

Part 2: Dustin Road through Meeting House Road



Rustic Roads Functional Master Plan Update: Road Profiles Appendix

Working Draft



 **Montgomery Planning**

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Abstract

This plan appendix contains the road profiles approved as part of the *Rustic Roads Functional Master Plan Update*.

The Maryland-National Capital Park and Planning Commission

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

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

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Online at <https://montgomeryplanning.org/planning/transportation/highway-planning/rustic-roads/rustic-roads-master-plans/>

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

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Dustin Road

Added to program by the
1997 *Fairland Master Plan*

A Rustic Road



The road provides access to residential developments. Approximately 70 percent 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 towards 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.

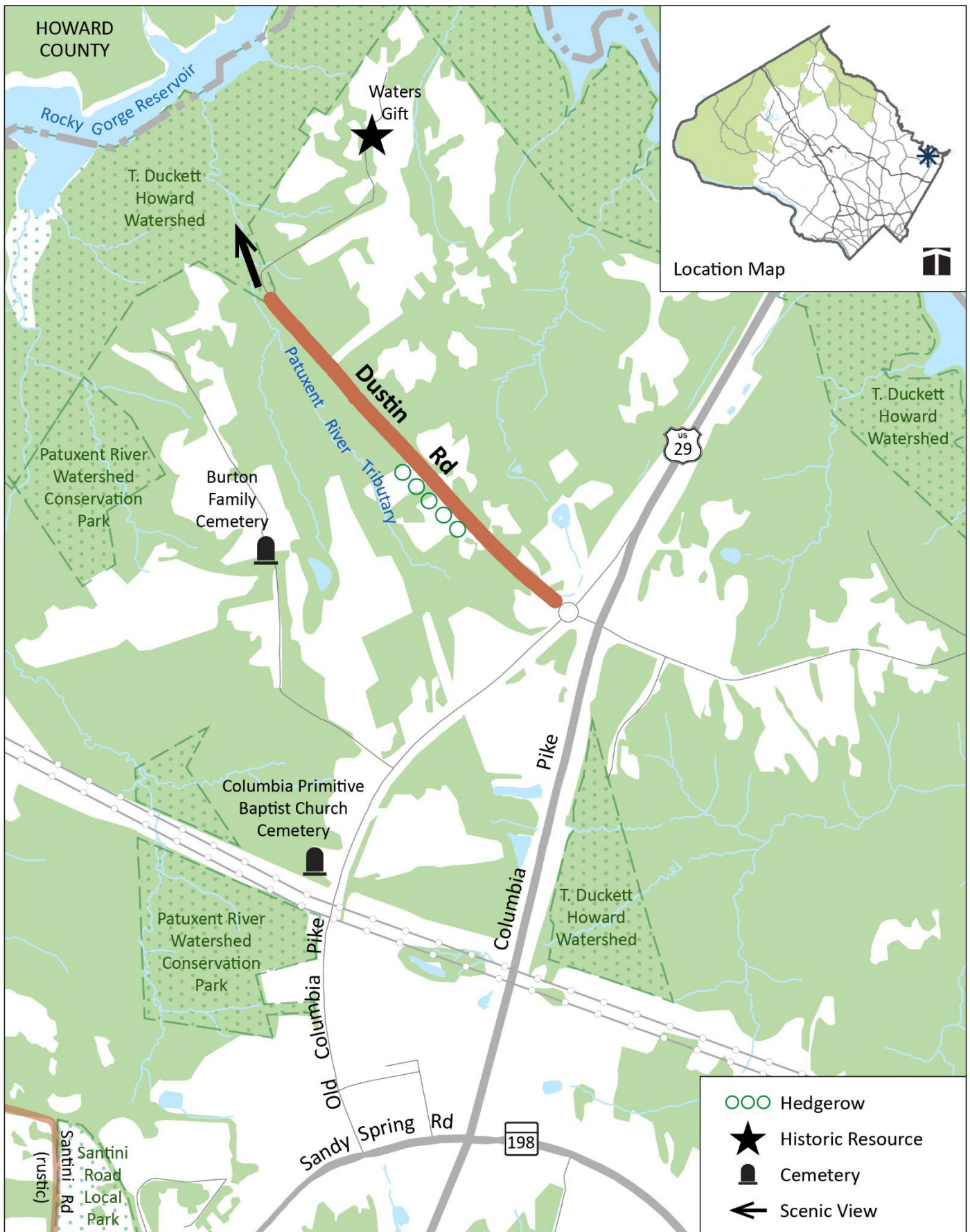
The narrow road runs fairly straight through a neighborhood with picket fences and planned hedgerows alternating with open spaces. One notable stretch of hedgerow is on the left as the road begins a gentle downward slope into the valley and just before the roadside trees close in creating an overhead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

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 which 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 center line or edge markings
Shoulders	None



Edwards Ferry Road

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

An Exceptional Rustic and Rustic Road

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, and, by 1880, had a population of 36.

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 which 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 canopy and the slope increases until crossing 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.

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.

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 Edward's Ferry Store on the left (Master Plan Historic Site #17/48) is a brick building, now in ruins, which 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

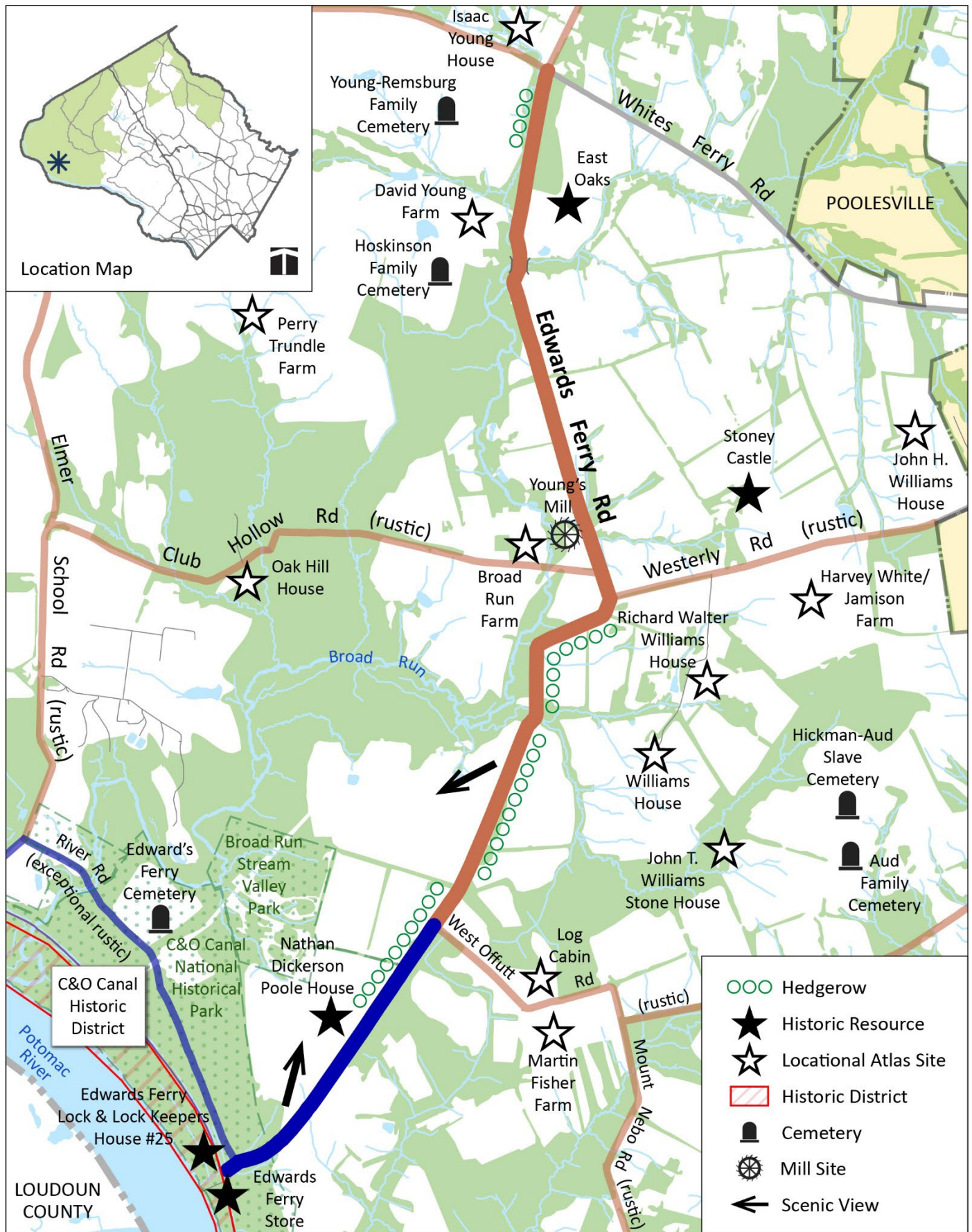
The road is located within the Broad Run watershed, a direct tributary to the Potomac River. It generally follows the mainstem and forested floodplain to south of Westerly Road. There are several stream crossings, including the mainstem in the northern segment. The south end of Edwards Ferry Road is within the Chesapeake & Ohio Canal National Historical Park. This park extends 184.5 miles from Georgetown, 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 center line 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 center line or edge markings
Shoulders	None



Elmer School Road

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

A Rustic Road

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 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).

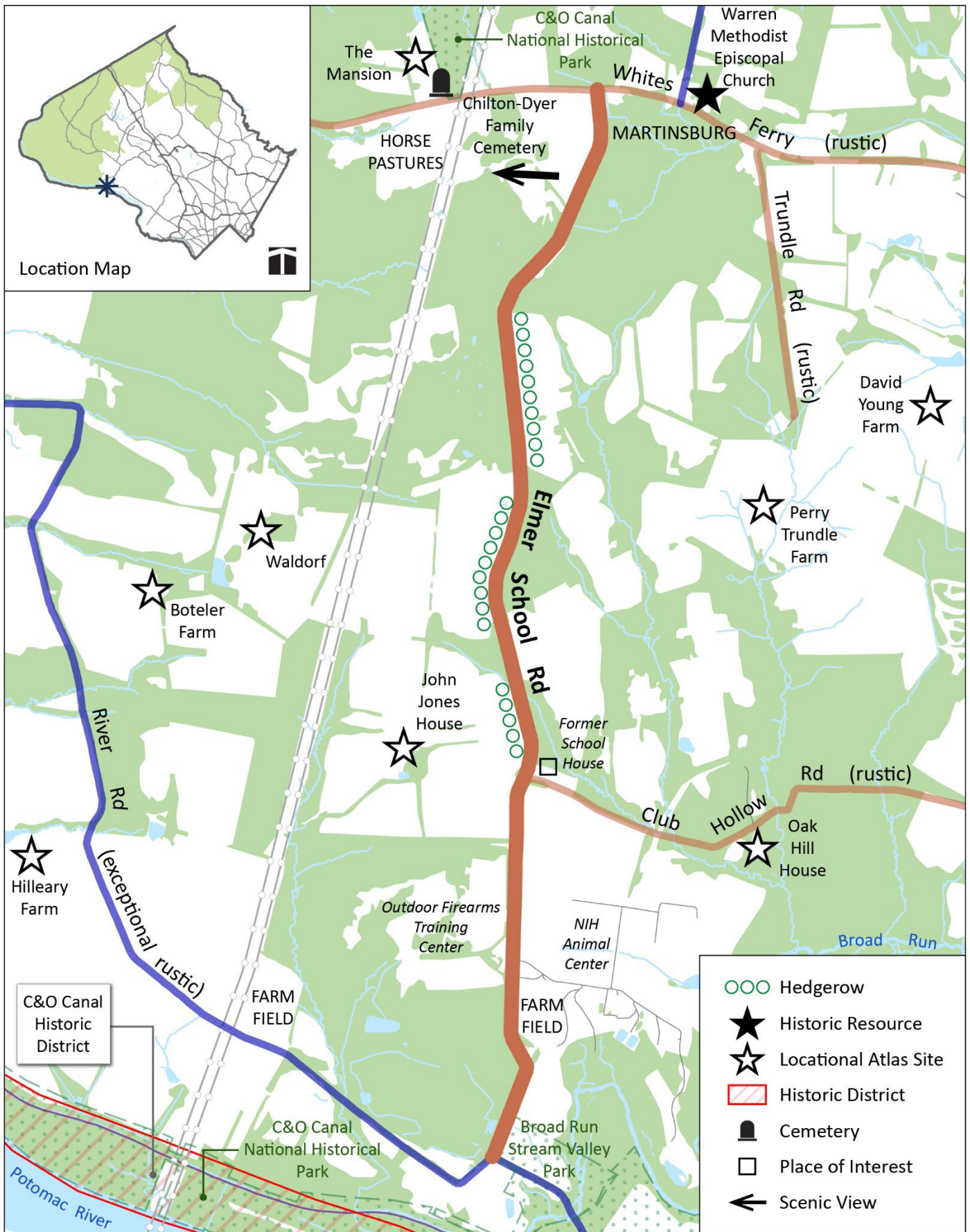
Environment

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 center line or edge markings
Shoulders	None





Elton Farm Road

An Exceptional Rustic Road

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

Elton Farm Road has historic value and outstanding natural features. This plan reclassifies this road exceptional rustic.



Significant Features

- Unpaved 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.

Traveling Experience

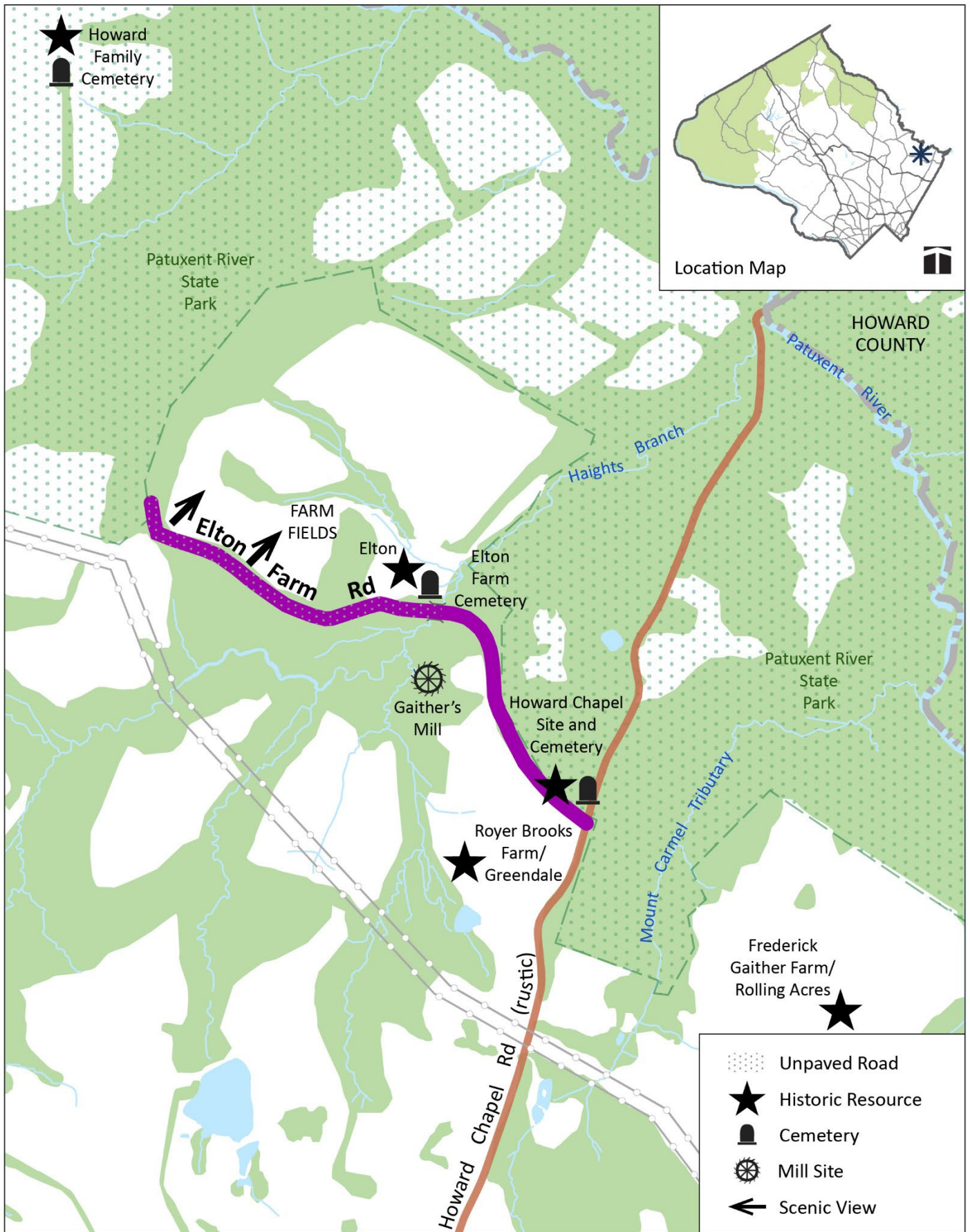
Elton Farm Road has tree canopy enclosure with forest on both sides. Leaving Howard Chapel Road (a rustic road), an equestrian farm is on the left while the Howard Chapel Cemetery is visible amongst the trees on the right. Soon, the road begins descending to the Hights Branch stream valley, with embankments 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, which is now on property that is 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 Hights 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 Hights 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, imperviousness restrictions, stream valley protection, and the 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 center line or edge markings
Shoulders	None





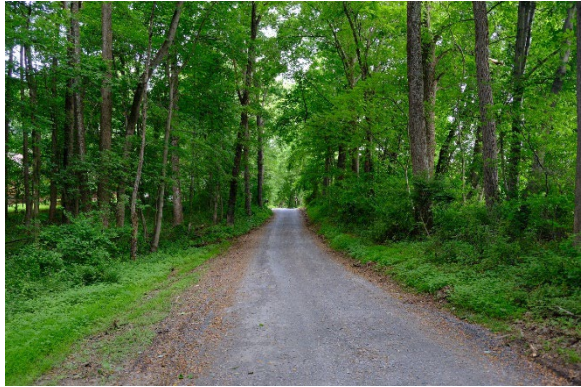
View looking northwest on Elton Farm Road near the intersection with Howard Chapel Road



Bridge crossing the Hights Branch



Elton is located midway along Elton Farm Road on the north side of the road



Tree canopy enclosure along Elton Farm Road



View to farm fields along the northern portion of Elton Farm Road



Emory Church Road

A Rustic Road

Added to 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.

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 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	Center line and edge markings only near the intersection with Georgia Avenue
Shoulders	None





Frederick Road

A Rustic Road

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

The rustic segment of Frederick Road (MD 355) is within the Hyattstown Historic District.

The 1994 master plan recommends against widening MD 355 here due to impacts on historic structures and the character of the district. That plan recommends instead that the I-270 interchange at Old Hundred Road (MD 109) be closed and a new one opened further north to connect with an extended MD 75 north of Hyattstown in Frederick County. The 1994 plan recommends a bypass on the east side of Hyattstown if the MD 109 interchange at I-270 remains. These recommendations are designed to minimize traffic volumes through the historic district. The rustic designation in the 1994 plan “make(s) a clear policy statement that MD 355 at this location is a ‘main street.’”



Significant Features

- Historic alignment
- Buildings close to the edge of the road
- Views along the road

History

Frederick Road is one of the oldest roads in Montgomery County, established by the mid-1700s as an important trade route between Frederick and Georgetown, and passed early taverns, general stores, and crossroads that formed the genesis of communities including Clarksburg, Rockville, and Gaithersburg. Local tradition holds that the road was first established as a Native American trail. The Maryland General Assembly ordered its establishment as a public road in November 1790 and the road was platted by 1795 along a route closely matching its modern alignment. The road was gradually improved, and by 1865 was established as a stage road. By 1926, it was fully paved and incorporated into the state highway system.

