



MCPB  
Item No.  
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### **Rustic Roads Functional Master Plan Update Scope of Work**

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**Completed:** 01-29-20

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#### **Description**

Scope of Work for the Rustic Roads Functional Master Plan Update

#### **Staff Recommendation**

Approval of the proposed Scope of Work and input on the outreach strategy.

#### **Summary**

The Rustic Roads Advisory Committee (RRAC) has requested a technical update to the Rustic Roads Functional Master Plan in order to consider roads that have been nominated for inclusion in the Rustic Roads Program, and to provide the necessary descriptions for several roads that are currently in the Program. In response, the Planning Board and County Council added this Master Plan Update to the Planning Department's Master Plan and Major Projects Schedule.

In 2014, the Committee's request was included in the approved Scope of Work for the Master Plan of Highways and Transitways but it was later separated from that project ([https://www.montgomeryplanningboard.org/agenda/2014/documents/MPOHTPlanningBoard11.20.2014\\_000.pdf](https://www.montgomeryplanningboard.org/agenda/2014/documents/MPOHTPlanningBoard11.20.2014_000.pdf)).

In addition to reviewing and describing these roads, the scope of work proposes to make technical updates to current policies and programs into the master plan and consider other items which may arise. This report includes background about the Rustic Roads Program, the Rustic Roads Functional Master Plans, an outreach strategy and the plan schedule.

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## **Introduction**

The Rustic Roads Program “establishes a program to preserve as rustic roads those historic and scenic roadways that reflect the agricultural character and rural origins of the County. Preservation of rustic roads must be achieved by retaining certain physical features of rustic roads and by certain right-of-way maintenance procedures,” (County Code Chapter 49 Streets and Roads, Article 8 Rustic Roads Program).

Rustic roads allow us to experience our history. Our earliest roads followed animal migration routes and Native American trails. They are narrow, low volume roads in our rural areas and the Agricultural Reserve that reflect our past and how people moved and carried goods across time—to and from the Port of Baltimore, mills along our streams, warehouses along the Chesapeake & Ohio Canal, stations along the Baltimore & Ohio Railroad, and our county farms. These roads were not planned, but rather they evolved over time in response to area needs.

The Rustic Roads Program was initiated by residents living along these roads who sought to protect their narrow, character-filled and safe roads from being paved, widened and brought up to modern engineering standards, as was then county policy. Roads classified as Rustic or Exceptional Rustic roads are excepted from Road Code engineering standards in order to preserve their unique character, history, configuration and setting. Their safety is reviewed based on their crash histories. The Code section for the Rustic Roads Program directs that the unique features of each road be identified as “Significant Features” and be preserved.

Today, Montgomery County protects 99 roads under the Rustic Roads Program (see map, Attachment A). Since it was created, one road has been removed from the program. Fifteen roads have increasingly rare gravel or concrete pavement. All of these roads continue to connect our farms, homes, rural villages, commuter rail stations, historic places and parks.

Roads are added and removed from the Rustic Roads Program through the master plan amendment process, following criteria established in County Code. As with the update to the Master Plan of Highways and Transitways, the approved Rustic Roads Functional Master Plan Update will combine all of the designated Rustic and Exceptional Rustic roads into one document.

## **Purpose of the Plan Update**

This Plan Update addresses the Rustic Roads element of the Master Plan of Highways and Transitways project and responds to a request from the Rustic Roads Advisory Committee. The Rustic Roads Functional Master Plan (RRFMP) Update proposes to assess 20 roads which have been nominated for addition to the Rustic Roads Program, to describe 29 roads that are currently in the program which have incomplete descriptions, to consider two existing rustic roads for their eligibility for an exceptional rustic road classification, and to make other needed corrections (see Map, Attachment B). During the master plan update, the Significant Features of each road will be designated. These features must be retained when the road is maintained or improved.

This Update will integrate several technical elements such as current policies, programs and master plan requirements, and address other issues that may be identified during the master plan process.

During the outreach process, residents, roadway users and community members may identify additional roads or road issues for consideration.

## **Background and Planning Context**

The creation of the Rustic Roads Program resulted from state and county agricultural, land use and transportation programs and policies as well as from community efforts to preserve the roads.

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

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

Land use policy was framed by On Wedges and Corridors, the County's general plan. In 1973 and 1974, Montgomery County limited sewer extensions and rezoned much of the upcounty to a five-acre minimum lot size, but farmland continued to be converted to residential uses. In 1980, the County Council approved the Preservation of Agriculture & Rural Open Space (AROS) Functional Master Plan, and the Agricultural Reserve was created with its density of one house per 25 acres.

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

In 1989, the County Council responded to the community's concerns by appointing a Task Force to Study a Rural/Rustic Roads Program. The Task Force's March 1990 report recommended that these historic and scenic roads be preserved, and that a program to preserve them be created. Members identified 82 roads for consideration. During a Council briefing by the Task Force, then MCDOT Director Robert McGarry announced that he would immediately begin implementation of the recommendations.

In 1993, the Council approved the addition of a new section to the County Code, Chapter 49, Streets and Roads, Article 8, Rustic Roads Program, which prepared the way for designating Rustic and Exceptional Rustic roads through the master plan process.



## County Code

Montgomery County Code Chapter 49, Streets and Roads, Article 8, Rustic Roads Program (see Attachment C) provides the framework for Rustic and Exceptional Rustic roads. The criteria (excerpted below) that roads must satisfy to qualify for addition to the Rustic Roads Program are found in the code, as are the restrictions on changes to identified Significant Features.

### Criteria

*Before classifying a road as Rustic, the County Council must find that an existing public road or road segment:*

- (1) is located in an area where natural, agricultural, or historic features are predominant, and where master planned land use goals and zoning are compatible with a rural/rustic character;*
- (2) is a narrow road intended for predominantly local use;*
- (3) is a low volume road with traffic volumes that do not detract significantly from the rustic character of the road;*
- (4) (A) has outstanding natural features along its borders, such as native vegetation, stands of trees, stream valleys;*  
*(B) provides outstanding vistas of farm fields and rural landscape or buildings; or*  
*(C) provides access to historic resources, follows historic alignments, or highlights historic landscapes; and*
- (5) the history of vehicle and pedestrian accidents on the road in its current configuration does not suggest unsafe conditions.*

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

*Before classifying a road as Exceptional Rustic, the County Council must find that the road or road segment:*

- (1) qualifies as a rustic road;*
- (2) contributes significantly to the natural, agricultural, or historic characteristics of the County;*
- (3) has unusual features found on few other roads in the County; and*
- (4) would be more negatively affected by improvements or modifications to the physical characteristics of the road than would most other roads in the rustic roads program.*

The nominated roads under consideration must be found to meet these criteria in order to be added to the Rustic Roads Program. Changes to these criteria would require a change to County Code. The 1996 RRFMP provides guidance on how roads are determined to meet the criteria and which roads satisfy which criteria (see Attachment D).

As examples, photos of roads currently classified as Rustic and Exceptional Rustic are below.



*Rustic Mt. Ephraim Road has expansive views, including this one of nearby Sugarloaf Mountain.*



*The historic Dufief Mill site is at the intersection of two rustic roads, Turkey Foot Road and Query Mill Road. Turkey Foot Road is shown.*





*Preservation of this 1910 pony truss bridge which crosses the Dry Seneca Creek on Exceptional Rustic Montevideo Road was a factor in creating the program.*



*Exceptional Rustic West Harris Road has a gravel surface. Community desire to preserve this feature was another factor in creating the Rustic Roads Program. MCDOT maintenance staff times their roadside mowing to allow the daylilies along the road to bloom.*

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

The Rustic Roads Program section of Code also creates the Rustic Roads Advisory Committee, defining its membership and duties. The committee is composed of seven citizen members:

- three farmers (one representing the Agricultural Advisory Committee);
- a member with knowledge of rural preservation techniques;
- a member with knowledge of roadway engineering; and
- two civic association members (one representing associations within the Agricultural Reserve and the other representing associations outside the Reserve where there are rustic roads).

The chair of the Planning Board designates a member of planning staff as a non-voting committee member. The Montgomery County Department of Transportation (MCDOT) provides staff, offices and supplies to the committee. The RRAC reports to the Planning Board, the County Council and the County Executive.

