

## LONG CORNER ROAD



### Recommendation

Long Corner Road is recommended as a “*country road.*”

### Description

Long Corner Road is located in northern Montgomery County approximately 2-1/2 miles east of Damascus (*see Figure 5*). Long Corner Road is a two-lane, paved asphalt public road running for 2.7 miles from Damascus Road (MD 108) before crossing the Patuxent River into Howard County. Long Corner Road is 20 feet wide from MD 108 to Mullinix Mill Road, and 22 feet wide from Mullinix Mill Road to the County line (with the exception of a 15.5-foot width where the road crosses a culvert south of Gue Road). There is a marked center line and edge markings, but there is no shoulder. The road is located within the Patuxent River watershed and is located entirely within the RDT zone.

### Evaluation

#### Driving Experience:

The intersection of Long Corner Road at MD 108 is located in a rural area predominated by farm fields and rolling hills. It crosses two tributaries, Scott’s Branch and the other unnamed, of the Patuxent River. The only forested areas along the road are in the vicinity of the Scott’s Branch crossing and the river. In these areas the forest is close to the road or along high banks above the road; rolling countryside consisting of agricultural uses offers views of the surrounding area. To the south, the road descends towards a small stream valley, ascends, then

gently descends towards Damascus Road. There are small clusters of houses near its intersections with Damascus, Mullinix Mill, and Gue Roads.

### **History:**

Long Corner Road is indicated on road maps as early as 1879. The intersection of Long Corner Road and Damascus Road has long been referred to as “Bootjack,” derived from the shape of the intersection. The Brandenburg Log Tobacco House (15/16), at the intersection of Long Corner Road and Mullinix Mill Road, is listed in the County’s *Locational Atlas and Index of Historic Sites* and is considered a rare example of a surviving tobacco barn, representing the tobacco farming culture that once dominated the area.

### **Traffic:**

An average daily traffic (ADT) of 2,850 vehicles was observed along Long Corner Road in April 1999. The ADT did drop in March 2002 to 2,120 vehicles. The road is not a master-planned road within the transportation network and there are no existing, or proposed, bikeways along this road. Ten accidents, which resulted in two injuries and two classified as “disabled,” were reported from January 1993 to December 1997. The accident rate dropped substantially in the next period, from January 1996 to December 2000, to one accident with no injuries.

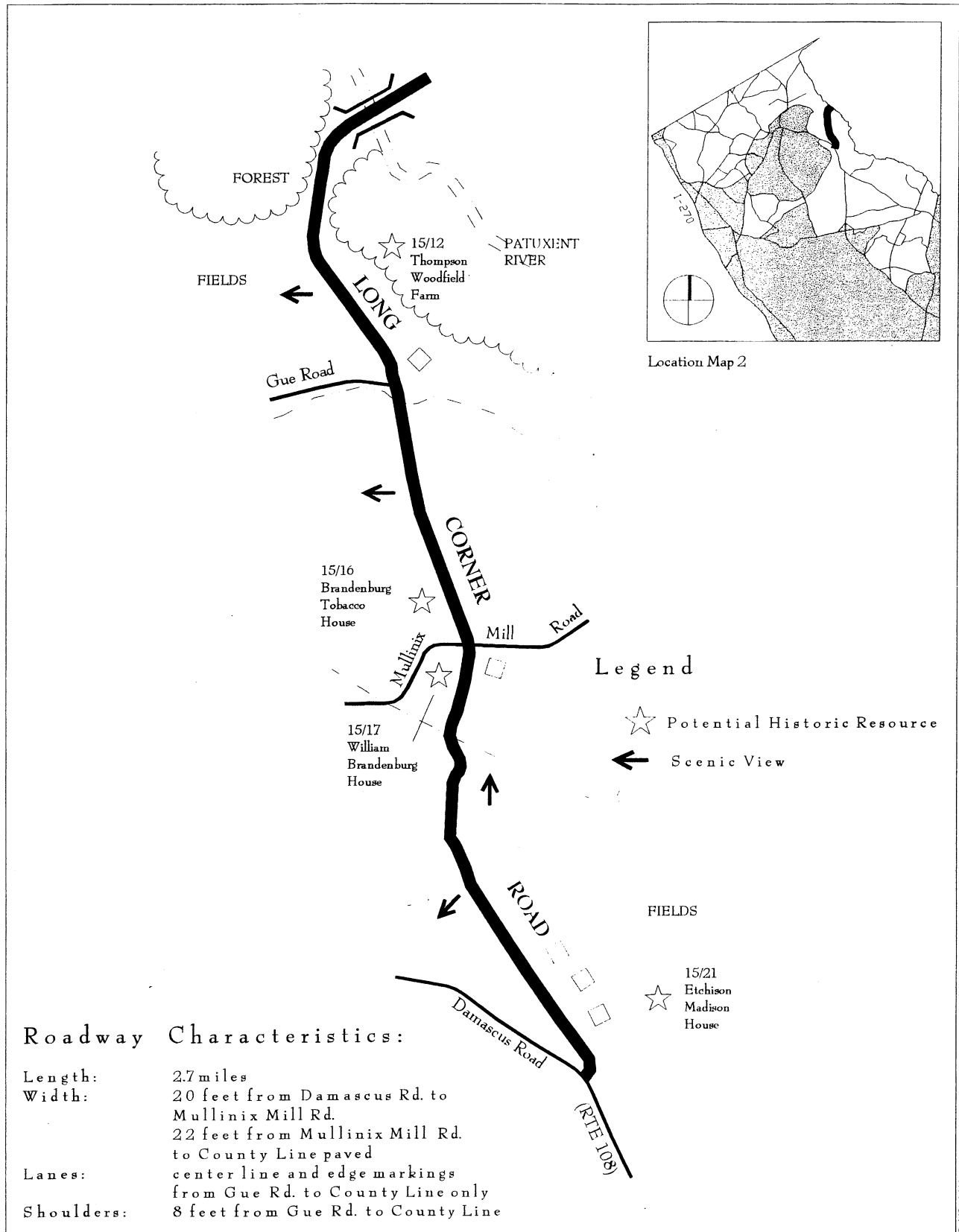
### **Justification**

*Long Corner Road does not meet the established criteria for designation as a rustic road* because the road serves “regional” through-traffic between Montgomery and Howard Counties.