Hyattstown (Master Plan Historic District #10/59), laid out in 1798 by Jesse Hyatt with a linear plan of 105 quarter-acre lots along the road, is one of the early towns along Frederick Road. Hyatt, a Frederick County native, was a wealthy landowner with significant property holdings. His prosperity was made possible by the labor of at least ten enslaved individuals. Hyattstown was incorporated by 1809 and by the 1820s was home to an innkeeper, tailor, carpenter, blacksmith, storekeeper, and a constable. The c. 1810-1815 Davis House (Master Plan Historic Site #10/59-1) survives from this period as a rare example of a brick Federal-style dwelling in this part of the county. A significant local business was the Hyattstown Mill (Master Plan Historic Site #10/76), operational by 1798 and powered by Little Bennett Creek. Early residents are buried at the Hyattstown United Methodist Church (Burial Sites Inventory Site # 96), near the county line, and at the Hyattstown Christian Church (Burial Sites Inventory Site #95) just south of the Historic District.

The road was a significant thoroughfare during the Civil War and Union and Confederate units passed frequently through the area as they moved to and from nearby battles at Antietam, South Mountain, and the Monocacy. By 1861, Hyattstown was home to a small Union camp formed to train some of the first members of the U.S. Army Signal Corps.

In April 1894, another “army” traveled Frederick Road through Hyattstown. A band of reformers known as “Coxey’s Army” camped in Hyattstown as they marched to the U.S. Capitol to protest high unemployment and rampant income inequality.

Traveling Experience

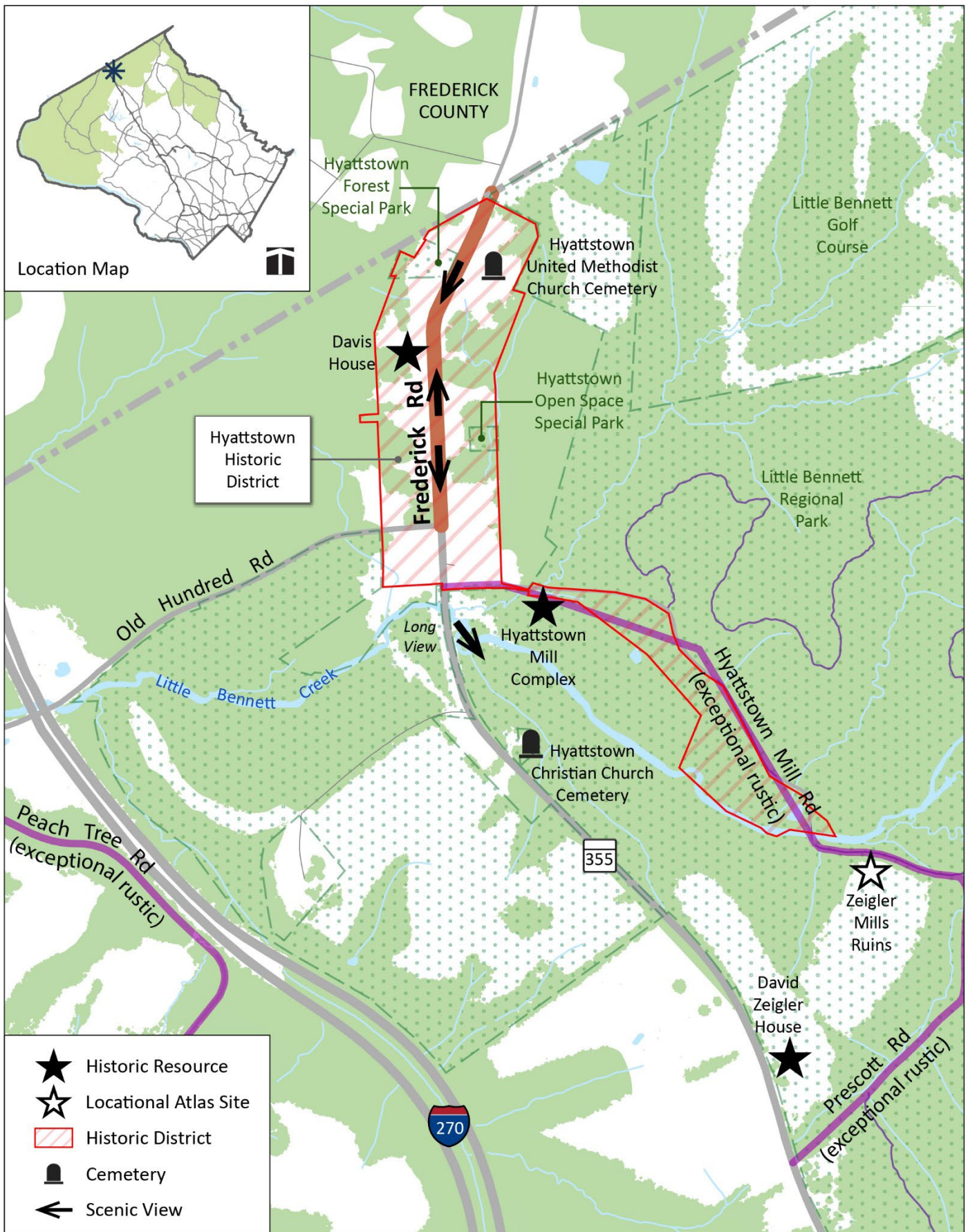
Turning north from Old Hundred Road (MD 109) onto Frederick Road into the Hyattstown Historic District, there are cottages to the left and then larger homes on both sides going up a slight rise. Hyattstown Christian Church, c. 1871, is set back from the road on the left, while on the right, at 26011, is the old Hyatt House Hotel, and a bit further on the left is the Federal-style Davis House, the oldest house on the road. Curving slightly to the right and continuing up the hill are more homes of various styles, many quite old. The 1856 Hyattstown United Methodist Church is on the right, and on the left, an 1875 church now used as a wedding venue is just south of the Frederick County line.

Environmental

This road is generally located on high ground within the Little Bennett Creek watershed. Although fairly open in places, it also has several high-bank hedgerows and large individual trees growing close to the road pavement. Little Bennett Regional Park is the largest natural gem of Montgomery County and is designated as a Best Natural Area. It lies just a few miles from Interstate 270. Spread 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, operated by Montgomery County Golf (MCG).

Road Characteristics

Extents	Old Hundred Road (MD 109) to Frederick County line
Length	0.39 miles
Width	24.5-26 feet
Surface	Paved
Lanes	Center line and edge markings
Shoulders	None





Game Preserve Road

A Rustic Road

Added to 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 U.S. Geological Survey 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 guard rails 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 towards 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.

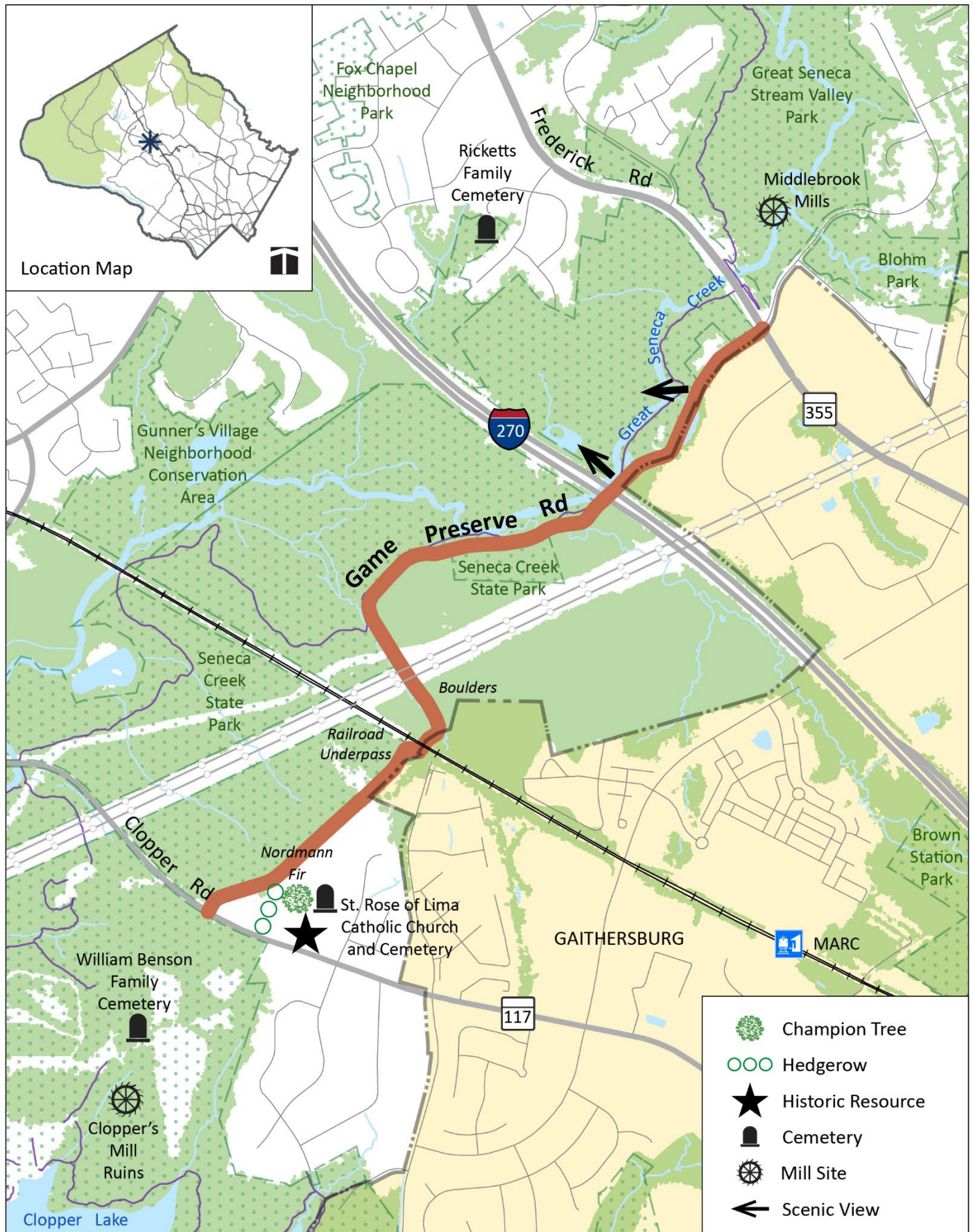
Environment

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 towards 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.

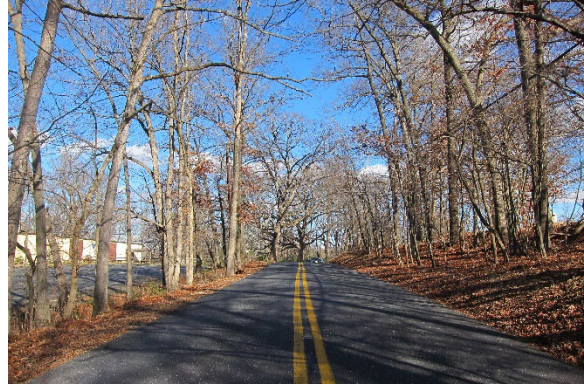
Road Characteristics

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

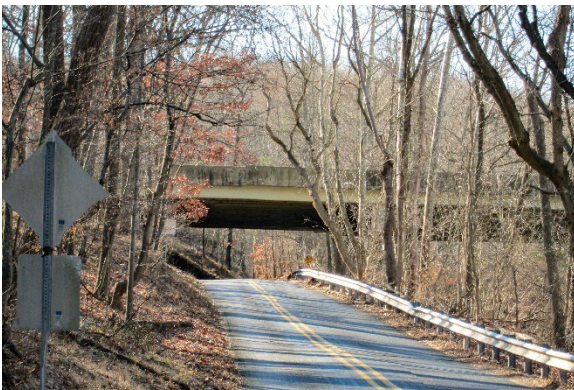




Looking north on Game Preserve Road towards the intersection with Frederick Road



Looking south on Game Preserve Road



Game Preserve Road running underneath I-270



One-lane railroad underpass on Game Preserve Road



Game Preserve Road as it winds through the terrain adjacent to Seneca Creek State Park



St Rose of Lima Catholic Church located at the southern end of Game Preserve Road



Glen Mill Road

Added to program by the 2002
Potomac Subregion Master Plan

A Rustic and Exceptional Rustic Road

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 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 towards 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 flood plain. 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 Special Protection Area (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.

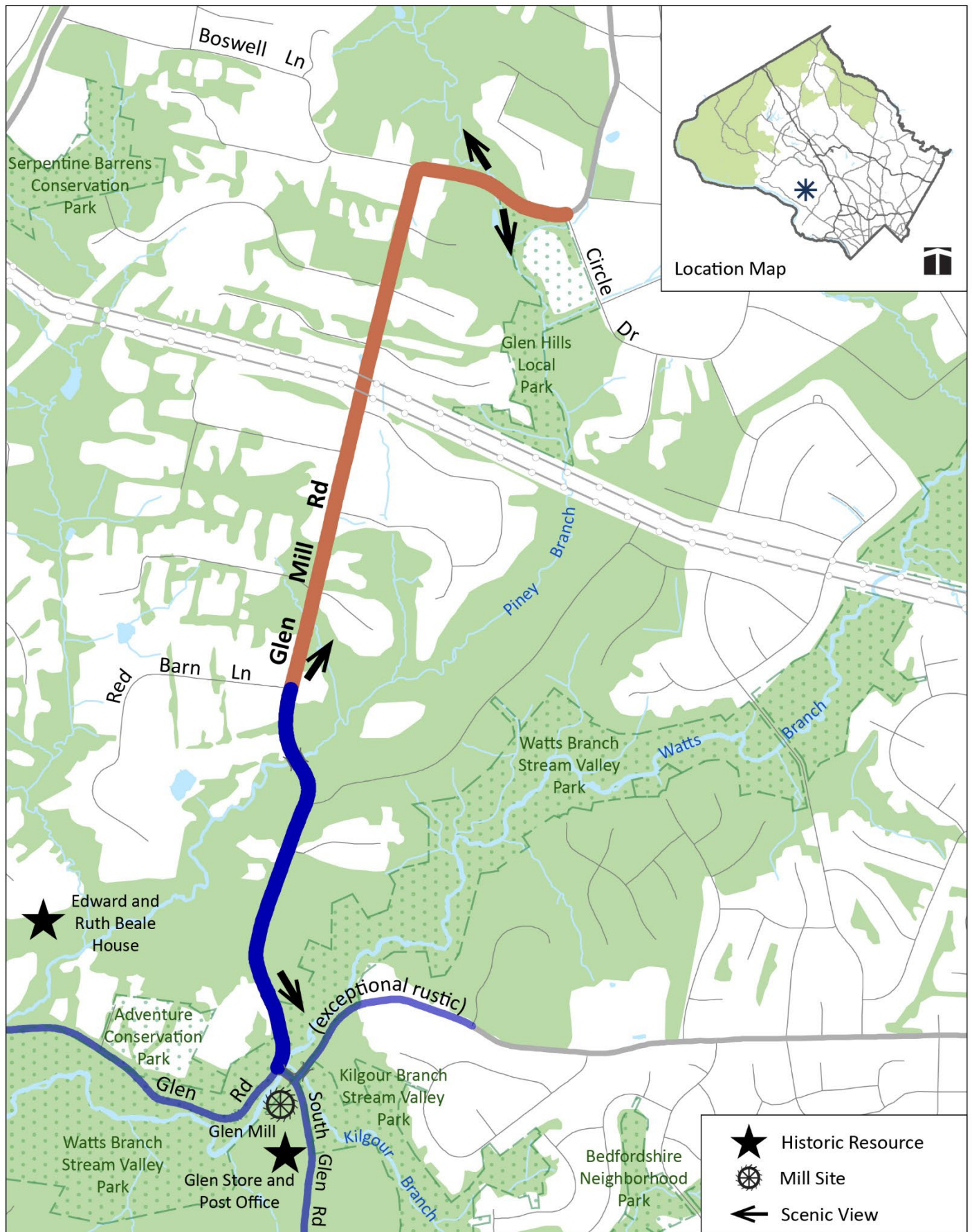
The road passes through forest in several locations with a closed canopy overhead with trees, often on high banks, growing close to the road. Further north the canopy becomes sparser, especially where utility lines are kept clear on the east side of the road.

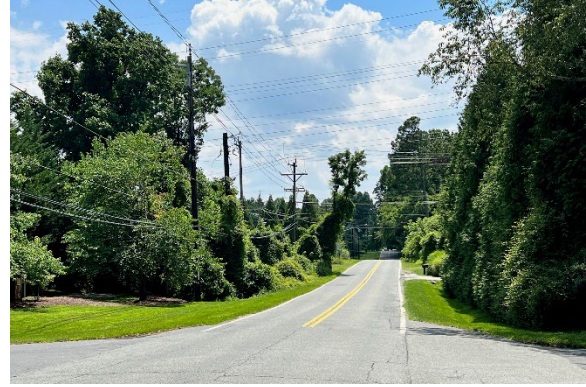
Road Characteristics: Exceptional Rustic Section

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





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



Looking south on 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



Glen Road (Exceptional Rustic section)

Added to program by the 2002
Potomac Subregion Master Plan

An Exceptional Rustic Road

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 until 1937.

Further west, Glen Road passes the 1938 Edward and Ruth Beale House (Master Plan Historic Site #25/22), listed to 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 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 Wesley Union 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 which operated until 1920. The church building has since been demolished.

Traveling Experience

When first turning 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 towards 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 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 flood plain, which are periodically separated from the road by railings and steep embankments. On the right are forested areas of the stream valley park and, further 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).

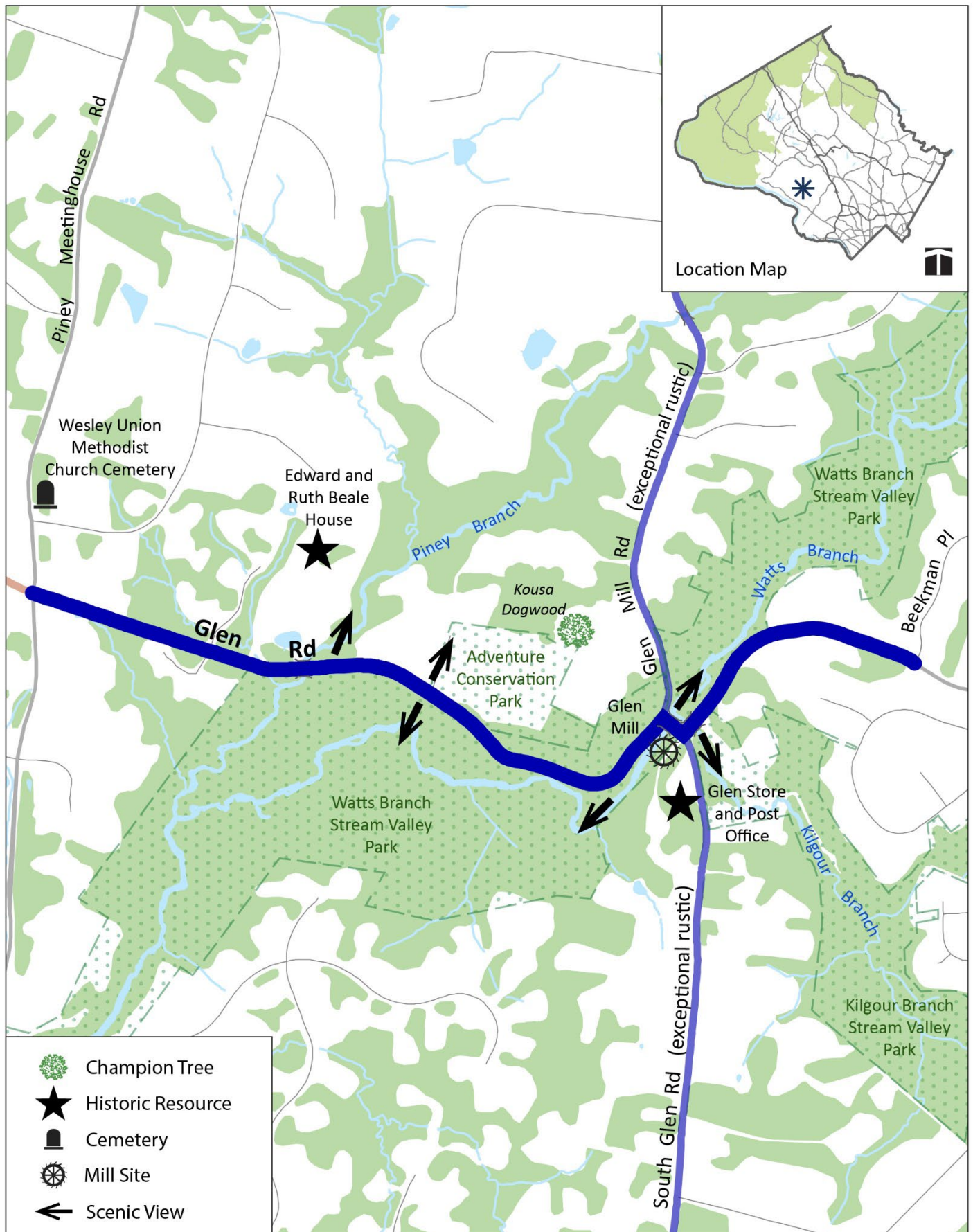
Environment

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.

