



# RUSTIC ROADS COMMISSION FREDERICK COUNTY, MARYLAND

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## MEMORANDUM

**TO:** Rustic Roads Commission  
**FROM:** Beau Lockard, Historic Preservation Planner  
**DATE:** December 4, 2024  
**RE:** Evaluations of Category B Candidate Roads

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### **Issue:**

Which Candidate Roads should be removed from or returned to the Candidate Roads List?

### **Background and Discussion:**

As part of the Rustic Roads Commission's responsibilities and duties, the Commission is refining the Candidate Road List that was given to the Commission by the Division of Public Works and the Rural and Scenic Road Advisory Committee. The Candidate Road List was designed to give the Commission a starting point for nominations for the new Rustic Roads Program. The list was created by using Objective Criteria (tar-and-chip, low traffic volume, a posted speed limit of 35 mph or less, and not in a community growth area).

The Nomination Subcommittee led the evaluation of this list and determined many of the roads, while meeting the objective criteria, would most likely not be appropriate for the Rustic Roads Program. The Commission evaluated these roads and submitted their subjective criteria score to Staff using an agreed upon evaluation form developed by the Nomination Subcommittee. The highest possible score is 27 points, and the lowest possible score is -18 points.

67 road segments were evaluated during this process across all maintenance districts. While some roads proved that the secondary evaluation was warranted, many scored poorly because of being a dead end, lacking connectivity, and/or having inappropriate context.

Staff determined that, based on the average scores and the comments on the surveys, 10 points is an appropriate threshold to keep Category B Roads. This would be approximately 62.5% of a perfect score. The Average Evaluation Scoresheet (Attachment 1) shows "passing" roads in green, easily "failing" roads in red, and "borderline" roads in yellow. All comments are included.

### **Staff Recommendation:**

Staff recommends that the Commission remove all roads that scored, on average, less than 10 points from the Candidate Road List. This would remove 55 road segments from the Candidate Road List and return 12 road segments to the Candidate Road List.

Staff additionally recommends that the Commission continue to evaluate the Candidate Road List for roads that are unlikely to be recommended to the Rustic Roads Program.

