



RUSTIC ROADS PROGRAM

FOR FREDERICK
COUNTY
MARYLAND

cover painting: "Country Road" by Ann Reid

photo credit: Buck Lantz Road by David Olney



A scenic view of a gravel road winding through a rural landscape. The road is in the foreground, leading towards rolling hills in the distance. The hills are covered in trees with some autumn foliage. There are a few small buildings and fields in the middle ground. The sky is clear and bright.

A Rustic Roads Program for Frederick County, Maryland

Recommendations for Criteria, Nomination, Policies, Education, and Promotion

Frederick County Rural and Scenic Roads Advisory Committee

September 2022

photo credit: Browns Quarry Road by David Olney



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Introduction



The Frederick County Rural Roads Program was created by Resolution No. 02-23, approved by the Board of County Commissioners on September 24, 2002. Responsibility for the program was given to the already existing Roads Board, which was established in 1930 (Article II, §§2-11-26 – 2-11-72). The intent of the Rural Roads Program, within the Division of Public Works, was to protect the scenic and historic qualities of designated roads and provide for their continued maintenance. The 62 roads designated by the resolution included 65.4 miles of gravel roads, 30.4 miles of tar-and-chip roads, and 15.2 miles of asphalt roads, for a total of 111 miles.

In the twenty years the program has existed, some roads have been removed from the program due to privatization, owner complaints, or a change in jurisdiction. Another loss is the reduction in the number of gravel roads. Today, 56 designated Rural Roads total 73.7 miles, with 45.7 miles still gravel—the last of Frederick County's gravel roads. Clearly, the program has suffered, with the County losing both total miles in the program and miles of gravel roads.

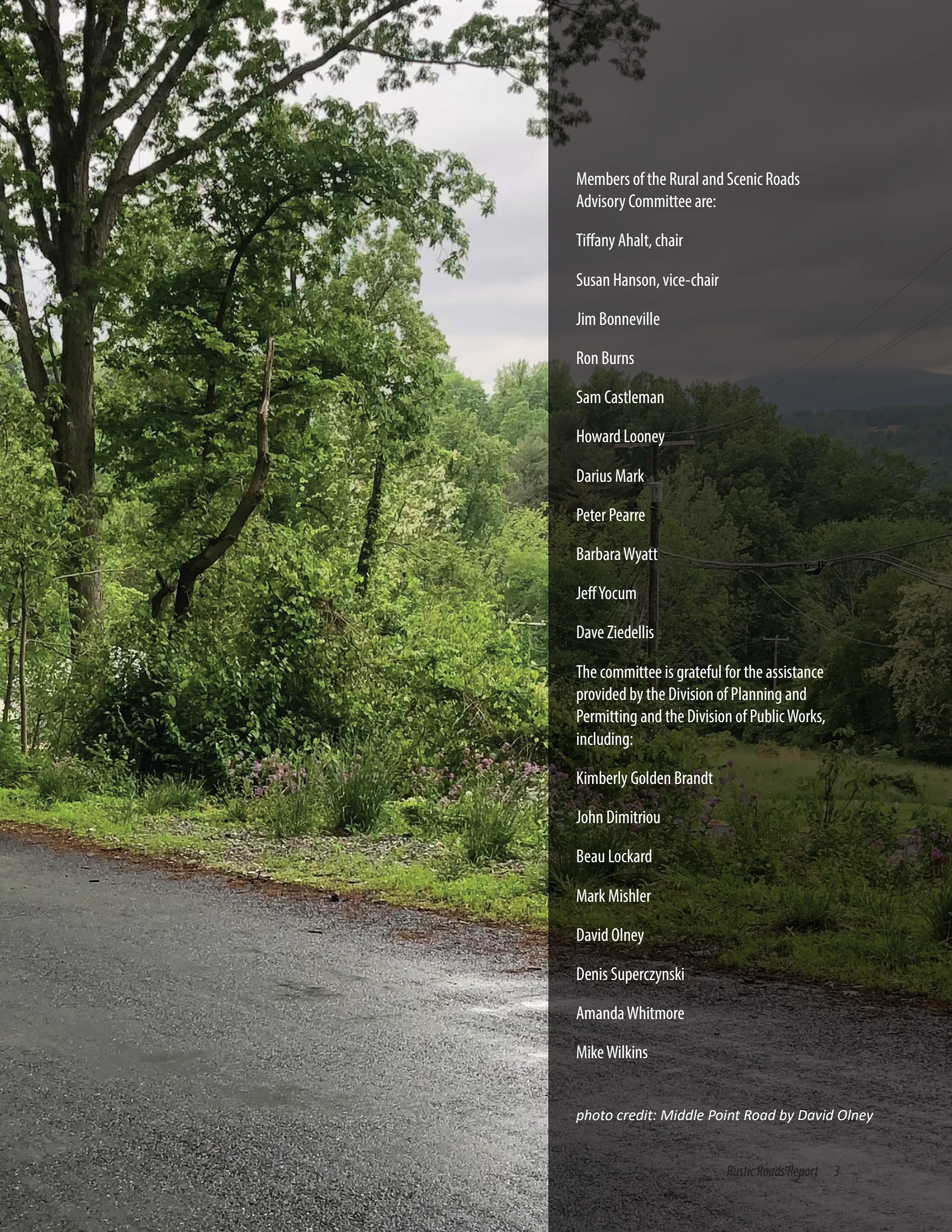
Over the years, many County residents became increasingly disappointed with administration of the program, including the ability of property owners and elected officials to influence the removal of roads from the program. Dissatisfaction with the maintenance and repair of designated roads also became issues of concern. Advocates for program improvements shared their views with the County Executive, members of the Frederick County Council, and staff of the Division of Public Works.

In 2021, County Executive Jan Gardner appointed interested and knowledgeable individuals to a board she created to review the existing Rural Roads Program and design a program that would better meet community needs. In September 2021, the Frederick County Rural and Scenic Roads Advisory Committee began its study of issues evident in the existing program, effective rustic road programs elsewhere, and concepts for expansion of the existing program. Based on the County Executive's specific goals for the committee, it carried out the following tasks:

1. Reviewed and assessed the current Frederick County Rural Roads Program;
2. Drafted criteria for designating eligible roads in Frederick County;
3. Created a recommended list of candidate roads for the new program;
4. Drafted revised policy guidelines for the program;
5. Drafted recommendations for a standing advisory board and program;
6. Developed recommendations for the program's role in education and for promoting and increasing tourism; and
7. Prepared a written report outlining the Committee's recommendations.

The Committee was asked to complete these tasks within 12 months. This report, the final task, is submitted to the County Executive, with hopes that she is satisfied with the Committee's work. Furthermore, the Committee hopes that all elected officials find the loss of Rural Roads under the existing program sobering and a call to speedy action.





Members of the Rural and Scenic Roads
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photo credit: Middle Point Road by David Olney



Summary of Recommendations



All recommendations are described in more detail in this report. Candidate Roads mentioned in these recommendations are roads that meet the threshold qualities for Rustic Road designation and are included on the proposed Candidate Road List. Candidate Roads were not designated by the original Rural Roads program but are priorities for designation as Rustic Roads when the program is in place.

Recommendations for Action Prior to Implementation

1. A level of immediate protection should be applied to roads on the Candidate Road list, including requirements to maintain all character-defining features in the right-of-way, including surface treatment, width, and right-of-way vegetation and tree canopies.
2. Any work undertaken on an existing designated Rural Road or on any road included on the Candidate Road list, including work already contracted for, should not result in detrimental changes to the roadway width, surface type, surface thickness, or right-of-way tree inventory. The Division of Public Works is responsible for monitoring contractors' adherence to this requirement.
3. Appropriate funding for development of the Rustic Roads section of the Streets and Roads Design Manual to be included in the revised Manual when funded. This should reflect regional and national standards and practices and, ideally, the Rustic Roads section will be contracted to an engineering firm with relevant experience with rustic roads.
4. Until revision to the Manual is completed, temporary standard operating procedures, consistent with this report, should be developed by the DPW and endorsed by the existing Roads Board. Inclusion on a Roads Board agenda will provide an opportunity for public comment and discussion. After the Rustic Roads Program is established, this temporary oversight will switch to the Rustic Roads Commission.
5. Develop a Rustic Roads Program with authority for the designation and protection of Frederick County roads that meet the criterion for Rustic Road designation. The program should be codified as a part of the Code of Frederick County to firmly establish rustic road preservation as County policy. The program should be under the jurisdiction of the Division of Planning and Permitting, with a Rustic Roads Commission created to oversee the designation and protection of designated Rustic Roads and Candidate Roads. This commission will assume oversight of the existing designated Rural Roads, which will be reclassified as Exceptionally Rustic Roads and brought into the program. The existing Roads Board will continue as a platform for citizen advocacy and concerns for all other County road issues.

Recommendations for Implementing a New Rustic Roads Program

1. Incorporate all roads presently in Frederick County's Rural Roads Program into Frederick County's Rustic Roads Program with a designation of "Exceptionally Rustic."
2. Establish a nomination procedure for use by citizens proposing a road for inclusion in the Rustic Roads Program. The County staff and a Rustic Roads Commission shall review nominations and present the Commission's recommendations for approval or disapproval to the County Executive before it is submitted to the Frederick County Council.
3. The highest priority roads for new designations are included on the list of Candidate Roads, included in Appendix 2 of this report. The Objective Criteria outlined in this report was applied to all Frederick County tar and chip roads

to produce the list of Candidate Roads. Certain characteristics or conditions, such as threats to roads or the ability of a road to contribute to a network of designated Rustic Roads, may make some Candidate Roads higher priorities than others for designation. These factors will be evaluated at the time of nomination.

4. Application of the Subjective Criteria outlined in this report is also an acceptable method for confirming eligibility for Rustic Road designation. The Subjective Criteria may indicate a road that does not meet the Objective Criteria is still a strong candidate for designation due to the presence of other unique or distinctive qualities.

5. Dedicate funding, allocated through a Capital Improvement Projects line item, to implement the new Rustic Roads Program, to include a Division of Public Works Rustic Roads Program coordinator.

6. Establish a seven-member Rustic Roads Commission to be administered by the Division of Planning and Permitting.

7. Train Division of Public Works staff who work on designated Rustic Road reconstruction and maintenance activities about best local, regional, and national practices for the treatment of rustic roads, including programs offered by the Pennsylvania State University's Center for Dirt and Gravel Road Studies. These practices should eventually be included in the Streets and Roads Design Manual.

8. Require consultants and contractors employed by the Division of Public Works for work involving designated Rustic Roads or Candidate Roads to certify that their staff are adequately trained and sensitive to the special maintenance needs of rustic roads. This requirement is intended to preserve the characteristics that define the roads as "Rustic."

9. Amend the Frederick County Code sections concerning subdivisions and site plans to incorporate the recommendations in this report associated with development on designated Rustic Roads.

10. Implement a marketing program in coordination with the Tourism Council of Frederick County that includes, but is not limited, to the following:

- a. Develop a mobile-friendly Rustic Roads website or microsite with maps of the Rustic Roads network to make wayfinding easier while linking historic sites, museums, farms, byways, restaurants, and businesses.
- b. Create a special Rustic Roads logo for branding purposes and design and fabricate marketing materials and displays for outreach.
- c. Create and distribute printed materials, such as an all-encompassing Rustic Roads brochure with maps, directions, and short paragraph descriptions of individual designated Rustic Roads and the network of Rustic Roads to be used in various publications and other media.
- d. Develop a comprehensive database of seasonal digital photographs of designated Rustic Roads to provide easy access for all forms of various media, travel writers, and interested community organizations.
- e. Create and increase existing "Friends of Rural Road" groups to help with beautification efforts. Recognize volunteers who contribute to these efforts.
- f. Develop a comprehensive educational program with emphasis areas that include road safety for all users and discouraging illegal dumping.
- g. Obtain and use testimonials from residents, business owners, and other road users.



photo credit: view of rustic road by P. Burke



Definitions



Appurtenances refers to objects related to the road that are adjacent or satellite to the road's edge, such as guardrails or road signs.

Asphalt Roads (Bituminous Concrete) is a road constructed of one or more layers of asphalt concrete applied to a prepared base and compacted. The asphalt concrete contains petroleum products, aggregate and other additives, and produce a smooth flat thick impervious surface. Other materials are sometimes used in asphalt road construction, such as geofabrics and underdrain. Asphalt roads may also have curbs and gutters, which can be constructed of extruded asphalt or Portland cement concrete. Various types of surface treatments (sealants) may be applied to asphalt roads to extend a roadway's useful life before repaving.

