



Rustic Roads Advisory Committee

2018 Royce Hanson Award

River Road, exceptional rustic



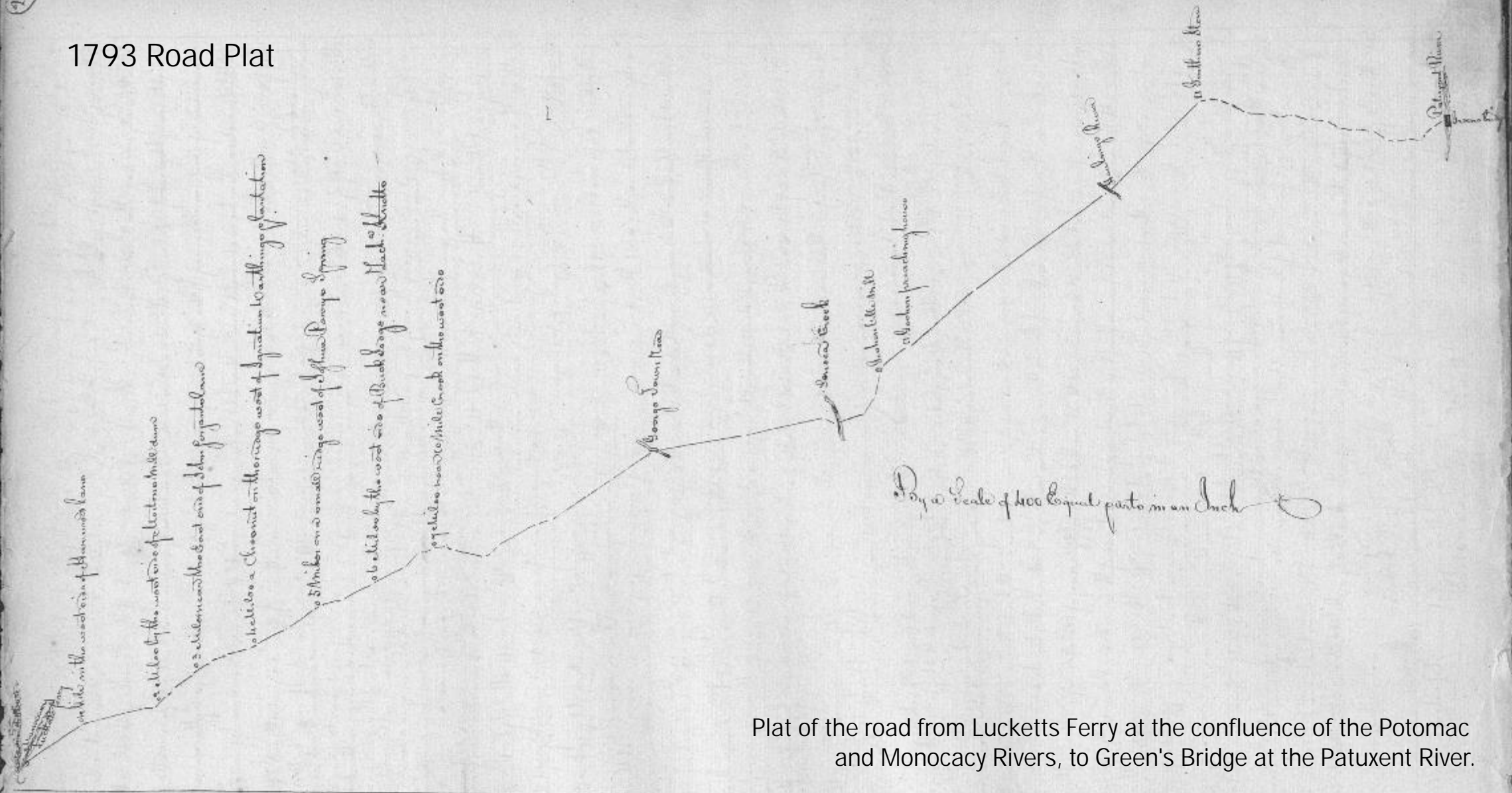
Hunting Quarter Road, exceptional rustic

Sandy Spring, c. 1720

Below: The Sandy Spring (1745)
Right: The brick Sandy Spring Meeting House (1817) on Meeting House Road, exceptional rustic,

