning fossil fuels to power vehicles, homes, and businesses releases fine airborne particulates that cause and exacerbate respiratory illnesses. Fossil fuel combustion also emits the precursors of ground-level ozone, which is created in sunlight and catalyzed by higher air temperatures. Carbon emissions implicated in climate change are also released when fossil fuels are burned. Improving urban air quality and reducing carbon emissions involves reducing vehicle miles traveled and energy consumption by buildings, increasing clean energy generation, sequestering carbon, reducing urban heat island effect, and filtering pollutants from the air.

The Rustic Road Functional Master Plan does not include any recommendations that would lead to changes to population or vehicle miles traveled. This means that changes to carbon emissions are impossible to measure using current modeling tools. However, preserving these roads as safe bikeways might contribute to improving air quality and climate protection in a limited way. Bikeways reduce air pollution, energy consumption, and carbon emissions and provide the opportunity for healthful exercise.

Environment

Although several important natural features have been designated significant features of some rustic roads or have been highlighted as part of the traveling experience in the past, this plan adds an environment section to all rustic road profiles. This new section provides details on important natural resources along or near each road. The major themes reflected in the environment sections are described below.

Forests and Trees

Forests are important natural resources and are abundant in the rural areas of the county, particularly within stream valleys. The value of mature forests as ecosystems and the need for their ecosystem services, such as air and water purification and temperature mitigation, have led to forest conservation laws and tree-protection measures in the state and the county. Many rural forests are now protected by parkland or with conservation easements on private land.

Rustic roads often form the edge of forest stands. Others pass through forested areas and provide the exceptional experience of moving through a tunnel of forest. Rustic roads can also be lined by hedgerows, ranging from scattered individual trees to hedges so thick that they appear to be forest from the road. Though not considered forest, they can also create a closed overhanging canopy. In a variety of forms, roadside vegetation can be one of the defining characteristics of the rustic road travel experience.

Watersheds and Stream Water Quality

Water resources are a vital part of the county's environmental and economic health and sustainability. Our streams and reservoirs provide the water we drink and serve as a recreational resource. They are also the lifeblood of our natural areas, providing crucial habitats, accommodating runoff, and supporting a great diversity of plants and animals. Montgomery County residents enjoy a plentiful, clean water supply fed by well-managed reservoirs, large rivers, and groundwater. Water quality is afforded a significant level of protection in the county's low-density areas where most rustic roads are located. Watersheds with special significance and county watershed monitoring efforts are outlined below. See the appendix for a fuller description of how rustic roads and the environment interact.

Patuxent River Watershed

The Patuxent River is the longest river located entirely in Maryland. Over 30 rustic roads in the northeastern part of Montgomery County are within the Patuxent Primary Management Area, which was set up to protect the water resources in the watershed and safeguard Montgomery County's water supply. Measures taken by state and local governments and WSSC to maintain water quality include low-density zoning, land acquisition and easements, controls on waste management and stormwater runoff, and caps on impervious surfaces during development. See the Patuxent watershed in Figure 3 on page 18, which also shows water quality in Montgomery County.

Special Protection Areas

The county has identified five Special Protection Areas (SPAs) where existing water resources or other high quality and unusually sensitive environmental features would be threatened by proposed high-density land uses. Although rustic roads are not typically found in areas proposed for higher densities, short stretches of about a dozen rustic roads (and all of rustic/exceptional rustic Glen Mill Road) are within or border an SPAs: Upper Rock Creek, Upper Paint Branch, Piney Branch, Clarksburg, and Ten Mile Creek (see Figure 3). In SPAs, land-use controls such as limiting imperviousness, planting forest buffers, and requiring enhanced erosion control help ensure that impacts from development activities are mitigated as much as possible.

Other Sensitive Areas

Historically, road alignments have taken advantage of the natural topography of the land. Ridgelines and stream valleys provide relatively level alignments to travel from place to place. Many of the rustic roads remain in this historic alignment, even in sensitive riparian areas. This creates the experience of riding the stream meanders and being able to view stream reaches from the road. This unique experience can come with costs to the sensitive stream valley and the road, such as streams wearing away at road foundations, debris left behind when a road floods, and runoff that includes harmful chemicals from the road.

County Stream Water Monitoring

The Montgomery County Department of Environmental Protection and Montgomery Parks monitor stream water quality throughout the county. In general, monitoring shows that less densely developed watersheds are generally in good condition (see green shaded areas in Figure 3) and occasionally have exceptional water quality (blue shaded areas). These areas of good water quality tend to be where most of the rustic roads are located. The minimal profile of rustic roads and a lack of associated development tend to keep water quality in good condition.

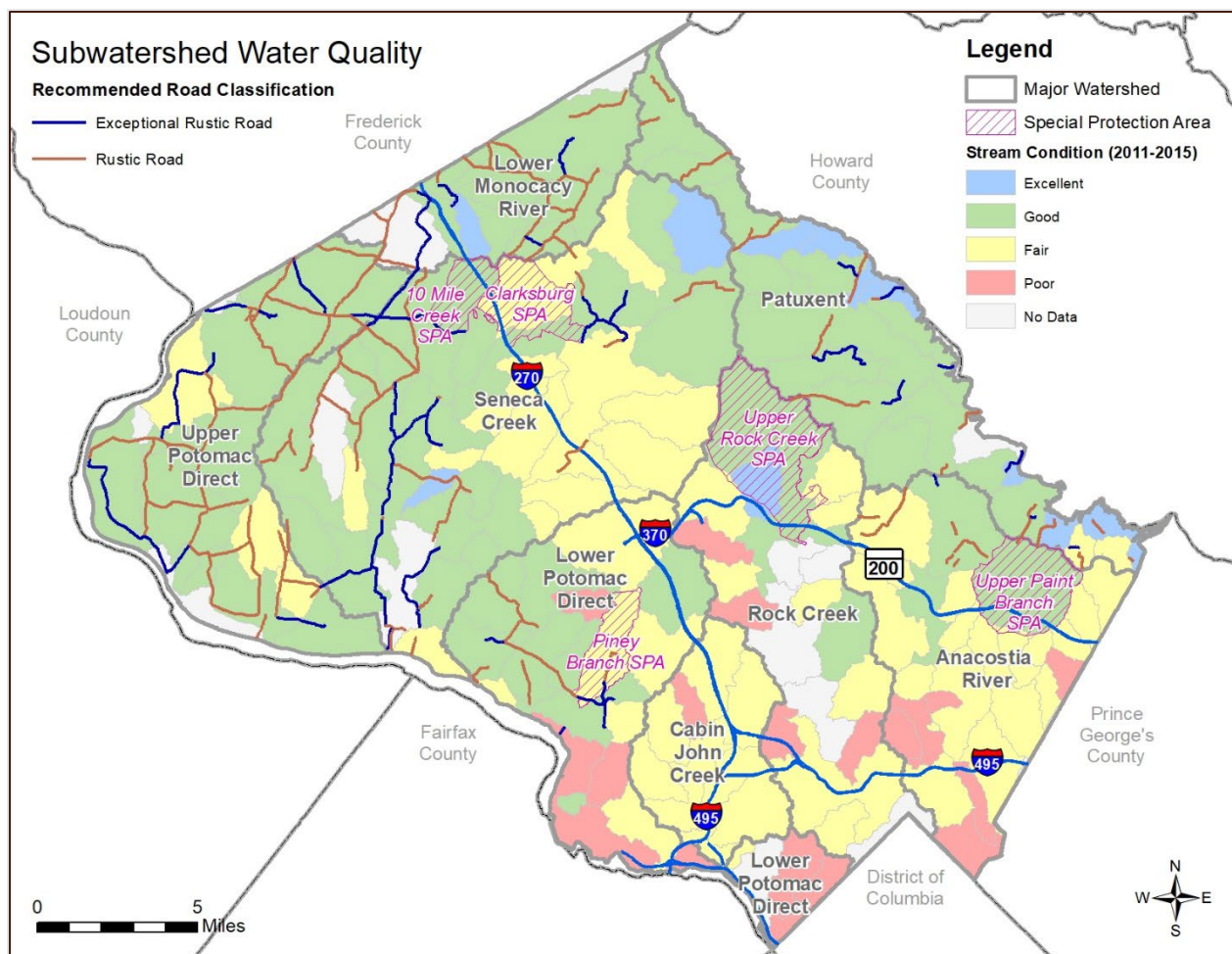


Figure 3. This map shows subwatershed water quality in Montgomery County. Most rustic roads run through watersheds with good water quality.

Mineral Resources

The rock and mineral resources of Montgomery County have primarily been used as sources for construction materials, such as sand and gravel, and building stone, such as red sandstone, granite, slate, and calico marble. Minor deposits of other metallic and non-metallic minerals, such as copper, talc, quartzite, and manganese have also been mined in the county. Remnants of these areas of extraction may be found along the roads, often appearing as stands of trees among boulders or as deep ponds. Other evidence of mining appears as the rock walls and boulders that can be seen along the roadsides.

Roadway Character

The unique characteristics of rustic roads make them different from other roads in the county. They are narrow, two-lane roads that typically follow the natural topography of the land as they wind through forested areas, near streams and rivers, along historic sites, and have views to farm fields and natural features. The distinctive characteristics of rustic roads celebrate the history of the county's past that must be preserved for future generations. One of the most distinctive characteristics of rustic roads is

the way drainage is handled. Although some rustic roads have ditches and storm drains, most rustic roads do not have drainage facilities. The water flows from the road into vegetation adjacent to the edge of the road. An accompanying feature of the appearance of rustic roads in the Agricultural Reserve area is the way the road flows through the landscape with features coming right to the roadway edge. In most cases, this is a very attractive element to the experience of traveling the road and to the interconnectedness of the roadway character and the adjacent land, creating a special feel for the area that is not present elsewhere in the county.

This master plan supports providing for adequate drainage but recommends that a roadway design without drainage ditches be retained wherever possible. The presence of wide, man-made drainage ditches interrupts the flow of the land from the road to the adjacent countryside. With very few exceptions, the roads in this master plan do not have these man-made drainage ditches. Generally, stormwater flows across the adjacent land and infiltrates naturally. Adequate drainage is vital; inadequate drainage causes standing water on roadway surfaces, flooding, and erosion.

A few roads reviewed as potential rustic roads in the 1996 *RRFMP* were ultimately not designated because of modern drainage ditches. Kemptown Church Road, for example, was on the original interim list of rustic roads that was reviewed as part of the 1996 plan, but it was not recommended because the drainage ditches along its side did not present a rustic appearance. For similar reasons, this master plan recommends removing roads from the program. Boswell Lane has man-made drainage facilities and the road section is suburban in nature, similar to many neighborhoods developed within the county over the last 20 to 30 years, with houses of a comparable style placed behind well-manicured lawns with regularly spaced street trees along the road. Likewise, Link Road was realigned and rebuilt with modern drainage facilities on both sides of the road during subdivision development and the more rustic segment at the end of the road was found to be a private drive and not a public road. The drainage ditches, regularly spaced trees, and modern houses regularly spaced along the south side of the road detract significantly from the road's former rural character.

Landscape elements, including hedgerows and wildflowers, are also important characteristics along rustic roads and are called out as significant features of some roads. These features add beauty and interest to the roads. Preservation of landscape elements along the edges of rustic roads is encouraged by this master plan. Invasive plants and noxious weeds, such as various types of thistle, Johnson grass, and multiflora roses, some of which are outlawed and required by county or state law or regulation to be controlled, interfere with the significant features along these roads. As these areas are being maintained or serviced, care must be given to preserving the character of the landscape elements along rustic roads. Reduced mowing of roadside edges should not result in impaired driver vision around bends or corners; however, existing plant groupings should be retained whenever possible.

Bridges

The bridges on roads in this master plan are varied and offer interesting character and historic value while still providing functionality for vehicles. Generally, the design is far more attractive and more appropriate to the type of road than new construction would be. Bridge designs that are aesthetically acceptable are needed along rustic roads.

While many bridges along rustic roads have been identified as significant features, none are currently locally designated historic resources, although five have been found eligible for listing in the National Register of Historic Places:

- Bucklodge Road (MD 117) (SHA Bridge #1501800)
- Montevideo Road (Mont. Co. Bridge #M-0030)
- Schaeffer Road (Mont. Co. Bridge #M-0137)
- West Harris Road (Mont. Co. Bridge #M-0046)
- Whites Ferry Road (Mont. Co. Bridge #M-0186)

Most bridges have not been evaluated for local designation. However, recommendations in the Implementation chapter aim to address this by including additional historical details and formally recognizing bridges with historic value in subsequent limited amendments.

The oldest bridges on rustic roads are now approximately 100 years old, though most are considerably younger. All bridges are inspected regularly and repaired as necessary to prevent them from becoming unsafe. However, all bridges must eventually be replaced or rehabilitated. Some bridge designs provide a longer timeframe between necessary maintenance or improvements, while others, such as those constructed of corrugated metal on steel frame, may require more frequent work.

Maintenance and improvements of all bridges on rustic and exceptional rustic roads—regardless of whether a bridge has been identified as significant—is addressed by the existing Executive Regulations, which require that any such work must be of a design and material that preserves or enhances the rustic appearance of the road. This master plan identifies 28 bridges as new significant features in addition to the 12 existing bridges that have been previously identified. In two of these cases, the identified significant feature is listed as a stream crossing rather than a bridge. For most of the bridges newly identified as significant features, it is the contribution the bridge makes to the rustic character of a road rather than a particular aesthetic of the bridge structure that is to be preserved. Regardless, it is essential that maintenance and improvement projects undertaken on bridges preserve or enhance the rustic appearance of the road. A new bridge, when necessary for environmental, economic, or safety reasons, must be of a similar scale to the existing bridge and the bridge deck should be no wider than the existing approaches.

There are several one-lane bridges and very narrow two-lane bridges on rustic roads that make significant contributions to the character of the roads. These narrow bridges can provide “traffic calming” by requiring drivers to slow down as they cross them. But these narrow bridges come with safety concerns. With a narrow bridge, a driver in one direction may be forced to stop to allow another driver to continue and must be extremely cautious when attempting to overtake a cyclist or pedestrian. Some modern agricultural equipment is too wide for the narrower bridges to accommodate. Wider two-lane bridges may reduce such conflicts, but may diminish the road’s character.

Climate change also affects bridges. More frequent and/or more intense storms are leading to more flooding of the many creeks and streams these roads cross. In some cases, bridge decks will need to be raised, and this in turn will lead to the need for longer bridges. Flooded bridges may also lead to increased response times for fire and rescue services if a longer route must be taken by first responders.

Some bridges on rustic roads are a critical link for public safety. For example, the only boat ramp that can be used for water rescues on one stretch of the Potomac is at the end of Mouth of Monocacy Road. It is critical that the bridges along such roads be maintained at the highest standards. A one-lane timber deck bridge is one of the significant features on this stretch of Mouth of Monocacy Road. The bridge was reconstructed in 2007 utilizing a design appropriate for a rustic road. This example shows that it is possible to design a bridge that retains a road's character while also providing a safe experience for those using the road.

Funding is the final challenge related to bridges on rustic roads. To receive federal funding, new bridge designs must meet minimum federal standards for safety. However, certain design exceptions may be granted on these unique roads. One important consideration for exceptions is that the volume of traffic along rustic roads is often far less than other roads. Historic and environmental impacts are also factors that can support design exception requests. Most bridges in the county can be replaced with 80 percent of the funding coming from the federal government. If a design exception is not granted, the bridge must be designed to meet federal and state standards or 100 percent of the costs would come from the county's budget.

Closely related to bridges are the numerous culverts that carry water under the roads. Some of the more substantial culverts are included in the county's bridge inventory, a couple of which are recommended as significant features. When functioning properly, culverts prevent damage to road surfaces and prevent flooding of road surfaces. MCDOT should make available to the public an inventory of culverts found along rustic roads and should routinely inspect and clear culverts to avoid road damage.

Road Recommendations

This chapter summarizes the plan recommendations for the existing and nominated rustic roads. See the first appendix for individual road recommendations. The road profiles for all roads recommended as rustic or exceptional rustic are included in Volume II of the plan.

Rustic Road Classification and Reclassification

Rustic Road Criteria Checklist

Each road reviewed for consideration as a rustic road has been subjected to the criteria check established in Chapter 49, Article 8. The criteria and guidelines that were used to show a road meets the criteria are discussed here.

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

In the 1996 *RRFMP*, all roads in the study area of that plan, namely the Agricultural Reserve, were considered to meet the location criteria; that is, natural, agricultural, or historic features are predominant and master plan land-use goals and zoning are compatible. Roads located outside the Agricultural Reserve require a more subjective analysis, taking into account master plan recommendations, existing surrounding land uses, and an understanding of the area's history.

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

The roadway width for roads that are recommended as rustic varies from 10 feet for a small gravel road such as Tschiffely Mill Road to 22 feet for Old Hundred Road (MD 109). None of the roads recommended as rustic in this master plan are the standard 24-foot width of pavement, and most have either no shoulders or very narrow shoulders. The roadway width is identified in the individual road profiles.

The recommended rustic roads are intended for predominantly local use. Several of the recommended roads are state highways, but the traffic volume along the road and the route of the road indicate that it serves primarily local traffic and is intended for such traffic.

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

Traffic data from most of these roads is limited—the volumes being too low to justify a count program. But state traffic counts are available for many rustic roads and a consulting firm was contracted to capture counts for the nominated roads and some of the existing roads that were missing complete descriptions.

The 1996 *RRFMP* established a general guideline of a maximum of 3,000 trips (specified as “average annual daily traffic” or AADT) for a rustic road, although other criteria can have more weight when classifying the roads. A few existing rustic roads have counts higher than this, notably those in the Potomac Subregion, where some roads have higher counts due to the two-lane road policy in that area. The five roads in the program that exceed 3,000 AADT are shown in Table 1.

Table 1. Roads with High Traffic Counts

Road Name	AADT
Frederick Road (MD 355) in Hyattstown	15,996
Old Hundred Road (MD 109)	8,200
Glen Road (Rustic Segment)	5,031
Brookeville Road	3,715
Barnesville Road	3,481

These traffic counts and the road segments they apply to are discussed in the individual road profiles.

Two nominated roads, Georgia Avenue (MD 97) near Brookeville and Barnesville Road (MD 117) east of Bucklodge Road (also MD 117) both exceed the 3,000-trip threshold (with 12,251 and 5,250 daily trips, respectively) but were not recommended for the program (see section on nominated rustic roads below).

The rustic segment of Glen Road has one of the highest traffic counts of the rustic roads, with a 2019 AADT count of 5031 trips, which is considerably higher than the 3,000-trip threshold used in the 1996 *Rustic Roads Functional Master Plan*. When evaluating roads for rustic classification, the 2002 *Potomac Master Plan* noted that the traffic volumes and crash counts of many of the subregion's roads were higher than might otherwise be expected due to the two-lane road policy that prevented the expansion of other roads in the subregion. The 2002 plan therefore recommended a minor change in the legislation to redefine the traffic volume and crash history criteria as guidelines, allowing the other rustic road criteria to be weighted more heavily to account for unique local situations. The current traffic volume does not appear to detract from the rustic character of the road.

In no case was the volume alone considered to be sufficiently large to detract from the rustic character of the road. See more details about the traffic and crash analysis under criterion (5) below.

- (4) (A) has outstanding natural features along its borders, such as native vegetation, stands of trees, stream valleys;**
(B) provides outstanding vistas of farm fields and rural landscape or buildings; or
(C) provides access to historic resources, follows historic alignments, or highlights historic landscapes.

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

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

A thorough review of traffic counts and crashes along the existing and nominated rustic roads was carried out for this plan, the details of which can be found in a separate document. The review includes a map of each existing and nominated rustic road showing the location of any crashes, the severity of

the crashes, and whether bicyclists or pedestrians were involved in the crash. Separate charts are shown below each map that show the number of crashes, first showing crashes when intersections are included and then with the intersection crashes removed. None of the roads studied appeared to have a problematic crash history overall, although there were seven fatalities along the roads over the six-year study period (2015 through 2020). The causes and locations of these fatal crashes and other serious-injury crashes should be reviewed by the Montgomery County Department of Transportation to see if safety improvements to these roads are warranted.

All roads recommended as rustic were found to meet the criteria that the current configuration does not suggest unsafe conditions. One road segment, Old Hundred Road (MD 109) between Peach Tree Road and Hyattstown, has been recommended for removal because of a combination of high traffic volume and a large number of crashes, but most of Old Hundred Road retains its rustic designation.

Exceptional Rustic Road Criteria Checklist

Each road recommended as rustic was also evaluated using the criteria below to determine if it meets the criteria in Chapter 49, Article 8 to classify the road as exceptional rustic.

(1) Is a rustic road.

The first criteria, that the road must first be determined to meet the criteria as a rustic road, was therefore met by definition.

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

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

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

The exceptional rustic roads have features that are not usually found among the rustic roads and other county roads. These features contribute to the importance of preserving roads. For example, Mouth of Monocacy Road has two features at either end of the road settings that complement the historic nature and features of the road. At one end of the road, the Monocacy Aqueduct presents one of the finest examples of C&O Canal engineering, and at the other end the Little Monocacy Viaduct, which is on the National Register of Historic Places, is the largest single structure on the B&O railroad line. Most of the features determined to be unusual are not quite so dramatic, but they all have become quite rare over time, such as gravel road surfaces or roads that offer an immersive traveling experience through a forested stream valley.

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

Standard improvements or modifications to these roads would have the potential to diminish the unique character of the road to the point that there may be a significant loss to the county of its

agricultural character and rural origins. In comparison to the number of roads that were designated as rustic, the exceptional rustic roads provide the best example of roads that reflect the early history of the county. For example, standard paving practices would substantially change the nature of unpaved West Harris Road.

Additional Criteria

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

Significant Features

Significant features are defined in Section 49-78 of County Code, subitem (d):

Significant features. When the Council classifies a road as a rustic road or an exceptional rustic road, the Council must identify the significant features of each such road that must be preserved when the road is maintained or improved.

Significant features include things such as notable views, the tree canopy over the road, special bridges, and historic resources, as well as highly unusual features such as the ford at West Old Baltimore Road and unpaved roadway surfaces, such as "politician's roads" and gravel roads. Politician's roads are concrete ribbon roads installed in the 1930s, reputedly leading to the farms of those having influence in the county. The remaining clearly discernible politician's roads are Martinsburg Road and Sugarland Road.



Nominated Rustic Roads

Twenty-five roads were nominated to be added to the program and were assessed as part of this update.

Six of these roads were initially considered for rustic or exceptional rustic classification but were removed from consideration early in the planning process. Three of the six roads were not considered further because they are private roads, and only public roads can be classified as rustic. Another road, made up of two short stretches of Georgia Avenue between the new Brookeville Bypass and the Brookeville town limits, was nominated, but the bypass will need to be completed before traffic counts and crash histories can be studied and the northern stretch is planned to be removed as part of the bypass project. The segment of Georgia Avenue within the town limits of Brookeville is outside the jurisdiction of Montgomery Planning.

Finally, two of these six roads were removed from further study for other reasons. Although Barnesville Road west of the nominated section is already a rustic road, the nominated eastern section carries a significant amount of non-local traffic and does not have a particularly rustic appearance. Awkard Lane

received additional consideration by the Planning Board during the formulation of this plan, but it was determined to not have a sufficiently rustic appearance for a rustic designation.

Table 2. Nominated Roads Removed from Consideration

Road Name	Area	Extents	Notes
Allnutt Road	Poolesville	Westerly Road to end of road	Not a public road
Awkard Lane	Cloverly	Holly Grove Road to end of county maintenance	Lacks sufficient rustic character
Barnesville Road (MD 117)	Boyd's	Bucklodge Road to Clarksburg Road (MD 121)	Carries mainly non-local traffic and lacks sufficient rustic character
Conoy Road	Barnesville	Barnesville Road to end of road	Not a public road
Georgia Avenue (MD 97)	Brookeville	Segments between Brookeville Bypass and Brookeville Town limits	Reconsider for program after completion of the Brookeville Bypass
The farm road	Sandy Spring	Brooke Road to end of road	Not a public road

After removing these six roads, 19 nominated roads or road segments were further studied to determine if they should be added to the program. Out of the 19 nominated roads not removed from consideration, only Riding Stable Road, the nominated section of Brighton Dam Road, and one portion of Kings Valley Road are not recommended as rustic or exceptional rustic. Recommendations for the nominated roads are shown in Table 3. The symbol above with three yellow diamonds appears at the top of the road profiles for roads added to the program by this plan.

Table 3. Recommendations for Nominated Roads

Road Name	Area	Extents	Recommendation
Aitcheson Lane	Burtonsville	Riding Stable Road to end of county maintenance	Rustic
Brighton Dam Road (Extension to existing rustic road)	Brookeville	Bordly Drive to New Hampshire Avenue (MD 650)	Do not designate rustic
Brown Church Road	Damascus	Ridge Road (MD 27) to end of county maintenance	Rustic
Bucklodge Road (MD 117)	Boyd's	Darnestown Road (MD 28) to Barnesville Road (MD 117)	Rustic
Dickerson Church Road	Dickerson	Dickerson Road (MD 28) to Dickerson Road [loop]	Rustic
Dickerson School Road	Dickerson	Big Woods Road to end of road	Rustic
Emory Church Road	Olney	Georgia Avenue (MD 97) to end of county maintenance	Rustic

Road Name	Area	Extents	Recommendation
Greenbridge Road	Brookeville	Georgia Avenue (MD 97) to end of county maintenance	Exceptional Rustic
Halterman Road	Laytonsville	Hipsley Mill Road to end of county maintenance	Rustic
Holly Grove Road	Cloverly	Norwood Road to end of county maintenance	Rustic
Holsey Road	Damascus	Ridge Road (MD 27) to end of county maintenance	Rustic
Kings Valley Road	Damascus	Ridge Road (MD 27) to Bethesda Church Road	Rustic (Stringtown Road to Bethesda Church Road) Do not designate rustic (Ridge Road to Stringtown Road)
Lewisdale Road	Clarksburg	Prices Distillery Road to Frederick County Line	Rustic
Mount Carmel Cemetery Road	Brookeville	Georgia Avenue (MD 97) to end of county maintenance	Rustic
Mullinix Mill Road	Damascus	Damascus Road (MD 108) to Howard County Line	Rustic
Nicholson Farm Road	Dickerson	Dickerson Road to Mouth of Monocacy Road	Rustic
Riding Stable Road	Burtonsville	Sandy Spring Road (MD 198) to Prince George's County Line	Do not designate rustic
Seneca Road	Potomac	River Road to Rileys Lock Road	Rustic
Thurston Road	Comus	Old Hundred Road (MD 109) to Frederick County Line	Rustic

Review of Existing Rustic Roads

At the outset of this plan, the Rustic Roads Program included 99 roads: 80 rustic roads, 13 exceptional rustic roads, and six roads that have segments that are both rustic and exceptional rustic. Sixty-six of the roads were included in the 1996 *RRFMP*, 31 roads have been added by various master plans, and three were added by the 2004 *Amendment*; the 2004 *Amendment* also removed the designation of one road (Piedmont Road).

The 11 master plans that have added roads to the program in addition to the 1996 and 2004 plans are:

- *Clarksburg Master Plan & Hyattstown Special Study Area* (1994)
- *Fairland Master Plan* (1997)
- *Cloverly Master Plan* (1997)
- *Sandy Spring/Ashton Master Plan* (1998)
- *Potomac Subregion Master Plan* (2002)
- *Olney Master Plan* (2005)

- *Damascus Master Plan* (2006)
- *Great Seneca Science Corridor Master Plan* (2010)
- *Ten Mile Creek Limited Amendment* (2014)
- *Sandy Spring Rural Village Plan* (2015)
- *MARC Rail Communities Sector Plan* (2019)

All currently designated rustic and exceptional rustic roads were reviewed as part of this planning effort. Many roads were lacking a complete road profile. For each of these roads, a complete road description was developed, including an introductory statement, a list of the road’s significant features, the history of the road and/or of sites along the road, a traveling experience, environmental features, and technical road characteristics.

For those roads that already had full descriptions, such as those from the 1996 *RRFMP* and the 2004 *Amendment*, the descriptions were reviewed for changes. Features along many roads have appeared, disappeared, or become more or less apparent than before—a great deal can change over nearly three decades. The historic designation of some sites along the roads has changed, and additional details have been added to some roads’ history sections. Some roads currently designated as rustic appear to meet the criteria of an exceptional rustic road, and in a small number of cases the opposite is true: the roads do not appear as rustic as they once did. New maps were created for all existing roads in the program.

