

## County Council Resolution #13-707

Resolution No: 13-707

Introduced: October 29, 1996

Adopted: October 29, 1996

COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND  
SITTING AS THE DISTRICT COUNCIL FOR THAT PORTION  
OF THE MARYLAND-WASHINGTON REGIONAL DISTRICT  
WITHIN MONTGOMERY COUNTY, MARYLAND

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By: District Council

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Subject: Approval of Planning Board (Final) Draft Rustic Roads Functional Master Plan

Background

1. On December 21, 1995, the Montgomery County Planning Board transmitted to the County Executive and the County Council the Planning Board (Final) Draft Rustic Roads Functional Master Plan.
2. The Planning Board (Final) Draft Functional Master Plan amends the Master Plan of Highways within Montgomery County, as amended; The Master Plan of Bikeways, May 1978, as amended; The Functional Master Plan for the Preservation of Agriculture and Rural Open Space, October 1980, as amended; the Boyds Master Plan, February 1985, as amended; The Damascus Master Plan, June 1985, as amended; The Master Plan for the Potomac Subregion, May 1980, as amended; and The Olney Master Plan, June 1980, as amended.
3. On February 29 and March 22, 1996, the County Executive transmitted to the District Council comments concerning the Planning Board (Final) Draft Rustic Roads Functional Master Plan with a fiscal analysis.
4. On April 16 and June 11, 1996, the County Council held a public hearing regarding the Planning Board (Final) Draft Rustic Roads Functional Master Plan. The Master Plan was referred to the Transportation and Environment Committee for review and recommendation.
5. On September 19 and October 8, 1996, the Transportation and Environment Committee held worksessions to review the issues raised in connection with the Planning Board (Final) Draft Rustic Roads Functional Master Plan. Several revisions to the Master Plan were recommended by the Committee.

6. On October 22, 1996, the County Council reviewed the Planning Board (Final) Draft Rustic Roads Functional Master Plan and the recommendations of the Transportation and Environment Committee.

### Action

The County Council for Montgomery County, Maryland, sitting as the District Council for that portion of the Maryland-Washington Regional District in Montgomery County, Maryland, approves the following resolution:

The Planning Board (Final) Draft Rustic Roads Functional Master Plan, dated December 1995, is approved with revisions. Council revisions to the Planning Board (Final) Draft Rustic Roads Functional Master Plan are identified below. Deletions to the text of the Plan are indicated by [brackets], additions by underscoring.

## CHAPTER 1: PLAN HIGHLIGHTS

Page 1, paragraph 11:

[The Planning Board solicited public comments as to whether the roads around Poolesville should be designated as rustic roads.]

Page 3, paragraph 4, sentence 1:

The Task Force Report identified an exceptional rustic road as one "having such unusual and pleasing character as it exists today that preservation of the road in its current state is highly desirable.

## CHAPTER 2: PURPOSE OF THE RUSTIC ROADS FUNCTIONAL MASTER PLAN

Page 5, paragraph 3:

This Master Plan recommends sixty-[six] seven roads for designation as rustic or [rustic exceptional] exceptional rustic. [Eleven] Twelve of these roads are recommended for classification as exceptional rustic roads. [Four] Five of the Lock roads in the Potomac Subregion (included in the sixty-[six] seven above) are recommended as rustic roads and one as an exceptional rustic road. This Master Plan also recommends removing the sunset date from the Interim List of Rustic Roads and adding four roads to the Interim List.

Page 5, new paragraph 4:

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

### CHAPTER 3: BACKGROUND

Page 9, paragraph 3:

Agriculture will continue as the primary and preferred use in the Agricultural Reserve. Viable agriculture is the basic and essential foundation of County public policy in the Agricultural Reserve. This has been explicitly set forth in the 1980 Functional Master Plan for the Preservation of Agriculture and Rural Open Space, related zoning statutes and other laws, regulations, and plans. Nothing in the Rustic Roads Law or Functional Master Plan intends or should be construed to place any limits on the building of farm structures and homes in Agricultural Reserve, beyond the limits otherwise imposed by County law.

This area is also an invaluable resource for Montgomery County beyond its agriculture use. [Agriculture will continue as the primary land use in the Study Area. This area is an invaluable resource for Montgomery County beyond its agricultural use.] Maintaining large amounts of rural open space protects the environment - especially sensitive headwater areas, conservation area, wildlife habitats, and flood plains - from the impacts of development. It also serves as a "clean air shed" to cleanse the atmosphere, as well as a mechanism to protect the quantity and quality of water resources. This area also provides recreational opportunities and preserves a rural lifestyle. It completes the housing density spectrum available within the County by providing the very lowest density housing for residents who make their living from the land or prefer a pastoral lifestyle.