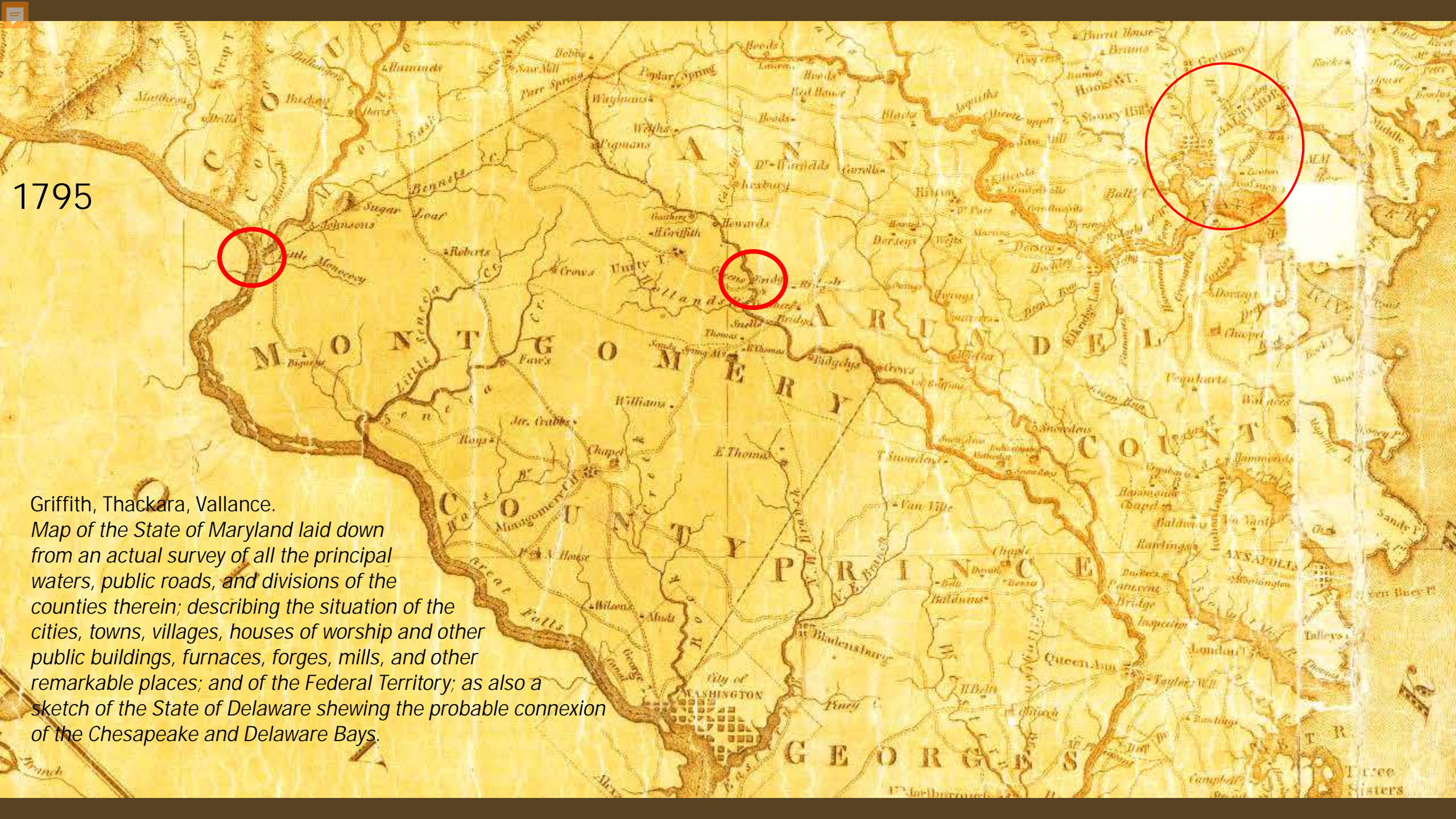


1793 Road Plat



Plat of the road from Lucketts Ferry at the confluence of the Potomac and Monocacy Rivers, to Green's Bridge at the Patuxent River.

1795



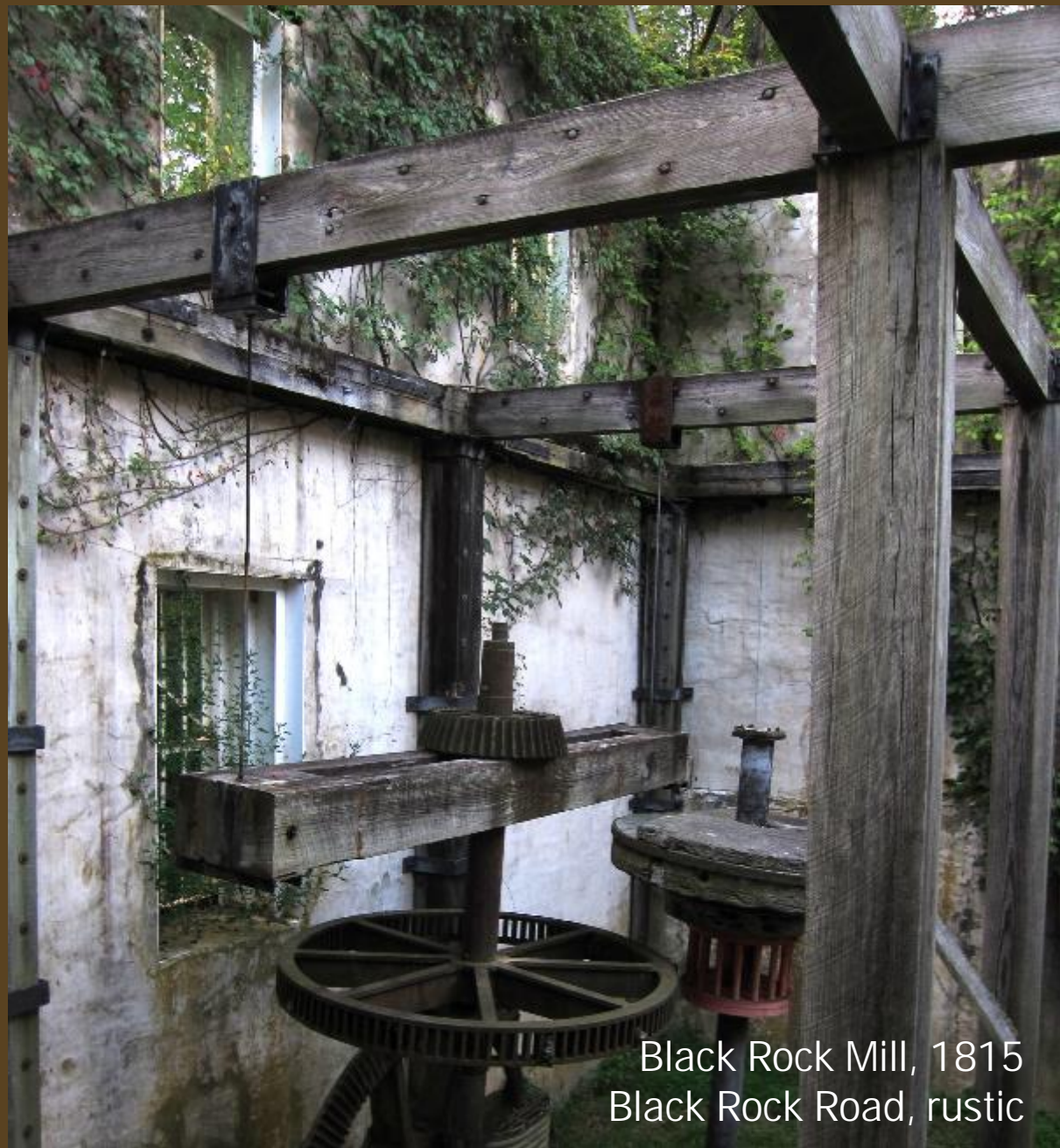
Griffith, Thackara, Vallance.
Map of the State of Maryland laid down
from an actual survey of all the principal
waters, public roads, and divisions of the
counties therein; describing the situation of the
cities, towns, villages, houses of worship and other
public buildings, furnaces, forges, mills, and other
remarkable places; and of the Federal Territory; as also a
sketch of the State of Delaware shewing the probable connexion
of the Chesapeake and Delaware Bays.



