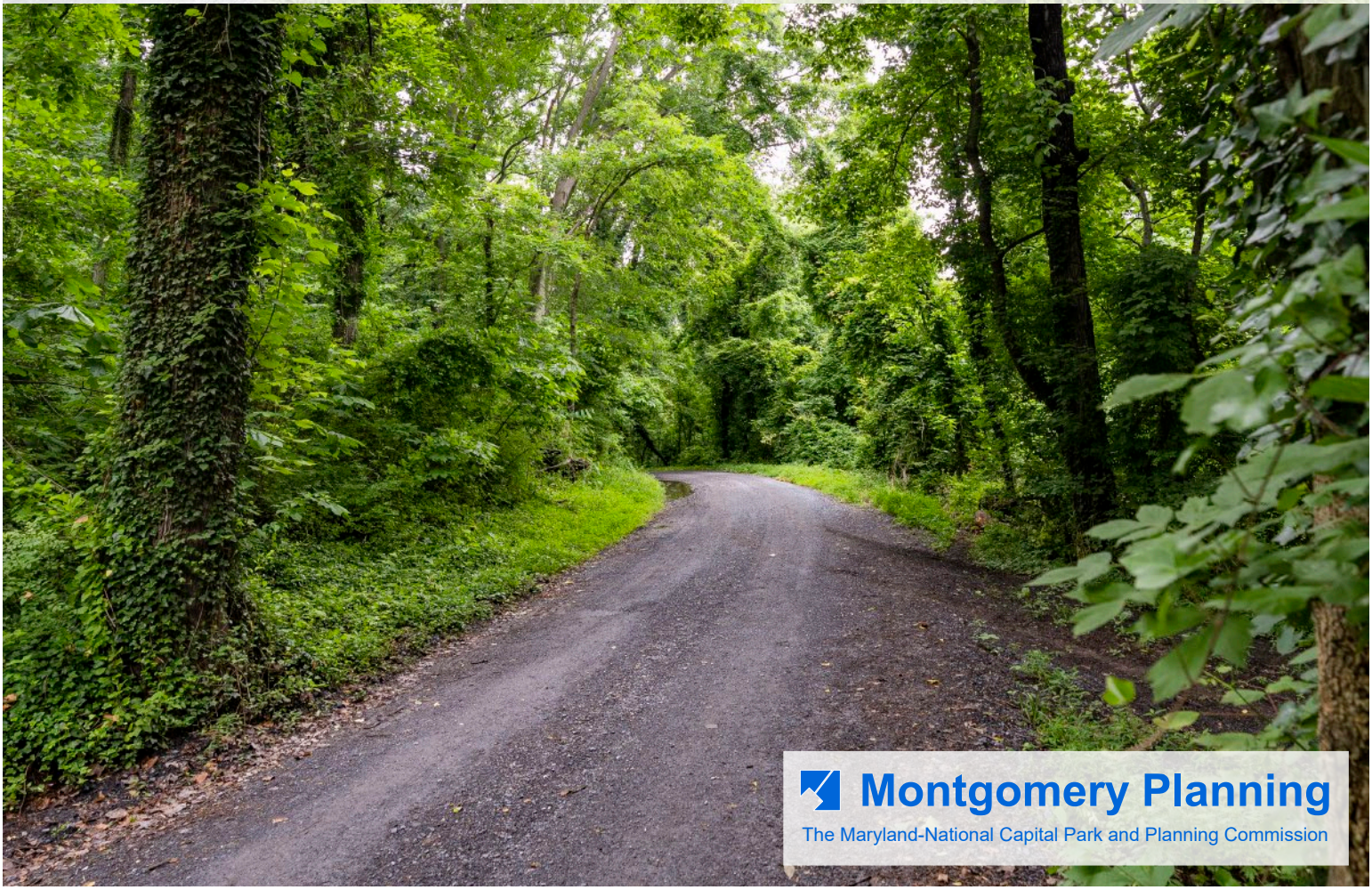
Approved and Adopted

Rustic Roads Functional Master Plan Update
Volume II: Road Profiles

December 2023



Montgomery Planning
The Maryland-National Capital Park and Planning Commission

Abstract

This plan volume contains the road profiles approved as part of the Rustic Roads Functional Master Plan Update. See Volume I for full abstract.

The Maryland-National Capital Park and Planning Commission

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

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

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

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Looking north toward Stone Bank Barn on Martinsburg Road

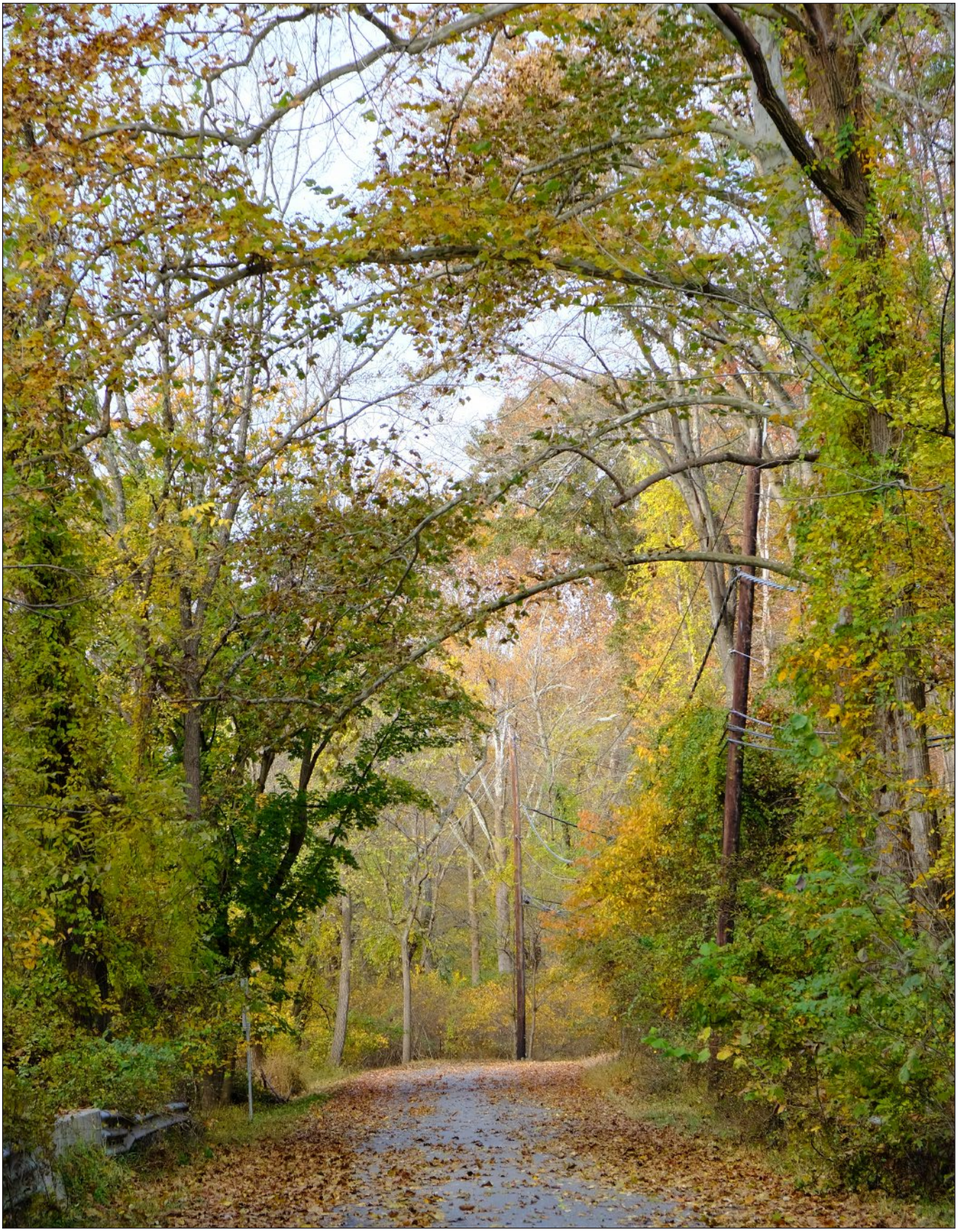
Triadelphia Lake in the fall

Table of Contents

Road Profile Format 1
Aitcheson Lane 4
Avoca Lane 7
Barnesville Road 10
Batchellors Forest Road 16
Batson Road 20
Beallsville Road 24
Belle Cote Drive 28
Bentley Road 31
Berryville Road 35
Big Woods Road 40
Black Rock Road 44
Brighton Dam Road 48
Brookeville Road 52
Brown Church Road 57
Bryants Nursery Road 61
Bucklodge Road 64
Budd Road 69
Burdette Lane 72
Burnt Hill Road 75
Cattail Road 79
Clopper Road 83
Club Hollow Road 86
Comus Road 90
Davis Mill Road 94
Dickerson Church Road 100
Dickerson School Road 103
Dustin Road 106
Edwards Ferry Road 109
Elmer School Road 114
Elton Farm Road 117
Emory Church Road 121
Game Preserve Road 125
Glen Mill Road 129
Glen Road (Exceptional Rustic section) 132
Glen Road (Rustic section) 136
Greenbridge Road 140
Gregg Road 144
Haines Road 148
Halterman Road 151
Haviland Mill Road 154
Hawkes Road 158
Hipsley Mill Road 161

Holly Grove Road 164
Howard Chapel Road 167
Hoyles Mill Road 171
Hughes Road 175
Hunting Quarter Road 179
Hyattstown Mill Road and Prescott Road 182
Jerusalem Road 188
Johnson Road 191
Jonesville Road 194
Kings Valley Road 197
Kingsley Road 202
Kingstead Road 205
Lewisdale Road 208
Martinsburg Road 212
Meeting House Road 218
Montevideo Road 222
Moore Road 226
Mount Carmel Cemetery Road 230
Mount Ephraim Road 233
Mount Nebo Road 237
Mountain View Road 240
Mouth of Monocacy Road 244
Moxley Road 249
Mullinix Mill Road 252
Nicholson Farm Road 257
Oak Hill Road 260
Old Bucklodge Lane 263
Old Hundred Road 267
Old Orchard Road 271
Old River Road 274
Peach Tree Road 277
Pennyfield Lock Road 282
Poplar Hill Road 286
Prices Distillery Road 289
Purdum Road 293
Query Mill Road 296
Riggs Road 300
Rileys Lock Road 303
River Road (Exceptional Rustic section) 307
River Road (Rustic section) 311
Rocky Road 314
Santini Road 318
Schaeffer Road 321
Seneca Road 325
Slidell Road 328
South Glen Road 331

Stoney Creek Road 335
Stringtown Road 338
Sugarland Lane 341
Sugarland Road 344
Sugarloaf Mountain Road 349
Swains Lock Road 352
Sycamore Landing Road 355
Thurston Road 358
Triadelphia Lake Road 361
Trundle Road 365
Tschiffely Mill Road 368
Tucker Lane 371
Turkey Foot Road 375
Violettes Lock Road 379
Wasche Road 382
West Harris Road 385
West Hunter Road 388
West Offutt Road 392
West Old Baltimore Road 395
West Willard Road 399
Westerly Road 402
White Ground Road 406
Whites Ferry Road 410
Whites Store Road 415
Wildcat Road 418
Zion Road 422
Acknowledgments 425



A fall day on Brookeville Road

Road Profile Format

The road profiles for all roads recommended as rustic or exceptional rustic are included in this plan volume. The complete text in each profile is an essential part of the description of the rustic road. The various sections of the road profile should all be taken together to form a complete picture of the road. The significant features of the roads are included in the road profiles.

The profiles in this plan are based on those in the original 1996 *Rustic Roads Functional Master Plan,* with a few differences as described below. The road profiles contain the following sections and elements.

Road Name

The name of the road appears at the top of the road profile, followed by the recommended classification as either rustic or exceptional rustic, along with the master plan that added the road to the program. Some roads have segments in both classifications.

Each road profile also begins with a brief introductory statement.

Significant Features

A list of the road's significant features, which must be preserved when the road is maintained or improved. Most significant features are further described in the other sections of the road profile.

History

A brief history of the road or of the surrounding community and notable historic resources in the area are described in the history section of each road profile, while the resources located along the roads are typically described in the traveling experience section.

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

Rustic roads are also home to many historic cemeteries and burial grounds identified in the Montgomery County Burial Sites Inventory. Where they are relevant to the traveling experience or road history, these sites are included on the maps and in the road descriptions.

Traveling Experience

The traveling experience was called the "driving experience" in previous plans, but the new name is more inclusive of other modes of transportation. In fact, several of the roads are closed to vehicular traffic, so driving them is not permitted! Some of the roads are popular for bicycling, and a few are still ridden by equestrians. A description of the traveling

experience covers what one might see might see as one travels along the road and highlights interesting features.

Many notable historic resources and other points of interest are included in the traveling experience so that these sites can be described within their geographical context.

Environment

This plan adds a section to each profile to discuss items related to the natural environment. Watersheds, notable trees and canopy coverage, interesting geological features, parks, and more are highlighted in this section.

Road Characteristics

The road characteristics list shows the extents of the rustic designation as well as the road's length, the width, surface materials, lane markings, and the presence of shoulders or roadside curbing. The width shown in the list is frequently expressed as a range because road widths vary throughout their length. Actual road widths should be documented along a road or road segment before any maintenance is done or improvements are undertaken.

Photos

One or more photographs of the road or features along the road are included in each road profile.

Map

Each road is shown on a map that identifies the features that contribute to its designation as a rustic road. No attempt has been made to convey every detail; instead, the idea is to convey the character of the road. The maps are in proportion—that is, the roadways are shown in their relative location to one another, but the scale varies from map to map. The location of the road within the county is identified on a key map in one of the corners of each map.

Particularly interesting and beautiful views have been located on the maps and identified in the road profiles. This master plan recommends that these views be treated under the Scenic Setback Regulations. These regulations permit a setback greater than 50 feet from the front lot line to conserve the scenic value of a roadway. Further, this master plan encourages the preservation of views and vistas when new buildings are constructed. The permitting process for construction should include a review directed toward retaining views whenever it is possible and practical.

Several rustic roads are unpaved, including Riggs Road, West Harris Road, and Hunting Quarter Road to name a few. The Hyattstown Mill/Prescott Road loop was paved at one time but is reverting to an unpaved road. The unpaved surfaces and politician's roads are shown on the map. Each map also contains a small legend showing the most common features that appear on the maps; a separate legend showing all symbology precedes the road profiles.

A small legend has been included in the map for each road, but only for the more noteworthy features found along that particular road. The complete legend is shown in Figure 1.

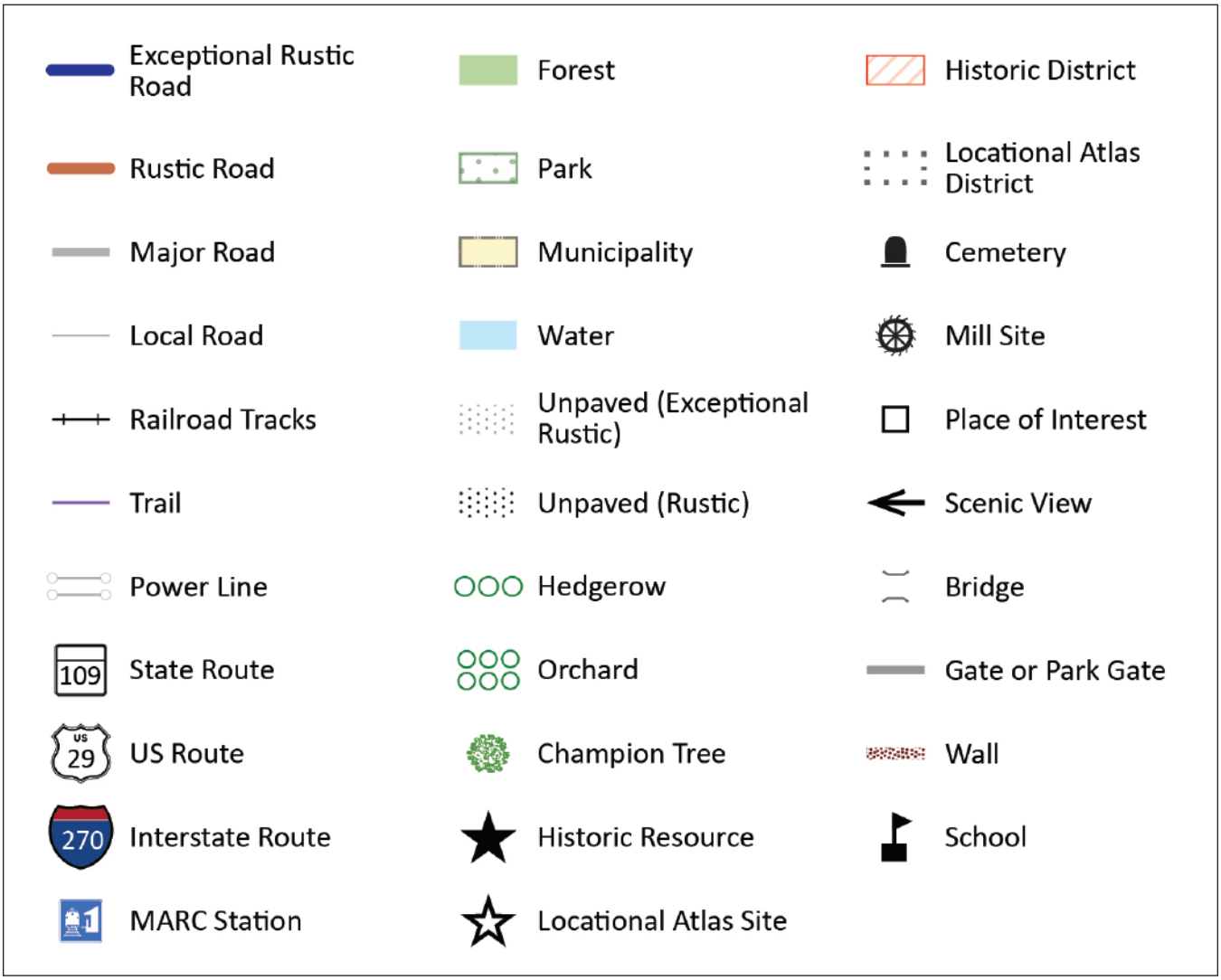


Figure1. Complete Legend for Individual Road Maps

Road Profile Symbols

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 getting either 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

Aitcheson Lane

A rustic road added to the program by this master plan.

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

Significant Features

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

History

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

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

Traveling Experience

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

Environment

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

Road Characteristics

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

Map 1: Aitcheson Lane

Fenced pasture with sheep on Aitcheson Lane

Looking northwest on Aitcheson Lane with fenced pasture on the south side

Miniature zebu cow in pasture along Aitchenson Lane

Avoca Lane

An exceptional rustic road added to the program by the 1997 *Cloverly Master Plan.*

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

Significant Features

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

History

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

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

Traveling Experience

Avoca Lane is a narrow road traveling east from Oak Hill Road. Entering the road means taking a deep descent into completely forested areas with no homes or structures in view. Proceeding east, the road crosses a narrow

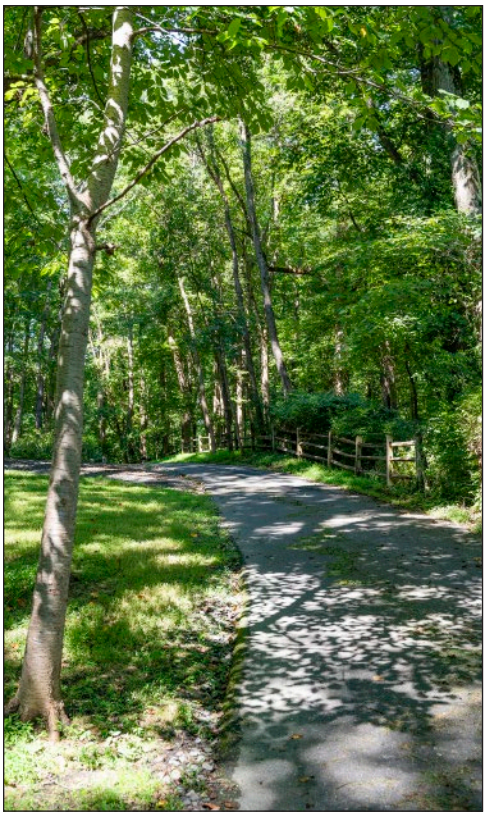
culvert that has been recently replaced with a modernized storm drain structure and a metal railing that is uncharacteristic of a rustic road. The road winds up a hill and passes some residences, then curves under power transmission lines, where a long view to the right shows massive grass plantings descending into a valley. Much of the road has a tree canopy. The public road ends shortly before the power line area.

Environment

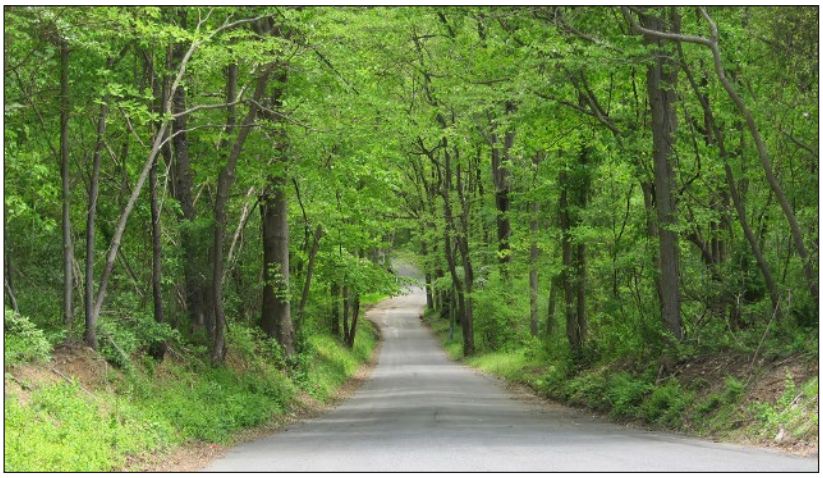
This narrow, forested road has a culvert crossing a tributary to Foxes Branch. This high-quality stream flows directly into the Rocky Gorge Reservoir, which is surrounded by the T. Howard Duckett Watershed, managed by the Washington Suburban Sanitary Commission (WSSC). This reservoir and the Triadelphia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

Road Characteristics

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



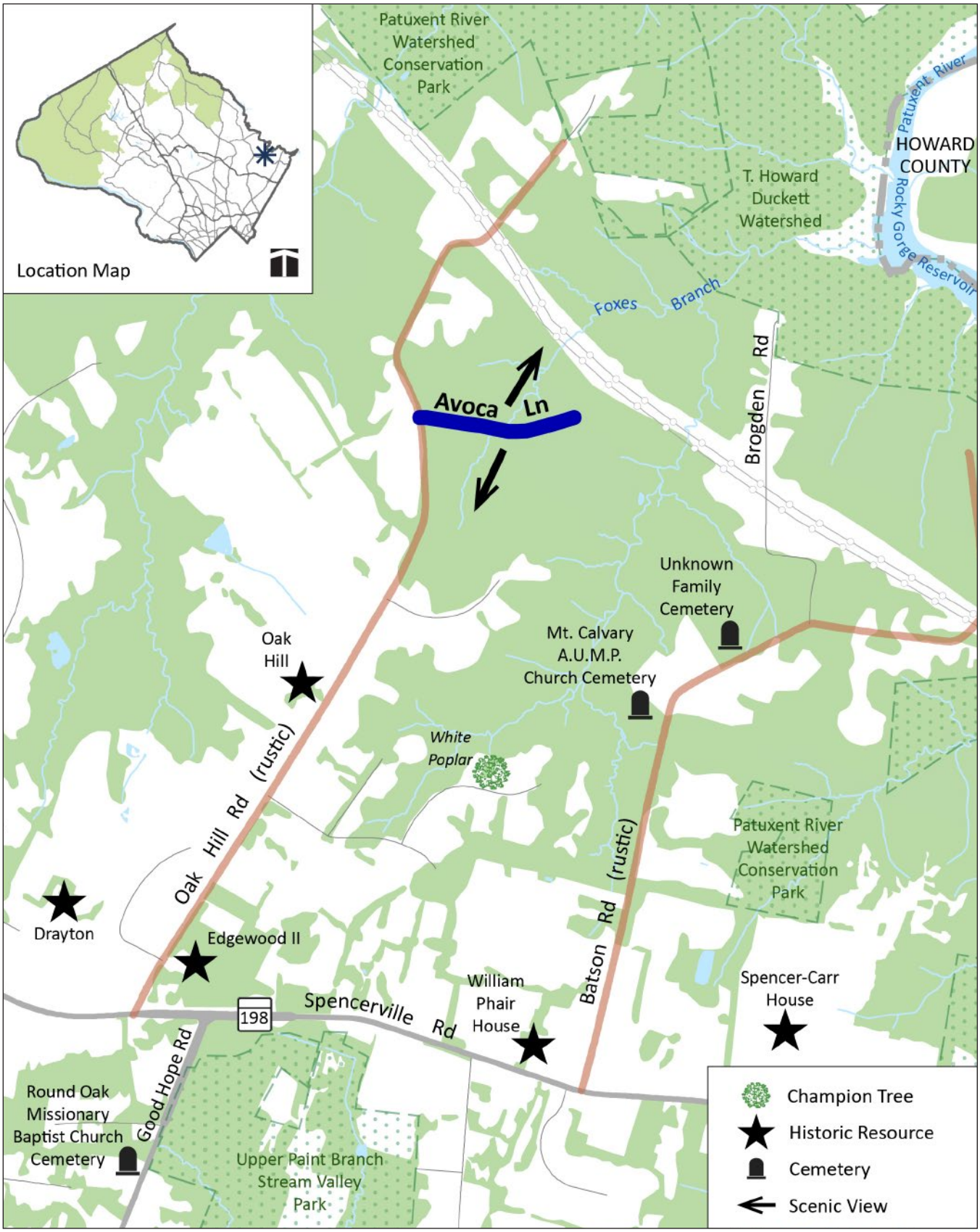
Looking west on Avoca Lane near the end of the public road



Looking east on Avoca Lane near intersection with Oak Hill Road

Power lines crossing Avoca Lane

Map 2: Avoca Lane



Barnesville Road

A rustic road added to the program by the 1996 *Rustic Roads Functional Master Plan.*

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

Significant Features

- Its integration with and views of the surrounding rolling farmland
- Views of Sugarloaf Mountain in the distance
- Concrete and pipe rail bridge over the Little Monocacy River
- Relationship of the road to the buildings of Barnesville
- Network connections with other rustic and exceptional rustic roads

History

Barnesville, one of the oldest towns in the county, was settled in the 18th century and incorporated in 1888. By 1857, the section of road east of Barnesville was resurveyed and rerouted around hills, which were increasingly difficult for grain-laden wagons to traverse as they headed to nearby Darby Mill on Bucklodge Branch and DuFief Mill on Muddy Branch. The road is identified on G.M. Hopkins's 1879 Atlas as Rockville Road. The section of road west of Barnesville was established after 1879.

Traveling Experience

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

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

Environment

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

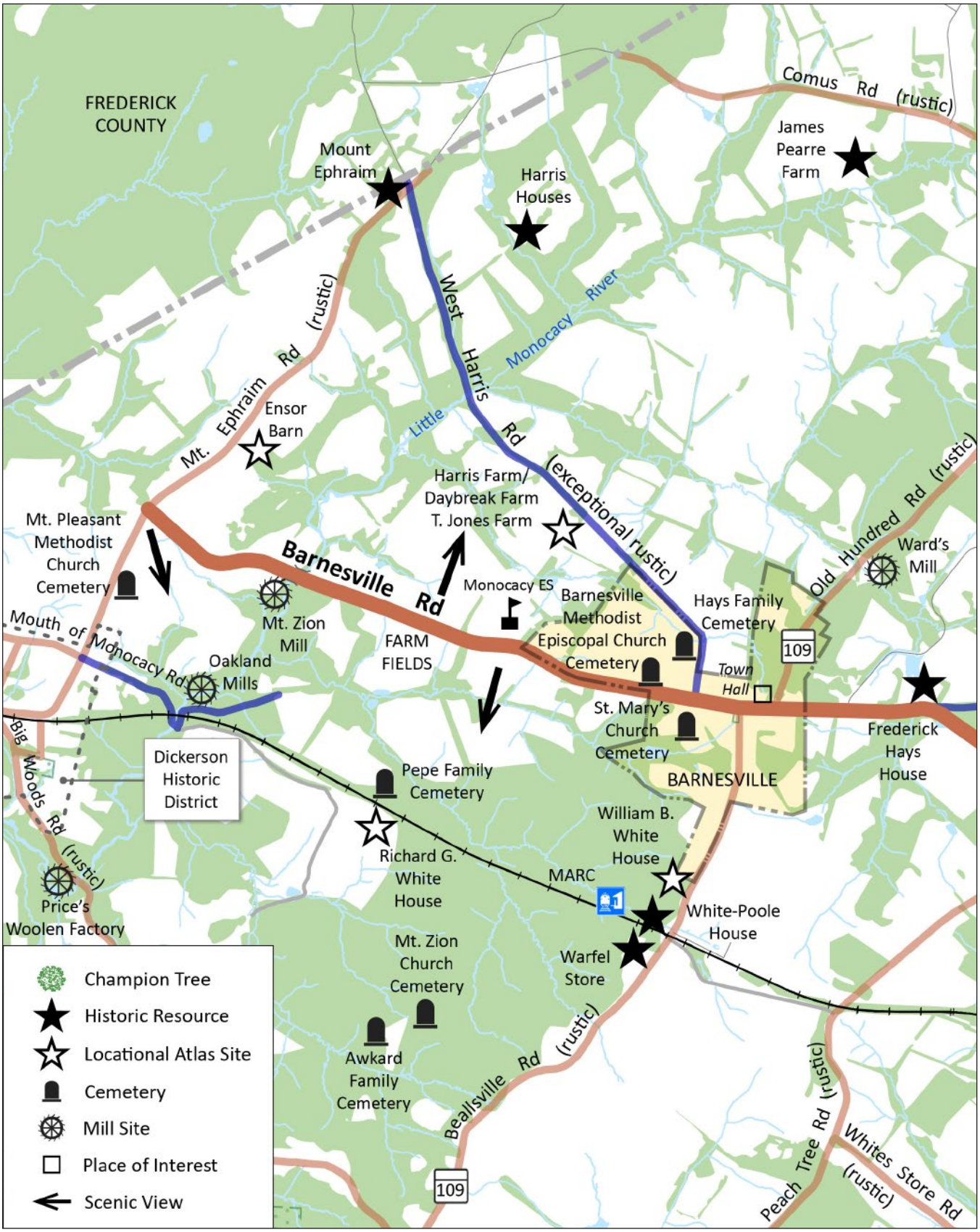
There are four stream crossings. From the east, the first crossing is the Bucklodge Branch of Little Seneca Creek followed by a crossing of a small tributary to Bucklodge. Just east of Barnesville, one of the Beallsville tributaries to the Upper Little Monocacy River has a hidden culvert crossing in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

Road Characteristics

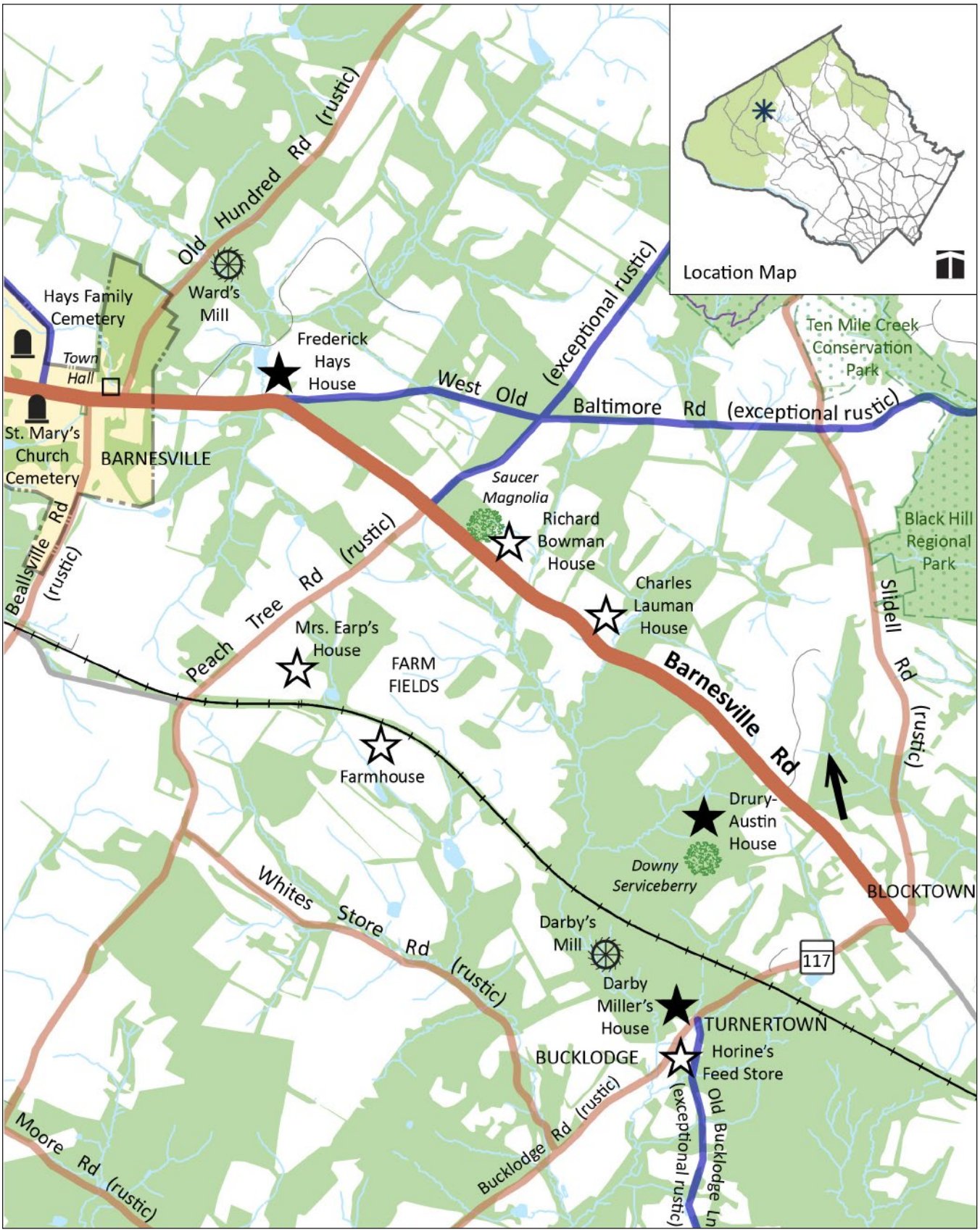
Extents	Bucklodge Road (MD 117)/Slidell Road to Mount Ephraim Road
Length	5.57 miles
Width	20 feet
Surface	Paved
Lanes	Centerline and edge markings
Shoulders	None

Barnesville Town Hall on the northwest corner of the intersection of Barnesville and Old Hundred Roads

Map 3: Barnesville Road West of the Town of Barnesville

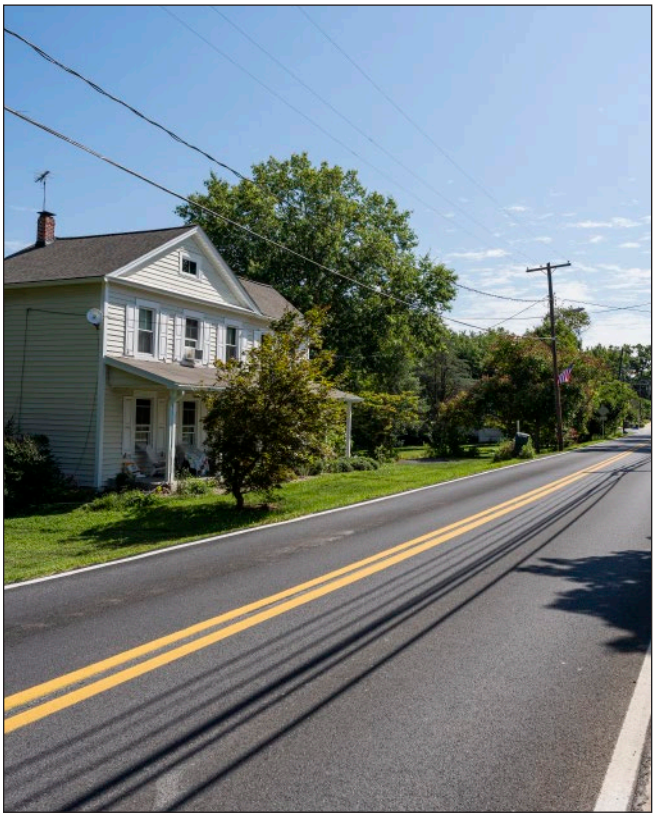


Map 4: Barnesville Road East of the Town of Barnesville



Western end of Barnesville Road with a view to Sugarloaf Mountain

Barnesville 100th Anniversary Well near Lillard's Corner



Looking east on Barnesville Road before the intersection with Old Hundred Road

Homes close to the road in the Town of Barnesville between Old Hundred and Beallsville Roads

Batchellors Forest Road

A rustic road added to the program by the 2005 *Olney Master Plan.*

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

Significant Features

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

History

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

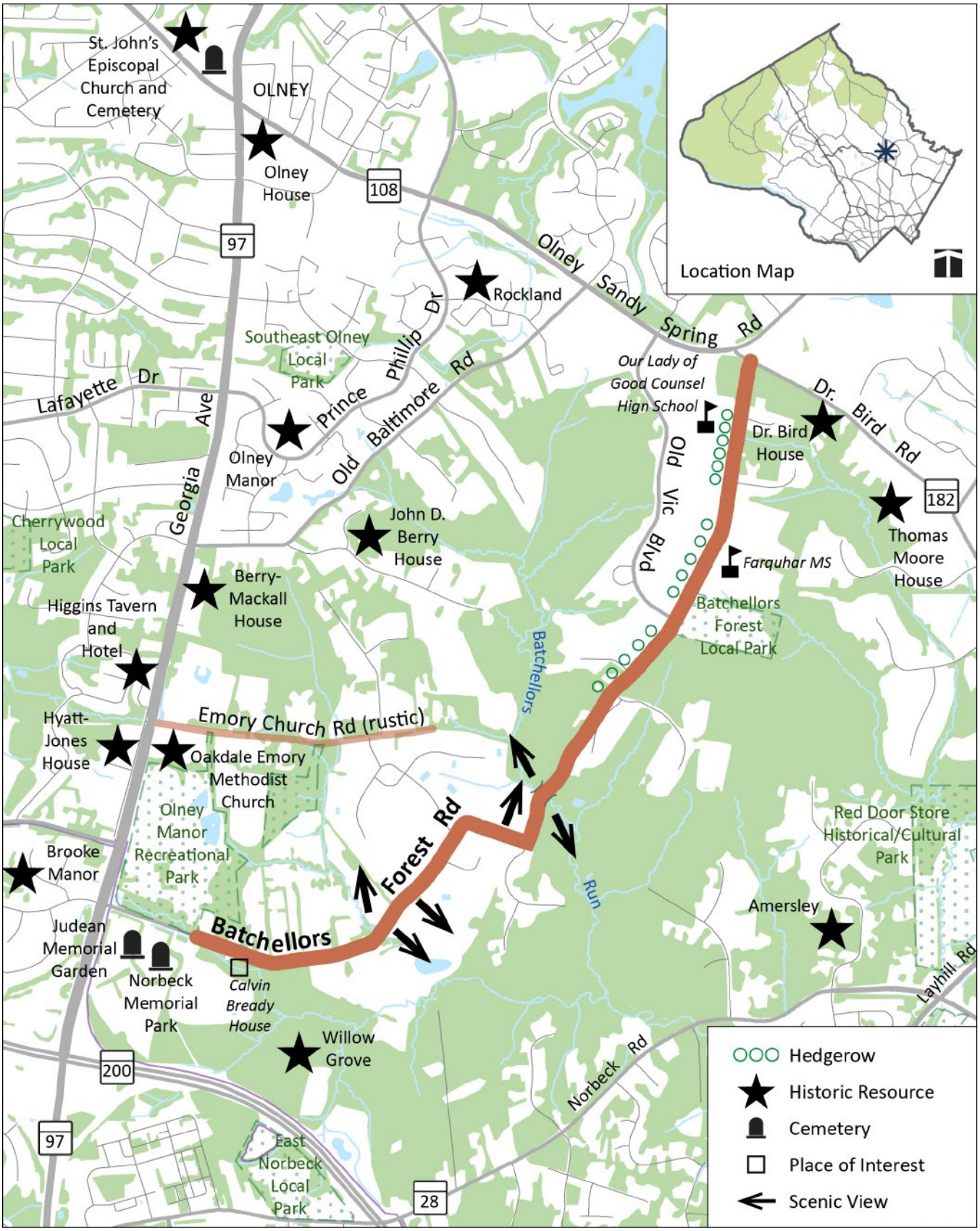
Where Batchellors Forest Road meets Georgia Avenue, it passes the Norbeck Memorial Park and Judean Memorial Gardens (Montgomery County Burial Sites Inventory Sites #118 and 100). Across Georgia Avenue, Brooke Manor (Master Plan Historic Site #23/108) was built c. 1862 and updated in the 1940s by William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

Traveling Experience

Beginning at Georgia Avenue (MD 97), the road passes two cemeteries, an entrance to Olney Manor Recreational Park, and the Washington Christian Academy; the rustic portion of the road begins here. An attractive cottage-style home sits on the left, and slightly farther on the right is the c. 1930 Calvin Bready House. It is a beautiful, whitewashed brick home with front-

1930 Calvin Bready House

Map 5: Batchellors Forest Road



Equestrian field adjacent to Batchellors Forest Road before the second 90-degree bend in the road

facing dormers and two chimneys. A charming red shed sits right at the roadside. The road curves slightly left, and up a rise are some forested areas and an open meadow to the right. The historic Willow Grove property is out of view down a long lane also to the right.

After crossing a small stream amid trees and forest, the road continues up a hill to a view of open meadows both left and right. To the left is the old Polinger horse farm, Trotters Glen, now mostly developed, but within view are yellow outbuildings, including a unique round horse barn. A right turn in the road leads to a stop sign with another horse farm on the left. Batchellors Forest Road continues after a turn to the left and then curves and descends over Batchellors Run, giving the drive a rolling feel. A brief forested area then opens to more development on both sides of the road. Batchellors Forest Local Park and adjacent William Farquhar Middle School are on the right and the road proceeds up a hill with some nice open views to the right. Our Lady of Good Counsel High School then appears on the left and a developed cul-de-sac is on the right. Batchellors Forest Road ends at its intersection with Dr. Bird Road.

The 2018 *Bicycle Master Plan* recommends a sidepath along Batchellors Forest Road from an existing off-street trail just south of Batchellors Run to Farquhar Middle School.

Environment

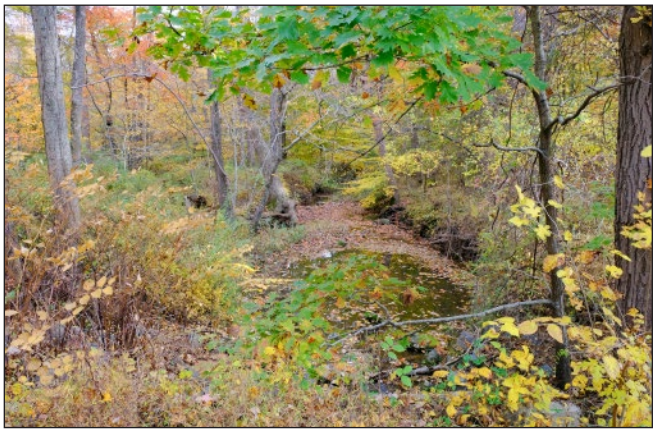
The road is located primarily within the watershed of the Batchellors Run tributary to the Northwest Branch. The road crosses this forested stream valley at about the road's midpoint, with a second tributary crossing farther southwest. Although much of the road has open vistas, a closed canopy forest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

have grown close to the road pavement or on high banks above the road in many locations.

Road Characteristics

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

Narrow road crossing over Batchellors Run



View into Batchellors Run

William Farquhar Middle School

A paved path adjacent to a portion of Batchellors Forest Road

Batson Road

A rustic road added to the program by the 1997 *Cloverly Master Plan.*

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

Significant Features

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

History

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

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

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

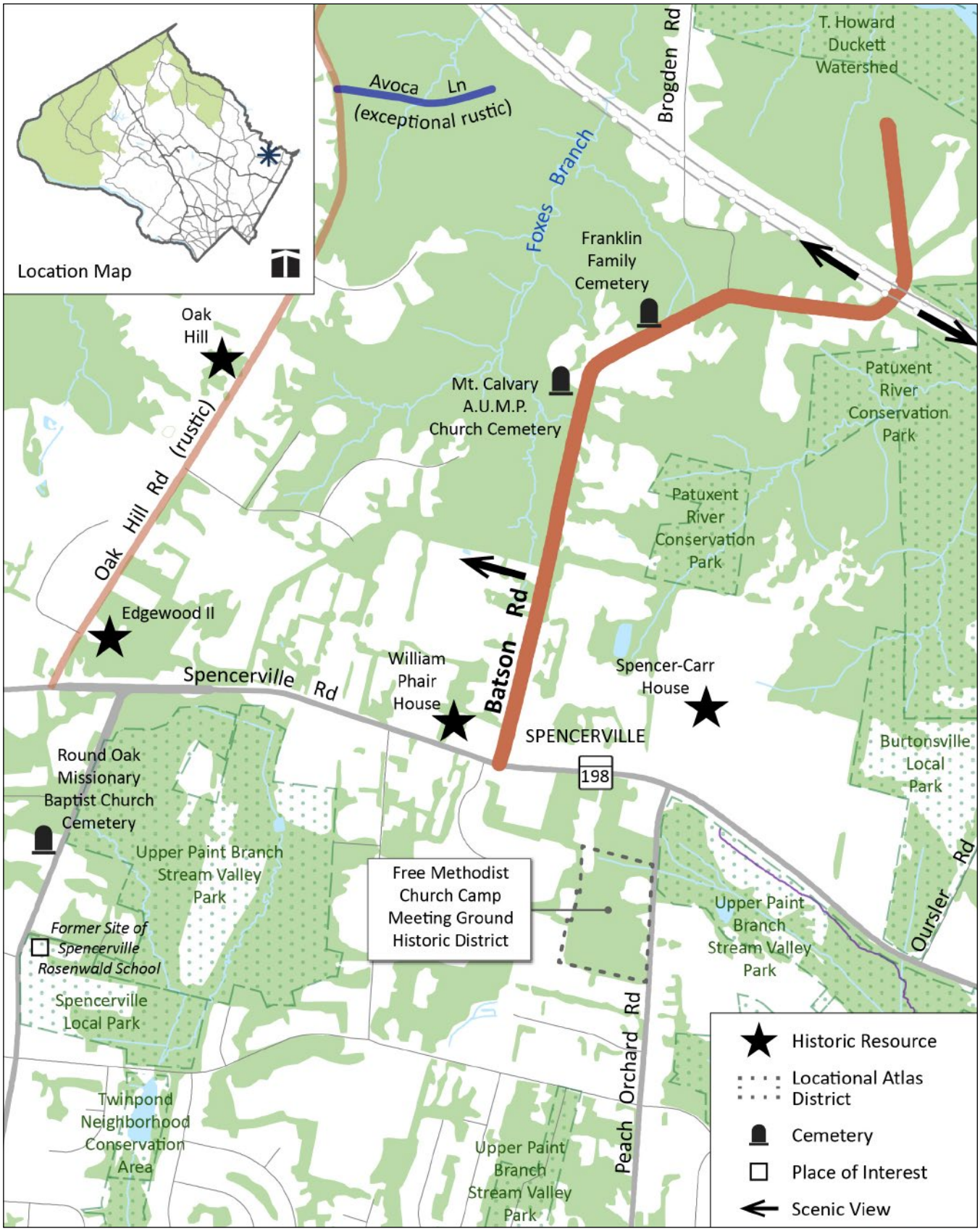
The road is mostly likely named for Dr. John R. Batson, who practiced medicine in Spencerville for nearly 40 years. In 1917, Batson donated land at the foot of the road to the Free Methodist Episcopal Church. The church had a strong enough presence in Spencerville. There were enough congregants to support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

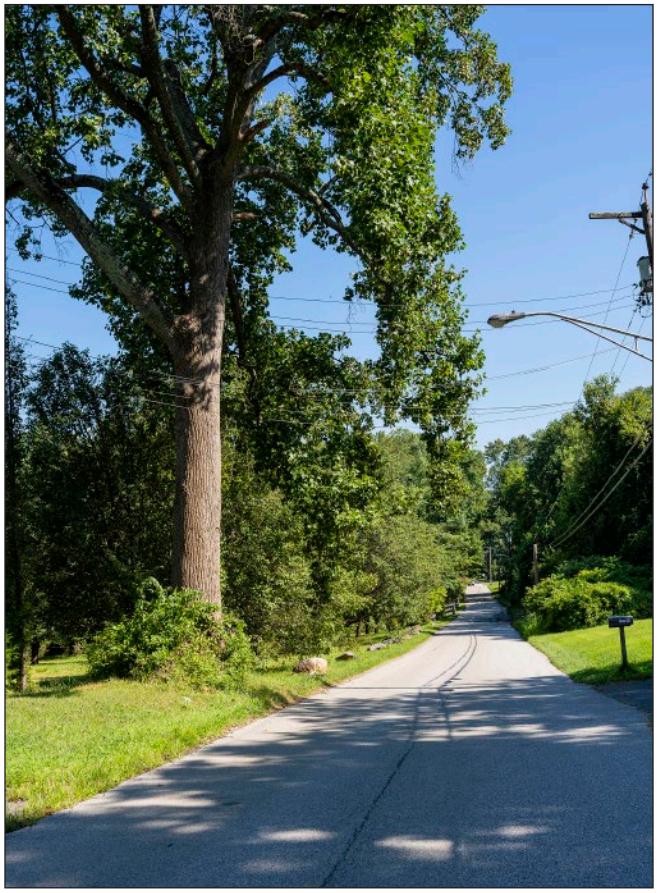
Traveling Experience

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

Starting at its southern end on Spencerville Road (MD 198), Batson Road has a suburban

Map 6: Batson Road





Looking south on Batson Road toward the intersection with Spencerville Road

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

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

Environment

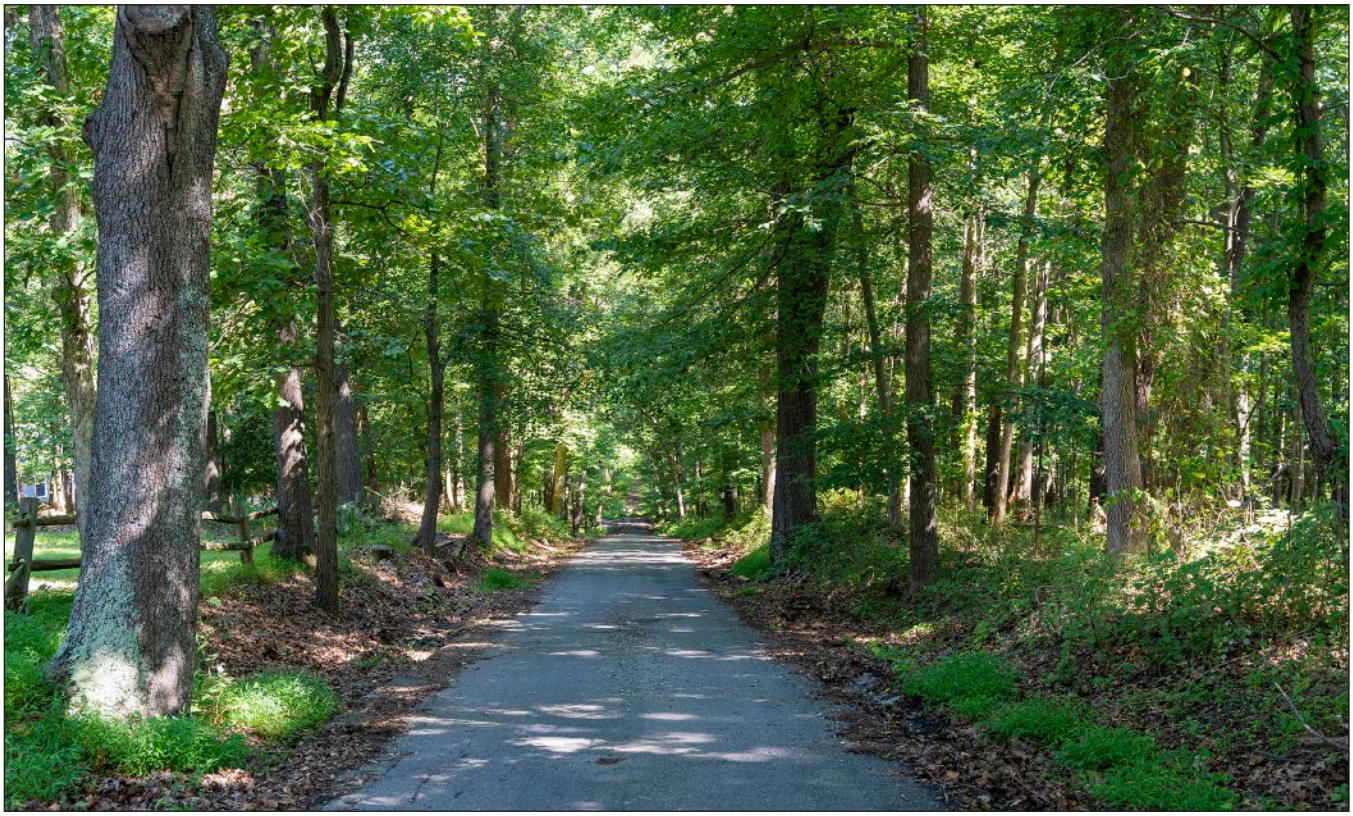
The road is primarily within the Lower Patuxent River watershed, but there is a short segment near Spencerville Road within the Upper Paint Branch Special Protection Area (SPA).

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

Road Characteristics

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

Mt. Calvary A.U.M.P. Church located on the west side of Batson Road before the first bend in the road



Tree canopy and narrow pavement over the northern portion of Batson Road

Beallsville Road

A rustic road added to the program by the 1996 *Rustic Roads Functional Master Plan.*

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

Significant Features

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

History

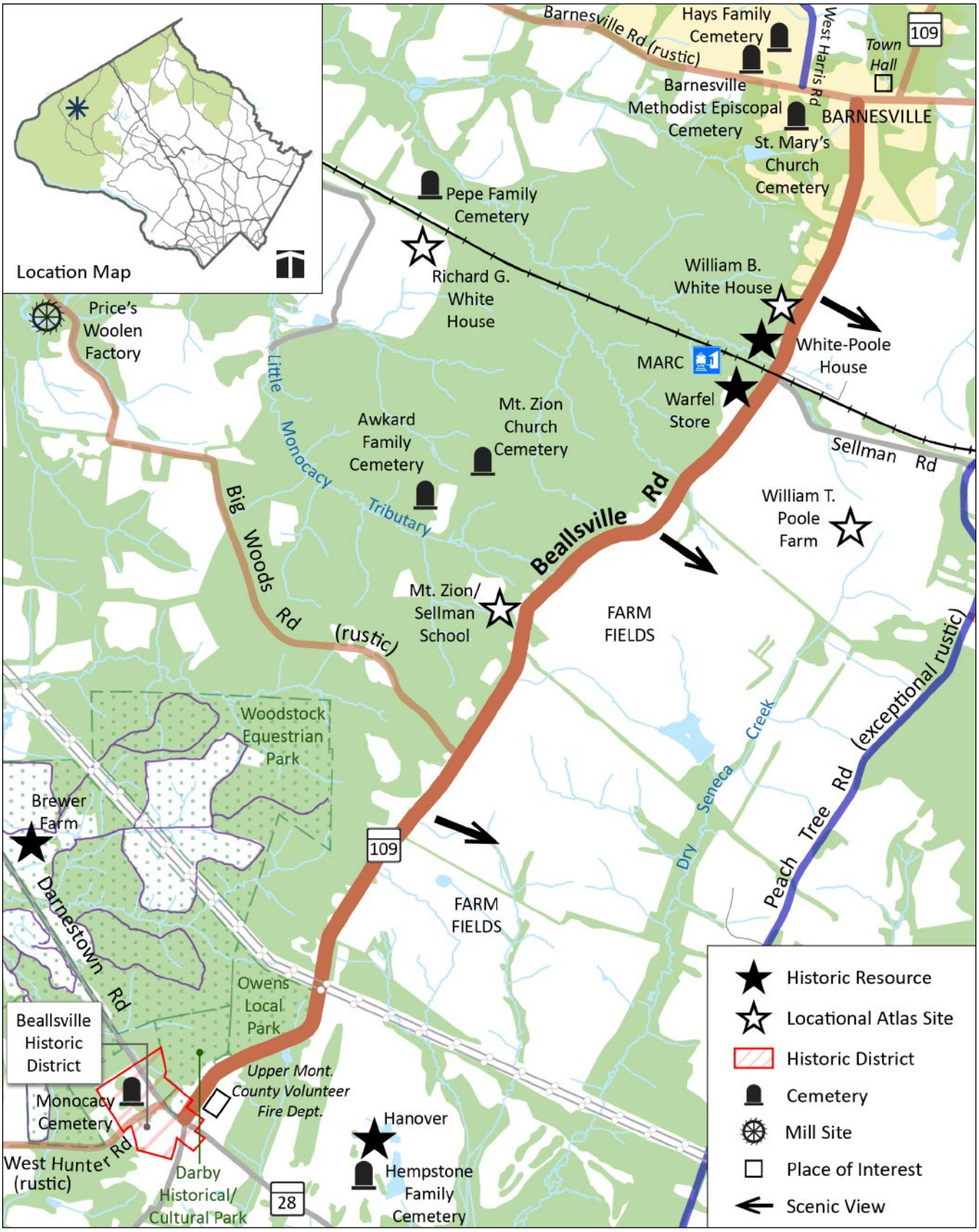
Beallsville is a small crossroads community dating to the mid-18th century. The section of Beallsville Road from Beallsville at Darnestown Road (MD 28) to Barnesville was officially surveyed in 1838 and established so citizens of Barnesville and vicinity could get to Monocacy Chapel, later known as Beallsville, to worship, and to Medley Hill, located near the chapel, to vote. This road was originally 30 feet wide and 3.5 miles long.

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

Traveling Experience

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

Map 7: Beallsville Road



The Darby Store located in the Beallsville Historic District

Just northeast of the Darby Store, the road passes Owens Local Park, which becomes forested just past the recreational facilities. Beallsville Road has acceleration and deceleration lanes in front of the park. Just north of the park, the road passes through a clearing for transmission lines over the road, offering long views in either direction. Farm views then open to the right, while a forested area broken up by an occasional house is on the left. The road then passes Big Woods Road (a rustic road) and continues past the Sellman School/Mt. Zion M. E. Church historic site on the left. Just before passing the train station, there are large views of farmland to the right, before the road passes the Warfel Store on the left.

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

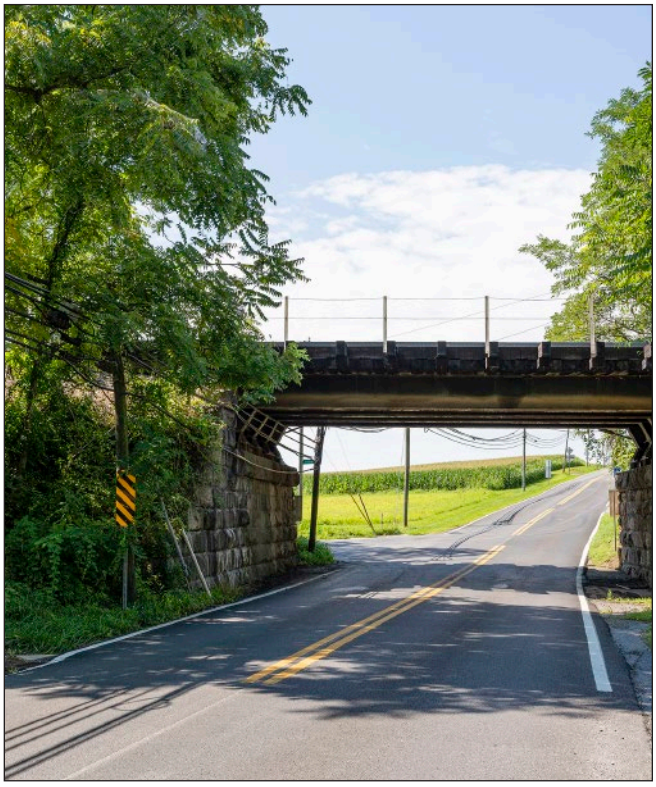
Environment

The road generally follows a ridgeline between the Little Monocacy (east) and Dry Seneca (west) watersheds. Long scenic views are generally to the east as the west side of the road is intermittently forested. Utility lines close to the pavement and on both sides of the road have prevented an overhanging canopy. The exception is where trees have grown tall enough to overhang the utility lines. On the west side of the southern end of the road are two parks: the Darby Store Cultural Park at

the intersection and Owens Local Park to the north. Except for the store and house along the roadside, the 25-acre cultural park is largely forested. The 32-acre Owens Local Park features a playground, lighted tennis courts, a softball field, basketball courts, and a picnic area and is also heavily forested. Both parks adjoin the much larger Woodstock Equestrian Park. Lillard's Corner Park in the Town of Barnesville is on the west side of the northern terminus of the road.

Road Characteristics

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



Looking south at the railroad bridge crossing Beallsville Road

View of farm field adjacent to Beallsville Road

Belle Cote Drive

An exceptional rustic road added to the program by the 1997 *Fairland Master Plan.*

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

Significant Features

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

History

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

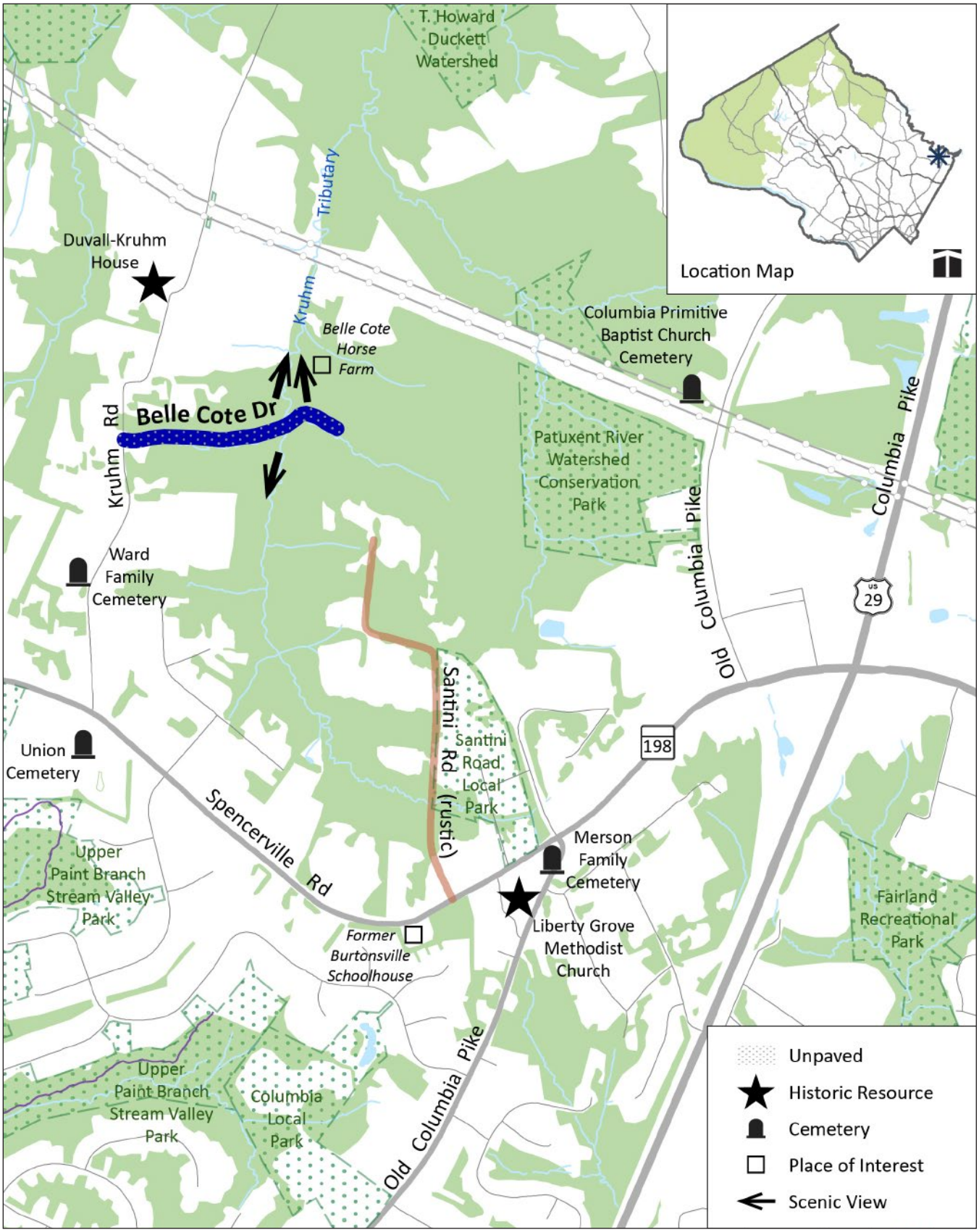
Just south of Belle Cote Drive, the Ward Family Cemetery (Burial Sites Inventory Site #268) sits on property that was owned in the 1800s by free African American settlers Samuel and Rachel Ward, who lived in the area by 1870. Samuel was a farm laborer, while Rachel was a housekeeper for nearby families.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

Traveling Experience

Belle Cote Drive begins at Kruhm Road traveling east less than 0.4 miles. The entrance, patched with asphalt, becomes gravel as it

Looking east on Belle Cote Drive near the intersection with Kruhm Road

Map 8: Belle Cote Drive



narrows and descends a slope. Shallow woods on the left lead to heavy woods on each side. On the right, a spring head becomes a deep creek bed lined with vegetation, declining rapidly with the road as it becomes a single lane. The road continues through the woods along this creek to its lowest point where it crosses the Kruhm Tributary. The views along this tributary appear between tall tree trunks. Sixty yards beyond the stream crossing, a private lane extends the road, roughly straight, along the east bank of Kruhm Tributary. Another creek descends to the road from the right. The road turns to the right at the end, a short distance up the north side of this creek, also lined with vegetation, all beneath a tall forest canopy. A few driveways access the road here.

Environment

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

Road Characteristics

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

Belle Cote Drive is on the Dedicated But Unmaintained (DBU) County Roads list.

Looking east on Belle Cote Drive near the end of the road

Views north and south into the Kruhm Tributary from the one-lane culvert

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Bentley Road

A rustic road added to the program by the 2015 *Sandy Spring Rural Village Plan.*

Bentley Road has high historic value; outstanding natural features, including mature trees and a stream beside the road; and rural views across farm fields. This plan removes the rustic designation between Olney-Sandy Spring Road (MD 108) and the Sandy Spring Museum entry drive.

Significant Features

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

History

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

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

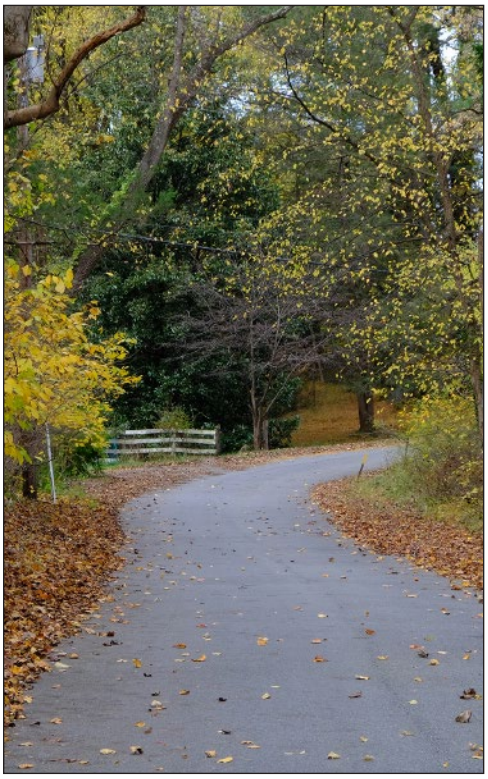
Mary Needles Roberts and considered one of the nation's oldest women's clubs.

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

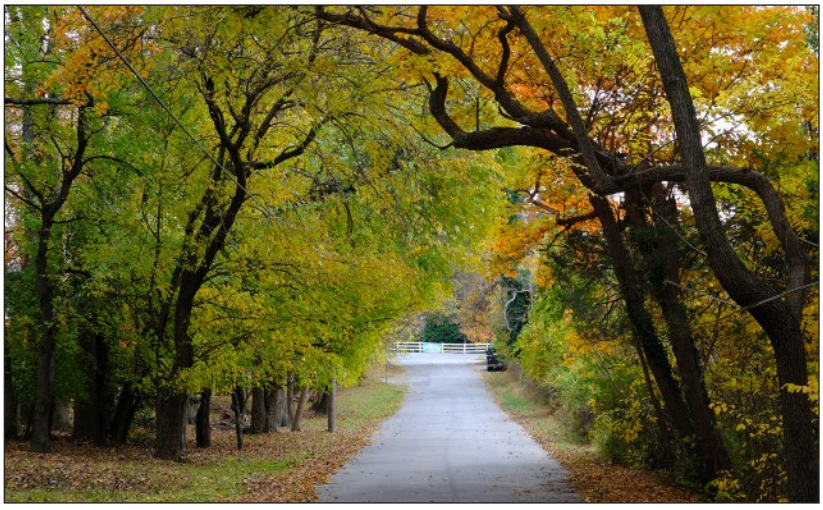
Traveling Experience

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

On the right (south) side of the road, Cloverly and its barn can be glimpsed through the trees edging the road. The road descends toward a small stream, turning abruptly left before reaching it. As the road turns, the pavement



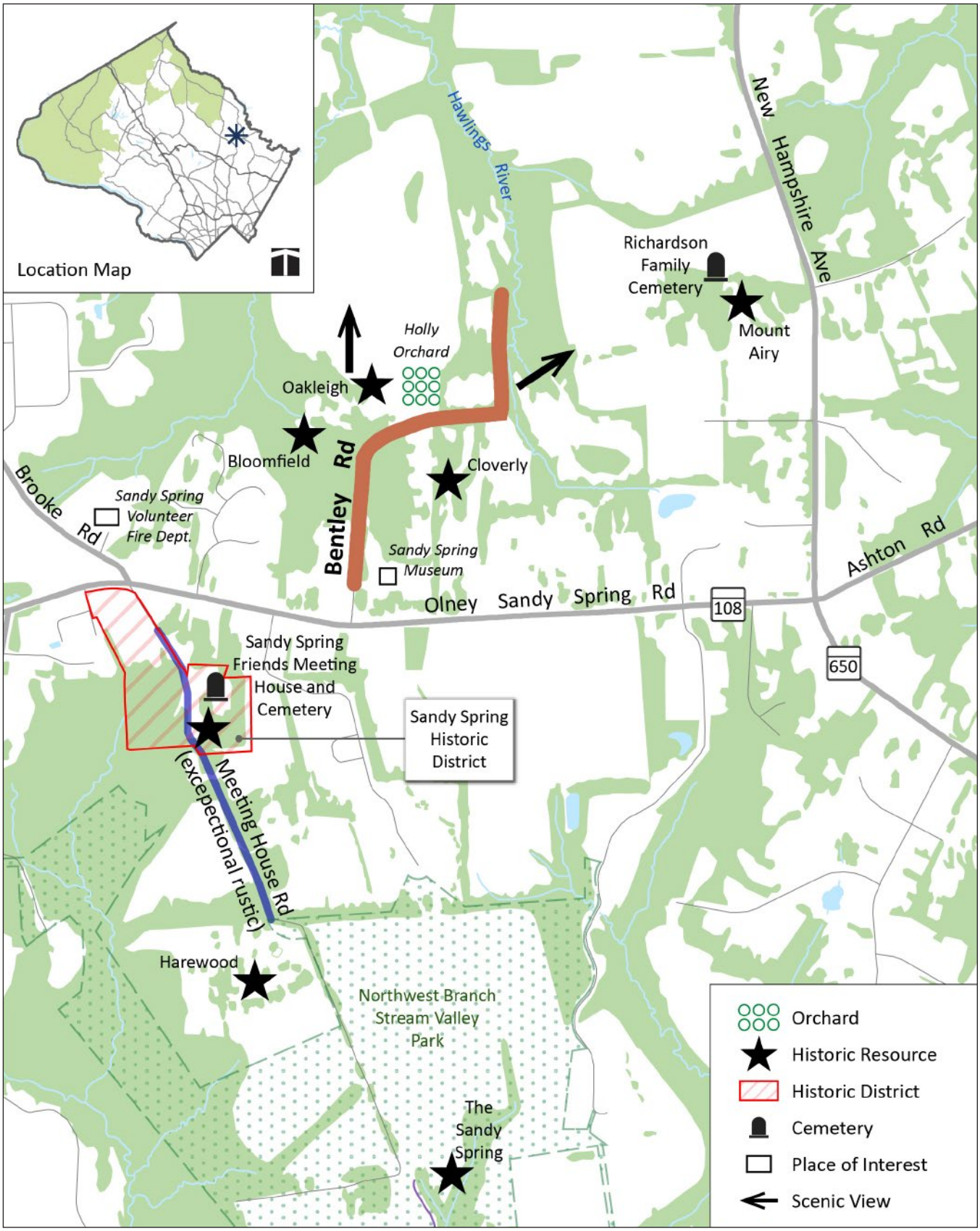
Looking north on Bentley Road toward the first bend in the road



Looking south on Bentley Road toward MD 108

Looking east on Bentley Road toward the second bend in the road

Map 9: Bentley Road



narrows and passes through a tunnel of trees. The road crosses a culvert as it continues north alongside the stream. The views across the wooded stream valley dominate on the east as the road ends in a private driveway.

Environment

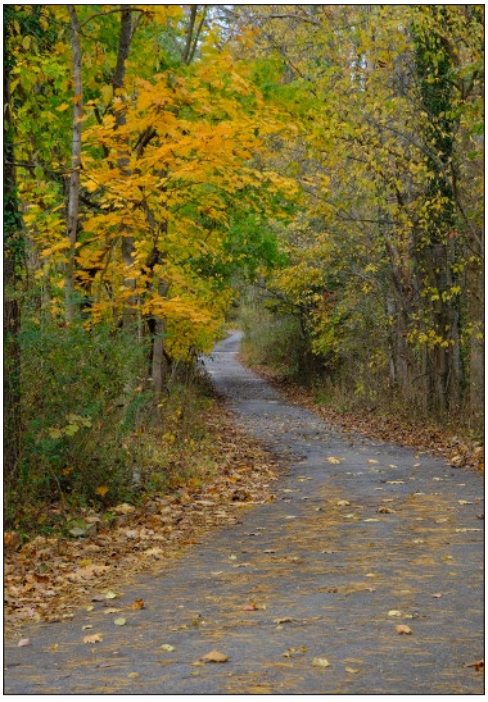
Bentley Road originates on the ridgeline between the Potomac and the Patuxent River watersheds. From this high point it descends toward a headwater tributary to the Hawlings River, a major tributary to the Patuxent River. Efforts to protect the Patuxent watershed include not only extensive public land holdings, but also low density of development, imperviousness restrictions, stream valley protection, and the preservation of open space. These efforts ensure the long-term quality of the downstream drinking water reservoirs.

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

Road Characteristics

Extents	Sandy Spring Museum entry drive (approximately 265 feet north of Olney-Sandy Spring Road [MD 108]) to end of the road
Length	0.44 miles
Width	10–18 feet
Surface	Paved
Lanes	No centerline or edge markings
Shoulders	None

The segment of Bentley Road past the last sharp turn to the north—approximately 700 feet (0.13 miles)—is on the Dedicated But Unmaintained (DBU) County Roads list.



Narrow pavement and tunnel of trees toward the end of Bentley Road

Built in 1882, Oakleigh is a historic five bay, Victorian house.

Berryville Road

An exceptional rustic road added to the program by the 2002 *Potomac Subregion Master Plan.*

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

Significant Features

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

History

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

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

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

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

Seneca Community Church at the southern end of Berryville Road

demolished. In 1941, church services were relocated to a new facility along Berryville Road and the name was changed to the Seneca Community Church.

Traveling Experience

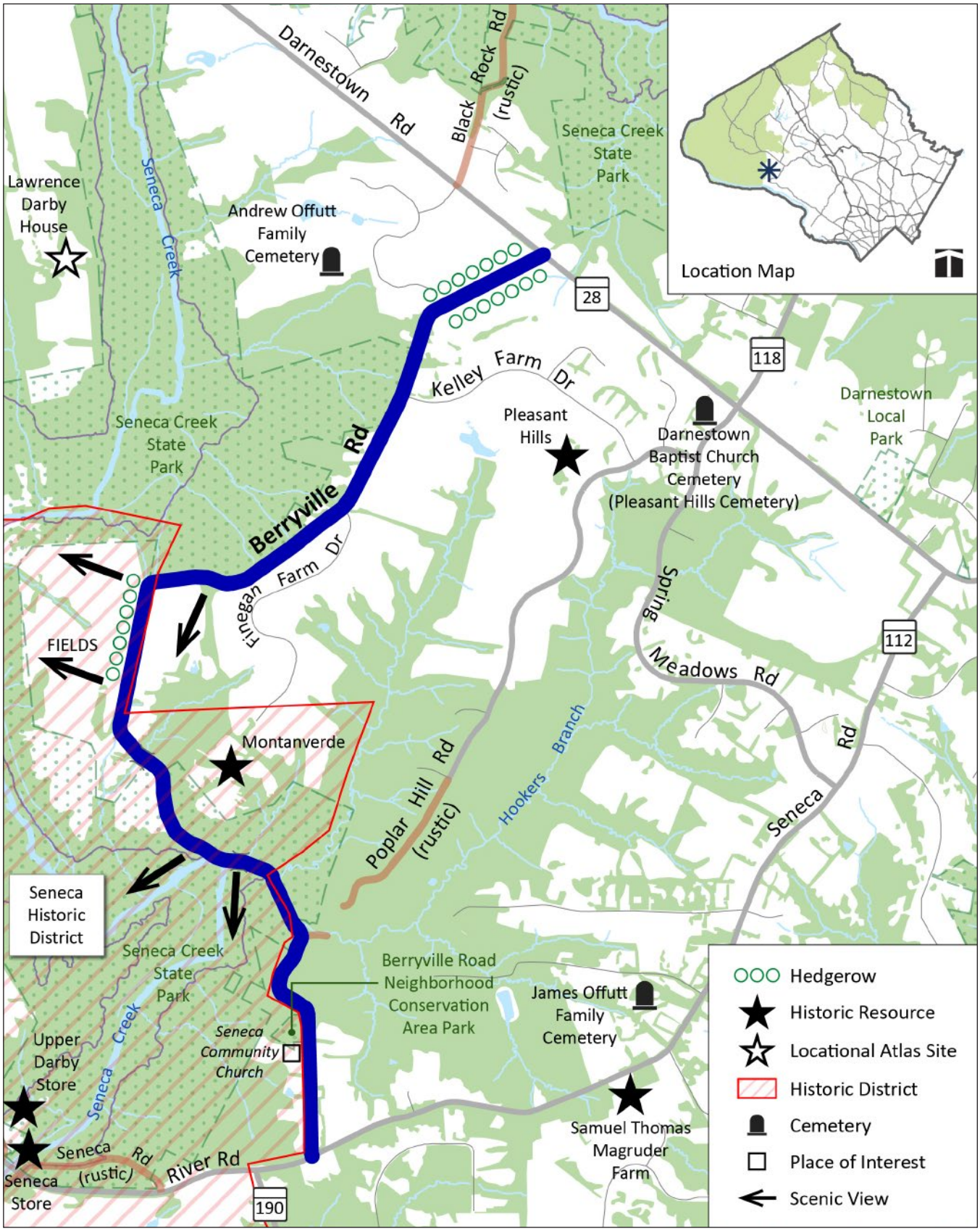
Berryville Road travels generally southwest from Darnestown Road (MD 28) for approximately 3.5 miles to its intersection with Seneca Road (MD 112). Driving this road provides a number of memorable experiences as the rolling and winding alignment follows the terrain, climbing in and out of a stream valley.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

For the next mile, the road passes several side roads to the left that lead to modern developments. The right side is heavily forested with infrequent private driveways and canopied stretches. Following another roller coaster section and several short turns, the foliage drops away and a sweeping view of the Seneca Creek Valley suddenly appears.

The road then drops down into the valley and turns generally southward. This section parallels a portion of the Seneca Historic District and features vistas into the park, meadows, farm fields, and buildings. Near the end of this straightaway, the road enters the historic district, reenters the woods, and then passes over one of two narrow bridges that cross tributaries of Seneca Creek. This bridge (bridge inventory #M-0029) was built in 1930; the superstructure was replaced in 2003. The road crosses a low ridge before descending

Roller coaster alignment and steep embankments along the edge of the road

Map 10: Berryville Road

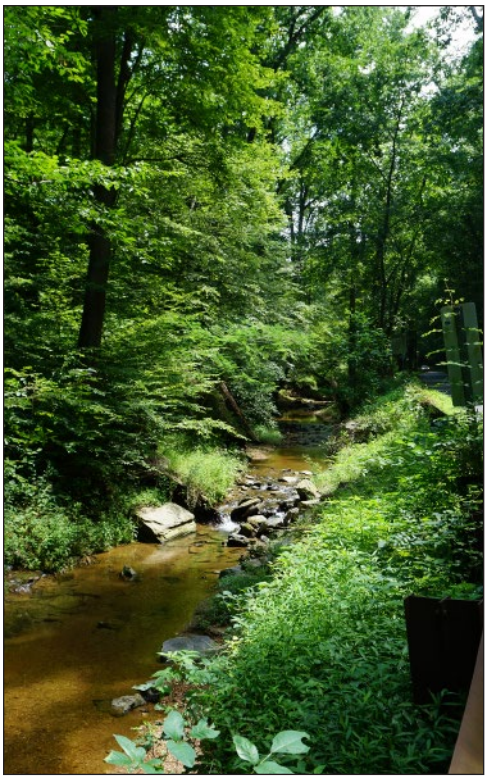


to meet a horseshoe bend in Seneca Creek. A small parking lot provides an opportunity for a close-up view of the creek only a few feet away.

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

Environment

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



Looking into Seneca Creek at the southernmost narrow bridge crossing

View of fields heading south on Berryville Road

Narrow bridge leading to Seneca Creek

where trees and forest are set back from the road, to segments with dense hedgerows along both sides.

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

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

Road Characteristics

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

Views of Seneca Creek near the horseshoe bend

Big Woods Road

A rustic road added to the program by the 1996 *Rustic Roads Functional Master Plan.*

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

Significant Features

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

History

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

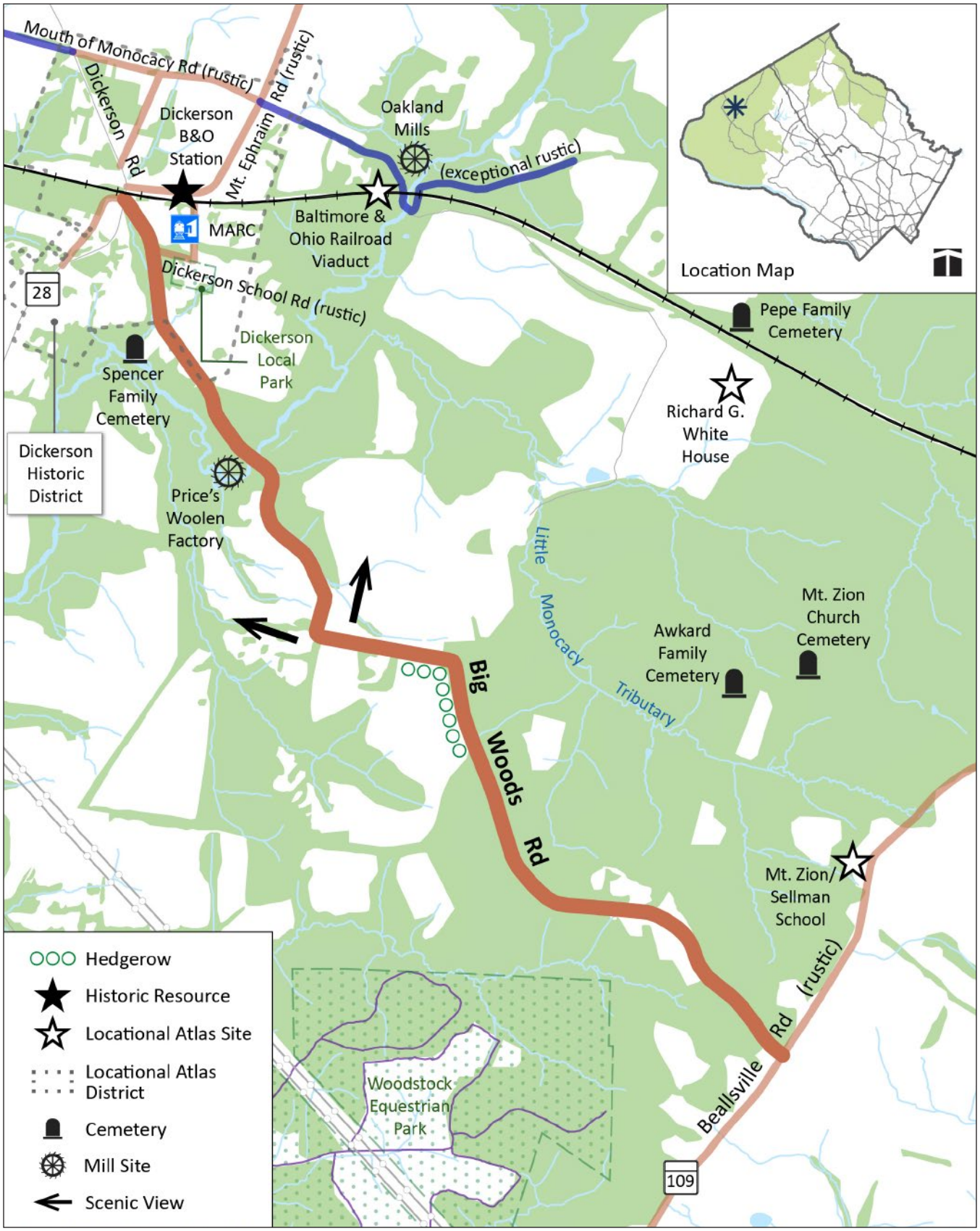
Traveling Experience

From the south at Beallsville Road (MD 109) (a rustic road), Big Woods Road climbs slightly through areas with homes on small lots, agricultural fields, and woodlands. Most of the southern half of the road travels through or alongside dense forest canopy. The road twists and turns as it follows some old field

Traveling northwest through the southern portion of Big Woods Road just west of the intersection with Beallsville Road

Looking northwest on Big Woods Road toward farm fields in the foreground and mountain range in the distance

Map 11: Big Woods Road



Looking northwest on Big Woods Road toward Sugarloaf Mountain

lines, eventually with views across farm fields through a hedgerow on the left before rounding a curve to the left, at which point the view on the right side of the road becomes wide open, with views of a mountain range in the distance. The land on the right (north) side of the road was approved for a large lot subdivision in the early 1990s, but so far only one house has been built, with the rest of the land remaining in agricultural use.

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

Environment

From its north end in Dickerson, Big Woods Road follows a tributary to the Little Monocacy River down to the Little Monocacy itself, then follows the river and floodplain until just past the Little Monocacy crossing. From there it follows another forested tributary to the river, and then generally follows a ridgeline between two tributaries to the Little Monocacy up to Beallsville Road. South of the Little Monocacy River the road crosses a narrow Mafic surface rock formation. Quartzite and slate were mined along the banks of the Little Monocacy in this location. Except for its middle segment, the road is mostly forested. Even in the more open areas, there are hedgerows on at least one side of the road.

Road Characteristics

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

View of the Little Monocacy River from Big Woods Road

Homes lined close to Big Woods Road just south of the intersection with Dickerson Road

Black Rock Road

A rustic road added to the program by the 1996 *Rustic Roads Functional Master Plan.*

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

Significant Features

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

History

Named for the Black Rock tract of land patented in 1760, the road probably dates from soon after the construction of Black Rock Mill (Master Plan Historic Site #24/6) in 1815. The mill is a rare survivor of the many mills that once thrived in the county. An up-and-down saw cut lumber year-round, while the millstones worked seasonally to grind grain to flour. The mill is now part of Seneca Creek State Park and leased to Montgomery Parks. It hosts an exhibit interpreting the history of milling.

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

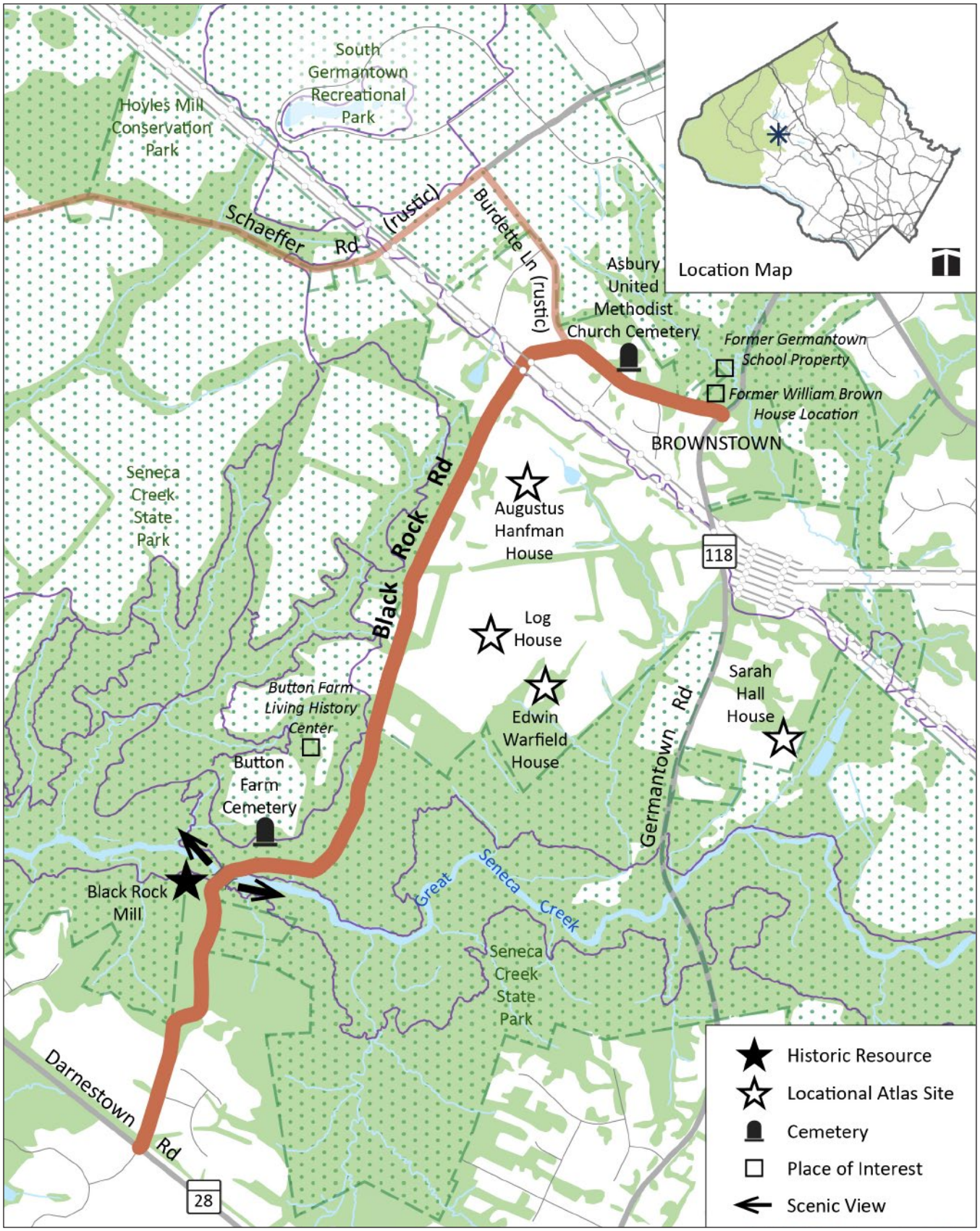
Traveling Experience

Black Rock Road connects Germantown Road with Darnestown Road (MD 28), passing through Seneca Creek State Park on the way. Beginning at Germantown Road, wooded parkland is on the right side of the road, with residences along the left side. At Burdette Lane (a rustic road), Black Rock Road makes a sharp, nearly 90-degree left turn. Just after the turn, the road crosses under a set of transmission lines. There is a trail crossing here for the natural-surface Powerline Trail, which uses the Pepco right-of-way to connect South Germantown Recreational Park with Seneca Creek State Park and is open to hikers, bikers, and horseback riders. After a short section with residences on both sides of the road, the right side becomes a wooded area of Seneca Creek State Park while houses continue along the left side.

Just before the road goes under complete tree canopy, it passes a dilapidated two-story log structure (Locational Atlas and Index of Historic Sites #18/33) that was probably built in the late 1800s. Ahead on the right is the

Remains of the Black Rock Mill

Map 12: Black Rock Road



entrance to the Button Farm Living History Center, a 19th century farmstead, and set back from the road is the Button Farm Cemetery (Burial Sites Inventory Site #260). The road then continues through the park, crossing Great Seneca Creek on a one-lane steel bridge (bridge inventory #M-0047). This bridge is one of the longest on a rustic road in the county and provides great views of the creek. Immediately past the bridge on the right are the remains of Black Rock Mill. Just beyond is the Black Rock Miller's House, the back of which can be seen from the road. Black Rock Road was originally located west of the miller's house. The road continues through a small set of houses in a wooded area, and then emerges from the woods to continue to Darnestown Road. The Black Rock Estates subdivision is situated on either side of the rustic road at this location, although the large lot on the west side of the road is still in agricultural use.

Environment

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

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

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

Road Characteristics

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

One-lane steel bridge crossing Great Seneca Creek

Brighton Dam Road

An exceptional rustic road added to the program in the 2005 *Olney Master Plan.*

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

Significant Features

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

History

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

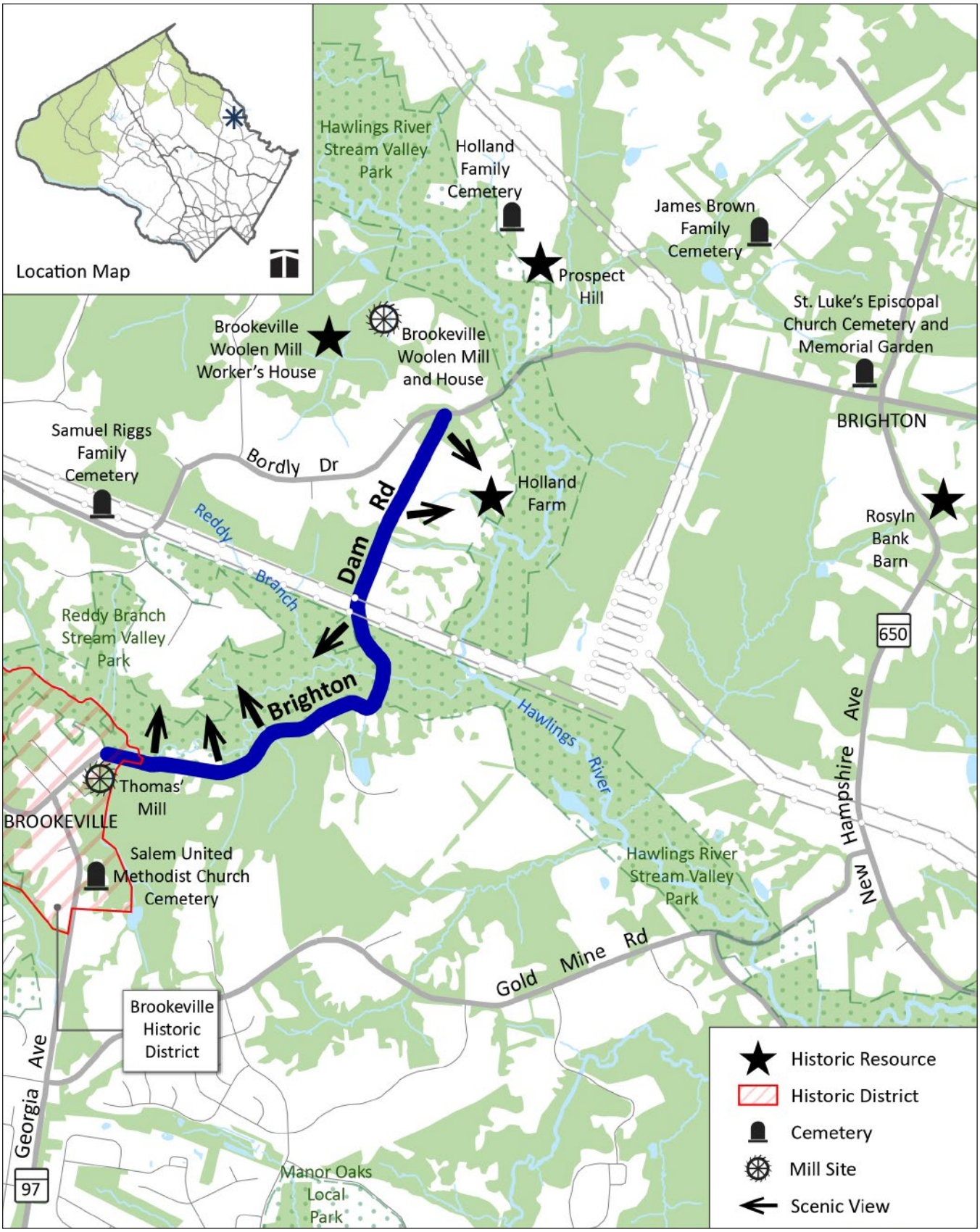
Revolutionary War patriot James Holland built a home at Prospect Hill (Master Plan Historic Site #23/72) by 1783. The property included a woolen mill, stone quarry, and housing for people enslaved by the Holland family.

Holland's descendants settled at the c. 1800 Grafton Holland Farm (Master Plan Historic Site #23/82) and Holland Farm (Master Plan Historic Site #23/81), built by 1865. Nearby, the Brookeville Woolen Mill (Master Plan Historic Site # 23/69) and Mill Worker's House (Master Plan Historic Site #23/148) are rare surviving structures from an early 19th-century mill complex.

By the mid-19th century, Brighton was an established agricultural village along the Unity-Colesville road (today MD 650). Noted horticulturist Henry Stabler established the

Looking west on Brighton Dam Road toward the Town of Brookeville

Map 13: Brighton Dam Road



Roslyn estate c. 1844 and built a surviving bank barn (Master Plan Historic Site #23/79). Nearby Fairfield (Master Plan Historic Site #23/85) was built c. 1856. By the 1860s, Brighton was also home to a growing free African American community, which over time established a benevolent society, school, and the now-demolished Centennial Methodist Episcopal Church.

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

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

Traveling Experience

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

Environment

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

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

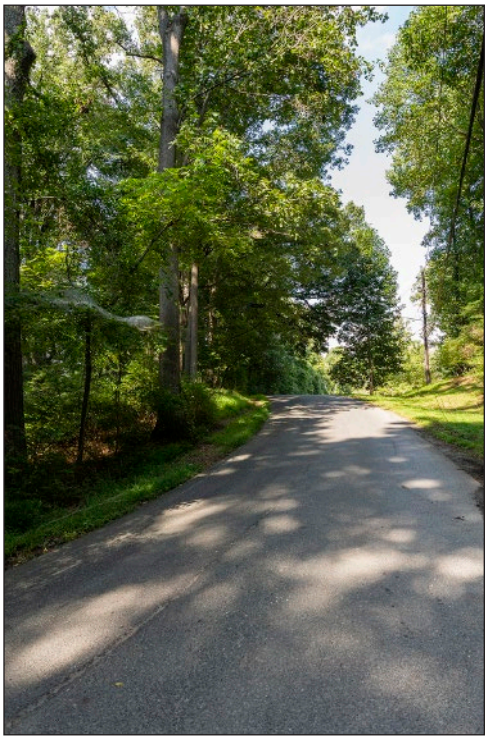
Much of the forest along Brighton Dam Road is in public or semi-public ownership or is protected on private land. It appears that hedgerow canopy cover has suffered from utility line clearing over time.

Road Characteristics

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

Hillside on the east side of road before crossing Reddy Branch

Looking east on Brighton Dam Road with home close to the road



Tree canopy along road

Looking across fields toward the Holland Farm

Brookeville Road

A rustic road added to the program in the 1996 *Rustic Roads Functional Master Plan.*

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

Significant Features

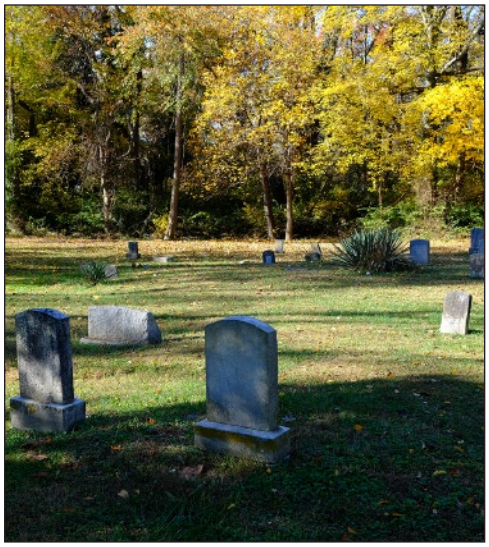
- Historic alignment
- Trees and vegetation along the Reddy Branch stream valley

History

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

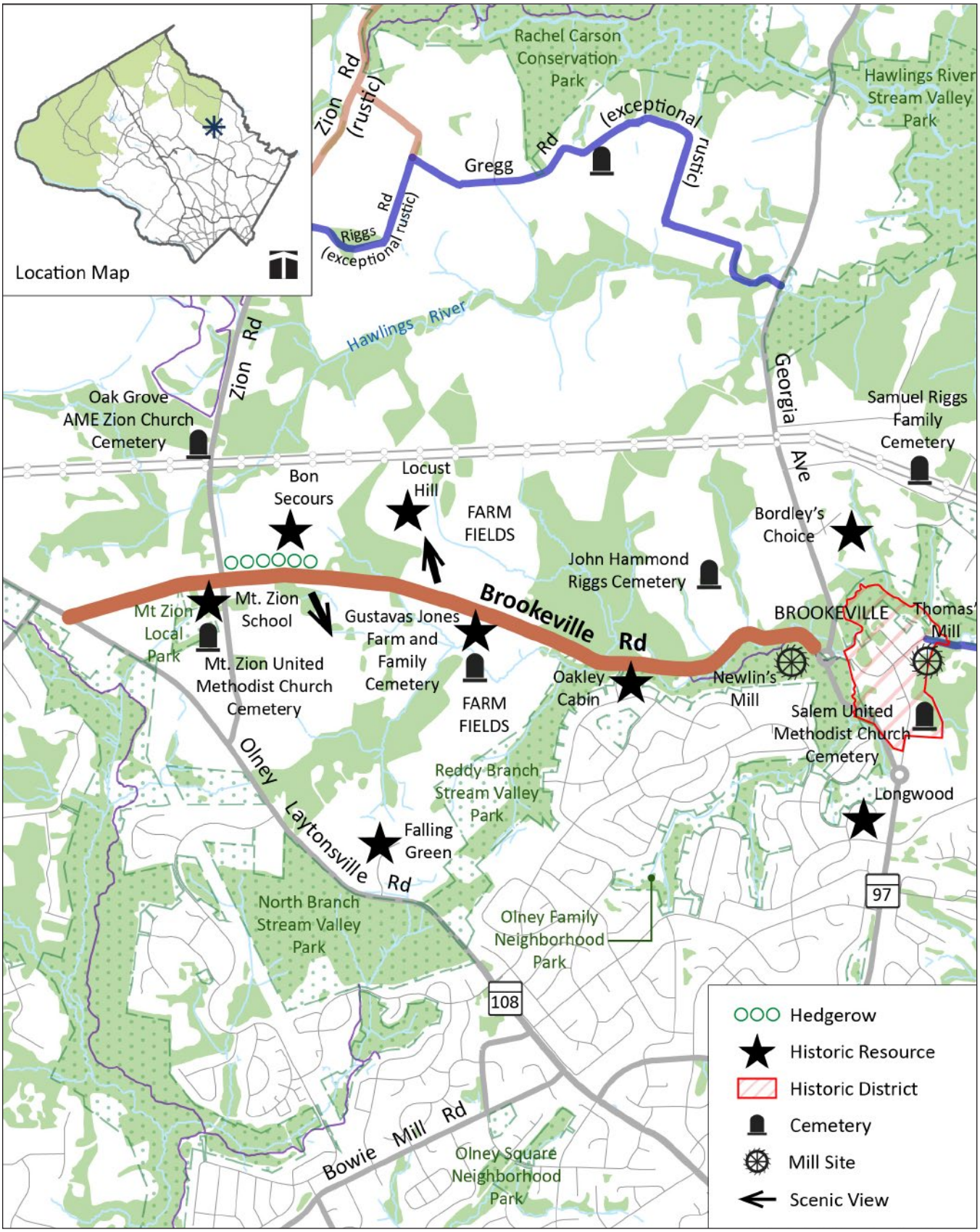
Traveling Experience

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



Mt. Zion United Methodist Church and Cemetery at the intersection of Brookeville and Zion Roads

Map 14: Brookeville Road



Red barn buildings of the Bella Vista Farm

but they are better seen when heading the opposite way.