Many minor technical changes were made to the road descriptions but Planning Board approval is required for more substantive changes, such as to a road’s significant features, its classification as rustic or exceptional rustic, and the extents of the rustic section.

Below are the six broad categories of recommendations included in this plan for roads already in the program. Many roads fall into more than one change category. If only minor details have changed in a road description, the road has been included in the list of roads that do not require a decision by the Planning Board other than for the approval of minor text changes.

Roads with No Major Changes

Thirty-three of the 99 roads currently in the program have only minor changes that do not affect their designation in the program or change any significant features. These roads are listed in Table 4. Many of these roads had outdated history or traveling experience sections, especially with respect to roadside features that are no longer in existence or had a change to their historic designation. In many cases, the only change to the text is the addition of a historic resource number.

Table 4. Roads with No Major Changes

- | | | |
|--------------------|---------------------|--------------------------|
| • Bentley Road | • Comus Road | • Kingstead Road |
| • Big Woods Road | • Elmer School Road | • Meeting House Road |
| • Black Rock Road | • Haines Road | • Montevideo Road |
| • Budd Road | • Hawkes Road | • Moore Road |
| • Burdette Lane | • Hipsley Mill Road | • Mount Nebo Road |
| • Cattail Road | • Jerusalem Road | • Mountain View Road |
| • Clopper Road | • Jonesville Road | • Prices Distillery Road |
| • Club Hollow Road | • Kingsley Road | • Purdum Road |

- Rileys Lock Road
- Sugarland Lane
- Trundle Road
- Violettes Lock Road
- West Offutt Road
- West Willard Road
- Whites Ferry Road
- Whites Store Road
- Zion Road



Roads with Extent Changes

For many roads in the program, changes to the road network or to features along the road require that the extents—that is, where the rustic designation begins and ends along a road—be changed; in a few cases, the designated extent of a rustic road was unclear or ambiguous. Changes to the extents are typically very minor and are described within the recommendations for the individual roads. The roads with recommended changes to one or both extents are shown in Table 5. In some cases, the roads have been included in the list more for a technical correction to the road description than to an actual removal or addition of part of the road from the program. The individual road maps show where the rustic classification applies, and the extents are shown in the road characteristics table within each road profile. The extents of all roads in the program are listed in the Roadway Classification Tables (Table 11 and Table 12). The purple ruler symbol above appears at the top of road profiles with extent changes.

Table 5. Extent Changes for Existing Rustic Roads

Road Name	Extent Changing	Old Extent	New Extent
Batchellors Forest Road	Western	Georgia Avenue (MD 97)	Washington Christian Academy entry drive
Brookeville Road	Eastern	Georgia Avenue (MD 97)	New roundabout at Brookeville Bypass (Georgia Avenue)
Dustin Road	Eastern	Columbia Pike (U.S. 29)	Roundabout at Old Columbia Pike
Gregg Road	Western	Riggs Road	Zion Road
Hoyles Mill Road	Eastern	Ag and Open Space plan boundary (RDT zone boundary at the time)	Park gate near the eastern end of the road
Hughes Road	Southern	River Road (ambiguous)	Hunting Quarter Road
Johnson Road	Eastern	Norwood Road	High school entry drive
Mount Ephraim Road	Northern (correction to road name)	Incorrectly followed Sugarloaf Mountain Road	Frederick County line (at a different crossing point)
Mouth of Monocacy Road	Eastern	Bridge over Little Monocacy River	End of county maintenance
Old Hundred Road (MD 109)	Northern	Frederick Road (MD 355)	Peach Tree Road
Poplar Hill Road	Middle	Continuous road	End of pavement from both the north and the south ends
Schaeffer Road	Eastern	“New” park entrance for South Germantown Recreation Park	Burdette Lane
Slidell Road	Northern	10 Mile Creek plan boundary	Comus Road

Road Name	Extent Changing	Old Extent	New Extent
Stringtown Road	Southern	Piedmont Road	Cedarbrook Community Church entry drive
Sugarloaf Mountain Road	Both (correction to road name)	Incorrectly included as part of Mount Ephraim Road	Mount Ephraim Road to Frederick County line
Turkey Foot Road	Southern	Travilah Road	New roundabout at Travilah Road
West Harris Road	Northern (correction to road name)	Frederick County Line	Mount Ephraim/Sugarloaf Mountain Road



Roads with New Road Profiles

Of the 31 roads added to the program by area master plans, 27 were added to the program with incomplete descriptions. The roads with incomplete descriptions are shown in the order in which they were added to the program in Table 6. The master plan that added the roads to the program and relevant page numbers from the plan are included in the table.

Table 6. Rustic Roads with Incomplete Descriptions

Road Name	Classification	Extents	Notes
<i>Clarksburg Master Plan and Hyattstown Special Study Area (1994)</i> (pp. 126-130 and appendix pp. 34-42)			
Frederick Road (MD 355)	Rustic	Between recommended Hyattstown Bypass intersections	In Hyattstown Historic District
Old Hundred Road (MD 109)	Rustic	I-270 to MD 355	Road south of I-270 was added by 1996 RRFMP – Recommended for removal north of Peach Tree Road
<i>Cloverly Master Plan (1997) (pp. 53-58)</i>			
Avoca Lane	Rustic	Entire length	Change to exceptional rustic
Batson Road	Rustic	Entire length	
Bryants Nursery Road	Rustic	Entire length	
Johnson Road	Rustic	Entire length	Eastern extent is also being revised
Link Road	Rustic	Entire length	Recommended for removal
Oak Hill Road	Rustic	Entire length	
Old Orchard Road	Rustic	Entire length	
<i>Fairland Master Plan (1997) (pp. 96-99)</i>			
Belle Cote Drive	Rustic	Entire length	Change to exceptional rustic

Road Name	Classification	Extents	Notes
Dustin Road	Rustic	West of US 29	Eastern extent is also being revised
Santini Road	Rustic	Entire length	
<i>Sandy Spring/Ashton Master Plan (1998) (pp. 54-57)</i>			
Haviland Mill Road	Rustic	Brinkwood Road to county line	
Tucker Lane	Rustic	Ednor Terrace to MD 108	Change to exceptional rustic
<i>Potomac Subregion Master Plan (2002) (pp. 110-117)</i>			
Berryville Road	Exceptional Rustic	Seneca Road to Darnestown Road	
Boswell Lane	Rustic	Piney Meetinghouse Road to Glen Mill Road	Recommended for removal
Glen Mill Road	Rustic	Red Barn Lane to Circle Drive	
	Exceptional Rustic	Red Barn Lane to Glen Road	
Glen Road	Rustic	Query Mill Road to Piney Meetinghouse Road	
	Exceptional Rustic	Piney Meetinghouse Road to Beekman Place	
Poplar Hill Road	Rustic	Berryville Road to Pavey Terrace	
Query Mill Road	Rustic	Esworthy Road to Turkey Foot Road	Change part of road to exceptional rustic—see road profile for details
South Glen Road	Exceptional Rustic	Glen Road to Deepglen Drive	
Stoney Creek Road	Rustic	Travilah Road to River Road	
Turkey Foot Road	Rustic	Darnestown Road to Travilah Road	Southern extent is also being revised
<i>Olney Master Plan (2005) (pp. 99-102)</i>			
Batchellors Forest Road	Rustic	1,200 feet east of Georgia Ave to Doctor Bird Road	Western extent is also being revised
Brighton Dam Road	Rustic	Town of Brookeville boundary to Bordly Drive	Change to exceptional rustic
Triadelphia Lake Road	Rustic	Entire length	Change to exceptional rustic
<i>Great Seneca Science Corridor Master Plan (2010) (pp. 81, 85)</i>			
Game Preserve Road	Rustic	Clopper Road (MD 117) to Frederick Avenue (MD 355)	

Complete road profiles were written for each of these roads and the blue page symbol shown above appears at the top of the profile. The most important part of each profile is a list of significant features that must be protected when the roads are improved or maintained. Planning staff reviewed the language in the master plan that added the road to the program to find any significant features

mentioned in the text. In some cases, narrative text within a master plan described the roads and its features but did not specifically designate any features as “significant.” In many other cases, only a table showing that a road met the eligibility criteria was included in the master plan, but the roads weren’t otherwise described. In at least one case (Game Preserve Road), no information was provided at all.

Additional significant features were added based on notes compiled over the years from field visits and from online resources. Members of the Rustic Roads Advisory Committee also suggested adding or removing features and provided additional details for the profiles, especially the traveling experiences.

Two roads lacking a complete description, Link Road and Boswell Lane, are recommended for removal from the program as discussed below. Another road, Old Hundred Road (MD 109), was only missing a description in the short section between I-270 and Frederick Road (MD 355), but this section is part of the segment between Peach Tree Road and Frederick Road (MD 355) recommended for removal from the program; the remainder of Old Hundred Road retains its rustic designation.



Roads with Revisions to Significant Features

Updates to significant features are recommended for several existing rustic roads that already have well-defined significant features. New significant features have been identified for many roads, while others are being removed. Some significant features have minor revisions. The roads in the program that already have well-defined significant features but are recommended to have features added, removed, or revised are shown in Table 7. As with other roads in the program, the updated profiles will also contain other text changes and revised maps. The green checklist symbol above has been added next to the list of significant features in the road profiles when there have been revisions to the list.

Table 7. Roads with Changes to Significant Features

Road Name	Master Plan
Barnesville Road	Rustic Roads
Beallsville Road (MD 109)	Rustic Roads
Brookeville Road	Rustic Roads
Burnt Hill Road	Rustic Roads / Damascus
Davis Mill Road	Rustic Roads
Edwards Ferry Road	Rustic Roads
Gregg Road	Rustic Roads
Howard Chapel Road	Rustic Roads
Hoyles Mill Road	Rustic Roads
Hunting Quarter Road	Rustic Roads
Hyattstown Mill Road	Clarksburg / Rustic Roads
Martinsburg Road	Rustic Roads
Mouth of Monocacy Road	Rustic Roads
Moxley Road	Rustic Roads
Old Hundred Road (MD 109)	Clarksburg / Rustic Roads
Old River Road	Rustic Roads
Pennyfield Lock Road	Rustic Roads
Prescott Road	Rustic Roads
River Road (exceptional segment)	Rustic Roads

River Road (rustic segment)	Rustic Roads
Rocky Road	Rustic Roads
Sugarland Road	Rustic Roads
Sugarloaf Mountain Road	Rustic Roads
Swains Lock Road	Rustic Roads
Sycamore Landing Road	Rustic Roads
Wasche Road	Rustic Roads
West Hunter Road	Rustic Roads
West Old Baltimore Road	Clarksburg / Rustic Roads / 10 Mile Creek
Westerly Road	Rustic Roads
White Ground Road	Rustic Roads / MARC Rail
Wildcat Road	Rustic Roads



Roads with a Classification Change from Rustic to Exceptional Rustic

Exceptional rustic roads are rustic roads that meet all the criteria for a rustic designation, but also meet three additional standards. Before classifying a road as an exceptional rustic road, the County Council must find that the road or road segment:

- contributes significantly to natural, agricultural, or historic characteristics;
- has unusual features found on few other roads in the county; and
- would be more negatively affected by improvements or modifications to the physical characteristics of the road than would most other roads in the Rustic Roads Program.

After additional review, many roads that were added to the program as rustic roads appear to meet the criteria for classification as exceptional rustic. The roads recommended to be reclassified from rustic to exceptional rustic are shown in Table 8 and are marked in the road profiles with the red crossover symbol above at the top of the profile. See the Roadway Classification Table at the end of this plan for recommended classifications for any road segment being removed from the program.

Table 8. Rustic Roads Recommended as Exceptional Rustic

Road Name	Master Plan	Extents of Exceptional Rustic Designation
Avoca Lane	Cloverly	Entire road: Oak Hill Road to end of county maintenance
Belle Cote Drive	Fairland	Entire road: Kruhm Road to end of county maintenance
Brighton Dam Road	Olney	Current rustic section (Town of Brookeville to Bordly Drive)
Davis Mill Road	Rustic Roads	Blunt Road to southern driveway at 22905 Davis Mill Road
Elton Farm Road	Rustic Roads	Entire road: Howard Chapel Road to end of road
Gregg Road	Rustic Roads	Riggs Road to Georgia Avenue (MD 97)
Hunting Quarter Road (clarification)	Rustic Roads	Entire road: Hughes Road to River Road

Road Name	Master Plan	Extents of Exceptional Rustic Designation
Hyattstown Mill Road	Clarksburg / Rustic Roads	Frederick Road (MD 355) to Prescott Road
Old Bucklodge Lane	Rustic Roads	Entire road: Bucklodge Road (MD 117) to White Ground Road
Peach Tree Road	Rustic Roads	Barnesville Road to Old Hundred Road (MD 109)
Prescott Road	Rustic Roads	Entire road: Frederick Road (MD 355) to Hyattstown Mill Road
Query Mill Road	Potomac	Glen Road to Esworthy Road
Riggs Road	Rustic Roads	Zion Road to Gregg Road
Triadelphia Lake Road	Olney	Entire road: Georgia Avenue (MD 97) to boat ramp parking lot at end of road
Tschiffely Mill Road	Rustic Roads	Entire road: River Road to gate at Seneca Stone Mill
Tucker Lane	Sandy Spring-Ashton	Ednor View Terrace to Ashton Road (MD 108)
Wildcat Road	Rustic Roads	Brink Road to Davis Mill Road and Davis Mill Road to Watkins Road



Roads to Be Removed from the Program

In addition to the roads listed above with recommended extent changes, where only a segment of a road classified as rustic is recommended to be removed from the program, two entire roads currently in the program no longer meet the criteria for a rustic classification and should be reclassified. These roads are shown in Table 7 along with their recommended classification from the current road code types; the *Complete Streets Design Guide* recommendation is also shown.

Table 9. Roads Currently Recommended to Be Removed from the Program

Road Name	Master Plan	Current Designation	Recommended Classification	Complete Streets Design Guide Class.
Boswell Lane	Potomac	Rustic	Primary Residential	Neighborhood Connector
Link Road	Cloverly	Rustic	Unclassified	Unclassified

Rustic Roads as Recommended

The map in Figure 4 shows the complete network of rustic roads as amended by this plan. Those not recommended as rustic roads or road segments being removed from the program are also shown.

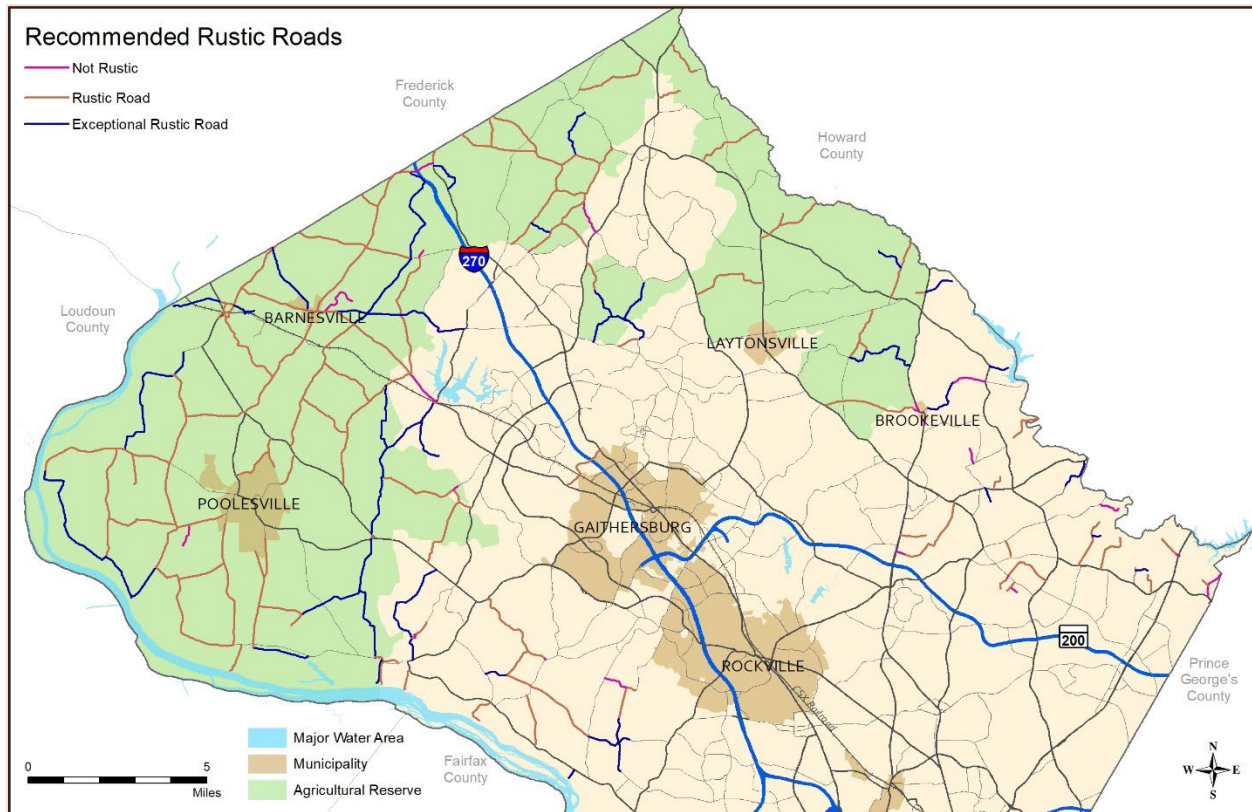


Figure 4. This map shows the rustic roads network as amended by this plan. The roads reviewed and not recommended as rustic are also shown. A larger version of this map showing the final rustic road network is available as a plan appendix.

Summary of Criteria Evaluation

Table 10. Summary of Criteria Evaluation of Existing and Nominated Rustic Roads

Adopted as Rustic (R) or Exceptional Rustic (E)	Road Name	Rustic							Exceptional Rustic		
		Natural, agricultural, or historic features are predominant	Narrow, intended for local use	Traffic volume consistent with rustic road	Has outstanding natural features along its borders, such as native vegetation, stands of trees, stream valleys	Has outstanding vistas of farm fields and rural landscape or buildings	Provides access to historic resources, follows historic alignments, or highlights historic landscapes	Crash history does not suggest unsafe conditions	Significant contribution to natural, agricultural, or historic characteristics	Has unusual features found on few other roads in the county	More negatively affected by modifications than would most other roads in the program
		<-- OR -->							<-- AND -->		
R	Aitcheson Lane: Riding Stable Road to end of county maintenance	✓	✓	✓		✓	✓	✓			
	Allnutt Road	Not a public road									
E	Avoca Lane	✓	✓	✓	✓			✓	✓	✓	✓
	Awkard Lane		✓	✓			✓	✓			
	Barnesville Road: Clarksburg Road (MD 121) to Bucklodge Road (MD 117)/Slidell Road							✓			
R	Barnesville Road: Bucklodge Road (MD 117)/Slidell Road to Mount Ephraim Road	✓	✓	✓	✓	✓	✓	✓			
R	Batchellors Forest Road: Washington Christian Academy entry drive to Doctor Bird Road (MD 182)	✓	✓	✓	✓	✓	✓	✓			
R	Batson Road	✓	✓	✓	✓	✓	✓	✓	✓		
R	Beallsville Road (MD 109): Barnesville Road to Darnestown Road (MD 28)	✓	✓	✓		✓		✓			
E	Belle Cote Drive	✓	✓	✓	✓			✓	✓	✓	✓
R	Bentley Road	✓	✓	✓	✓	✓	✓	✓			✓
E	Berryville Road	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
R	Big Woods Road	✓	✓	✓	✓	✓	✓	✓			
R	Black Rock Road	✓	✓	✓	✓		✓	✓		✓	✓
	Boswell Lane			✓				✓			
E	Brighton Dam Road: Brookeville town limit to Bordly Drive	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

Adopted as Rustic (R) or Exceptional Rustic (E)	Road Name	Rustic							Exceptional Rustic			
		Natural, agricultural, or historic features are predominant	Narrow, intended for local use	Traffic volume consistent with rustic road	Has outstanding natural features along its borders, such as native vegetation, stands of trees, stream valleys	Has outstanding vistas of farm fields and rural landscape or buildings	Provides access to historic resources, follows historic alignments, or highlights historic landscapes	Crash history does not suggest unsafe conditions	Significant contribution to natural, agricultural, or historic characteristics	Has unusual features found on few other roads in the county	More negatively affected by modifications than would most other roads in the program	
					<-- OR -->			<-- AND -->				
	Brighton Dam Road: Bordly Drive to New Hampshire Avenue (MD 650)	✓		✓	✓		✓	✓	✓			
R	Brookeville Road: Olney-Laytonsville Road (MD 108) to the west side of roundabout at Georgia Avenue (MD 97)	✓	✓	✓	✓	✓	✓	✓	✓			
R	Brown Church Road	✓	✓	✓	✓	✓	✓	✓	✓			
R	Bryants Nursery Road	✓	✓	✓	✓	✓			✓			
R	Bucklodge Road (MD 117)	✓	✓	✓	✓	✓	✓	✓	✓			
R	Budd Road: Hughes Road to Poolesville town limit	✓	✓	✓		✓			✓			
R	Burdette Lane	✓	✓	✓		✓			✓			
R	Burnt Hill Road	✓	✓	✓	✓	✓	✓		✓			
R	Cattail Road: Darnestown Road (MD 28) to Poolesville town limit	✓	✓	✓	✓	✓	✓	✓	✓			
R	Clopper Road: White Ground Road to Clarksburg Road (MD 117)	✓	✓	✓				✓	✓			
R	Club Hollow Road	✓	✓	✓	✓			✓	✓			
R	Comus Road: Peach Tree Road to Frederick County line	✓	✓	✓	✓	✓	✓		✓			
	Conoy Road	Not a public road										
R	Davis Mill Road: Brink Road to Blunt Road	✓	✓	✓	✓	✓		✓	✓			
E	Davis Mill Road: Blunt Road to southern driveway at 22905 Davis Mill Road	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
R	Davis Mill Road: Southern driveway at 22905 Davis Mill Road to Ridge Road (MD 27)	✓	✓	✓				✓	✓			
R	Dickerson Church Road	✓	✓	✓				✓	✓			
R	Dickerson School Road	✓	✓	✓				✓	✓			
R	Dustin Road: West side of the roundabout at Old Columbia Pike to end of county maintenance	✓	✓	✓	✓	✓		✓	✓			✓

Adopted as Rustic (R) or Exceptional Rustic (E)	Road Name	Rustic							Exceptional Rustic		
		Natural, agricultural, or historic features are predominant	Narrow, intended for local use	Traffic volume consistent with rustic road	Has outstanding natural features along its borders, such as native vegetation, stands of trees, stream valleys	Has outstanding vistas of farm fields and rural landscape or buildings	Provides access to historic resources, follows historic alignments, or highlights historic landscapes	Crash history does not suggest unsafe conditions	Significant contribution to natural, agricultural, or historic characteristics	Has unusual features found on few other roads in the county	More negatively affected by modifications than would most other roads in the program
					←-- OR --→		←-- AND --→				
E	Edwards Ferry Road: West Offutt Road to the gate before the C&O Canal	✓	✓	✓		✓	✓	✓	✓	✓	✓
R	Edwards Ferry Road: Whites Ferry Road to West Offutt Road	✓	✓	✓		✓	✓	✓			
R	Elmer School Road	✓	✓	✓			✓	✓			
E	Elton Farm Road	✓	✓	✓	✓		✓	✓	✓	✓	✓
R	Emory Church Road	✓	✓	✓	✓		✓	✓			
R	Frederick Road (MD 355): Old Hundred Road (MD 109) to Frederick County line	✓	✓				✓	✓	✓		✓
R	Game Preserve Road: Clopper Road (MD 117) to Frederick Road (MD 355)	✓	✓	✓	✓		✓	✓		✓	✓
	Georgia Avenue (MD 97)	Did not evaluate									
E	Glen Mill Road: Glen Road to Red Barn Lane	✓	✓	✓	✓		✓	✓	✓	✓	✓
R	Glen Mill Road: Red Barn Lane to Circle Drive	✓	✓		✓		✓	✓			
E	Glen Road: Piney Meetinghouse Road to Beekman Place	✓	✓				✓	✓	✓	✓	✓
R	Glen Road: Query Mill Road to Piney Meetinghouse Road	✓	✓		✓			✓			
E	Greenbridge Road	✓	✓	✓	✓		✓	✓	✓	✓	✓
R	Gregg Road: Zion Road to Riggs Road	✓	✓	✓		✓		✓			
E	Gregg Road: Riggs Road to Georgia Avenue (MD 97)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
R	Haines Road: Lewisdale Road to Frederick County line	✓	✓	✓	✓			✓			
R	Halterman Road: Hipsley Mill Road to end of county maintenance	✓	✓	✓		✓	✓	✓	✓		
R	Haviland Mill Road: Brinkwood Road to Howard County line	✓	✓	✓	✓	✓	✓	✓	✓		
R	Hawkes Road	✓	✓	✓		✓		✓			

Adopted as Rustic (R) or Exceptional Rustic (E)	Road Name	Rustic							Exceptional Rustic		
		Natural, agricultural, or historic features are predominant	Narrow, intended for local use	Traffic volume consistent with rustic road	Has outstanding natural features along its borders, such as native vegetation, stands of trees, stream valleys	Has outstanding vistas of farm fields and rural landscape or buildings	Provides access to historic resources, follows historic alignments, or highlights historic landscapes	Crash history does not suggest unsafe conditions	Significant contribution to natural, agricultural, or historic characteristics	Has unusual features found on few other roads in the county	More negatively affected by modifications than would most other roads in the program
R	Hipsley Mill Road: Laytonsville Road (MD 108) to Howard County line	✓	✓	✓	✓	✓		✓			
R	Holly Grove Road: Norwood Road to end of county maintenance	✓	✓	✓			✓	✓			
R	Holsey Road	✓	✓	✓		✓	✓	✓	✓		
R	Howard Chapel Road: Damascus Road (MD 650) to Howard County line	✓	✓	✓	✓		✓	✓			
E	Hoyles Mill Road: White Ground Road to the park gate near the eastern end	✓	✓	✓	✓		✓	✓	✓	✓	✓
R	Hughes Road: Poolesville town limit to Hunting Quarter Road	✓	✓	✓		✓		✓			
E	Hunting Quarter Road	✓	✓	✓	✓		✓	✓	✓	✓	✓
E	Hyattstown Mill Road: Frederick Road (MD 355) to Prescott Road	✓	✓	✓	✓		✓	✓	✓	✓	✓
R	Jerusalem Road	✓	✓	✓	✓	✓	✓	✓			
R	Johnson Road: James Hubert Blake High School entry drive to the end of county maintenance	✓	✓	✓	✓			✓	✓		✓
R	Jonesville Road: Jerusalem Road to Jonesville Terrace	✓	✓	✓	✓			✓			
R	Kings Valley Road: Stringtown Road to Bethesda Church Road	✓	✓	✓	✓	✓	✓	✓	✓		✓
	Kings Valley Road: Stringtown Road to Ridge Road (MD 27)	✓		✓		✓		✓			
E	Kingsley Road	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
R	Kingstead Road: Burnt Hill Road to eastern leg of Kings Valley Road	✓	✓	✓	✓		✓	✓			
R	Lewisdale Road: Prices Distillery Road to Frederick County line	✓	✓	✓		✓	✓	✓			
	Link Road			✓		✓		✓			

Adopted as Rustic (R) or Exceptional Rustic (E)	Road Name	Rustic							Exceptional Rustic		
		Natural, agricultural, or historic features are predominant	Narrow, intended for local use	Traffic volume consistent with rustic road	Has outstanding natural features along its borders, such as native vegetation, stands of trees, stream valleys	Has outstanding vistas of farm fields and rural landscape or buildings	Provides access to historic resources, follows historic alignments, or highlights historic landscapes	Crash history does not suggest unsafe conditions	Significant contribution to natural, agricultural, or historic characteristics	Has unusual features found on few other roads in the county	More negatively affected by modifications than would most other roads in the program
←-- OR --→								←-- AND --→			
E	Martinsburg Road: Whites Ferry Road to the north entrance of the Dickerson Generating Station	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
E	Meeting House Road: Olney-Sandy Spring Road (MD 108) to end of county maintenance	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
E	Montevideo Road	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
R	Moore Road	✓	✓	✓	✓			✓			
R	Mount Carmel Cemetery Road	✓	✓	✓			✓	✓			
E	Mount Ephraim Road: West Harris Road/Sugarloaf Mountain Road to Frederick County line	✓	✓	✓		✓	✓	✓	✓	✓	✓
R	Mount Ephraim Road: Dickerson Road (MD 28) to West Harris Road	✓	✓	✓		✓	✓	✓			
R	Mount Nebo Road	✓	✓	✓	✓	✓	✓	✓			
R	Mountain View Road	✓	✓	✓		✓	✓	✓			
E	Mouth of Monocacy Road: Monocacy Aqueduct parking lot to Dickerson Road (MD 28)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
R	Mouth of Monocacy Road: Dickerson Road (MD 28) to Mount Ephraim Road	✓	✓	✓		✓	✓	✓			
E	Mouth of Monocacy Road: Mount Ephraim Road to end of county maintenance	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
R	Moxley Road	✓	✓	✓	✓	✓		✓			
R	Mullinix Mill Road: Damascus Road (MD 108) to Howard County line	✓	✓	✓	✓	✓	✓	✓			
R	Nicholson Farm Road	✓	✓	✓			✓	✓			
R	Oak Hill Road: Spencerville Road (MD 198) to old end of road (~780 feet northeast of the transmission line right-of-way)	✓	✓	✓	✓	✓	✓	✓	✓		
E	Old Bucklodge Lane	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