Platted in 1793,
West Old Baltimore Road, exceptional rustic



The ford at Ten Mile Creek,
West Old Baltimore Road, exceptional rustic



Black Rock Mill, 1815
Black Rock Road, rustic



The stone-cutting mill (1830) at Seneca Quarry
Tschiffeley Mill Road, rustic

Whites Ferry Road leads to White's Ferry, formerly Conrad's Ferry, established in 1817.





Lockhouse 25 (1830), C&O Canal (1828-1850)
Edwards Ferry Road, exceptional rustic



Monocacy Aqueduct (1829-1833), C&O Canal
Mouth of Monocacy Road, exceptional rustic



A detail of Martenet and Bond's Map of Montgomery County, Maryland (1865)



Following after the C&O Canal, the B&O Railroad crossed the county with the Metropolitan Branch (1873) Mouth of Monocacy Road, exceptional rustic





Dickerson Station by E. Francis Baldwin, 1891
Mt. Ephraim Road, rustic



Our rustic roads connect
our historic hamlets and
villages.



Darby Store, at the intersection of
Beallsville Road, rustic, and
Darnestown Road.



BOYDS NEGRO SCHOOL
1896-1936
Restored by:
Boys Historical Society, Inc.
Information on Open House and Monthly Meetings
go to: www.boyshistory.org
19510
White Ground Road

Boyds Negro School (1896)
White Ground Road, exceptional rustic



St. Paul Community Church (1893)
Sugarland Road, exceptional rustic, and
Sugarland Lane, rustic



Elton, 1780
Elton Farm Road, rustic



Big Woods Road, rustic



Two concrete Politician's Roads have been preserved by the program
Martinsburg Road, exceptional rustic





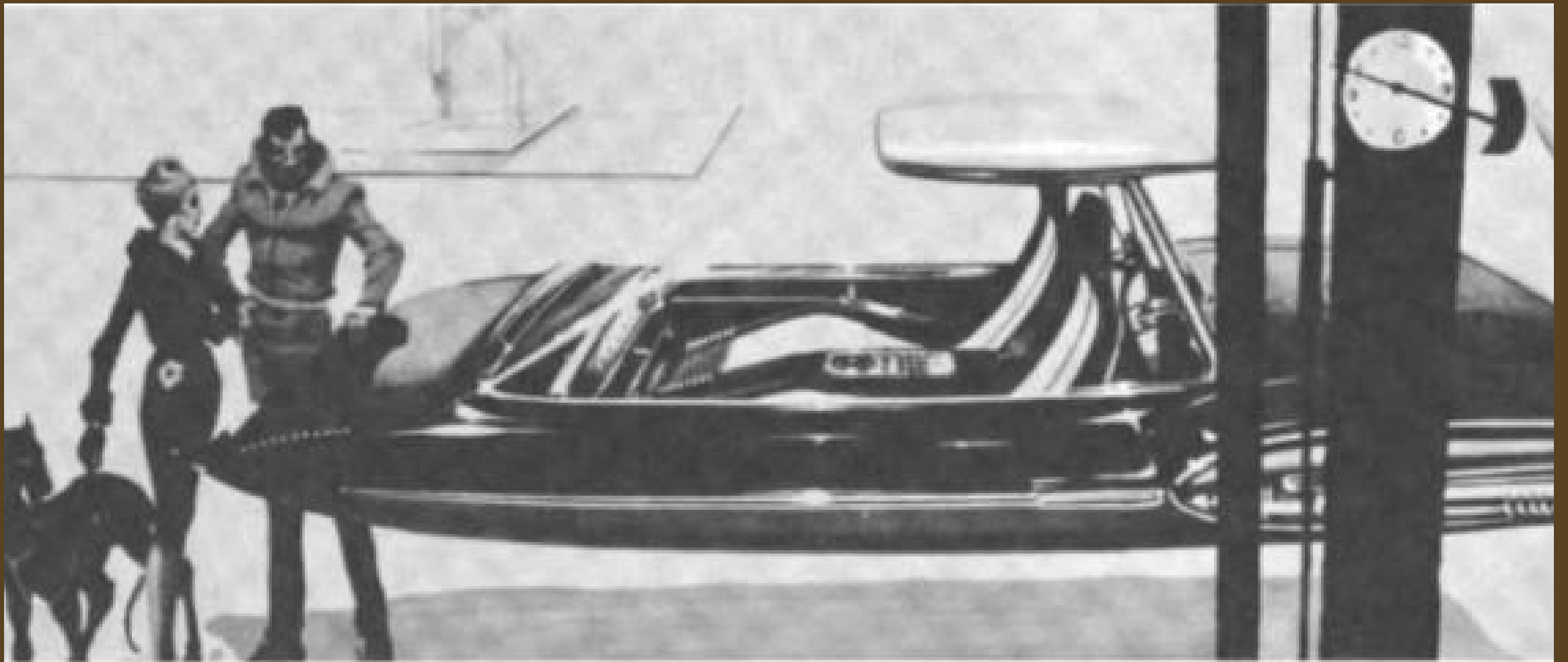
Preserved road surface
West Harris Road, exceptional rustic



