



RUSTIC ROADS COMMISSION FREDERICK COUNTY, MARYLAND

30 North Market Street, Third Floor Frederick, Maryland 21701 (301) 600-1138



CASE NO. 24-01-01 NOMINATION TO RUSTIC ROADS PROGRAM STAFF REPORT

SUMMARY

Road: Stevens Road

From Wilhide Road to Old Frederick Road

Applicant: Joel Anderson and Brigitta Shroyer

This public meeting is for the consideration of placing Stevens Road, from Wilhide Road to Old Frederick Road, into the Rustic Roads Program. The nomination was submitted by Joel Anderson and Brigitta Shroyer, residents along the road.

The public meeting for designation to the Frederick County Rustic Roads Program will be held at 6:00 p.m., or thereafter, on December 11, 2024.

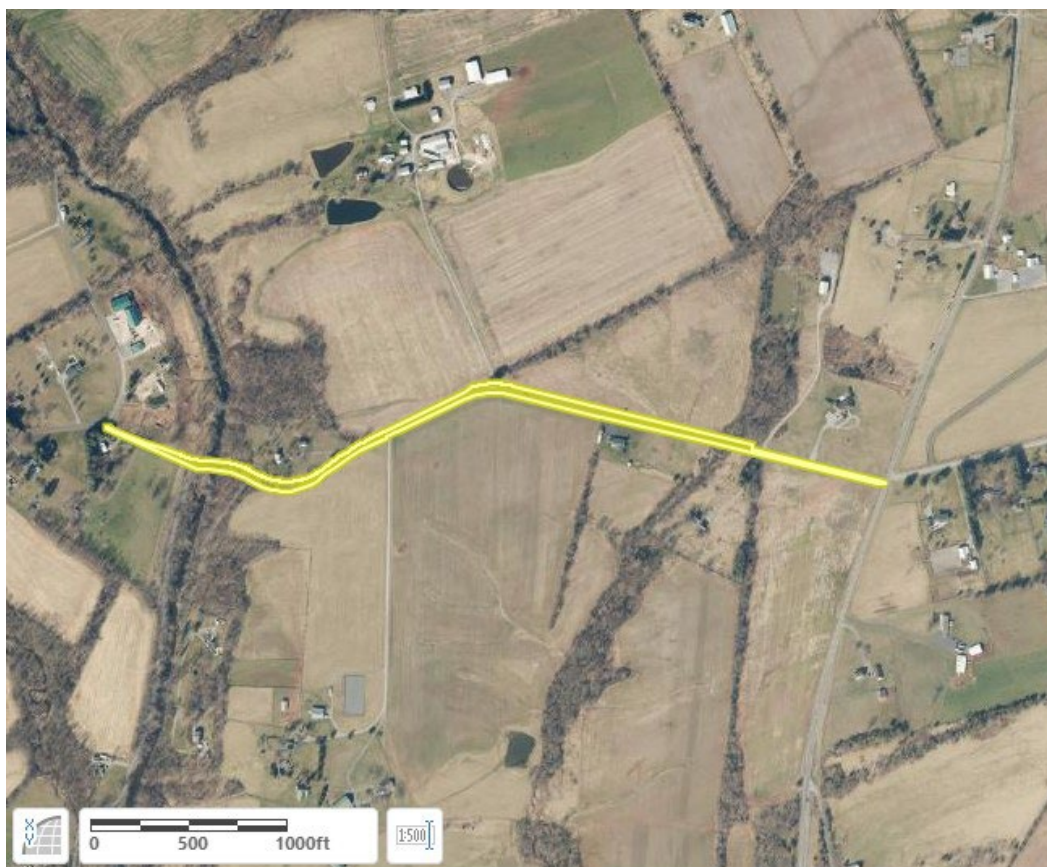


Image 1: Aerial of Stevens Road

SUPPORTING MATERIALS

The applicants, Joel Anderson and Brigitta Shroyer, submitted a nomination form with the required attachments along with 18 letters of support from Stevens Road residents and users. The nomination materials are attached to this staff report.

ROAD SPECIFICATIONS

Stevens Road is a 0.81-mile tar and chip road located in Maintenance District 1. The road runs from Wilhide Road to Old Frederick Road. Stevens Road is 18 feet wide without shoulders. The posted speed limit is 30 miles per hour. The road has an annual average daily trip count of 199 trips, last studied in 2007. The road is classified as a local road with a low traffic range.

SURROUNDING LANDSCAPE

The narrow tar and chip road, located just over a mile southwest of Creagerstown, is surrounded primarily by agricultural land and rural residences. Stevens Road crosses Little Hunting Creek and an unnamed tributary of Big Hunting Creek. The Little Hunting Creek crossing is a historic 1914 single-span metal truss bridge that was recently rehabilitated by the Division of Public Works.

ZONING AND LAND USE

The nominated road is not in a Community Growth Area. The closest Community Growth Areas are Woodsboro (2.7 miles away) and Thurmont (2.7 miles away). The surrounding land is zoned Agricultural, and the land use designations are Agricultural and Natural Resource.

LAND PRESERVATION

There are two adjacent properties, 8213A and 8302 Stevens Road, with Maryland Agricultural Land Preservation Foundation (MALPF) easements. The road is not in a Priority Preservation Area.

Properties within a 1-mile radius of the road that are included in a land preservation program are:

Critical Farm Easement: 1

Installment Purchase Program (IPP): 2

MALPF Easement: 7

Maryland Environmental Trust (MET): 7

HISTORIC PRESERVATION

There are two surveyed historic properties on the Maryland Inventory of Historic Properties on Stevens Road:

F-6-121 “Stevens Road Bridge,” a 1914 single lane metal truss bridge (attached)

F-6-154 “Friendship” or “Anderson Farm,” pending submittal to the Maryland Historic Trust

The Stevens Road Bridge is one of several single-span Pratt through-truss bridges built throughout Frederick County at the beginning of the 20th century. The Old Mill Road bridge over Owens Creek and the Grimes Road bridge over Tom’s Creek are other nearby examples of extant Pratt through-truss bridges.

Additionally, there are several 19th century structures, including a school house, that are still extant along the road. The schoolhouse is listed as Public School 86, according to the 1858 Issac Bond Map of Frederick County, though this is before Stevens Road was depicted on a map.

The 1873 Titus Atlas shows a connection between Wilhide Road and Old Frederick Road that does not align with Stevens Road but was a predecessor to it. The first depiction of Stevens Road in a historic map is on a 1911 USGS Topographic map that also shows the school, labeled as Hunting Creek School. This makes the current alignment of Stevens Road at least 113 years old.

STAFF RECOMMENDATION

Based on the historic, agricultural, and natural characteristics of Stevens Roads and its context, Staff recommends that the Commission **RECOMMEND** the nomination of Stevens Road, from Wilhide Road to Old Frederick Road, to the Frederick County Council for inclusion into the Rustic Roads Program.