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

Continuing past farm fields, the road then begins a long descent into a forested area, with vegetation growing right up to the road. Brookeville Road crosses Reddy Branch and its tributaries several times in the forest, although some of the bridges have unattractive white concrete parapets along their sides. On the right past one of these barriers, the road passes the c. 1820s Oakley Cabin (Master Plan Historic Site #23/60), which was likely home to persons enslaved on the Oakley Farm and later

Locust Hill, built in 1868

to free Black families. Montgomery Parks uses the site and park to interpret African American history. The rustic portion of the road ends at a roundabout built in 2022 as part of the Brookeville Bypass project.

Environment

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

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

Brookeville Road crosses the Reddy Branch several times. Much of the eastern half of the roadway is the northern boundary of Reddy Branch Stream Valley Park. Much of this park area is within floodplain and designated as a Biodiversity Area. The western edge of this park is also the site of the first reforestation effort using development mitigation funds. Over 10 acres of newly acquired stream valley were successfully planted. Just east of this planted area is the old Brookeville gneiss mine; it now appears as a pond surrounded by trees. The forested areas north of the road were proposed for park acquisition in the 2005 *Olney Master Plan*. The master plan describes this as a "large, high quality complex of forest

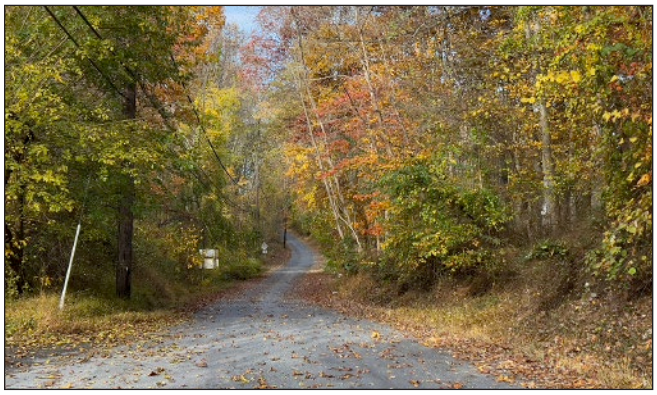
Views to fields and a farm building on the Gustavus Jones Farm

Oakley Cabin (c. 1820s) was likely home to persons enslaved on Oakley Farm and later to free Black families.

and wetlands" that "contributes to preserving quality of Reddy Branch Biodiversity Area." The 55-acre Western Reddy Branch Biodiversity Area is dominated by large tulip poplar, red oak, pin oak, red maple, black cherry, and American beech trees and supports one of the largest concentrations of shingle oak known in Maryland.

Road Characteristics

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



The road winding through the landscape just past the Oakley House and before the roundabout

View looking north before the roundabout

Brown Church Road

A rustic road added to the program by this master plan.

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

Significant Features

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

History

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

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

Cedar hedgerow along northern end of road

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

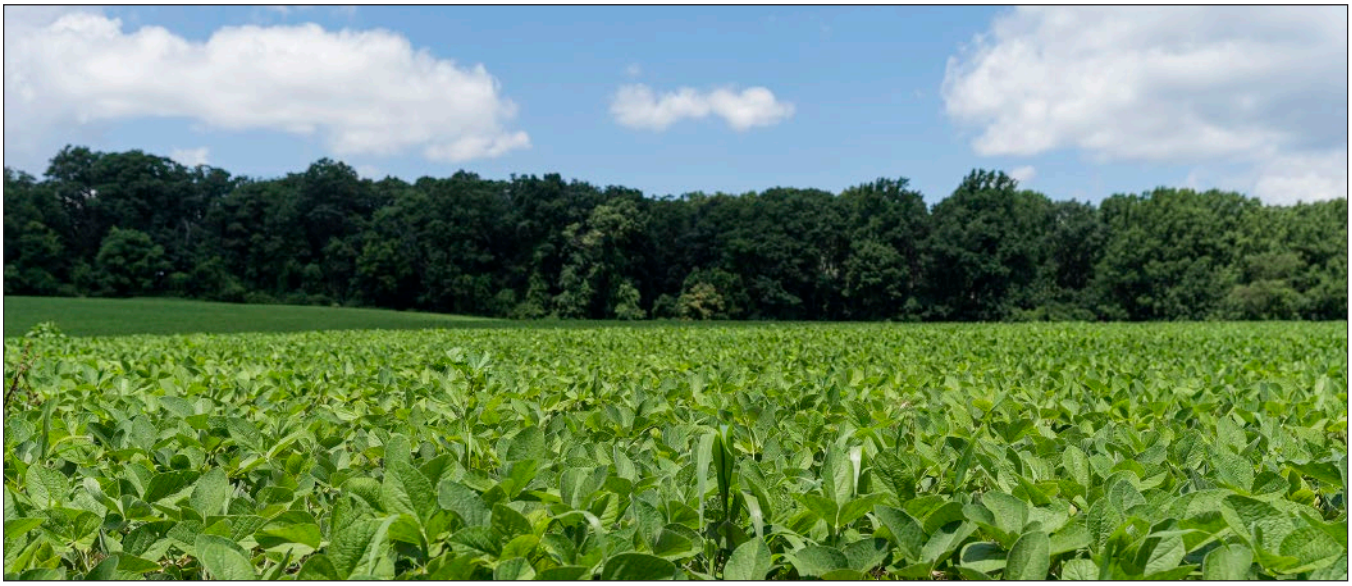
Traveling Experience

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

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

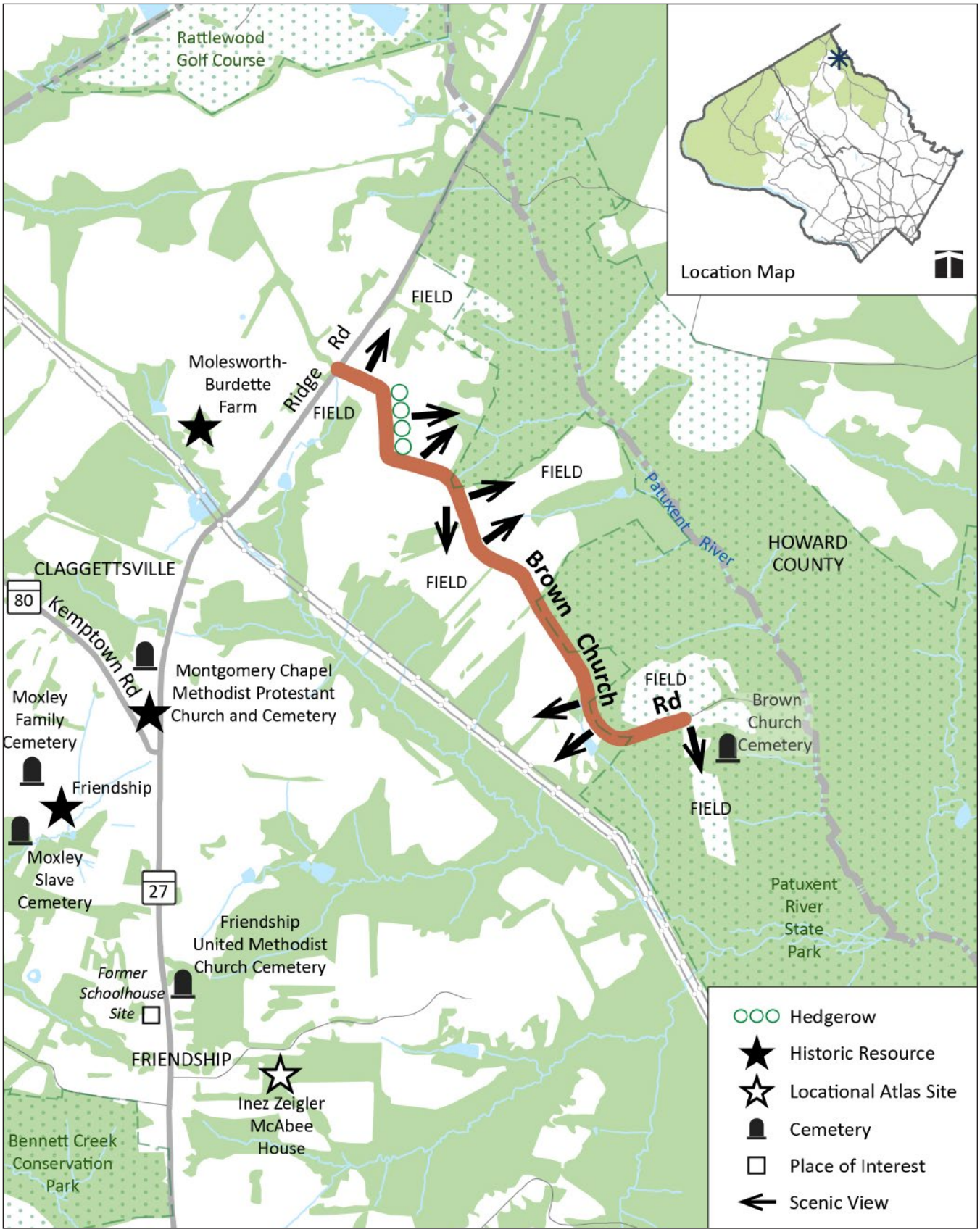
Environment

Brown Church Road straddles a ridgeline between the Damascus tributary watershed and a series of small direct tributaries to the Upper Patuxent River. It is an open road with occasional dense hedgerows. It becomes increasingly forested as it heads east. The road ends within the fields and forest of the Patuxent River State Park. Winding along the upper 12 miles of the Patuxent River, this



Views of farm and fields on the northeast side of Brown Church Road

Map 15: Brown Church Road

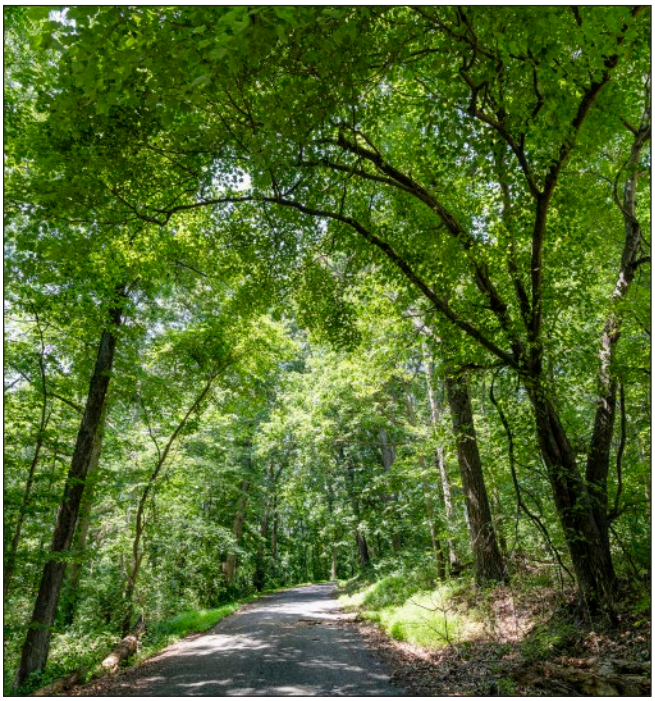


6,700-acre park is made up of natural areas and farmlands and provides recreational opportunities such as hunting, a catch-and-release trout stream, and hiking and equestrian trails. Park trails may be accessed from a small parking area at the end of the road.

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

Road Characteristics

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



Tree canopy along the southern end of Brown Church Road

Field at the end of the public portion of the road

Gate at the end of the public extent of the road

Bryants Nursery Road

A rustic road added to the program by the 1997 *Cloverly Master Plan.*

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

Significant Features

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

History

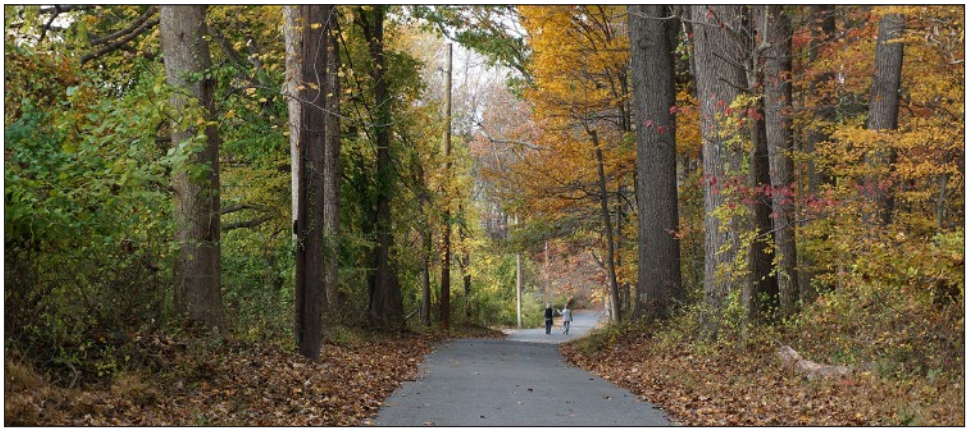
Bryants Nursery Road appears on area maps by 1908 as part of a secondary road network connecting Norwood Road, Ednor Road, and New Hampshire Avenue (MD 650). Limited development occurred along the road until the early 1980s when new housing was constructed along the southeastern end.

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

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

Traveling Experience

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



Pedestrians enjoying a fall walk along a portion of Bryants Nursery Road

(bridge inventory #M-0313); the bridge was constructed in 2001.

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

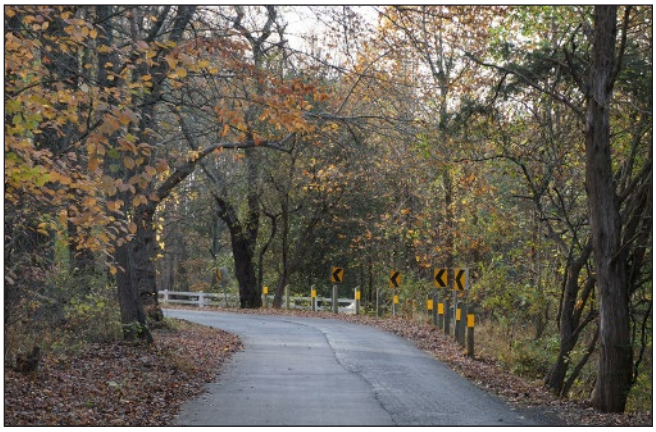
Environment

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

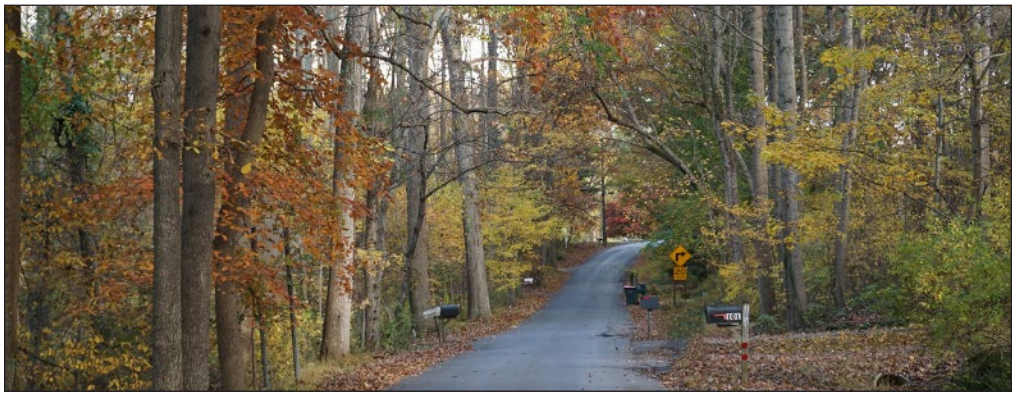
Road Characteristics

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

Looking east to crossing over Nursery Run

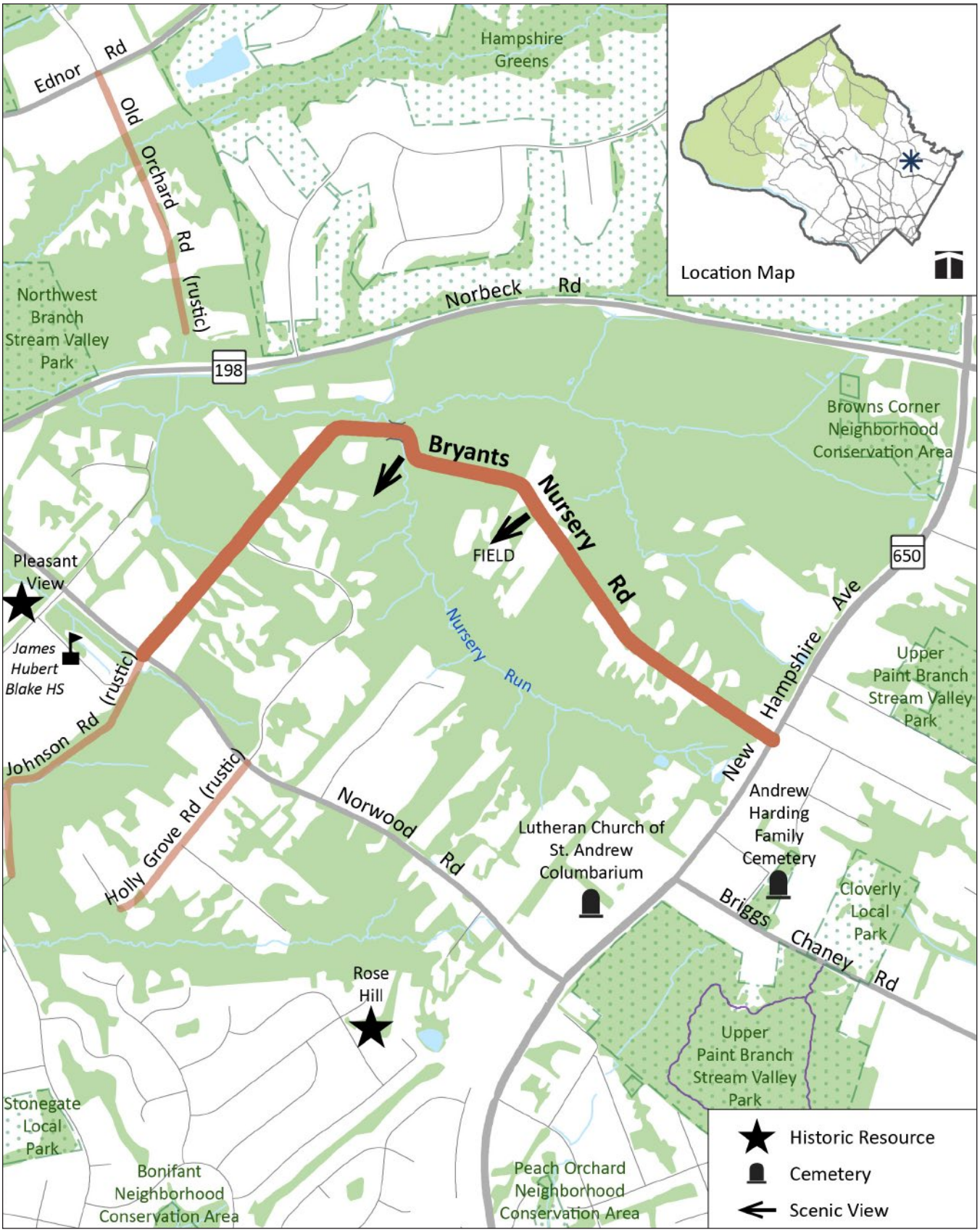


Looking northwest to the bend in road



Looking southeast on the road just beyond Nursery Run

Map 16: Bryants Nursery Road



Bucklodge Road

A rustic road added to the program by this master plan.

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

Significant Features

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

History

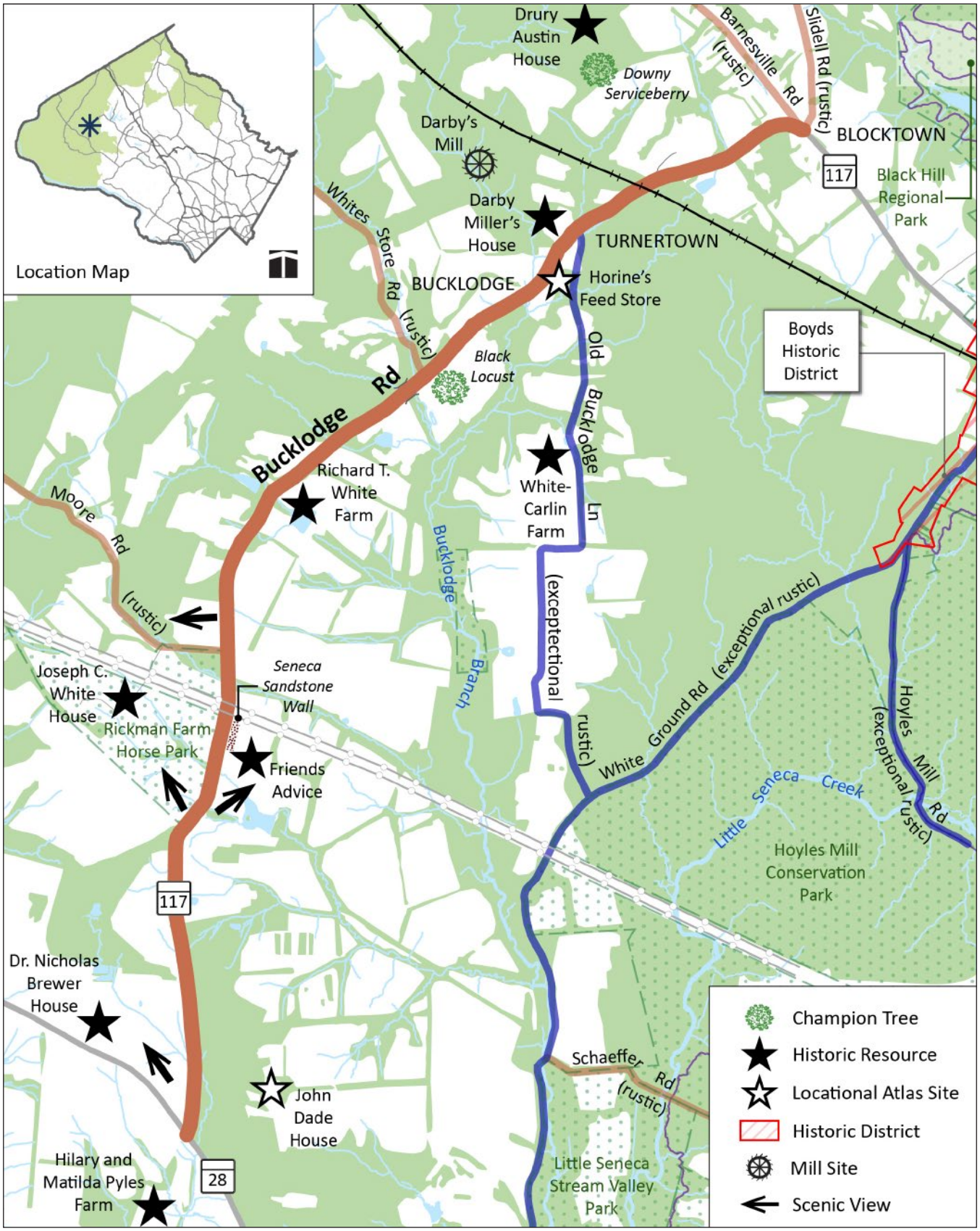
Bucklodge Road was platted in 1870 and built by 1878 and still generally follows its historic alignment. An unimproved private road may have existed here by the late 1700s or early 1800s to serve the mills and numerous plantations established by prominent families, including the Whites, Dades, and Gotts.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

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

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

Turner/White House on the Richard T. White Farm at 19701 Bucklodge Road

Map 17: Bucklodge Road



Seneca sandstone building close to road that is believed to have housed enslaved people at the Richard T. White house

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

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

Traveling Experience

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

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

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

Environment

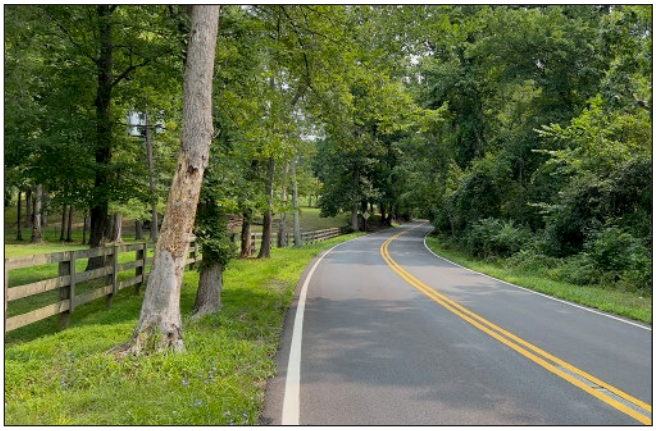
Most of Bucklodge Road is within the Bucklodge Branch subwatershed of Little Seneca Creek. The southernmost segment of the road is within the watershed of the Darnall Tributary to Dry Seneca Creek. Although fairly open in character, the road has numerous forested (and unforested) stream crossings. In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

Road Characteristics

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

Seneca sandstone wall between Friends Advice driveway and power transmission lines

National Register–eligible two-lane bridge over Bucklodge Branch



Looking north on road just north of intersection with Old Bucklodge Lane

Bucklodge Road passing under the C&O railroad tracks

View of farm field northwest of the intersection of Bucklodge Road (MD 117) and Darnestown Road (MD 28)

Budd Road

A rustic road added to the program by the 1996 *Rustic Roads Functional Master Plan.*

Budd Road has outstanding natural features and vistas.

Significant Features

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

History

The southern section of this road, from Hughes Road to the Willis Lane vicinity, was established in 1872 as part of the original Hughes Road alignment. The northern section does not appear consistently on local maps until the 1940s. No historic resources have been identified on this road.

Traveling Experience

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

Looking south on Budd Road toward the intersection of Budd and Hughes Roads

Environment

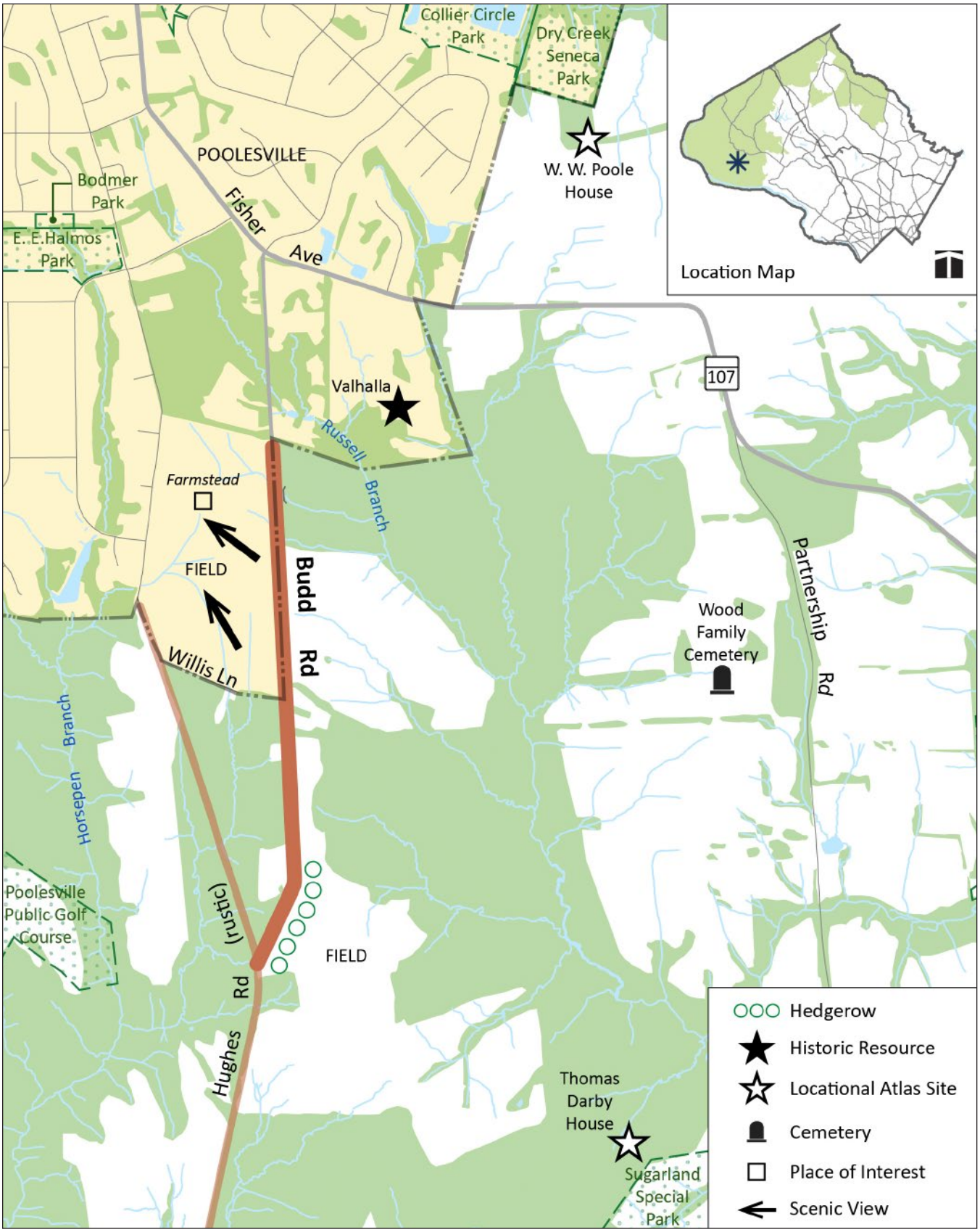
Budd Road generally straddles a ridgeline between Horsepen Branch watershed and the Russell Branch subwatershed, a tributary to Dry Seneca Creek. It is generally lined with trees and hedgerows growing close to the pavement on one or both sides. With a few exceptions, the trees are generally immature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

Road Characteristics

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

Looking northwest on Budd Road toward farmstead and field

Map 18: Budd Road



Burdette Lane

A rustic road added to the program by the 1996 *Rustic Roads Functional Master Plan.*

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

Significant Features

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

History

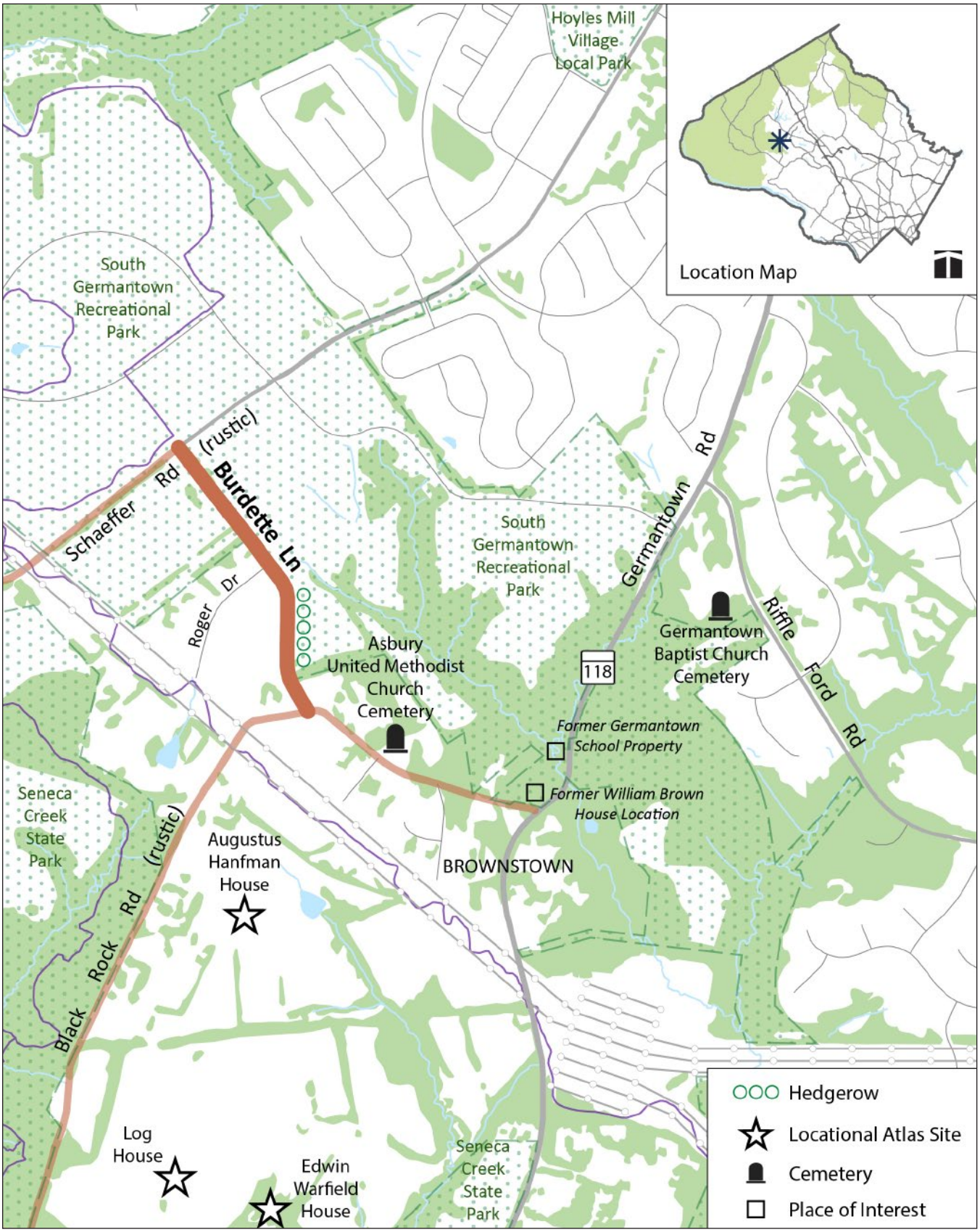
Named for the Burdette family living in this vicinity, this road was established in the late 19th to early 20th centuries. It appears on area maps by 1908. Most of the 695 acres of rolling hills that make up the adjacent South Germantown Recreational Park once belonged to the James and Macie King Farm,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

Traveling Experience

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

Looking north on Burdette Lane toward the northern portion of the South Germantown Recreational Park

Map 19: Burdette Lane



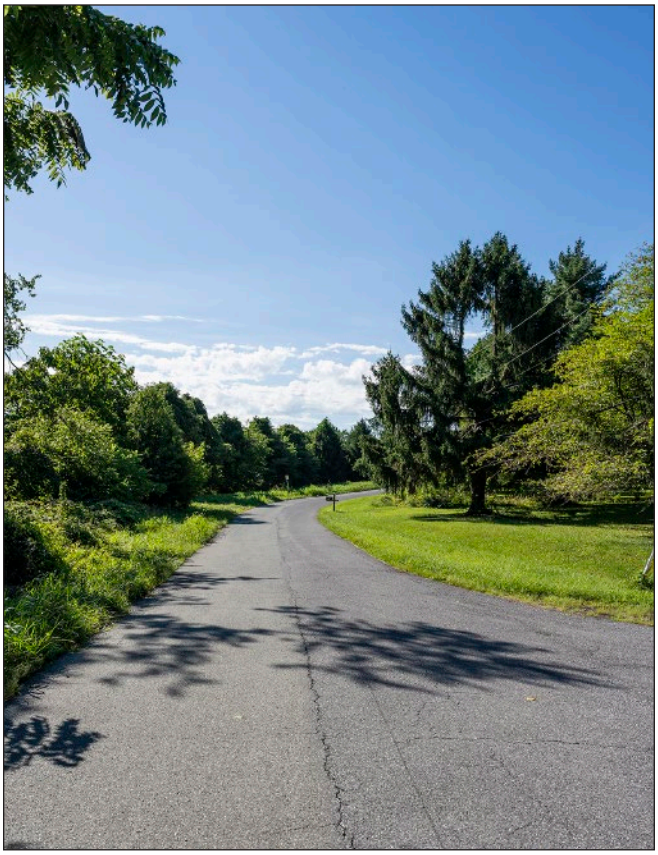
mature trees along the east side of the road between Black Rock Road and Roger Drive.

Environment

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

Road Characteristics

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



Looking south on Burdette Lane at the intersection of Burdette Lane and Roger Drive

View of the South Germantown Recreational Park on the south end of the road

Burnt Hill Road

A rustic road added to the program by the 1996 *Rustic Roads Functional Master Plan.*

Burnt Hill Road has outstanding farm vistas.

Significant Features

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

History

Burnt Hill Road was established between 1865 and 1879.

Traveling Experience

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

The road then dips to pass Kingsley Road (an exceptional rustic road) on the right and a trailhead on the left and crosses another tributary of Little Bennett Creek. The Froggy

Looking west toward farm fields just south of the intersection of Burnt Hill and Kingsley Roads

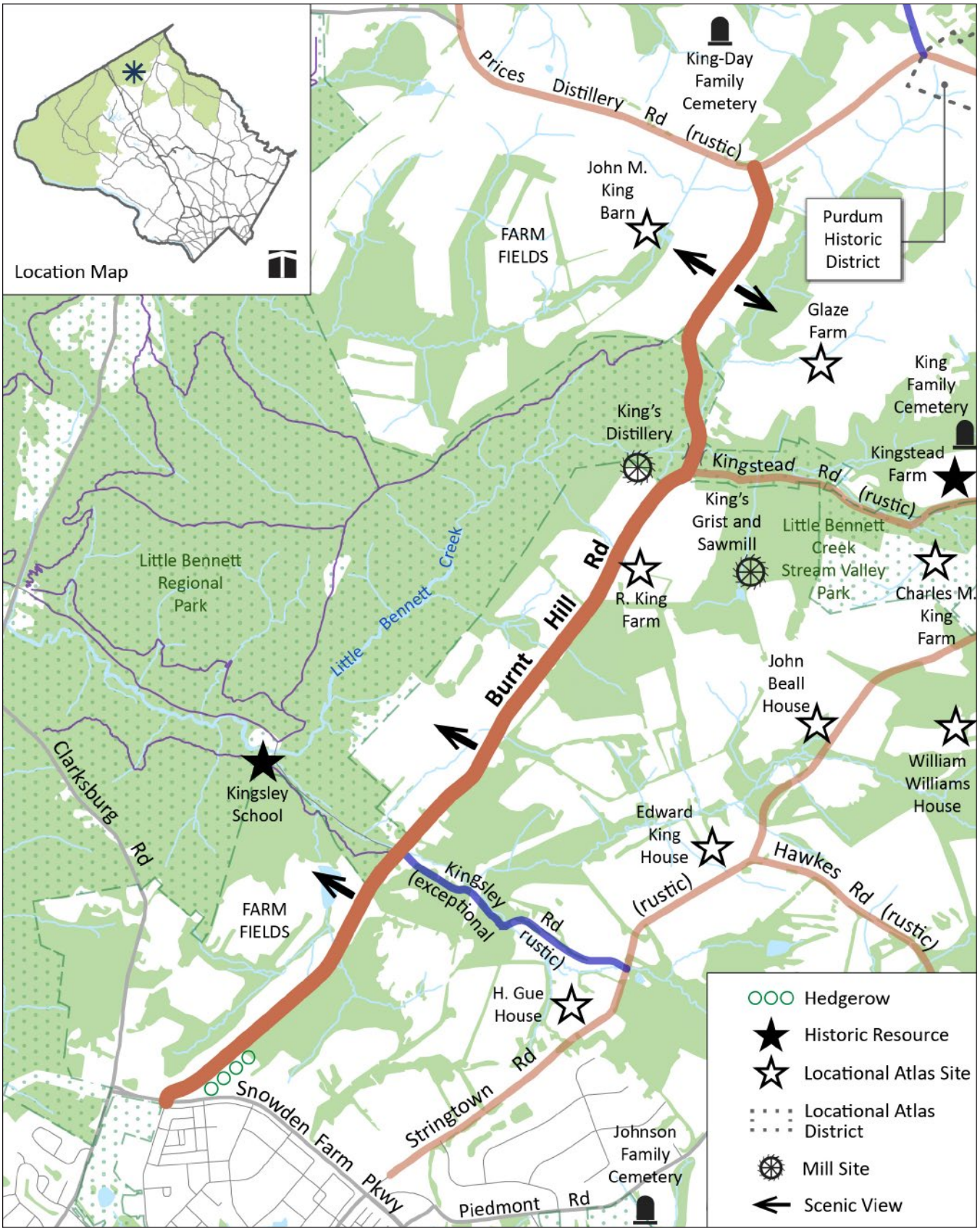
Looking southwest at fields just north of the intersection of Burnt Hill and Kingsley Roads

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

Environment

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

Map 20: Burnt Hill Road



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

Road Characteristics

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

Looking northeast toward the intersection of Burnt Hill and Kingstead Road at a barn close to the road

Froggy Hollow Trail marker along road

View into Little Bennett Creek Tributary

Cattail Road

A rustic road added to the program by the 1996 *Rustic Roads Functional Master Plan.*

Cattail Road has historic value and outstanding natural features.

Significant Features

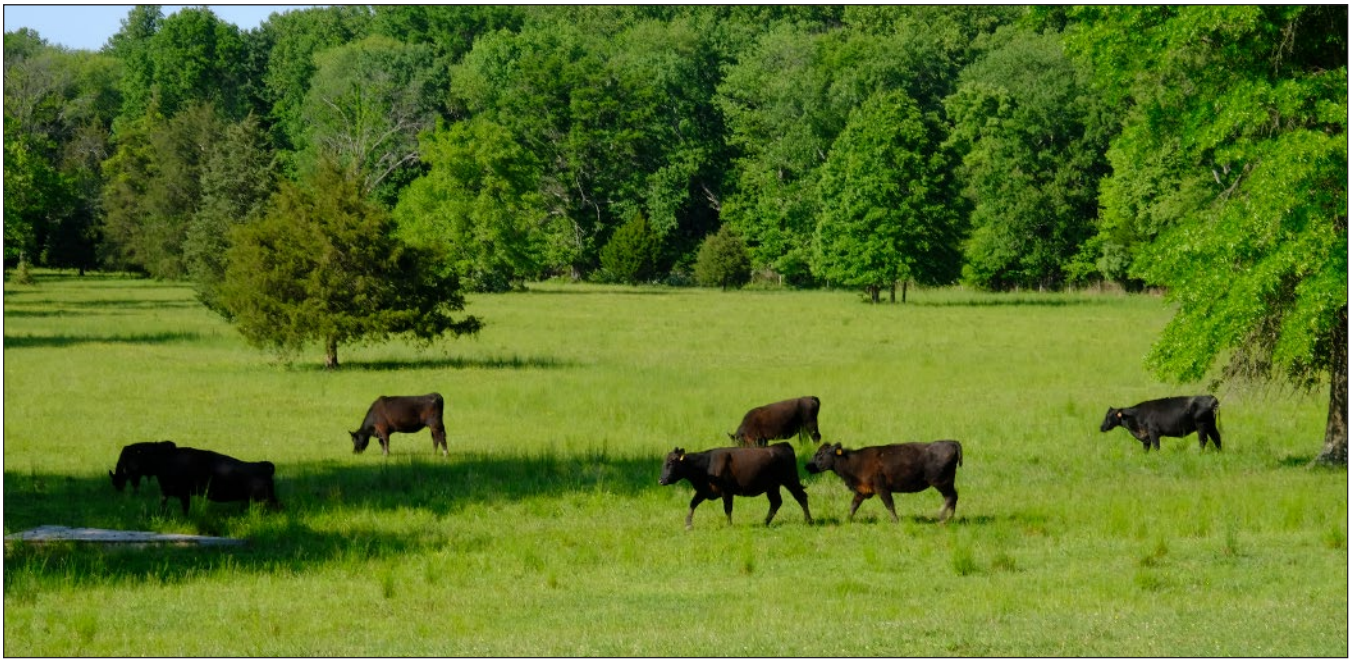
- Historic alignment
- Open vistas to east and west on northern section of road
- Native hardwood forest on southern section

History

Cattail Road was commissioned c. 1869 to connect the Rockville-Monocacy Road (Darnestown Road / MD 28) with the Rockville-Poolesville Road (Whites Ferry Road). The southern half of the road is now located within Poolesville's municipal boundary. According to the original deed for the road, it was needed because private roads previously used by the local community were closed to travel, shutting residents out from routes to post offices, mills, churches, etc. The road still follows the original 1869 alignment.

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

Farther south on the east side of the road is the Old Chiswell Place (Master Plan Historic



Farmstead along northern section of Cattail Road

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

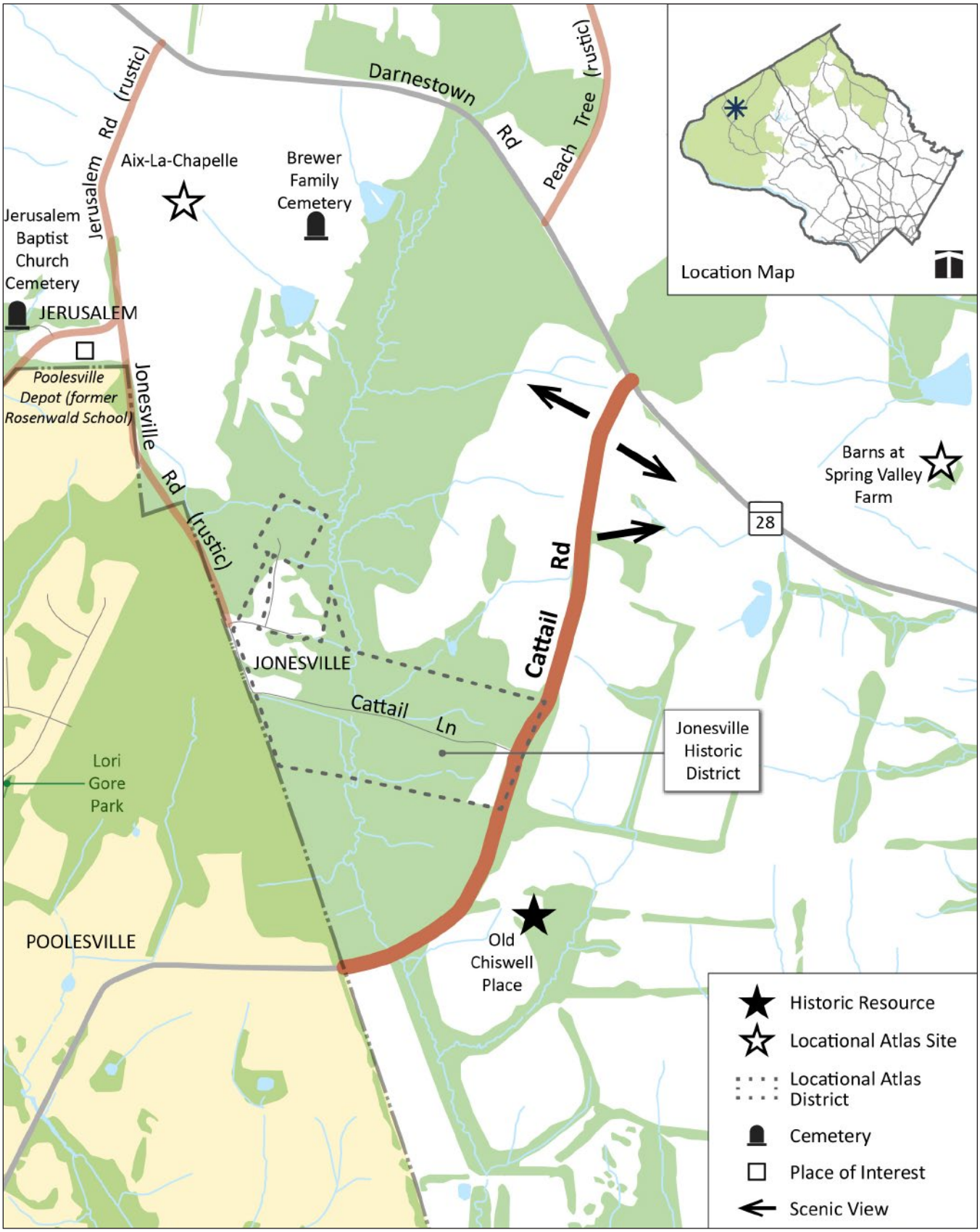
Traveling Experience

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

Traveling from north to south, the road is aligned along a ridge with fields sloping down on both sides. A farmstead is seen to the east with a dairy barn and silo visible from the road. There are open views to Darnestown Road and farmsteads in the distance from this direction. The road then enters a wooded area at the northern edge of the Jonesville Historic District, which is to the west of the road on either side of Cattail Lane. After crossing a tributary of Dry Seneca Creek, the rustic portion of the road ends where the road enters the Town of Poolesville immediately past the entrance to the farm at 18101 Cattail Road.

Looking west along Cattail Road toward farm field in the foreground and Loudoun County in the distance

Map 21: Cattail Road



Environment

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

Road Characteristics

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

Forested area along the northern edge of the Jonesville Historic District

Just south of the intersection of Cattail Road and MD 28 looking southeast toward farm field

Clopper Road

A rustic road added to the program by the 2019 *MARC Rail Communities Sector Plan.*

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

Significant Features

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

History

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

Looking east on Clopper Road toward the intersection of Clopper Road and Clarksburg Road (MD 121)

Traveling Experience

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

Environment

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

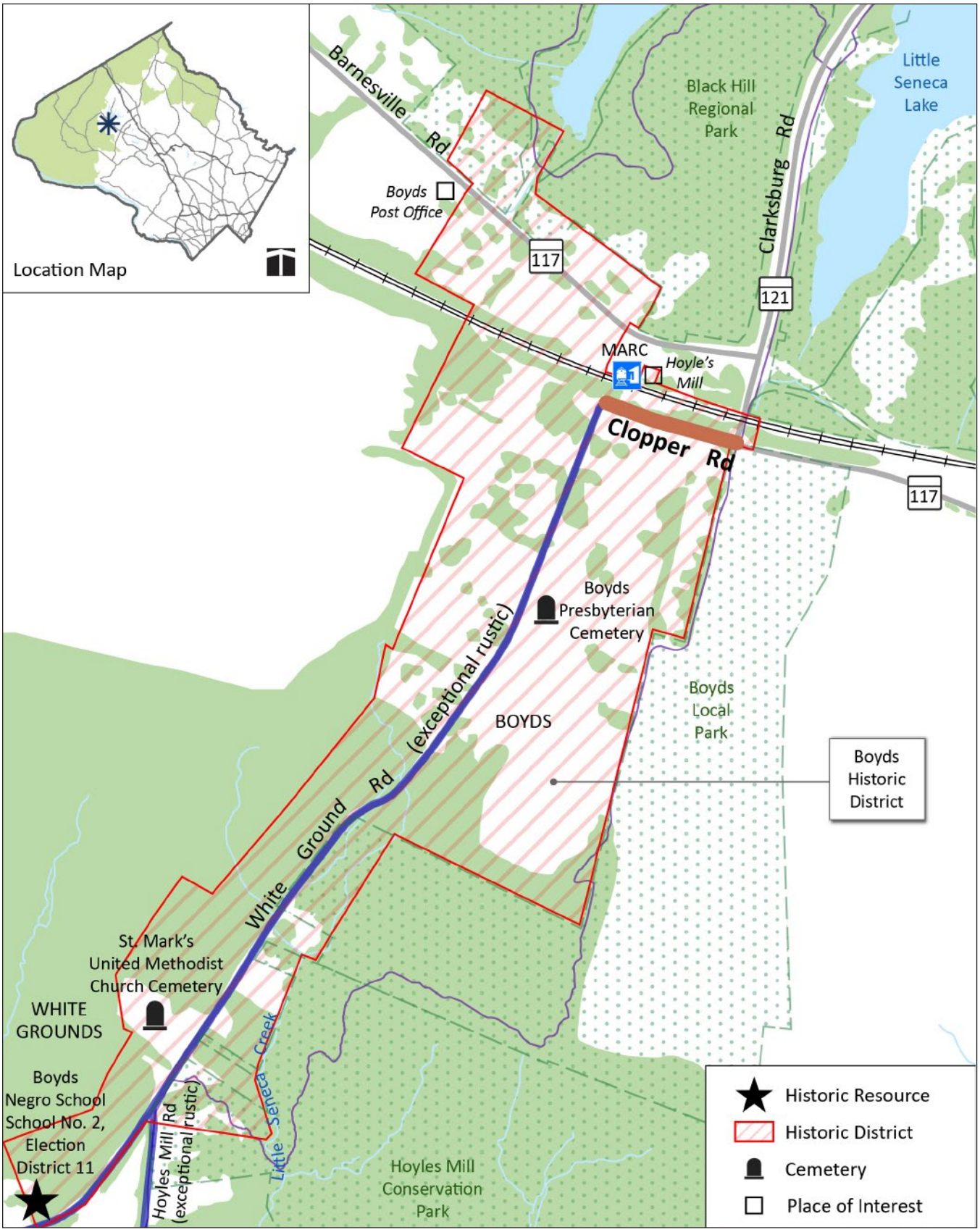
Road Characteristics

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

The north and south sides of the Boyds MARC station

Home within the Boyds Historic District along the western end of Clopper Road

Map 22: Clopper Road



Club Hollow Road

A rustic road added to the program by the 1996 *Rustic Roads Functional Master Plan*.

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

Significant Features

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

History

Club Hollow Road, surveyed in 1871, connected the Oak Hill schoolhouse, nearby farmsteads, and a saw and grist mill with River Road and Edwards Ferry Road. Historically the road was known as Oak Hill Road, after the local community. The school was also known as the Elmer School and the Edwards Ferry School.

Broad Run Farm (Locational Atlas & Index of Historic Sites #16/16), formerly a dairy farm and now a horse farm, is one of a few surviving historic resources along the road. This early 1800s farmstead includes a brick and stone farmhouse, dairy barn, milk house, and corn crib. A saw and grist mill were operated here on Broad Run. Vistas on the south side of the road highlight open farmland.

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

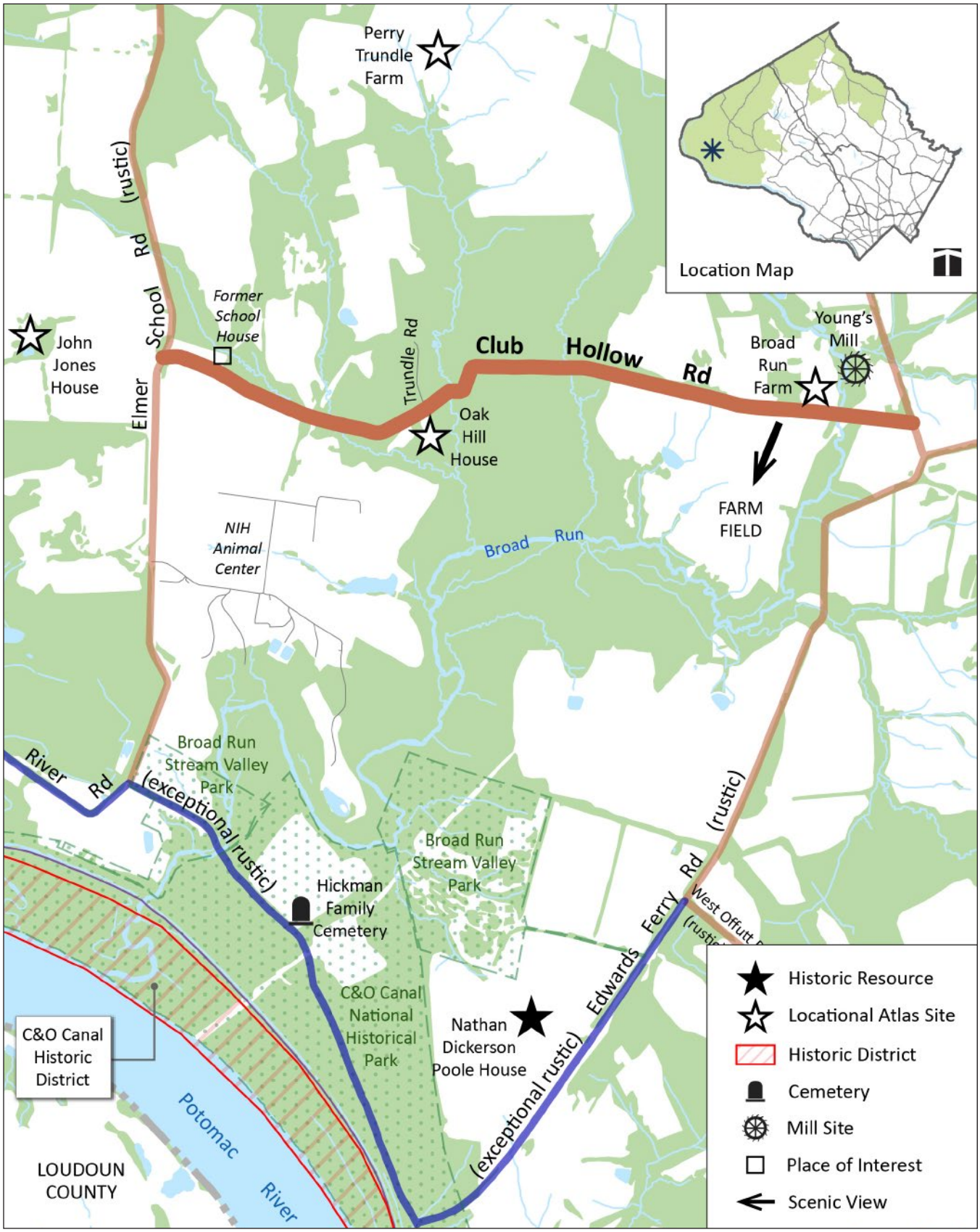
Traveling Experience

Club Hollow Road has several dramatic little hills—short but rather steep. The hollow itself is on the north side of the road between

Looking east on Club Hollow Road toward intersection with Edwards Ferry Road

Sloping of Club Hollow Road traveling west

Map 23: Club Hollow Road



Looking east on Club Hollow Road as it crosses over Broad Run

Trundle Road and Elmer School Road (a rustic road). The road is flanked by farm fields and runs through wooded areas.

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

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

Environment

Club Hollow Road crosses Broad Run near the road's eastern end, and the entire road is within the watershed of the Lower Broad Run and its tributaries. There are three other forested stream crossings and the western road segment follows a tributary close to its terminus at Elmer School Road. A 386-acre parcel on the south side of the road adjacent to Edwards Ferry Road and an 86-acre parcel

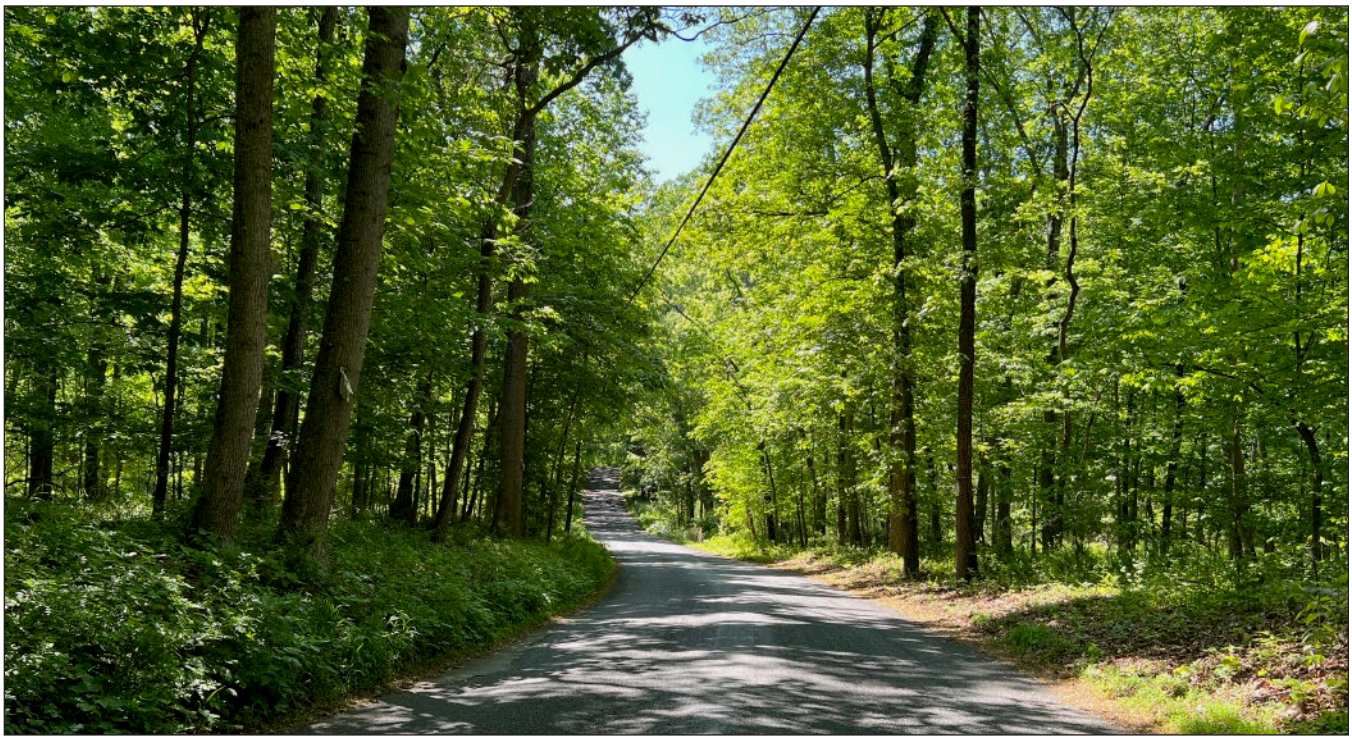
north of the road near its midpoint were acquired by M-NCPPC in early 2022 to make up the future Broad Run Stream Valley Park. When the park is complete, it will contain over 300 acres of high-priority riparian and interior forest habitat and significant stretches of the mainstem of the Broad Run. Future park amenities may include natural-surface hiking and interpretive trails, picnicking, and agricultural and historical interpretation.

Road Characteristics

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

Donkeys in the pasture along Club Hollow Road across from the Oak Hill House area

Looking west on Club Hollow Road adjacent to the NIH Animal Center



Club Hollow Road as it winds through forested areas east of the intersection with Trundle Road

Comus Road

A rustic road added to the program by the 1996 *Rustic Roads Functional Master Plan.*

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

Significant Features

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

History

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

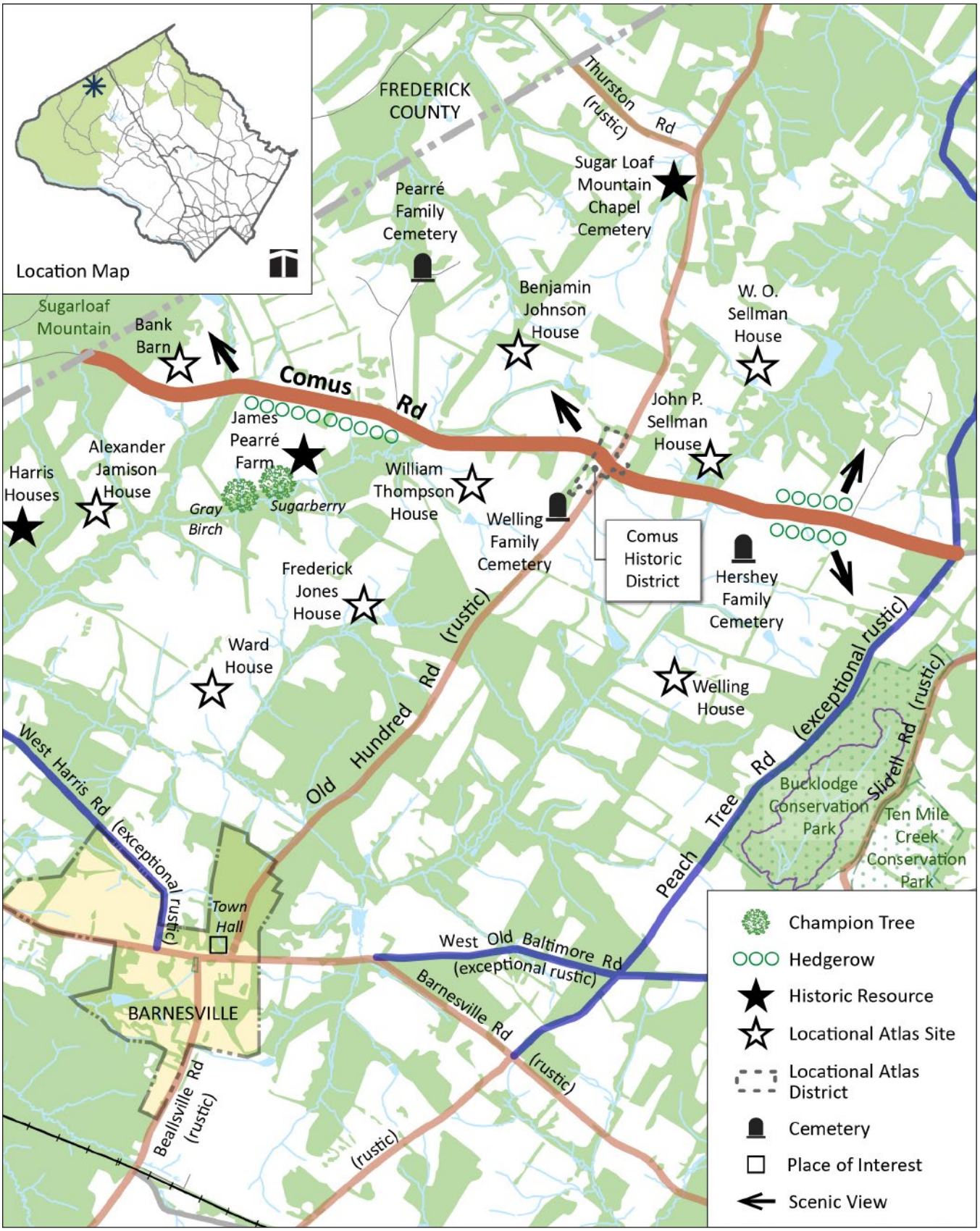
The Comus Historic District (Locational Atlas & Index of Historic Sites #12/8) is typical of the rural crossroads villages that developed in northwestern Montgomery County, characterized by modest frame houses clustered around a general store. The community is said to have been named for Senator Lewis McComas, who was in office at the time the post office was established here. It is known today as the popular Comus Inn restaurant.

Traveling Experience

Beginning at Peach Tree Road (an exceptional rustic road) and traveling west, Comus Road has expansive views of farms on both sides.

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

Map 24: Comus Road

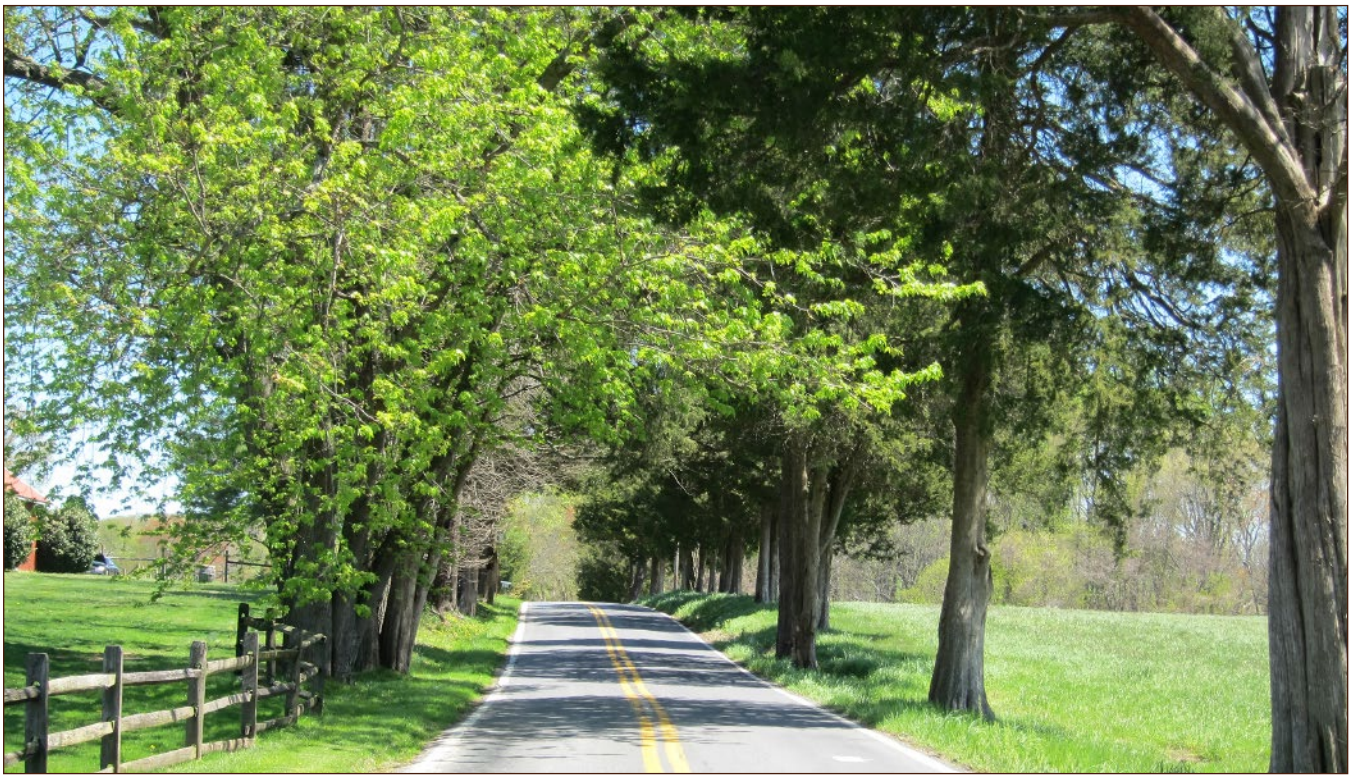


On the right, it passes the John P. Sellman House (Locational Atlas & Index of Historic Sites #10/68), an Italianate-style residence that contains a log house from the early 1800s. Sellman abandoned Maryland to fight for the Confederacy in the Civil War.

Entering the historic district, Comus Road intersects with Old Hundred Road (a rustic road) and has an open view to the right just beyond a cluster of buildings. Modern houses are on the right just outside the historic district. The William Thompson House (Locational Atlas & Index of Historic Sites #12/6) is on the south side of the road. Directly after some hedgerows is the James Pearré Farm (Master Plan Historic Site #12/5), a mid-1800s farmstead associated with the Pearré family, whose success as farmers in early upper Montgomery County relied on the use of enslaved laborers. The road then enters a wooded area. A bank barn (Locational Atlas & Index of Historic Sites #10/75) is situated at a prominent location where the road bends as it nears the county line. Not a true bank barn, this structure is built on grade with a built-up wagon ramp. The barn has been adaptively reused as a tasting room for the Sugarloaf Mountain Vineyard.

Environment

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



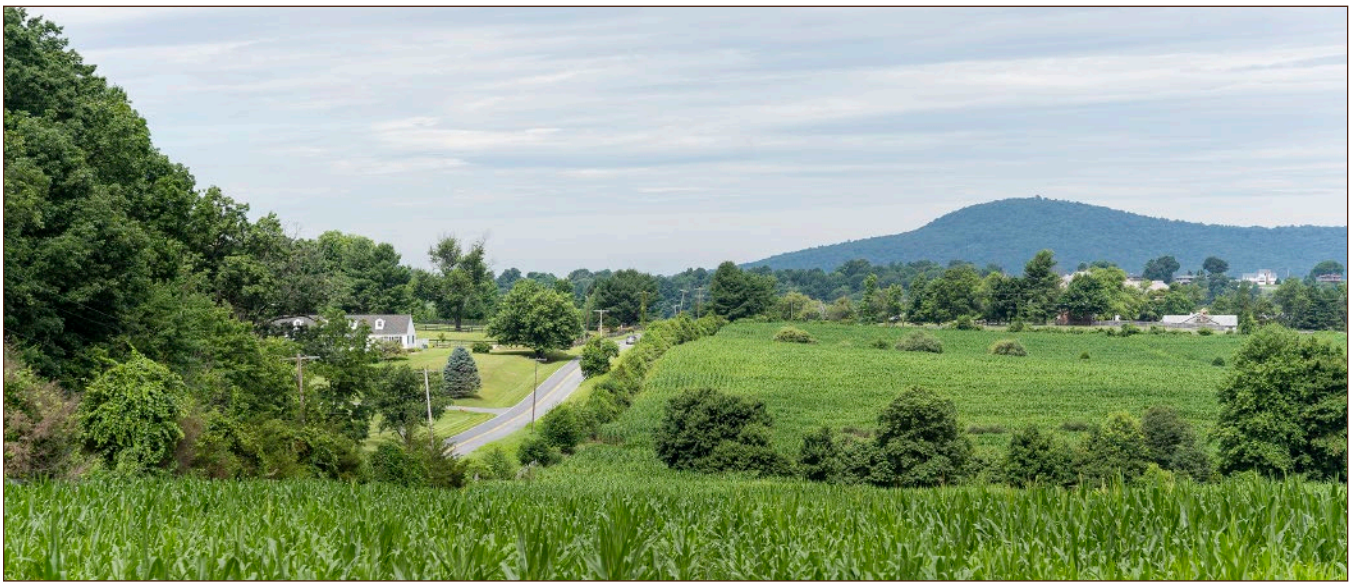
Looking east on Comus Road east of the Vineyard Bank Barn

Road Characteristics

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

Looking west on Comus Road just west of Old Hundred Road

Sugarloaf Mountain Vineyards



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

Davis Mill Road

A rustic and exceptional rustic road added to the program by the 1996 *Rustic Roads Functional Master Plan*.

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

Significant Features

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

History

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

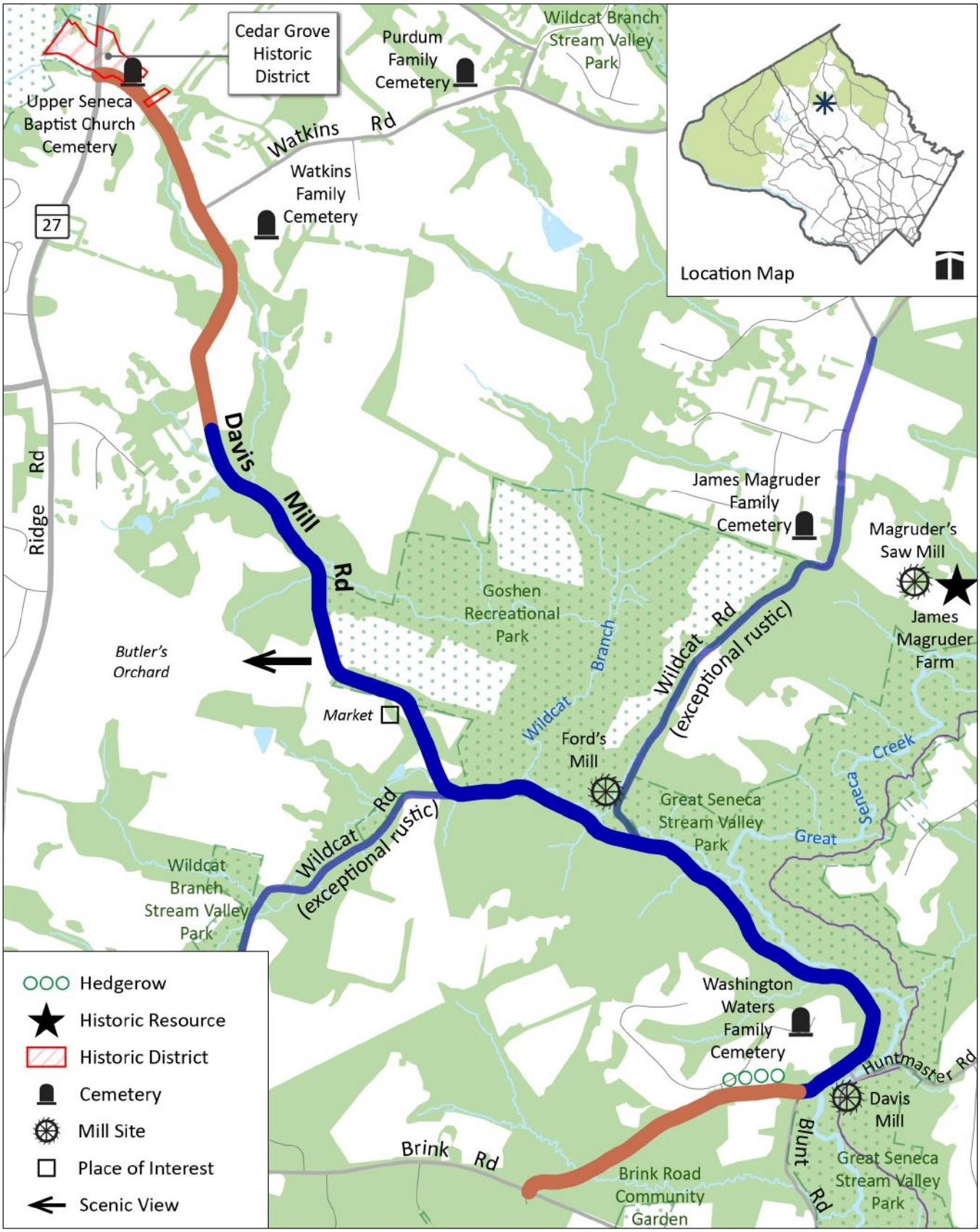
Traveling Experience

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

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

Decorated hay bales at Butler's Orchard

Map 25: Davis Mill Road



Great Seneca Creek running along the edge of Davis Mill Road near the intersection with Huntmaster Road

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

The road passes Watkins Road on the right and becomes more heavily traveled than it is to the south, since it provides access to the residences along Watkins Road. On the right side of the road is the Upper Seneca Baptist Church, which was built in 1888, and cemetery (Burial Sites Index #150). Founded in 1805, the congregation is the fourth oldest Baptist congregation in Maryland. The road ends at Ridge Road (MD 27) in the Cedar Grove Historic District.

Environment

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

exceptional canopy cover and mature trees growing close to the road.

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

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

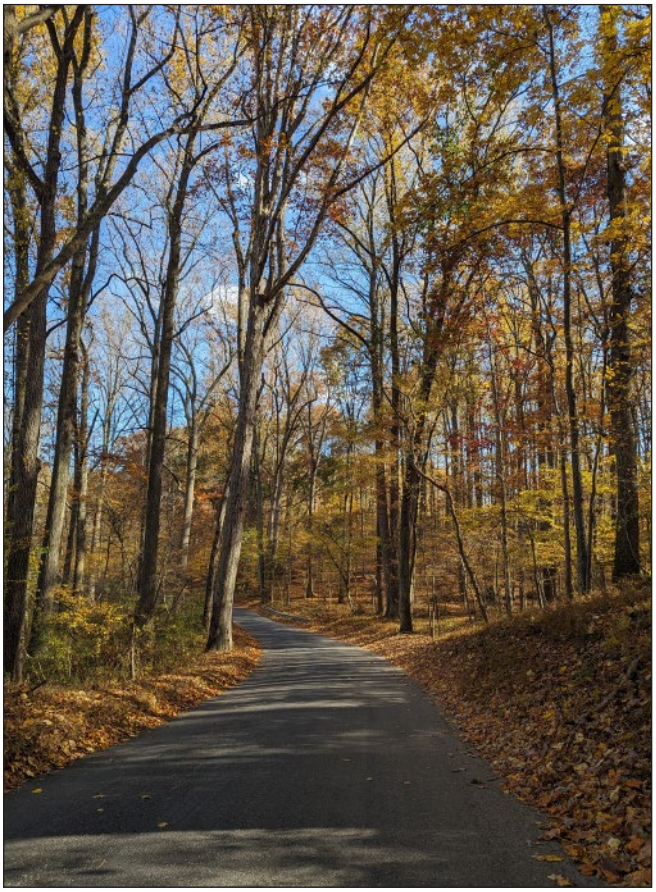
Great Seneca Creek

Road Characteristics: Exceptional Rustic Section

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

Road Characteristics: Rustic Section

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



Davis Mill Road winding under the forest canopy

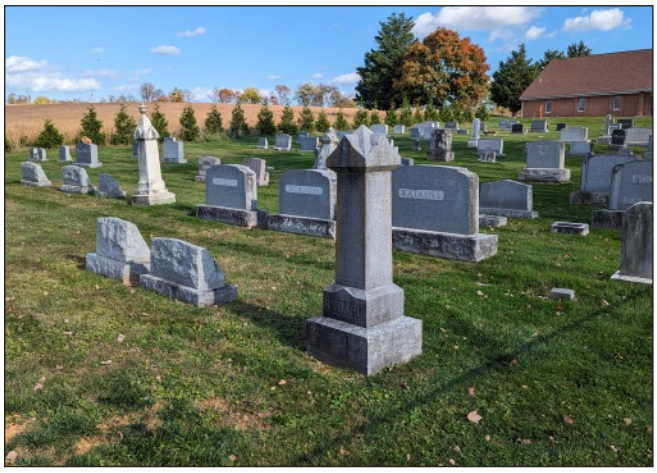
Log house on Butler's Orchard

A skunk wangering along Davis Mill Road

Butler's Orchard Market

Pumpkin display at Butler's Orchard Market

Christ Lutheran Church at the intersection of Davis Mill and Ridge Roads



Christ Lutheran Church Cemetery

Dickerson Church Road

A rustic road added to the program by this master plan.

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

Significant Features

- Historic alignment
- Narrow pavement

History

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

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

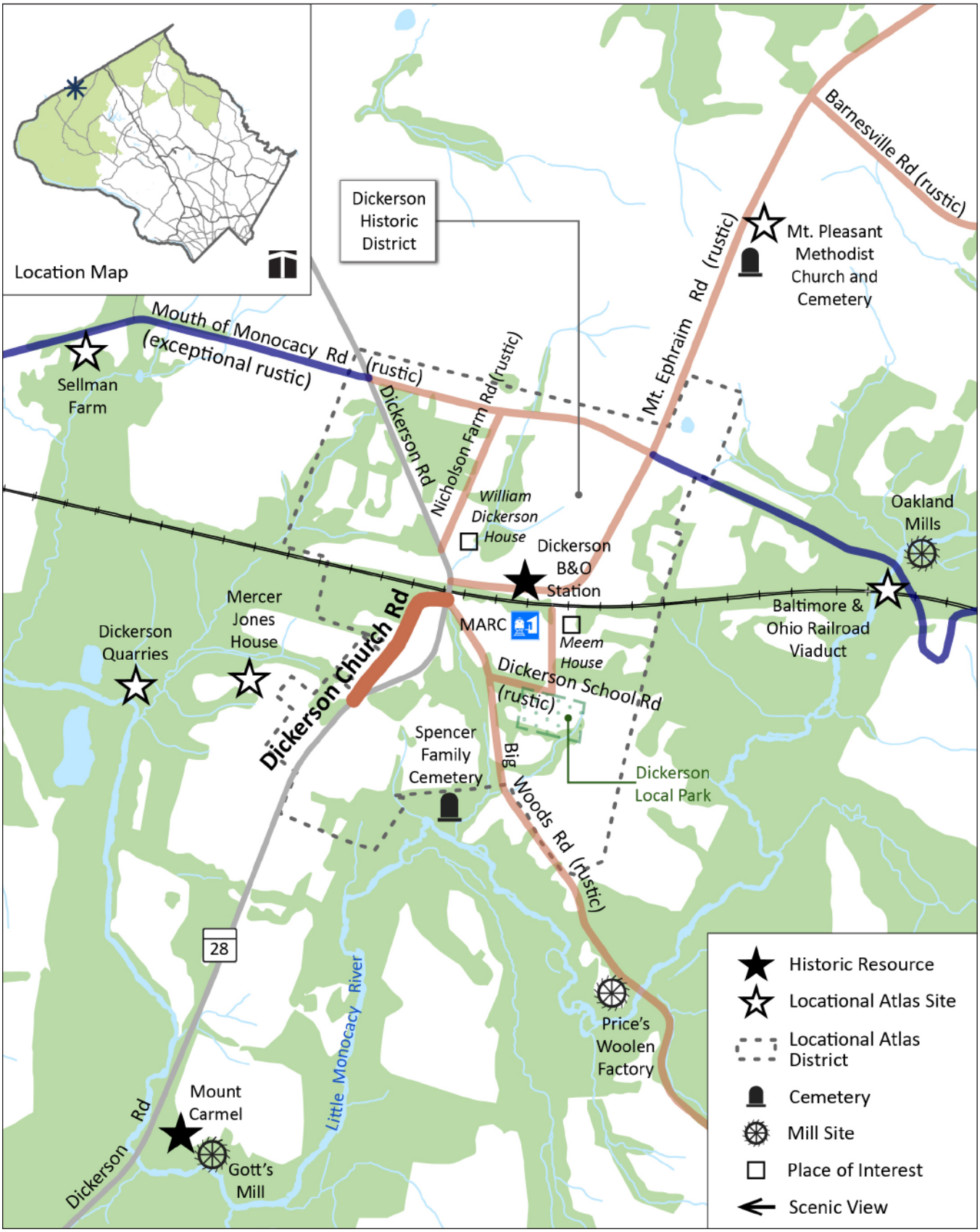
When Dickerson Road was established as a state road in the early 1920s, the route was paved and again realigned, and Dickerson Church Road remained to the west of the new roadway. In 1930, the Dickerson United Methodist Church built a new building along the road to replace the original c. 1888 church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

Traveling Experience

This road should be driven from the north to the south. Entering the road from Dickerson Road (MD 28) at its northeastern end near the railroad overpass, the train tracks are visible on an elevated ridge to the north. As the road curves south, two Colonial Revival houses are on the left. Continuing south, a mixture of cottage-style homes exists along with one

Dickerson United Methodist Church

Map 26: Dickerson Church Road



ranch-style home. The last feature on the right is the small 1930 Dickerson Methodist Church, which has been restored. The road then meets back up with MD 28.

Environment

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

Road Characteristics

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

Railroad bridge within Dickerson Historic District

Historic alignment of Dickerson Church Road near the intersection with Dickerson Road

Dickerson School Road

A rustic road added to the program by this master plan.

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

Significant Features

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

History

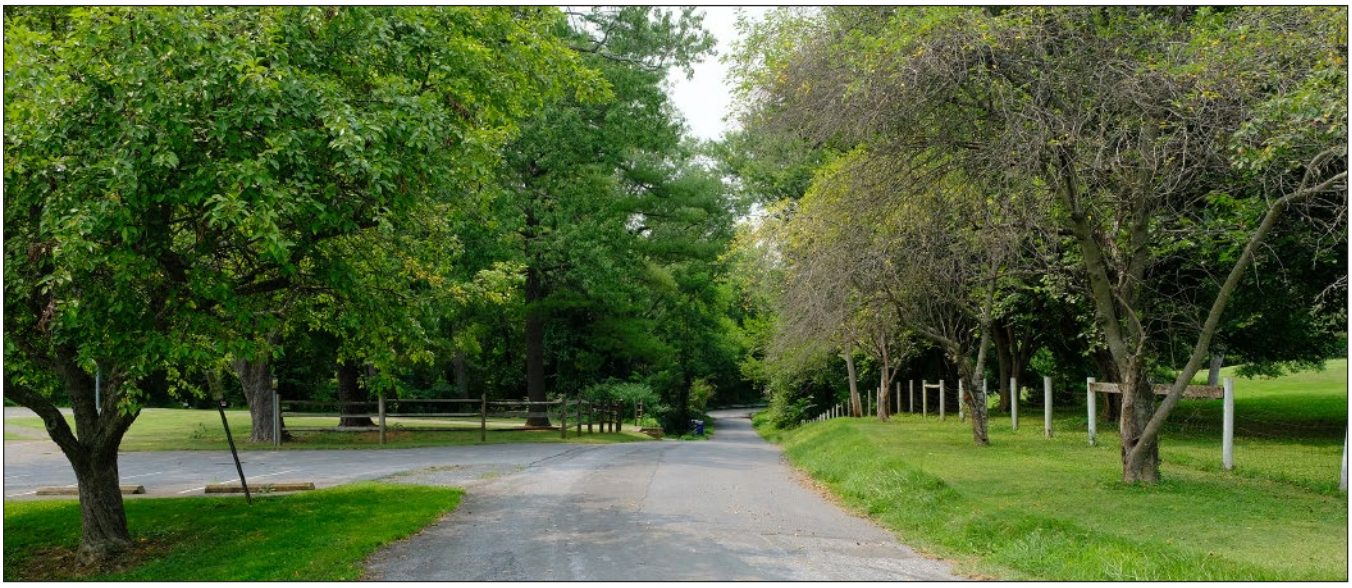
Dickerson School Road was established as a private road by 1906. It originally connected to Mount Ephraim Road via an at-grade crossing that was eliminated in the late 1990s.

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

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

Traveling Experience

Entering Dickerson School Road from Big Woods Road (a rustic road) and heading east, there are views of a groomed lawn to the left. The road passes a small, forested area on the right and then Dickerson Local Park. It then takes a sharp left turn as long gravel driveways seem to continue the original eastern track. As the road heads north, an old farm building,



Looking west on Dickerson School Road toward Big Woods Road

more long gravel lanes, and small horse farms are on the right. Approaching the dead end where the road previously crossed the railroad track, on the right at 22175 Dickerson School Road is the impressive Meem House, built in 1904 by Charles Sellman for railroad station agent Harry Meem and his wife, Nora. It is a large, white four-bay Colonial Revival–style house with a balustraded widow's walk.

Environment

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

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

Road Characteristics

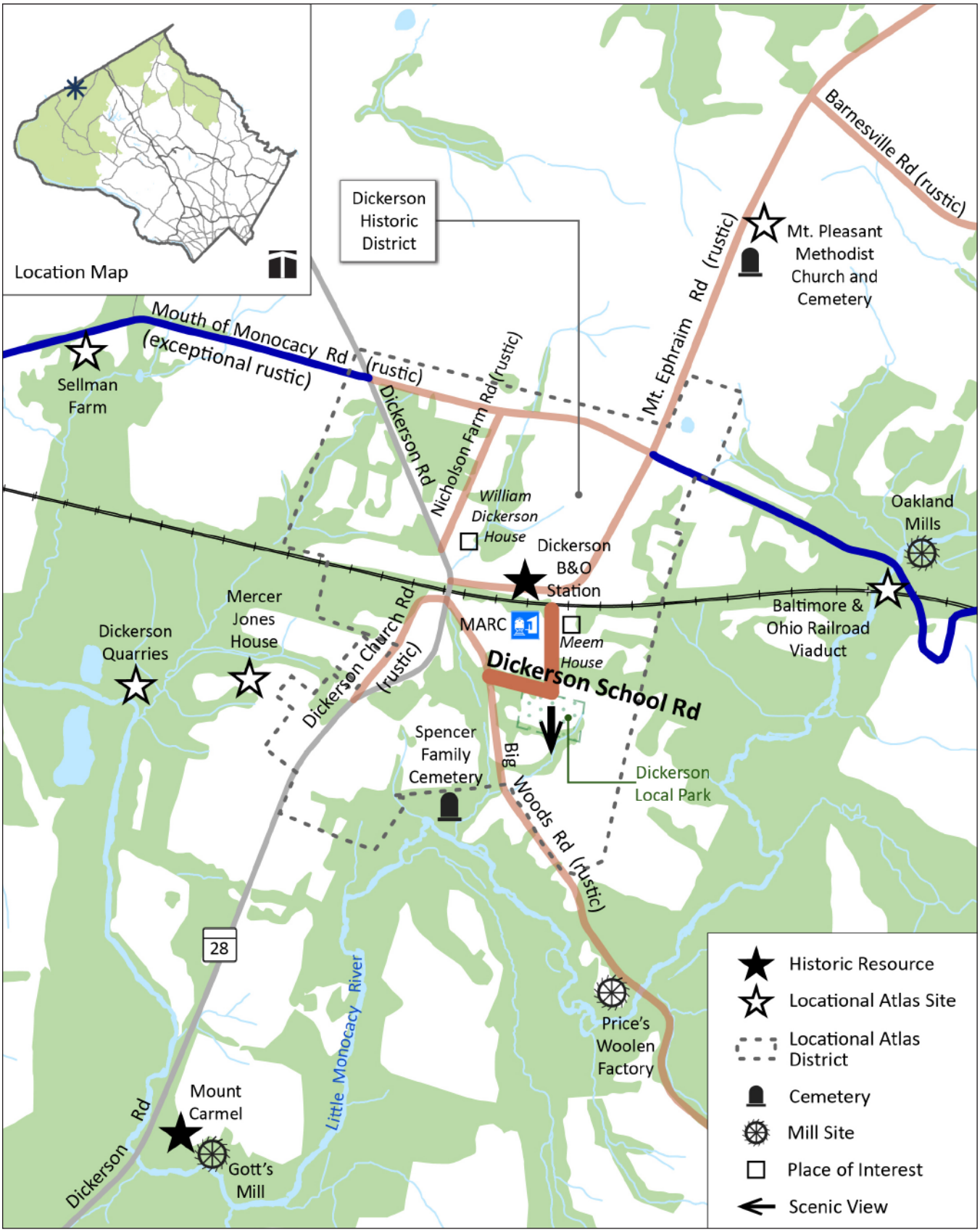
Extents	Entire road: Big Woods Road to the end of the road
Length	0.72 miles
Width	15.5–17 feet
Surface	Paved
Lanes	No centerline or edge markings
Shoulders	None

Dickerson School Road at the bend in the road

Looking at the end of the road toward the CSX tracks

Dickerson MARC Rail Station

Map 27: Dickerson School Road



Dustin Road

A rustic road added to the program by the 1997 *Fairland Master Plan.*

The road provides access to residential developments. Approximately 70% of the surrounding area is densely wooded. Most of the houses in this area are hidden behind natural screening. This road was designated rustic in the 1997 *Fairland Master Plan*. This plan clarifies that the short segment between Old Columbia Pike and Columbia Pike (US 29) is not part of the rustic designation.

Significant Features

- Narrow road following historic alignment
- Trees frame a vista following the road
- View of stream at end of road
- Trees and forest along the western end of the road
- Descends into the Patuxent stream valley in a series of vertical curves

History

Dustin Road was first platted as a public road in 1866 when it was opened to provide a "thickly settled neighborhood" with better access to Howard County businesses. It connected the road formerly known as the Columbia Road (Old Columbia Pike) to a Patuxent River crossing. By 1879, it appears as a well-established road on G.M. Hopkins' Atlas of Montgomery County and by the late 19th century it connected, at one time, east to Riding Stable Road and to Laurel. The connection to Riding Stable Road no longer exists.

The road may date to the 18th century as a private means of access to Waters Gift (Master Plan Historic Site #15/65), built c. 1750 by John Waters as a single-room log cabin and later expanded. Waters and his descendants owned large tracts of land in eastern Montgomery County and held many people in slavery through the mid-19th century.

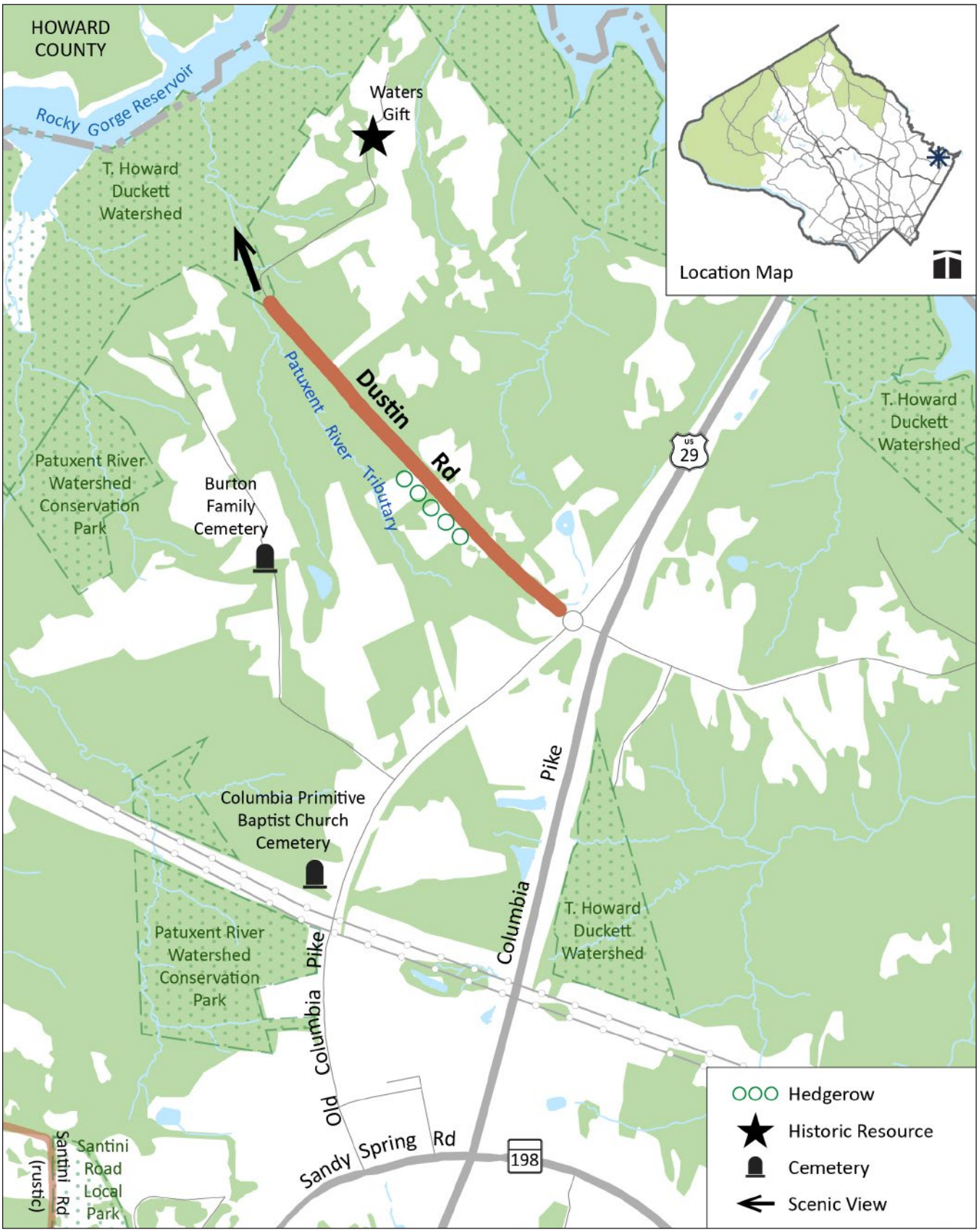
Nearby is the Burton Family Cemetery (Master Plan Historic Site #15/76). Several Burton family members, who contributed to the founding of nearby Burtonsville, are interred here. A number of enslaved persons are also believed to be buried in this cemetery. The site also contains the c. 1859 Wilcox/Beall House, first built as a four-room log house and altered c. 1905 with a substantial addition and folk Victorian stylistic elements.

Traveling Experience

Dustin Road begins at a roundabout at its intersection with Old Columbia Pike. The road travels northwest toward the Rocky Gorge Reservoir. Although the entry to the road is modern with realignments, wide surfaces, and clear road markings, the road quickly takes on a rustic appearance beyond the roundabout.

The narrow road runs fairly straight through a neighborhood with picket fences and planned hedgerows alternating with open spaces. One notable stretch of hedgerow is on the left as the road begins a gentle downward slope into the valley and just before the roadside trees close in, creating an overhead canopy. The road terminates in tall forest at the private driveway to Waters Gift.

Map 28: Dustin Road



Environment

Dustin Road loosely follows an unnamed tributary that flows directly to the Rocky Gorge Reservoir. This tributary is one of only a handful in Montgomery County with exceptional water quality. The road has an impressive canopy that progressively increases to a complete enclosure as it descends down to the reservoir. Individual large trees have been preserved close to the pavement and on high banks. The road's terminus serves as an entrance to the T. Howard Duckett Watershed conservation area and trail for hikers or horseback riders. This and other conservation measures show the strength of the environmental commitment to the Rocky Gorge Reservoir across a broad spectrum. WSSC owns and maintains the T. Howard Duckett Watershed Park, the Montgomery County Department of Parks has the Patuxent River Conservation Park, and the Maryland Environmental Trust holds a 17-acre conservation easement adjacent to the WSSC conservation area. The streams in this vicinity are completely forested, and even if building were to take place on some of the larger parcels, the development constraints would be significant within this important watershed.

Road Characteristics

Extents	West side of the roundabout at Old Columbia Pike to end of county maintenance
Length	0.59 miles
Width	19 feet
Surface	Paved
Lanes	No centerline or edge markings
Shoulders	None

Looking southeast on Dustin Road toward Old Columbia Pike

Bend and gate at the end of the public road

Edwards Ferry Road

An exceptional rustic and rustic road added to the program by the 1996 *Rustic Roads Functional Master Plan.*

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

Significant Features

- View of canal lock and associated buildings at the end of the road
- Winding, narrow, hilly sections over the stream crossings
- Excellent view of very well-maintained historic Poole House
- Narrow bridge over Broad Run
- Hedgerows on the west side south of Whites Ferry Road and across from West Offutt Road
- Mature roadside trees with canopy

History

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

Traveling Experience

Edwards Ferry Road is a relatively long road. The road surface gently rolls with the terrain and there are long, straight sections. The road traverses farmland, generally with tree hedgerows through which open farmland can be seen. The hedgerows generally provide a shaded canopy over the road. Some of the homes have tree-lined driveways providing noteworthy views. One of these is lined with cherry trees and is spectacular in the spring.