Adopted as Rustic (R) or Exceptional Rustic (E)	Road Name	Rustic							Exceptional Rustic		
		Natural, agricultural, or historic features are predominant	Narrow, intended for local use	Traffic volume consistent with rustic road	Has outstanding natural features along its borders, such as native vegetation, stands of trees, stream valleys	Has outstanding vistas of farm fields and rural landscape or buildings	Provides access to historic resources, follows historic alignments, or highlights historic landscapes	Crash history does not suggest unsafe conditions	Significant contribution to natural, agricultural, or historic characteristics	Has unusual features found on few other roads in the county	More negatively affected by modifications than would most other roads in the program
R	Old Hundred Road (MD 109): Barnesville Road to Peach Tree Road	✓	✓	✓		✓		✓			
	Old Hundred Road (MD 109): Peach Tree Road to Frederick Road (MD 355)	✓			✓		✓				
R	Old Orchard Road	✓	✓	✓	✓			✓			
R	Old River Road	✓	✓	✓	✓		✓	✓			
E	Peach Tree Road: Barnesville Road to Old Hundred Road (MD 109)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
R	Peach Tree Road: Darnestown Road (MD 28) to Barnesville Road	✓	✓	✓	✓	✓	✓	✓	✓		
R	Pennyfield Lock Road	✓	✓	✓			✓	✓			
R	Poplar Hill Road: Berryville Road to end of pavement at former bridge	✓	✓	✓	✓		✓	✓			
R	Poplar Hill Road: Parev Terrace to gate at the end of the northern segment	✓	✓	✓	✓		✓	✓			
E	Prescott Road: Frederick Road to Hyattstown Mill Road	✓	✓	✓	✓		✓	✓	✓	✓	✓
R	Prices Distillery Road: Mountain View Road/Purdum Road to Frederick County line	✓	✓	✓		✓	✓	✓			
E	Purdum Road	✓	✓	✓	✓	✓		✓	✓	✓	✓
E	Query Mill Road: Esworthy Road to Glen Road	✓	✓	✓	✓		✓	✓	✓	✓	✓
R	Query Mill Road: Glen Road to Turkey Foot Road	✓	✓	✓	✓		✓	✓			
	Riding Stable Road: Sandy Spring Road (MD 198) to Prince George’s County line	✓		✓		✓	✓	✓			
E	Riggs Road: Zion Road to Gregg Road	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
R	Rileys Lock Road	✓	✓	✓	✓		✓	✓			
E	River Road: Edwards Ferry Road to Whites Ferry Road	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

Adopted as Rustic (R) or Exceptional Rustic (E)	Road Name	Rustic							Exceptional Rustic			
		Natural, agricultural, or historic features are predominant	Narrow, intended for local use	Traffic volume consistent with rustic road	Has outstanding natural features along its borders, such as native vegetation, stands of trees, stream valleys	Has outstanding vistas of farm fields and rural landscape or buildings	Provides access to historic resources, follows historic alignments, or highlights historic landscapes	Crash history does not suggest unsafe conditions	Significant contribution to natural, agricultural, or historic characteristics	Has unusual features found on few other roads in the county	More negatively affected by modifications than would most other roads in the program	
					<-- OR -->				<-- AND -->			
R	River Road: West Willard Road to Mount Nebo Road	✓	✓	✓	✓			✓	✓			
R	Rocky Road	✓	✓	✓			✓		✓			
R	Santini Road	✓	✓	✓	✓				✓	✓		✓
R	Schaeffer Road: White Ground Road to Burdette Lane	✓	✓	✓	✓		✓		✓			
R	Seneca Road: River Road to Rileys Lock Road	✓	✓	✓	✓			✓	✓			
R	Slidell Road: Barnesville Road (MD 117) to Comus Road	✓	✓	✓			✓	✓	✓			
	Slidell Road: north of Comus Road	Not a public road										
E	South Glen Road: Deep Glen Drive to Glen Road	✓	✓	✓	✓				✓	✓	✓	✓
R	Stoney Creek Road	✓	✓	✓	✓			✓	✓			
R	Stringtown Road: Cedarbrook Community Church entry drive to Kings Valley Road	✓	✓	✓			✓	✓	✓			
R	Sugarland Lane	✓	✓	✓				✓	✓			
R	Sugarland Road: Hughes Road to Sugarland Lane	✓	✓	✓	✓		✓	✓	✓			
E	Sugarland Road: Sugarland Lane to Whites Ferry Road (MD 107)	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓
R	Sugarland Road: Whites Ferry Road (MD 107) to Darnestown Road (MD 28)	✓	✓	✓	✓			✓	✓			
R	Sugarloaf Mountain Road: Mount Ephraim Road/West Harris Road to the Frederick County line	✓	✓	✓			✓	✓	✓			
E	Swains Lock Road	✓	✓	✓				✓	✓	✓	✓	✓
R	Sycamore Landing Road	✓	✓	✓	✓			✓	✓		✓	✓
	The farm road	Not a public road										

Adopted as Rustic (R) or Exceptional Rustic (E)	Road Name	Rustic							Exceptional Rustic		
		Natural, agricultural, or historic features are predominant	Narrow, intended for local use	Traffic volume consistent with rustic road	Has outstanding natural features along its borders, such as native vegetation, stands of trees, stream valleys	Has outstanding vistas of farm fields and rural landscape or buildings	Provides access to historic resources, follows historic alignments, or highlights historic landscapes	Crash history does not suggest unsafe conditions	Significant contribution to natural, agricultural, or historic characteristics	Has unusual features found on few other roads in the county	More negatively affected by modifications than would most other roads in the program
					← OR →				← AND →		
R	Thurston Road: Old Hundred Road (MD 109) to Frederick County line	✓	✓	✓		✓	✓	✓			
E	Triadelphia Lake Road	✓	✓	✓	✓		✓	✓	✓	✓	✓
R	Trundle Road: Whites Ferry Road to end of county maintenance	✓	✓	✓		✓	✓	✓			
E	Tschiffely Mill Road	✓	✓	✓	✓		✓	✓	✓	✓	✓
E	Tucker Lane: Ednor View Terrace to Ashton Road (MD 108)	✓	✓	✓	✓		✓	✓	✓	✓	✓
R	Turkey Foot Road	✓	✓	✓	✓		✓	✓			
R	Violettes Lock Road	✓	✓	✓			✓	✓			
R	Wasche Road	✓	✓	✓		✓	✓	✓			
E	West Harris Road	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
R	West Hunter Road	✓	✓	✓		✓	✓	✓			
R	West Offutt Road	✓	✓	✓		✓	✓	✓			
E	West Old Baltimore Road: Clarksburg Road (MD 121) to Barnesville Road	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
R	West Willard Road: River Road to Poolesville town limit	✓	✓	✓	✓	✓		✓			
R	Westerly Road: Edwards Ferry Road to Poolesville town limit	✓	✓	✓		✓	✓	✓			
E	White Ground Road	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
R	Whites Ferry Road: Edwards Ferry Road/Wasche Road to River Road	✓	✓	✓	✓	✓	✓	✓			
R	Whites Store Road	✓	✓	✓	✓		✓	✓			
E	Wildcat Road	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
R	Zion Road: Riggs Road to Sundown Road	✓	✓	✓	✓		✓	✓			

Roadway and Bikeway Classifications

Exceptional Rustic Roadway Classifications

Table 11. Exceptional Rustic Road Classifications

Road Designation	Road Name	Limits	Min. ROW Width
E-36	Avoca Lane	Entire road: Oak Hill Road to end of county maintenance	80'
E-37	Belle Cote Drive	Entire road: Kruhm Road to end of county maintenance	80'
E-6	Berryville Road	Entire road: Darnestown Road (MD 28) to Seneca Road (MD 112)	80'
E-33	Brighton Dam Road	Brookeville town limit to Bordly Drive	80'
E-26	Davis Mill Road	Blunt Road to southern driveway at 22905 Davis Mill Road	80'
E-11	Edwards Ferry Road	West Offutt Road to the gate before the C&O Canal	80'
E-28	Elton Farm Road	Entire road: Howard Chapel Road to end of road	80'
E-3	Glen Mill Road	Glen Road to Red Barn Lane	80'
E-4	Glen Road	Piney Meetinghouse Road to Beekman Place	80'
E-32	Greenbridge Road	Entire road: New Hampshire Avenue (MD 650) to Triadelphia Reservoir boat ramp parking lot	80'
E-31	Gregg Road	Riggs Road to Georgia Avenue (MD 97)	80'
E-15	Hoyles Mill Road	White Ground Road to the park gate near the eastern end	70'
E-10	Hunting Quarter Road	Hughes Road to River Road	80'
E-22	Hyattstown Mill Road	Frederick Road (MD 355) to Prescott Road	60'
E-25	Kingsley Road	Entire road: Burnt Hill Road to Stringtown Road	80'
E-13	Martinsburg Road	Whites Ferry Road to the north entrance of the Dickerson Generating Station	80'
E-34	Meeting House Road	Olney-Sandy Spring Road (MD 108) to end of county maintenance	60'
E-8	Montevideo Road	Entire road: River Road to Sugarland Road	80'
E-20	Mount Ephraim Road	West Harris Road/Sugarloaf Mountain Road to Frederick County line	80'
E-19	Mouth of Monocacy Road	Monocacy Aqueduct parking lot to Dickerson Road (MD 28); Mount Ephraim Road to end of county maintenance	80'
E-16	Old Bucklodge Lane	Entire road: Bucklodge Road (MD 117) to White Ground Road	80'
E-18	Peach Tree Road	Barnesville Road to Old Hundred Road (MD 109)	80'
E-23	Prescott Road	Frederick Road to Hyattstown Mill Road	60'

Road Designation	Road Name	Limits	Min. ROW Width
E-24	Purdum Road	Entire road: Bethesda Church Road to Prices Distillery Road/Mountain View Road	80'
E-5	Query Mill Road	Esworthy Road to Glen Road	80'
E-30	Riggs Road	Zion Road to Gregg Road	80'
E-12	River Road	Edwards Ferry Road to Whites Ferry Road	80'
E-2	South Glen Road	Deep Glen Drive to Glen Road	80'
E-9	Sugarland Road	Sugarland Lane to Whites Ferry Road (MD 107)	80'
E-1	Swains Lock Road	Entire road: River Road to the Swains Lock parking lot	80'
E-29	Triadelphia Lake Road	Entire road: Georgia Avenue (MD 97) to boat ramp parking lot at end of road	80'
E-7	Tschiffely Mill Road	Entire road: River Road to gate at Seneca Stone Mill	80'
E-35	Tucker Lane	Ednor View Terrace to Ashton Road (MD 108)	80'
E-21	West Harris Road	Entire road: Barnesville Road to Mount Ephraim Road/Sugarloaf Mountain Road	80'
E-17	West Old Baltimore Road	Clarksburg Road (MD 121) to Barnesville Road	80'
E-14	White Ground Road	Entire road: Darnestown Road to Clopper Road	80'
E-27	Wildcat Road	Entire road: Brink Road to Davis Mill Road; Davis Mill Road to Watkins Road	80'

Rustic Road Roadway Classifications

Table 12. Rustic Road Classifications

Road Designation	Road Name	Limits	Min. ROW Width
R-89	Aitcheson Lane	Riding Stable Road to end of county maintenance	70'
R-38	Barnesville Road	Bucklodge Road (MD 117)/Slidell Road to Mount Ephraim Road	70'
R-79	Batchellors Forest Road	Washington Christian Academy entry drive to Doctor Bird Road (MD 182)	70'
R-86	Batson Road	Entire road: Spencerville Road (MD 198) to end of road	70'
R-43	Beallsville Road (MD 109)	Barnesville Road to Darnestown Road (MD 28)	80'
R-78	Bentley Road	Entire road: Olney-Sandy Spring Rd (MD 108) to end of the road	70'
R-44	Big Woods Road	Entire road: Dickerson Road (MD 28) to Beallsville Road (MD 109)	70'
R-35	Black Rock Road	Entire road: Germantown Road (MD 118) to Darnestown Road (MD 28)	70'

Road Designation	Road Name	Limits	Min. ROW Width
R-76	Brookeville Road	Olney-Laytonsville Road (MD 108) to the west side of roundabout at Georgia Avenue (MD 97)	70'
R-67	Brown Church Road	Entire road: Ridge Road (MD 27) to Patuxent River State Park parking lot	70'
R-84	Bryants Nursery Road	Entire road: New Hampshire Avenue (MD 650) to Norwood Road	70'
R-32	Bucklodge Road (MD 117)	Entire road: New Hampshire Avenue (MD 650) to Norwood Road	70'
R-15	Budd Road	Hughes Road to Poolesville town limit	70'
R-34	Burdette Lane	Entire road: Black Rock Road to Schaeffer Road	70'
R-60	Burnt Hill Road	Entire road: Snowden Farm Parkway to Prices Distillery Road	70'
R-31	Cattail Road	Darnestown Road (MD 28) to Poolesville Town limit	70'
R-37	Clopper Road	White Ground Road to Clarksburg Road (MD 117)	70'
R-23	Club Hollow Road	Entire road: Elmer School Road to Edwards Ferry Road	70'
R-52	Comus Road	Peach Tree Road to Frederick County line	70'
R-64	Davis Mill Road	Brink Road to Blunt Road; Southern driveway at 22905 Davis Mill Road to Ridge Road (MD 27)	70'
R-46	Dickerson Church Road	Entire road: Dickerson Road (MD 28) to Dickerson Road	70'
R-45	Dickerson School Road	Entire road: Big Woods Road to the end of the road	70'
R-88	Dustin Road	West side of the roundabout at Old Columbia Pike to end of county maintenance	70'
R-22	Edwards Ferry Road	Whites Ferry Road to West Offutt Road	70'
R-24	Elmer School Road	Entire road: Whites Ferry Road to River Road	70'
R-80	Emory Church Road	Entire road: Georgia Avenue (MD 97) to end of county maintenance	70'
R-54	Frederick Road (MD 355)	Old Hundred Road (MD 109) to Frederick County line	80'
R-36	Game Preserve Road	Clopper Road (MD 117) to Frederick Road (MD 355)	70'
R-1	Glen Mill Road	Red Barn Lane to Circle Drive	70'
R-2	Glen Road	Query Mill Road to Piney Meetinghouse Road	70'
R-75	Gregg Road	Zion Road to Riggs Road	70'
R-56	Haines Road	Lewisdale Road to Frederick County line	70'
R-70	Halterman Road	Hipsley Mill Road to end of county maintenance	70'
R-77	Haviland Mill Road	Brinkwood Road to Howard County line	60'
R-62	Hawkes Road	Entire road: Ridge Road (MD 27) to Stringtown Road	70'
R-71	Hipsley Mill Road	Laytonsville Road (MD 108) to Howard County line	70'

Road Designation	Road Name	Limits	Min. ROW Width
R-83	Holly Grove Road	Norwood Road to end of county maintenance	70'
R-68	Holsey Road	Entire road: Ridge Road (MD 27) to end of county maintenance	70'
R-72	Howard Chapel Road	Damascus Road (MD 650) to Howard County line	70'
R-14	Hughes Road	Poolesville town limit to Hunting Quarter Road	70'
R-29	Jerusalem Road	Entire road: Beallsville Road (MD 109) to Darnestown Road (MD 28)	70'
R-82	Johnson Road	James Hubert Blake High School entry drive to the end of county maintenance	70'
R-30	Jonesville Road	Jerusalem Road to Jonesville Terrace	70'
R-63	Kings Valley Road	Stringtown Road to Bethesda Church Road	70'
R-59	Kingstead Road	Burnt Hill Road to eastern leg of Kings Valley Road	70'
R-55	Lewisdale Road	Prices Distillery Road to Frederick County line	70'
R-41	Moore Road	Entire road: Peach Tree Road to Bucklodge Road (MD 117)	70'
R-73	Mount Carmel Cemetery Road	Entire road: Georgia Avenue (MD 97) to end of county maintenance	70'
R-49	Mount Ephraim Road	Dickerson Road (MD 28) to West Harris Road	70'
R-19	Mount Nebo Road	Entire road: River Road to West Offutt Road	70'
R-58	Mountain View Road	Entire road: Purdum Road/Prices Distillery Road to Kings Valley Road	70'
R-48	Mouth of Monocacy Road	Dickerson Road (MD 28) to Mount Ephraim Road	70'
R-66	Moxley Road	Entire road: Kemptown Road (MD 80) to Clarksburg Road	70'
R-69	Mullinix Mill Road	Damascus Road (MD 108) to Howard County line	70'
R-47	Nicholson Farm Road	Entire road: Dickerson Road to Mouth of Monocacy Road	70'
R-85	Oak Hill Road	Spencerville Road (MD 198) to old end of road (~780 feet northeast of the transmission line right-of-way)	70'
R-51	Old Hundred Road (MD 109)	Barnesville Road to Peach Tree Road	80'
R-81	Old Orchard Road	Entire road: Ednor Road to end of road	70'
R-11	Old River Road	Entire road: River Road to Montevideo Road	70'
R-42	Peach Tree Road	Darnestown Road (MD 28) to Barnesville Road	70'
R-4	Pennyfield Lock Road	Entire road: River Road to the Pennyfield Lock parking lot	70'
R-7	Poplar Hill Road	Berryville Road to Pavev Terrace	70'
R-57	Prices Distillery Road	Mountain View Road/Purdum Road to Frederick County line	70'
R-5	Query Mill Road	Glen Road to Turkey Foot Road	70'
R-10	Rileys Lock Road	Entire road: River Road to C&O Canal parking lot	70'
R-18	River Road	West Willard Road to Mount Nebo Road	70'

Road Designation	Road Name	Limits	Min. ROW Width
R-65	Rocky Road	Entire road: Woodfield Road (MD 124) to Laytonsville Road (MD 108)	70'
R-87	Santini Road	Entire road: Spencerville Road (MD 198) to end of road	70'
R-33	Schaeffer Road	White Ground Road to Burdette Lane	70'
R-9	Seneca Road	River Road to Rileys Lock Road	70'
R-39	Slidell Road	Barnesville Road (MD 117) to Comus Road	80'
R-3	Stoney Creek Road	Entire road: River Road (MD 190) to Travilah Road	70'
R-61	Stringtown Road	Cedarbrook Community Church entry drive to Kings Valley Road	70'
R-13	Sugarland Lane	Entire road: Sugarland Road to end of county maintenance	70'
R-12	Sugarland Road	Hughes Road to Sugarland Lane; Whites Ferry Road (MD 107) to Darnestown Road (MD 28)	70'
R-50	Sugarloaf Mountain Road	Mount Ephraim Road/West Harris Road to the Frederick County line	70'
R-16	Sycamore Landing Road	Entire road: River Road to C&O Canal parking lot	70'
R-53	Thurston Road	Old Hundred Road (MD 109) to Frederick County line	70'
R-25	Trundle Road	Whites Ferry Road to end of county maintenance	70'
R-6	Turkey Foot Road	Entire road: Entire road: Darnestown Road (MD 28) to the west side of the roundabout at Travilah Road	70'
R-8	Violettes Lock Road	Entire road: River Road to C&O Canal parking lot	70'
R-27	Wasche Road	Entire road: Whites Ferry Road/Edwards Ferry Road to Martinsburg Road	70'
R-28	West Hunter Road	Entire road: Wasche Road to Darnestown Road (MD 28)	70'
R-20	West Offutt Road	Entire road: Edwards Ferry Road to West Willard Road	70'
R-17	West Willard Road	River Road to Poolesville town limit	70'
R-21	Westerly Road	Edwards Ferry Road to Poolesville town limit	70'
R-26	Whites Ferry Road	Edwards Ferry Road/Wasche Road to River Road	70'
R-40	Whites Store Road	Entire road: Peach Tree Road to Bucklodge Road (MD 117)	70'
R-74	Zion Road	Riggs Road to Sundown Road	70'

Other Roadway Classifications

Table 13. Other Road Classifications

Map Key	Road Name	Limits	Min. ROW Width
Area Connector			
AC-13	High Street	Southern segment of old MD 97 between Brookeville Bypass and Brookeville Town limits	80'
Neighborhood Connector			
NC-16	Batchellors Forest Road	Georgia Avenue (MD 97) to Washington Christian Academy entry drive	70'
NC-1	Boswell Lane	Entire road: Piney Meetinghouse Road to Glen Mill Road	70'
NC-17	Johnson Road	Norwood Road to high school entry drive	70'
NC-4	Schaeffer Road	South Germantown Recreation Park entry drive to Burdette Lane	70'
NC-10	Stringtown Road	Snowden Farm Parkway to Cedarbrook Community Church entry drive	70'
Country Connector			
CC-6	Barnesville Road (MD 117)	Clarksburg Road (MD 121) to Bucklodge Road (MD 117)	62'
CC-14	Brighton Dam Road	Bordly Drive to New Hampshire Avenue (MD 650)	70'
CC-9	Old Hundred Road (MD 109)	Peach Tree Road to Frederick Road (MD 355)	80'
CC-21	Riding Stable Road	Sandy Spring Road (MD 198) to Prince George's County line	70'
Country Road			
CR-12	Brookeville Road	Brookeville Bypass (new MD 97) to old MD 97	70'
CR-20	Dustin Road	Old Columbia Pike to Columbia Pike (US 29)	70'
CR-11	Kings Valley Road	Ridge Road (MD 27) to Stringtown Road	70'
CR-19	Link Road	Entire road: Ednor Road to end of county maintenance	70'
Neighborhood Street			
NS-18	Awkard Lane	Entire road: Holly Grove Road to end of county maintenance	70'
Unclassified			
U-5	Allnutt Road	Private Road	NA
U-7	Conoy Road	Private Road	NA
U-3	Poplar Hill Road	Middle segment of road has been removed	NA
U-8	Slidell Road	Private Road	NA
U-15	The farm road	Private Road	NA
U-2	Turkey Foot Road	Road has been truncated at new roundabout	NA

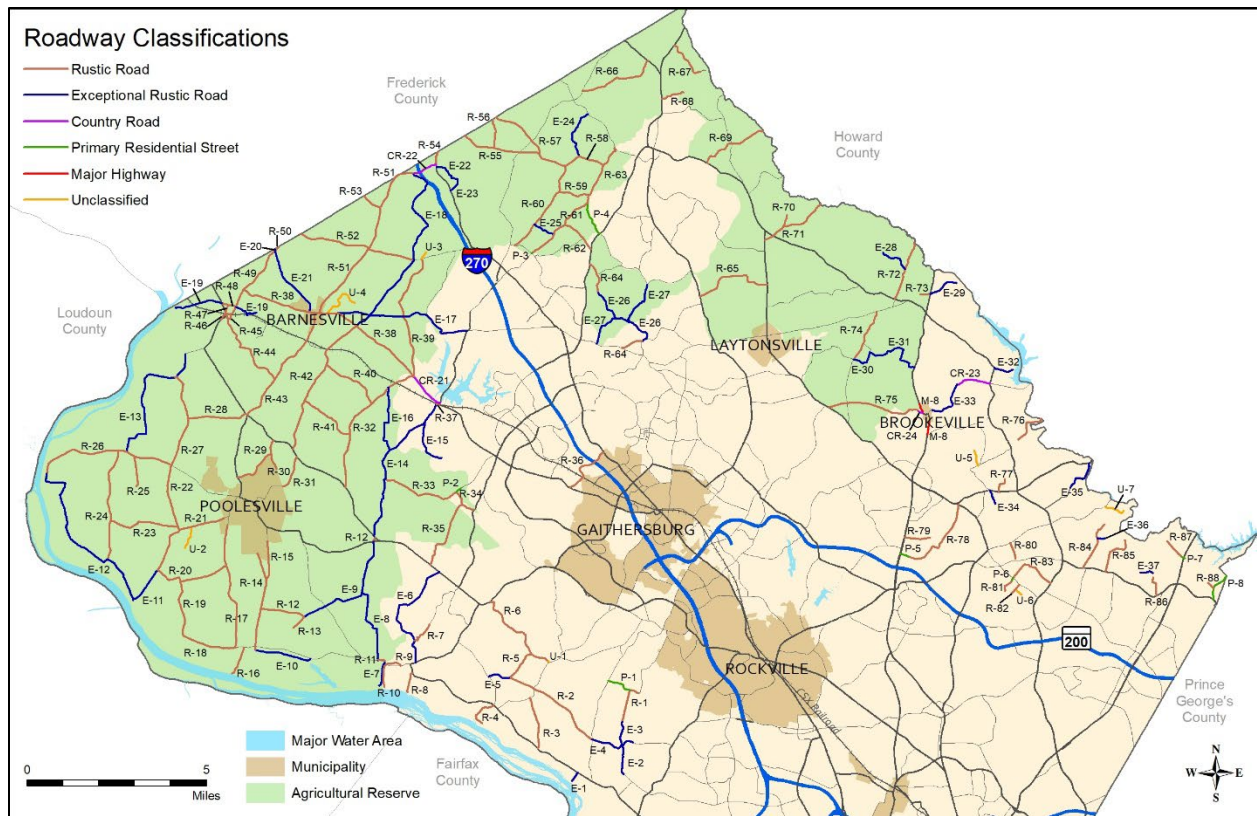


Figure 5. This map shows the classifications of all roads included in this plan. A larger version of this map is available as a plan appendix.

Bikeways

Table 14. Recommended Bikeways

Road	Recommendation	From	To
Batchellors Forest Road	Sidepath	Olney #5 off-street trail (just south of Batchellors Run)	Farquhar Middle School
Emory Church Road	Sidepath (Existing)	Olney #4 off-street trail (through expanded Olney Manor Recreational Park)	Olney #5 off-street trail (through Trotters Glen)
Old Orchard Road	Neighborhood Connector	Old Orchard Road	Norbeck Road

Implementation and Next Steps

Context

Rustic roads provide a glimpse into the county's past through their physical characteristics and the views and access they provide to the adjacent farm fields, natural features, nearby historic sites, parks, and other places of interest. Some rustic roads provide vital access for the transportation of agricultural goods, while others provide access to hiking paths and the C&O Canal. The charm of rustic roads is derived from the fact that these roads are different than the roads in more dense areas of the county.

Regardless of their classification, roads in the county must be maintained in a manner that provides safe travel for all modes. Additionally, many roads in the Upcounty area, and more specifically in the Agricultural Reserve, need to provide for the adequate movement of farm equipment. The rustic roads laws and regulations recognize the importance of maintaining the integrity of the natural, cultural, and historic character of rustic roads while sustaining the economic viability for agricultural production along them.

The scope of work for this master plan describes it as a technical update to assess new roads that have been recommended as rustic, to provide complete road profiles for those roads currently in the program lacking a full description, to consider changing the classification of existing rustic roads, and to make other minor corrections to existing road profiles. The scope of work also included an examination of current policies and related programs that together form or impact the Rustic Roads Program. This chapter contains recommendations and suggests next steps to ensure the continued successful implementation of the program in accordance with County Code.

Rustic Roads Advisory Committee

The Rustic Roads Advisory Committee is a County Executive agency group that has a special role in overseeing the Rustic Roads Program. The roles and duties of the RRAC are outlined in Chapter 49, Article 8. The committee is currently composed of seven citizen members:

- three farmers who are owner-operators of commercial farmland earning 50 percent or more of their income from farming (one representing the Agricultural Advisory Committee);
- a member with knowledge of rural preservation techniques;
- a member with knowledge of roadway engineering; and
- two civic association members (one representing associations within the Agricultural Reserve and the other representing associations outside the Reserve where there are rustic roads).

The Chair of the Planning Board designates a member of Planning Staff as a non-voting committee member. The Chief Administrative Officer provides staff, offices, and supplies to the Committee. At the request of the County Executive, an employee of the Montgomery County Department of Transportation (MCDOT) serves as the staff coordinator for the RRAC.