## **Functional and Area Master Plans**

Rustic roads are added to and removed from the Rustic Roads Program through the master plan process and are classified as Rustic or Exceptional Rustic roads. Currently, 99 roads have been designated through the 1996 Rustic Roads Functional Master Plans (RRFMP), the 2004 RRFMP amendment and through 11 area master plans:

- Clarksburg Master Plan & Hyattstown Special Study Area (1994)
- Fairland Master Plan (1997)
- Cloverly Master Plan (1997)
- Sandy Spring/Ashton Master Plan (1998)
- Potomac Subregion Master Plan (2002)
- Olney Master Plan (2005)
- Damascus Master Plan (2006)
- Great Seneca Science Corridor Master Plan (2010)
- Ten Mile Creek Limited Amendment (2014)
- Sandy Spring Rural Village Plan (2015)
- MARC Rail Communities Sector Plan (2019)

One road has been removed from the program since its inception, Piedmont Road, which was reclassified to a Country road during the 2004 RRFMP Amendment.



## Policies, Programs and Master Plan Requirements Under Review

The 1996 RRFMP provided policy guidance for the Rustic Roads Program and descriptions of the 66 individual roads recommended for inclusion in the program. That guidance will be reviewed and updated as part of this master plan project. Some of the elements identified below are policies applicable to all rustic roads while others are part of the criteria review (marked \*) needed to determine individual road eligibility.

- Transportation elements:
  - The “Road Code” updates since the last RRFMP
  - Two-lane road policy areas
  - Vision Zero
  - Road users (farmers, equestrians, cyclists, hikers, pedestrians and wheelchair users)
  - Maryland Scenic Byway Program (two byways in Montgomery County have alignments utilizing several rustic roads)
  - Dedicated but Unmaintained Road policy
  - Transit facilities (future bus rapid transit)
  - Traffic volume information\*
  - Improved crash data\* information
- Equity impacts
  - Racial equity
  - Social justice
- Historic elements:
  - Historic background from past and current master plans and studies\*
  - Cemetery inventory and mills studies\*
  - Background on the regional, national and international programs to preserve historic roads
- Environmental elements:
  - Trees and forests: forest conservation law, roadside tree law, tree canopy benefits, etc.
  - Water quality: stormwater requirements, special protection areas, pavement management for unpaved roads
  - Greenhouse gas/carbon footprint analysis
- Tourism elements:
  - Heritage Montgomery and the Maryland Heritage Areas program (Rustic Roads are designated heritage resources)
  - Agritourism

## Roads Under Review

The following roads have been nominated for addition to the program and will be reviewed according to the criteria above to determine eligibility and classification. Individual road descriptions are included in the RRFMP (see Attachment E for an example).

Road Name	Area	Extents	Notes
Allnutt Road)	Poolesville	Westerly Road to end of county maintenance	Currently part of Westerly Road but historically a separate road
Mt. Carmel Cemetery Road	Brookeville	Georgia Ave to end of county maintenance	

Road Name	Area	Extents	Notes
Kings Valley Road	Damascus	MD 27 to Bethesda Church Road	
Lewisdale Road	Clarksburg	Prices Distillery Road to Frederick County Line	
Mullinix Mill Road	Damascus	MD 108 to Howard County Line	
Halterman Road	Laytonsville	Hipsley Mill Road to end of county maintenance	
Emory Church Road	Olney	MD 97 to end of road	
Riding Stable Road	Burtonsville	MD 198 to Prince Georges County Line	
Aitcheson Lane	Burtonsville	Riding Stable Road to end of county maintenance	
Dickerson Church Road	Dickerson	MD 28 to MD 28 [loop]	
Dickerson School Road	Dickerson	Big Woods Road to end of road	
The farm road	Sandy Spring	Brooke Road to end of road	Not a public road (required for designation)
Nicholson Farm Rd	Dickerson	Entire length	
Conoy Road	Barnesville	Entire length	Not a public road (required for designation)
Holsey Road	Damascus	Entire length	
Georgia Ave	Brookeville	N end Brookeville Bypass to north B'ville town limits	Consider after completion of the Brookeville Bypass
Georgia Ave	Brookeville	S end Brookeville Bypass to south B'ville town limits	Consider after completion of the Brookeville Bypass
Greenbridge Rd	Brookeville	Entire length	
Brown Church Rd	Damascus	Entire length	
Brighton Dam Rd	Brookeville	Bordley Dr to New Hampshire Ave	

The following roads are currently designated as Rustic or Exceptional Rustic roads, but some element of the necessary description is missing, such as the list of Significant Features, the road's history or characteristics, or a detailed map:

Road Name	Master Plan	Classification	Extents	Notes
Old Hundred Road (MD 109)	Clarksburg (1994)	Rustic	I-270 to MD 355	Road is rustic south of I-270
Frederick Road (MD 355)	Clarksburg (1994)	Rustic	Between recommended Hyattstown Bypass intersections	Hyattstown Historic District
Avoca Lane	Cloverly (1997)	Rustic	Entire length	
Batson Road	Cloverly (1997)	Rustic	Entire length	
Bryants Nursery Road	Cloverly (1997)	Rustic	Entire length	
Johnson Road	Cloverly (1997)	Rustic	Entire length	Update extents
Link Road	Cloverly (1997)	Rustic	Entire length (map)	
Oak Hill Road	Cloverly (1997)	Rustic	Entire length	
Old Orchard Road	Cloverly (1997)	Rustic	Entire length	
Santini Road	Fairland (1997)	Rustic	Entire length	
Dustin Road	Fairland (1997)	Rustic	West of US 29	Update extents

Road Name	Master Plan	Classification	Extents	Notes
Belle Cote Drive	Fairland (1997)	Rustic	Entire length	
Haviland Mill Road	Sandy Spring/ Ashton (1998)	Rustic	Brinkwood Road to county line	
Tucker Lane	Sandy Spring/ Ashton (1998)	Rustic	Ednor Terrace to MD 108	
Berryville Road	Potomac Subregion (2002)	Exceptional rustic	Seneca Road to Darnestown Road	
Boswell Lane	Potomac Subregion (2002)	Rustic	Piney Meetinghouse Rd to Glen Mill Rd	
Glen Road	Potomac Subregion (2002)	Rustic	Query Mill Rd to Piney Meetinghouse Rd	
Glen Road	Potomac Subregion (2002)	Exceptional rustic	Piney Meetinghouse Rd to Beekman Place	
Glen Mill Road	Potomac Subregion (2002)	Rustic	Red Barn Lane to Circle Drive	
Glen Mill Road	Potomac Subregion (2002)	Exceptional rustic	Red Barn Lane to Glen Road	
Poplar Hill Road	Potomac Subregion (2002)	Rustic	Berryville Road to Pavey Terrace	
Query Mill Road	Potomac Subregion (2002)	Rustic	Esworthy Road to Turkey Foot Road	
South Glen Road	Potomac Subregion (2002)	Exceptional rustic	Glen Road to Deepglen Drive	
Stoney Creek Road	Potomac Subregion (2002)	Rustic	Travilah Road to River Road	
Turkey Foot Road	Potomac Subregion (2002)	Rustic	Darnestown Road to Travilah Road	
Batchellors Forest Road	Olney (2005)	Rustic	1,200 feet east to Georgia Ave to Dr. Bird Road	
Brighton Dam Road	Olney (2005)	Rustic	Town of Brookeville boundary to Bordly Drive	
Triadelphia Lake Road	Olney (2005)	Rustic	Entire length	
Game Preserve Road	Great Seneca Science Corridor (2010)	Rustic	Clopper Road (MD 117) to Frederick Avenue (MD 355)	

The two roads currently classified as Rustic which are proposed to be reconsidered for Exceptional Rustic eligibility are:

Road Name	Master Plan	Classification	Extents	Notes
Old Bucklodge Lane	RRFMP (1996)	Rustic	Bucklodge Rd to White Ground Rd	Narrow, winding
Tschiffeley Mill Rd	RRFMP (1996)	Rustic	River Rd to end	Gravel, canal

Examples of technical updates being anticipated include noting the closure of Hoyles Mill Road to automobile traffic within Hoyles Mill Conservation Park and correcting the extents of Dustin Road where “old” US 29 became Old Columbia Pike when “new” US 29 was built in its current location. The master

plan descriptions of the criteria for Rustic and Exceptional Rustic classifications (above and Attachment D) may also be updated.

## **Community Outreach**

Rustic roads are in rural and historic areas across the county in areas that are more widely dispersed than we normally encounter during area master plans. Input from the Planning Board on outreach will be helpful during the presentation to discuss the proposals below or other approaches.