AASHTO refers to the American Association of State Highway and Transportation Officials. They publish standards and guidelines, emphasizing flexibility and context sensitive design, such as the *Green Book: A Policy on Geometric Design of Highway and Streets*, *Geometric Design of Low-Volume Roads*, and *Roadside Design Guidelines*. These publications and others govern roadway planning, design, construction, and maintenance for all public streets, including rustic roads.

Boom Mowing refers to clear-cut mowing done with a mechanical arm attached to a mowing deck that can extend and mow about 20 feet from the tractor. Boom mowing can negatively impact rustic roads because of its tendency to gouge the ground and cut desirable vegetation, including tree saplings and immature trees.

Candidate Roads is a list of predominately tar and chip roads which are the result of applying 3 objective criteria to all County roads - speed limits of 35 mph or less, less than 1000 trips per day, and not inside growth area planning zones or rural major subdivisions. Roads to be citizen nominated for inclusion in the Rustic Roads Program can come from this list. Additionally, Candidate Roads will be afforded some measure of protection from requested upgrades/improvements, including changes to surface treatment, width, shoulder, crown, drainage features, and right-of-way tree canopies. Before any changes to a Candidate Road are approved, further review should be required to determine if suggested changes would degrade the road's character-defining features.

Character-defining Features are prominent or distinctive aspects, qualities, or characteristics of rustic roads that contribute significantly to the unique character of each road. This includes, but is not limited to, vegetation and other natural features, individual use patterns, and qualities that highlight the rural nature and function of the roadway and road corridor.

Design Speed is a speed selected for purpose of design and correlation of the physical feature of a road that influence vehicle operation. It is the maximum safe speed that can be maintained over a specified section of the road when conditions are so favorable that the design features of the road govern.

Designated Rustic Roads refers to those rural roads that have been approved by the County Council for inclusion in the Rustic Roads program.

Engineering assessment is an assessment of roadway adequacy, including safety for all users, made by a licensed civil engineer with rustic road expertise, and consistent with County policies on Complete and Green Streets Plan.

Gravel Road refers to a road constructed of various types of stone aggregate, which is shaped and compacted while slightly moist. A gravel road may also contain non-petroleum-based additives to add strength and control dust. Additional aggregate is often added to a gravel road during routine maintenance.

Maintenance refers to actions taken to maintain the existing appearance and functionality of rustic roads in order to promote their function, safety, or durability. Typical maintenance measures include but are not limited to: snowplowing; removal of dead and hazard trees; one-pass mowing; boom-mowing to clear line-of-sight at intersections; repairing storm and erosion damage; correcting or maintaining slope and drainage features; and repair of ditch access and culvert openings. Special maintenance is required on gravel roads, including controlling dust, fixing potholes, re-establishing crowns, and repairing junctures between gravel roads and other surfaces.

Master Plan means any comprehensive or area/corridor plan approved and adopted by the County.

Public Notice is an advertisement of some action by the County that is to take place. The public notice must be clearly visible to roadway users, as required for Planning Commission meetings.

Reconstruction refers to actions taken to alter a road beyond the scope of normal or major maintenance, such as: change in surface type, drainage, alignment, shoulders, or width of roads.

Road Corridor extends far beyond the right-of-way and includes features and elements that are within the viewshed of the road and becomes part of the experience of travel on the road and is an essential component of the road's identity.

Roadway is that portion of the right-of-way that is traversed by its users, typically dirt/gravel or tar/chip.

Rustic Roads Commission is the commission established by the Rustic Roads County ordinance that will serve under the jurisdiction of the Division of Planning and Permitting to provide oversight of the Rustic Roads Program.

Shoulder is the strip alongside a roadway that would typically be gravel or grass that provides stability to the roadway and an oasis for pedestrians when necessary; typically, only a foot or two on rustic roads.

Significant tree is a tree greater than 8 inches in diameter at chest height.

Standard Operating Procedures are the Frederick County practices and policies for rural road maintenance and reconstruction.

Tar and Chip Road (Chip and Seal) refers to a road constructed of a prepared aggregate base sealed with multiple layers of uniformly sized stone chips and asphalt emulsion and compacted. A tar and chip roadway is more textured, thinner, noisier, and wavier than an asphalt road. A tar and chip road may also contain various types of stone aggregates. These roads rarely have curbs, but when they do, it is often constructed of extruded asphalt. Various types of surface treatments/sealants (e.g., Fog Seal, Surface Coat, and Micro Surface) may be applied to these roads to preserve and extend their useful life.



photo credit: Daylilies on Bessie Clemson Road by P. Burke



Criteria and Nomination



Background

The 2019 Livable Frederick Master Plan envisions the County not only as a vibrant community, but as a “place to enjoy the revitalizing qualities of our forests, rivers, mountains, and countryside, and to be in harmony with the systems that surround, support, and underlie our ability to live happy, healthy, long, and prosperous lives.”¹ We propose a Frederick County Rustic Roads Program as a means of connecting to the best elements of our County’s past – grounded in our kinship with the landscape to realize part of Livable Frederick’s vision of a vibrant community.

Rustic roads are **historic** and **scenic** roadways that reflect the agricultural character and rural origins of the County. Preservation of rustic roads can be achieved by retaining certain physical features of rural roads and by certain right-of-way maintenance procedures.

Frederick County has been a rural county since 1748. As Maryland has grown and developed, urban/suburban patterns of life have expanded westward. Transportation within and through the County has necessarily developed as well; however, the “back roads” that still exist contain treasures that are worthy of preservation and protection. Those back roads developed naturally over the years for the purpose of local movement but at a slower pace than needed for today’s commuters. In keeping with the rural tradition, these roads are usually narrow. They have not been engineered to improve sight distance or capacity, but rather hug the natural terrain and have intentionally low design speeds. On these low volume, low speed roads, the sharing of travel lanes with bicycles should be the norm. The rustic quality of these roads reinforces and contributes to the rural character of the landscape. When properly maintained, a rural road offers travelers a more intimate and natural experience.

The physical and visual relationship of the roadway with its surroundings and the special uses sought by the traveler is a key factor in the aesthetics of roads. When reference is made to the road corridor in the Rustic Roads Program the aesthetic characteristics or key properties referred to are:

1. Natural or agricultural landscape dominates the visual field
2. Road travelers perceive more of the adjacent land
3. Less visual change in the landscape
4. Landscape is largely natural
5. Views extend far beyond the right-of-way
6. Scale of the road is perceived as smaller in relation to the rural landscape

Recommendations

1. Incorporate all roads presently in Frederick County’s Rural Roads Program into Frederick County’s Rustic Roads Program with a designation of “Exceptionally Rustic.”
2. Establish a road nomination procedure for use by citizens proposing a road for inclusion into Rustic Roads Program, with County staff and a Rustic Roads Commission reviewing nominations before sending them to the County Executive and Frederick County Council for approval. This process should be open to the public – especially the

¹ *Livable Frederick Master Plan pg.1*

photo credit: Lewis Mill by John Hanson

residents of any nominated Rustic Road, who should be notified as their road moves through the process. Included in this report are draft documents regarding the nomination process (Appendices 3-5).

3. Maintain a list of Candidate Roads by applying the following OBJECTIVE CRITERIA to all County roads that are predominately tar and chip. The roads should have:

- a. posted speed limit of 35 mph or less or not posted at all
- b. traffic volume: average trips <1000 per day (ADT) and
- c. not located in designated Community Growth Areas or rural major subdivision.

The County system has approximately 2,100 individual roads, constituting approximately 1,300 miles of public rights-of-way. By applying the Objective Criteria to County tar and chip roads, the Candidate Road list of 274 tar and chip road segments representing approximately 287 miles has been generated. See list in Appendix 2. This Candidate Road list provides a reasonable pool of rural asset roads to be considered for nomination into the Rustic Roads Program.

Roads, other than those on the Candidate Road list, may be nominated by any Frederick County resident or elected official to become a designated Rustic Road. These roads would undergo the objective and subjective criteria evaluation.

4. Provide an immediate level of protection to Candidate Roads.

Protection should include requirements to maintain right-of-way the following character-defining features: surface treatment and type, width, and vegetation in the right-of-way.

5. Apply the following SUBJECTIVE CRITERIA to all nominated roads.

Note: Although most roads nominated for inclusion in the Rustic Roads Program will come from the Candidate Road list, any road can be nominated and will be evaluated using Objective and Subjective Criteria. In some instances, roads that do not meet the Objective Criteria may be considered strong candidates through application of the Subjective Criteria.

a. Scenic/Natural: An eligible Rustic Road should have outstanding natural features along its borders. These features may include rugged natural terrain, habitat suitable for native wildlife and vegetation, streams, and vistas of agricultural or mountain scenery. Road corridors may have features such as steep embankments, hedgerows, mature trees or forest, stone walls, wildflowers, and vistas of pastures, meadows, hayfields, and cropland.

b. Historic/Cultural: Potential Rustic Roads provide access to historic and cultural sites, follow historic road alignments, or highlight historic landscapes and events which tell the story of the landscape. Adjacent buildings and sites may be historically and culturally significant.

Implementation

Included in this report are the following draft documents regarding the nomination process:

- Nomination process description and instructions (Appendix 3)
- Nomination form (Appendix 4)
- Summary Criteria Evaluation form(s) for reviewing proposed Rustic Road candidates (Appendix 5)



photo credit: Pearre Road in the Snow by Peter Pearre



Program Policy Guidelines



Background

The Program Policy Guidelines address maintenance and treatment of road surfaces, ditches, shoulders, vegetation, guardrails, and widening. Landscape and development activities adjoining designated Rustic Roads are also considered, along with the processes for adding and removing roads from the program.

Justifications for Implementing a Rustic Roads Program

The Rural and Scenic Roads Advisory Committee proposes that Frederick County develop a Rustic Roads Program with authority for the designation and protection of the County's most historic, scenic, and unaltered rural roads. The program would be codified as part of the Code of Frederick County to firmly establish rustic road preservation as a County priority. The committee proposes the program to be under the jurisdiction of the Division of Planning and Permitting (DPP), with a Rustic Roads Commission appointed to oversee the designation and protection of rustic roads.

Dedicated funding, allocated through a Capital Improvement Projects (CIP) line item, would be required to implement these proposed changes, which will result in the need for Rustic Roads coordinator in the Division of Public Works (DPW); additional technical, support, and monitoring staff; consulting assistance; and road maintenance funds. A vigorous training program will be needed to familiarize DPP and DPW staff with best practices regarding the maintenance of designated Rustic Roads and Candidate Roads.

The purpose for implementing the Rustic Roads Program in Frederick County is to preserve the few rustic roads that remain in their natural and historic settings. Past decisions, practices, and methods regarding repair and maintenance have not succeeded in achieving this goal and have worsened the condition of many rustic roads. This is especially evident when indiscriminate boom mowing results in losses of important vegetation and other environmental damage, including bank degradation, erosion, and loss of habitat. In the wake of boom mowing, saplings and younger generations of native trees are lost.

Other maintenance decisions have resulted in the removal of large native trees along rights-of-way without justification, replacement plantings, or adherence to the Maryland Roadside Tree Law and its permit requirements. Native trees are an essential part of any rural road and cultivating saplings to complement and eventually replace larger trees is critical to maintaining rustic character. Trees that are eight inches or larger in diameter, defined herein as significant, are the heirs of larger trees and reflect an essential cycle of tree regeneration along designated Rustic Roads. Preservation of this cycle aligns with goals of *Livable Frederick* and the *Climate and Emergency Mobilization Report*.

Current maintenance practices for the County's few gravel roads need improvement. This includes eliminating potholes, reestablishing crowns, aligning transitions at the junction of different materials, and remedying ditch access and drainage. Making sure that the customized and prioritized practices outlined in this document are followed will be a responsibility of the Rustic Roads Commission.

After the Rustic Roads Program and the Rustic Roads Commission are established by County ordinance, the existing Roads Board will no longer be charged with oversight of the County's rural roads policy, as set forth in Resolution No.

02-23, approved and adopted by the Board of County Commissioners on September 24, 2002. The Roads Board will continue executing the purpose for its creation, stated in Article II, §§2-11-26 – 2-11-72, which is “to assist the county engineer and the Board of County Commissioners (now the County Council) in planning road programs.” The Roads Board will continue under the jurisdiction of the DPW and serve as a channel for public comments on all County roads that are not designated Rustic Roads or Candidate Roads.