Attachment 1:  
Candidate Road Evaluations  
Average Scores and Comments

<i>Name</i>	<i>From Street</i>	<i>To Street</i>	<i>Average Score</i>	<i>Comments</i>
Mountindale Road	Putman Road	Cold Deer Rd	17.67	Road is 0.7 miles from Putman Rd to where the gravel starts (City of Frederick Watershed property). This section of Mountindale Rd is a historic community for Thurmont. The old log cabins and camp areas are original and have a lot of history. The road goes into the Watershed where there are hiking and biking trails. It is an access for many different activities: hiking, biking, hunting, fishing, etc. In my opinion, this road should definitely be on our Rustic Roads list and preserved as it connects important watershed resources, natural habitats, and recreation areas for Frederick County. Old, log cabins. Watershed area. Trail access. Natural habitats. Historic area with old, log cabins. Provides access to the trails in the Frederick Watershed but needs an informational kiosk and better signage. The gravel surface requires maintenance and isn't safe for many vehicles. Cars don't have through access to the other side (gates are closed in the watershed).
Hollow Road	Harmony Rd	US 40	15.67	It doesn't appear to give advantage to users. Residential feeling with limited agricultural views. REMOVE from CR List.
Elmer Derr Road	Basford Road	c-d-s	15	Stream, meadows, forest, farms, church, golf course, tunnel - part of this road should be a candidate as it is narrow and provides an alternate access route along 15. This section was recently resurfaced, widened, and striped (Should not be).
Browns Quarry Road	MD 550	Eylers Valley Road	13.67	Unusual features include the tree canopy and the length of the road. So beautiful it should not be a B road--re-evaluate this road. Very beautiful road.
Palmer Road	SW/S Old Hagerstown	Road end	12	Liked this road and think it should be returned to the A Candidate Road List. The pavement was smooth asphalt, perhaps the under patch surface of the entire road. This practice smooths, flattens, and quiets roadways which encourages drivers to go faster, making the road more dangerous for the other important uses the Rustic Roads Program is trying to encourage. This a mixed bag. It is a cool road with ag on side and houses and woods on the other. Flat until you get to the end which goes into the woods and sharply turns and goes steeply down to a single house in Catoctin Creek flood plain. Beautiful view of Catoctin Creek but going down the road feels like you are going down a private drive ...the turnaround is tight and no good places to pull off. Of course, Palmer comes of the a busy road Old Hagerstown. REMOVE FROM CR List.
Scravel Road	SE/S Pleasant Walk	NW/S Easterday Rd	11.33	Many stone fences - some historic. Nice road which connects with 2 important roads, Pleasant Walk and Easterday that although not Rustic Roads connect with many other Rustic Road and CRs.
Eaton Road	N/S Longs Mill Rd	Old Frederick Rd	11	
Ed Sears Road	Park Mills Rd	Road end	10.33	Ed Sears road connects to the existing Monocacy Trail system. There is a trailhead with parking at the end of the road a second trail bisects the road roughly in the middle. There is also an A.M.E church and it has a very cool undercrossing off of Park Mills Road. Ed Sears Road connects to two existing state trails, the turnaround is actually a trailhead parking area. Also, an A.M.E church near the beginning - historic? Long road winding through forest servicing driveways of large lot homestead.
Cemetery Circle	Cemetery Rd	Cemetery Rd	10	Historic Church & School
Cemetery Road	Knoxville Rd	Cemetery Circle	10	Historic Church & School
Eyler Valley Flint Road-1	Eylers Valley Rd	AC pavement	10	Many diseased trees. Why is there a painted stripe? Very wide. Odd that it has a painted stripe--although very wide. The stretch from Black Rd to .2 mile should be included. Many diseased trees.
Shryock Mill Road	E/S Old Frederick	Monocacy River	10	
Black Road	Kelbaugh	Eylers Valley Road	9	First section is very suburban; From Three Springs Rd to Eyler Valley Flint Rd it is less suburban.
Detrick Road - 2	Lime Plant	Old Annapolis Road	8.5	No reasonable connection to other Candidate Roads beyond Lime Plant Rd. The section continuing to Old National Pike is very suburban in character. This section of Detrick is better than the adjacent striped section. The Intersection at Lime Plant and Detrick Road is very unsafe for non-auto. Vehicles going too fast. McMansions, wooded lots and open fields. From Lime Plant Rd. to striped section going south, THIS SECTION SHOULD ALSO BE 'B'-ed. Gaver Farm and England Acres Farm Market are south of the green section on this road, but the roadway speed limit becomes 40 MPH before that, and very unsafe for our users.
Frazer Road	Bethel Rd.	Dead End	8.33	Narrow for passing, road maintenance needed, side of development, Wetlands & Farms. More reviews recommended