Outstanding photos of rustic roads appear frequently on local social media, but they are not always identified by name or as rustic roads. A photo contest is being planned to improve awareness of the Rustic Roads Program, the RRFMP Update and to take advantage of the roads' photogenic qualities and our local talent.

Key duties of the Rustic Roads Advisory Committee are to "review and comment on classification of rustic roads and exceptional rustic roads" and to "review and comment on Executive Regulations and other County policies and programs that may affect the Rustic Roads Program." As such, the committee members will serve as a standing advisory committee to provide input on the individual roads being reviewed and the policies and programs affecting all roads in the program. Members actively assist in educating the public and improving awareness of the Rustic Roads Program by maintaining booths at community events such as Heritage Harvest, Poolesville Day and the Montgomery Countryside Alliance Ride for the Reserve, which will continue as this Update moves forward. They have also been volunteering their time to help inventory the roads and touring them in order to provide feedback to staff and the Planning Board.

To engage a spectrum of residents and solicit input, we will also utilize outreach events including public meetings and group meetings with civic and homeowner associations, schools, churches, frequent road users and the Historic Preservation Commission. Some meetings will be tailored to groups located on or who frequently travel along rustic roads, such as farmers, cyclists and residents and worshipers in historic African American communities. For the nominated roads, sending postcards about the RRFMP Update may be useful as some residents may not be aware of the program or the Update.

Outreach started with the Mid-County Citizens Advisory Board (MCCAB) in November 2019. Twelve rustic roads are now designated in the MCCAB area, three of which need fuller descriptions. Four nominated roads are also in this area. Input from the Board was positive. When specific recommendations for the roads are drafted, further input from the group will be requested. Presentations are being scheduled for the Eastern, Western and Upcounty Regional Advisory Boards, which also include rustic roads in their areas.

For those residents who are unable to attend our meetings, an interactive online map will solicit input and comments about the roads.

The Rustic Roads website (<https://montgomeryplanning.org/planning/transportation/highway-planning/rustic-roads/>) is being refreshed to highlight this master plan update and opportunities to provide input such as the photo contest, upcoming meetings and the online map. Notices, updates and images will be posted to social media including Facebook (Facebook.com/montgomeryplanning), Twitter (@montgomeryplanning) and Instagram (Instagram.com/montgomeryplanning).



Staff will review and integrate input while drafting preliminary recommendations.

## Schedule

The Rustic Roads Functional Master Plan Update is included on the FY 20 Adopted Master Plan and Major Projects Schedule. Work was initiated in July 2019 and the Planning Board Draft is scheduled for transmission to the County Executive and County Council by November 2020. Milestones include:

July 2019 (ongoing): Roadway inventories, research, analysis, outreach  
 May-October 2020: Planning board review, public hearing and worksessions  
 November 2020: Transmit to County Executive and County Council  
 January-April 2021: County Council review, public hearing and worksessions

As with the recent Master Plan of Highways and Transitways and Bicycle Master Plan, there will be no land use recommendations in this plan and no Sectional Map Amendment will be required after the plan is approved.

## Anticipated Schedule

	2019						2020												2021			
	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A
Public and RRAC outreach																						
Road inventories																						
Research																						
Scope of work																						
Draft recommendations																						
Working draft																						
Public hearing draft																						
PB public hearing																						
PB worksessions																						
Transmit to CE and CC																						
Council public hearing																						
Council review																						

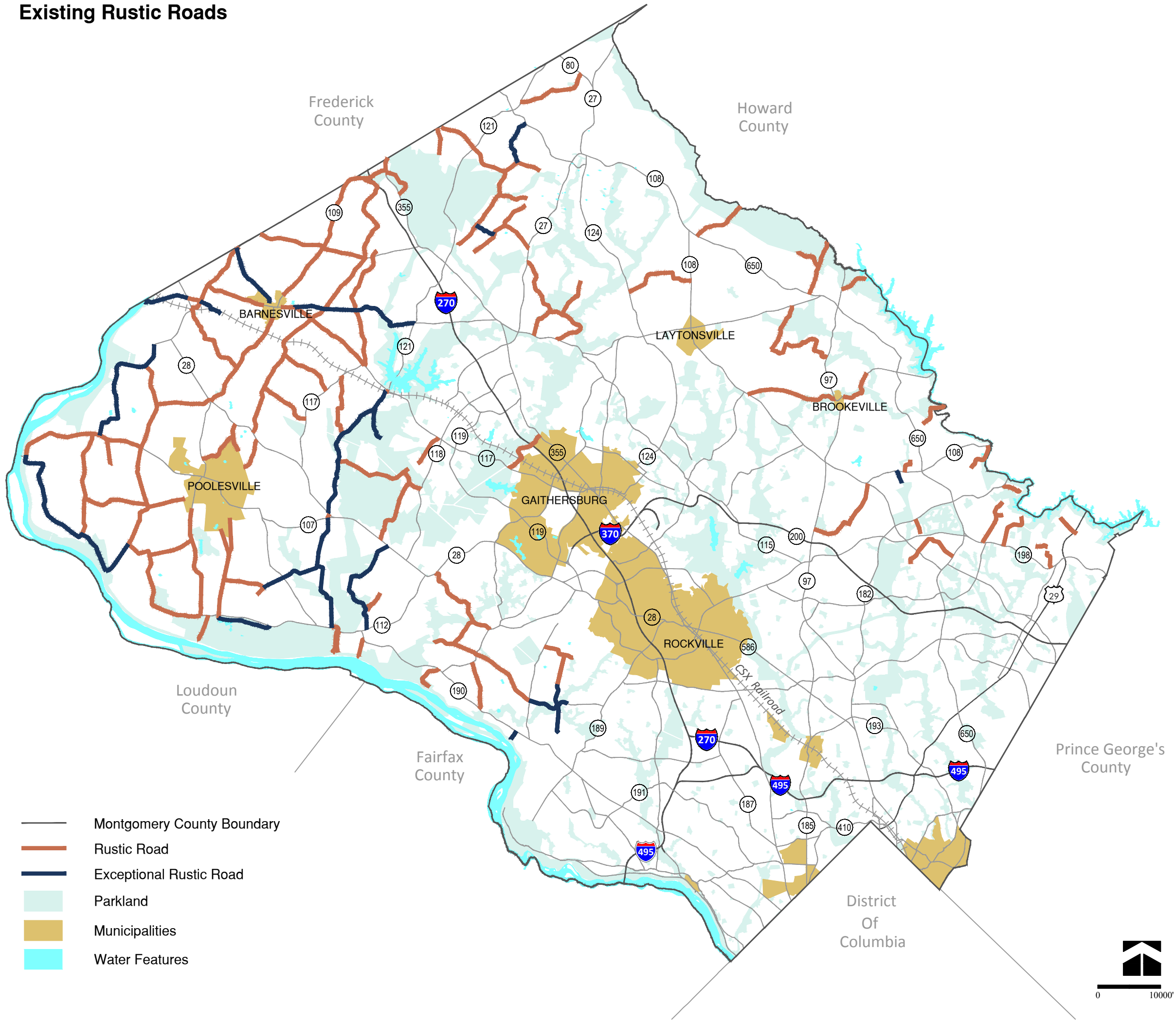
	Planning staff
	Planning Board
	County Executive and County Council
	County Council
	County Council