The Rural and Scenic Roads Advisory Committee firmly believes that Frederick County’s rustic roads are important reminders of the County’s history; provide a unique opportunity for recreation and enjoyment; and serve as comfortable, safe, and beautiful travel corridors when properly maintained. The County has already lost many of its scenic roads, to the dismay of those who appreciated them, and action must be taken quickly and firmly to preserve those that remain.



photo credit: Poffenberger Road bridge by David Olney

Regulatory Recommendations

I. Policy

It is the policy of Frederick County to preserve as rustic roads those rural, historic, and scenic roadways that reflect the rural origins, agricultural character, and natural landscapes of the County. The County acknowledges that rustic roads provide a sense of place by 1) preserving community identity and quality of life; 2) contributing to the preservation of scenic, natural, and historic resources; 3) improving safety for vulnerable road users; and 4) enhancing tourism and recreation. Preservation of these roads is achieved by retaining character-defining features and attributes of rustic roads and by adhering to specific improvement and maintenance standard operating procedures.

II. Regulations

A. Application Process: Designation, Identification, and Removal

1. Designation

- a) Initial Designations: Roads previously categorized by Frederick County as Rural Roads will be recommended for inclusion in the Rustic Roads Program.
- b) Designation Priorities: A list of Candidate Roads has been developed to identify roads that meet the objective criteria for designation and, therefore, are good candidates for nomination.
- c) Future Designations: The nomination of a road in Frederick County for Rustic Road designation can be initiated by any Frederick County resident, including elected officials. These nominations can come from the Candidate Road list or a road that meets some of the subjective criteria.
- d) Process: The following process will be followed to determine if inclusion of a suggested road is in keeping with program requirements:
 - i) Applications for designation are submitted to DPP, which will conduct research and field work necessary to determine if the nominated road meets the aforementioned selection criteria and create a report that includes a full description of the proposed Rustic Road, including the identification of all character-defining features, and an evaluation of its suitability for program inclusion;
 - ii) When an application for designation has been scheduled with the Rustic Roads Commission, signs will be posted on the road and letters sent to all adjoining property owners regarding the nomination, Rustic Roads Commission public meeting information, and information about the Rustic Roads Program.
 - iii) The nominated road will be video documented by DPW for its entire length to capture its condition, surface, width, vegetation, signage, drainage, and other characteristics. A traffic count current within two months will be submitted to the Rustic Roads Commission by DPW
 - iv) The Rustic Roads Commission will review the DPP report and recommendation at their public meeting and take one of the following actions: recommend the road for designation as a Rustic Road; defer the vote due to a need for additional information; or recommend denial of the road for designation as a Rustic Road.
 - v) Applications then proceed to the County Executive and County Council for consideration of designation, accompanied by the DPP report and recommendations from DPP and Rustic Roads Commission. The decision of the County Council is final.

2. Identifying Rustic Roads

- a) Street signage: Designated Rustic Roads shall be identified as such with street name signage (incorporating a unique color and/or symbol) attached to the street name signpost at all public road intersections.
- b) Maps: County maps should include Rustic Road designations as appropriate and be made available on the County website.
- c) Other signs: Regulatory, warning, guide, and other road signs will be posted only as minimally necessary and be consistent with State and County standards and guidelines.

3. Removal of Rural Road Designation: Process

- a) Any resident of Frederick County, including elected officials, can apply for removal of Rustic Road designation from a designated road.
- b) The DPP will review the reasons presented for removal and conduct research and fieldwork to assess conditions, use, and losses of integrity. The DPP report will be presented to the Rustic Roads Commission with a recommendation of concurrence or disagreement with the applicant regarding the proposed removal. The Rustic Roads Commission will consider all material submitted and vote on concurrence or disagreement with the proposed removal. The DPP report and recommendation of the RRC will be forwarded to the County Executive and County Council, which will determine if removal is warranted, due to losses or changes, or if the road should remain a designated Rustic Road. The decision of the County Council shall be based on the extent to which the original selection criteria applied to the designated Rustic Road has changed over time. The decision of the County Council is final.

B. Rustic Road Reconstruction Process

1. Initiated by a Resident or the Division of Public Works

- a) Engineering Assessment: When modifications are suggested for a designated Rustic Road or a Candidate Road, the DPW must conduct an engineering assessment to confirm: 1) the need for the suggested modification and 2) the process that will be the most effective with the least degree of change to character-defining features within the right-of-way, including surface type.
- b) Reviews/Recommendations: The Rustic Roads Commission will review the assessment prepared by the DPW and forward its evaluation to the DPP. The DPP will forward the Rustic Roads Commission comments to the DPW. Upon joint approval of the project on the designated Rustic Road by the Directors of the DPW and the DPP, the project will proceed, following the CIP nomination process for funding and implementation as needed.
- c) Limitations: Any modifications identified as essential must be consistent with these regulations, the Streets and Roads Design Manual, Rustic Road Guidelines, and Complete and Green Streets Plan. A change in surface type from gravel to tar and chip or tar and chip to asphalt is considered inappropriate and/or nonessential on a designated Rustic Road or Candidate Road.

2. Initiated by the Development Review Process

- a) Planning Commission Findings/Conditions: When a development application triggers modifications to a designated Rustic Road in conjunction with the Development Approval Process, modifications must be done in accordance with these regulations and the Streets and Roads Design Manual. Development along a designated Rustic Road shall preserve, maintain, and enhance the scenic or historic character of the landscape viewed from

the road. The applicant must conduct an engineering assessment to confirm: 1) the need for the suggested modification and 2) the process that will be the most effective with the least degree of change to character-defining features within the right-of-way including surface type. The Site Development Plan or Subdivision Plan submittal must identify proposed modifications to any affected designated Rustic Road and all modifications must be in keeping with these regulations. The most current Master Plan might not include recent Rustic Roads designations, but all designated Rustic Roads must be addressed. In reviewing the development application, the DPP will evaluate the proposed modifications and establish requirements consistent with these regulations and the Streets and Roads Design Manual and the Complete and Green Streets policy. The achievement of maximum possible density is not a sufficient justification to allow impacts on a designated Rustic Road. The Rustic Road Commission should review any impacts to designated Rustic Roads prior to Planning Commission or staff approval of the development plan.

b) Improvement Plans: Following approval of the development plan, the applicant must submit an Improvement Plan to the DPP if modifications to a designated Rustic Road are required. The DPP must utilize these regulations and the Streets and Roads Design Manual (or Standard Operating Procedures approved prior to development of the Streets and Roads Design Manual) in reviewing the proposed work.

C. Road Maintenance and Reconstruction Guidelines

It will be necessary to revise the Streets and Roads Design Manual to include a section on designated Rustic Roads that reflects regional and national standards and experience. These revisions will be performed by the DPP under review and guidance of other County divisions and the Rustic Roads Commission. Until the revisions to the Manual are completed, new DPW Standard Operating Procedures consistent with this report must be developed in coordination with the DPP and Rustic Roads Commission.

All projects must adhere to the County's climate goals as outlined by the Climate Emergency Mobilization Working Group, County Policy, Complete and Green Streets Plan, and ongoing Procedures developed by DPW as approved by the Rustic Roads Commission.

1. Maintenance of Designated Rustic Roads

a) Roadway and Bridge Maintenance

i) Level of Maintenance: A designated Rustic Road will receive the level of maintenance necessary to assure its continued viability as a transportation route, allowing for safe travel by motorized vehicles, agricultural equipment, cyclists, pedestrians, and other non-motorized uses. Maintenance will be provided at an appropriate level, while still preserving the rustic qualities of the road. Under no circumstances can a change in surface type from gravel to tar and chip or tar and chip to asphalt be permitted on a designated Rustic Road or Candidate Road. Special care must be taken with these roads to prioritize their character-defining features, including selecting surface treatments that will not jeopardize their unique and rustic qualities.

ii) Regular Maintenance: Regular, timely, pertinent, and appropriate maintenance is required on all designated Rustic Roads. Regular maintenance procedures should be customized for each designated road.

iii) Winter Maintenance: Normal winter maintenance practices will be performed by the DPW on designated Rustic Roads. Salt will not be used on dirt and gravel roads. The crown needs to be preserved when plowing by using equipment that does not degrade the crown or width of the road. Identifiable damage to the adjacent landscape by snowplow operators needs to be mitigated.

iv) Drainage: DPW will repair storm drainage where necessary to prevent damage to the road or to adjacent private property, possible washouts, and other problems which may be detrimental to proper safety. Vegetation in ditches should be maintained to eliminate sediment runoff; ditches should not be pulled as a maintenance measure, but access for water entry to ditches should be preserved. Crowns and cross slopes intended to enhance road drainage shall be maintained. If crowns and cross slopes are altered by any factors, including but not limited to weather events and snow plowing, they shall be reconstructed to the original profile or better. Culverts shall be maintained and, where necessary, new culverts shall be added.

v) Bridge Repairs: The DPW must make bridge repairs in a manner that preserves the rural characteristics of the roadway and the bridge approaches and structure, including abutments. The repair of bridges that are designated in the future on the County Register of Historic Places must be reviewed by the Historic Preservation Commission (HPC). Consultation with the HPC or County historic preservation planner should precede repairs to bridges that are listed in the National Register of Historic Places or evaluated as eligible for the National Register of Historic Places.

vi) Guardrail Replacement: DPW should consider the use of a material that maintains or enhances the rustic appearance of the roadway. Guardrails must meet all applicable State Highway Administration safety standards. Guardrails must not prohibit legal access by adjacent property owners.

b) Right-of-Way Maintenance

i) Undesirable Vegetation: The DPW will use best management practices to control vegetation utilizing guidance available from trained professionals and specific to the vegetation in question. When herbicides are necessary, they will be used in accordance with existing regulations and under the supervision of trained personnel within the division. Any vegetation classified as invasive under County or State law may be removed from the public right-of-way along a designated Rustic Road, unless not recommended for legal, practical, aesthetic, or conservation purposes by the Rustic Roads coordinator.

ii) Mowing: The DPW will perform right-of-way mowing only as necessary to clear line-of-sight at intersections or control noxious vegetation. Additional right-of-way mowing on a designated Rustic Road or a Candidate Road shall be performed only when previously approved by the Rustic Roads Commission or, in the case of an emergency, by DPP staff. Because right-of-way mowing disturbs the natural regeneration of native species, induces higher traffic speeds, and can detract from the character of a road, mowing – when approved – shall be limited to five feet or less from the roadway edge or road appurtenances. The area beyond five feet shall be left unmowed.

iii) Tree Maintenance: The DPW will perform or permit tree pruning along designated Rustic Roads only as necessary to allow safe travel by road users. If pruning is not sufficient, tree removal to provide adequate intersection sight distances and farm vehicle access may be permitted, with the concurrence of the Rustic Road Commission. Maintenance will be provided at a level no lower than existed at the time of designation, while still preserving the rustic qualities of the road. To the degree practical, the tree canopy and nearby saplings along a designated Rustic Road shall be allowed to remain undisturbed. All tree maintenance, tree removal, and planting will be in accordance with applicable State and County tree laws, including the Maryland Roadside Tree Law.

iv) Tree Replacement: If a tree is approved for removal, a tree of a native species must be planted at the site or in the immediate vicinity. All new plantings shall be monitored; to achieve viability and success.

v) Litter Control: The DPW will remove objects dumped onto designated Rustic Roads or in the public right-of-way. The DPW will coordinate volunteer litter control efforts through the existing Adopt-a-Road program with an emphasis on designated Rustic Roads.

c) Signs

Regulatory, warning, guide, and other road signs will be posted only as minimally necessary and will be consistent with State and County standards and guidelines.