Page 10, paragraph 1, sentence 4:

[The farmers who live in the Agricultural Reserve and make their living there tend to view these people with mixed feelings.]

Page 13, after paragraph 2:

This report, prepared by the Agricultural Advisory Committee, sets forth in some detail the changing conditions of agriculture and the problems and challenges that it faces if the County's public policy goal to maintain agriculture permanently is to be realized. It also documents the important contribution of agriculture to the County's economy. That contribution is increasing each year in terms of economic activity, jobs, and the well-being of all citizens in terms of enjoyment, recreation, fresh food and environmental quality. There should be a focus on both the importance of agriculture in preserving the County's economy and its contribution to a better overall quality of life.

Page 17, paragraph 2, sentence 7:

West Willard, Hughes Road, Budd Road, Cattail Road, Cattail Lane, Jonesville Road, and Jerusalem Road all serve the Town of Poolesville and most are designated as rustic road.

Page 19, paragraph 2, new last sentence:

However, if an expansion of the ferry service allows a material increase in traffic volume, the rustic road designation will be subject to reevaluation by the County Council.

#### CHAPTER 4: TRAFFIC CARRYING ROADS

Page 29, paragraphs 4 and 5:

[Large trucks, such as tractor trailers, are brought in from time to time to carry farm products to market. This is a relatively infrequent occurrence -- perhaps four or five days a couple of times a year. It is not a constant burden on the roadway. Many of the roads, particularly those that are being considered for designation as rustic, do not have a base course, and continuous heavy weight breaks up the roadway surface.

In contrast to these infrequent uses, t]The application of sludge, especially if it is a first time application, may have a [greater] significant impact upon the roads. Sludge is used by farmers to fertilize their fields. This is an agricultural use and part of the farm activity of the area. Montgomery County has an obligation under the inter-regional agreement to use not only sludge from the facilities at Riffleford Road and in Damascus, but also from the Blue Plains facility. Further trucking of sludge on County roads occurs from programs in Poolesville. The first applications to farm field can be as high as three trucks of sludge per acre, which means that a 50-acre field could require 150 trucks traversing the roads to get to the field.

Various types of large trucks and automobiles are used and travel on the roads within the study area.

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- The largest agricultural land use, 68,000 acres, is the production of grain - corn, wheat and soybeans, etc. Some of the equipment needed for grain production are 10- to 18- wheeler trucks with trailers to deliver supplies and take products to markets, tractors coupled to planters, trucks with chemical spray tankers, "nurse" tanks of chemical refills, and tillage vehicles.
- Much of the heavy equipment used for farm purposes is housed in the agricultural reserve.
- Two types of traffic are associated with landscapers and nurseries that are located in this area -- trucks delivering bulk products and supplies and consumer traffic.

Many of the roads, particularly those that are being considered for designation as rustic, do not have a base course, and continuous heavy weight breaks up the roadway surface.

Page 30, paragraph 2:

Recreational traffic includes people going to the parks, driving the roads for 'a day in the country', going to pick-you-own orchards, direct marketing fruit and vegetable outlets or nurseries, recreational saddle horse riding and cyclist who use many of the roads in the Study Area. The use of the roads by cyclists results in some frustration both for the cyclist and for drivers of other vehicles. Courtesy and consideration for other roadway users would go a long way towards avoiding that frustration.

Page 32, paragraph 3:

[A number of plants that grow along the road and in the farm fields have been declared noxious weeds and farmers want to eradicate these plants. Nothing in this Master Plan should preclude the destruction of plants that are true problems for the farm community, but many plants not considered particularly desirable by farmers form beautiful hedgerows along some of the roads. Honeysuckle and multiflora rose are beautiful but problematic and need to be kept within bounds. They should not be allowed to grow indiscriminately, but their presence adds beauty to the road. Day lilies are not a native plant but are common along rural roads in this part of the United States that they convey a feeling of belonging in the landscape.]

There are frequently noxious plants along roadsides, some of which are outlawed and required by County or State law or regulation to be controlled, such as various types of thistle, Johnson grass and multiflora roses. Hedgerows may be overrun by invasive growth of noxious vines, such as honeysuckle, which need to be curbed or eliminated. Furthermore, reduced mowing should not result in impaired driver vision around bends or corners.