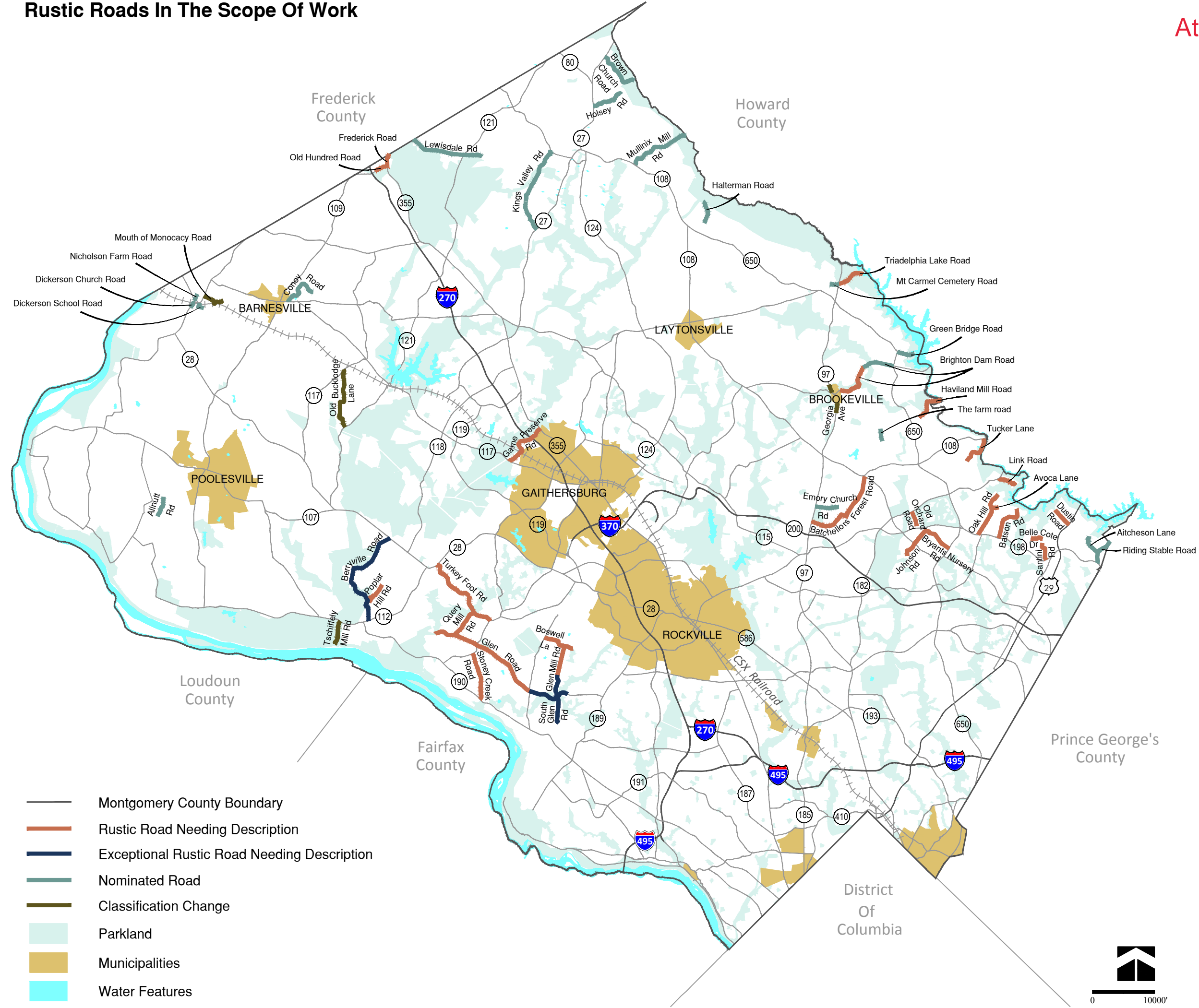
## Conclusion

Staff requests Planning Board input on the proposed Scope of Work and outreach strategy, and approval of the Scope of Work integrating that input for the Rustic Roads Functional Master Plan Update.

## **Attachments**

- A. Map – Existing Rustic Roads
- B. Map – Nominated Roads, Roads Needing Descriptions and Classification Changes
- C. Montgomery County Code, Chapter 49 Streets and Roads, Article 8 Rustic Roads Program
- D. 1996 Rustic Roads Functional Master Plan excerpts – Criteria Check and Criteria Evaluation table
- E. 1996 RRFMP example description of West Old Baltimore Road, exceptional rustic





## Montgomery County Code

**ARTICLE 8. RUSTIC ROADS PROGRAM. [Note]**

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**Sec. 49-76. Purpose.**

This Article authorizes the identification and classification of rustic roads in that part of the County located in the Maryland-Washington Regional District. This Article establishes a program to preserve as rustic roads those historic and scenic roadways that reflect the agricultural character and rural origins of the County. Preservation of rustic roads must be achieved by retaining certain physical features of rustic roads and by certain right-of-way maintenance procedures. (1993 L.M.C., ch. 9, § 1; [2007 L.M.C., ch. 8](#), § 1.)

**Sec. 49-77. Definitions.**

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

*Committee* means the Rustic Roads Advisory Committee.

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

*Master Plan of Highways* means the Master Plan of Highways Within Montgomery County, an amendment to the General Plan for the Physical Development of the Maryland-Washington Regional District.

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

*Rustic road* means an existing public road or road segment which is so classified under Section 49-78. (1993 L.M.C., ch. 9, § 1; [2007 L.M.C., ch. 8](#), § 1.)

**Sec. 49-78. Rustic road classification and reclassification.**

(a) *Classification.* The County Council may classify, reclassify, or revoke the classification of an existing public road or road segment as a rustic road or an exceptional rustic road by approving an amendment to the Master Plan of Highways and the relevant area Master Plan.

(b) *Criteria for rustic road.* Before classifying a road as rustic, the Council must find that an existing public road or road segment:

- (1) is located in an area where natural, agricultural, or historic features are predominant, and where master planned land use goals and zoning are compatible with a rural/rustic character;
- (2) is a narrow road intended for predominantly local use;
- (3) is a low volume road with traffic volumes that do not detract significantly from the rustic character of the road;



(4) (A) has outstanding natural features along its borders, such as native vegetation, stands of trees, stream valleys;

(B) provides outstanding vistas of farm fields and rural landscape or buildings; or

(C) provides access to historic resources, follows historic alignments, or highlights historic landscapes; and

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

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

(c) *Criteria for exceptional rustic road.* The Council may classify an existing public road or road segment as an exceptional rustic road. Before classifying a road as an exceptional rustic road, the Council must find that the road or road segment:

(1) qualifies as a rustic road under subsection (b);

(2) contributes significantly to the natural, agricultural, or historic characteristics of the County;

(3) has unusual features found on few other roads in the County; and

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

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

(1993 L.M.C., ch. 9, § 1; 1996 L.M.C., ch. 31, § 1; [2007 L.M.C., ch. 8](#), § 1.)

## **Sec. 49-79. Maintenance and improvements.**

(a) *County roads.* Each rustic road and exceptional rustic road must be maintained and improved in a manner that preserves the road's significant features which the Council identified under subsection 49-78(d), but this requirement does not preclude improvements to promote safety or movement of farm equipment. The County Executive must establish guidelines by regulation under method (2) for maintenance and improvement of rustic roads and exceptional rustic roads.

(b) *State and park roads.* The Executive must encourage the State Highway Administration and the County Parks Department to maintain and improve rustic roads owned by the State or Park Commission in a manner consistent with this Article.

(c) *Public utilities.* Public utility work on or near a rustic road or exceptional rustic road is limited by this Article only when the work will damage a structure identified as a significant feature of the road which the Council identified under subsection 49-78(d). Each public utility must make all reasonable efforts to limit irreparable damage to any significant feature when working on or near a rustic road or exceptional rustic road.

(d) If this Article conflicts with Chapter 24A, Chapter 24A prevails. (1993 L.M.C., ch. 9, § 1; 1996 L.M.C., ch. 31, § 1; [2007 L.M.C., ch. 8](#), § 1.)

## **Sec. 49-80. Rustic Roads Advisory Committee.**

(a) *Membership.* The County Executive must appoint, subject to confirmation by the County Council, a Rustic Roads Advisory Committee. The Committee has 7 voting members. Each member must be a resident of the County. The Executive should appoint:

- (1) 3 members who are owner-operators of commercial farmland earning 50 percent or more of their income from farming, one of whom is a representative of the Agricultural Advisory Committee;
- (2) one member who knows rural preservation techniques through practical experience and training;
- (3) one member who knows roadway engineering through practical experience and training;
- (4) one member who represents civic associations located in the Agricultural Reserve; and
- (5) one member who represents civic associations in areas located outside the Agricultural Reserve where there are rustic roads.

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

(b) *Officers.* The Committee must elect a chair annually. The Committee may select other officers annually as it finds appropriate. A member must not serve as chair for more than 2 consecutive years.

(c) *Meetings.* The Committee must meet at the call of the chair as often as required to perform its duties, but at least 6 times each year. The Committee must also meet if two-thirds of the voting members request in writing that a meeting be held. The Chair must give reasonable advance notice of all meetings to members of the Committee and the public. A majority of the members are a quorum to transact business.

(d) *By-laws.* The Committee may adopt by-laws to govern its activities.

(e) *Duties.* The Committee must:

- (1) promote public awareness and knowledge of the County rustic roads program;
- (2) review and comment on classification of rustic roads and exceptional rustic roads;
- (3) review and comment on Executive Regulations and other County policies and programs that may affect the rustic roads program; and
- (4) report on June 1 of each even numbered year to the Executive, the Council, and the Planning Board on the status of the rustic roads program.