2. Reconstruction of Rustic Roads

a) General Improvement Guidelines

i) Uses: When designing modifications for designated Rustic Roads, the DPW must first consider the road's qualification as a unique rustic road, and design improvements to be in keeping with its right-of-way character-defining features. Current transportation needs of adjacent property owners must be considered, including the movement of agricultural equipment and service vehicles serving adjacent domestic and commercial needs. Other needs must also be considered, including safe travel for pedestrians, bicyclists, and other non-motorized and motorized users.

ii) Safety: No changes may be made that would diminish the safety of a designated Rustic Road.

iii) The DPW will follow all standard requirements regarding public notice when reconstruction is approved.

b) Modification of Road Pavement and Related Structures

i) Road Width, Alignment, and Surface: The width and alignment of designated Rustic Roads or Candidate Roads may only be altered for minimal distances to provide adequate safety, to reduce maintenance problems, and to provide reasonable improvements allowing for adequate vertical or horizontal clearance, but only after approval by the Rustic Roads Commission. Should the width or alignment of a designated Rustic Road or Candidate Road be altered, all work shall be done in a manner to protect the significant features which made the road eligible for its Rustic Road designation. Design features and materials used shall be compatible with adjacent unaltered portions of the road. In the rare case of relocation, the new section shall be designed to maintain compatibility with the connecting road segments. In cases where the existing road is appreciably wider than what is called for in the Streets and Roads Design Manual, it should be narrowed if practical.

ii) Shoulders: When improving designated Rustic Roads, shoulders will not be provided unless required for safety or environmental/erosion considerations. The scenic and historic character of each designated Rustic Road shall guide the design of visible shoulders and road edge treatment. Unpaved shoulders (grass or gravel) are always preferred. Where recent overlays have buried pre-existing gravel shoulders, these roadways should be returned to an appropriate narrow width, with the unpaved shoulders exposed, if practical.

iii) Minimum Sight Distance for New Driveways, Intersections, and Spot Improvements: Sight distances for new roads and driveways intersecting a designated Rustic Road must meet the minimum County standards as recommended by the American Association of State Highway and Transportation Officials (AASHTO). The applicant must site new driveways or intersections at a location which minimizes disturbance to significant features on a designated Rustic Road. To preserve the rustic character of the road, the County may require the applicant to replant trees outside the line of sight and restore other features altered to provide safe sight distances.

iv) Bridge Replacement: Bridge replacement must be of a design and material which preserves or enhances the historic appearance of the road. Bridges must be replaced at a scale and with materials similar to those of the previously existing structure. If a different design is required for environmental, economic, or safety reasons, new bridges must be of a design and material that complement or enhance the rustic appearance of the roadway. Correction of substandard approach road geometries must be made in character with existing unmodified portions of the roadway. All new bridges must adhere to weight bearing capacity and safety requirements. Consultation with the HPC or County historic preservation planner must precede improvements to bridges that are designated County landmarks, listed in the National Register of Historic Places, or evaluated as eligible for the National Register of Historic Places.

v) New Guardrails: DPW should consider the use of a material that maintains or enhances the rustic appearance of the roadway. Guardrails must meet all applicable State Highway Administration safety standards. Guardrails must not prohibit legal access by adjacent property owners.

c) Right-of-way Improvements

Utility work within a designated Rustic Road right-of-way must conform to standard operating procedures and guidelines in this regulation. Whenever practical, roadside areas will be restored to their original condition. If cutting is unavoidable, road surface and subsurface materials must match original road materials. No street lighting is permitted on designated Rustic Roads.

3. Requirement for Public Notice and Review for Major Maintenance and Reconstruction Project

Whenever major maintenance or reconstruction projects are proposed within the footprint of a designated Rustic Road, the DPW must inform the Rustic Roads Commission and its staff, so public notice of such maintenance can be posted at the project site at least 14 days prior to the Rustic Roads Commission public meeting. Such work includes but is not limited to roadway resurfacing, bridge deck replacement, major drainage reconstruction, or removal of a significant tree that is not dead or otherwise hazardous. In addition, the Rustic Roads Commission must be briefed on the project along with how citizen comments are being addressed. The Rustic Roads Commission may stipulate requirements regarding the method for carrying out the proposed work.

D. Public Inquiries

A citizen inquiry/complaint process related to maintenance and reconstruction will utilize the existing County online and/or telephone complaint process with DPP being copied in on all complaints involving a designated Rustic Road or Candidate Road. DPP will place the complaint on the agenda for the next Rustic Roads Commission meeting for discussion. Annual summary reports shall be developed regarding complaints and outcomes, to be reviewed by the Rustic Roads Commission for discussion and as information for internal County audits.

E. Waiver

The Director of the DPW may waive the maintenance and reconstruction standard operating procedures and guidelines above in the event of an emergency representing urgent and imminent threat to public health or safety. A report, describing the emergency measures taken, will be filed by DPW with the Rustic Roads Commission within 30 days of the action.

III. Establishment of Program

A. Responsible Agencies

Codification of the Rustic Roads Program should assign jurisdiction of the program to the DPP. The DPP will serve as staff to the Rustic Roads Commission, with a representative of the DPW assigned to the Commission for advisory purposes. The DPP will not assume responsibilities of the DPW regarding budgeting or contracting for road repairs or improvements but may collaborate on monitoring and reviewing work on designated Rustic Roads or Candidate Roads.

B. Rustic Roads Commission

The County Executive must appoint, subject to confirmation by the County Council, a Rustic Roads Commission. The Commission must include seven County residents. Initial appointments will be for three people to serve one-year terms; three to serve two-year terms; and one to serve a three-year term; Commissioners appointed subsequently will serve for three-year term. All applicants should have a demonstrated interest in rustic roads.

Applicants will be encouraged to describe their relevant experiences, education, knowledge, skills, and training that they would bring to the Rustic Roads Commission. Relevant experience can include, but is not limited to, civil engineering, environmental science, farming, landscape architecture, parks and recreation management, law, and/or historic preservation.

C. Training

DPW staff who work on designated Rustic Road or Candidate Road reconstruction or maintenance must be trained on best local, regional, and national practices for the treatment of rural roads. This includes the Pennsylvania State University's Center for Dirt and Gravel Roads Studies, the Scenic Byways Program – Context Sensitive Solutions, the Complete and Green Streets Manual, and the Strong Towns Movement.

In addition, consultants and contractors employed by the DPW must certify that their staff working on projects on designated Rustic Road or Candidate Roads are adequately trained.

IV. Subdivision/Site Plan Review

The Frederick County Code that concerns subdivisions and site plans will be amended as needed to incorporate the suggested changes.

Development along a designated Rustic Roads shall occur in accordance with the following:

1. Structures and roads shall be designed to retain the character of the site and to minimize the impact of the development on views from the designated Rustic Road.
2. New structures with a scale or massing larger for a particular building type than typical on a rural road shall be visually distant or sufficiently screened by topography or vegetation to minimize the impact.
3. Development shall minimize tree and vegetation removal and protect existing native vegetation adjacent to the designated Rustic Road.
4. The design shall minimize grading and retain existing slopes along the designated Rustic Road frontage.

5. Development shall avoid having a rear façade oriented towards the designated Rustic Road. If that is unavoidable, the structure shall be set back as far as possible from the designated Rustic Road and screened with vegetation or fencing.
6. Utilities, stormwater management facilities, drainage structures, bridges, and walls shall be located and designed to have the least impact, be unobtrusive, and harmonize with the surroundings and character of the designated Rustic Road. Lighting and fences for non-residential uses shall also adhere to these design requirements. Fencing for agriculture is exempt from this requirement.
7. The primary access or entrance to new development shall not be located on a designated Rustic Road if any reasonable alternative access is available. If unavailable, the primary access or entrance shall be located in an area that has the least impact to the scenic or historic qualities of the designated Rustic Road, while providing acceptably safe intersection sight distance and meeting minimum entrance spacing requirements;
8. Entrance features shall be low, open, and in keeping with the scenic or historic character of the surrounding area;
9. Improvements to designated Rustic Roads that are required as a result of new development shall preserve, maintain, and enhance existing road alignments and be limited to those minimal improvements required for purposes of safety;
10. New structures shall be located to the extent practical behind natural screening or in or along the edges of wooded areas, at the edges of fields and hedgerows, or near existing buildings;
11. New development shall preserve existing trees, foreground meadow, pasture, crop land, and other natural screening and shall be designed to situate development in the background as viewed from designated Rustic Roads;



photo credit: Loy's Station Covered Bridge by C. Kurt Holter

photo credit: Hauling Hay on Pearre Road by Peter Pearre





Education, Promotion, & Tourism



The Education, Promotion, & Tourism subcommittee identified how public awareness of the Rustic Roads Program can be expanded, how the program can be promoted, and to which audiences' education and promotion should be targeted. This subcommittee also identified when signage should be employed and potential opportunities for partnership with organizations focused on tourism and recreational use of designated Rustic Roads.

Overview and Tourism Potential

Frederick County's Rustic Roads in conjunction with a few non-designated low volume paved roads, existing (and planned) multi-use paths create a unique and valuable network by which users can navigate the County. This network provides critical connections between County, State, and Federal parks, historic points of interest, schools, markets, breweries, wineries, and scenic vistas that showcase the County's wooded and rural character. Vulnerable road users like bicyclists, pedestrians, equestrians, and those who prefer low speed auto tourism, can use this network to more safely travel within and/or through Frederick County both for transportation and recreation. Many rustic roads also feature tree canopies that shade the road, follow hollows or streams, have challenging climbs, beautiful vistas, or are gravel – all of which appeal to significant user groups.

These characteristics of the Rustic Road Network provide an opportunity for a variety of events such as bicycle brewery tours, competitive cycling races, recreational rides, and antique car rallies. Many of these already exist. In 2021, there were more than 24 cycling events in Frederick County with over 7,500 participants representing an economic impact in the millions of dollars with significant benefits extended to local non-profits like the Boys & Girls Club of Frederick County, Heartly House, Student Homelessness Initiative of Frederick County, and the Frederick Food Kitchen.

The Rustic Roads Program plans to engage with the community and visitors when it comes to telling the story and history of rustic roads. Residents and visitors to Frederick County will find a rural aesthetic, consisting of rolling hills, narrow, tree-lined roadways, serene creeks, old fencerows, and a distinct mixture of historic and contemporary homes. By improving the awareness and visibility of rustic roads and actively marketing it as a destination mix of various attractions and outdoor recreation, more visitors will be attracted to the area. Economic activity associated with tourism creates business opportunities and development, job growth, and an overall stronger tax base.

As importantly, the rustic roads experience, interpretation, and marketing link the community with a defined identity that typically relies on the historical and pristine character of the area. Heritage tourism, ecotourism, and outdoor recreation help to link area residents with their past while encouraging the preservation of the area's scenic resources and history.

User Experience

Successful tourism areas meet or exceed visitor expectations and ultimately produce an excellent user experience. Setting visitors' expectations clearly from their first introduction to the Rustic Roads Program is important. Users may research the Rustic Roads Program on the internet, by reading materials, or by individually exploring the area on their own. In all these cases, people need a clear explanation of the potential experience, whether educational, entertainment, or recreational in nature.

photo credit: biker on Wilhide Road by Darius Mark



The Rustic Roads Program must provide a clean, safe, and easy-to-find environment. No one leaves the safety of their own home expecting any less and certainly no visitor returns to an environment that is not clean and safe. For users unfamiliar with an area, finding these designated Rustic Roads may prove to be very challenging. Making the designated Rustic Roads easy to find with proper signage can encourage unplanned visits by travelers passing through Frederick County.

Any attraction sets out to tell a particular story, providing information in an entertaining format. Portraying information in a manner that requires users to utilize more than one of their five senses usually provides a more stimulating experience. For example, the Rustic Roads Program may offer immersive, interactive materials. More sophisticated attractions give users educational information in various formats.

Education and Interpretation

Rustic roads' appealing character is a result of the beauty and appeal of the landscape through which they wind. The historic agricultural landscape of Frederick County provides a setting that enhances the quality of life of residents and provides a strong positive image to visitors. Preservation of the intrinsic qualities of rustic roads will help preserve the landscape qualities through which they derive their significance and merits interpretation.

Given the qualities and significance of historic and aesthetically pleasing landscapes that are found along designated Rustic Roads, the following broad goals for interpretation are recommended:

1. Promote awareness and appreciation of rustic roads in Frederick County among residents and visitors.
2. Help preserve the uniqueness, quality, and revitalization of designated Rustic Roads.
3. Encourage visitation to designated Rustic Roads based on their history, character, and appeal.

The potential audiences for designated Rustic Roads interpretation and education are more focused than our broader Frederick County market potential. Not everyone who travels in Frederick County will be interested in interpretation, and therefore the interpretation should be more closely oriented towards those who are most likely to appreciate it. Potential audiences include:

1. Local Residents – interpretation and education efforts associated with the Rustic Roads Program will be a constant reminder to residents of the history, character, and quality of rural roads along with their pristine, natural, and agricultural landscapes.
2. Visitors to Frederick County – interpretation and educational efforts associated with designated Rustic Roads will be the means through which visitors receive their first impressions of the quality of the region, and the beauty and uniqueness of rural roads and related landscapes. Visitors will take this impression with them and help create and reinforce a regional image of Frederick County rural roads in the mid-Atlantic.

The following interpretive principles are proposed to guide future development of interpretive materials:

1. Authenticity – The Rustic Roads Program will present and promote awareness of the authentic roads, landscapes, vistas, communities, and resources of the area.
2. Privacy – The privacy of local residents will be respected. No interpretation of privately owned resources would be undertaken without the consent of property owners.

3. Safety – All design, construction, and interpretation will be undertaken in a manner that provides safe conditions for all users. Measures should be taken to identify and/or create safe places for visitors to park and explore by foot, bicycle, or horseback. Emphasis should be made to remind visitors to use designated places for parking, not private land or the public right-of-way. Road users should also be encouraged to be mindful of farming equipment, especially during peak times for planting and harvesting.