However, Long Corner Road retains historic, natural, and agricultural characteristics worthy of preserving. In particular, Long Corner Road, south of Mullinix Mill Road, contains a sharp, narrow “bend” as it crosses a stream valley, covered by a mature forest canopy before ascending a hill surrounded by open fields, then continues its gentle descent to Damascus Road. Therefore, Long Corner Road is recommended as a “*country road.*”

# Long Corner Road

Figure 5



MAN/CPC



## MOUNTAIN VIEW ROAD



### **Recommendation**

Mountain View Road is recommended as appropriate for “*rustic road*” classification.

### **Description**

Mountain View Road is located in northern Montgomery County approximately two miles west of Damascus, between Kings Valley Road (a country road) and Purdum Road (see Figure 6). Mountain View Road is a paved asphalt, two-lane public road running for 0.7 miles, before changing into Price’s Distillery Road, a designated Rustic Road. Mountain View Road is 22 feet wide from Johnson Drive to Purdum Road, and is 19 feet wide from Johnson Drive to Kings Valley Road. The road is located in both the Bennett Creek and Little Bennett Creek watersheds, and is located within the RDT zone - with the exception of R-200 zoning as it passes through the Purdum Historic District.

### **Evaluation**

#### **Driving Experience:**

There are two segments of Mountain View Road. The main segment, between Purdum Road and Johnson Drive, is located along a high ridgeline, has a relatively straight, flat alignment and functions as the residential “main street” of the Purdum Historic District. Steep, unforested slopes along the road contribute to spectacular views of surrounding farms and fields. The second segment, between Johnson Drive and Kings Valley Road, is more isolated and could almost be considered as separate and distinct from the main road. This segment is narrower and has a steep decline toward Kings Valley Road. It is bordered on one side by pasture and by a forest stand on the other. The road bridges a small stream that cuts through both the pasture and forest.

**History:**

Mountain View Road, established by the mid-1800's, is the backbone of the Purdum Historic District (10/24), as identified in the County's *Locational Atlas and Index of Historic Sites*. Purdum, named for a local farming family, was a nearly self-sufficient community with churches, a school, and store that serviced local farmers. Purdum still has several Vernacular Victorian houses of the late 1800's and early 1900's, modern houses, two churches, a cemetery, and two large farms.

**Traffic:**

In April 1999, the average daily traffic volume was 1,600 vehicles along the main segment of Mountain View Road, and, in March 2002, the volume had slightly decreased to 1,550 vehicles. The road is not a master-planned road within the transportation network and there are no existing, or proposed, bikeways along this road. There were no reported accidents or injuries from January 1993 to December 1997. This increased slightly to one accident with no injuries from January 1996 to December 2000.

**Justification**

Mountain View Road meets the established criteria and is recommended for designation as a rustic road. The 1999 Staff Draft recommended Mountain View Road as a Country Road; but the Rustic Road Advisory Committee requested a change in the recommendation citing the road is also located in a historic district. Staff agrees that the historic district designation should be taken into account, and the road recommendation was changed to a rustic road classification.

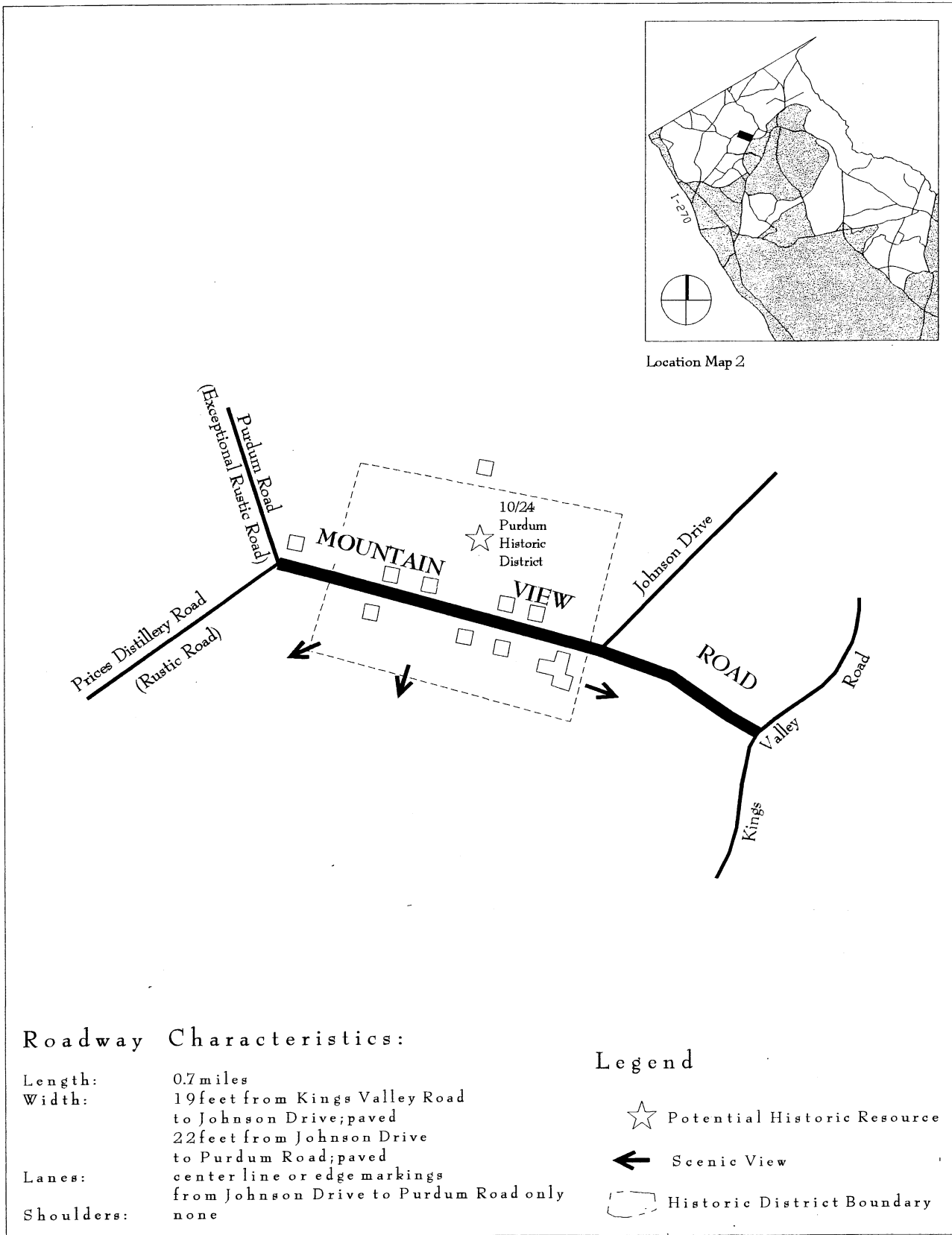
Any road improvements should be carefully examined because many structures are located close to the road, and such improvements may compromise the integrity of the historic district.