Surrounding Land Use Map of Stevens Road

Light Green: Natural Resource

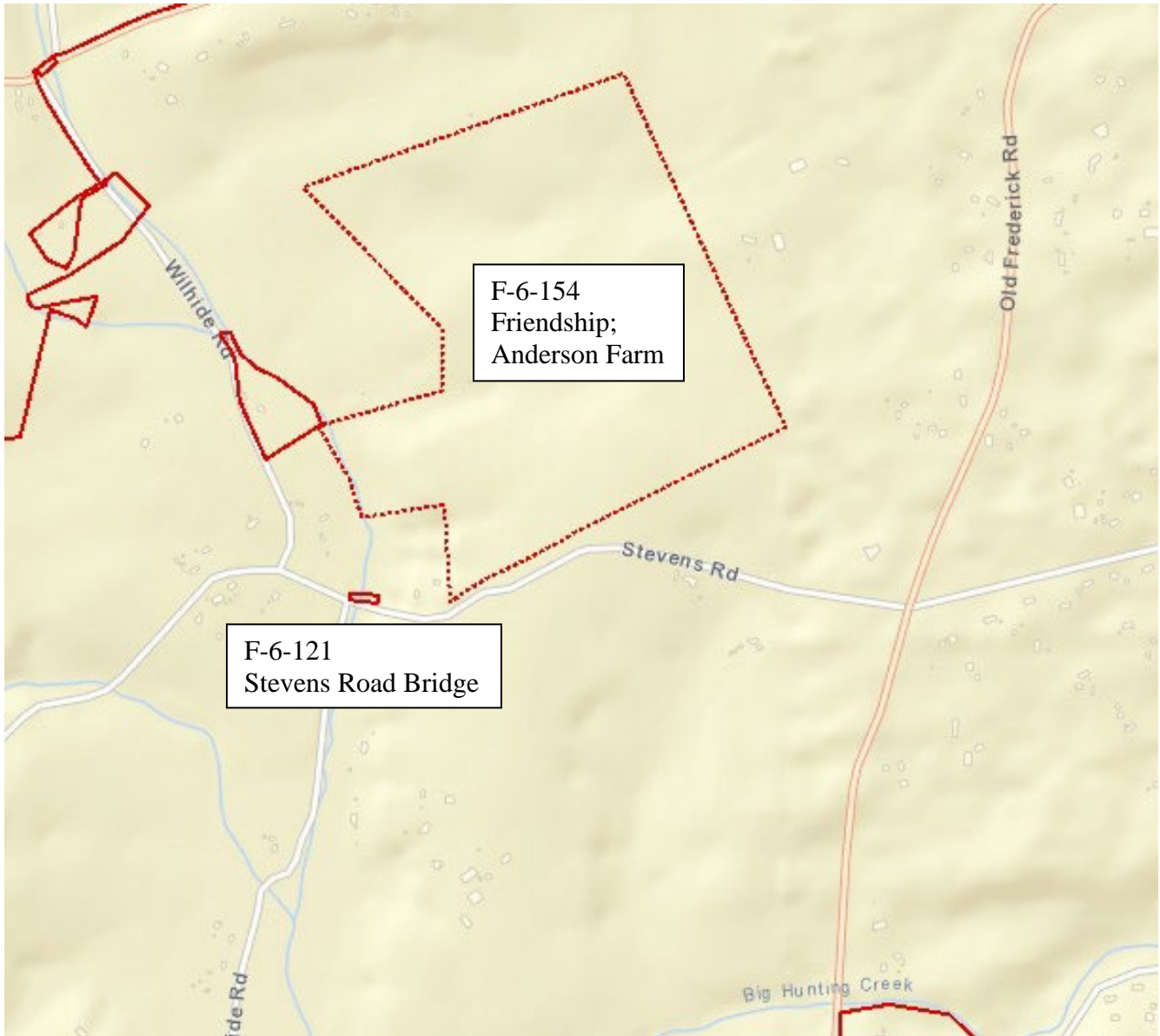
White: Agricultural



Land Preservation Map Surrounding Stevens Road



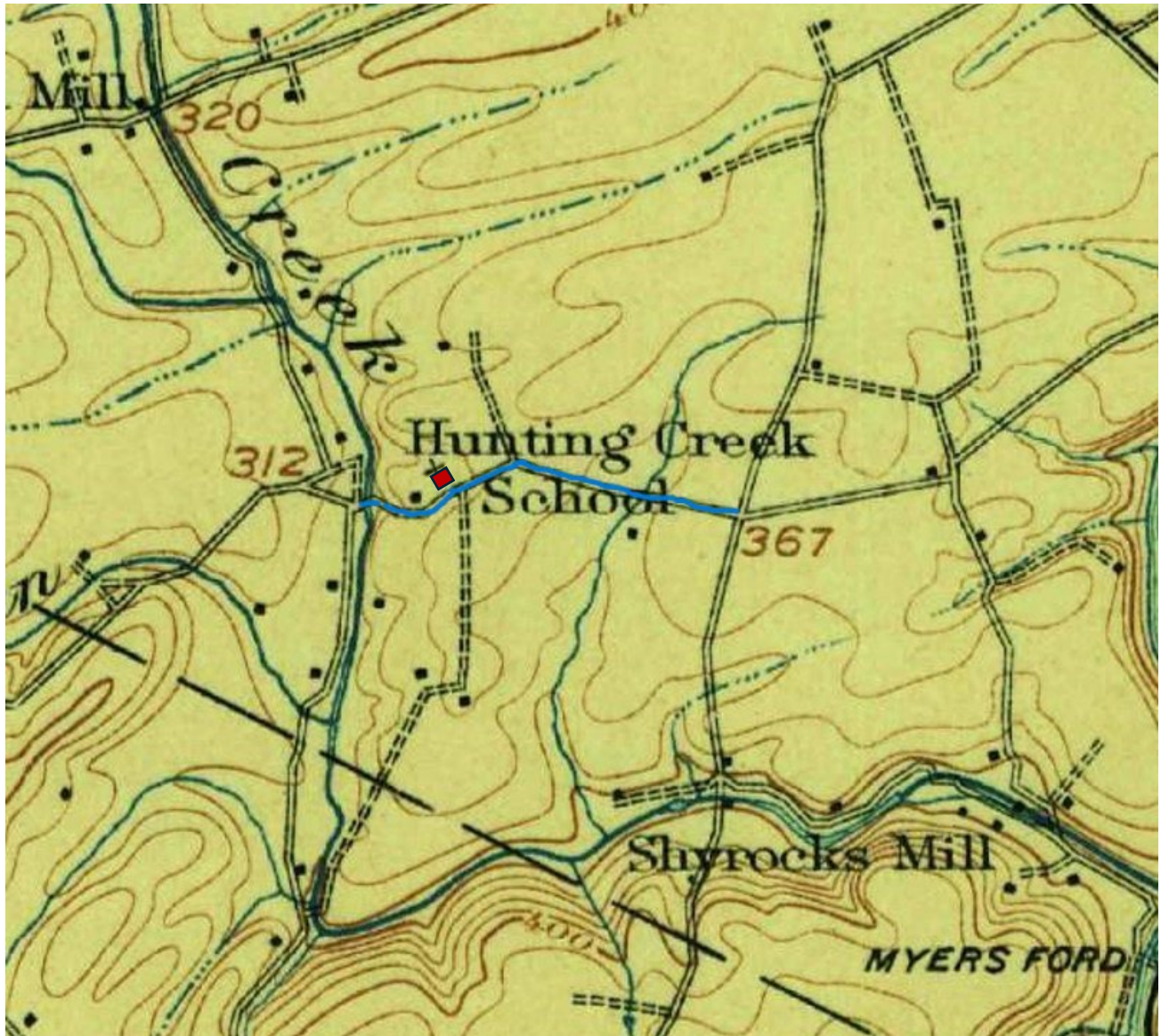
MIHP Map of Stevens Roads



Atlas of Frederick County Maryland by C.O. Titus and Co., 1873

The 1873 Atlas shows a pre-Stevens Road connection between modern day Wilhide Road and Old Frederick Road. Notice the schoolhouse location (red) between the 1873 and 1911 maps.

United States Geological Survey Topographic Map, Emmitsburg MD, 1911



Earliest map with the modern alignment of Stevens Road with many extant buildings, such as the historic schoolhouse (red).



Rustic Roads Designation Public Nomination Form



This nomination form is designed to provide the necessary information for the Rustic Roads Commission to be able to evaluate the significance of a road or road segment for possible inclusion into the Frederick County Rustic Roads Program. For more information about each section, please review *How to Complete a Frederick County Rustic Roads Nomination Form*. **Staff is available to answer any questions you may have regarding this form at RusticRoads@FrederickCountyMD.gov or (301)600-1138. Staff is also available for site visits.**

1. General Road Information

Stevens Road

Name of Road: _____

Old Frederick Road

From Intersection: _____

Wilhide Road (Wilhide to the north)

To Intersection: _____

2. Primary Applicant Contact Information

Joel Anderson and Brigitta Shroyer

Name: _____

8302 Stevens Road Thurmont, MD 21788

Address: _____

301-606-2429 mobile Joel; 301-606-8591 mobile Brigitta

Phone Number: _____

jtanderson54@yahoo.com; shroyerb@gmail.com

Email: _____

Best Way to Reach You:

☐

Phone

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Email

☐

Mail

Frederick County: Rich History, Bright Future

30 North Market Street, Frederick, MD 21701 • 301-600-1138 • Fax 301-600-1645

RusticRoads@FrederickCountyMD.gov www.FrederickCountyMD.gov

3. Road Description

Length of road included in this nomination: .08 miles

How wide does the road feel to you? (Select all that apply)

- ☐ Very Narrow (8'-10', 1 Car Width) ☐ Narrow (10'-12', 1½ Car Width)
☒ Average (12'-16', 1½ - 2 Car Width) ☐ Wide (16'-20', 2½ Car Width)

Material Type (Select all the apply)

- ☐ Dirt ☐ Gravel ☒ Tar/Chip or Asphalt

Condition of the Nominated Road

- ☒ Good ☐ Fair ☐ Poor ☐ Deteriorated

How would you describe the area along the road corridor? (Select all the apply)

- ☒ Agricultural ☐ Residential ☐ Commercial ☐ Industrial
☒ Forested ☐ Village Center

Please describe any transportation features along the road, such as bridges, tunnels, railroad tracks, fords, drainage features, shoulders, etc.?

Stevens Road Bridge (F-6-121)_
Historic 1912 bridge over Big Hunting Creek. The Stevens Road Bridge (SHA Bridge # F-407) is a Pratt through-truss bridge built by York Bridge Company. It is an extremely rare example that survived the floodwaters of Hurricane Agnes in 1972. Therefore, the Stevens Road bridge is unique in Frederick County and is emblematic of the significance of Stevens Road as a rural and rustic road within a historic cultural landscape.

What kind of natural features are along the road, such as rock outcrops, streams, lakes, native vegetation, heavy tree canopy, viewshed, other water features, etc.?

The clear and unobstructed view of the Catocin Mountains across farm fields to the northwest is unique and visually stunning. It is very wooded in the background and during the fall one can enjoy the changing colors. You can often view spectacular, unobstructed sunrises and sunsets. From Stevens Road, one can view hundreds of acres of agricultural crops and fields which provide a glimpse into and preservation of a pristine landscape vista rarely preserved in the 21st century.