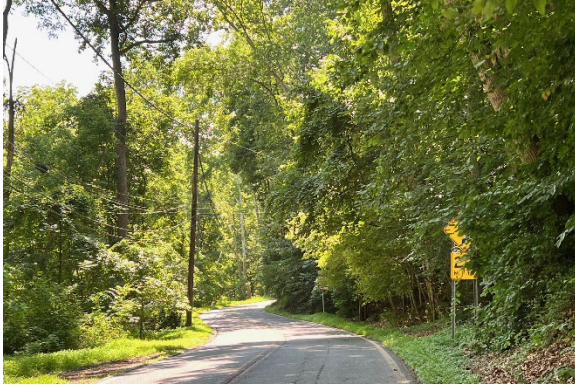
About one-half mile of the exceptional rustic segment of Glen Road at its western end—from Piney Meetinghouse Road to just west of the Adventure Conservation Park—is within the Piney Branch Special Protection Area (SPA). The 14-acre Adventure Conservation Park was established in 1969 and encompasses 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	Center line and edge markings
Shoulders	None



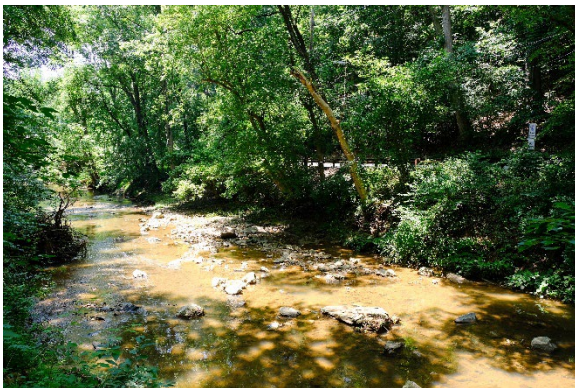
Exceptional Rustic Section



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



One-lane bridge over the Watts Branch



Watts Branch with Glen Road in the background



Looking east on Glen Road just beyond the Kilgour Branch



Glen Road (Rustic section)

Added to program by the 2002
Potomac Subregion Master Plan

A Rustic Road

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 Claggett, 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 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.

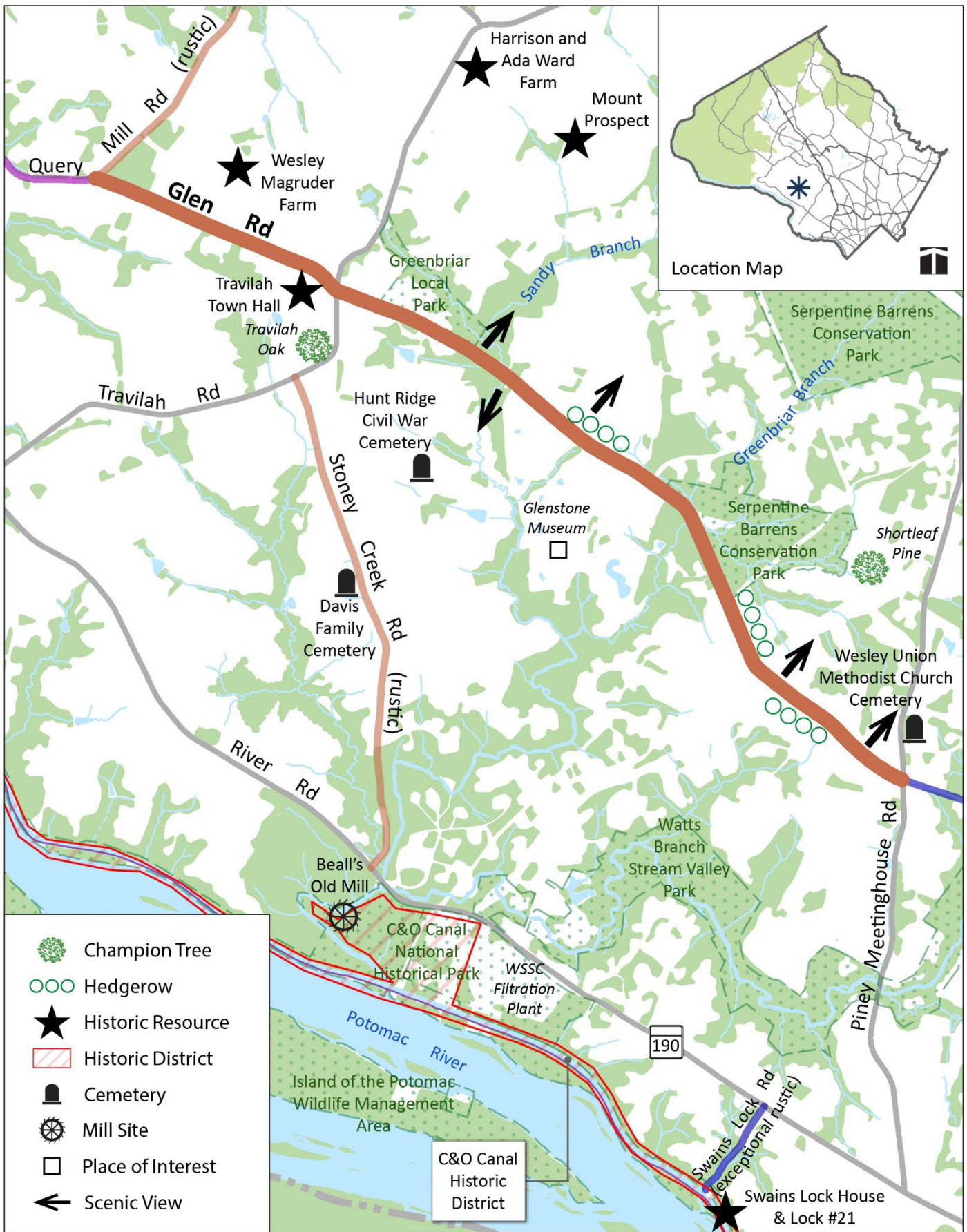
Leaving Travilah, Glen Road takes on a more residential character, with a few mature trees close to the road and many three-rail fences along the north side of the road. The road ends at Query Mill Road (an exception rustic/rustic road).

Environment

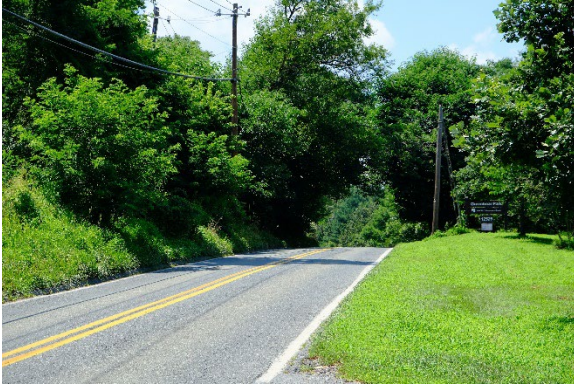
The eastern quarter mile of the rustic segment of Glen Road, where it meets Piney Meetinghouse Road, is within the Piney Branch Special Protection Area (SPA). The road also briefly passes through one of the state’s Targeted Ecological Areas (TEAs) as it passes the Serpentine Barrens Conservation Park (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	Center line and edge markings
Shoulders	None



Rustic Section



Looking west on Glen Road with Greenbriar Park on the right



Entrance signage at Greenbriar Park



Hedgerows and field across from Glenstone Museum entrance



View of the landscape and main building at Glenstone Museum



Looking northwest on Glen Road just beyond Piney Meetinghouse Road



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



Greenbridge Road

An Exceptional Rustic Road

Added to 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 Lockett'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.

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.

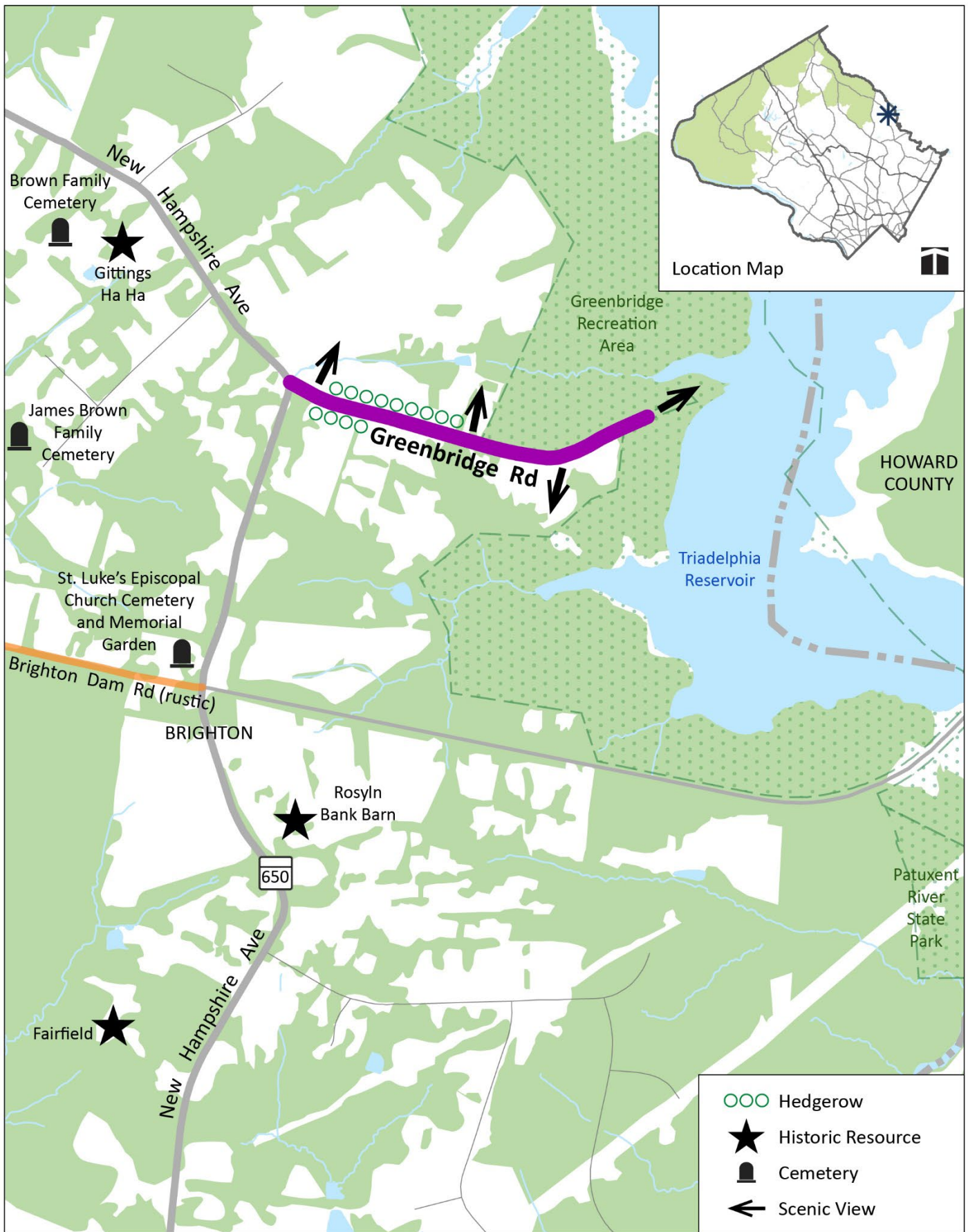
Environment

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 locations in Montgomery County based on the number of species observed (199 as of early 2022) according to popular birding website eBird.

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 center line or edge markings
Shoulders	None; asphalt curbing in WSSC recreation area





Gregg Road

An Exceptional Rustic Road

Added to the program in the 1996
Rustic Roads Functional Master Plan

Gregg Road has outstanding rural and farm vistas and historic value. This plan reclassifies this road exceptional rustic.



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 (MD 97) 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. Although the road continues to Zion Road (a rustic road), only that portion as far west as Riggs Road (an exceptional rustic road) is a rustic 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 the 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.

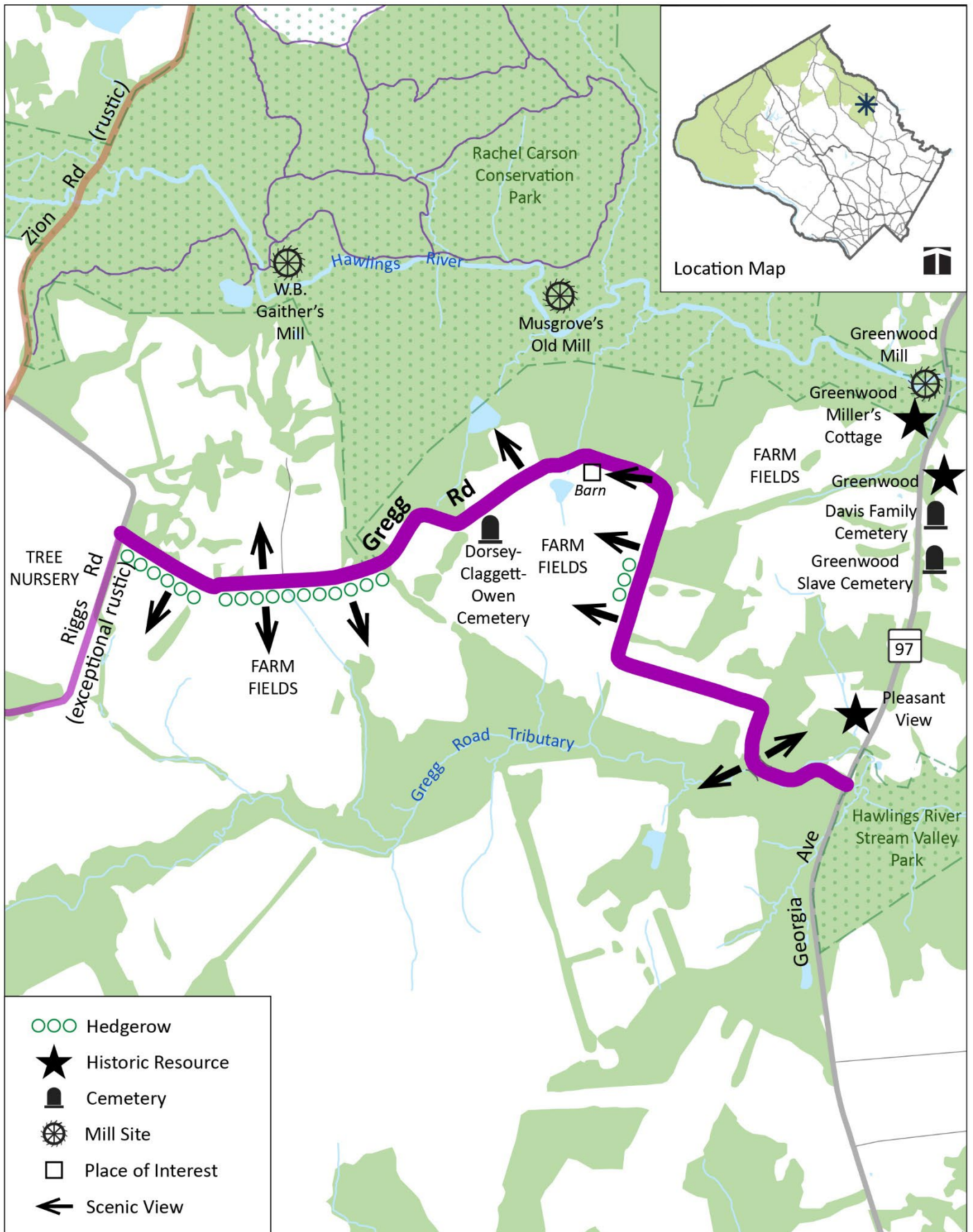
The road has a small unimproved access point to Rachel Carson Conservation Park to the north. This 650-acre park is dedicated to environmental preservation and provides opportunities for quiet enjoyment of the natural environment. The park contains more than six miles of natural surface trails for hiking 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 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 center line or edge markings
Shoulders	None



Haines Road

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

A Rustic Road

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

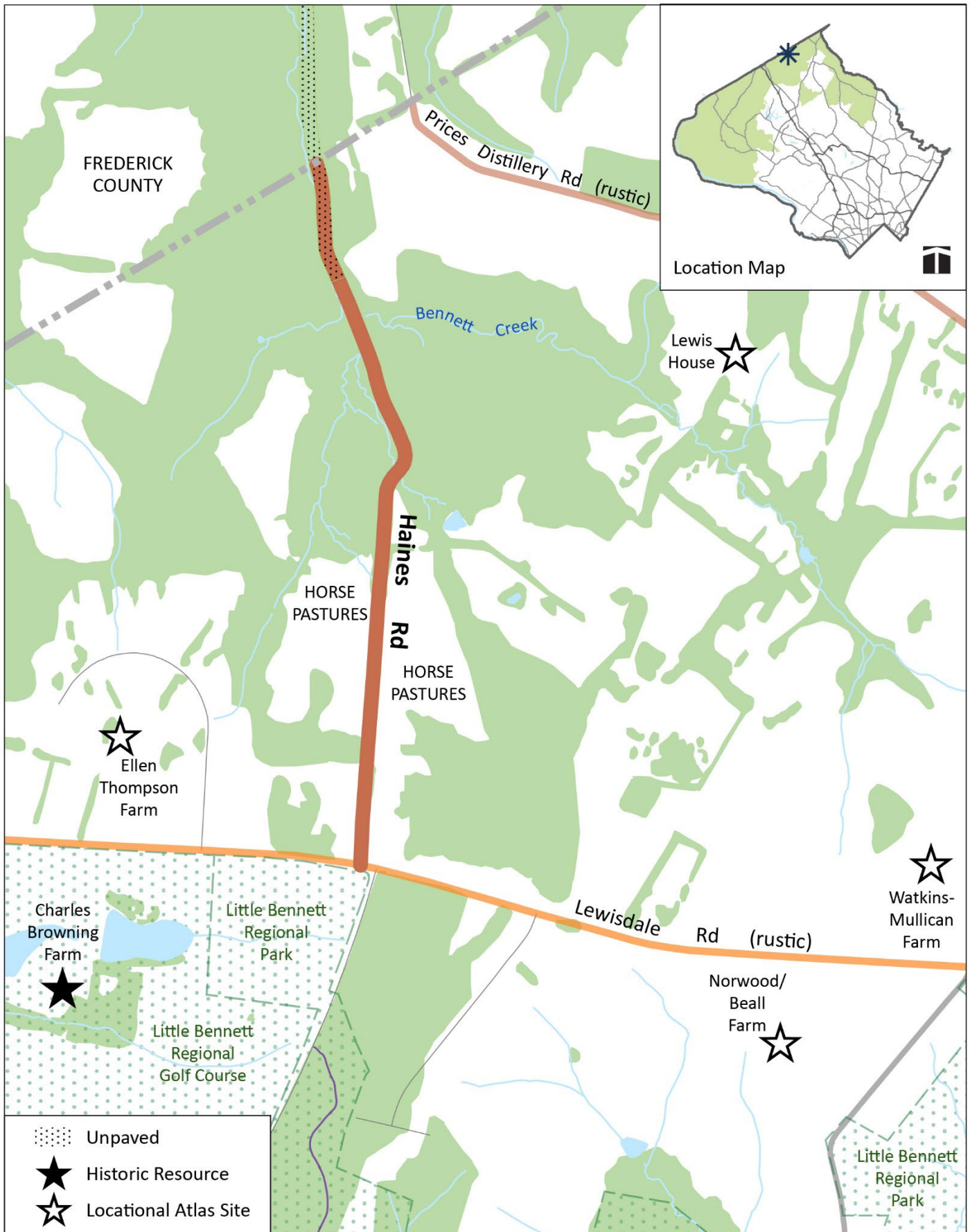
Haines Road is a small, rural, partially gravel road off Lewisdale Road (a rustic road) leading north into Frederick County. Heading north from Lewisdale Road, the road is fence-lined, with equestrian farms and a few homes on both the left and the right as the road slowly descends to run along the bottom 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.