**Significant Feature:**

- Broad vistas across open farm fields and rolling countryside.

# Mountain View Road

Figure 6

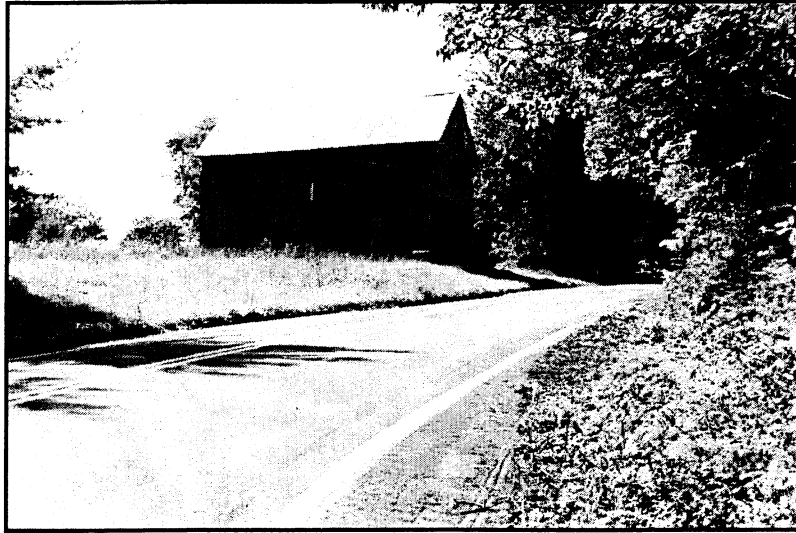


MAN/PC





## PURDUM ROAD



### **Recommendation**

Purdum Road is recommended as an “*exceptional rustic road.*”

### **Description**

Purdum Road is located in northern Montgomery County approximately two miles west of Damascus between Bethesda Church Road and Mountain View Road/Prices Distillery Road (see Figure 7). Purdum Road is a two-lane, 18-foot wide, paved asphalt public road that runs for 1.4 miles. There is a marked center line and edge markings, but there is no shoulder. The road is located within the Bennett Creek watershed, and is located in the RDT zone, with the exception of R-200 zoned land at the intersection of Mountain View Road.

### **Evaluation**

#### **Driving Experience:**

Purdum Road is best described as a narrow, winding road with occasionally steep hills. The steep slopes, common in this part of the County, contribute to long views of surrounding farms and countryside. The intersection of Purdum Road and Mountain View Road consists of a short, steep incline that levels off and is surrounded by open fields. The road bisects a cluster of relatively small, modest, 19<sup>th</sup> and early 20<sup>th</sup> century frame houses as it winds and descends into a stream valley where it is enclosed by a mature tree canopy. The road ascends from the valley to open fields and pastures and crosses a smaller, dry tributary. There are a few modern houses set far from the road. The road again descends and ascends before reaching large, open farm fields where an old wooden barn and wood-fenced pasture are flush against the road, prior to its intersection with Bethesda Church Road.

### **History:**

There is no indication that Purdum Road existed prior to the 1920's. However, Purdum Road forms part of the western boundary of the Purdum Historic District (10/24), once a self-sustaining, 19<sup>th</sup> century rural village. The Burdette-Riddle Farm (10/18) is located at the intersection of Purdum Road and Bethesda Church Road.

### **Traffic:**

The average daily traffic on Purdum Road is 200 vehicles (April 1999), and is not a master-planned road within the transportation network. The ADT dropped slightly to 190 in March 2002. There are no existing, or proposed, bikeways along this road. There have been no reported accidents or injuries on Purdum Road from January 1993 to December 1997. From January 1996 to December 2000, two accidents were reported with one injury.

### **Justification**

*Purdum Road meets the established criteria and is recommended for permanent designation as an exceptional rustic road* because the road: is reminiscent of the County's natural, agricultural and historic character; is a narrow, low volume road intended for local use; and its physical characteristics would be severely impacted by road improvements and/or modifications.