4. Road Significance

What makes this road significant to you, your community, and Frederick County? Who are the different users of this road (autos, trucks, school buses, bicyclers, residents, joggers, farmers, birders, horseback riders, etc.) and how do they use the road? What is the historical, natural, and cultural significance or uniqueness of this road?

Stevens Road was named for Frank M. Stevens, lifelong farmer and property owner on Stevens Road. Mr. Stevens served as president of the Frederick County Commissioners beginning in 1916.

The proposed Stevens Road Rustic Road area is comprised of multi-generational agricultural land holdings that, collectively, should be designated as one of Frederick County's next Rural Historic Districts. The agricultural complexes retain agrarian heritage historic dwellings, farm structures, and a cultural landscape that uniquely exemplify northern Frederick County's rural, agrarian heritage.

The cultural landscape of Stevens Road is a historically significant place that exhibit generations of evidence of human interaction with the physical environment from prehistoric times. Its authenticity is evident within the historical integrity of the rural road, the field layout, standing structures, and the viewshed. It is a rare example of an undisturbed viewshed as well as a landscape that signifies remains from the prehistoric and historic periods. It is significant in American history and is an authentic window to our collective past.

Please refer to attachment for additional detail on significant structures.

5. Issues Facing Road

What issues or pressures are facing this road? If you selected that the road is in poor or deteriorating condition in Section 3, what conditions may be causing this issue? Are there any safety concerns on this road?

Local residents are very concerned that as Frederick County Parks and Recreation implements the Comprehensive Master Plan for the Kanode Farm Park, Frederick County Department of Public Works will push to widen Stevens Road. The current wording in the Master Plan for Stevens Road and general park access is vague and does not provide guidance that protects the historic Stevens Road in its current form. The principal concerns of the neighbors along Stevens Road are road widening, a painted center line, and increased traffic speeds.

The general feeling among residents is that the road is currently adequate for the park improvements that are proposed. School buses currently use the road. It is wide enough to accommodate passing buses and cars. Tractor trailers and cattle trailers also use Stevens Road to access Friendship Farm. Widening the road would actually make it less safe for equestrians to access the park on horseback because of increased speeds. This also negatively impacts cyclists and walkers who use the road daily. The rural road should be considered an integral part of the Kanode Farm Park. Leaving the road alone will enhance the park.

It is important to note that because of MALPF easements and lack of percolation, there is no possibility of further residential development on Stevens Road, thus preserving the landscape along the roadway.

The Stevens Road property owners conducted extensive research to document roadway entrances to County public parks. For example, the Catoctin Creek Park is located on a narrow, rural road and it functions well accommodating traffic, including school buses. The owners of property along Stevens Road want to see the same treatment for Stevens Road.

6. Map Attachment

Please attach a map to this form of the nominated road. These maps may be drawn and labeled by hand. Any online mapping software, such as Google Maps and MapQuest, exercise tracking apps, Frederick County's [Property Explorer](#), or a screenshot of a webpage may be used.

7. Letters of Support or Signatory Pages

(Optional)

Applicants may attach letters of support and/or a signatory (petition) page of supporters for this nomination from residents or frequent users of the nominated road. These can also be submitted to: RusticRoads@FrederickCountyMD.gov.

8. Photo Log

Please attach no more than 10 color images of significant features and representative images of the road corridor. Please also include images of the beginning and end of the nominated road. Complete the following photo log of the attached images:

Photo	Date Taken	Subject	Location/View
1	1/15/24	Saxton home on left	facing west
2	1/15/24	Lewis parcel on left	facing east
3	1/15/24	Friendship Farm front field	facing west
4	1/15/24	Kanode Farm	facing south
5	1/15/24	Stevens Road	facing east
6	1/15/254	VanDemark property	facing east
7	1/17/24	historic schoolhouse	facing north
8	1/15/24	Big Hunting Creek with bird	from bridge
9	1/15/24	bridge with walker	facing west
10	1/15/24	Stevens Rd. west of bridge	facing west

File type JPG, TIFF, or PNG. No larger than 50mb. Hard copies are also acceptable.

Rustic Roads Nomination Form - Stevens Road

ATTACHMENT

What kind of natural features are along the road, such as rock outcrops, streams, lakes, native vegetation, heavy tree canopy, viewshed, other water features, etc.?

- Water – streams, creeks

The historic Pratt- through- truss bridge over Big Hunting Creek provides lovely views of the stream and birds such as herons and eagles. An unnamed, intermittent creek crosses Stevens Road and runs through the Kanode Farm. From Stevens Road looking north and across Friendship Farm, the view includes an additional stream valley draining from the Creagerstown area.

- Ecologically sensitive areas

Big Hunting Creek is a Class III trout stream draining from the Catoctin Mountains and is a natural habitat for birds and animals. Bald eagle nests have been sighted along Big Hunting Creek adjacent to Stevens Road (once on the Lewis property on Wilhide Road and once on the other side of Wilhide near the Study's property where Sandy Run flows into Big Hunting creek). In spring 2023, three Sandhill Cranes chose the pasture at 8103 Stevens Road as a rest area for several days during their migration, a very rare sighting in northern Frederick County. There are currently two Stevens Road property owners working with Stream Link and Creek ReLeaf to add tree cover in three separate locations along Hunting Creek.

- Road connectivity- setting up continuous networks of roads, establishing larger loops of designated Rustic Roads.

These connecting roads are very popular with the County's cyclists and walkers: Stevens Road; Wilhide Road; Angleberger Road; Blacks Mill Road; Hunt Club Road; and Lucey Road. Many cyclists meet at Utica Park for group rides through the area and in the future they could potentially meet at the Kanode Farm Park, which would be safer than starting routes on busy Old Frederick Road.

Question #4. Road Significance

What makes this road significant to you, your community, and Frederick County? Who are the different users of this road (autos, trucks, school buses, bicyclers, residents, joggers, farmers, birders, horseback riders, etc.) and how do they use the road? What is the historical, natural, and cultural significance or uniqueness of this road?

The following properties and structures are significant:

1. Friendship Farm: 8302 Stevens Road (approximately 190 acres)

Farmhouse dates to 1795 and is designated with Frederick County Landmarks plaque #149. Farm is designated with MIHP No. F-6-154. Extant significant historic structures include a large Pennsylvania style bank barn which dates to 1857 and was included in the Maryland Historical Trust 2020 survey and documentation of historic north county barns by the University of

Delaware. The wagon shed with attached corn crib and granary is a mid-19th century structure and the complex also includes an early herringbone milking parlor. 150 acres of the farm are included in the Maryland Agricultural Land Preservation Foundation (MALPF). Note: precise structure dating obtained by dendrochronology (tree ring dating).

2. Kanode Farm: 8213-A Stevens Road (184 acres)

Large Pennsylvania style bank barn, milk house, dairy barn and attached milk house, and a garage with early smoke house chimney and other agricultural buildings date to the early 20th century. 175 acres in the Maryland Agricultural Land Preservation Foundation (MALPF).

3. Lewis family parcel: on the north side of Stevens Road (17 acres). Entirety in the USDA Conservation Reserve Enhancement Program (CREP).

4. Darrell and Suzanne Saxton's dwelling: 8331 Stevens Road. Brick dwelling built ca. 1958. Parcel was subdivided from the Stevens Farm (Kanode Farm) as a retirement dwelling for Frank Stevens's nephew.

5. Taylor Roman's dwelling: 8407 Stevens Road. Early 19th century frame house set back from Stevens Road.

6. Stevens Road Schoolhouse – 8132 Stevens Road (Bill Layman's property/Shirley Virginia Heatherly's Estate). Late 19th century frame structure. One of the few remaining rural schoolhouses extant in Frederick County. This parcel also contains a large mature wooded area adjacent to the rear of the property. The property also retains remnants of the historic road that previously provided access to this area from the west side of Big Hunting Creek. Schoolhouse was misidentified as a church in the 2022 Applied Archaeology report.

7. Elizabeth Van Dermark's stone dwelling house - 8213 Stevens Road. Original stone farmhouse - early 19th century.

8. Stevens Road bridge built 1912 single lane over Big Hunting Creek.

Known Archaeological Sites:

1. **Anderson Site** - 18FR570 is a late archaic short-term component and short-term resource procurement site and unknown historic (artifact scatter).
2. **Anderson Site 2** – 18FR371 is a late archaic and middle woodland resource procurement site.
3. **18FR1164** – is a precontact lithic scatter.
4. **Hunting Creek 1** - 18 FR183 is an early, middle, and late archaic and early and late woodland short-term camp/lithic scatter.

All the above-mentioned farms, homes, buildings, historic structures, viewshed, and archaeological sites create a unique cultural landscape that is rare in rapidly changing Frederick County. These agricultural complexes are tied together by Stevens Road. In its current state, Stevens Road and its surrounding landscape preserve the evident remains of history and culture. Any change to this landscape should be avoided.

Below is further detail on two of the farms mentioned.