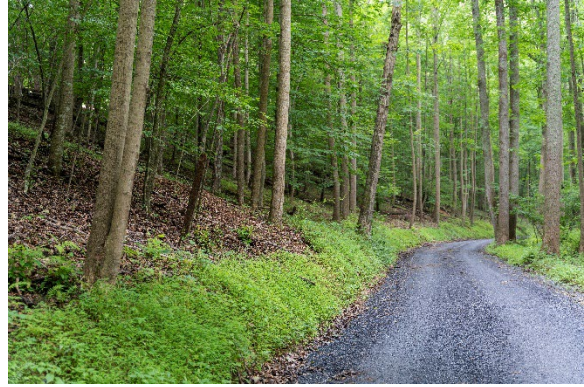
Environment

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 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 horseback or mountain bike.

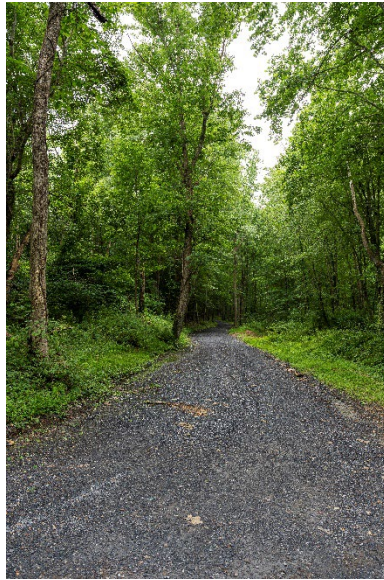
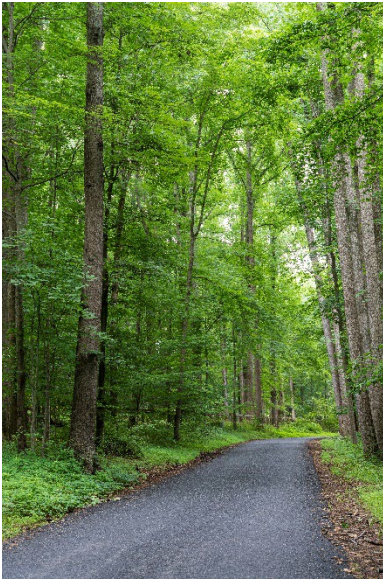
Road Characteristics

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





Looking north on Haines Road



Forest canopy on the north side of Haines Road



Halterman Road

A Rustic Road

Added to 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 which 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’s purchase of 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 four tenths 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. Further 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.

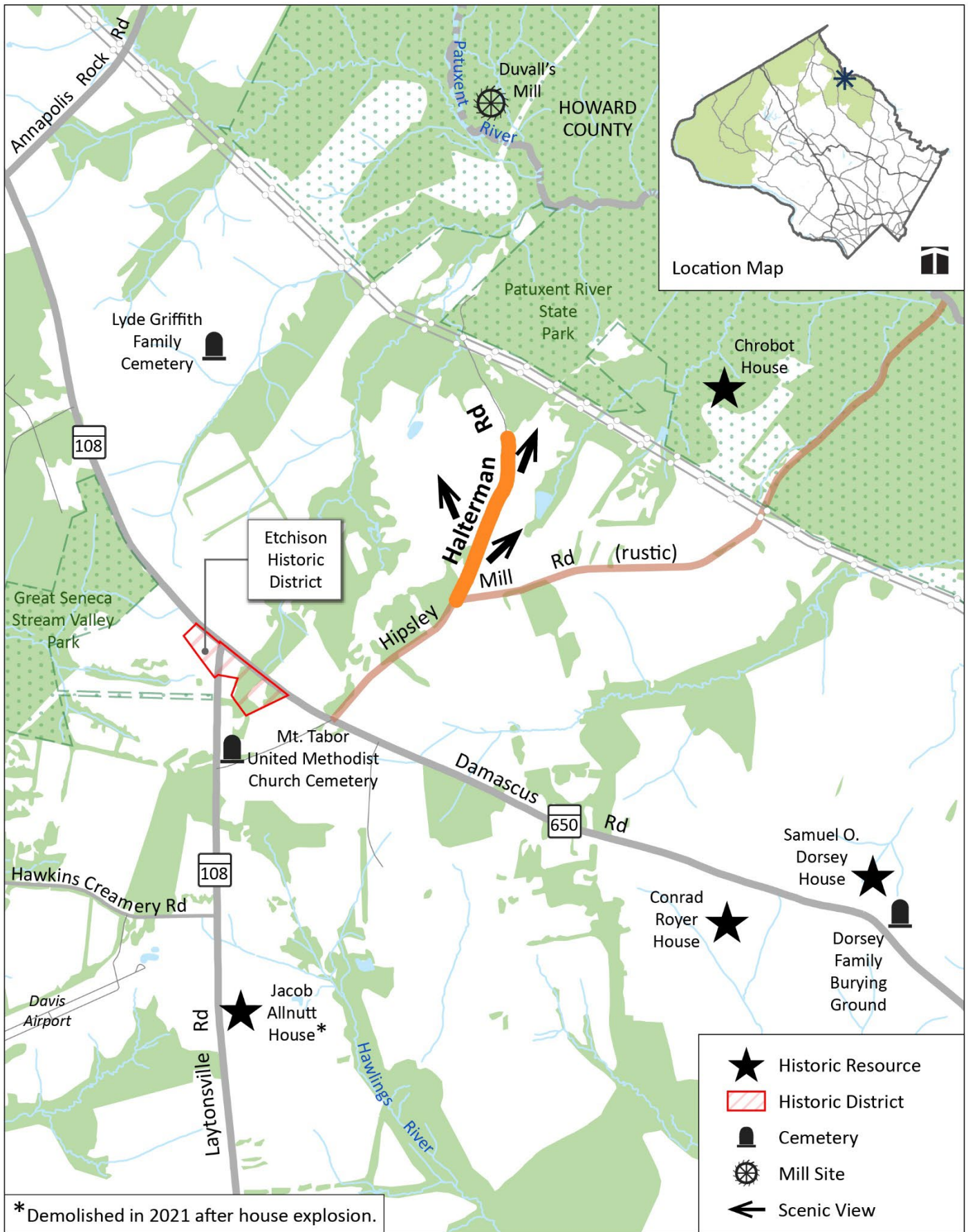
Environment

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 center line or edge markings
Shoulders	None





Looking north on Halterman Road towards farm field and the Patuxent River State Park in the distance



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



Haviland Mill Road

A Rustic Road

Added to 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-nineteenth 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 on 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 center line 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.

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 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.

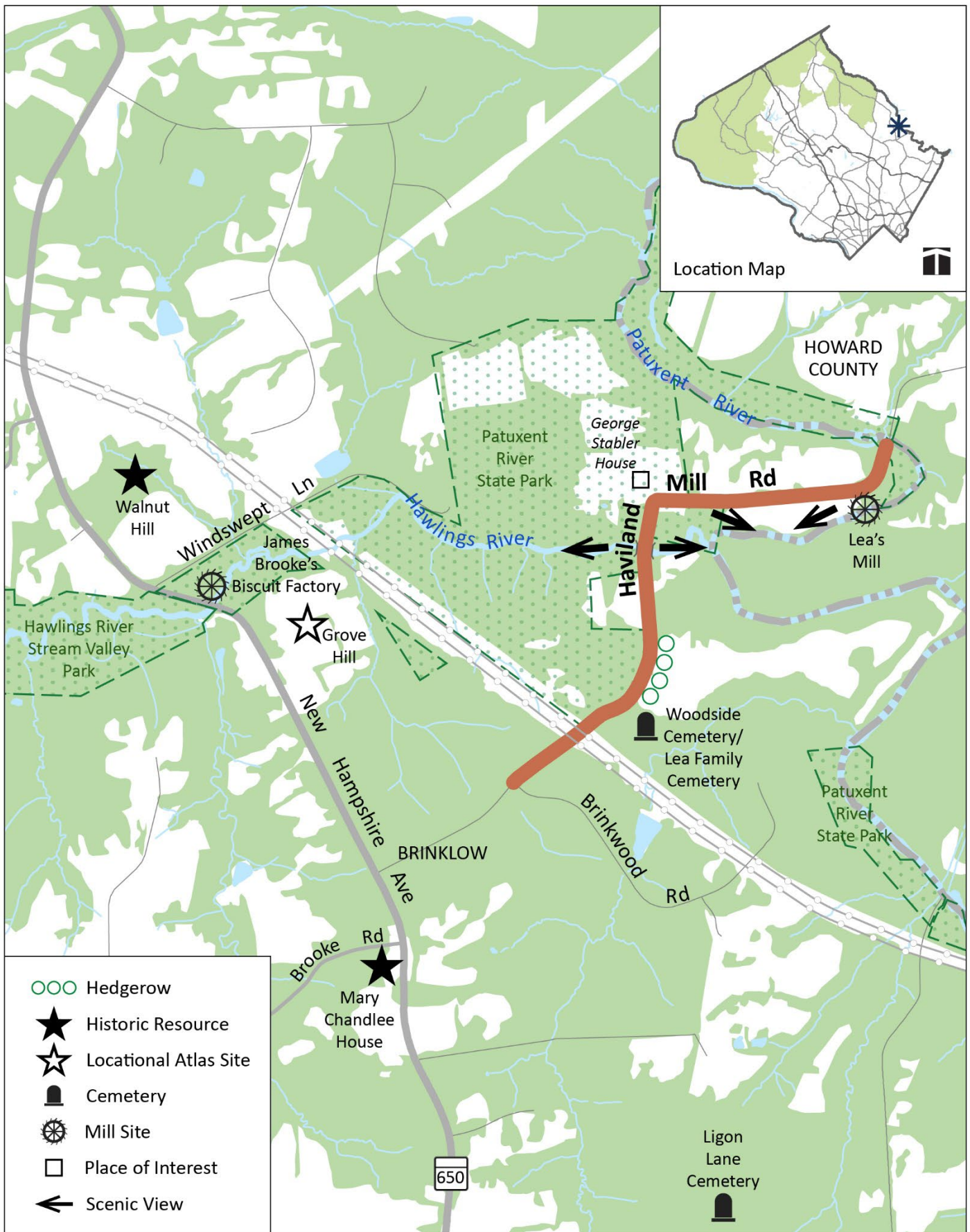
To the left at this turn is a driveway that affords a view of the historic George Stabler farmhouse and outbuildings. The driveway represents the original c. 1853 alignment of Haviland Mill Road where it headed west on the north bank of the Hawlings River. Heading east from here, Haviland Mill Road travels 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. At the end of the meadow in the trees on the right is the location of Lea’s Mill, 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



Hawkes Road

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

A Rustic Road

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

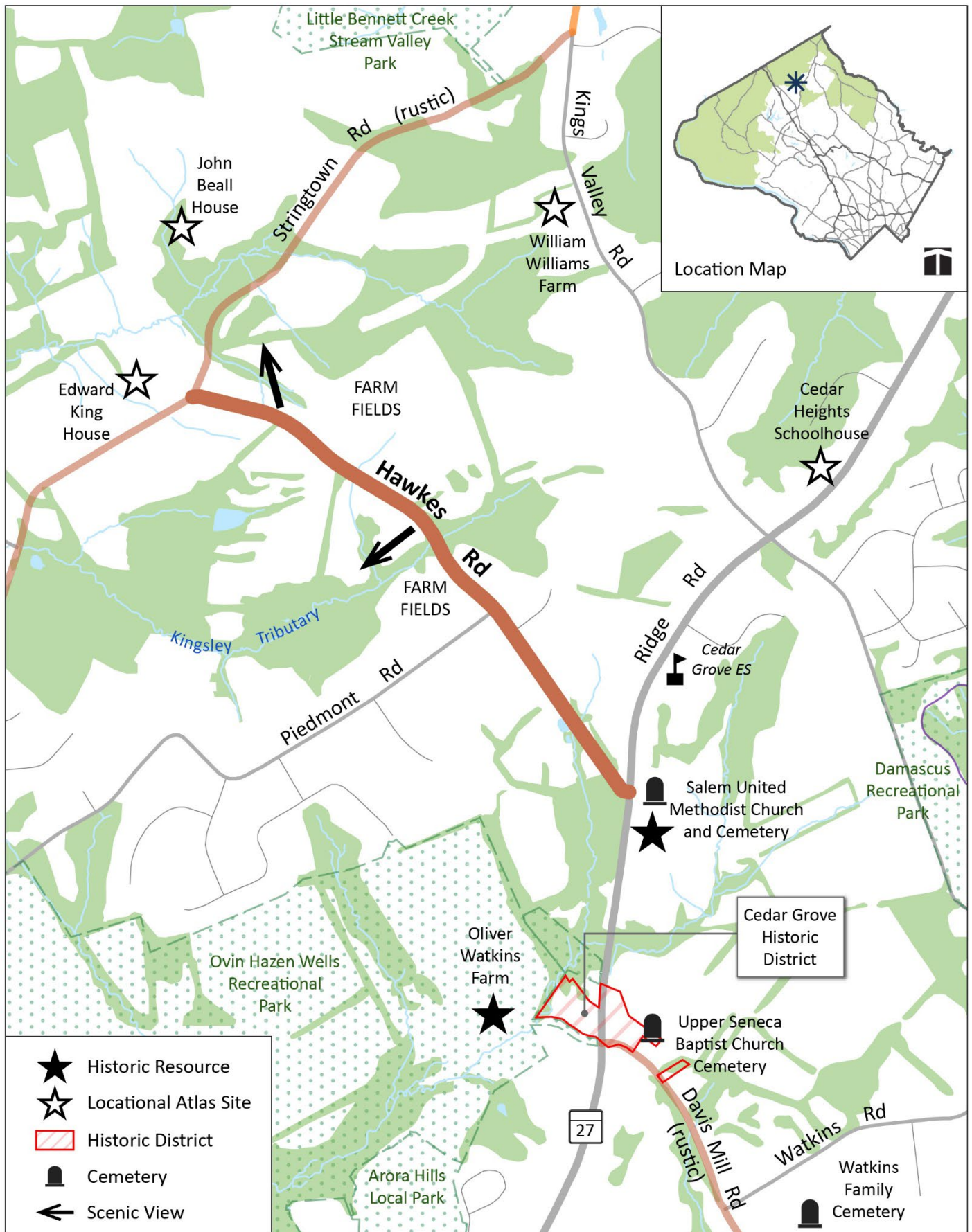
Hawkes Road connects Ridge Road (MD 27) and Stringtown Road (a rustic road), passing Piedmont Road on the way. The road is a small, rural road with farm fields and some residential development. Traveling westward towards Stringtown Road offers a pleasant view of farm pastures spread out through the valley 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 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	Center line and edge markings
Shoulders	None



Hipsley Mill Road

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

A Rustic Road

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’s purchase of 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 Patuxent River. The road is on high ground with vistas across farmland, frequently on both sides of the road. In the southernmost section, between Laytonsville Road and Damascus Road, you feel like you are 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.

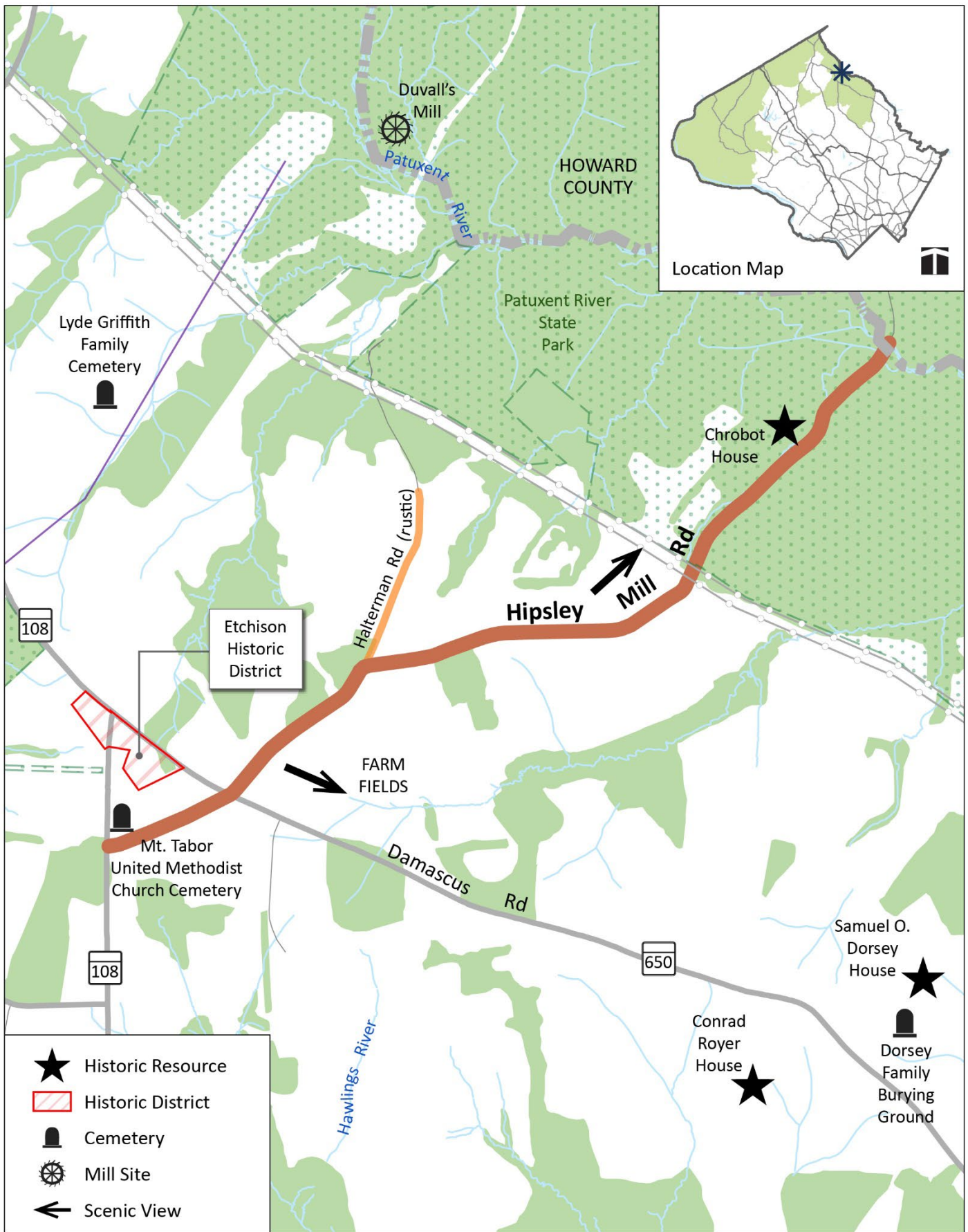
Environment

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	Center line but no edge markings
Shoulders	None





Holly Grove Road

A Rustic Road

Added to 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 which 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 twenty-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.

