

which has not heretofore been included in the Washington Suburban Sanitary District and excepting further the maximum expansion area of said City of Rockville, said excepted area being described as follows:

【Beginning west of the City of Rockville, at the intersection of Glen Mill Road and State Road No. 28, and running west on Route No. 28 to Shady Grove Road; thence north on Shady Grove Road to a point of intersection with the Washington Suburban Sanitary District boundary line as it existed on January 1, 1963, said line being approximately 300 feet south of the intersection of Shady Grove Road and U.S. Route No. 240; thence southeasterly approximately 200 feet; thence following the Washington Suburban Sanitary District boundary line as it existed on January 1, 1963, north-east, paralleling Shady Grove Road to a point approximately 250 feet south of State Route No. 355; thence following the Washington Suburban Sanitary District boundary line as it existed on January 1, 1963, running southeasterly parallel to and approximately 250 feet south of State Route No. 355 for a distance of approximately 3,750 feet; thence southeast, intersecting State Route No. 355 at a point approximately 825 feet northwest of Fields Road; thence southeasterly along State Route No. 355 to a point of intersection with the Washington Suburban Sanitary District boundary line as it existed on January 1, 1963, located approximately 1,800 feet northwest of the vertex formed by the convergence of the B.&O. Railroad and State Route No. 355; thence coinciding with said Washington Suburban Sanitary District boundary line as it existed on January 1, 1963, running southwestward for a distance of approximately 3000 feet; thence running southwest parallel to and approximately 300 feet southwest of State Route 355 for a distance of approximately 1,700 feet; thence following the present Washington Suburban Sanitary District boundary, running generally southeastward across State Route No. 355 and Viers Mill Road to an intersection with the B. & O. Railroad in the southeast section of Rockville; thence southeastward along the B. & O. Railroad for a distance of approximately 2,300 feet to a point of intersection with Washington Avenue; thence coinciding with the present Washington Suburban Sanitary District boundary line, generally westward crossing U.S. Route No. 240 at the Montrose Road interchange; thence, still coinciding with said Sanitary District boundary line, running generally northwestward, intersecting Falls Road at a point approximately 3,500 feet north of the intersection of Falls Road and the proposed path of the Circumferential Beltway; thence, still coinciding with said Sanitary District boundary line, following Falls Road north for approximately 1,100 feet; thence generally northwestward to a point approximately 800 feet due south of the Cul-De-Sac at the end of Carriage Court; thence northeast approximately 1,300 feet to a point approximately 300 feet south of Scott Drive and 500 feet east of Carriage Court; thence parallel to and approximately 300 feet south of Scott Drive, in a northwesterly direction, to an intersection with Glen Mill Road; thence following Glen Mill Road northwestward to its intersection with State Route No. 28 and the point of beginning.】

Nothing herein shall be construed to exclude from the said Washington Suburban Sanitary District any property within the maximum expansion area of the said City of Rockville, or any other