Friendship Farm

Friendship Farm, as it was named in 1749, was once a large estate encompassing 1,000 acres (this includes the Kanode Farm, and most of the other parcels mentioned). Farm ownership transferred over generations through families and through real estate transactions as local individuals acquired land to increase farming capacity or simply for the profit of a land transaction. What is today the 190-acre Friendship Farm is the last remnant of a working farm holding that historic name. The fertile land that has consistently been characterized as extremely valuable has been well maintained and continues to function as a working and viable farm. The current owner was *Cooperator of the Year* with the Frederick Soil Conservation District in the 1980s and in 2012 was given the *Raymond Keilholtz award for Soil Conservation*, the two most prestigious soil conservation awards in the Frederick Soil Conservation District.

Today, the 190-acre Friendship Farm encompasses and preserves the significance of one of the earliest Maryland land transactions. The land was part of the 10,000 acre parcel surveyed and conveyed to Lord Baltimore on May 29, 1724 as “Monnocacy Mannor”. Lord Baltimore then granted 1,000 acres of the parcel to Henry Addison and William Murdock on April 7, 1749 who named it “Friendship”. Loyal to the British crown, a court case was started against Addison in 1781 after he left Maryland for England. On July 18, 1787 John Rodgers, Chancellor of Maryland, issued a deed for the 198 ½ acre “Friendship” to Thomas Patterson for nine hundred pounds “red money”. It is remarkable that 237 years later, the current “Friendship Farm” retains almost precisely the acreage and boundaries of “Friendship”.

Dendrochronology dates the construction of the extant two-story log house on the property to circa 1795. The Pattersons sold the intact property to Captain John Smith for \$4,526.83 on March 24, 1813. The original intent and purpose of the transaction from Lord Baltimore was to bequeath highly valuable land for farming. “Friendship Farm” as a rare example of a nearly intact agricultural parcel that is as old as the United States. It’s existence and preservation are extraordinary characteristics with local, state, and potentially national significance. The property likely is eligible under Criteria A for listing on the National Register of Historic Places. Persons associated with the property early in its history hold high significance for their place in the history of the nation. Additionally, state and local significance is evident through the 19th century property owners who were held in high esteem as landholding families.

Kanode Farm

The human-modified ecosystem evident on the Kanode farm and surrounding agrarian landscape such as field systems, driveways, forests, creek, and structures is another example of northern Frederick County’s past and should not be lost.

The history of the Kanode farmland can be traced back to land originally bought by Samuel Fleming in 1775 (Rich Bottom) and 1776 (Friendship). There were a series of deeds involving two different Jacob Brengles, Adam and Nancy Snook (perhaps related to the Snook family of what is now Utica Park), and John Cookerly, but eventually in 1842 and 1843 John Hill bought 236 acres of which the Kanode farm is part. Hill's wife is the "Mrs. Hill" shown on the Titus map. Note that "Mrs. Snook" is also shown on that map. The designation of women as owners of these properties should be further researched, as it is unusual in the north county during that time period.

Significantly, the Kanode farm area has an enslaved and later freed African American connection. Henry Butler was born in 1803 and died in 1876. He was manumitted in 1839 by Cornelius Ridge whose farm adjoins the Kanode property (now Remsburg property) along Stevens Road. Following his manumission, Henry Butler established his own farm located between the south end of the Kanode Farm and Hunting Creek adjacent to Stevens Road. Mr. Butler and his wife Nancy (1810-1878) are listed in the 1850, 1860, and 1870 census. Interestingly, the Butlers are not included on the 1840 map, but this may be due to his status as a newly manumitted person who may not have been established on his own property yet when the census taker came by.

The 1870 census includes his son John (born in 1832 before Henry was manumitted), listed next to Henry as a separate household. It is unclear whether John was manumitted or remained enslaved until Emancipation. Henry and Nancy Butler are buried in the Creagerstown Cemetery, evidence that they lived their entire lives, enslaved and freed, in the Kanode farm area on Stevens Road. Mr. Butler's land ownership as an enslaved and later freed African American provides a significant chapter to the Stevens Road history.

The Kanode Farm (Stevens Farm), once had an early 20th century two story, 5-bay frame farmhouse with a slate roof in the location of the current late 20th century log dwelling. The historic stone house located on the adjoining property to the west (8213 Stevens Road) was once part of the Stevens Farm and was the main dwelling house prior to the construction of the frame house previously mentioned. The stone house was subsequently used as the tenant farmer's house.

The agricultural buildings on the Kanode Farm reflect agricultural change during the past two centuries. For example, the ca. 1900 Pennsylvania style bank barn retains the principal characteristics of the period and is a significant and rare structure. The minor modifications to the structure that removed facilities for milking cows plus stalls for work horses do not negate its architectural significance. The pre-war dairy barn reflects the passage of State hygiene regulations. It is particularly interesting to note that this construction probably occurred between 1937 and 1941 as the materials to build a structure such as this would not have been available during the war years. Ca. 1980 modifications to the interior of the structure during which the milking stanchions were removed and horse stalls installed do not negate its architectural significance.

Who uses the road:

Stevens Road, Wilhide Road, Angleberger Road and Blacks Mill Road are all treasured and connected rural biking routes for the County's cyclists. Stevens Road is a popular spur on one of Maryland's most popular cycling routes – the 40-mile Covered Bridge Route which has been named the best bike ride in Maryland by bicycling.com. It also draws many cyclists from out of County for events and pleasure riding. Three popular cycling clubs in Frederick regularly use these roads.

Many of the neighbors on Stevens Road, Hunt Club Road and Lucey Road walk, jog, and walk their dogs on these roads. Several times a week we have observed people riding horses on Stevens Road.

When Friendship Farm was a dairy operation for the past 100 years, trucks and farm machinery used the local roads to transport milk and grain. It continues to be farmed in grain and beef.

School buses have adequately used this road since at least the 1950s. At that time Stevens Road was 10 to 12 feet wide. It is currently 16 to 17 feet wide with no center line.

Truck and horse trailers also use Stevens Road.

We occasionally see birders in the area.

Stevens Road is most valued for the gorgeous viewshed, including the Catoctin Mountains, the forests and tree lines, its preserved agricultural and cultural landscape, field pattern, historic farm entrance pattern, its history, and the fact that it's narrower than standard high speed roads. Without a center line, Stevens Road is safe for walkers, joggers, and cyclists.

Rustic Road Nomination - Stevens Road Letters of Support

1	Suzanne and Darrell Saxton	8331 Stevens Road
2	Christopher Lewis	Stevens Road 17-acre parcel
3	Lysiane Gravel-Lacombe	8103 Stevens Road
4	Danny Prouty	8129A Stevens Road
5	Luke Bender	8129B Stevens Road
6	Bill Layman	8132 Stevens Road
7	Tracy Law and Karen Knots	8601 Hunt Club Road
8	Elizabeth Craver	11814 Hunt Club Road
9	Steven Vaughn and Alice Thaler	8515 Hunt Club Road
10	Lesa Bradshaw	8631 Hunt Club Road
11	Dan and Sheree Kulcsak	11932 Lucey Road
12	Doug and Sherree Wiles	11859 Angleberger Road
13	Greg and Robin Gautney	11851 Angleberger Road
14	Deidre Lewis-Boswell	11808 Angleberger Road
15	Aaron Kovelman	11210 Wilhide Road
16	Jim Schaeffer	50 Citizens Way, Frederick
17	Tom Martin	707 Rosemont Ave., Frederick
18	Donna Harshman	707 Rosemont Ave., Frederick

January 25, 2024

Frederick County Government
Livable Frederick Planning and Design Office
Division of Planning and Permitting
30 North Market Street
Frederick, MD 21701

Dear Rustic Road Committee:

I have lived on Stevens Road for over 48 years. I support the application for Stevens Road to be designated as a Rustic Road.

On Stevens Road, I grew up in one house and bought the house next door to my parents. I wanted my family, especially my daughter, to experience the agricultural and open space that is prominent here. My daughter will tell you that she grew up between corn fields and there were no people.

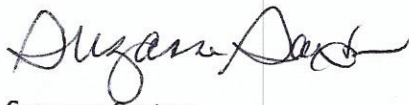
Over the summer, we had a family gathering. After lunch, some of the family seemed to disappear. When they reappeared, they stated that they walked down the road to the bridge over Hunting Creek. They said that they do that every time they visited my parents in the past or my current house. This just confirmed that where I live is wonderful for more than just myself.

On our road, you will see more wildlife than cars. Deer, fox, turkey, groundhogs, hawks, geese, a wandering cat and even skunks are enjoying the landscape.

There is a mixture of individuals using the road. Tractors, cyclists, runners, walkers and horse riders all feel safe on Stevens Road.

I appreciate your time to consider the application for designating Stevens Road as a Rustic Road.

Sincerely,

A handwritten signature in black ink, appearing to read 'Suzanne Saxton', written in a cursive style.

Suzanne Saxton

February 2, 2024

Letter of Support for Stevens Road Designation as a Rustic Road

As a manager and trustee for Pen Y Glyn Farm, I offer my full support for Stevens Road to be designated as a Rustic Road. Our family farm owns a 17-acre conservation meadow with 1,200 feet of road frontage on Stevens Road. It is primarily a large open meadow with an adjoining wooded area, all of which is entirely visible from Stevens Road. We have farmed and owned the land for over half a century.