Over subsequent years, the five-acre lots which 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

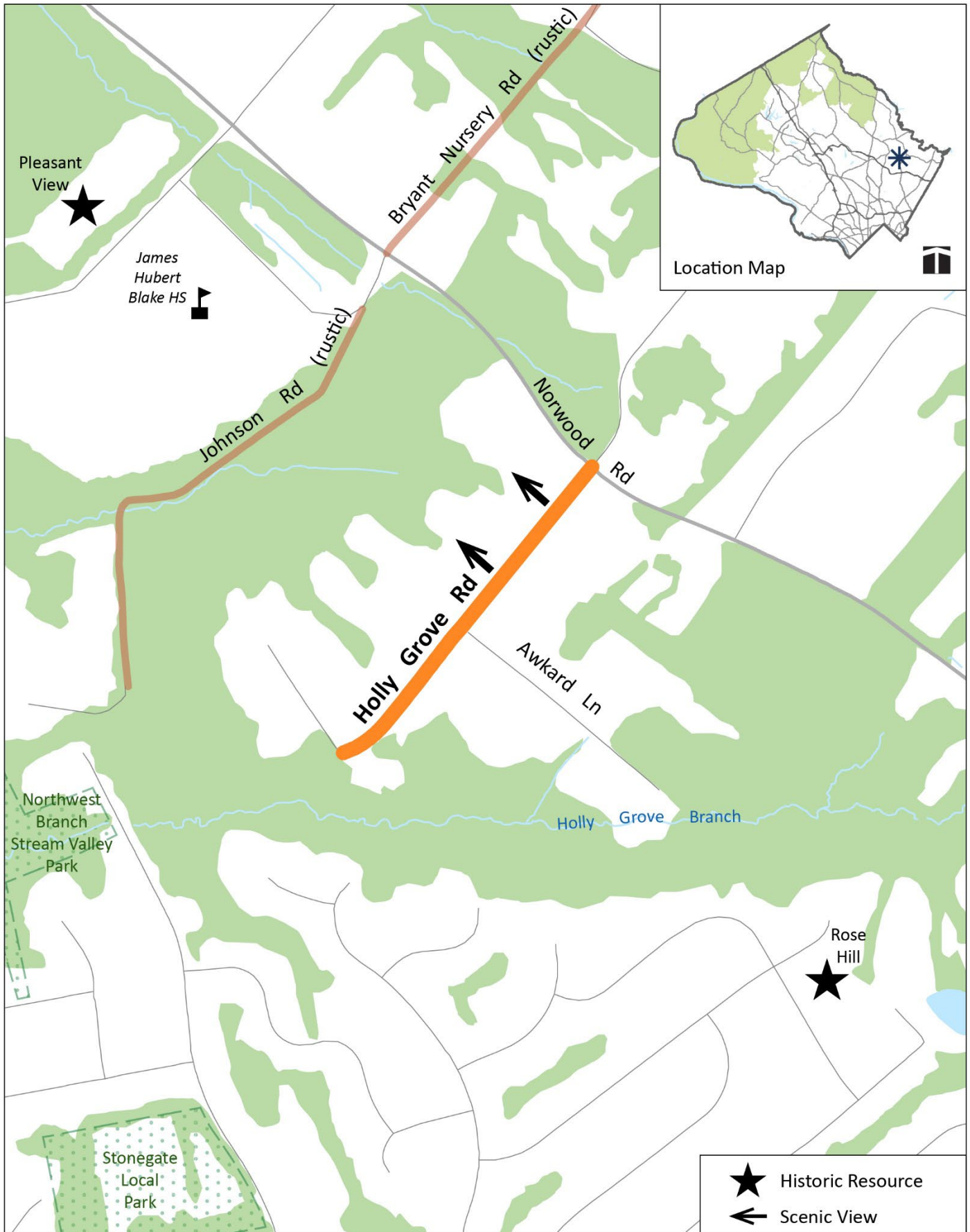
Heading south from Norwood Road, residences are on both sides of the road, with some small older homes on the right side. Behind these houses, there are some sheds and signs of farm uses on small lots. Behind one residence can be seen horses and a shed-row barn in a fenced paddock. Many properties are 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 hedge rows 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 center line or edge markings
Shoulders	None





Holsey Road

A Rustic Road

Added to program
by this master plan

Holsey Road gently winds below a ridgeline with scattered residential development and great views of agricultural fields.

Significant Features

- Relationship to Friendship, an early historic African American community
- A ridge road following a historic alignment
- Relationship of houses closely bordering the road in the center section
- Striking views across farm fields
- Hedgerows

History

Local tradition holds that Holsey Road was first settled in the early-to-mid 19th century by families formerly enslaved by Asbury Mullinix at his plantation on nearby Long Corner Road. The road may have originated as a path leading to the plantation. By the early 20th century, it was an unimproved road connecting to Brown Church Road to the north and from there across the Patuxent River. These connections were lost by the mid-20th century.

Census records show free African American families living in the area by 1850, including Richard and Mahala Holsey and their children. Remnants of this early settlement are found in the Inez Zeigler McAbee House (Locational Atlas Site #15/116), which may have been built as early as the 1830s on land believed to have been deeded to the Holsey family in 1835. Inez McAbee, who purchased the home in 1945, was a civil rights activist whose leadership began in the Damascus community and over time helped desegregate Montgomery County.

Holsey Road is associated with the community of Friendship, which includes the Friendship United Methodist Church and Cemetery (Burial Sites Inventory Site #85), first built in the 1880s. Burials here date back to 1885 and include members of the Holsey family and other early settlers. The community was named for nearby Friendship Farm (Master Plan Historic Site #10/1), home to many generations of the Moxley family. The property contains separate burial grounds for the Moxley family and those held in bondage on the property (Burial Sites Inventory Sites #266 & #267).

Traveling Experience

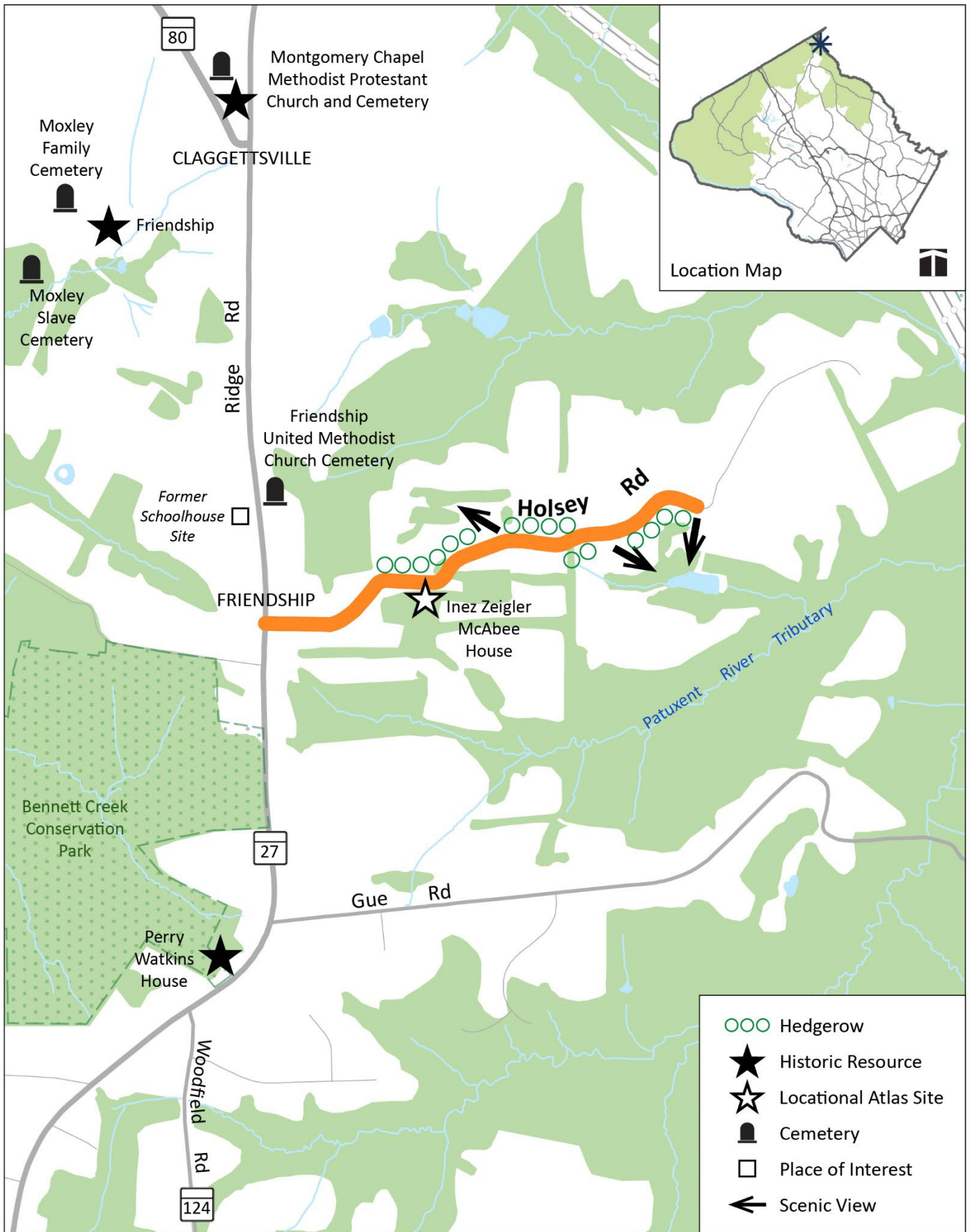
After turning off Ridge Road (MD 27), Holsey Road passes briefly through a mixed commercial/residential area. Leaving this section behind, the road progresses through easy left and right turns with short views of homes and fields before entering its middle section. This section includes the Inez Zeigler McAbee House close to the south side of the road and good examples of hedgerows bordering fields on the north side. Following a gentle right turn and continuing past several homes on the south side, the view ahead gradually opens. This section of the road follows a ridge between two tributaries of the Patuxent River and winds across a rolling landscape with long views of fields and farm buildings to the north, east and south. This section also includes hedgerows and embankments along the north side of the road. A white farmhouse with a red roof signals the road's eastern extent. The beginning of the drive back to Ridge Road provides a stunning western view that reveals the full lay of the land one has just passed through.

Environment

Holsey Road straddles a ridgeline between two of the Damascus tributaries to the Upper Patuxent River. These two tributaries converge within the Patuxent River State Park before flowing into the Patuxent River. The park stretches along most of the Upper Patuxent River, which is the northeastern boundary of Montgomery County. Tree canopy is intermittent apart from a dense hedgerow on embankments along the north side.

Road Characteristics

Extents	Entire road: Ridge Road (MD 27) to end of county maintenance
Length	0.68 miles
Width	14-17 feet
Surface	Paved
Lanes	No center line or edge markings
Shoulders	None





Looking east on Holsey Road towards the Inez Ziegler McAbee House on the right



Looking west on Holsey Road towards the rolling landscape

Howard Chapel Road

A Rustic Road

Added to 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 Hights 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 (an exceptional 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 Hights 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 Hights Branch is a narrow bridge—20 feet wide—with pipe railings. The bridge was constructed in 1963; the deck was replaced in 1991.

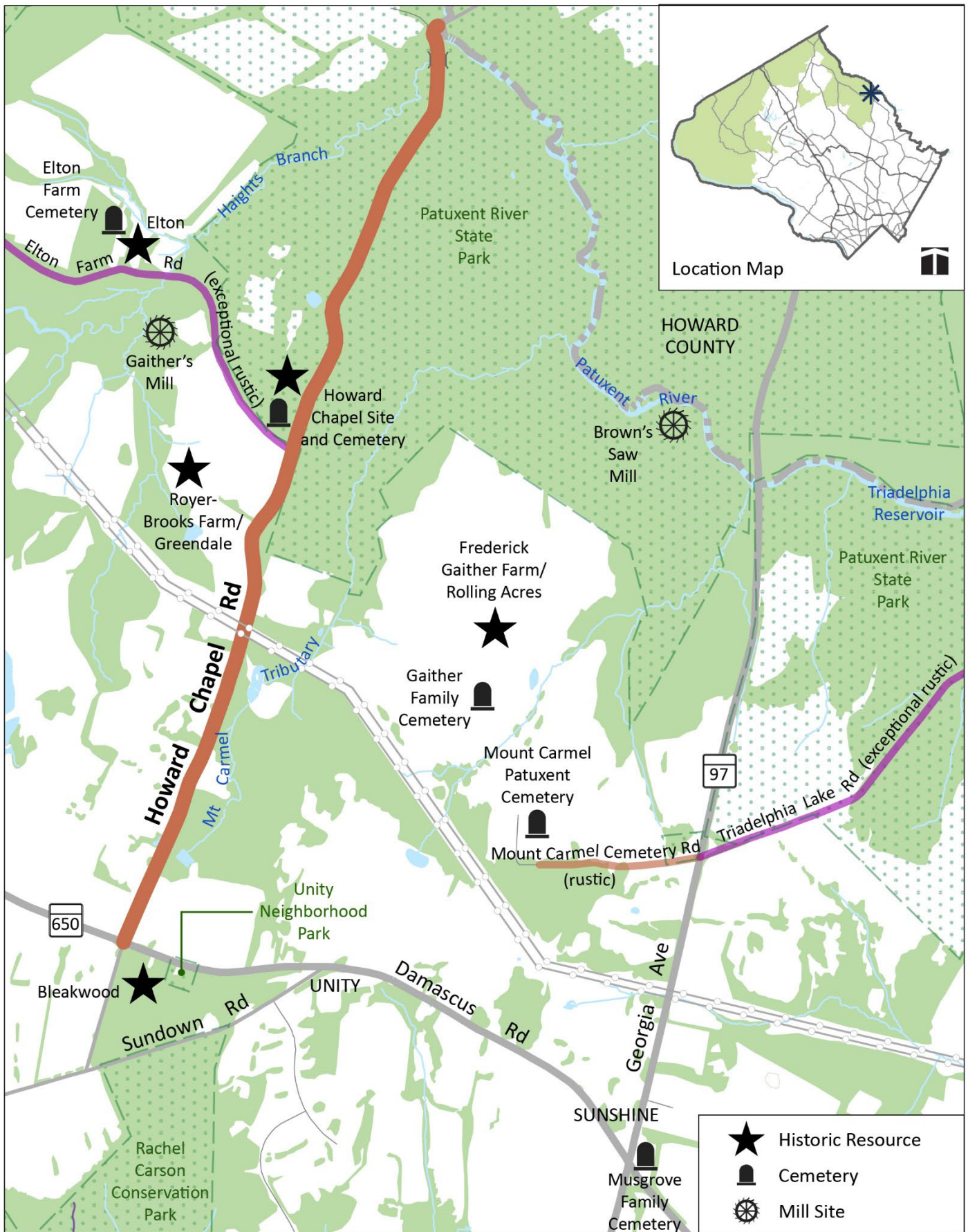
Environment

Howard Chapel Road straddles the Hights 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 center line or edge markings
Shoulders	None





Views looking south on Howard Chapel Road



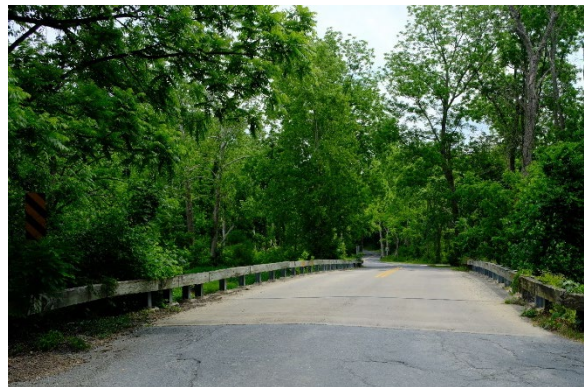
Howard Chapel Cemetery, just north of the intersection of Howard Chapel and Elton Farm Roads



Forested canopy over the northern section of Howard Chapel Road



Narrow bridge crossing over the Hights Branch



Looking north on Howard Chapel Road into Howard County



View from the road looking north to the Patuxent River



Hoyles Mill Road

An Exceptional Rustic Road

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 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 school house that opened in 1895. It's a rare surviving example of an early educational building for rural African American children.

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 the ford has been replaced by a bridge for hikers and bikers.

The old road continues uphill to the southeast past the bridge, at one point crossing a very narrow concrete bridge. The gravel changes pack 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.

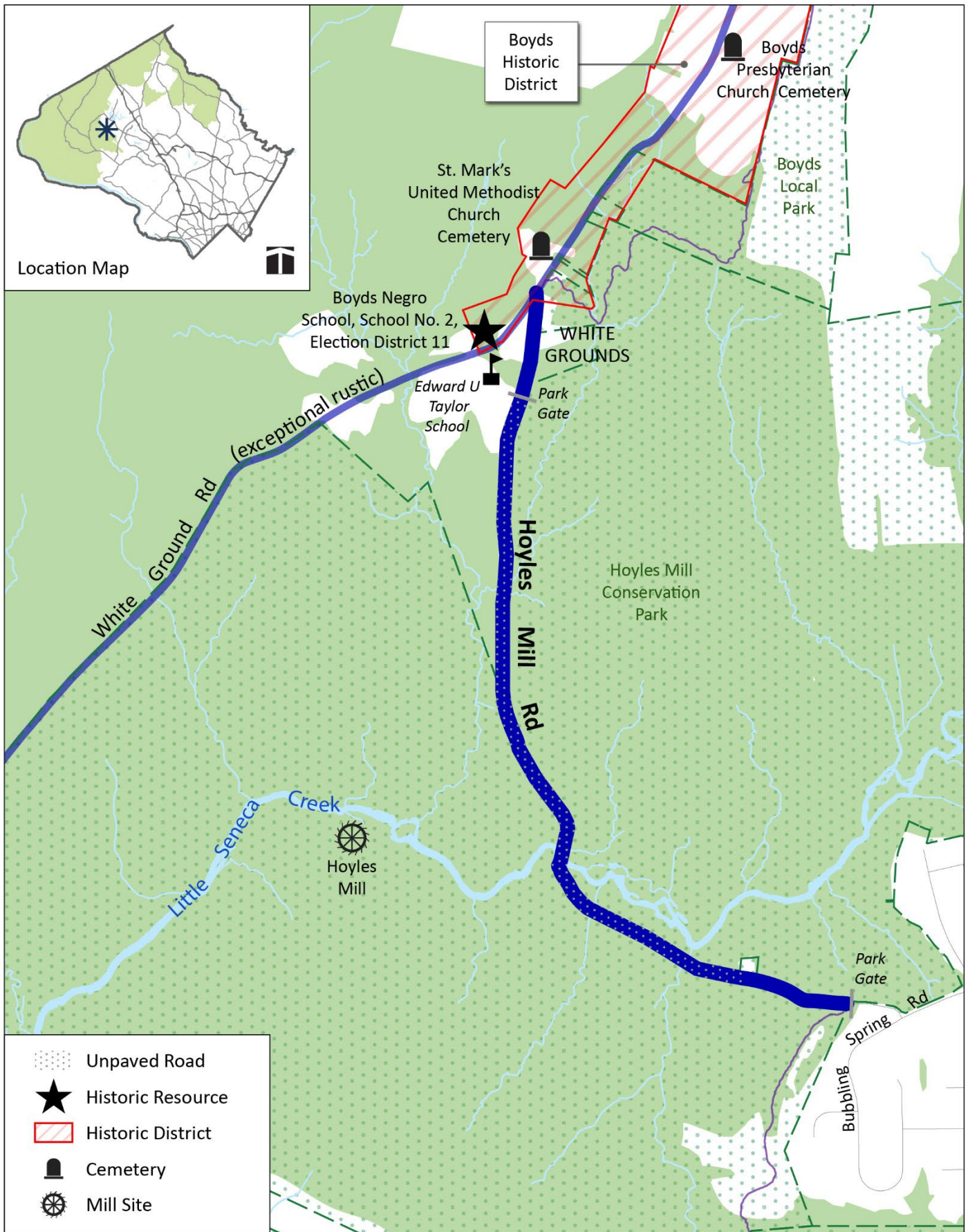
Hoyles Mill Road is now part of the Hoyles Mill Trail, which travels south from Black Hill Regional Park through Boyds Local Park, Hoyles Mill Conservation Park, and South Germantown Recreation Park, ending at Schaeffer Farms in Seneca Creek State Park.