Preserved bridge, 1910 pony truss
Montevideo Road, exceptional rustic



Identified view, Sugarloaf Mountain
Mouth of Monocacy Road, exceptional rustic



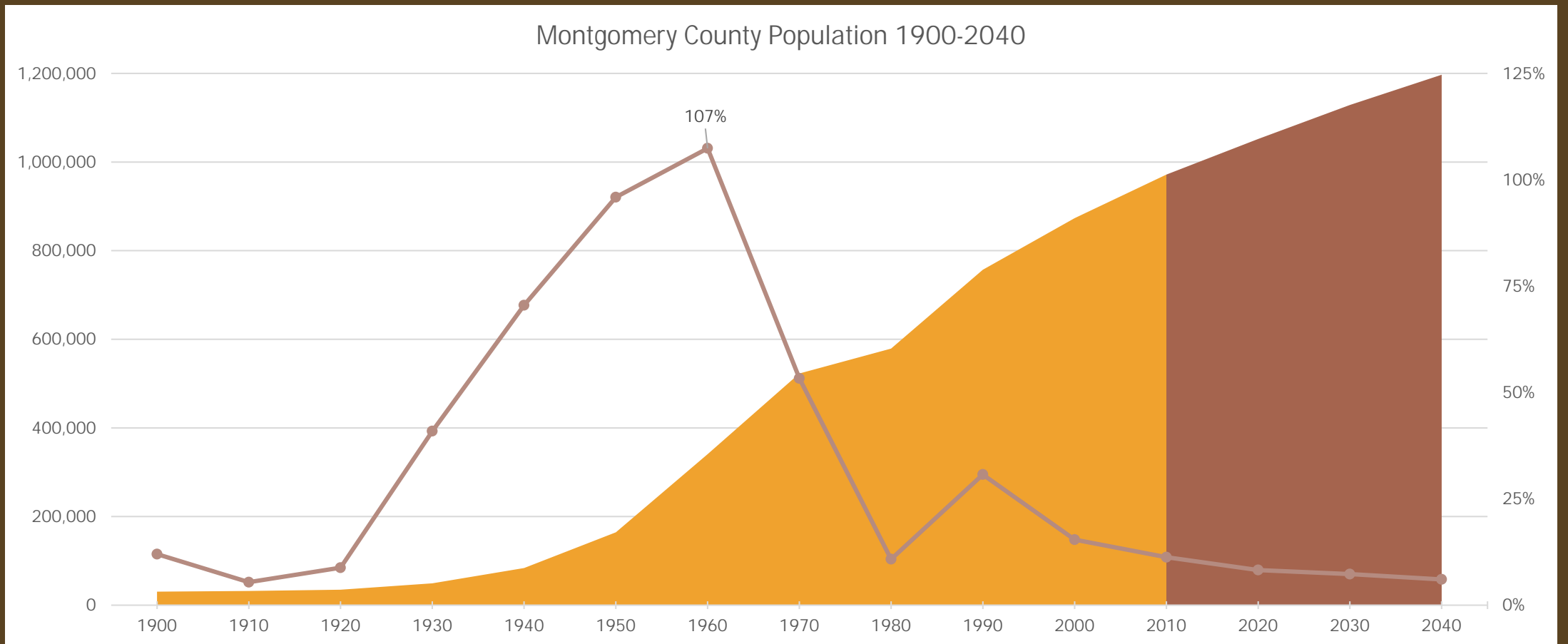
In 1961, we expected that we would travel like this by the year 2000 (fashion optional).

From [A Policies Plan for the Year 2000: The Nation's Capital.](#)

In the Year 2000, our cities would cluster along our highways.