Page 35, Figure 11, Traffic Carrying Roads - Map 2:

Remove Country Road designation for Zion Road.

Remove Country Road designation for Howard Chapel Road.

Page 37, paragraph 4, sentence 1:

Another issue that has surfaced in recent years is the design of access roads (country lanes) for subdivisions in the Agricultural Reserve Area.

## CHAPTER 5: RUSTIC ROADS

Page 39, paragraph 2:

[The Study Area has a roadway network that serves the traffic needs of the area today.] The Rustic Roads Program will not deteriorate the traffic carrying capacity of the existing roads. The Law is very specific that rustic roads are to be maintained. These roads are not to be put on the "back burner" and neglected. Rather, the roads are to be treated with special care. Answering the question so frequently asked, "What does it mean to designate a road as rustic or exceptional rustic?" is extremely difficult at this time. The Rustic Roads Program will be maintained by the Montgomery County Department of Public Works and Transportation. The legislation requires that the manner of that care be defined by Executive regulations written specifically for rustic roads and exceptional rustic roads. These regulations have not yet been written. Guidance as to how rustic roads should be treated was included in the Task Force Report, by not included in the legislation that established the program. [To date, the evaluation of modifications to roads on the Council List of Interim Roads has been judged on a case-by-case basis.] To date, the evaluation of modifications to roads on the Council List of Interim Roads has been made by the Rustic Roads Advisory Committee on a case-by-case basis, using primarily the "Guidelines for Maintenance and Improvement of Rustic Roads" included in the Proposal for Rural/Rustic Roads Program (March 1990), the report authored by the original Rustic Roads Task Force.

Page 40, end of paragraph 2:

It also has the potential to create and enhance scenic vistas.

Page 40, paragraph 4:

This Plan recommends that a scenic easement be considered to be applied to any roadway that has been identified in the roadway descriptions as having views worthy of notation. [Should development occur within those view sheds, this Master Plan recommends that an additional review step be undertaken in the development approval process, not to restrict development, but to evaluate and try to ensure that the best placement of building is being achieved.] Should development occur within these view sheds, this Master Plan recommends that at the time of subdivision a review should be undertaken in the development approval process, not to restrict development, but to recommend placement of buildings in order to maintain a scenic vista, if practical.

Page 42, subtitle:

## B. CRITERIA CHECK

### RUSTIC ROADS CRITERIA CHECK

Page 44, paragraph 2, sentence 1:

The accident history for a [three] five-year period, [1989] 1987 through 1991, was examined to determine if patterns of accidents existed along any of the roads being considered for rustic designation.

Page 44, after paragraph 3:

### EXCEPTIONAL RUSTIC ROADS CRITERIA CHECK

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

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

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

(1) Is a rustic road....

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

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

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

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

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

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



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

Page 44, paragraph 6, sentence 4:

[Seven] Fifteen of the roads on this list are recommended as rustic roads.

Page 45, Table 1, Additional Roads Studied As Potential Rustic Roads:

ROADS	LIMITS IF NOT ENTIRE ROAD
Cattail Lane[*]	
Jonesville Road*	<u>Jerusalem Road to Jonesville Terrace</u>

Page 48, paragraph 1:

Sixty-[six] seven roads are recommended as rustic, [eleven] twelve of which are recommended as exceptional rustic. (See Figures 15 & 16.)

Page 49, paragraph 3, sentence 7 and 8:

The remaining clearly discernible politician roads are Martinsburg Road[, Westerly Road,] and Sugarland Road. Mount Ephriam Road and Westerly Road, for example, still [carries] carry the line of the underlying concrete pavement that shows through the surface overlay.

Page 50, Figure 15, Recommended Rustic Roads - Map 1

Remove Jonesville Road from Jonesville Terrace to Cattail Lane as a rustic road.  
Remove Cattail Lane as a rustic road.  
Show Hoyles Mill Road as an exceptional rustic road.

Page 51, Figure 16, Recommended Rustic Roads - Map 2

Show Howard Chapel Road as a rustic road.  
Show Zion Road from Riggs Road to Sundown Road as a rustic road.

Page 52, Table 2, revise as follows:

[•] Cattail Lane

Remove check mark from narrow, intended for local use box for Cattail Lane.

Page 52, Table 2, revise as follows:

• Howard Chapel Road

Add check mark to the accident history box for Howard Chapel Road.

Page 52, Table 2, revise as follows:

Add check mark to the significant contributions to natural, agricultural, or historic characteristics box for Hoyles Mill Road.