From the north at Whites Ferry Road (a rustic road to the west) and Wasche Road (a rustic road), the road lightly descends through tree canopy provided by a hedgerow on the right and a wooded area on the left before a break in the trees on the east side provides a view of East Oaks, a c. 1829 Federal-style brick house built by the Young family (Master Plan Historic Site #17/27). Also visible from the road is a sandstone outbuilding that served as housing for persons enslaved by the Youngs. This two-room building likely housed two families and was built contemporaneously with the main dwelling. A log section horse barn of the David Young farm is visible on the right (Locational Atlas & Index of Historic Sites #16/14). The house itself is L-shaped with a log section and a frame section. This property was also likely home to enslaved individuals who labored for the Young family.

Continuing south, there are views of farmland to the east. The road then passes again into tree

East Oaks, a 1829 Federal-style brick home as seen from Edwards Ferry Road

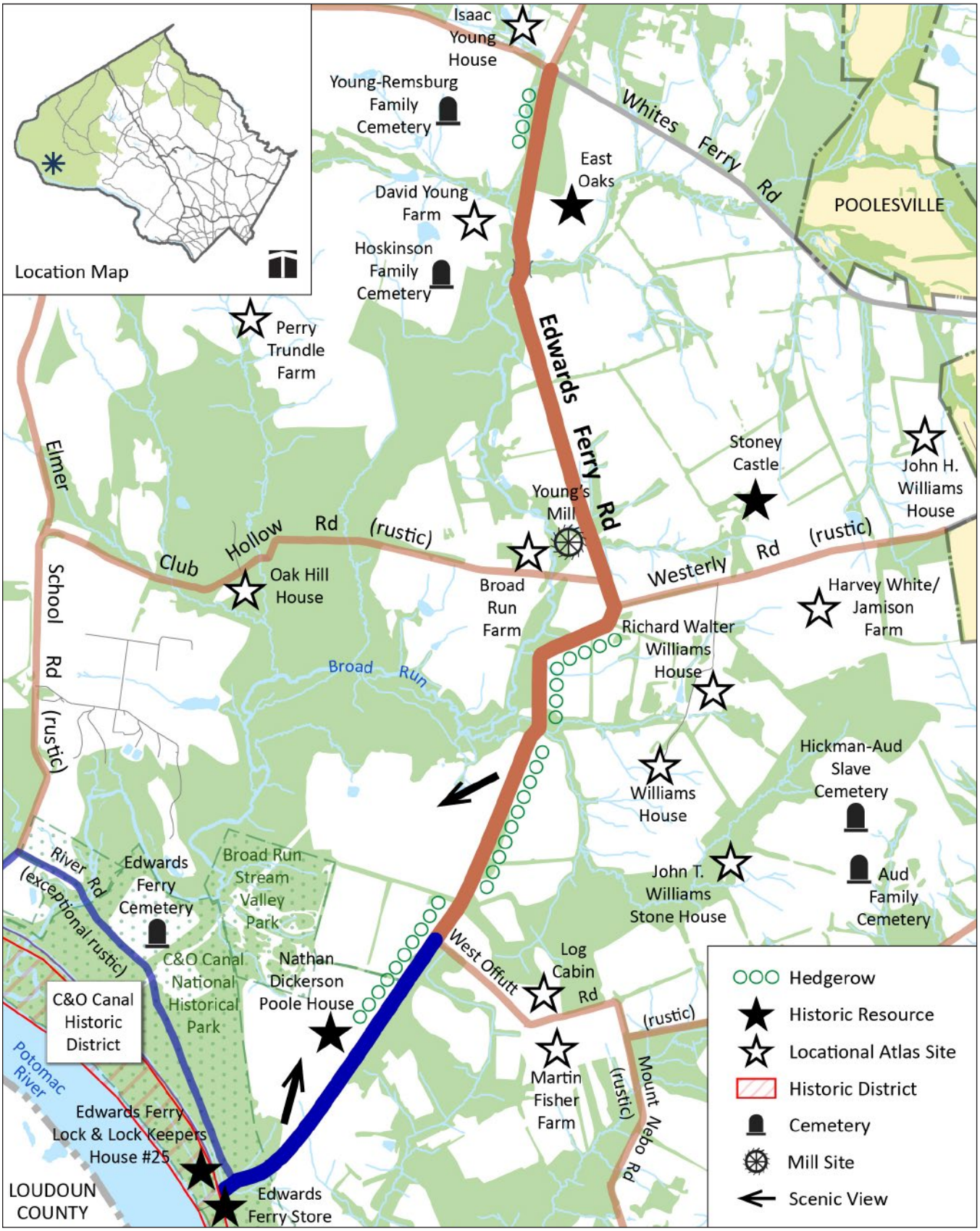
canopy and the slope increases until the road crosses Broad Run on a narrow bridge (bridge inventory #M-0181). The bridge is 24 feet wide and was built in 1982. The road begins rising and passes Centurion equestrian farm on the left. The large horse barn and indoor riding arena were completed in 2007; the outdoor arena is not visible from the road.

Looking south on Edwards Ferry Road as the road crosses Broad Run

After a very straight but hilly section, the road passes Club Hollow Road (a rustic road) on the west, then Westerly Road (a rustic road) on the east. After a wide turn to the west, the road makes a right-angle turn to continue south. Tree canopy covers the road here from woods on the west side of the road and a mixed hedgerow on the east side.

South of West Offutt Road, Edwards Ferry Road has exceptional character. The Nathan Dickerson Poole House is visible on the right (Master Plan Historic Site #16/26). Built in 1871, the house exhibits popular Victorian-era features, including steep gabled-roof forms, arched window moldings, and corners marked with wooden quoins. The house is listed on the National Register of Historic Places. Poole, the original owner and descendant of the family who founded Poolesville, was a farmer and tax collector.

Map 29: Edwards Ferry Road



After passing the Poole House, the road intersects with River Road on the right (an exceptional rustic road), then curves around and crosses the C&O Canal at Lock 25 and passes the lockhouse (Master Plan Historic Site #17/49). The lockhouse's sturdy brick construction is typical of lower canal lockhouses. The building was constructed c. 1831 for about $1,000 and is one of the best preserved lockhouses on the C&O Canal. The c. 1850 Edwards Ferry Brick Store on the left (Master Plan Historic Site #17/48) is a building, now in ruins, that provided food and agricultural supplies and served as a post office. The building closed in 1906. A boat launch is located where the road ends at the Potomac River.

Environment

The road is located within the Broad Run watershed, a direct tributary to the Potomac River. It generally follows the mainstem and forested floodplain to south of Westerly Road. There are several stream crossings, including the mainstem in the northern segment. The south end of Edwards Ferry Road is within the Chesapeake & Ohio Canal National Historical Park. This park extends 184.5 miles from Georgetown in Washington, D.C. to Cumberland, Maryland. In addition to preserving the historic canal and features alongside it, the park passes through a wide diversity of ecosystems and offers numerous opportunities to view birds and other wildlife and plant communities.

Road Characteristics: Exceptional Rustic Section

Extents	West Offutt Road to the gate before the C&O Canal
Length	1.11 miles
Width	16 feet
Surface	Paved
Lanes	No centerline or edge markings
Shoulders	None

Road Characteristics: Rustic Section

Extents	Whites Ferry Road to West Offutt Road
Length	3.22 miles
Width	16 feet
Surface	Paved
Lanes	No centerline or edge markings
Shoulders	None

Scenic view along Edwards Ferry Road just south of Broad Run

View to the David Young Farm on the west side of Edwards Ferry Road

Looking northeast on Edwards Ferry Road just west of the intersection with Westerly Road

Ruins of the 1850 Edwards Ferry Brick Store

Lock Keepers House #25

View of the Potomac River at the end of Edwards Ferry Road

Elmer School Road

A rustic road added to the program by the 1996 *Rustic Roads Functional Master Plan.*

Elmer School Road follows the gently rolling terrain and has historic value.

Significant Features

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

History

South of Club Hollow Road, Elmer School Road was surveyed in 1871 to provide access to the Oak Hill schoolhouse, later known as Elmer School, and local farms from River Road. The school was located on Club Hollow Road just east of Elmer School Road and served only white students. The northern section of the road was established after 1879.

Traveling Experience

From the north at Whites Ferry Road (a rustic road), Elmer School Road has open horse pastures on the right. A forested area is found on the left and then continues on both sides, temporarily forming a complete, closed canopy over the roadway. Further south, hedgerows are on one side of the road or the other until the road meets Club Hollow Road (a rustic road). To the west, the farmhouse and barns of the John Jones House (Locational Atlas & Index of Historic Sites #16/20), an early- to mid-1800s farmstead, are visible when there are no leaves on the trees. South of this intersection, the National Institutes of Health (NIH) Animal Center facility on the left, with manicured lawns and a chain-link fence, interrupts the rustic character of the road. Opposite the NIH entrance is the entrance to the Montgomery County Police Department's Outdoor Firing Range and Firearms Training Center. The road slopes downhill and opens again to fields before intersecting with River Road (an exceptional rustic road).

Environment

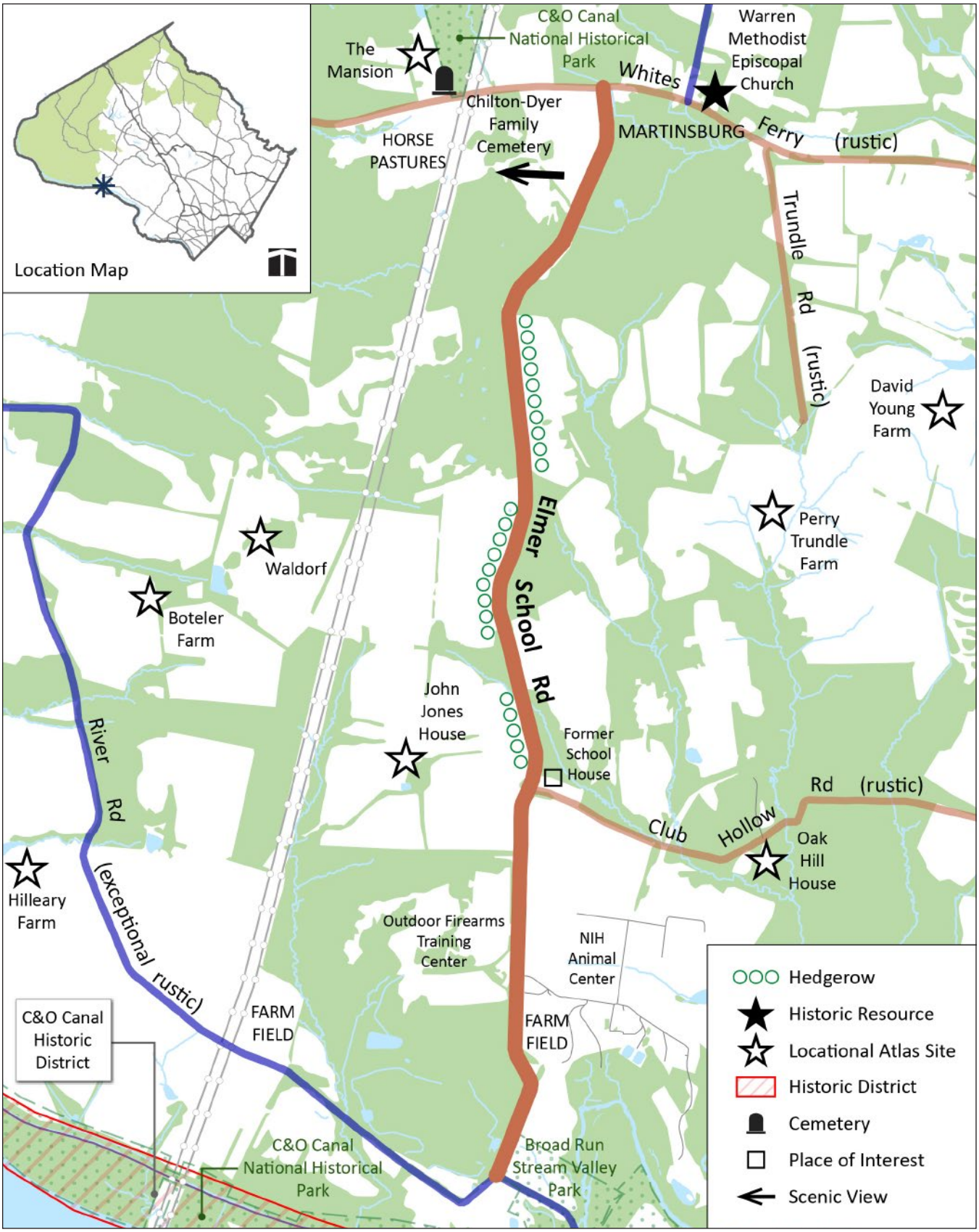
Elmer School Road follows a low ridge between Broad Run and direct tributary subwatersheds to the Potomac River. Much of the road skirts forest edges that grow very close to the pavement with open vistas on the opposite side. The trees occasionally create an overhanging canopy. The open side of the road often has thin hedgerows and scattered individual trees along the road.

The northern segment of Elmer School Road has lush vegetation along the road with dense overhanging canopy in places. At the south end of the road, Broad Run Stream Valley Park is on the right side of the road. This park is undeveloped for active recreation use but provides opportunities for quiet enjoyment of the natural environment and helps protect the quality of water entering Broad Run and the Potomac River.

Road Characteristics

Extents	Entire road: Whites Ferry Road to River Road
Length	3.19 miles
Width	16 feet
Surface	Paved
Lanes	No centerline or edge markings
Shoulders	None

Map 30: Elmer School Road



Gently rolling terrain and stand of trees adjacent to the NIH Animal Center (on right)

Looking north on the road toward water tower on the NIH Animal Center grounds

Looking north to the forested area north of the intersection with Club Hollow Road

Looking north on Elmer School Road just beyond the intersection with Club Hollow Road

Elton Farm Road

A rustic road added to the program by the 1996 *Rustic Roads Functional Master Plan.*

Elton Farm Road has historic value and outstanding natural features.

Significant Features

- Narrow road with trees close to road
- Alignment is reminiscent of a farm track

History

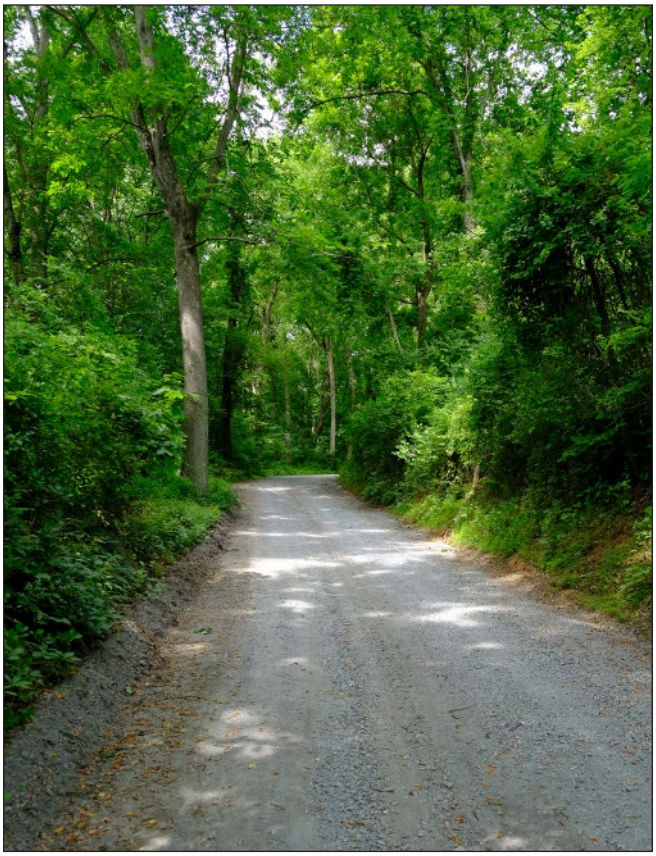
This road was constructed to access a c. 1783 plantation, Elton (Master Plan Historic Site #23/9). This property, associated with the Griffith and Gaither families, includes a Federal-style fieldstone farmhouse, stone meat house, dairy, and cemetery.

Several historic sites along the road reflect the influence of the Howard family. The Howard Chapel Site and Cemetery (Master Plan Historic Site #23/11) was once the center of an African American community established after the Civil War by Enoch George Howard, who bought his freedom from slavery in 1857 and later purchased this land. Howard built a school for local African American children on the property and a chapel served by a circuit minister. Only the cemetery remains at this site. Near the end of the road is the site of the deteriorated c. 1790 Gaither-Howard House, which Enoch George Howard purchased from the Gaither family in 1862. He is buried on the property with his wife Harriet and other family members in the Howard Family Cemetery (Master Plan Historic Site #23/8).

The state enacted legislation in April 2022 to establish the Freedman's State Historical Park in northeastern Montgomery County "to educate the public about and preserve and interpret the lives and experiences of Black Americans both before and after the abolition of slavery." The park is expected to contain the Gaither-Howard House and Howard Family Cemetery along with many other properties in or near Brookeville, Olney, Sandy Spring, Zion, and Laytonsville.

Royer Brooks Farm, an equestrian farm at the beginning of Elton Farm Road

Elton Farm is a Federal-style fieldstone house erected in several sections beginning in 1783.



Forested canopy enclosing Elton Farm Road

Looking east on road toward Haight Branch crossing

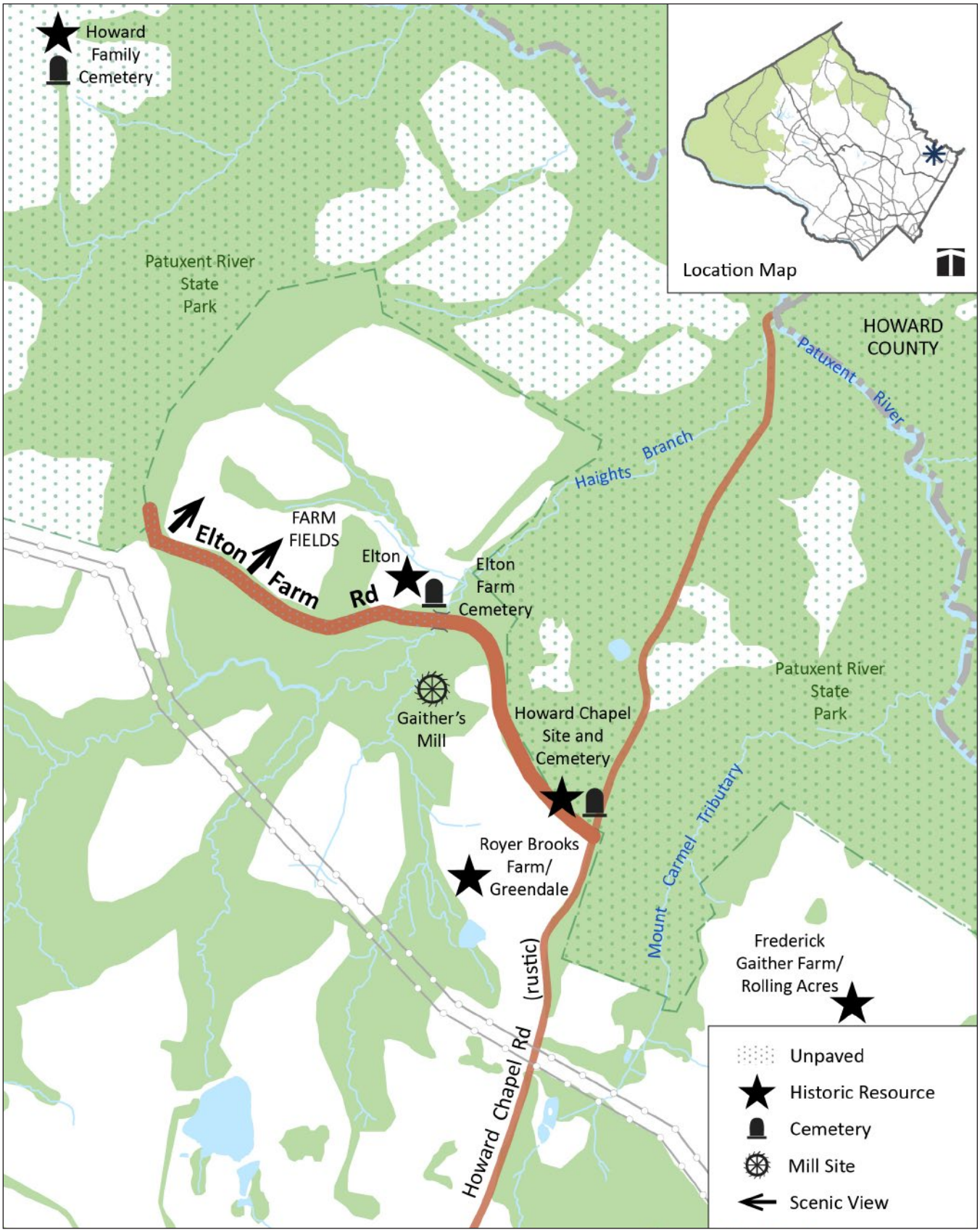
Traveling Experience

Elton Farm Road has tree canopy enclosure with forest on both sides. Leaving Howard Chapel Road (a rustic road), an equestrian farm is on the left while the Howard Chapel Cemetery is visible amongst the trees on the right. Soon, the road begins descending to the Haights Branch stream valley, with embankments on both sides of the road. The historic Elton property and cemetery are just west of a modern stream crossing that unfortunately detracts slightly from the road's character here. Elton Farm Road continues for approximately one-half mile from the stream as a gravel road. On the left throughout the road's length are seven or eight lots from a 1990 subdivision, only some of which have been built. These homes have driveway connections designed to be in harmony with the rustic character of Elton Farm Road. Near the end of the road is the Gaither-Howard Farm, now part of the Patuxent River State Park. This section of the road erodes frequently. Park users park at the end of the road.

Environment

Elton Farm Road is within the Haights Branch subwatershed of the Upper Patuxent River. The road begins with open areas on the south side and a dense tree canopy to the north. As the road descends to the Haights Branch stream crossing, forested embankments increase on both sides. The forested floodplain on the south side of the road is protected by conservation easements. The road ends at a parking area for trails in a forested section of the Patuxent River State Park, which contains 6,700 acres of natural areas and farmlands along the river. This and other efforts to protect the Patuxent watershed include low density of development,

Map 31: Elton Farm Road



Farm field along the north portion of Elton Farm Road

imperviousness restrictions, stream valley protection, and preservation of open space. These efforts ensure the long-term quality of the downstream drinking water reservoirs.

Road Characteristics

Extents	Entire road: Howard Chapel Road to end of road
Length	0.88 miles
Width	15 feet where paved, varies where unpaved
Surface	Paved and unpaved
Lanes	No centerline or edge markings
Shoulders	None

The end of Elton Farm Road near the Patuxent River State Park

Emory Church Road

A rustic road added to the program by this master plan.

Emory Church Road is a narrow road that passes through a wooded stream valley on an historic alignment.

Significant Features

- Narrow pavement
- Historic alignment
- Mature trees close to road
- View south from road into stream valley

History

Emory Church Road was mapped by 1908 as an unimproved connection between Georgia Avenue and Batchellors Forest Road. It was platted as a public road in 1933 and served the small community of Oakdale.

The cornerstone for the Victorian Gothic style Oakdale Emory Methodist Church (Master Plan Historic Site #23/106) was laid in 1914. The congregation first built a frame church c. 1801 along Emory Lane to the west and added a schoolhouse by 1865.

Nearby, several historic sites were prominent pre-Civil War roadside landmarks along early Georgia Avenue, including the c. 1820 Higgins Tavern (Master Plan Historic Site #23/105) and the Berry-Mackall House (Master Plan Historic Site #23/104), built 1852–1857 by descendants of the Berry family, early local settlers. The house was purchased in 1868 by Robert M. Mackall, a former Confederate soldier.

By the 18th century, these lands were home to enslaved persons held by the Berry family and other local landowners. In 1783, an enslaved man named Nace sought freedom by fleeing from Richard Berry's nearby plantation. An eight-dollar reward was offered for his recapture.

The 1914 Oakdale-Emory United Methodist Church has Shingle and Victorian Gothic influences.

Traveling Experience

Beginning at its west end at Georgia Avenue (MD 97), Emory Church Road proceeds east, passing the Oakdale Emory Methodist Church on the right followed by a parsonage further down the road past the playground. The entrance to a golf driving range is on the left; some practice golf holes are hidden behind a row of trees. Heading downhill, mixed residences appear on the right while a forested area is on the left and a 1940s house is seen set well back from the road. After a curve to the left, there are quick views to the south while crossing Batchellors Run stream. Approaching Norbrook Drive, a large modern subdivision appears on the right with a bike path along the road. Continuing east past a small "dead end" sign, the road becomes extremely narrow and is forested on the left, ending at a charming c. 1912 house.

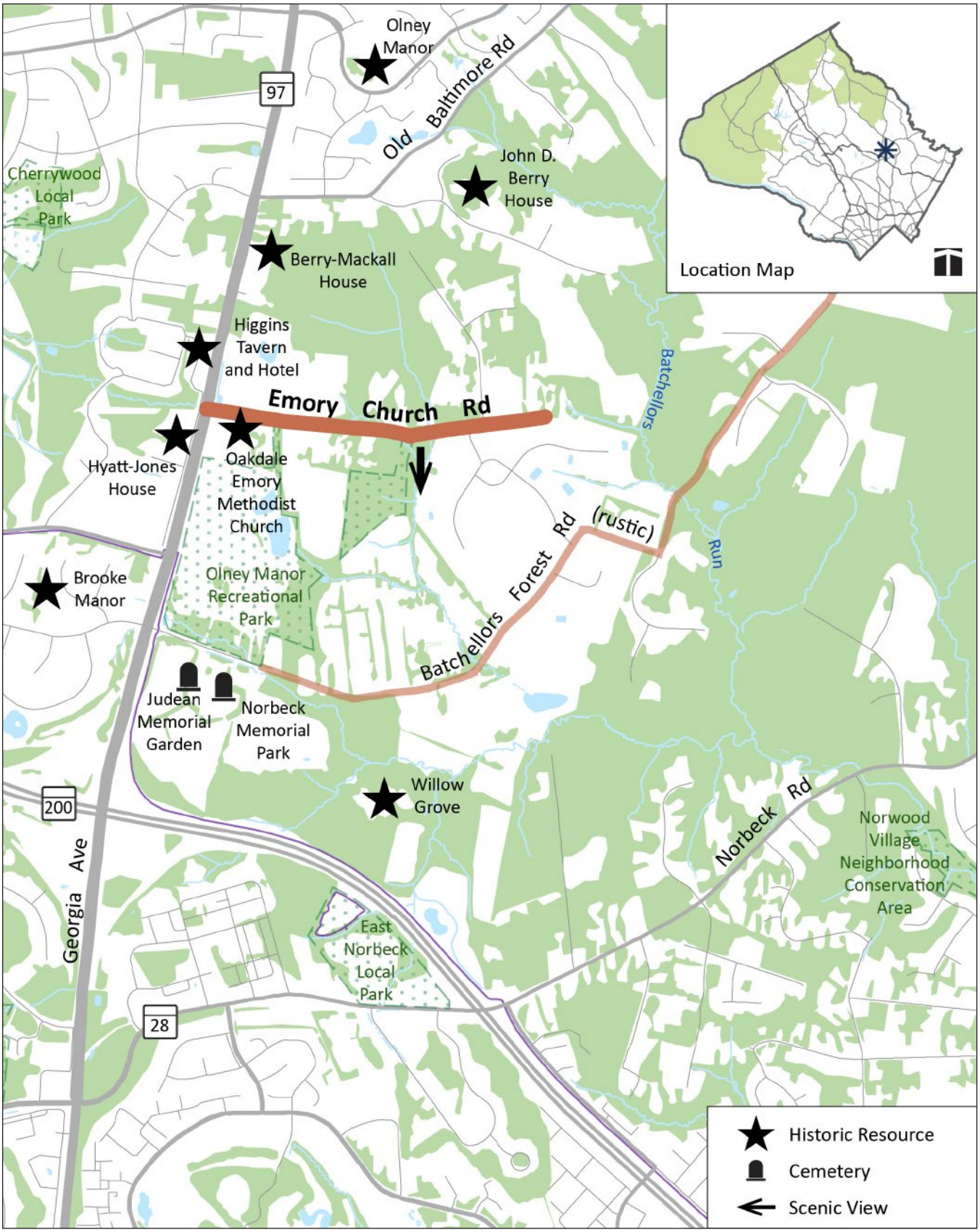
There is an existing sidepath on the south side of Emory Church Road from just east of the bend in the road to another path that runs through the Trotters Glen subdivision. An off-street trail through an expanded Olney Manor Recreational Park is planned to connect to the west end of this sidepath.

Environment

The western end of Emory Church Road, in the vicinity of the church, is within the Cherrywood Manor subwatershed of Rock Creek. East of this ridgeline, the road is within the Batchellors Run subwatershed to Northwest Branch. The road has intermittent tree canopy until the forested section of the Batchellors Run Tributary valley is reached; here, the road crosses two small tributaries and an area of floodplain. Several acres of the stream valley have been reforested on its

Mature trees close to the road

Map 32: Emory Church Road

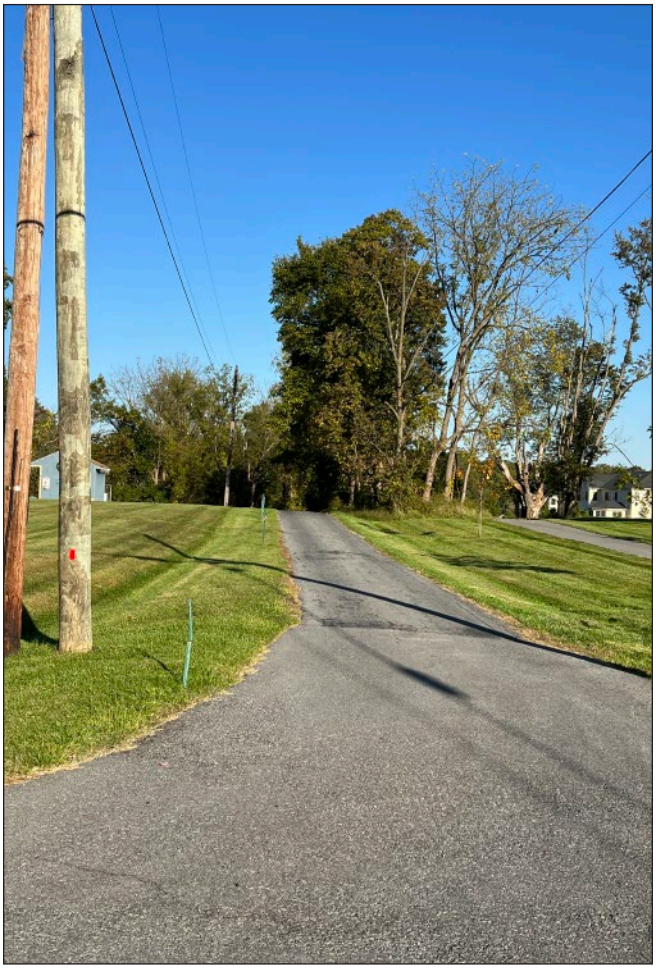


eastern side. Neither this planted area nor the hedgerow to the north has developed a canopy over the road.

Emory Church Road provides access to Olney Manor Recreational Park just beyond the church property. Another narrow panhandle of the park extends to the road within the stream valley. This 89-acre park features a variety of athletic fields, courts for basketball; handball; tennis; and volleyball; a playground; a skate park; a dog park; and an indoor swim center.

Road Characteristics

Extents	Entire road: Georgia Avenue (MD 97) to end of county maintenance
Length	0.72 miles
Width	9–19 feet
Surface	Paved
Lanes	Centerline and edge markings only near the intersection with Georgia Avenue
Shoulders	None



The end of Emory Church Road

Sidepath along Emory Church Road and adjacent to the Trotters Glen subdivision

Game Preserve Road

A rustic road added to the program by the 2010 *Great Seneca Science Corridor Master Plan.*

Game Preserve Road is narrow and winds along Seneca Creek State Park, providing views of Great Seneca Creek.

Significant Features

- 1906 B&O Railroad bridge
- Rolling, winding, historic alignment following Great Seneca Creek
- Views into Great Seneca Creek from many segments of the road
- Steep embankments, forests, and mature trees close to the road

History

Game Preserve Road was platted in two segments c. 1885. The road improved public access to Clopper's Station on the B&O Railroad, first north from the Germantown Road (Clopper Road) in 1885 and then south from the Frederick Road (MD 355) in 1886. These roads appear on USGS maps by 1894, but do not appear to have been formally connected until 1906.

These roads were preceded by a private road serving the farms and residences between the major roadways, as well as an established culvert providing passage under the tracks of the B&O Railroad. This structure is presumed to have been replaced in 1906 by the current stone underpass. Longstanding local oral tradition ties the railroad underpass to a history of reported paranormal activity dating to the late 19th century, when the *Montgomery County Sentinel* first reported mysterious flashing lights in March of 1876 at the nearby bridge over Great Seneca Creek.

The 19th-century road served a community shaped by the influence of wealthy property owner Francis C. Clopper. Within Seneca Creek State Park, the ruins of Clopper's Mill (Master Plan Historic Site #19/21) are remnants of a prosperous mill first built in the late 18th century and modernized by Clopper in 1834. Francis Clopper donated land for the railroad station and for St. Rose of Lima Catholic Church (Master Plan Historic Site #20/28), first built in 1838 and rebuilt in 1883 in the Carpenter Gothic style. Despite this generosity, Clopper enslaved over a dozen individuals and held people in bondage until Maryland abolished slavery in 1864.

The road's modern name is derived from a nearby fish and game refuge established by the Montgomery Fish and Game Protective Association by 1927 along Seneca Creek. The refuge was managed by Emma Jane King, notable for being an early female game warden. The 76-acre preserve stocked quail, duck, and pheasants as well as fish for anglers. King lived with her sons at the early 20th century Craftsman-style bungalow at 11131 Game Preserve Road.

Traveling Experience

Heading south from Frederick Road, the road is bracketed by wooden guardrails as it rises into a mature forest hosting native flora and large trees. All the land on the right side of the road, with the exception of the Knights of Pythias lodge property, is part of Seneca Creek State Park. Not far past the lodge, the King home is still standing within the park.

The road continues through enclosed tree canopy, heading downhill with views of the park and the creek on the right before it encounters the I-270 overpass. Great Seneca Creek winds along the rising and falling road, passing under the same I-270 bridge as the road. Houses with varying setbacks from the road appear occasionally on the left side of the road. After I-270, gentle curves become more pronounced as the road cuts across the sloped terrain and the creek wends away toward the west.

The road curves to the southeast and straightens to follow the course of a small tributary of Great Seneca Creek, visible on the right at a pair of clearings for a pipeline and transmission lines. Trains can sometimes be heard as one approaches the sharpest curves before the road narrows to a single lane at an outstanding, one-lane, arched stone underpass that requires drivers to take turns from each direction.

After the underpass, a pull-off on the right allows drivers to momentarily park to watch a train passing over. The road quickly rises into a contemporary development on the left, with well-manicured lawns and more large trees; the park continues on the right. The residential development gives away to increasing open space until a cedar hedgerow diverts away from the road directly to St. Rose of Lima Catholic Church. This cedar hedgerow once marked a second alignment of Game Preserve Road, now a driveway that bisects the church's cemetery.

Looking north on Game Preserve Road toward intersection with Frederick Road

Looking south on Game Preserve Road

Game Preserve crossing underneath I-270

Map 33: Game Preserve Road

Environment

Much of Game Preserve Road is on a shelf overlooking Seneca Creek State Park and the forested floodplain of Great Seneca Creek. This 6,300-acre park winds through the forested riparian stream valley of Seneca Creek and Great Seneca Creek for 14 miles. The park contains over 50 miles of trails for hiking, biking, and horseback riding through a wide range of habitats. The Seneca Greenway Trail briefly uses the road's shoulder as it passes under I-270. This 16.5-mile trail connects the C&O Canal and Potomac River to Frederick Road.

North of the railroad bridge, a short segment of the road follows a forested tributary down to Great Seneca Creek before the road heads toward higher ground along Great Seneca Creek. South and west of the train tracks, forest grows close to the road on the northwest side of the road within the state park. Some hedgerows and large individual trees can be seen on the southeast side of the road. The County Champion Nordmann Fir grows on the grounds of the St. Rose of Lima Catholic Church.

Road Characteristics

Extents	Clopper Road (MD 117) to Frederick Road (MD 355)
Length	1.65 miles
Width	18.5–20.5 feet
Surface	Paved
Lanes	Centerline and edge markings
Shoulders	None

One-lane railroad underpass under Game Preserve Road

The 1883 St. Rose of Lima Catholic Church exemplifies the adaptation of High Gothic Style Revival to a rural setting.

Glen Mill Road

A rustic and exceptional rustic road added to the program by the 2002 *Potomac Subregion Master Plan.*

Glen Road, Glen Mill Road, and South Glen Road all come together in Watts Branch Glen, or simply "the Glen," where the Kilgour Branch joins the Watts Branch.

Significant Features

Exceptional Rustic Road
- Historic alignment
- Embankments, especially in the Glen
- Views of the Glen
- Tree canopy south of Piney Branch crossing

Rustic Road
- Historic alignment
- Road fits the rolling terrain
- Stream valley views

History

Exceptional Rustic Road
The southern segment of Glen Mill Road was built by 1872. Known in the 19th century as Gamble's Mill Road or Gambrill's Mill Road, it connected two existing public roads to the country mill: present-day Piney Meetinghouse and South Glen Roads. It formed an important connection through a large land area that was not served by public roads.

Rustic Road
The upper segment of Glen Mill Road follows its historic alignment as first platted in August 1872. Built by 1879, it formed a new connection between the road from Rockville to Darnestown (MD 28) to the Boon's and Gamble's Mill Road, which led south toward the Watts Branch and Potomac River. Today's Glen Mill Road incorporates a portion of the road to Gamble's Mill, also called the Gambrill's Grist and Sawmill, which operated on the Watts Branch by c. 1820.

Traveling Experience

The southern, exceptional rustic section of Glen Mill Road starts in the Glen where the road joins Glen Road and South Glen Road (both exceptional rustic roads). The road immediately begins to climb out of the Glen through verdant and wooded areas on narrow, winding roads, and into the surrounding communities. Immediately to the right, there are glimpses of the beautiful Watts Branch and its floodplain. The road flattens momentarily to cross the Piney Branch on a two-lane bridge. The tree canopy thins and the roadside becomes more manicured as the exceptional rustic section of Glen Mill Road ends at Red Barn Lane, where it continues as a rustic road.

On the right and left on the rustic section are occasional stretches of mixed hedgerows that include a wide variety of tree and shrub species in varying heights and densities. Shortly before the end of this rustic section, Glen Mill Road takes a sharp right turn at a stop sign at a "T"

intersection with Boswell Lane. After turning right, Glen Mill Road descends through a forested area to cross Piney Branch again. The rustic section of Glen Mill Road ends at Circle Drive. Glen Hills Local Park is on the right here, behind the trees.

Environment

At the north end of the rustic segment of Glen Mill Road is Glen Hills Local Park, which features a playground, recreational fields, tennis courts, and a picnic area. The entire rustic segment of Glen Mill Road and the northernmost one-third of a mile of the exceptional rustic segment—from just south of Joiners Lane to Red Barn Lane—are within the Piney Branch SPA and the mainstem of this stream is crossed twice.

The southernmost portion of the exceptional rustic segment passes through the Watts Branch Stream Valley Park and floodplain. The Watts Branch Stream Valley Park encompasses nearly 438 acres and protects the Watts Branch, a tributary of the Potomac River. The park is dedicated to environmental preservation and remains undeveloped for active recreation. The section of the park in the Glen is designated as a Parks Best Natural Area.

The road passes through forest in several locations with a closed canopy overhead and trees, often on high banks, growing close to the road. Further north the canopy becomes sparser, especially where utility lines are kept clear on the east side of the road.

Road Characteristics: Exceptional Rustic Section

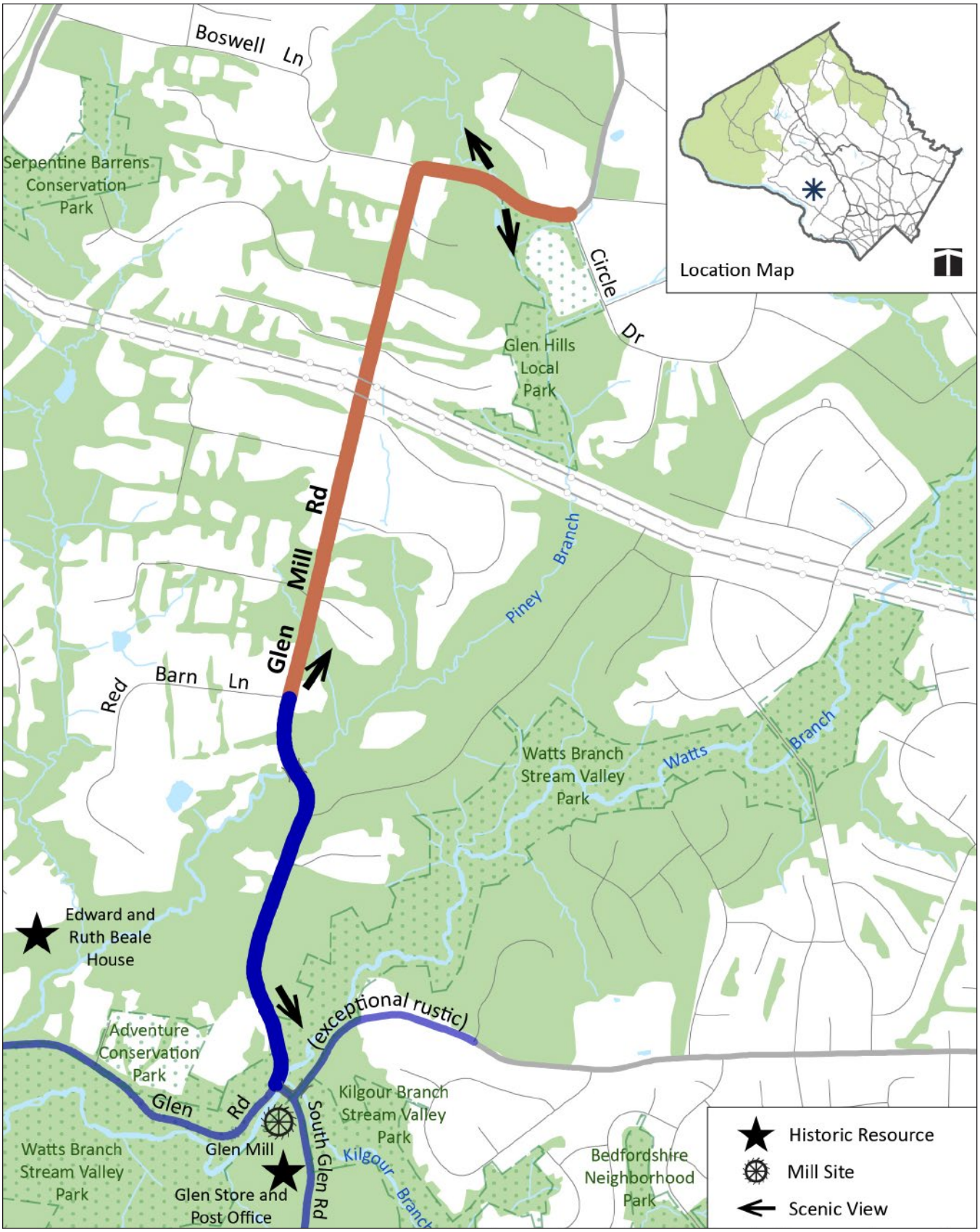
Extents	Glen Road to Red Barn Lane
Length	0.68 miles
Width	18–22 feet
Surface	Paved
Lanes	Centerline and edge markings
Shoulders	None

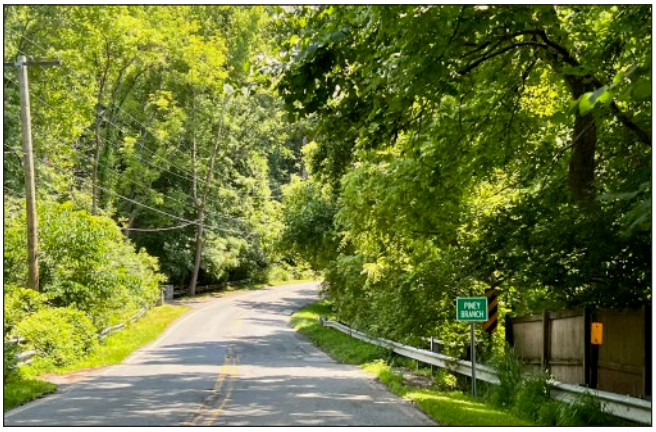
Road Characteristics: Rustic Section

Extents	Red Barn Lane to Circle Drive
Length	1.19 miles
Width	18–22 feet
Surface	Paved
Lanes	Centerline and edge markings
Shoulders	None

Looking north and south along the rustic section of Glen Mill Road just north of the intersection with White Clover Terrace

Map 34: Glen Mill Road





Looking south on the exceptional rustic section of Glen Mill Road just north of the Piney Branch

Looking south on the exceptional rustic section of Glen Mill Road just north of the Watts Branch

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Glen Road (Exceptional Rustic section)

An exceptional rustic road added to the program by the 2002 *Potomac Subregion Master Plan.*

Glen Road, Glen Mill Road, and South Glen Road all come together in Watts Branch Glen, or simply "the Glen," where the Kilgour Branch joins the Watts Branch.

Significant Features

- One-lane bridge over Watts Branch
- Narrow bridge over Kilgour Branch
- Narrow bridge over Piney Branch
- Historic alignment
- Views into stream valleys
- Forest enclosing the road with full canopy and trees close to the pavement

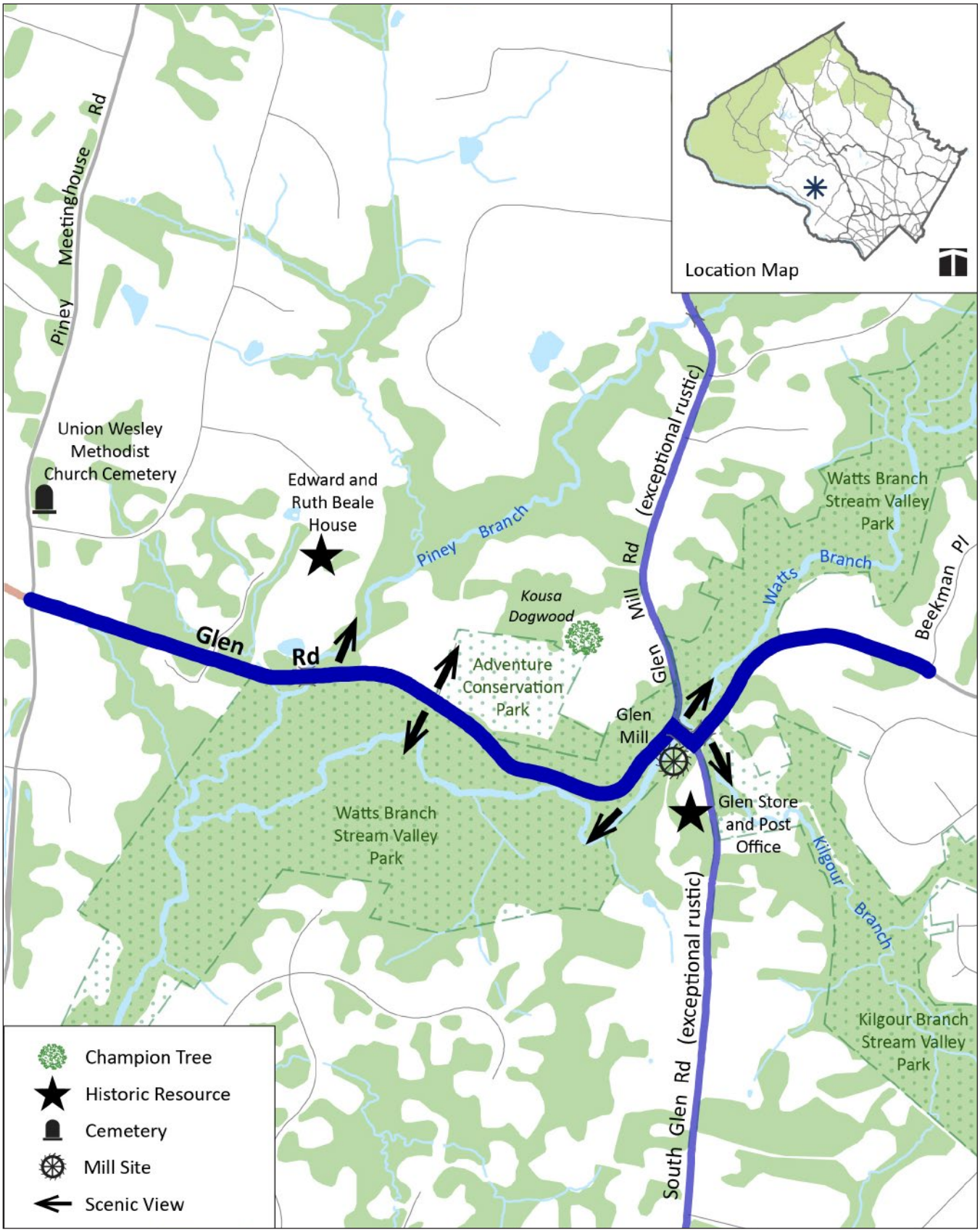
History

Built by 1908, this segment of Glen Road follows and crosses the Watts Branch and passes through the former community of Glen, concentrated around a saw and gristmill established in the early 1800s. The ruins of the mill can be found to the west of the stream within the Watts Branch Stream Valley Park.

One remnant of the historic Glen community is the Folk Victorian Glen Store and Post Office (Master Plan Historic Site #29/3), built c. 1892–1899 and operated by the Peters family, which had acquired the mill and 86 surrounding acres in 1884. The post office operated until 1902 and the store did so until 1937.

Further west, Glen Road passes the 1938 Edward and Ruth Beale House (Master Plan Historic Site #25/22), listed in the National Register of Historic Places. The Colonial Revival house was built to appear as a Pennsylvania farmhouse that had evolved over centuries and is a rare surviving example in the county of a

Map 35: Glen Road (Exceptional Rustic section)



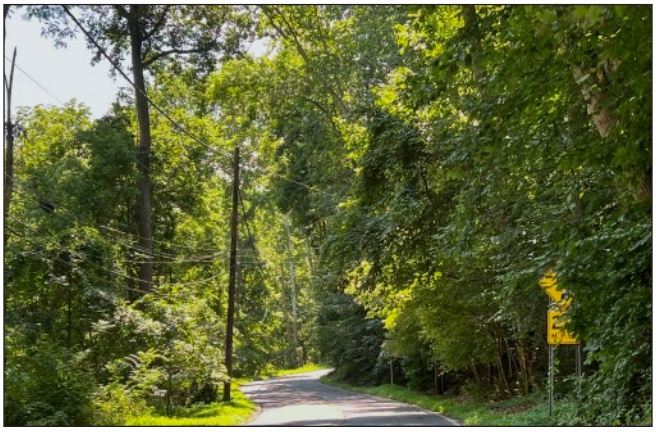
country estate from the Great Depression. The home was once the centerpiece of a 500-acre farm that has been reduced to approximately nine acres accessed by a long driveway off Glen Road.

Just north of the intersection with Piney Meetinghouse Road, there is a cemetery site associated with the 19th-century Union Wesley Methodist Church (Burial Sites Inventory #149). This African American congregation served parishioners from throughout the nearby area, including families of farmers, sawmill workers, and quarrymen. In 1873, church trustees Nelson Cooper, Thomas Jenkins, and Aaron Turner purchased approximately half an acre of land, described as "Piney Thicket Enlarged," and soon opened a church that operated until 1920. The church building has since been demolished.

Traveling Experience

At the turn onto Glen Road from Falls Road, there is a traditional Potomac residential neighborhood with large houses on big lots. After one mile, and shortly before passing Beekman Place, which is the official beginning of this delightful exceptional rustic road, the road has already begun a descent toward the Glen. Suddenly, there are many more trees; the road narrows and the sunlight glimmers through the full canopy of leaves that shade the road.

At the bottom of the hill is the narrow bridge that crosses the Kilgour Branch (bridge inventory #M-0013). The bridge was built in 1942 and is 19.3 feet wide; the superstructure was replaced in 1992. Once across the Kilgour Branch there is a stop sign before the road turns right onto the one-lane bridge that crosses the Watts Branch (bridge inventory #M-0014). This 14.5-foot-wide bridge was constructed in 1930; the deck was replaced in 1998. The Watts Branch bridge is where



Glen Road running parallel to the Watts Branch and immediately west of the one-lane bridge

the roads of the Glen (Glen Road from two directions, South Glen Road, and Glen Mill Road) converge, and drivers are sometimes confused by all the stop signs and the yielding of rights of way that are required to navigate these delightful, historic bridges.

Once across the second bridge, turn left to stay on Glen Road and start the uphill climb out of the Glen. There are blind curves and rolling hills that lead out of the Watts Branch Stream Valley Park. To the left are glimpses of the beautiful Watts Branch and the Watts Branch floodplain, which are periodically separated from the road by railings and steep embankments. On the right are forested areas of the stream valley park and, farther west, the Adventure Conservation Park. The road then crosses Piney Branch on a 20-foot-wide two-lane bridge (bridge inventory #M-0015) originally constructed in 1935. The exceptional rustic section of Glen Road ends at the stop sign at Piney Meetinghouse Road, where it then continues as a rustic road (see Glen Road — Rustic section).

Environment

Almost all of the exceptional rustic segment of Glen Road follows the Watts Branch mainstem within the forested Watts Branch Stream Valley Park. The confluence of Piney Branch

and Watts Branch is south of the road inside the park. This nearly 438-acre park protects the Watts Branch, a tributary of the Potomac River. The park is a Best Natural Area and is dedicated to environmental preservation; except for trails, the park remains undeveloped for active recreation. The Kilgour Branch Stream Valley Park also abuts the east side of the road as it crosses over Kilgour Branch.

About one-half mile of the exceptional rustic segment of Glen Road at its western end—from Piney Meetinghouse Road to just west of the Adventure Conservation Park—is within the Piney Branch SPA. The 14-acre Adventure Conservation Park was established in 1969 and encompasses a neighborhood conservation area dedicated to environmental preservation. Once the home of an educational center, the park now provides opportunities for walking, exploration, and quiet enjoyment of the natural environment.

Road Characteristics

Extent	Piney Meetinghouse Road to Beekman Place
Length	1.34 miles
Width	18–20 feet
Surface	Paved
Lanes	Centerline and edge markings
Shoulders	None

One-lane bridge over the Watts Branch

Glen Road beyond the Kilgour Branch

The Watts Branch with Glen Road in the background

Glen Road (Rustic section)

A rustic road added to the program by the 2002 *Potomac Subregion Master Plan.*

The rustic section of Glen Road is a gently rolling road through residential and natural areas and occasional horse farms.

Significant Features

- Mature trees, hedgerows, and three-rail fencing frame the road
- Views of streams, farms, and horse pastures
- Gently rolling and curving historic alignment

History

This section of Glen Road was built by 1893. At its intersection with Travilah Road, a small rural community grew along the routes to two productive mills: the Glen gristmill and the DuFief Mill. A schoolhouse, presumably for white children only, was built to the south along Travilah Road by 1865, but the area did not see significant additional development until the end of the 19th century, as additional roads were constructed.

The Travilah community was named for Travilah Clagett, who was appointed as the first community postmaster in 1883. Travilah Baptist Church incorporated in 1894, and in March 1910 Travilah residents formed the Travilah Hall Company and built the Travilah Town Hall (Master Plan Historic Site #25/10-1), an uncommon and early example of a town hall building constructed for a rural community.

At over 285 years old, the Travilah Oak, just south of the intersection, is the oldest surviving evidence of the community—its majestic tree canopy stretches over 110 feet across.

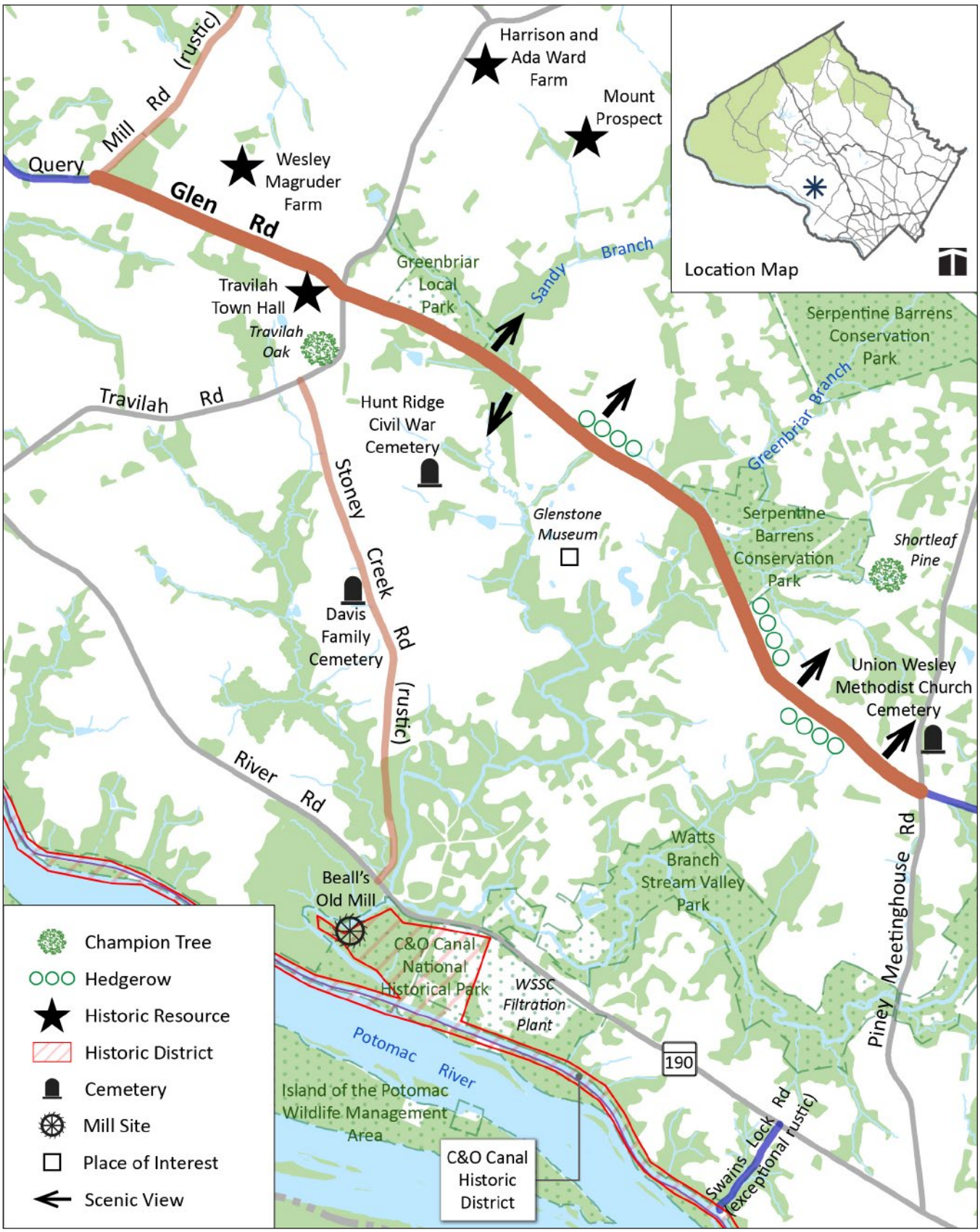
Traveling Experience

Traveling generally northwest after crossing Piney Meetinghouse Road, Glen Road changes from an exceptional rustic road to a rustic road. A picturesque equestrian farm is on the north side of the road immediately past the intersection. The road has a rolling character through this section, first dropping into the Greenbrier Branch stream valley and the Serpentine Barrens Conservation Park, and then rising to the Glenstone Museum on the south side of the road with a mature hedgerow of trees bordering the north side. The road then drops again, with lovely views into the Sandy Branch stream valley, before climbing once again beside Greenbriar Local Park.

At the intersection of Glen Road and Travilah Road is the crossroads community of Travilah, with a modern shopping center in the

Looking north on Glen Road just beyond the intersection with Piney Meetinghouse Road

Map 36: Glen Road (Rustic section)



southwest quadrant. Just south of the shopping center, notice the Travilah Oak, a large white oak tree believed to be over 285 years old. Just past the shopping center and across the street from the church is the former Travilah Town Hall building, now privately owned.

Leaving Travilah, Glen Road takes on a more residential character, with a few mature trees close to the road and many three-rail fences along the north side of the road. The road ends at Query Mill Road (an exceptional rustic/ rustic road).

Environment

The eastern quarter mile of the rustic segment of Glen Road, where it meets Piney Meetinghouse Road, is within the Piney Branch SPA. The road also briefly passes through one of the state's Targeted Ecological Areas (TEAs) as it passes the Serpentine Barrens Conservation Park (South Unit). TEAs are lands and watersheds of high ecological value that the State of Maryland wants to preserve because of their high ecological value. Serpentine communities are considered one of the state's rarest natural resources, and one of the rarest and most unusual sets of natural communities in the eastern North America temperate forest region. Serpentine habitats occur along the edges where plate tectonics have caused uplifting, often along linear zones indicating the margins of old continents. Soil in these places is shallow, nutrient poor, and chemically challenging for plants; these conditions give rise to unique species characterized by slow growth and stress tolerance. The Serpentine Barrens Conservation Park protects over 350 acres of this globally rare habitat and supports nearly two dozen rare, threatened, or watchlist plants.

Road Characteristics

Extents	Query Mill Road to Piney Meetinghouse Road
Length	2.98 miles
Width	18–20 feet
Surface	Paved
Lanes	Centerline and edge markings
Shoulders	None

Hedgerow and field across from Glenstone Museum

Greenbriar Local Park

View of the landscape and main building at Glenstone Museum

Champion Travilah Oak located southwest of the intersection of Glen and Travilah Roads

Greenbridge Road

An exceptional rustic road added to the program by this master plan.

Roadside trees and woods envelop Greenbridge Road as it runs through mostly rural land. The terrain is generally flat until it enters the wooded Greenbridge Recreation Area, where a significant decline begins.

Significant Features

- Historic alignment
- Very narrow pavement
- Views into reservoir and parkland
- Canopy at west end, trees beside pavement, roadside embankments

History

Greenbridge Road is one of the county's oldest roadways. It formed part of the state's early road network and connected Frederick and Anne Arundel Counties at a time before Montgomery and Howard County were carved out of those counties.

The road once crossed the Patuxent at Green's Bridge, built on land patented as "Green's Delight" by Richard Green in 1734 on the east side of the Patuxent. Green established a mill at the site by 1749, around the time the bridge was likely constructed. It replaced an earlier ford and is referenced in public records by the mid-18th century.

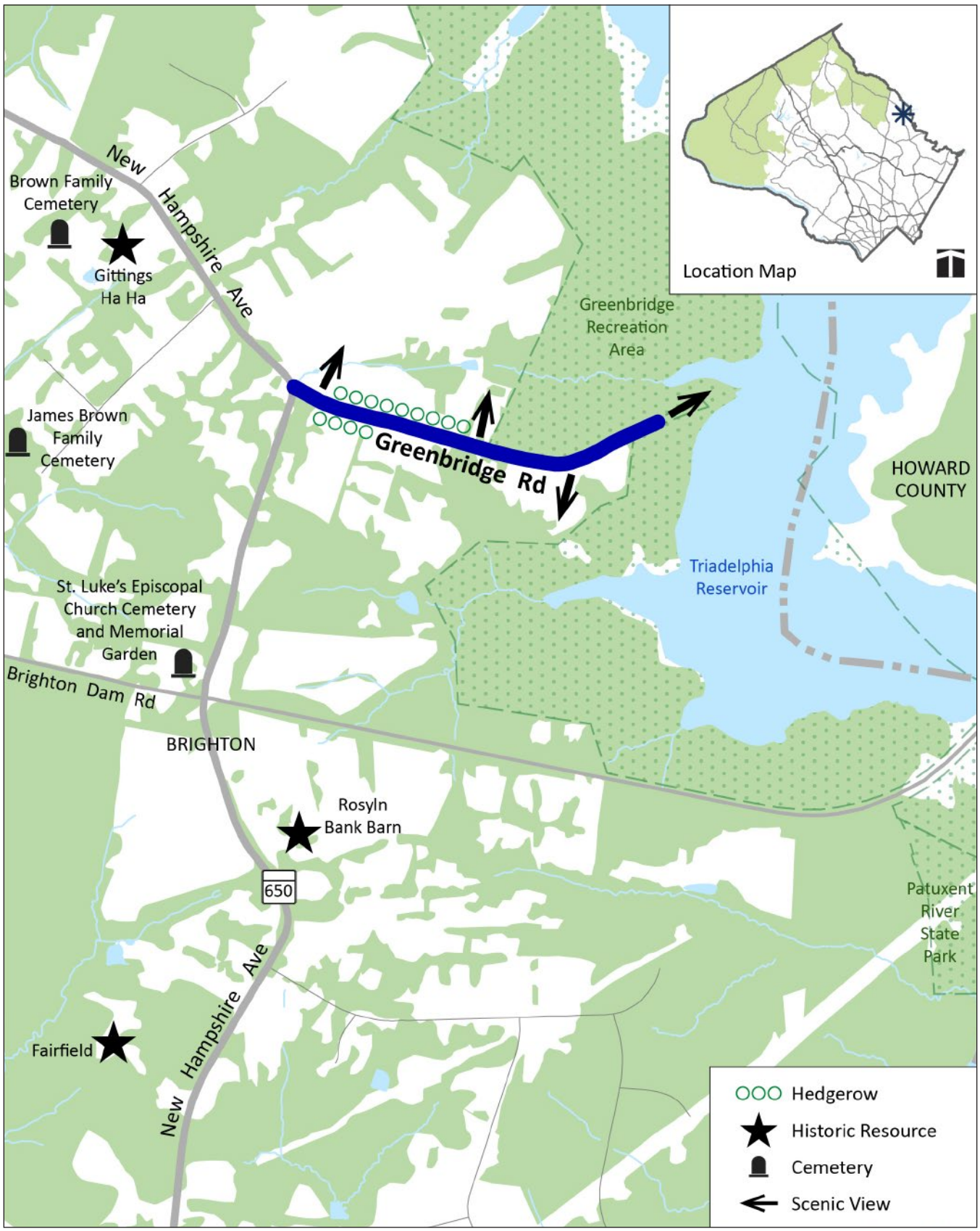
The bridge was well established and connected to area road networks by 1774, when the Maryland General Assembly approved an act for the improvement of principal market roads, including the road from "Frederick Town" to Annapolis via Green's Bridge at the Patuxent. An additional cross-county road was platted in 1793 that connected Green's Bridge westward to Luckett's Ferry at Mouth of Monocacy.

In the 19th century, development increased along the road on both sides of the Patuxent and additional connections were added on the east side of the river. In Montgomery County, members of the Brown family built dwellings to the north and south of Greenbridge Road in the 1850s and 1860s. Some family members are buried nearby at the James Brown Family Cemetery (Burial Sites Inventory #58) and the Brown Family Cemetery (Burial Sites Inventory #185) at Gittings Ha Ha (Master Plan Historic Site #23/73), an early land grant property that predates the Revolutionary War.

This area was also home to enslaved African Americans forced to labor for the Greens, Browns, and other landowners from the late 18th century through the abolition of slavery in Maryland in 1864. Their involuntary work allowed slaveholding families to profit from their advantageous position along major market roads.

The road's historic alignment lasted until the 1940s, when WSSC's construction of the Brighton Dam resulted in the inundation of the road and bridge. The road now terminates at the Greenbridge Recreation Area on the Triadelphia Reservoir, and traffic was rerouted across the new Brighton Dam Road bridge, built 1941–1944. The historic roadbed can still be found on both sides of the Patuxent; today it serves as a boat ramp on the Montgomery County side of the reservoir.

Map 37: Greenbridge Road



Traveling Experience

On a sharp turn off New Hampshire Avenue in Brookeville, Greenbridge Road begins and heads east. At this point Greenbridge Road aligns almost straight with New Hampshire Avenue as it heads northwest, forming part of an early network of colonial roads from the 18th century. The narrow, unstriped pavement on Greenbridge Road passes a wide vista of farmland to the left before entering trees and other vegetation close to the road. Towering mature trees line both sides of the road. A small number of large residential lots appear on the right and the left on this mostly straight and level section. The road begins to descend past a horse farm on the right, where it cuts through steep banks on both sides.

Passing through the gate as you enter the Greenbridge Recreation Area, huge pine trees stand on the right side of the road. The descent increases and woods fully envelop the road. A small open spot is visible at the end of this long, wooded slope. After passing a parking lot, the road descends directly into the Triadelphia Reservoir as a boat ramp. There is a panoramic view across the water north, east, and south, to the Brighton Dam and a cove on the far right.

Environment

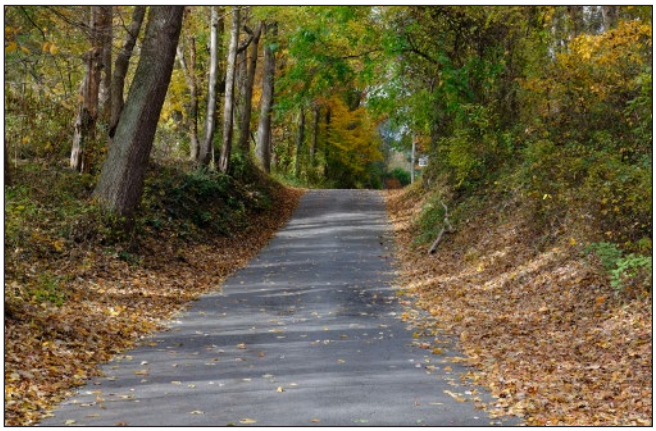
Greenbridge Road is within the Greenstone watershed of the Upper Patuxent River. The road follows a low ridge down to the Triadelphia Reservoir conservation area at its eastern end. Owned by WSSC, the conservation area protects the quality of water entering Triadelphia Reservoir. The Triadelphia Reservoir and Rocky Gorge Reservoir are the primary sources of drinking water for approximately one-third of WSSC's nearly two million customers, so WSSC prohibits any activities on the lands around these lakes that could affect water quality.

The Greenbridge Recreation Area at the end of the road offers opportunities for shoreline fishing and hiking or riding horses along trails. It is one of the top 10 birding locations in Montgomery County based on the number of species observed (199 as of early 2022) according to popular birding website eBird.

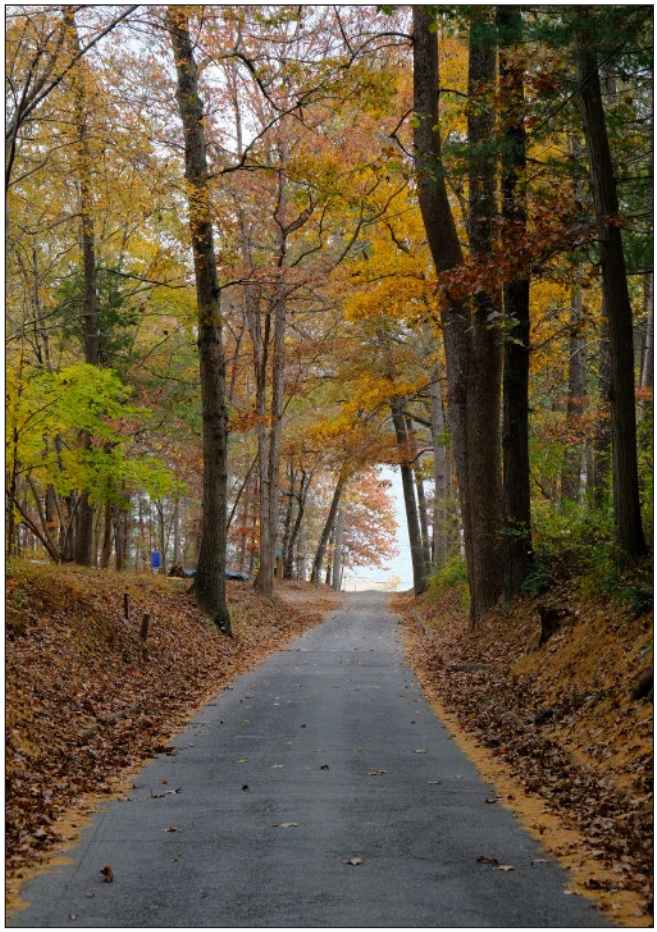
View west and east along Greenbridge Road near the intersection with New Hampshire Avenue

Road Characteristics

Extents	Entire road: New Hampshire Avenue (MD 650) to Triadelphia Reservoir boat ramp parking lot
Length	0.54 miles
Width	14–16 feet
Surface	Paved
Lanes	No centerline or edge markings
Shoulders	None; asphalt curbing in WSSC recreation area



Tree-lined embankments along the road



Greenbridge Road leading to Triadelphia Reservoir

Boat ramp on the Triadelphia Reservoir

Gregg Road

A rustic and exceptional rustic road added to the program by the 1996 *Rustic Roads Functional Master Plan.*

Gregg Road has outstanding rural and farm vistas and historic value. This plan extends the western extent of the road from Riggs Road to Zion Road as a rustic road and reclassifies the road as exceptional rustic from Riggs Road to Georgia Avenue (MD 97).

Significant Features

- Alignment as it goes around farm building
- Tree-lined farm road
- Narrow road with S-turns and right-angle turns
- Relationship to cascading Hawlings River tributary
- Narrow bridge over Hawlings River tributary

History

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

Near the intersection with Georgia Avenue, Pleasant View (Master Plan Historic Site #23/47) retains a number of agricultural outbuildings, including a springhouse. It was likely built by Allen Bowie Davis as the overseer's house for his plantation, Greenwood (Master Plan Historic Site #23/46). Many people were enslaved at Greenwood, including members of the Johnson, Lynn, Dorsey, Ford, Brown, Wallace, and Powell families, and others whose names are not recorded.

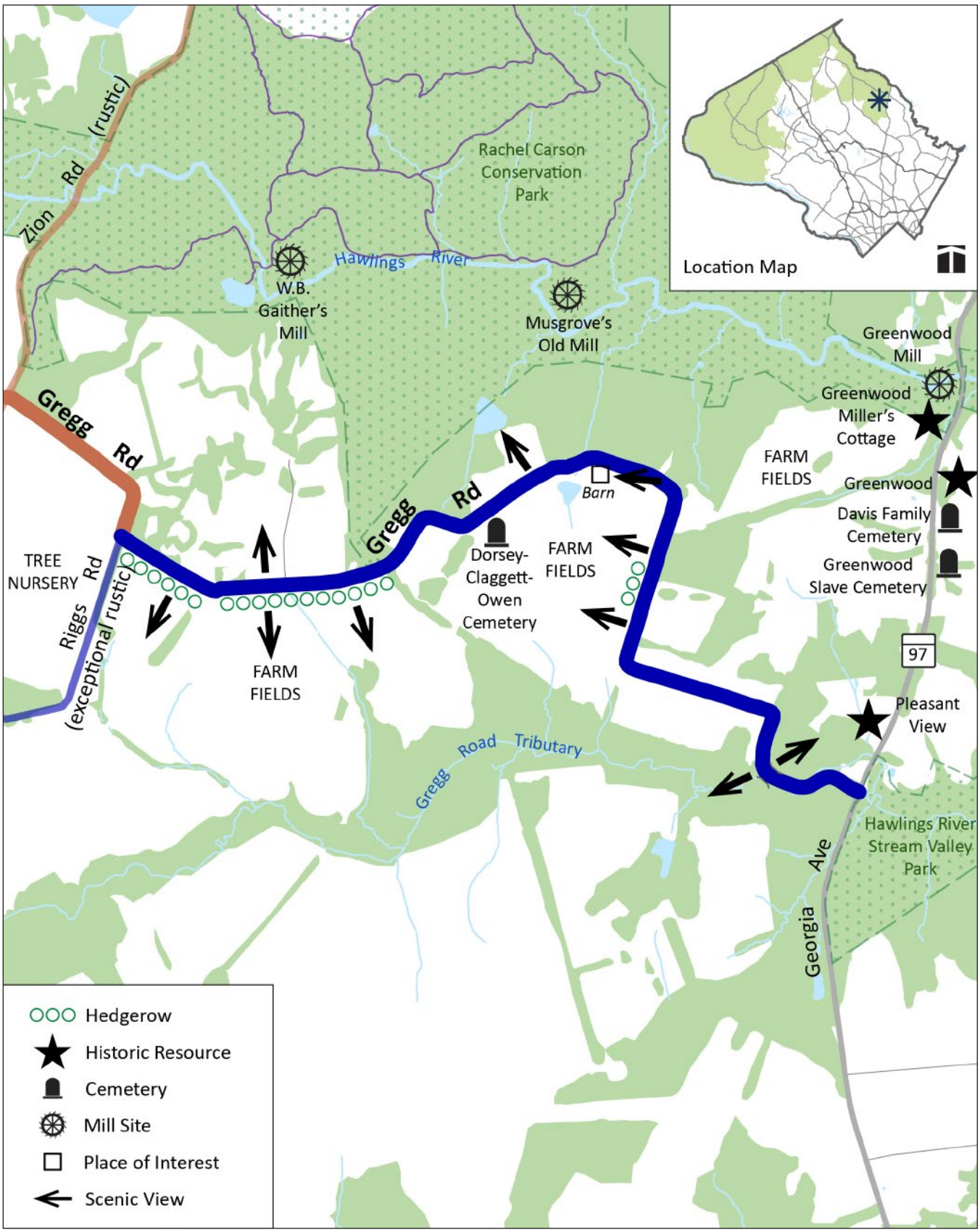
Traveling Experience

Gregg Road runs generally east-west. Heading west from Georgia Avenue, you pass through a residential area with a tributary to the Hawlings River on the left side. Forest canopy covers the road as it crosses the tributary on a narrow bridge as the stream tumbles over large boulders, providing an outstanding natural vista. The bridge (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. The road begins to rise out of the valley as it curves to the right.

The road continues through farmland with several S-turns and three right-angle turns. The road is gently rolling with limited sight distance. The road goes through farmland and passes a barn on the left side that sits immediately adjacent to the pavement. The road makes an abrupt left turn at the corner of the barn and has an enclosed viewshed with short vistas across the fields. The road passes the Dorsey-Claggett-Owen Cemetery (Burial Sites Index #177), a late 19th- and early 20th-century family burial ground.

At Riggs Road (an exceptional rustic road), Gregg Road makes a 90-degree turn to the right and then the left to continue to Zion Road (a rustic road) as a rustic road, with a tree nursery and hedgerow on the left and a few houses, a produce farm, and mature trees on the right.

Map 38: Gregg Road



Environment

Except for its northernmost arc, Gregg Road is primarily within the Gregg Road Tributary subwatershed to the Hawlings River, a major tributary to the Patuxent River and the downstream Rocky Gorge Reservoir. Any significant new development activity within this watershed is subject to stringent water quality protection measures such as imperviousness limits and reforestation requirements. Significant efforts have been made to protect this important source of drinking water, which can be seen in the low-density rural character and forested tributaries. Also, much of the Hawlings River watershed is protected with parkland, such as Hawlings River Stream Valley Park, Rachel Carson Conservation Park, and the Patuxent River State Park.

The road has a small unimproved access point to Rachel Carson Conservation Park to the north. This 650-acre park is dedicated to environmental preservation and provides opportunities for quiet enjoyment of the natural environment. The park contains more than six miles of natural surface trails for hiking and equestrian use and is one of the county's Best Natural Areas due to its high-quality mixed deciduous forests, high-quality seeps, and uncommon plant species.

The western section of the road generally has dense hedges on one or both sides of the road with occasional large trees growing close to the pavement creating an intermittent canopy, which appears to have suffered from significant utility line clearing. The eastern road segment drops into the forested stream valley and floodplain of the Gregg Road Tributary. The

View to farm building on Gregg Road

road follows the stream first on one side, then the other until the road meets Georgia Avenue on higher ground.

Across Georgia Avenue from the road's east end is the 550-acre Hawlings River Stream Valley Park, an unimproved park and designated Biodiversity Area, intended to help protect the natural environment.

Road Characteristics

Extents	Riggs Road to Georgia Avenue (MD 97)
Length	1.88 miles
Width	14–16 feet
Surface	Paved
Lanes	No centerline or edge markings
Shoulders	None

Road alignment around farm building

Views to farm fields (above and top right)

Looking west at jog in road near MD 97

Narrow bridge crossing the Gregg Road Tributary

Haines Road

A rustic road added to the program by the 1996 *Rustic Roads Functional Master Plan.*

Haines Road has outstanding natural features leading to Frederick County.

Significant Features

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

History

The road does not appear consistently on area maps until the mid-20th century.

Traveling Experience

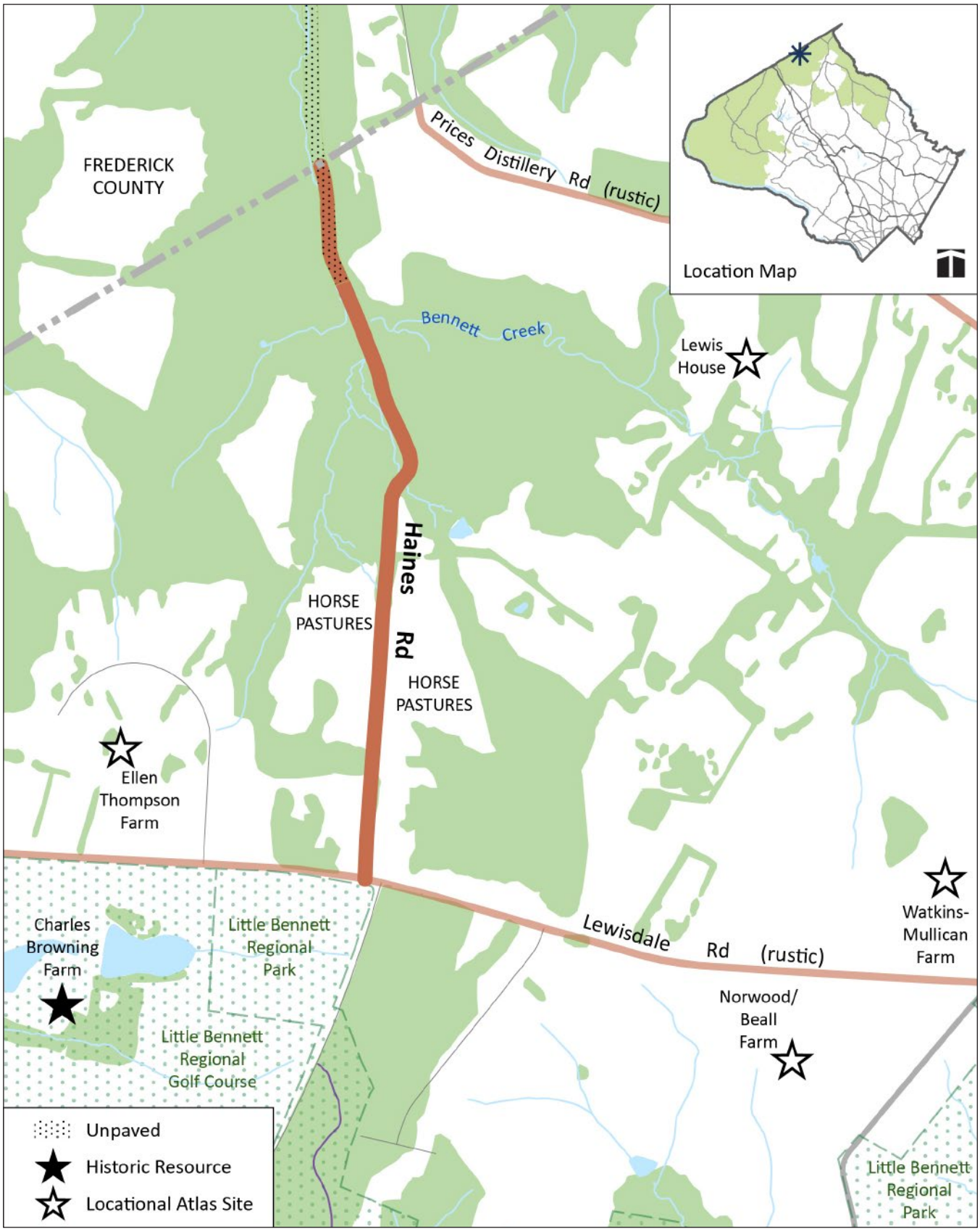
Haines Road is a small, rural, partially gravel road off Lewisdale Road (a rustic road) leading north into Frederick County. Heading north from Lewisdale Road, the road is fence-lined, with equestrian farms and a few homes on both the left and the right as the road slowly descends to run along the bottom of a shallow valley. Past the farms, the road enters a forested area with complete tree canopy over the road. There are a few narrow stream crossings as the road meanders following the stream and begins a slow climb uphill. The few houses in this section are mostly obscured by the trees. A driveway on the left leads to homes in Frederick County and the road surface changes to gravel. It connects with Prices Distillery Road (a rustic road in Montgomery County) about a quarter of a mile into Frederick County.

Environment

At first tree-lined, the road passes into a closed-canopy, forested stream valley of the Bennett Creek watershed. The stream is visible from the road, which follows it closely north to the Frederick County line. Across Lewisdale Road from the southern end of Haines Road is Little Bennett Regional Park and Golf Course. This 3,700-acre park is the largest in the county

Looking north on Haines Road just beyond the intersection with Lewisdale Road to the horse pasture on the west side of the road

Map 39: Haines Road



and contains beautiful scenery, a campground, over a dozen historic sites, and over 25 miles of scenic natural surface trails. All these trails can be used by those on foot, and many by those on horseback or mountain bike.

Road Characteristics

Extents	Lewisdale Road to Frederick County line
Length	0.83 miles
Width	16 feet
Surface	Paved; gravel for the northernmost 800 feet
Lanes	No centerline or edge markings
Shoulders	None

Goat in the pasture adjacent to Haines Road

Gravel portion of Haines Road near the County line

Halterman Road

A rustic road added to the program by this master plan.

Halterman Road is a narrow road following a historic alignment that once crossed the Patuxent River.

Significant Features

- Historic alignment that once provided access to Duvall's Mill
- Narrow pavement
- Long views across farm fields and into stream valleys
- Informal circle with mature trees at the end of the public road

History

Halterman Road was constructed by 1865. It crossed the Patuxent River near Duvall's Saw and Grist Mill and connected to the Frederick Turnpike in Howard County. The southern section to MD 108, today a segment of Hipsley Mill Road, was part of the road's original alignment. The connection to Hipsley Mill Road, originally Rickard's Ford Road, was established in the 1870s.

The road served a nearby crossroads community, Etchison (Master Plan Historic District #15/29), named after Marcellus Etchison who purchased land near the crossroads in 1876. The Etchison family's wealth derived from the labor of enslaved persons, including members of the Duckett and Taylor families and numerous other individuals whose names were not recorded.

By 1879, Etchison was served by a school, blacksmith's shop, and store. To the east, along Damascus Road, a small African American community built a church and school by the early 20th century. Oral history reports that this settlement began in the 1870s and emerged as a community hub for African American residents in the vicinity of Etchison. Census records dating to the 1880s show African American families living interspersed with white households.

Traveling Experience

Halterman Road is the left fork that leaves Hipsley Mill Road (a rustic road) approximately 0.4 of a mile from Damascus Road (MD 108). The panoramic view, which is initially blocked by the large trees on the left, quickly opens to reveal the road ahead, fields to the north and east, and the trees of Patuxent River Valley and State Park in the distance. Farther along, the fields to the west come into view. Straight ahead are the silos that mark the end of the public road with its informal circle and mature trees. At its end, Halterman Road points in the direction of the former Duvall's Mill. The return drive provides a new perspective on the scenery just experienced. Before returning to Damascus Road, take advantage of this opportunity to drive rustic Hipsley Mill Road with its complete forest canopy.

Environment

Halterman Road straddles a ridgeline between the watersheds of two tributaries flowing to the Upper Patuxent River. This area of high ground is wide open and provides long vistas marred only by utility poles on both sides of

the road. There is one dense hedgerow at the intersection with Hipsley Mill Road. At the road's terminus, unpaved roads across private property and the transmission line right-of-way lead to a Protected Wildland area of the Patuxent River State Park.

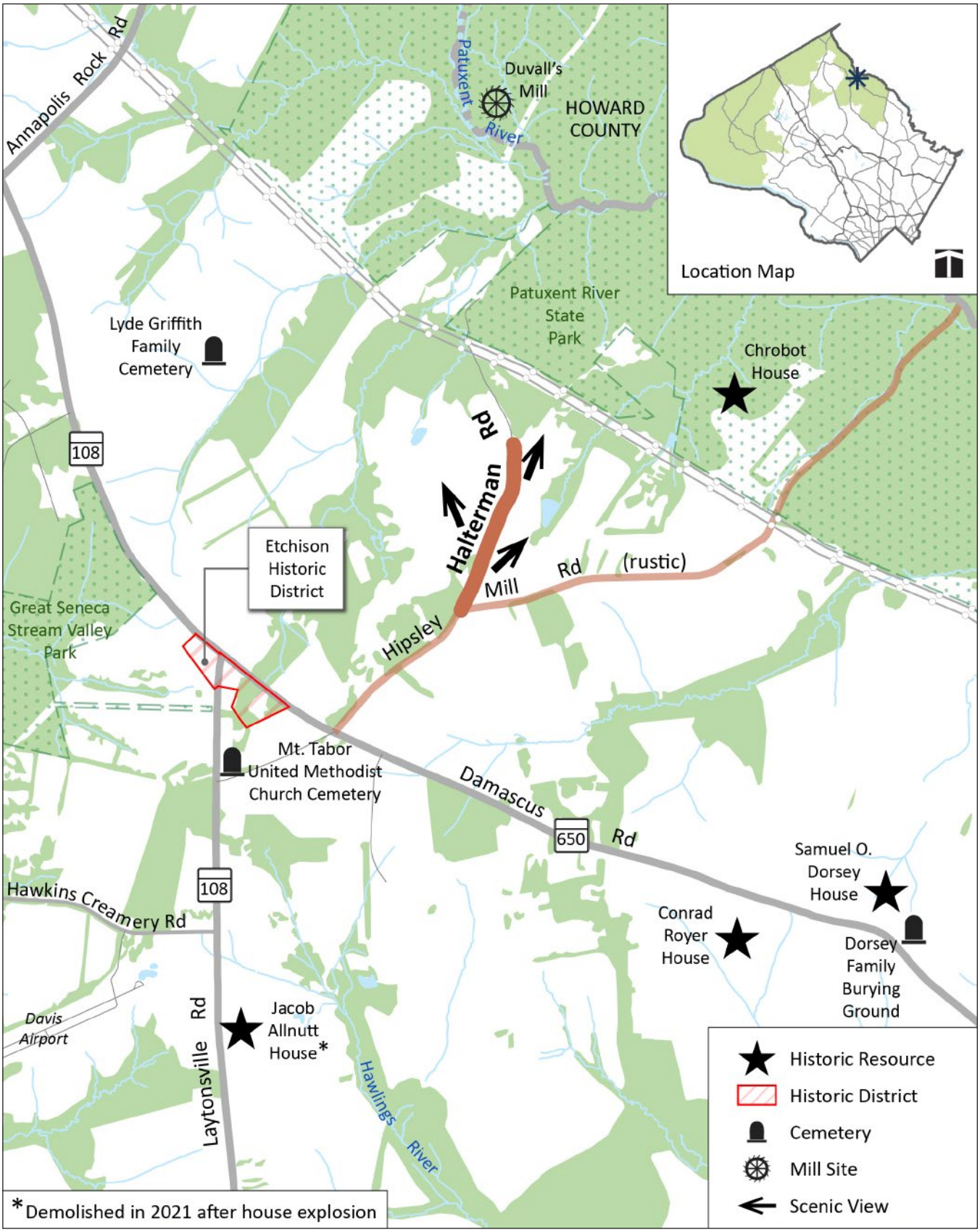
Road Characteristics

Extents	Hipsley Mill Road to end of county maintenance
Length	0.36 miles
Width	13–14 feet
Surface	Paved
Lanes	No centerline or edge markings
Shoulders	None

Grain bin and elevator near the end of the rustic designated portion of the road

Looking north on Halterman Road toward a farm field and the Patuxent State Park in the distance

Map 40: Halterman Road



Haviland Mill Road

A rustic road added to the program by the 1998 *Sandy Spring/Ashton Master Plan.*

Haviland Mill Road is frequently tree-covered and offers views of farm fields and forested stream valleys.

Significant Features

- Views of meandering Hawlings River and floodplain
- Rural landscape with fairly steep hills and flat farm fields
- Access to Woodside Cemetery and farmhouses
- One-lane bridge over the Hawlings River

History

Haviland Mill Road was laid out in 1853 to enhance public access to Thomas Lea's mill and the nearby ford of the Patuxent River, thereby opening a more convenient route to Baltimore. Its current alignment incorporates the easternmost section of the 1853 road, which originally connected northwest to present-day Windswept Lane, as well as a new road platted in 1860 that branched to the south of Hawlings River. A c. 1920 concrete arch bridge spans the Hawlings River today.

Lea's Mill, also called Leawood Mills, produced flour, meal, and feed and was built by the mid-19th century by Thomas Lea. His parents, Thomas Lea and Elizabeth Ellicott Lea, had settled in nearby Walnut Hill in 1823 (Master Plan Historic Site #23-89) and joined the local Quaker community. There, Elizabeth Ellicott Lea published *Domestic Cookery, Useful Receipts, and Hints to Young Housekeepers*, a popular book of recipes and home remedies. Many Lea family members are buried in the Woodside Cemetery/Lea Family Cemetery (Burial Sites Inventory Site #154), established in 1858. By the beginning of the 20th century, Merritt M. and Lydia W. Haviland had assumed operation of the mill.

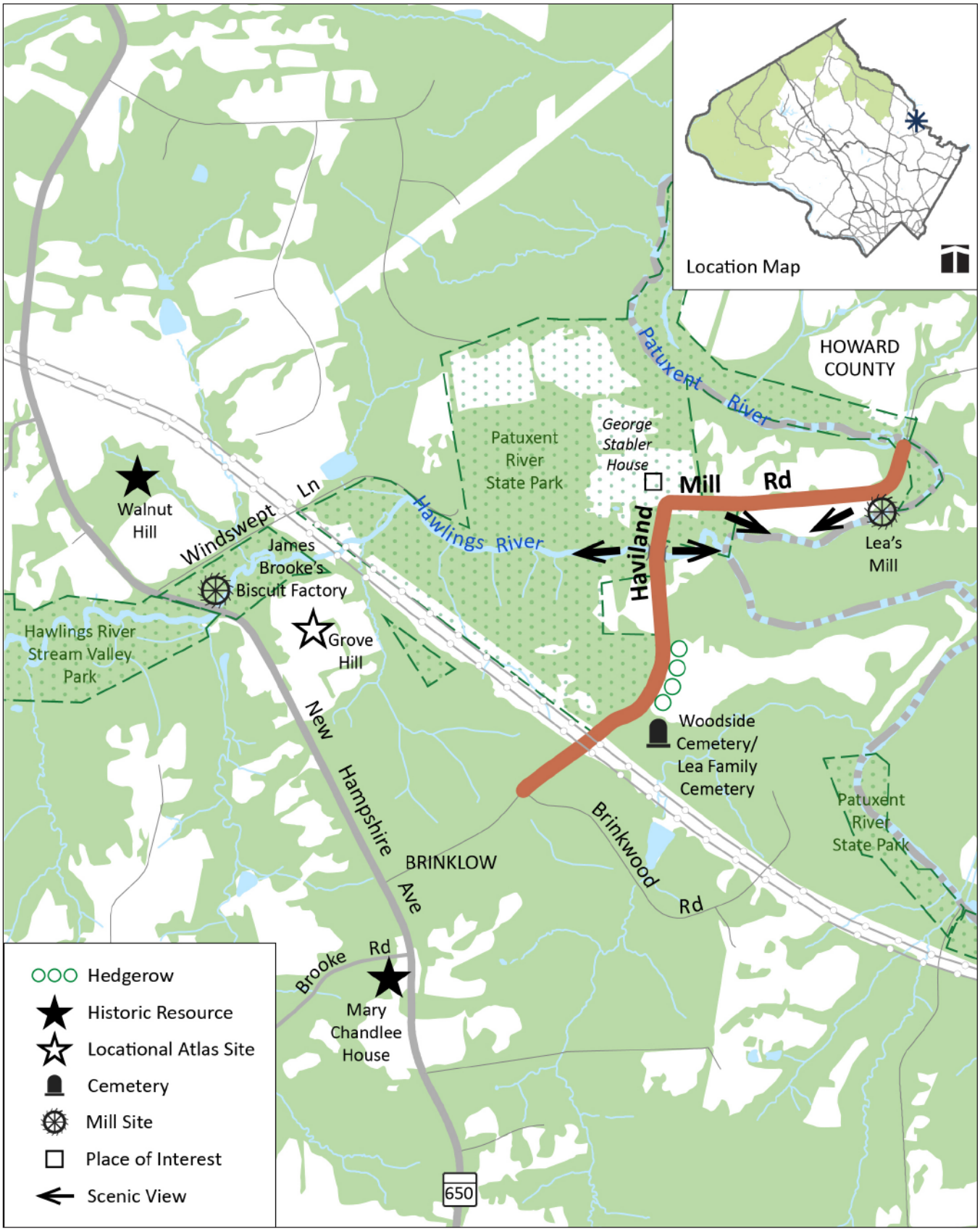
The mill is no longer evident, but several 19th-century homes associated with the Lea, Iddings, Gilpin, and Stabler families remain. Grove Hill (Locational Atlas Site #15/33) was the 19th-century home of Elizabeth Ellicott Tyson, the niece of Elizabeth Ellicott Lea and another member of the influential Ellicott merchant family.

Nearby, the Cincinnati/Brinklow community was home to many early free African American residents. Carpenter Remus Q. Hill and his wife, Ruthy, were among the earliest settlers, purchasing land and building a home by 1842. Hill is prominently featured in G.M. Hopkins' *1879 Atlas of Fifteen Miles around Washington* and is listed as owning 125 acres.

Traveling Experience

After passing numerous residences on large, wooded lots, the rustic portion of Haviland Mill Road begins at Brinkwood Road, approximately 0.2 miles northeast of its intersection with New Hampshire Avenue (MD 650). The pavement narrows at this point, although the painted centerline remains. Over a knoll, the road begins a general, steady descent, with roadside trees or woods lining it irregularly on both sides. It passes through an open area of a major power line with distant views left and right.

Map 41: Haviland Mill Road



Shortly past the power-line break, Woodside Cemetery is on the right and the descent increases. A row of mature cedar trees is close to the road on the right as the road takes a long sweep to the left before straightening to head due north. A break in the trees opens to a few large residential lots. The road continues into light woods, the centerline disappears, and then the road passes over a one-lane bridge spanning the Hawlings River just upstream from its confluence with the Patuxent River (bridge inventory #M-0098). The bridge was built in 1920 and was most recently repaired in 2000. The terrain flattens and the centerline reappears just before the road takes a sharp right turn and heads due east.

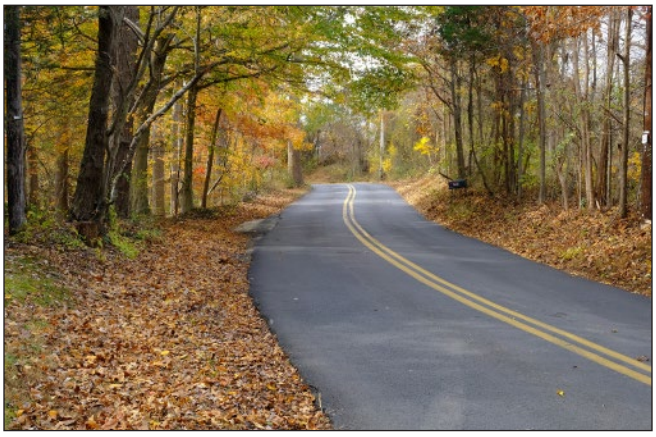
To the left at this turn is a driveway that affords a view of the 19th-century George Stabler farmhouse and outbuildings. The driveway represents the original c. 1853 alignment of Haviland Mill Road where it headed west on the north bank of the Hawlings River. Heading east from here, Haviland Mill Road travels straight, with small farm properties on the left; on the right is a low open meadow. The Patuxent River lies on the far side of this meadow, roughly parallel with the road. Lea's Mill is located at the end of the meadow, among the trees on the right, and the Richard Lea house is on the left, not visible from the road. After a turn to the left, the road crosses over the Patuxent River into Howard County.

Environment

Haviland Mill Road is located at the confluence of three watersheds: the Upper Patuxent (Quail Run tributary), the Lower Patuxent (Greenstone tributary), and the Hawlings River. Near the Hawlings River crossing, the road enters a wide floodplain that extends to the Patuxent River. This segment also passes through part of the Patuxent River State Park from east of the transmission lines to the north and east of the Hawlings River crossing. The park contains over 6,700 acres, but the part the road passes is a small section separated from the main park, which is approximately five miles to the north. The tree canopy over the road is irregular. Surrounding forest areas are immature except along the mainstems of the rivers.

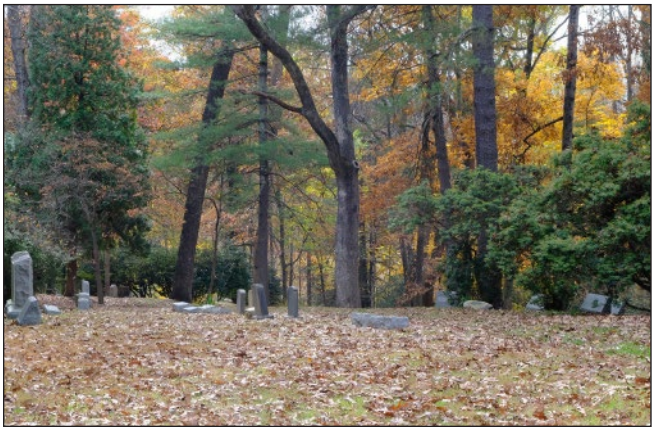
Road Characteristics

Extents	Brinkwood Road to Howard County line
Length	1.05 miles
Width	17–19 feet
Surface	Paved
Lanes	Centerline but no edge markings; no centerline near one-lane bridge over the Hawlings River
Shoulders	None



The portion of the road with street centerline south of the Hawlings River

Distant view along the power lines



Woodside Cemetery

One-lane bridge on Haviland Mill Road

View of the Hawlings River from the one-lane bridge on Haviland Mill Road

The 19th-century George Stabler House

View to the field east of the George Stabler House

Hawkes Road

A rustic road added to the program by the 1994 *Clarksburg Master Plan and Hyattstown Special Study Area* and the 1996 *Rustic Roads Functional Master Plan.*

Hawkes Road has outstanding farm and rural vistas.

Significant Features

- Vistas of farm pastures

History

A public road was platted here in 1878 and a road was situated in this location by 1879. It connected several existing private roads and created an easier route to Clarksburg for those living near the Salem United Methodist Church at the eastern end (Master Plan Historic Site #14/26). The Edward King House (Locational Atlas & Index of Historic Sites #10/44) is at the western end.