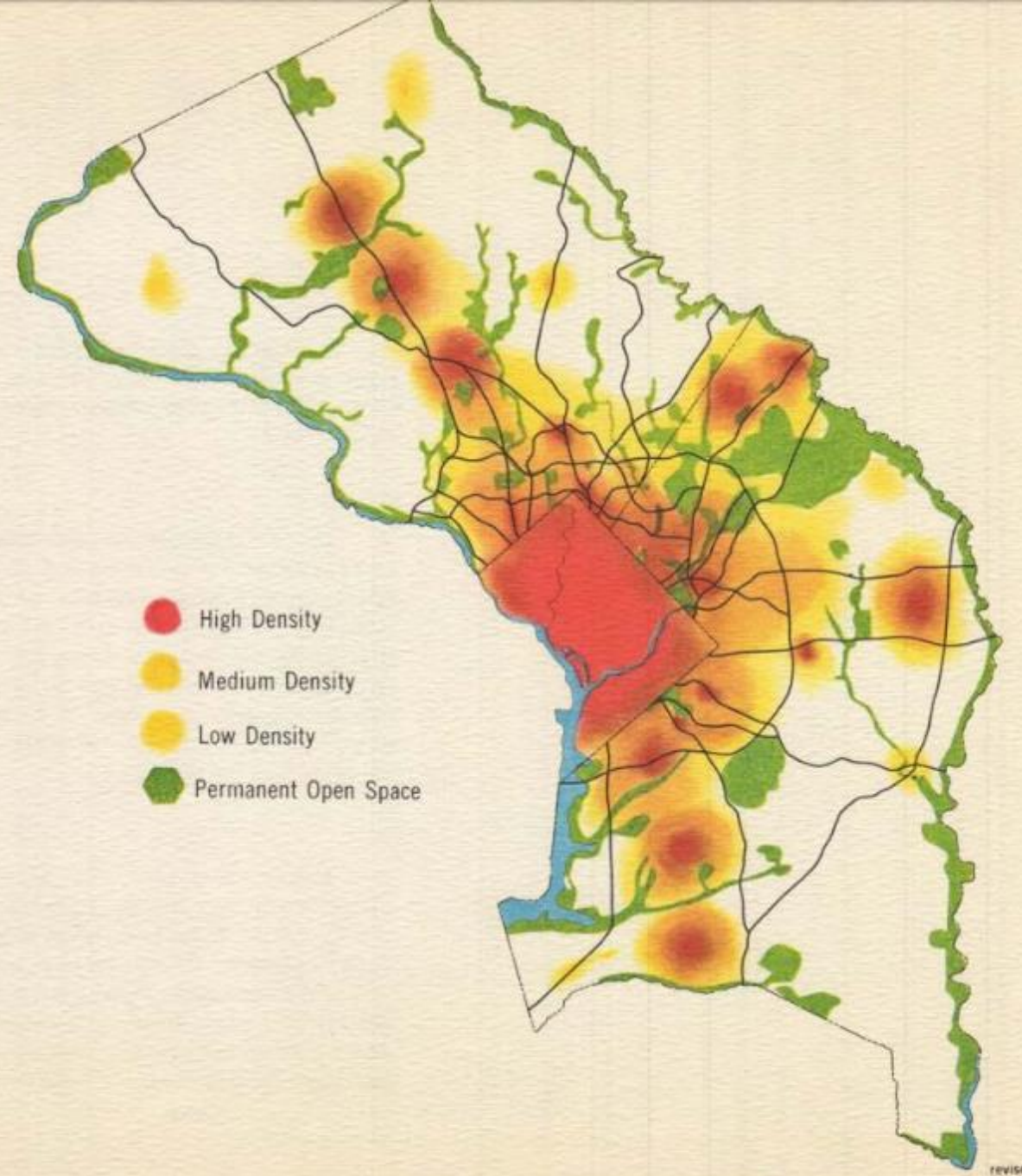
Population and Population Growth





...on wedges and corridors

corridor pattern



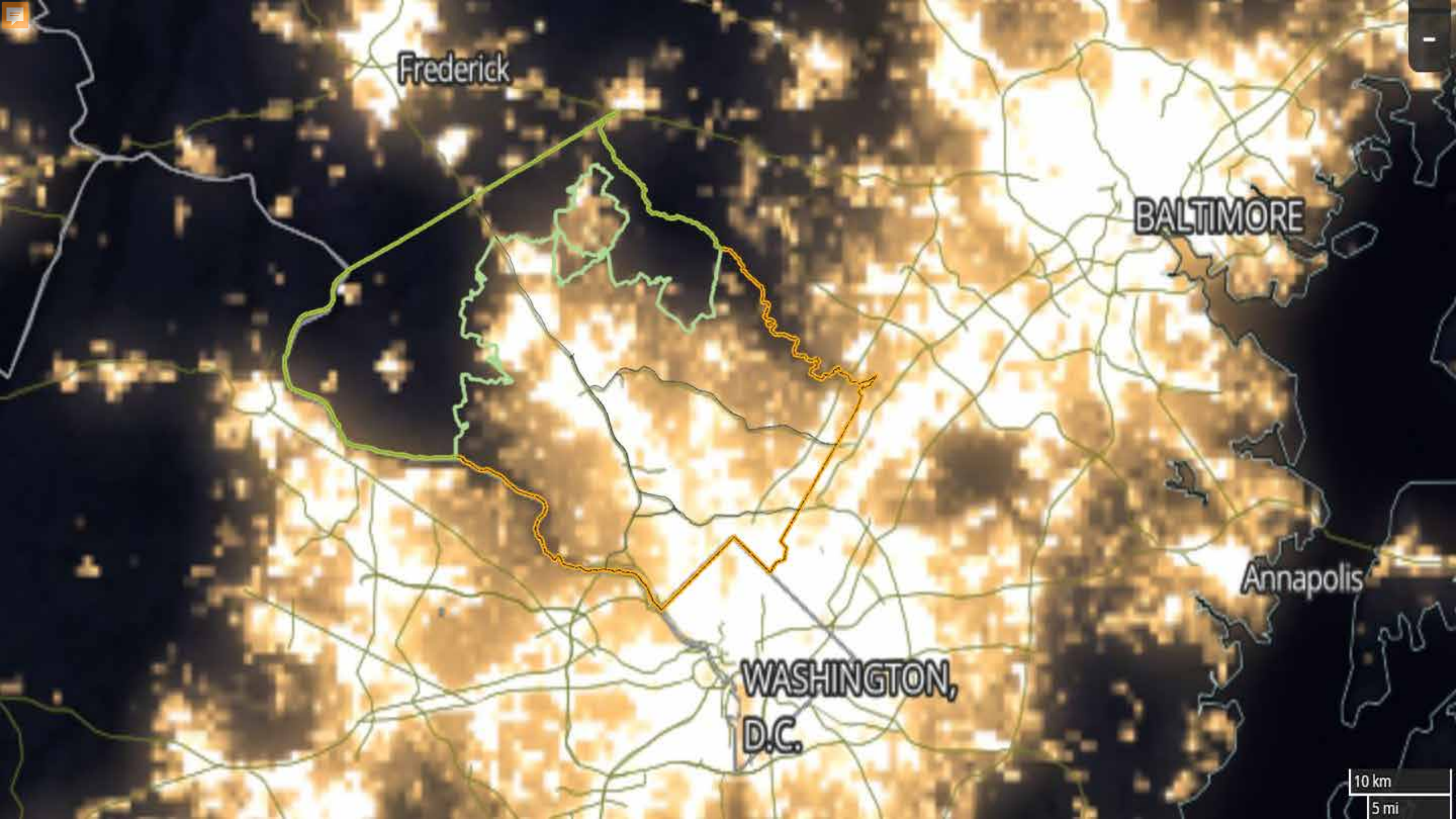












Frederick

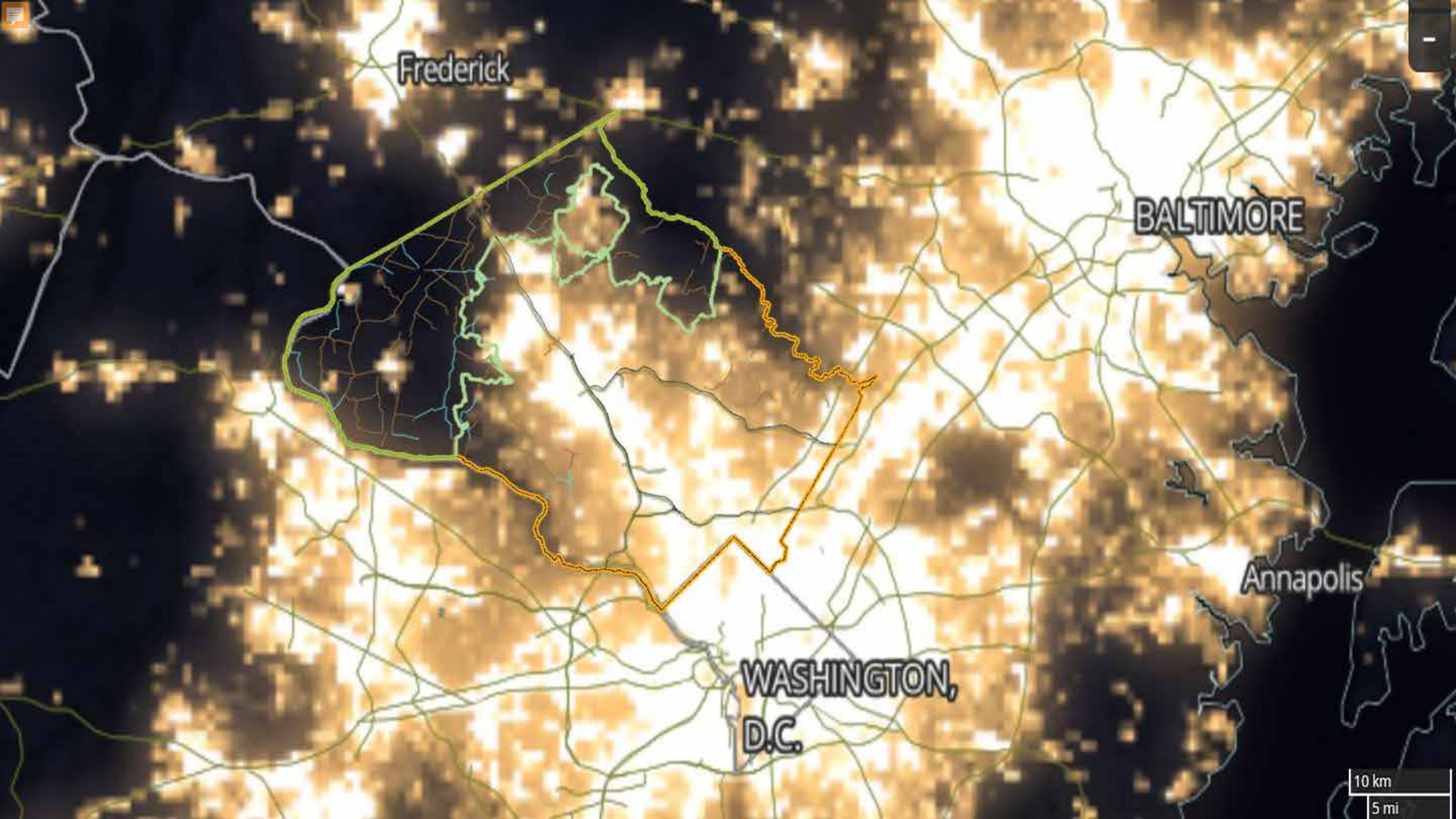
BALTIMORE

Annapolis

WASHINGTON,
D.C.

10 km

5 mi



Frederick

BALTIMORE

Annapolis

WASHINGTON,
D.C.

10 km

5 mi



The 1980 AROS Plan says:
*Allow roads to remain in their
present condition for 15-20
years except for maintenance
and safety projects.*