Page 53, Table 2, revise as follows:

• Jonesville Road: Jerusalem Road to Jonesville Terrace

Page 54, Table 2, revise as follows:

• Zion Road: Riggs Road to Sundown Road

Add check mark to narrow, intended for local use box for Zion Road.

Page 55, Table 3, revise as follows:

### ROADS FROM INTERIM LIST

[Howard Chapel Road.]

Zion Road

MD 108 to Riggs Road

### OTHER ROADS

Cattail Lane

Page 61, Figure 18:

Roadway Characteristics:

Length: 3.4 [1.6] miles

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Page 63, Figure 19:

Roadway Characteristics:

Length: 4.7 [4.2] miles

Page 78:

Delete Cattail Lane description.

Page 79:

Delete Figure 26, Cattail Lane - A Rustic Road

Page 84, Figure 28:

Roadway Characteristics:

Length: 2 [8] miles

Page 99, Figure 33:

Indicate Howard Chapel Road as a Rustic Road

Page 100, paragraph 5, sentence 2:

**Driving Experience:**

Gregg Road runs generally east-west. Driving west from [New Hampshire Avenue] Georgia Avenue, you pass through a residential area with a stream on the left side.

After Page 107:

### **Howard Chapel Road**

Howard Chapel Road has historic value.

Recommended as a rustic road.

**Significant Features:**

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

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Howard Chapel Road was named for the African American community established in 1862 by Enoch George Howard. Mr. Howard was a former slave who bought his freedom by 1857 and became a prosperous landowner. By the late 19th century a church and school were located at the intersection of Howard Chapel Road and Elton Farm Road. Today one can still see the Howard Chapel Cemetery (#23/11) now part of the Patuxent River State Park.

**Driving Experience:**

Howard Chapel Road is a rural road that leads into Howard County. Traveling north, most of the eastern side of Howard Chapel Road is tree-lined, while the western side has views of horse pastures and modern homes. The road gently rolls and dips, and blends with the surrounding land. South of its intersection with Elton Farm Road, a Rustic Road, the Royer-Brooks Farm is located on the western side of the road. The house was built by William Royer in 1907 and expanded in 1924. North of the intersection 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. The road passes over two small bridges before sloping up to enter Howard County: over Hights Branch near its confluence with the Patuxent River and then over the river itself.

Add Howard Chapel Road Figure

Page 108, paragraph 2:

Recommended as *an exceptional rustic road.*

Page 108, paragraph 6, sentence 5:

Little Seneca [Regional] Stream Valley Park is located on the west side of the road near the Little Seneca Creek Crossing.

Page 109, Figure 38, Title:

HOYLES MILL ROAD - AN EXCEPTIONAL RUSTIC ROAD

Page 113, Figure 40:

Roadway Characteristics:

Length: 1.8 [4.2] miles

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Page 119, paragraph 1:

Jonesville Road, a country road leading from Jerusalem Road to [Cattail Lane] Jonesville Terrace, has outstanding natural features.

Page 119, paragraph 5:

**Driving Experience:**

Jonesville Road is a north-south road that extends between Jerusalem Road and Cattail Lane. It is a very short rural road that is bordered by the Town of Poolesville to the west. It is a lightly traveled road. The [northern .4 mile of the road] section recommended as a rustic road winds through dense young forest with a closed canopy. [The southern section of the road opens into a residential area on the east side, while the wooded area remains on the west side.]

Page 120, Figure 43:

Delete Rustic Road designation from Jonesville Terrace to below Cattail Lane.

Roadway Characteristics:

Length: .2 [.5] miles

Page 154, Figure 56:

Roadway Characteristics:

Length: .7 [.9] miles

Page 177, Figure 65:

Roadway Characteristics:

Length: .4 [3.9] miles

Page 179, Figure 66:

Roadway Characteristics:

Length: 4.2 [4.5] miles

Page 186, Figure 69:

Roadway Characteristics:

Length: 1.0 [.8] miles

Page 209, paragraph 5, sentence 10:

The road crosses a small stream (concrete culvert) and the Boyds Negro School site sits close to the road on the left just before Hoyles Mill Road (an exceptional rustic road).

Page 210, Figure 79:

Show Hoyles Mill Road as an exceptional rustic road from White Ground Road to Little Seneca Creek.

Page 211, paragraph 2:

Recommended as *a rustic road*. If an expansion of the ferry service allows a material increase in traffic volume, the rustic road designation will be subject to reevaluation by the County Council.

Page 218, revise as follows:

### Zion Road

Zion Road has historic value.

Recommended as *a rustic road*.