Environment

Hoyles Mill Road is within the Whiteground 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.

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 center line or edge markings
Shoulders	None





Looking north at the paved section of Hoyles Mill Road



Looking north towards the northern park gate and the beginning of the gravel section of Hoyles Mill Road



Biking along the gravel section of the road



Bridge crossing over Little Seneca Creek



View into Little Seneca Creek



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



Hughes Road

A Rustic Road

Added to 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. Further 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 further 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's 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 before meeting Hunting Quarter Road (an exceptional rustic road) at a 90-degree turn to the left.

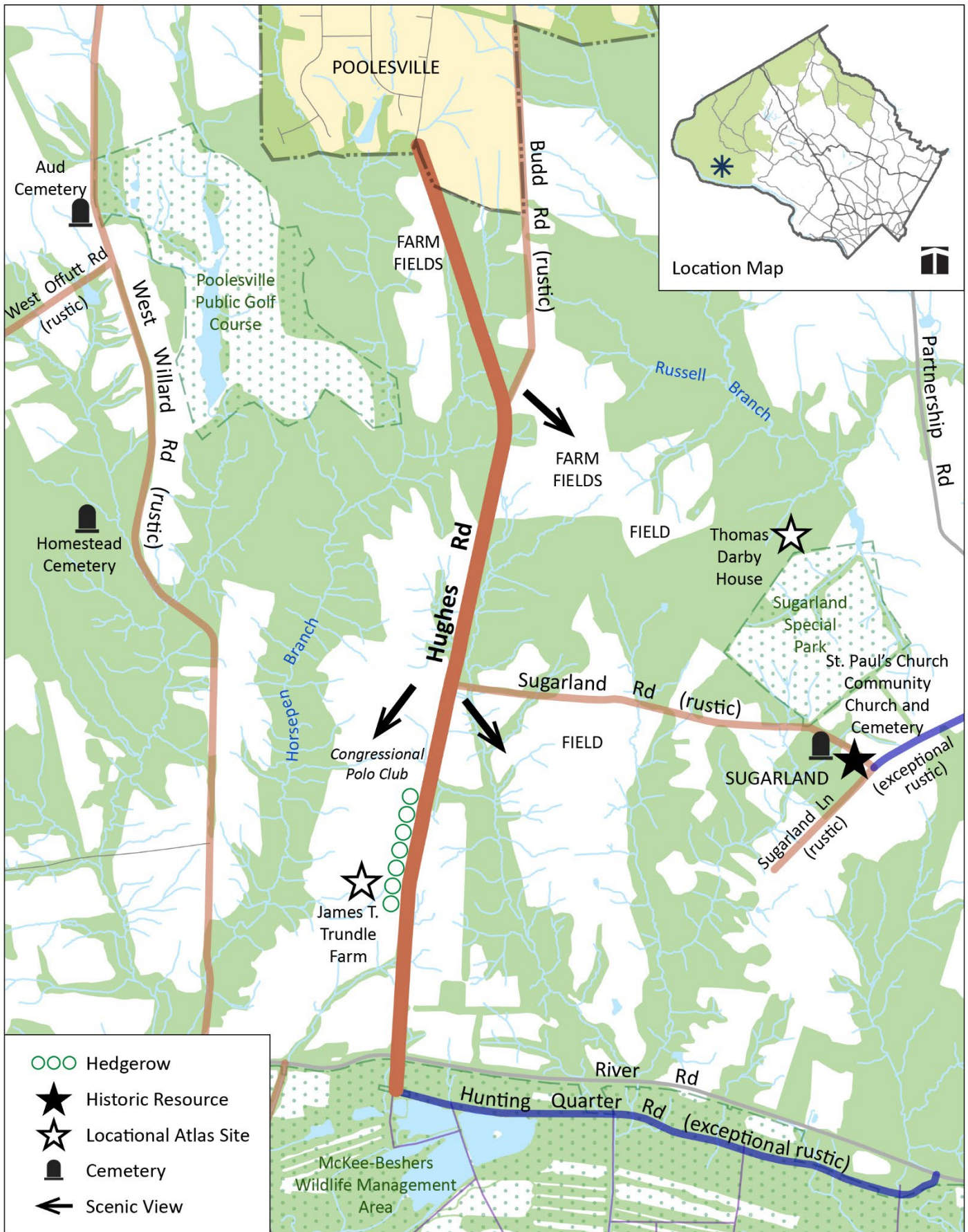
Environment

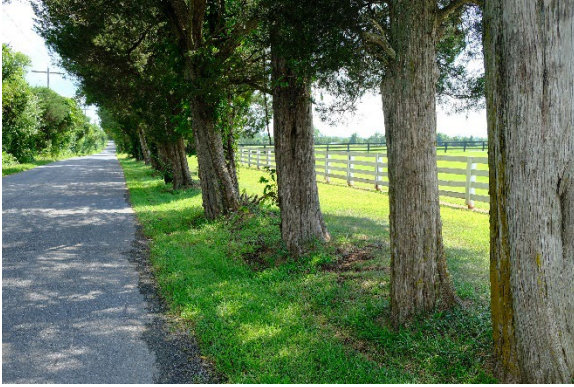
Hughes Road is located in the Horsepen Branch watershed, a direct tributary to the Potomac River. There are several minor forested tributary crossings. Except for the northernmost segment, the road had dense hedgerows on one or both side of the road, often giving the appearance of passing through forest. In general, the hedges are set back from the road, with occasional locations of closed overhead canopy.

The 1,971-acre McKee-Beshers Wildlife Management Area (WMA) 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 center line or edge markings
Shoulders	None





Hedgerow along Hughes Road



Congressional Polo Club grounds



Hughes Road south of the intersection of Hughes and Budd Roads looking southeast over farm field



Farm field on Hughes Road south of intersection with Sugarland Road



Bicyclist riding north on Hughes Road



Stable close to Hughes Road

Hunting Quarter Road

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

An Exceptional Rustic Road

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 Wildlife Management Area (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, is a relatively steep slope covered with trees and vegetation. In the autumn, when the leaves turn, this road is magnificent. The road seems enveloped in this golden glow.

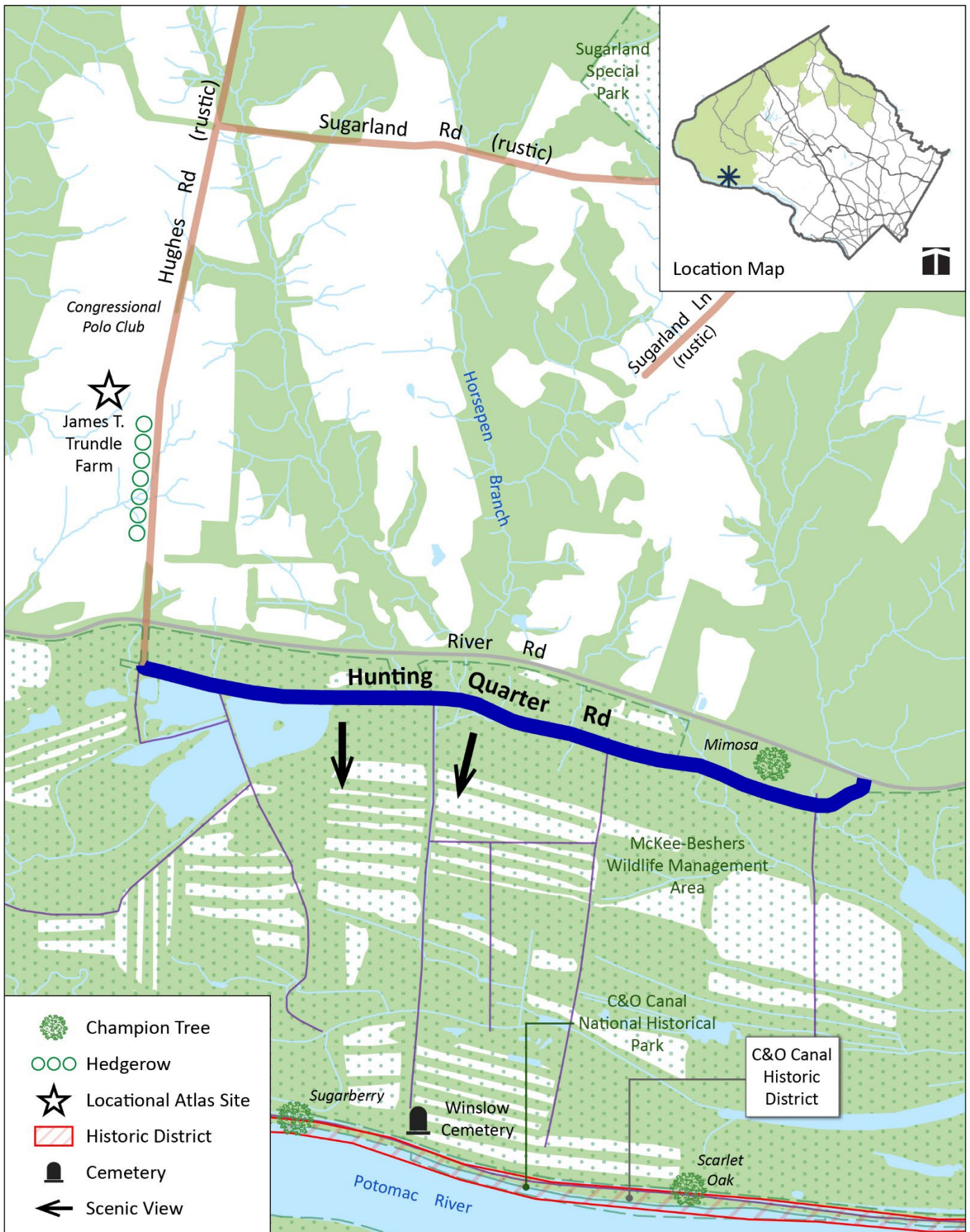
Environment

This road is aligned on a low shelf through the McKee-Beshers Wildlife Management Area, 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 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 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	Entire road: Hughes Road to River Road
Length	1.61 miles
Width	9-18 feet
Surface	Gravel
Lanes	No center line or edge markings
Shoulders	None

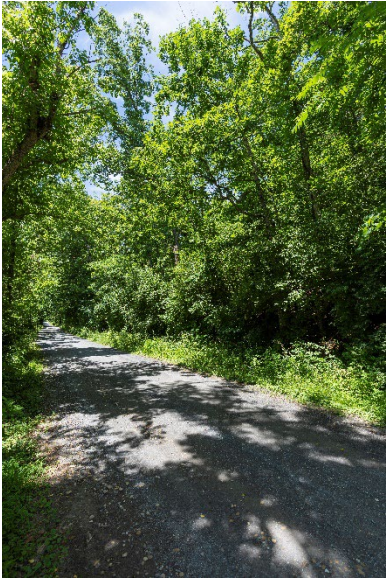




Looking east from the parking area on Hunting Quarter Road near the pond



View of the pond in the McKee-Beshers Wildlife Management Area



Looking east along Hunting Quarter Road



Hyattstown Mill Road and Prescott Road

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

Exceptional Rustic Roads

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 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 which 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.

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. The "Sidewinder Trail" begins on the left. A pond is barely visible on the right. Then 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. 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) which 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 with 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 by 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:

1. 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.
2. 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.
3. 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.
4. 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.
5. 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.

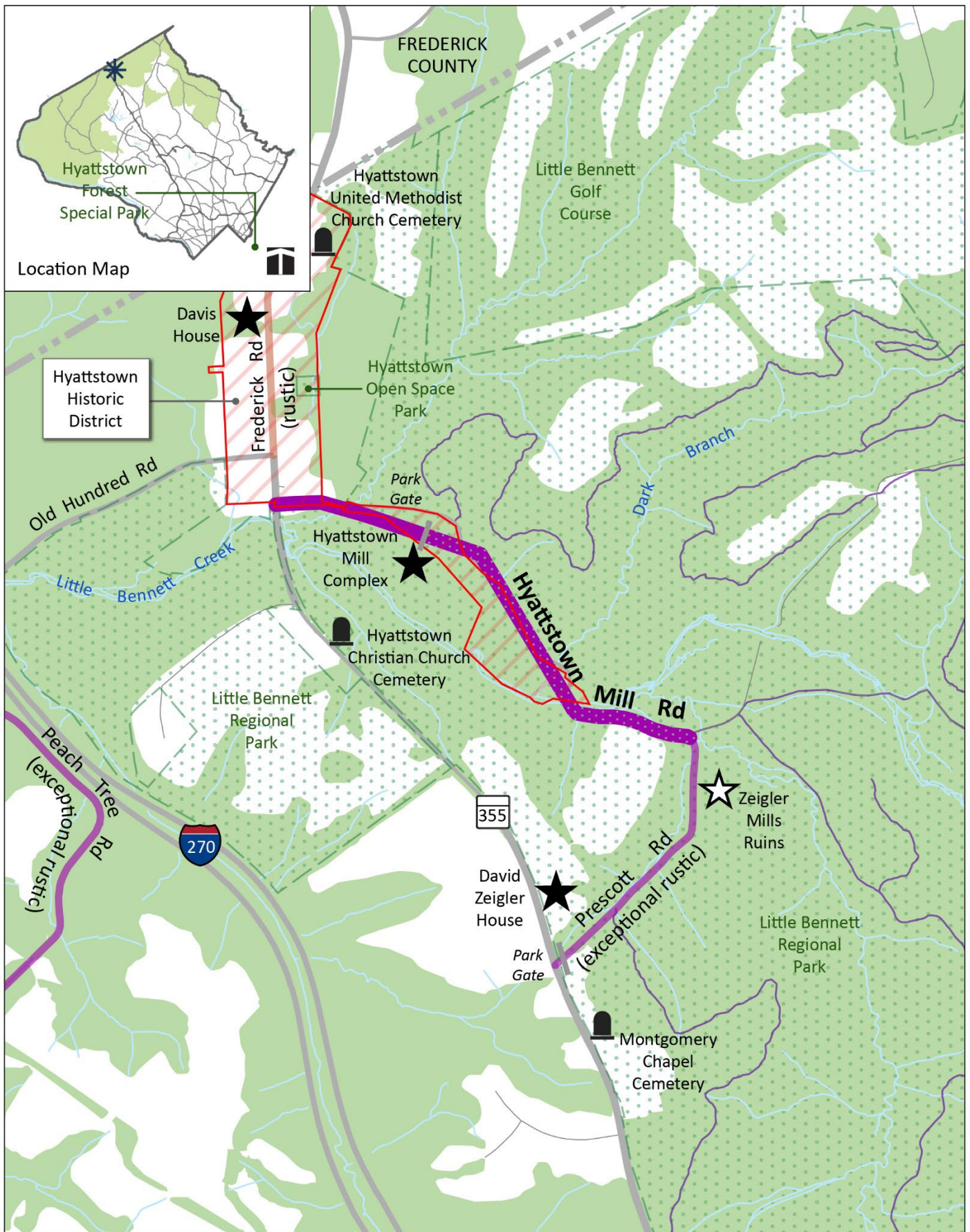
The road alignment generally follows Little Bennett Creek and a tributary to Little Bennett—nearly always through dense forest.

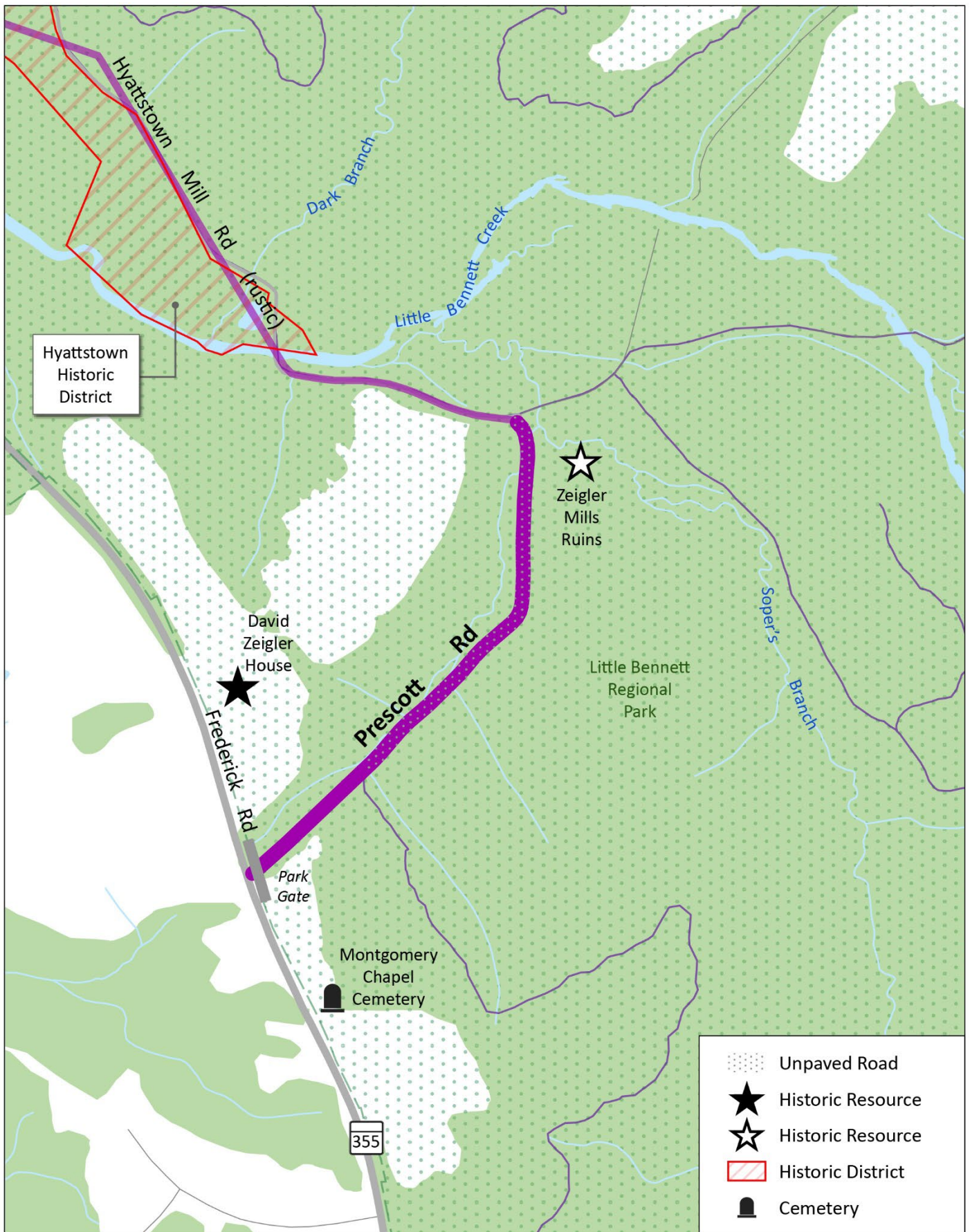
Road Characteristics (Hyattstown Mill Road)