(f) *Advocacy.* The Commission must not engage in any advocacy activity at the State or federal levels unless that activity is approved by the Office of Intergovernmental Relations.

(g) *Staff.* The Chief Administrative Officer must provide the Committee with staff, offices, and supplies as are appropriated for it. (1993 L.M.C., ch. 9, § 1; 1996 L.M.C., ch. 31, § 1; 1998 L.M.C., ch. 1, §1; [2007 L.M.C., ch. 8](#), § 1; [2016 L.M.C., ch. 15](#), § 1.)

**Editor's note**—1998 L.M.C., ch. 1, § 1, reads as follows:

“Notwithstanding Section 49-80(a) of the County Code, the County Executive may reappoint to the Rustic Roads Advisory Committee, subject to confirmation by the County Council, any at-large member of the Committee appointed before January 1, 1997, who otherwise may be precluded from reappointment because of the specific requirements of that subsection.”



Although such edge-dominated corridors are not as valuable as wide greenways composed of mature vegetation, they clearly contain more biological diversity than many other land uses in urban and suburban landscapes.

Naturally vegetated corridors can allow wildlife such as various mammal and bird species to move between otherwise isolated habitat areas. Connecting habitats may increase the long- and short-term health of populations by increasing genetic exchange and providing for feeding, breeding, or cover needs. It is likely that the most effective movement corridors are those that contain resident, reproducing populations of various species. Although vertebrates are more commonly emphasized because of their size, these corridors may be generally more valuable as habitat to plants and invertebrates. Because of their smaller size, they may be more likely to maintain viable populations in small areas. Like their habitat function, a linear vegetated corridor's function as a movement conduit becomes limited as its width decreases.

A field composed of a single species (monotypic agricultural) — where originally there existed a natural ecosystem, including several dozen plant species — is a simplified ecosystem. It is characterized by high populations of a few species rather than the original ecosystem characterized by lesser populations of many species. In such a simplified system, a given organism may easily become a pest even though in the original diversified and more complex ecosystem it was never of concern. A crop pest which would normally be kept in check can flourish and cause heavy crop losses in a more simplified ecosystem. Maintaining hedgerows of natural vegetation within a farm area is one way to help mitigate the potential damaging effects of a monotypic system. Hedgerows can provide habitat and cover for potential predators of a pest insect. In this way, preservation of edge areas along these rustic roads in farm areas may have some influence on the agriculture. The level of influence will also depend on individual farm practices.

Some of the rustic roads are located in bottom lands near streams. These riparian corridors are

ecologically important because they include a source of water as well as a relatively wide diversity of habitats within a small area. The rustic roads which follow streams will more than likely be located in high quality habitats, not only because of the natural complexity of that system, but because stream edges are largely protected from development disturbance and are often part of the larger stream valley park system. If the area between the road and the stream is too steep or narrow, the natural filtering capacity of a forest system may be insufficient to protect water quality from road pollutants such as petroleum products, salt, and sediments. This may compromise the integrity of aquatic communities.

In conclusion, the relationship between roads and habitat quality is difficult to define unless the road is intrusive and measurably damaging to surrounding habitat. This will not usually be the case for narrow, little-used roads which are considered rustic. Habitat evaluation along specific roads is a complex process, since a single road may pass through a variety of habitat types and varying quality. Also, habitats are generally evaluated for extensive areas, not just in linear strips. Although certain habitats may be protected by the rustic road designation, habitat quality, since it is not necessarily visual, is not a factor used to qualify rustic roads.

## B. Criteria Check

### 1. Rustic Roads Criteria Check

The legislation that established the Rustic Roads Program for Montgomery County identified the criteria that must be met in order to designate a road as a rustic road or an exceptional rustic road. The legislation states: "Before classifying a road as rustic, the County Council must find that an existing public road or road segment:

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



- (2) is a narrow road intended for predominantly local use;
- (3) is a low volume road with traffic volumes that do not detract significantly from the rustic character of the road; and
- (4) (A) has outstanding natural features along its borders, such as native vegetation, stands of trees, stream valleys;
- (B) provides outstanding vistas of farm fields, and rural landscape or buildings; or
- (C) provides access to historic resources, follows historic alignments, or highlights historic landscapes.
- (5) the history of vehicle and pedestrian accidents on the road in its current configuration does not suggest unsafe conditions.

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

Each road reviewed for consideration as a rustic road has been subjected to this criteria check:

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

All roads in the Study Area are considered to meet the location criteria; that is, natural, agricultural, or historic features are predominant and Master Plan land-use goals and zoning are compatible. Therefore, by definition, Criteria 1 is met for all roads under consideration. This criteria is not discussed further in this Master Plan.

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

The roadway width for roads that are recommended as rustic varies from 10 feet for a small dirt road serving a couple of homes, such as Tschiffely Mill Road, to 22

feet for Old Hundred Road (MD 109). None of the roads recommended as rustic in this Master Plan are the standard 24-foot width of pavement, and most have either no shoulders or very narrow shoulders. The roadway width is identified in the individual roadway descriptions.

The recommended rustic roads are intended for predominantly local use. Several of the recommended roads are state highways, but the traffic volume along the road and the route of the road indicate that it serves primarily local traffic and is intended for such traffic. The southern 5,000 feet of White Ground Road is MD 121. Beallsville/Old Hundred Road (MD 109) is a state route connecting with I-270. East of I-270, MD 109 was classified as a rustic road in the *Clarksburg Master Plan*.

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

The traffic volumes on the roads recommended as rustic vary from a few cars a day to an average weekday traffic of approximately 3,000. Traffic data from these roads is limited—the volumes being too low to justify a count program. Reference to the traffic is made in the individual roadway descriptions. In no case was the volume considered to be sufficiently large to detract from the rustic character of the road. The only roads that have been identified as commuter routes and are recommended as rustic roads are (1) Mouth of Monocacy (between MD 28 and Mount Ephraim Road), (2) Mount Ephraim Road (between Mouth of Monocacy Road and Barnesville Road), and (3) Barnesville Road.

- (4) (A) **has outstanding natural features along its borders, such as native vegetation, stands of trees, stream valleys;**
- (B) **provides outstanding vistas of farm**



fields, and rural landscape or buildings; or

- (C) **provides access to historic resources, follows historic alignments, or highlights historic landscapes.**

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

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

The accident history for a five-year period, 1987 through 1991, was examined to determine if patterns of accidents existed along any of the roads being considered for rustic designation. All roads that had eight or more reported accidents (excluding those where alcohol was a factor) during the three-year period were reviewed with the Montgomery County Department of Transportation traffic engineers. All roads recommended as rustic were found to meet the criteria that the current configuration does not suggest unsafe conditions. MCDOT, as part of its normal activities, reviewed Whites Ferry Road in 1993 and determined that additional advisory signing was appropriate.

Clarksburg Road, which is a very fine country road, has a high accident rate, even when alcohol-related accidents are excluded. In addition, several people report that the road feels somewhat unsafe when driven. The road is not recommended as a rustic road because of its accident history. Spot safety improvements may be needed if traffic volumes increase in the future.

## 2. Exceptional Rustic Roads Criteria Check

The County Council legislation that established the Rustic Roads Program for Montgomery County also identified the criteria that must be met to designate a road as exceptional rustic. The legislation states: "The County Council may classify an existing public road or road segment as an exceptional rustic road. Before classifying a road as an exceptional rustic road, the County Council must find that the road or road segment:

- (1) is a rustic road . . . ;
- (2) contributes significantly to the natural, agricultural, or historic characteristics of the County;
- (3) has unusual features found on a few other roads in the County; and
- (4) would be more negatively affected by improvements or modifications to the outstanding physical characteristics of the road than would most other roads in the rustic roads program."

Each road evaluated as an exceptional rustic road was subject to this criteria check:

- (1) **Is a rustic road . . . .**

Each road that was recommended as a rustic road was evaluated as an exceptional rustic road. Sixty-six roads were recommended as rustic roads. Therefore, by definition, Criterion 1 is met by 66 roads. This criterion is not discussed further in this Master Plan.

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

As with rustic roads, this criterion has three parts, any of which would meet the needed criteria for designation as a rustic road. The recommended exceptional rustic roads are intended to be of a superior quality that highly exceeds the norm of the



roads recommended as rustic roads. These roads provide a rare, substantially unchanged glimpse at the origins of the County. Many of the roads recommended as exceptional are among the oldest roads in the County. Their alignments and essential features have not changed significantly. The description of the road discusses in detail how each road met these criteria.