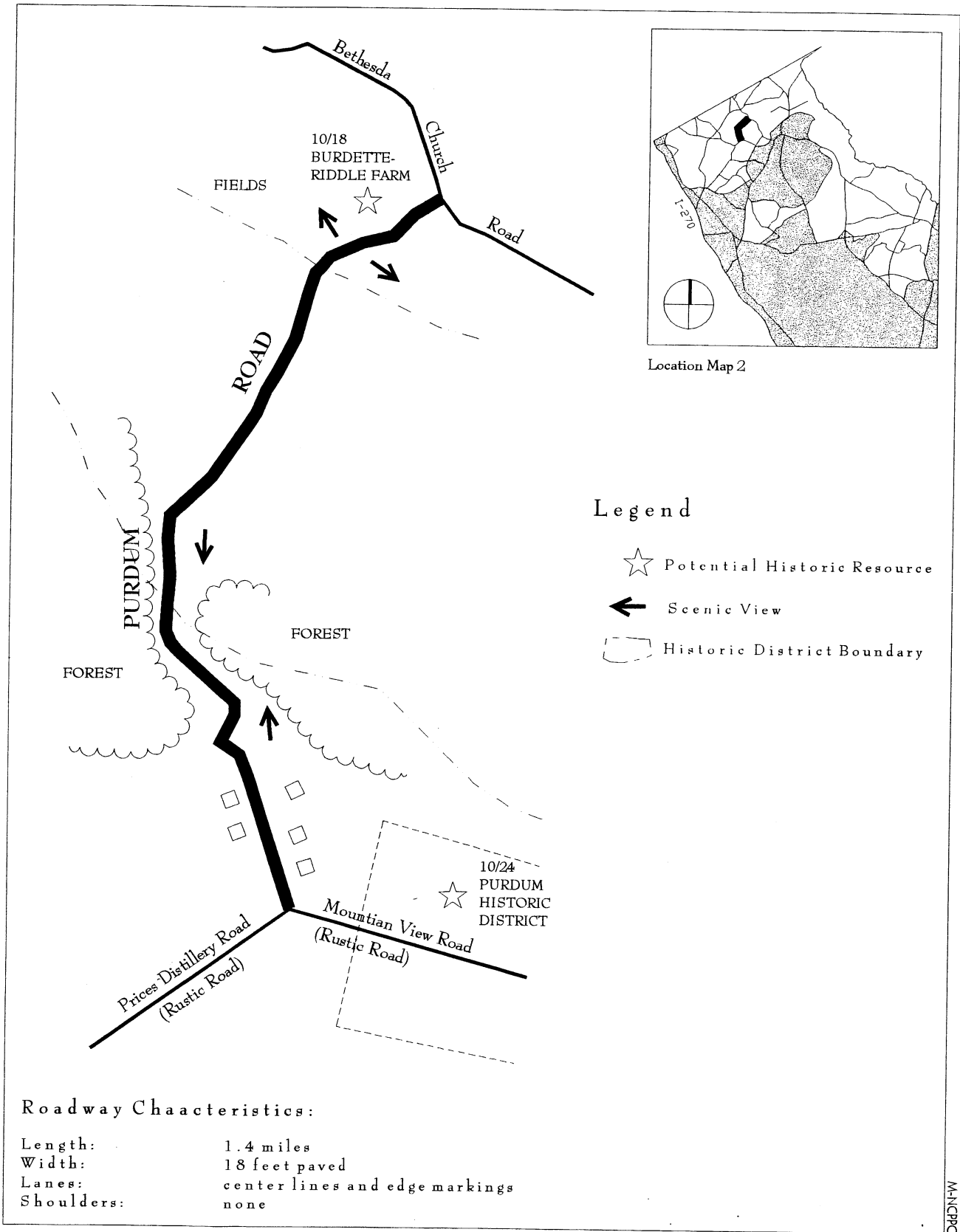
Purdum Road retains several characteristics reminiscent of the County's natural and agricultural history. The narrow, winding road is mostly lined by modest, 19<sup>th</sup> and early 20<sup>th</sup> century frame houses, includes a stream valley enclosed by a mature tree canopy, and views of open fields and pastures. The stream crossings are high in the watershed and the culvert crossings appear to be adequate. However, there is evidence of significant erosion, particularly at the tributary nearest Bethesda Church Road, which may necessitate future improvements to the stream crossings. This should not significantly affect the rural character of the road. The Purdum Historic District, located on the southern end of the road, and the historic Burdette-Riddle Farm, with its wooden barn and wood-fenced pasture located on the northern end of the road, are unique examples of 19<sup>th</sup> century rural villages and farms and, thus, reinforce the natural and agricultural history of the area.

### **Significant Feature:**

- Relationship of the road to the buildings.

# Purdum Road

Figure 7



MANCPC



## WARFIELD ROAD



### **Recommendation**

Warfield Road is recommended as a “*country road.*”

### **Description**

Warfield Road is located in north-central Montgomery County approximately three miles north of the City of Gaithersburg. It is immediately north of Montgomery Village (*see Figure 8*), and forms a border between the Gaithersburg Vicinity Master Plan and the Functional Master Plan for the Preservation of Agriculture and Rural Open Space (AROS) areas. There is no immediate access to Montgomery Village from Warfield Road.

Warfield Road extends from Olney-Laytonsville Road (MD 108) to Wightman Road. However, only the section of Warfield Road between Wightman Road and Goshen Road was designated as an interim rustic road. This segment of Warfield Road is a two-lane, 22-foot wide, paved asphalt public road that runs for 0.7 mile. There is a marked centerline but there is no shoulder. This segment provides primary access to 33 homes: 21 homes have direct access to Warfield Road and 12 homes have indirect access to Warfield Road by Warfield Court or a shared driveway. The rear buffer yard area of a cluster development of homes in Montgomery Village (that have no vehicular access to Warfield Road) border the south side of Warfield Road.

Warfield Road is located in the Great Seneca Creek watershed. The land area immediately north is located within the AROS Master Plan and is zoned RE-2; the land area immediately south is located within the Gaithersburg Vicinity Master Plan area and is zoned T-S (Town Sector) and R-200.

## Evaluation

### Driving Experience:

Warfield Road is a very attractive, slightly rolling, slightly curved residential road bordered by large mature trees and natural “hedgerow” vegetation. The road is located in an area of low-density suburban character to the north, and higher density suburban character to the south. On the north side the trees are within the lawns of the large residential lots, while to the south the vegetation is primarily within the rear “buffer” area of lots with no access to Warfield Road. The mature trees and roadside vegetation form a substantial tree canopy. However, while the road is very attractive, there are no unique environmental or historic structures or characteristics along the designated section of Warfield Road. A church and daycare facility are located at its intersection with Goshen Road, and a large, wooded lot near its intersection with Wightman Road is the site of the proposed Montgomery Village Local Park. As proposed, the park will not have an entrance off of Warfield Road.

### History:

Historic maps show Warfield Road in its current alignment as early as 1865. This segment of Warfield Road, as part of the longer Warfield Road, was originally a farm road that extended from the Warfield-Dorsey House (14/63) near Warfield Road and Woodfield Road to the Dorsey Tenant House (20/1; removed) near Warfield Road and Wightman Road.