As currently stated in Chapter 49, the RRAC must:

1. Promote public awareness of the Rustic Roads Program;

2. Review and comment on the classification of rustic and exceptional rustic roads;
3. Review and comment on Executive Regulations and other county policies and programs that may affect the Rustic Roads Program; and
4. Report on June 1 of each even numbered year to the Executive, the Council, and the Planning Board on the status of the Rustic Roads Program.

The Committee also reviews development applications within the rights-of-way of rustic roads. The Rustic Roads Advisory Committee will continue to carry out these duties in coordination with other stakeholders to protect the rustic roads and their features. See the recommendations below for proposed changes to the Committee's membership and defined responsibilities.

Recommendations

The goal of this section is to provide recommendations that will continue to implement the Rustic Roads Program in accordance with County Code and in coordination with other programs and stakeholders. The sections in this chapter were derived from comments planners heard from the RRAC, state and county agencies, and from the public.

Stakeholder Meetings

The Rustic Roads Program is comprised of many intersecting regulations and agencies that all must work together to ensure the program's success. The continued successful implementation of the program is dependent on coordination and cooperation between the stakeholders in both the public and private sectors.

Recommendation:

1. To better facilitate cooperation, stakeholder groups such as the Rustic Roads Advisory Committee, the Montgomery County Department of Transportation, and the Montgomery County Office of Agriculture, as well as other interested parties, should consider meeting on a regular basis, perhaps quarterly or biannually, to discuss how to best implement the Rustic Roads Program. Topics may include, but are not limited to, maintenance of roadside vegetation, road surfaces, or bridges, instillation of traffic control measures, or other road improvement projects.

Maintenance and Improvements

As mentioned previously, maintenance and improvement regulations for rustic roads are defined in the "Executive Regulations". This plan emphasizes the continuation of current maintenance and improvement practices and recommends new measures to ensure that roads in the program are properly preserved while remaining functional as part of the county's transportation network.

Level of Maintenance

It is very important that these roads receive proper and timely maintenance to ensure they continue to provide safe passage for all road users. According to the Regulations as currently written:

Level of Maintenance:

- *A rustic or exceptional rustic road will receive the level of maintenance as necessary to assure its continued viability as a transportation facility and to allow for safe travel by motorized vehicles and agricultural equipment. Maintenance will be provided at a level no lower than existed at the time of designation, while still preserving the rustic qualities of the road.*

Regular Maintenance:

- *The rustic or exceptional rustic road classification will not exclude roads from regular maintenance.*

However, several concerns regarding the maintenance of the rustic roads were raised over the course of this planning effort and bear special mention here.

The phrasing of the expected level of maintenance described above could be improved by plainly stating that rustic roads are to receive the same level of maintenance as other county roads rather than benchmarking the level against the level of maintenance when the road was designated rustic. It is also important to ensure that these roads are safe for all users, not just motorized vehicles and agricultural equipment.

Recommendation:

2. Revise the “Level of Maintenance” section in the Executive Regulations to state that rustic roads are to receive the same level of maintenance as other roads in the county and that they roads should remain safe for all road users. Also consider a dedicated funding source for the maintenance of rustic roads. Consider using the following language:

A rustic or exceptional rustic road will receive the level of maintenance as necessary to ensure its continued viability as a transportation facility and to allow for safe travel by all users of the road. Maintenance will be provided at the same level as other roads in the county while still preserving the rustic qualities of the road. MCDOT and other plan stakeholders should explore and consider a dedicated funding source to ensure a high commitment to the maintenance of rustic and exceptional rustic roads.

Roadside Vegetation

Many rustic roads have various types of roadside vegetation as significant features. This includes hedgerows, areas of forest, and individual trees. All rustic roads have some sort of vegetation growing along them, even if it’s just areas of low shrubs or unmown grasses.

The Montgomery County Department of Transportation (MCDOT) and the State Highway Administration (SHA) are responsible for trimming trees along rustic roads, depending on if the road is a county or state road. Additionally, just as in other areas of the county, utility companies, will also have to occasionally trim trees along roads to minimize issues caused by branches interfering with utility lines.

Overhanging vegetation over roads can cause damage to school buses, fire trucks, and other large vehicles. It may cause hazardous conditions for other users because overhanging limbs have been

weakened by getting hit or may hang lower when wet or covered in snow. Rustic roads, like all roads, need to be safe for all users traveling along their rights-of-way.

The RRAC and MCDOT finalized an agreement in September 2021 titled “Guidelines for Foliage and Tree Maintenance on Rustic Roads” (included as a plan appendix). These “Tree Trimming Guidelines” outline a process by which trees and other vegetation along rustic roads are maintained for the safety of all those using the roads while maximizing tree canopy cover in the county. The Tree Trimming Guidelines outline procedures to address the above concerns but are currently neither in County Code or the Executive Regulations, nor have they been agreed to by all plan stakeholders.

Recommendations:

3. Roadside vegetation should be managed using best practices as outlined in the Executive Regulations. When roadside vegetation is pruned, it needs to be done in a manner that respects the significant features of the road to the extent practicable while also providing for safe sightlines and safe passage of vehicles, including farm equipment. Pruning should also not destroy the structural integrity of trees along roadways.
4. Ensure that overhead vegetation hangs no lower than 17 feet above the road surface for any road used to move agricultural equipment or products consistent with the Executive Regulations on “Tree Maintenance.” When trimming overhead vegetation, cut it to a height of 18 feet above the road to allow for growth between trimming operations.
5. Develop a set of revised Tree Trimming Guidelines that can be incorporated into the Executive Regulations. The new guidelines should include a mechanism to identify priority roads for the movement of agricultural equipment.

Road Widths

By definition, rustic roads are narrow roads that follow natural historic alignments, and the program was established to protect this important characteristic of these roads. It is essential that suburban design standards not be applied in their maintenance.

Recommendations:

6. Continue to maintain narrow road widths and narrow bridges that encourage slower speeds and thus increase safety as users travel along rustic roads consistent with the Executive Regulations on “Width, Alignment, and Road Surface” and “Shoulders.”
7. MCDOT should document road widths along the relevant segment of a rustic road before undertaking maintenance or improvement projects.

Road Surfaces

Road surfaces can become damaged when potholes form or the edges of the road erode. These are common problems on all roads in the county, but there is a perception that rustic roads receive less attention than other county roads.

There are also several rustic roads that still have a gravel surface. Some of these roads become rutted with every large rainfall, and some get a “washboard effect” from road users going too fast. Asbestos has also been detected in some sections of gravel rustic roads.

Finally, there are a couple of “politician’s roads” in the program, with a narrow strip of concrete running down the center surrounded by paved sections.

Recommendations:

8. MCDOT and SHA should maintain the current surface of a rustic road to preserve the character of the road to the extent practicable, consistent with the Executive Regulations on “Width, Alignment, and Road Surface.”
9. MCDOT and SHA should ensure that rustic roads receive the same level of maintenance as other classifications of roads consistent with the Executive Regulations on “Level of Maintenance.”
10. Best practices should be used to manage special road surfaces, such as gravel or concrete. If asbestos is found in a gravel road surface, the segment with asbestos will have to be mitigated to ensure that it does not become a health hazard.

Bridges

Historic bridges identified as significant features in this plan need to be preserved. To ensure that these structures will continue to be compatible with the agricultural character of the area while also providing safe maneuverability for all modes and types of transportation, the following recommendations should be followed.

Recommendations:

11. When it becomes necessary to rehabilitate a historic bridge, engineers with expertise in historic preservation should be engaged by MCDOT and SHA as part of the design process.
12. Key plan stakeholders should work together to develop a set of bridge designs to be used for modifications or replacement of bridges along rustic and exceptional rustic roads.
13. MCDOT and SHA should explore and be encouraged to accept appropriate and safe design exceptions if necessary to maintain the rural character of a road.
14. Bridges that are rebuilt should be designed to accommodate the appropriate number of vehicle trips and not be overdesigned; to the extent possible, these designs should use materials that enhance the rustic quality of the road. Accommodations should be made to ensure safe and efficient movement of agricultural equipment where applicable.
15. Amend Chapter 49 to clarify how a bridge on a rustic road should be preserved when improvements are necessary, regardless of whether the bridge has been identified as a significant feature.
16. Amend Chapter 49 to be explicit about how bridges identified as significant features are to be treated when replacement or rehabilitation is necessary. Consider using the following language:

Replacement or rehabilitation of a bridge identified as a significant feature must be of a design and materials that preserve or enhance the rustic appearance of the road. Bridge design features identified in the road profiles in the Master Plan should be preserved. If a different design is required for safety reasons or to accommodate the movement of agriculture-related equipment, a new bridge must be of a design and materials that complement or enhance the rustic appearance of the road.

Drainage

The way drainage is handled on these roads is one of their most distinguishing features and sets them apart from modern roads. Rustic roads typically do not have storm drains or ditches, with the water usually flowing off the road onto areas of natural vegetation. However, some ditches and storm drains do exist on rustic roads. The criteria for rustic roads do not exclude roads from the program if such features exist; their presence should not be used as the sole reason to remove a road from the program. Adding ditches and storm drains is discouraged, although they may be necessary for safety. Culverts under rustic roads also provide drainage in many locations. When functioning properly, they prevent damage to the road surfaces by carrying water properly.

Recommendations:

17. Drainage should be maintained consistent with the Executive Regulations on “Drainage.” Use best practices to manage drainage on roads without storm drains or ditches.
18. MCDOT should routinely inspect and clear culverts under rustic roads and provide an inventory of culverts along roads in the program. Amend the Executive Regulations on Drainage to include routine inspection and clearing of culverts.

Traffic Calming

From 2015-2020, there were over 67,000 crashes in Montgomery County. 1,640 of these crashes resulted in serious injuries and fatalities to drivers, passengers, pedestrians, and bicyclists. The county’s Vision Zero Plan reflects the county’s commitment to end serious and fatal traffic crashes by implementing traffic calming and safety measures, such as sidewalks, separated sidepaths, higher-friction road surface materials, guardrails, and the removal of fixed objects near the roadway.

Rustic roads are, by definition, among the county’s lowest volume roads, yet there were still 441 non-intersection crashes along existing and nominated rustic roads in the six-year study period, causing 4 fatalities and 29 serious injuries. While the crash analysis performed as part of this plan did not indicate that any rustic road is too unsafe to remain in the program, the proportion of crashes that are fatal or serious is higher on rustic roads than along other county roads.

Some drivers travel these roads at high rates of speed, and visibility may be very limited around curves. Many rustic roads are popular with bicyclists, and some contain hiking trail crossings. In a few cases, the rustic road itself is part of a designated hiking trail. Equestrians also use a few of the roads. People sometimes park along the side of the road to access trails.

The context of many of the roads in the program has also changed since they were added to the program. Additional neighborhoods and houses have been built along these roads over the past 30 years, leading to more commuters than when only farms were found along the roads. Event spaces, wineries, and farm breweries have opened along some rustic roads, bringing more traffic on weekends.

In some cases, the only way to preserve the road and keep it safe without rebuilding the road to a modern standard is to install some sort of traffic control device. Additional wayfinding signs may be necessary to help people locate the growing number of attractions along the roads. Routes popular with bicyclists may need special signage to alert motorists. Signs, markings, traffic calming, traffic signals, pedestrian and bicycle facilities, safety barriers, and other safety features may be necessary to manage the safe flow of traffic.

In late 2022, the Rustic Roads Advisory Committee proposed two traffic calming measures to increase safety on rustic roads. Thus, the County Council enacted a 30-mile-per-hour maximum target speed for rustic and exceptional rustic roads and to allow the use of speed humps on rustic roads where necessary and appropriate. These amendments were added to Chapter 49 of County Code as part of the changes made to implement the Complete Streets Design Guide. These are good examples of traffic calming measures appropriate for rustic and exceptional rustic roads, but other safety measures, such as some of those listed above, may be necessary for specific scenarios.

Recommendations:

19. Any traffic control measure added to a rustic road should be designed in such a way that is not detrimental to the overall character of the road.
20. Under County Code, rustic roads must be safe. The language in the existing County Code should be updated to reflect the goals of Vision Zero.

Scenic Views

Views of farmland and rural open spaces are important characteristics of many rustic and exceptional rustic roads. Many views have been identified as significant features.

Recommendations:

21. A view identified as a significant feature of a road should be respected when new development is considered along a rustic road.
22. Siting of new structures should respect identified scenic views.

Dedicated But Unmaintained (DBU) County Roads Policy

There are four rustic roads or parts of roads on the county's DBU list that are not maintained by the county. This plan does not support classifying additional roads on the DBU list as rustic roads, but the four currently on the list were designated rustic prior to the implementation of the policy in 2009. The current DBU County Roads Policy requires roads to be brought up to a standard that is not compatible with the Rustic Roads Program. The DBU County Roads Policy should be updated to provide a mechanism by which rustic roads that are DBUs can be improved to a level that would be acceptable for county maintenance. Until such time, maintenance and improvements of these roads will continue to be the responsibility of the property owners along the roads per current DBU Policy.

Recommendations:

23. Do not classify additional roads from the DBU County Roads list as rustic or exceptional rustic roads.
24. Revise the Dedicated But Unmaintained (DBU) County Roads Policy to provide context-sensitive guidance on how an existing road on the DBU County Roads list can be brought up to a standard that MCDOT will accept.

Bicycle Master Plan

The *Bicycle Master Plan*, most recently approved in 2018, includes recommendations for bicycle facilities along a few rustic roads to help build out a complete bicycling network.

Recommendation:

25. Context-sensitive design should be applied to preserve the character of these roads when undertaking projects to provide bicycle facilities.

Pedestrian Master Plan, Complete Streets, and Vision Zero

These three plans and programs all aim to make streets safer for all users. Changes to these plans may lead to necessary changes to one or more rustic roads. While needed safety improvements are always allowed along rustic roads, there may be times when typical improvements associated with modern road sections are not appropriate.

Recommendation:

26. Key plan stakeholders should work together as necessary to update County Code or Executive Regulations to clarify any ambiguities that arise between the Rustic Roads Master Plan and other county efforts to increase safety along our roads while also preserving the character of these roads.

Maryland Scenic Byways

In 2016, the Federal Highway Administration (FHWA) accepted a joint Byway Management Plan proposal from Maryland SHA and counties abutting the Chesapeake & Ohio Canal Byway. A Byway Management Plan is the first step in seeking national recognition for a byway. In 2021, the Federal Government restored funding for National Scenic Byways and All-American Roads.

Recommendation:

27. Montgomery County should support Maryland SHA in coordinating multi-jurisdictional efforts to create a C&O Canal Byway Management Plan as the first step toward seeking national recognition for the C&O Canal Scenic Byway.

Rustic Roads Advisory Committee Changes

Montgomery County has a commitment to racial equity and social justice. To facilitate more racial and ethnic diversity on the Committee, this plan revisits the membership criteria of the RRAC. The proposed changes are an attempt to acknowledge a diversity of road users not currently represented on the Committee and to provide an opportunity for these users to serve on the Committee. For example, several of the table crop farmers in the county are racially or ethnically diverse farmers who grow vegetables for the ethnic food market. As another example, we received more comments from bicyclists in support of the master plan than from any other group, showing how important these roads are to them.

This plan supports removing the requirement that the commodity farmer member must own their farm, giving an opportunity for full-time farmers who lease the land they work a chance to serve. At the same time, this plan acknowledges the continued importance of large-scale commodity production for the viability of the Agricultural Reserve and supports a strong voice by the commodity farmers who rely on these roads for their livelihoods. This is further demonstrated by the proposed requirement that the farmer member representing the Agricultural Advisory Committee (AAC) on the RRAC be formally

recommended by that group. The recommended changes would result in a total of nine members on the RRAC.

There are also several duties that the RRAC currently performs that are not explicitly mentioned in Chapter 49 along with the four duties listed there. Some of these duties are specified in Chapter 50, Subdivision of Land, and others in the Executive Regulations.

Recommendations:

28. To add diversity to the Committee while continuing to give commodity farmers a strong voice, the County Council should revise the membership criteria in Section 49-80 as follows:

Membership. The County Executive must appoint, subject to confirmation by the County Council, a Rustic Roads Advisory Committee. In making appointments, the Executive should strive to achieve diversity on the Committee in support of racial equity and social justice. The Committee has nine voting members. Each member must be a resident of the County. The Executive should appoint:

- (1) three members who operate commercial farmland earning 50 percent or more of their income from farming;*
 - (2) one member who is a representative of the Agricultural Advisory Committee and has been recommended to the Executive by the AAC;*
 - (3) one member who knows rural preservation techniques through practical experience and training;*
 - (4) one member who knows roadway engineering through practical experience and training; and*
 - (5) three at-large members to be drawn from other users of rustic roads. Examples of the at-large members include, but are not limited to: a table crop farmer who does not earn more than 50 percent of their income from farming; an expert in tourism or historic sites along the roads; a member of a religious institution on a rustic road; an operator of an agritourism business, such as a winery, brewery, farm stand, or recreation or entertainment venue on a rustic road; or a person who regularly uses the roads to engage in or reach places for outdoor recreation, such as to bike, boat, kayak, hike, fish, ride horses, or go birding.*
29. To clarify the duties of the Rustic Roads Advisory Committee, the County Council should revise Section 49-80 to specify the additional duties that are to be performed by the RRAC, namely:
- reviewing and providing comments on subdivision applications when the requirements of the Subdivision Regulations conflict with the Rustic Roads law or Executive Regulations;
 - reviewing and providing comments on proposed improvements to rustic roads; and
 - reviewing and providing comments on proposed signs within the right-of-way of a rustic road.

Rustic Roads Program Awareness

The following are some recommendations that stakeholders, including the RRAC, Heritage Montgomery, Montgomery Planning, and county agencies, should follow as the Rustic Roads Program continues to evolve.

Recommendations:

30. Ensure that all rustic roads have the approved brown street name signs with the approved rustic roads logo.
31. Support and promote the Adopt-a-Rustic-Road Program along rustic roads.
32. Continue to educate the public on Maryland laws regarding the movement of oversized vehicles, and the use of escort vehicles (2021 Maryland Statutes, Transportation, Title 24, Subtitle 1, Section 24-102).
33. Create a permanent online interactive map that links to the individual road profiles to allow travelers easily access to rustic road maps and to view important elements along the roads, such as historic sites, parks, and other environmental features as they are touring the roadways.

Historic Preservation

Rustic Roads are important historical and cultural assets in Montgomery County. Documenting the histories of these roadways and the cultural landscapes that they bisect and connect has been a fundamentally important task since the adoption of the first *RRFMP* in 1996. Within the scope of this update, new history sections were written for nominated rustic roads and those with incomplete road profiles. For roads with complete profiles, such as those from the 1996 *RRFMP*, only minor edits were made to the historical information included in the history and traveling experience sections.

Opportunities to expand upon this work are proposed by the Historic Preservation Office and are outlined in the following recommendations and supportive action items.

Awareness Promotion

Recommendation:

34. Promote awareness of rustic roads as historic and cultural resources and assets for heritage tourism activities.
 - Collaborate with local partners to expand interpretation of the roads and road histories through public art and exhibitions, historic markers, public programming, and/or digital platforms, including story maps and interactive websites.
 - Publish a printed rustic roads book or guide with photographs and road histories.
 - Partner with Heritage Montgomery, Montgomery County's State Certified Heritage Area, to highlight the rustic roads in the update to the Heritage Area Interpretive Plan (in progress) and future updates to the Management Plan (2002).
 - Connect with heritage and agritourism programs at the state and county levels.
 - Develop comprehensive wayfinding signage directing residents and visitors to heritage tourism resources, agritourism sites, and rustic roads.
 - Produce updated bicycle tour routes highlighting the rustic roads.

Documentation Updates

Recommendation:

35. Initiate a limited master plan amendment to update the road profiles to better reflect the breadth and diversity of Montgomery County's history and to expand analysis of rustic roads within historic and cultural landscapes.
 - Review all road histories and historically significant features for roads that were not addressed in this update to ensure that these narratives reflect the county's diversity and bring forward underrepresented and absent themes and histories.
 - Ensure that burial sites are identified as significant features and incorporated into future analysis of roads' historic significance and into narrative elements describing historic resources, alignments, and landscapes.
 - Reevaluate the county's historically Black rural communities for potential rustic roads with historic and cultural significance tied to African American settlements.
 - Identify opportunities to update narratives and significant features with themes and sites that reflect historical or cultural significance related to the recent past, such as the civil rights history associated with Holsey Road.

Historic Resource Recognition

Recommendation:

36. Formalize the recognition of rustic roads as historic resources by completing a historic context study and listing roads in local, state, and national inventories of historic places.
 - Develop a comprehensive historic context of county road building that addresses the evolution of roads' design, construction, and use, and that identifies periods of significance.
 - This research should address important questions related to roadway construction and uses that are not yet well-documented, including:
 - Whose labor built and maintained the county's historic roads, particularly pre- and post-Emancipation?
 - How did these roads relate to the economy of slavery? (For example, roads identified as rolling roads that brought tobacco to markets.)
 - What role did these roads play in freedom-seeking and uprising by enslaved individuals?
 - As part of this process, conduct further research and partner with Native American communities to better understand and interpret the history of indigenous travel routes in Montgomery County as they relate to the formation of local transportation networks still in use.
 - Utilize the historic context to identify additional rustic roads for potential designation to the *Master Plan for Historic Preservation* or nomination to the National Register of Historic Places.
 - Update existing National Register Historic District nomination forms to ensure that rustic roads within their boundaries are identified as contributing resources with significant features, views, and any attributes of national significance identified (for example, Seneca Historic District, C&O Canal Historic District).

- Complete Maryland Inventory of Historic Properties (MIHP) forms for roads and bridges with identified historic value to ensure that they are resources recognized by the Maryland Historical Trust (the State Historic Preservation Office).

Streets and Parks Facilities Renaming Review Project

Recommendation:

37. Support any future phases of the Streets and Parks Facilities Renaming Review Project.
 - The Maryland-National Capital Park and Planning Commission (M-NCPPC) continues to review all streets and Montgomery County-owned and maintained park facilities to identify those named after Confederates or those who otherwise do not reflect Montgomery County's values. This task is a joint effort of M-NCPPC's Montgomery County Planning Department and Montgomery County Parks Department. If future phases of the Renaming Review Project are initiated, Montgomery Planning staff should evaluate whether any rustic roads should be considered for potential renaming.

Inclusive and Equitable Access

Recommendation:

38. Promote inclusive and equitable access to the rustic roads as historic and cultural resources for the public.
 - Encourage partner organizations that host events and programs at sites on rustic roads (Heritage Days, Ride the Reserve, etc.) to provide transportation options.
 - Plan and promote events celebrating the diverse county history found along these roads.

Periodic Plan Updates

Preparing this document required an extraordinary amount of research and coordination given the number of roads currently in and nominated for the program. The last revision to the plan was a relatively minor one with the 2004 *Amendment*. This amendment added a few roads and removed one road but did not attempt to incorporate roads added by area master plans between 1996 and 2004 or reexamine existing rustic roads. More roads have been added by other area master plans since 2004. Each of these master plans included differing amounts of information about the roads they added.

For this plan update, efforts were made when updating the road profiles for existing rustic roads to identify features along the roads that have changed over time. Sometimes a structure no longer exists or has been modified or replaced. The status of historic resources changes over time, with some being added to the *Master Plan for Historic Preservation*, and some being removed from the *Locational Atlas and Index of Historic Sites* after being analyzed. Roadside trees and hedgerows grow or are cut down over time, and views highlighted in the plan change.

Most of the roads in the county appropriate for the Rustic Roads Program have been considered by this point, but there are probably still a few that have yet to be considered. Periodically, residents ask for a road to be added to the program. Absent an area master plan, it can be many years before a nominated road is considered. It has been over 26 years since the last major review of rustic roads was carried out. This led to a large amount of time and effort to comprehensively update all roads currently in and

nominated to be added to the program. More frequent plan updates would ensure more timely reviews of these roads.

Instead of waiting over 25 years for a comprehensive update, the plan should be amended more frequently with updated significant features, driving experiences, histories, or other elements of the road profiles, as necessary. New photographs could be added to reflect changes to the road or to show the road in different seasons. Any rustic roads added by area master plans could be added to the functional master plan, and those nominated between updates could be considered. If only minor changes occur between these updates, it would be much easier to keep the program up to date.

Recommendation:

39. Conduct a periodic review of the program to incorporate new and changed roads and features into the plan.
 - a. In cases where a nomination has been waiting five years or more, a limited master plan amendment should be initiated to address the nominated road.
 - b. When a significant feature of a road has been removed or has been altered to an extent that it may no longer be significant, that road should be reexamined along with any newly nominated road or roads in a limited master plan amendment. Consider memorializing such features with signage, historic markers, or other interpretive techniques.

Appendixes

Individual Road Recommendations

The recommendations for all roads included in this master plan are shown below. Any recommendations for the road and a justification for those recommendations follow the road name. For nominated roads recommended as rustic or exceptional rustic, the individual road profiles and the Summary of Criteria Evaluation table (Table 10) demonstrate how the road meets the basic criteria to be classified rustic.








Nominated roads that are recommended as exceptional rustic or existing rustic roads recommended to be reclassified to exceptional rustic must meet all three of the following additional criteria beyond the base requirements to be classified as rustic:

1. Contributes significantly to natural, agricultural, or historic characteristics.
2. Has unusual features found on few other roads in the county.
3. Would be more negatively affected by improvements or modifications to the physical characteristics of the road than would most other roads in the rustic roads program.

For roads recommended as exceptional rustic, the justification following the recommendation describes how the road meets these additional criteria.

Roads with no new recommendations may have other updated details in their road profiles that are an essential part of their rustic or exceptional rustic designation. Roads that were previously lacking a full description will contain a recommendation to approve the new road profile and significant features. As with the nominated rustic roads being recommended as rustic, the full road profiles should be consulted to understand the full context of the recommendations and significant features.

The following symbols appear next to the recommendations:

	New Rustic Road	Road being added to the program by this master plan
	New Road Profile	A new road profile has been written for a road already in the program
	Extent Change	The designated rustic portion of a road is either getting longer or shorter. In some cases, the road's rustic extent is simply being clarified.
	Classification Change	Road is changing from rustic to exceptional rustic
	Revised Significant Features	Significant features are being added, removed, or revised
	Do Not Designate Rustic	For nominated roads, do not designate rustic; for existing rustic roads, remove from program
	Other Recommendation	Any recommendation that does not fall into one of the other categories.

Aitcheson Lane

Recommendation:



- Designate Aitcheson Lane rustic.

See road profile for details.

Allnutt Road

Recommendation:



- Do not designate Allnutt Road rustic.

Allnutt Road (sometimes referred to as Allnutt Lane, but there is already a road by this name near Burtonsville) is a private road serving five or six houses off Westerly Road near Poolesville. Allnutt Road is not a public road and therefore not eligible for designation as a rustic road.

Avoca Lane

Recommendations:



- Approve the new road profile and significant features.

When Avoca Lane was designated rustic in 1997, the master plan did not explicitly specify the significant features of the road. The table summarizing the criteria for including it in the program, in addition to showing that the road meets the basic criteria necessary to be designated rustic, noted that the road has outstanding natural features. The master plan describes the road as narrow and mostly straight, with some slight elevation changes in certain locations. The plan indicates that most of the road has complete tree canopy enclosure, which blocks the view of distant locations.

The road has very gentle curves along its length, with frequent embankments along the road's edges. Combined with the trees close to the road on both sides and the canopy enclosure overhead, Avoca Lane provides a very immersive experience. The narrow stream crossing provides additional character.



- Change designation from rustic to exceptional rustic.

Avoca Lane provides an immersive traveling experience through the woods and across a small stream. The road is exceptionally narrow. Improving the road would detract greatly from its exceptional rustic character.

Awkard Lane

Recommendation:



- Do not designate Awkard Lane rustic.

Awkard Lane is accessed from Holly Grove Road in the Cloverly area. While the road shares a history with Holly Grove Road as the site of an early African American community, Awkard Lane does not appear to have a sufficiently rustic visual character to be added to the program.



- Memorialize the historic Holly Grove community with a historic marker.

The Holly Grove community is made up of the properties along Holly Grove Road and Awkard Lane immediately south of Norwood Road. The community was established in December 1879 when a land survey laid out over a dozen lots, each of which was typically five acres or more. This survey established two, twenty-foot-wide roads that were to be left free and unobstructed for the use of the owners of these properties. These roads formed the historic alignments of present-day Holly Grove Road and Awkard Lane. Although Awkard Lane is not recommended as a rustic road, it reflects a rich history that should be explored and interpreted.

