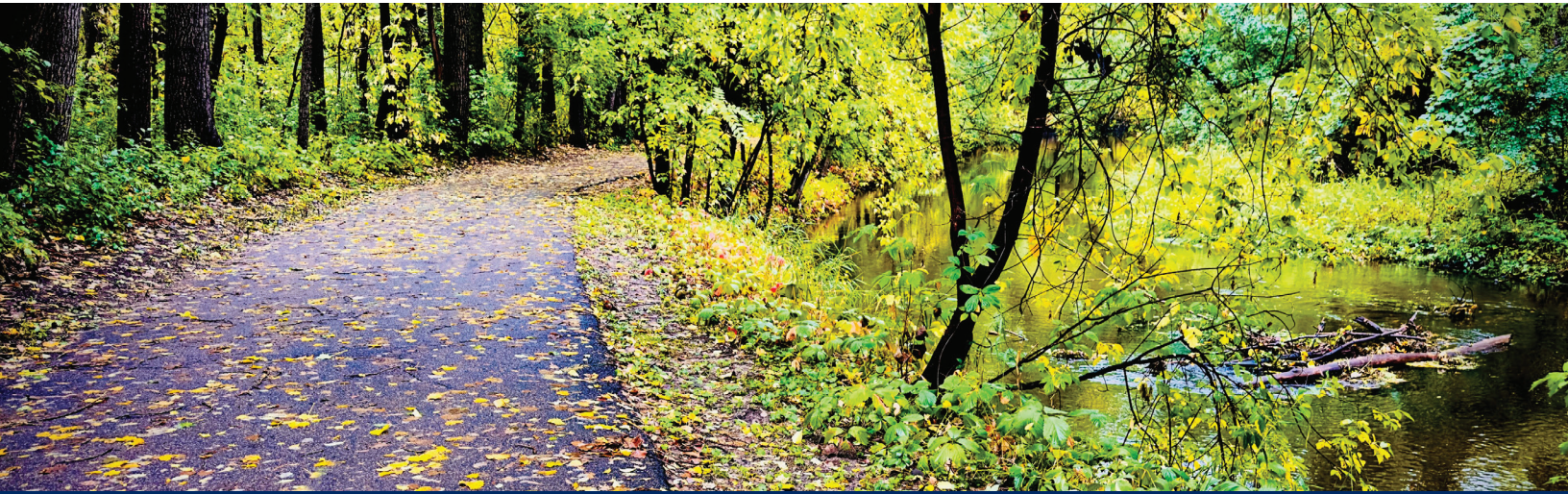
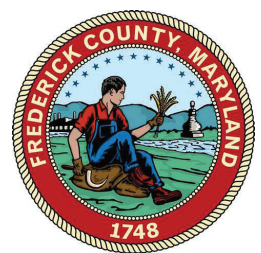


FEASIBILITY STUDY



Thurmont to Woodsboro Trail

May 2024



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1. Purpose of Report

The purpose of this report is to document the existing conditions, alternatives considered, and preferred alternatives for a hard surface trail between Thurmont and Woodsboro in Frederick County, Maryland. Accompanying this narrative report is a set of concept-level engineering plans commonly referred based on desktop review of existing conditions, limited field inspection, and input from stakeholders. Issues for further evaluation during final design are identified in the discussion of the preferred alternative. While not specifically intended to satisfy all requirements of an action under the National Environmental Policy Act (NEPA), this document does meet its basic purposes of defining a project purpose and need, establishing evaluation criteria, identifying reasonable alternatives, receiving public and agency input on those alternatives, screening and evaluating the alternatives, and selecting a preferred alternative.

1.1 Project Purpose and Need

The Frederick County Comprehensive Plan known as “Livable Frederick” strongly embraces an expanded trail network through following specific actions:

- Increase the percentage of individuals in the county who live close to a location for physical activity, such as parks, hiking and biking trails, health clubs, fitness centers, and recreational centers.

- Systematically prioritize bicycle and pedestrian network implementation as identified in the Bikeways and Trails Master Plan.
- Maintain and expand the county’s recreational areas, parks, bike and walking trails, and other recreational infrastructure that contributes toward improving county residents’ physical and mental health and promotes economic opportunities associated with recreational activity.

Livable Frederick also includes by reference the 2018 Bikeways and Trails Plan; connecting Thurmont and Woodsboro via MD 550 is one of proposed on-street bikeways listed throughout Frederick County in the plan. The vision for the trail network as articulated in plan the is for “Frederick County [to be] a community where bicycling and walking are viable modes of travel for recreation and transportation purposes. A network of bikeways and multi-use trails are safe and convenient connections between municipalities through improved access to recreational, historical/cultural, commercial, and employment areas.” The plan makes little distinction between trails for transportation or “utilitarian” transportation purposes and recreational purposes is blurry at best because the same transportation system can be used for both purposes. Just as roads are designed for various motor vehicle trip purposes, roads and pathways should be designed to facilitate various bicycle trip purposes.