### Traffic:

Warfield Road is classified as a “primary residential” street in both the “Master Plan of Highways Within Montgomery County” and the “Gaithersburg Vicinity Master Plan.” It also serves as a local connector between the Laytonsville area and the Germantown/Milestone area (see *Figure 9*). The average daily traffic (ADT) volume was 1,800 vehicles in the April 1999 review, and the staff anticipated that volume to moderately increase over the next ten years. However, the March 2002 ADT indicated an increase to 2,320, a substantial increase and greater than anticipated over the three year period. There are no existing, or proposed, bikeways along this road. There have been nine accidents, and ten injuries, reported on Warfield Road from January 1993 to December 1997. In the period ending in December 2002, the number of accidents had dropped to one with no injuries.

### Justification

*Warfield Road is recommended as a “country road” as it does not meet the criteria for designation as a rustic road* because:

- 1) it is not located in an area where natural, agricultural, or historic features are predominant, and master planned land use goals and zoning are not compatible with a rural/rustic character;
- 2) the road is not narrow and intended primarily for local use;
- 3) the road is considered an important rural connector within the traffic network; and
- 4) the road does not offer outstanding vistas of farm fields or rural landscapes, provide access to historic resources, or highlight historic landscapes.

The vehicular accident history over the past five years has decreased from the period reviewed in the 1999 staff draft. Therefore, Warfield Road does meet this criterion.

There are no agricultural or historic features along this segment of Warfield Road and, while there are lovely natural features, they are in the context of a low-density suburban character, not rural character. The Town Sector and R-200 zones on the south side of Warfield Road are not rural in character or density. Although the north side of Warfield Road is located within the Agricultural Reserve, it is in a fully developed RE-2 zone area with suburban residential character.

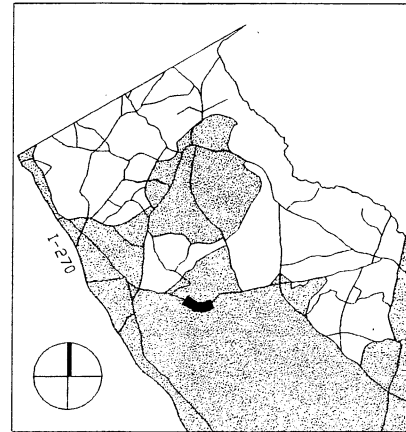
Warfield Road is classified as a “primary residential” road and is considered an important rural connector within the traffic network; increases in traffic volume are anticipated. Indeed the 2002 ADT already indicates a significant increase in traffic. Warfield Road does retain its 19<sup>th</sup> century alignment, offering views of naturally landscaped large attractive lawns with many mature trees, naturally vegetated rear buffers of smaller lots, and the future Montgomery Village Local Park. Therefore, Warfield Road does not meet the necessary standards and criteria for classification as a rustic road.

However, Warfield Road has an attractive low-density residential character, with an extensive and mature tree canopy that should be given a protective designation to prevent the road from being engineered with the highest priority on flow and speed. Thus, Warfield Road is recommended as a **“country road.”**

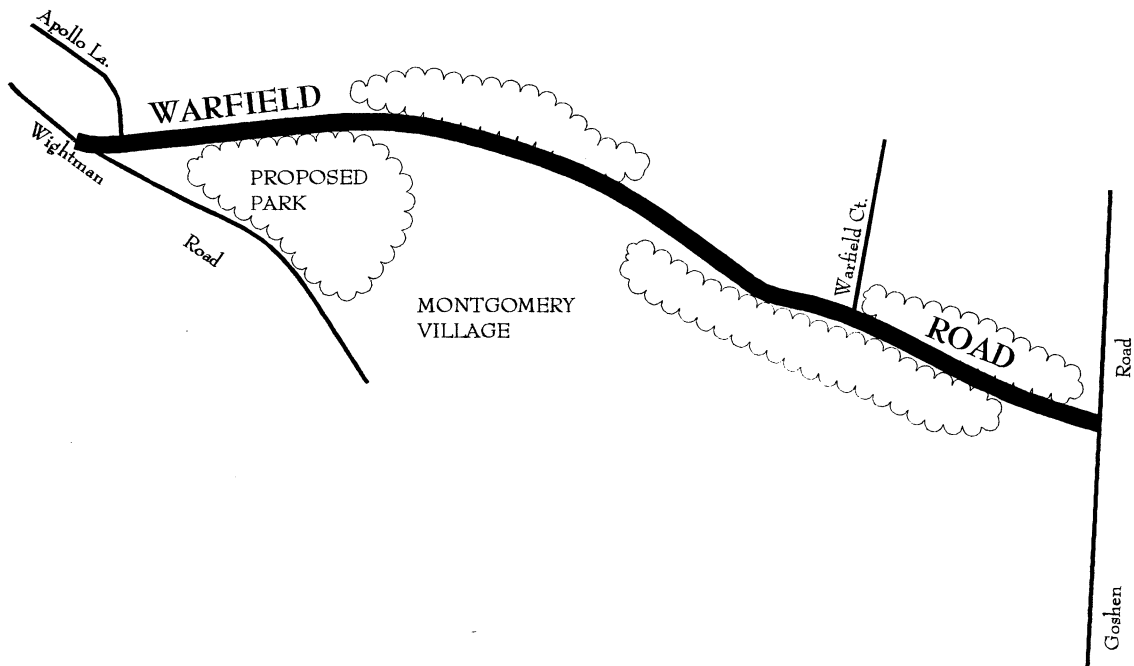


# Warfield Road

Figure 8



Location Map 2



### Roadway Characteristics:

Length:	0.7 miles
Width:	22 feet paved
Lanes:	center lines and edge markings
Shoulders:	none