4. Creating Interest – The Rustic Roads Program will work to create and enhance the interest of visitors and residents in Frederick County's roads, landscapes, communities, and resources.

5. Promoting Exploration – The Rustic Roads Program will promote and facilitate exploration of Frederick County and its resources. The Program is a means to encourage visitors to explore our roads.

6. Historic Preservation – Advocate for preservation of roads, structures and historic sites along roads, and viewsheds.



photo credit: Catoclin Breeze Vineyard by Matt Sprague

Program Content

1. Interview the inhabitants of designated Rustic Roads to develop human interest stories. Capture oral stories that are historical in nature and enhance the romanticism of these roads.
2. Develop an interpretive wayfinding signage system to be implemented for designated Rustic Roads as an appropriate extension throughout Frederick County. The system should include a complete range of potential sign types – gateway, place names, wayfinding, interpretation, and traffic signs – in with Frederick County standards.
3. Develop driving and bicycling rustic roads tours that link together the National and State byways, parks, and designated Main Street communities. Build content for niche groups such as bicyclists, birding enthusiasts, and equestrians. Frederick County is the premier destination for road cycling in the same way that Loudoun County, Virginia is the gravel road cycling destination and Montgomery County, Maryland is the natural surface mountain bike destination.
4. Decide on key interesting themes and narratives, such as local history, cultural resources, native vegetation and wildlife, and recreational qualities of Rustic Roads that will appeal to various people, groups, and niches. Create an inventory of sites, amenities, vegetation, wildlife habitats, significant view sheds, etc. Link together historical sites, visitor attractions, pumpkin patches and tree farms, and the craft beverage industry entities including breweries, wineries, and distilleries with particular attention to those in the more rural settings. Various venues and attractions include: Baker Park, Carroll Creek Linear Park, Catoctin Creek, Catoctin Furnace, Catoctin Mountain Orchard, Downtown Frederick Historic District, Frederick County Fairgrounds, Harry Grove Stadium, Hood College, Monocacy River, Mount Saint Mary's College, National Fallen Firefighters Memorial, National Shrine Grotto of Lourdes, National Shrine of St. Elizabeth Ann Seton, Pryor's Orchard, Rose Hill Manor, Schifferstadt Architectural Museum, and Sugarloaf Mountain.
5. Develop connections and routes to National and State Scenic Byways and regional rural roads, such as those in Montgomery County, Maryland and Loudoun County, Virginia.
 - a. Civil War Trail – Gettysburg Campaign – This existing trail follows the invasion leading up to and the retreat from the battle at Gettysburg.
 - b. Civil War Trail – Antietam Campaign – This trail follows the route taken by Robert E. Lee during his 1862 Maryland Campaign.
 - c. Catoctin Mountain Scenic Byway – This byway traces a variety of entrepreneurial endeavors, including saw-mills, tanneries, the nation's first match factory, and the making of moonshine. This is Frederick County's portion of the Journey Through Hallowed Ground National Scenic Byway.
 - d. Historic National Road – This nationally designated All-American Road is the first federally planned and funded highway in the United States. The byway traces the evolution of transportation and commemorates the movement that ultimately stretched the nation's boundaries from Atlantic to Pacific.
 - e. C&O Canal National Park and Scenic Byway – This byway parallels the historic C&O Canal for this entire length and passes locks and historic lock houses, canal boat houses, aqueducts, and landings.
 - f. Old Main Streets Scenic Byway – This byway explores quaint towns and villages of Frederick County to include Brunswick, Frederick, Middletown, New Market, and Thurmont. Emmitsburg has recently been designated an affiliate to this program.

6. Develop connections and routes to trails and local loops:

- a. Frederick and Pennsylvania Line Railroad Trail (F&P Trail) - This trail will tie into the proposed City of Frederick's East Street Trail Project at Monocacy Boulevard and end at the Town of Walkersville's Heritage Farm.
- b. New Design Road Side Path off of the side of New Design Road from English Muffin Way to the entrance to C&O Canal National Park.
- c. Hagerstown & Frederick Trolley Trail – This trail will be constructed over the previous path of the Hagerstown and Frederick Trolley line that ran between the Town of Thurmont and Catoclin Furnace.
- d. Emmitsburg Loop – The loop travels through the downtown of historic affiliate Main Street Emmitsburg. Points of interest include a site on the Gettysburg Campaign Civil War Trail, the National Fallen Firefighters Memorial, and the National Shrine of St. Elizabeth Ann Seton, as well as quaint restaurants and shops.
- e. Thurmont Loop – This loop passes through Thurmont, a small manufacturing town originally called Mechanicstown. Thurmont is also a site on the Gettysburg Campaign Civil War Trail and the planned Trolley Trail.
- f. Catoclin Furnace Loop – This loop leads to the historic Catoclin Furnace. A walking trail leads from the furnace to Cunningham Falls State Park. Other places of interest are the African American Cemetery Trail, Museum of the Iron Worker, Forgemans House, Colliers Log House, Catoclin Cottage, and Harriet Chapel.
- g. Lewistown Loop – Points of interest on this loop include a site on the Gettysburg Campaign Civil War Trail.
- h. Frederick Loop – Bringing visitors through historic Frederick, this loop offers a multitude of options for dining and entertainment. The loop also travels near the Schifferstadt Architectural Museum, a historic B&O Railroad station, the National Museum of Civil War Medicine, and the Visitor Center.
- i. Buckeystown Loop – This loop passes sites on the Antietam Campaign Civil War Trail.
- j. Point-of-Rocks Loop – This loop passes near the C&O Canal, the historic Point of Rocks Train Station, and a site on the Gettysburg Campaign Civil War Trail.

7. Develop connections and routes to our local, State, National, and private parks:

Appalachian National Scenic Trail	Fountain Rock Park & Nature Center	South Mountain State Battlefield
C&O Canal National Historic Park	Gambrill State Park	Sugarloaf Mountain
Catoclin Creek Park and Nature Center	Gathland State Park	Utica District Park
Catoclin Mountain Park	Monocacy National Battlefield	Washington Monument State Battlefield
Cunningham Falls State Park	Old National Pike Park	Other various Frederick County Parks
Frederick City Watershed CWMA	Othello Regional Park	2022 Frederick County Land Preservation, Parks, and Recreation Plan
	Point of Rocks Community Commons Park	
	South Mountain State Park	

8. Develop connections and routes to our designated Main Street Programs:

Brunswick	Middletown
Emmitsburg (affiliate)	New Market
Frederick	Thurmont

9. Develop connections and routes to our historic covered, stone, metal truss, and concrete bridges.

LeGore Stone Arch Bridge	Roddy Road Covered Bridge
Loy's Station Covered Bridge	Utica Covered Bridge
Old Mill Road Bridge	Other various historic bridges

Promotion and Advocacy

The Rustic Roads Program requires a cohesive marketing strategy with associated promotional materials to link together the multitude of visitor attractions, historical sites, byways, events, other outdoor recreational opportunities and amenities.

1. Develop a mobile-friendly Rustic Roads website or microsite. In today's world the internet provides many visitors with the first level of detail on any destination. There are several fundamental elements to successful website or microsite development for attracting visitors. Providing maps and routes to and for Rustic Roads will make way-finding easier while linking historic sites, museums, farms, byways, restaurants, businesses, and accommodations.
2. Create a special logo for branding purposes. Design and fabricate marketing materials and displays for "on the road" outreach including festivals, public forums, libraries, farmers' markets, and individual businesses located on or near the roads.
3. Create and distribute printed materials, such as an all-encompassing Rustic Roads brochure with maps and directions. This will assist road users in understanding what they can expect to see on their journey, thereby increasing awareness of the Rustic Roads Program and making an overall positive impression.
4. Develop short paragraph descriptions of individual Rustic Roads and the network of Rustic Roads to be used in various publications and other media.
5. Develop a comprehensive database of seasonal digital photographs of Rustic Roads to provide easy access for all forms of various media, travel writers, and interested community organizations. Encourage public engagement through social media and locally sponsored photography contests.
6. Create and increase existing "Friends of Rural Road" groups to help with beautification efforts and recognize volunteers.
7. Develop a comprehensive educational program with emphasis areas that include road safety for all users and discouraging illegal dumping. Regarding illegal dumping, a platform to report any and all violations should be provided. Residents of Rustic Roads may also wish to institute trash/garbage cleanup teams, with the County possibly supporting this effort by providing a free or reduced fee day at the local landfill or trucks/resources to assist with trash removal.
8. Obtain and use testimonials from residents, business owners, and other road users. Initial examples include:

"We founded Catoctin Pottery over 40 years ago in an historic grist mill on a gravel road, Poffenberger Road. Many people thought it was a crazy idea to open my shop in this isolated location – but we thought this beautiful spot on a meandering gravel road would be just the thing to take people out of their ordinary routines and into a more open and creative mindset. The road in became an important part of the experience – relieved that they found the place and excited about discovering something extraordinary off the beaten path – this special feeling was inseparable from the pottery they bought. Walkers, joggers, bicyclists, and even kayakers have discovered the studio while on their different adventures. The surprise factor of coming upon an operating business open 10-5 Monday through Saturday was a promotion point, adding to the special feeling of our setting. History, creativity, and nature came together to create the ambiance of Catoctin Pottery and the special rustic road, with its smells and sounds of nature, was an integral part of that charm. The road created the experience, the slow down, the anticipation, a reconnection to the realness of the surroundings and senses.

I closed Catoctin Pottery in 2020, shortly before I turned 75. I still live at the Mill, and love to enjoy the quiet serenity of Poffenberger Road each day. The resident squirrels, frogs, butterflies, and bears have a safer journey on the road than if it were cleared of trees and paved and striped, as do our grandchildren. We see a large variety of road users – bicyclists, joggers, dog walkers, photographers – pass daily and especially on weekends, all looking for a creative interaction with rural Frederick County. If the road were to be widened, flattened, cleared of trees, and paved, folks looking for nature up close would have to find their therapy – and take their dollars – somewhere else."

Susan Hanson owner of Catoctin Pottery



"My property is adjacent to the Roddy Covered Bridge. When the bridge was destroyed in 2016, the Frederick County Department of Public Works approached me about working with them to find a solution to the persistent problem of oversized vehicles hitting the bridge. I was happy to do so because the presence of the bridge enhances my property."

The County had goals they needed to achieve. I wanted to protect the aesthetics and functionality of my property. After a couple of months of negotiating, compromising, and planning, we had a plan that protected the bridge and didn't impact my property too much."

Jeff Yocum

"Frederick County has a unique network of small, low-traffic, often single lane roads that provide almost limitless combinations of bicycle routes. These rural roads are not just scenic, they are safer to ride because they demand lower traffic speeds. There are challenging hill climbing options, easier rides in the valley, routes to connect parks, covered bridges, and off-road trails. The road biking options in Frederick County were a major consideration when I decided to relocate my family to and open my business in Downtown Frederick – there are few places where you can ride a more interconnected system of small roads."