Delauter Road-2	Road end	Gambrill Park Rd	8	This road is gravel and therefore would already be a Rustic Road BUT it is within the City of Frederick Watershed and its jurisdiction has been transferred to the City of Frederick. So, it should be removed from the CR list. Very Quiet, Very Rural. Definitely a keeper. One of the most pristine forested roads. Provides a quiet opportunity to interact safely with nature. Definitely a keeper!
Orchard Road	S/S Kelbaugh Rd	N/S Franklinville	7.67	This may be useful for connectivity depending on the new intersection alignments that SHA has planned for this section of 15.
Friends Lane	Friends Creek Road	Road end	7	
Cash Smith Road	SE/S MD 194	Gruber Road	6.67	This section not scenic, mostly suburban in nature. Remainder of Cash Smith is beautiful. Great road for cycling, keeps you off of MD 194, connects to Gruber Road
Canada Hill Road-1	MD 40	Grindstone Run	5	This portion of Canada Hill is a largely residential feel, and the road goes to a very dangerous intersection with MD40. CHR makes its significant connections at Grindstone Run and Easterday Road.
Manor Woods Road	Cap Stine Rd	Ballenger Creek Pike	5	Connector Rd. New data center here?
Toll Road	W/S MD 31	NE/S MD 31	4.67	This short section (.89 mile) is appropriate for local walking or cycling along its length but both ends are at MD 31, a 55mph road that is very unsafe for any activities not related to higher speed driving. This is a safe alternative for slow moving vehicles and other users to Rt. 31. This slow alternative provides an opportunity to see the awesome scenic vistas and other rural attractions.
Elmer Road	MD 180	Elmer Derr Road	4	Tunnel unsafe for bike/ped in current state, but could use signal on both ends
Reed Road	Blue Mountain Road	c-d-s	4	
Wachter Road	S/S Good Intent Rd	N/S Bunker Hill Rd	4	Short road (.31 mi.) that joins 2 busy roads that are not on the Candidate Road List. Old Tar and Chip. We liked the surface, which had not been patched, or surface treated. I think this road should be included in the 'A' List. I would not be embarrassed to see a Rustic Road Sign on this road, which, to me, is a very important qualification.
John Cline Road	Garfield Rd	Road end	3.67	Suburban Road with little ambiance. As far as out and back dead ends go, this one has a nice loop (circle) at the end, so you don't have to turn around in a driveway. There is a horse farm at the end of the road, which is the roads only real interest, unless you enjoy seeing the grand variety of architectural differences of single-family homes.
Dern Road	Sixes Bridge Rd	Road End	3.33	
Lackey Road	SE/S Bunker Hill R	W/S Beaver Dam Rd	3.33	Short section (0.42 mi.) with no connection opportunities. I think it should be on the 'B' list, but not removed entirely from the Candidate Road lists.
Martin Road	SE/S MD 17	MD 17	3.33	Martin Road is a short - 1-mile, safe linear park which is forested and provides a safe opportunity to be in a natural beautiful space. It is, however, very short, and doesn't connect with any other safe road continuation. This road loops off and back onto MD17 (high speed, triple striped road) and essentially acts as an access to many many residential driveways. This road does give access to what appears to be a historic homestead.
Pleasant Walk Road	Baltimore National Pike	Road end	3.33	This 'other' section of Pleasant Walk Road was a surprise. It is a nice little gem that does connect to other Candidate Roads and allows users an alternative to U.S. 40. No worth the out and back on this dead-end road. Mostly residential.
Covell Road	Thurston Rd	Gravel pavement	3	HAS A METAL TRUSS BRIDGE AT BEGINNING, ROCK OUTCROPPINGS. Cool iron truss bridge over Little Bennett Creek. T&C road short, 0.20 mile then it becomes gravel. REMOVE from CR list.
Horman Lane	S/S Elmer Derr Rd	NE/S Cap Stine Rd	3	Wetlands, meadows, soy farm - adjacent to the highway and near a parking lot (but provides a side road off the main road for walkers & bike riders)
Howard Stup Road	Cap Stine Rd	Mountville Rd	3	Farm land, connector road, narrow but quiet and safe for other road users.
Jesse Smith Road	Hope Valley Golf C	Woodville Rd	2.67	Short section of road that is sandwiched between 2 busy roads unsuitable for anything but higher speed driving. 0.4 mile. I think it should be on the 'B' list, but not removed entirely from the Candidate Road lists.
Harrisville Road	NE/S Glissans Mill	AC pavement	2	Except for a short section that is still tar and chip and unmarked the majority of this road appears to be asphalt and is striped. Much of the road has a more suburban feel and while it might have provided a good connection to Talbot Run (large section is a Candidate Road) it has very few treed areas and lacks elements to keep vehicle speeds safe for other users. This is a lovely road. The striping begins at an inappropriate location and should NOT be the disqualifying feature of this section of roadway to continue to Woodville Road.