Barnesville Road

Recommendations:



- Add the bridge over the Little Monocacy River as a significant feature.

Add the 1940 concrete and pipe rail bridge over the Little Monocacy River to the significant features of Barnesville Road (bridge inventory #M-0045). If reconstruction of the bridge is ever proposed, the Montgomery County Department of Transportation, the Rustic Roads Advisory Committee, and the Town of Barnesville should work together on the design. Although the bridge isn't in the Town, it is important to the experience of arriving and departing from it.



- Do not designate Barnesville Road (MD 117) rustic between Clarksburg Road and Bucklodge Road/Slidell Road.

While a large part of Barnesville Road is already rustic, the portion between Clarksburg Road and Bucklodge Road (MD 117)/Slidell Road is currently not designated. However, this segment of the road has a traffic volume that is too high for a rustic classification and does not predominantly serve local uses.

Batchellors Forest Road

Recommendations:



- Update western extent to the Washington Christian Academy entry drive.

Update the western extent of the rustic designation to the entry driveway for the Washington Christian Academy, which is also home to a church congregation (Harvest Intercontinental Church / former Bethel World Outreach Church). As stated in the 2005 *Olney Master Plan*, the westernmost 1,200 feet of this road carries non-local traffic from Georgia Avenue to the Olney Manor Recreational Park and should therefore not be designated rustic. The plan further stated that the same non-local traffic consideration should be made if the "Gandel property" were to be developed with an institutional use. The Gandel property was identified in the plan as a developable property that had already received preliminary plan approval for the Washington Christian Academy. The property was subsequently developed with the academy. The road is modern and carries non-local traffic all the way to the academy's entry, about 140 feet east of the park entrance. (The 2005 plan stated that it would be an additional 500 feet, but the entry was built as far west on the site as possible).



- Approve the new road profile and significant features.

When the road was designated rustic in the 2005 *Olney Master Plan*, the significant features were not specified. A table in the Master Plan indicates that Batchellors Forest Road has outstanding natural features, outstanding vistas of rural landscape, and follows historic alignments. See the road profile for a complete list of significant features.

Batson Road

Recommendation:



- Approve the new road profile and significant features.

When Batson Road was designated rustic in 1997, the master plan did not explicitly specify the significant features of the road. The table summarizing the criteria for including it in the program, in addition to showing that the road meets the basic criteria necessary to be designated rustic, noted that the road has outstanding natural features and historic value. The master plan describes the road as narrow with gentle curves and elevation changes. The plan calls attention to the forested area that provides tree enclosure over the northern half of the road, the steep hill leading to the conservation area at the end of the road, and the mature trees and forested sections along the southern half of the road.

Beallsville Road (MD 109)

Recommendation:



- Provide separate rustic road entries for Beallsville Road and Old Hundred Road. Approve the unique significant features associated with each road.

In the 1996 *Rustic Road Functional Master Plan*, Beallsville Road and Old Hundred Road were grouped together as one rustic road entry. Both roads are designated Maryland State Route 109. With this Plan update, we are providing two entries for the purpose of clarity. The Significant Features, History, Traveling Experience, and Road Characteristics have been modified so that they accompany the appropriate rustic road.

Belle Cote Drive

Recommendations:



- Approve the new road profile and significant features.

When this road was designated rustic in 1997, the master plan did not delineate a specific list of significant features along the road. The master plan described Belle Cote Drive as a narrow (10 feet) gravel road with an alignment that consists of vertical and horizontal curves, with very few homes served by the road. The road characteristics called out in the master plan are “an enclosed view of trees and vegetation along its borders, steep downhill grades, and gentle horizontal curves through the woods.”

The road also offers views of a creek, which it crosses on a one-lane bridge.



- Change designation from rustic to exceptional rustic.

The road offers a peaceful drive through forested lands, as well as views of a creek at the road's low point. Belle Cote Drive is one of the few remaining gravel roads in the county. Improving this narrow, gravel road with trees growing close to the road to modern standards would be an extreme change from the road's current state.

Bentley Road

No new recommendations.

Berryville Road

Recommendation:



- Approve the new road profile and significant features.

When Berryville Road was designated exceptional rustic, the master plan did not specify the features along the road that were to be preserved. Instead, the master plan contains a table showing the criteria for designation as rustic. Although the table does not show that the road meets the criteria for a rustic designation—that is, that the road has outstanding natural features, outstanding vistas of rural landscape, or follows an historic alignment—this is likely an oversight since this road checks all three boxes.

Big Woods Road

No new recommendations.

Black Rock Road

No new recommendations.

Boswell Lane

Recommendation:



- Remove the road from the Rustic Roads program.

When Boswell Lane was designated rustic, the master plan did not specify the features along the road that were to be preserved. Instead, the plan contains a table showing the criteria for designation as rustic. The table shows Boswell to follow an historic alignment, but the Master Plan does not describe the alignment. While it is true that the alignment of the road is rather old, the road no longer reflects the agricultural character and rural origins of the county.

There are 37 houses within close proximity of Boswell Lane, six of which were built after the 2002 *Potomac Master Plan* was approved. There is one small vacant lot that appears to have once had a house, and in the southeast quadrant of Boswell Lane and Piney Meetinghouse Road is a vacant parcel that has been recommended for four lots in a cluster subdivision, with the eastern half of the lot set aside for conservation and would likely join the Serpentine Barrens Conservation Park upon subdivision.

The first criteria used to determine eligibility for designation as a rustic road is that the road “is located in an area where natural, agricultural, or historic features are predominant, and where master planned land use goals and zoning are compatible with a rural/rustic character.” Boswell Lane follows an historic alignment, but there are few natural areas remaining, and no agricultural or historic features to speak of. The road is lined with closely spaced houses, many of which are quite large and of modern design, and most of the yards are landscaped and have carefully maintained lawns. The six newer houses likely replaced formerly natural areas that helped lead to the road’s designation as rustic. Engineered drainage ditches appear along the road in many places. Although there are a few places where trees growing near the edge of the road and embankments along the side offer brief hints of rustic character, such features cannot be said to be predominant. The road should be reclassified primary residential.

Brighton Dam Road

Recommendations:



- Change designation from rustic to exceptional rustic from the Town of Brookeville to Bordly Drive.

The road passes through forest as it travels parallel to and across the Reddy Branch. The road follows the contours of the land as it winds down and through the Reddy Branch valley. The character of the road as it travels through the forest, over the stream, and past the Holland Farm would be significantly diminished if the road were to be modified or improved.



- Do not designate the segment of the road from Bordly Drive to New Hampshire Avenue (MD 650) rustic.

Only the portion of Brighton Dam Road from the Town of Brookeville to Bordly Drive was classified rustic in the 2005 *Olney Master Plan*. That master plan rejected a rustic designation of the segment between Bordly Drive and New Hampshire Avenue due to the non-local nature of the traffic. The part that was designated rustic in the master plan was done so, in part, because Bordly Drive had been completed and was siphoning off the non-local traffic from that segment for drivers heading toward Georgia Avenue (MD 97) and points west.

This segment of Brighton Dam Road has a significant safety-related flooding issue that needs to be addressed where the road crosses the Hawlings River. Several cars have become stranded in high water here, requiring rescue by first responders. This section of Brighton Dam Road is also the only access to a major power substation, which requires pavement sections for overweight/oversized transformer moves. This section of Brighton Dam Road is still primarily used as an east-west connector between New Hampshire Avenue and Georgia Avenue.

Brighton Dam Road should retain its classification as a country road between Bordly Drive and New Hampshire Avenue.



- Approve the new road profile and significant features.

When the road was designated rustic in the master plan, the significant features were not specified. A table in the master plan indicates that Brighton Dam Road—between the Town of

Brookeville and Bordly Drive—has outstanding natural features, outstanding vistas of rural landscape, and follows an historic alignment. See the road profile for a complete list of significant features.

Brookeville Road

Recommendations:



- Update eastern extent to new roundabout at the Brookeville Bypass.

The realignment of Georgia Avenue (MD 97) to bypass Brookeville includes a new roundabout intersection at Brookeville Road. As part of this project, the section of Brookeville Road between the roundabout and the old alignment of MD 97 is being rebuilt on a slightly revised alignment. Due to the extensive regrading and rebuilding of the road, including a new culvert over the Meadow Branch, the rustic character of this segment will be significantly diminished. Therefore, the eastern extent of the rustic road is being updated to the western intersection of the road with the roundabout.



- Add trees and vegetation along the Reddy Branch stream valley as a significant feature.

The 1996 master plan introduced Brookeville Road by calling attention to its outstanding natural features and historic value, but did not add any natural features to the protected significant features of the road. The heavily wooded Reddy Branch stream valley provides a very pleasurable traveling experience and is a significant feature of this road.

Brown Church Road

Recommendation:



- Designate Brown Church Road rustic.

See road profile for details.

Bryants Nursery Road

Recommendation:



- Approve the new road profile and significant features.

When Bryants Nursery Road was designated rustic in 1997, the master plan did not explicitly specify the significant features of the road. The table summarizing the criteria for including it in the program, in addition to showing that the road meets the basic criteria necessary to be designated rustic, noted that the road has outstanding natural features and historic value. The master plan describes the road as narrow, having sharp curves and gradual elevation changes, and being either partially or completely enclosed by tree canopy for most of its length.

The 1997 *Cloverly Master Plan* indicated that Bryants Nursery Road is narrow, varying from 16 to 18 feet wide. There is a narrow stream crossing over Nursery Run (bridge inventory #M-0313) that adds to the character of this road and is being added to the road's significant features. The bridge was constructed in 2001.

Bucklodge Road (MD 117)

Recommendation:



- Designate Bucklodge Road rustic.

See road profile for details.

Budd Road

No new recommendations.

Burdette Lane

No new recommendations.

Burnt Hill Road

Recommendations:



- Revise the road's significant features to clarify that it is the narrow bridge near Kingstead Road that should be protected.

The 1996 master plan includes the following as a significant feature:

The bridge at Kingsley Road is a white concrete bridge with a weight limit of 15 tons.

There are two bridges along Burnt Hill Road, one of which crosses Little Bennett Creek near Kingstead Road (bridge inventory #M-0157) and another one which crosses a tributary of the creek further south near Kingsley Road (bridge inventory #M-0202). The map in the 1996 plan shows two unnamed tributaries joining together further west to form what is labeled as "Little Bennett Creek," but the more northerly tributary at Kingstead Road is considered the Little Bennett Creek mainstem. The 1955 bridge over Little Bennet Creek at Kingstead Road (#M-0157) is relatively narrow (18.1 feet wide), has a weight restriction of 15 tons, and is constructed as a concrete deck with concrete T-beams. The 1949 bridge near Kingstead Road (#M-0202) is much wider (31.2 feet), has a weight limit of 25 tons, and has a concrete slab structure. It is the more northerly of these two bridges, at Kingstead Road, that should be protected.



- Add the outstanding farmland vistas as a significant feature.

The 1996 master plan introduced the road as having outstanding farm vistas, but did not include these as a significant feature of the road.

Cattail Road

No new recommendations.

Clopper Road

No new recommendations.

Club Hollow Road

No new recommendations.

Comus Road

No new recommendations.

Conoy Road

Recommendation:



- Do not designate Conoy Road rustic.

Conoy Road is a dead-end street accessed from Barnesville Road just east of the Town of Barnesville. Conoy Road is not a public road and therefore not eligible for designation as a rustic road.

Davis Mill Road

Recommendations:



- Revise significant features to include roadside trees and tree canopy over most of the road.

The 1996 plan included “mature woodlands surround southern portion of the road,” but this is an understatement. Mature woodlands, roadside trees, and an enclosed tree canopy are present in one form or another for most of the road’s length.



- Change designation from rustic to exceptional rustic from Blunt Road to the southern driveway at 22905 Davis Mill Road.

Davis Mill Road offers an amazing drive through forested stream valleys. The road parallels two streams for quite a distance, offering views of Wildcat Branch and Great Seneca Creek. No other road in the program offers such an immersive drive through a forested stream valley.

The south end of Davis Mill Road offers a nice traveling experience through a heavily wooded residential area have rustic character, while the north end has a more open feel with a mix of modern residences and views of agricultural fields, but these two ends do not meet the criteria for an exceptional rustic classification.

Dickerson Church Road

Recommendation:



- Designate Dickerson Church Road rustic.

See road profile for details.

Dickerson School Road

Recommendation:



- Designate Dickerson School Road rustic.

See road profile for details.

Dustin Road

Recommendations:



- Update the eastern extent of Dustin Road to the roundabout at Old Columbia Pike.

Update the eastern extent of Dustin Road to the western side of the roundabout that was built on Old Columbia Pike when US 29 moved to its current location just to the east. This is a slight correction back to where US 29 ran when the road was designated rustic but omits the new, modern roundabout. The rustic designation should begin at the point of the “porkchop” traffic island on the northwest side of the circle.



- Approve the new road profile and significant features.

When Dustin Road was designated rustic in 1997, the master plan did not explicitly specify the significant features of the road. The table summarizing the criteria for including it in the program, in addition to showing that the road meets the basic criteria necessary to be designated rustic, noted that the road has outstanding natural features. The master plan states that “[t]he densely wooded character alongside the roadway, the historic site, and the alignment are features that qualify Dustin Road for designation as a rustic road.”

Edwards Ferry Road

Recommendation:



- Revise the significant feature relating to the winding, hilly section of the road and add the narrow bridge crossing Broad Run, the hedgerows along the road, and the mature roadside trees and canopy cover as significant features. Revise the significant feature regarding the road’s terminus at the canal lock.

One of the road’s designated significant features is currently worded as follows: “Winding, hilly sections approaching East Oaks from the north.” Given the location of East Oaks along a straight segment of the road near its north end, this is likely a typo and should have referred to approaching from the south where the road crosses Broad Run. The road has very nice winding sections over this stream and a couple of its tributaries; all contribute significantly to the traveling experience of the road.

This plan also recommends several additional significant features: the narrow bridge crossing Broad Run, the hedgerows along the west side of the road just south of Whites Ferry Road and again on the west side across from West Offutt Road, and the mature roadside trees and the canopy cover they provide. The bridge (bridge inventory #M-0181) is 24 feet wide and was built in 1982.

The 1996 RRFMP designated as a significant feature the “well defined terminus of lock and associated building at water’s edge.” Because the rustic designation ends at the C&O Canal park gate, this plan revises this feature to “View of canal lock and associated buildings at the end of the road.”

Elmer School Road

No new recommendations.

Elton Farm Road

Recommendations:



- Correct the spelling from “farm tract” to “farm track” in the significant features.

The 1996 *RRFMP* designated “alignment is reminiscent of farm tract” as a significant feature. This plan changes the spelling to the correct term, “farm track.”



- Change designation from rustic to exceptional rustic.

Both the paved and unpaved sections of this road wind gently through the natural environment while offering views of the countryside and historic resources. The road has a gravel surface for about half its length. This road would be very negatively impacted if it were to be improved.

Emory Church Road

Recommendation:



- Designate Emory Church Road rustic.

See road profile for details.

Frederick Road (MD 355)

Recommendation:



- Approve the new road profile and significant features.

When Frederick Road was classified rustic in 1994, the master plan, in its technical appendix, acknowledged the road’s historic alignment and the enclosed feel provided by the trees and the closeness of the buildings to the roadway. The plan specified “[t]he roadway setting, as it goes through the historic district, and the connection between the road and the adjacent houses” as significant features.

Game Preserve Road

Recommendation:



- Approve the new road profile and significant features.

The 2010 *Great Seneca Science Corridor Master Plan* classified Game Preserve Road as rustic, but did not specify the significant features of the road, tell the history of the road, or describe the driving experience.

Georgia Avenue (MD 97)

Recommendation:



- Do not designate Georgia Avenue rustic near Brookeville.

Two short segments of Georgia Avenue were suggested as rustic roads, one on either side of the Town of Barnesville limits and the access points for the Brookeville Bypass, currently under construction. The idea is that the Bypass will carry a majority of the traffic, leaving a much lower traffic volume entering and leaving historic Brookeville. This idea should be reconsidered once the Bypass has been completed in order to determine if the remaining parts of “Old” Georgia Avenue meet the criteria for a rustic designation.

Glen Mill Road

Recommendation:



- Approve the new road profile and significant features.

When Glen Mill Road was designated rustic and exceptional rustic, the master plan did not specify the features along the road that were to be preserved. Instead, the plan contains a table showing the criteria for designation as a rustic road. Glen Mill Road from Red Barn Lane to Glen Road is shown to meet the criteria for an exceptional rustic road, while from Red Barn Lane to Circle Drive, the table shows the road qualifies as rustic. For the exceptional rustic portion, the table shows that the road has outstanding natural features and that it follows an historic alignment, but does not elaborate on either. For the rustic segment, Glen Mill Road is shown as following an historic alignment. In addition to the historic alignment, there are excellent views of natural features along both segments.

Glen Road (Exceptional Rustic section)

Recommendations:



- Approve the new road profile and significant features.

When Glen Road was designated exceptional rustic, the master plan did not specify the features along the road that were to be preserved. Instead, the plan contains a table showing the criteria for designation as a rustic road. Glen Road from Piney Meetinghouse Road to Beekman Place is shown to meet the criteria for an exceptional rustic road. The table shows that the road follows an historic alignment, but does not further elaborate on its significant features. In addition to the several interesting bridges, the road provides outstanding views of streams and forests and passes historic sites. See the road profile for a complete list of significant features.



- Remove the recommended sidepath.

The 2018 *Bicycle Master Plan* recommends a sidepath along Glen Road from Piney Meetinghouse Road to Watts Branch. Another sidepath is recommended east of Beekman Place. The exceptional rustic segment of Glen Road runs from Piney Meetinghouse Road to Beekman Place, but there is a gap between the two recommended sidepaths along the road from the one-

lane bridge over Watts Branch in the Glen to Beekman Place, as can be seen in the image from the *Bicycle Master Plan* below.



Due to topographical constraints, it would be extremely difficult to construct a sidepath as recommended. On the north side of the road, the terrain is steeply sloped, especially around the bend close to the Glen. On the south side, the land quickly falls away toward Watts Branch. A bridge would be required over Piney Branch and in several other places where smaller channels cross the route. Trees are abundant on both sides of the road. Furthermore, the gap between the two recommended segments would leave those using the path with nowhere to go once the path ends in the Glen.

One solution that was considered was to recommend that the sidepath be continued to fill the gap between the two segments. However, the segment from the Glen to Beekman Place has even more topographical challenges than the segment west of the Glen, with two substantial creek crossings and a similar situation with steep slopes on both sides of the road. Because of the impracticality of constructing a sidepath in this area, this plan removes the recommendation to build a sidepath along Glen Road between Piney Meetinghouse Road and Watts Branch.

Glen Road (Rustic section)

Recommendation:



- Approve the new road profile and significant features.

When Glen Road was designated rustic, the master plan did not specify the features along the road that were to be preserved. Instead, the plan contains a table showing the criteria for designation as a rustic road. The table shows Glen Road from Query Mill Road to Piney Meetinghouse Road to have outstanding natural features, but the Master Plan does not elaborate on them.

Greenbridge Road

Recommendation:



- Designate Greenbridge Road exceptional rustic.

Greenbridge Road has views of agricultural fields to the north before fully entering the forested Patuxent River stream valley. Very few other roads in the county provide such a long, narrow descent through the trees to a large, forested river valley. Improvements to Greenbridge Road would dramatically alter its character, especially on the narrow, steep descent at the east end.

See road profile for details on how Greenbridge Road meets the basic criteria for a rustic road.

Gregg Road

Recommendations:



- Change the western extent of the rustic road to include the segment between Zion Road and Riggs Road.

A short segment of Gregg Road was not considered for a rustic designation when the road was added to the plan in 1996. However, this segment is surrounded on both ends by rustic and exceptional rustic roads and continues the character of these other roads. The segment is narrow, has views of a tree nursery, and is lined on the south side by a mixed hedgerow.



- Add narrowness of road, turns, and narrow bridge as additional significant features.

Gregg Road is relatively narrow, measuring about 14-16 feet wide throughout most of its length. Widening the road would change its character. The numerous right-angle and S-turns along the road also give the road a lot of its character.

The bridge over the Hawlings River Tributary (bridge Inventory # M-0119) is 17.6 feet wide and lined with steel W-beam guardrails. It was originally constructed in 1958, was rehabilitated in 1978, and had its deck replaced in 1990.



- Change designation from rustic to exceptional rustic from Riggs Road to Georgia Avenue.

Gregg Road provides both wonderful farm vistas and an immersive drive through a forested stream valley. The winding road through the stream valley and the closeness of the barn to the road are unusual for the count. The road would lose much of its character if it were widened through the stream valley or near the roadside barn, or straightened where it curves around farm fields.

Haines Road

No new recommendations.

Halterman Road

Recommendation:



- Designate Halterman Road rustic.

See road profile for details.

Haviland Mill Road

Recommendation:



- Approve the new road profile and significant features.

When Haviland Mill Road was designated rustic in 1998, the master plan did not explicitly specify the significant features of the road. According to a description in the plan's Roadway Classifications table, the road features "views of meandering Hawlings River and floodplain; rural landscape with fairly steep hills and flat pastures; [and] access to Woodside Cemetery and farm houses." This plan also adds the 1920 one-lane bridge over the Hawlings River as a significant feature.

Hawkes Road

No new recommendations.

Hipsley Mill Road

No new recommendations.

Holly Grove Road

Recommendation:



- Designate Holly Grove Road rustic.

Holly Grove Road, along with Awkard Lane, was considered for rustic designation in the 1997 *Cloverly Master Plan*, but no historic resources were known at that time. Because there did not appear to be any significant rustic characteristics along the roadway, neither road was added to the program. More recent research has shown that there was a historic African American community in this area at least since the 1880s.

As the 1997 Plan states, Holly Grove Road contains "small, open-space areas" as rustic features, but did not consider this sufficient for a rustic designation. There are pleasant views of pastures along the north side of the road near Norwood Road, and some very old holly trees as well, while the south side of the road looks more suburban, with modern houses and fences made from chain link, wrought iron, and solid white vinyl. However, the road's narrow alignment, mature trees, views of horse pastures, and the historic origins of the community and road combine to qualify this road as rustic.

See road profile for details on how Holly Grove Road meets the criteria for a rustic road.

Holsey Road

Recommendation:



- Designate Holsey Road rustic.

See road profile for details.

Howard Chapel Road

Recommendation:



- Add the narrow bridge over Hights Branch as a significant feature.

This bridge is immediately before the road crosses a larger bridge over the Patuxent River heading into Howard County. This narrow bridge – 20 feet wide – with its pipe railings, is a very interesting feature of this road. The bridge was constructed in 1963; the deck was replaced in 1991.

Hoyles Mill Road

Recommendations:



- Update the eastern extent of the road to the park gate that closes the road to motor vehicles on the east side of Hoyles Mill Conservation Park.

The road originally extended from White Ground Road (a rustic road) near Boyds to Schaeffer Road in Germantown, but the segment of the road within Hoyles Mill Conservation Park has been closed to vehicles since at least 2003 and is now part of the Hoyles Mill Trail. The easternmost segment connecting to Schaeffer Road has been renamed Leaman Farm Road, while the old road alignment east of the park was abandoned within the Kings Crossing development in the 1990s. Hoyles Mill Road now terminates at Bubbling Spring Road, although the short section east of the park is not part of the exceptional rustic designation.

The eastern extent of the exceptional rustic as designated in the 1996 Plan was the “plan boundary,” which corresponded to the areas zoned RDT (Rural Density Transfer) at the time (now zoned AR—Agricultural Reserve). Now that the road has been closed to traffic on the eastern end (other than for authorized vehicles—there is a small WSSC facility on this end of the road), the exceptional rustic designation should be updated to include the entire road within the park.



- Replace the ford over Little Seneca Creek as a significant feature with views of the creek from the trail bridge as a new significant feature.

A new trail bridge has been constructed over Little Seneca Creek where the ford used to cross the river, leaving no trace of the old ford behind. Views of the creek from the bridge are stunning and very peaceful.

Hughes Road

Recommendation:



- Clarify the southern extent of the road.

The map of Hughes Road in the 1996 plan shows the road extending only as far south as River Road; the road classification table also shows River Road as the southern extent of the road. In actuality, the road extends for a short distance south of River Road, where a 90-degree curve in the road marks the change in name from Hughes Road to Hunting Quarter Road. When this road

was added to the list of potential rustic roads during the writing of the 1996 plan, the entire road length was considered for designation, but somehow this short segment was omitted from the maps. The Hunting Quarter Road map in the 1996 plan also does not include this segment of Hughes Road, presumably because of the name change. Regardless, this 500-foot section of Hughes Road should be included as rustic.

Hunting Quarter Road

Recommendations:



- Clarify the road’s designation as exceptional rustic.

Hunting Quarter Road’s designation as exceptional rustic is not obvious because the main entry for the road in the plan text indicates only that it is “rustic.” However, both the roadway classification table and the criteria evaluation table show the road as exceptional rustic, and a drive down the gravel road makes this designation clear.



- Update the road’s significant features to clarify that the road’s surface is gravel and to add the enclosed tree canopy.

The 1996 *Rustic Roads Functional Master Plan* indicated that one of the significant features of Hunting Quarter Road is that it is a dirt road. However, the road’s surface is gravel, so an update to the significant features is warranted.

This plan also adds the tree canopy over the road as a significant feature.

Hyattstown Mill Road and Prescott Road

Recommendations:



- Change the designation of these two roads from rustic to exceptional rustic.

Both Hyattstown Mill Road and Prescott Road provide an opportunity for the peaceful enjoyment of forested Little Bennett Regional Park and provide access to historic resources along very old alignments. The gravel roads are two of only a few remaining in the county, the roads are narrow, and the fact that most of the two roads are closed to vehicular traffic makes them exceptionally safe. As closed, gravel roads traveling through parkland, modifications to these roads would detract greatly from their character.



- Update the roads’ significant features to include the one-lane roads and access to historic resources.

When these roads were evaluated as part of the 1994 *Clarksburg Master Plan*, planners called out the one-lane character of the roads, their gravel surface, the access to the mill house in the park, and adjacent vegetation as significant features of the roads. The 1996 *Rustic Roads Plan* only mentions the “alignment and surface” as significant.

Jerusalem Road

No new recommendations.

Johnson Road

Recommendations:



- Clarify the eastern extent of Johnson Road to begin at the entry drive to James Hubert Blake High School.

This is essentially a correction of the currently shown eastern extent at Norwood Road back to the original recommendation in the text of the 1997 *Cloverly Master Plan* to begin the rustic designation at the high school access point. At the time the master plan was written, it wasn't certain that there would be an access point from the high school on Johnson Road; if no such access point were to be used, the entire length of the road was to be designated rustic. The subsequent construction of the school entrance on Johnson Road established the entry drive as the starting point for the rustic portion of the road.



- Approve the new road profile and significant features.

The 1997 *Cloverly Master Plan* did not include an itemized list of significant features of Johnson Road, but in the summary of evaluation criteria to determine Rustic Road status, the road is called out for having outstanding natural features and outstanding farm and rural vistas. The narrative description in the master plan mentions the road's narrow pavement, its horizontal curves, and the surrounding wooded areas. Indeed, most of the road has forest or areas of mature trees on both sides, forming a canopy over the road.

Jonesville Road

No new recommendations.

Kings Valley Road

Recommendations:



- Designate the segment from Bethesda Church Road to Stringtown Road rustic. Do not designate the segment from Stringtown Road to Ridge Road (MD 27) rustic.

Each section of Kings Valley Road has a slightly different feel, so there are different recommendations for each section. The segment north of Kingstead Road (a rustic road), which is the oldest part of the road, passes almost exclusively through farm fields and forests. The southern segment, between Ridge Road and Stringtown Road (a rustic road), has lovely farms, embankments, and hedgerows on the south side of the road, but the north side of the road contains engineered swales, light posts, and curbs that diminish the rustic feel; the existing primary residential classification seems more appropriate for this section. The short middle section, between Stringtown Road and Kingstead Road, provides a rustic extension between these two roads as well as a transition from the southern segment of the road to the northern segment.

The segment of Kings Valley Road between Kingstead Road and Bethesda Church Road cuts through active agricultural land and a forested stream valley, with only a few residential properties at the very north end. The road also provides great views of historic Kingstead Farm.

Very few roads in the county offer such spectacular views of uninterrupted farm fields. Improving the road would detract greatly from its character.