Darius Mark

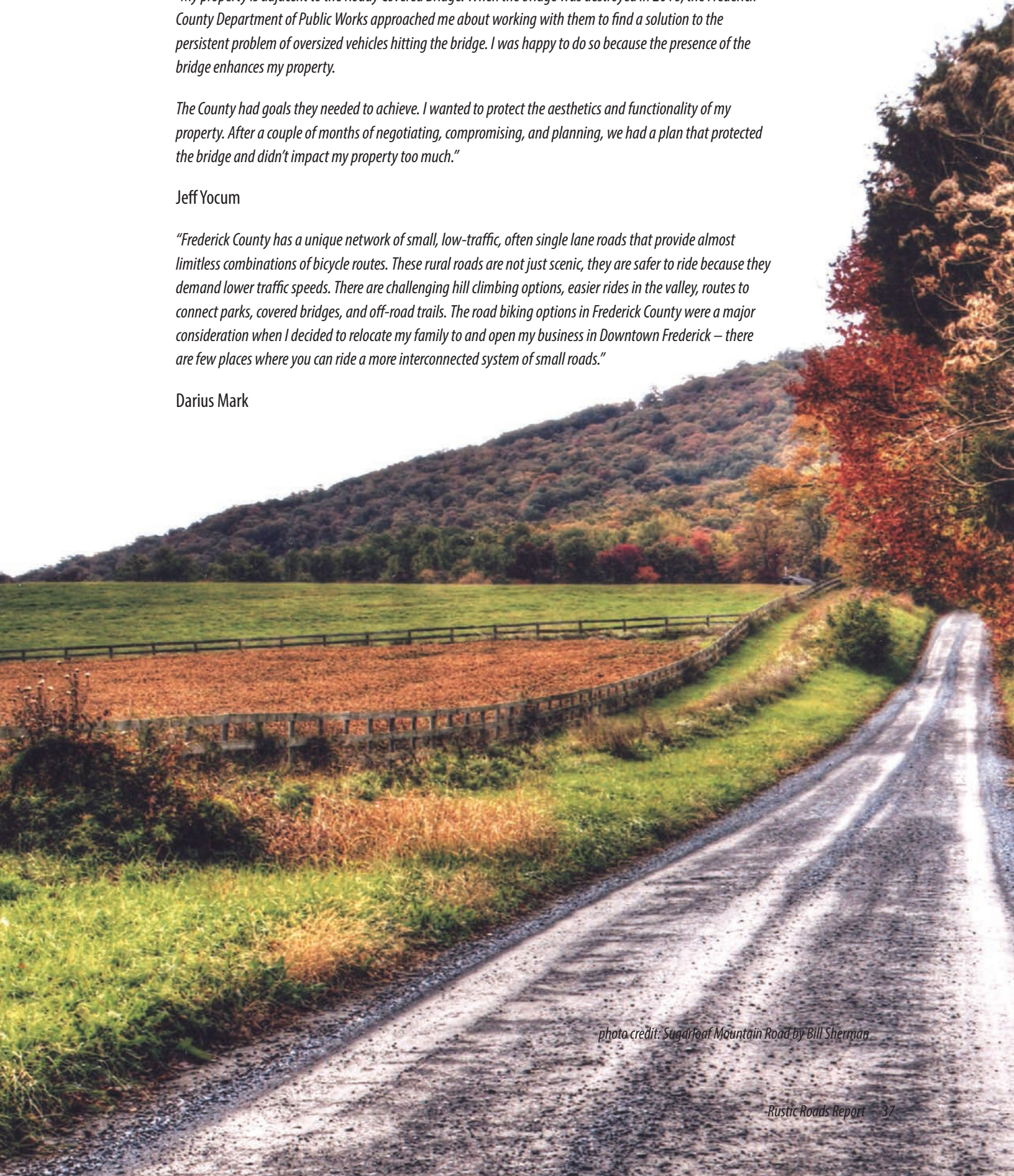


photo credit: Sugarloaf Mountain Road by Bill Sherman

Public Participation and Community Forums

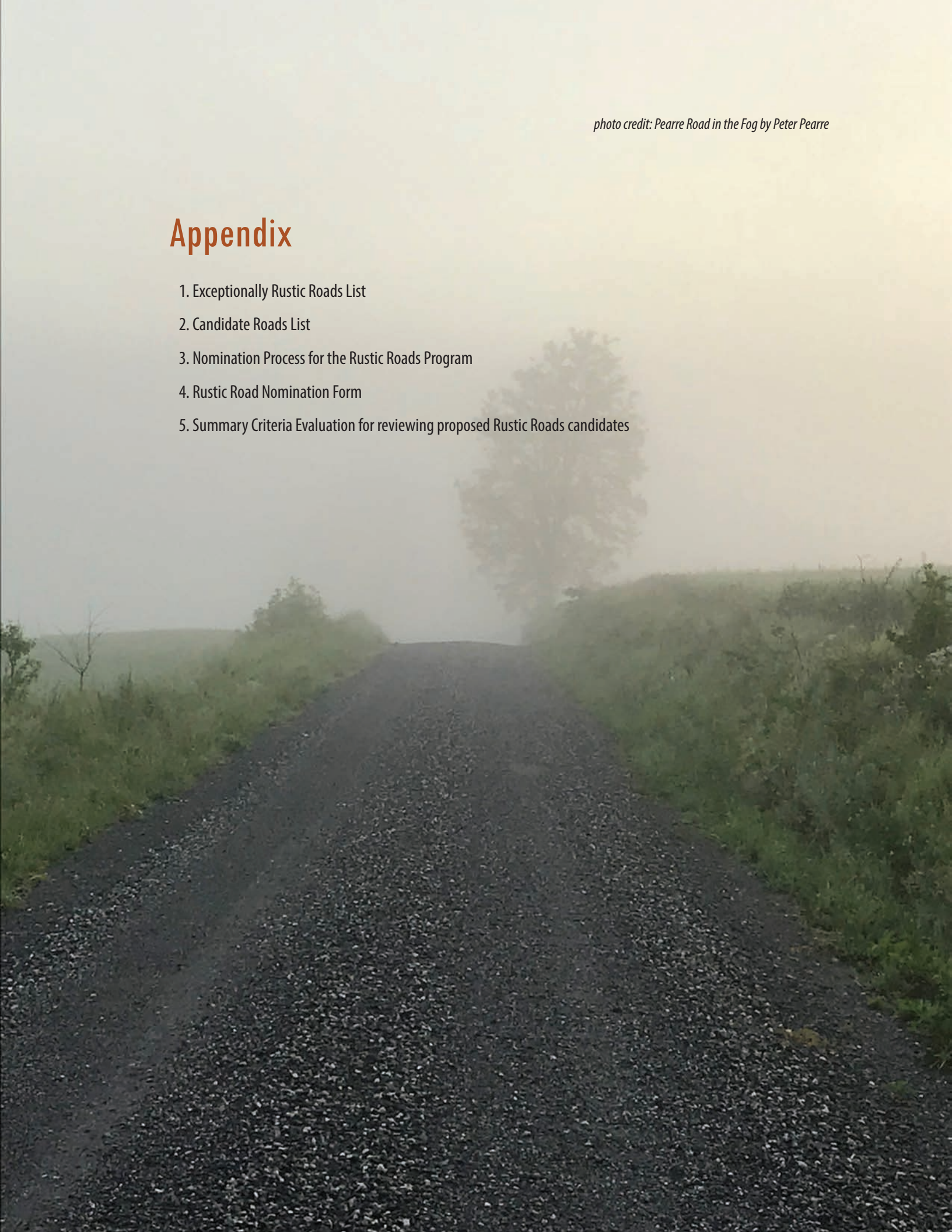
Communication, collaboration, and cooperation with key stakeholders, community partners, local businesses, residents of Rustic Roads, and other organizations is critical to the proper development and success of the Rustic Roads Program. Create and develop educational connections and programming with Frederick County Public Schools, Frederick County Community College, Hood College, and Mount Saint Mary's University.

- Communicate to the general public the opportunities that exist for interested individuals to join the Rustic Roads Commission.
- Schedule and implement regular and routine community outreach events, public meetings, and participant opportunities to build awareness of the Program. This could include public forums to review the Rustic Roads Program. All events and meetings should be communicated through a variety of platforms including mail, social media, press releases, and public service announcements.

photo credit: Pearre Road in the Fog by Peter Pearre

Appendix

1. Exceptionally Rustic Roads List
2. Candidate Roads List
3. Nomination Process for the Rustic Roads Program
4. Rustic Road Nomination Form
5. Summary Criteria Evaluation for reviewing proposed Rustic Roads candidates



Appendix 1: Exceptionally Rustic Roads List

Albaugh Road	Unionville Road to MD 31
Aushman Road	north side of Point of Rocks Road at Catoctin Creek to road end
Banner Road	west side of Mount Ephraim Road to road end
Bennies Hill Road	east side of MD 17 to west side of Roy Shafer Road
Black Ankle Road	south side of Unionville Road to northwest side of Buffalo Road at Carroll County line
Boonsboro Mountain Road	Boonsboro Mountain Road (asphalt) to road end
Boss Arnold Road (East)	northwest side of Lander Road to Catoctin Creek
Boss Arnold Road (West)	southeast side of MD 464 to end of public road at gate
Buck Lantz Road	Md 491 to Roxville-Deerfield Road
Chick Road	south side of MD 28 to gate
Comus Road	east side of Mount Ephraim Road to Montgomery County Line
Dahlgren Road	northeast side of Alt 40 to west side of Frostown Road
Debold Road	east side of MD 550 to northwest side of Eylers Valley Road
Delauter Road (Part)	east side of Gambrill Park Road to east property line of 5109 Delauter Road
Dern Road	Grimes Road East to road end
Dotterer Road	south side of MD 75 to north side of Molasses Road
Eylers Valley Road	Kelbaugh Road to Friends Creek Road
Etzler Mill Road	southwest side of Renner Road to northeast side of Whiskey Springs Road
Ford Fields Road	east side of Rum Springs Road east .43 miles to pipe near Dead End
Fox Tower Road	Wigville Road to southeast side of Stottlemeyer Road
Gambrill Park Road (Part)	Fishing Creek Road to Tower Road
Greenfield Road (part)	beginning of gravel surface west 1.56 miles to end of gravel surface
Gregg Road	Simmons Road to northeast side of Keysville Road
Haines Road	south side of Price Distillery Road to County Line
Hawker Road	northwest side of Cap Stine Road to road end
Hayes Road	northest side of Spruce Run Road to southeast side of Brandenburg Hollow Road

John Mehring Road	south side of Legore Road to Road End
Mattie Haines Road	south side of Old Bohn Road to east side of Woodville Road
Meadow Road	north side of Old National Pike to Road End
Mink Farm Road	Tower Road to bridge over Buzzard Branch
Monocacy Bottom Road	Flint Hill Road to ford, Park Mills Road to gate (middle .72 miles is closed to vehicular traffic)
Mott Road	northeast side Fire Tower Road to southwest side of MD 355
Mount Ephraim Road	south side of Park Mills Road to Montgomery County Line
Mountaindale Road	Putman Road to entrance to Frederick Watershed
New Design Road (part)	MD 28 to dead end
Nolands Ferry Road	east side of New Design Road to Chick Road
Nolands Road	southwest side of MD 28 to New Design Road
Old Bohn Road	northwest side of Buffalo Road to southeast side of Woodville Road
Page Road	southeast side of Greenfield Road to southwest side of Thurston Road
Pearre Road	east side of Clemsonville Road to Carroll County Line
Peters Road	east side of Park Mills Road to southwest side of Thurston Road
Poffenberger Road	east side of Broad Run Road to Old Middletown Road
Price Distillery Road	east side of MD 75 to Montgomery County line
Price Road	east side of MD 355 to MD 75
Quiet Cove Road	southwest side of Boyers Mill Road to Road End
Raven Rock Park Road	northwest side of Foxville Deerfield Road at end of Maintenance
Repp Road	south side of MD 75 to northeast side of Molasses Road
Riffle Road	Intersection with Annandale/Hampton Valley to P.A. State Line
Roderick Road	northeast side of Peters Road to beginning of asphalt
Rum Spring Road	east side of Highland School Road to west side of Gambrill Park Road
Shank Road	northeast side of Alternate 40 to southwest side of Station Road
Shoemaker Road	Bollinger School Road to Monocacy River
Sigler Road	southeast side of Horine Road to east side of Lander Road
Sugarloaf Mountain Road	northeast side of Comus Road to southwest side of Thurston Road
Tower Road	MD 77 to Wigville Road, Mink Farm Road to Gambrill Park Road
Whiskey Springs Road	northeast side of Coppermine Road to west side of Renner Road
Wildcat Road	north side of Meeting House Road to MD 17
Wilhide Road (part)	Lewistown Road to Stevens Road

Appendix 2: Candidate Roads List

Road Name	From	To
Alton Road	Chestnut Grove Roa	Artie Kemp Road
Angleberger Road	Bottomley Rd	Wilhide Road
Arnold Road	Burkittsville Rd	Picnic Woods Road
Baker Road	SE/S MD 194	Warner Rd
Bald Hill Road	Ballenger Crk Pk.	Road end
Bartgis Road	N/S ofSundays Lane	Hansonville Road
Basford Road	Elmer Derr Rd	Mountville Rd
Baugher Road (North)	AC pavement	Private Drive
Baugher Road (South)	W/S of Auburn Road	Road end
Bear Branch Road	Park Mills Rd	Mt. Ephraim Rd
Bentzel Road	MD 550	RR X-ing S/S Naylo
Bessie Clemson Road-1	MD 31	N/S MD 26
Bessie Clemson Road-2	Coppermine Road	MD 31
Bessie Clemson Road-3	Fountain School Ro	Coppermine Road
Bidle Road	AC pavement	Marker Road
Black Road	Kelbaugh	Elyers Valley
Blacks Mill Road	MD 806A	Hessong Bridge Road
Bloomfield Road	N/S Opossumtown Pi	SW/S Sundays Lane
Blue Mountain Road	MD 806A	Hessong Bridge Road
Bollinger Road	MD 76	Sixes Bridges Road
Bollinger School Road	Toms Creek Church	MD 140
Bollinger School Road	Harney Road	PA State Line
Bottom Road	NE/S Old Annapolis	NW/S Woodville Rd
Bottomley Road	SE/S Angleberger R	Wilhide Rd
Brentland Road	MD 17	Catholic Church Rd
Bridgeport Road	MD 140	Simmons Road
Brown Road	S/S of MD 77	Garfield Rd
Browns Quarry Road	550	Eylers Valley Road
Brownsville Pass Road	NW/S MD 17	Road end