Lloyds Road	Olive School Rd	Dead End	2	
Spahrs Quarry Road	E/S Hessong Br Rd	Road End	1.5	This road crosses the H&F Trolley Trail, if that trail is being built then this is no longer a dead end, until then it really is. Pleasant farmland, mountain view across rt. 15, dead end at rt. 15.
Lakeview Road	NW/S Hessong Br Rd	Rd end past Stull	1	0.2 to dead end at Stull Rd. 0.3 to Hessong Bridge Rd. Doesn't go anywhere. Nothing interesting. While Stull Road is preferred, this road makes a meaningful connection to Hessong Bridge Road. With a potential bicycle/pedestrian US 15 undercrossing located at Stull Road, this could become more important.
Fox Road	NW/S Bethel Road	Road end	0.75	Pavement turns to gravel. Goes up the mountain to a vineyard. Confusing signs (private property or not?) Road goes up the mountain
Criss Ford Road	Lily Pons Rd	Monocacy River	0.67	TERMINATES AT OLD BRIDGE, NO RIVER ACCESS, PRIVATE PROPERTY. This road is unique in that it allows you to travel parallel with the Monocacy River for .25 miles. The river is so close. Drawbacks are that the road also travels parallel to houses slightly up-bank of the river. There is no turn-a-round at the dead end and it feels that you have intruded on folks' private property as you drive down the road. Road does not connect to other Rustic Roads. REMOVE from CR list.
Echo Lake Road	N/S Monument Rd	Road End	0.33	I am not a birder but this look to be an ideal road segment for quietly observing, easy to pull off and good connection to other CRs. Nicely forested and virtually no traffic and apparently near water, Echo Lake (perhaps inaccessible because within the Natural Resource Police facility). KEEP ON CR LIST AND TAKE OFF B-LIST. At the Resource Police Headquarters, if there were trails at the facility open to the public, Echo Lake Road would have a great deal more potential. The adjacent facility, that used to be environmental learning center, if opened to the public for trails and parking, would make this road and adjacent connectivity much more attractive.
Stewart Hill Road	Mount Ephraim	Road end	0	DEAD ENDS INTO PRIVATE PROPERTY. Cool road through heavily forested area with only a few homes but essentially provides access to driveways. REMOVE from CR list.
Ifert Drive	N. Jefferson St (M	Road end	-0.33	If Ifert Drive is an access road to a future Trolley line Bike and Walking Trail, all efforts should be made to keep it as a Candidate Road. My opinion on the value of this road rests exclusively on the issue of whether this road would provide access to the Myersville Frederick Tolley Rail Trail. And whether or not the Trail is possible. Intown dead end road next to a cemetery. REMOVE from CR List
Clark Road	W/S Canada Hill Rd	Road end	-0.67	Road ends at Catoctin Fish and Game Protective Assoc. 5-6 houses line the southeast side of the road with a farm and agriculture on the NW side. Clark comes of Canada Hill Road at a point where there is a major housing development to the east. This segment of Canada Hill Road is very wide but could be the town connection to Rustic Roads.
Ira Sears Road	Park Mills Rd	Road end	-0.67	Lovely longish dead-end road. Low volume, only serving a few residences. Farming and pastoral - beautiful. Easy to pull over and it may be a great stretch to bird, even migration patterns. However, I don't see any reason keep it on the CR list. I also don't think DPW has any pressure to widen it or pave it with asphalt. REMOVE from CR list.
Peddicord Road	AC Pavement	Talbot Run Rd	-0.67	Many houses, a few tree-lined sections, road appears to be asphalt and is stripped with no usable shoulder for walkers or cyclists. Nice road which connects with 2 important roads, Pleasant Walk and Easterday that although not Rustic Roads connect with many other Rustic Road and CRs.
Kehne Road	Baltimore National Pike	Dead End	-1	Off Rt. 40, commercial area, wide cul-de-sac at end. Development sign at bottom from Rt 40 up.
Leatherman Lane	N/S Fish Hatchery	S/S Angleberger Rd	-1	Meaningful connection, but it is adjacent to US15 and a large RV dealer. 0.4 mile. I think it should be on the 'B' list, but not removed entirely from the Candidate Road lists.
Bear Branch Road	Park Mills Rd	Mt. Ephraim Rd	-1.67	ALTERNATIVE ROUTE AVAILABLE - MT EPHRAIM ROAD. This a difficult choice, the road is very short, 0.10 mile and on its own merit it is not particular interesting, a residential feeling to it. But what it does do, is connect to an outstanding example of a rustic road on the CR list, Mt. Ephraim Rd. But more importantly for any vehicular traffic desiring to travel south on Park Mills Rd. should most definitely access PMR from Bear Branch rather than from Mt. Ephraim Rd where the left turn is too sharp and dangerous to negotiate. This is probably not reason enough to keep Bear Branch on the CR list. REMOVE from CR list.
Doctor Baxter Road	W/S Linganore Rd	Road end	-1.67	Is this a historic area (buildings and land)? Historic area?
Doctor Belt Road	MD 28	Road end	-1.67	REMOVE from CR list. Dead end road services 2 residential driveways. Terribly busy MD28 and dangerous accessing and leaving Doctor Belt. APPEARS TO DEAD END AT A PROPERTY THAT IS OWNED BY DNR.