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

The exceptional rustic roads have features that are not usually found among the rustic roads and other County roads. These features contribute to the importance of preserving roads. For example, Mouth of Monocacy Road has two features at either end of the road in setting that complement the historic nature and features of the road. At one end of Mouth of Monocacy Road, the Monocacy Aqueduct presents one of the finest examples of C&O Canal engineering, and at the other end the Little Monocacy Viaduct, which is on the National Register of Historic Places, is the largest single structure on the B&O railroad line.

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

Standard improvements or modifications to these roads would have the potential to diminish the unique character of the road to the point that there may be a significant loss to the County of its agricultural character and rural origins. In comparison to the number of roads that were designated as rustic, the exceptional rustic roads provide the best example of roads that reflect the early history of the County. For example, standard paving practices would substantially change the nature of unpaved West Harris Road and roads such as River Road between Edwards Ferry and Whites

Ferry Roads. Both of these roads have original unpaved road surfaces.

### 3. Additional Criteria

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

### 4. Evaluation

Seventy-nine roads were reviewed for possible classification as rustic roads. Sixty of those roads were on the County Council Interim List (34 as exceptional rustic roads). The entire County Council Interim List can be found in Appendix A, and the list of the interim roads to be evaluated in the Rustic Roads Functional Master Plan can be found in Appendix B. These roads are shown on Figure 2.


In addition to the 60 roads on the County Council Interim List, additional roads were included in this study. Consideration of these roads was requested by members of the Citizens Advisory Committee, citizens who wrote requesting that roads be included, and Planning Department staff. These roads are shown on Figures 13 and 14, and listed in Table 1. Fifteen of the roads on this list are recommended as rustic roads. Sixty-six roads are recommended as rustic, 12 of which are recommended as exceptional rustic. (See Figures 15 and 16.)

The criteria evaluation is summarized in Table 2. All roads studied are listed in this table. Those identified by a bullet are the ones recommended  
(Text continues on page 44)



# Summary of Criteria Evaluation of Roads Considered for Designation as Rustic Roads

Table 2

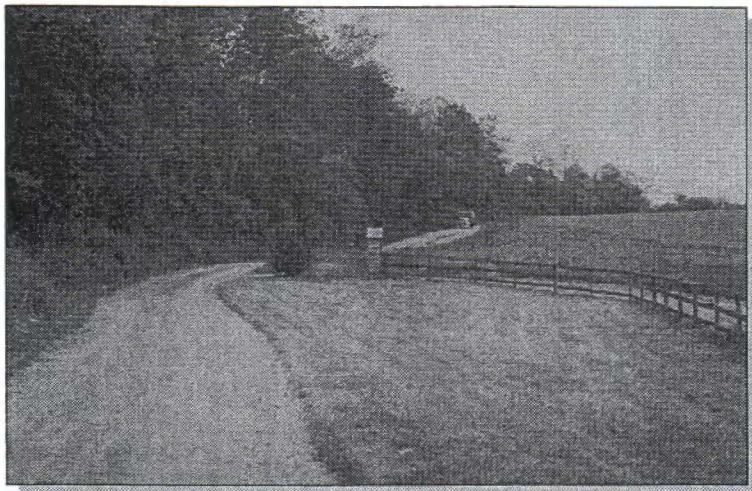
	RUSTIC						EXCEPTIONAL		
	Narrow, intended for local use	Traffic volume consistent with rustic road	Outstanding natural features	Outstanding vistas, farm and rural	Historic value	Accident history does not suggest unsafe conditions	Significant contribution to natural, agricultural, or historic characteristics	Unusual features	Negatively affected by modifications
									
Barnes Road	✓	✓			✓	✓			
• Barnesville Road: Bucklodge Rd. (MD 117) to Mount Ephraim Rd.	✓	✓	✓	✓	✓	✓			
• Beallsville Rd./Old Hundred Rd. (MD 109): MD 28 to I-270	✓	✓		✓		✓			
Beallsville Road (MD 109): Poolesville to MD 28	✓					✓			
Bellison Road			not a public road						
• Big Woods Road	✓	✓	✓	✓	✓	✓			
• Black Rock Road	✓	✓	✓		✓	✓			
• Brookville Road	✓	✓	✓		✓	✓			
Bucklodge Road (MD 117)	✓	✓		✓	✓				
• Budd Road: County Line to Hughes Road	✓	✓		✓		✓			
• Burdette Lane	✓	✓		✓		✓			
• Burnt Hill Road	✓	✓	✓	✓		✓			
Cattail Road		✓			✓	✓			
• Cattail Road	✓	✓	✓		✓	✓			
Clarksburg Road: MD 355 to County Line	✓		✓	✓	✓				
• Club Hollow Road	✓	✓	✓		✓	✓			
• Comus Road: Peach Tree Road to County Line	✓	✓	✓	✓		✓			
• Davis Mill Road: Brink Road to Watkins Road	✓	✓	✓		✓	✓	✓	✓	
• Davis Mill Road: Watkins Road to MD 27	✓	✓			✓	✓			
• Edwards Ferry Road: West Offutt Rd. to Canal	✓	✓			✓	✓	✓	✓	✓
• Edwards Ferry Road: Whites Ferry Rd. to West Offutt Rd.	✓	✓		✓	✓	✓			
• Elmer School Road	✓	✓			✓	✓			
• Elton Farm Road	✓	✓	✓		✓	✓			
• Gregg Road: Riggs Road to Georgia Avenue	✓	✓		✓	✓	✓			
Griffith Road					✓	✓			
• Haines Road	✓	✓	✓			✓			
• Hawkes Road	✓	✓		✓		✓			
• Hipsley Mill Road	✓	✓	✓	✓		✓			
Holsey Road	✓	✓				✓			
• Howard Chapel Road	✓	✓			✓	✓			
• Hoyles Mill Road	✓	✓	✓			✓	✓	✓	✓

Roads bulleted and indented are adopted as Rustic.



# Summary of Criteria Evaluation of Roads Considered for Designation as Rustic Roads (cont.)

Table 2

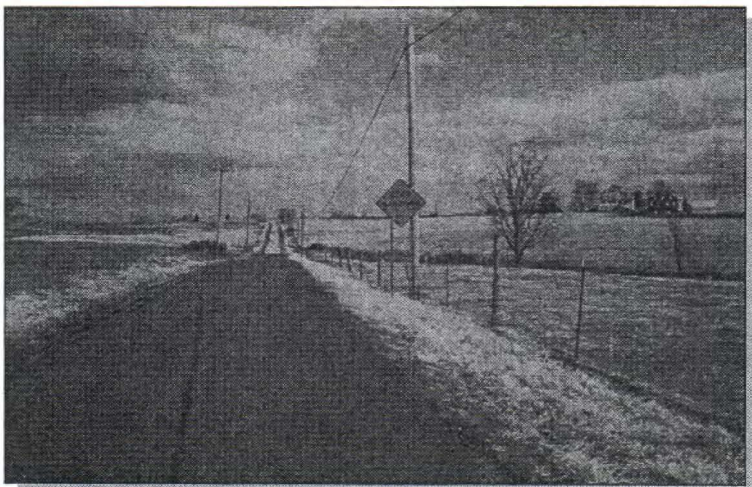
	RUSTIC						EXCEPTIONAL		
	Narrow, intended for local use	Traffic volume consistent with rustic road	Outstanding natural features	Outstanding vistas, farm and rural	Historic value	Accident history does not suggest unsafe conditions	Significant contribution to natural, agricultural, or historic characteristics	Unusual features	Negatively affected by modifications
									