Road Name	From	To
Buffington Road	E/S Renner Rd	W/S Keymar Road
Bullfrog Road-2	Bollinger School	Harney
Burgee Drive	HMA pavement	End of road
Cabbage Run Road	S/S Bennie Duncan	N/S Daysville Rd
Camp Raudy Road	Edgewood Church	Road end
Canada Hill Road-1	MD 40	Grindstone Run
Canada Hill Road-2	Grindstone Run	Easterday Rd
Carroll Boyer Road	S/S Sumantown Rd	N/S Poffenberger R
Cash Smith Road	SE/S MD 194	N/S Copper Mine Rd
Catoctin Hollow Road-1	William Hauck (AC)	Wigville Rd
Catoctin Hollow Road-2	Wigville Rd	US 15
Cemetery Circle	Cemetery Rd	Cemetery Rd
Cemetery Road	Knoxville Rd	Cemetery Circle
Central Church Road	N/S Gas House Pike	W/S Drummin Rd
Chestnut Grove Road-1	N/S Old Annapolis	MD 26
Chestnut Grove Road-2	MD 26	Daysville Road
Chick Lane	MD 79	Road end
Clark Road	W/S Canada Hill Rd	Road end
Claybaugh Road	N/S Good Intent Rd	Simpsons Mill Road
Clifton Court North	Clifton Road (North)	End of road
Clifton Road (North)	US 40 Alt	N. Clifton Ct
Clyde Young Road	Legore Bridge Road	SW/S Legore Road
Cook Brothers Road-1	MD 75	Pleasant Grove Dri
Cook Brothers Road-2	Fire Stone Drive	Price Distillery R
Cool Road	Tract Road	Road end
Corun Road	SW/S Poffenberger	N/S MD 383
Covell Road	Thurston Rd	Gravel pavement
Covell Road	T & C pavement	Road End
Coxey Brown Road	AC Pvmt.	Gambrill Park Rd
Creamery Road	US 15	Keysville
Cregger Road	S/S Baker Rd	N/S Renner Rd
Crickenburger Road	New London Road	Road end
Crickenburger Road	Gas House Pike	c-d-s
Criss Ford Road	Lily Pons Rd	Monocacy River
Crow Rock Road	MD 17	Highland School Ro
Crystal Fountain Road	W/S Annandale Rd	E/S Hampton Valley

Road Name	From	To
Deer Spring Road	Holter Road	AC pavement
Delauter Road	End Maintenance	Fishing Creek Road
Delauter Road-1	MD 17	Road end
Delauter Road-2	Road end	Gambrill Park Rd
Della Road	N/S Ed Sears Rd	Road end
Dern Road	Sixes Bridge Rd	Road End
Detrick Road	6149 Detrick(AC)	Old Annapolis Road
Dixon Road	Bridge F07-09	Doctor Perry Rd
Doctor Baxter Road	W/S Linganore Rd	Road end
Doctor Belt Road	MD 28	Road end
Doctor Perry Road	I-270 Bridge (AC)	Thurston Road
Dog Road	W/S Pleasant Walk	E/S Loy Wolfe Rd
Dollyhyde Road-1	Timmons Road	N/S Glissans Mill
Dollyhyde Road-2	Timmons Road	MD 26
Dry Bridge Road	E/S Old Frederick	W/S Keysville Rd
East Mountain Road	MD 17	S. Mountain Rd.
Easterday Road	US 40	Pleasant Walk Rd
Eaton Road	N/S Longs Mill Rd	Old Frederick Rd
Ebby Road	E/S MD 76	Road end
Echo Lake Road	road end	N/S Monument Rd
Ed Sears Road	Park Mills Rd	Road end
Edgemont Road	N/S ALT 40	Road end
Elbert Road	W/s Old Frederick	Road end
Elmer Derr Road	Basford Road	Elmer Road
Elmer Derr Road	Basford Road	c-d-s
Elmer Road	MD 180	Elmer Derr Road
Emerson Burrier Road	SW/S Woodville Rd	NE/S Dollyhyde Rd
Etzler Road	AC pavement	Road end
Eyler Valley Flint Road-1	Eylers Valley Rd	AC pavement
Feagaville Lane	SE/S MD 180	Road end
First Street	MD 180	Road end
Fishing Creek Road	Gambrill Park Rd	Mountaindale Rd
Fishing Creek Road	Hamburg	T&C pavement
Fishing Creek Road-3	Mountaindale Rd	Gravel pavement
Flag Pond Road	Ballenger Cr. Pk.	Doubs Rd

Road Name	From	To
Fort Ritchie Road	NW/S MD 550	E/S MD 491
Fox Gap Road	ALT 40	Reno Monument
Fox Road	NW/S Bethel Road	Road end
Franklinville Road	AC Pavement	AC Pavement
Frazer Road	MD 464	Road end
Friends Creek Road	Eylers Valley Rd (Hornets Nest Rd @
Friends Lane	Friends Creek Road	Road end
Frostown Road	Michael Rd	NW/S Mt Tabor Rd
Frushour Road	NW/S MD 77	Hoover Mill
Fulmer Road	SW/S Old Swimming	NW/S Mt Philip
Gambrill Park Road	Fishing Creek Road	Mountaindale Road
Geisbert Road	NW/S Dublin Rd	Road end
Gold Mine Road	SE/S Clifton Rd	NW/S Mt Philip Rd
Grimes Road	Sixes Bridge Road	Toms Creek bridge
Grindstone Run Road	SW/S Canada Hill R	Monument Rd
Gruber Road	W/S Cash Smith Rd	E/S MD 194
Harbaugh Valley Road	Sunshine Trail	Road end
Harley Road	SW/S Bennies Hill	N/S Sumantown Rd
Harp Road	S/S Daysville Rd	NE/S Waters Street
Harrisville Road	NE/S Glissans Mill	AC pavement
Hawbottom Road	NE/S Hollow Rd	End County Maint.
Hells Delight Road	Quirauk School Road	Washington Co Line
Hemler Road	NW/S St Anthony Rd	SE/S Kelbaugh Rd
Hessong Bridge Road	Blacks Mill Rd	Layman Road (Bridg
Highland School Road	Fishers Hollow	SW/S Gambrill Park
Hildebrand Road	S/S Bartonsville R	Road end
Hill Road	N/S of Coppermine	S/S of Renner Road
Hines Road	S/S Bartonsville R	N/S Reichs Ford Rd
Hiney Road	Legore Road	Haughs Church Road
Hollow Road	Harmony Rd	US 40
Hoovers Mill Road	SW/S Mud College R	NE/S MD 77
Hopeland Road	S/S MD 80	Road end
Horman Lane	S/S Elmer Derr Rd	NE/S Cap Stine Rd
Hornets Nest Road	NE/S Friends Creek	W/S Riffle Rd
Howard Stup Road	Cap Stine Rd	Mountville Rd

Road Name	From	To
Hyatt Road (East)	Mussetter Rd	Gravel pavement
Ifert Drive	N. Jefferson St (M	Road end
Ira Sears Road	Park Mills Rd	Road end
Irishtown Road	Fred.Co Line	715' N of Brookfield Dr
Jesse Smith Road	Hope Valley Golf C	Woodville Rd
John Cline Road	Garfield Rd	Road end
John Draper Road	E/S Stottlemeyer R	W/S Tower Rd
Jones Road	S/S South Street	MD 75
Kehne Road	N/S MD 40	Road end
Keller Lime Plant Road	Road end	MD 85
Kellys Store Road	AC pavement	SW/S Hessongs Brid
Keymar Road	MD 194	Good Intent Road
Keys Chapel Road	NE/S Coppermine Rd	Road end
Kimmel Road	N/S Old Annapolis	S/S Glissans Mill
Lackey Road	SE/S Bunker Hill R	W/S Beaver Dam Rd
Lakeview Road	NW/S Hessongs Br R	Rd end past Stull
Lander Road	Sunrise Dr	MD 464 (E)
Lawson Road	S/S MD 75	Browningsville Rd
Leatherman Lane	N/S Fish Hatchery	S/S Angleberger Rd
Lees Lane	MD 17	Catholic Church Rd
Lenhart Road	AC pavement	Devilbiss Br Rd
Lime Kiln Road	Lime Kiln Way	MD 85
Lime Kiln Way-1	Lime Kiln Road	AC pavement
Lime Plant Road	Detrick Road	MD 75
Links Bridge Lane	Links Bridge Road	Road End
Linthicum Road	Slate Quarry Rd	AC pavement
Lloyd Road	Olive School Rd	Road end
Lookingbill Road	S/S Mathews Rd	Road end
Loy Wolfe Road-1	Black Rock Rd	Pleasant Walk Rd
Loy Wolfe Road-2	MD 17	Black Rock Rd
Lucey Road	SW/S MD 550	NW/S Hunt Club Rd
Manahan Road	Foxville-Deerfield (N)	Park Gate
Manor Woods Road	Cap Stine Rd	Ballenger Creek Pk
Mapleville Road	NE/S Dollyhyde Rd	S/S MD 26
Marble Quarry Road	W/S Clemsonville R	Road end

Road Name	From	To
Martin Road	SE/S MD 17	MD 17
Mathews Road	E/S Warner Rd	SW/S Keymar Rd
Mechanicstown Road	NE/S MD 76	Private drive
Meeting House Road	E/S Harp Hill Rd	NW/S MD 17
Michael Road	E/S Monument Rd	SW/S Mount Taber RD
Middle Point Road	NE/S MD 17	Tower Road
Mink Farm Road-1	Catoctin Hollow	Gravel pavement
Molasses Road-1	Dotterer Road	Fountain School Rd
Molasses Road-2	MD 75	Dotterer Road
Monument Road-1	NE/S Wash Mon Rd	Grindstone Run
Monument Road-2	Grindstone Run	AC Pavement
Mountain Church Road	Marker Rd (N)	Marker Rd (S)
Mountain Lane	E/S of S. Mountain	Road end
Mountain Road (South)	MD 180	East Mountain Rd
Mountindale Road	T & C pavement	Fishing Creek
Mud College Road	S/S Orndorff Rd	NW/S Old Frederick
Mumma Ford Road	MD 76	Carroll Co. Line
Muth Road	E/S Renner Rd	W/S Keymar Road
Myers Road	N/S Legore Bridge	N/S MD 77
Naylor Road	Cullen Dr	Road end
Old Catoctin Road	SE/S Stottlemeyer	NW/S Tower Rd
Old Harmony Road	SW/S MD 17	Road end
Old Licksville Road	MD 28	MD 28
Old Links Bridge Road	Dublin Rd.	Road End
Old Mill Road	SE/S Old Frederick	S/S MD 77
Old Pryor Road	W/S Catoctin Furna	Road end
Old Swimming Pool Road	South Clifton Rd	S/S Jefferson Blvd
Orchard Road	S/S Kelbaugh Rd	N/S Franklinville
Orndorff Road	Azalea Ct (AC pave	Old Frederick Road
Palmer Road	SW/S Old Hagerstow	Road end
Paul Rudy Road	S/S Roy Shafer Rd	Sumantown Road
Pear Lane	North of Ford Rd	Opossumtown Pike
Peddicord Road	AC Pavement	Talbot Run Rd
Plantation Road	SE/S Linganore Roa	Road end
Pleasant Walk Road	US 40 and .44 beyo	Road end