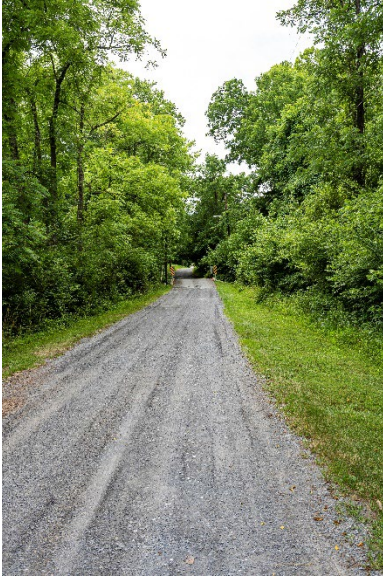
Extents	Frederick Road (MD 355) to Prescott Road
Length	0.77 miles
Width	14-19 feet
Surface	Paved to the bridge over Little Bennett Creek; then gravel
Lanes	No center line or edge markings
Shoulders	None

Road Characteristics (Prescott Road)

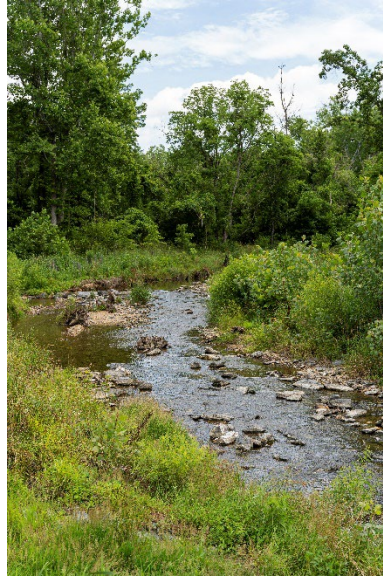
Extents	Entire road: Frederick Road (MD 355) to Hyattstown Mill Road
Length	0.41 miles
Width	14-19 feet
Surface	Mostly gravel
Lanes	No center line or edge markings
Shoulders	None







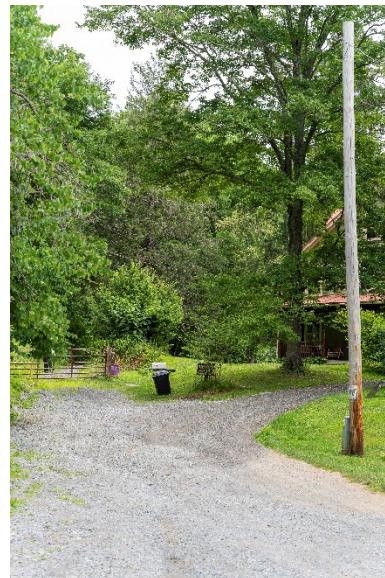
Looking west on Hyattstown Mill Road towards MD 355



View into Little Bennett Creek from Hyattstown Mill Road



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



Park gate on Hyattstown Mill Road



Hyattstown Mill Road beyond the park gate



*Prescott Road leading to the Western
Piedmont Trail in Little Bennett Regional Park*

Jerusalem Road

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

A Rustic Road

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 eighteenth and early nineteenth 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 have replaced a former agricultural field and much of the forested area. As the road begins to descend to the Dry Seneca Creek valley, the road 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).

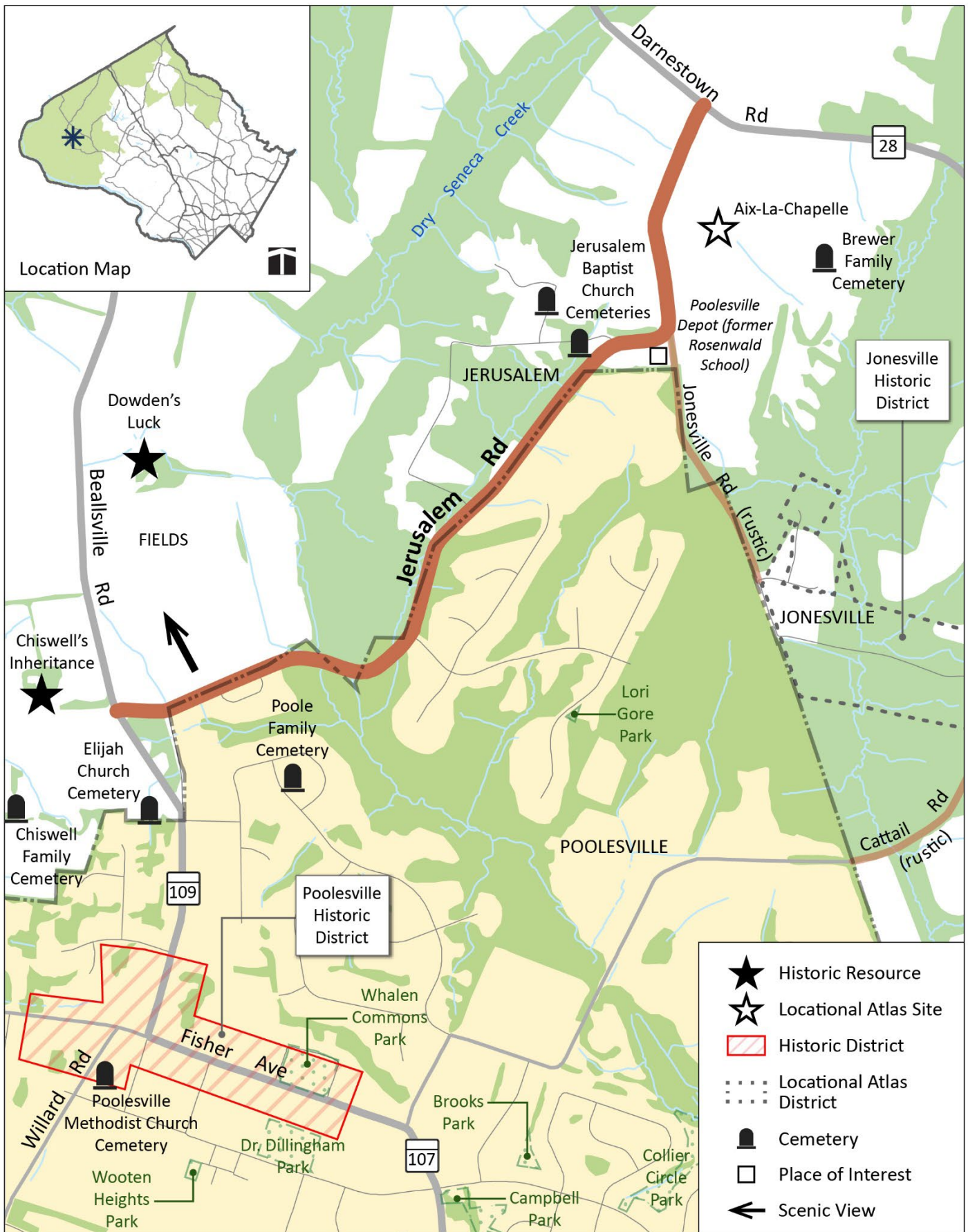
Environment

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	Center line and edge markings
Shoulders	None





Johnson Road

Added to program in the
1997 Cloverly Master Plan

A Rustic Road



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 U.S. Geological Survey 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

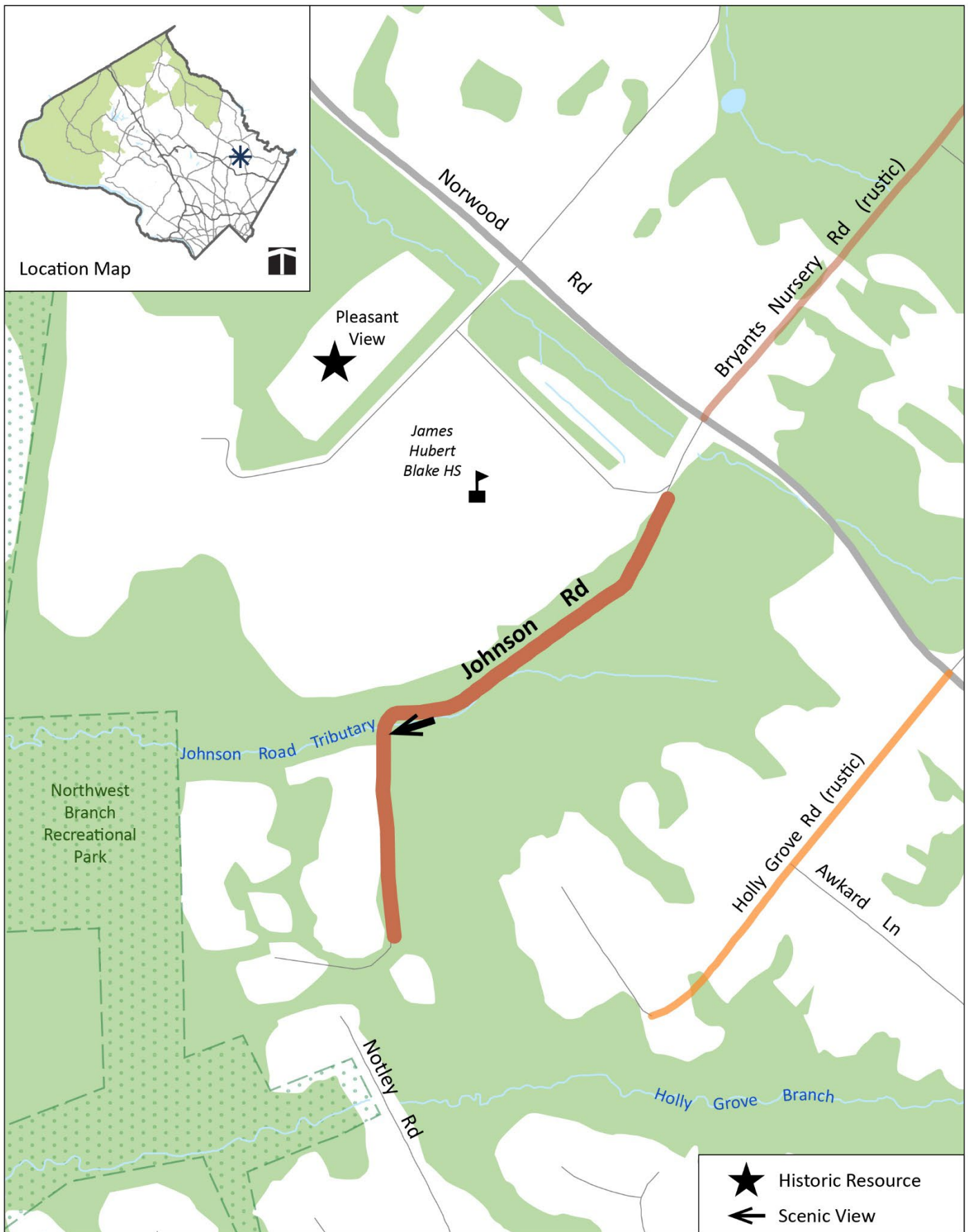
Turning south from Norwood Road, the rustic section of the road begins past the driveway to James Hubert Blake High School. Mature trees line both sides very close to the road. The road rises and curves slightly and undulates through a heavily forested section. Some bamboo screens the view of the school 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.

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 Johnson Road Tributary is crossed at the bend in the road.

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 center line or edge markings
Shoulders	None



Jonesville Road

A Rustic Road

Added to 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.

Traveling Experience

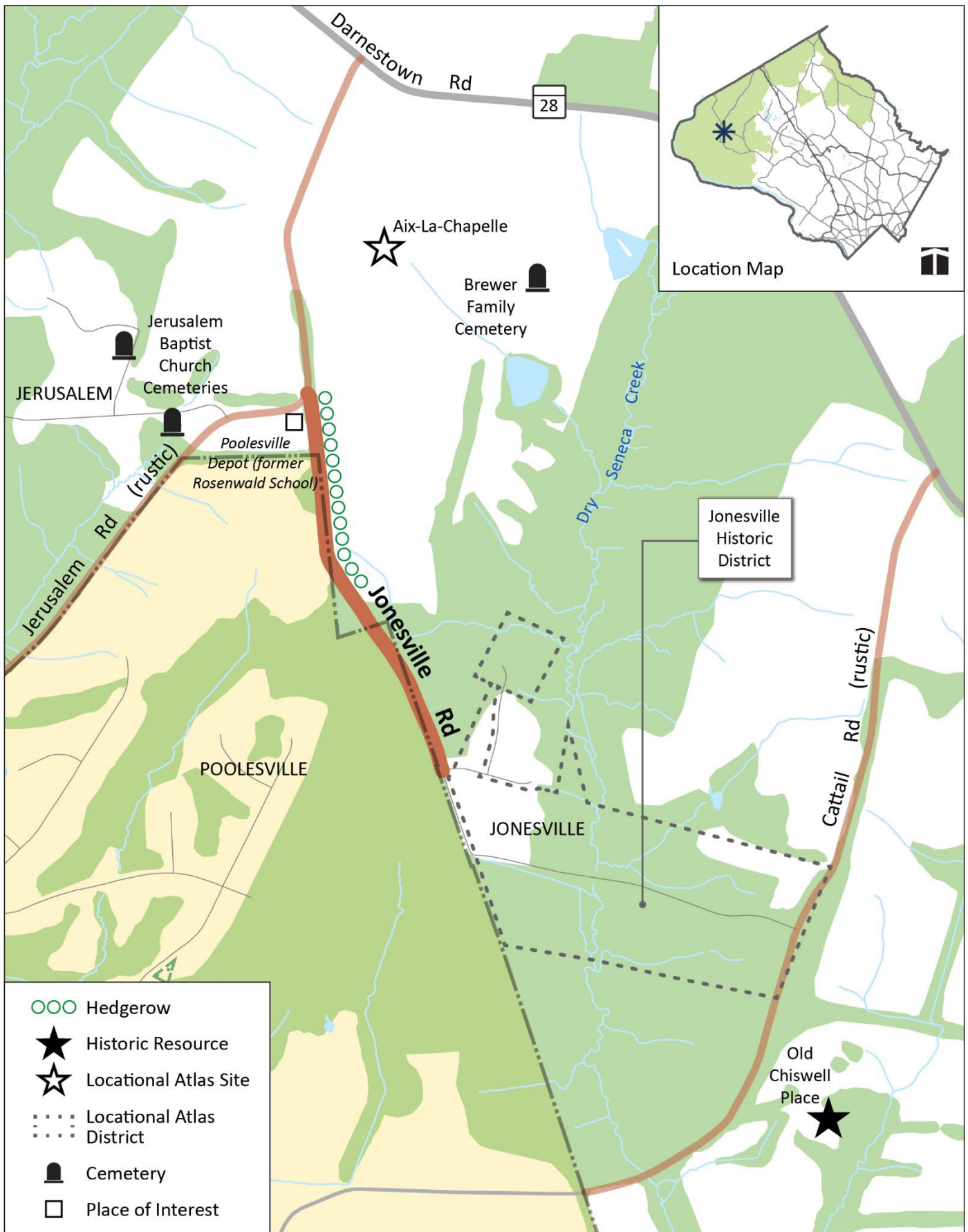
Jonesville Road is a lightly traveled north-south road that extends between Jerusalem Road and Cattail Lane. It is a very short rural road that is bordered by the Town on Poolesville to the west. Beginning at the north end at Jerusalem Road (a rustic road) by the Montgomery County depot facility, the 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 center line or edge markings
Shoulders	None





Kings Valley Road

A Rustic Road

Added to 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
- 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 towards 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 center line or edge markings
Shoulders	None



Kingsley Road

An Exceptional Rustic Road

Added to 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

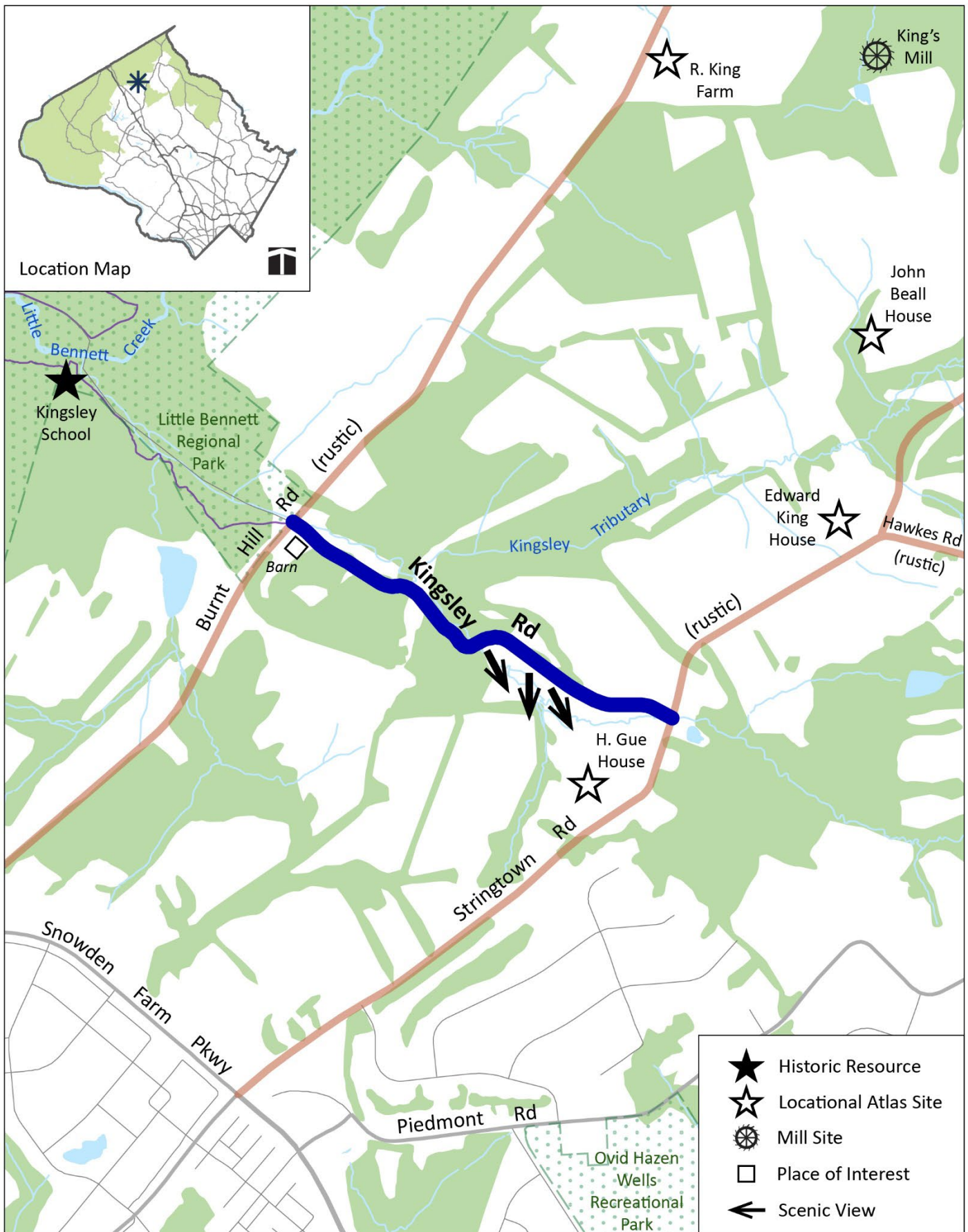
Kingsley Road is a short, narrow road connecting Stringtown Road and Burnt Hill Road, both of which are rustic roads. The road parallels a tributary to Little Bennett Creek, running along a terrace above the creek for much of its length, with interesting views into the creek. The tributary is mostly 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 and 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 by 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 center line or edge markings
Shoulders	None



Kingstead Road

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

A Rustic Road

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 King's 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