Traveling Experience

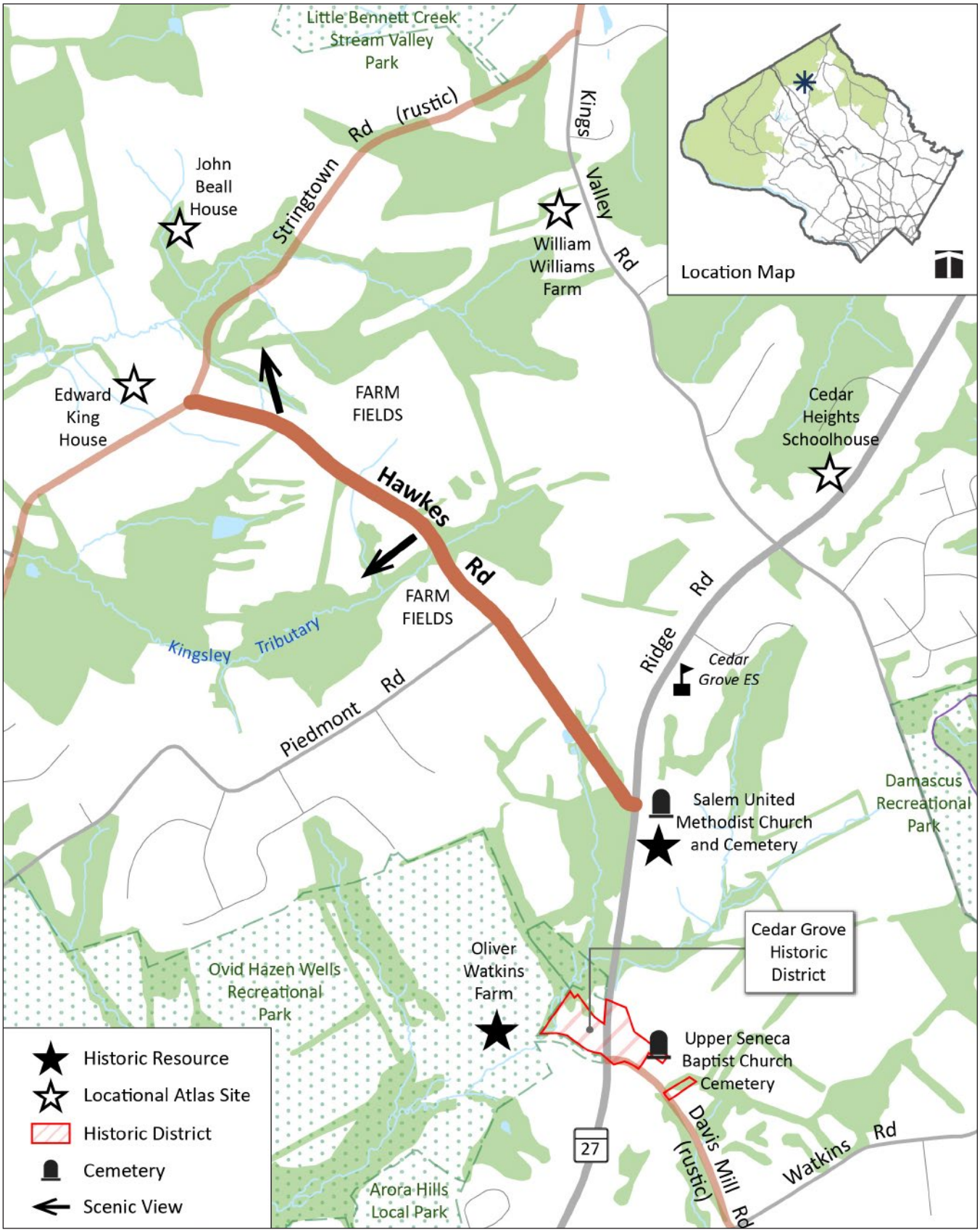
Hawkes Road connects Ridge Road (MD 27) and Stringtown Road (a rustic road), passing Piedmont Road on the way. The road is a small, rural road with farm fields and some residential development. Traveling westward toward Stringtown Road offers a pleasant view of farm pastures spread out through the valley and the well-maintained Edward King Farm. Traveling eastward, one has a view of the Salem United Methodist Church. The current church building dates to 1907 and is a late example of the Carpenter Gothic style, with notable details including wood tracery, pointed arch windows, and a side tower. Burials here date to the 1830s, reflecting the church's 19th-century origins (Burial Sites Index #143).

Environment

Hawkes Road has rolling topography and is evenly divided between the Little Bennett Creek watershed to the west and the Little

The 1907 Salem United Methodist Church, just south of the intersection of Hawkes and Ridge Roads, is an example of late Carpenter Gothic architecture.

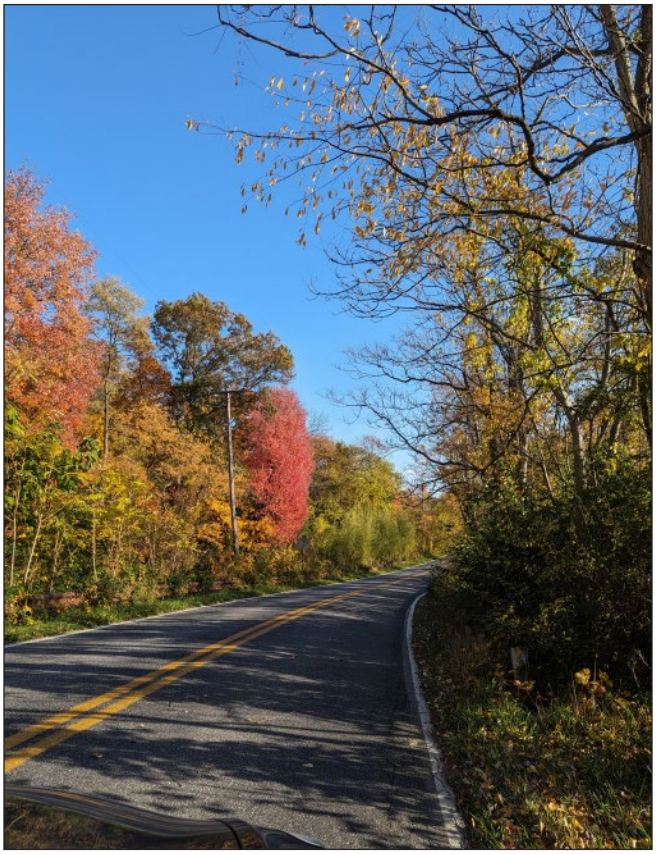
Map 42: Hawkes Road



Seneca Lake watershed to the east. It is a sparsely vegetated road with occasional hedgerows and a few large trees growing close to the road pavement.

Road Characteristics

Extent	Entire road: Ridge Road (MD 27) to Stringtown Road
Length	1.04 miles
Width	18 feet
Surface	Paved
Lanes	Centerline and edge markings
Shoulders	None



Fall foliage along Hawkes Road

Looking east to a farm field along Hawkes Road

Hipsley Mill Road

A rustic road added to the program by the 1996 *Rustic Roads Functional Master Plan.*

Hipsley Mill Road has farm vistas and outstanding natural features leading to Howard County.

Significant Features

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

History

The southern section to Halterman Road was built by 1865. The section north of Halterman Road to the Patuxent River was platted in 1869 as Rickard's Ford Road to improve access across the Patuxent River to a mill in Howard County.

Nearby Etchison (Master Plan Historic District #15/29) is a crossroads community, named after Marcellus Etchison, who purchased nearby land in 1876. The Etchison family's wealth derived from the labor of enslaved persons, including members of the Duckett and Taylor families and numerous other individuals whose names were not recorded.

By 1879, Etchison was served by a school, blacksmith's shop, and store. Just to the east, along Damascus Road, a small African American community built a church and school by the early 20th century. Oral history reports that this settlement began in the 1870s and emerged as a community hub for Black residents in the vicinity of Etchison. Census records dating to the 1880s show both African American and white households.

Traveling Experience

Traveling from south to north, Hipsley Mill Road is a rural road running past Mount Tabor Church and Cemetery (Burial Sites Index #112) at Laytonsville Road heading toward the

Mt. Tabor United Methodist Church and Cemetery

Patuxent River. The road is on high ground with vistas across farmland, frequently on both sides of the road. Driving along the southernmost section, between Laytonsville Road and Damascus Road, feels like driving through the fields, with no fences on either side of the road. About a mile north of Damascus Road, after crossing under some transmission lines, the road begins to run through enclosed forest and meadows before eventually becoming fully enclosed in trees on both sides down to a wetland area and a bridge across the Patuxent River. The Chrobot House (Master Plan Historic Site #15/71) can be glimpsed through the trees on the left about halfway down this hill. Hipsley Mill Road has been designated a scenic road in Howard County.

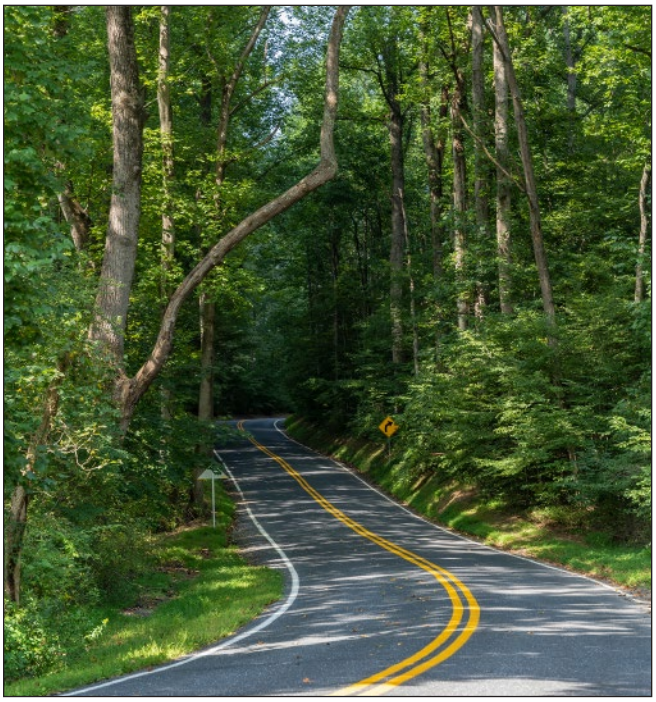
Environment

Hipsley Mill Road straddles the ridgeline between the Hipsley Mill Run and Upper Brighton subwatersheds of the Upper Patuxent River. From Laytonsville Road to the Pepco transmission right-of-way, the road alternates between wide-open vistas to complete canopy cover. The easternmost half mile of the road is within the Patuxent River State Park and is completely forested. Within the park, the road follows a tributary stream down to the Patuxent River crossing. This part of the state park has been designated a state wildlands area—one of two such areas in the county. These areas, which are designated by the Maryland General Assembly, are considered to have retained their wild character, contain rare or vanishing species, or have other such features worthy of preservation.

Road Characteristics

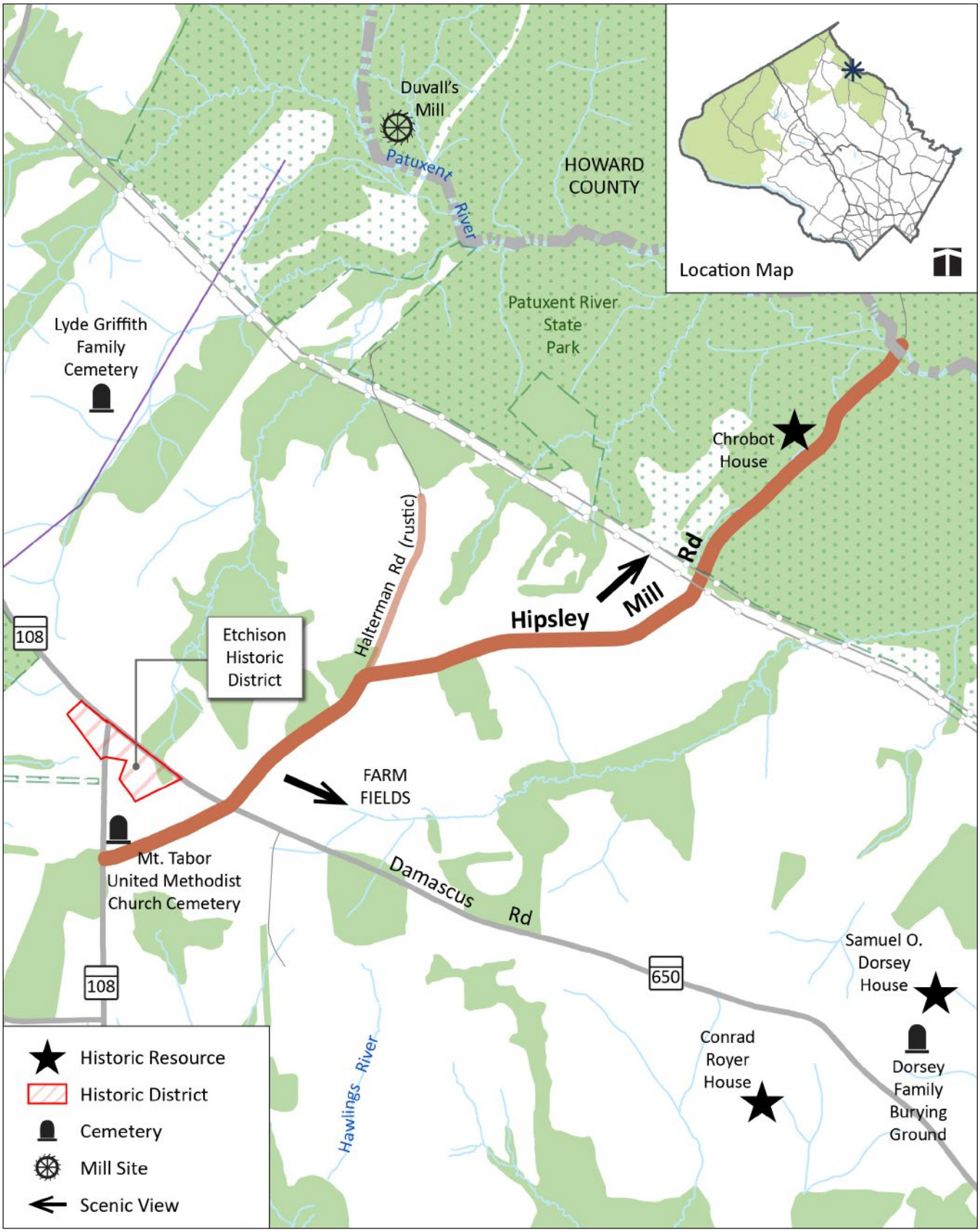
Extents	Laytonsville Road (MD 108) to Howard County line
Length	1.97 miles
Width	17 feet
Surface	Paved
Lanes	Centerline but no edge markings
Shoulders	None

Believed to have been built around 1903, the Chrobot House is constructed in a Germanic tradition with an exposed stone foundation on the front facade and two entry doors at the basement level.



Hipsley Mill Road winds through a section with overhanging forest canopy.

Map 43: Hipsley Mill Road



Hipsley Mill Road as it crosses over the Patuxent River heading into Howard County

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Holly Grove Road ✨

A rustic road added to the program by this master plan.

Holly Grove Road is a relatively short and narrow road that was originally laid out to serve a post–Civil War African American community.

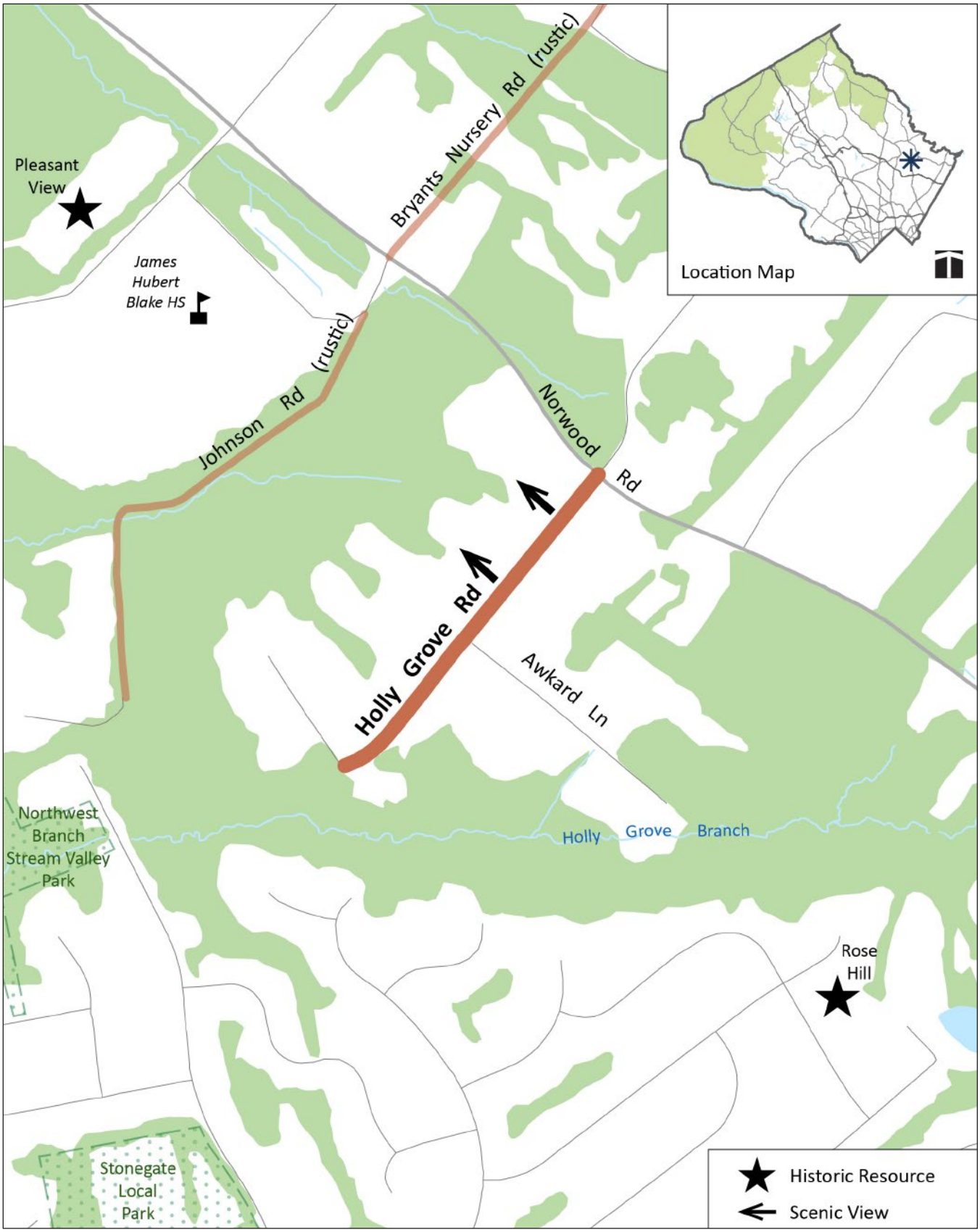
Significant Features

- Narrow pavement
- Views of horse pastures and other fields
- Historic alignment

History

Holly Grove Road serves a historically African American community that began in the post-Civil War era. The land was once part of Snowden's Manor Enlarged, patented by Richard Snowden in 1743. By the late 19th century, his descendants began to sell portions of the original property. The form of Holly Grove Road and the Holly Grove community were established in December of 1879, when a land survey laid out over a dozen lots, each approximately five acres, and a 20-foot wide road that was to be left free and unobstructed for their use. This road, today's Holly Grove Road, was built by 1880 when one of the earliest lots was sold to Susanna Howard Nugent (later Susanna Howard Nugent Addison). She was descended from the Howard family, which had once been enslaved by Ephraim Gaither.

Map 44: Holly Grove Road



Looking southwest on Holly Grove Road just beyond the intersection with Norwood Road

Small paddock behind a residence along the road

Over subsequent years, the five-acre lots that lined Holly Grove Road were sold to other Black families who established homes and small farms. Early residents included the Thomas, Johnson, Pumphrey, Campbell, Ward, and Beverly families. Though many of the original large lots have been subdivided over time, these divisions were often made by families giving land to or building homes for their children and other family members. The smaller-scale, mid-20th-century homes here reflect this pattern.

The c. 1940 home at 15510 Holly Grove Road is a reflection of these ties of kinship. The land was purchased in 1937 by Thomas Edgar Thomas and Elizabeth Burkley Thomas, a great-granddaughter of Susanna Howard Nugent Addison, who was among the first to settle here. The property is still owned by the Thomas family.

Traveling Experience

Heading south from Norwood Road, residences are on both sides of the road, with some small older homes on the right side. Behind these houses, there are some sheds and signs of farm uses on small lots. A shed row barn in a fenced paddock can be seen behind one residence. Many properties are fenced along the road with different types of fencing. Up a slight rise, past Awkard Lane on the left, a tall plastic stockade fence encloses the site of a ranch-style home that is being used as a Hindu temple. Across the road, a split-rail fence defines a small corn field and residence. The end of county maintenance is at the hard right curve.

Environment

Holly Grove Road is located within the Johnson Road/Holly Grove watershed, two tributaries to the Northwest Branch. The road has intermittent canopy cover and occasional individual large trees and hedgerows along embankments close to the pavement.

Road Characteristics

Extent	Norwood Road to end of county maintenance
Length	0.33 miles
Width	16.5–19 feet
Surface	Paved
Lanes	No centerline or edge markings
Shoulders	None

View of field on the northwest side of Holly Grove Road

Howard Chapel Road

A rustic road added to the program by the 1996 *Rustic Roads Functional Master Plan.*

Howard Chapel Road has historic value and travels through farm fields and forests.

Significant Features

- Pleasant road blending into adjacent land
- Forest canopy over northern section of road
- Narrow bridge over Haights Branch

History

Howard Chapel Road was named for the African American community established in 1862 by Enoch George Howard. In 1857, Howard bought freedom from slavery for himself and his wife, Harriet, and later for his five children. He purchased the c. 1790 Gaither-Howard House and became a prosperous landowner. He and his family are buried at the site in the Howard Family Cemetery (Master Plan Historic Site #23/8). By the late 19th century, he helped to establish a church and school at the intersection of Howard Chapel Road and Elton Farm Road. Today one can still see the Howard Chapel Cemetery (Master Plan Historic Site #23/11), where burials date to 1901.

Traveling Experience

Howard Chapel Road is a rural road that leads into Howard County. Traveling north from Damascus Road (MD 650), most of the eastern side of Howard Chapel Road is tree-lined, while the western side has views of horse pastures and modern homes. The road gently rolls and dips, and blends with the surrounding land.

South of its intersection with Elton Farm Road (a rustic road), the Royer-Brooks Farm (Master Plan Historic Site #23/12) is located on the west side of the road. The house was built by William Royer in 1907 and expanded in 1924. North of the intersection—still on the western side—the small Howard Chapel Cemetery may be spotted among the trees. This cemetery and the northern portion of Howard Chapel Road are within the Patuxent River State Park. After a long descent, the road passes over two small bridges: over Haights Branch near its confluence with the Patuxent River (bridge inventory #M-0123) and then, immediately after a sharp turn, over the Patuxent itself into Howard County. The bridge over Haights Branch is a narrow bridge—20 feet wide—with pipe railings. The bridge was constructed in 1963; the deck was replaced in 1991.

Environment

Howard Chapel Road straddles the Haights Branch and Lower Brighton Dam Tributary subwatersheds of the Upper Patuxent River. Canopy cover over the road increases as it descends some 150 feet down into the Patuxent River State Park and to the river itself, becoming forest and forested floodplain. This 6,700-acre state park, along both sides of the upper 12 miles of the river, has both natural and agricultural areas and provides opportunities for hunting, fishing, hiking, and horseback riding.

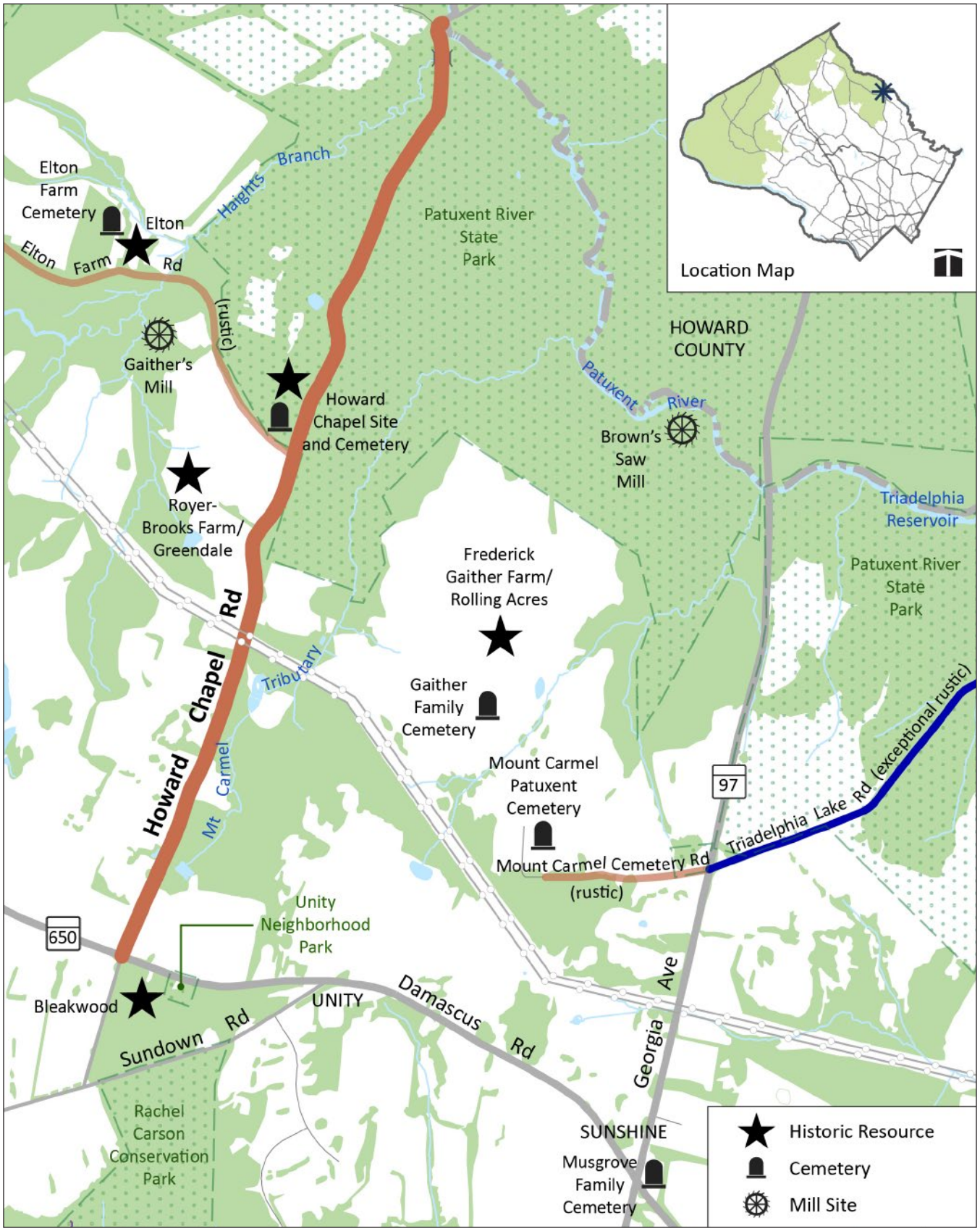
Near the intersection of Howard Chapel Road and Damascus Road is the Unity Neighborhood Park. Visitors to this park can enjoy a small playground, picnic area, and art sculpture.

Road Characteristics

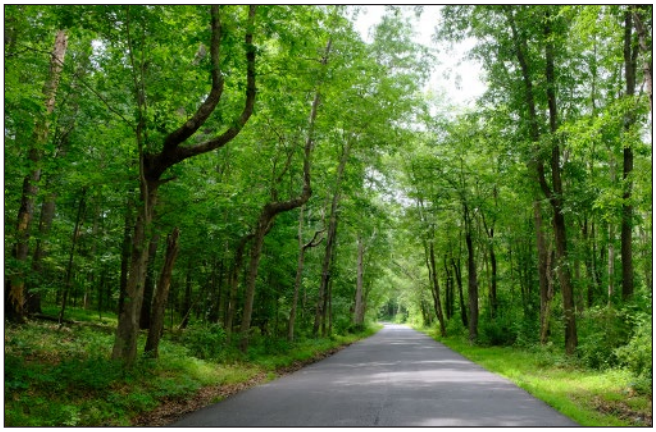
Extent	Damascus Road (MD 650) to Howard County line
Length	1.69 miles
Width	14–17 feet
Surface	Paved
Lanes	No centerline or edge markings
Shoulders	None

Views looking south on Howard Chapel Road

Map 45: Howard Chapel Road



Howard Chapel Cemetery just north of the intersection with Elton Farm Road



Forested canopy over the northern section of Howard Chapel Road

Narrow bridge on Howard Chapel Road crossing over the Haights Branch

Looking north on Howard Chapel Road into Howard County

Northern portion of Howard Chapel Road as it crosses over the Patuxent River into Howard County

Hoyles Mill Road

An exceptional rustic road added to the program by the 1996 *Rustic Roads Functional Master Plan.*

Hoyles Mill Road has outstanding natural features. The road is now closed to vehicular traffic through Hoyles Mill Conservation Park. This plan extends the exceptional rustic designation to the park gate near the eastern end of the road.

Significant Features

- Dense forest on either side of the road
- Road surface is primarily gravel
- Views of Little Seneca Creek from the trail bridge at the site of the former ford

History

The road was named for a saw and grist mill established by John Hoyle on Little Seneca Creek by 1865. The mill was located about 2,000 feet downstream from the ford that once crossed the creek here. The mill site was served by old roads from Hoyles Mill Road and White Ground Road. Traces of the mill are still visible on the south side of the creek.

This road was originally surveyed by Charles E. Townsend in 1883 in order to improve public access to the mill and surrounding lands. About 1928, the mill operation moved to Barnesville Road in Boyds.

At the junction of Hoyles Mill Road and White Ground Road, the White Grounds community was home to Black families who began to purchase land and build houses in the 1880s and 1890s. Most of these homes do not survive, but the nearby Boyds Negro School (Master Plan Historic Site #18/11), officially named School No. 2, Election District 11, is a one-room schoolhouse that opened in 1895. It's a rare surviving example of an early educational building for rural African American children.

M-NCPPC acquired the land for Hoyles Mill Conservation Park in 2002 and closed the road to vehicular traffic at the park boundary soon thereafter.

Traveling Experience

The first 1,100 feet of the road from its intersection with White Ground Road (an exceptional rustic road) is an older residential neighborhood and is paved. At the end of the paved segment, a gate closes the road to motor vehicles and the road's surface changes to packed gravel. From this point the road begins descending toward Little Seneca Creek through a dense young forest. Numerous rock outcroppings can be seen along the road and in one place right in the road. The road formerly forded Little Seneca Creek, but a bridge for hikers and bikers was built across the creek at the site of the old ford in 2008.

The old road continues uphill to the southeast past the bridge, at one point crossing a very narrow concrete bridge. The gravel changes back to a much wider paved surface at the entrance to a WSSC pumping facility and continues to the park gate on the east end. The Hoyles Mill Trail continues to the south from a point just west of the gate.

Hoyles Mill Road is now part of the Hoyles Mill Trail, which travels south from Black Hill Regional Park through Boyds Local Park,

Hoyles Mill Conservation Park, and South Germantown Recreation Park, ending at Schaeffer Farms in Seneca Creek State Park.

Environment

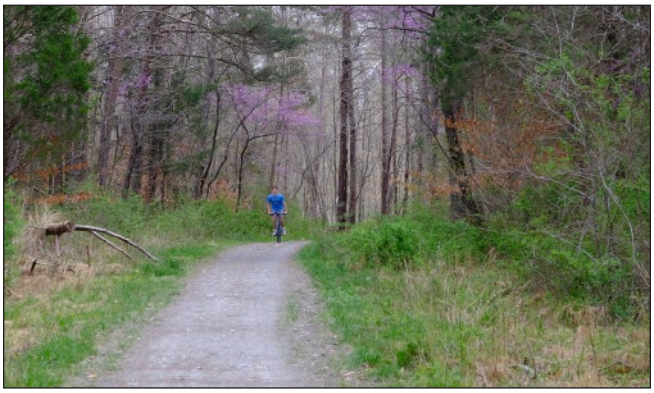
Hoyles Mill Road is within the White Ground Mainstream subwatershed of Little Seneca Creek. The road follows the Little Seneca and crosses it at about the road's midpoint. Hoyles Mill Road lies almost entirely within or along Hoyles Mill Conservation Park, which it predates. Hoyles Mill Conservation Park falls within one of the county's Best Natural Areas and contains large, contiguous mixed-deciduous forest on diabase bedrock, high-quality bottomland swamp, and rare, threatened, or endangered plant species. The park—currently 1,500 acres—provides opportunities for quiet enjoyment of the natural environment.

Looking north to the paved section of Hoyles Mill Road near the intersection with White Ground Road

Road Characteristics

Extents	White Ground Road to the park gate near the eastern end
Length	1.05 miles
Width	16 feet
Surface	Paved for western 1,100 feet and eastern 950 feet; gravel in between
Lanes	No centerline or edge markings
Shoulders	None

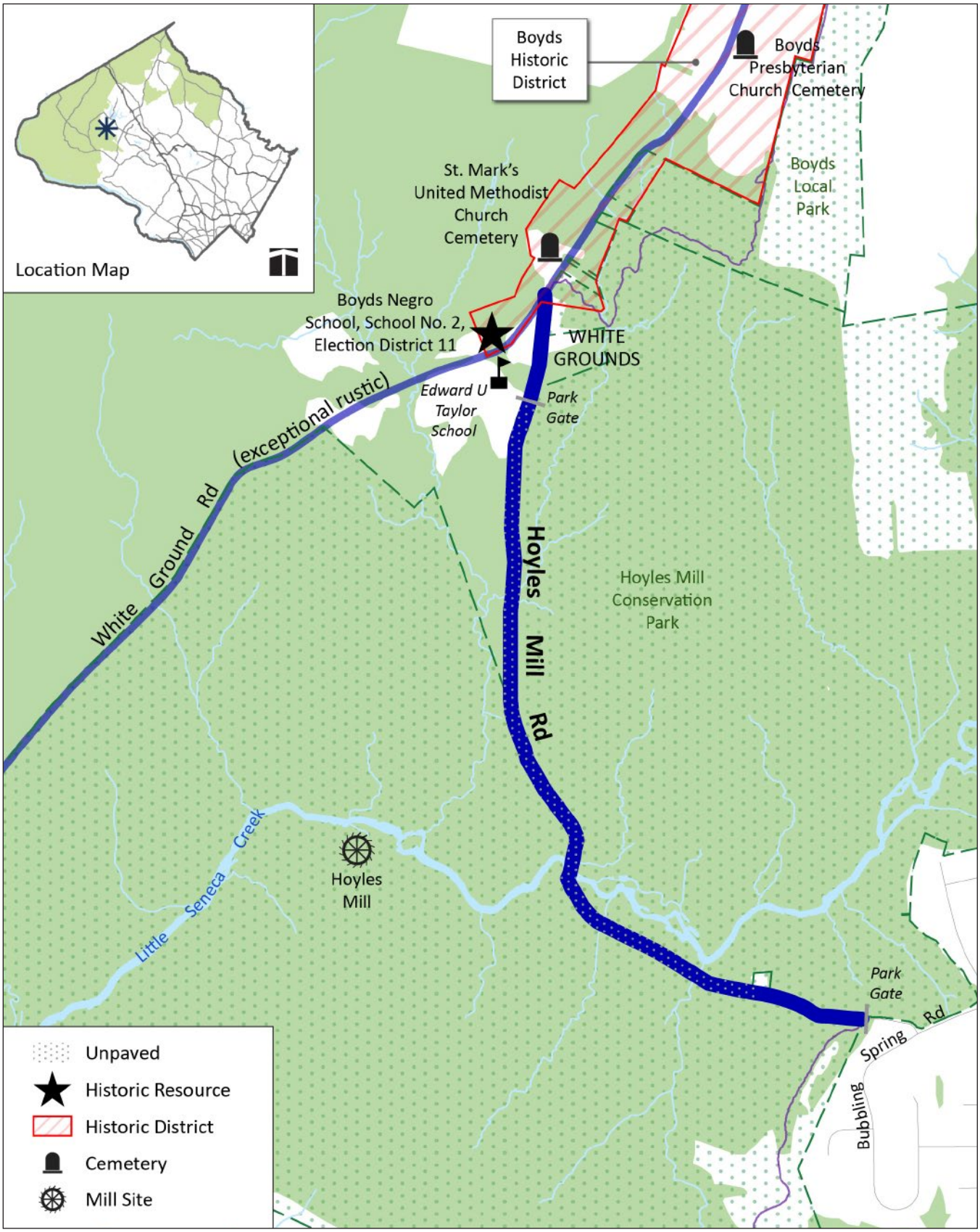
Looking north toward the northern park gate and the beginning of the gravel section of the road



Bicyclist using the gravel section of the road

Bridge crossing over Little Seneca Creek

Map 46: Hoyles Mill Road



The southern end of Hoyles Mill Road where the surface of the road changes from gravel back to asphalt

View into Little Seneca Creek from the gravel section of Hoyles Mill Road

Hughes Road

A rustic road added to the program by the 1996 *Rustic Roads Functional Master Plan.*

Hughes Road has outstanding vistas and largely follows its original 1872 alignment. This plan clarifies that the southern extent of the rustic road is where it meets Hunting Quarter Road.

Significant Features

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

History

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

The James T. Trundle Farm (Locational Atlas Site #17/44), which faces River Road, is visible from Hughes Road, although the c. 1876 farmhouse is not. From 1876 to 1927, the Trundles owned one of the most substantial farmhouses in the area. The farm buildings, including a notable well tower and frame barn, are still visible on the site.

Traveling Experience

Hughes Road is a north-south road connecting the Town of Poolesville to River Road. The road follows the gentle rolling contour of the land. From the Poolesville Town limits at the north, expansive views of farms and open fields appear—first to the east, then to the west, where there are also three-rail fences lining the road, defining the fields. Past Willis Lane on the left, the open views are replaced with a wooded area. Farther south, trees line both sides of the road, with occasional glimpses of houses through the trees on the left side.

At Budd Road (a rustic road), the road follows a gentle curve to the right, again with trees on both sides of the road. A bit farther south, vistas of open fields can be seen on the west side of Hughes Road. After dipping down to cross an intermittent stream, the road passes Sugarland Road (a rustic road) on the left. At this point, a fence-lined field begins on the left. Although the view is sometimes marred by utility lines and poles, the barn, silo, and other buildings of the Hacienda La Nayab polo farm can be clearly seen. Past the entrance to this farm, the east side of the road is once again wooded, while the view on the west side opens up across the historic James T. Trundle Farm, which is currently home to the Congressional Polo Club. There is a mature cedar hedgerow just south of the entrance to the club, and trees continue to line both sides of the road all the way to River Road.

Hughes Road continues for about 500 feet south of River Road in a straight line through a wooded portion of McKee-Beshers Wildlife Management Area (WMA) before meeting Hunting Quarter Road (an exceptional rustic road) at a 90-degree turn to the left.

Environment

Hughes Road is located in the Horsepen Branch watershed, a direct tributary to the Potomac River. There are several minor forested tributary crossings. Except for the northernmost segment, the road has dense hedgerows on one or both side of the road, often giving the appearance of passing through

forest. In general, the hedges are set back from the road, with occasional locations of closed overhead canopy.

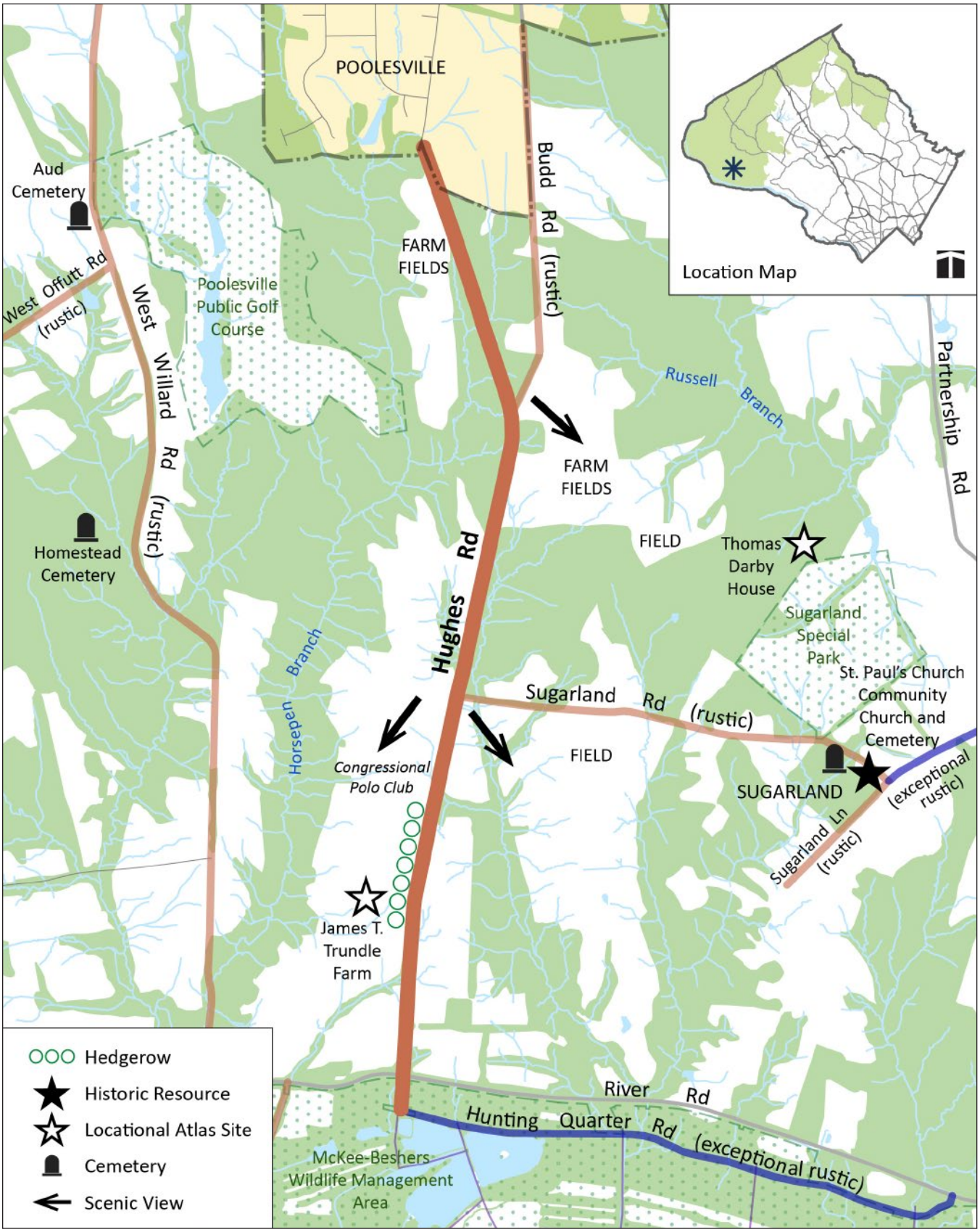
The 1,971-acre McKee-Beshers WM) at the southern end of the road is managed by the state's Wildlife and Heritage Service for hunting and other wildlife-dependent recreation. According to the Maryland Department of Natural Resources (DNR), numerous fields and reservoirs are managed to provide habitat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

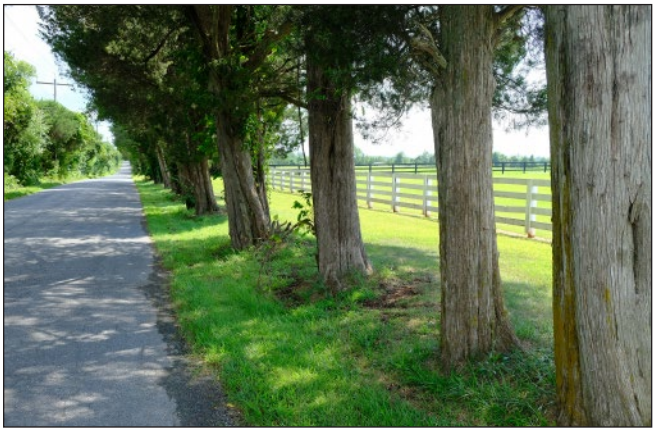
Road Characteristics

Extents	Poolesville town limit to Hunting Quarter Road
Length	2.76 miles
Width	14 feet
Surface	Paved
Lanes	No centerline or edge markings
Shoulders	None

Looking southeast on Hughes Road immediately south of the intersection of Hughes and Budd Roads to a barn and farm field

Map 47: Hughes Road



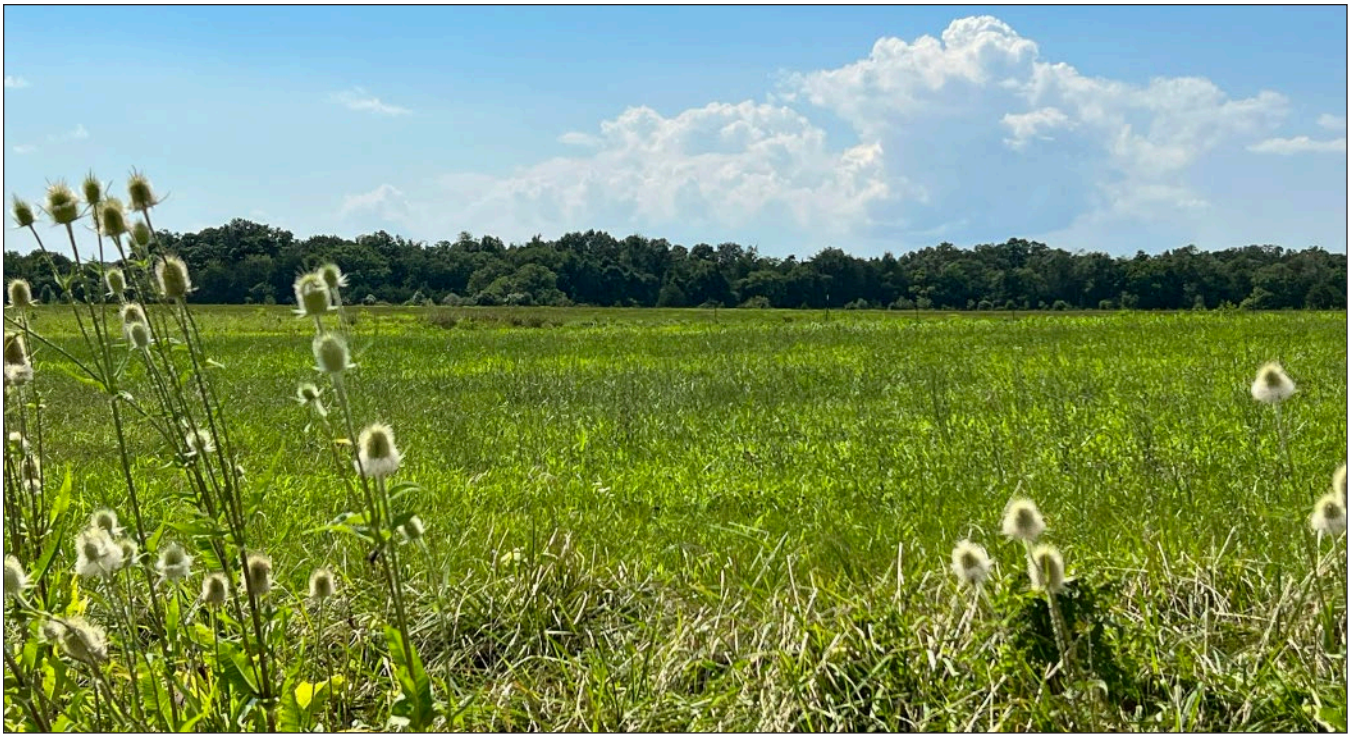


Hedgerow along Hughes Road

Congressional Polo Club grounds

Bicyclist riding north on Hughes Road

Stable close to Hughes Road



Farm field on Hughes Road south of the intersection with Sugarland Road

Hunting Quarter Road

An exceptional rustic road added to the program by the 1996 *Rustic Roads Functional Master Plan.*

Hunting Quarter Road has exceptional natural features and historic value as the original River Road. This plan clarifies that Hunting Quarter Road is exceptional rustic.

Significant Features

- Gravel surface
- Alignment of road as the "original" River Road
- Tree canopy

History

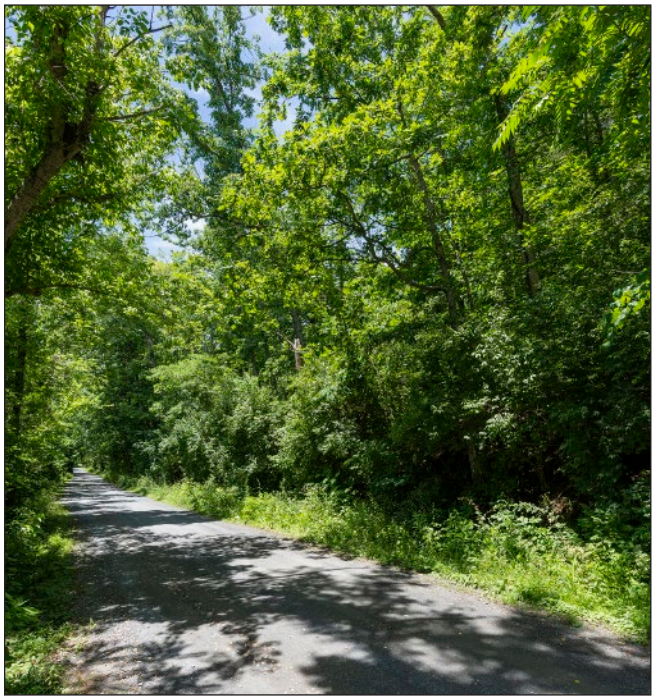
One of the last unpaved roads in the county, Hunting Quarter Road is the historic alignment of River Road through this area. Called Old River Road when it was bypassed in a road straightening effort, it was renamed for the early patent in the vicinity called "Brightwell's Hunting Quarter."

Traveling Experience

Hunting Quarter Road, the original River Road, is one of those roads that transports one back in time to an earlier era. Leaving River Road at the eastern end, the road dips down to the lower level and passes through an area with canopy on both sides. The road is unpaved and goes through a low area where water sometimes stands, making the road unsuitable for some vehicles at times. The tree canopy forms a tunnel over most of the length of the road. The road provides a significant view of the McKee-Beshers WMA on the south side of the road, with marshlands and wetlands clearly visible. On the north side, which is also within the WMA other than two privately owned parcels, a relatively steep slope is covered with trees and vegetation. In the autumn, when the leaves turn, this road is magnificent. The road seems enveloped in a golden glow.

Environment

This road is aligned on a low shelf through the McKee-Beshers WMA, overlooking a wetland/marsh complex to the south that is in the floodplain of the Potomac River. Except for the open water, areas of saturation, and a few access points for the WMA, the road is completely forested with a closed canopy overhead. To the north is a mixed hardwood forest with oak and hickory being the predominant components. The forested



Looking east along Hunting Quarter Road

area to the south is also mixed hardwood, with sycamore, ash and maple being the predominant species. Most of the ash have succumbed to emerald ash borer and are either dead or dying at this point.

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

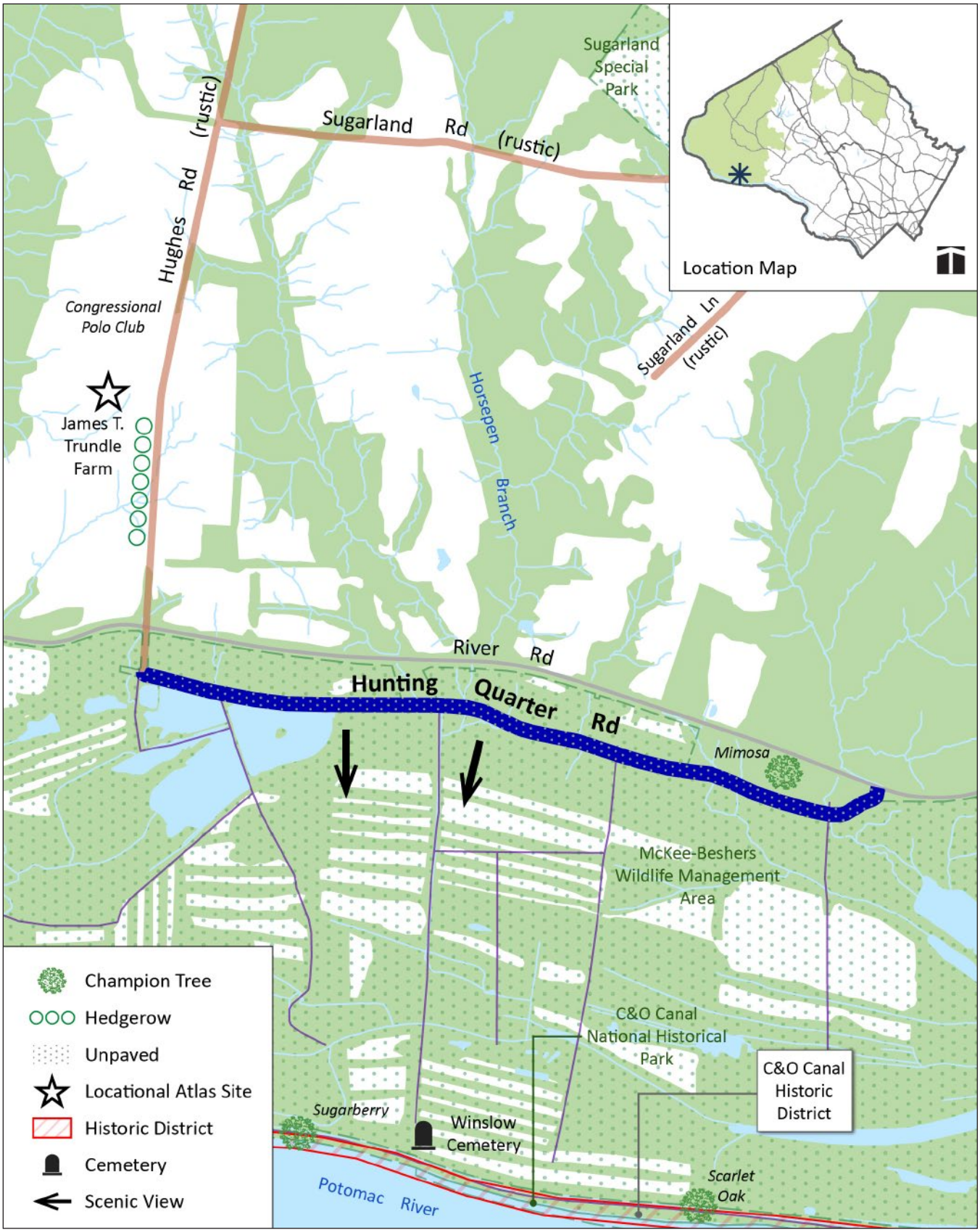
Road Characteristics

Extents	Entire road: Hughes Road to River Road
Length	1.61 miles
Width	9–18 feet
Surface	Gravel
Lanes	No centerline or edge markings
Shoulders	None

Birding in the McKee-Beshers WMA; a great blue heron (left) and a red-winged blackbird (right)

View of the pond in the McKee-Beshers WMA

Map 48: Hunting Quarter Road



Hyattstown Mill Road and Prescott Road

Exceptional rustic roads added to program by the 1994 *Clarksburg Master Plan and Hyattstown Special Study Area* and the 1996 *Rustic Roads Functional Master Plan.*

The Hyattstown Mill Road and Prescott Road loop has outstanding natural features and high historic value. Hyattstown Mill Road was designated rustic in the 1994 *Clarksburg Master Plan and Hyattstown Special Study Area*, but this designation only applied to the public part of the road—that is, the 0.11-mile-long section between Frederick Road (MD 355) and Little Bennett Regional Park. The 1994 plan did not recommend a rustic designation for the remainder of Hyattstown Mill Road and Prescott Road because, as described in the plan, both roads had been abandoned and closed at the request of M-NCPPC. However, both roads were designated rustic in the 1996 *Rustic Roads Functional Master Plan* as a loop from Frederick Road in Hyattstown to where the loop again meets Frederick Road to the south. This plan reclassifies these roads as exceptional rustic.

Significant Features

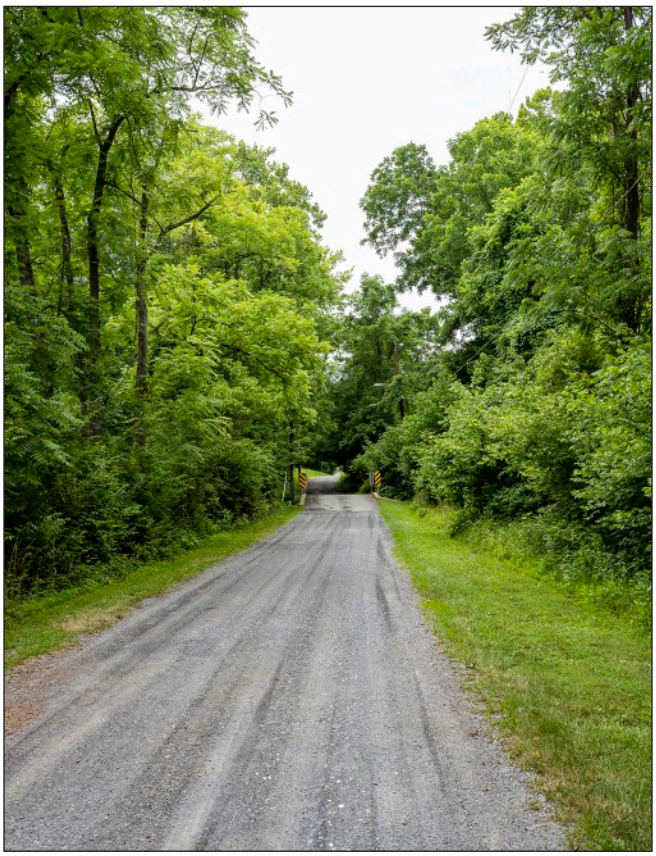
- Historic alignment
- Gravel surface
- One-lane roads
- Access to historic resources

History

The road is named for a mill operating before Hyattstown was established in 1798. Both Hyattstown Mill and Prescott Roads were established by 1865. They connected a series of industries that relied on the water power of Little Bennett Creek, including the Hyattstown Mill Complex (Master Plan Historic Site #10/76) and Zeigler's Saw and Bone Mill, now a ruin (Locational Atlas & Index of Historic Sites #10/55).

Traveling Experience

Only a small portion of Hyattstown Mill Road is open to the public, and Prescott Road has been entirely closed at its intersection with Frederick Road (MD 355). Vehicular traffic is therefore limited to only the first 1,000 feet of Hyattstown Mill Road off Frederick Road, just past the mill complex described below. The closed roads can now be enjoyed as a walking or biking experience.



Looking west on Hyattstown Mill Road toward the intersection with Frederick Road (MD 355)

Looking east on Hyattstown Road toward the Hyattstown Mill Complex on the right with the park gate in the distance

Traveling the Hyattstown Mill Road/ Prescott Road loop is a unique experience. Beginning at Frederick Road (MD 355) in the Hyattstown Historic District, Hyattstown Mill Road traverses parking lots and a small local park to enter the forest in the vicinity of the Hyattstown Mill Complex. While the original mill at this site dated to 1783, the present mill building was constructed in 1919, remaining in use into the 1930s. The adjacent miller's house was built by 1858. The road is narrow and the paving has largely deteriorated. The road rises with banks on the left and drops to the stream on the right. The road crosses a stone bridge with no parapet, after which the Sidewinder Trail begins on the left and a pond is barely visible on the right. After this, the road crosses another stream.

This road is clearly a road from a former era—not only bypassed by another road, but part of an abandoned community. Both roads connected through what is now Little Bennett Regional Park: Hyattstown Mill Road to Clarksburg Road, Prescott Road to Lewistown Road. When the fords were closed several years ago, the roads were abandoned and became park roads. The roads now provide access to park trails, a picnic area, and the historic sites. The road is barricaded at the former ford site. Zeigler's Saw and Bone Mill was constructed in this location in the early to mid-1800s. Bone mills, used to grind animal bones for fertilizer, were rare in this country. A sign marks the mill site where tail race, stone foundation, and earth mounds can still be seen.

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

Environment

Almost the entirety of both Hyattstown Mill Road and Prescott Road are within Little Bennett Regional Park and the watershed of the same name, which has exceptional water quality. This 3,700-acre park is the largest in the county and contains beautiful scenery,

a campground, a golf course, over a dozen historic sites, and over 25 miles of scenic natural surface trails. All these trails can be used by those on foot, and many are accessible on horseback or mountain bike.

Most of Little Bennett Regional Park is also considered one of the county's Best Natural Areas, due to the presence of good-quality oak-dominated forest in uplands, large tracts of good-quality successional meadows, high-quality skunk cabbage seeps, extensive wet meadows, and locally uncommon plant species.

A partial inventory of flora and fauna in the park indicates very high-quality natural habitats:

Amphibians: Red, spotted newt population in the large mill pond before the first ford; at Zeigler Mill Pond there is a population of spotted salamanders, wood frogs, and spring peepers.

Birds: Barred owls nesting in the stream valley; great horned owls nesting on the ridge; wild turkeys on Owl Ridge Trail above the road; turkey vultures roosting in the dead tree by Earl's Picnic Area; displaying grounds for woodcocks in the low wet fields along the road.

Butterflies: Only known colony in Montgomery County of Baltimore; uncommon butterflies seen along this road, olive, coral and striped hairstreaks; larvae of giant swallowtails found crawling on this road; pipevine swallowtails.

Mammals: Coyotes are being sighted with greater frequency along this road; most sightings are early morning; photos confirm sightings; several years ago, a black bear was sighted.

Plants: Closed gentian colonies in moist meadows along the road; large stands of maidenhair fern on bank beside road just after Zeigler Mill; showy displays of spring ephemerals along wooded sections of road; several old walnut trees along the road; birdsfoot violet on rocky hillsides.

The road alignment generally follows Little Bennett Creek and a tributary to Little Bennett—nearly always through dense forest.

Road Characteristics (Hyattstown Mill Road)

Extents	Frederick Road (MD 355) to Prescott Road
Length	0.77 miles
Width	14–19 feet
Surface	Paved to the bridge over Little Bennett Creek; then gravel
Lanes	No centerline or edge markings
Shoulders	None

Road Characteristics (Prescott Road)

Extents	Entire road: Frederick Road (MD 355) to Hyattstown Mill Road
Length	0.41 miles
Width	14–19 feet
Surface	Mostly gravel
Lanes	No centerline or edge markings
Shoulders	None

Directional marker for trails along the two roads

View into Little Bennett Creek near the beginning of Hyattstown Mill Road

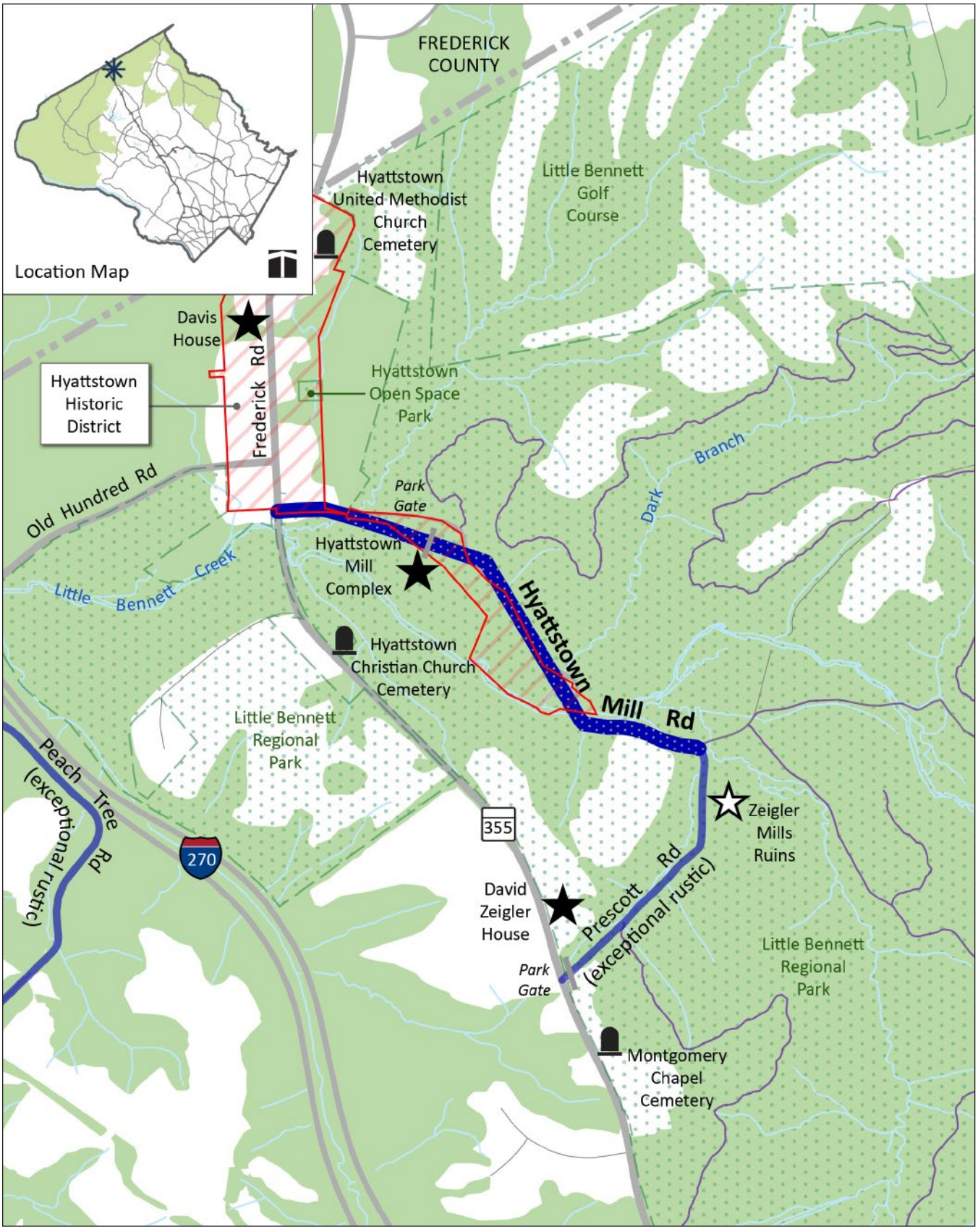
Hyattstown Mill Road trail

Little Bennett Creek by pedestrian bridge

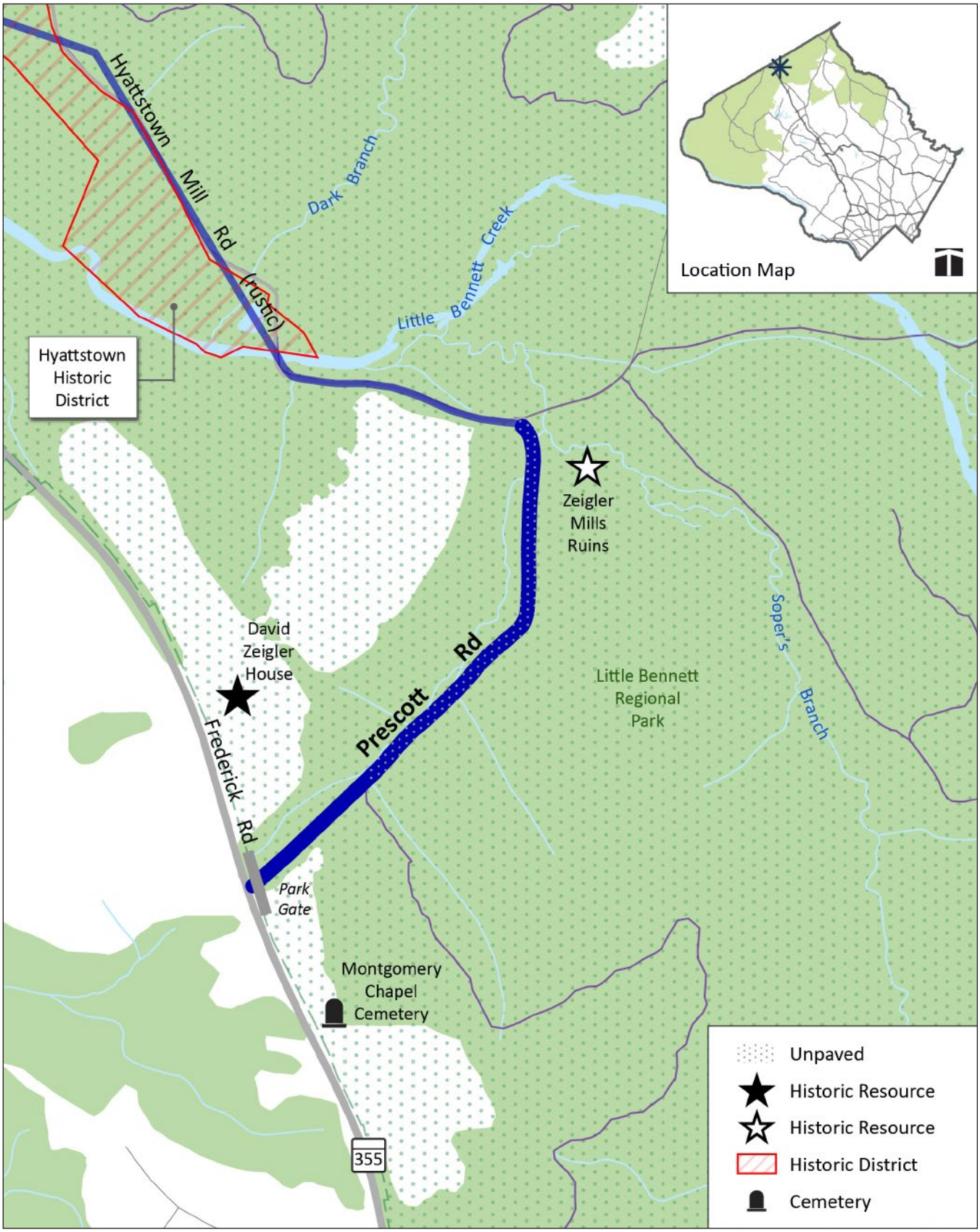
Pedestrian bridge over Little Bennett Creek

Trail along Prescott Road

Map 49: Hyattstown Mill Road



Map 50: Prescott Road



Jerusalem Road

A rustic road added to the program by the 1996 *Rustic Roads Functional Master Plan.*

Jerusalem Road borders the northern edge of the Town of Poolesville from Beallsville Road (MD 109) to Jonesville Road. Jerusalem Road has outstanding natural features and high historic value.

Significant Features

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

History

Jerusalem Road was established by 1879. It served Jerusalem, one of the oldest and largest African American communities in the county. Local tradition holds that its earliest residents were Black freedom seekers who escaped from slavery in Virginia in 1861–62. Other African American families settled and purchased land here in the late 18th and early 19th centuries, establishing homes, small farms, and community institutions. These included the Elijah Church, established in 1868, and cemetery, established in 1870 (Master Plan Historic Site #17/18 & Burial Sites Inventory #79). The same site was the location of the now-demolished Loving Charity Hall, a benevolent society hall that served as a community center and schoolhouse for Black children before the construction of the Poolesville Rosenwald school in the 1920s. The Jerusalem Baptist Church was organized in 1874. The present brick structure was built c. 1922, replacing an earlier 1888 church. Two cemeteries mark the historic and more recent church sites (Burial Sites Index #98 & #97).

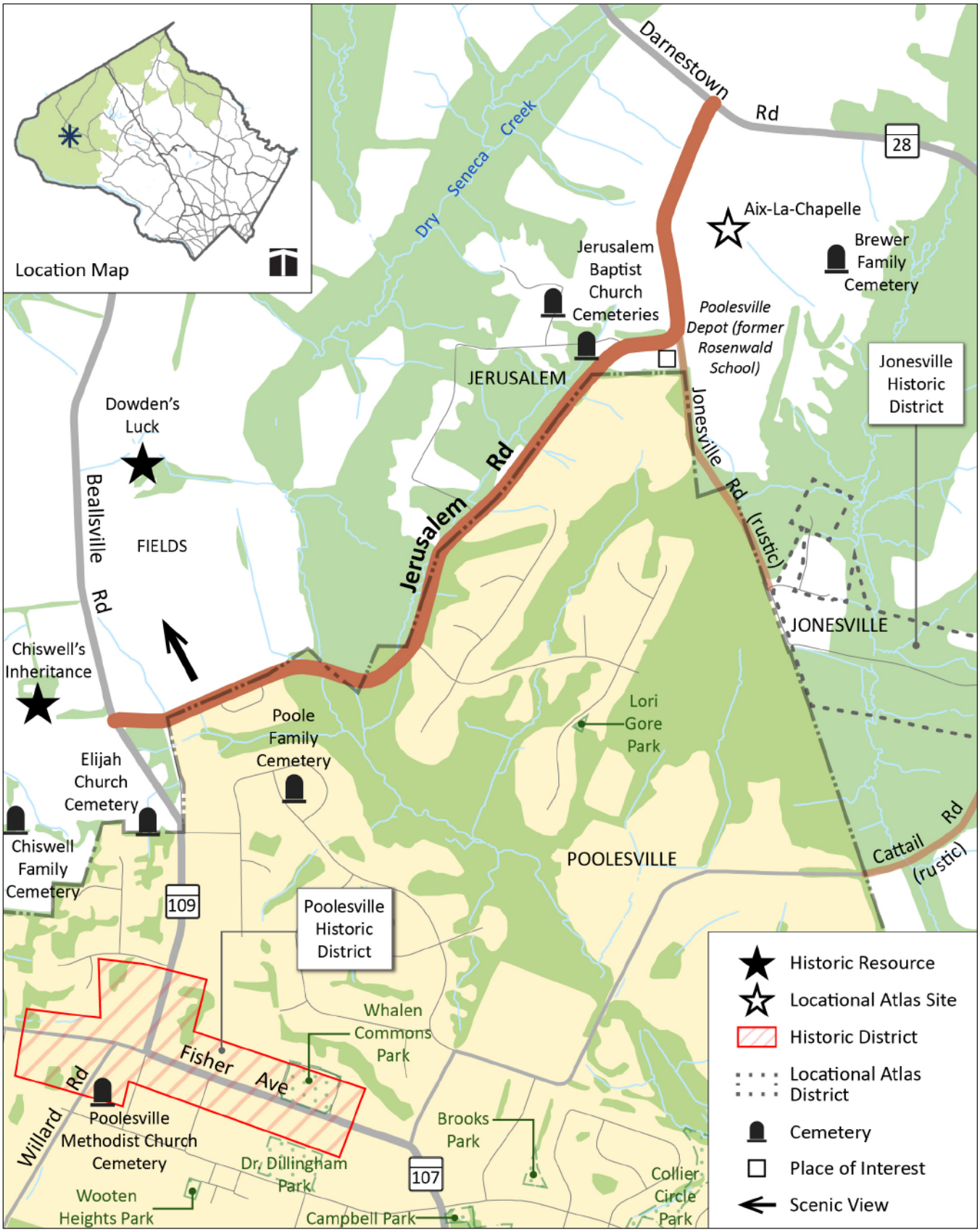
Aix-La-Chapelle (Locational Atlas & Index of Historic Sites #17/6) is located on the eastern side of Jerusalem Road between Jonesville Road and Darnestown Road. This plantation, which includes a c. 1810 brick house and numerous outbuildings, was established by the Brewer family and occupied by members of the family for 130 years. This property was also home to individuals enslaved by the Brewer family throughout the 19th century.

Traveling Experience

Jerusalem Road provides a pleasant drive close to the Town of Poolesville. Beginning at Darnestown Road (MD 28), the northern section of Jerusalem Road has open views of old farm structures and farmland on both sides of the road. At a sharp turn to the right, Jonesville Road (a rustic road) veers off to the left at the Montgomery County depot facility and the Jerusalem Baptist Church comes into view straight ahead. After the depot and church, a subdivision with homes built in the 2020s has replaced a former agricultural field and much of the forested area. As the road

Jerusalem Baptist Church

Map 51: Jerusalem Road



begins to descend to the Dry Seneca Creek valley, it becomes mostly wooded, although at one point the forest has been cleared for the new subdivision. The road crosses Dry Seneca Creek on a nondescript bridge, then heads back uphill, coming out of the woods with views of farm fields on the right and single-family detached houses and Poolesville's Elgin Park on the left. The road ends at its intersection with Beallsville Road (MD 109).

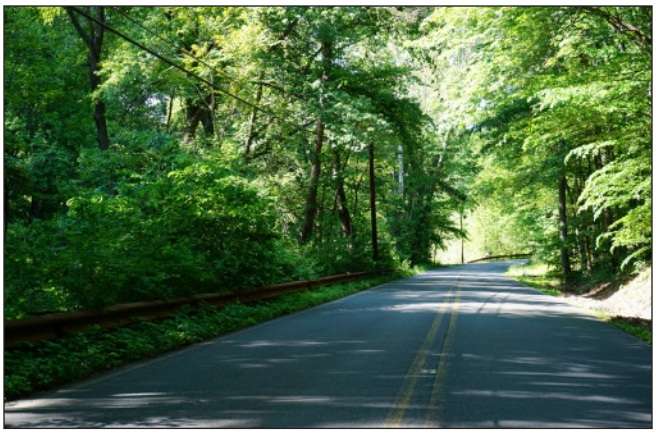
Environment

This road is within the Upper Dry Seneca watershed, a tributary to Seneca Creek. From the Jonesville Road intersection south, the road generally follows a tributary down to the Dry Seneca mainstem stream valley and floodplain crossing. The northern and easternmost segments are fairly open with scattered individual trees and occasional hedges along the road. With the exception of two new subdivisions in the Town of Poolesville, the trees within the stream valley are large and lush and growing close to the road, creating a high overhanging canopy.

Road Characteristics

Extents	Entire road: Beallsville Road (MD 109) to Darnestown Road (MD 28)
Length	1.67 miles
Width	20 feet
Surface	Paved
Lanes	Centerline and edge markings
Shoulders	None

Farm field along the north side of the road



Wooded area along road

Horse pasture on the north side of Jerusalem Road near the intersection with Beallsville Road

Johnson Road

A rustic road added to the program by the 1997 *Cloverly Master Plan.*

Johnson Road is a narrow asphalt road with no shoulders, extending approximately one-half mile west of Norwood Road. The alignment of this road consists of horizontal curves and little elevation change. The traffic volume is very low and the road is predominantly used by local residents. Johnson Road is surrounded by wooded areas and a few single-family homes. It is publicly maintained, although only part of the right-of-way is currently dedicated. This plan clarifies that the rustic section of the road begins at the high school entry drive.

Significant Features

- Narrow pavement
- Tree canopy
- Sharp turns

History

There is no indication that Johnson Road existed prior to the early 20th century, when it first appears as an unimproved road on a 1908 USGS map. It provided access to a small cluster of buildings and linked south to Holly Grove Road; this connection was lost by the 1960s. The land surrounding Holly Grove Road, and intersecting Awkard Lane, was settled by African American freedmen and women in the mid-to-late 19th century and was a longtime home for their descendants.

To the north, nearby Pleasant View (Master Plan Historic Site #28/19) includes a c. 1870 home and numerous farm outbuildings. The farm originally included approximately 115 acres and was affiliated for over 100 years with the Holland family, who helped establish the Holland's Corners community at Norwood.

Traveling Experience

Turning south from Norwood Road, the rustic section of the road begins past the driveway to James Hubert Blake High School. Mature trees line both sides very close to the road. The road rises and curves slightly and undulates through a heavily forested section. Some bamboo screens the view of the school on the right. After a right and left curve, a hard left turn meets with a concrete culvert over the Johnson Road Tributary of the Northwest Branch. Some residences are seen on the right, but the left side is still heavily forested. Up a slight hill, the road concludes just before a bend to the right at residential driveways. A path here connects Johnson Road to Notley Road.

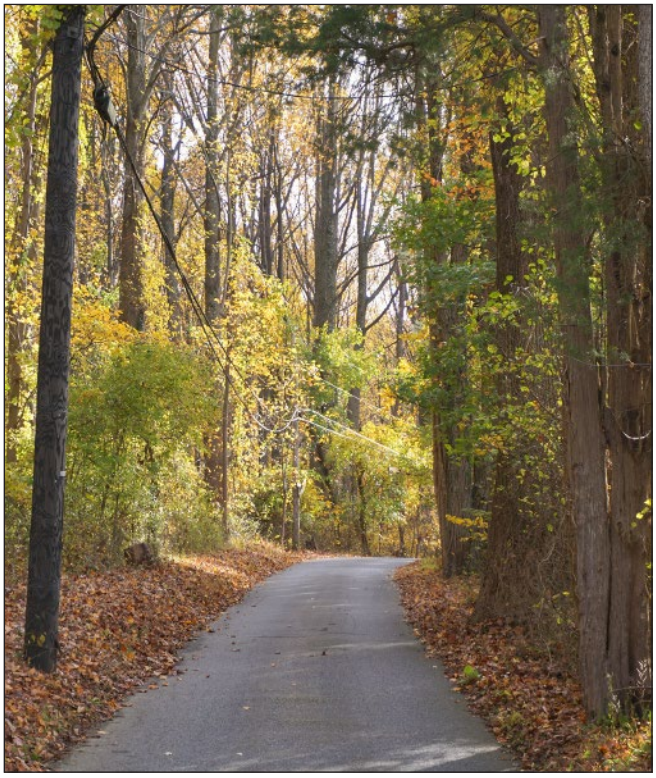
The beginning of the rustic portion of Johnson Road near James Hubert Blake High School

Environment

Johnson Road is located within the Johnson Road/Holly Grove watershed. These are two direct tributaries to the Northwest Branch. The road is completely forested with large trees growing close to the pavement and a closed canopy overhead. The road crosses the Johnson Road Tributary at a bend.

Road Characteristics

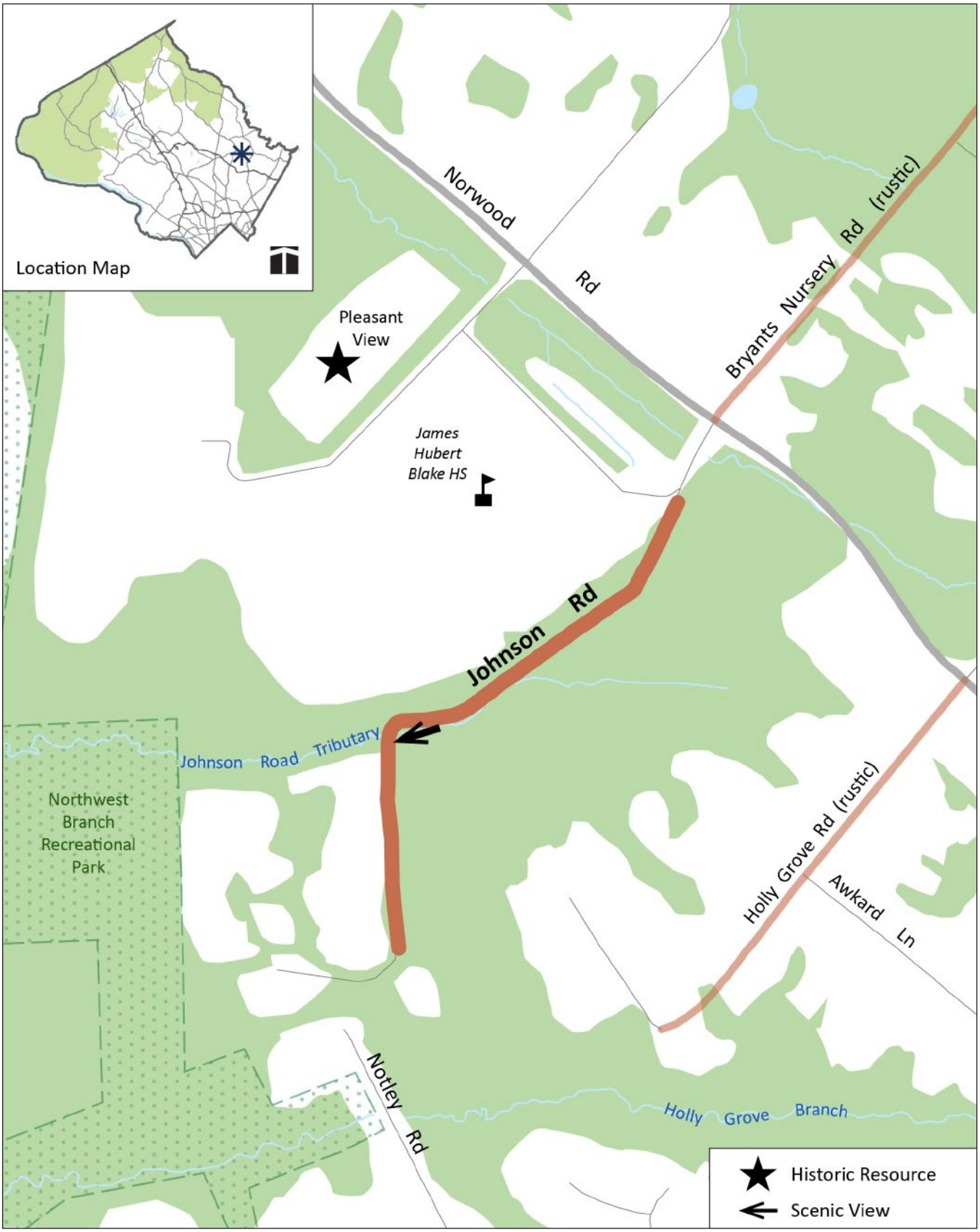
Extents	James Hubert Blake High School entry drive to the end of county maintenance
Length	0.42 miles
Width	13–15 feet
Surface	Paved
Lanes	No centerline or edge markings
Shoulders	None



Tree canopy enclosing the road

Looking north at bend in the road

Map 52: Johnson Road



Johnson Road as it winds through the forested areas

Jonesville Road

A rustic road added to the program by the 1996 *Rustic Roads Functional Master Plan.*

Jonesville Road is a rural road with outstanding natural features.

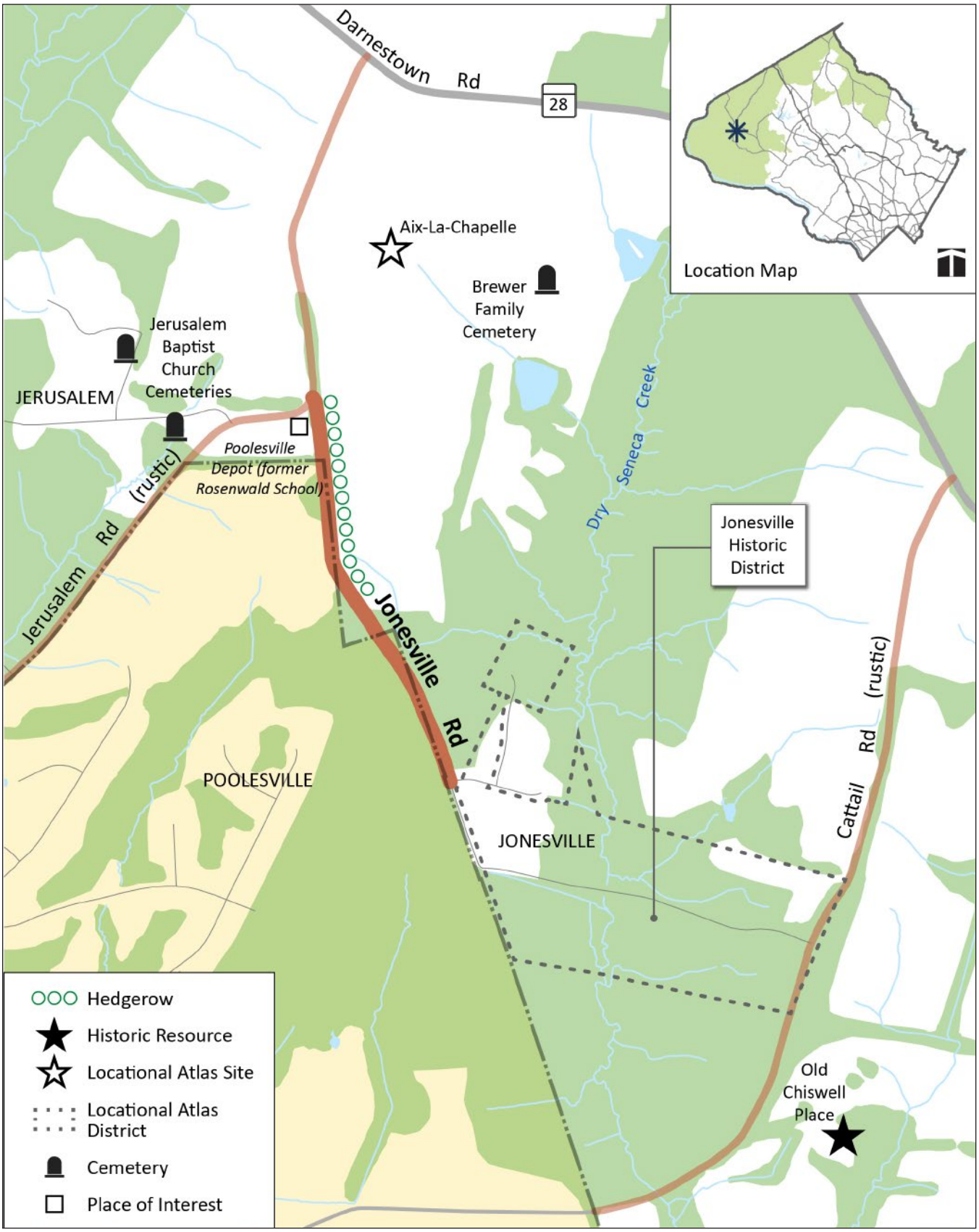
Significant Features

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

History

Judging by historic maps, Jonesville Road was established by 1879. Jonesville Road is named for the historic African American community established in this vicinity by Erasmus and Richard Jones after the Civil War. The Jonesville Historic District (Locational Atlas and Index of Historic Site #17/8) reflects the legacy of other Black families who settled nearby in the late 19th and early 20th centuries and built houses of log and frame along Jonesville Terrace and Jonesville Court. Many Jonesville residents attended church and school in the nearby historically African American community of Jerusalem.

Map 53: Jonesville Road



Traveling Experience

Jonesville Road is a lightly traveled north-south road that extends between Jerusalem Road and Cattail Lane. It is a very short rural road that is bordered by the Town on Poolesville to the west. Beginning at the north end at Jerusalem Road (a rustic road) by the Montgomery County depot facility, the road travels along a mixed hedgerow on the left and behind the homes of a new subdivision on the right, which unfortunately removed the forest along the road here, leaving behind only a narrow band of trees. The road then winds through dense forest with a closed canopy. The rustic segment of the road ends at Jonesville Terrace.

Environment

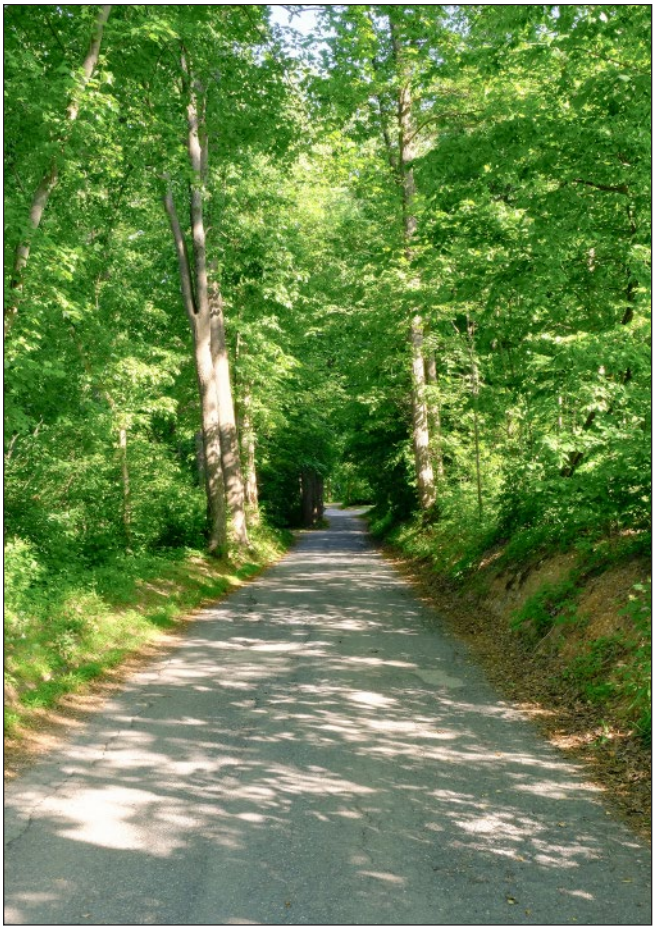
This road is within the Upper Dry Seneca watershed, a tributary to Seneca Creek. This is a narrow, forested road with mature trees, often on high banks, growing near the pavement with a tall overhanging canopy. The forest is thin in places due to new subdivision activity in the Town of Poolesville.

Road Characteristics

Extents	Jerusalem Road to Jonesville Terrace
Length	0.47 miles
Width	15–20 feet
Surface	Paved
Lanes	No centerline or edge markings
Shoulders	None

Beginning of Jonesville Road adjacent to Montgomery County depot facility

Field along Jonesville Road



Tree canopy close to the edge of the road

Kings Valley Road ✨

A rustic road added to the program by this master plan.

Kings Valley Road has striking landscapes, with rolling fields, forests, and stream areas.

WSSC has selected a site in the northeast quadrant of the Kingstead Road/Kings Valley Road intersection for a new pumping station to replace the existing Spring Meadows facility just south of this intersection. WSSC is aware of the status of rustic Kingstead Road and (nominated at the time) rustic Kings Valley Road and envisions an architectural design that mimics the agricultural character of the area, maintains natural slopes, and has a screened entrance. This plan supports this vision and further recommends that the new facility be located as far from Kings Valley Road as possible.

Significant Features

- Historic alignment, including a jog in the road at Kingstead Road
- Long views of farms across fields
- Forests and streams along road
- Narrow pavement with embankments north of Kingstead Road
- Narrow pavement south of Kingstead Road

History

Kings Valley Road formed part of an early connection between Damascus and Clarksburg. The northern segment was established by 1865 as part of present-day Stringtown Road. In the late 1870s, residents petitioned for greater access, and by 1893, a new road was opened that connected the existing Damascus-Clarksburg Road (Stringtown Road) across Ridge Road toward Dr. Washington Waters's Mill in present-day Great Seneca Stream Valley Park.

The road passes many historic sites associated with the King family, who established prosperous farmsteads throughout the area. The most prominent of these is Kingstead Farm (Master Plan Historic Site 11/10), established by tobacco farmer John M. Duckett King in the early 1800s. The site reflects the evolution of area farming practices from early tobacco cultivation to 20th-century dairy production and cattle breeding. In the 19th century, the King family profited from the labor of enslaved persons, who lived at Kingstead Farm and at the Charles M. King Farm (Locational Atlas Historic Site #10/40).

By 1878, the community of Kings Valley had grown around Kingstead Farm to include a store, school, blacksmith's shop, mill, and distillery.

Traveling Experience

Kings Valley Road offers a delightful drive as it winds through rolling fields, woods, and stream areas. Beginning at the north end of the road at its intersection with Bethesda Church Road, the road passes houses on the right with large setbacks and a small, wooded area on the left and then emerges to reveal long views of fields and the woods of the Oak Ridge Conservation Park; hedgerows screen more fields to the right. Shortly after passing Mountain View Road (a rustic road) on the right, Little Bennett Creek runs under the road from the left and

parallels it for a short distance before turning to the west. Depending on the season, a variety of farm buildings—some from an earlier era and now abandoned—are visible from this portion of the road. After passing a farmhouse on the left, the road passes through a short section of tall, canopied woods. Upon exiting these woods, there are long views of Kingstead Farm with its fields and impressive buildings to the right and more fields visible above embankments to the left. The 2006 *Damascus Master Plan* recommends a clustered housing development on the east side of Kings Valley Road along this stretch of the road; once the pumping station is complete, it is reasonable to expect a development application for a new subdivision here.

At its intersection with Kingstead Road (rustic road), the road makes a quick jog, and the rustic section of Kings Valley Road continues south for about a quarter of a mile. This segment continues the road's historic alignment and provides occasional views of old farm buildings, additional fields, and several homes. The rustic section ends where it meets Stringtown Road (a rustic road).

The proposed country section of the Kings Valley Road continues past Stringtown Road for another mile before reaching its southern extent at Ridge Road (MD 27). While this section provides open views of farmland to the right, the traveling experience is different than in the proposed rustic section as a result of the suburban character of the newer subdivisions and roadside engineering on the left side of the road.

Environment

This road is located in the Little Bennett headwater stream valley. Most of the road will eventually be in or adjacent to either the Little Bennett Stream Valley Park or Oak Ridge Conservation Park, both of which help to protect the exceptional water quality of this stream. Some of the many springs, seeps, streams, and wetlands of this headwater creek are visible from the road. The road alternates between closed canopy forest and wide-open fields, with occasional hedgerows and large individual trees growing close to the road.

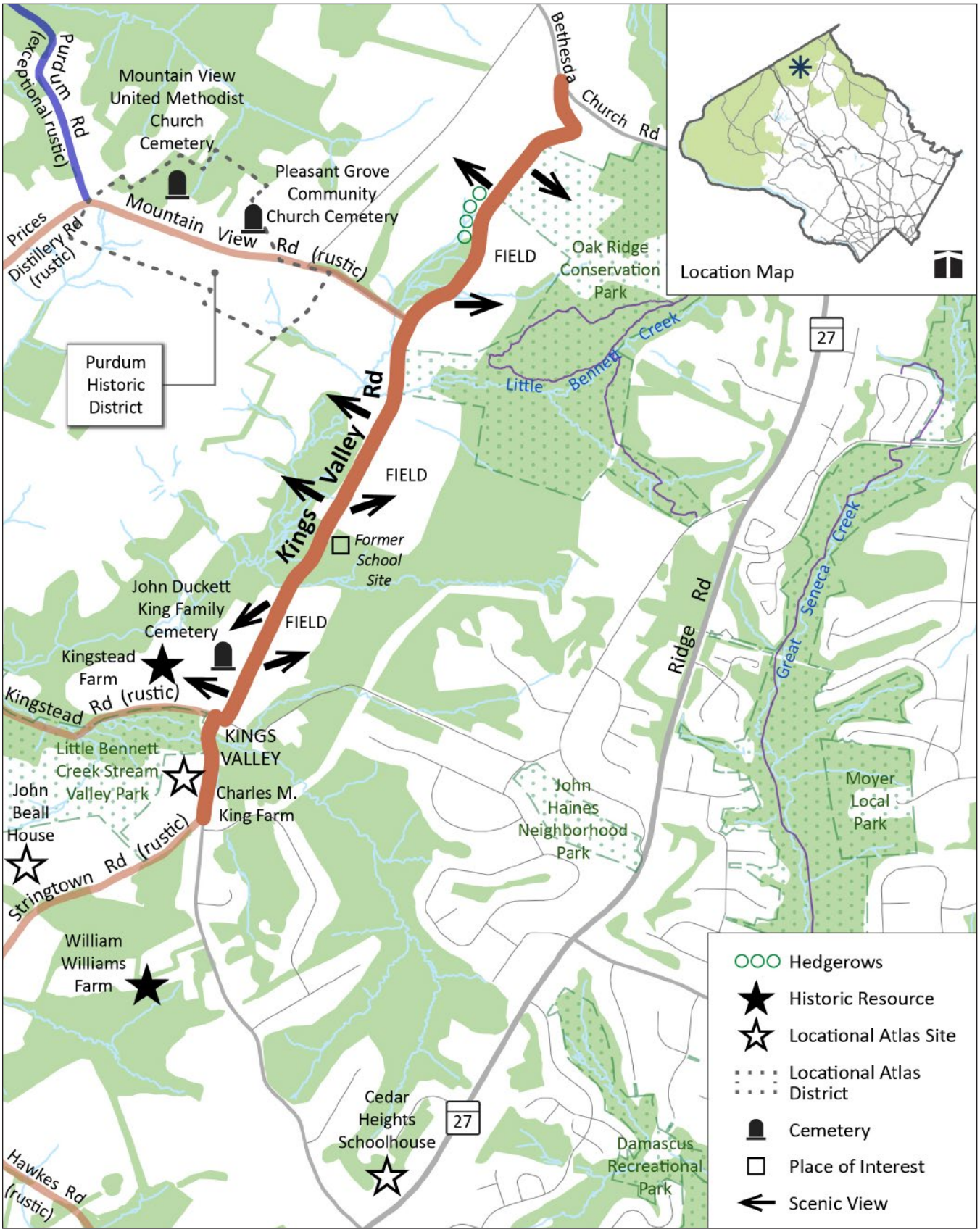
The 179.3-acre Oak Ridge Conservation Park, which runs along portions of Kings Valley Road, is dedicated to environmental preservation and provides opportunities for visitors to quietly enjoy the natural environment.

Road Characteristics

Extents	Bethesda Church Road to Stringtown Road
Length	1.82 miles
Width	17–18 feet
Surface	Paved
Lanes	No centerline or edge markings
Shoulders	None

Jog in road at intersection of Kings Valley and Kingstead Roads

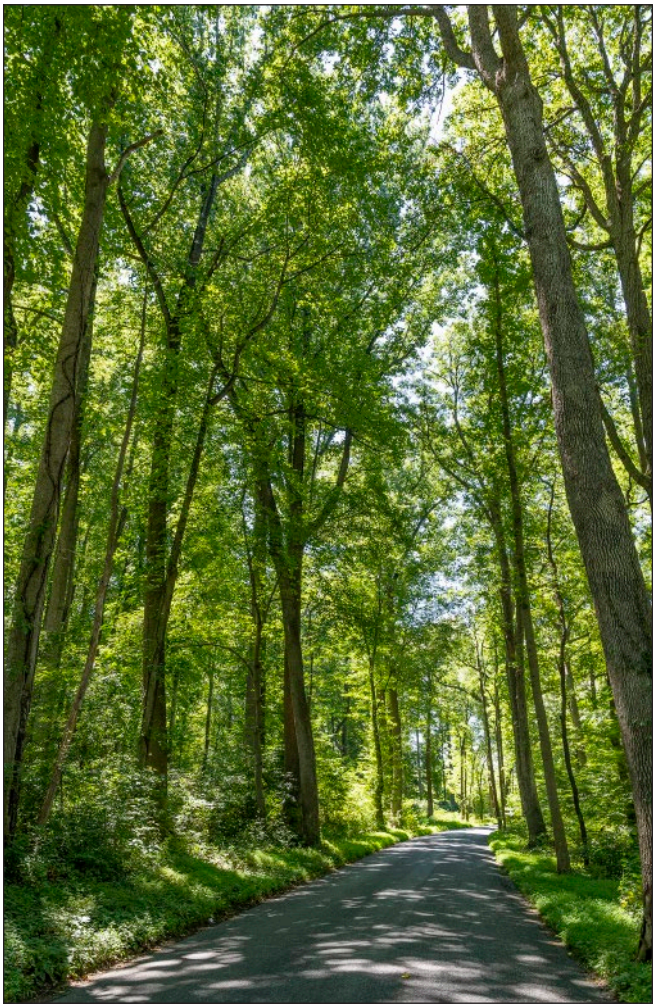
Map 54: Kings Valley Road



Long view looking north on Kings Valley Road before the intersection with Mountain View Road

View looking south on Kings Valley Road before the intersection with Mountain View Road

View to farm southwest of the intersection of Kings Valley and Mountain View Roads



Wooded section of Kings Valley Road between Mountain View and Kingstead Roads

View toward Kingstead Farm from Kings Valley Road

John Duckett House (Kingstead Farm)

Kingsley Road

An exceptional rustic road added to the program by the 1996 *Rustic Roads Functional Master Plan.*

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

Significant Features

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

History

The road is named for the King family, who lived throughout the area and established a small community in the late 1800s. The c. 1893 Kingsley School (Master Plan Historic Site #10/48) is a one-room school that served white children who lived on farms within walking distance in Little Bennett Creek Valley. The area where the school is located was known historically as Froggy Hollow.