MNDPW



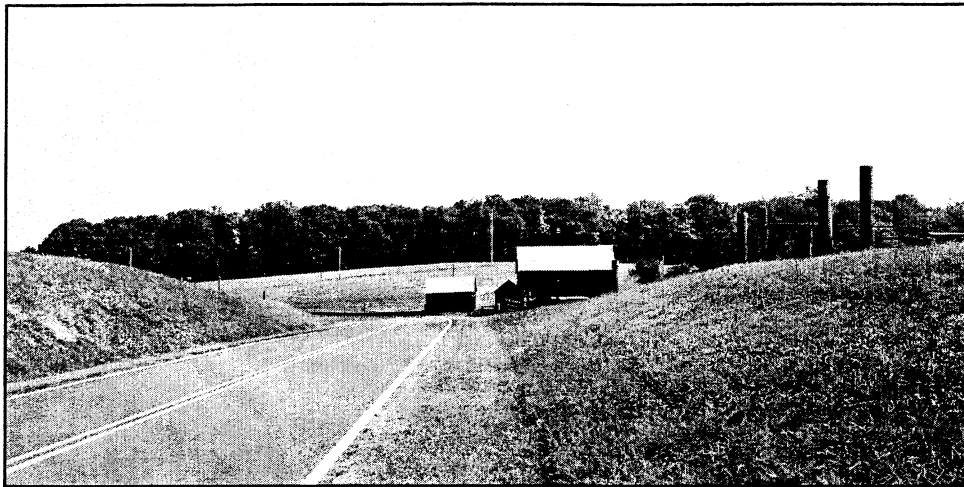
# Warfield Road Parcel Map

Figure 9





## SHILOH CHURCH ROAD



### **Recommendation**

Shiloh Church Road is recommended as a “*country road*.”

### **Description**

Shiloh Church Road is located in the Clarksburg Master Plan area, west of Ten Mile Creek in the area designed in the master plan for agricultural preservation. The road is situated between West Old Baltimore Road to the south and Comus Road to the north (*see Figure 10*). Shiloh Church Road is a two-lane, 20-foot wide, paved asphalt public road, and runs for 2.02 miles. There are center and edge markings with approximately four-foot grass shoulders. The road has good geometrics and looks as if it was rebuilt. There are very few horizontal changes. The road is spotted with a few farms and has an occasional utility pole that intrudes into the view of the road. A Class III bikeway is designated along this road.

Shiloh Church Road is almost completely within the Ten Mile Creek subwatershed. This subwatershed is in excellent condition and particularly sensitive to disturbance. The rocky soil limits the amount of groundwater contributed to the stream, allowing runoff to carry pollutants to the stream.

### **Evaluation**

#### **Driving Experience:**

Shiloh Church Road is a very attractive, engineered road with good geometrics. This road provides the driver with a gentle ride and plenty of sight distance so the driver is not surprised by what is ahead. The road connects Comus Road with West Old Baltimore Road in a

north-south direction. Starting at Comus Road, the road slowly drops down, slightly curving through single-family homes and views of old farms. In the middle of this drive, mature trees in the Ten Mile Creek Greenway border the road. Vegetation is trimmed back from the road due to the grass shoulders. The road is located in an area of low-density suburban character and lined with lawns of the large residential lots. At the southern end just before the road's terminus at West Old Baltimore Road, a brown guardrail is barely visible and blends into the view of the park. While the road is very attractive, there are no unique environmental or historic structures or characteristics along this road.

**History:**

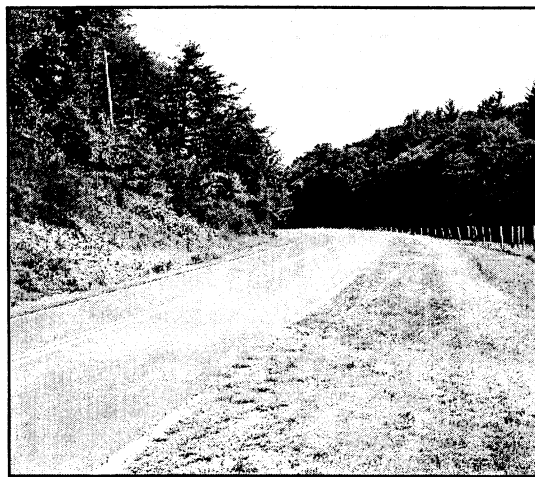
Shiloh Church Road probably was built as a connector for farmers to West Old Baltimore Road, the thoroughfare to market before the installation of the Metropolitan Branch of the Baltimore & Ohio Railroad.

**Traffic:**

The average daily traffic volume of 360 number of vehicles was observed in October 2002. The road has an existing Class III bikeway along the entire length of the road. One accident that resulted in two injuries was reported on Shiloh Church Road between January 1996 and December 2000.