Note, however, that the properties on the east side of Kings Valley Road between Kingstead Road and the Oak Ridge Conservation Park are included in a TDR overlay zone. A TDR is a “transferrable development right” that allows a property to be developed at a higher density than would otherwise be allowed by the underlying zone (Rural Neighborhood Cluster or “RNC” in this case). The 2006 *Damascus Master Plan* estimates that between 27 and 84 dwelling units could be built on the site. Although the master plan contains numerous recommendations to protect the environmental setting of the historic Kingstead Farm’s core area, to protect natural resources on the site, and to minimize impacts to vistas from Kings Valley Road, even a development of the minimum number of units as envisioned in the master plan would greatly change the character of the road. A recent site selection to build a new pumping station in the northeast quadrant of Kings Valley Road and Kingstead Road indicates that a new facility should be expected there soon. Once the pumping station has been completed, a subdivision application is likely to be submitted. This road would qualify for an exceptional rustic designation were it not for the master-planned development on the east side of the road.



- Remove the recommended realignment of Kings Valley Road at its intersection with Kingstead Road.

There is a jog of about 50 feet where Kings Valley Road meets Kingstead Road, creating an offset intersection. The 2006 *Damascus Master Plan* recommended that Kings Valley Road be realigned to eliminate this jog in the road. There does not appear to be a compelling reason for this realignment other than to improve the aesthetics of lines drawn on a map, and any realignment here would detract from the character of the road.

Kingsley Road

No new recommendations.

Kingstead Road

No new recommendations.

Lewisdale Road

Recommendation:



- Designate Lewisdale Road rustic.
See road profile for details.

Link Road

Recommendation:



- Remove the road from the Rustic Roads program.

When Link Road was confirmed rustic in the 1997 *Cloverly Master Plan*, no description of the road was included in the plan and no significant features were called out. The summary of evaluation criteria to determine Rustic Road status in the 1997 Plan showed that Link Road met the criteria for being included in the program: the road is narrow and intended for local use, the traffic volume is consistent with a rustic road, it has historic value, and its crash history does not suggest unsafe conditions.

A preliminary plan of subdivision (plan no. 119910300) approved in 1993 almost completely realigned the historic farm lane to bypass a remaining farm when the rest of the site was developed with modern homes. More recently, the only part of the road that had maintained its original alignment and character was determined to be a private road, and therefore ineligible for the program at that end.

As stated in the 1996 *Rustic Roads Functional Master Plan*, “[t]he single, most distinctive feature in the character of rural roads is the way drainage is handled. ... The presence of wide, man-made drainage ditches interrupts the flow of the land from the road to the adjacent countryside” (p. 28). While views of farm buildings and houses along the north side of the road and at the end of the road remain, the character of the road itself has become as modern as any other subdivision approved in the last 30 years. Today, Link Road is a uniformly wide asphalt road with modern drainage ditches on both sides, regularly spaced trees lining both sides of the road, and modern homes with landscaping throughout its length. The road no longer meets the criteria of a rustic road and should be removed from the program. The road should revert to unclassified.

Martinsburg Road

Recommendation:



- Add a second bridge and the hedgerows along the road as significant features.

The bridge (bridge inventory #M-0042), originally constructed in 1925, is 28.5 feet wide and crosses a direct tributary stream of the Potomac River. A new deck and beams were installed in 1992. Steel W-beam guardrails line both sides of the bridge. The Montgomery County Department of Transportation is planning to reconstruct this bridge in the near future and is working with the Rustic Roads Advisory Committee on its design.

There are hedgerows along one or both sides of the road at numerous locations throughout the road’s entire length that contribute greatly to the character of the road.

Meeting House Road

No new recommendations.

Montevideo Road

No new recommendations.

Moore Road

No new recommendations.

Mount Carmel Cemetery Road

Recommendation:



- Designate Mount Carmel Cemetery Road rustic.
- See road profile for details.

Mount Ephraim Road

Recommendations:



- Update northern extent of Mount Ephraim Road to follow the road's alignment northwest into Frederick County.

This plan update includes a small correction to the northern extent of Mount Ephraim Road. At the intersection of Mount Ephraim, Sugarloaf Mountain, and West Harris Roads, the leg of the intersection that proceeds northeast was included within the extents of Mount Ephraim Road in the 1996 *RRFMP*, but in fact the road name changes from Mount Ephraim Road to Sugarloaf Mountain Road here. West Harris Road's extents from the 1996 Plan are also incorrect: West Harris Road terminates at this intersection, while Mount Ephraim Road continues northwest from the intersection and heads into Frederick County.



The road in orange in the image above was designated rustic in the 1996 Master Plan, but entirely under the name “Mount Ephraim Road,” while the road in red was designated exceptional rustic under the name “West Harris Road.” This plan updates the northern extent of Mount Ephraim Road from one Frederick County line crossing to another, but retains the exceptional rustic designation of the road northwest of the intersection that was applied in the 1996 plan.



- Include the gravel surface of the portion of the road previous identified as West Harris Road as a significant feature.

Mount Nebo Road

No new recommendations.

Mountain View Road

No new recommendations.

Mouth of Monocacy Road

Recommendations:



- Update the eastern extent of Mouth of Monocacy Road.

Update the eastern extent of the exceptional rustic section of Mouth of Monocacy Road from the bridge over the Little Monocacy River to the end of county maintenance on the unpaved portion of the road that passes back under the Little Monocacy Viaduct. A 2018 Circuit Court decision established that Mouth of Monocacy Road does not extend east after the one-lane bridge as previously thought, but instead takes a sharp turn north and then proceeds northeast as part of the original alignment connecting to West Old Baltimore Road.



- Update the road’s significant features to include the Little Monocacy Viaduct, views of farms and Sugarloaf Mountain, the one-lane bridge across the Little Monocacy River, the gravel surface of the newly added segment, and the relationship of the trees and tree canopy on the gravel portion.

Several significant features along this road were not specified when designated in 1996. The updated gravel extent adds a couple more features worth preserving.

Moxley Road

Recommendation:



- Revise the list of significant features to include views in all directions.

One of the current significant features of Moxley Road is an “expansive view into Frederick County.” This road offers expansive views in all directions, not just towards Frederick County.

Mullinix Mill Road

Recommendation:



- Designate Mullinix Mill Road rustic.

See road profile for details.

Nicholson Farm Road

Recommendation:



- Designate Nicholson Farm Road rustic.

See road profile for details.

Oak Hill Road

Recommendation:



- Approve the new road profile and significant features.

The 1997 *Cloverly Master Plan* did not include an itemized list of significant features of Oak Hill Road, but in the summary of evaluation criteria to determine Rustic Road status, the road is called out for having outstanding natural features, outstanding farm and rural vistas, and historic value. In addition to listing the historic resources along the road, the 1997 Plan contains the following description:

Its alignment is generally straight with a few gentle curves. The elevation drops steadily to a conservation park. ... Forested areas mixed with open space and pastures are the dominant view from the road. A few locations have complete canopy enclosure; most of the road has tree canopy over one side. The distant view from Oak Hill Road is mostly wooded area.

Old Bucklodge Lane

Recommendation:



- Change designation from rustic to exceptional rustic.

Old Bucklodge Lane passes through tree-lined farm fields and forested areas and has very little development along its length. Very few roads in the county have such a thorough agricultural character. Old Bucklodge Lane has a lot of rustic character as it travels along agricultural fields. Any improvements to the road would greatly diminish this character.

Old Hundred Road (MD 109)

Recommendations:



- Provide separate rustic road entries for Beallsville Road and Old Hundred Road. The new road profile and significant features associated with each road will need to be approved.

In the 1996 *Rustic Road Functional Master Plan*, Beallsville Road and Old Hundred Road were grouped together as one rustic road entry. Both roads are designated Maryland State Route 109. With this Plan update, we are providing two entries for the purpose of clarity. The Significant Features, History, Traveling Experience, and Road Characteristics have been modified so that they accompany the appropriate rustic road.



- Update the northern extent of the rustic portion of the road to end at Peach Tree Road instead of Frederick Road (MD 355).

The 1994 *Clarksburg Master Plan* recommends that the interchange of I-270 and Old Hundred Road be closed and relocated just to the north of the Frederick County line to align with MD 75, which meets Frederick Road north of Hyattstown. MD 75 would be extended to I-270 from its current terminus at Frederick Road. According to the appendix to the 1994 plan (where the rustic roads were evaluated), no traffic counts were available for this segment of Old Hundred Road and only one crash had occurred in the three-year study period (1989-1991).

Traffic counts in 2019 and 2021 both show over 8,000 trips per day on this segment. (In comparison, traffic counts south of the interchange are just over 2,800 trips in these two years and are just under 2,000 closer to Comus Road.) The crash analysis indicates 57 crashes from Peach Tree Road to Frederick Road in the six-year period from 2015-2020, including one fatality; 10 of these crashes were not associated with an intersection.

A maximum of 3,000 vehicle trips per day is used as a general guideline to determine if a road should be classified as rustic, and the crash history cannot indicate unsafe conditions. There is no indication that the state plans to close the interchange at Old Hundred Road and build a new one to the north. Even though it is a lovely drive the enclosed tree canopy between the I-270 interchange and Frederick Road, given the high number of trips and its recent crash history, the rustic designation between Peach Tree Road and Frederick Road (approximately 0.69 miles) should be removed. The road segment should be reclassified as an arterial road in the *Master Plan of Highways* and as a country connector road per the *Complete Streets Design Guidelines*.

Old Orchard Road

Recommendation:



- Approve the new road profile and significant features.

When Old Orchard Road was designated rustic in 1997, the master plan did not explicitly specify the significant features of the road. The table summarizing the criteria for including it in the program, in addition to showing that the road meets the basic criteria necessary to be designated rustic, noted that the road has outstanding natural features. The narrative description in the master plan mentions the densely wooded areas and open space along the road. The forested area also contains a pleasant stream crossing.

Old River Road

Recommendation:



- Add tree canopy enclosure as a significant feature.

The table in the 1996 Master Plan showing the summary of criteria evaluation of roads considered for designation as rustic indicates that Old River Road has both outstanding natural features and historic value. However, that plan only specified the alignment of the road as a significant feature. A drive down the road, however, offers an immersive ride through mature forest for most of the western two-thirds of the road's length, with tree canopy closure through most of that area.

Peach Tree Road

Recommendation:



- Designate Peach Tree Road exceptional rustic north of Barnesville Road.

Peach Tree Road travels many miles through forested and actively farmed areas with very little development visible from the road. No other rustic road travels nearly as far through parts of the county that reflect the county's agricultural roots and natural areas. Modifying or improving Peach Tree Road north of Barnesville Road would greatly detract from its character. Parts of this segment of the road have already been somewhat improved with modern paving and guardrails, but many of these parts follow a twisting alignment through forested areas.

Pennyfield Lock Road

Recommendation:



- Add the one-lane bridge over a tributary of Muddy Branch as a significant feature.

The one-lane bridge over the Pennyfield tributary to Muddy Branch (bridge inventory #M-0198) is a significant feature of Pennyfield Lock Road. The bridge is 16 feet wide and was built in 2017.

Poplar Hill Road

Recommendation:



- Remove the middle segment of the road from the Program.

The bridge over Hookers Branch washed out in a flood in the early 2000s. Rather than rebuild the bridge, the county closed the road from both directions so that there is now a very short southern segment of the road that serves one house and a longer northern segment that serves ten houses plus a few undeveloped properties. The roadway in the middle section has been removed and replaced with grass. A gate at the end of the northern segment allows utility companies to maintain lines that follow the old roadway.



- Approve the new road profile and significant features.

When Poplar Hill Road was designated rustic in 2002, the master plan did not designate the significant features along the road. The table summarizing the criteria for including it in the program, in addition to showing that the road meets the basic criteria necessary to be designated rustic, noted that the road has outstanding natural features and follows an historic alignment. The 2002 plan does not provide any further guidance regarding the rustic designation.



Prescott Road



See Hyattstown Mill Road.

Prices Distillery Road

No new recommendations.

Purdum Road

No new recommendations.

Query Mill Road

Recommendations:



- Approve the new road profile and significant features.

When Query Mill Road was designated rustic, the master plan did not specify the features along the road that were to be preserved. Instead, the plan contains a table showing the criteria for designation as rustic. The table shows Query Mill Road to have outstanding natural features and to follow an historic alignment, but the Master Plan does not specify the features or describe the alignment.

The pair of one-lane bridges recommended as significant features are near the north end of the road and cross a tributary of Muddy Branch; both were built in 1920. The more northerly bridge (bridge inventory #M-0020) is 17.4 feet wide and was repaired in 1978. The second bridge (bridge inventory #M-0329) is a 16-foot-wide box culvert.



- Change classification of Query Mill Road to exceptional rustic from Glen Road to Esworthy Road.

The segment of Query Mill Road between Esworthy Road and Glen Road closely follows a stream as it travels through a forested stream valley. The winding alignment cuts across a slope—fairly steep in spots—with an embankment on one side and views of a stream on the other. Improving the road would detract greatly from its exceptional rustic character.

Riding Stable Road

Recommendation:



- Do not designate Riding Stable Road rustic.

Riding Stable Road provides a connection from Laurel to Sandy Spring Road (MD 198), Burtonsville, Columbia Pike (US 29), and points west and mainly carries non-local traffic. The road name changes to Brooklyn Bridge Road in Prince George's County. There are a substantial number of single-family homes and neighborhoods along the road. There are only a few farms or forested areas along the road. There are also significant community destinations, including parks, multiple recreational fields and facilities, churches, and commercial developments, such as an animal hospital, along the road. An elementary and high school are located just east into Prince George's County, where the road enters historic downtown Laurel. There are also longstanding safety concerns along this street, particularly regarding vehicle speeds.

Riding Stable Road should retain its classification as a primary residential road.

Riggs Road

Recommendation:



- Change designation from rustic to exceptional rustic.

Riggs Road, with its farm views and mature forested area, makes a significant contribution to the natural and agricultural characteristics of the county. There are very few gravel roads remaining in the county. Improvements to the road—in particular a change to its gravel surface—would more negatively impact the physical characteristics of this road than most of the other roads in the program.

Rileys Lock Road

No new recommendations.

River Road (Exceptional Rustic section)

Recommendation:



- Add the one-lane bridge over Broad Run as a significant feature.

The bridge was built in 1911; the deck was replaced in 1992. The narrow bridge adds a lot to the character of this part of the road, and it affords nice upstream and downstream views.

River Road (Rustic section)

Recommendation:



- Add two one-lane bridges to the road's significant features.

These bridges are just under 12 feet wide and were built in 1916; both bridges had their decks replaced in 2010. They add a lot of character to the eastern end of the rustic section of the road.

Rocky Road

Recommendation:



- Add outstanding views as a significant feature.

Add the outstanding views across the fields as a significant feature of this road.

Santini Road

Recommendation:



- Approve the new road profile and significant features.

When this road was designated rustic in 1997, the master plan did not delineate a specific list of significant features along the road. The master plan described Santini Road as narrow, with the final 600 feet of the road being steeply sloped and gravel, but the road has been paved to the

end since then. The plan also references the generally steep vertical alignment in some locations, as well as the sharp horizontal curves.

Schaeffer Road

Recommendation:



- Update the eastern extent of Schaeffer Road so that it ends at Burdette Lane.

The South Germantown Recreational Park had not been constructed when 1996 *Rustic Roads Functional Master Plan* designated Schaeffer Road as rustic. The 1996 plan specified that the eastern boundary of the rustic designation should be the new park entrance once constructed. However, the road between the entrance to the park and Burdette Road has a suburban street section, so the rustic designation should end at Burdette Road (rustic road).

Seneca Road

Recommendation:



- Designate Seneca Road rustic.

See road profile for details.

Slidell Road

Recommendation:



- Remove the rustic designation from the segment north of Comus Road.

The Montgomery County Department of Transportation confirmed that the segment of Slidell Road north of Comus road is a private road. Because only a public road can be classified as a rustic road, the rustic designation of the segment north of Comus Road should be removed.

South Glen Road

Recommendation:



- Approve the new road profile and significant features.

When South Glen Road was designated exceptional rustic, the master plan did not specify the features along the road that were to be preserved. Instead, the plan contains a table showing the criteria for designation as rustic. The table shows South Glen Road to have outstanding natural features, but the Master Plan does not specify the features. The table also shows that South Glen Road meets all the criteria for designation as exceptional rustic.

Stoney Creek Road

Recommendation:



- Approve the new road profile and significant features.

When Stoney Creek Road was designated rustic, the master plan did not specify the features along the road that were to be preserved. Instead, the plan contains a table showing the criteria for designation as rustic. The table shows Stoney Creek Road to have outstanding natural features and that it follows an historic alignment, but the Master Plan does not elaborate on the features or describe the alignment.

Stringtown Road

Recommendation:



- Update the southern extent of Stringtown Road from Snowden Farm Parkway to the Cedarbrook Community Church entry drive.

The original southern extent of Stringtown Road as designated in 1994 was Piedmont Road, but the construction of Snowden Farm Parkway at the point where Piedmont Road once met Stringtown Road necessitated the termination of Piedmont Road in a cul-de-sac to the east, so that road no longer intersects Stringtown Road. The subsequent construction of the church in the northwest quadrant of the Snowden Farm Parkway/Stringtown Road intersection, with its modern design, electronic signs, and parking lots on formerly agricultural land, in addition to the widening of Stringtown Road at the intersection, has eliminated the rustic feel of this portion of the road. The southern extent of the rustic segment of Stringtown Road should be updated to the north edge of the Cedarbrook Community Church entry drive, a shortening of roughly 340 feet.

Sugarland Lane

No new recommendations.

Sugarland Road

Recommendation:



- Add two narrow bridges as significant features on the road.

Both bridges (bridge inventory #M-0034 and #M-0035) were built in 1930. Bridge #M-0034, over a tributary of Dry Seneca Creek on the exceptional rustic segment of the road, is 17.7 feet wide; its deck was replaced in 1999. Bridge #M-0035 is 18 feet wide and crosses a direct tributary of the Potomac on the rustic portion of the road; its deck was replaced in 2000.

Sugarloaf Mountain Road

Recommendations:



- Confirm rustic designation and approve new road profile.

The short section of Sugarloaf Mountain Road in Montgomery County appears as an extension of Mount Ephraim Road as it heads northeast from the intersection with West Harris Road, but in fact Mount Ephraim Road turns to the northwest at this intersection while Sugarloaf Mountain Road heads northeast. This plan clarifies the road names while recognizing the already-established rustic and exceptional rustic designations of these roads. Sugarloaf

Mountain Road should retain the designation established in 1996 for Mount Ephraim Road. (See image under entry for Mount Ephraim Road.)



- Update the road’s significant features to include only those that apply to Sugarloaf Mountain Road.

The significant features in the 1996 Master Plan apply broadly to Mount Ephraim Road’s entire length, but this short segment has a different character than that road, warranting an updated list of the road’s significant features.

Mount Ephraim Road is described as a ridge road, but the segment of Sugarloaf Mountain Road within Montgomery County is cut into a low hillside and sits several feet lower than the surrounding land on both sides of the road north of the farmhouse and buildings near the intersection. Therefore, the “ridge road with expansive views” is not included in the list of significant features for Sugarloaf Mountain Road.

In addition to the view of Sugarloaf Mountain as one crosses the Frederick County line, a very interesting fence composed of concrete posts and wooden rails runs along the west side of the road and is being added as a significant feature.

Swains Lock Road

Recommendations:



- Add the one-lane bridge just north of the C&O Canal parking lot to the road’s significant features.

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.



- Revise the significant features to include forest on both sides of the road.

The 1996 plan specified mature forest on one side of the road as a significant feature. This plan updates the feature to include the forest on both sides of the road.

Sycamore Landing Road

Recommendation:



- Add two one-lane bridges and the gravel surface to the road’s significant features.

These bridges are 14-15 feet wide and were built in 1910; both bridges received new decks and beams in 1988. These bridges and the gravel surface add a lot of character to the road.

The farm road

Recommendation:



- Do not designate the farm road rustic.

The farm road is accessed from Brooke Road just west of Chandlee Mill Road. It is a private road and therefore is not eligible for designation as rustic.

Thurston Road

Recommendation:



- Designate Thurston Road rustic.

See road profile for details.

Triadelphia Lake Road

Recommendations:



- Approve the new road profile and significant features.

When the road was designated rustic in 2005, the master plan did not explicitly identify the road's significant features. A table in the Master Plan indicates that Triadelphia Lake Road has outstanding natural features, outstanding vistas of rural landscape, and follows historic alignments. See the road profile for a complete list of significant features.



- Change designation from rustic to exceptional rustic.

Triadelphia Lake Road is an old road that travels almost entirely forested land, ending at a reservoir. The road is very narrow and ends at a reservoir. Improvements to Triadelphia Lake Road would diminish from the experience of traveling into the natural habitat surrounding the road.

Trundle Road

No new recommendations.

Tschiffely Mill Road

Recommendation:



- Change designation from rustic to exceptional rustic.

The road runs parallel to Seneca Creek, and the ruins of Seneca Mill and Seneca Stone Mill are located at each end of the road. The road is a narrow gravel road with trees and houses close to the road. There are views to Seneca Creek. Changing the surface material of the road would negatively impact the character of the road.

Tucker Lane

Recommendations:



- Approve the new road profile and significant features.

When Tucker Lane was designated rustic in 1998, the master plan did not explicitly specify the significant features of the road. According to a description in the plan's Roadway Classifications table, Tucker Lane features a "vista of the Patuxent River Watershed Conservation Park & WSSC open space with meandering stream; narrow, paved road with tight 'S' curves; [and] access to fishing and equestrian trails." See the road profile for a complete list of significant features.



- Change designation from rustic to exceptional rustic.

There are forest and trees close to the road. The road gradually descends into the Patuxent River valley. At the midpoint of the rustic road designation, the road alignment is parallel to the Patuxent River. Tucker Lane has dense wood areas at its edges and would be adversely impacted if changes were made.

Turkey Foot Road

Recommendations:



- Update the southern extent of the road to the new roundabout at Travilah Road.

A roundabout has been built at the intersection of Turkey Foot Road and Travilah Road as part of the development of the Mount Prospect subdivision. The southern extent of the road is moving very slightly north to now end at the roundabout instead of at Travilah Road itself, a reduction of about 100 feet.



- Approve the new road profile and significant features.

When Turkey Foot Road was designated rustic, the master plan did not specify the features along the road that were to be preserved. Instead, the plan contains a table showing the criteria for designation as rustic. The table shows that Turkey Foot Road follows an historic alignment, but the Master Plan does not elaborate on this. In addition to the historic alignment, Turkey Foot Road has several other features that help add to its rustic character.

Violettes Lock Road

No new recommendations.

Wasche Road

Recommendation:



- Add the hedgerows north of West Hunter Road as significant features.

The hedgerows contribute to the character to the road in several places north of West Hunter Road.

West Harris Road

Recommendation:



- Clarify extents of road.

This Master Plan update contains a small correction to the extents of West Harris Road. The 1996 Master Plan indicates that West Harris Road reaches Frederick County from the intersection with Sugarloaf Mountain and Mount Ephraim Roads, but in fact the road that heads northwest from the intersection becomes Mount Ephraim Road at the intersection; West Harris Road terminates at the intersection. (See image under entry for Mount Ephraim Road.)

West Hunter Road

Recommendation:



- Update the road's significant features to include the cedar hedgerows along the road and the forested area on both sides of the road east of Hillard Farm.

These hedgerows line both sides of the road in several places and contribute to the character of the road. There is also a forested area on both sides of the road to the east of the Robert T. Hillard Farm that offers a brief but pleasing immersion into the shade, although utility lines on the south side of the road prevent the trees on that side of the road from being able to create a full canopy enclosure over the road. Care should be taken when maintaining vegetation beneath the utility lines to preserve as much of the vegetation as possible.

West Offutt Road

No new recommendation.

West Old Baltimore Road

Recommendation:



- Update the road's significant features to specify that the ford at Ten Mile Creek is the last remaining ford on a public road in the county. Also add the hedgerows as a significant feature.

Since the closing of Hoyle's Mill Road to through-traffic, the ford at Ten Mile Creek is now the only remaining ford on a public road in Montgomery County. When designated in the 1996 master plan, the list of the road's significant features indicated that it "may soon be unique" because of this ford, and now it is indeed unique in this regard.

Hedgerows along the edges of the fields contribute further to the character of the road.

West Willard Road

No new recommendations.

Westerly Road

Recommendation:



- Remove the politician's road from the road's significant features.

The 1996 plan listed a "politician's road, clearly discernible toward Edwards Ferry Road" as one of the road's significant features, but there is no longer any trace of the old road under the asphalt surface.

White Ground Road – Exceptional Rustic

Recommendations:



- Add one-lane bridge near Edward U. Taylor School and the hedgerows along the road as significant features.

The one-lane bridge just south of the Edward U. Taylor School crosses an unnamed tributary of Little Seneca Creek. This 15.5-foot-wide bridge (bridge inventory #M-0048) was built in 1925; the superstructure was replaced in 2008.

Hedgerows at various places along the road also contribute to the character of the road.



- Add two narrow bridges near the south end of the road as significant features.

These two bridges, both built in 1925, also cross unnamed tributaries of Little Seneca Creek. The more southerly of the two (bridge inventory #M-0299) is a 24-foot-wide concrete slab bridge which crosses the small tributary 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.

Whites Ferry Road

No new recommendations.

Whites Store Road

No new recommendations.

Wildcat Road

Recommendations:



- Add roadside trees, tree canopy, and one-lane bridge to the list of the road's significant features.

Most of the road travels through forested areas and the trees are definitely a significant contribution to the enjoyment of the road. The bridge (bridge inventory #M-0068) over Wildcat Creek was built in 1935 and is 13.8 feet wide. The beams were replaced in 1950, the deck in 1989, and in 2006 repairs were made to the abutment. The bridge affords an outstanding view of Wildcat Creek as you cross it and makes a significant contribution to the experience of traveling down the road.



- Change designation from rustic to exceptional rustic.

Wildcat Road offers a great drive through closed tree canopy and a forested stream valley. Numerous stream crossings, the one-lane bridge across Wildcat Branch, and extensive drive through mature forest all combine for a unique experience. It would be difficult to make improvements to this road without degrading the experience as you travel through the forest, winding along the creek.

Zion Road

No new recommendations.

Chapter 49, Article 8. Rustic Roads Program

Section 49-76. Purpose.

This Article authorizes the identification and classification of rustic roads in that part of the County located in the Maryland-Washington Regional District. This Article establishes a program to preserve as rustic roads those historic and scenic roadways that reflect the agricultural character and rural origins of the County. Preservation of rustic roads must be achieved by retaining certain physical features of rustic roads and by certain right-of-way maintenance procedures.

Section 49-77. Definitions.

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

Committee means the Rustic Roads Advisory Committee.

Exceptional rustic road means an existing public road or road segment which is so classified under Section 49-78.

Public utility means any private company or public agency that is regulated as a public utility under state law, or otherwise provides water, sewer, electric, gas, telephone, or cable service (as defined in Chapter 8A) in the County.

Rustic road means an existing public road or road segment which is so classified under Section 49-78.

Section 49-78. Rustic Road Classification and Reclassification.

- (a) *Classification.* The County Council may classify, reclassify, or revoke the classification of an existing public road or road segment as a rustic road or an exceptional rustic road by approving an amendment to the functional plan and the relevant area master plan.
- (b) *Criteria for rustic roads.* Before classifying a road as rustic, the Council must find that an existing public road or road segment:
 - (1) is located in an area where natural, agricultural, or historic features are predominant, and where master planned land use goals and zoning are compatible with a rural/rustic character;
 - (2) is a narrow road intended for predominantly local use;
 - (3) is a low volume road with traffic volumes that do not detract significantly from the rustic character of the road;
 - (4) (A) has outstanding natural features along its borders, such as native vegetation, stands of trees, stream valleys;
(B) provides outstanding vistas of farm fields and rural landscape or buildings; or
(C) provides access to historic resources, follows historic alignments, or highlights historic landscapes; and
 - (5) the history of vehicle and pedestrian crashes on the road in its current configuration does not suggest unsafe conditions.

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

- (c) *Criteria for exceptional rustic road.* The Council may classify an existing public road or road segment as an exceptional rustic road. Before classifying a road as an exceptional rustic road, the Council must find that the road or road segment:
 - (1) qualifies as a rustic road under subsection (b);
 - (2) contributes significantly to the natural, agricultural, or historic characteristics of the County;
 - (3) has unusual features found on few other roads in the County; and
 - (4) would be more negatively affected by improvements or modifications to the physical characteristics of the road than would most other roads in the rustic roads program.
- (d) *Significant features.* When the Council classifies a road as a rustic road or an exceptional rustic road, the Council must identify the significant features of each such road that must be preserved when the road is maintained or improved.

Section 49-79. Maintenance and Improvements.