On the west it shares with the Anderson farm a mature hedge of trees. On the north it contains a lengthy wooded area with an interior line of boundary oaks that are over one hundred years old. This natural wooded area borders and protects a seasonal stream that flows beneath Stevens Road, runs through the Kanode Farm, and eventually empties into Big Hunting Creek.

Five years ago, we enrolled the property in the Conservation Reserve Enhancement Program (CREP). Approximately 14 acres were planted in a combination of Brome grass and clover to provide wildlife cover and food for the game and native birds that inhabit the area. The thick, tall grass also aids in soil conservation and soil replenishment. The remaining 3 acres were planted to native trees to extend the natural wooded buffer along the seasonal stream. This buffer will improve water quality as well as provide additional wildlife habitat.

We have already witnessed improvements to the land and an increase in the wildlife species that inhabit the area. The land no longer erodes as it did when it was planted in crops. Owls and hawks perch in the hedge and in the wooded stream buffer to swoop down and feed on small game that inhabit the perennial grass cover. There are plenty of deer that browse the meadow, safely bed in the tall grass, and find shelter in the adjoining woods. The field is let go to seed each year and is mowed but once on a three-year cycle so that it can provide wildlife food and cover during the harsh winter months.

Just last week, in late January, while I was broadcasting clover seed to renew the grass planting, I saw a flock of about 20 Flickers feeding in a boggy area, probing the earth, in the northwest corner of the field. This is an unusual sighting as Flickers are woodpeckers, and, as such, they normally feed in trees. Also, they are typically sighted as a single bird or in a pair. I had never seen them gather like this before. It provides strong evidence of the success of our conservation efforts.

It is important to us to preserve the rural and rustic integrity of Stevens Road. We use it to transport our tractors and mowers to maintain our conservation field. For safety it is important to us that it remains a rural road with low speeds, compatible with the speeds of our tractors and mowers.

Also, most of the road frontage is protected through the MALPF program. It will never be developed. It will remain permanent farmland. With scenic views of the Catoctin mountains to the west and with historic farms and conservation areas along its length, Stevens Road highly deserves to be designated a Rustic Road.

Christopher J. Lewis

January 18th 2024

Frederick County Government
Livable Frederick Planning and Design Office
Division of Planning and Permitting
30 North Market Street
Frederick, MD 21701

Re: Rustic Roads nomination - Stevens Road

To whom this may concern,

My name is Lysiane Gravel-Lacombe, and I have been a property owner and resident of Stevens road since July 2019.

I chose to move on a small back road because of the natural beauty, tranquility and safety that small rustic roads such as Stevens have to offer. Stevens road is a perfect road to observe nature, watch birds, walk dogs, ride a bicycle or a horse without being affected by a large volume of vehicles traveling at fast speeds. I think it is imperative to preserve and cherish the back roads of Frederick County. They are an important part of our history and quality of life.

I therefore fully support the application to designate Stevens road as a Rustic Road.

Thank you very much for your time and consideration,

Sincerely,

Lysiane Gravel-Lacombe
8103 Stevens rd
Thurmont, MD 21788



Brigitta Shroyer <shroyerb@gmail.com>

Stevens Rustic Road

1 message

Danny Prouty <danny.prouty@gmail.com>

Fri, Feb 2, 2024 at 8:13 AM

To: Brigitta Shroyer <shroyerb@gmail.com>

Cc: Luke Bender <labender13@gmail.com>

A quick note showing my support for Stevens Road to be designated as a Rustic road. Thurmont has a rich rural cultural history dating back to before it was settled by Europeans. The town takes it's name from the german words "thur" (gateway) and "mont" (mountains) and we very much feel our road, which has been here long before farmer Stevens bought the land over 100 years ago is not only a gateway in itself to those very mountains but a gateway to our rural, rustic past. I believe the land forms the people as much as the people form the land and the nature of the land out here is the exact reason we fell in love with it the 1st time we drove through, looking for our forever home. Within 10 mins I told my wife we'd be crazy not to make an offer over the ask price.

Many of these roads out here originally started out as trails for native peoples to migrate north/south and the east/west roads leading towards our "gateway to the mountains" mostly were used to access stone resources for making lithic tools out of rhyolite and for reaching fertile foraging and hunting grounds for food. This occurred extensively over several periods dating back thousands of years. Move forward through the centuries to when farmer Stevens bought the land in the 1800's and it hadn't changed all that much from those first primary trails. The next 10 generations would work the land and only have to work slightly to improve those trails into a small network of rustic roads able to support the free movement of people and goods into and through the heart of our still small town. Move forward another hundred years and the road is still much as it ever was serving us just as well as it did when farmer Stevens pulled his wagons along by horse. I believe deep in my soul that change is necessary the truly the root of life on planet earth but also that one of the finest achievements of mankind is to fight to keep some things the way they were/are as much as is possible. Once it's gone, it's gone forever.

The current size and volume of traffic allows for me and my children to take walks, ride bikes, look at nature and enjoy the peace and serenity as we stroll along watching raptors scanning prey in the vast fields below and the herons doing the same along the creek. We even have neighbors that use Stevens road for riding horses and their carriages, that's about as rustic as it gets.

The bridge on Stevens rd, that runs over Big Hunt creek is a unique spot that is popular with everyone that walks, runs, and rides along the roads that intersect in this spot. It would be a shame if this was lost in the name of progress. The people that live along this road are rustic at heart and it would be a chunk torn out of all of us if the rustic nature was changed in a way that allowed for higher volume of traffic and higher speeds.

Please don't take away our slice of heaven that so many of us searched for long and hard. I found our forever home at 2am after a dedicated 6 months search and I would be devastated if the rustic pace of life out here changes simply because the road is widened or the speed limit increases. My hour-long commute to work is testament to how much I love it out here and is the peace I need after fighting the very traffic congestion I so hope avoid in our still rustic feeling part of town. The congesting squeeze is all around us already. Let's fight to keep a little bit of that old "gateway" feel to the simpler, rustic life and land of our forebears.

Best,
Daniel S. Prouty



Brigitta Shroyer <shroyerb@gmail.com>

support letter

1 message

Luke Bender <labender13@gmail.com>

Fri, Feb 2, 2024 at 12:27 PM

To: Brigitta Shroyer <shroyerb@gmail.com>

Cc: Danny Prouty <danny.prouty@gmail.com>

Preserving the rustic charm of our road holds significant importance to me. Beyond its practical function, the road serves as a pathway through nature's beauty, offering a serene escape from the hustle and bustle of modern life. Its unpaved surface and natural surroundings evoke a sense of tranquility and connection to the land. Maintaining its rustic character ensures that future generations can experience the same sense of wonder and appreciation for the simplicity and authenticity it embodies. Embracing its natural state is not just about preserving a road; it's about safeguarding a piece of our heritage and fostering a deep respect for the environment.

On Feb 1, 2024, at 7:43 AM, Danny Prouty <danny.prouty@gmail.com> wrote:

Hi Brigitta,

I'll get it written up and will send to you today.

Best,
Danny

On Thu, Feb 1, 2024, 7:26 AM Brigitta Shroyer <shroyerb@gmail.com> wrote:

Hi Danny and Luke,

We are planning on submitting the application next week. I'm just checking in to see if you are able to send a letter. We'll need to secure as many letters from Stevens Road residents as possible. So far I have two. The rest of them are from Wilhide, Angleberger, Hunt Club, Lucey, and several from Frederick residents who know this area.

Thank you very much!

Brigitta

--

Brigitta Shroyer

Frederick County Government
Livable Frederick Planning and Design Office
Division of Planning and Permitting
30 North Market Street
Frederick, MD 21701

Re: Rustic Roads nomination - Stevens Road

To Whom It May Concern:

I support the application for Stevens Road to be included in the County's Rustic Road program.

Thank you.

Sincerely,

A handwritten signature in cursive script, appearing to read "Bill Layman", followed by a horizontal line.

Bill Layman
8132 Stevens Road

Frederick County Government
Liveable Frederick Planning and Design Office
Division of Planning and Permitting
30 North Market Street
Frederick, MD 21701

Re: Rustic Roads nomination: Stevens Road

We have been homeowners and residents on Hunt Club Road for 30 years and are writing to express our strong support for Rustic Road designation for Stevens Road.

We and our two children have always enjoyed living in an area that allows us to savor living and being outdoors in a scenic rural area. With 4 active family members, we are regulars on Stevens Road and our multiple daily outings for walking, cycling, running, and trash pickup.

Stevens Road is a unique and wonderful place. It features amazing views of the Catoclin Mountains and rolling agricultural fields that reflect the agricultural character for which Frederick County has always been known. With Hunting Creek flowing under a historic bridge, we regularly encounter a diverse community of wildlife including foxes, deer, eagles, mink, racoons, opossums, skunks, and an amazing host of bird species like Baltimore orioles, great blue and green herons, kingfishers, pileated and downy woodpeckers while we are out on Stevens Road. It is a rare and special location that is truly worthy of protection. Such places are a throwback to old Frederick County and, once lost, they are gone forever.

Stevens Road is a key section of the amazing network of scenic roads which includes all three of Frederick County's historic covered bridges within just a few miles. Approving the Rustic Roads Program designation for Stevens Road would preserve the slow pace, natural terrain and rural character that make this road a local treasure for residents and visitors alike. Whether you enjoy Sunday drives through beautiful countryside, wildlife viewing, bicycling, walking, or running, Stevens Road is a place to be savored and intentionally low design speeds are needed to protect it.