• Hughes Road: River Road to County Line	✓	✓		✓		✓			
• Hunting Quarter Road	✓	✓	✓		✓	✓	✓	✓	✓
• Hyattstown Mill Road: MD 355 to Prescott Road	✓	✓	✓		✓	✓			
• Jerusalem Road	✓	✓		✓	✓	✓			
• Jonesville Road: Jerusalem Road to Jonesville Terrace	✓	✓	✓			✓			
Jonesville Road: Jonesville Terrace to Cattail Lane		✓	✓			✓			
Kempton Church Road	✓	✓				✓			
• Kingsley Road	✓	✓	✓	✓	✓	✓	✓	✓	✓
• Kingstead Road: Burnt Hill Road to Kings Valley Road	✓	✓	✓		✓	✓			
• Martinsburg Road: Whites Ferry Road to north PEPCO entrance	✓	✓	✓	✓	✓	✓	✓	✓	✓
• Montevideo Road	✓	✓	✓	✓	✓	✓	✓	✓	✓
• Moore Road	✓	✓	✓			✓			
• Mount Ephraim Road	✓	✓		✓	✓	✓			
• Mount Nebo Road	✓	✓	✓	✓	✓	✓			
• Mouth of Monocacy Road	✓	✓	✓	✓	✓	✓	✓	✓	✓
• Mouth of Monocacy Road: MD 28 to Mount Ephraim Road	✓	✓		✓	✓	✓			
• Moxley Road	✓	✓	✓	✓		✓			
• Old Bucklodge Lane	✓	✓	✓	✓	✓	✓			
• Old River Road	✓	✓	✓		✓	✓			
Partnership Road		✓		✓		✓			
• Peach Tree Road	✓	✓	✓	✓	✓	✓			
• Pennyfield Lock Road	✓	✓			✓	✓			
• Prescott Road: Hyattstown Mill Road to MD 355	✓	✓	✓			✓			
• Prices Distillery Road	✓	✓		✓	✓	✓			
• Riggs Road: Zion Road to Gregg Road	✓	✓	✓	✓	✓	✓			
• Rileys Lock Road	✓	✓	✓		✓	✓			
• River Road: Edwards Ferry Road to Whites Ferry Road	✓	✓	✓	✓	✓	✓	✓	✓	✓
• River Road: West Willard Road to Mt. Nebo Road	✓	✓	✓		✓	✓			
• Rocky Road	✓	✓		✓		✓			
• Schaeffer Road: White Ground Road to new park entrance	✓	✓	✓	✓		✓			
Springridge Road	✓	✓				✓			

Roads bulleted and indented are adopted as Rustic.



# Summary of Criteria Evaluation of Roads Considered for Designation as Rustic Roads (cont.)

Table 2

	RUSTIC						EXCEPTIONAL		
	Narrow, intended for local use	Traffic volume consistent with rustic road	Outstanding natural features	Outstanding vistas, farm and rural	Historic value	Accident history does not suggest unsafe conditions	Significant contribution to natural, agricultural, or historic characteristics	Unusual features	Negatively affected by modifications
									
• Stringtown Road	✓	✓		✓	✓	✓			
• Sugarland Lane	✓	✓			✓	✓			
• Sugarland Road: Hughes Road to Sugarland Lane	✓	✓	✓	✓	✓	✓			
• Sugarland Road: Sugarland Lane to MD 107	✓	✓	✓	✓	✓	✓	✓	✓	✓
• Sugarland Road: MD 107 to MD 28	✓	✓	✓		✓	✓			
• Swains Lock Road	✓	✓		✓	✓	✓	✓	✓	✓
• Sycamore Landing Road	✓	✓	✓		✓	✓			
• Trundle Road: Whites Ferry Road to end	✓	✓		✓	✓	✓			
• Tschiffely Mill Road	✓	✓	✓		✓	✓			
• Violettes Lock Road	✓	✓			✓	✓			
• Wasche Road	✓	✓		✓	✓	✓			
Watkins Road	✓	✓			✓	✓			
• West Harris Road	✓	✓	✓	✓	✓	✓	✓	✓	✓
• West Hunter Road	✓	✓		✓	✓	✓			
• West Offutt Road	✓	✓		✓	✓	✓			
• West Old Baltimore Road: Barnesville Road to MD 121	✓	✓	✓	✓	✓	✓	✓	✓	✓
• West Willard Road	✓	✓	✓	✓		✓			
• Westerly Road: Edwards Ferry Road to Poolesville	✓	✓		✓	✓	✓		✓	
• White Ground Road	✓	✓	✓	✓	✓	✓			
White Ferry Road: County Line to Wasche Road									
• Whites Ferry Road: Wasche Road to River Road	✓	✓	✓	✓	✓	✓			
• Whites Store Road	✓	✓	✓		✓	✓			
• Wildcat Road	✓	✓	✓		✓	✓			
Willis Lane	✓	✓				✓			
• Zion Road (Riggs Road to Sundown Road)	✓	✓			✓	✓			

M-10-11-12

Roads bulleted and indented are adopted as Rustic.



## West Old Baltimore Road

An Exceptional Rustic Road



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

Recommended as an *exceptional rustic road* between Barnesville Road and Clarksburg Road (MD 121)

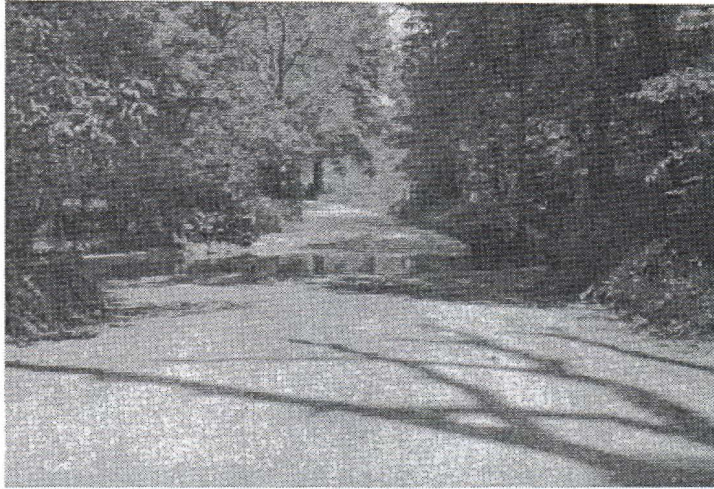
### Significant Features:

- 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 may soon be unique among roads in Montgomery County.

### 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. 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 Frederick Hays Farm is a fine example of the type of farmstead which prospered in the mid-1800s.

## West Old Baltimore (cont.)



### Driving Experience:

From east (Clarksburg Road) to west, the road traverses agricultural land — flowering hedgerows, a few houses, fences near the roadway edge, hedgerows with trees and vines — then enters a woodland whose trees form a canopy over the road. The pavement ends and the road moves back in time to be a dirt road. The road goes through Ten Mile Creek, which is easily forded most of the time. 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 before passing Shiloh Church Road. The small stream runs under Shiloh Church Road and meanders through the field, providing a pleasant pastoral view. The road continues to Slidell Road (the Clarksburg Plan Boundary), then to Peach Tree Road (a rustic road). Between Peach Tree Road and Barnesville Road, the road lies between forest on the south side and farm fields with long views towards Sugarloaf Mountain on the north side. In the summertime, the road is usually shaded, making the driving experience exceptional. The road ends at Barnesville Road (a rustic road that leads towards Mouth of Monocacy) where the Hays Farm — house, barn and shed — is visible on the right side of the road. This road is lightly traveled.

A portion of this road is within the Clarksburg Master Plan area. That master plan classifies West Old Baltimore Road as an exceptional rustic road between Clarksburg Road (MD 121) and Slidell Road. This Functional Master Plan continues that classification to Barnesville Road.