Camp Raudy Road	Edgewood Church	Road end	-2.25	Dead End into Private Property, This road has incredible potential. It appears to dead end, but that may be on State Land and, if so, this could be a low speed, low volume, access to Gambrill State Park and/or the Frederick City Watershed. Consideration/research is in order.
Delauter Road-1	MD 17	Road end	-2.67	If the County owns the right-of-way between the 2 sections of Delauter, and if a simple trail for non-autos could be constructed, this reunification of the 2 Delauter Roads would provide a good connection. Without it, this section should be removed. This section of Delauter Road is very suburban. If the middle section of road which is currently permanently closed could be open for walkers and cyclers, this road would be an asset to the program. Otherwise, it is not a road eligible for the program. This road services a few homes off MD17 and then dies into the woods with no turn around. A road to nowhere.
Della Road	N/S Ed Sears Rd	Road end	-3.33	Easy REMOVAL from CR list. Road acts as driveway to residences.
Talbot Run Road-2	Chelsea Circle	N/S Harrisville Rd	-3.67	This section of Talbot Run Road has been widened, asphalt, striped and urbanized. While it connects to a beautiful section of Talbot Run it is inappropriate in its character and the "modernization" of the road itself makes it less safe for walking or other than experienced cyclists.
Ebby Road	E/S MD 76	Road end	-4.33	
Bald Hill Road	Ballenger Creek Pike	Road end	-5	No turn around option
Burgee Drive	HMA pavement	End of road	-5.67	
Sheely Road	MD 806	Dead End	-7	Dead End road. No turn-around at end (someone's house). Nothing interesting happening on this road. Farmland either side.
Edgemont Road	N/S ALT 40	Road end	-7	Edgemont Road is a .47-mile-long dead-end road. Many tiny houses cluster together along the road that is neither a community road nor a link with other appropriate Rustic Roads. I do not think this road should display a Rustic Road sign. Edgemont Road is a heavily lived on dead end road that connects to no other roads. Terrible example of a Rustic Road. Narrow and long and homes right on the road. REMOVE from CR List.
Links Bridge Lane	Links Bridge Rd	Dead End	-7.33	Short, goes nowhere. Private property.
Bentzel Road	MD 550	Dead End/RR X-ing	-8	Crosses 550 twice in .3 miles, dangerous
Clifton Court North	Clifton Road (North)	End of road	-8	Off Route 40 and up a hill into a small development, turn around at cul-de-sac, dead end
Clifton Road (North)	US 40 Alt	N. Clifton Ct	-8	Off Alt 40, up a hill. small development. Turn around at cul-de-sac
Hells Delight Road	Quirauk School Road	Washington Co Line	-8.67	The road section in Frederick County is .02 miles. With no incentive to continue into Washington County because the road is too busy, with strips and blind spots. It would be a mistake to include it on our Rustic Roads Candidate List. This road connects to a busy high-speed road 491 .... not the connectivity we seek. Nicely forested near 491 a portion in Hagerstown watershed but then as you travel steeply toward Quirauk School road the experience gets more residential (homes near the road). This road in Frederick County is .02 miles. With no appropriate context with the connecting Washington County road, this road should be considered inappropriate.
Canal Avenue	Knoxville Road	Tritapoe Drive	-12	Canal Road is a 1 block road in a suburban subdivision. It is .06 miles long. There is simply nothing that would make it eligible to be on the list of Candidate Roads.
Whates Lane	Sphars Quarry Rd	Dead End	-12	Nothing interesting. Noisy and unsafe. Parallels Rt. 15