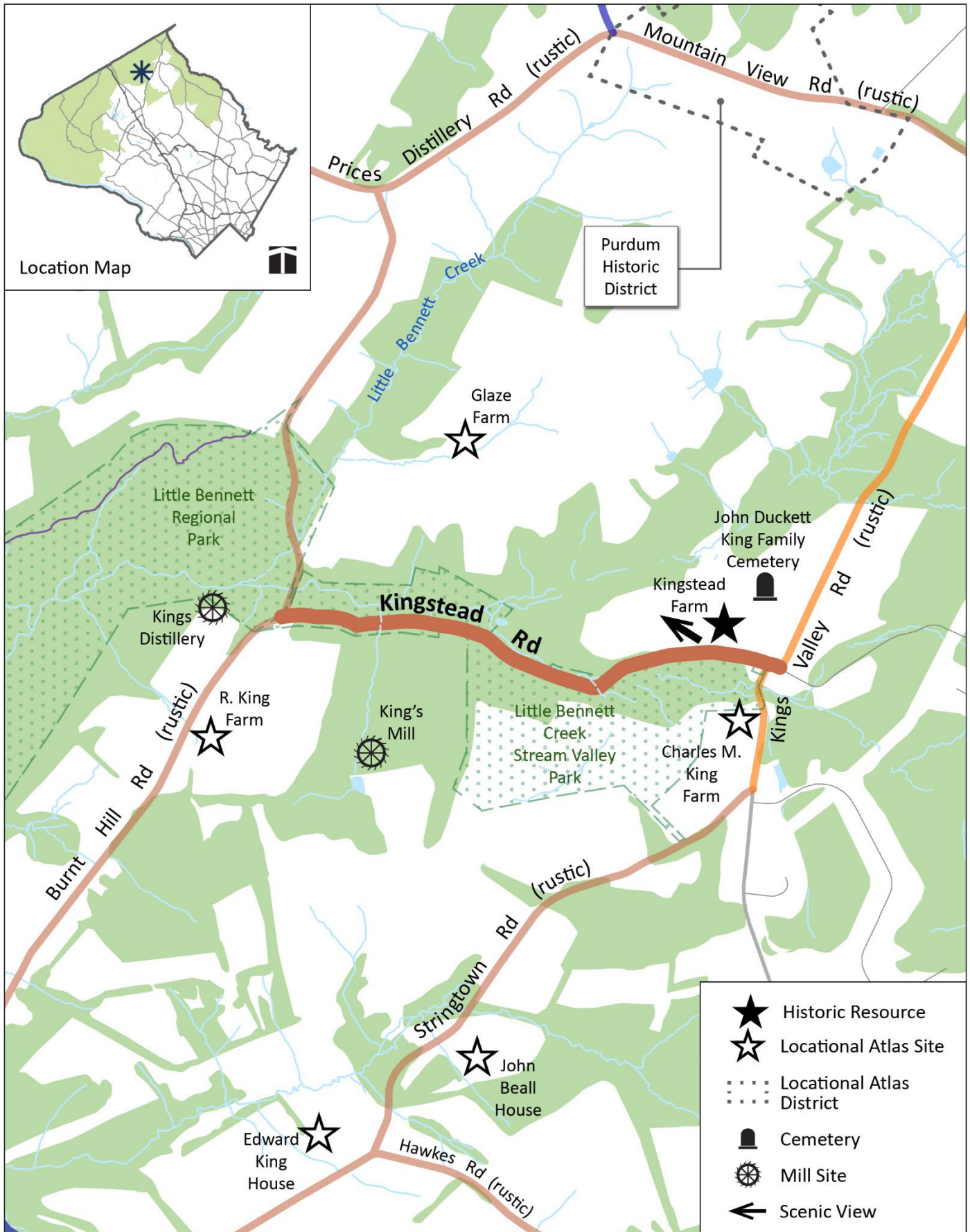
Heading westward from Kings Valley Road (a rustic road), Kingstead Farm is on the right while a large house dominates the view on the left as you pass the offset intersection. Many of the farm's outbuildings are quite visible from the road, including the bank barn, a couple dairy barns, and several silos. 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 center line or edge markings
Shoulders	None





Lewisdale Road

A Rustic Road

Added to program
by 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 #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 over 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 disappearing 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.

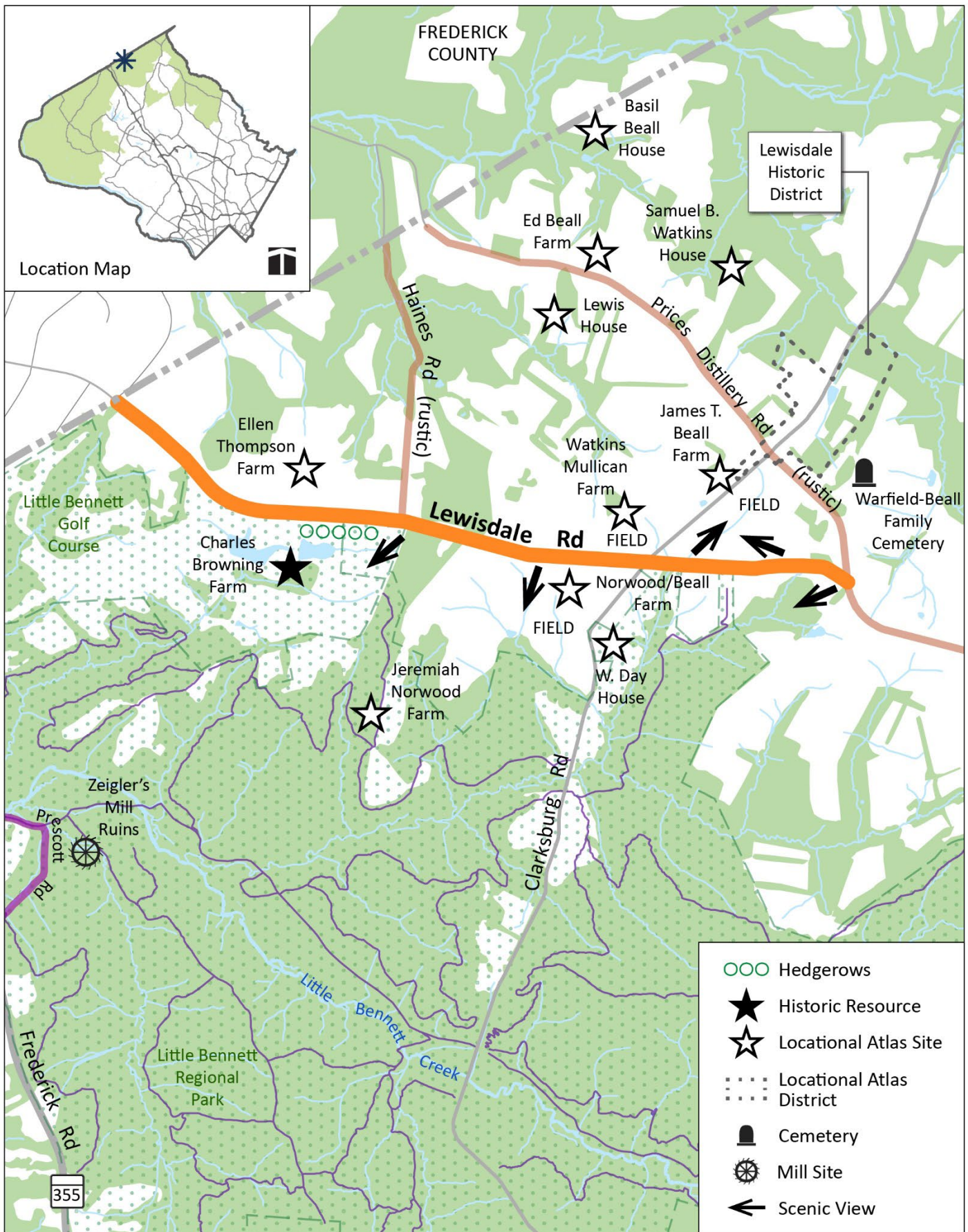
Environment

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 Interstate 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	Center line; edge markings west of Clarksburg Road
Shoulders	None



Martinsburg Road

An Exceptional Rustic Road

Added to 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. Known as “politician’s pig paths” or simply “politician’s roads,” local tradition holds these 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. Further 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 the driveway when the trees are bare. Further 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 while this plan is being updated. 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 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 the 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 the Montgomery County Resource Recovery Facility.

Visible next on the right is Inverness, a brick Federal-style house built in 1818 for Charles Willson and home to four generations of the White family. The former plantation includes a collection of agricultural outbuildings dates 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.

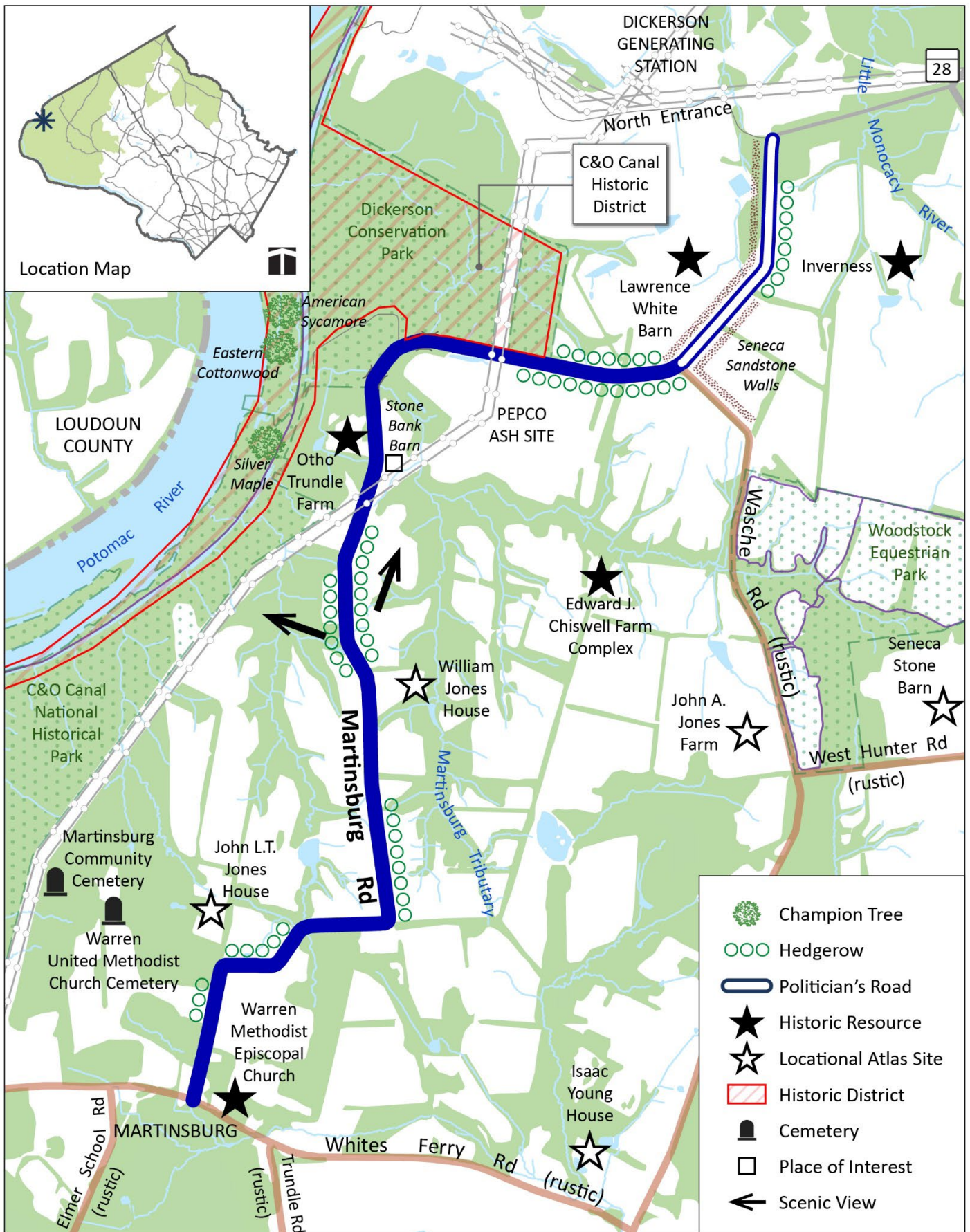
Environment

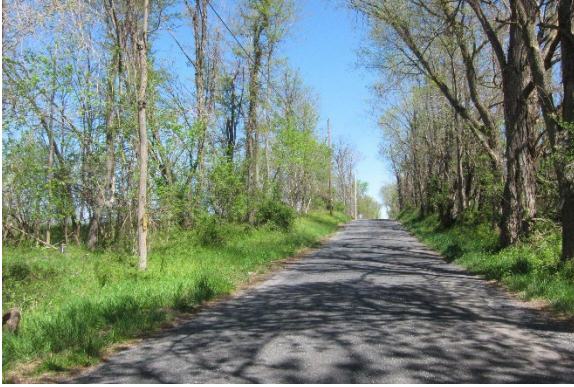
Although mostly located on high ground, Martinsburg Road has several forested tributary crossings. The road is lined with hedgerows, with several road segments having high-bank hedgerows on one or both sides. There are also areas with scattered mature trees and open vistas.

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 center line or edge markings
Shoulders	None





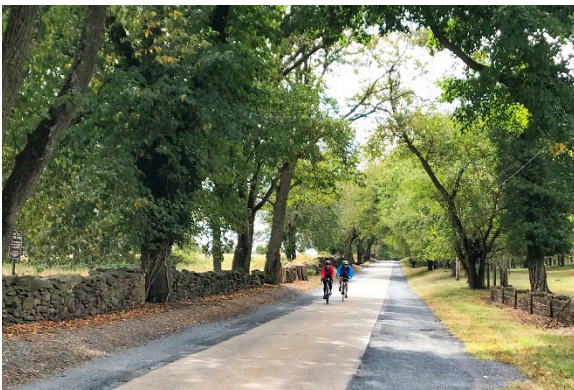
Views looking north along the southern portion of Martinsburg Road



Looking north on Martinsburg Road towards the Stone Bank Barn



Politicians Road section at the northern end of the road



Cyclists riding along the Politicians Road section



View looking southwest towards the Lawrence White Barn in the distance

Meeting House Road

Added to program by the 1998
Sandy Spring/Ashton Master Plan

An Exceptional Rustic Road

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*.

Significant Features

- Historic alignment
- Narrow pavement
- Relationship of the Sandy Spring 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, replacement brick meeting house, early post office, lecture hall, fire insurance company, and 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 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). Passing those and 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 on 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 on the west. 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

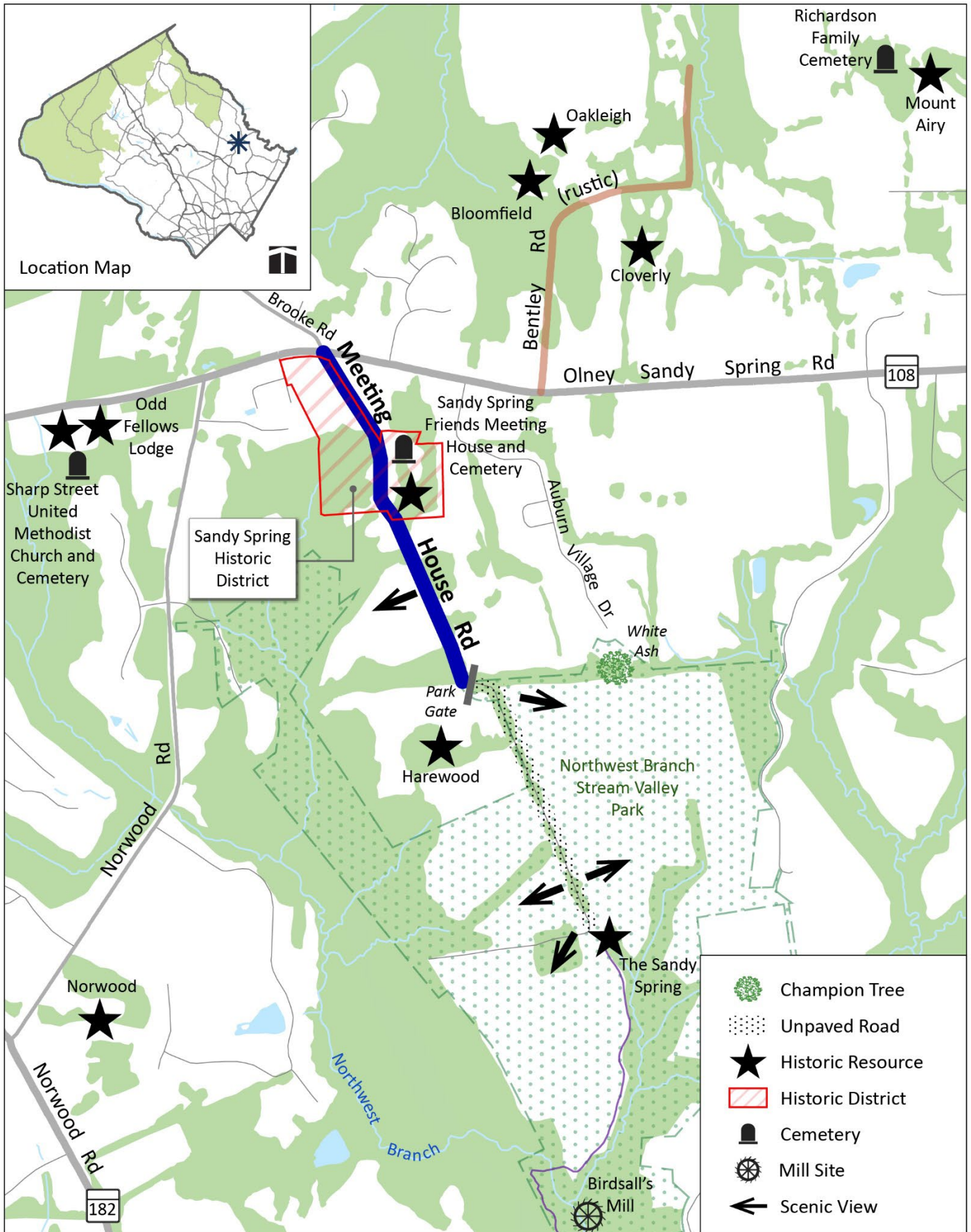
at the gate at the edge of a field on the crest of a hill, offering panoramic views. The unpaved rocky track curves right here and descends a long slope under a narrow canopy of trees leading to the Sandy Spring.

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 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	Olney-Sandy Spring Road (MD 108) to end of county maintenance
Length	0.41 miles
Width	12-20 feet
Surface	Paved
Lanes	No center line or edge markings
Shoulders	None



Rustic Roads Advisory Committee

The work that went into this plan could not have been accomplished without the assistance of the Rustic Roads Advisory Committee (RRAC). Members of the RRAC represent various stakeholder groups and interests, such as farmers, civic associations, and rural preservationists. They are intimately familiar with most of the roads in this plan, as well as with many that have been nominated. Current and former RRAC members reviewed existing and new road profiles to make suggested edits on changed or missing features and, most important, contributed the traveling experience section for nearly 50 roads and revised dozens more. This was a very time-consuming task given the number of roads in and nominated to the program and the geographical spread of these roads. Members of the committee also suggested revisions to significant features, historical references, environmental features, and maps based on their familiarity with the roads and their histories.

Laura Van Etten (Chair)
Anne Davies
Barbara Hoover
Charles Mess
Kamran Sadeghi
Dan Seamans
Robert Wilbur

The listing of the names of members of the Advisory Committee does not indicate approval of this document by any committee member. The members advise the Montgomery County Planning Board regarding the problems, needs, and views of the groups or areas they represent. These views are considered by the Planning Board in its deliberations regarding the Functional Master Plan.

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Rustic Roads Functional Master Plan Update: Road Profiles Appendix

Working Draft

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