Road Name	From	To
Poole Road	NE/S Old Middletow	SW/S Holter Rd
Putman Road	Bethel Road	Mountaindale Road
Putman Road	Mountaindale Road	US 15
Quebec School Road	Marker Rd	Picnic Woods
Red Bird Lane-1	S/S Kellys Store R	Red Bird Lane
Red Bird Lane-2	MD 806	Road End
Red Bird Lane-3	MD 806	Red Bird Lane
Reed Road	Blue Mountain Road	c-d-s
Reels Mill Road-1	RR Tracks	Ball Road
Reels Mill Road-2	Ball Road	MD 355
Renn Road	S/S Jefferson Pike	Road end
Reno Monument Road	NW/S Bolivar Rd	AC Pvmnt Wash Mon
Retreat Road	S/S Biggs Ford Rd	W/S Fountain Rock
Richard Remsburg Road	E/S Old Middletown	W/S Holter Rd
Ridenour Road-1	Brown Rd	Stottlemeyer Rd
Ridenour Road-2	Stottlemyer Rd	John Draper Rd
Rock Hall Road	MD 28 Tuscarora Rd	Road end
Roddy Creek Road	T+C (approx 0.02 m	W/S Roddy Road
Roddy Road	Old Kiln (AC pave	Eyler rd Thurmont)
Roy Shafer Road	Bennies Hill Rd	Old Middletown Rd
Roy Shafer Road	Bussard Rd	Bennies Hill Rd
Saint Marks Road	Broad Run Rd	MD 180
Sams Creek Road	Oak Orchard Rd	Carrol Co Line
Scott Road	NE/S Annandale Rd	NW/S Old Emmitsbur
Scravel Road	SE/S Pleasant Walk	NW/S Easterday Rd
Second Street	MD 180	Road end
Seiss Road	N/S Graceham Rd	S/S Apples Church
Shady Lane	MD 180	Road end
Sheely Road	NE/S MD 806	Road end
Shriver Road	S/S Harney Rd	N/S Bollinger Scho
Shryock Mill Road	E/S Old Frederick	Monocacy River
Skunk Hollow Road	N/S Buck Lantz Rd	SW/S Fort Ritchie
Slate Quarry Road	Thurston Rd	Old Hundred (MoCo)
Spahrs Quarry Road	E/S Hessongs Br Rd	Road End
Spencer Lane	MD 80	Road end

Road Name	From	To
Spruce Run Road	SE/S Stottlemeyer	MD 17
Stevens Road	Whilhide Road	W/S Old Frederick
Stewart Hill Road	Mount Ephraim	Road end
Stull Road-1	ES US 15	SW/S Hessong Bridg
Stull Road-2	Mountaindale Rd	W/S US 15
Sumantown Road-1	Broad Run Road	Paul Rudy Rd
Sumantown Road-2	Paul Rudy Rd	Old Middletown Rd
Tabler Road	AC Pavement	S/S Ball Road
Talbot Run Road	E/S Woodville Rd	N/S Harrisville Rd
Teen Barnes Road-1	Stone Rd	Jefferson Blvd
Teen Barnes Road-2	Jefferson Blvd	Holter Rd
Thompson Drive	MD 80	Road End
Three Springs Road	N/S Black Rd	S/S Eylers Valley
Timmons Road	N/S Glissans Mill	S/S Dollyhyde Rd
Tobery Road	Bartonsville Rd	Road End
Toll Road	W/S MD 31	NE/S MD 31
Tower Road	Wigville (Gravel)	Mink Farm (T & C)
Virts Lane	Saint Marks Rd	Road end
Wachter Road	S/S Good Intent Rd	N/S Bunker Hill Rd
Ward Kline Road	Church Hill Road	Easterday Road
Weedon Road	Flint Hill Rd	Road end
Weldon Road-2	NE/S Barnes Rd	SW/S Buffalo Rd
Weller Road-1	E/S MD 75	Lynn Burke Road
Weller Road-2	Lynn Burke Road	Bartholows Road
Welty Road	Emmitsburg	NW/S Harney Rd
Weston Drive	MD 180	Road end
Westwind Drive	AC pavement	Road end
Whates Lane	S/S Spahrs Quarry	Road end
Whiten Road	Basford Road	Road end
Wigville Road	Catoctin Hollow	Tower Road
Wilhide Road-1	Blacks Mill Rd	Angleberger Road
Wilson Road	Woodville Road	Road end
Wise Road (North)	NW/S MD 491	Washington Co. Line
Wistman Lane	Crow Rock rd	N/S Harmony Rd

Appendix 3: Nomination Process and Form for the Rustic Roads Program

What does it mean to be a designated road in Frederick County's Rustic Roads Program?

Roads in the Rustic Roads Program will:

- have a distinct status and be set apart from other county roads by distinct color road name signs with a unique logo.
- be carefully monitored to ensure that the road is not altered in ways that change their present-day rustic character and condition, (i.e., not widened, no surface change, not overlaid, tree canopy left intact, etc.).
- organizationally have a special status and attention since each road's status will be sensitively monitored by the Division Planning and Permitting, Division of Public Works, and the Rustic Roads Commission.
- have separate funding from Division of Public Works for maintenance.
- greater attention to trash and dumping along these roads.
- foster opportunities of building a closer community along each of these roads and among other designated Rustic Roads.

The road nomination process is open to any Frederick County resident or elected official. Roads seeking designation into the Rustic Roads Program will be evaluated by both **objective criteria** related to road surface, traffic speeds and volume and **subjective criteria** related to natural, cultural, and historic features along the road itself.

By applying Objective Criteria to all tar and chip roads, the County has generated a Candidate Roads List of 274 road segments, representing around 287 miles. The Candidate Roads List is available on the [Historic Preservation](#) webpage under the "Rustic Roads Program" tab.

The Candidate Roads List provides a reasonable pool of rural asset roads to be considered for nomination into the Rustic Roads Program, however any road in the County may be nominated.

The nomination form will be reviewed by the Frederick County Division of Planning and Permitting, the Rustic Roads Commission, and the Frederick County Council members. If approved by the County Council, the road will officially go into the Rustic Roads Program and will be marked with special signage and monitored by the Division of Public Works in cooperation with the Division of Planning and Permitting to maintain its continued status as an important rural feature and asset of Frederick County.

Objective Criteria for Nomination:

Rustic Roads should have:

- posted speed limit of 35 mph or less or not posted at all
- traffic volume: average trips <1000 per day (ADT)
- not located in designated Community Growth Areas or rural major subdivision

Even if the road does not meet these objective criteria, it may have such outstanding subjective criteria that it may be nominated.

Subjective Criteria for Nomination:

Scenic/Natural Criteria:

A rustic road should have outstanding natural features along its borders, such as rugged natural terrain, native wildlife and vegetation, streams, or provide outstanding vistas of agricultural or mountain scenery. Road corridors may have features such as steep embankments, hedgerows, mature trees or forest, stone walls, native wildflowers, etc.

Roads in the Rustic Roads Program should exhibit some of the following criteria associated with the road corridor to be nominated for inclusion in the program.

- Natural features that are visually beautiful or interesting
- Pastures and fields, agricultural crops, or orchards
- Water – streams, creeks, bogs, wetlands, ponds, vernal pools
- Scenic Vistas
- Native plants and wildflowers
- Ecologically sensitive areas
- Natural habitats for birds and animals
- Road connectivity- setting up continuous networks of roads, establishing larger loops of designated Rustic Roads

Historic and Cultural Criteria:

The rural roads of Frederick County are an essential element in its historical and cultural heritage and resources. They tell the distinct story of its past, from water mills and one-room schoolhouses to indigenous encampments and rustic cabins, to sacred landscapes and archeological sites. These cultural and historic elements are unique, non-renewable resources. Roads provide access to historic and cultural sites, follow historic road alignments, or highlight historic landscapes and events which tell the story of the landscape. Buildings or property may be historically and culturally significant.

Roads in the Rustic Roads Program should exhibit some of the following criteria associated with the road corridor to be nominated for inclusion in the program.

Historic:

- the site of a significant local, county, state, or national event
- remnants of human settlement, such as
 - factories, mills or millrace
 - old bridge abutments
 - historic transportation routes: walking routes, railroads, trails
 - houses, schools, churches
 - bridges
 - stonewall fences
 - burial sites, family cemeteries, graveyards
 - archeological sites
 - ruins
- Property within the road corridor may be identified with the work of a master builder, designer, architect, or landscape architect whose work has influenced the development of the area

Cultural:

- monuments
- museums
- public art
- annual festivals
- craft networks

Questions regarding the preparation and submission of nominations, or the Rustic Roads Program in general, may be forwarded to: Frederick County Government, Livable Frederick Planning and Design Office, Division of Planning and Permitting, 30 North Market Street, Frederick, MD 21701.

<https://www.frederickcountymd.gov/planning>

Email: planningandzoning@frederickcountymd.gov

Phone: 301.600.1138

SUBMIT THE NOMINATION:

Submit the properly completed nomination form and required attachments to:

Frederick County Government

Livable Frederick Planning and Design Office

Division of Planning and Permitting

30 North Market Street, Frederick, MD 21701

Email: planningandzoning@frederickcountymd.gov

301.600.1138

Contact the Frederick County Livable Frederick at the above address and phone number, with questions or for assistance in completing the nomination form. The complete application will be scheduled for a public hearing with the Rustic Roads Commission.

Appendix 4: Rustic Roads Nomination Form

The road nomination process is open to any Frederick County resident or elected official. Roads seeking designation into the Rustic Roads Program will be evaluated by both **objective criteria** related to road surface, traffic speeds and volume and **subjective criteria** related to natural, cultural, and historic features along the road itself.

Any road can be nominated for designation into the Rustic Roads Program

By applying Objective Criteria to all tar and chip roads, the County has generated a Candidate Roads List of 274 road segments, representing around 287 miles. The Candidate Roads List provides a reasonable pool of rural asset roads to be considered for nomination into the Rustic Roads Program. The Candidate Roads List is available on the [Historic Preservation](#) webpage under the "Rustic Roads Program" tab. Please note, roads not on this list may be nominated.

All roads will be evaluated based on the Objective and Subjective Criteria

Please print in ink or type responses below.

1. Name of Road:

2. Length of road included in this nomination:

(This does not have to include the entire length of the road. Indicate intersections at both ends of the corridor.)

From Intersection:

To Intersection:

3. Name(s), home address(es), telephone, and fax number(s), e-mail address(es), and signatures(s) of person(s) submitting this nomination. Attach additional sheets if necessary. (At least one contact person is required).

Name:

Home Address:

Home Phone Number:

Work Phone Number:

Fax Number:

Email Address:

Signature:

Date:

RUSTIC ROADS NOMINATION — ATTACHMENT #1

Attachment #1: Written Statement

Prepare a written statement explaining why the road is suitable for preservation and how it is eligible for designation under the criteria indicated on the nomination form. Describe the road's intrinsic qualities as they relate to the criteria listed in the Nomination Process document. Indicate who uses the road: autos, trucks, school buses, bicyclers, residents, joggers, farmers, birders, horseback riders, etc.

Users can respond to the following questions about the road:

- What physically, historically, or culturally makes this road special or unique?
- What matters most to you about this road?
- If this road were designated as rustic, what features of the road, roadside or its surrounding landscape should be preserved?
- What issues or pressures are facing this road?
- Review the subjective criteria and highlight any natural, historic, and cultural features along the road.

RUSTIC ROADS NOMINATION — ATTACHMENT #2

Attach the following maps to this nomination. Include any explanatory notes that will assist staff in identifying the road. These maps may be drawn by hand, or you may go on Frederick County's Property Explorer page, listing the page number of the nominated road.

☐ Map showing the location of the road corridor in Frederick County; and

☐ Map showing the boundaries of the road corridor and adjacent properties.

☐ Other _____

RUSTIC ROADS NOMINATION — ATTACHMENT #3

Applicants are encouraged to attach letters of support in either PDF or Word format from residents or frequent users of the nominated road.

RUSTIC ROADS NOMINATION — ATTACHMENT #4

The following color photographs showing significant features of the road corridor are attached to this nomination:

Photo	Date Taken	Subject	Location/View
1			
2			
3			
4			
5			
6			
7			
8			

File type JPEG, TIFF, or PNG and no larger than 50mb

Appendix 5: Evaluation Criteria for Nominated Rustic Roads

		Mink Farm Roads	
		Catoctin Hollow Road to Brussard Branch 1.5 miles	Brussard Branch to Tower Road 0.5 miles
Objective	Posted Speed Limit Under 35 mph	✓	✓
	Low Traffic Volume (ADT less than 1000)	✓	✓
	Not Located in designated Community Growth Area or rural major subdivision	✓	
Subjective	Agricultural Features: crops, pastures, fields, and orchards		
	Cultural Features: monuments, museums, festivals, craft network, local businesses, or public art	✓	✓
	Ecologically Sensitive environments and plant and animal species	✓	
	Historic Alignment, Bridges, Buildings and Structures	✓	✓
	Natural Features: mature forest, meadow, rock outcroppings, and vistas		
	Remnants of Human Settlements	✓	✓
	Water Feature: streams, creeks, bogs, wetlands, and rivers		
Additional Criteria	Adjacent to Parks		
	Adjacent to Preserved Lands		
	Connects to other Rustic Roads creating networks		



Rural and Scenic Roads Advisory Committee

Frederick County, Maryland

Division of Planning and Permitting

30 North Market Street

Frederick, MD 21701