Stevens Road embodies a rustic road - one that is an important reminder of the County's history; provides a unique opportunity for recreation and enjoyment; and serves as a comfortable, safe, and beautiful travel corridor. It is absolutely worthy of preservation and protection that a Rustic Roads designation will provide.

Please approve the Rustic Roads designation for Stevens Road!

Tracey Law and Karen Knotts
8601 Hunt Club Road
Thurmont, MD, 21788

Jan. 21, 2024

Frederick County Government
Livable Frederick Planning and Design Office
Division of Planning and Permitting
30 N. Market St.
Frederick, MD 21701

Re: Rustic Roads Nomination - Stevens Road

Dear Gentlemen:

I support the designation of Stevens Road
into the Rustic Roads Program.

Thank you,

Elizabeth Craver

Frederick County Government
Livable Frederick Planning and Design Office
Division of Planning and Permitting
30 N. Market Street
Frederick, MD 21701

January 20, 2024

RE: Rustics Roads Nomination – Stevens Road

Dear Sirs:

We are writing to support the designation of Stevens Road as a Rustic Road under the Frederick County Rustic Roads program.

We have been owners and residents of property at 8515 Hunt Club Road in Frederick County since 1983. I, Steven Vaughn, was born and raised in Frederick County. Over this time, we have watched the county transition from an agricultural and rural county toward a more suburban/urban environment. The main reason for our choosing our property to be our life-long residence is because of the rural and agricultural setting that we enjoy.

Sadly, over these several 40 years, we have watched the roads we enjoyed as gravel roads be paved over. These roads, include but are not limited to, Stevens Road, Wilhide Road, Angleberger Road, Bottomley Road, Lucey Road and Blacks Mill Road.

As previous horse owners, we enjoyed being able to take our horses on rides from our house to Catoctin Mountain and on various connecting loops on these gravel rural roads. We still enjoy walking our dogs, riding our bicycles and going for strolls on these still rural roads. We are slowly and steadily losing the rural environs we have enjoyed.

We are heartened to see that the county government recognizes the loss of this environment to some degree by instituting the Rustic Roads program and as such, is progressing to sustain the serene and tranquil quality of life we treasure and seek to preserve.

Stevens Road is the unique road that connects us from our residence to the network of rural roads between our home and Catoclin mountains. Walking on this road is a peaceful, tranquil and serene experience. On this road, we enjoy observing wildlife including, deer, fox, hawks, owls and bald eagles as well as many other species. On and adjacent to Stevens Road there are areas of natural habitat for local wildlife. We also enjoy the view of Catoclin mountains and the scenic farm and woodlands. Many of us who live on Hunt Club Road walk and/or ride on Stevens Road several times a week.

We are particularly concerned about losing this vital road through upgrades, increased traffic, speeding and development that will have the effect of destroying our rural lifestyle. As an example, Hunt Club Road has been widened and lined unlike Stevens Road. The speed limit on Hunt Club Road is 30 mph. We witness, on a daily basis, people driving in excess of 50 mph as a matter of routine. Residents on Hunt Club Road are concerned for their safety in doing simple things such as collecting their mail or taking out their trash can. If Stevens Road is not designated under the Rustic Road program, our concern is that it will become similarly unsafe for activities such as walking and riding that we are accustomed to doing.

We strongly encourage the Frederick County Government to take this opportunity to genuinely listen to us, as county residents, and designate Stevens Road as a Rustic Road.

Sincerely yours,



Dr. Steven D. Vaughn



Dr. Alice M. Thaler



Brigitta Shroyer <shroyerb@gmail.com>

Rustic Roads Program = Stevens Road

1 message

Lesa Bradshaw <lesabradshaw328@gmail.com>

Sat, Jan 20, 2024 at 1:49 PM

To: "shroyerb@gmail.com" <shroyerb@gmail.com>

To: Frederick County Government
Livable Frederick Planning and Design Office
Division of Planning and Permitting
[30 North Market Street](#)
[Frederick, MD 21701](#)

Dear Sir/Madam;

I am submitting my application for nomination to keep Stevens Road, Thurmont, MD 21788 as a Rural Road for the foreseeable future. I believe that we, as residents of Frederick County Maryland, need to preserve some of our roads in their original state, regardless of growth or future growth.

I hope that the road will stay as it is and be nominated for the counties choice.

If you have any questions regarding my opinion, feel free to contact me.

Cordially,

Lesa Bradshaw
[8631 Hunt Club Road,](#)
[Thurmont, MD 21788](#)
240-674-4457

1/21/24

Frederick County Government
Livable Frederick Planning and Design Office
Division of Planning and Permitting
30 North Market St
Frederick, MD 21701

RE; Rustic Roads Nomination – Stevens Road

We fully support the application for Stevens road to be designated a rustic road, This designation will help preserve the character of the Stevens road area. We too live on a country lane within a mile of Stevens road and would like our area to remain rural.

Thank you,

Dan and Sheree Kulczak
11932 Lucey Rd
Thurmont, Md 21788

January 21st 2024

Frederick County Government
Livable Frederick Planning and Design Office
Division of Planning and Permitting
30 North Market Street
Frederick, MD 21701

Re: Rustic Roads nomination - Stevens Road

To whom this may concern,

Our names are Douglas and Sherree Wiles, and we have lived at 11859 Angleberger road since 1987.

We fully support the Stevens road Rustic Roads application because we love and enjoy the quality of life that we have right now, and we do not wish for that to change. We appreciate how quiet the neighborhood is, with minimal noise and traffic. Our little dog and chickens can safely roam on our property, and the neighbors' kids can hang out without us fearing that they might get hurt or hit by a speeding vehicle.

Thank you for your consideration.

Douglas & Sherree Wiles
11859 Angleberger rd, Thurmont MD 21788

Frederick County Government
Livable Frederick Planning and Design Office
Division of Planning and Permitting
30 North Market Street
Frederick, MD 21701

Re: Rustic Roads nomination - Stevens Road

The possibility of having Stevens Road become a "Rustic Road" was very exciting to hear, especially since that road will become central to the ingress/egress of the equestrian center that is planned (Kanode Farm Park).

After attending the parks and rec meeting in January, the neighbors' concerns are not for the equestrian center itself, but how large and intrusive the plan for the park has become.

We are nominating Stevens Road to be deemed a "Rustic Road". The reason we moved to this area is because it has beautiful farmland surrounding us. This park, although well intentioned, could drastically change our beautiful, rural area. We would appreciate keeping some of Frederick County unchanged.

Thank you for your time and attention.

Respectfully,
Greg and Robin Gautney
11851 Angleberger Road
Thurmont, MD 21788

February 7, 2024

Letter of support for Stevens Road to be designated as Rustic Road

As a trustee and manager of Pen Y Glyn farm, I offer my full support for Stevens Road to be designated as a Rustic Road. I, along with my family members am a second generation property owner of 17 acres on Stevens Road, as well as some of our neighbors. For 60 years I've walked along this road, enjoying the lively activities of the many birds and animals who live there, and admiring the scenery and the quiet countryside. Along with the historical and environmental significance this road holds, it also quietly reminds me that we are only stewards in the world. It is up to us to preserve and maintain rural oases for the generations to come. When I was a young girl, (my family moved to our farm on Angleberger Road when I was eight, and bought our land on Stevens Road shortly thereafter.), our school bus driver, Mr. Whitmore, who lived on Stevens Road, would drop us off at what is now the Kanode farm lane, and we would walk home from there. On those walks as a child began my appreciation for wildlife and their natural habitats, and for the hard work that goes into maintaining a farm, providing food for people and animals as well as learning how to harvest crops, feed animals and how to be a responsible individual. Not everyone is as fortunate; by designating Stevens Road as a Rustic Road, however, will preserve this road as a tranquil pause for all who happen upon it.

Deidre Lewis-Boswell
11808 Angleberger Road
Thurmont, MD

Aaron Kovelman
12110 Wilhide Rd
Thurmont, MD 21788

January 18, 2024

Frederick County Government
Livable Frederick PLanning and Design Office
Division of Planning and Permitting
30 North Market St
Frederick, MD 21701

RE: Rustic Roads Nomination - Stevens Road

To Whom it May Concern,

As a resident of Frederick County, and specifically local to the Stevens Road area of Thurmont, I support the application to preserve Stevens Road, and have it be part of the Rustic Roads program. The natural beauty and history of this area should be maintained for a variety of reasons, and for future generations to enjoy "as is".

I look forward to having Stevens Road implemented into this wonderful program!

Sincerely,

Aaron Kovelman

17 January 2024

Frederick County Government
Livable Frederick Planning and Design Office
Division of Planning and Permitting
30 North Market Street
Frederick, MD 21701

Re: Rustic Roads nomination - Stevens Road

As I turn left off Old Frederick Road onto Stevens Road, my blood pressure drops by several points. I am immediately transported to a time several generations ago when taking a Sunday afternoon drive through the country was the entertainment and highlight of the week.