Traveling Experience

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

Environment

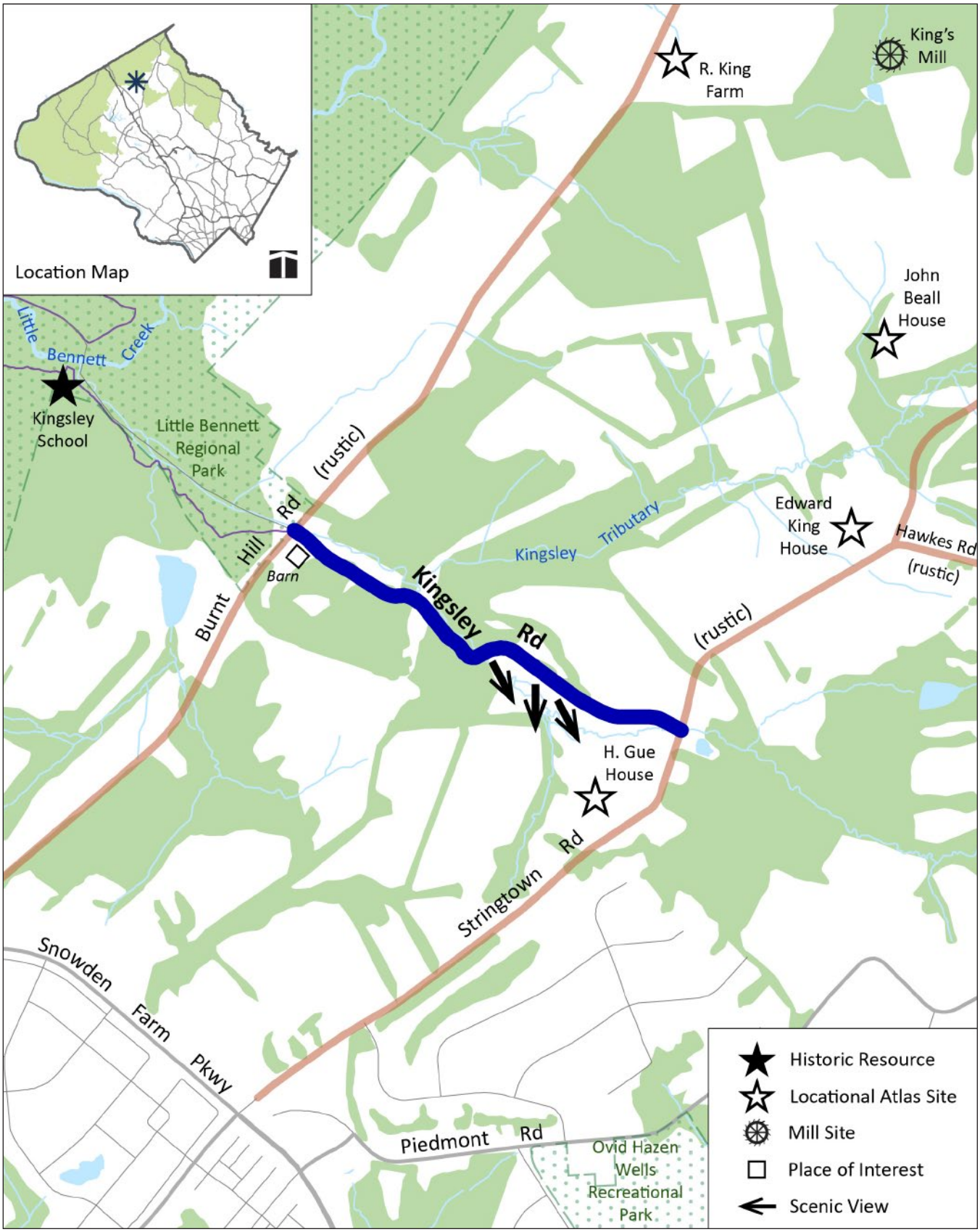
Little Bennett Regional Park is directly across Burnt Hill Road from the west end of Kingsley Road. This 3,700-acre park is the largest in the county, contains beautiful scenery, and is designated a Best Natural Area. It also has a campground, a golf course, over a dozen historic sites, and over 25 miles of scenic natural surface trails. All these trails can be used by those on foot, and many are accessible on horseback or mountain bike. The Froggy Hollow Trail leads to the Kingsley School.

Road Characteristics

Extents	Entire road: Burnt Hill Road to Stringtown Road
Length	0.64 miles
Width	15 feet
Surface	Paved
Lanes	No centerline or edge markings
Shoulders	None

Looking east on Kingsley Road toward a barn that is close to the road

Map 55: Kingsley Road



Kingsley Road running adjacent to the stream

Kingsley Road winding through forested area

Looking northwest toward farm buildings

Views looking east and west along Kingsley Road near the intersection with Stringtown Road

Kingstead Road

A Rustic Road added to the program by the 1996 *Rustic Roads Functional Master Plan.*

Kingstead Road has outstanding natural features and historic value.

Significant Features

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

History

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

The Charles M. King Farm (Locational Atlas and Index of Historic Sites #10/40) was one of several King farms in the settlement known as Kings Valley, established by 1865. The farmhouse is a simple three-bay house with full-width porch. Kingstead Farm (Master Plan Historic Site #11/10) is important in the history of Maryland agriculture and has been owned by the same family for over a century. It was established in the early 1800s and recognized in the mid-1900s as one of the most progressive and productive farms in the state. The c. 1900 house incorporates an earlier dwelling built by John Duckett King, the family's original settler who operated a tobacco plantation. The outbuildings span over 90 years of construction, including an 1898 bank barn, concrete block dairy barns from 1932 and 1952, and a 1984 silo.

This network of family farms and industry relied on the labor of individuals enslaved by the King family over several generations in the 19th century.

Traveling Experience

Heading westward from Kings Valley Road (a rustic road), Kingstead Farm is on the right, while a large house dominates the view on the left as you pass the offset intersection. Many of the farm's outbuildings are quite visible from the road, including the bank barn, a couple dairy barns, and several silos. Across the street from Kingstead Farm are the lands of the Charles M. King Farm, now part of the Little Bennett Creek Stream Valley Park. Several tributaries of the creek flow through the forested area here. The road crosses several of these tributaries as it winds through this area, and streams can be spotted paralleling the road. The road ends at its intersection with Burnt Hill Road (a rustic road).

Environment

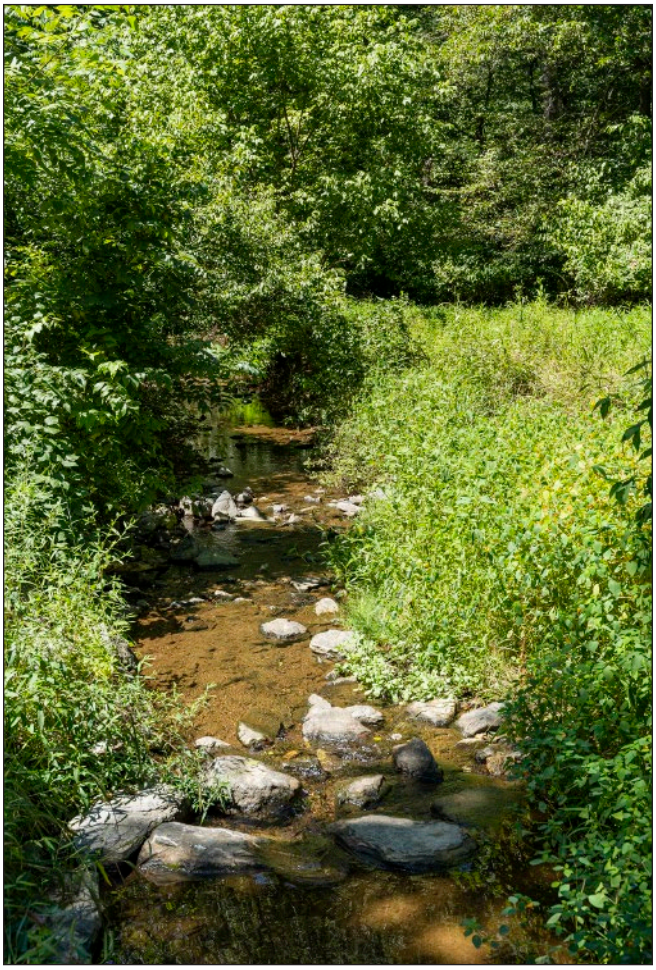
The road passes through the Little Bennett Creek Stream Valley Park for most of its length, closely following a forested wetland and stream valley. The stream is clearly visible from the road and is crossed several times. Although a trail along this park segment is planned, this part of the park is undeveloped for active recreation. This area is a good example of a park that protects an area with exceptional water quality, provides valuable wildlife habitat, and allows opportunities for quiet enjoyment of nature. This newly acquired section of parkland will likely be designated a

Best Natural Area to match the designation of the existing park.

Road Characteristics

Extents	Burnt Hill Road to eastern leg of Kings Valley Road
Length	0.90 miles
Width	19 feet
Surface	Paved
Lanes	No centerline or edge markings
Shoulders	None

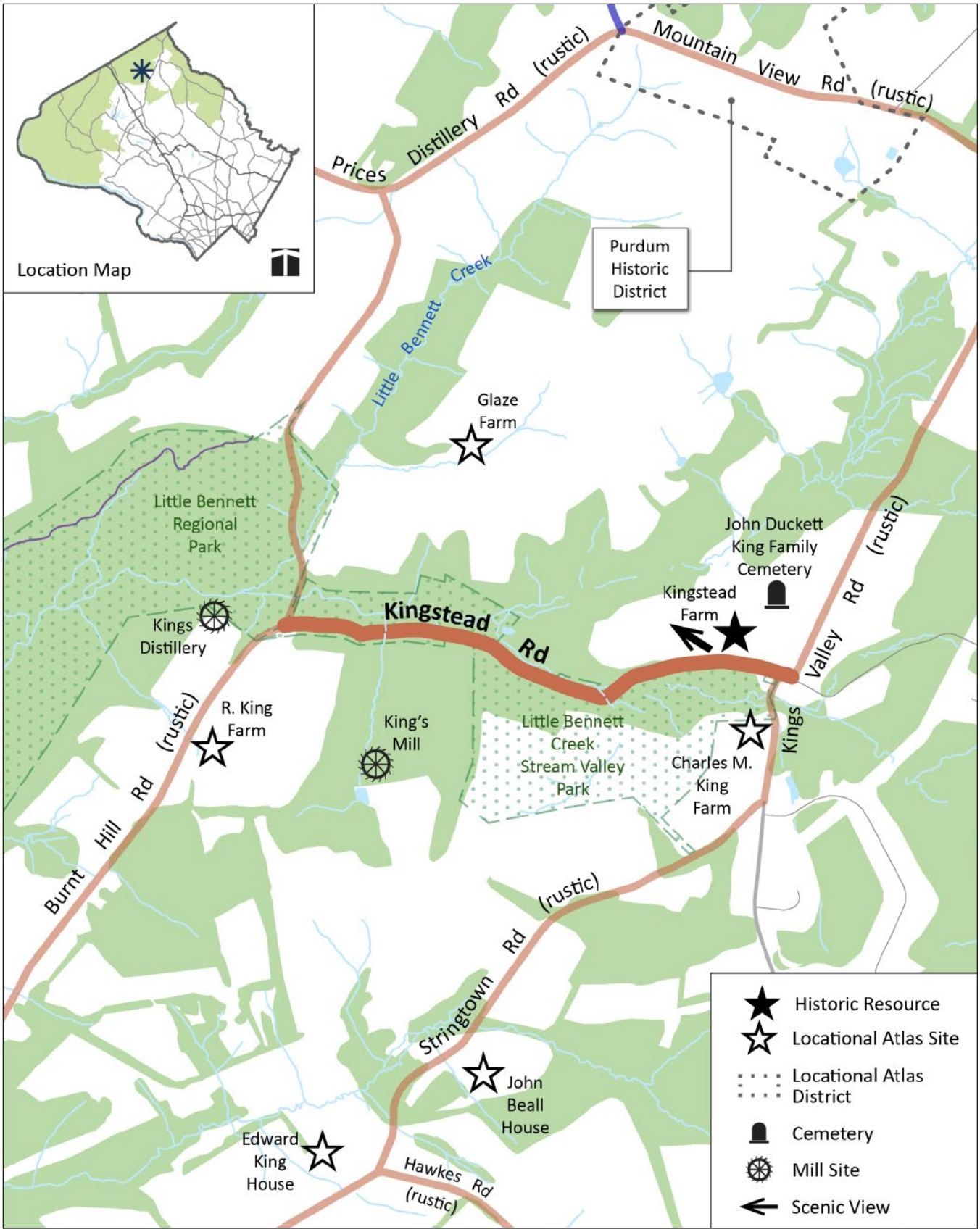
Kingstead Road winding through wooded area



Little Bennett Creek adjacent to the road

Looking east toward Kingstead Farm

Map 56: Kingstead Road



Lewisdale Road

A rustic road added to the program with this master plan.

Lewisdale Road is a rolling road that offers numerous vistas of farmland. Sugarloaf Mountain can be seen to the southwest over Little Bennett Regional Park west of Haines Road.

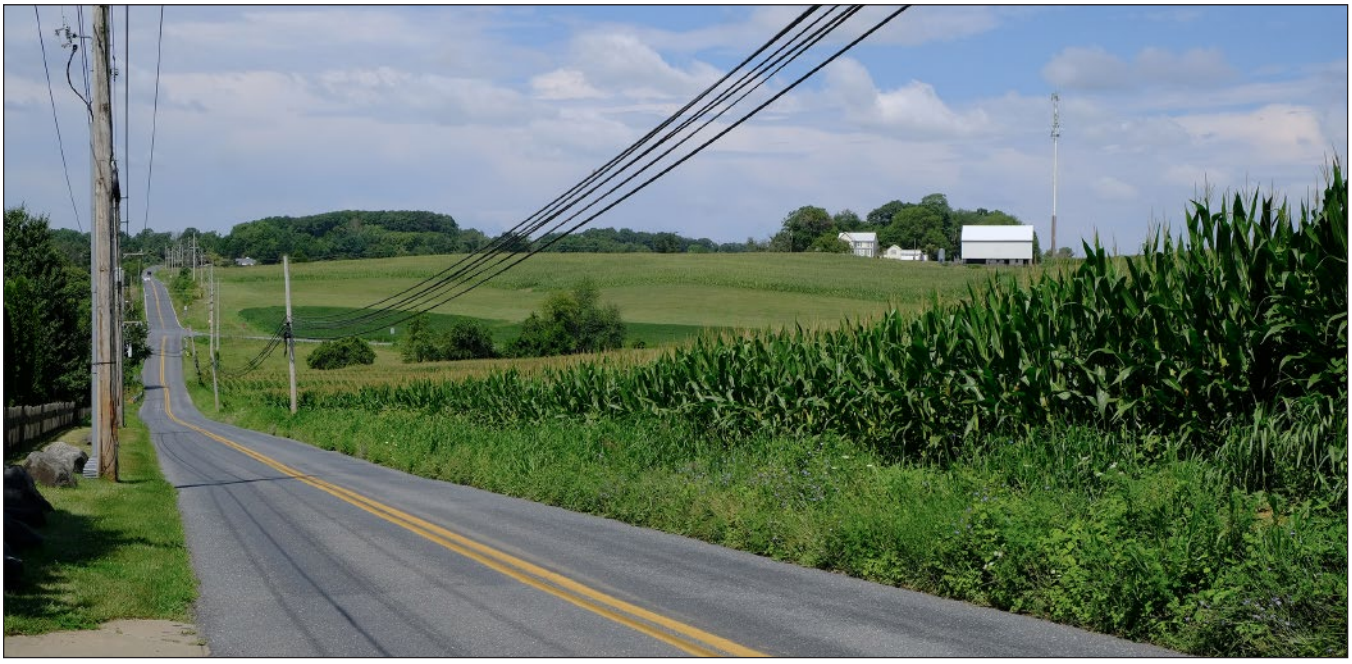
Significant Features

- Rolling alignment, historic alignment
- Numerous long vistas
- Views to Sugarloaf Mountain
- Tree-covered embankment at east end

History

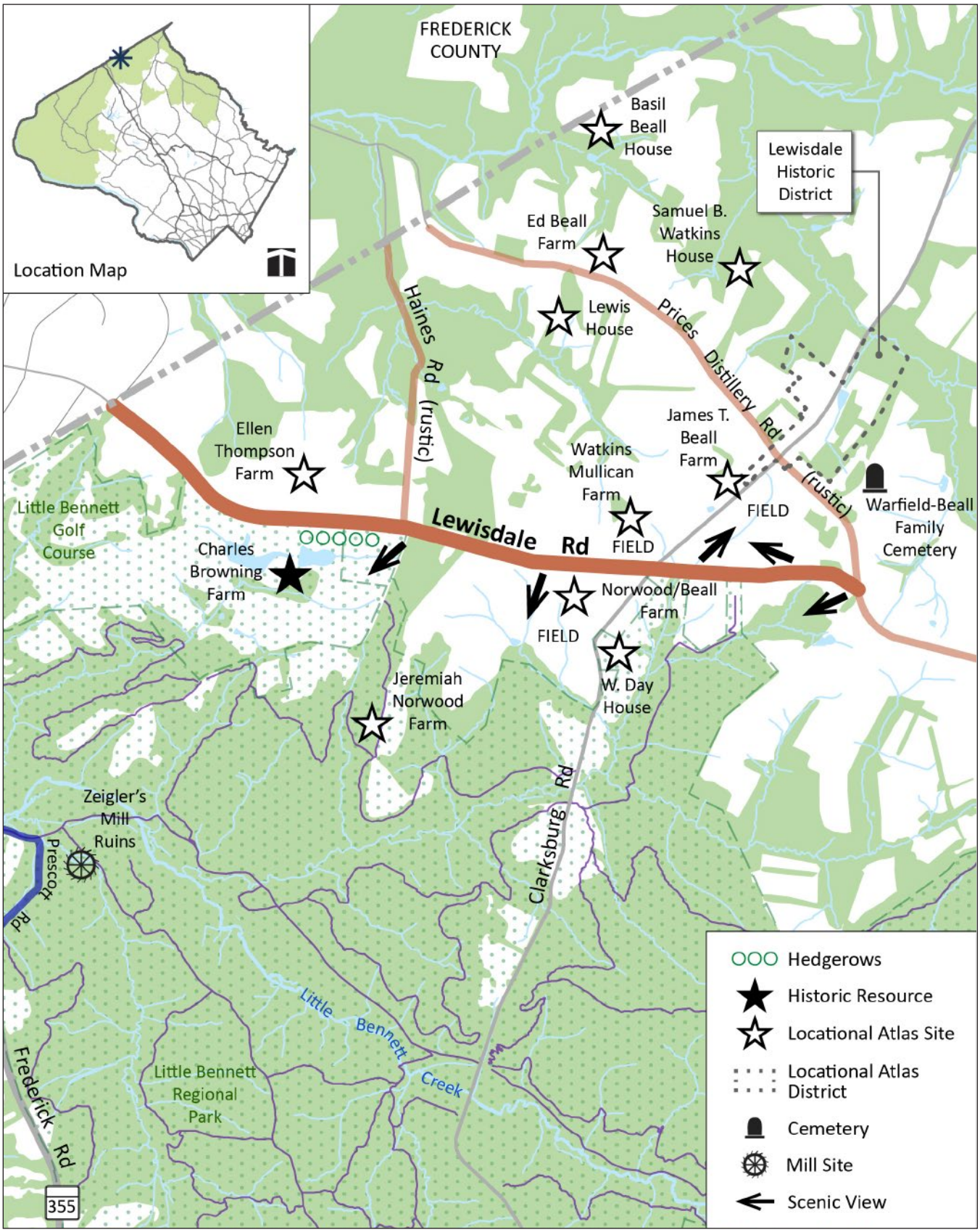
Lewisdale Road was platted as a public road in 1843. It ran five miles from the Georgetown Frederick Road (MD 355) in Frederick County to intersect the Damascus Clarksburg Road (Kings Valley Road) near Archibald Browning's spring (no longer extant). It incorporated parts of present-day Prices Distillery and Mountain View Roads and passed through lands belonging to the Lewis, Price, Beall, King, and Purdum families, among others.

Through the 1860s, the surrounding area was characterized by large tobacco farms; limited development occurred through the end of the 19th century. Numerous mid-19th century farms and farmhouses are found along the road, including the W. Day House (Locational Atlas Site #10/35), Watkins Mullican Farm (Locational Atlas Site #10/33), Norwood/ Beall Farm (Locational Atlas Site #10/34), and Ellen Thompson Farm (Locational Atlas Site #10/31). To the south of the road, the Charles Browning Farm (Master Plan Historic Site



Rolling alignment of the eastern portion of Lewisdale Road

Map 57: Lewisdale Road



#10/52) was likely built soon after he and his father bought the land in 1849.

Though most area landowners in the 1800s were white, a free African American farmer named Vachel Lyles settled west of the crossing with Clarksburg Road by 1850 with his wife, Lucinda Mason. Their son, John Lyles, served with the U.S. Colored Troops and U.S. Navy during the Civil War, while their daughter, Christina, later married Moses Prather, a founder of Prathertown, one of the oldest African American communities in Montgomery County.

The nearby crossroads community of Lewisdale (Locational Atlas Historic District 10/26) grew at the turn of the 20th century around the crossroads of Prices Distillery and Clarksburg Roads. The town is named for Jerry Lewis, who opened the community's original store and post office.

Traveling Experience

The eastern extent of Lewisdale Road begins on a ridge where it intersects Prices Distillery Road (a rustic road). From this point, the road goes down a short hill and crosses Clarksburg Road before climbing the other side of a small valley. Initially, the road is bounded by an embankment and trees to the right and fields to the left, but this quickly changes to a long view over treetops with the summit of Sugarloaf Mountain sometimes visible on the horizon. This is followed by expansive views of fields and farm buildings that extend across the valley. The road crosses a small stream just before reaching Clarksburg Road.

After cresting the hill on the far side of the valley, the road enters a wooded residential section with occasional overhanging branches. At Prescott Road on the left and Haines Road (a rustic road) on the right, there is a view across a meadow to the historic Charles Browning Farm and the Little Bennett Golf Course, which one sees briefly to the left before it disappears behind hedgerows. Sugarloaf Mountain can be seen in the distance from here. From this point to its western extent at the county line (approximately at the eastern leg of Regina Drive), the road provides a rolling, curving alignment with a delightful mix of canopied and wooded sections, residences, and open views of fields and farms.

Environment

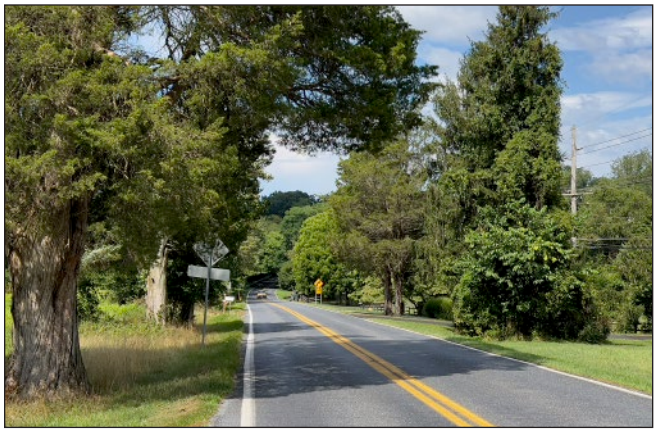
The road follows a ridgeline between the Bennett Creek and Little Bennett Creek watersheds. Mostly open, the road has intermittent canopy cover, perhaps due to the presence of utility lines on one or both sides of the road.

Little Bennett Regional Park, most of which is designated a Best Natural Area, meets the south side of Lewisdale Road in a couple of places and lies just a few miles from I-270. It is the largest natural gem of Montgomery County. Spreading over 3,700 acres, the park offers beautiful scenery, a large campground, a small playground, more than a dozen historic sites, and over 25 miles of scenic natural surface trails. Little Bennett Regional Park also features an 18-hole golf course, which may be accessed from Lewisdale Road off Prescott Road (opposite Haines Road).

Road Characteristics

Extents	Prices Distillery Road to Frederick County line
Length	2.24 miles
Width	19–21 feet
Surface	Paved
Lanes	Centerline; edge markings west of Clarksburg Road
Shoulders	None

Long view of Sugarloaf Mountain and fields from the intersection of Lewisdale and Haines Roads



Looking west on Lewisdale Road just west of intersection with Haines Road

Long view along the western portion of Lewisdale Road

Charles Browning Farm and Little Bennett Golf Course

Martinsburg Road

An exceptional rustic road added to the program by the 1996 *Rustic Roads Functional Master Plan.*

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

Significant Features

- Politician's road—one-mile segment at north end of road
- Stone walls north of Wasche Road
- Concrete paneled bridge over direct Potomac tributary
- Narrow bridge over direct Potomac tributary
- Mountain views
- Hedgerows along the road

History

Martinsburg Road is the only road with a section designated on the Master Plan for Historic Preservation (Master Plan Historic Site #12/32). The section from Darnestown Road (MD 28) to Wasche Road was established in 1838 following a petition of local farmers and businessmen for access to local mills and to the canal. Soon afterward, stone walls were built on both sides of the road.

The road was named for the African American community of Martinsburg, established c. 1866, near the intersection with Whites Ferry Road. A notable collection of community buildings is still standing here, including the Martinsburg School (1886), Loving Charity Hall (1914), and the Warren Methodist Episcopal Church (1893, Master Plan Historic Site #16/12). The southern section of the road was rerouted sometime after 1879.

The one-mile, one-lane concrete section, laid in 1931, is typical of the first roads paved for automobile use. According to local tradition, these roads, which were known as "politician's pig paths" or simply "politician's roads," nearly always led to the gate of a person with political influence and ended there.

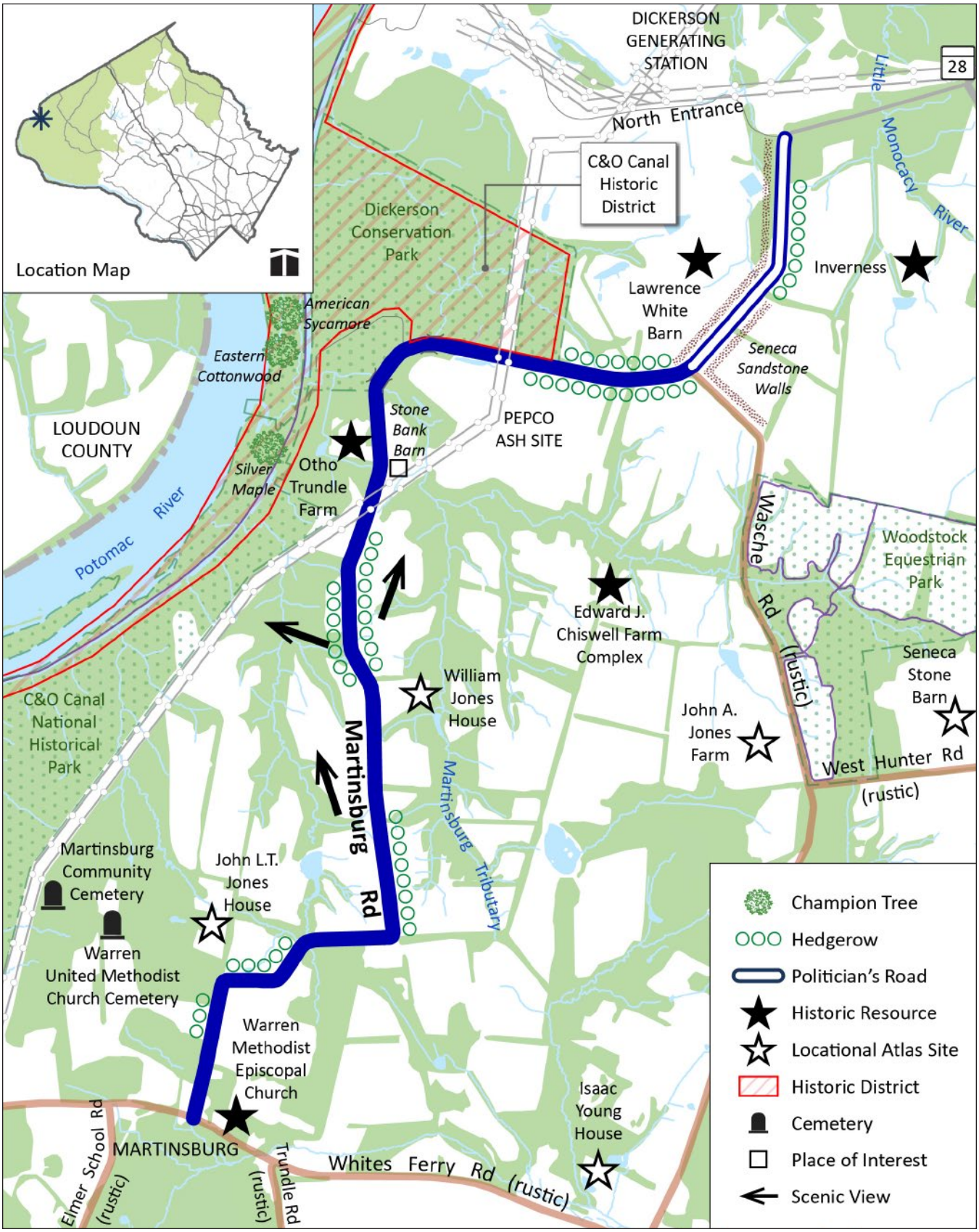
Numerous historic resources are located along this road: Inverness (Master Plan Historic Site #12/35), Lawrence White Barn (Master Plan Historic Site #12/31), Otho Trundle Farm (Master Plan Historic Site #16/1), William Jones House/Bittersweet Farm (Locational Atlas Site #16/4), and John L.T. Jones House (Locational Atlas Site #16/11).

Traveling Experience

From the south at Whites Ferry Road (a rustic road), this road traverses agricultural land with mature trees and hedgerows. Several areas are open to the farm fields. The road has long, straight segments with sharp curves and gentle elevation changes. At several places along the road are long views of the Appalachian Mountains, Sugarloaf Mountain, and the smokestacks of the Dickerson Generating Plant.

The road has interesting nearby features. North of the first 90-degree left turn, a frame bank barn and corn crib are on the left. Farther north, after an area of the road lined on both sides with hedgerows, the William Jones Farm is to the east. The farmhouse has a center cross-gable form with no porch; the metal-roofed barn is in the back. A long view of Sugarloaf Mountain occurs at the end of

Map 58: Martinsburg Road

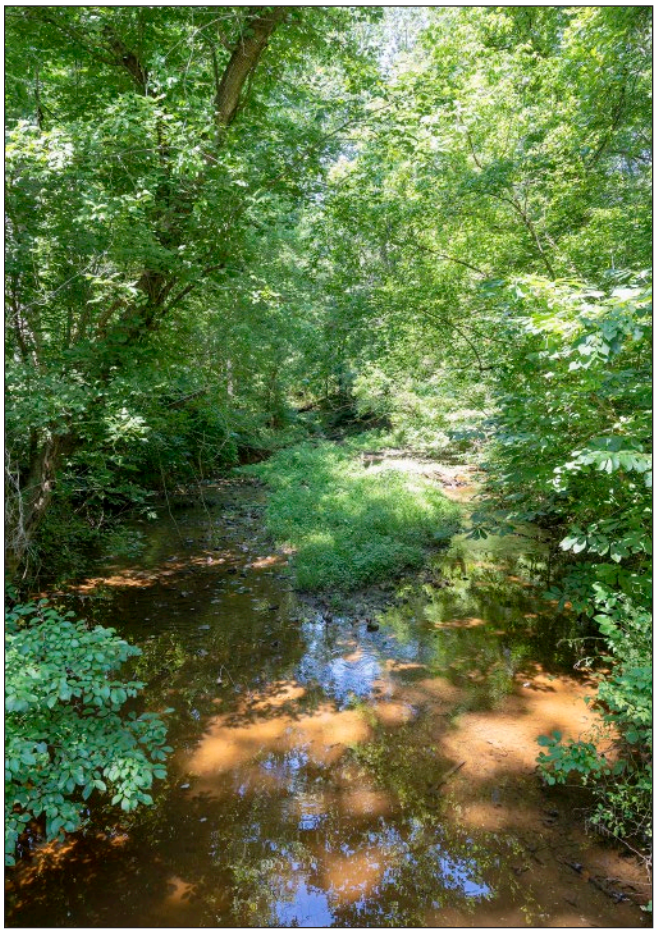


Bank barn across from the William Jones House

the driveway when the trees are bare. Farther north, the Otho Trundle Farm dates from the early 1800s. The Trundle family used enslaved laborers to produce wheat, corn, and hay, and to raise cattle, sheep, hogs, and horses. The rare Seneca sandstone bank barn (c. 1830) is located across the road from the log and frame farmhouse (c. 1818–1821).

The road enters complete tree canopy as it passes the Dickerson Conservation Park and crosses two bridges over direct tributaries of the Potomac River. Both bridges have been identified as significant features of the road. The first bridge (bridge inventory #M-0042) is a narrow bridge with W-beam guardrails built in 1925; the deck and beams were replaced in 1992. Designs for a replacement bridge are being considered. The bridge to the north (bridge inventory #M-0164) is a 1930 concrete-panel design.

At the Dickerson Conservation Park, running along the transmission line right-of-way and crossing Martinsburg Road, is the haul road



View into the Martinsburg Tributary from the road

leading from the generating facilities to the north to the ash deposit site to the south. The county holds in reservation an 820-acre site—known as "site 2"—for a potential landfill south of the ash site along Wasche Road, but these plans are on indefinite hold and the land is to remain in agricultural use until such time as it may be needed for a landfill.

After passing Wasche Road (a rustic road) on the right, the road becomes a politician's road lined with Seneca sandstone walls. The rare Gothic-roofed dairy barn (one of only three such barns in the county) of the Lawrence White Farm, which dates from the early 1930s, becomes visible on the left. The farm is now known as Linden Farm and is home to the Sugarloaf Citizens Association (SCA). The barn has been converted to a historic agricultural preserve center and event space. The property also contains an earlier bank barn and other outbuildings, all of which have been rehabilitated. The 1883 house was destroyed by fire in 1990. Behind Linden Farm is the Montgomery County Resource Recovery Facility.

Visible next on the right is Inverness, a brick Federal-style house built in 1818 for Charles Wilson and home to four generations of the White family. The former plantation includes a collection of agricultural outbuildings dating from 1835 to 1959, including a log dwelling with a stone addition that was originally built to house families enslaved at the property.

A charming stone house stands to the west just before the north entrance to the generating station property, where the rustic road designation ends. The three coal-fired power generation plants were shut down in 2020, although a waste incineration facility is still in operation on the site.

The c. 1830 stone bank barn is located on the east side of Martinsburg Road just north of the power lines.

1930 concrete-panel designed bridge

Environment

Although it is mostly located on high ground, Martinsburg Road has several forested tributary crossings. The road is lined with hedgerows, with several road segments having high-bank hedgerows on one or both sides. There are also areas with scattered mature trees and open vistas.

The Dickerson Conservation Park is along the road within and around the C&O Canal Historic District. This 304-acre park next to the Potomac River and the Chesapeake & Ohio Canal contains several small direct tributaries of the Potomac. One of the park stream valleys is designated a Biodiversity Area for the species richness within this floodplain forest. An American sycamore tree (*Platanus occidentalis*) that grows in the park has been recognized as the largest tree in the state of Maryland. The 137-foot-high tree has a circumference of 25 feet and a crown spread of 108 feet. The county-champion eastern cottonwood (*Populus deltoides*) is near the state-champion sycamore, and the county-champion silver maple (*Acer saccharinum*) is just to the south of the park within the C&O Canal National Historic Park at Lock 26. The cottonwood is about 16 feet around and 125 feet tall; the silver maple has a circumference of about 24 feet and is ADA accessible.

Road Characteristics

Extents	Whites Ferry Road to the north entrance of the Dickerson Generating Station
Length	4.17 miles
Width	18 feet
Surface	Paved (concrete center on politician's road section)
Lanes	No centerline or edge markings
Shoulders	None

View along the southern portion of the road

Bicyclists riding along the politician's road section of Martinsburg Road

The Lawrence White Barn located on the northern end of Martinsburg Road

Seneca sandstone walls along the politician's road section of the road

Meeting House Road

An exceptional rustic road added to the program by the 1998 *Sandy Spring/Ashton Master Plan.*

Meeting House Road is one of the oldest roads in the county. The road has outstanding historic value, natural features, and farm views. Originally classified as rustic, this road was reclassified as exceptional rustic in the 2015 *Sandy Spring Rural Village Plan*. This plan removes the exceptional rustic designation between Olney-Sandy Spring Road (MD 108) and the CRN/R-200 boundary on the east side of the road.

Significant Features

- Historic alignment
- Narrow pavement
- Relationship of the Sandy Spring Friends Meeting House to the road and the views of the building
- Mature trees lining the road

History

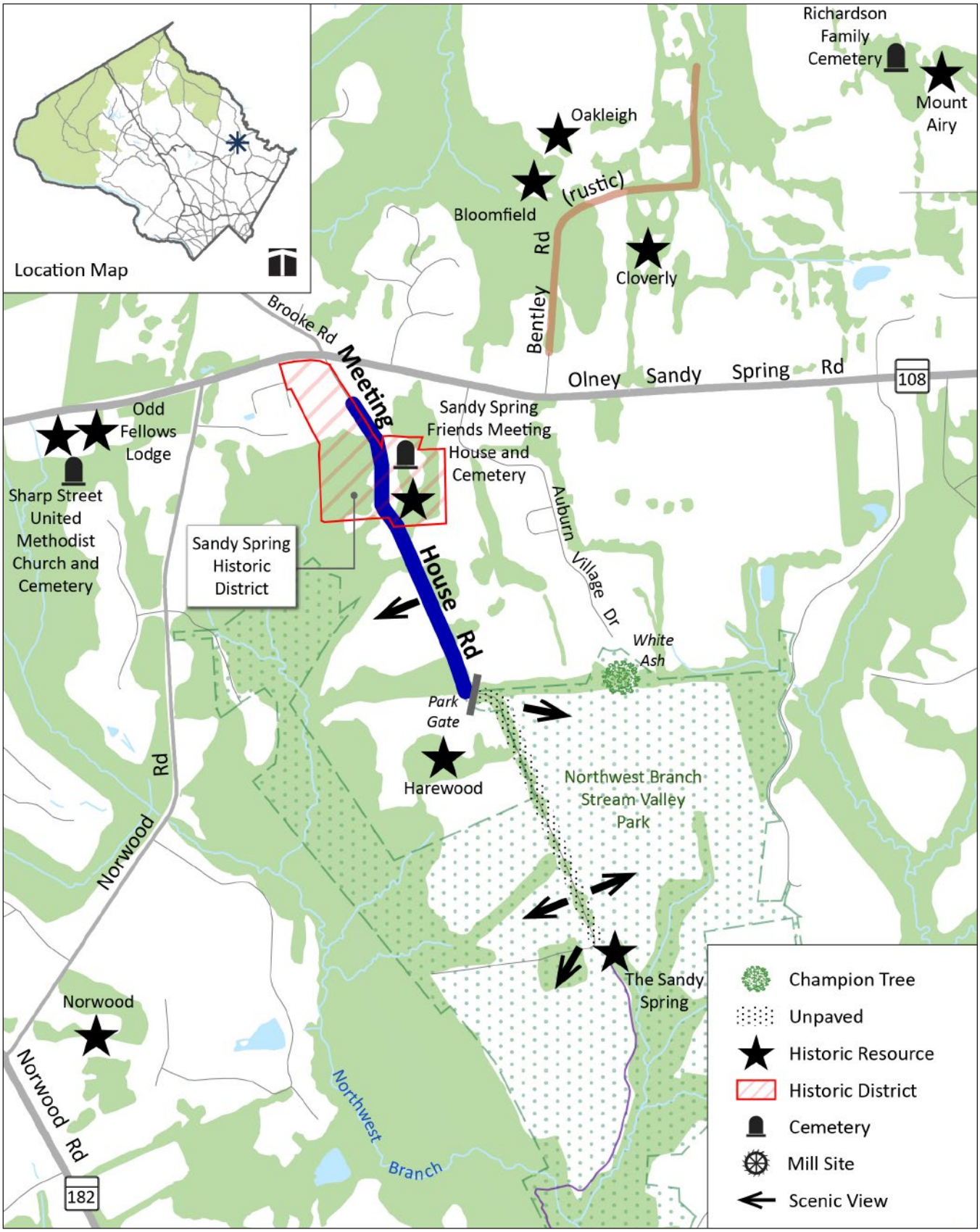
Meeting House Road originated as a path to the Sandy Spring—the spring from which the community takes its name—shortly after the village was first settled in 1728. By the mid-1740s, it had become a route to Quaker meetings held near the spring. The Sandy Spring Meeting House (Master Plan Historic Site #28/11-001A) was formally established in 1753; in 1770, James Brooke conveyed land for a meeting house that already stood on the property. The deed specified that the Quaker congregation and others were to have free access to the land and buildings to use, build upon, and repair for worship.

During the 18th and 19th centuries, the road became rural Sandy Spring's cultural, spiritual, and institutional artery, as schools, farms, a replacement brick meeting house, an early post office, a lecture hall, a fire insurance company, and a bank were established along it. Today, there are several historic resources along the road. The Sandy Spring Historic District, including a portion of the road, has been designated in the *Montgomery County Master Plan for Historic Preservation* (#28/11), as have two historic sites, Harewood (#28/35) and the Sandy Spring (#28/36), all in 1988. Harewood, Auburn Farm, the Lyceum, Sandy Spring Friends Meeting House Cemetery (Burial Sites Index #84), and the 1904 Mutual Fire Insurance Company building have been found to be eligible for the National Register of Historic Places. The Sandy Spring Meeting House was listed in the National Register in 1972.

Traveling Experience

The entry onto Meeting House Road at MD 108 is closely flanked by the 1904 Mutual Fire Insurance Company building and 1930 fire station (now small shops and offices). The exceptional rustic designation begins after the parking lot behind the former fire station on the left. Past the Montgomery Mutual Building, the pavement narrows and the road enters the Sandy Spring Meeting property; the 1859 Lyceum and newer Community House and cemetery are to the east, with a former county-champion tulip poplar in the cemetery visible from the road. Past the cemetery, the Meeting House sits on the edge of the pavement, facing the road. A wooded parking loop is to the west.

Map 59: Meeting House Road



The 1817 Sandy Spring Friends House

Continuing south, the narrow pavement is bordered by mature trees beyond the Meeting House and through the Auburn Farm property, which contains a house and a notable brick barn on the left and has a long view across a field on the right. Beyond a second barn, trees enclose the road, the driveway to Harewood forks to the right, and the road turns left and climbs, becoming an unpaved driveway as it enters the Northwest Branch Stream Valley Park. The exceptional rustic portion of the road ends at the gate at the edge of a field on the crest of a hill, offering panoramic views. The unpaved rocky track curves right here and descends a long slope under a narrow canopy of trees leading to the Sandy Spring.

Environment

Meeting House Road is located within the Sandy Spring subwatershed of the Northwest Branch. It terminates at the northern end of Northwest Branch Stream Valley Park, which totals more than 1,320 acres along the Northwest Branch of the Anacostia River. The state champion white ash tree (*Fraxinus americana*)—estimated to be over 300 years old—is just to the east of where the roadway ends at a gate. The tree has a circumference of over 20 feet and is nearly 100 feet tall (last verified in 2017); the tree is ADA accessible from Auburn Village Drive. Canopy over the road is significant but intermittent, with individual large trees growing close to the pavement. To the south, at the end of the unpaved portion of the road, is the spring from which Sandy Spring takes its name. The Northwest Branch Trail/Underground Railroad Experience Trail begins at the spring and heads south along the stream and through the woods to the Woodlawn Manor Cultural Park.

Road Characteristics

Extents	CRN/R-200 boundary on the east side of the road (approximately 300 feet south of Olney-Sandy Spring Road [MD 108]) to end of county maintenance
Length	0.35 miles
Width	12–20 feet
Surface	Paved
Lanes	No centerline or edge markings
Shoulders	None

The 1859 Lyceum and newer Community House

The Sandy Spring Friends Cemetery

The southern portion of Meeting House Road leading to the park gate

Montevideo Road

An exceptional rustic road added to the program by the 1996 *Rustic Roads Functional Master Plan.*

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

Significant Features

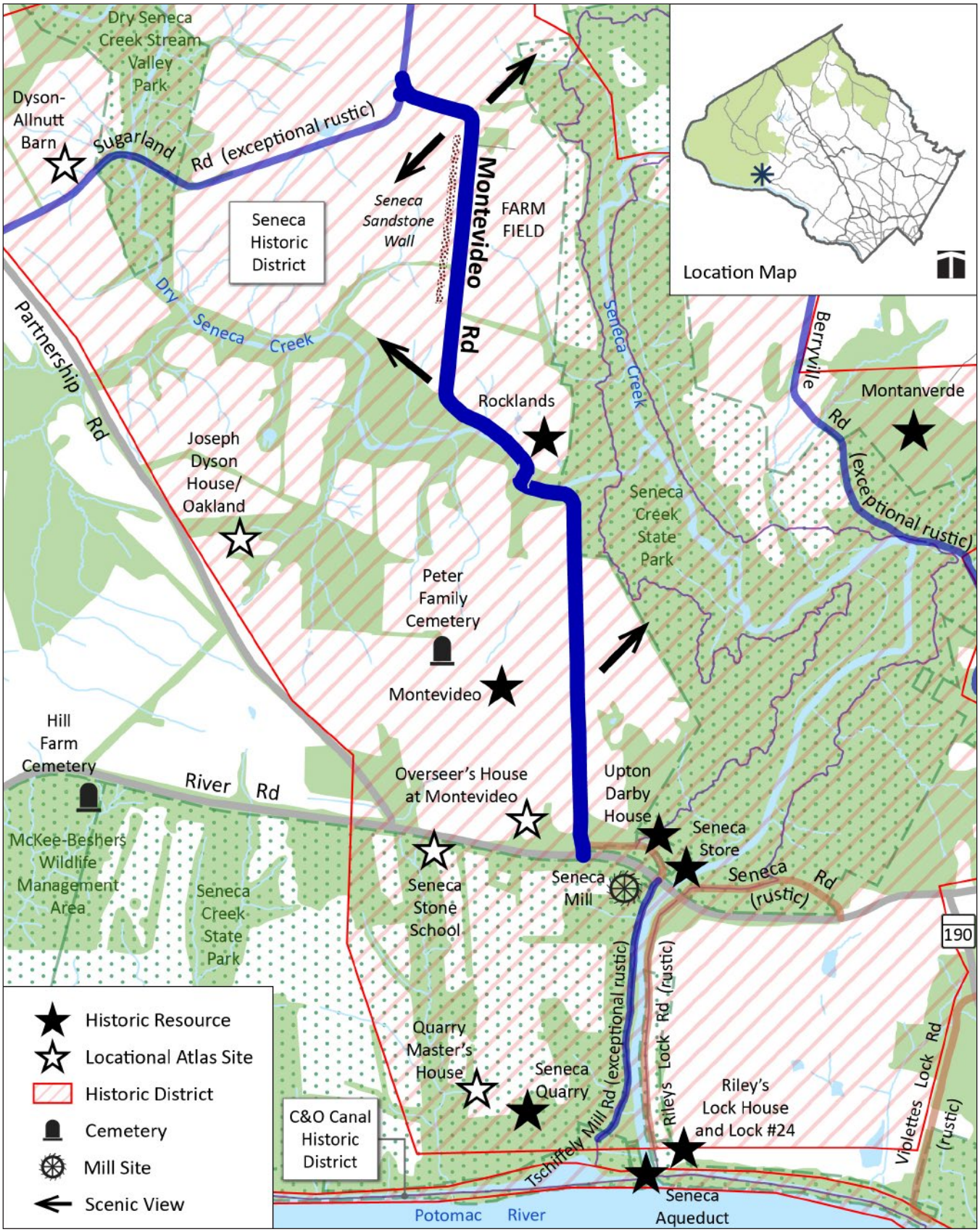
- National Register–eligible one-lane truss bridge over Dry Seneca Creek
- Alignment of road as it runs near Dry Seneca Creek
- View of Rocklands from the south
- Seneca sandstone wall
- View of farm fields at northern end

History

Established in 1837 as an access road for Seneca Mill from Dawsonville, the road traverses a notable one-lane truss bridge (bridge inventory #M-0030) near the entrance to Rocklands. This bridge, originally constructed in 1910, was rehabilitated by MCDOT in 2018. The project earned MCDOT the "Excellence in Preservation" award from Montgomery Preservation in 2022. The road passes several historic sites associated with the Peter family, who established homes and quarrying industries here. Montevideo (Master Plan Historic Site #17/58) exemplifies Federal-style architecture in the county. It was built c. 1830 by John Parke Custis Peter, a member of the Maryland House of Delegates, and first president of the county agricultural society. The house faces south toward River Road. The Overseer's House at Montevideo (Locational Atlas & Index of Historic Sites #17/59) is a remnant of the slavery that underpinned these sites and the Peter family's wealth. It is built of rough, cut Seneca sandstone laid in regular courses and incorporates a structure once home to people enslaved on the property.

Looking northwest toward Sugarloaf Mountain from the southern portion of the road

Map 60: Montevideo Road



Traveling Experience

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

Environment

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

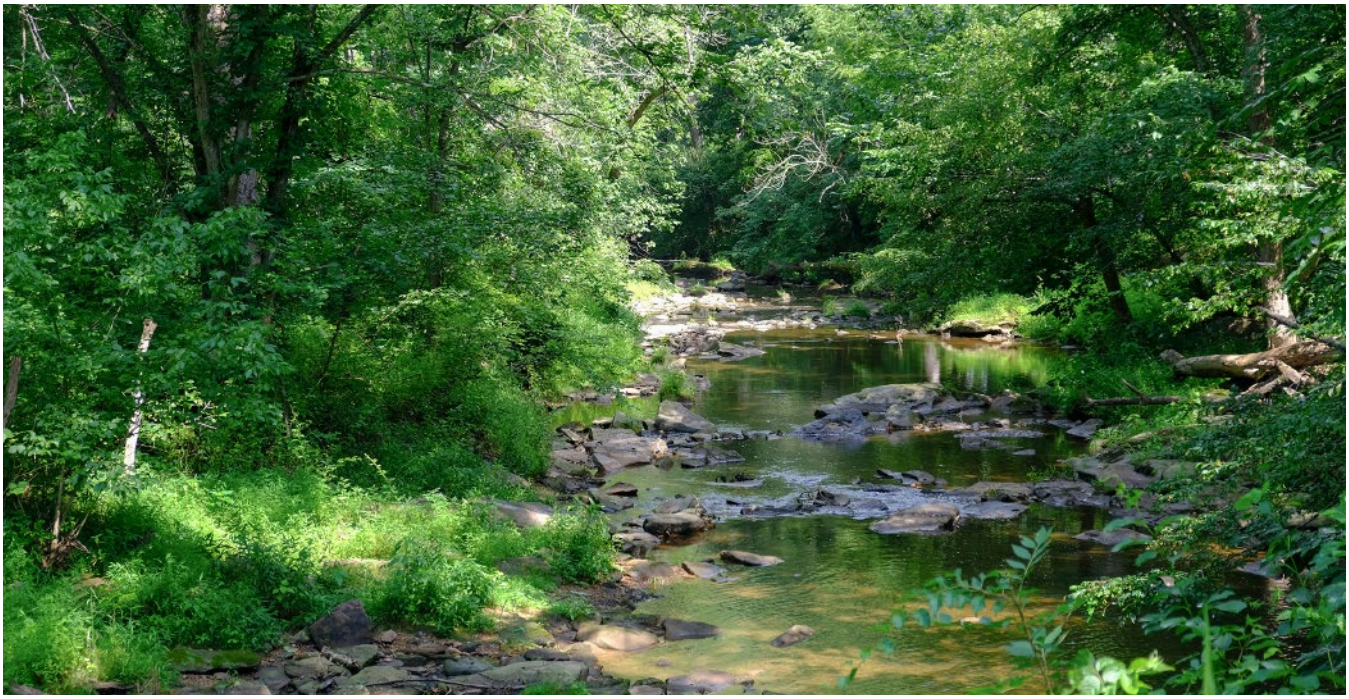
Single-lane iron truss bridge over Dry Seneca Creek

road. Dense hedges line the road intermittently and sometimes provide shade, but the road is mostly open outside of the two forested areas and appears to have lost canopy cover over the years.

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

Road Characteristics

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



View into Dry Seneca Creek from truss bridge

Benoni Allnutt House (c. 1870) on Rocklands

Views of Rocklands Farm Winery

Looking northeast from the northernmost bend in Montevideo Road

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Moore Road

A rustic road added to the program by the 1996 *Rustic Roads Functional Master Plan.*

Moore Road is a rural road with outstanding natural features.

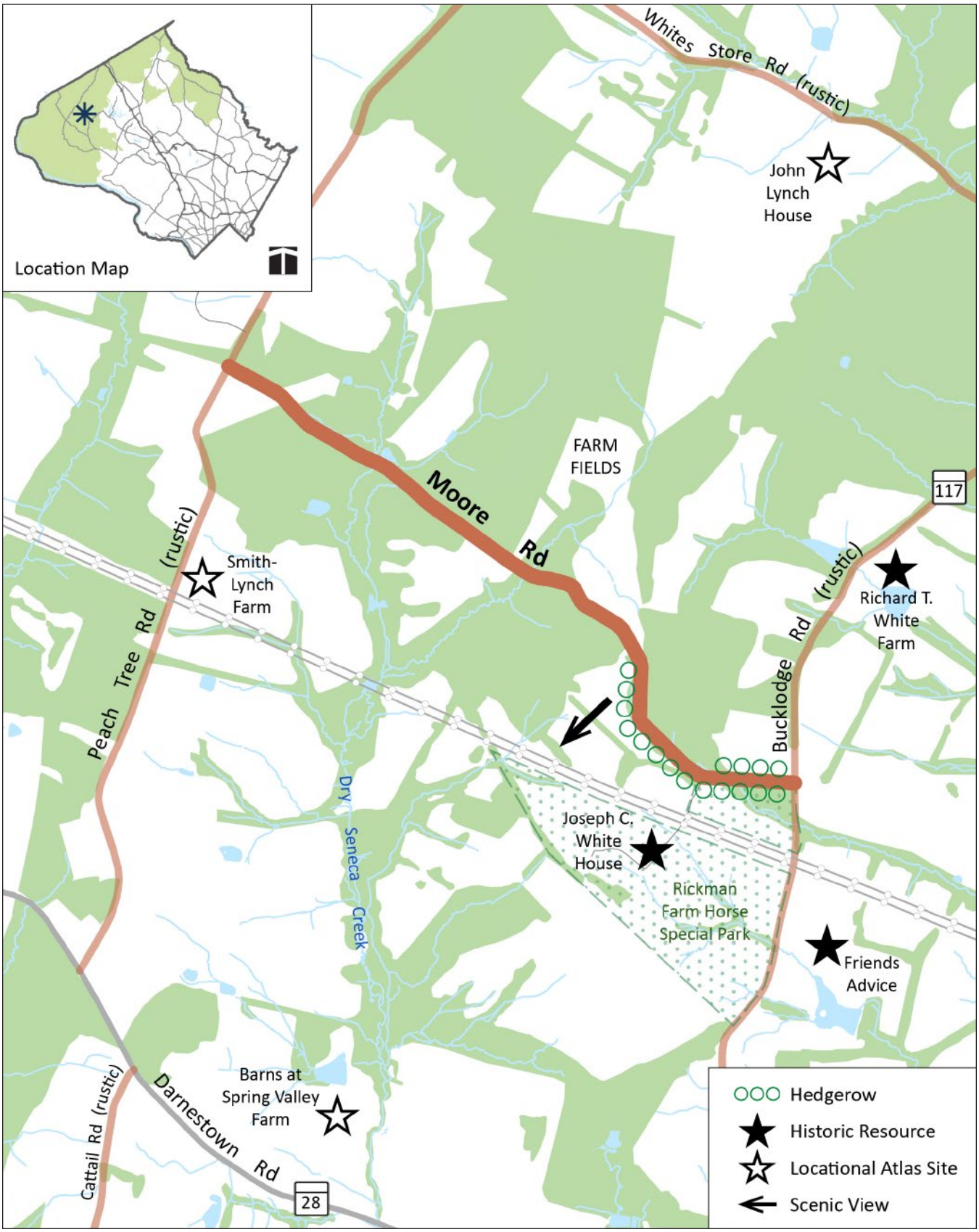
Significant Features

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

History

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

Map 61: Moore Road



Traveling Experience

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

Environment

Moore Road's eastern segment follows and crosses a forested tributary in the Bucklodge subwatershed, a tributary to Little Seneca Creek. The western segment of the road is within the Peachtree subwatershed of Dry Seneca Creek, with three forested stream crossings. There is generally forest on one or both sides of the road and hedges or individual trees along the other side. Many segments of the road, particularly the stream valleys, have dense overhanging canopy cover. At its eastern end, Moore Road abuts the Rickman Farm Horse Special Park, a scenic 100-acre park operated by Great and Small, a nonprofit organization that provides equine-assisted activities and therapies to children and adults with a wide range of special needs.

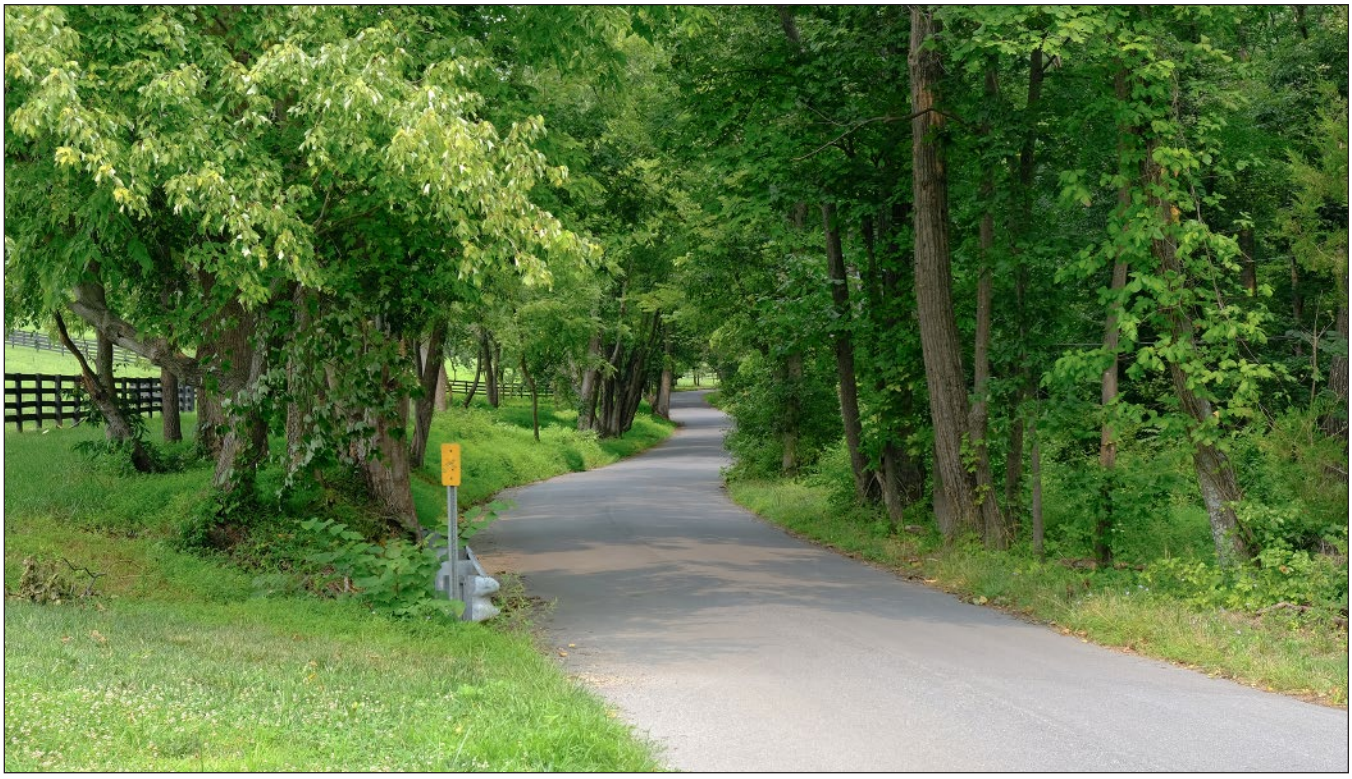
Road Characteristics

Extents	Entire road: Peach Tree Road to Bucklodge Road (MD 117)
Length	1.68 miles
Width	17 feet
Surface	Paved
Lanes	No centerline or edge markings
Shoulders	None

Looking west on Moore Road just west of the intersection with Bucklodge Road

Rickman Farm Horse Special Park

Moore Road winding through forested area



Looking west on Moore Road

Mount Carmel Cemetery Road

A rustic road added to the program by this master plan.

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

Significant Features

- Very narrow pavement
- Road blends into the landscape
- Relationship to cemetery
- Long views across fields
- Mature trees on the south side of the road

History

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

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

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

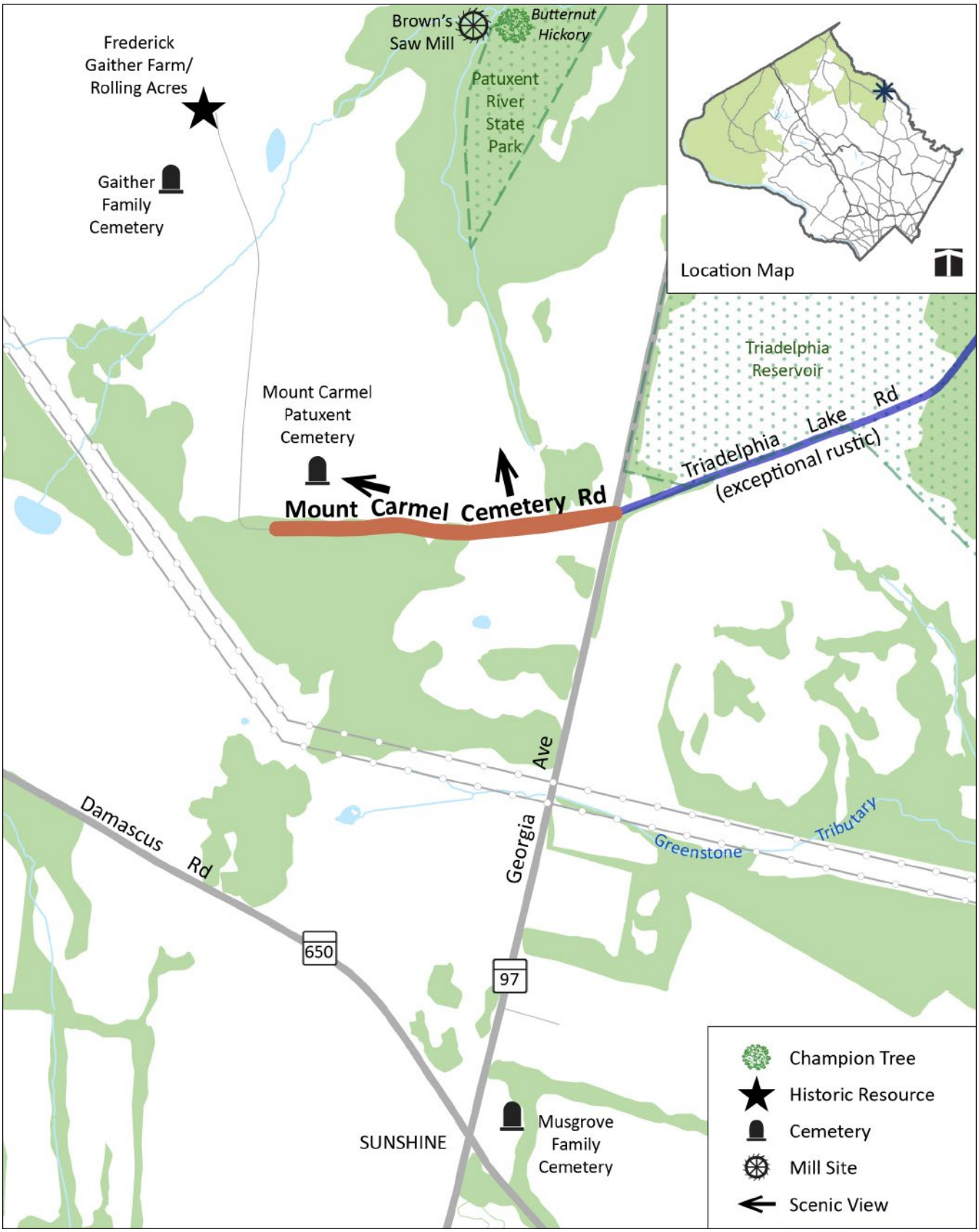
Traveling Experience

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

Environment

Mount Carmel Cemetery Road follows the southern ridgeline of a tributary watershed to the Upper Patuxent River. This stream is

Map 62: Mount Carmel Cemetery Road

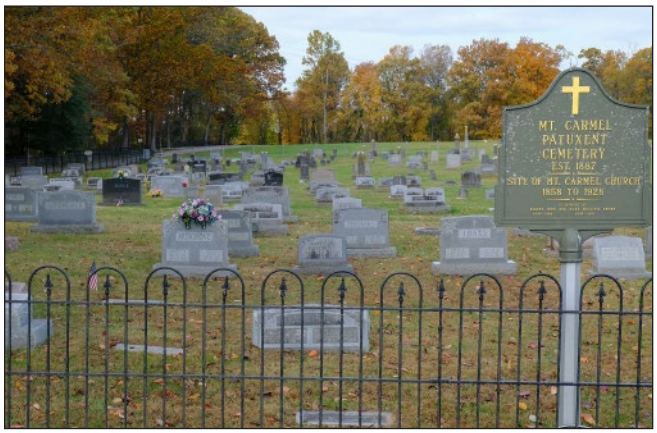


one of the few in Montgomery County with exceptional water quality. The oaks on the southern side of the road are notable for their beauty and maturity.

Road Characteristics

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

Long view across fields



Mount Carmel Patuxent Cemetery

Looking east on Mount Carmel Cemetery Road toward intersection with Georgia Avenue (MD 97)

Mount Ephraim Road

A rustic and exceptional rustic road added to the program by the 1996 *Rustic Roads Functional Master Plan.*

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

Significant Features

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

History

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

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

Traveling Experience

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

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

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

With views of fields, farms, and mountains to the west and Sugarloaf Mountain straight ahead, the road travels past the cemetery of the former Mount Pleasant Methodist Episcopal Church on the right (Burial Sites Inventory #100). Built in 1888, the church stood between the north and south cemetery sections, which are currently maintained by the Dickerson United Methodist Church. The first burial was in 1887 and the last one was in 1966. In 1930, the congregation opted to move to Dickerson Church Road (a rustic road) on land donated by Standard Lime and Stone Company.

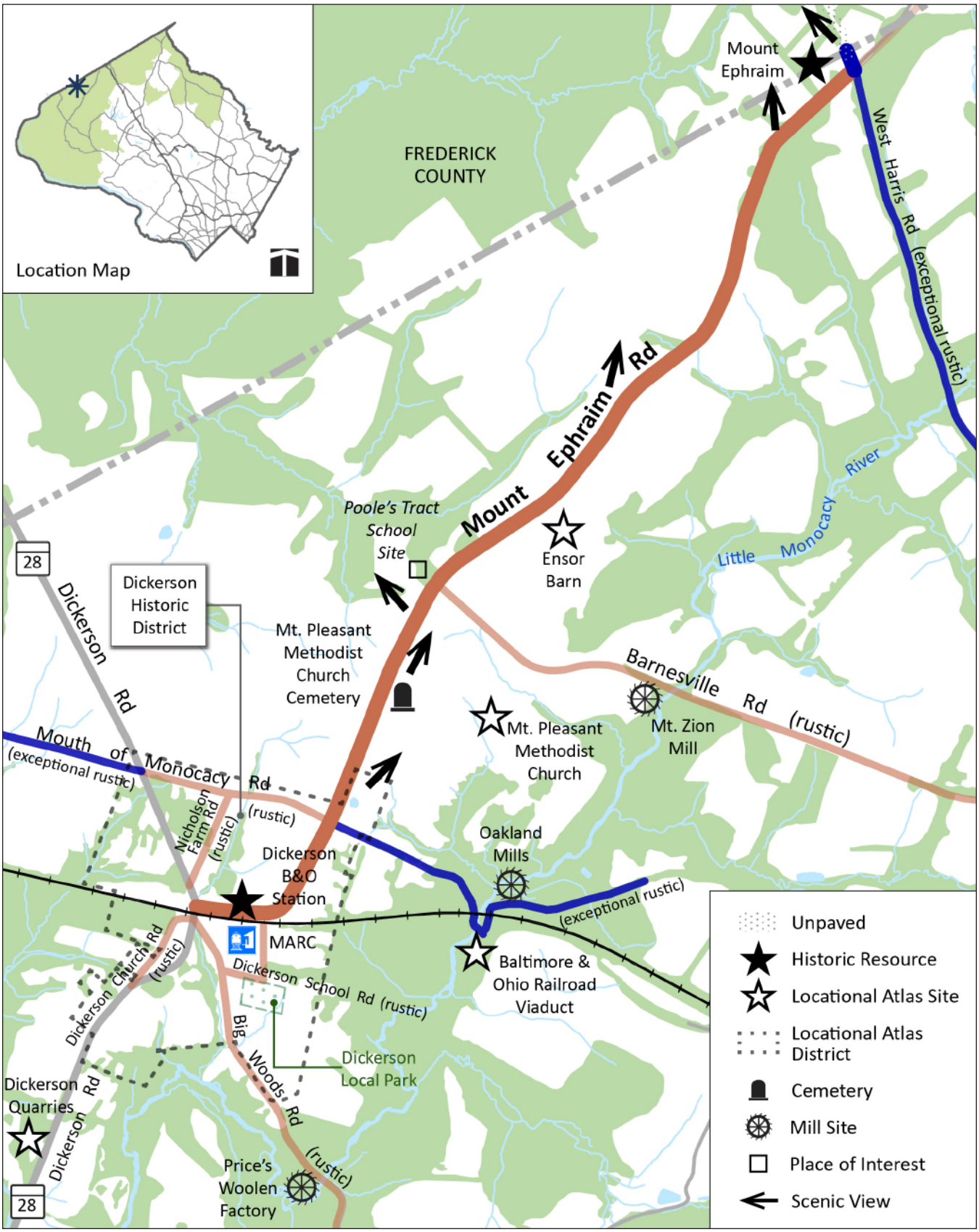
Across from the intersection of Barnesville Road, hidden in the trees, are the ruins of Poole's Tract School. Built c. 1879, the one-story, one-room schoolhouse was a segregated school serving local white students. The building also held services for the Mount Pleasant Methodist Episcopal Church before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

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

Where Mount Ephraim Road meets West Harris Road (an exceptional rustic road), it turns left into Frederick County. Straight ahead is Sugarloaf Mountain Road (a rustic road). At this intersection stands a stately brick house that was built in 1868 by William Hilton for Ephraim G. Harris, who named the house and the community Mount Ephraim (Master Plan Historic Site #12/1). His mother, Sarah Harris, first purchased the land in 1846 using money derived from the sale of the family's enslaved workers. Harris also established a store to

Looking north to Sugarloaf Mountain from the intersection of Mount Ephraim and Mouth of Monocacy Roads

Map 63: Mount Ephraim Road



View midway along Mount Ephraim road looking toward Sugarloaf Mountain

serve the surrounding communities and Civil War soldiers stationed in the area and on the mountain. The stone foundation of the store can be seen at the corner. The Mount Ephraim house was later home to Fritz Gutheim, the notable award-winning historian and writer, and founder of Sugarloaf Regional Trails.

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

Environment

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

Road Characteristics: Exceptional Rustic Segment

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

Road Characteristics: Rustic Segment

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

Looking north at the intersection of Mount Ephraim and West Harris Roads

Mount Nebo Road

A rustic road added to the program by the 1996 *Rustic Roads Functional Master Plan.*

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

Significant Features

- Alignment with curves and elevation changes along half of road

History

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

Traveling Experience

River Road (a rustic road) turns into Mount Nebo Road as it curves to the north away from the Potomac River. The road is steep in places and goes through forested areas with a nice ravine. The road is forested along both sides as the elevation rises heading away from River Road. The Mount Nebo property is down a driveway on the left side of the road in this stretch. After the forested section, the road flattens and straightens and has several modern homes, especially on the left (west)

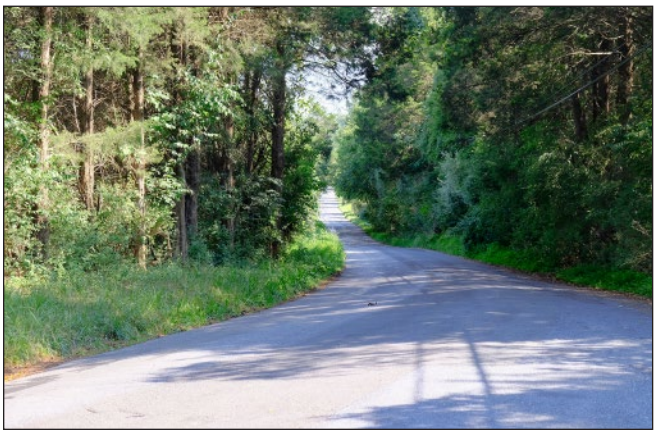
side of the road. As the road curves to the right, the 400-acre Poplar Spring Animal Sanctuary is on the left, while farm fields open to the right. Poplar Spring is home to over 200 rescued farm animals. Mount Nebo Road comes to an end at its intersection with West Offutt Road (a rustic road).

Environment

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

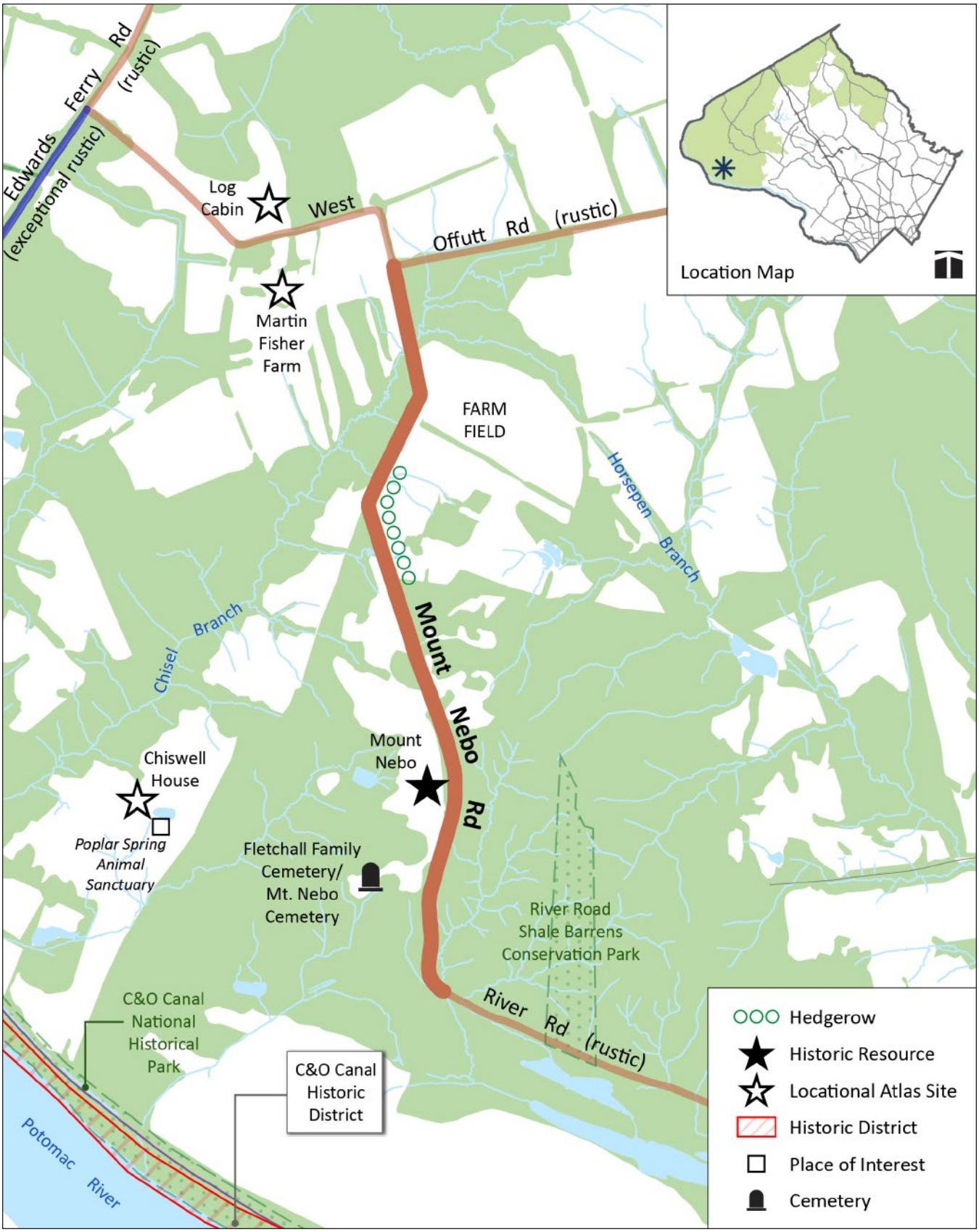
Road Characteristics

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



Four views at periodic points along Mount Nebo Road

Map 64: Mount Nebo Road



Mountain View Road

A rustic road added to the program by the 2004 *Rustic Roads Functional Master Plan Amendment.*

Mountain View Road is in northern Montgomery County approximately two miles west of Damascus. Any road improvements should be carefully examined because many structures are located close to the road, and such improvements may compromise the integrity of the Purdum Historic District.

Significant Features

- Broad vistas across open farm fields and rolling countryside.

History

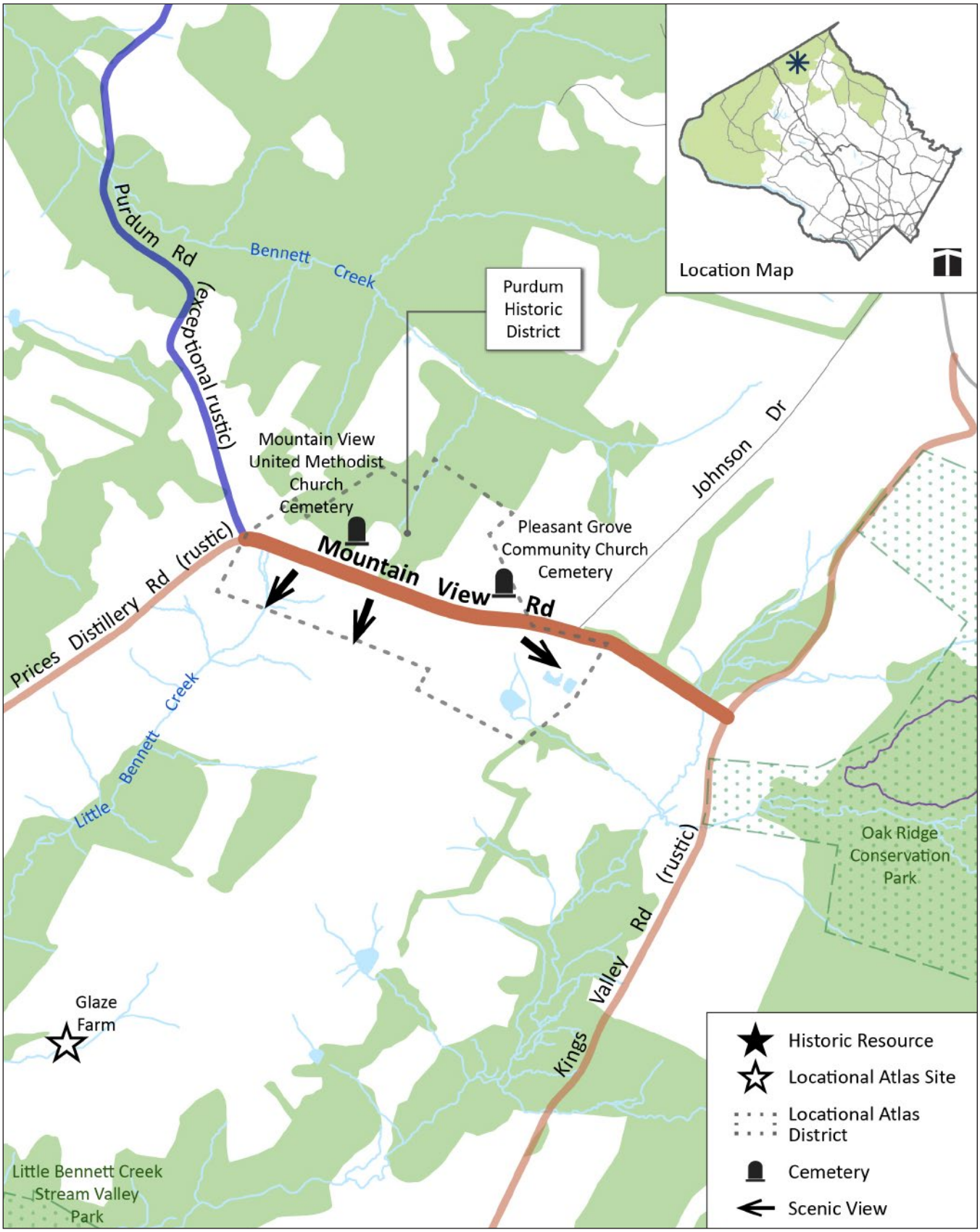
Mountain View Road, established by the mid-1800s, is the backbone of the Purdum Historic District (Locational Atlas & Index of Historic Sites #10/24). Purdum, named for a local farming family, was a nearly self-sufficient community with churches, a school, and a store that served local farmers. Purdum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

Traveling Experience

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

Some vernacular Victorian buildings along Mountain View Road in the Purdum Historic District

Map 65: Mountain View Road



Farm fields along the western end of the road across form the intersection of Mountain View, Prices Distillery and Purdum Roads

the road, and in some cases are quite close to the roadway. Purdum developed around two churches that are still part of community life.

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

Environment

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

Road Characteristics

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

Pleasant Grove Community Church and Cemetery

Mountain View United Church and Cemetery

View to farm fields along Mountain View Road just east of the intersection with Johnson Drive

Mouth of Monocacy Road

A rustic and exceptional rustic road added to the program by the 1996 *Rustic Roads Functional Master Plan.*

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

Significant Features

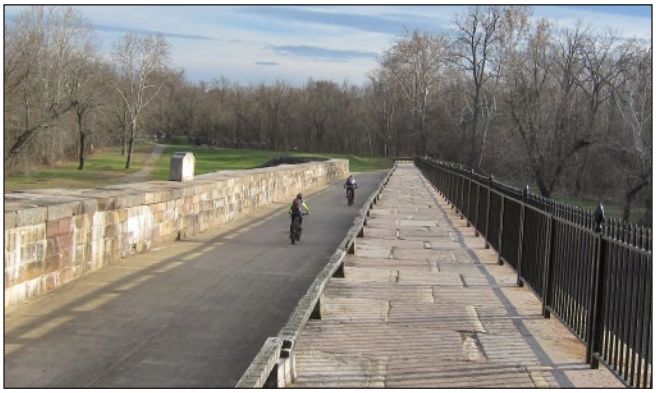
- Baltimore & Ohio Railroad Viaduct over Little Monocacy River
- Alignment approaching and under the Little Monocacy Viaduct
- One-lane timber deck bridge across the railroad
- Views of farms and Sugarloaf Mountain to the north
- One-lane bridge across the Little Monocacy River
- Narrow gravel segment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

History

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

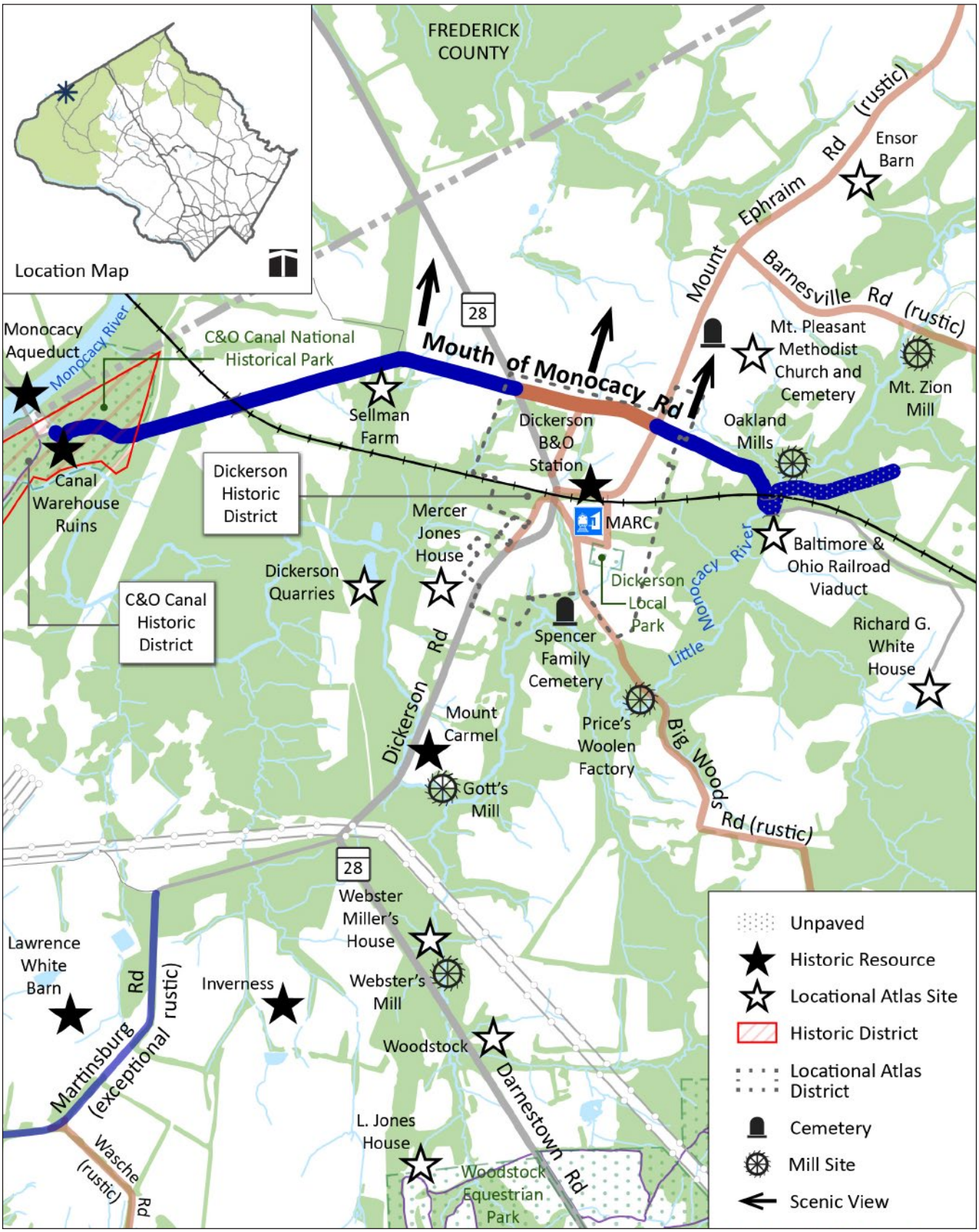
Traveling Experience

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



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

Map 66: Mouth of Monocacy Road



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

The road travels through light woodlands to cross a railroad spur at grade. This railroad spur is used for the line haul to the resource recovery facility located adjacent to the Dickerson generating facility. The road crosses the main line of the railroad on a one-lane timber deck bridge (replaced in 2007; bridge inventory #M-0135) with nice views over the side to the railroad track below. After the road crosses the railroad, a power substation is located on the left, jarringly out of place with the otherwise rustic character of this road. The tree-lined road proceeds through farm country with the Sellman Farm on the right side (Locational Atlas & Index of Historic Sites #12/25). In the mid-1800s, this was a thriving general-purpose farm made prosperous by enslaved laborers. The log and frame farmhouse was built c. 1830. The stone springhouse is a rare survivor of more than a dozen agricultural outbuildings once associated with the farm. The road intersects Dickerson Road (MD 28) after passing a horse farm on the right.

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

Mouth of Monocacy continues across Ephraim Road, passes a dairy farm on the left, and proceeds downhill past the former site of Oakland Mills. The road then passes very narrowly under the Little Monocacy Viaduct (Locational Atlas & Index of Historic Sites #12/19) and, after a sharp turn to the left, crosses a one-lane bridge over the Little Monocacy River (bridge inventory #M-0043;

planned for replacement in 2025). After crossing the bridge, the road turns left up a steep rise to pass once again beneath the viaduct. There is an excellent view of the viaduct from the bridge. The largest single structure on the B&O line, this viaduct was also, at $175,000, the most expensive project associated with constructing the railroad. The three-arch bridge was built 1906–1907, replacing an earlier wooden trestle. It may include earlier stonework c. 1870. The masonry is a combination of Seneca sandstone, Washington County limestone, and white quartzite from Sugarloaf Mountain.

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

Environment

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

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

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

Mouth of Monocacy Road crossing over the CSX tracks

Cows grazing near the ruins of the Sellman Farm on the south side of the road

opportunities to view birds and other wildlife and plant communities.

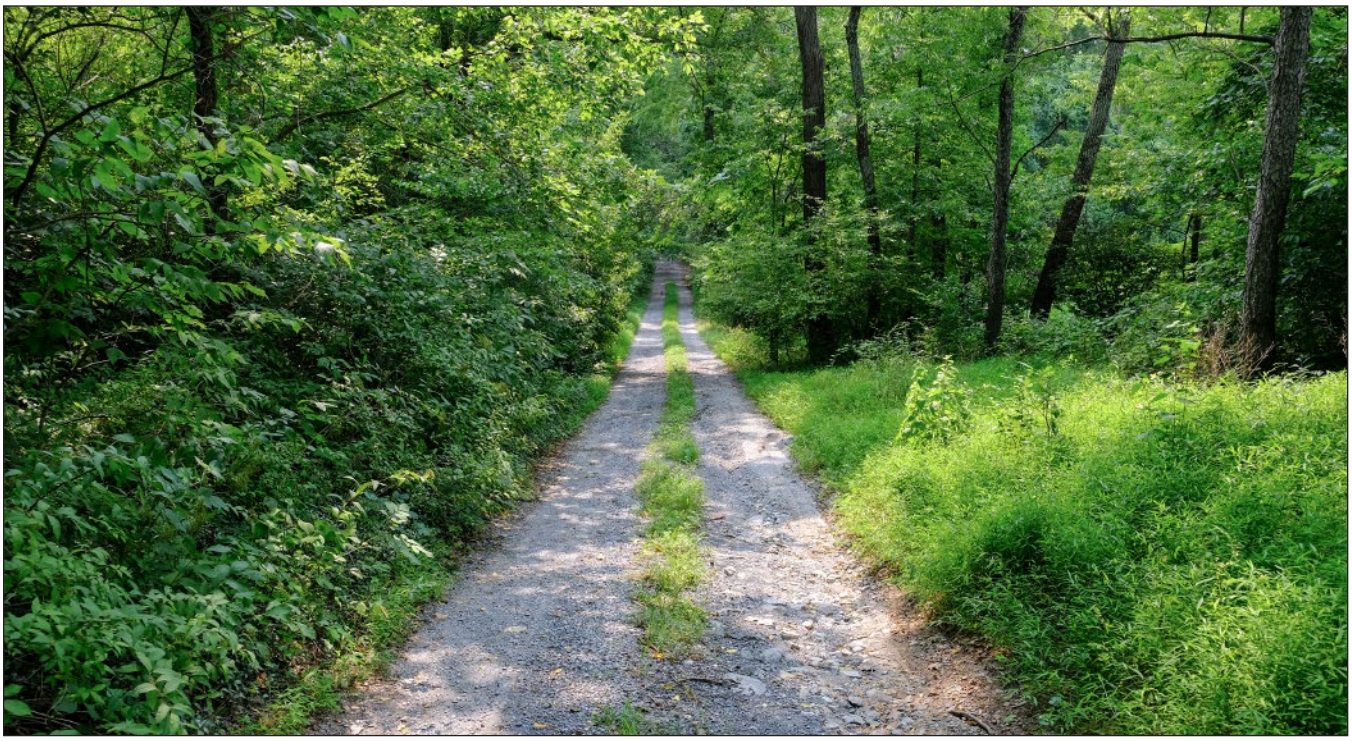
Road Characteristics: Exceptional Rustic Section

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

Road Characteristics: Rustic Section

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

Looking west toward farm silo just east of the intersection with Mount Ephraim Road



View to the end of Mouth of Monocacy Road

Mouth of Monocacy Road running under the Baltimore & Ohio Railroad Viaduct over the Little Monocacy River

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Moxley Road

A rustic road added to the program by the 1996 *Rustic Roads Functional Master Plan.*

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

Significant Features

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

History

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

external chimneys, as well as later houses with internal chimneys and central cross gables on their main façades.

Traveling Experience

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

Environment

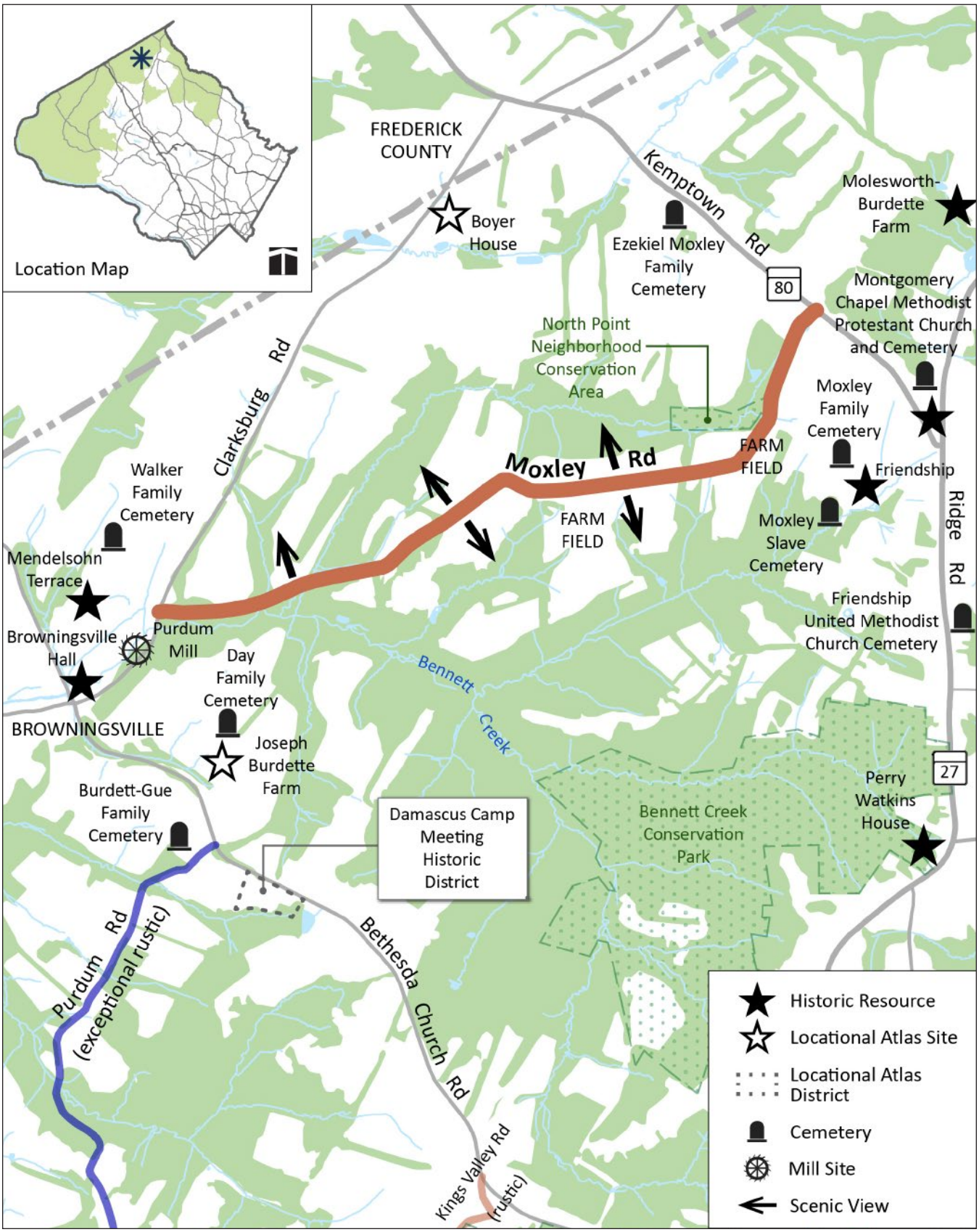
Moxley Road is located in the headwaters of Bennett Creek, a tributary to the Monocacy River. The road runs between two major streams before paralleling the Bennett Creek mainstem at the road's western end. There is a small unforested stream crossing near the eastern end, followed by a second crossing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

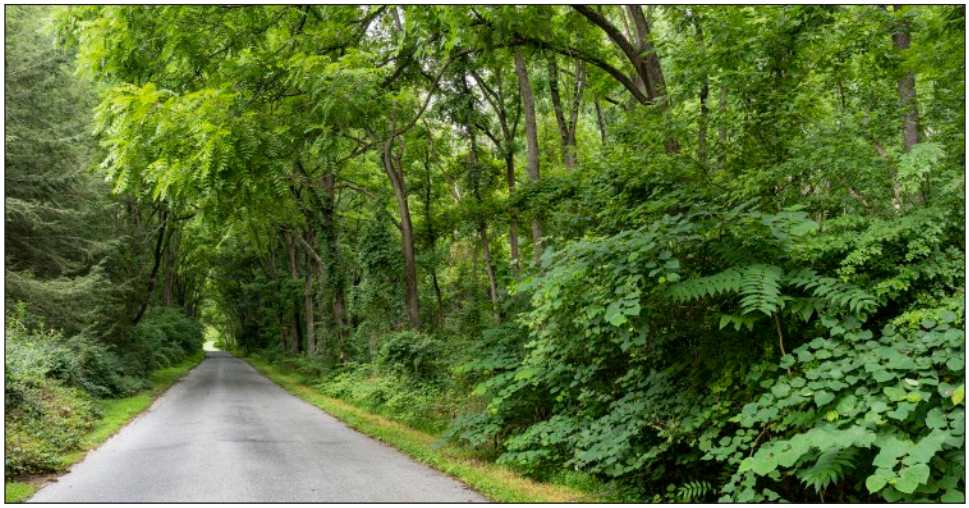
Road Characteristics

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

Views looking northwest (left) and southwest (right) midway along Moxley Road

Map 67: Moxley Road





Looking west along the western end of Moxley Road

Mullinix Mill Road

A rustic road added to the program by this master plan.

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

Significant Features

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

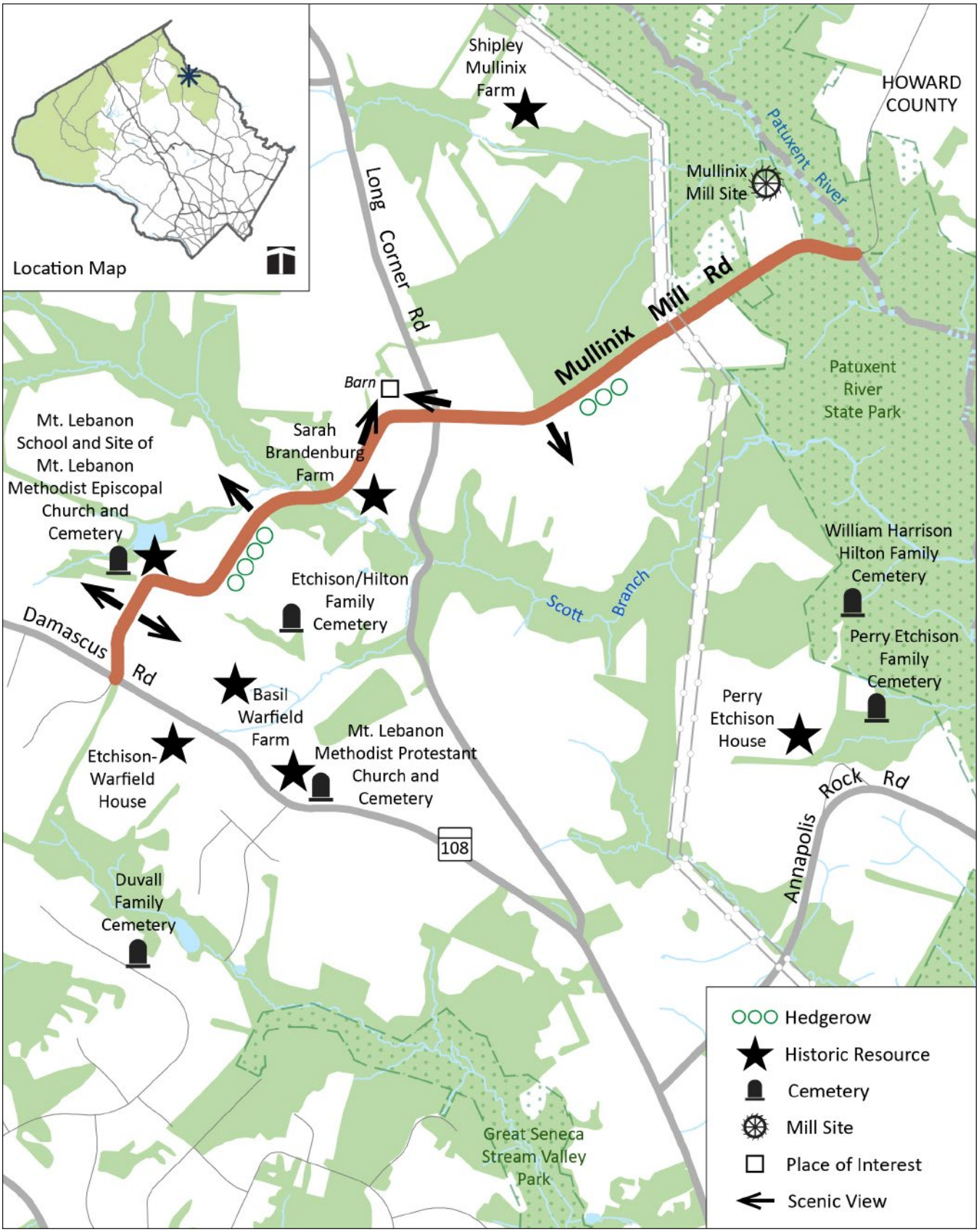
History

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

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

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

Map 68: Mullinix Mill Road



The 1901 Mt. Lebanon School, on the western end of the road, is now used as a private residence.

opened a small store nearby. The mill was destroyed by fire in 1913.