Said to have been a post road
West Harris Road, exceptional rustic

Old Hundred Road, rustic





Mouth of Monocacy Road, exceptional rustic

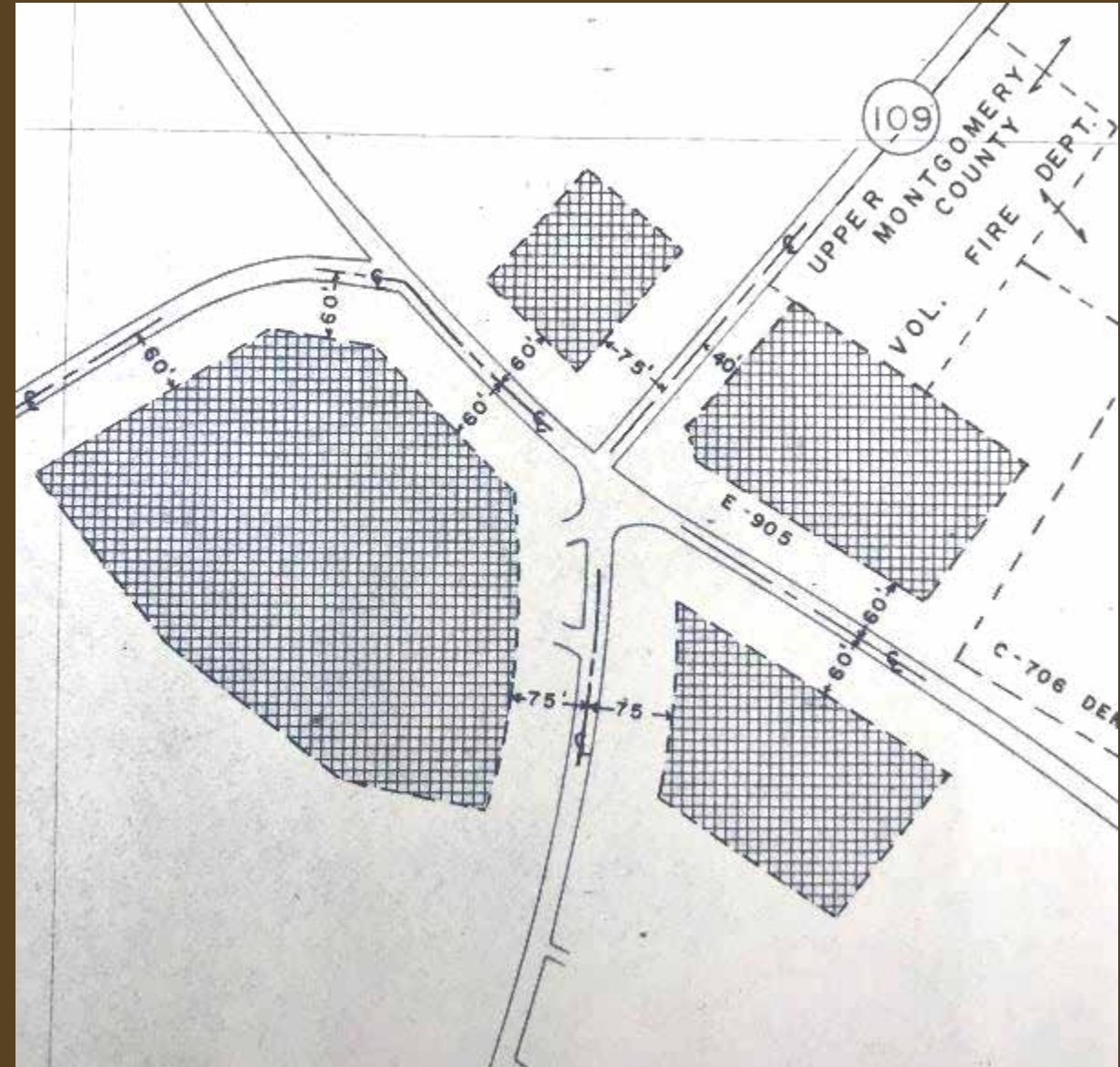


Grass Fed BEEF Pastured PORK Pastured CHICKEN+eggs Grass Fed LAMB



Beallsville Road was planned as a 6-lane major highway

West Hunter Road was planned as a 4-lane major highway



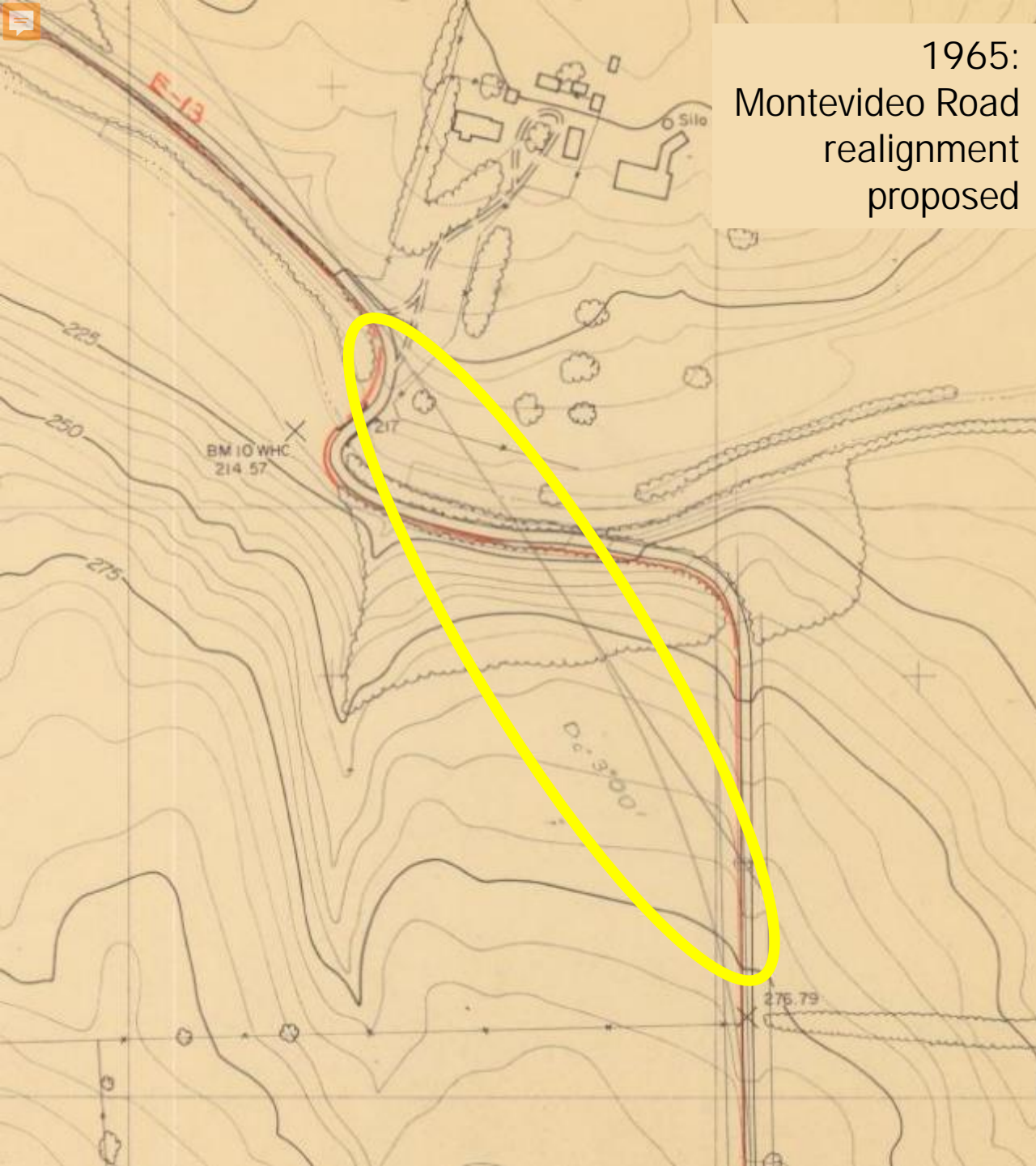


West Harris Road, exceptional rustic

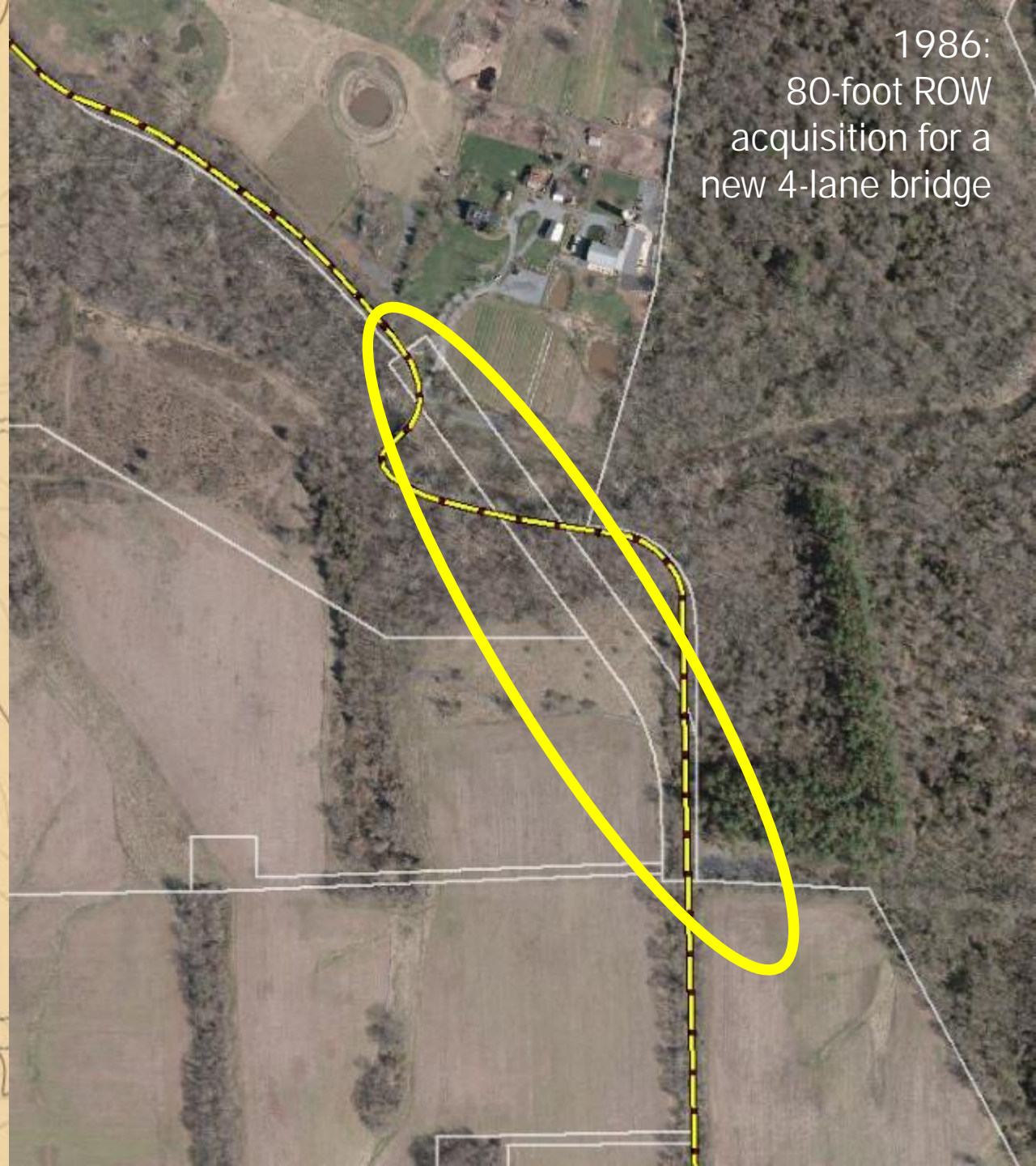


This 1910 pony truss bridge was planned for replacement
Montevideo Road, exceptional rustic





1965:
Montevideo Road
realignment
proposed



1986:
80-foot ROW
acquisition for a
new 4-lane bridge







Emory Church Road
(nominated by residents,
waiting for a master plan
amendment for
consideration)





"There are many roads throughout Montgomery County which reflect the agricultural origins of the County, provide glimpses of its history, and afford views of scenic beauty and unusual roadside character. Many of these roads will be altered by the continued development of the County and its accompanying roadway construction and improvements unless protective measures are adopted. Montgomery County has established policies for the orderly growth by concentrating new urban development along chosen corridors separated by low density residential wedges and through programs for the preservation of agricultural and rural open space. We have now come to realize that these land use policies need to be reinforced by a Rural/Rustic Roads Program.

— Proposal for a Rural/Rustic Roads Program, March 1996

Who uses Rustic Roads?

Rural residents, farmers, cyclists, equestrians, hikers, school buses, fire trucks, local businesses, delivery trucks, historic trail followers, urban and suburban weekend-country drivers...and you.

Criteria for Rustic Roads

1. Located where natural, agricultural or historic features predominate and where master planned land use and zoning are compatible
2. Is a narrow road intended for local use
3. Is a low volume road
4. Has outstanding natural features, vistas, or provides access to historic resources, follows historic alignments, or highlights historic landscapes
5. History of accidents does not suggest unsafe conditions