This was family time. Maybe stop along Big Hunting Creek for a picnic lunch. Maybe just stop, park the car, and go for a nice walk to admire the shadows of the leaves on the pavement, or watching the yellow and red autumn leaves themselves as they descend around you.

As an engineer, it is a pleasure to admire the design and workmanship of the Stevens Road Bridge, as it stands proudly with more than 100 years behind it.

And as you veer off Stevens Road onto the driveway of Friendship Farm, you can feel 300 years of love and labor that has kept this beautiful property in business for so long. Creeks and ponds and rolling hills and trees. So wonderful.

The bottom line: Stevens Road is beautiful!
Should it be designated as a "Rustic Road" of Frederick? Absolutely YES.

Sincerely,

A handwritten signature in black ink that reads "Jim Schaeffer". The script is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

Jim Schaeffer
50 Citizens Way #605
Frederick, MD 21701

January 18, 2024

Frederick County Government
Livable Frederick Planning and Design Office
Division of Planning and Permitting
30 North Market Street
Frederick, MD 21701

Re: Rustic Roads nomination - **Stevens Road**

Stevens Road leads to a peace filled walk in rural, agricultural Frederick County. Walking from the intersection with Old Frederick Road, the view immediately gives a mix of home and field leading to an entrance of old trees that separate the rustic from the rural. For, the road now opens out to broad vistas of field backed by forest and the rise of the Catoclin Mountains.

The breadth of the view gives a feel of a country path leading through field and forest. Stevens Road is a perfect place for quiet county walks to refresh one's spirit. Dearth of vehicles leave one to wander this path without fear of mishap.

Keeping Stevens Road, which leads of a number of similar country pathways/roads, invites visitors to enjoy and marvel at this untouched part of Frederick County. Let's keep it that way!

With respect,

A handwritten signature in cursive script that reads "Thomas Martin". The ink is dark and the signature is fluid, with a long, sweeping underline.

Thomas Martin
707 Rosemont Avenue
Frederick, Maryland 21701

Frederick County Government
Livable Frederick Planning and Design Office
Division of Planning and Permitting
30 North Market Street
Frederick, MD 21701

Re: Rustic Roads nomination - Stevens Road

January 18, 2024

During the summer and early fall of 2020, I had the pleasure of living on Stevens Road. Each day I looked forward to a walk along Stevens Road going down to Angleberger Road. It was what I thought of as a time of rejuvenation. The walk was peaceful, interesting, often covered in shade and safe from speeding cars and trucks.

Along the road, historic farms are visible down lanes, over fields and through the trees. Wildlife is ever present- a variety of birds including hawks, eagles, wrens and even a hermit thrush. Sometimes a fox would appear later in the day, and of course we spotted deer, ground hogs and racoons.

What a gift it is to have roads in Frederick County that provide history, environmental benefits, and the character of a rural landscape. Stevens Road embodies rural life in Frederick County.

The nomination, for the designation of Stevens Road as a Rural Road, should be approved.

Donna Harshman
707 Rosemont Avenue
Frederick, MD 21701

F-6-121

Bridge F-407

Architectural Survey File

This is the architectural survey file for this MIHP record. The survey file is organized reverse-chronological (that is, with the latest material on top). It contains all MIHP inventory forms, National Register nomination forms, determinations of eligibility (DOE) forms, and accompanying documentation such as photographs and maps.

Users should be aware that additional undigitized material about this property may be found in on-site architectural reports, copies of HABS/HAER or other documentation, drawings, and the “vertical files” at the MHT Library in Crownsville. The vertical files may include newspaper clippings, field notes, draft versions of forms and architectural reports, photographs, maps, and drawings. Researchers who need a thorough understanding of this property should plan to visit the MHT Library as part of their research project; look at the MHT web site (mht.maryland.gov) for details about how to make an appointment.

All material is property of the Maryland Historical Trust.

Last Updated: 11-21-2003

Maryland Historical Trust

Maryland Inventory of Historic Properties number: F-6-121

Name: STEVEN RO. OVER HUNTING CRK

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST	
Eligibility Recommended <u>X</u>	Eligibility Not Recommended _____
Criteria: <u> </u> A <u> </u> B <u> </u> C <u> </u> D Considerations: <u> </u> A <u> </u> B <u> </u> C <u> </u> D <u> </u> E <u> </u> F <u> </u> G <u> </u> None	
Comments: _____	

Reviewer, OPS: <u>Anne E. Bruder</u>	Date: <u>3 April 2001</u>
Reviewer, NR Program: <u>Peter E. Kurtze</u>	Date: <u>3 April 2001</u>

Aug

MARYLAND INVENTORY OF HISTORIC BRIDGES
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION/
MARYLAND HISTORICAL TRUST

MHT No. F-6-121

SHA Bridge No. F-407

Bridge name Stevens Road over Hunting Creek

LOCATION:

Street/Road name and number [facility carried] Stevens Road

City/town Creagerstown Vicinity X

County Frederick

This bridge projects over: Road Railway Water X Land

Ownership: State County X Municipal Other

HISTORIC STATUS:

Is bridge located within a designated historic district? Yes No X

National Register-listed district National Register-determined-eligible district

Locally-designated district Other

Name of district

BRIDGE TYPE:

Timber Bridge :
Beam Bridge Truss -Covered Trestle Timber-And-Concrete

Stone Arch Bridge

Metal Truss Bridge X

Movable Bridge :
Swing Bascule Single Leaf Bascule Multiple Leaf
Vertical Lift Retractable Pontoon

Metal Girder :
Rolled Girder Rolled Girder Concrete Encased
Plate Girder Plate Girder Concrete Encased

Metal Suspension

Metal Arch

Metal Cantilever

Concrete :
Concrete Arch Concrete Slab Concrete Beam Rigid Frame

Other Type Name

DESCRIPTION:**Describe Setting:**

Bridge No. F407, built in 1914, carries a single lane for two-way traffic on Stevens Road over Hunting Creek. The bridge is located in a rural wooded area just east of Creagerstown in Frederick County. The bridge is oriented in the east-west direction with Hunting Creek flowing from north to south beneath it.

Describe Superstructure and Substructure:

This bridge is a single-span, 94'-10"-long, Pratt through-truss. The top chord is a built up box member consisting of back to back channels with a riveted cover plate on top and batten plates along the bottom. The bottom chord consists of dual eye bar members. The vertical members are back to back channels connected with lattice bars and rivets. The diagonals are dual metal bars in all panels except the center panel where there are single crossed bars. The top transverse bracing members are angles. The top and underside lateral cross bracing consist of rods. The portals are constructed from T-shapes and angles. The deck consists of I-shaped stringers topped with timber planking. The deck rests on I-shaped floorbeams which are suspended from the vertical truss members at each panel point. All joints are secured with pin connections except for portal bracing where gusset plates and rivets are used. A W-beam steel guardrail with I-shaped posts lines the outside of the deck. The bridge originally rested on stone abutments and wingwalls.

Discuss Major Alterations:

The timber decking and stringers and abutments were replaced in 1990. The abutments are now reinforced concrete.

HISTORY:

WHEN was bridge built (actual date or date range) 1914

This date is: Actual ☒ Estimated ☐

Source of date: Plaque ☒ Design plans ☐ County bridge files/inspection form ☒

Other (specify) State inventory form F-6-1

WHY was bridge built? To provide a reliable crossing of Stevens Road over Hunting Creek, to meet local transportation needs.

WHO was the designer _____

WHO was the builder York Bridge Company - builder and/or designer

WHY was bridge altered? [check N/A ☐ if not applicable] Structural needs/safety

Was bridge built as part of organized bridge-building campaign? Yes ☐ No ☒

SURVEYOR/HISTORIAN ANALYSIS:

This bridge may have National Register significance for its association with:

A - Events ☒ B- Person ☐
C- Engineering/architectural character ☒

Was bridge constructed in response to significant events in Maryland or local history? No ☐ Yes ☒
If yes, what event?

This bridge was one of a large number of metal truss bridges erected in Maryland in the late nineteenth and early twentieth centuries. These bridges, which were stronger and more reliable than the majority of their predecessors, were part of a major advance in bridge technology in Maryland and throughout the nation in the third quarter of the nineteenth century.

When the bridge was built and/or given a major alteration, did it have a significant impact on the growth & development of the area? No ☐ Yes ☒ If yes, what impact?

Because of their solidity, metal truss bridges such as the Stevens Road bridge provided reliable crossings, largely free from the dangers of floods and other disasters that regularly destroyed many of their predecessors. By assuring travelers that Stevens Road could be safely and reliably passed throughout the year, this bridge promoted small-scale residential, commercial, agricultural, and industrial development along the road and other thoroughfares that fed into it. Though their impacts were quite localized, bridges such as this, taken *en masse*, were an important factor in the development of rural areas throughout the state.

Is the bridge located in an area which may be eligible for historic designation? No ☒ Yes ☐
Would the bridge add to ☐ or detract from ☐ historic & visual character of the possible district?

Is the bridge a significant example of its type? No ☐ Yes ☒ If yes, why?

Between 1840 and the Civil War, under the impetus of a rapidly expanding railroad system, the majority of early American metal truss bridge forms were patented and introduced. In Maryland, the earliest metal truss bridges carried rail lines, which required their great strength and reliability. From the War through the end of the century, metal truss technology was improved, steel began to replace iron, and the use of trusses was expanded to carry roads as well as rail lines.