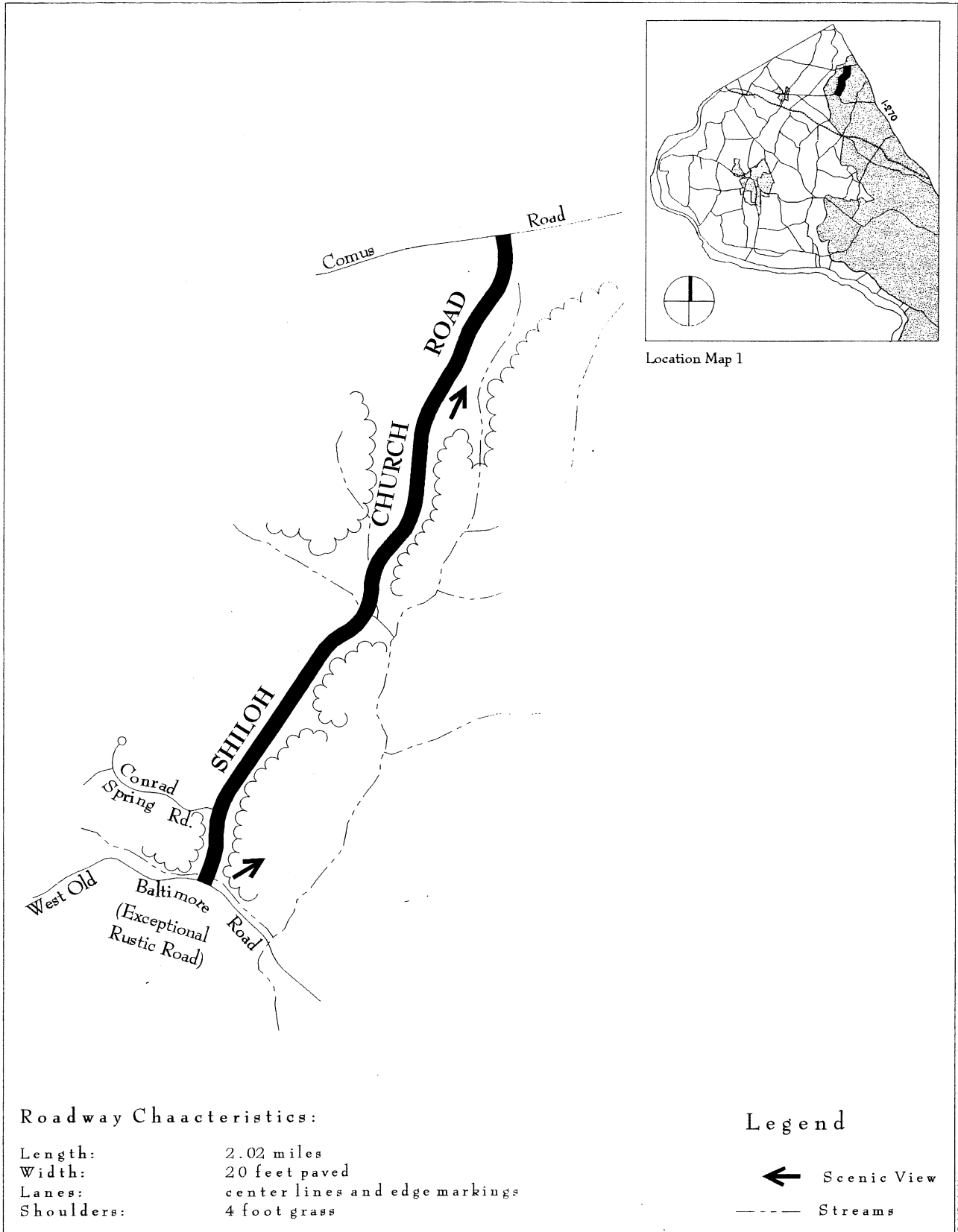
**Justification**

Shiloh Church Road retains the remnants of natural and agricultural features that are worth preserving given a protective designation. These features would be lost if the road was improved to Primary Road Standards. Therefore, Shiloh Church Road is recommended as a **“country road”** to prevent the road from being engineered with the highest priority on flow and speed.



# Shiloh Church Road

Figure 10





## SLIDELL ROAD



### Recommendation

Slidell Road is recommended as a “*rustic road.*”

### Description

Slidell Road is located in the Clarksburg Master Plan area, west of Ten Mile Creek in the area designated in the master plan for agricultural preservation. The road is situated between Barnesville Road (MD117) to the south and Comus Road to the north (*see Figure 11*). Slidell Road is a paved asphalt public road that is 14 to 16 feet wide with no pavement markings and no shoulders.

Slidell Road follows the ridge line between the Ten Mile Creek subwatershed, a tributary of Seneca Creek, and the Little Monocacy, a tributary of the Potomac River. Both subwatersheds are sensitive, and have stream quality rated as good to excellent. The road abuts the Bucklodge Forest, a Legacy Open Space property designated for protection of important large blocks of forest.

### Evaluation

#### Driving Experience:

Even though Slidell Road is posted at 35 miles per hour, the narrowness and the horizontal elevation changes of the road force the driver to proceed at a slower speed.

Heading south on Slidell Road at Comus Road, the road starts at its widest point of 16 feet and has views of houses and manicured lawns. The road narrows to 14 feet and the road surface is patched asphalt without any centerline, edge markings or shoulders. The view and

road edge quickly as the road shifts westward. The western edge of the road is lined with a fence and a forest from the Bucklodge Conservation Park and to the east a few large houses and view of an open field. The road abruptly shifts back to the east with views of an old farm house to the west and a view of rolling hills with hay drying in the fields to the east. As it approaches West Old Baltimore Road (an exceptional rustic road), Slidell Road widens to 16 feet with a centerline and no edge markings or shoulders.

As Slidell Road proceeds south towards Barnesville Road, the road narrows again and centerline and edge markings end. Once Slidell Road enters the Boyds Master Plan area the centerline resumes until the road reaches Barnesville Road. There are occasional views of clusters of older residential homes, farm houses, and fields until it ends at Barnesville Road (a rustic road).

### **History:**

Commissioned in 1875 by early County farmers (Carlin, Hershey, Reid, Knott, and Thompson), Slidell Road was probably laid out as a connection to the Boyd's Station of the Baltimore & Ohio Railroad Metropolitan Branch. It also passes over West Old Baltimore Road, the 1793 market route for early farmers. The intersection of Slidell Road and West Old Baltimore Road remained important through the late 1800s, giving rise to the Slidell community. This small locale boasted a roadside post office, general store, and one-room school.

### **Traffic:**

The average daily traffic volume of 140 vehicles was observed in October 2002. The road was master planned as an arterial classification in the Clarksburg transportation network and there are no existing or proposed bikeways along this road. The four accidents resulted in one injury reported on Slidell Road from January 1996 to December 2000.

### **Justification**

*Slidell Road meets the established criteria and is recommended for designation as a rustic road.* The local community views this road as an attractive addition to the list of Rustic Roads due to the road's many natural and agricultural features along a narrow road with vistas of farms fields and rural buildings. Any road improvements should be carefully examined because such improvements may compromise the integrity of the road.