- (a) *County roads.* Each rustic road and exceptional rustic road must be maintained and improved in a manner that preserves the road's significant features which the Council identified under subsection 49-78(d), but this requirement does not preclude improvements to promote safety or movement of farm equipment. The County Executive must establish guidelines by regulation under method (2) for maintenance and improvement of rustic roads and exceptional rustic roads.
- (b) *State and park roads.* The Executive must encourage the State Highway Administration and the County Parks Department to maintain and improve rustic roads owned by the State or Park Commission in a manner consistent with this Article.
- (c) *Public utilities.* Public utility work on or near a rustic road or exceptional rustic road is limited by this Article only when the work will damage a structure identified as a significant feature of the road which the Council identified under subsection 49-78(d). Each public utility must make all reasonable efforts to limit irreparable damage to any significant feature when working on or near a rustic road or exceptional rustic road.
- (d) If this Article conflicts with Chapter 24A, Chapter 24A prevails.

Section 49-80. Rustic Roads Advisory Committee.

- (a) *Membership.* The County Executive must appoint, subject to confirmation by the County Council, a Rustic Roads Advisory Committee. The Committee has 7 voting members. Each member must be a resident of the County. The Executive should appoint:
 - (1) 3 members who are owner-operators of commercial farmland earning 50 percent or more of their income from farming, one of whom is a representative of the Agricultural Advisory Committee;
 - (2) one member who knows rural preservation techniques through practical experience and training;
 - (3) one member who knows roadway engineering through practical experience and training;
 - (4) one member who represents civic associations located in the Agricultural Reserve; and
 - (5) one member who represents civic associations in areas located outside the Agricultural Reserve where there are rustic roads.

The Chairman of the Planning Board must designate a member of the planning staff as a non-voting Committee member.

- (b) *Officers.* The Committee must elect a chair annually. The Committee may select other officers annually as it finds appropriate. A member must not serve as chair for more than 2 consecutive years.
- (c) *Meetings.* The Committee must meet at the call of the chair as often as required to perform its duties, but at least 6 times each year. The Committee must also meet if two-thirds of the voting members request in writing that a meeting be held. The Chair must give reasonable advance notice of all meetings to members of the Committee and the public. A majority of the members are a quorum to transact business.
- (d) *By-laws.* The Committee may adopt by-laws to govern its activities.
- (e) *Duties.* The Committee must:
 - (1) promote public awareness and knowledge of the County rustic roads program;
 - (2) review and comment on classification of rustic roads and exceptional rustic roads;
 - (3) review and comment on Executive Regulations and other County policies and programs that may affect the rustic roads program; and
 - (4) report on June 1 of each even numbered year to the Executive, the Council, and the Planning Board on the status of the rustic roads program.
- (f) *Advocacy.* The Committee must not engage in any advocacy activity at the State or federal levels unless that activity is approved by the Office of Intergovernmental Relations.
- (g) *Staff.* The Chief Administrative Officer must provide the Committee with staff, offices, and supplies as are appropriated for it.

Executive Regulations for Maintenance and Improvements of Rustic Roads

COMCOR: Code of Montgomery County Regulations

ARTICLE VII. RUSTIC ROADS PROGRAM, SEC. 49-79 MAINTENANCE AND IMPROVEMENTS — REGULATIONS

COMCOR 49.79.01 Rustic Roads

49.79.01.01 Authority

Chapter 49, Article VII, of the Montgomery County Code, 1994, as amended entitled “Rustic Roads,” at Section 49-79 authorizes the following guidelines for maintenance and improvements within the rights-of-way of roads designated as rustic roads or exceptional rustic roads in the Approved and Adopted Rustic Roads Functional Master Plan, or any other Approved and Adopted Master Plan.

49.79.01.02 Definitions

- Agricultural Equipment means all farm equipment including equipment owned or utilized by non-farmers to service farms and farm related operations. This includes transport and supply trucks
- Master Plan means any Approved and Adopted Master Plan.
- Permittee means any organization, individual or entity which as been granted a permit by the Department of Permitting Services to perform work within the public right-of-way.
- Significant features means those features identified as significant by the County Council when classifying the road as a rustic road or exceptional rustic road.

49.79.01.03 Application Process and Eligibility Analysis

A. Application

A request for maintenance of, or improvements to a rustic or exceptional rustic road may be made by a farmer or other business operator, Public Agency, local citizen association, or resident in any area which is served by a rustic road. Requests must be made in writing, on an application form supplied by the Department, to the Department of Public Works and Transportation, Division of Engineering Services. Additionally, the Department may implement safety improvements to rustic roads, consistent with these guidelines. Finally, the County may require safety improvements, consistent with these guidelines, in conjunction with the development approval process.

B. Eligibility and Project Development

This regulation applies to any road that is designated in a master plan or shown on the Rustic Roads Interim List, Exhibit A of the Rustic Roads legislation as amended.

1. Citizen or Department of Public Works and Transportation Initiated Improvements

Upon receipt of a request for improvements to a rustic or exceptional rustic road, or whenever improvements are initiated by the Department of Public Works and Transportation, the Department must assess the area proposed for improvements by conducting an engineering study. The study will identify possible improvements consistent with these regulations, that are appropriate for the road.

The Rustic Roads Advisory Committee will review the Department of Public Works and Transportation proposal at their next scheduled meeting and forward comments to the Director, Department of Public Works and Transportation. Upon approval of the project by the Director of Department of Public Works and Transportation, the project will follow the current Capital Improvements Project process, including Mandatory Referral requirements.

2. Improvements in Conjunction with the Development Approval Process

When the County requires improvements to rustic or exceptional rustic roads in conjunction with the Development Approval Process, they must be done in accordance with these regulations. Roads on the Interim List must be submitted to the Rustic Roads Advisory Committee for their identification of significant features. As part of the Preliminary Plan submittal, an applicant must use these regulations to identify proposed modifications to rustic roads that have been identified in the Master Plan. In reviewing the Preliminary Plan, the Department of Public Works and Transportation will evaluate the proposed improvements and set requirements consistent with these regulations. Planning Board approval of the Preliminary Plan constitutes approval of the Department of Public Works and Transportation's required rustic road improvements.

Following approval of the Preliminary Plan, the applicant must apply to the Department of Permitting Services for a permit to perform work within the right-of-way of a rustic road. The Department of Permitting Services must utilize these regulations in reviewing the proposed work.

Compatibility with master plans - The Department of Public Works and Transportation must evaluate whether the proposed plan complies with approved and adopted master plans. Any "Planning Board Draft" master plan for the area must also be considered.

Reclassification of Roads

Roads designated by Master Plan as rustic or exceptional rustic must be improved in accordance with these regulations. Removal of a road from or addition of a road to the

rustic roads program, or reclassification of an exceptional rustic road to a rustic road, or vice versa, must be done by an amendment to the Master Plan of Highways.

49.79.01.04 Maintenance and Improvement Guidelines

I. Maintenance of Rustic and Exceptional Rustic Roads

A. Roadway and Bridge Maintenance

1. Level of Maintenance

A rustic or exceptional rustic road will receive the level of maintenance as necessary to assure its continued viability as a transportation facility and to allow for safe travel by motorized vehicles, and agricultural equipment. Maintenance will be provided at a level no lower than existed at the time of designation, while still preserving the rustic qualities of the road.

2. Regular Maintenance

The rustic or exceptional rustic road classification will not exclude roads from regular maintenance.

3. Winter Maintenance

Normal winter maintenance practices will be performed by the Department of Public Works and Transportation on rustic and exceptional rustic roads.

4. Drainage

The Department will maintain storm drainage where necessary to prevent damage to the road or to adjacent private property, possible washouts and other problems which may be detrimental to proper safety. Maintaining storm drainage may include the removal of trees if vegetation has been allowed to grow in old drainage ditches.

5. Bridge Repairs

The Department of Public Works and Transportation must make bridge repairs in a manner that preserves the rural characteristics of the roadway and the bridge structure.

6. Guardrail Replacement

If a guardrail is to be replaced, the Department must use a material that maintains the existing rustic appearance of the roadway. Guardrails must meet all applicable safety standards.

B. Right-of-Way Maintenance

1. Undesirable Vegetation

The Department will control undesirable vegetation in the right-of-way, as needed to assure proper maintenance and safety, through mowing, or selective cutting. When necessary, herbicides will be used in a judicious and prudent manner. Any vegetation classified as noxious vegetation under County or State law is considered undesirable and may be removed without regard to its impact on rustic roads.

2. Mowing

The Department will perform right-of-way mowing as necessary for health, safety and ecological reasons such as controlling noxious weeds. Where appropriate and feasible, maintenance activity will protect desirable vegetation adjacent to a rustic or exceptional rustic road.

3. Tree Maintenance

The Department will perform or permit tree maintenance or removal along rustic roads as necessary to allow safe travel by motorized vehicles and agricultural equipment. Maintenance will be provided at a level no lower than existed at the time of designation, while still preserving the rustic qualities of the road. Right-of-way tree removal and/or pruning will be selective and will follow good forestry and landscaping practices. To the degree possible, consistent with safety and agricultural utility, the tree canopy along a rustic road should be allowed to remain undisturbed. If pruning is not sufficient, tree removal to provide adequate sight distances and for adequate farm vehicle clearance is permitted. All tree maintenance and tree removal will be in accordance with applicable State and County tree laws.

4. Litter Control

The Department will perform litter control along rustic roads, including coordination of volunteer efforts, where feasible.

C. Signs

1. Identification of Rustic Roads and Exceptional Rustic Roads

Free standing signs identifying roads as rustic or exceptional rustic roads will not be permitted in the right-of-way. The Department of Permitting Services will submit any proposal for special signs within the right-of-way, such as those identifying a historic site or scenic opportunity, to the Rustic Roads Advisory Committee for review and comment and to the Agricultural Advisory Committee for review and comment on impacts to agricultural operations.

2. Roadway Signs

Regulatory, warning, informational and other necessary road signs will be posted as needed on rustic roads.

D. Major Maintenance to Rustic Roads

Whenever major maintenance, such as roadway resurfacing, bridge deck replacement, major drainage reconstruction, or removal of a significant tree is proposed for a rustic road, the Department of Public Works and Transportation must post public notice of such maintenance at the project site at least 30 days prior to the proposed start of work. A significant tree is defined as being greater than 30 inches in diameter at breast height.

II. Improvements to Rustic Roads

A. General Guidelines

1. Uses

When designing improvements for rustic roads, the Department of Public Works and Transportation must consider the varying transportation needs of farmers operating agricultural equipment and transporting produce to market, as well as the needs of other motorists.

When applying for a permit to perform work within the right-of-way of rustic roads, the permit applicant must consider the varying transportation needs of farmers operating agricultural equipment and transporting produce to market, as well as the needs of other motorists.

2. Safety

No changes may be made that would diminish the safety of a rustic road below the level that existed at the time of its designation

B. Modification of Road Pavement and Related Structures

1. Width Alignment and Road Surface

The width, alignment and road surface of rustic roads may only be altered to provide adequate safety, to reduce maintenance problems, to provide reasonable improvements to allow for adequate vertical or horizontal clearance or roadway pull off areas for farm equipment. Should the width, alignment or road surface of a rustic road be altered, all work shall be done in a manner as to protect the significant features which made the road eligible for its rustic designation, and design techniques and materials used shall be compatible with adjacent unaltered portions of the road. In case of relocation, the new section shall be designed to maintain compatibility with the connecting road segments.

2. Shoulders

When improving rustic roads, shoulders will be provided only if required for safety or environmental considerations, such as paving shoulders to avoid erosion.

3. Minimum Sight Distance for New Driveways, Intersections and Spot Safety Improvements

Sight distances for new driveways, intersecting roadways and safety improvements must meet the minimum standards recommended by the American Association of State Highway and Transportation Officials (AASHTO). Minimum sight distances will be 150 feet but a greater sight distance may be required based on actual roadway operating speeds. The applicant must site new driveways or intersections at a location which minimizes disturbance to significant features. In all cases, adequate sight distances will be required. In order to preserve the rustic character of the road, the Department of Permitting Services may require the permit applicant to replant trees outside the line of sight and restore other features altered to provide safe sight distances

4. Minimum Sight Distances - Alignment Adjustments

Vertical or horizontal roadway alignment adjustments to achieve adequate sight distances on rustic roads may be performed as needed to maintain existing safety levels. If such adjustments are required they must be designed compatible with adjacent unmodified roadway sections. The Department may waive or modify geometric criteria not directly relating to safety. In general, relocated rustic roads must have the same configuration, width and roadway surface as adjacent unaltered sections.

5. Bridge Replacement

Bridge replacement or rehabilitation must be of a design and material which preserves or enhances the rustic appearance of the road. Bridges must be replaced at a scale and with materials similar to those of the previously existing structure. If a different design is required for environmental, economic, or safety reasons, new bridges must be of a design and material that complements or enhances the rustic appearance of the roadway. Correction of substandard approach road geometries must be made in character with existing unmodified portions of the roadway. All new or rehabilitated structures must be designed with adequate weight bearing capacity and horizontal clearances to accommodate emergency vehicles and agricultural equipment. Actual roadway surfaces on bridge decks must be compatible in width to the width of the unaltered roadway.

6. New Guardrails

New guardrails must be of a material that maintains or enhances the rustic appearance of the roadway. Placement of new guardrails must not restrict access and movement of agricultural equipment.

C. Right-of-way Improvements

1. Utilities

Utility work within a rustic road right-of-way must conform with guidelines in this Executive Regulation. Whenever practical, roadside areas will be restored to their original condition. Pavement cutting must be minimized. If cutting is unavoidable, pavement patching must utilize materials similar to the original pavement.

2. Street Lights and Traffic Signals

Street lights and traffic signals if required, must be designed to complement the rustic nature of the road.

III. Additional Guidelines for Improvements to Exceptional Rustic Roads

A. Purpose

In order to be classified as an exceptional rustic road, a road or road segment must meet additional criteria as identified in Article VIII Section 49-78 (c) of the County Code. Since exceptional rustic roads would be more negatively affected than rustic roads by improvements or modifications to their physical characteristics, the following additional guidelines apply to improvements to exceptional rustic roads.

B. General Guidelines

All improvements to exceptional rustic roads must protect the significant features while not limiting or restricting its primary function as a transportation facility designed to meet the needs of the approved land use of the area.

C. Modification of Road Pavement and Related Structures

1. Width Alignment and Road Surface

The width, alignment and road surface of exceptional rustic roads must not be altered, except to provide adequate safety, to reduce maintenance problems, or to provide roadway pull off area for farm equipment or for a scenic opportunity.

2. Minimum Sight Distances - Alignment Adjustments

Vertical or horizontal roadway alignment adjustments to achieve adequate sight distances on exceptional rustic roads shall not be done unless the Department determines that no other alternative to achieving adequate sight distance is feasible. If such adjustments are required they shall be done in such a manner as to replicate the characteristics of the adjacent unmodified roadway sections. The Department may waive or modify geometric criteria not directly relating to safety. Realigned exceptional rustic roads must have the same configuration, width and roadway surface as adjacent unaltered sections.

3. Bridge Replacement

Bridge replacement or rehabilitation must be of a design and material which preserves or enhances the rustic appearance of the road. Bridges must be replaced at a scale and with materials similar to those of the previously existing structure. If a different design is required for environmental or safety reasons, new bridges must be of a design and material that complements or enhances the rustic appearance of the road. On exceptional rustic roads, a new or rehabilitated deck should be no wider than the existing deck unless improvements are specifically needed for the transportation of agriculture related equipment, in which case the new or rehabilitated deck should be no wider than the existing approaches.

IV. Waiver

The Director of the Department of Public Works and Transportation may waive the maintenance and improvement guidelines above in the event of an emergency representing urgent and imminent threat to public safety.

V. Implementation of Guidelines

A. Responsible Agencies

The Montgomery County Department of Public Works and Transportation and Department of Permitting Services are responsible for implementation of these guidelines. All public agencies must use these guidelines when developing plans for public facilities on rustic or exceptional rustic roads.

B. Rustic Roads Advisory Committee

The Rustic Road Advisory Committee will provide comments to the Department of Public Works and Transportation on rustic road and exceptional rustic roads maintenance and improvement procedures.

VI. Effective Date

This regulation becomes effective November 26, 1996.

(Administrative History: Reg. No. 21-96AM (Method 2); Dept.: Public Works and Transportation)

Guidelines for Foliage and Tree Maintenance on Rustic Roads

In order to protect the natural beauty of Montgomery County's Rustic and Exceptional Rustic roads, the Montgomery County Department of Transportation (MCDOT) and the Rustic Roads Advisory Committee (RRAC) commit to work together on foliage and tree maintenance on rustic roads. Both parties agree that the top MCDOT priority must be the safety of the citizenry, and the next important focus is maximizing tree canopy cover in Montgomery County.

- Roadside and tree trimming process -- The MCDOT arborist will review and assign all hedgerow and tree trimming requests on rustic roads, regardless of the existence of significant features. No other MCDOT offices or parties should undertake hedgerow or tree trimming on rustic roads without direction from the MCDOT arborist. No routine trimming will be performed through 311. Emergency situations may precipitate immediate action and, in those situations, it may not be practical or safe to wait for an arborist inspection before the hazard is abated. Trees cut down and other trimming debris will be removed within 30 days of the trimming.
- Notification -- The MCDOT arborist will notify RRAC at least 30 days in advance of scheduled maintenance on a rustic road with protected tree and vegetation features so that the Committee may offer guidance on protected significant features. A subcommittee will conduct a site visit to the specific location within 30 days or as soon as possible after notification; it is understood that the planned maintenance work may occur later than that. A list of rustic roads is found here which can be checked for significant features: <https://montgomeryplanning.org/wp-content/uploads/2020/03/RRFMP-combined-roads-list-20200317.pdf> (this online resource will be updated as appropriate). RRAC will review roads identified by the Office of Agriculture as frequently used for the passage of farm equipment every year between May and July and will advise the MCDOT arborist of specific locations where tree pruning is approved in advance by RRAC.
- Emergency removal of downed or dangerous trees -- If tree or brush removal is done on an emergency basis in response to a 311 request for a tree down across a rustic road, and not through the office of the MCDOT arborist, the trees cut down and other debris as trimmed by the Depot crew or other MCDOT staff during the emergency will be removed within 30 days of the trimming. RRAC recognizes that emergency situations will not proceed on the normal basis of notice and review and may arise through 311, MCPD, or FRS Personal Injury Collision.
- Desirable vegetation -- Natural fence lines and hedgerows should be preserved. Mature and specimen trees, stands of trees, and forested areas should be preserved, even if not protected features. Exceptions may be made for sight distance requirements after review by RRAC. RRAC will submit a list of locations with these features and will update the information as appropriate.
- Tree canopy -- This should remain as undisturbed as possible and may be pruned up to a height of 16 feet. On roads where the movement of farm equipment necessitates it, tree canopies should be trimmed up to a height of 18 feet overhead, and to 16 feet at the edges of the road.
- Road edge and shoulders -- Grass mowing and brush removal of specimens under 4 inches in diameter should be done within a zone no further than 6 feet from the edge of the pavement. Exceptions may be made for sight distance requirements after review by RRAC. If MCDOT intends to

trim in a greater area than these measurements, notice will be provided to the Committee and the Committee will review the area within 30 days.

- Tree removal -- Removal of trees over 4 inches in diameter not dead or diseased should be upon the recommendation of the MCDOT arborist and reserved for safety reasons, such as trees at the edge of pavement on curves where there is a clear danger of vehicular impact or sight impairment, except in emergency situations.
- Evergreens -- Avoid single-sided trimming where unnatural forms are created where possible based upon rights-of-way limits and the need to maintain safe passage.
- Equipment -- The use of a brush cutting machine or vertical bush hog or brush hog will only be used where a hazardous situation must be abated. Hand trimming to clean up unsightly brush cutting will be undertaken in the following spring and summer.
- Visual impact -- Branches and tree debris from roadside pruning will be removed.

September 8, 2021

2013 Maryland Code – Land Use Article

<https://law.justia.com/codes/maryland/2013/article-glu/> (Retrieved January 18, 2023)

MD Land Use Code § 1-201 (2013) – Visions

In addition to the requirements of § 3-201(a) and (b) of this article, a planning commission shall implement the following visions through the comprehensive plan described in Title 3 of this article:

- (1) quality of life and sustainability: a high quality of life is achieved through universal stewardship of the land, water, and air resulting in sustainable communities and protection of the environment;
- (2) public participation: citizens are active partners in the planning and implementation of community initiatives and are sensitive to their responsibilities in achieving community goals;
- (3) growth areas: growth is concentrated in existing population and business centers, growth areas adjacent to these centers, or strategically selected new centers;
- (4) community design: compact, mixed-use, walkable design consistent with existing community character and located near available or planned transit options is encouraged to ensure efficient use of land and transportation resources and preservation and enhancement of natural systems, open spaces, recreational areas, and historical, cultural, and archaeological resources;
- (5) infrastructure: growth areas have the water resources and infrastructure to accommodate population and business expansion in an orderly, efficient, and environmentally sustainable manner;
- (6) transportation: a well-maintained, multimodal transportation system facilitates the safe, convenient, affordable, and efficient movement of people, goods, and services within and between population and business centers;
- (7) housing: a range of housing densities, types, and sizes provides residential options for citizens of all ages and incomes;
- (8) economic development: economic development and natural resource-based businesses that promote employment opportunities for all income levels within the capacity of the State's natural resources, public services, and public facilities are encouraged;
- (9) environmental protection: land and water resources, including the Chesapeake and coastal bays, are carefully managed to restore and maintain healthy air and water, natural systems, and living resources;
- (10) resource conservation: waterways, forests, agricultural areas, open space, natural systems, and scenic areas are conserved;
- (11) stewardship: government, business entities, and residents are responsible for the creation of sustainable communities by collaborating to balance efficient growth with resource protection; and
- (12) implementation: strategies, policies, programs, and funding for growth and development, resource conservation, infrastructure, and transportation are integrated across the local, regional, State, and interstate levels to achieve these visions.

Environment

The major themes reflected in the new environment section of the road profiles are described below.

Forest and Trees

Forests are important natural resources and are abundant in the rural areas of the county, particularly within stream valleys. Forest protection has not always been valued in the history of the county. Conflict with agriculture, the need for wood as a source of fuel and as a building material, and a cultural fear of wildlife and other dangers hiding in the woods combined to reduce the county's forest cover to less than 10 percent by some accounts.

The value of mature forests as ecosystems and the need for their ecosystem services, such as air and water purification and temperature mitigation, have led to forest conservation laws and tree-protection measures in the state and the county. Many rural forests are now protected by parkland or with conservation easements on private land. These efforts and others like them have contributed to an increase in countywide forest cover to nearly 30 percent as of 2015.

Rustic roads often form the edge of forest stands. Others pass through forested areas and provide the exceptional experience of moving through a tunnel of forest. Depending on the size of the road and type of use and maintenance, forests may grow right up to the pavement. Rustic roads can also be lined by hedgerows, ranging from scattered individual trees to thin rows of trees to hedges so thick that they appear to be forest from the road. Though not considered forest, they can also create a closed overhanging canopy and provide the experience of moving through a tunnel of trees.

In a variety of forms, roadside vegetation can be one of the defining characteristics of the rustic road travel experience.

Watersheds and Stream Water Quality

Water resources are a vital part of the county's environmental and economic health and sustainability. Our streams and reservoirs provide the water we drink and serve as a recreational resource. They are also the lifeblood of our natural areas, providing crucial habitats, accommodating runoff, and supporting a great diversity of plants and animals. Montgomery County residents enjoy a plentiful, clean water supply fed by well-managed reservoirs, large rivers, and groundwater. Water quality is afforded a significant level of protection in the county's low-density areas where most rustic roads are located. Watersheds with special significance and county watershed monitoring efforts are outlined below.

Patuxent River Watershed

The Patuxent River is the longest river located entirely in Maryland. The river begins at the Frederick County border and flows through seven counties in a south-southeasterly direction for approximately 110 miles to its confluence with the Chesapeake Bay at Solomons, Maryland.

The 1980 Patuxent River Watershed Act required the Maryland Department of Planning to prepare a Patuxent River Policy Plan that would develop a land-management strategy to protect water quality in this important watershed. That same year, due to its sensitive nature, its importance to the Washington Metropolitan area as a source of drinking water, and the necessity of maintaining high water quality, the Patuxent River Watershed in Montgomery County was designated for agricultural and rural preservation

by the *1980 Functional Master Plan for the Preservation of Agriculture and Rural Open Space*. Half of the watershed was downzoned to the Rural Density Transfer (RDT) zone (later the Agricultural Reserve or AR zone), which only allows one house per 25 acres. With the exception of Olney and smaller village centers located on the southern watershed ridge line, the remainder of the watershed was rezoned to Rural Cluster (RC), which allows for one house per five acres. In response to these actions and to subsequent state updates to the *1984 Patuxent River Policy Plan*, the *1993 Functional Master Plan for the Patuxent River Watershed* was approved and adopted.

The functional plan provides a basis for applying measures for protecting the water resources in the watershed and the drinking water in the reservoirs. This includes protecting the sensitive headwaters as essential to maintaining the health of this important river and maintaining the quality of Montgomery County's water supply.

Both state and local initiatives have resulted in a multipronged approach to watershed protection, including the following:

- Rezoning most of the watershed to low densities
- Acquiring over seven thousand acres of land by state and local governments for conservation and water quality protection
- Severely limiting the extension of sewer infrastructure into the watershed
- Requiring double redundancy when installing individual wastewater purifying systems
- Establishing the Patuxent Primary Management Area (PMA) to provide an additional level of scrutiny aimed at protecting water quality within the development process
- Placing protective easements on over two thousand acres of sensitive and forested areas on private land
- Requiring reforestation of denuded stream valleys
- Enforcing low imperviousness levels within the master plan and development process
- Maximizing stormwater controls

Over 30 rustic roads in the northeastern part of Montgomery County are within the Patuxent PMA. See the Patuxent Watershed in the map in Figure 6 on page 115.

These efforts have consistently resulted in some of the best water quality in the county, including areas of exceptional water quality. But even with these many protections, the Rocky Gorge Reservoir is under environmental stress and has been designated by the Maryland Department of the Environment (MDE) as having impaired waters for phosphorus and sediment. Triadelphia Lake is also stressed and has been designated by MDE as impaired for sediment, phosphorus, and temperature.

The county is responsible for improving water quality. MDE and EPA consider land-use planning a key component in controlling pollution and ultimately meeting water-quality standards. To safeguard the water quality of the reservoirs and meet the local and regional load allocations, it will be important to strengthen water-quality protection efforts, including reducing pollutants, reducing imperviousness, and protecting existing natural resources.

Measures to protect water resources are evident throughout this subwatershed. These include the low-density Rural Cluster zoning and the presence of the Patuxent River Watershed Conservation Park and the T. Howard Duckett Watershed conservation area surrounding the Rocky Gorge Reservoir northwest

of the road. In addition, over 40 acres of riparian forest on either side of the road are protected by conservation easements.

Special Protection Areas

The county has identified five Special Protection Areas (SPAs) where existing water resources or other high quality and unusually sensitive environmental features would be threatened by proposed high-density land uses. Although rustic roads are not typically found in areas proposed for higher densities, short stretches of about a dozen rustic roads (and all of rustic/exceptional rustic Glen Mill Road) are within or border all five SPAs: Upper Rock Creek, Upper Paint Branch, Piney Branch, Clarksburg, and Ten Mile Creek (see Figure 6). In SPAs, land-use controls and management techniques help ensure that impacts from development activities are mitigated as much as possible. These controls include limiting imperviousness, planting forest buffers before construction, and extra measures to protect natural features. Specially engineered water-quality protection measures include enhanced sediment and erosion control and redundant stormwater management structures that go beyond minimum standards.

Other Sensitive Areas

Historically, road alignments have taken advantage of the natural topography of the land. Ridgelines and stream valleys provide relatively level alignments to travel from place to place. Many of the rustic roads remain in this historic alignment, even in sensitive riparian areas. This creates the experience of riding the stream meanders and being able to view stream reaches from the road. This unique experience can come with costs to the sensitive stream valley and the road.

Streams are dynamic systems and are constantly changing. Over a very long period of time, they meander from side to side, shifting their alignment and resculpting the landscape. This process can eventually wear away at road foundations. Also, roads that closely follow streams, or those that cross over low riparian areas, can be subject to intermittent flooding that may, at best, close the road for a time. A big flood may damage the road surface and deposit debris in the travel lanes.

The ecosystem of a stream valley may also be damaged by the presence of a road. The lack of stormwater management can mean that harmful chemicals from combustion engines combine with runoff to flow directly into streams. Wildlife strikes may happen and road maintenance may inhibit the natural erosion/deposition process of the stream.