Numerous metal truss bridges were erected in Baltimore, the original hub of the metal truss in the state, from the 1850s through the 1880s. From Baltimore, the use of the metal truss spread out to other parts of the state, particularly the Piedmont and Appalachian Plateau. Many bridge and iron works were established in the eastern United States to design and fabricate truss members, which were then shipped to sites in Maryland and elsewhere to be erected. More than 15 different bridge companies located in Maryland, Ohio, Pennsylvania, New York, Virginia, and Indiana are known to have shipped metal truss bridges to sites throughout Maryland. Bridges were first fabricated in Maryland, and shipped to sites within the state and beyond, by the companies of seminal bridge designer Wendel Bollman.

Early in the twentieth century, concrete bridges began to compete with metal truss bridges throughout the state at small to moderate crossings. With the development of uniform standards for concrete bridges by the State Roads Commission in the 1910s, the construction of smaller metal truss bridges significantly declined throughout the state. The metal truss still remained the bridge of choice for large crossings, however. In the 1920s, heavier members began to be used at these bridges. Reflecting even heavier load requirements and increased lengths, metal truss bridges erected in the state in the 1930s and 1940s were heavy and solid, rather than light and delicate like their late-nineteenth and early-twentieth century predecessors.

Numerous Pratt truss bridges were erected throughout the country between 1844, when the type was patented by Thomas and Caleb Pratt, and the early twentieth century. The Pratt has diagonals extended across one panel in tension and verticals in compression, except for hip verticals immediately adjacent to the inclined end posts of the bridge. The large majority of Maryland's surviving metal truss bridges are Pratts, built as through or pony trusses either riveted or pin-connected.

This bridge was erected during one of the three key periods (1840-1860, 1860-1900, and 1900-1960) of bridge construction in Maryland. Built in 1914, it falls within the period 1900-1960. During this era, metal truss highway bridges became increasingly standardized. Also during this period, smaller and moderate length trusses were gradually replaced by reinforced concrete structures, and the modern metal girder bridge, which could easily be widened, replaced the metal truss bridge at all but the largest approaches and crossings. Built early in the century, it is characterized by relatively delicate members, rather the heavy solid members that characterize its successors.

Does bridge retain integrity [in terms of National Register] of important elements described in Context Addendum? No ☐ Yes ☒ If no, why?

Is bridge a significant example of work of manufacturer, designer and/or engineer? No ☐ Yes ☒

In the late nineteenth and early twentieth centuries, numerous metal truss bridge fabricating companies sprang up around the country that shipped bridge components to crossings for assembly on site. Among them was the York Bridge Company of York, Pennsylvania, which fabricated Pratt, Warren, and Parker trusses erected in Maryland in the early twentieth century. These included bridges CL-227 (1911) and CL-241 (1908) in Carroll County and F-407 (1914) and F-506 (1908) in Frederick County.

Should bridge be given further study before significance analysis is made? No ☒ Yes ☐

It is believed that no further evaluation is necessary to determine the eligibility of this bridge for listing in the National Register. However, additional research, which could be conducted as part of any future National Register nomination prepared for the bridge, might provide further information about its history and environs.

BIBLIOGRAPHY:

Bridge inspection reports and files of the Frederick County engineer's office.

County survey files of the Maryland Historical Trust.

Jackson, Donald H. *Great American Bridges and Dams*. Washington, D.C: The Preservation Press, 1968

P.A.C. Spero & Company and Louis Berger & Associates, Inc. *Historic Bridges in Maryland: Historic Context Report*. Prepared for the Maryland State Highway Administration, September, 1994.

Pennsylvania Historical and Museum Commission and Pennsylvania Department of Transportation. *Historic Highway Bridges in Pennsylvania*. Commonwealth of Pennsylvania, 1986.

State inventory form F-6-1

SURVEYOR/SURVEY INFORMATION:

Date bridge recorded 2/7/95

Name of surveyor Frank Juliano/Marvin Brown

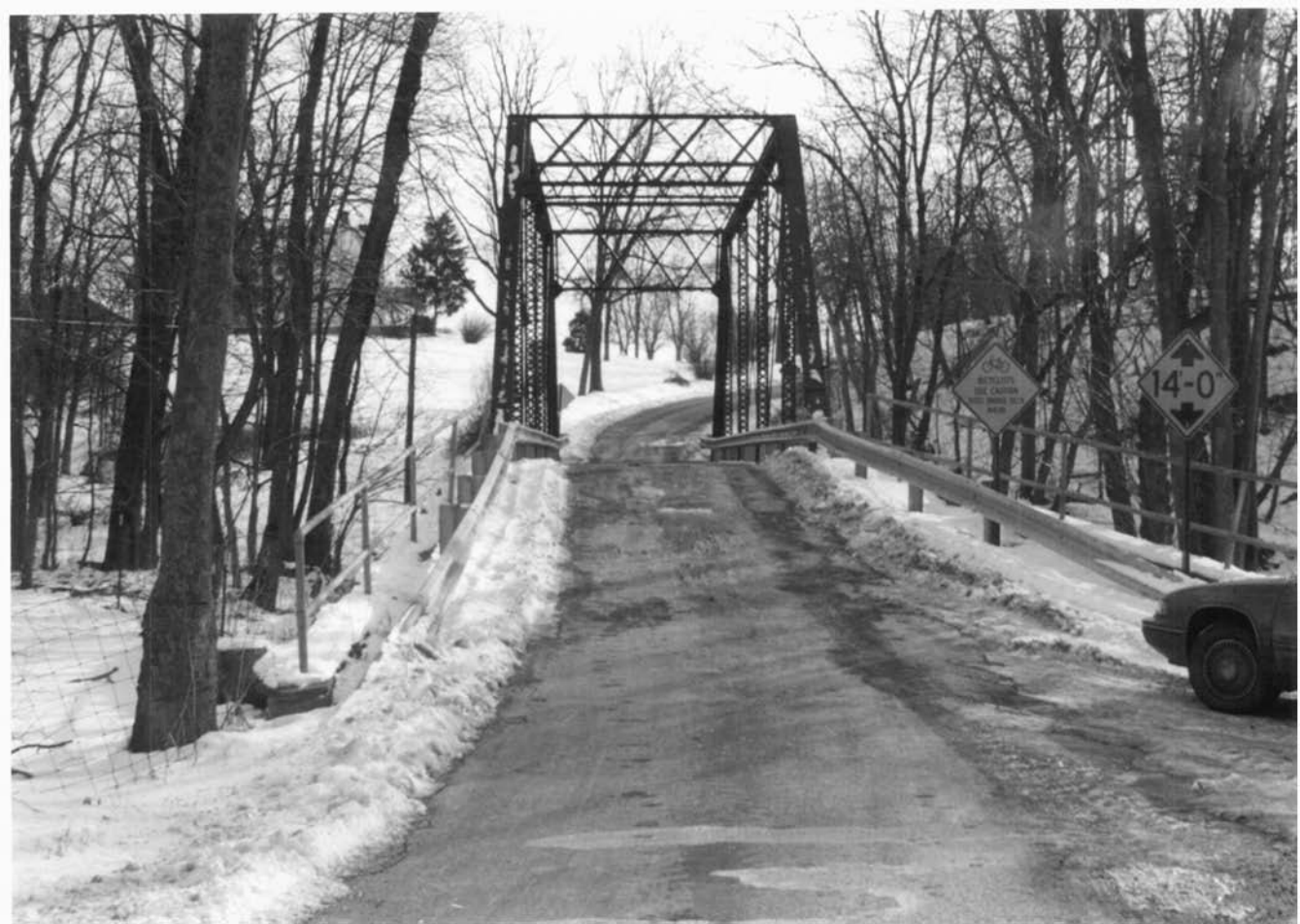
Organization/Address GREINER, INC., 2219 York Road, Suite 200, Timonium, Maryland 21093-3111

Phone number 410-561-0100 FAX number 410-561-1150

Maryland Historic Highway Bridges
 Bridge Type METAL TRUSS
 Map WALKERSVILLE, B-9
 County FREDERICK
 Bridge # and Name F-407, STEVENS ROAD OVER HUNTING CREEK

217E

217E



Inventory # F-6-121

Name F407 - STEVENS RD OVER HUNTING CREEK

County/State FREDERICK COUNTY / MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SHA

Description APPROACH EAST

Number ¹14 of ⁴35



Inventory # F-6-121

Name FYOT-STEVEN'S RD OVER HUNTING CREEK

County/State FREDERICK COUNTY/MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SWA

Description ELEVATION LOOKING NORTH

Number ²15 of ⁴35



Inventory # F-6-121

Name F407 STEVENS RD OVER HUNTING CREEK

County/State FREDERICK COUNTY / MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SWA

Description APPROACH WEST

Number 3 ~~14~~ of 35 ~~4~~



Inventory # F-6-121

Name F407- STEVENS RD OVER HUNTING CREEK

County/State FREDERICK COUNTY / MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SHA

Description ELEVATION LOOKING WEST

Number 4 of 35 4