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

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

Traveling Experience

Mullinix Mill Road offers a delightful variety of driving experiences. After leaving Damascus Road (MD 108), the first one-third of a mile offers views both left and right of active farms. The 1901 schoolhouse is on the left as the first right turn is completed. Following a left turn, the view shortens with hedgerows to the right and Morning Sun Stables in the valley to the left. The road then passes through a wooded area, crosses Scott Branch, and rises to pass

View into Scott Branch from the road

The Victorian vernacular dwelling at Sarah Brandenburg Farm was likely built post 1912.

Looking west toward a view to a barn just west of the intersection with Long Corner Road

the Sarah Brandenburg House and some newer homes on the right.

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

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

Environment

Mullinix Mill Road is primarily within the Scott Branch tributary watershed of the Upper Patuxent River. Hedgerows appear on the south side of the road as the road descends toward the sparsely forested Scott Branch crossing and provide a mixed canopy. Following another open area after the Scott Branch crossing, canopy over the road gradually increases on one or both sides of the road. The rustic road ends at the Montgomery County line where the road crosses the Patuxent River within the forested Patuxent River State Park, a 6,700-acre park at the headwaters of the Patuxent

River that includes a nature center, hiking trails, canoe and kayak rentals, and fishing and hunting opportunities. Trails on either side of the river may be accessed from the parking area just across the bridge.

Road Characteristics

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

View to the power lines along the northern portion of Mullinix Mill Road

View to the fields just before the power lines

Nicholson Farm Road

A rustic road added to the program by this master plan.

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

Significant Features

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

History

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

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

The road's name likely derives from the legacy of the Lawrence Baker Nicholson family. Nicholson, a successful merchant, and later his wife Elizabeth A. Nicholson and son Lawrence Baker Nicholson, purchased land and built 17 dwellings throughout the community from

Looking north on Nicholson Farm Road near the intersection with Dickerson Road

the late 19th century through the 1920s. In the 1920s, Dickerson Road was realigned and paved as a state highway, and the original road that remained to the north of the railroad tracks became Nicholson Lane. The connection to Dickerson Church Road to the south was lost. When the county renamed roads to remove duplicate names in the early 1970s, Nicholson Lane became Nicholson Farm Road.

Traveling Experience

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

Environment

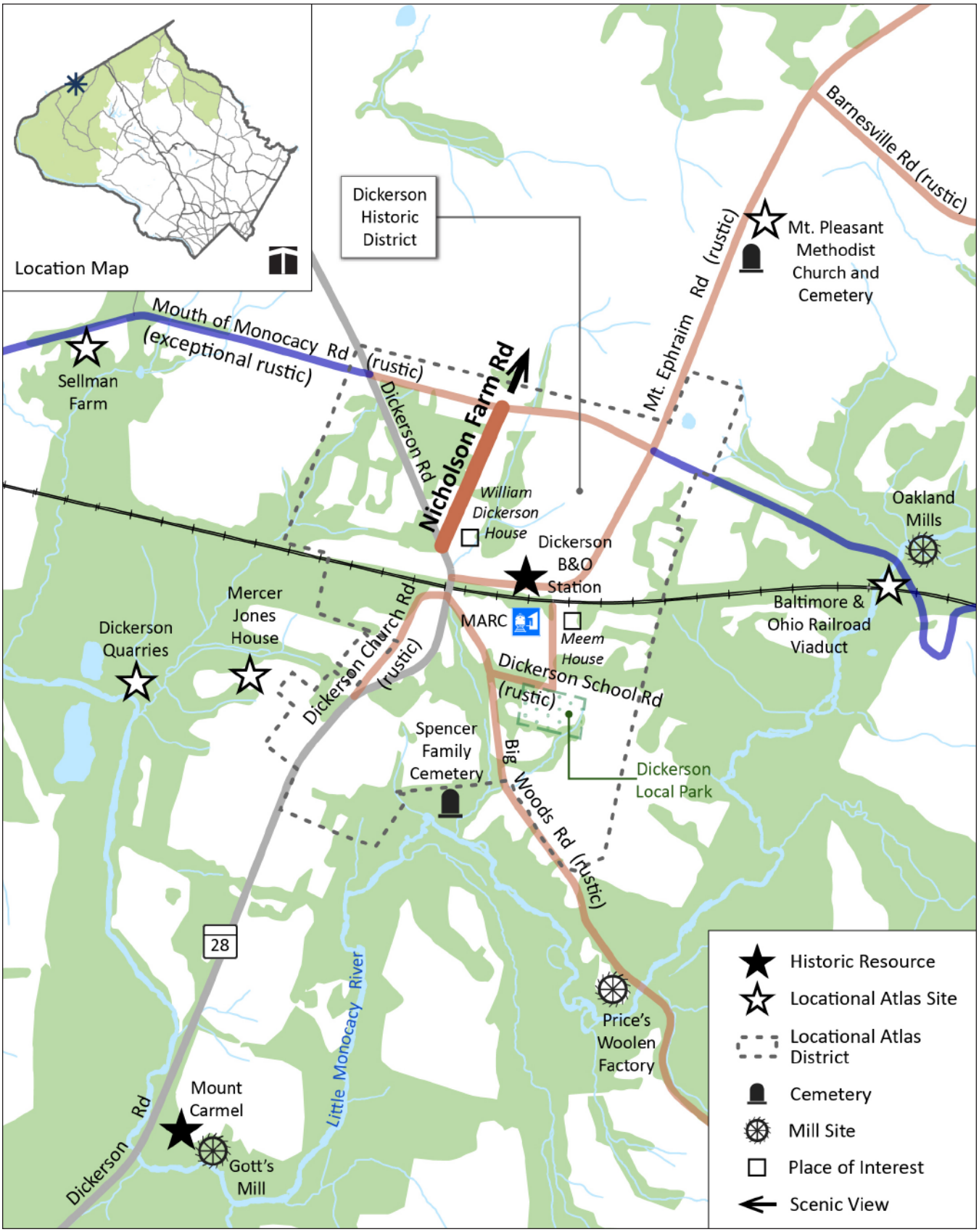
Nicholson Farm Road is generally located on high ground between two small tributaries to the Little Monocacy River. It is mostly open with individual trees and small groves providing some canopy cover in places.

Road Characteristics

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

View to Sugarloaf Mountain from the intersection of Nicholson Farm and Mouth of Monocacy Roads

Map 69: Nicholson Farm Road



Oak Hill Road

A rustic road added to the program by the 1997 *Cloverly Master Plan*.

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

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

Significant Features

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

History

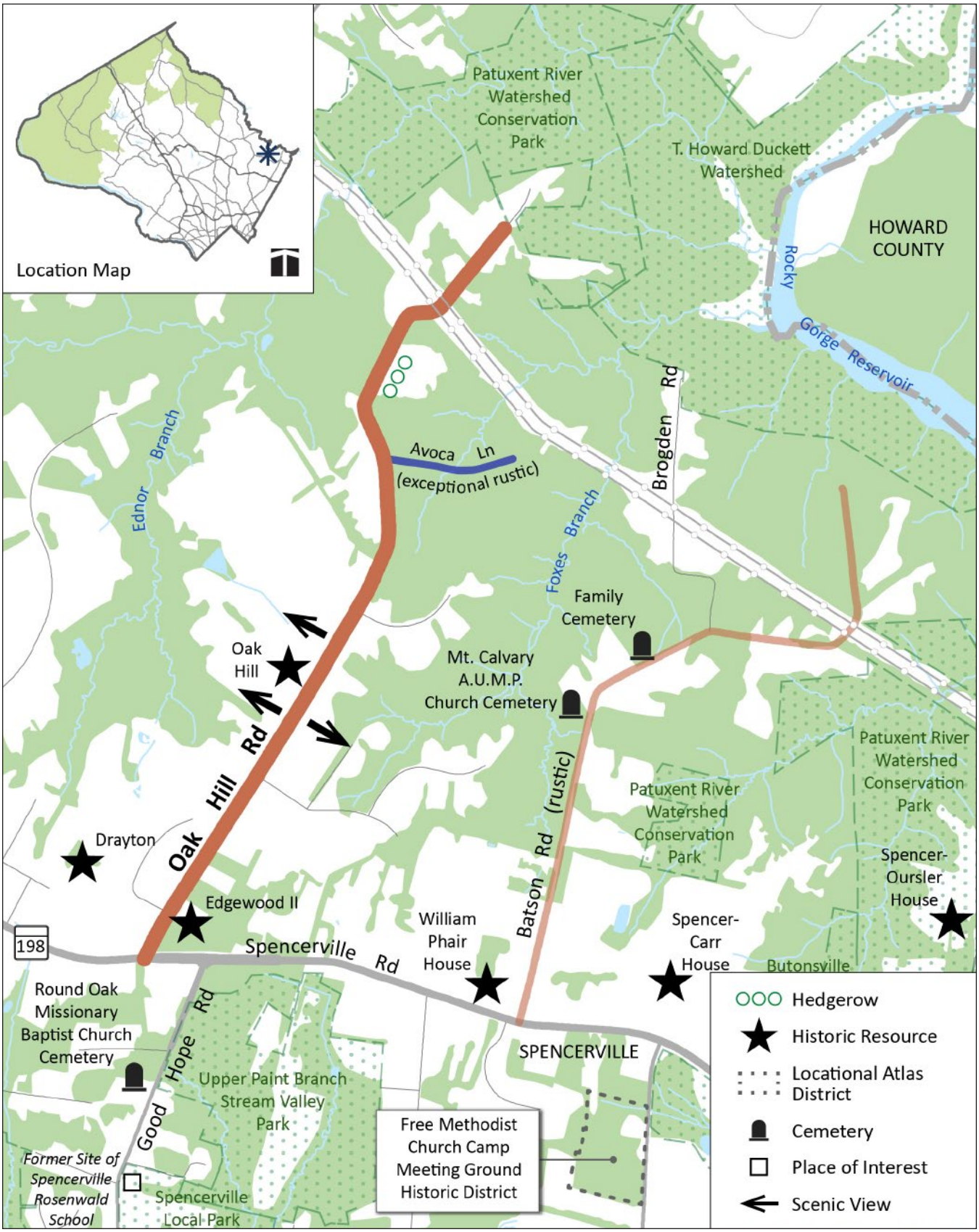
Oak Hill Road was established by 1892, connecting the Laurel Road (MD 198—now Spencerville Road) and the Old Baltimore Road (Ednor Road). Near Spencerville, the road closely follows its historic alignment, but northern segments show extensive realignment and the disappearance of the connection with Ednor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

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

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

View from the intersection of Oak Hill and Spencerville Roads looking northeast toward the 1858 Neoclassical Revival Edgewood II House

Map 70: Oak Hill Road



Traveling Experience

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

Environment

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

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

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

Road Characteristics

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

Field and forested area along the central portion of Oak Hill Road

Sculptures displayed in the front lawn of a residence along the northern portion of Oak Hill Road

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Old Bucklodge Lane

An exceptional rustic road added to the program by the 1996 *Rustic Roads Functional Master Plan.*

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

Significant Features

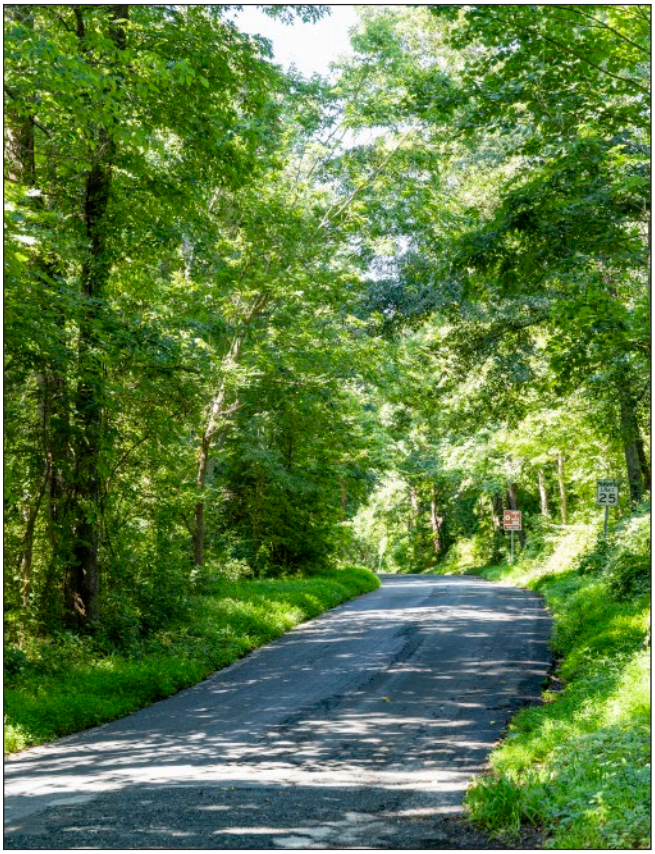
- Numerous wide, expansive views of rolling countryside and interesting farm buildings
- Alignment as it jogs around farm fields
- Dense cedar hedgerows

History

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

Traveling Experience

The road is under extensive tree canopy at White Ground Road (an exceptional rustic road). From there, the road follows a ridgeline, jogging around farm fields and offering views of horse pastures and interesting farmsteads on both sides of the road. Turning north onto Old Bucklodge Lane from the dense woods at



Old Bucklodge Lane at the intersection with White Ground Road

White Ground Road, one passes by woods on the right and a glimpse of farm fields through the trees on the left. At about a quarter mile, the road opens out to a view of a horse farm on the right, with board-fenced pastures and a large red bank barn. The road immediately turns left and then right, following the ridgeline between the horse farm and a cattle farm with ponds and pastures. After a curve around and between two older farmhouses, the road continues with pastures and hay fields on both sides. After more turns a distant view of Sugarloaf Mountain appears.

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

Environment

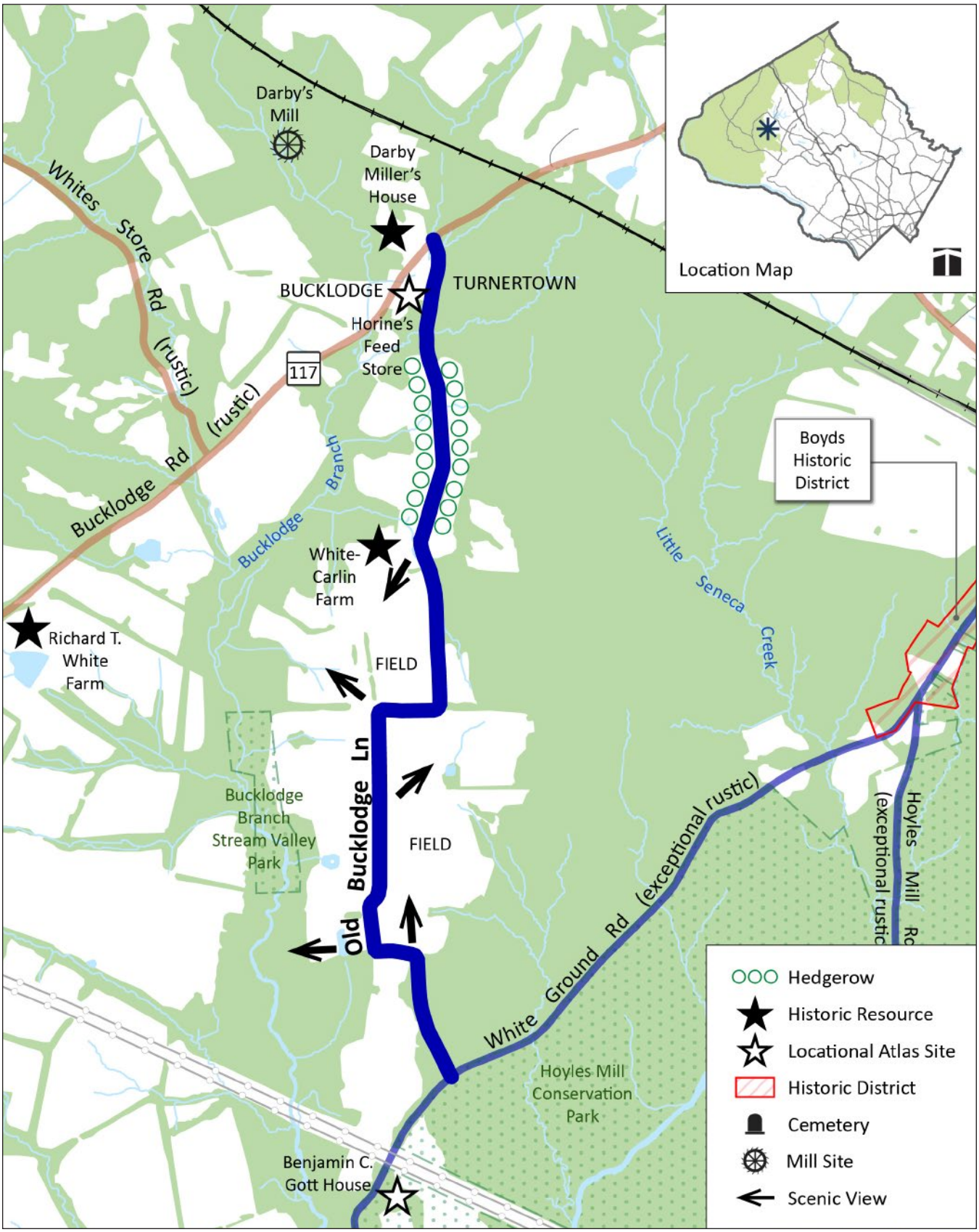
Old Bucklodge Road is primarily on the eastern rim of the Bucklodge subwatershed of Little Seneca Creek. Several of the forested headwater tributaries to Bucklodge Branch are crossed in the northern segments of the road. These riparian areas have a closed canopy overhead with forest growing close to the pavement. The middle segment of the road follows a ridgeline and is mostly open, with occasional hedgerows and individual trees along the edge.

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

Road Characteristics

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

Map 71: Old Bucklodge Lane



Looking north on the road toward a field and barn just north of the intersection with White Ground Road

View of Sugarloaf Mountain from Old Bucklodge Lane

Long view of fenced fields and forested areas

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

Old Hundred Road

A rustic road added to the program by the 1996 *Rustic Roads Functional Master Plan.*

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

Significant Features

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

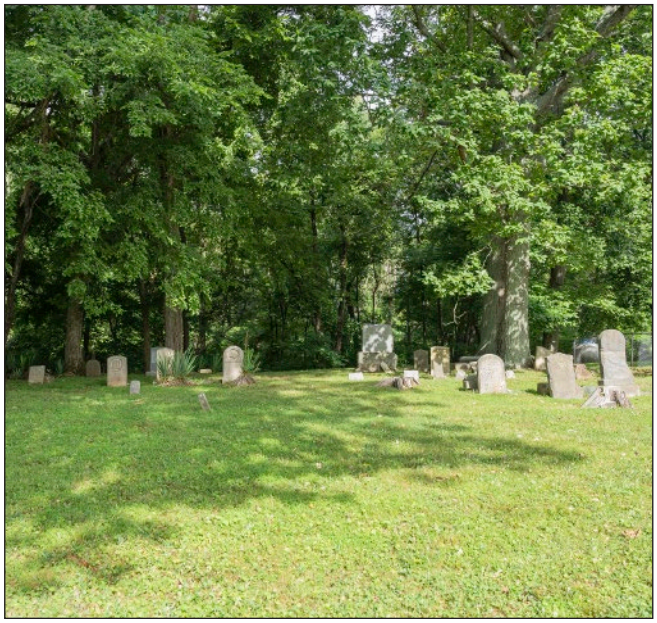
History

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

Traveling Experience

Leaving Barnesville and heading north, residences are on both sides of the road. There are concrete curbs along one or both sides of the road for almost its entire length. The road makes a steep descent to where it crosses a tributary to the Little Monocacy River. Up

View looking west from Old Hundred Road toward rolling fields and Sugarloaf Mountain in the distance just north on intersection with Comus Road



The 1861 Sugar Loaf Mountain Chapel and Cemetery located just south of Thurston Road

the hill, the road is heavily tree-lined and tree-canopied with tall mature trees. At the crest of the hill, there is a stunning view of Sugarloaf Mountain to the left with fields that are often dotted with round bales; there are also farm fields to the right. The Welling Farm, a farmstead that includes a noteworthy dairy barn of ceramic tile, a frame barn, and a log spring house, is on the right but is not visible from the road (Locational Atlas Site #12/9). The Frederick Jones Farm, established in the mid-1800s and about 150 acres, is off to the left but the farm itself is not visible (Locational Atlas Site # 12/7).

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

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

Environment

Old Hundred Road is split between the watersheds of Little Bennett Creek to the north and Little Monocacy Creek to the south. The northern segment of the road generally follows the forested stream valley of Little Bennett

Map 72: Old Hundred Road

Creek and floodplain within the Little Bennett Regional Park. West of the I-270 interchange, the road traverses an open upland stretch through residences and farm fields before descending back into stream valleys and often closely follows stream alignments, with high-banked hedges on one side and drop-offs and guardrails on the other. As the road ascends out of the forest and toward the ridgeline of the two watersheds, hedgerows and individual trees become less frequent and long views over farm fields more prominent.

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

Road Characteristics

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

View west along Old Hundred Road

Old Orchard Road

A rustic road added to the program by the 1997 *Cloverly Master Plan.*

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

Significant Features

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

History

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

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

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

Traveling Experience

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

The 2018 *Bicycle Master Plan* recommends a neighborhood connector from the end of Old Orchard Road to Norbeck Road.

Environment

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

Views looking north and south along Old Orchard Road

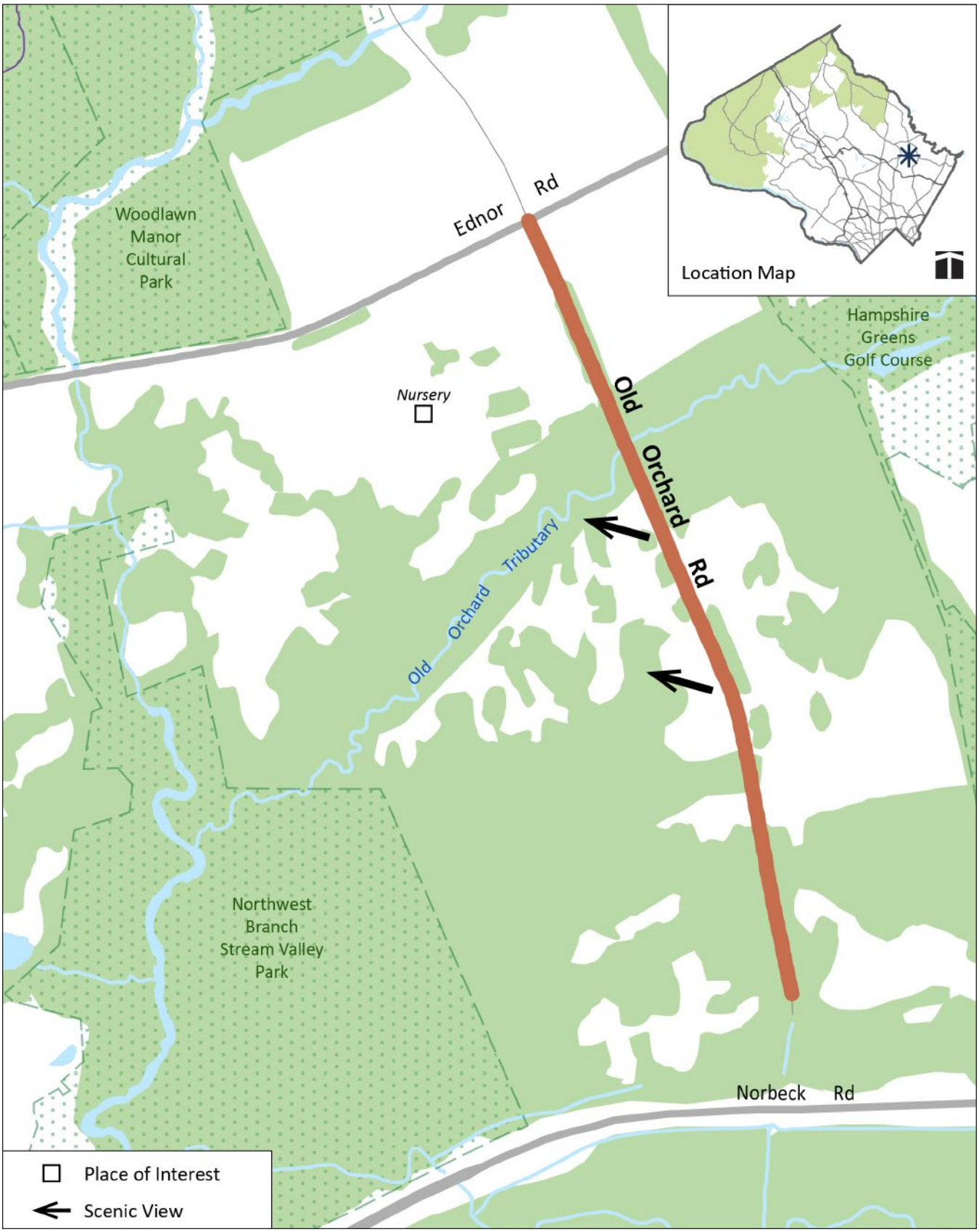
is intermittent with large individual trees growing close to the pavement.

Road Characteristics

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

The final ~350 feet of Old Orchard Road plus an additional ~325 feet past the end of the current pavement (a total of ~0.07 miles) is on the Dedicated But Unmaintained (DBU) County Roads list.

Map 73: Old Orchard Road



Old River Road

A rustic road added to the program by the 1996 *Rustic Roads Functional Master Plan.*

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

Significant Features

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

History

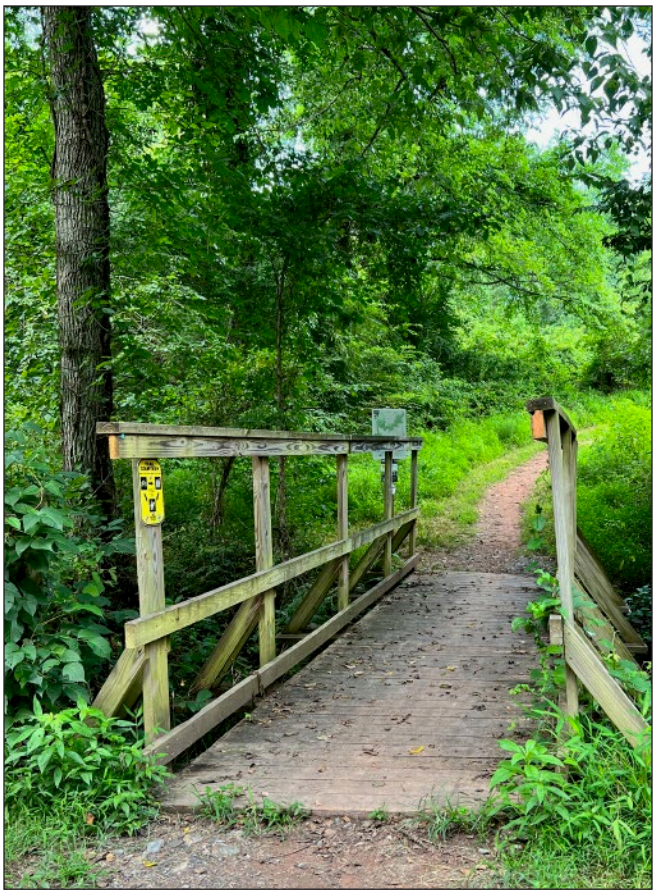
This road was an original section of River Road that was bypassed by relocated River Road c. 1960. Like other sections of River Road north of the Seneca community, it was opened as a public road by at least 1808. This road falls within the Seneca National Register Historic District.

Traveling Experience

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

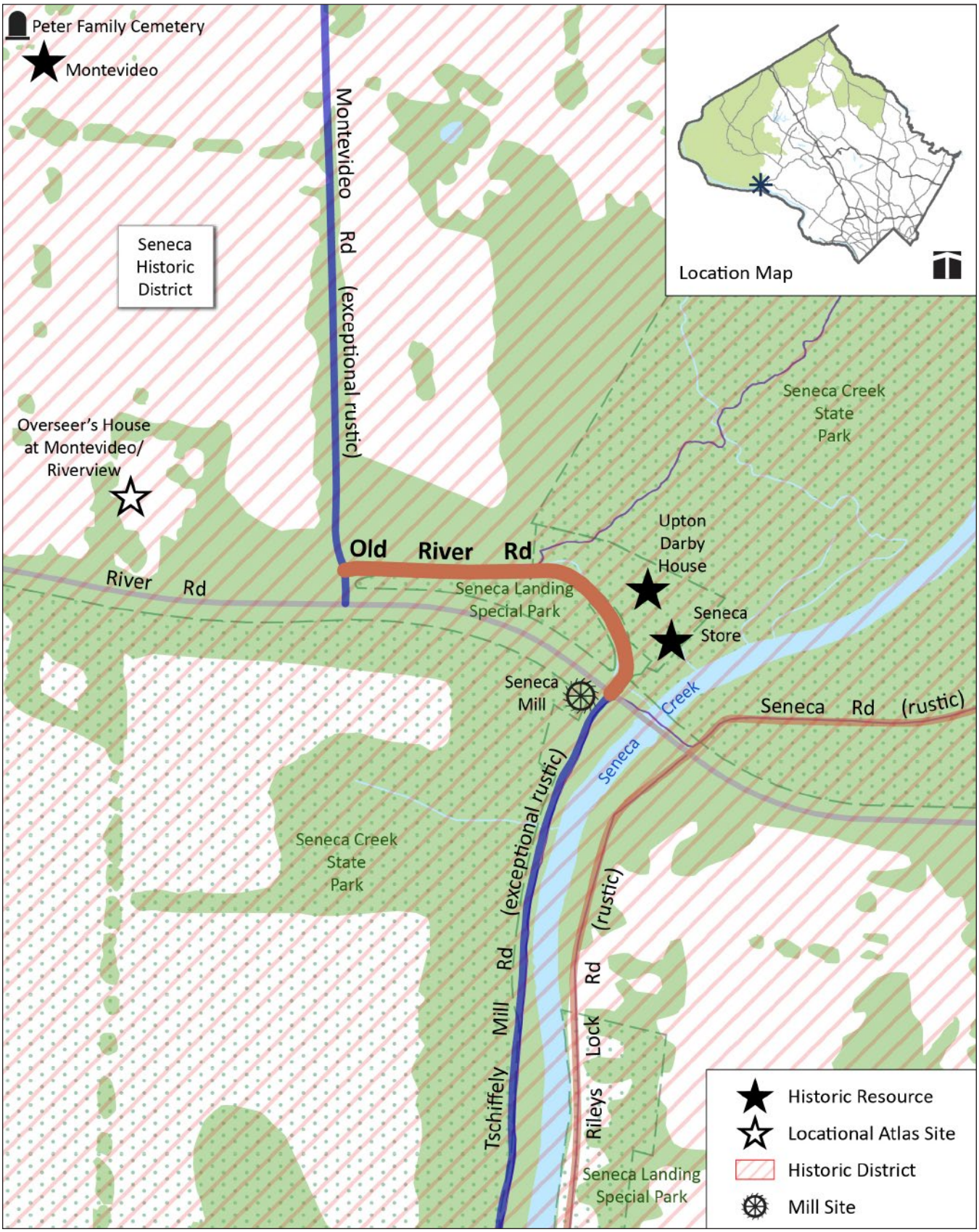
Environment

The road is located just north of and parallel to River Road and is within Seneca Landing Special Park. This park includes access to Great Seneca Creek off Rileys Lock Road, with a boat



Seneca Greenway Trail located on the north side of the road

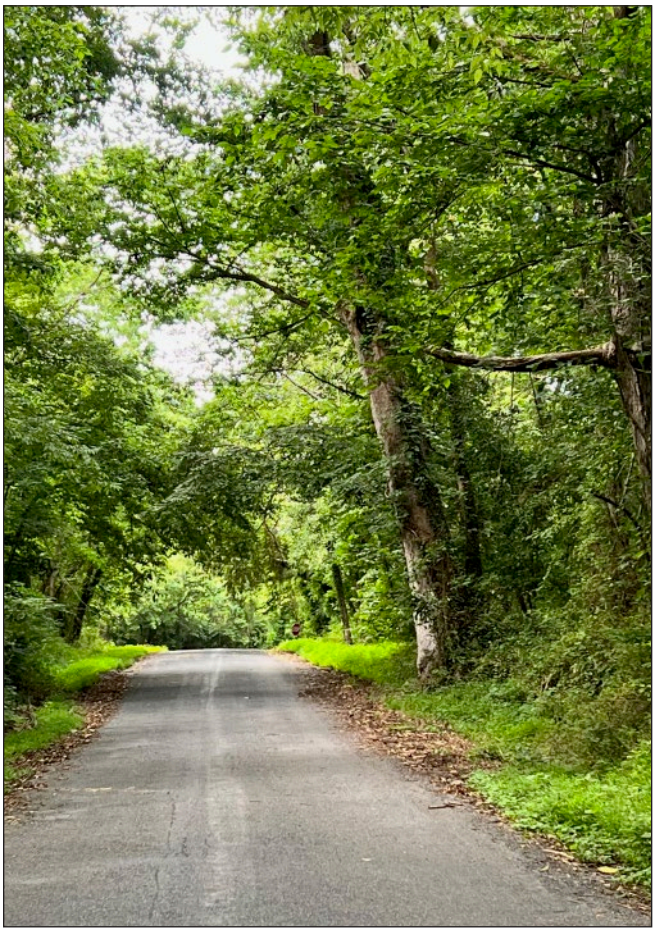
Map 74: Old River Road



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

Road Characteristics

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



Looking west on Old River Road toward Montevideo Road

The historic 1901 Seneca Store (Poole's General Store) is one of the few remaining early general store buildings in the county.

Peach Tree Road

A rustic and exceptional rustic road added to the program by the 1996 *Rustic Roads Functional Master Plan.*

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

Significant Features

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

History

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

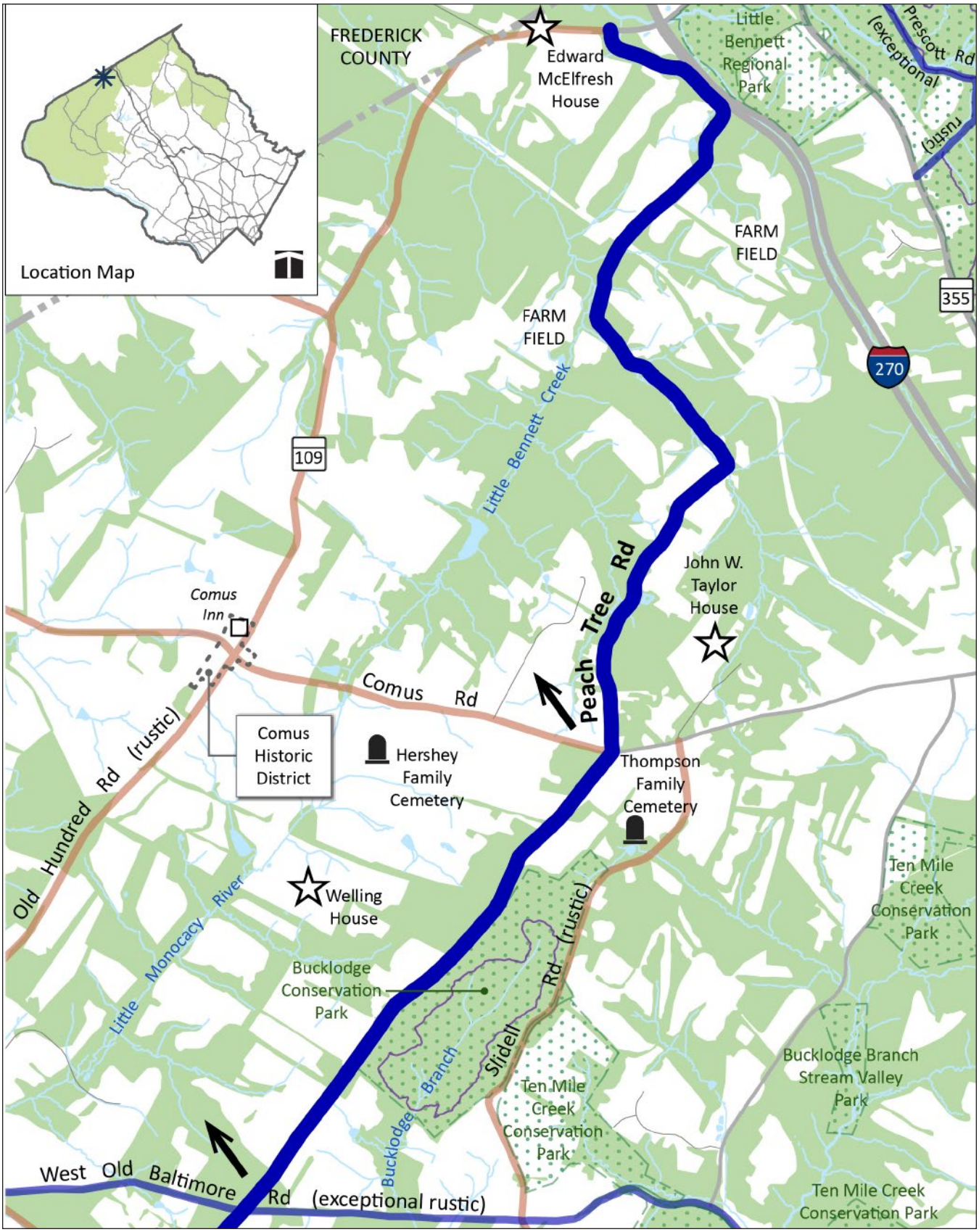
In the early 20th century, African Americans living along the southern section of Peach Tree Road were connected to nearby Black communities in Poolesville, Jerusalem, and Jonesville by ties of kinship and shared community institutions.

Traveling Experience

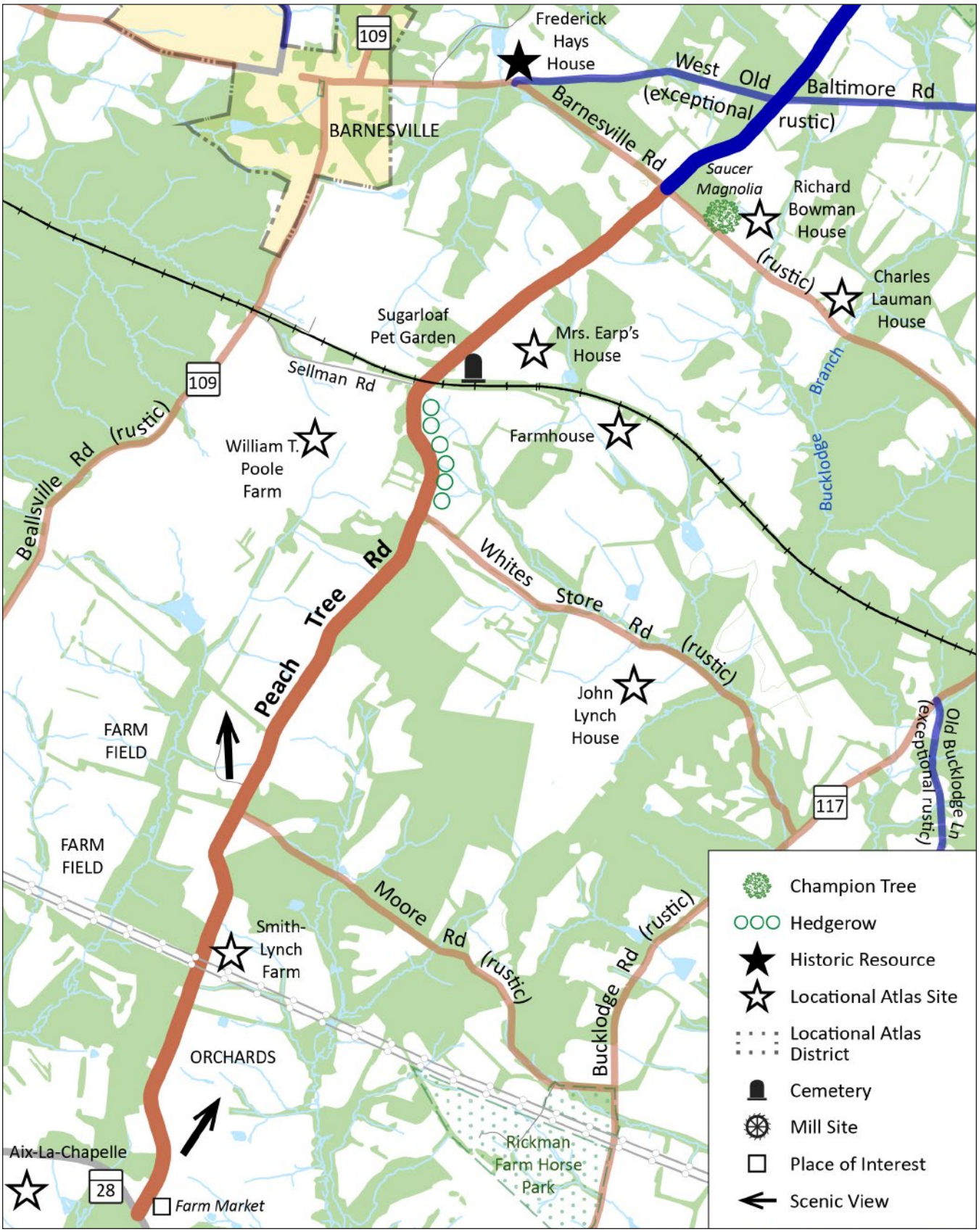
A farm market is located at the intersection with Darnestown Road (MD 28). From there, Peach Tree Road winds nearly 10 miles to Old Hundred Road (MD 109) near the county line. It begins with fields and wide views on the left. The Smith-Lynch Farm is on the right (Locational Atlas & Index of Historic

Views to fields along the southern end of Peach Tree Road

Map 75: Peach Tree Road North



Map 76: Peach Tree Road South



Looking west on Peach Tree Road just north of the intersection with West Old Baltimore Road

Sites #17/3). This farm, established in the mid-19th century in a notable setting on a hill surrounded by fields, was operated by the same family for nearly a century. Orchards are located in this vicinity.

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

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

Environment

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

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

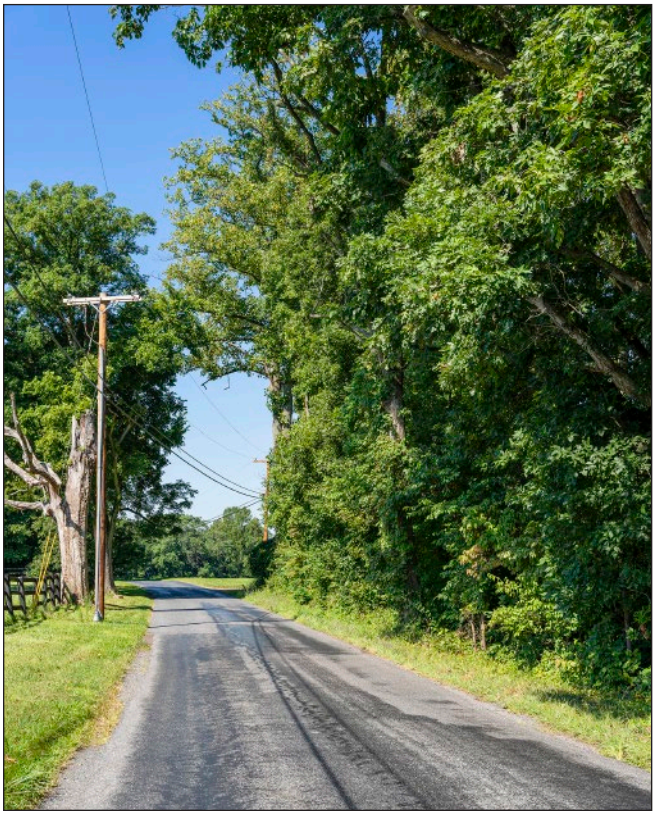
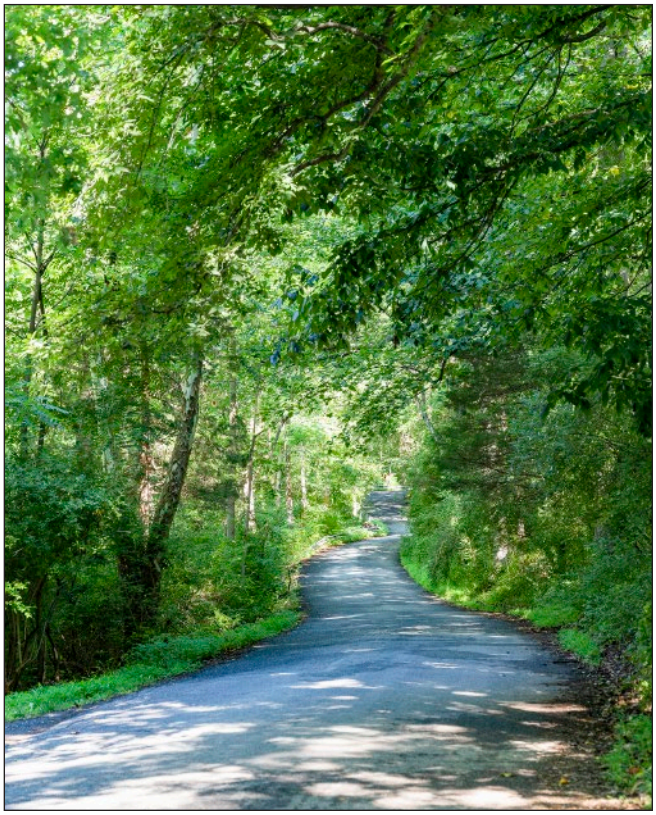
Road Characteristics: Exceptional Rustic Section

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

Road Characteristics: Rustic Section

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

Looking south toward farm buildings on the road just north of the intersection with West Old Baltimore Road

Peach Tree Road winding through the landscape with an enclosed tree canopy along portions of the road

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Pennyfield Lock Road

A rustic road added to the program by the 1996 *Rustic Roads Functional Master Plan.*

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

Significant Features

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

History

Pennyfield Lock Road is a canal access road probably established c. 1830–1833. The road is named for George P. Pennyfield, who maintained the canal lock here (Lock #22). The lock and the stone lockhouse were built c. 1830 (Master Plan Historic Site #25/15). The small complex of buildings also once contained a frame store building c. 1850–1880 that supplied food and goods for canal workers and members of the Tobytown community. Other local stories indicate it may have been used as a boardinghouse and private residence. In poor condition at the time of the 1996 *Rustic Roads Functional Master Plan*, the store has since been demolished.

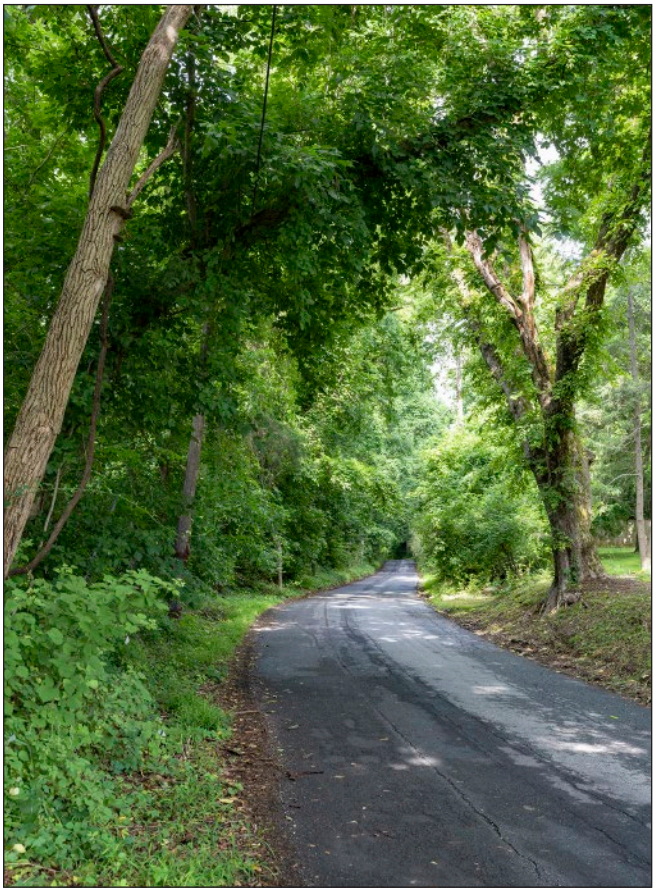
Map 77: Pennyfield Lock Road

Traveling Experience

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

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

The Tobytown community located at the beginning of Pennyfield Lock Road



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

Environment

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

The C&O Canal Park extends 184.5 miles from Georgetown in Washington, D.C. to Cumberland, Maryland. In addition to preserving the historic canal and features

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

Road Characteristics

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

Fenced field beyond the park gate

One-lane bridge crossing the Muddy Branch

Pennyfield Lock House & Lock #22

Poplar Hill Road

A rustic road added to the program by the 2002 *Potomac Subregion Master Plan.*

Poplar Hill Road offers short, natural views of lush vegetation. This plan removes from the Rustic Roads Program the middle segment of the road that was removed after the bridge over Hookers Branch washed out in a flood.

Significant Features

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

History

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

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

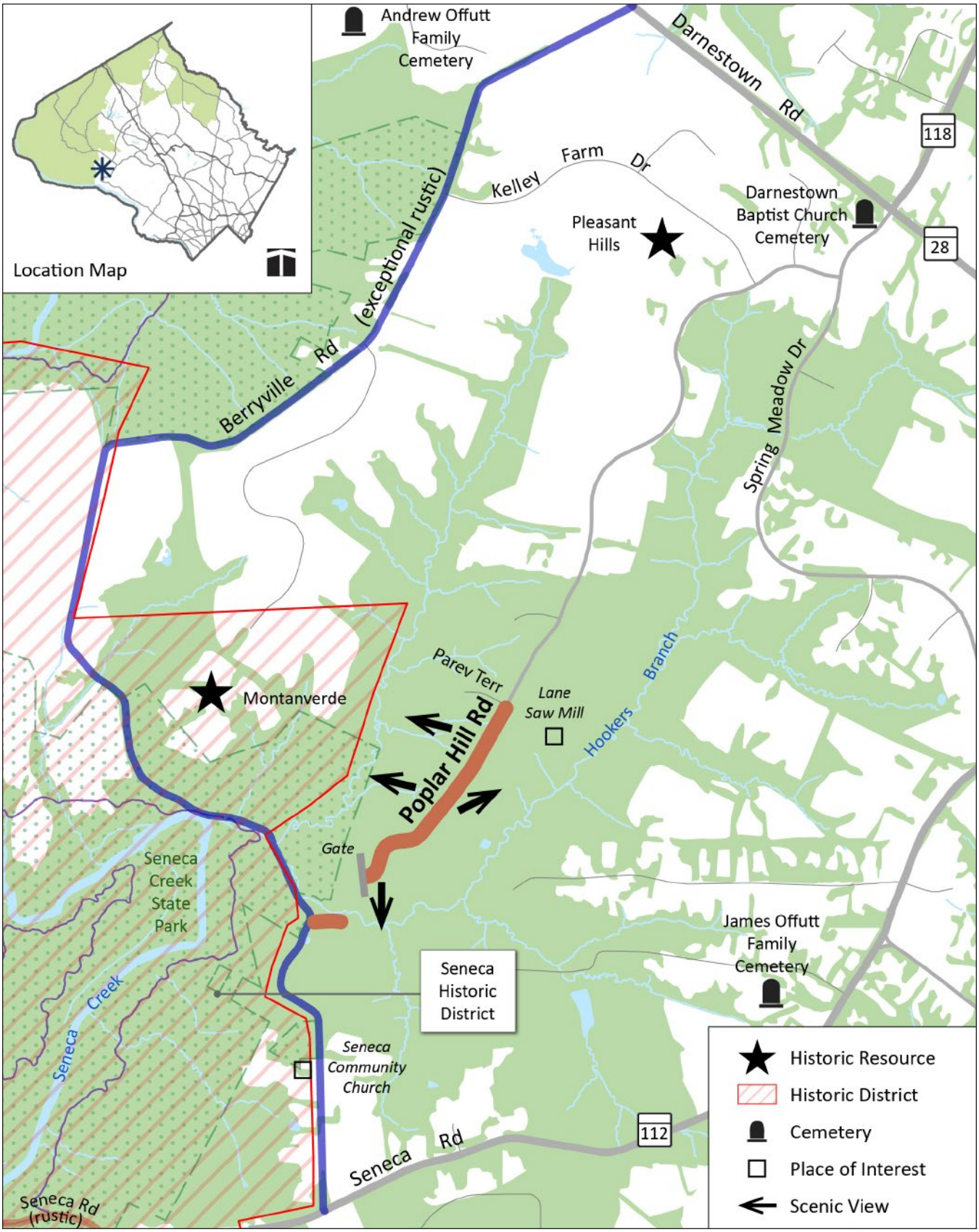
The bridge over Hookers Branch washed out in a flood in the early 2000s. Rather than rebuild the bridge, the county closed the road from both directions, so there is now a very short southern segment of the road that serves one house and a longer northern segment that serves 10 houses plus a few undeveloped properties. The roadway in the middle section—approximately 640 feet (0.12 miles)—was removed by 2017 and replaced with grass. A gate at the end of the northern segment allows utility companies to maintain lines that follow the old roadway.

Traveling Experience

From Parev Terrace to the end of pavement at Hookers Branch, Poplar Hill Road winds through the woodlands under large tree canopies. The narrow road exemplifies the rural landscape of the county with its scenic landscaping and stunning views. It follows

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

Map 78: Poplar Hill Road



a path through an area interspersed with single-family detached homes. Deciduous and evergreen trees flank both sides of the road. Native vegetation along its edges provides color and diversity. Short, open vistas and small grass pastures provide areas of interest and exposure to a variety of wildlife. As the roadway ends, a footpath begins, bringing visitors to the banks of Hooker's Branch. The scenic road delivers wonderful natural experiences for local vehicular traffic as well as bicyclists and pedestrians.

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

Environment

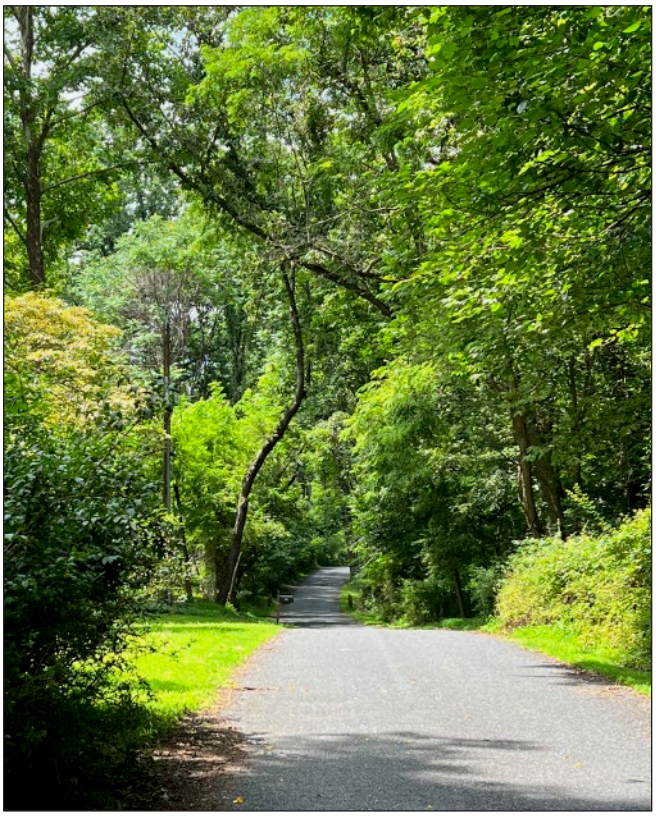
The road straddles a low ridge between Hookers Branch and a tributary to Hookers Branch, itself a tributary to Great Seneca Creek. Much of the road passes through forest on one or both sides of the road, with a high closed canopy in most places. Prior to the bridge washing out, the road crossed Hookers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

Road Characteristics

Extents	Berryville Road to end of pavement at former bridge; Parev Terrace to gate at end of northern segment
Length	0.71 miles; the remaining northern segment is 0.51 miles; the southern segment is 0.07 miles (~392 feet)
Width	9–16 feet
Surface	Paved
Lanes	No centerline or edge markings
Shoulders	None

Poplar Hill Road is on the Dedicated But Unmaintained (DBU) County Roads list.

Section of Poplar Hill Road just off Berryville Road



Northern section of Poplar Hill Road looking south

Prices Distillery Road

A rustic road added to the program by the 1996 *Rustic Roads Functional Master Plan.*

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

Significant Features

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

History

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

The current alignment includes segments of at least two 19th-century roads. The segment from Lewisdale Road to Mountain View Road was platted as a public road in 1843, followed by the segment from Lewisdale Road to the Frederick County line in 1873. This segment replaced an "old mill road" already in existence.

Early farmsteads along the road include log structures reinforced with stone chinking.

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

Fall scene of farm field at the intersection of Prices Distillery, Purdum, and Mountain View Roads

Expansive farm view with Sugarloaf Mountain in the distance

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

Traveling Experience

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

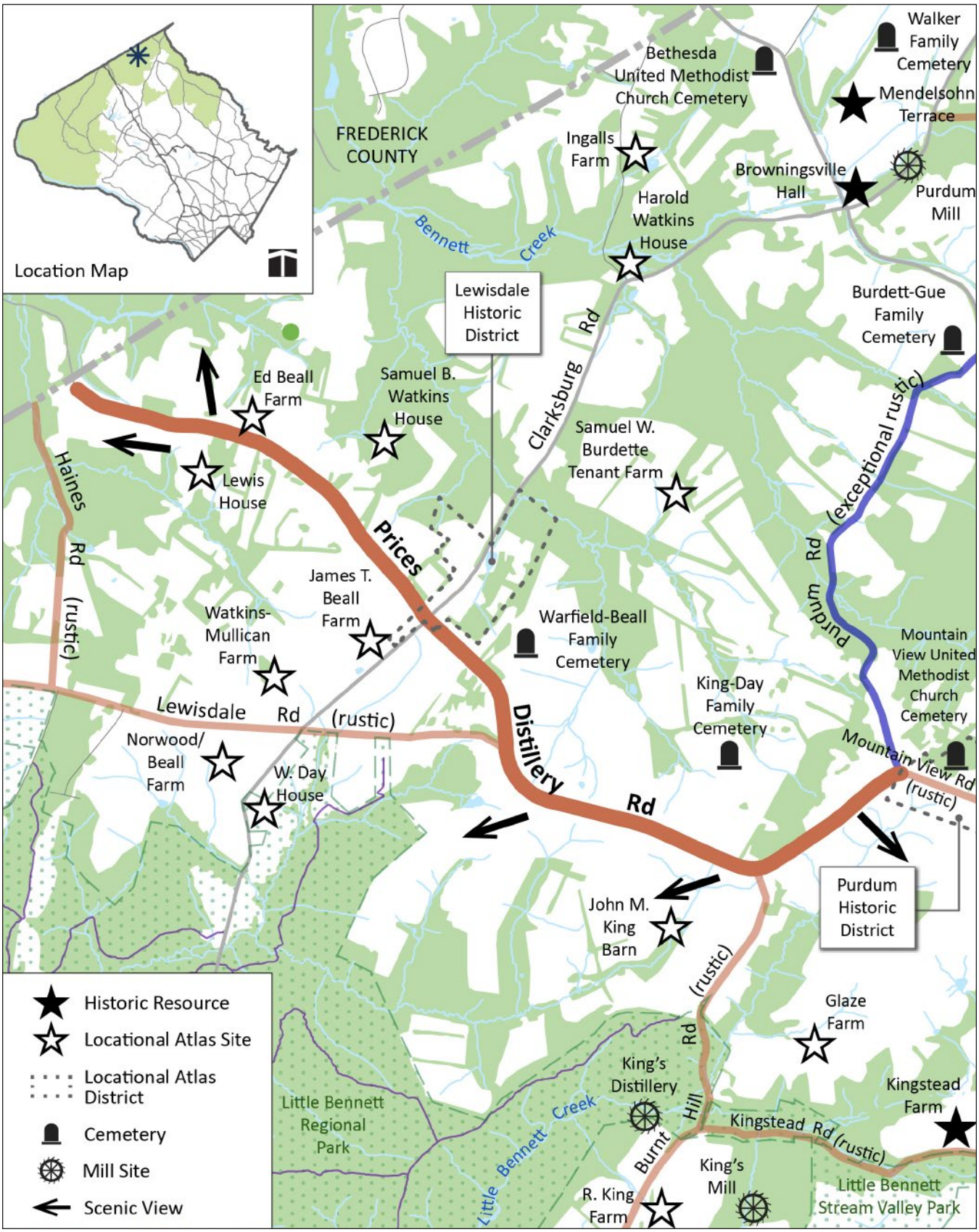
The road then passes Lewisdale Road (a rustic road) on a wide curve to the left, where homes of various ages and setbacks line the road. With farm views to the left, the road dips to enter the Lewisdale Historic District at the intersection with Clarksburg Road.

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

Environment

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

Map 79: Prices Distillery Road



Road Characteristics

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

Bicyclist enjoying a ride on Prices Distillery Road

Looking south on Prices Distillery Road just south of the intersection with Clarksburg Road

Residence and store on either side of the intersection of Prices Distillery and Lewisdale Roads

Purdum Road

An exceptional rustic road added to the program by the 2004 *Rustic Roads Functional Master Plan Amendment.*

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

Significant Feature

- Relationship of the road to the buildings.

History

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

Traveling Experience

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

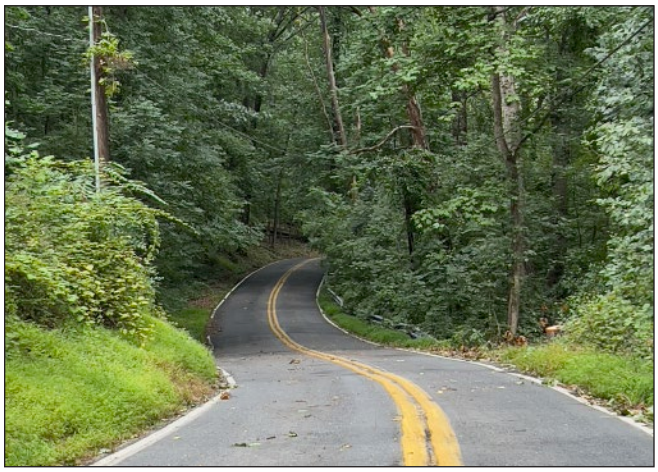
Horse in pasture just north of the intersection of Purdum, Prices Distillery, and Mountain View Roads

Environment

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

Road Characteristics

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

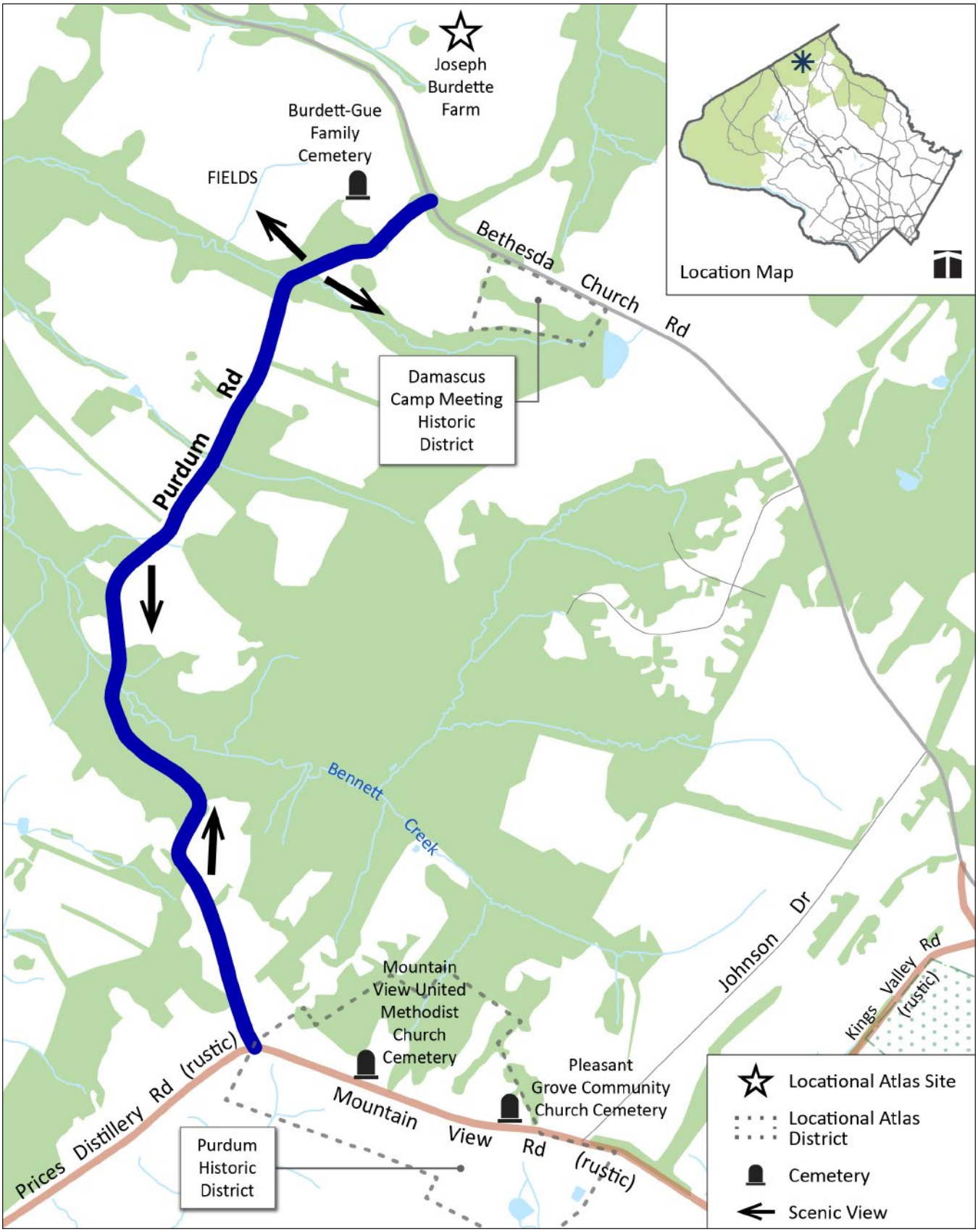


Purdum Road descending toward the stream valley

Views to pastures and farm fields along Purdum Road

Looking southwest toward pastures of Windbrook Farm located midway along Purdum Road

Map 80: Purdum Road



Query Mill Road

A rustic and exceptional rustic road added to the program by the 2002 *Potomac Subregion Master Plan.*

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

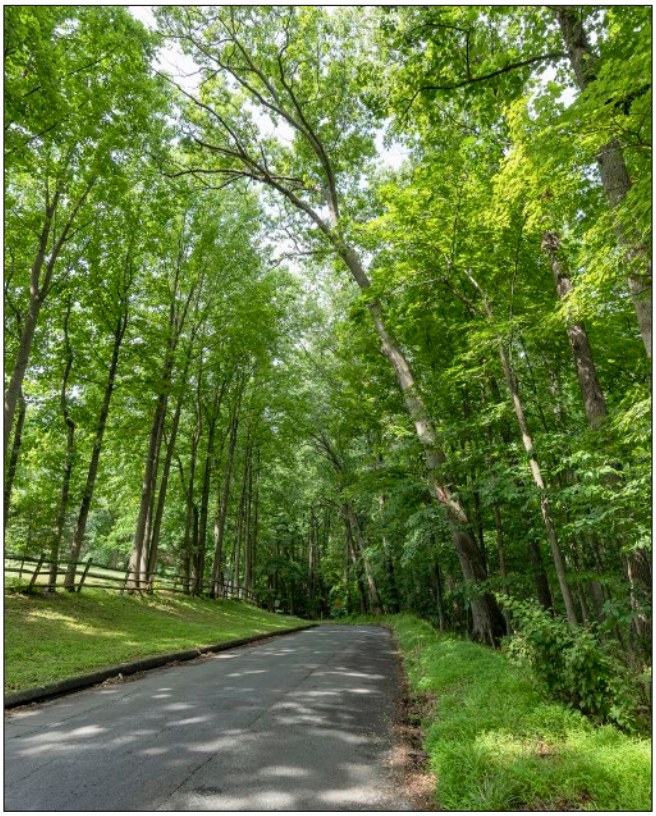
Significant Features

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

History

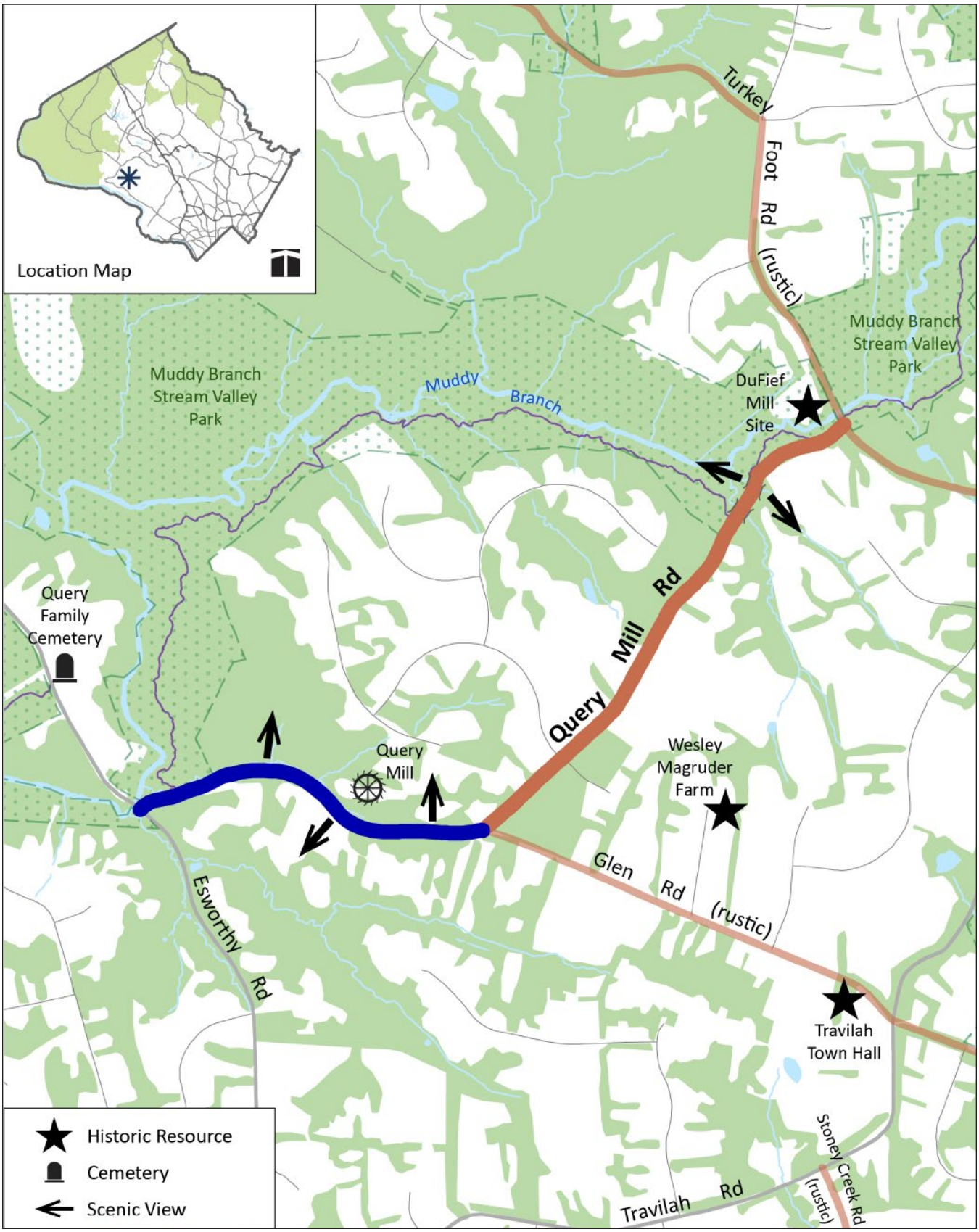
Query Mill Road forms part of a road network established by the mid-19th century in the area surrounding John L. DuFief's nearby mill (Master Plan Historic Site #24/17). Martenet and Bond's 1865 map shows a single road running between what are today Seneca and Travilah Roads. That alignment holds through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

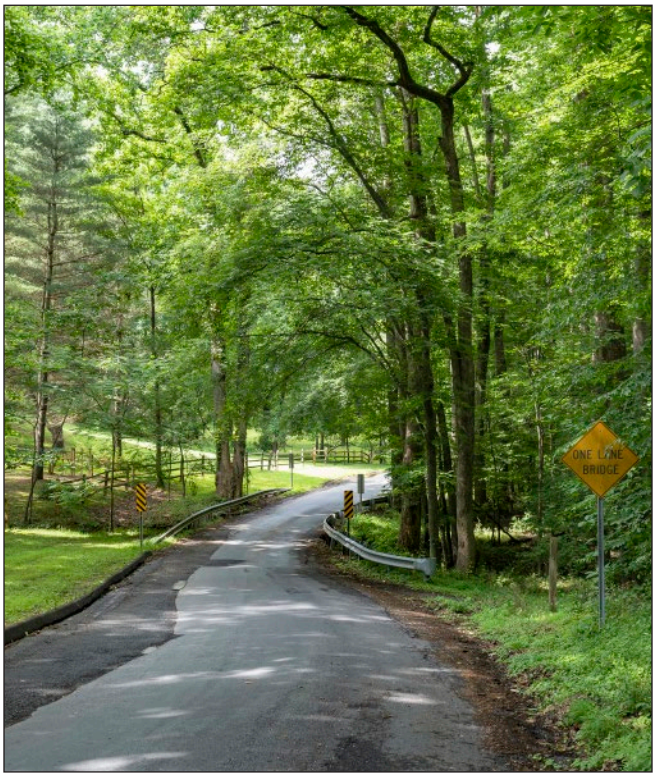
The road is likely named for 18th century settler John Nicholas Query or his descendants. Query was a German immigrant who purchased a gristmill and several hundred acres of land near the Muddy Branch in May 1779. He died in 1788 and is buried in the nearby Query Family Cemetery (Burial Sites Inventory #18). By 1795, his sons were selling the mill, and by



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

Map 81: Query Mill Road





One-lane bridge over the Muddy Branch tributary

1820 it no longer appeared in public records. The site cannot be found today.

Traveling Experience

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

Dipping down the slope, Query Mill Road crosses a pair of one-lane bridges over tributaries to Muddy Branch before rising again out of the canopy cover into a low-density residential neighborhood of long, meticulously maintained lawns decorated with mature trees. The bridges (bridge inventory #M-0020 and #M-0329) were built in 1920 and are 16 to 17.5 feet wide. Split rail fences appear once again through the foliage and tree-lined gravel driveways break through to create an appealing view. Although the canopy falls away from time to time, revealing fences and picturesque lawns, trees remain close to the road.

At the intersection with Glen Road (a rustic road) there is a three-way stop where road markings appear for a moment before disappearing as the road dips beneath another rising canopy. Continuing toward Esworthy Road, the road begins its descent, curving left

Views looking southwest along Query Mill Road

and right through a wooded neighborhood. On the left, a red barn is visible behind a white fence on a hilltop. A tributary to Muddy Branch runs along the right side of the road and is visible through the trees. Near Esworthy Road there are views of the Muddy Branch on the right, and signs alert drivers of equestrian paths just before the intersection. The road drops 100 feet in elevation between Glen Road and Esworthy Road.

Environment

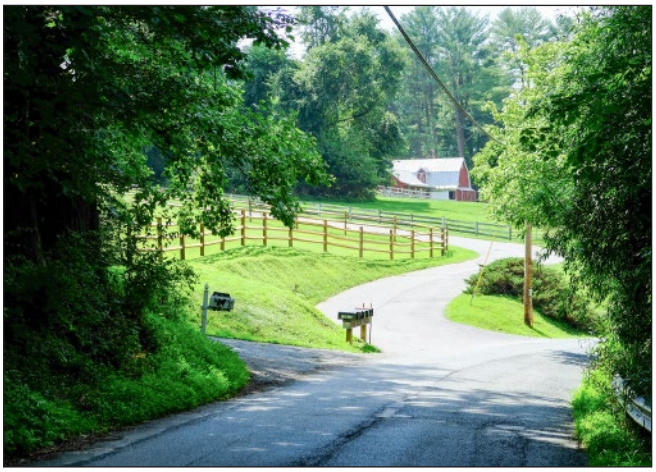
Query Mill Road begins and ends following the mainstem floodplain of Muddy Branch and along the southern edge of the stream valley park that protects it. The forest within these two sections of the park grows very close to the road and provides a closed, overhanging canopy. Other segments of the road,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

Road Characteristics: Exceptional Rustic

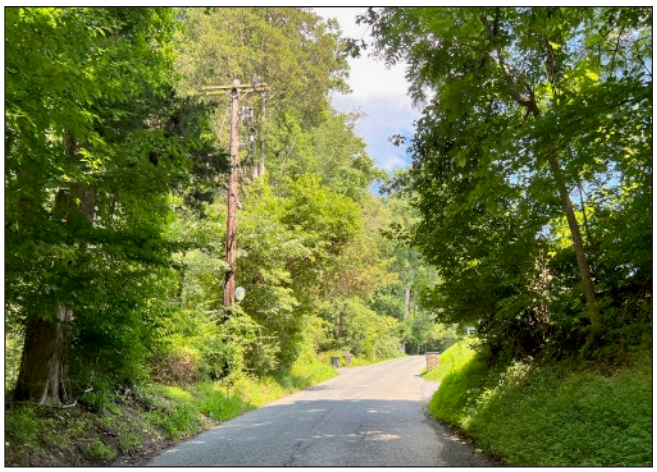
Extents	Esworthy Road to Glen Road
Length	0.62 miles
Width	16–20 feet
Surface	Paved
Lanes	Centerline and edge markings only at the intersection with Glen Road
Shoulders	None

Road Characteristics: Rustic

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



Looking west to the paddock and barn on the exceptional rustic section of Query Mill Road



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

Riggs Road

An exceptional rustic road added to the program by the 1996 *Rustic Roads Functional Master Plan.*

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

Significant Features

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

History

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

Traveling Experience

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

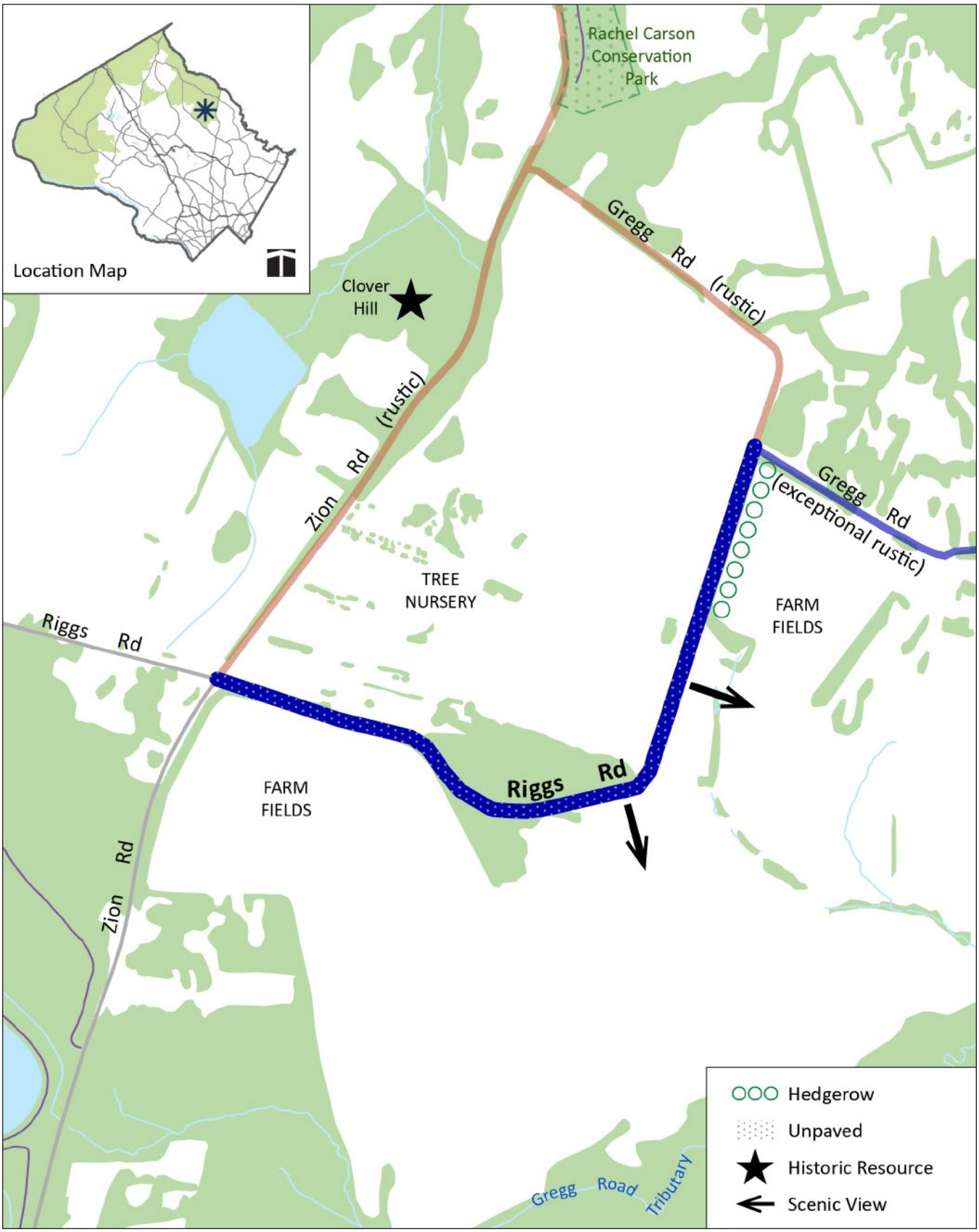
Looking east on Riggs Road near the intersection with Zion Road

Environment

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

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

Map 82: Riggs Road



Road Characteristics

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

Looking south toward the first bend in the road south of the intersection with Gregg Road

Looking east toward the second bend in the road east of the intersection with Zion Road

Rileys Lock Road

A rustic road added to the program by the 1996 *Rustic Roads Functional Master Plan.*

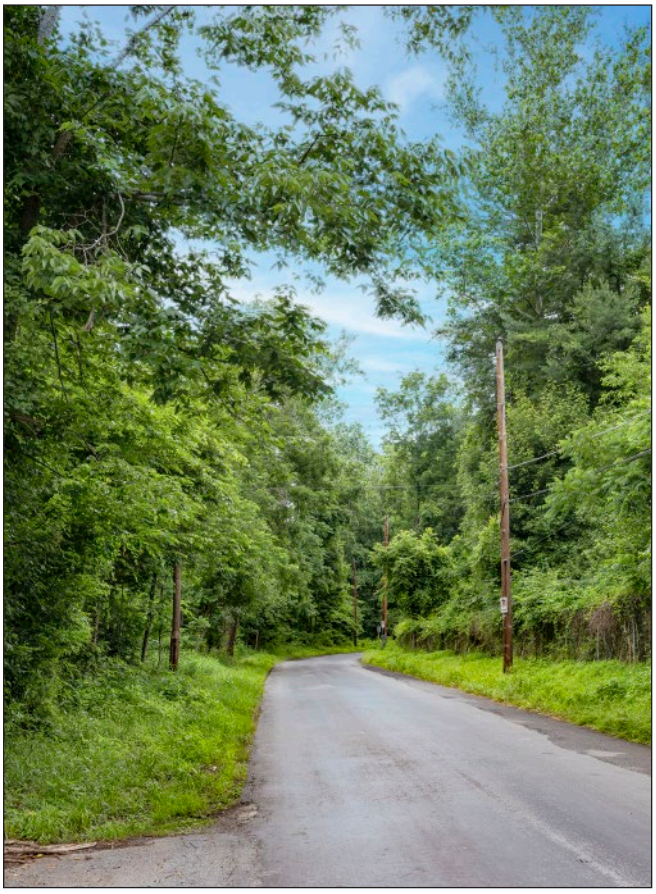
Rileys Lock Road has significant historic value.

Significant Features

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

History

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

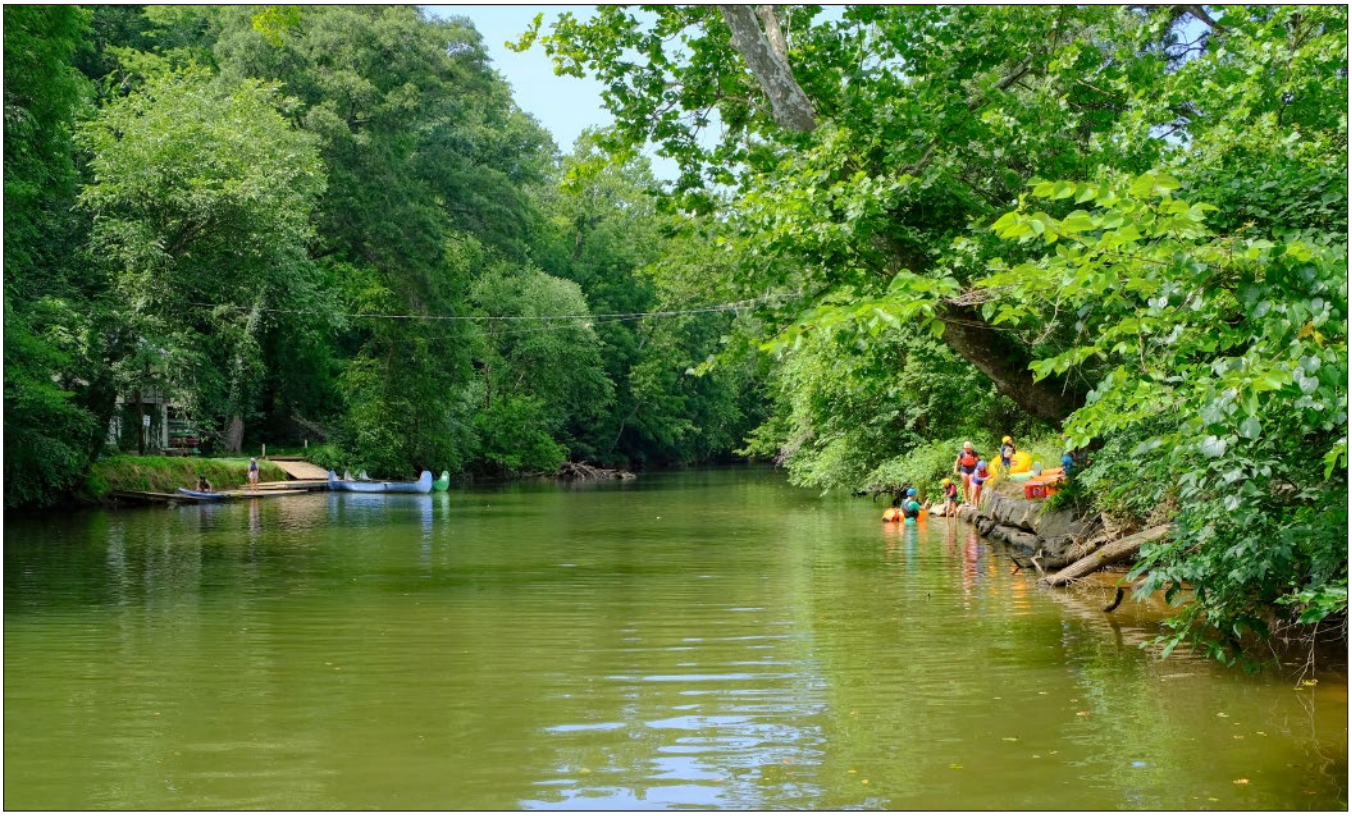


Looking south on Rileys Lock Road

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

Traveling Experience

Rileys Lock Road, which runs parallel to Seneca Creek, is one of the lock roads that leads from River Road to the C&O Canal. As the road begins at River Road, houses are on the east and Seneca Creek is on the west. The road is edged by many large trees with wide overhanging canopies, although utility lines on both sides of the road prevent complete canopy



Great Seneca Creek

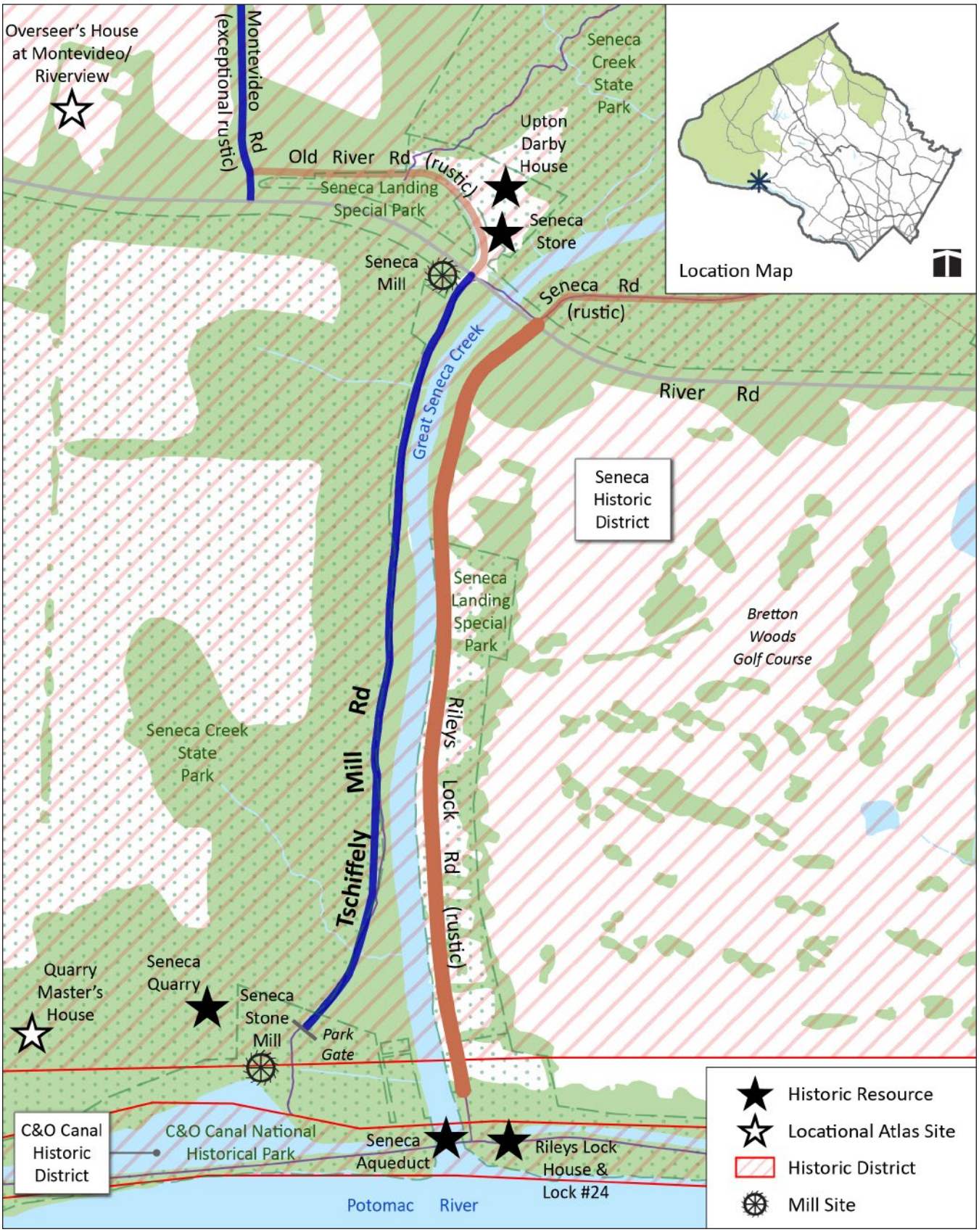
closure. More than half the road is within Seneca Landing Special Park, passing a picnic area, accessible boat launch, boat ramp, and parking lots for the park users. Near the end of the road is the Calleva River School, run by a nonprofit outdoor education organization. The road terminates at the parking lot for the C&O Canal, where Riley's Lock House stands on the left and the Seneca Creek Aqueduct is on the right. The Potomac River can be seen beyond the canal aqueduct.

Environment

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

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

Map 83: Rileys Lock Road

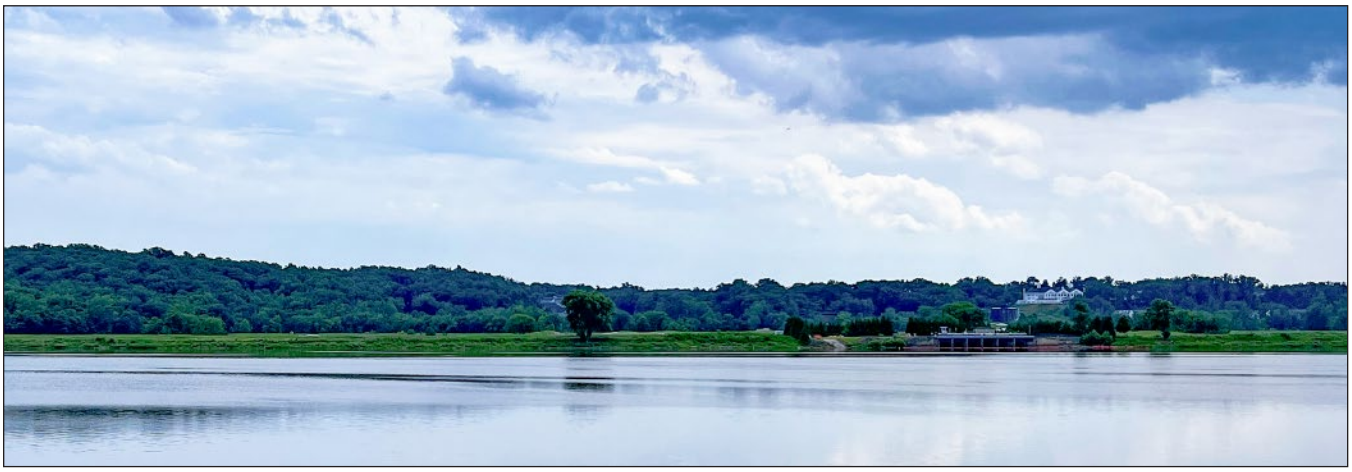


Road Characteristics

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

Rileys Lock House

Seneca Creek Aqueduct



View of the Potomac River from Riley's Lock

River Road (Exceptional Rustic section)

An exceptional rustic road added to the program by the 1996 *Rustic Roads Functional Master Plan.*

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

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

Significant Features

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

History

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

Northwest on the road just beyond the power lines

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

Traveling Experience

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

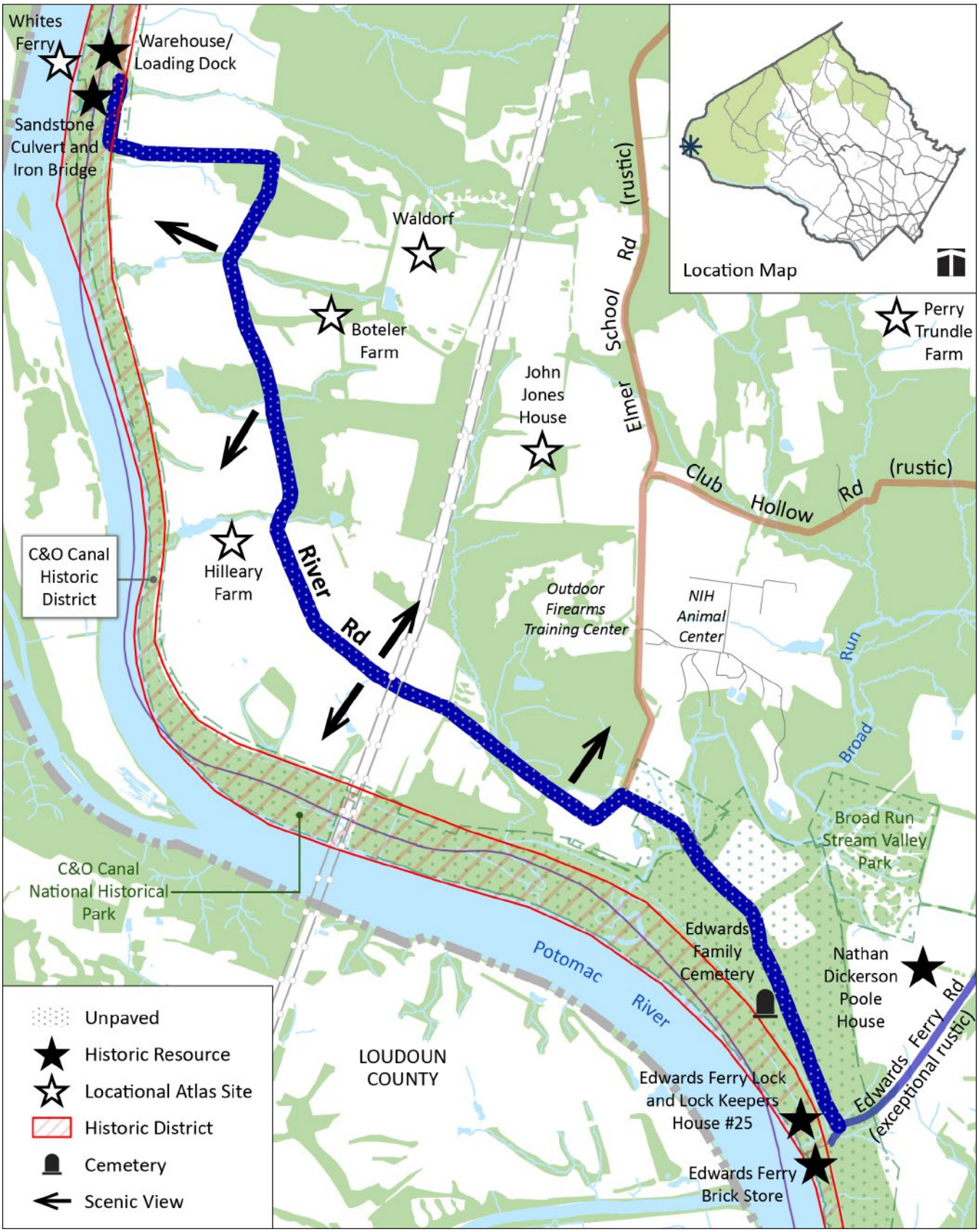
Looking north on River Road toward a field

road makes a sharp turn to the east and passes cultivated fields and pastures before entering a wooded area and making a sharp turn to the south.

The road continues through fields with a turf farm on the right side of the road. The Boteler Farm (Locational Atlas & Index of Historic Sites #16/22), featuring a brick farmhouse with Italianate-style segmented arch windows, is on the left side of the road. Farther south, there are farm buildings on a hill on the east side of the road with very long views across the Potomac River. On the right, the Hilleary Farm, an early farmstead with a frame house and other outbuildings, is visible (Locational Atlas & Index of Historic Sites #16/23). Mixed hedgerows begin on both sides of another straight section of the road. MCDOT is considering alternatives, including applying a tar and chip surface, to resolve a problem with asbestos dust found along this section of the road. At the end of the straightaway, the road makes a left turn and then an abrupt right turn at its intersection with Elmer School Road (a rustic road). The road continues southeast, where it passes through additional cultivated fields and crosses Broad Run over a one-lane bridge. The bridge (bridge inventory #M-0040) was built in 1911; the deck was replaced in 1992. The road enters an area with some canopy over the road before its end at Edwards Ferry Road (an exceptional rustic road).

Looking east on River Road just southwest of the intersection with Elmer School Road

Map 84: River Road (Exceptional Rustic section)



Environment

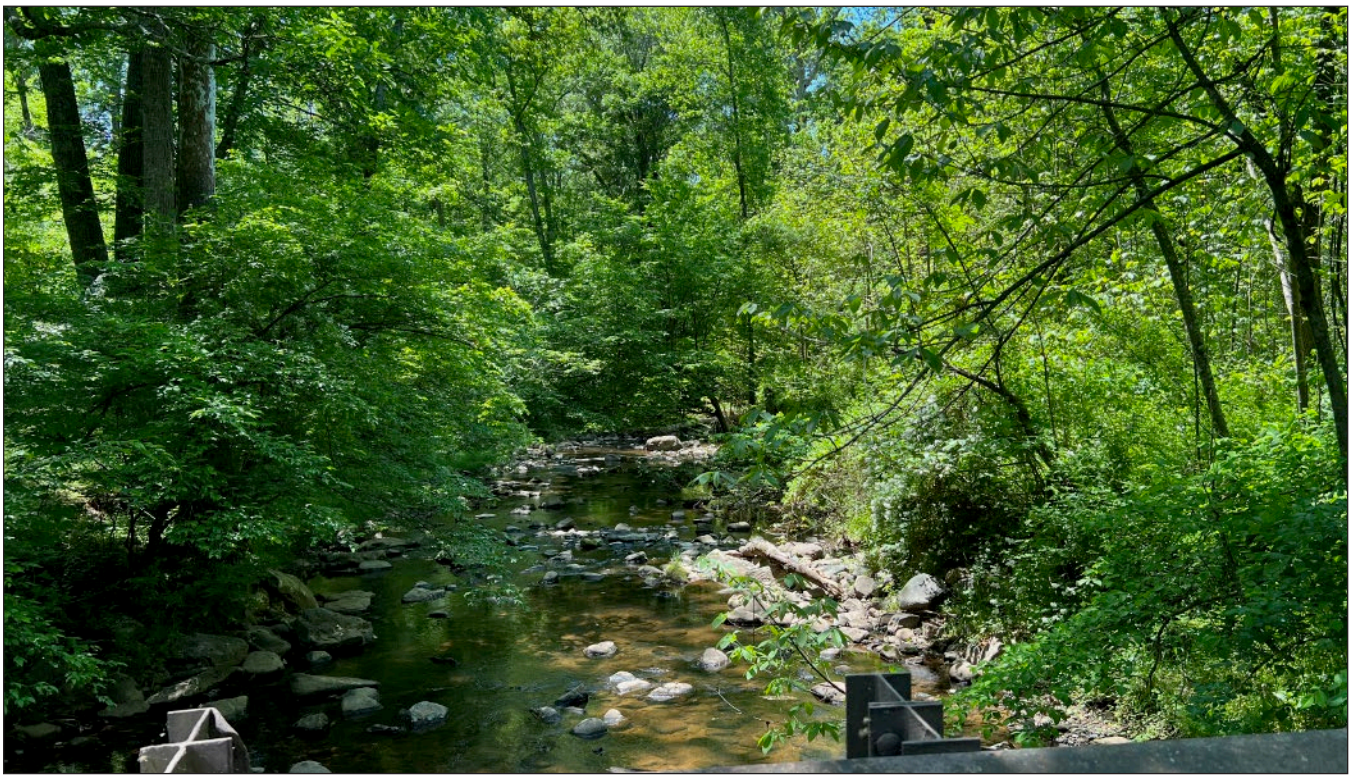
The exceptional rustic section of River Road lies entirely within the floodplain of the Potomac River and is crossed by several direct tributaries of the river. The road crosses Broad Run and its watershed just south of Elmer School Road and falls within a small part of the Broad Run Stream Valley Park between Elmer School Road and the stream crossing. When the park is complete, there will be over 300 acres of high-priority riparian and interior forest habitat and significant stretches of the mainstem of the Broad Run. Future park amenities may include natural-surface hiking and interpretive trails, picnicking, and agricultural and historical interpretation.