### **Significant Features:**

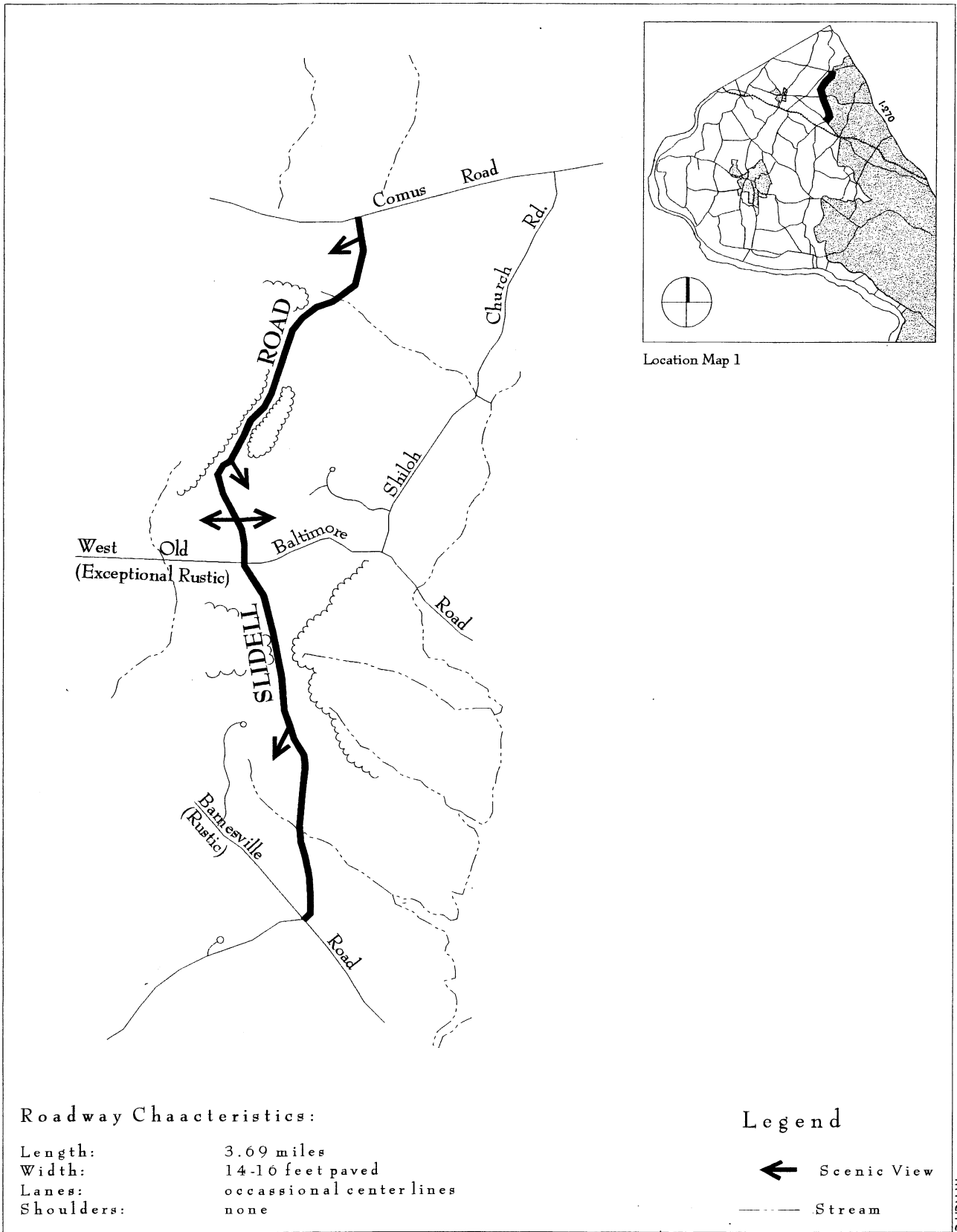
- The way the road fits the terrain, the narrow pavement, and the close proximity of fences and trees to the road.
- Example of small residential rural area.





# Slidell Road

Figure 11



M.N.C.P.C.



**Table 2: Rustic and Exceptional Rustic Roads Criteria Check**

Road Location	Qualitative
Road Width	10 feet to 22 feet
Traffic Volume	3,000 or less per day
Natural Characteristics	Qualitative
Vehicular Accidents/Injuries	Seven or fewer accidents within a five-year period.
Exceptional Rustic Roads	Must meet all of the above-mentioned criteria in addition to qualitative criteria.

**Table 3: Roadway Classification Table:**

Master Plan Designation	Name	Limits	Minimum Right-of-Way Width
CR-6	Johnson Drive	Entire Length	70'
CR-7	Long Corner Road	Entire Length	80'
R-58	Mountain View Road	Entire Length	70'
E-13	Purdum Road	Entire Length	80'
CR-1	Warfield Road	Wightman Road to Goshen Road	70'
CR-1	Shiloh Church Road	Entire Length	70'
R-8	Slidell Road	Comus Road to Southern Clarksburg Master Plan Boundary Line	80'
R-59	Slidell Road	Southern Clarksburg Master Plan Boundary Line to Barnesville Road	80'
CR-2	Piedmont Road	Grand Elm Street to Skylark Road	60'
CR-3	Piedmont Road	Skylark Road to Hawkes Road	70'
CR-4	Grand Elm Street	A-305 to Piedmont Road	60'

**Table 4: Roadway Comparison Table**

Name	Width	Traffic Volume		Accidents		Injuries	
		1999	2002	1999 <sup>a</sup>	2002 <sup>b</sup>	1999	2002
Johnson Drive	22'	1,500	1,520	3	1	4	0
Long Corner Road	22' / 15.5' <sup>c</sup>	2,850	2,120	10	1	4	0
Mountain View Road	22' / 19' <sup>d</sup>	1,600	1,550	0	1	0	0
Purdum Road	18'	200	190	0	2	0	1
Warfield Road	22'	1,800	2,320	9	1	10	0
Shiloh Church Road	20'	N/A	360	N/A	1	N/A	2
Slidell Road	14' -16'	N/A	140	N/A	4	N/A	1
[Review Standard]	Width ≤ 22	ADT ≤ 3,000		Accidents ≤ 7 in 5 years		N/A	

**NOTE:**

- a: Non-alcohol related vehicular accidents from January 1993 to December 1997
- b: Non-alcohol/drug related vehicular accidents from January 1996 to December 2000
- c: Long Corner Road narrows to 15.5 feet wide at a culvert crossing between Mullinix Mill Road and Gue Road
- d: Mountain View Road is 19 feet wide between Johnson Drive and Kings Valley Road