In the above context, the purpose of the proposed trail is to connect communities, parks and recreation facilities, schools, and points of interest between the two municipalities for both transportation and recreational purposes. The trail should be accessible to users of all ages and abilities, buffered from traffic wherever possible, and connect with other existing and planned county and municipal trails; impacts to the natural environment should be avoided, minimized, and mitigated.



1. Purpose of Report

1999 Frederick County Bikeways & Trails Plan

In the 1999 original plan, a trail was proposed to connect Woodsboro from the south from Walkersville, potentially using existing rail tracks that connect Frederick to Woodsboro. MD 550, the primary road connecting Thurmont and Woodsboro, was designated as a proposed on-street bikeway in this plan.

2008 Woodsboro Comprehensive Plan

Woodsboro's latest comprehensive plan suggests two corridors for inclusion in a multi-use trail system: the Maryland Midland Railroad on the west side of Woodsboro and Woodsboro's park property along Israel Creek on the east side of the town.

2018 Frederick County Bikeways & Trails Plan

The 2018 plan describes Thurmont as a high attractor in terms of Bicycle & Pedestrian Attractor Density. It lists MD 550 as one of the On-Street Bikeway that needs to be developed. The plan recommends a trail along the H&F Trolley trail, which goes from Thurmont to the Catoclin Furnace site, which is south of Thurmont and could be a segment of a trail continuing to Woodsboro.

2022 Town of Thurmont Master Plan: 2040 Envisioned

The plan proposes trails on the western edge of Thurmont that connects to MD 550 at the southwestern edge of the town to easily extend the trail in the direction of Woodsboro. The plan has an overall goal of promoting walking, biking, and outdoor recreation.

2022 Frederick County Complete and Green Streets Plan

Proposed on-street bicycle facilities are listed at MD 550, MD 77, and Old Frederick Road, which could be used to connect Thurmont and Woodsboro. Proposed off-road trail is also proposed traveling south out of Thurmont.

1.2 Evaluation Criteria

Critical to this feasibility study is to identify those segments that can best meet the design criteria (grade, curve radii, etc. as described in Section 3) and evaluation criteria which are based on the county's goals and plans.

Safety and User Experience

Is the alignment segment suitable to users of all ages and abilities through separation from auto traffic? Are vertical grades comfortable? Does the segment provide scenic views and access to natural environmental features? Is there a location for a trailhead and parking?

Directness and Connectivity

Does the alignment segment provide a reasonably direct connection between Thurmont and Woodsboro? Does the segment provide connections to neighborhoods, schools, and points of interest?

Property and Environmental Impacts

Is there sufficient right of way along the adjacent roadway or does the alignment necessitate the acquisition of private property? Can the property impacts be minimized or mitigated to the satisfaction of the affected property owner? Are there environmental impacts that would require mitigation (reforestation, stream restoration, etc.)?

Cost and Constructability

Are there significant obstacles to be overcome on the alignment that would drive the cost higher (bridges and retaining walls, utility relocation)?

2. Corridor Description

This section describes the Thurmont to Woodsboro corridor in terms of its land uses, demographics, environmental, and transportation conditions.

2.1 Land Use

Along Thurmont to Woodsboro, the zoning is mostly rural/agricultural besides a substantial zoning area for mineral mining just to the northwest of Woodsboro. In the middle of the corridor, the unincorporated town of Creagerstown, an area around the intersections of MD 550, Old Frederick Road, and Blacks Mill/Longs Mill Road is zoned as Rural Community.

2.2 Demographics

Including the populations of Thurmont and Woodsboro, 9,000 people live in the area around the proposed trail according to the 2020 Census. The Town of Thurmont is listed as having 6,213 people and the Town of Woodsboro is listed as having 1,092 people. The area has a slightly smaller percentage of individuals under 18 and a slightly larger percentage of individuals over 65 compared to the rest of Frederick County.

2.3 Community Facilities

Community facilities can serve as potential trip generators for a trail. Thurmont also already has an existing Trolley Trail between Main St and Thurmont St that this trail will likely connect towards. On the northern edge of Thurmont is the Roddy Road Covered Bridge. Due west of Thurmont is Catoctin Mountain Park, managed by the National Park Services with camping, fishing and hiking. Below is a map of the current and proposed trails for the Town of Thurmont from the Town's Master Plan.