For all these reasons it is important that rustic roads remain narrow and lightly traveled at minimal speeds.

County Stream Water Monitoring

The Montgomery County Department of Environmental Protection and the Department of Parks have monitored stream water quality comprehensively since 1994. Exceptional watersheds such as the Patuxent, Seneca Creek, and Upper Paint Branch have an even longer history of monitoring. In general, monitoring shows that less densely developed watersheds are generally in good condition (see green shaded areas in Figure 6) and occasionally have exceptional water quality (blue shaded areas). These areas of good water quality tend to be where most of the rustic roads are located. By their very nature, these roads do not conform to modern standards for road design, but their minimal road profile and a lack of associated development tend to keep water quality in good condition.

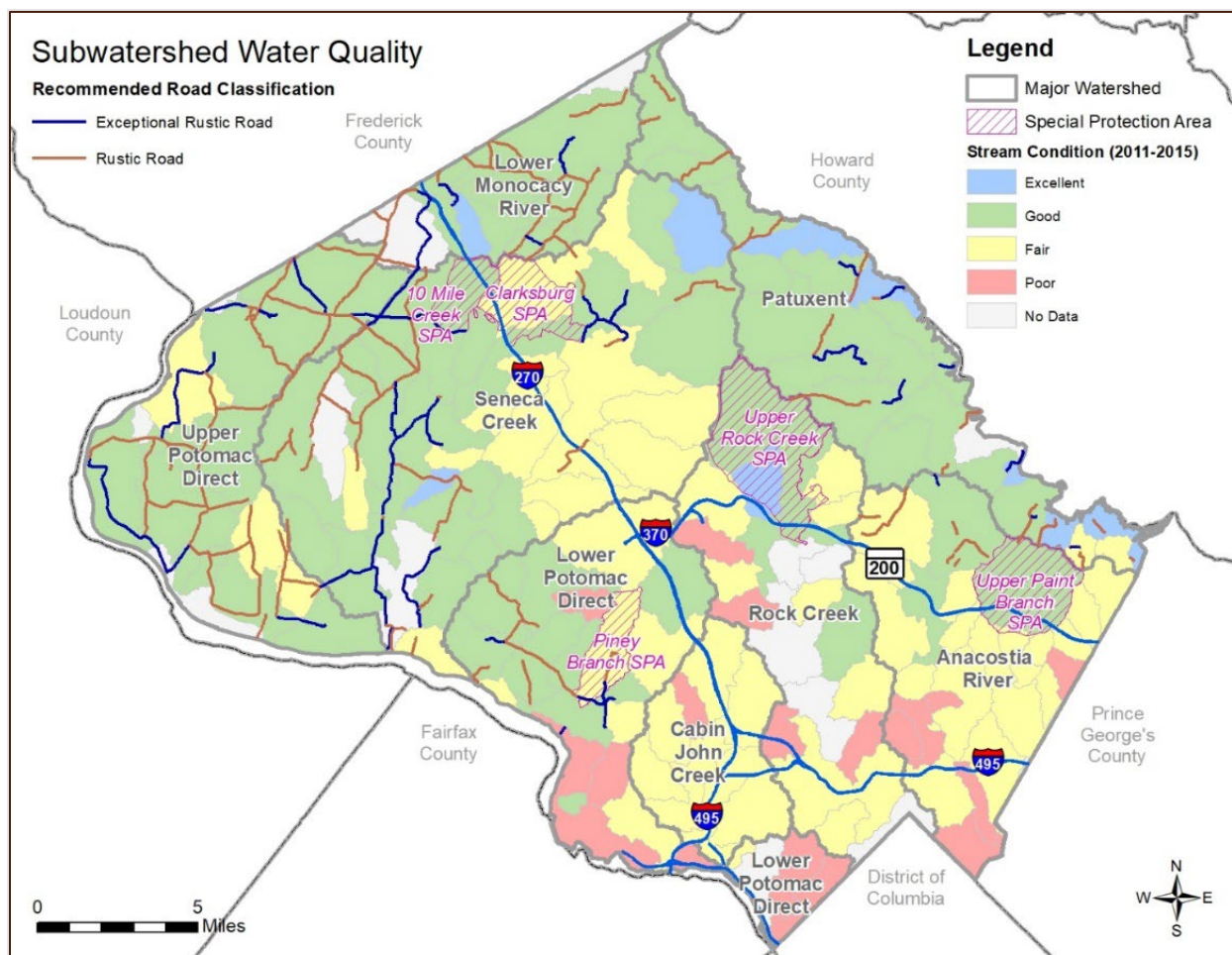


Figure 6. This map shows subwatershed water quality in Montgomery County. Most rustic roads run through watersheds with good water quality.

Mineral Resources

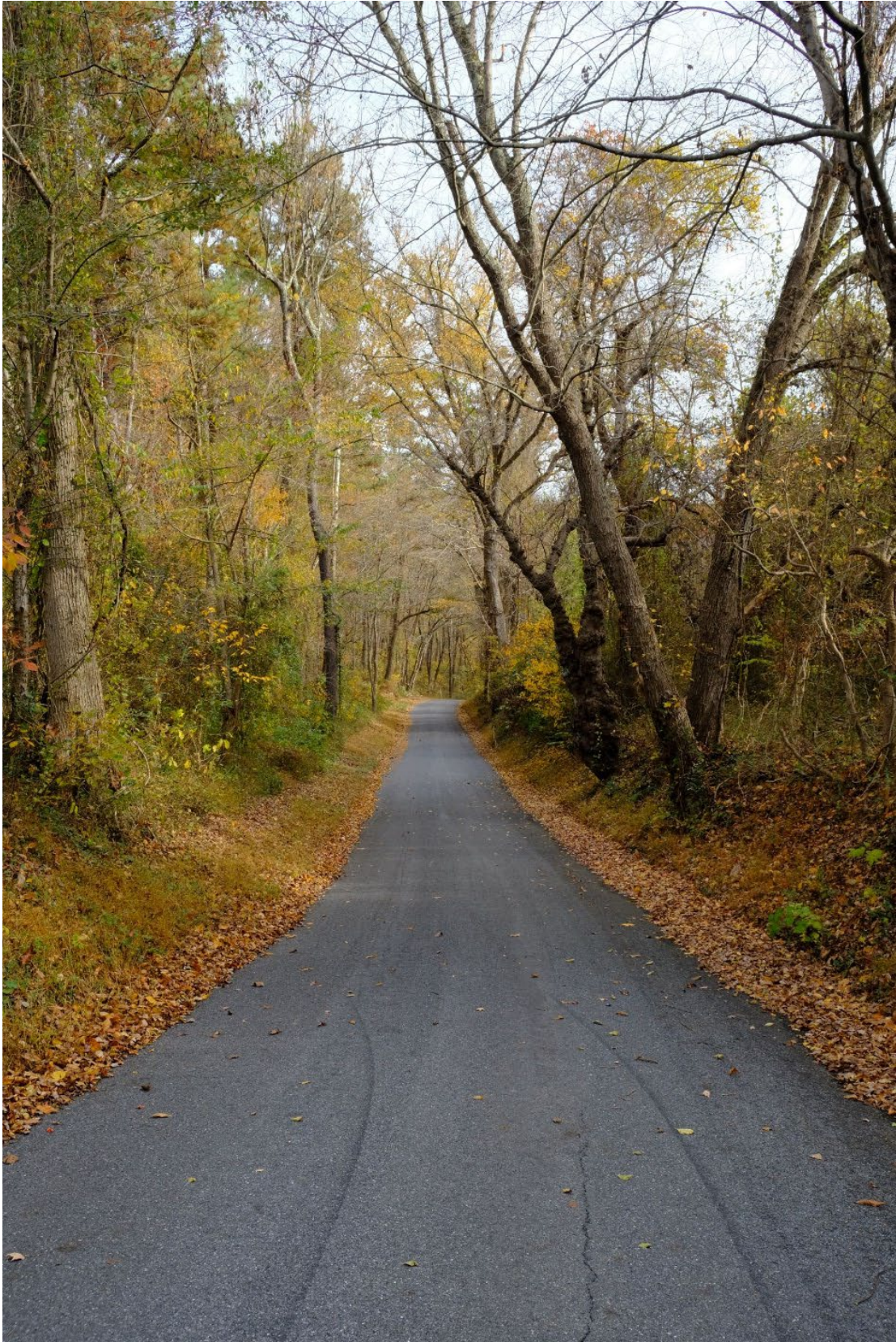
The geology underlying Montgomery County tends to be hidden by a thick mantle of soil and is usually only visible where streams and rivers have eroded away this overburden. There are, however, areas where the geology is very close to the surface, simplifying the extraction process when these materials are useful. The rock and mineral resources of Montgomery County have primarily been used as sources for construction materials, such as sand and gravel, and building stone, such as red sandstone, granite, slate, and calico marble. Minor deposits of other metallic and non-metallic minerals, such as copper, talc, quartzite, and manganese have also been mined in the county. Remnants of these areas of extraction may be found along the roads, often appearing as stands of trees among boulders or as deep ponds. Other evidence of mining appears as the rock walls and boulders that can be seen along the roadsides.

Rustic Roads with County-Maintained Bridges as Significant Features

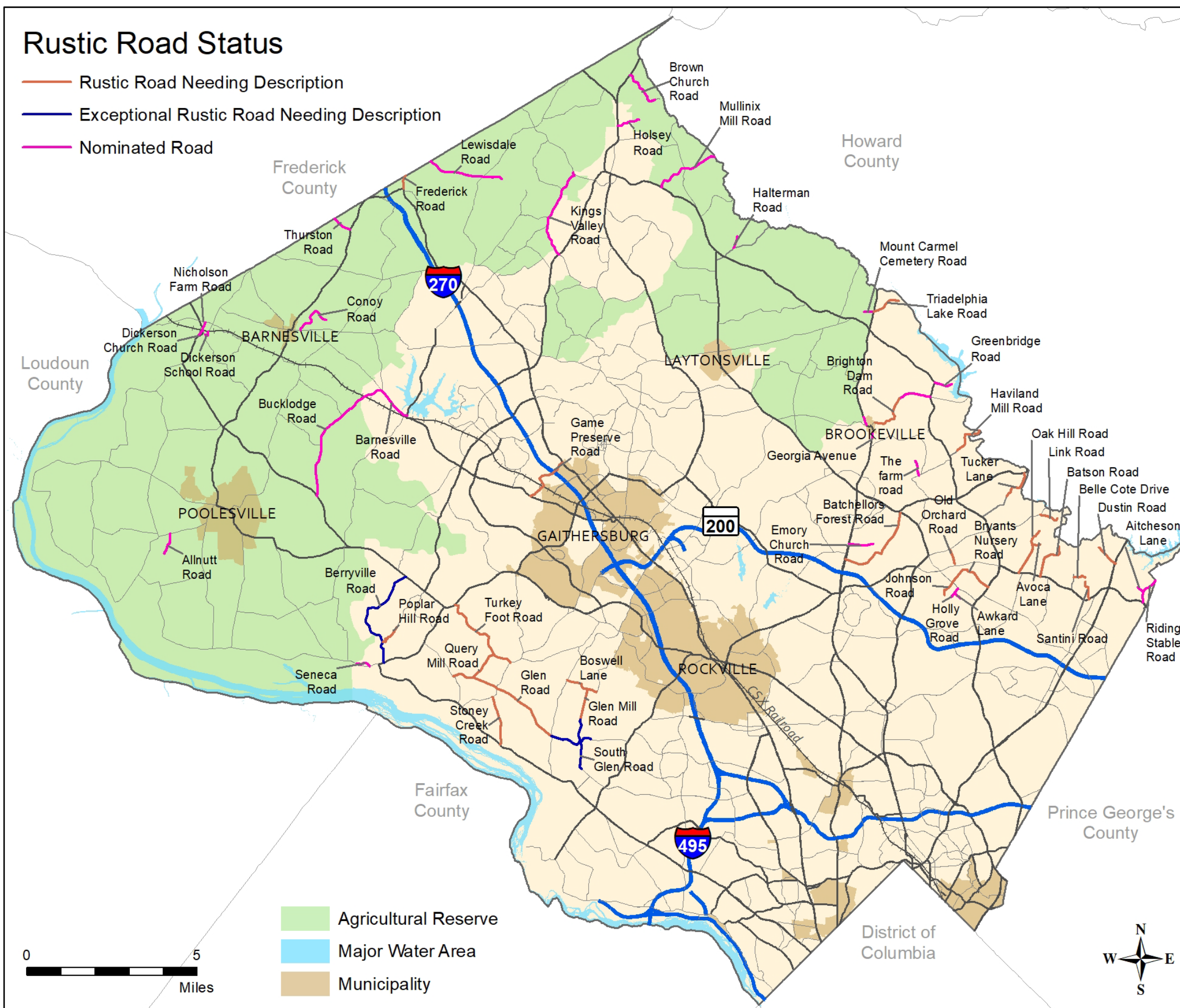
The bridge numbers from Montgomery County's bridge inventory are listed in the table below for all county-maintained bridges that are designated as significant features. The Montgomery County Department of Transportation is responsible for the maintenance of most of the bridges along the roads in the county; the Maryland State Highway Administration maintains those along its routes.

Road Name	Bridge Inventory #	Significant Feature Description
Barnesville Road	#M-0045	Concrete and pipe rail bridge over the Little Monocacy River
Berryville Road	#M-0028 and #M-0029	Two narrow bridges over tributaries to Seneca Creek
Big Woods Road	#M-0044	Little Monocacy River crossing
Black Rock Road	#M-0047	A one-lane steel bridge over Great Seneca Creek, one of the longest rustic bridges in the county
Bryants Nursery Road	#M-0313	Narrow stream crossing over Nursery Run
Burnt Hill Road	#M-0157	Narrow bridge near Kingstead Road
Comus Road	#M-0296 and #M-0302	Two concrete bridges (between Comus and the county line)
Edwards Ferry Road	#M-0181	Narrow bridge over Broad Run
Glen Road	#M-0014	One-lane bridge over Watts Branch
(Exceptional Rustic section)	#M-0013	Narrow bridge over Kilgour Branch
	#M-0015	Narrow bridge over Piney Branch
	#M-0119	Narrow bridge over Hawlings River tributary
Gregg Road	#M-0098	One-lane bridge over the Hawlings River
Haviland Mill Road	#M-0123	Narrow bridge over Hights Branch
Howard Chapel Road	#M-0164	Concrete paneled bridge over direct Potomac tributary
Martinsburg Road	#M-0042	Narrow bridge over direct Potomac tributary
	#M-0030	Truss bridge over Dry Seneca Creek
	#M-0135	One-lane timber deck bridge across the railroad
Mouth of Monocacy Road	#M-0043	One-lane bridge across the Little Monocacy River
	#M-0198	One lane bridge over the Pennyfield tributary to Muddy Branch
Pennyfield Lock Road	#M-0020 and #M-0329	Two one-lane bridges over tributaries to Muddy Branch
Query Mill Road	#M-0040	One-lane bridge over Broad Run
River Road (Exceptional Rustic section)	#M-0038 and #M-0039	Two one-lane bridges over Horsepen Branch and one of its tributaries
Schaeffer Road	#M-0137	National Register-eligible pipe rail bridge across Little Seneca Creek

Road Name	Bridge Inventory #	Significant Feature Description
Sugarland Road	#M-0034 and #M-0035	Two narrow bridges over tributaries of Dry Seneca Creek and the Potomac River
Swains Lock Road	#M-0022	One-lane bridge just north of the C&O Canal parking lot
Sycamore Landing Road	#M-0031 and #M-0032	Two one-lane bridges over Horsepen Branch and one of its tributaries
West Harris Road	#M-0046	National Register-eligible seven-ton pipe railing bridge surrounded by sycamore trees
White Ground Road	#M-0138	One-lane bridge over Bucklodge Branch near Schaeffer Road
	#M-0048	One-lane bridge over Little Seneca Creek tributary near Edward U. Taylor School
	#M-0299 and #M-0300	Two narrow bridges over Little Seneca Creek tributaries near the south end of the road
Whites Ferry Road	#M-0186	National Register-eligible, concrete-paneled bridge west of Wasche Road
Wildcat Road	#M-0068	One-lane bridge over Wildcat Branch



Triadelphia Lake Road in fall



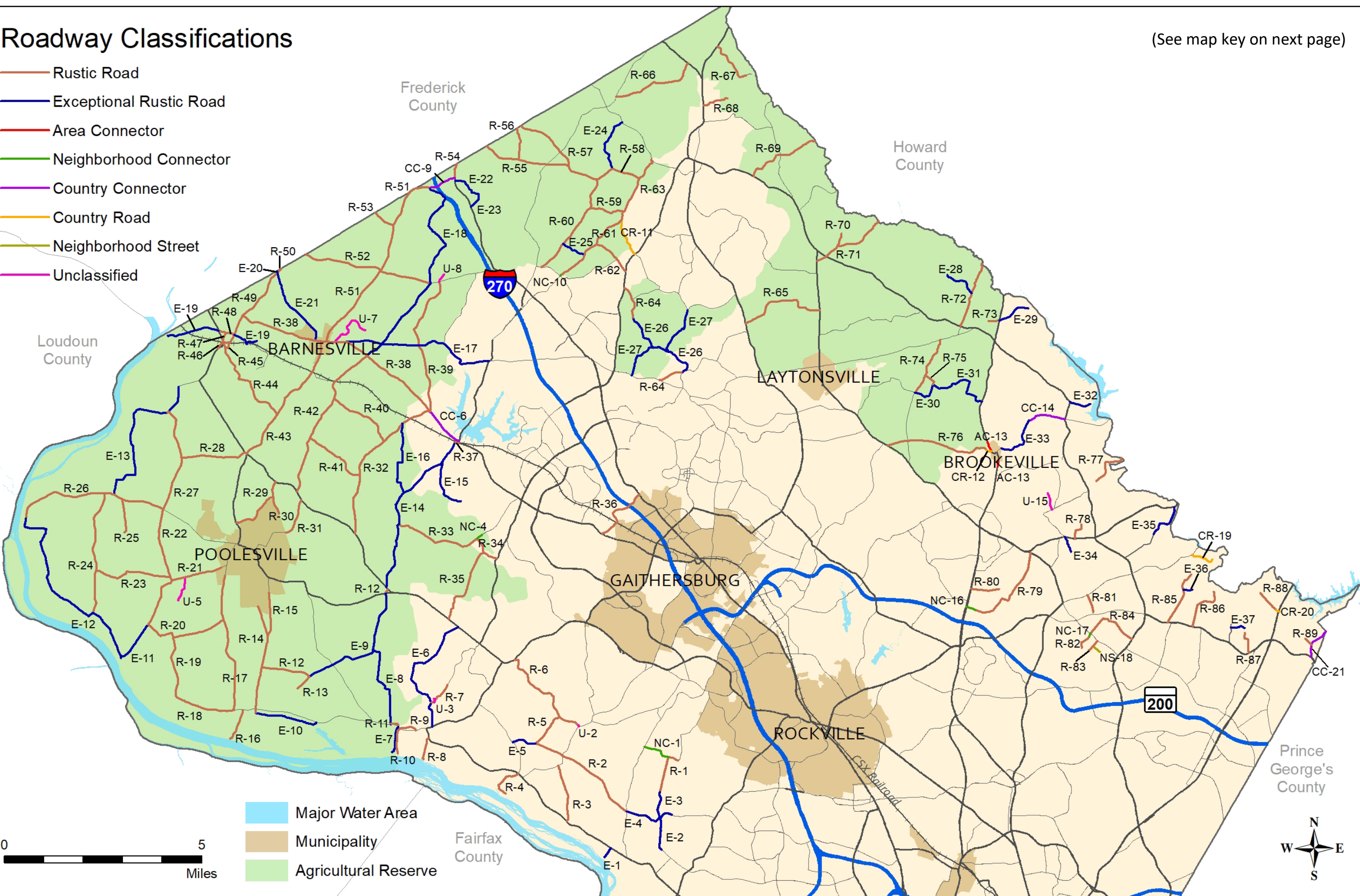
— Rustic Road
— Exceptional Rustic Road



Roadway Classifications

(See map key on next page)

- Rustic Road
- Exceptional Rustic Road
- Area Connector
- Neighborhood Connector
- Country Connector
- Country Road
- Neighborhood Street
- Unclassified



Roadway Classification Map Key

Road Name	Map Key
Aitcheson Lane	R-89
Allnutt Road	U-5
Avoca Lane	E-36
Awkard Lane	NS-18
Barnesville Road	CC-6/R-38
Batchellors Forest Road	NC-16/R-79
Batson Road	R-86
Beallsville Road (MD 109)	R-43
Belle Cote Drive	E-37
Bentley Road	R-78
Berryville Road	E-6
Big Woods Road	R-44
Black Rock Road	R-35
Boswell Lane	NC-1
Brighton Dam Road	CC-14/E-33
Brookeville Road	CR-12/R-76
Brown Church Road	R-67
Bryants Nursery Road	R-84
Bucklodge Road (MD 117)	R-32
Budd Road	R-15
Burdette Lane	R-34
Burnt Hill Road	R-60
Cattail Road	R-31
Clopper Road	R-37
Club Hollow Road	R-23
Comus Road	R-52
Conoy Road	U-7
Davis Mill Road	E-26/R-64
Dickerson Church Road	R-46
Dickerson School Road	R-45
Dustin Road	CR-20/R-88
Edwards Ferry Road	E-11/R-22
Elmer School Road	R-24
Elton Farm Road	E-28
Emory Church Road	R-80
Frederick Road (MD 355)	R-54
Game Preserve Road	R-36
Georgia Avenue (MD 97)	AC-13
Glen Mill Road	E-3/R-1
Glen Road	E-4/R-2
Greenbridge Road	E-32

Alphabetic by Road Name

Road Name	Map Key
Gregg Road	E-31/R-75
Haines Road	R-56
Halterman Road	R-70
Haviland Mill Road	R-77
Hawkes Road	R-62
Hipsley Mill Road	R-71
Holly Grove Road	R-83
Holsey Road	R-68
Howard Chapel Road	R-72
Hoyles Mill Road	E-15
Hughes Road	R-14
Hunting Quarter Road	E-10
Hyattstown Mill Road	E-22
Jerusalem Road	R-29
Johnson Road	NC-17/R-82
Jonesville Road	R-30
Kings Valley Road	CR-11/R-63
Kingsley Road	E-25
Kingstead Road	R-59
Lewisdale Road	R-55
Link Road	CR-19
Martinsburg Road	E-13
Meeting House Road	E-34
Montevideo Road	E-8
Moore Road	R-41
Mount Carmel Cemetery Road	R-73
Mount Ephraim Road	E-20/R-49
Mount Nebo Road	R-19
Mountain View Road	R-58
Mouth of Monocacy Road	E-19/R-48
Moxley Road	R-66
Mullinix Mill Road	R-69
Nicholson Farm Road	R-47
Oak Hill Road	R-85
Old Bucklodge Lane	E-16
Old Hundred Road (MD 109)	CC-9/R-51
Old Orchard Road	R-81
Old River Road	R-11
Peach Tree Road	E-18/R-42
Pennyfield Lock Road	R-4
Poplar Hill Road	R-7/U-3
Prescott Road	E-23

Road Name	Map Key
Prices Distillery Road	R-57
Purdum Road	E-24
Query Mill Road	E-5/R-5
Riding Stable Road	CC-21
Riggs Road	E-30
Rileys Lock Road	R-10
River Road (Exceptional Rustic section)	E-12
River Road (Rustic section)	R-18
Rocky Road	R-65
Santini Road	R-87
Schaeffer Road	NC-4/R-33
Seneca Road	R-9
Slidell Road	R-39/U-8
South Glen Road	E-2
Stoney Creek Road	R-3
Stringtown Road	NC-10/R-61
Sugarland Lane	R-13
Sugarland Road	E-9/R-12
Sugarloaf Mountain Road	R-50
Swains Lock Road	E-1
Sycamore Landing Road	R-16
The farm road	U-15
Thurston Road	R-53
Triadelphia Lake Road	E-29
Trundle Road	R-25
Tschiffely Mill Road	E-7
Tucker Lane	E-35
Turkey Foot Road	R-6/U-2
Violettes Lock Road	R-8
Wasche Road	R-27
West Harris Road	E-21
West Hunter Road	R-28
West Offutt Road	R-20
West Old Baltimore Road	E-17
West Willard Road	R-17
Westerly Road	R-21
White Ground Road	E-14
Whites Ferry Road	R-26
Whites Store Road	R-40
Wildcat Road	E-27
Zion Road	R-74

Sorted by Designation Number

Map Key	Road Name
AC-13	Georgia Avenue (MD 97) [High Street]
CC-6	Barnesville Road (MD 117)
CC-9	Old Hundred Road (MD 109)
CC-14	Brighton Dam Road
CC-21	Riding Stable Road
CR-11	Kings Valley Road
CR-12	Brookeville Road
CR-19	Link Road
CR-20	Dustin Road
E-1	Swains Lock Road
E-2	South Glen Road
E-3	Glen Mill Road
E-4	Glen Road
E-5	Query Mill Road
E-6	Berryville Road
E-7	Tschiffely Mill Road
E-8	Montevideo Road
E-9	Sugarland Road
E-10	Hunting Quarter Road
E-11	Edwards Ferry Road
E-12	River Road (Exceptional Rustic section)
E-13	Martinsburg Road
E-14	White Ground Road
E-15	Hoyles Mill Road
E-16	Old Bucklodge Lane
E-17	West Old Baltimore Road
E-18	Peach Tree Road
E-19	Mouth of Monocacy Road
E-20	Mount Ephraim Road
E-21	West Harris Road
E-22	Hyattstown Mill Road
E-23	Prescott Road
E-24	Purdum Road
E-25	Kingsley Road
E-26	Davis Mill Road
E-27	Wildcat Road
E-28	Elton Farm Road
E-29	Triadelphia Lake Road
E-30	Riggs Road
E-31	Gregg Road
E-32	Greenbridge Road
E-33	Brighton Dam Road
E-34	Meeting House Road
E-35	Tucker Lane
E-36	Avoca Lane
E-37	Belle Cote Drive
NC-1	Boswell Lane
NC-4	Schaeffer Road
NC-10	Stringtown Road

Map Key	Road Name
NC-16	Batchellors Forest Road
NC-17	Johnson Road
NS-18	Awkard Lane
R-1	Glen Mill Road
R-2	Glen Road
R-3	Stoney Creek Road
R-4	Pennyfield Lock Road
R-5	Query Mill Road
R-6	Turkey Foot Road
R-7	Poplar Hill Road
R-8	Violettes Lock Road
R-9	Seneca Road
R-10	Rileys Lock Road
R-11	Old River Road
R-12	Sugarland Road
R-13	Sugarland Lane
R-14	Hughes Road
R-15	Budd Road
R-16	Sycamore Landing Road
R-17	West Willard Road
R-18	River Road (Rustic section)
R-19	Mount Nebo Road
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R-22	Edwards Ferry Road
R-23	Club Hollow Road
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R-27	Wasche Road
R-28	West Hunter Road
R-29	Jerusalem Road
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R-37	Clopper Road
R-38	Barnesville Road
R-39	Slidell Road
R-40	Whites Store Road
R-41	Moore Road
R-42	Peach Tree Road
R-43	Beallsville Road (MD 109)
R-44	Big Woods Road
R-45	Dickerson School Road
R-46	Dickerson Church Road
R-47	Nicholson Farm Road
R-48	Mouth of Monocacy Road
R-49	Mount Ephraim Road

Map Key	Road Name
R-50	Sugarloaf Mountain Road
R-51	Old Hundred Road (MD 109)
R-52	Comus Road
R-53	Thurston Road
R-54	Frederick Road (MD 355)
R-55	Lewisdale Road
R-56	Haines Road
R-57	Prices Distillery Road
R-58	Mountain View Road
R-59	Kingstead Road
R-60	Burnt Hill Road
R-61	Stringtown Road
R-62	Hawkes Road
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R-84	Bryants Nursery Road
R-85	Oak Hill Road
R-86	Batson Road
R-87	Santini Road
R-88	Dustin Road
R-89	Aitcheson Lane
U-2	Turkey Foot Road
U-3	Poplar Hill Road
U-5	Allnutt Road
U-7	Conoy Road
U-8	Slidell Road
U-15	The farm road

Acknowledgements



Elton Farm Road in winter

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. 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 W. 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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Kyle Lukacs, Trails Planner

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Kristin Mink, District 5
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Rustic Roads Functional Master Plan Update

Volume I: The Plan

Planning Board Draft – February 2023

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