#### Significant Features:

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

#### History:

Zion Road was established by 1865 and named for Mount Zion by a freed slave community that was established in this area after the Civil War. This section of Zion Road, north of Riggs Road, was formerly known as Hobb Road.

Clover Hill may be seen from on the western side of Zion Road near its intersection with Gregg Road. Clover Hill was built in sections by successive generations of the locally prominent Gaither family. The eclectic front section, completed in 1858, includes Italianate style bracketed cornice and Gothic pointed arch windows. The house is listed on the National Register of Historic Places.

**Driving Experience:**

Traveling north, Zion Road, along most of the eastern side of the road, is generally tree-lined with views of horse pastures and modern homes on the western side. The road gently rolls and dips, and blends with the surrounding land. On the west side, near the Gregg Road intersection there is a scenic view of Clover Hill. As Zion Road gently drops down to the Hawlings River valley, views of a large pond and modern homes can be seen to the west. Most of the land on the eastern section of Zion Road is within the Rachel Carson Conservation Park. The road crosses the Hawlings River on a small one-lane bridge before sloping up to its terminus and Sundown Road.

**CHAPTER 6: ROADWAY CLASSIFICATION**

Page 221, Table 4, revise as follows:

[CR-3	Howard Chapel Road	MD 650 to Howard County Line	70']
CR-4	Zion Road	MD 108 to [Sundown] Riggs Road	70'

Reorder road numbers.

Page 222, Table 4, revise as follows:

E-12	Hoyles Mill Road	70'
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Page 225, Table 4, revise as follows:

[R-57	Hoyles Mill Road	70']
R-58	Howard Chapel Road	MD 650 to Howard County Line 70'
R-59	Zion Road	Riggs Road to Sundown Road 70'

Reorder road numbers.

**CHAPTER 7: IMPLEMENTATION/NEXT STEPS**

Page 227, bullet 1, sentence 2:

Montgomery County Road Code will need to be revised to include the rustic road and exceptional rustic road as roadway classifications, although these roads by definition are unique and do not have associated design specifications. Upon approval and adoption of this Master Plan, the Montgomery County Department of Public Works and Transportation should prepare standards for three new roadway classifications --country arterial, country road, and country lane-- for inclusion in the Road Code. [the three new roadway classifications, the country arterial, the country

road, and the country lane, will need to be included in the road code also.] Suggested design specifications for country arterial and country road are included in this Master Plan. The rural road classification is now in the road code and should be reviewed to determine if this transitional classification continues to have value.

Page 228, bullet 6, paragraph 2:

Nevertheless, there are frequently noxious plants along roadsides, some of which are outlawed and required by County or State law or regulation to be controlled, such as various types of thistle, Johnson grass and multiflora roses. Hedgerows may be overrun by invasive growth of noxious vines, such as honeysuckle, which need be curbed or eliminated. Furthermore, reduced mowing should not result in impaired driver vision around bends or corners.

#### **Appendix D: Discussion of Roads Reviewed but not Recommended as Rustic Roads**

Page 265, end of paragraph 4:

##### Cattail Lane

Cattail Lane extends from Cattail Road to Jonesville Road. The road is not recommended because it is located within a subdivision and is constructed to a standard often found in rural subdivisions, with a 20'-wide pavement and improved swales. It does not fit the character of a rustic road although it could possibly meet a future "country lane" standard. Every effort should be made to preserve the historic nature of the area.

Page 266, paragraph 3:

##### [Howard Chapel Road

Howard Chapel Road connects to Howard County from New Hampshire Avenue (MD 650) across the Patuxent River. It is recommended as a country road.]

##### Jonesville Road

Jonesville Road between Jonesville Terrace to its terminus beyond Cattail Lane is not recommended as a rustic road. It is located within a subdivision and is constructed to a standard often found in rural subdivisions, with a 20'-wide pavement and improved swales. It does not fit the character of a rustic road although it could possibly meet a future "country lane" standard. Every effort should be made to preserve the historic nature of the area.

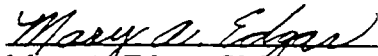


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### GENERAL

All figures and tables are to be revised where appropriate to reflect County Council changes to the Planning Board (Final) Draft Rustic Roads Functional Master Plan. The text is to be revised as necessary to achieve clarity and consistency, to update factual information, and to convey the actions of the County Council. All identifying references pertain to the Planning Board (Final) Draft Rustic Roads Functional Master Plan, dated December 1995.

This is a correct copy of Council action.



Mary A. Edgar, CMC  
Secretary of the Council