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

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

Road Characteristics

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



View into Broad Run from River Road

Looking north on River Road just north of the intersection with Edwards Ferry Road

River Road (Rustic section)

A rustic road added to the program by the 1996 *Rustic Roads Functional Master Plan.*

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

Significant Features

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

History

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

Traveling Experience

Beginning at West Willard Road (a rustic road), a pair of one-lane bridges over Horsepen Branch and one of its tributaries marks the entrance into a densely wooded area that is

predominately second-growth maple, poplar, locust, and oak with a bramble understory. The two bridges (bridge inventory #M-0038 and #M-0039) are just under 12 feet wide and were built in 1916; both bridges had their decks replaced in 2010.

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

Environment

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

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

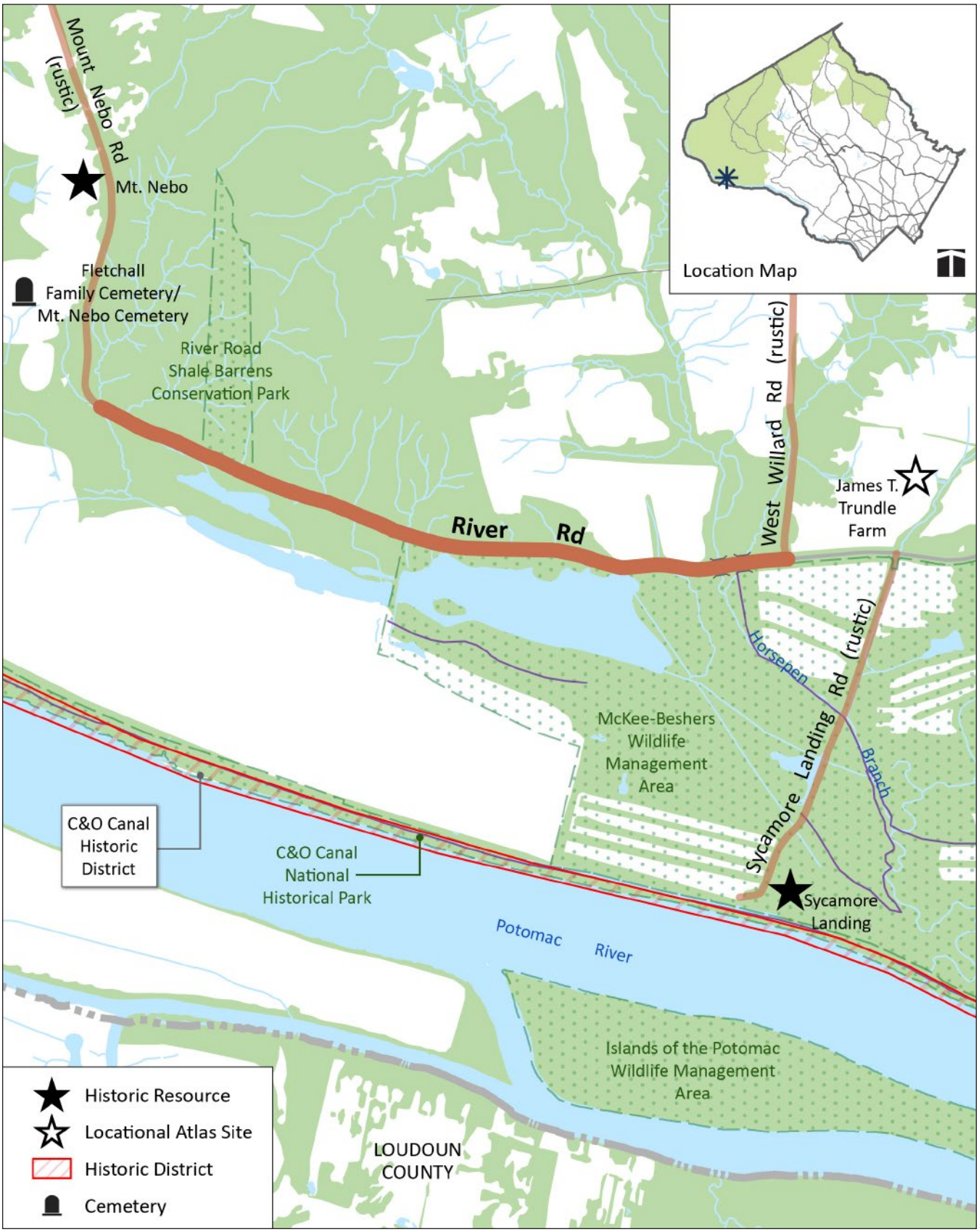
Road Characteristics

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

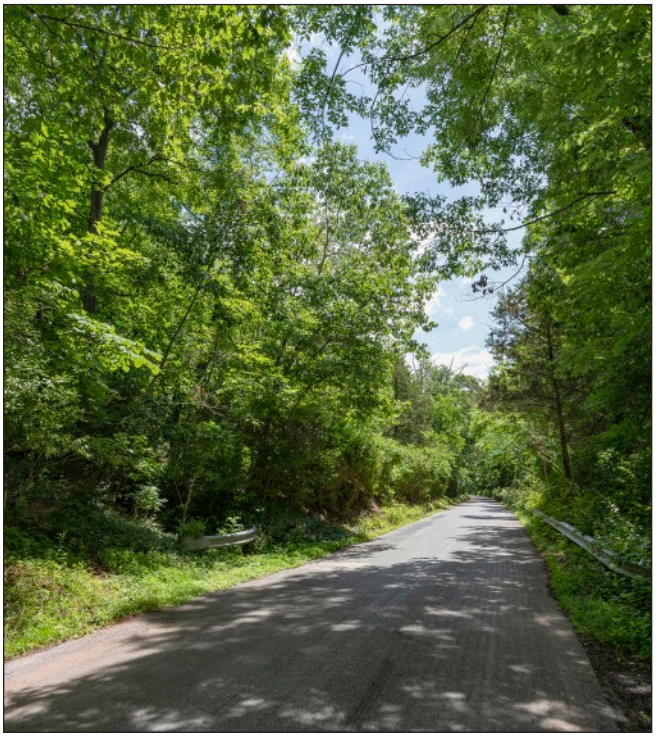
Looking east on the western end of River Road

View looking east toward West Willard Road at the two one-lane bridges crossing the Horsepen Branch

Map 85: River Road (Rustic section)



Seneca sandstone outcropping along River Road



Looking east on River Road just east of Mount Nebo Road

Rocky Road

A rustic road added to the program by the 1996 *Rustic Roads Functional Master Plan.*

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

Significant Features

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

History

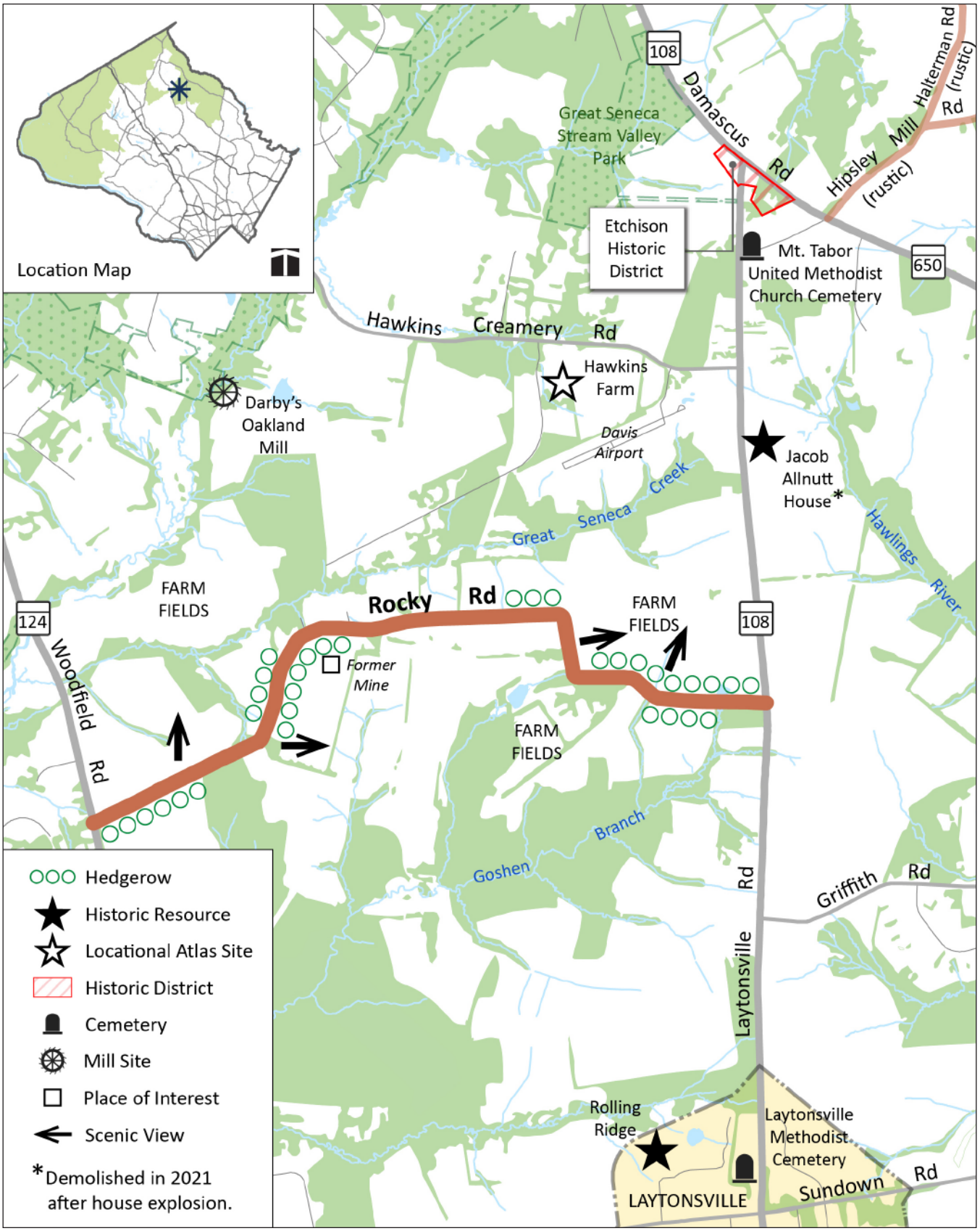
The road was established sometime after 1879. It appears on local maps in its current alignment by 1908.

Traveling Experience

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

Starting at Woodfield Road, one is immediately greeted with a view consisting of a farmhouse, a barn, silos, and other farm buildings on a hill to the left. The road ascends here and offers long views over grazing cattle toward Damascus, while a thick mixed hedgerow lines the road on the right, screening modern

Map 86: Rocky Road



Farm field, farm buildings, and silos on the northern side of road near the intersection with Woodfield Road

houses. Cresting the hill reveals a straight road shrinking into the distance. After the first curve to the left, there is more pastureland on the left and another hedgerow on the right. Beginning on a curve to the right, houses line the road on the north side while fields stretch out to the south behind the hedgerow. Past the homes is another very long and very straight section through farmland, which continues through some 90-degree turns. A few homes are hidden behind the trees of a wooded section here. Then the road continues through fields and hedgerows with a nice view of a red barn on a low rise to the left. The road ends at Laytonsville Road (MD 108).

Environment

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

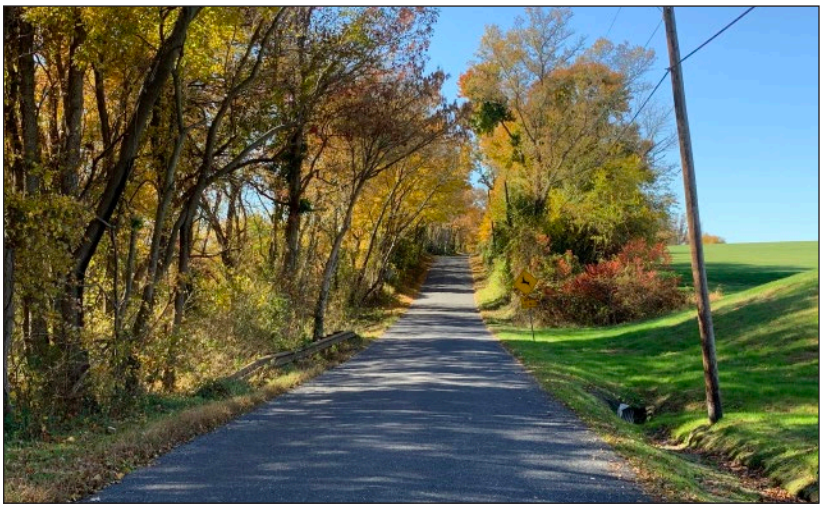
Road Characteristics

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

Cattle grazing in pasture along the western end of Rocky Road

View looking to farm fields on the north side of Rocky Road midway along the road

View to farm field and red barn on the north side of the eastern portion of Rocky Road



Looking west on the eastern portion of Rocky Road near MD 108

Santini Road

A rustic road added to the program by the 1997 *Fairland Master Plan.*

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

Significant Features

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

History

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

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

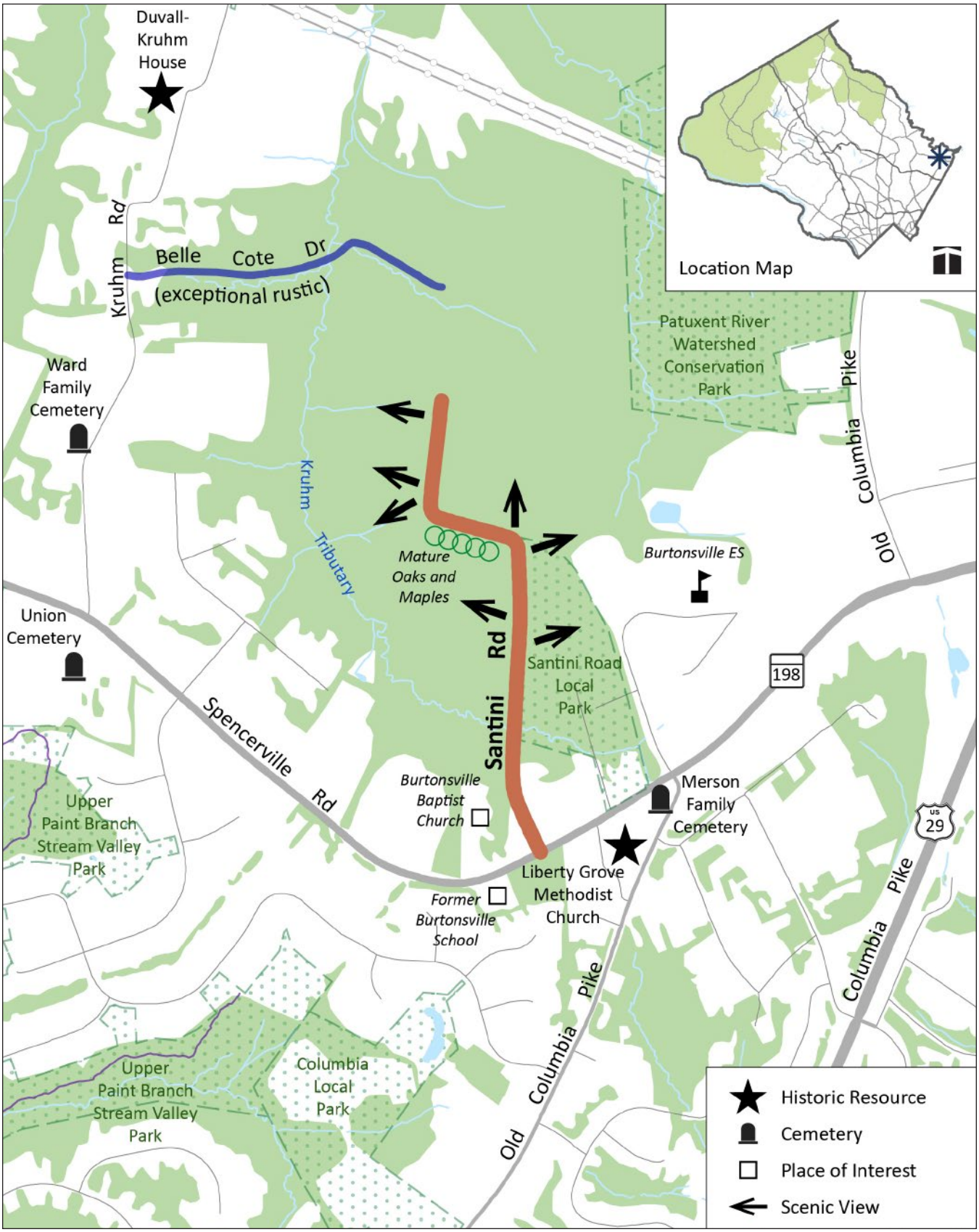
Traveling Experience

Leaving Spencerville Road (MD 198) heading north past several residences and an entrance to the Burtonsville Baptist Church parking lot, this road narrows substantially as it enters heavy woods on the left and light woods on the right. It descends to a small creek (headwaters of Kruhm Tributary) and passes (unimproved) Santini Road Local Park on the right beyond a hedgerow very close to the road. At a little over a quarter of a mile in, on a 90-degree turn to the left, multiple views

Rolling alignment of Santini Road

Forested area at the first bend in the road while going north

Map 87: Santini Road



are available on the right of fields dotted with trees. A short distance ahead, mature oaks and maples closely line the left side of the road. Past a sharp turn to the right, the road ends in multiple driveways. The road in general has woods with trees of various sizes lining it here and there along with some residential entrances. After the final bend, there is a quick rise, and the road then rapidly descends past woods. The road is a respite from the higher density residential roads and heavy traffic in the larger area around it.

Environment

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

Road Characteristics

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

Looking east on Santini Road after the first bend in the road

Schaeffer Road

A rustic road added to the program by the 1996 *Rustic Roads Functional Master Plan.*

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

Significant Features

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

History

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

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

Traveling Experience

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

Nearly the entire road is bordered on both sides by parkland, some of which is forest while some is cultivated fields. The road continues in a fairly straight line through the parkland, occasionally through closed tree canopy,

Looking east on Schaeffer Road toward the 1925 one-lane pipe bridge over Little Seneca Creek

View into Little Seneca Creek from the one-lane pipe bridge

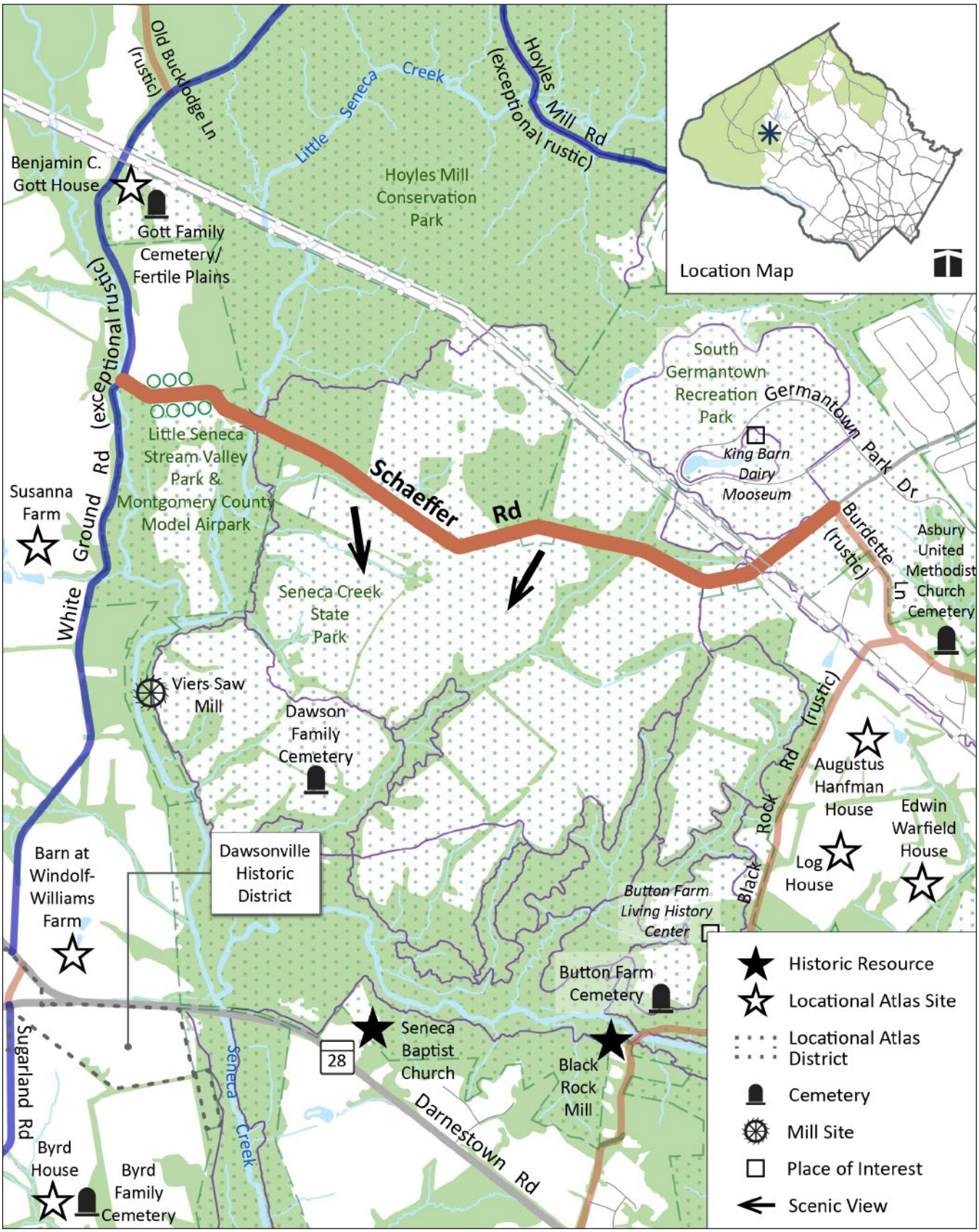
although more often power lines along the road prevent full closure. About halfway down the straightaway, the powerlines shift to the north side of the road, providing more wide-open views of agricultural fields to the south. After a bend to the left and a couple more to the right, an access road for a park trails parking lot is on the right on yet another curve to the left. Soon after, the road passes under transmission lines and across the hiking, biking, and equestrian Powerline Trail. The rustic segment of Schaeffer Road ends at Burdette Lane just before the park entrance on the left.

Environment

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

Much of Schaeffer Road is the northern edge of the Schaeffer Farm Area of Seneca Creek State Park. The 6,300-acre state park extends along 14 miles of Seneca Creek and Great Seneca Creek and contains over 50 miles of trails for hiking, biking, and horseback riding through a wide range of habitats. In addition to the Powerline Trail, two other park trails cross Schaeffer Farm Road. Montgomery Parks' Diabase Trail crosses near the one-lane bridge, becoming the "red" trail once it enters the state

Map 88: Schaeffer Road



park. The Hoyles Mill Trail travels south from Black Hill Regional Park through Boyds Local Park, Hoyles Mill Conservation Park, and South Germantown Recreation Park, ending at the "white" trail in the state park. The trail crosses the road at the state park parking lot access road, which briefly serves as the trail here. Avid bikers love this connection from Black Hill to Schaeffer Farm.

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

Road Characteristics

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

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

The Diabase Trail as it crosses Schaeffer Road

Looking southwest to the fields of Seneca Creek State Park

Seneca Road

A rustic road added to the program by this master plan.

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

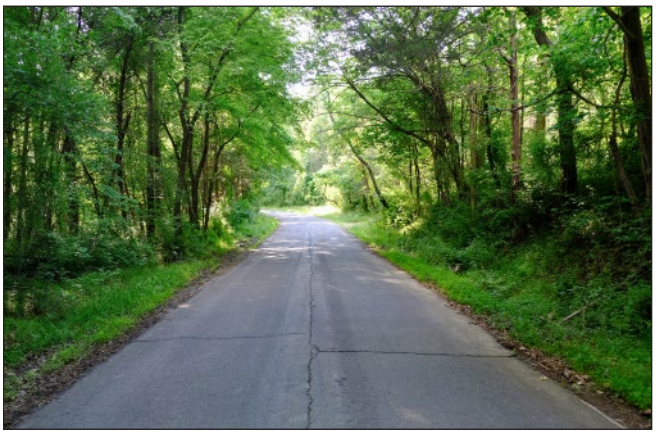
Significant Features

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

History

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

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



Full forest canopy close to Seneca Road

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

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

Traveling Experience

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

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

Environment

The road is located just north of and parallel to River Road and within the Seneca Creek floodplain near the creek's confluence with the Potomac River. It is within a forest with a dense canopy cover. The road is also within the Seneca Creek State Park. This 6,300-acre park extends along 14 miles of Seneca Creek and Great Seneca Creek and contains over 50 miles of trails for hiking, biking, and horseback riding through a wide range of habitats. The Seneca Creek Greenway trail, which extends 16.2 miles from the Potomac River to Frederick Road (MD 355), may be accessed from this road. This trail is part of a planned 25-mile greenway connection between the Potomac and Patuxent Rivers.

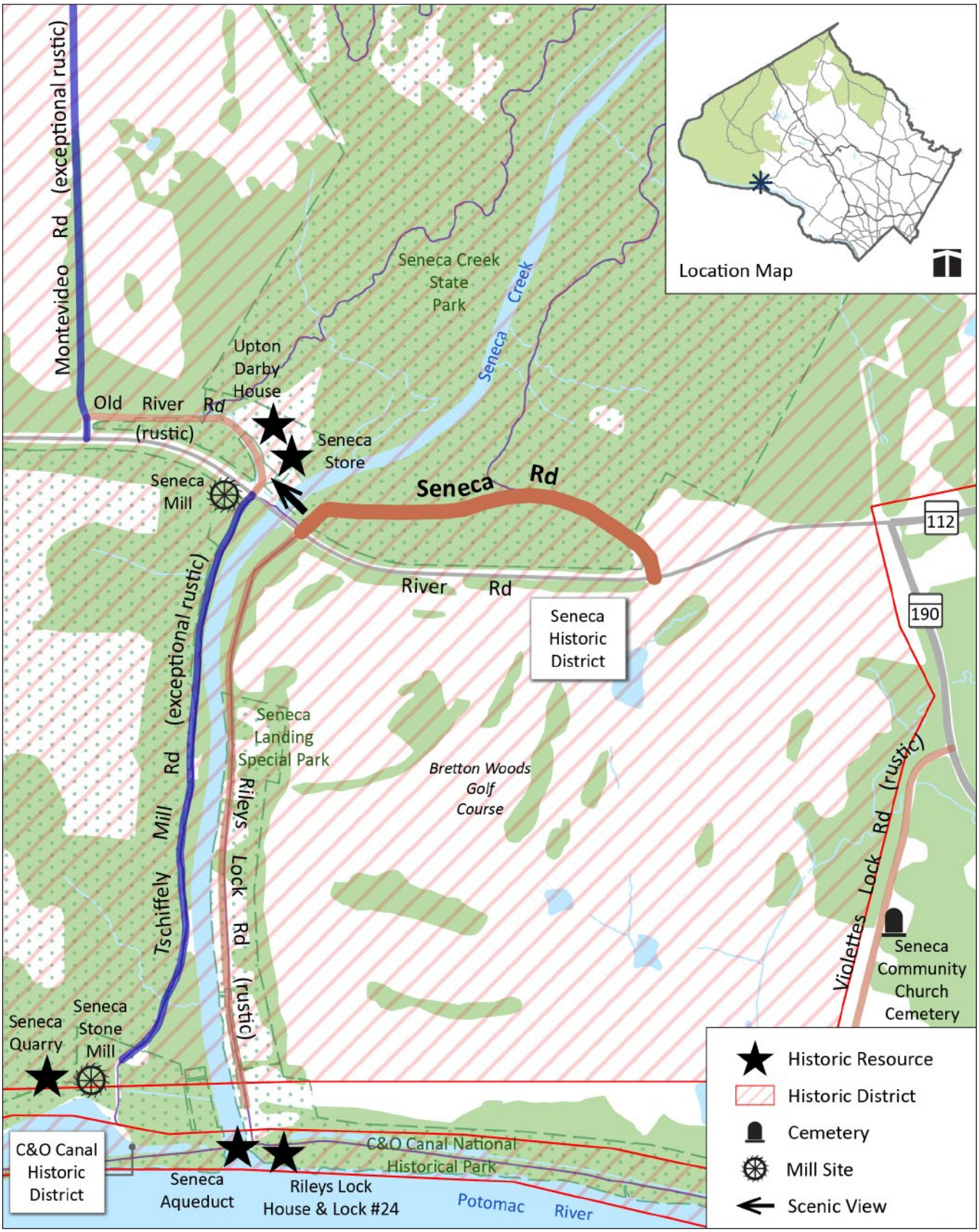
Road Characteristics

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

Historic alignment of Seneca Road

Seneca Gateway Trail along the edge of Seneca Road

Map 89: Seneca Road



Slidell Road

A rustic road added to the program by the 2004 *Rustic Roads Functional Master Plan Amendment.*

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

Significant Features

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

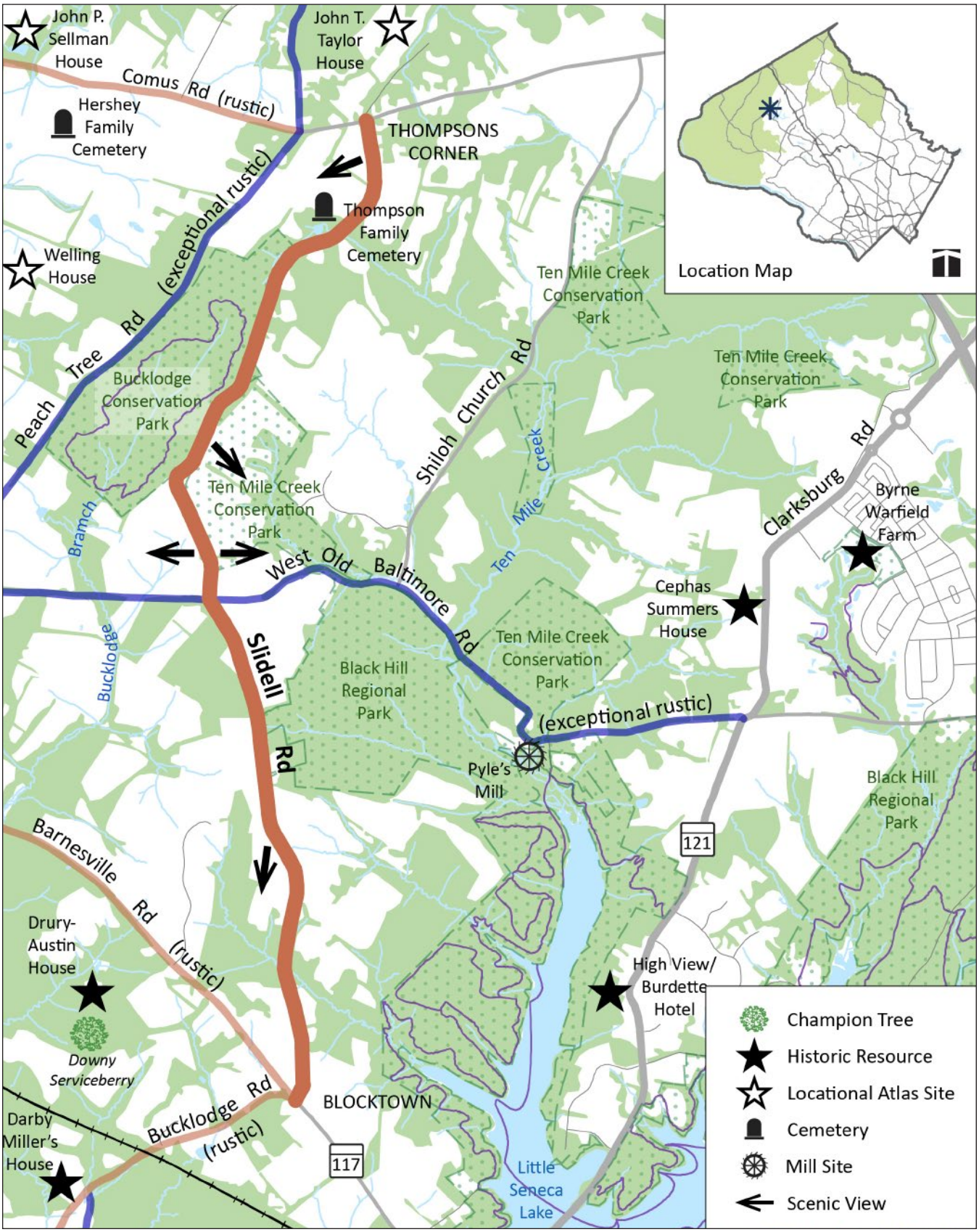
History

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

At both ends of Slidell Road, African American families purchased property and built homes in communities with both white and Black property owners. At the north end, in Thompson's Corner, William and Annie Davis established a homestead around 1880, and

Looking west on Slidell Road to the farm field near the intersection with West Old Baltimore Road

Map 90: Slidell Road



at the south end, in Blocktown, community founders Thomas and Jennie Jackson built a house c. 1884 that still stands along the roadside (20915).

Traveling Experience

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

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

Looking east on Slidell Road toward the Ten Mile Creek Conservation Park

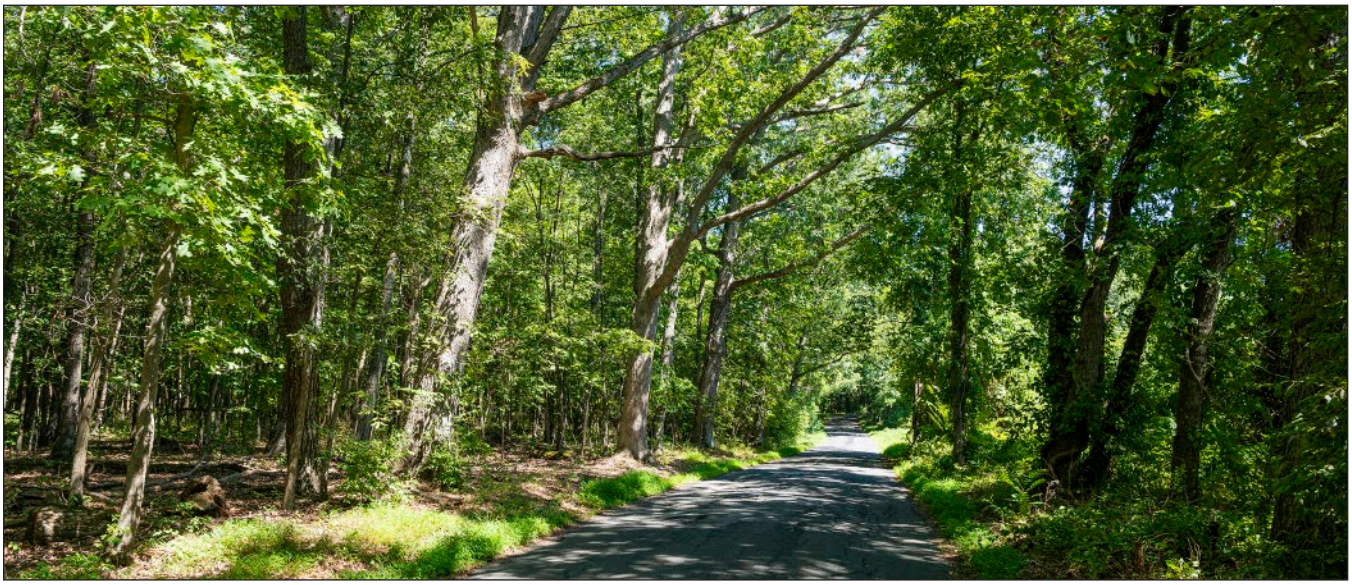
As Slidell Road proceeds south toward Barnesville Road (a rustic road west of Slidell Road), the road narrows again and centerline and edge markings end. The centerline resumes where the road enters the Boyds Master Plan area. There are occasional views of clusters of older residential homes, farmhouses,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

Environment

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

Road Characteristics

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



Forested area along a portion of Slidell Road

South Glen Road

An exceptional rustic road added to the program by the 2002 *Potomac Subregion Master Plan*.

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

Significant Features

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

History

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

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

At its intersection with Glen Road, the road passes the ruins of a small mill and the c. 1892–1899 Glen Store and Post Office (Master Plan Historic Site #29/3), both operated by the Peters family and some of the few surviving remnants of the Glen community.

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

The Peters family first acquired the mill and 86 surrounding acres in 1884. The store and post office building is an excellent example of a rural, combined commercial and residential structure from the Victorian era. The post office operated until 1902 and the store until 1937.

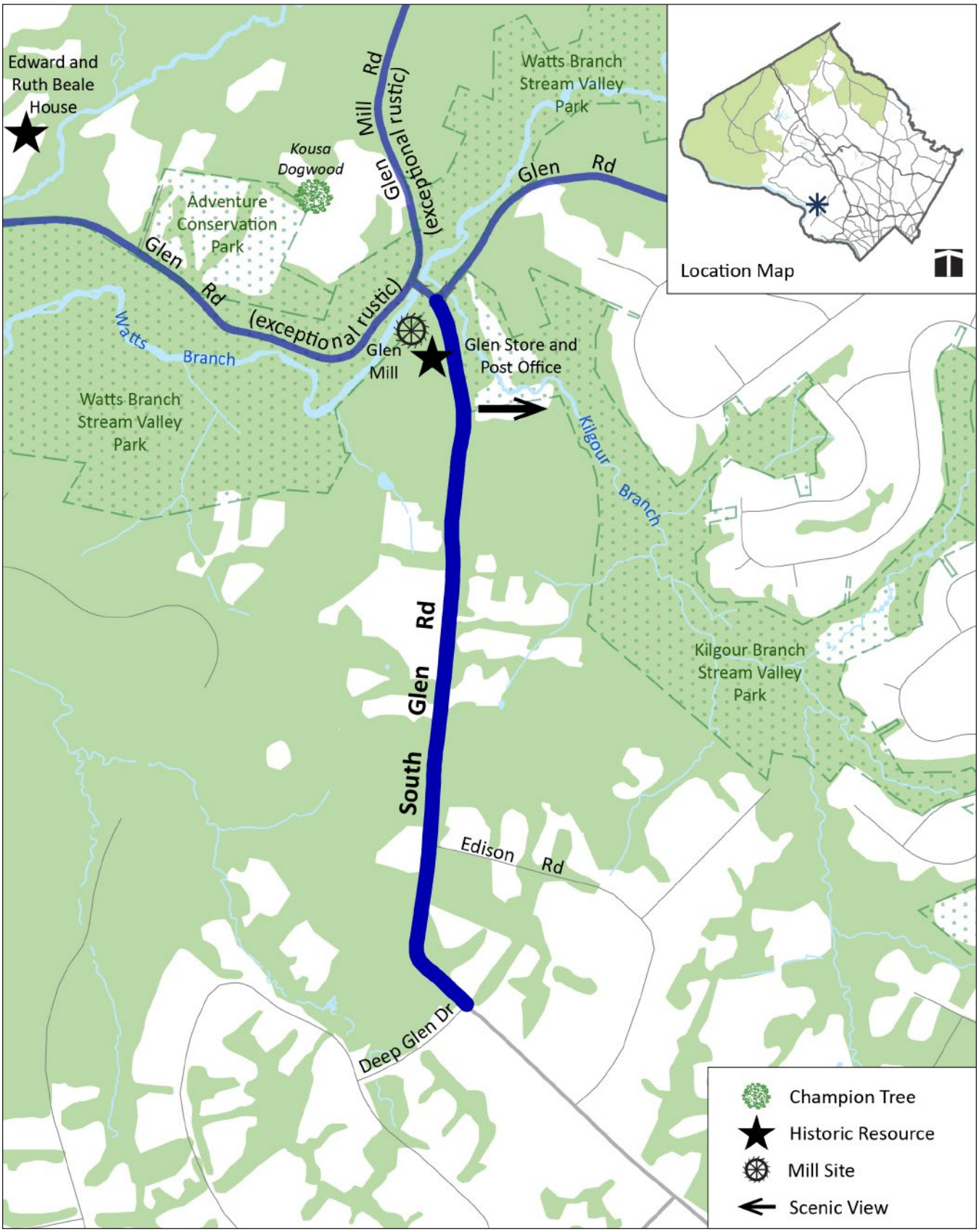
Traveling Experience

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

Environment

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

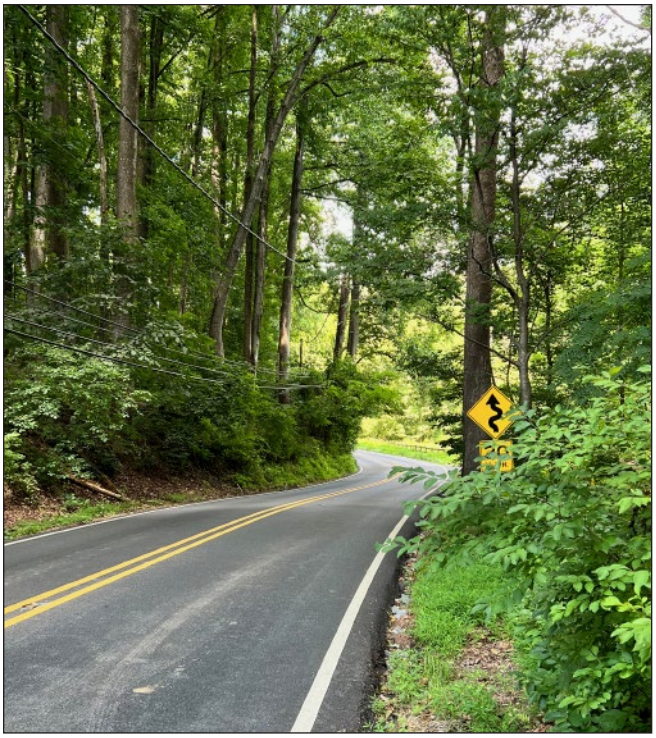
Map 91: South Glen Road



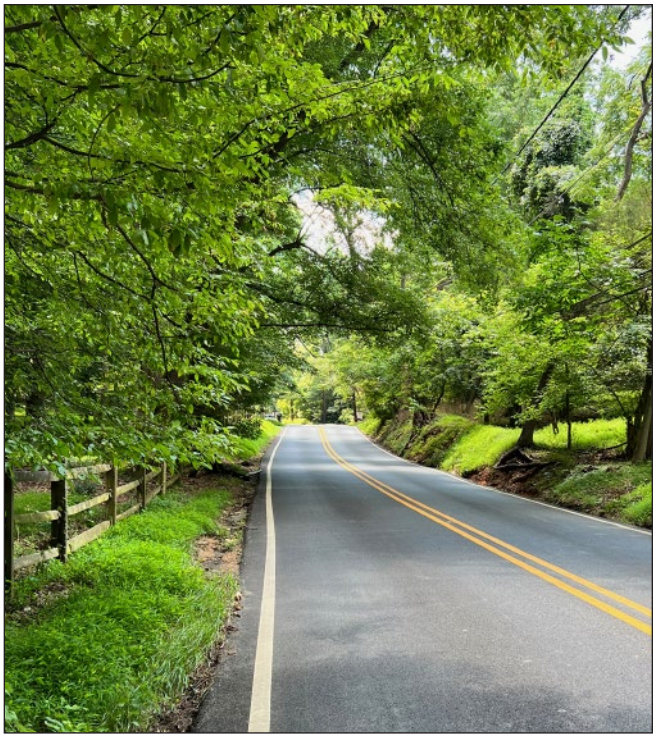
here in the Glen, with the water eventually flowing into the Potomac River just west of the Potomac Water Filtration Plant. Water quality in this watershed directly affects the quality of water taken in by the filtration plant. While undeveloped for active recreation, Kilgour Branch Stream Valley Park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

Road Characteristics

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



Looking north on South Glen Road



Looking south toward embankments on both sides of the road

Kilgour Stream Valley Park on South Glen Road

Stoney Creek Road

A rustic road added to the program by the 2002 *Potomac Subregion Master Plan.*

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

Significant Features

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

History

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

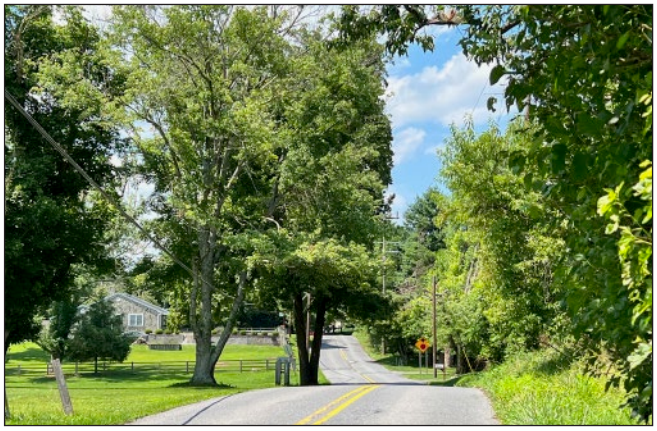
To the east of Stoney Creek Road, a Civil War burial ground sits to the north of Hunt Ridge Lane (Burial Sites Inventory # 31). Three Union soldiers of the 19th Regiment Massachusetts Volunteer Infantry died while encamped along the Muddy Branch in the winter of 1861–1862.

Traveling Experience

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

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

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



Looking north to the intersection of Stoney Creek and Travilah Roads

and contemporary developments set back on the right.

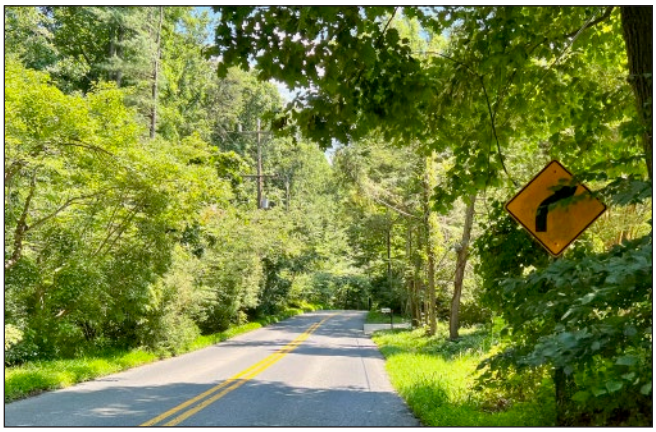
Environment

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

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

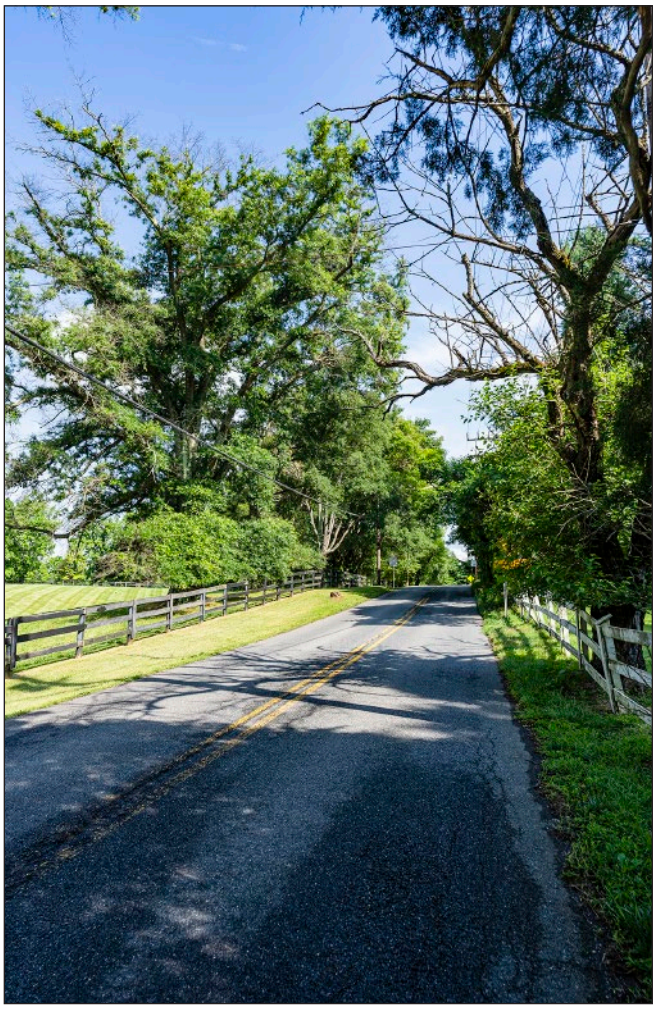
Road Characteristics

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



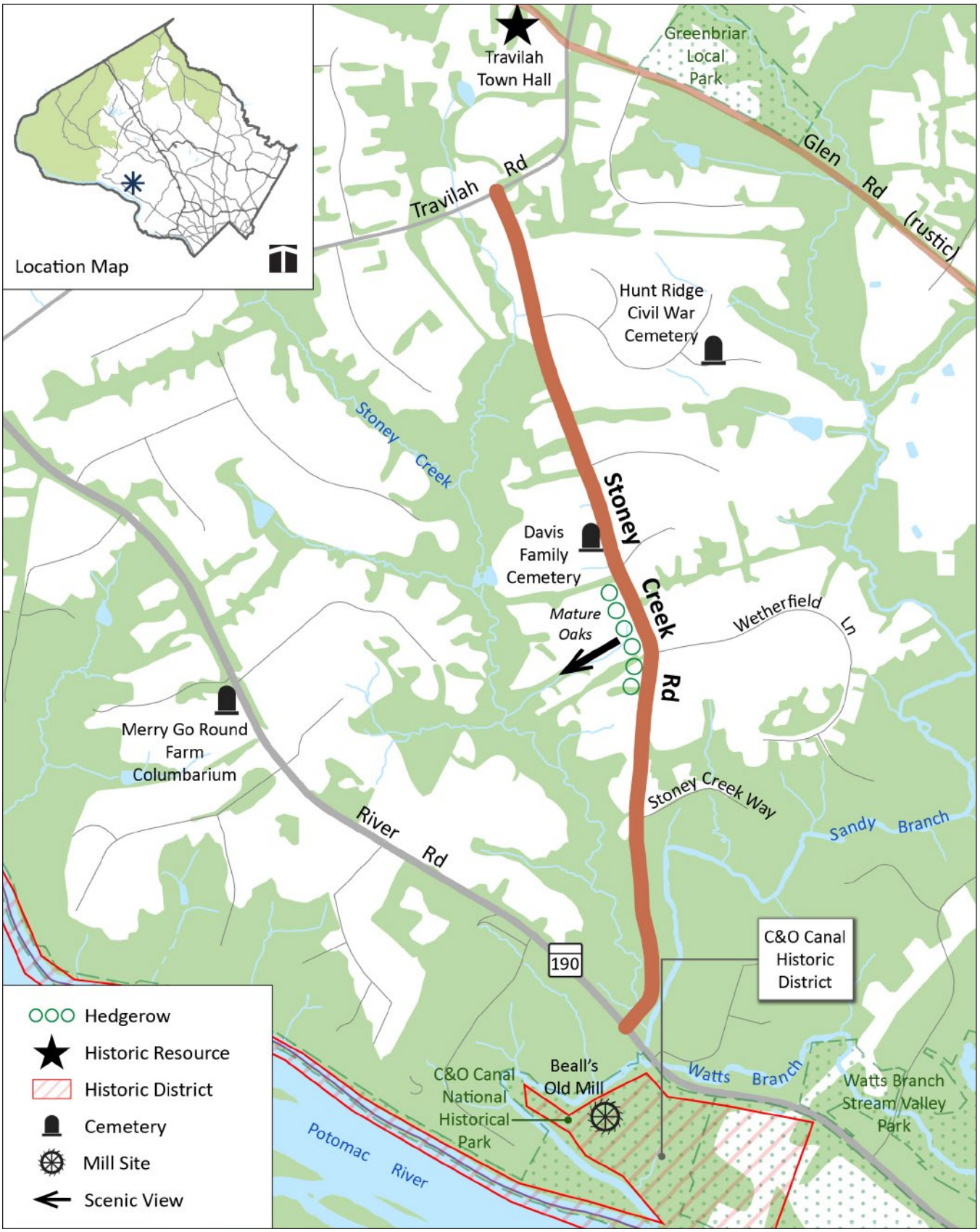
Looking south on Stoney Creek Road toward the intersection with River Road

Stoney Creek running parallel to the road



Looking north on the road north of Wetherfield Lane

Map 92: Stoney Creek Road



Stringtown Road

A rustic road added to the program by the 1994 *Clarksburg Master Plan & Hyattstown Special Study Area.*

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

Significant Features

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

History

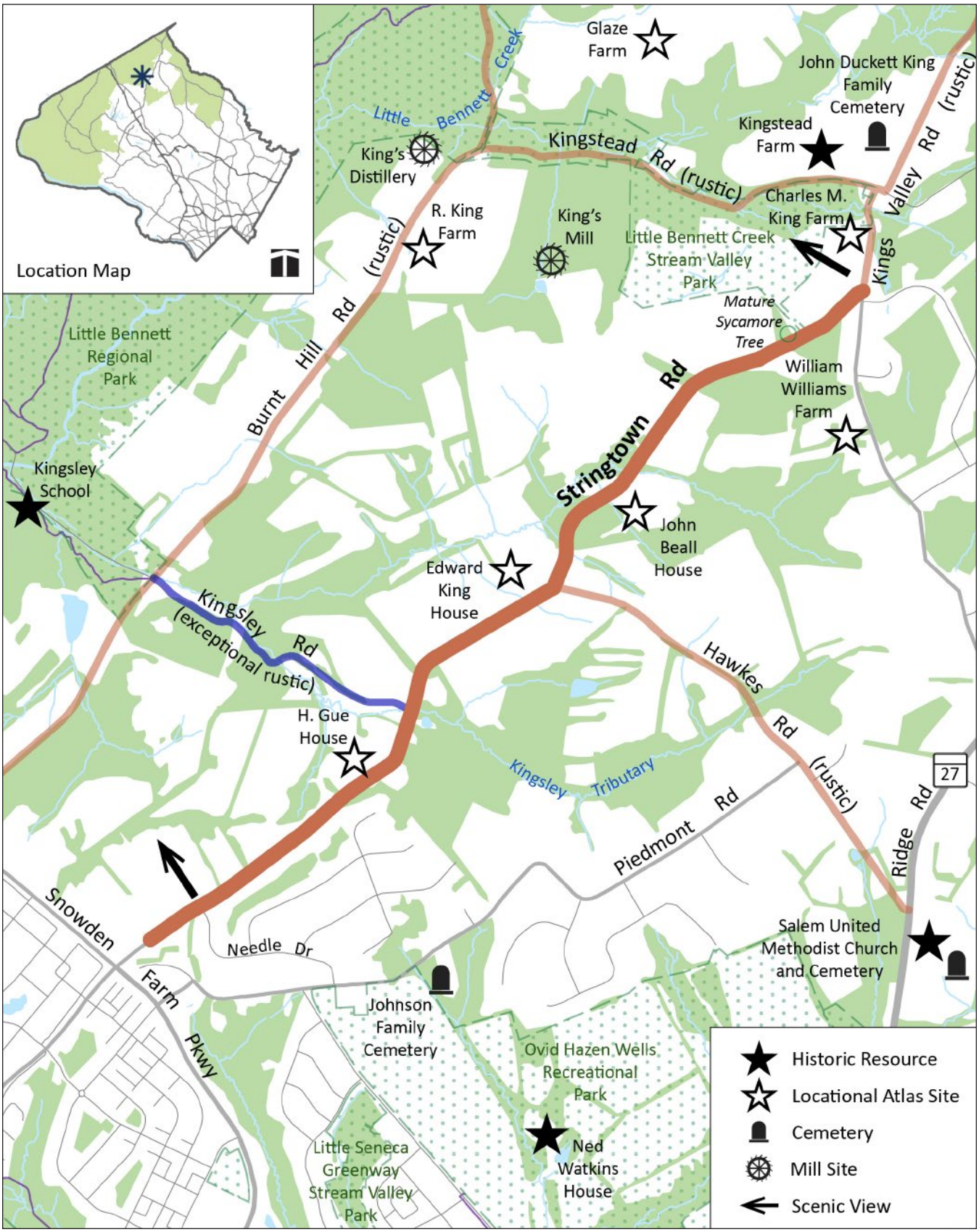
This road connected the historic communities of Clarksburg and Damascus. It predates Lewisdale Road, established in 1844, and may have been established by the 1830s. Stringtown Road's original extent included parts of present-day Kings Valley Road.

Traveling Experience

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

Looking northwest on Stringtown Road just north of intersection with Kingsley Road

Map 93: Stringtown Road



Environment

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

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

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

Road Characteristics

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

Rolling fields along the northern portion of Stringtown Road just north of Hawkes Road

Looking southeast on Stringtown Road

Forested area and fields behind residence near the intersection of Stringtown and Kings Valley Roads

Sugarland Lane

A rustic road added to the program by the 1996 *Rustic Roads Functional Master Plan.*

Sugarland Lane has high historic value.

Significant Features

- St. Paul's Church
- High historic value

History

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

Traveling Experience

Sugarland Lane is a narrow, dead-end road that intersects Sugarland Road (an exceptional rustic/rustic road). Traveling south from this intersection, one sees on the west the white frame St. Paul's Community Church, built in 1893, with adjacent cemetery (Master Plan Historic Site #17/41). The church is a local

landmark, still serving as a center for the historic Sugarland community. Heavy woods are to the east, and hedgerows or light woods fronting pastures and homesteads are to the west. Each homestead is easily visible since most of the land has been cleared. Near its terminus at some gravel driveways, the road opens to farm field views to the west.

Environment

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

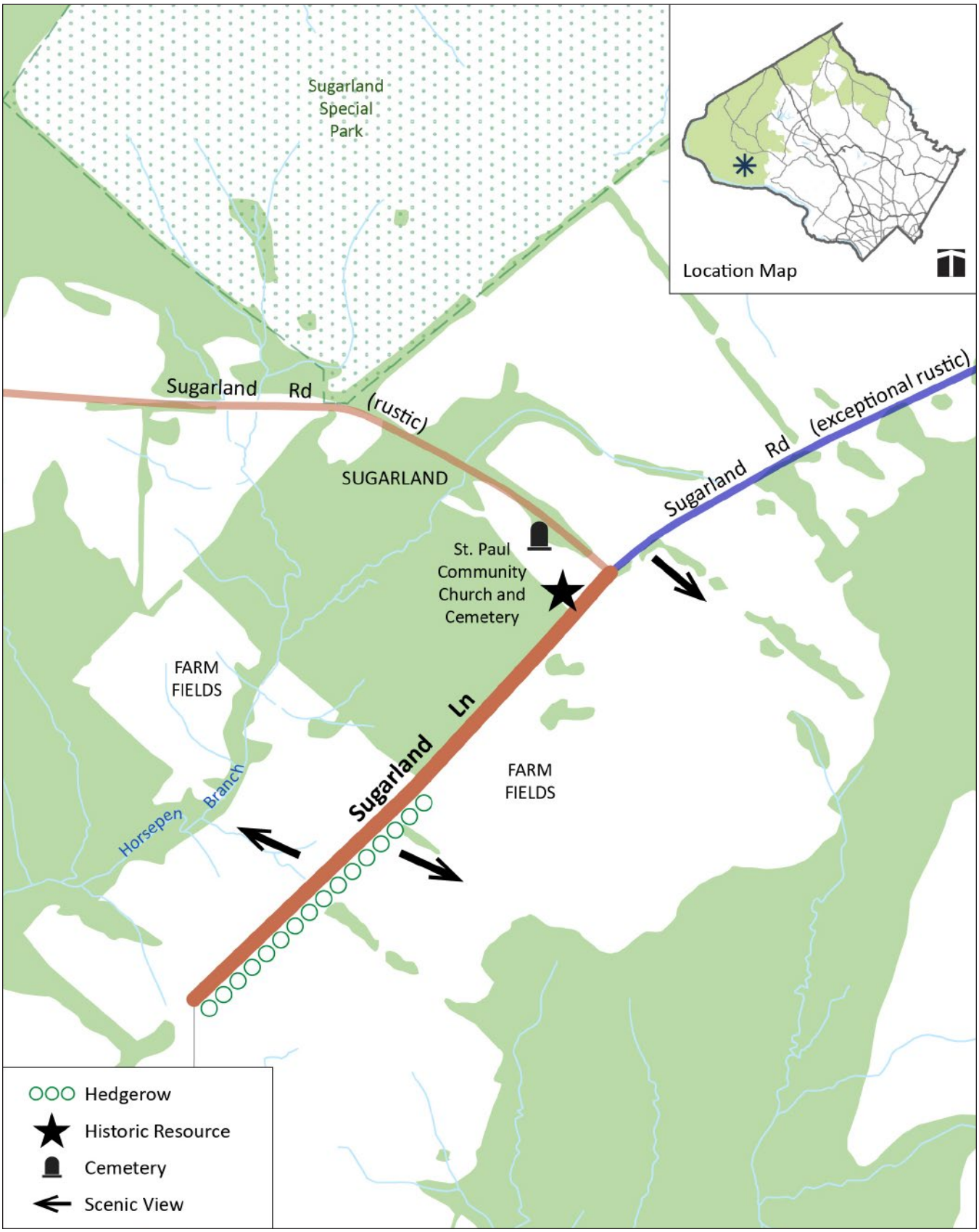
Road Characteristics

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

Looking northeast on Sugarland Lane

1893 St. Paul's Community Church at the intersection of Sugarland Lane and Sugarland Road

Map 94: Sugarland Lane



Sugarland Road

A rustic and exceptional rustic road added to the program by the 1996 *Rustic Roads Functional Master Plan.*

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

Significant Features

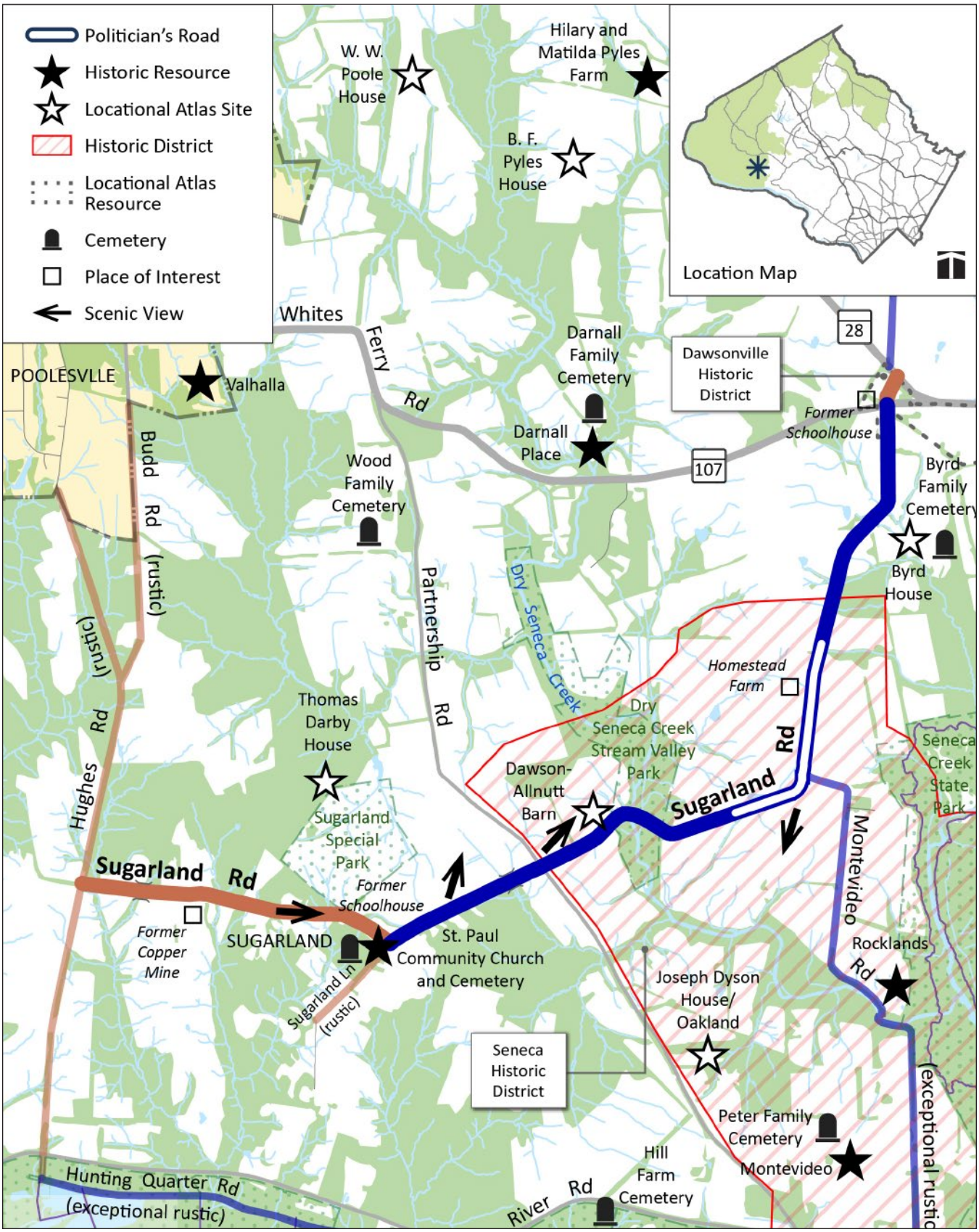
- A concrete center politician's road
- Curve and vistas at St. Paul Church
- Two narrow bridges over tributaries of Dry Seneca Creek and the Potomac River

History

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

Looking northeast toward farm buildings on the rustic section of Sugarland Road

Map 95: Sugarland Road



Cemetery at St. Paul's Community Church

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

Traveling Experience

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

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

Crossing Partnership Road, rolling hills, weeping willows, and the Dawson/Allnutt farm are the focal points. The Dawson/Allnutt Farm has a noteworthy frame bank barn, located adjacent to the road, with louvered windows and a stone foundation (Locational Atlas & Index of Historic Sites #17/39). The Colonial Revival farmhouse is nearby. The bridge over Dry Seneca Creek is wide and modern in nature. A closed canopy of trees near the bridge is the predominant view from the road. After the bridge and a turn to the right, the

Looking south along the politician's road section of the road near the intersection with Montevideo Road

The Dawson-Allnutt Barn located on the north side of Sugarland Road

paved asphalt surface changes to a concrete ribbon road, locally known as a "politician's road," with its concrete center about halfway down the straightaway. A beautiful view of the pastures and homestead farms and large oak trees are seen from the road here. After a wide turn to the left, the pick-your-own Homestead Farm Market is on the left, and farther along is the Byrd House on the right (Locational Atlas & Index of Historic Sites #18/35).

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

Environment

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

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

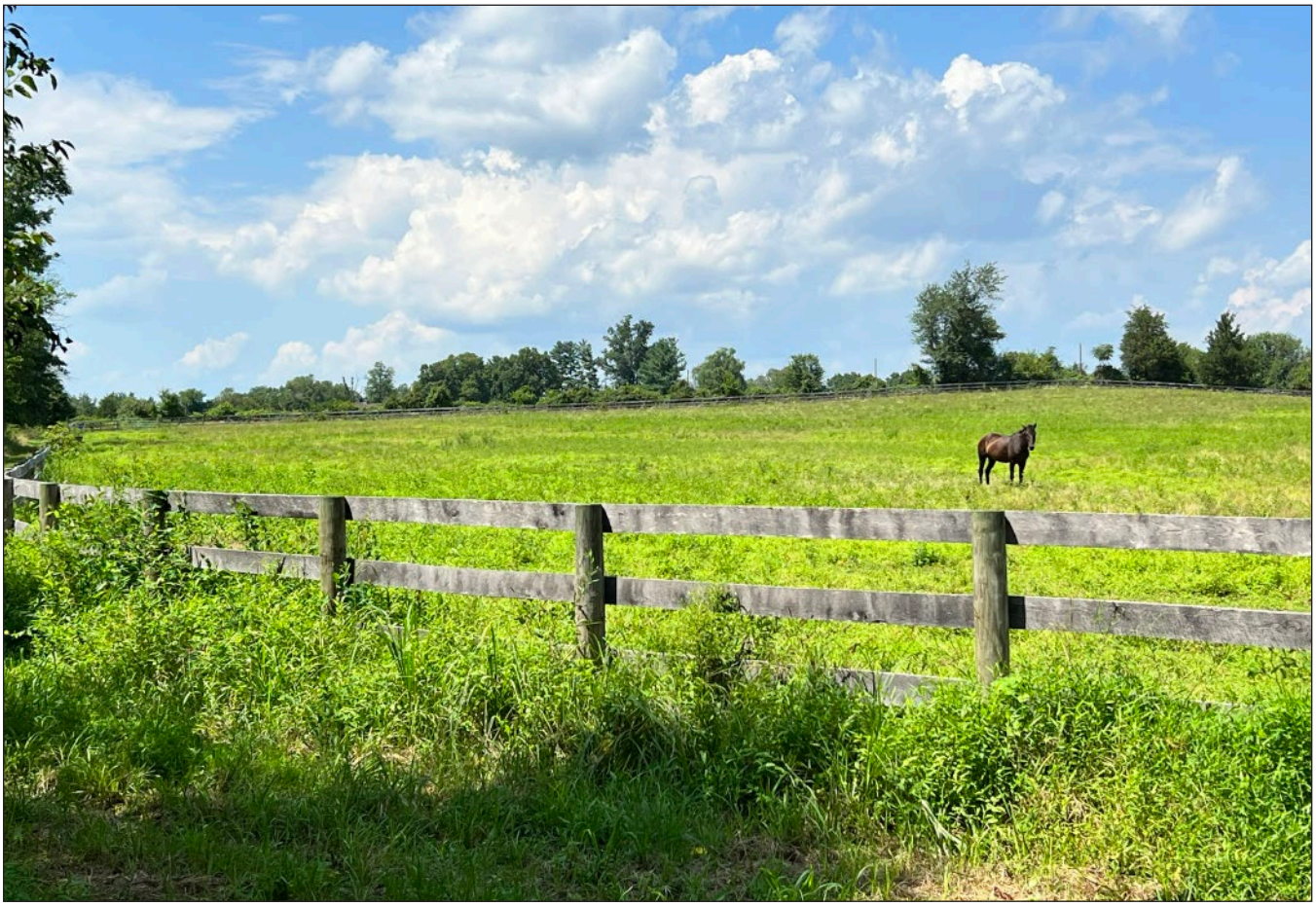
A copper mine was being developed in the early 1900s on the south side of the road near its western end, but there does not appear to be any remaining evidence of the operation, and only a small amount of ore was ever extracted.

Road Characteristics: Exceptional Rustic Section

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

Road Characteristics: Rustic Sections

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



Pasture along the northern end of Sugarland Road

Sugarloaf Mountain Road

A rustic road added to the program by the 1996 *Rustic Roads Functional Master Plan.*

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

Significant Features

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

History

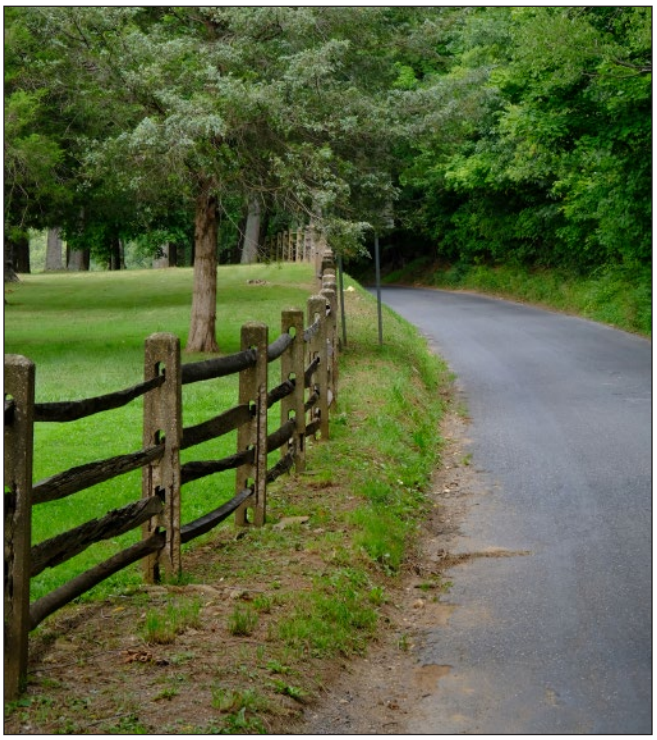
Sugarloaf Mountain Road appears on area maps by 1858. It is believed to date to an earlier transportation network created to serve late 18th and early 19th century industries in Frederick County, the most significant of which were the ironworks of the Thomas Johnson family.

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

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

Traveling Experience

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



Concrete post and split wooden rail fence along Sugarloaf Mountain Road

Environment

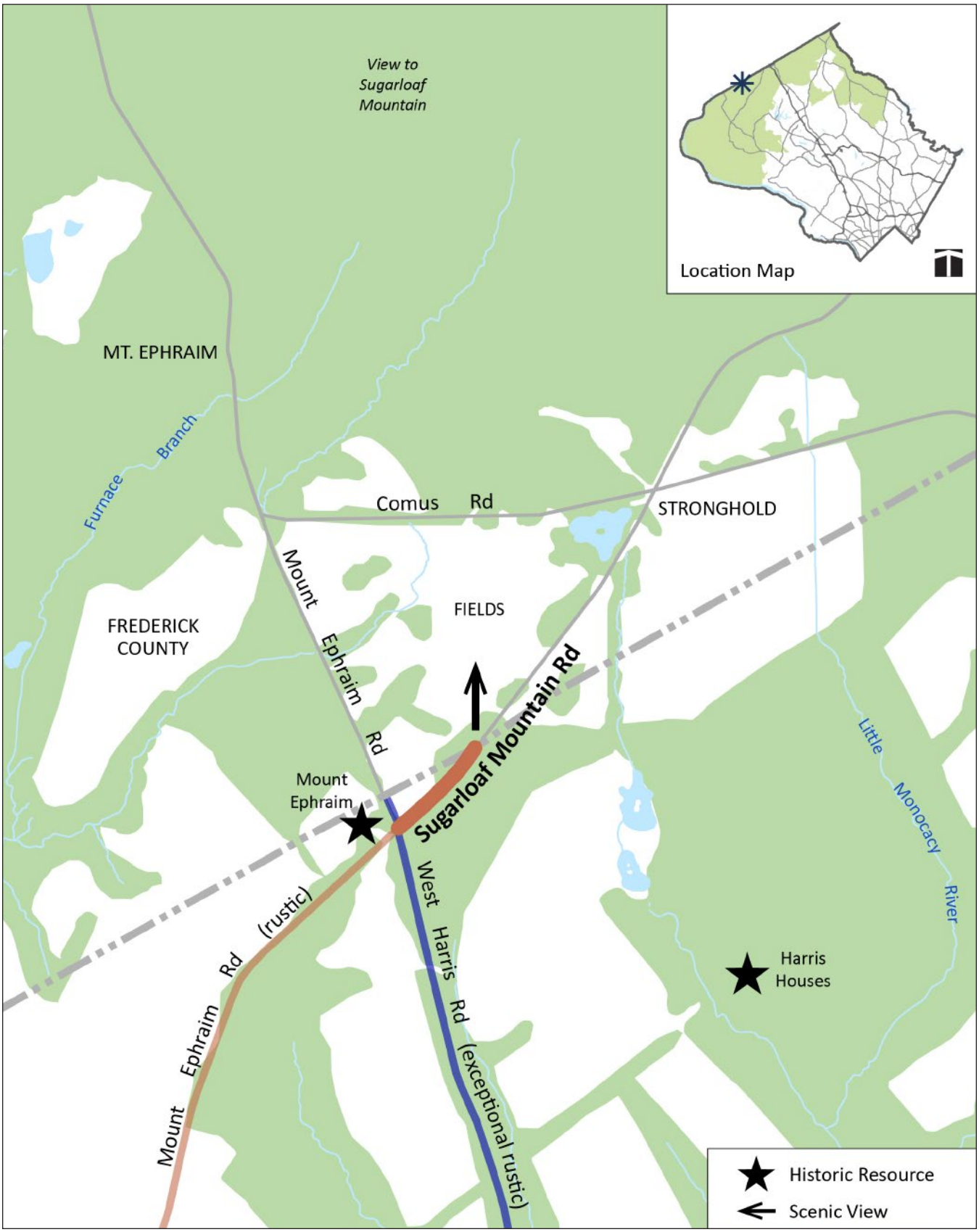
The road generally follows the ridgeline between Monocacy and Little Monocacy watersheds. The eastern side has a close-growing forest that provides canopy cover to the road. Numerous individual large trees grow close to the road on the other side.

Road Characteristics

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

Looking from Frederick County back into Montgomery County

Map 96: Sugarloaf Mountain Road



Swains Lock Road

An exceptional rustic road added to the program by the 1996 *Rustic Roads Functional Master Plan.*

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

Significant Features

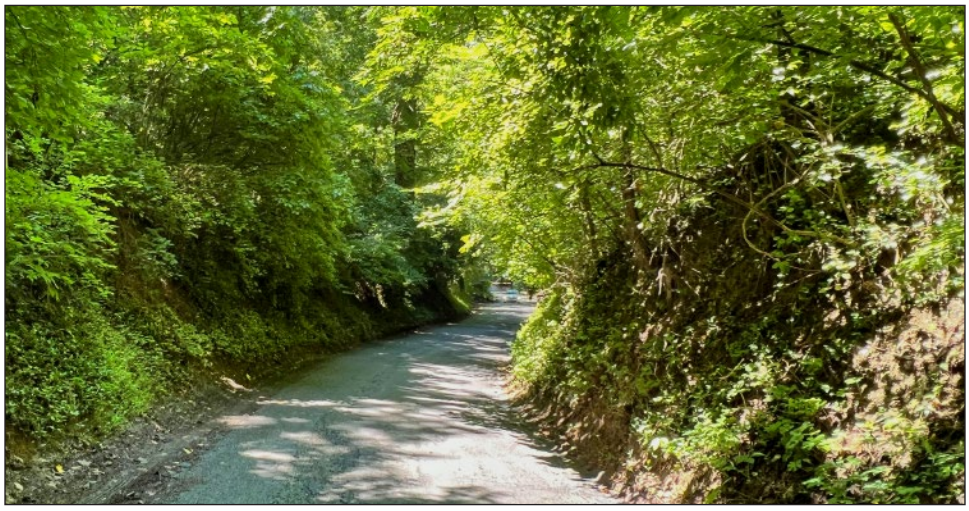
- High banks on both sides of the road—unique character
- Mature forest on both sides of the road
- View of lockhouse and lock
- One-lane bridge just north of the C&O Canal parking lot

History

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

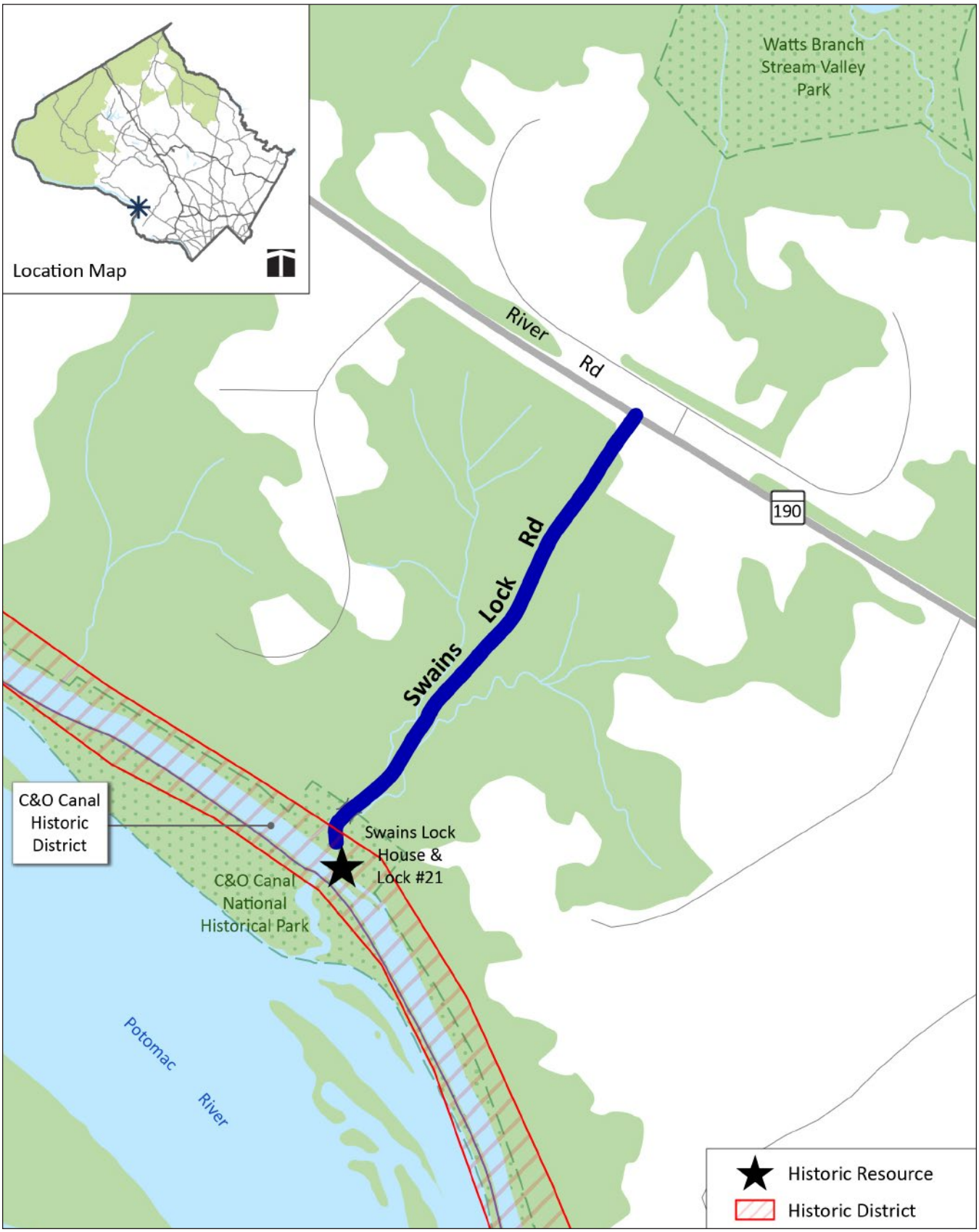
Traveling Experience

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



Looking south at the high banks on both sides of Swains Lock Road

Map 97: Swains Lock Road



Environment

Swains Lock Road is a canopy-covered road with high bank forest and hedges on both sides. It follows two small tributaries down to the Chesapeake & Ohio Canal National Historical Park. This park extends 184.5 miles from Georgetown in Washington, D.C. to Cumberland, Maryland. In addition to preserving the historic canal and features alongside it, the park passes through a wide diversity of ecosystems and offers numerous opportunities to view birds and other wildlife and plant communities. According to the popular birding website eBird, Swains Lock is the number 20 birding hotspot in Montgomery County based on number of species observed (over 180).

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

Road Characteristics

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

Lock House 21

C&O Canal Lock at the end of Swains Lock Road

Sycamore Landing Road

A rustic road added to the program by the 1996 *Rustic Roads Functional Master Plan.*

Sycamore Landing Road has outstanding natural features and historic value.

Significant Features

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

History

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

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

Traveling Experience

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

Environment

Sycamore Landing is entirely within the 1,971-acre McKee-Beshers WMA, located on a wide floodplain shelf above the Potomac River. This area is a wetland/low-upland complex managed by the state's Wildlife and Heritage Service for hunting and other wildlife-

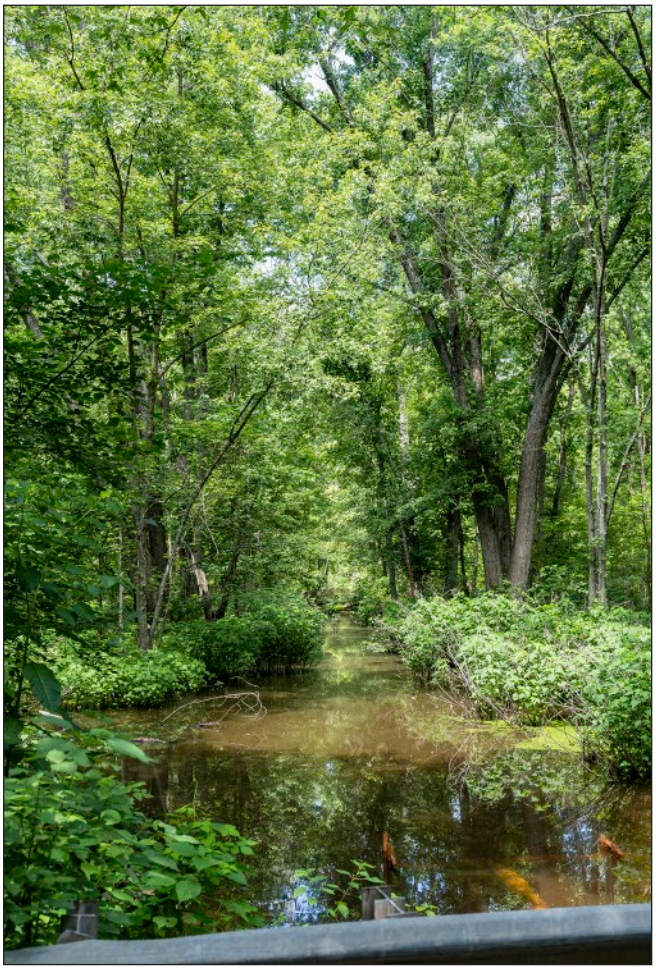
Looking north on Sycamore Landing Road toward the James T. Trundle Farm

dependent recreation. The road varies between dense, closed-canopy forest and sparse, young hedgerows. According to the Maryland DNR, numerous fields and reservoirs are managed to provide habitat for wildlife species such as white-tailed deer, wild turkeys, squirrels, songbirds, and waterfowl. McKee-Beshers also has a designated dog training area, pond, and field trial area. The unmarked, infrequently maintained natural-surface trail system for this WMA may be accessed from Hunting Quarter Road.

The Chesapeake & Ohio Canal National Historical Park extends 184.5 miles from Georgetown in Washington, D.C. to Cumberland, Maryland. In addition to preserving the historic canal and features alongside it, the park passes through a wide diversity of ecosystems and offers numerous opportunities to view birds and other wildlife and plant communities. According to the popular birding website eBird, Sycamore Landing is the number six birding hotspot in Montgomery County based on number of species observed (over 215).

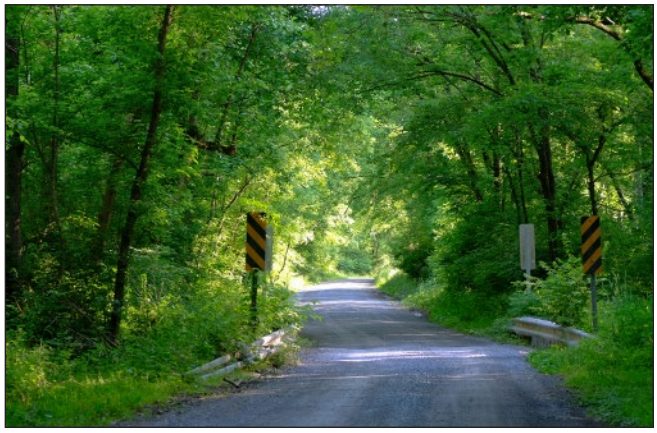
Road Characteristics

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



View into the Horsepen Branch from northern bridge

The northern one-lane bridge along the road



The southern one-lane bridge along the road

Map 98: Sycamore Landing Road

Thurston Road

A rustic road added to the program by this master plan.

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

Significant Features

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

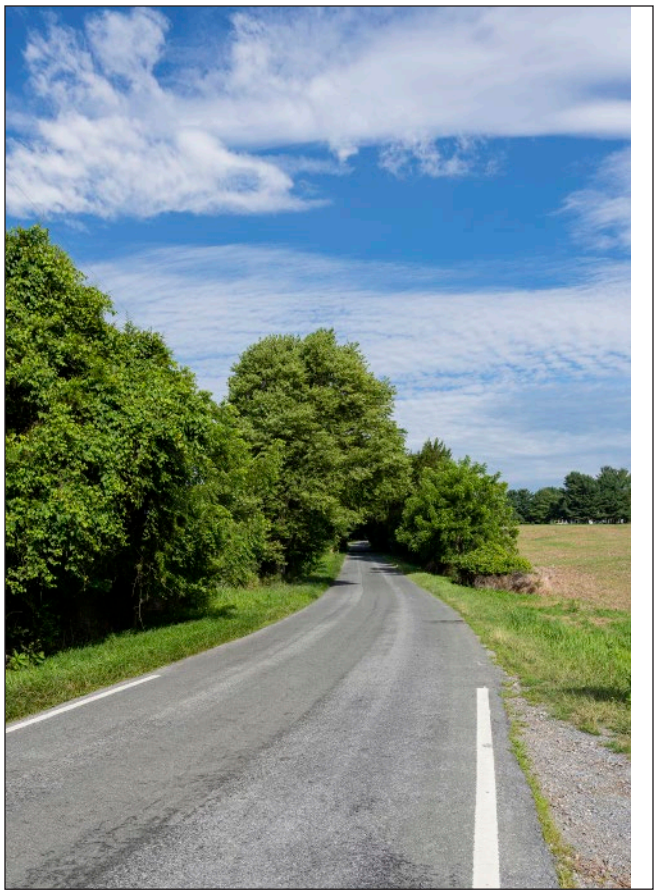
History

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

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

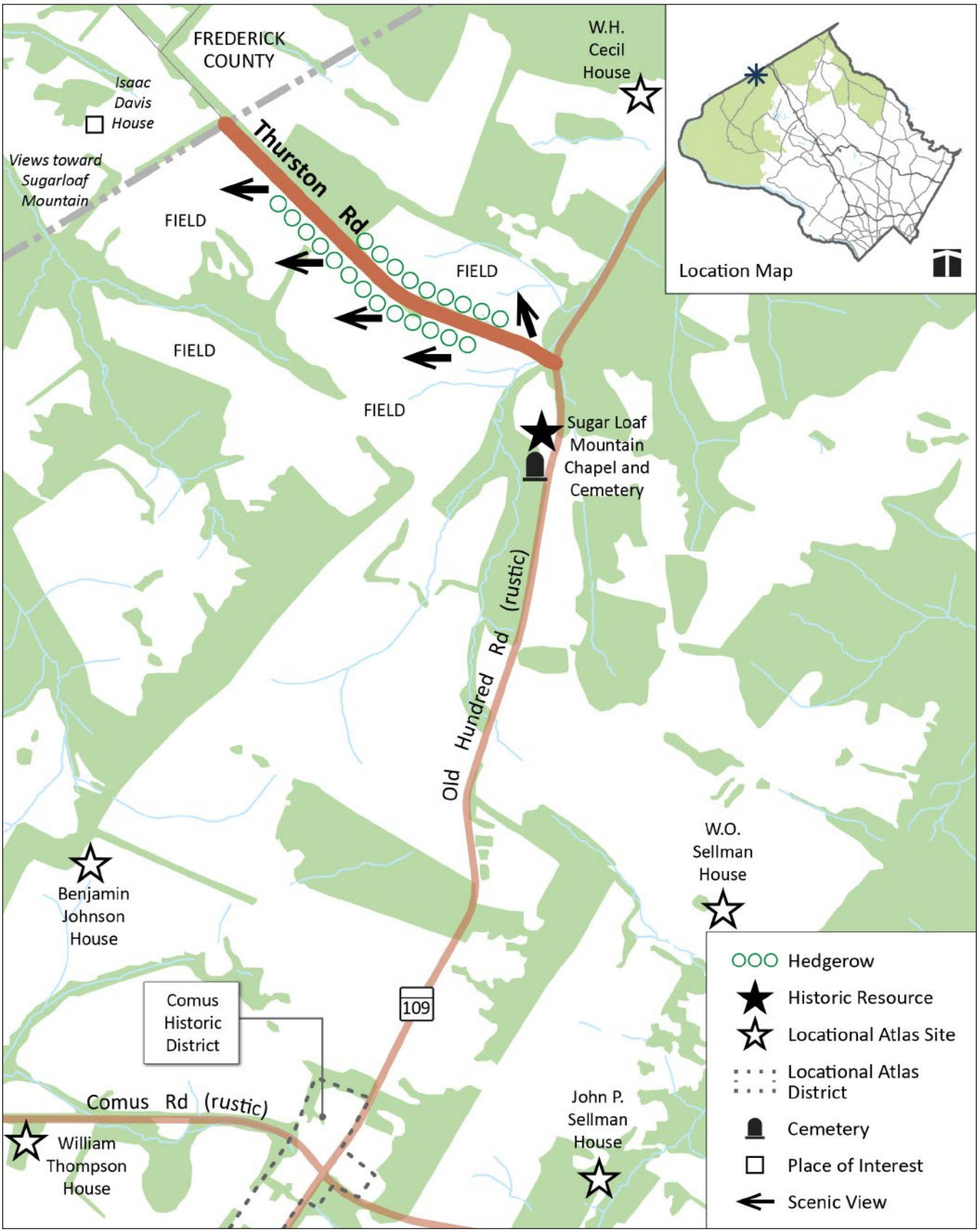
Traveling Experience

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



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

Map 99: Thurston Road



Environment

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

Road Characteristics

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

Looking southeast on Thurston Road toward Old Hundred Road

Views on the north (left) and south (right) side of Thurston Road

Looking west on Thurston Road toward Sugarloaf Mountain

Looking northwest on Thurston Road toward Frederick County

Triadelphia Lake Road

An exceptional rustic road added to the program in the 2005 *Olney Master Plan.*

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

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

Significant Features

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

History

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

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

In the 1940s, WSSC purchased the land and in 1943 it completed the Brighton Dam, flooding the area to form the Triadelphia Reservoir.

Looking west toward the intersection of Triadelphia Lake Road and Georgia Avenue

Triadelphia Lake Road winding through the forested area

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

Traveling Experience

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

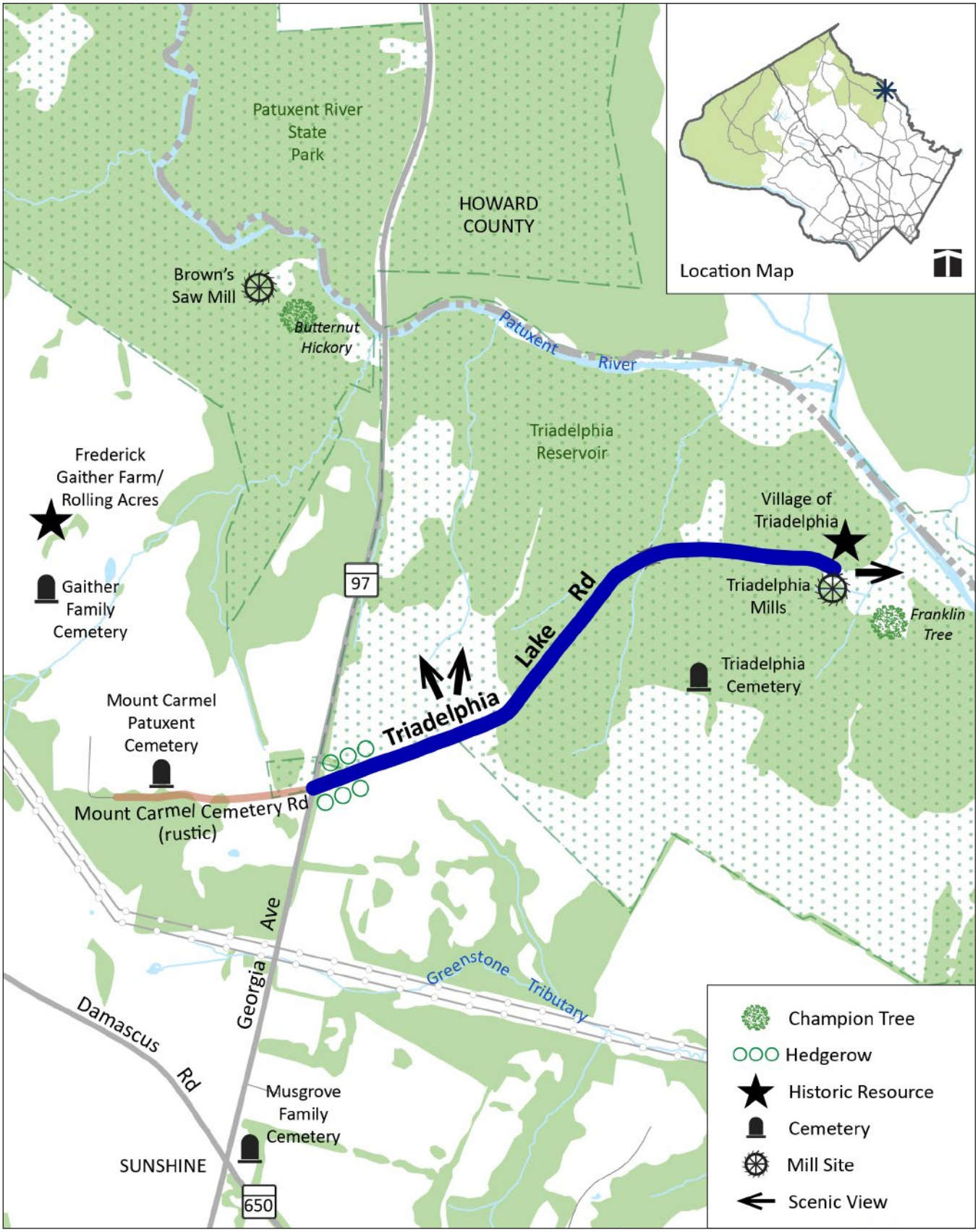
When approached, the vista widens into a sizable parking lot, serving the WSSC Triadelphia Watershed Recreation Area. As the Triadelphia Reservoir filled, two creek beds flooded here to form a cove. Across the water ahead is a grassy knoll dotted with trees, including the champion Franklin Tree. Franklin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

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

Environment

Triadelphia Lake Road is within the Lower Brighton Dam watershed of the Upper Patuxent

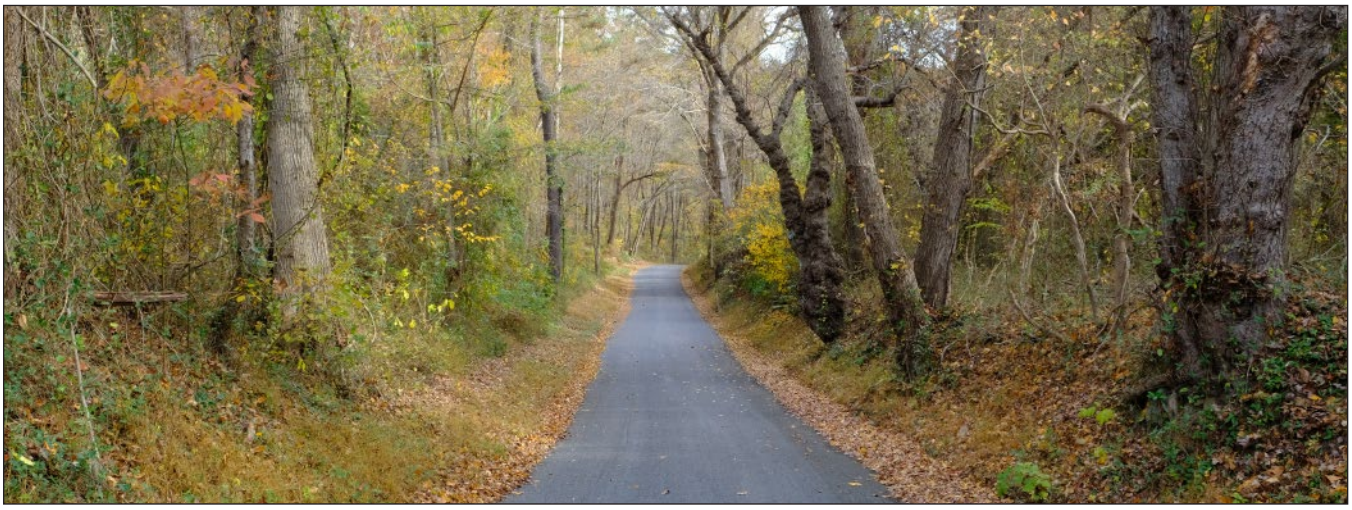
Map 100: Triadelphia Lake Road



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

Road Characteristics

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



Rolling descent into the Patuxent River Valley

One-lane creek crossing

Boat ramp at the Triadelphia Reservoir

Trundle Road

A rustic road added to the program by the 1996 *Rustic Roads Functional Master Plan.*

Trundle Road has outstanding vistas and historic value.

Significant Features

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

History

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

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

Traveling Experience

Traveling south from Whites Ferry Road for about half a mile, one can see farms and open fields on the eastern side of the road.. Dense trees and vegetation are the predominant view to the west. The remainder of the road is enclosed tree canopy. In a few locations, open

View to farm field

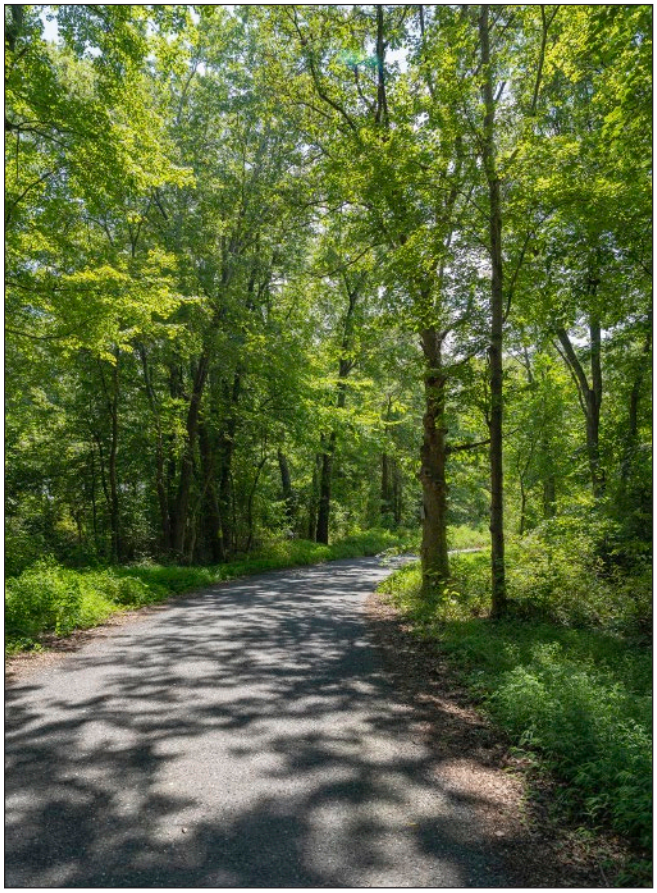
fields appear beyond the trees. The road ends at the Perry Trundle Farm.