Criteria for Exceptional Rustic Roads

1. Is a rustic road
2. Contributes significantly to the natural, agricultural, or historic characteristics of the County



To preserve the rustic character of roads within Montgomery County and the surrounding area, which demonstrate specific rustic characteristics, significant features and scenic views unique to their designation.

History of the Rustic Roads Program

In 1993, the Montgomery County Council established the Montgomery County Rustic Roads Program in order to preserve the rustic character of designated County roads. The enactment of Montgomery County Code (Chapter 49, article 8) established the basis for the program and for the Rustic Roads Advisory Committee (RRAC).

In 1996, the County Executive approved regulations providing guidelines for maintenance and improvements to the County's rustic roads. That same year, the County Council and Maryland-National Capital Park and Planning Commission (M-NCPPC) adopted the Rustic Roads Functional Master Plan, designating 66 roads in the County as rustic or exceptional rustic roads. Additional roads have been added since, increasing the total to 97 rustic and exceptional rustic roads.

Who is involved with Rustic Roads?

- Montgomery County Planning Department (M-NCPPC)
- Montgomery County Department of Transportation (MCDOT)
- Montgomery County Department of Permitting Services (DPS)
- Maryland State Highway Administration (SHA)
- Rustic Roads Advisory Committee (RRAC)
- Adopt A Rustic Road volunteers (thank you!)

For more information, visit the Rustic Roads webpage: http://www.montgomeryplanning.org/community/plan_areas/rural_area/rustic_roads.shtm





Sugarland Road, exceptional rustic
Meeting crews onsite, learning about
needed work





A site visit-with a pause to admire the roadside daylilies preserved by the MCDOT crews. West Harris Road, exceptional rustic.



Smile at the photo op!



Our RRAC chair and politicians pose for us on our Politician's road



CAUTION

AREA PATROLLED



By

Attack Chicken

Security Co.



From the RRAC members past and present –

THANK YOU

to MCA for this extraordinary honor, and to all of our farmers, residents, visitors and enthusiasts who support the rustic roads

A happy resident of Bentley Road, rustic,
also sends thanks