## West Old Baltimore Road — An Exceptional Rustic Road

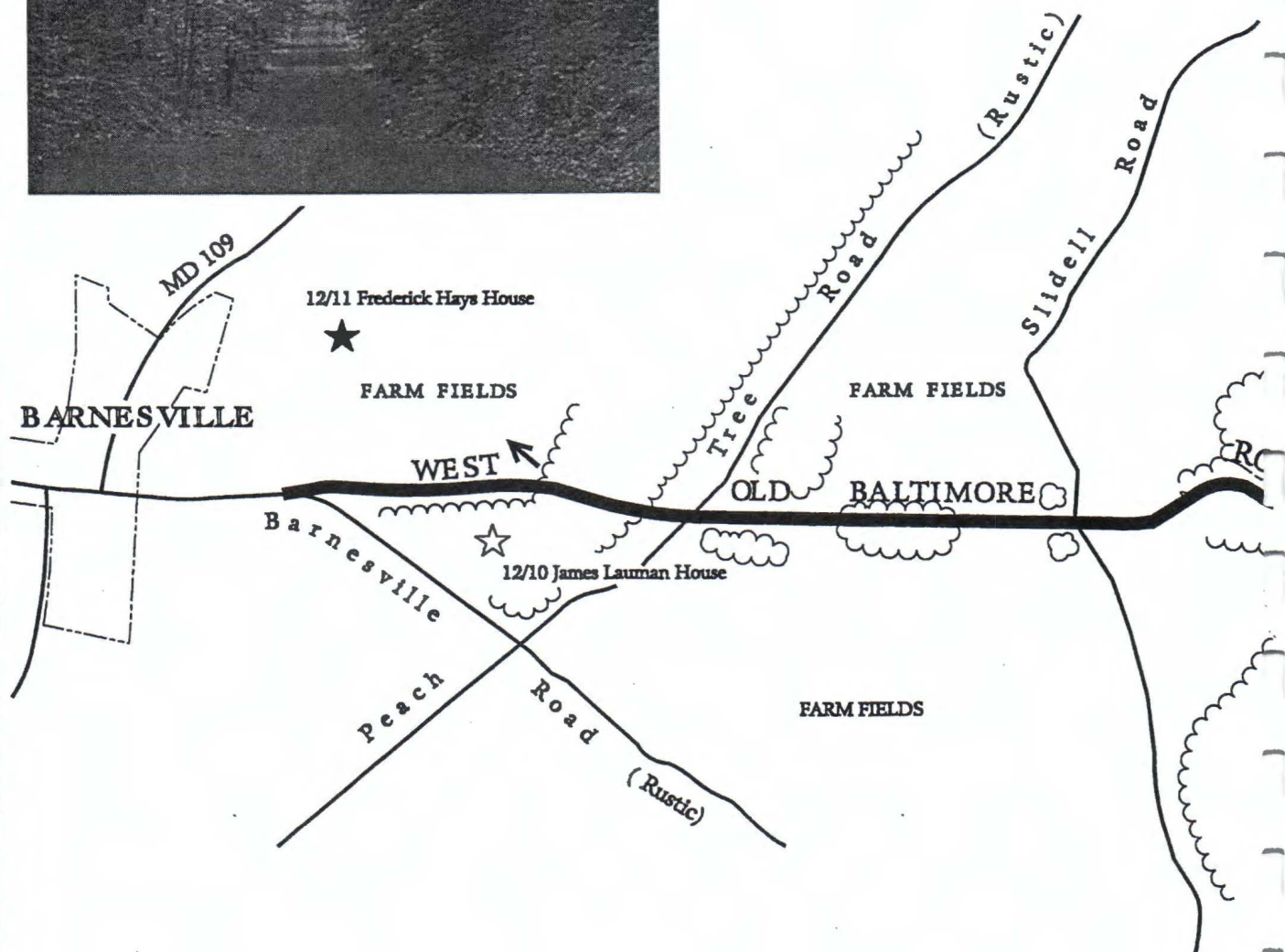
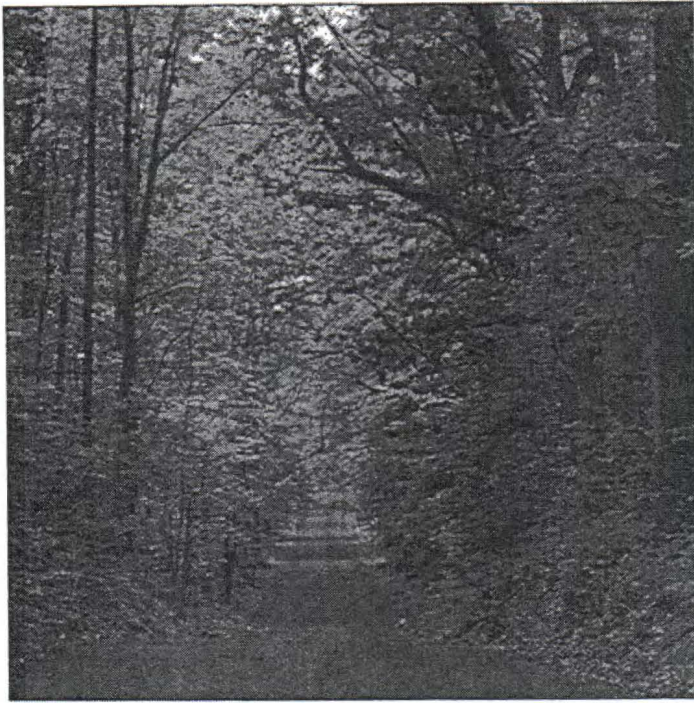
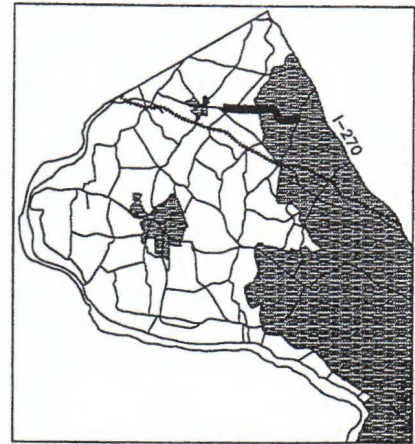


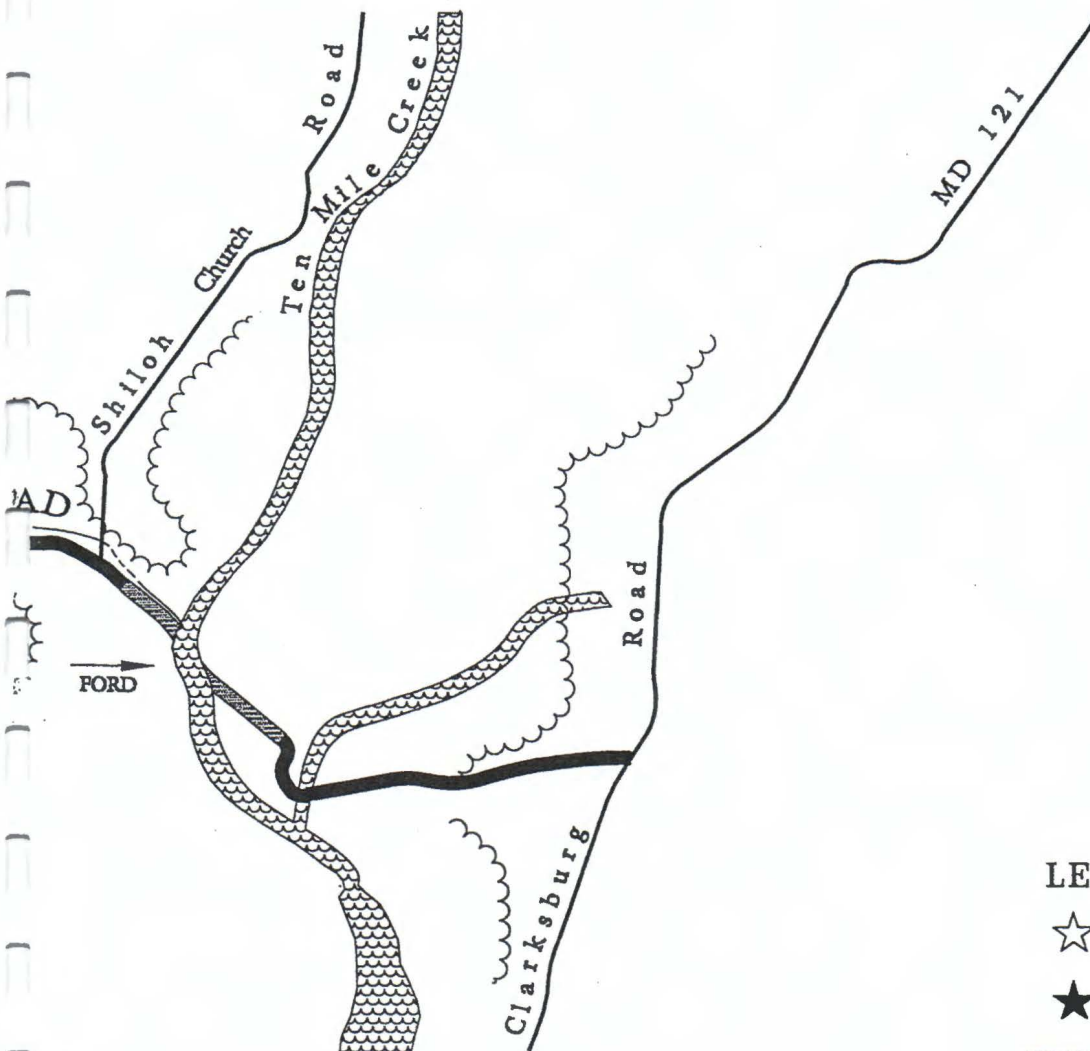
Figure 76

# Roadway Characteristics:

Length: 3.9 miles  
 Width: 18 feet unpaved in vicinity of Ten Mile Creek  
 Lanes: no center line and edge markings  
 Shoulders: none



Location Map 1



## LEGEND

- ☆ Potential Historic Resource
- ★ Historic Resource
- ▨ Dirt Road
- ← Scenic View