Environment

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

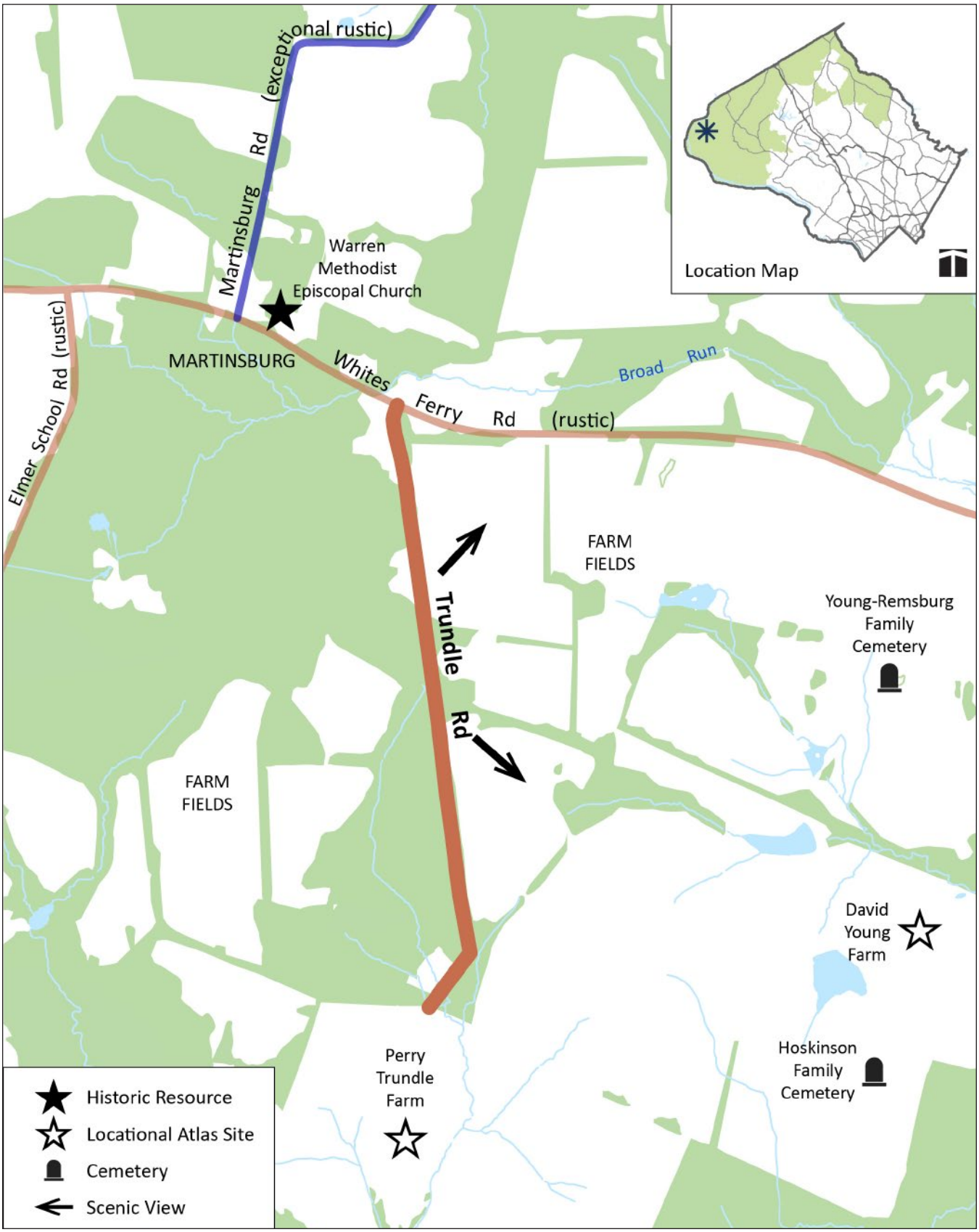
Road Characteristics

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



Views of tree canopy close to Trundle Road

Map 101: Trundle Road



Tschiffely Mill Road

An exceptional rustic road added to the program by the 1996 *Rustic Roads Functional Master Plan.*

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

Significant Features

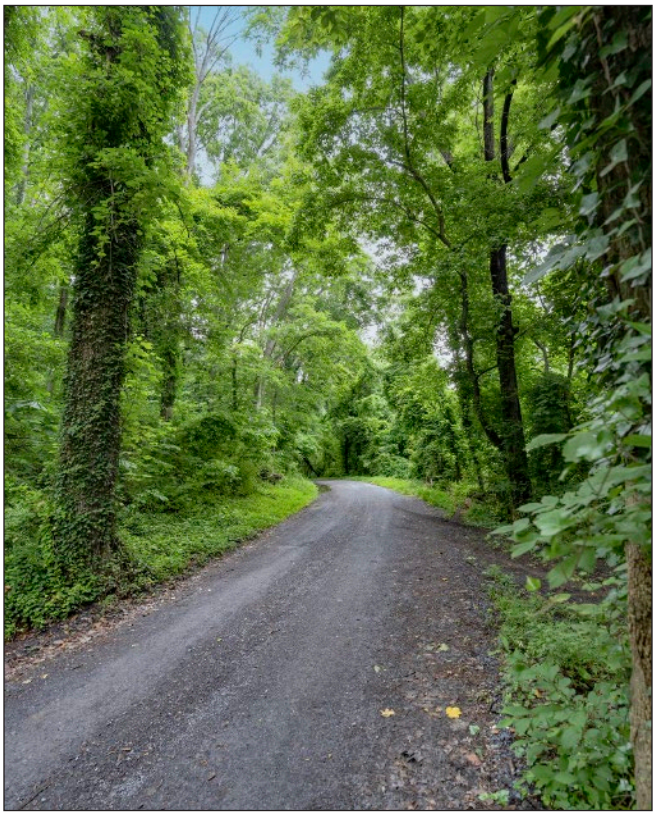
- Gravel surface
- Historic alignment of road
- Closed canopy
- Seneca Stone Mill
- View of river/wetlands/boat basin

History

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

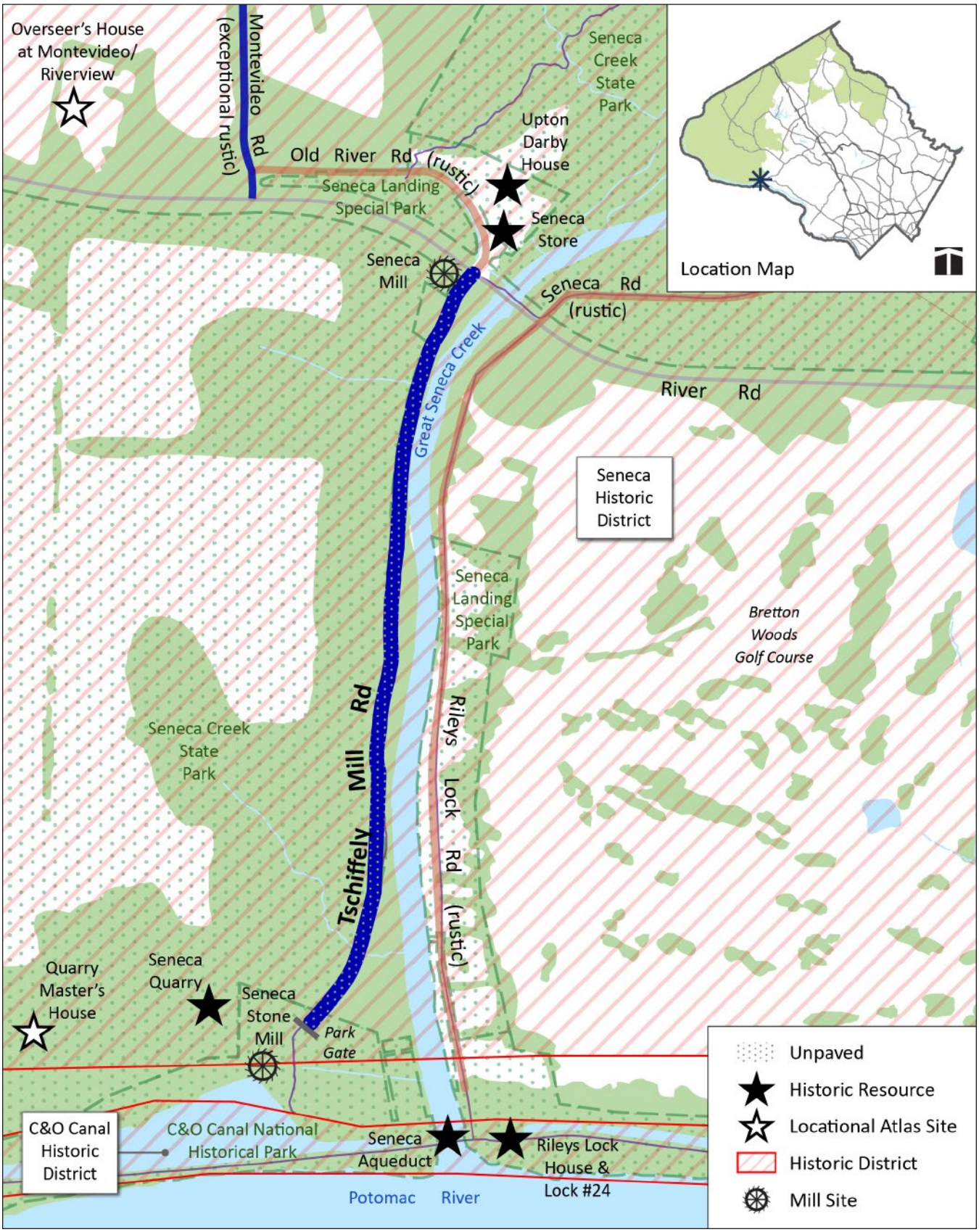
Traveling Experience

This one-lane gravel road parallels the last stretch of Seneca Creek before it reaches the Potomac River. Almost entirely under closed tree canopy, the setting is wholly rustic. With a mature forest on one side and a view through trees on the other side to Seneca Creek and Rileys Lock Road (a rustic road), this road offers not only a peaceful, quiet atmosphere, but a historic experience as the road terminates at the Chesapeake & Ohio Canal (a National Register Historic District)



Closed canopy and historic alignment of Tschiffely Mill Road

Map 102: Tschiffely Mill Road



and the Seneca Stone Mill. The road offers an awe-inspiring view of the monumental Seneca Stone Mill. The Quarry Master's house, an abandoned sandstone structure that has been restored, is located to the west, though it is accessed from River Road (Locational Atlas Site #17/54). The road terminates with a view of the boat turning basin, a wide pond beside the canal where barges were loaded with finished stone. The Seneca Aqueduct at the C&O Canal is one of the canal's most admired features and is the only one of the 11 canal aqueducts made of red Seneca sandstone (Master Plan Historic Site #24/25).

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

Environment

Tschiffely Mill Road runs along Seneca Creek, the largest river in Montgomery County. This entire area is a wide floodplain at the creek's confluence with the Potomac River. The road is surrounded by forest and has a predominant closed canopy with trees growing near the road surface. The area is underlain by Arkosic Sandstone, unique for its color and durability. Known as Seneca Red Sandstone, it is grey with a lilac tinge when first cut, but it turns a rusty red color when iron oxide in the sandstone oxidizes. When allowed to cure it becomes a durable and nearly waterproof building material.

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

Tschiffely Mill Road ends at a parking lot that provides access to the Chesapeake & Ohio Canal National Historical Park. This park extends 184.5 miles from Georgetown in Washington, D.C. to Cumberland, Maryland. In addition to preserving the historic canal and features alongside it, the park passes through a wide diversity of ecosystems and offers numerous opportunities to view birds and other wildlife and plant communities.

Road Characteristics

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

Ruins of the Seneca Stone Mill

Tucker Lane

A rustic road added to the program by the 1998 *Sandy Spring/Ashton Master Plan.*

Tucker Lane, from Ednor View Terrace to Ashton Road (MD 108), falls and rises through the landscape as it follows an historic alignment along the Patuxent River. This plan reclassifies this segment of Tucker Lane as exceptional rustic.

Significant Features

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

History

Tucker Lane was in use by the mid-19th century and is evident on Martenet & Bond's 1865 *Map of Montgomery County, Maryland*, though it may have been established earlier. It provided an important connection between present-day New Hampshire Avenue and Ashton Road (MD 108), which crossed the Patuxent River at the longstanding Snell's Bridge crossing. Snell's Bridge was constructed by 1794 and may have replaced an earlier crossing at the same location, Peter Murphy's Ford, established by 1745. By 1892, Tucker Lane's current alignment with winding curves near the Patuxent was established. From the early to-mid 20th century, a river crossing just east of the road's large bend near the river connected Tucker Lane to Howard County.

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

View of power line opening along Tucker Lane

Tucker Lane descending and winding through the forested landscape

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

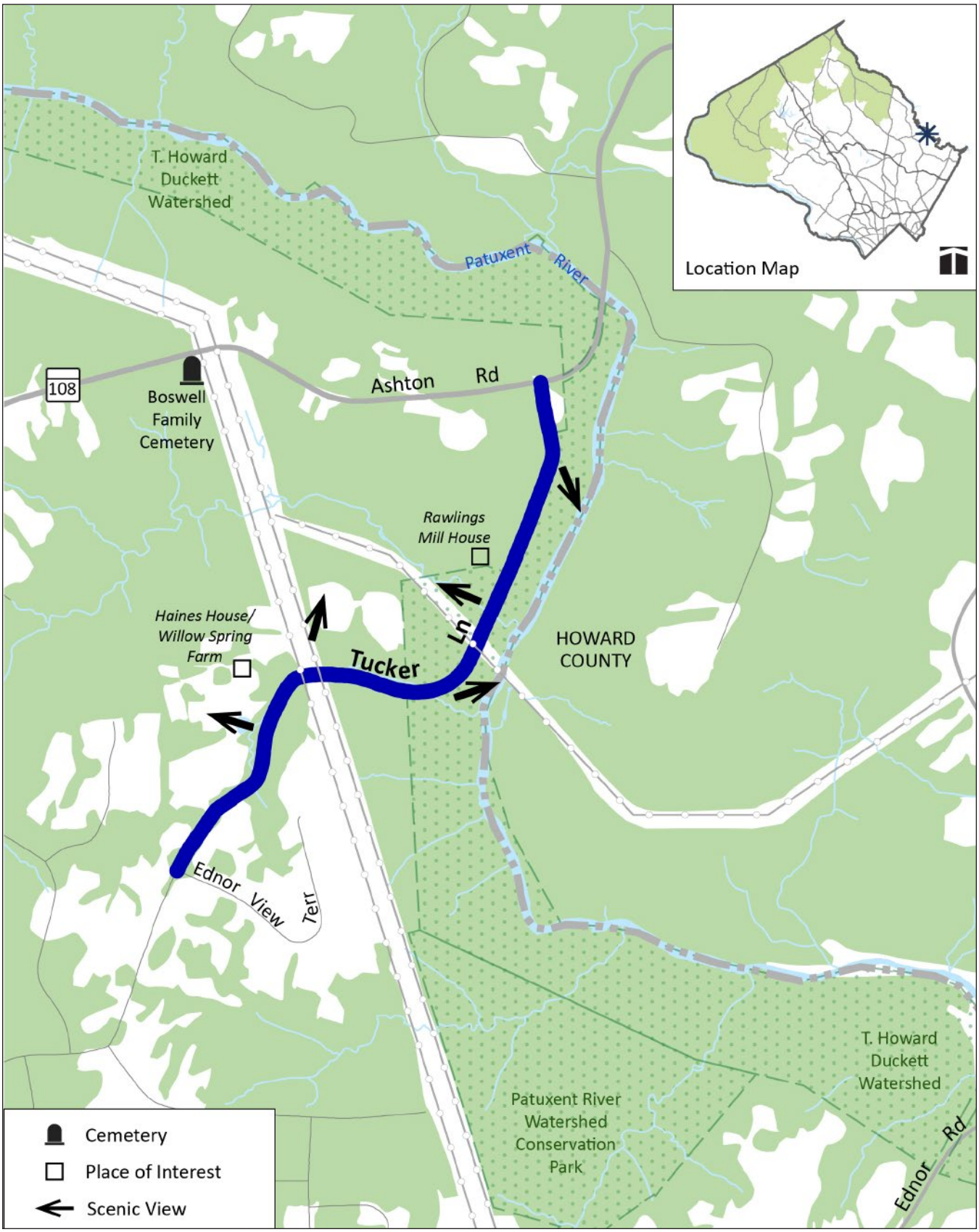
Traveling Experience

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

Continuing northeast, mature trees line both sides of the road and tree canopy filters light on the road. Descending a hill and curving to the right, there is a steep embankment on the right side of the road. Mature forest continues lining the road. A creek bed is close to the road on the left, while there is a storm drain on the right in this heavily wooded area. On the left and uphill is the Haines House, outbuildings, and farm on Willow Spring Farm.

Continuing the descent to the right, the road narrows markedly and crosses a power line right-of-way with two sets of high-voltage wires. After the break, the road continues with a steep bank on the right and a drop off to a creek bed on the left. Here, the road is completely forested and is stunning in the summer. After passing a few driveways, the road becomes level and straight, widening

Map 103: Tucker Lane



with a pull-off area nearing another break for power lines—this time only one set—as it continues parallel to the Patuxent River. There is a view into the Patuxent River Valley to the right through this utility right-of-way. Heading straight, the road passes the location of the Rawlings Mill house and outbuildings on the left. Through another forested area, up a rise and curving left, the drive concludes at Ashton Road.

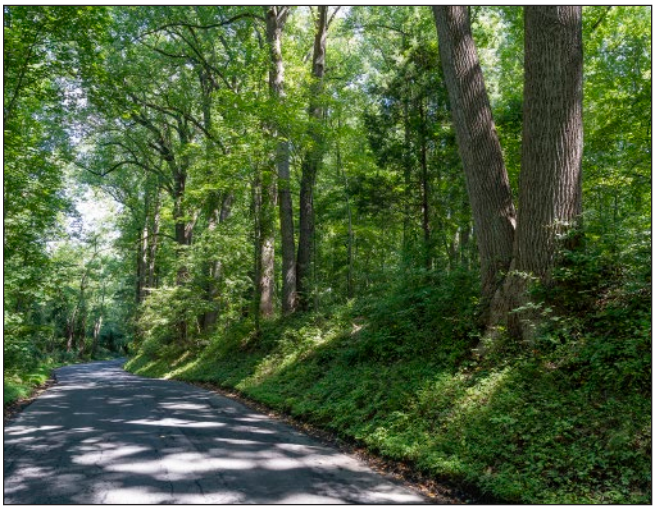
Environment

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

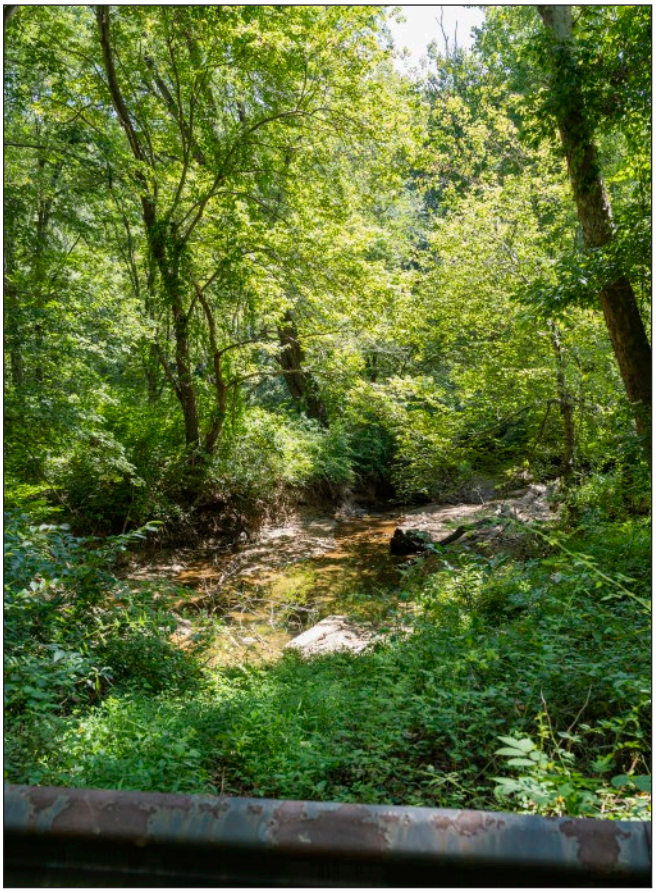
Except for the two power line crossings, the road is almost entirely forested with many areas of dense overhead canopy.

Road Characteristics

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



Mature tree canopy adjacent to the road



View of a stream stem off the Patuxent River

Turkey Foot Road

A rustic road added to the program by the 2002 *Potomac Subregion Master Plan.*

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

Significant Features

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

History

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

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

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

Traveling Experience

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

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

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

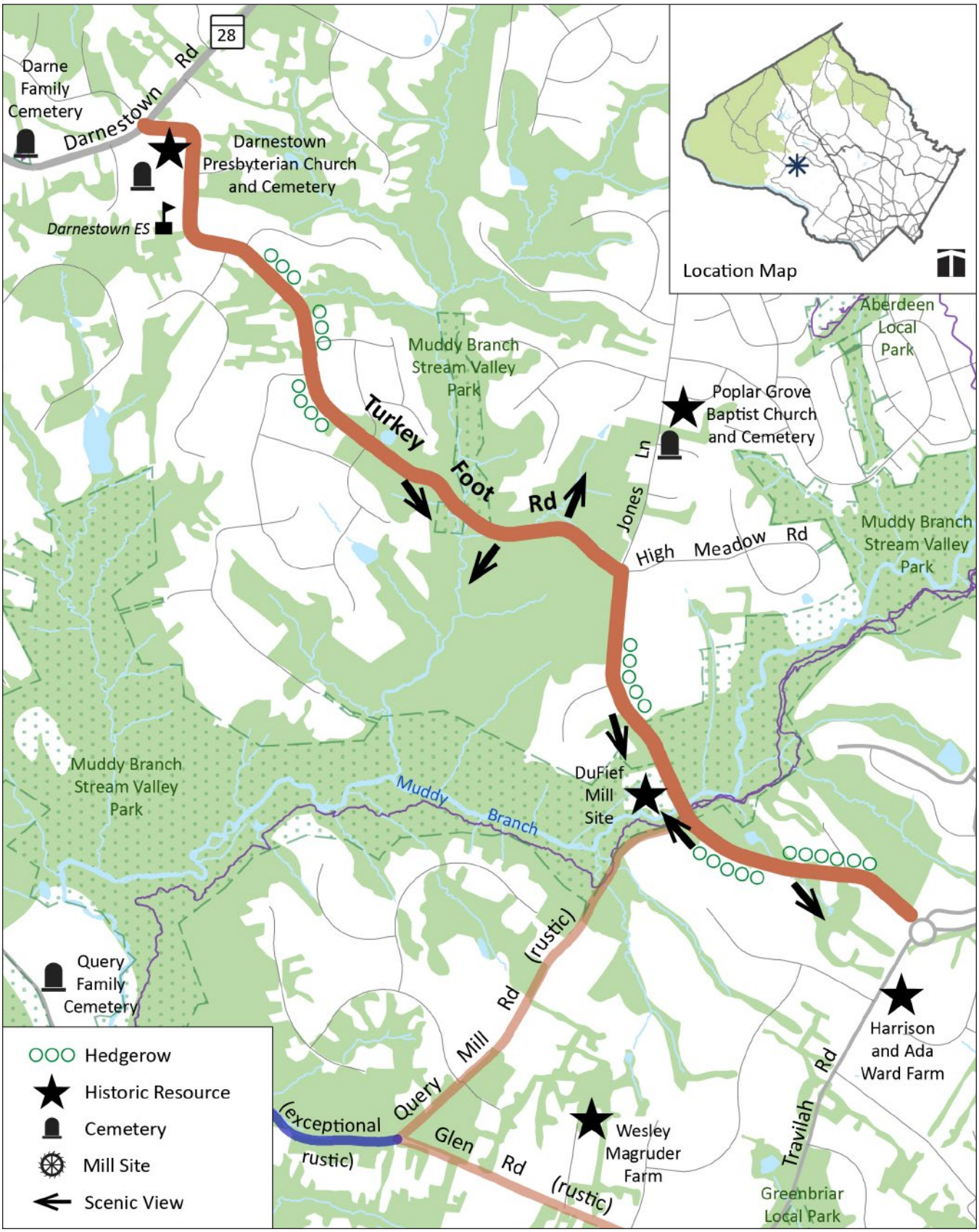
on the left and Darnestown Elementary School on the right.

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

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

Past Query Mill Road, the road rises as the trees approach and recede, again revealing long driveways and well-manicured lawns before

Map 104: Turkey Foot Road



the road terminates in a new roundabout at Travilah Road.

Environment

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

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

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

Road Characteristics

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

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

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

Violettes Lock Road

A rustic road added to the program by the 1996 *Rustic Roads Functional Master Plan.*

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

Significant Feature

- Closed canopy at beginning of road

History

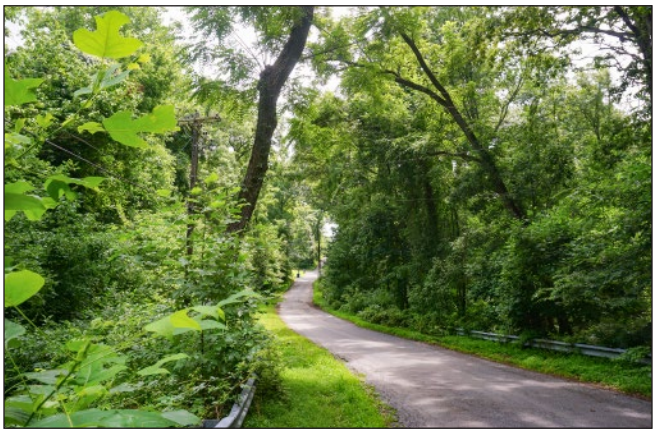
The access road to Violette's Lock (Lock #23) was probably established c. 1830–1833. It was named for Alfred and Kate Violette, who were longtime lockkeepers here. The double locks (a lift lock and a guard or inlet lock to allow entry to boats and water from the Potomac River) here were constructed of red sandstone from the nearby Seneca Quarry. Dam #2/Seneca Dam feeds water into the canal below Lock #23, and enabled the opening of the canal for traffic in the spring of 1831 from this point down to Georgetown, a distance of about 22 miles. Lock #23 and Dam #2 are designated in the county's *Master Plan for Historic Preservation* (Historic Site #24/27).

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

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

Traveling Experience

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



Looking south on Violettes Lock Road toward the Potomac River

Environment

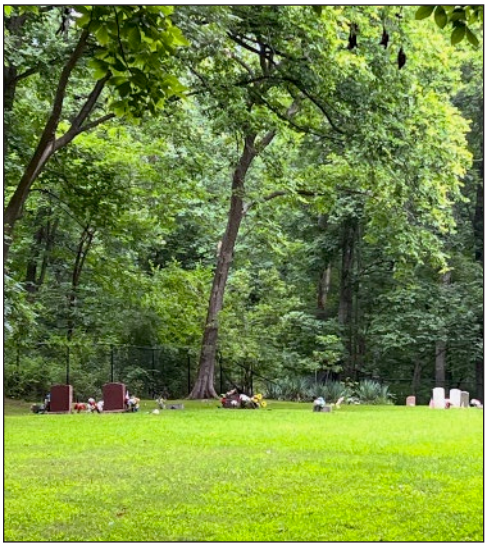
Violettes Lock Road is a forested road at its north and south segments. Midway, the road crosses a seam of diabase surface rock that challenges the lush vegetation normal for this region. The road ends at a parking lot that provides access to the Chesapeake & Ohio Canal National Historical Park. This park extends 184.5 miles from Georgetown in Washington, D.C. to Cumberland, Maryland. In addition to preserving the historic canal and features alongside it, the park passes through a wide diversity of ecosystems. According to popular birding website eBird, Violette's Lock is the top-ranked birding "hotspot" in Montgomery County based on the number of species seen, with over 270 species having been identified there.

Road Characteristics

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

Lock #23

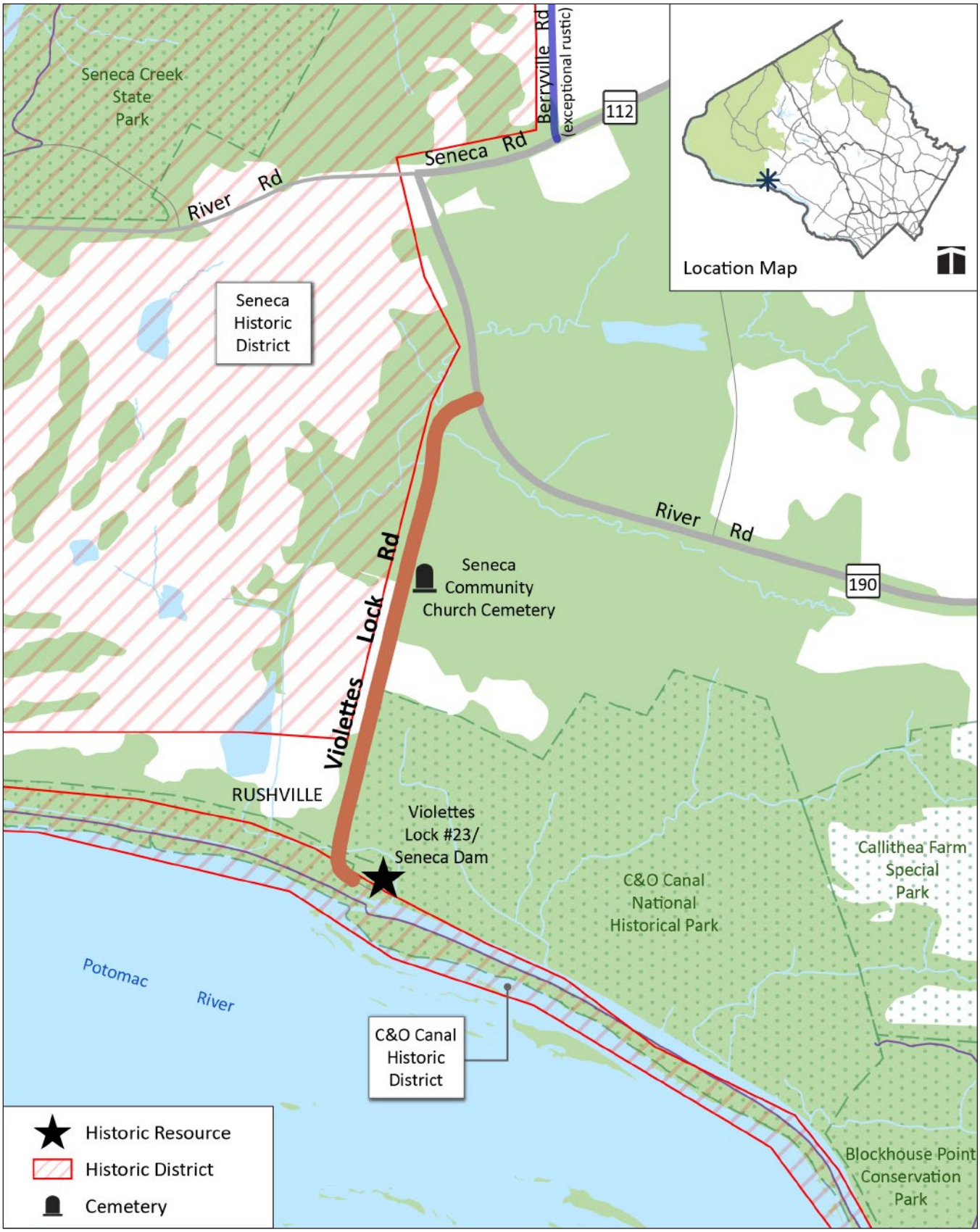
C&O Canal Towpath adjacent to Lock #23



Seneca Community Church Cemetery

View of the Potomac River from the lock area

Map 105: Violettes Lock Road



Wasche Road

A rustic road added to the program by the 1996 *Rustic Roads Functional Master Plan.*

This road has historic value and outstanding rural views.

Significant Features

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

History

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

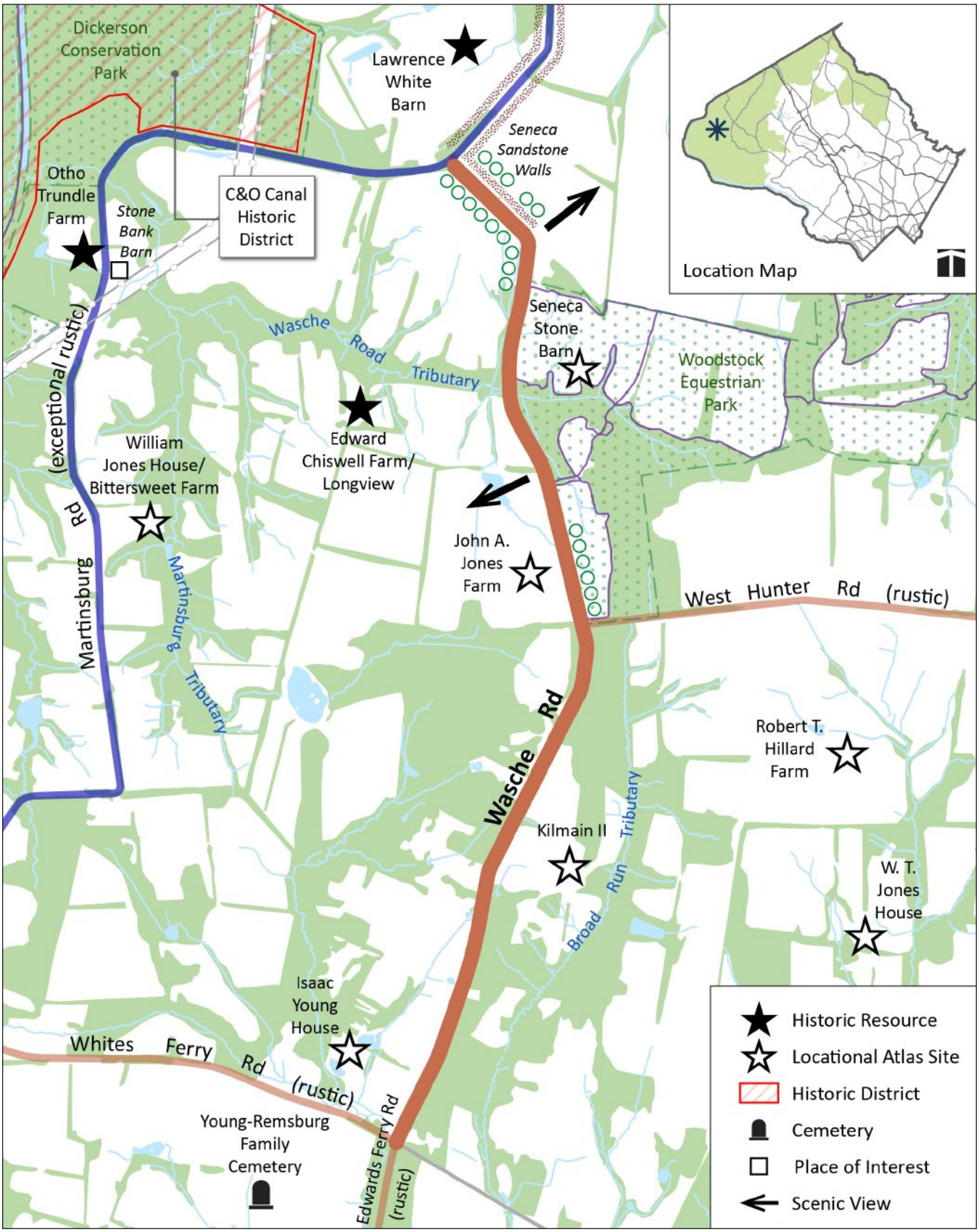
Traveling Experience

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

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

Looking north on Wasche Road just south of West Harris Road

Map 106: Wasche Road



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

Environment

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

Road Characteristics

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

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

Looking north on Wasche Road

Seneca Sandstone wall on east side of the road

West Harris Road

An exceptional rustic road added to the program by the 1996 *Rustic Roads Functional Master Plan.*

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

Significant Features

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

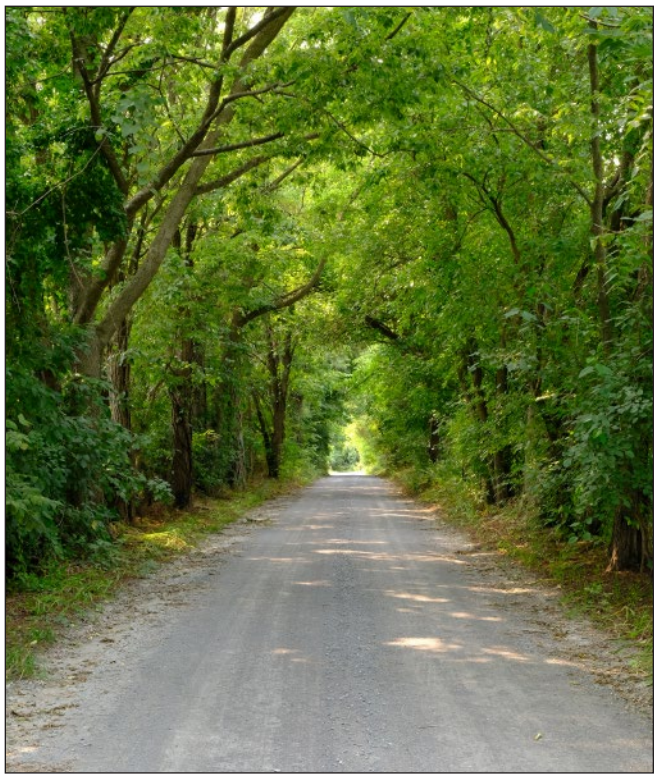
History

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

Traveling Experience

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

Sugarloaf Mountain can be seen along the road. After passing Daybreak Farm, the road has banks on both sides with cedar trees,



Forested canopy along the road

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

Environment

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

Road Characteristics

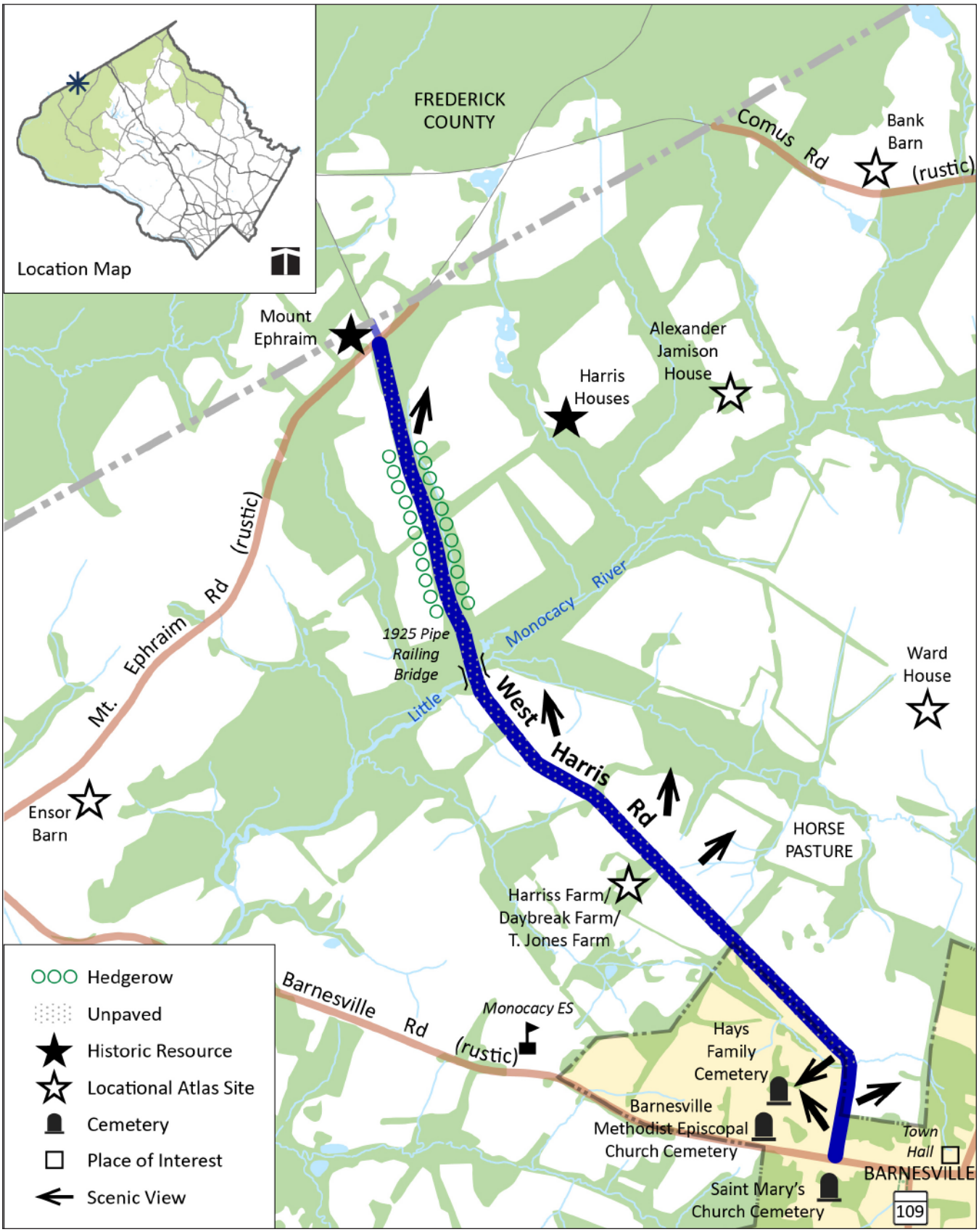
Extents	Entire road: Barnesville Road to Mount Ephraim Road/Sugarloaf Mountain Road
Length	1.98 miles
Width	14 feet
Surface	Paved from Barnesville Road to the first curve to the northwest and for the last 450 feet before Mount Ephraim/ Sugarloaf Mountain Road; otherwise, gravel
Lanes	No centerline or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

Little Monocacy River

Residence and barn building along West Harris Road

1925 metal pipe rail bridge

Map 107: West Harris Road



Rolling hill on the north side of West Harris Road

West Hunter Road

A rustic road added to the program by the 1996 *Rustic Roads Functional Master Plan.*

West Hunter Road has historic value and outstanding farm vistas.

Significant Features

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

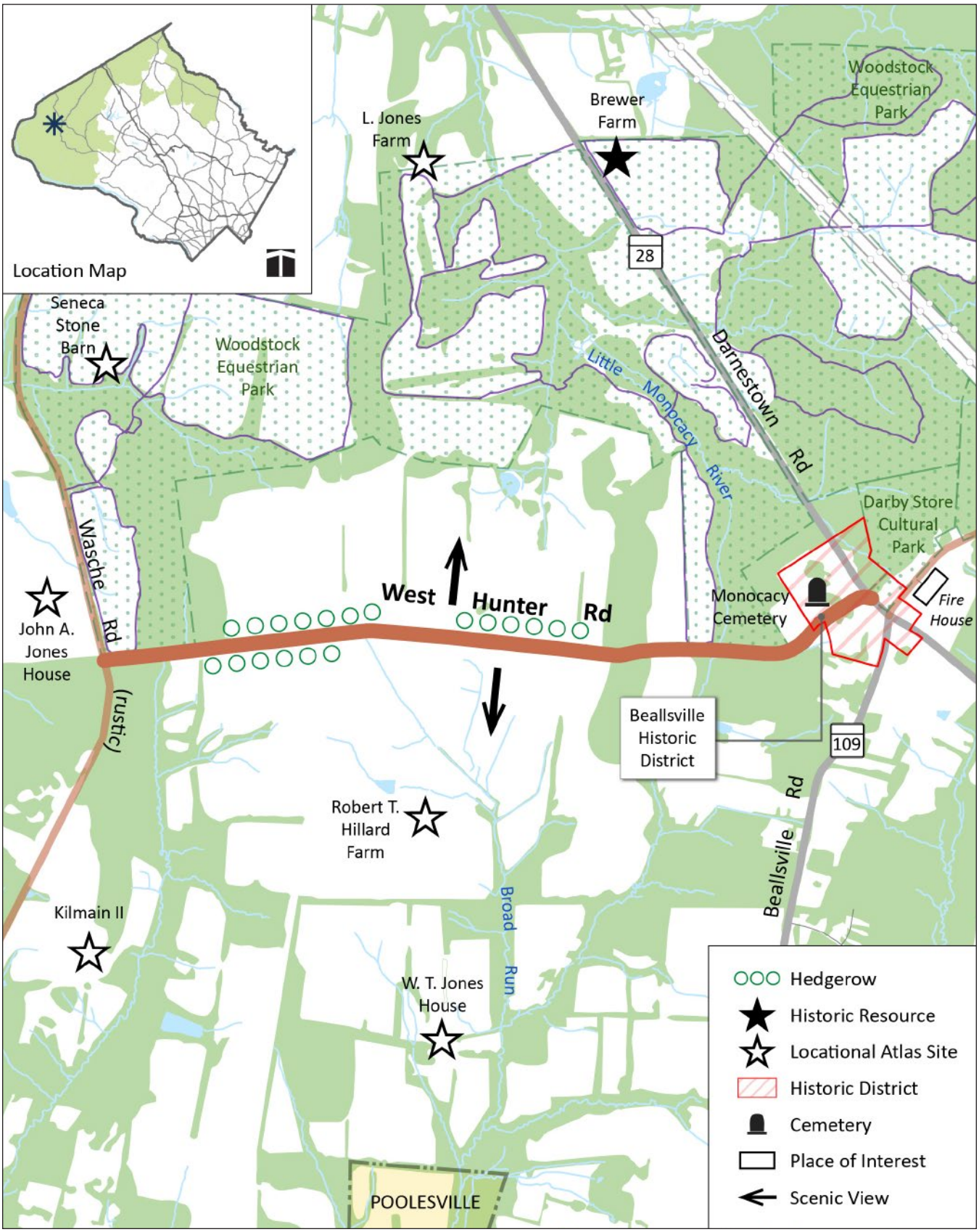
History

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

Traveling Experience

Beginning at its eastern end at Darnestown Road (MD 28), West Hunter Road goes up a small, steep hill. A view of the Beallsville Historic District is on the left. The Monocacy Chapel cemetery spreads out to the right (Burial Sites Inventory Site #103). This was the site of the first St. Peter's Chapel of Ease

Map 108: West Hunter Road



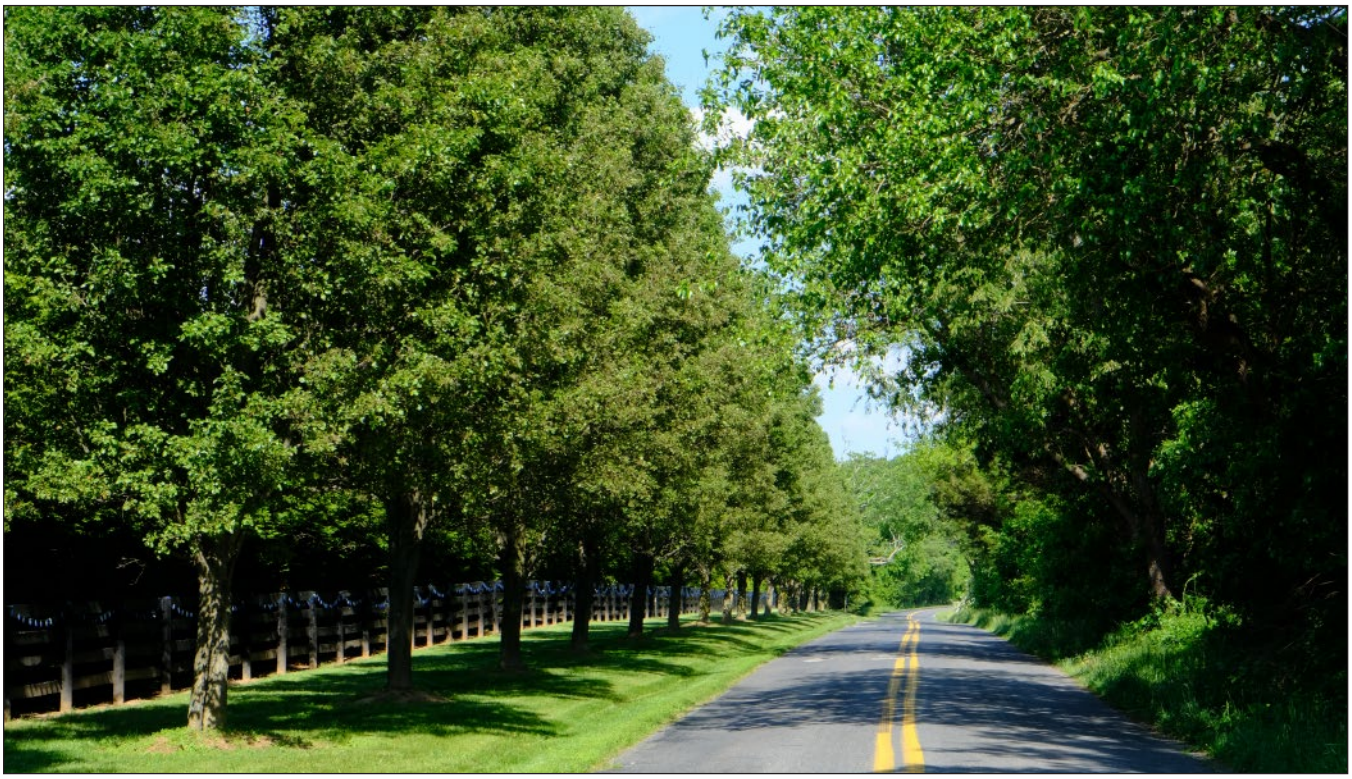
dating from over 200 years ago. The road curves through a forested area and then opens to fields on both sides. After another brief forested section, a mature cedar hedgerow appears along the north side of the road, while to the south is a long view of the Robert T. Hillard Farm. The farm has a post-Civil War–era house built of Seneca sandstone, covered with plaster. Sugarloaf Mountain with the Appalachians in the background can be seen to the north, although it is perhaps better viewed coming from the west. The road is lined with hedgerows on both sides, alternating with wooded areas, until entering another forested area just before it meets Wasche Road (a rustic road).

Environment

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

Road Characteristics

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



Hedgerows along the north side of West Hunter Road

Two views of farm fields and farm buildings on the south side of West Hunter Road

View to Sugarloaf Mountain from the road

Monocacy Cemetery

West Offutt Road

A rustic road added to the program by the 1996 *Rustic Roads Functional Master Plan.*

West Offutt Road has outstanding farm views and historic value.

Significant Features

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

History

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

Traveling Experience

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

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

North side of West Offutt Road just west of the intersection with West Willard Road

Map 109: West Offutt Road

adjacent to the road before it once again opens to fields. The road ends at West Willard Road (a rustic road).

Environment

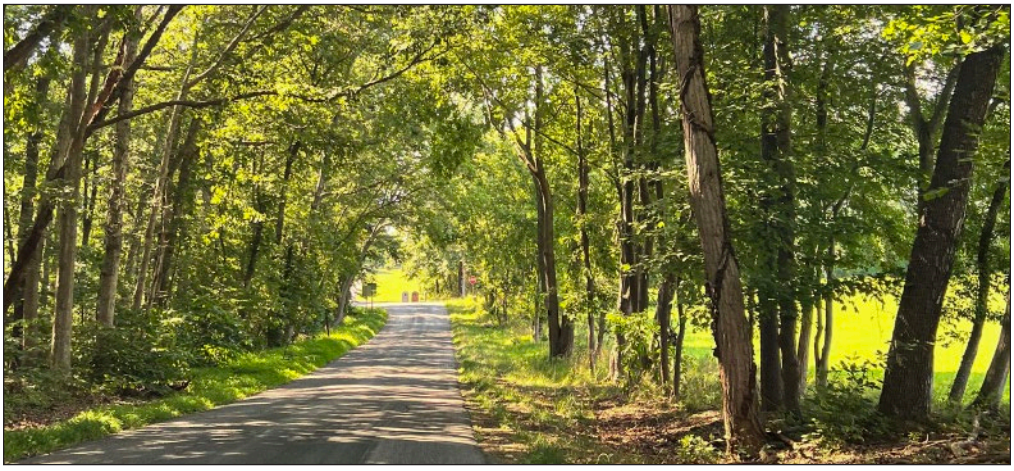
The eastern half of West Offutt Road crosses several small headwater tributaries to the Horsepen Branch, which is a direct tributary to the Potomac River that flows through the McKee-Beshers WMA just prior to reaching the Potomac. The western half of the road is in the Edwards Ferry subwatershed, another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

Road Characteristics

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

Hedgerows along West Offutt Road

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



Looking west on West Offutt Road before the intersection with Edwards Ferry Road

West Old Baltimore Road

An exceptional rustic road added to the program by the 1994 *Clarksburg Master Plan & Hyattstown Special Study Area* and the 1996 *Rustic Roads Functional Master Plan.*

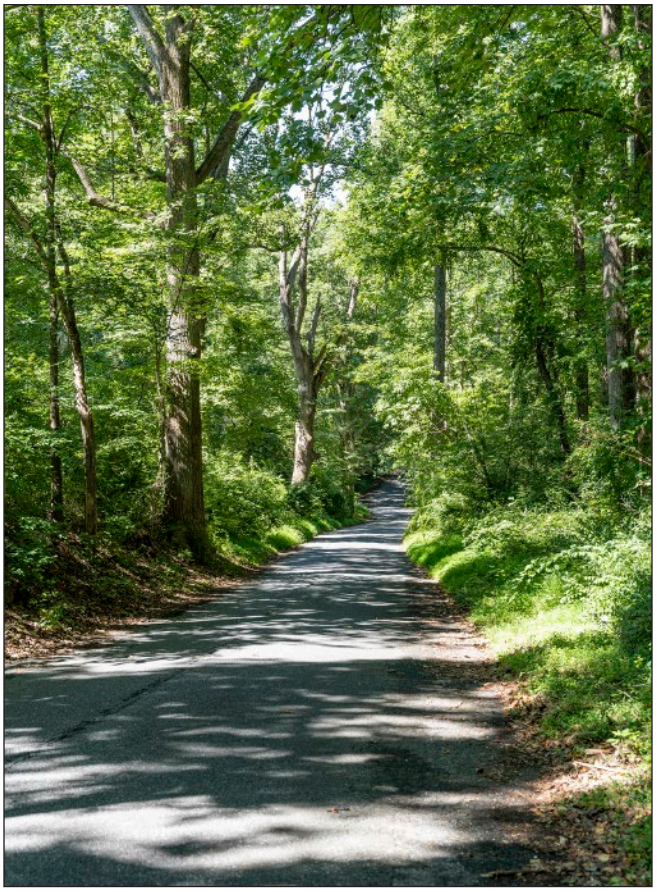
One of the oldest roads in Montgomery County, West Old Baltimore Road has significant historic value, outstanding natural features—one of which is the ford through Ten Mile Creek—and views of agricultural lands.

Significant Features

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

History

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



Narrow pavement with mature tree canopy close to West Old Baltimore Road

Traveling Experience

From east (Clarksburg Road) to west, the road traverses agricultural land—flowering hedgerows, a few houses, fences near the roadway edge, hedgerows with trees and

Views of ford on West Old Baltimore Road

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

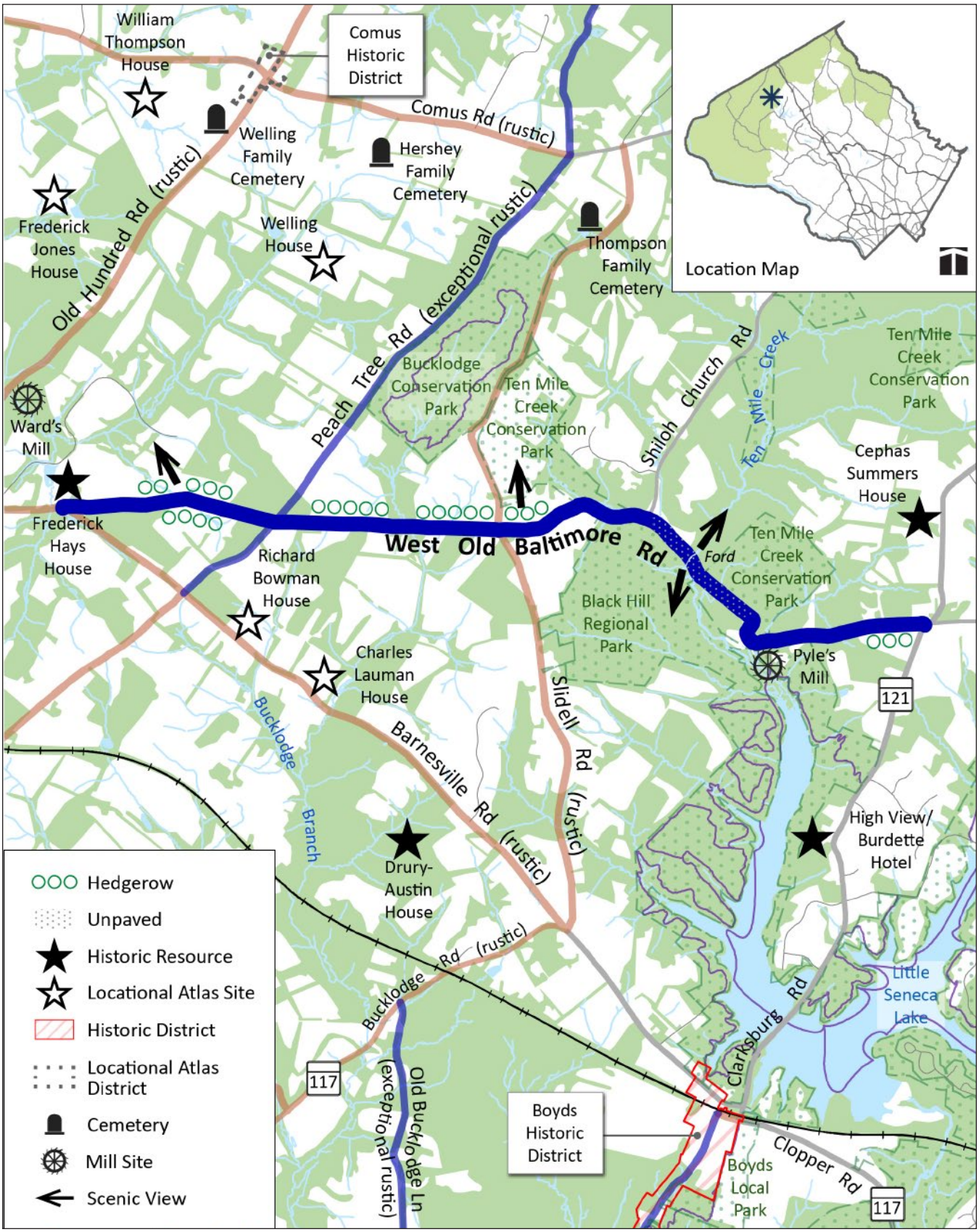
After Shiloh Church Road, the road continues through a winding, canopied uphill section that yields to open views as it approaches Slidell Road (a rustic road). From there to Peach Tree Road (an exceptional rustic road) the traveler goes downhill to a crossing of Bucklodge Branch, then between hedgerows with occasional long views across fields and toward Sugarloaf Mountain to the north. Between Peach Tree Road and Barnesville Road (a rustic road), the road lies between forest on the south side and farm fields with long views toward Sugarloaf Mountain on the north side. In the summertime, the road is usually shaded, making for an exceptional experience. The road ends at Barnesville Road where the Hays Farmhouse, barn, and shed are visible on the right side of the road. This road is lightly traveled; in a few places it can still provide a sense of what it must have been like long ago when it provided access to the western frontier.

Environment

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

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

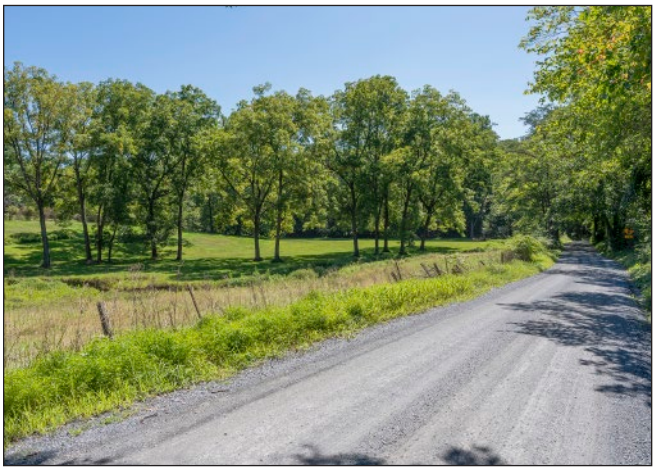
Map 110: West Old Baltimore Road



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

Road Characteristics

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



View into Black Hill Regional Park

Field and outbuilding just east of ford

Horse pasture along the north side of West Old Baltimore Road

West Willard Road

A rustic road added to the program by the 1996 *Rustic Roads Functional Master Plan.*

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

Significant Features

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

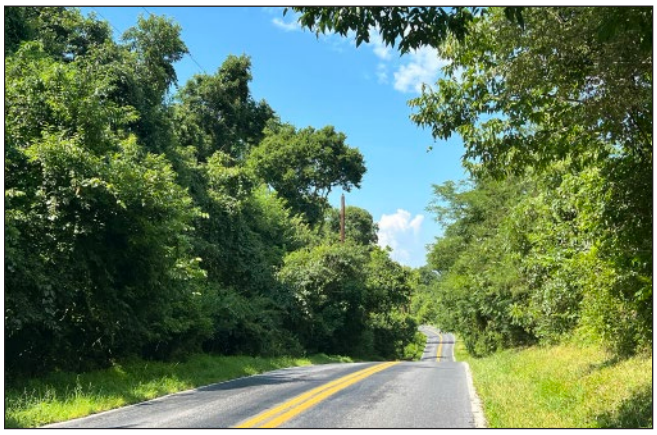
History

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

Traveling Experience

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

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



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

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

Environment

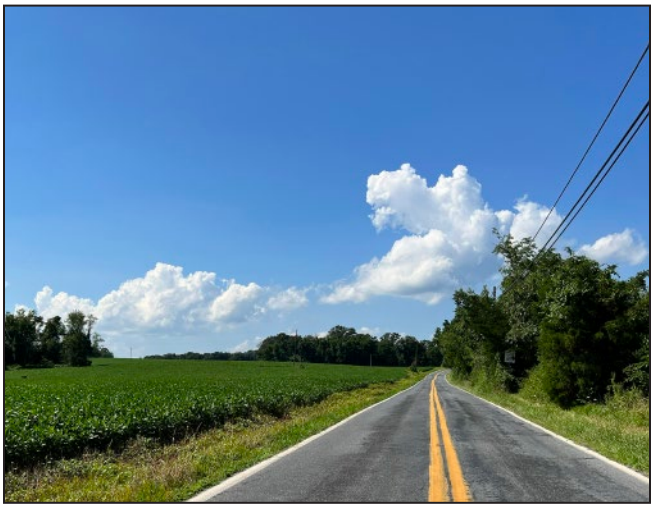
West Willard Road is located within the Horsepen Branch watershed, a direct tributary to the Potomac River. The road's mid-segment follows one of the forested forks of this stream and crosses another. Just north of River Road, the road follows and then crosses the forested mainstem and floodplain. Although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

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

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

Road Characteristics

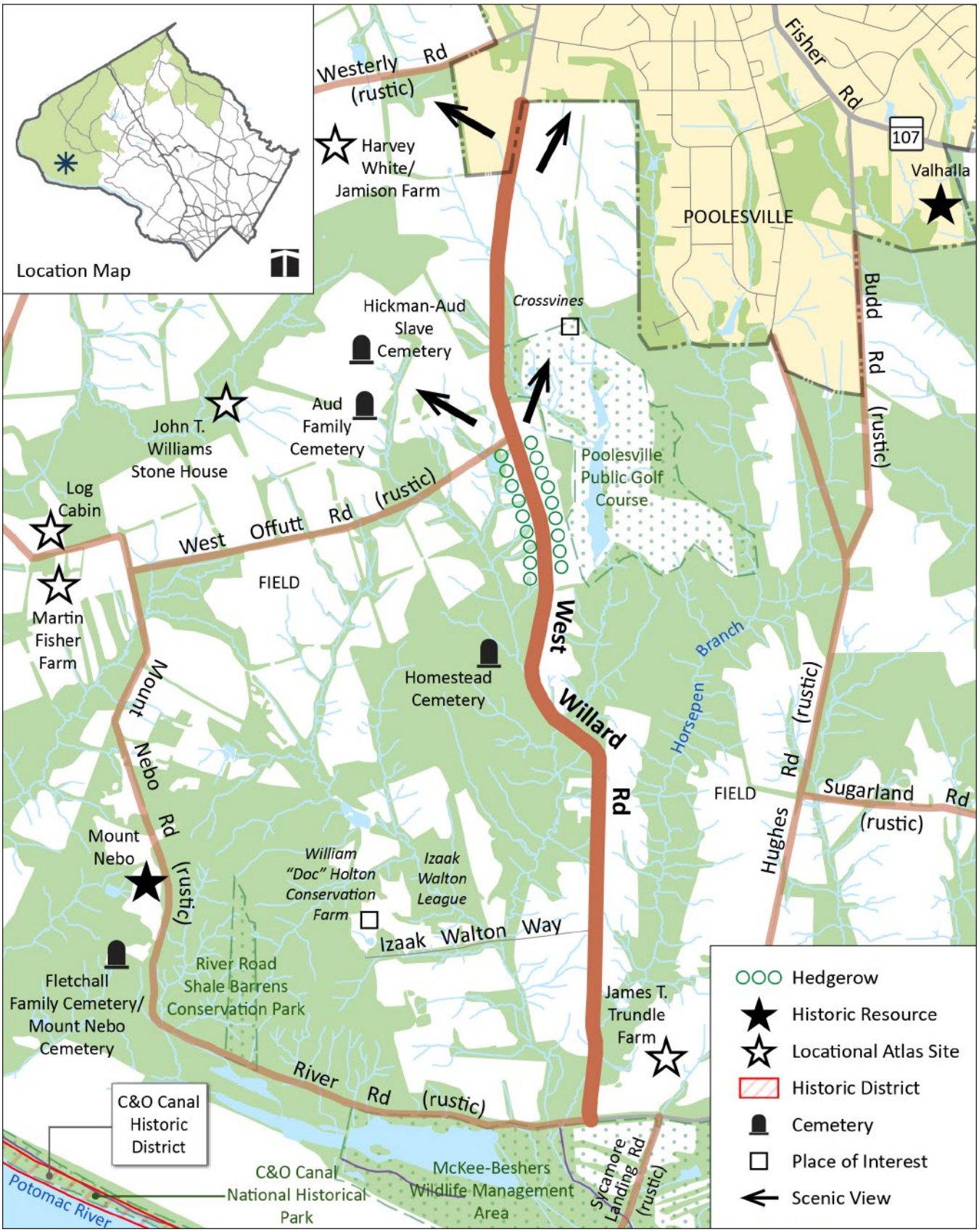
Extents	River Road to Poolesville town limit
Length	3.55 miles
Width	16–24 feet
Surface	Paved
Lanes	Centerline and edge markings
Shoulders	None



Looking north on West Willard Road near Poolesville Public Golf Course

Looking north on West Willard Road with Sugarloaf Mountain in the distance

Map 111: West Willard Road



Westerly Road

A rustic road added to the program by the 1996 *Rustic Roads Functional Master Plan.*

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

Significant Features

- Long, open views of three farmsteads and surrounding fields

History

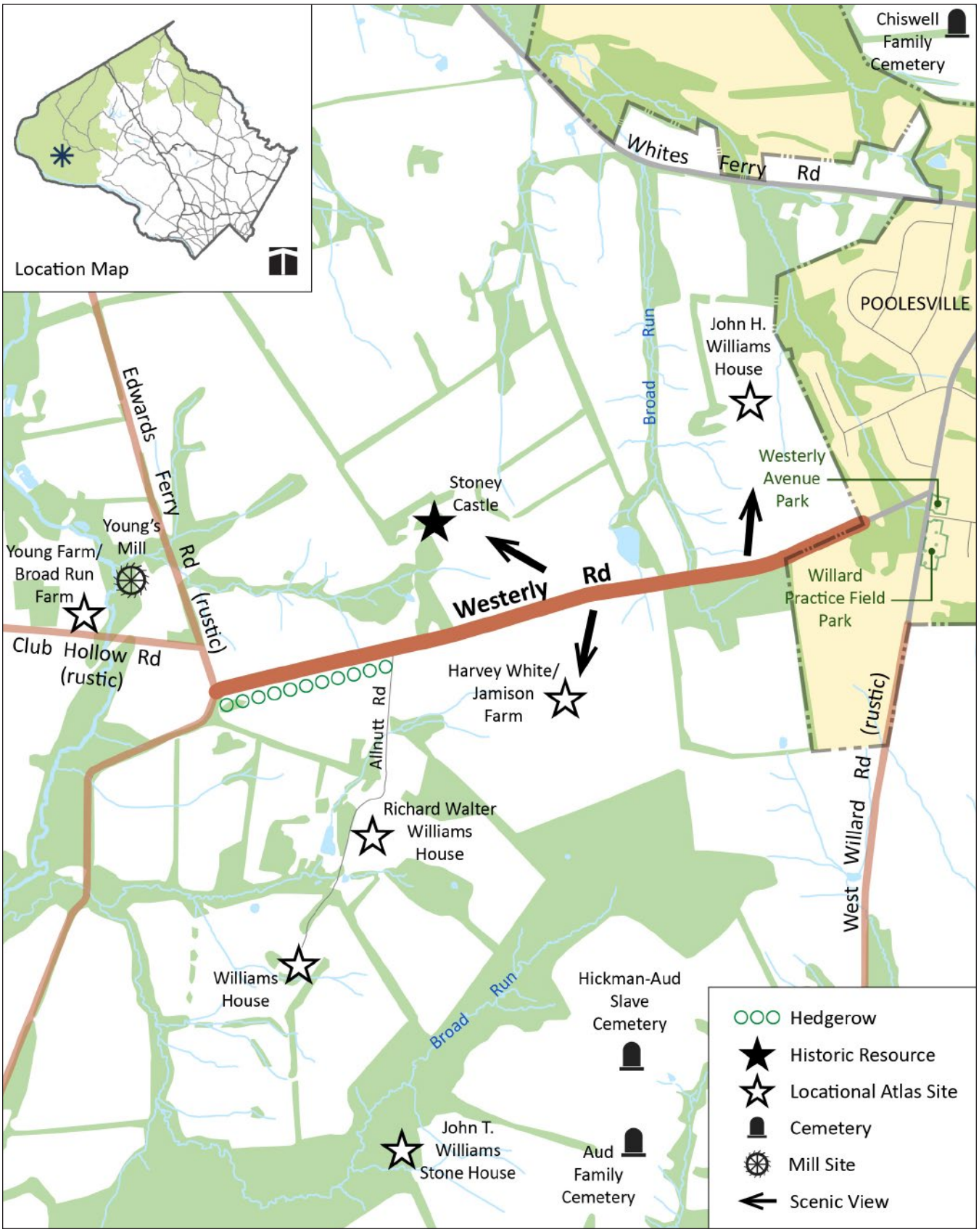
Westerly Road is part of an early road network connecting Edwards Ferry with Poolesville. It was platted as a public road in 1854 to replace an existing private road that was in poor condition and not suitable for the volume of agricultural traffic moving through the area. The western 0.4-mile section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

Traveling Experience

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

Planting soybeans after a late spring harvest

Map 112: Westerly Road



louvered windows and a stone foundation. Just past the tree-lined driveway at Lindenwood is a small, forested area on the left side of the road.

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

Environment

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

Road Characteristics

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

Biking along Westerly Road

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

View of the Harvey White/Jamison Farm

View of the Stoney Castle site from the road

View of the barn on the John H. Williams House site

White Ground Road

An exceptional rustic road added to the program by the 1996 *Rustic Roads Functional Master Plan.*

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

Significant Features

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

History

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

Farther south on White Ground Road, the landscape reflects the free Black community established here following the abolition of slavery in Maryland in 1864. Several surviving structures illustrate the African American educational experience over a 100-year span. The St. Mark's Methodist Episcopal Church housed the first school for Black children in Boyds c. 1878. Students later attended the nearby one-room School No. 2, Election District 11 (identified as the Boyds Negro School, Master Plan Historic Site #18/11), before the Edward U. Taylor Elementary School was built for African American students in 1952 (Master Plan Historic Site #18/11-6).

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

Map 113: White Ground Road

Looking south on White Ground Road toward the Boyds Presbyterian Church

St. Mark's United Methodist Church located on the west side of the road in the Boyds Historic District

Traveling Experience

At the road's southern terminus at Darnestown Road (MD 28), high hedgerows line both sides of White Ground Road, screening the view of the farm fields beyond. The first mile of this road north of Darnestown Road was designated as state road MD 121 from 1952 until 1999 and had other state road numbers assigned to it before that. This section has lane markings. After the first curve to the left, the road crosses two small tributaries of Little Seneca Creek on bridges that were both built in 1925. The more southerly of the two (bridge inventory #M-0299) is a 24-foot-wide concrete slab bridge that crosses the stream at such a skewed angle that the two parapets are about 90 feet apart from one another. The more northerly bridge (bridge inventory #M-0300) carries the 20.8-foot-wide road over a 37-foot-long box culvert.

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

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

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

Just past the bridge, the open fields and building of the Edward U. Taylor Science

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

Environment

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

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

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

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

Road Characteristics

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

Whites Ferry Road

A rustic road added to the program by the 1996 *Rustic Roads Functional Master Plan.*

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

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

Significant Features

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

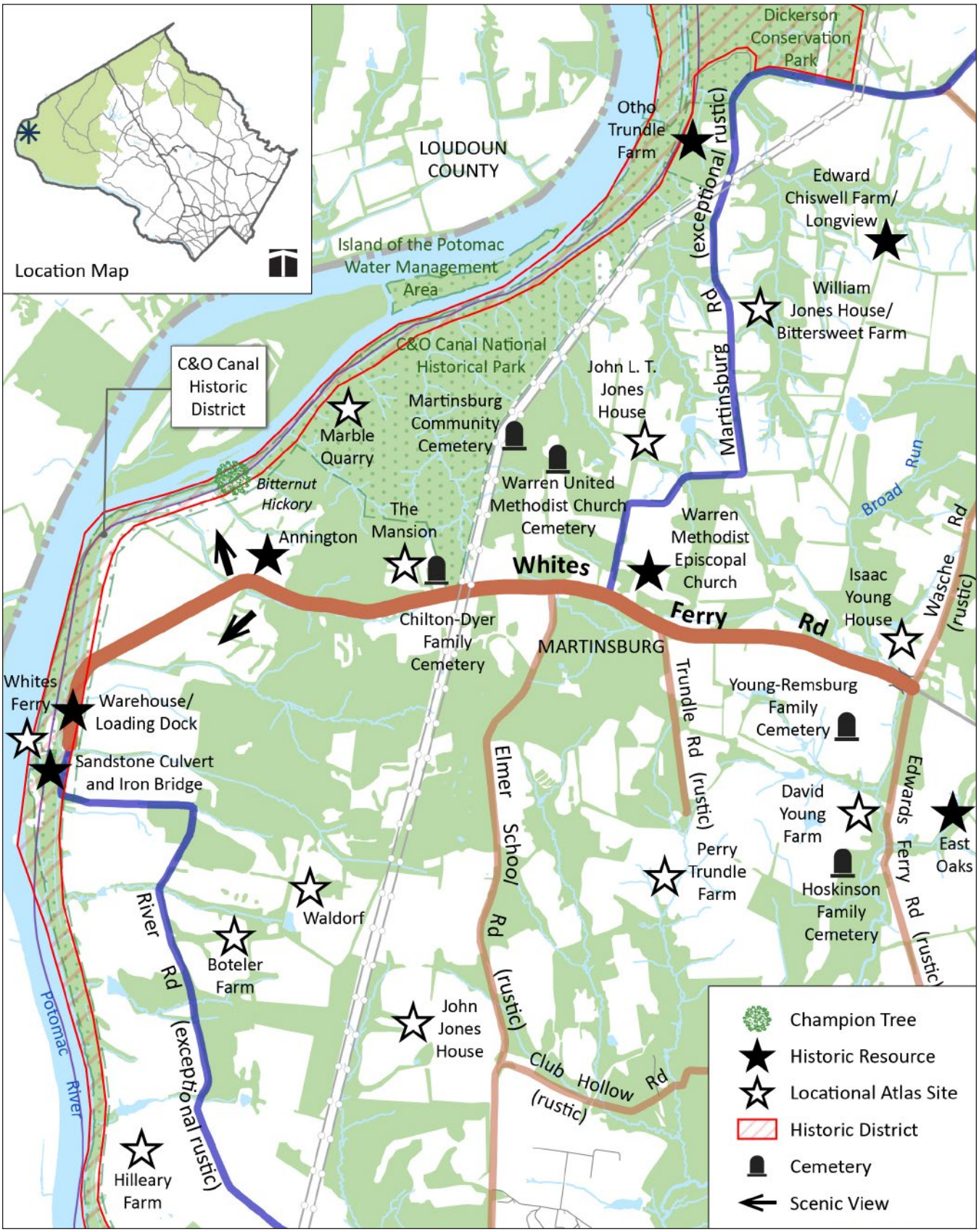
History

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

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

The 1931 concrete-paneled bridge just west of Wasche Road

Map 114: Whites Ferry Road



The 1903 Warren Methodist Episcopal Church in Martinsburg

society. The institutions of school, church, and benevolent society hall were central to post-Emancipation African American communities throughout the county.

Traveling Experience

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

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

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

Heading west through a shallow valley west of Elmer School Road

Environment

The east end of Whites Ferry Road is within the Chesapeake & Ohio Canal National Historical Park, and the road also briefly meets the park just west of the transmission line right-of-way. This park extends 184.5 miles from Georgetown in Washington, D.C. to Cumberland, Maryland. In addition to preserving the historic canal and features alongside it, the park passes through a wide diversity of ecosystems and offers numerous opportunities to view birds and other wildlife and plant communities.

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

Road Characteristics

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

Mountains in the distance in Virginia across a farm field. The Potomac River is beyond the row of trees on the far side of the field.

A collection of farm buildings on the south side of Whites Ferry Road near the Potomac River

Sandstone culvert and iron bridge over the C&O Canal

The entrance to White's Ferry

Whites Store Road

A rustic road added to the program by the 1996 *Rustic Roads Functional Master Plan.*

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

Significant Features

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

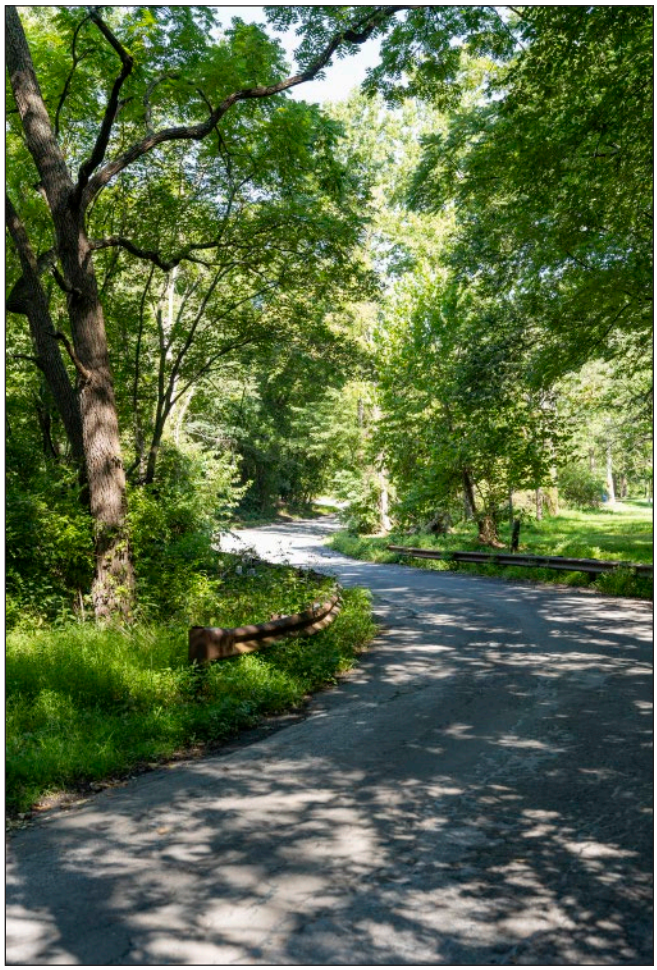
History

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

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

Traveling Experience

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



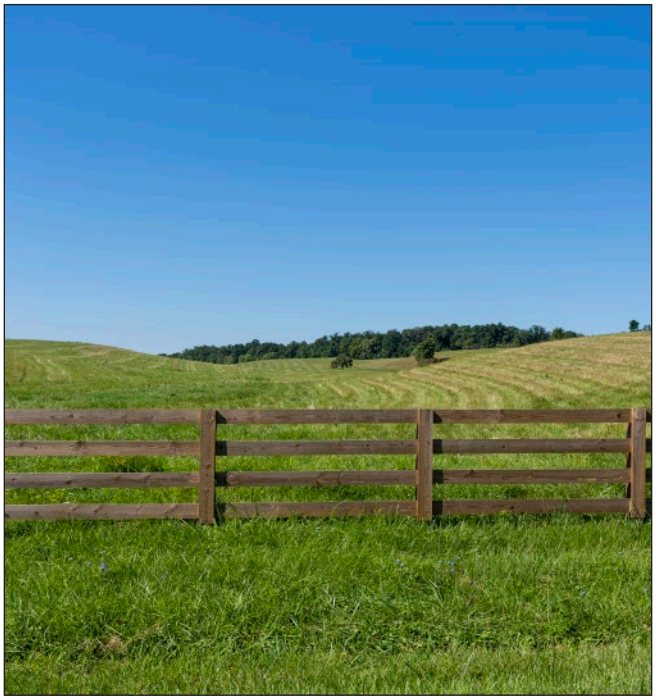
The road winds back and forth through wetlands and forest as it follows a tributary of Bucklodge Branch.

Environment

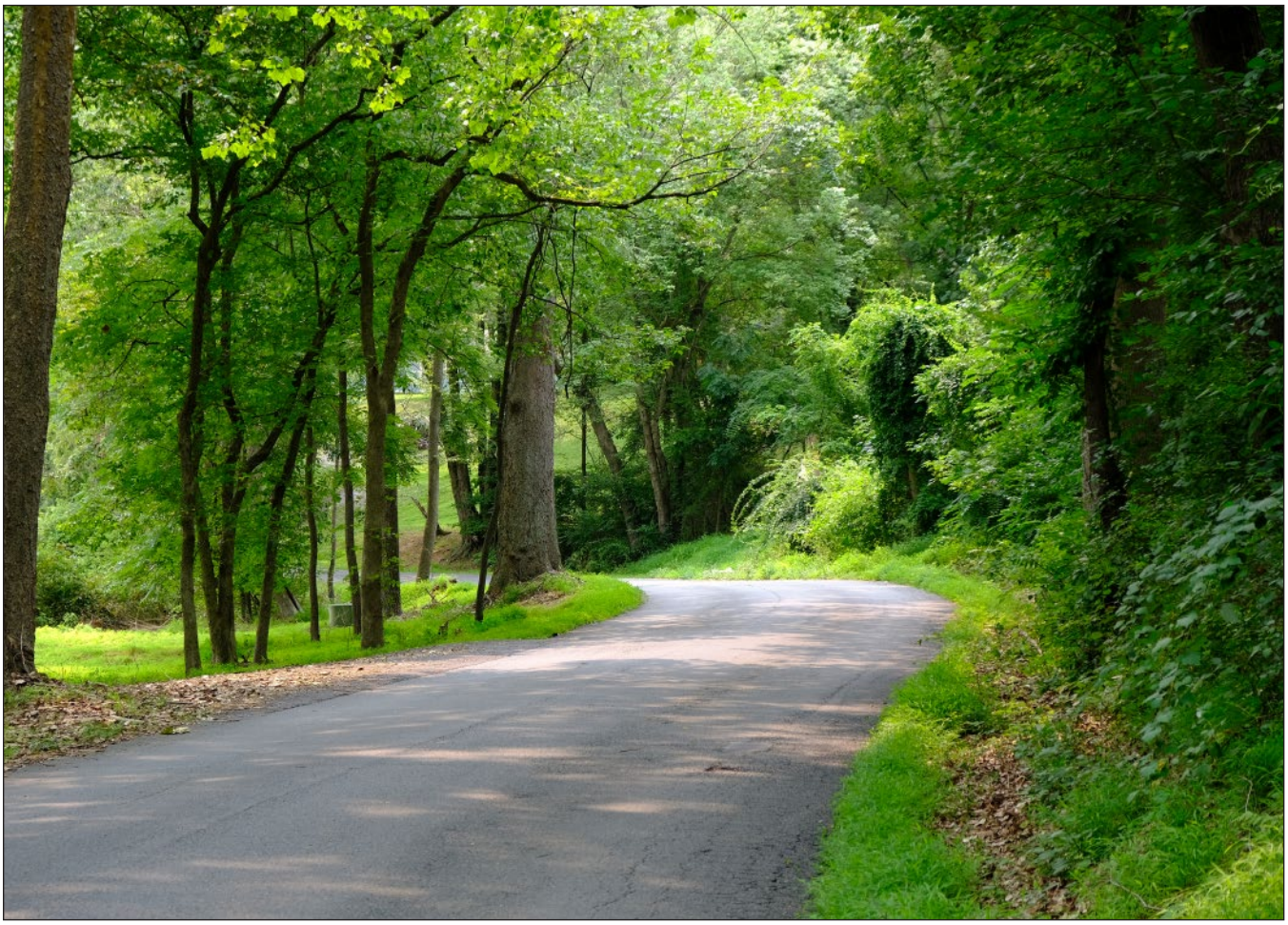
Whites Store Road follows a tributary to the Bucklodge Branch of Seneca Creek with many small tributary crossings and wetlands visible from the road. The eastern third of the road is within an area that is frequently flooded.

Road Characteristics

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

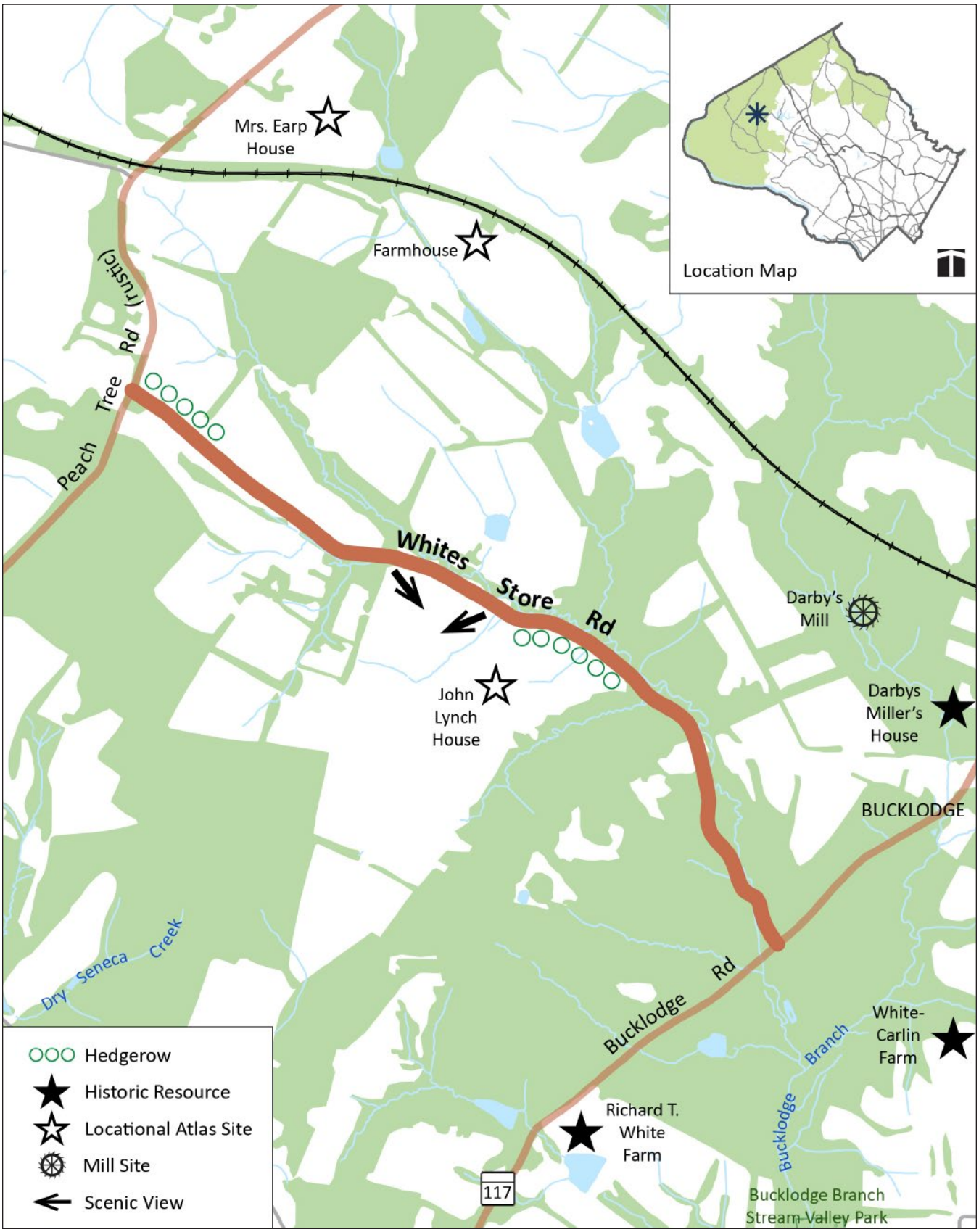


A wood fence separates the farm fields from the road.



Whites Store Road follows the tributary downhill toward the east.

Map 115: Whites Store Road



The historic John Lynch Farm

Wildcat Road

An exceptional rustic road added to the program by the 1996 *Rustic Roads Functional Master Plan.*

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

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

Significant Features

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

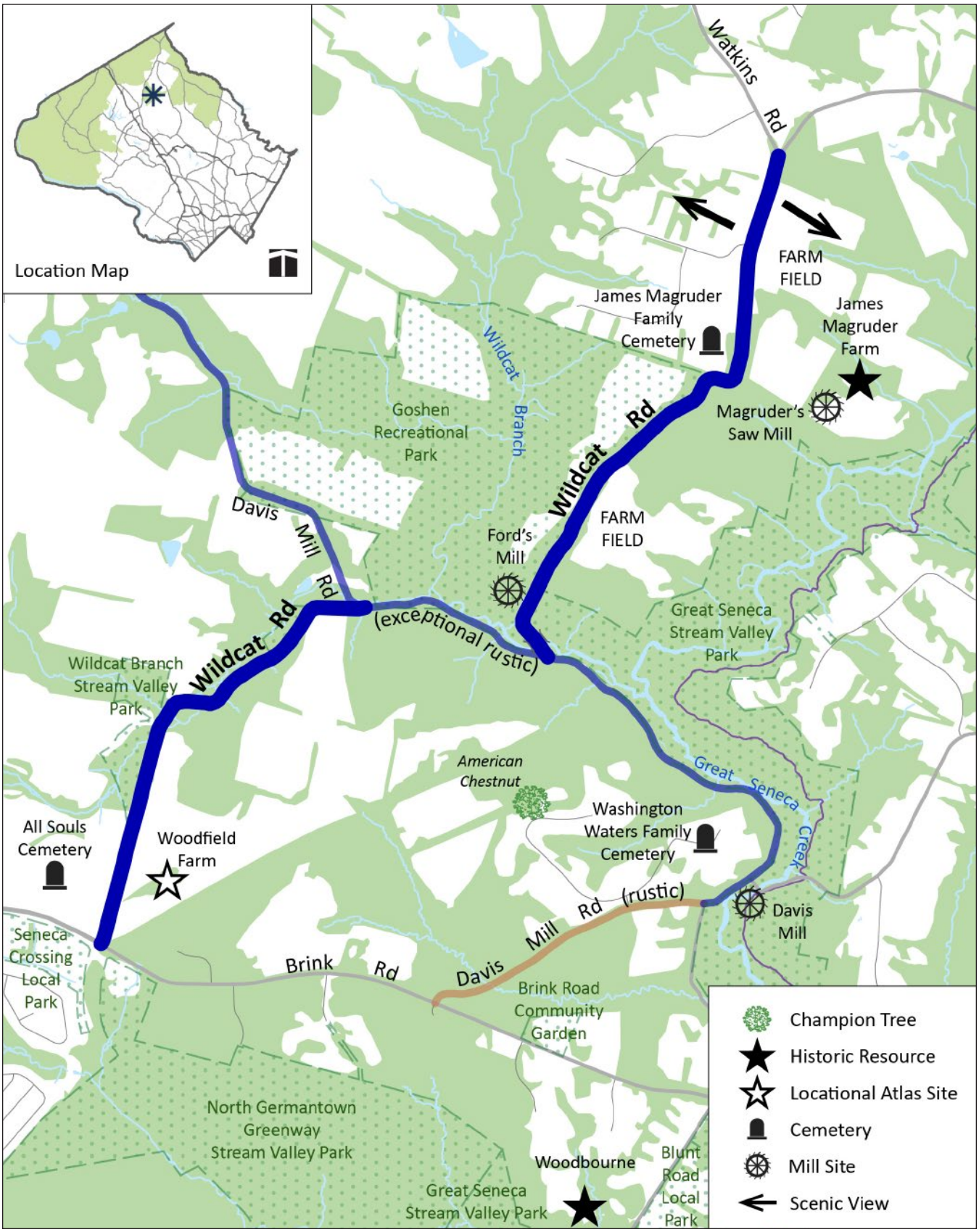
History

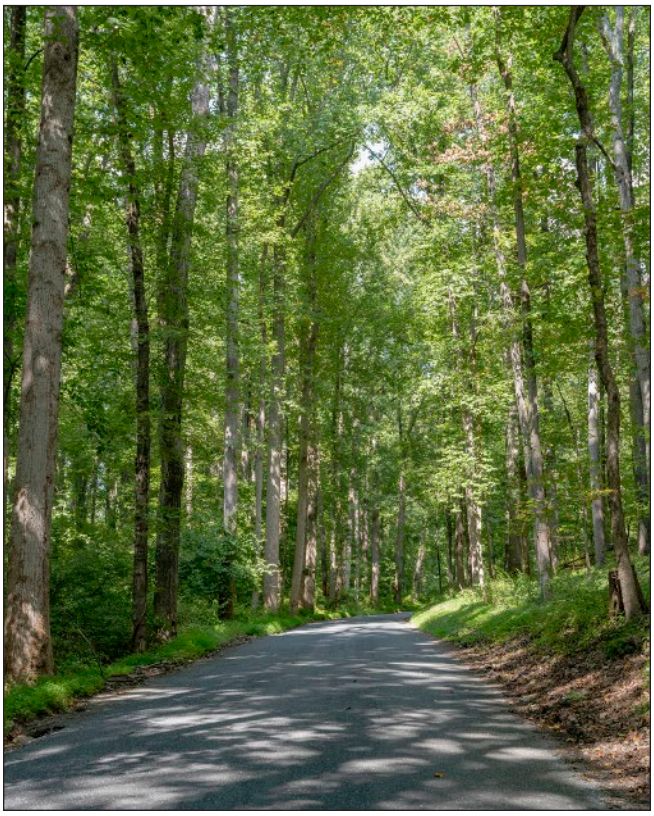
Established after 1879, the road is named for the Wildcat Branch of Great Seneca Creek. The road has a potential historic resource at the southern end and a designated historic resource at the northern end.

Traveling Experience

Wildcat Road has two sections, north and south, connected by Davis Mill Road. Beginning at the southern end of the south section, one leaves Brink Road to see All Souls Cemetery on the left and Woodfield Farm to the east (Locational Atlas Site #14/49). Woodfield's Queen Anne-style farmhouse (not visible from

Map 116: Wildcat Road





The road winds through the forest as it climbs out of the stream valley heading north.

the road), built c. 1903 by James Woodfield, is typical of residences built throughout the county in that era. The road follows Wildcat Branch for part of its length. Farm fields are located on both sides of the road, then woods farther north.

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

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

Environment

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

The southernmost half-mile of Wildcat Road, from Brink Road to the bridge over the second (northern) of two tributaries to Wildcat Branch, is along the edge of the eastern boundary of the Clarksburg SPA. The

watersheds surrounding the tributaries that flow into Great Seneca Creek were included within the SPA in the 1994 *Clarksburg Master Plan* to mitigate the effects of the proposed Midcounty Highway (M-83) through this part of the Clarksburg plan area by protecting these "fragile stream systems" from high-density development. Montgomery Parks has begun to acquire land designated "Wildcat Branch Stream Valley Unit (SVU) #1" along the southern section of Wildcat Road to help further protect this stream.

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

Road Characteristics

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

One-lane bridge over Wildcat Branch

View into Wildcat Branch from the one-lane bridge

Eastern portion of the road at the pick-your-own apple orchard

Zion Road

A rustic road added to the program by the 1996 *Rustic Roads Functional Master Plan.*

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

Significant Features

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

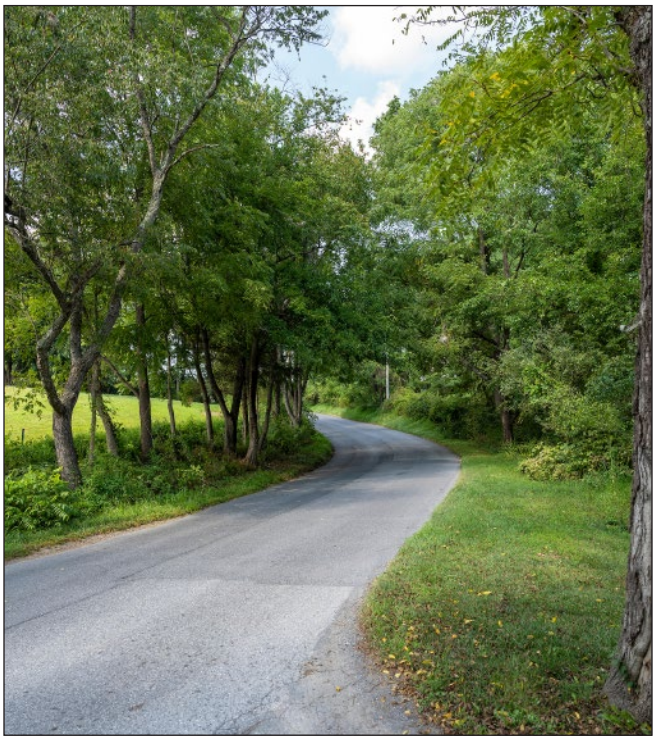
History

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

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

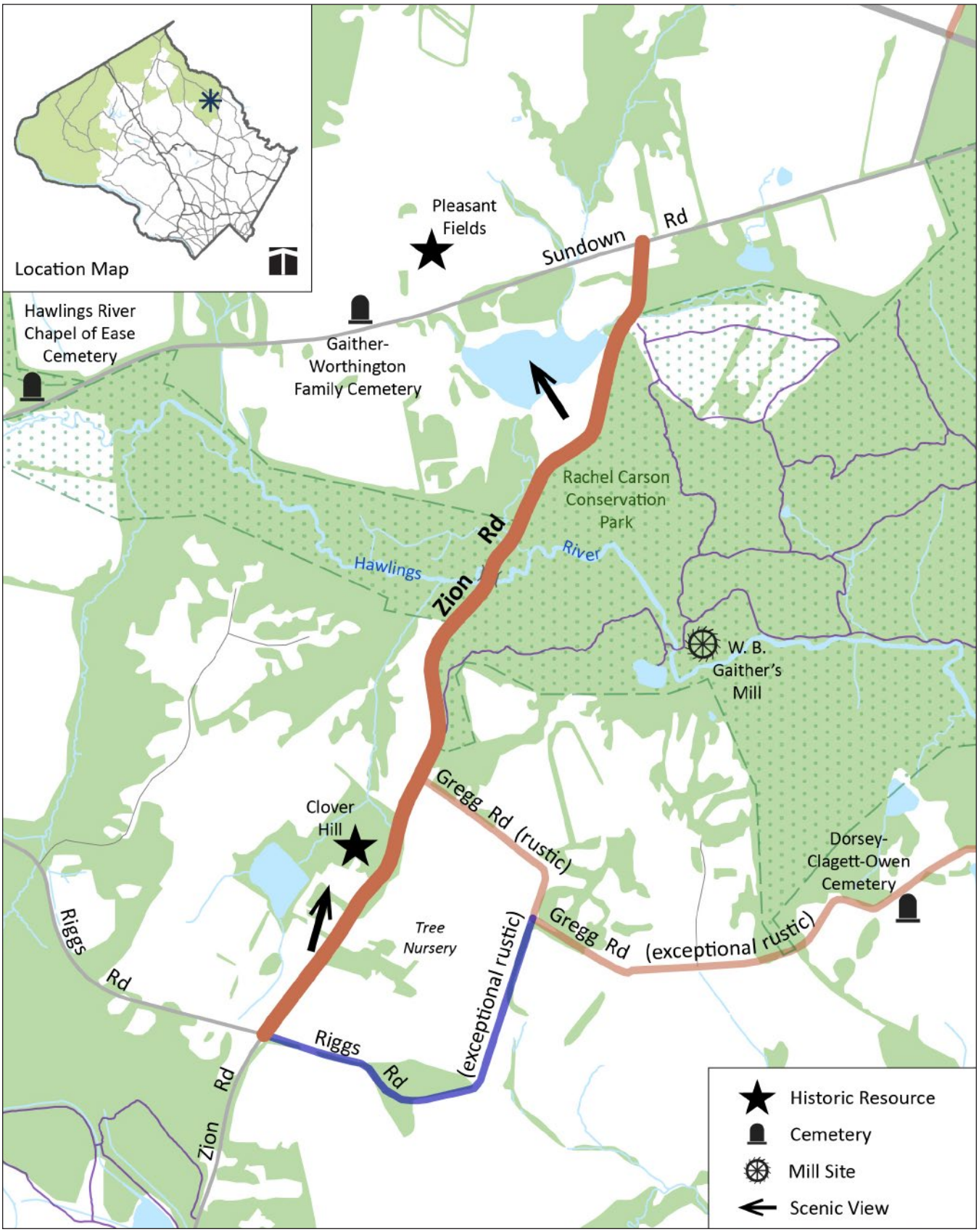
Traveling Experience

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



The forested area of Rachel Carson Conservation Park near Zion Road's northern end

Map 117: Zion Road



Environment

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

From the south the road generally has dense hedgerows on one or both sides, but little overhanging canopy. As the road descends into the stream valley park, the forest becomes dense and mature and grows closer to the pavement, creating a closed canopy overhead. To the north and south of this stream valley there are trailheads to Rachel Carson Conservation Park on the east side of the road.

Road Characteristics

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

Pond near the intersection with Sundown Road

Acknowledgments

Rustic Roads Advisory Committee

The work that went into this plan could not have been accomplished without the assistance of the Rustic Roads Advisory Committee (RRAC). Members of the RRAC represent various stakeholder groups and interests, such as farmers, civic associations, and rural preservationists. They are intimately familiar with most of the roads in this plan. 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 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.

Staff coordinator for the RRAC: Darcy Buckley, Montgomery County Department of Transportation

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 Countryside Alliance
- Montgomery County Department of Transportation
- Montgomery County Office of Agriculture
- Montgomery Soil Conservation District
- Sugarloaf Citizens Association

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* Former staff memeber

A roadside attraction found along Turkey Foot Road

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