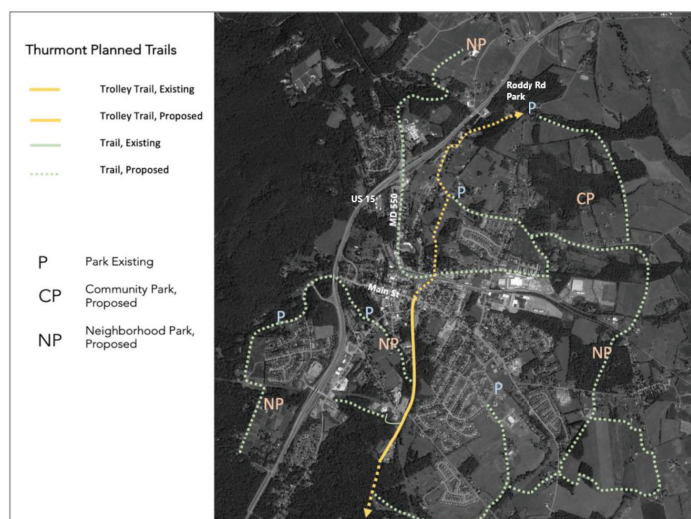


Figure 1. Thurmont Planned Trails Credit: Town Of Thurmont Master Plan: 2040 Envisioned

Thurmont has the area's middle and high school while Thurmont and Woodsboro both have elementary schools. Thurmont also has a branch of the Frederick County Public Library. Both towns have grocery stores, a volunteer fire company, and contact with Frederick County Sheriff's Office for additional police services. Woodsboro has a large park that features a disc golf course. Along the corridor is Creagerstown Park with a kayak drop along the Monocacy River. Magnolia Meadow Farms on MD 550 just southeast of Thurmont is a major draw in the region for open field and fall farm activities. Other big draws include the Catoctin Mountain Orchard for getting fresh produce.

The corridor between Thurmont and Woodsboro crosses the 41.4 mile Monocacy Scenic River Water Trail at Creagerstown Park. Creagerstown Park is located 6.3 miles downriver from the trailhead where MD 77 crosses the trail. Creagerstown Park is a Frederick County park with a boat ramp and access point and a well-used recreational fishing hole in the area.

2.4 Transportation Facilities

For providing on-street bikeways or adjacent shared use paths, the application of each facility types varies by

operating environment, including the level of traffic stress, roadside conditions, and available right-of-way, and other considerations. MD 550 is the primary corridor connecting Thurmont and Emmitsburg and the focus of this feasibility study. Moser Road is the other major collector road in Thurmont besides MD 550.

MD 550 (Creagerstown Rd)

MD 550 (Creagerstown Rd) is a mostly two-lane rural minor arterial connecting Thurmont to Woodsboro. In Thurmont, it is known as Main Street. In Woodsboro, it is known as Woodsboro Pike. As of 2022, it has an Average Annual Daily Traffic (AADT) of about 3,400 from Hessong Bridge Rd to MD 194.

Moser Road

Moser Road is a major collector two-lane street from MD 806 to MD550 through Thurmont. A sidewalk along Moser from the Trolley Trail to Jermae Estates is being proposed.

2. Corridor Description

Bicycling Conditions from Thurmont to Woodsboro

The Level of Traffic Stress (LTS), a metric for comfort level for bicyclists on a roadway, calculated by factors including vehicle AADT, posted vehicle speed, number of travelling lanes, and bicycling facilities, among other factors, is graded by a 1-4 scale, 1 being the least stressful and 4 the most stressful. Currently, the primary roads connecting Thurmont and Woodsboro do not have bicycling facilities. These are nearly all 2-lane roads or roads without lanes marked. MD 550 and Moser Road each have an LTS of 4.

Table 1a: Bicycle Level of Traffic Stress Description

Level of Traffic Stress	Bicycle Facility Characteristics
1	Strong separation from all except low speed, low volume traffic. Simple crossings. Suitable for children.
2	Except in low speed/low volume traffic situations, cyclists have their own place ride that keeps them from having to interact with traffic except at formal crossings. Crossings that are easy for an adult to navigate. A level of traffic stress that non-regular adult bikers can tolerate.
3	Involves interaction with moderate speed or multi-lane traffic, or close proximity to higher speed. A level of traffic stress acceptable to confident adult bike riders.
4	Involves interaction with higher speed traffic or close proximity to high-speed traffic. A level of stress acceptable only to those classified as "strong and fearless."

Table 1b: Level of Traffic Stress Based on ADT and MPH

Lanes per Direction	ADT	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50+ MPH
Unlaned yet two-way	0-750	1	1	2	2	3	3	3
	751-1500	1	1	2	3	3	3	4
	1501-3000	2	2	2	3	4	4	4
	3000+	2	3	3	3	4	4	4
1	0-750	1	1	2	2	3	3	3
	751-1500	2	2	2	3	3	3	4
	1501-3000	2	3	3	3	4	4	4
	3000+	3	3	3	3	4	4	4
2	0-8000	3	3	3	3	4	4	4
	8001+	3	3	4	4	4	4	4
3	any ADT	3	3	4	4	4	4	4

2. Corridor Description

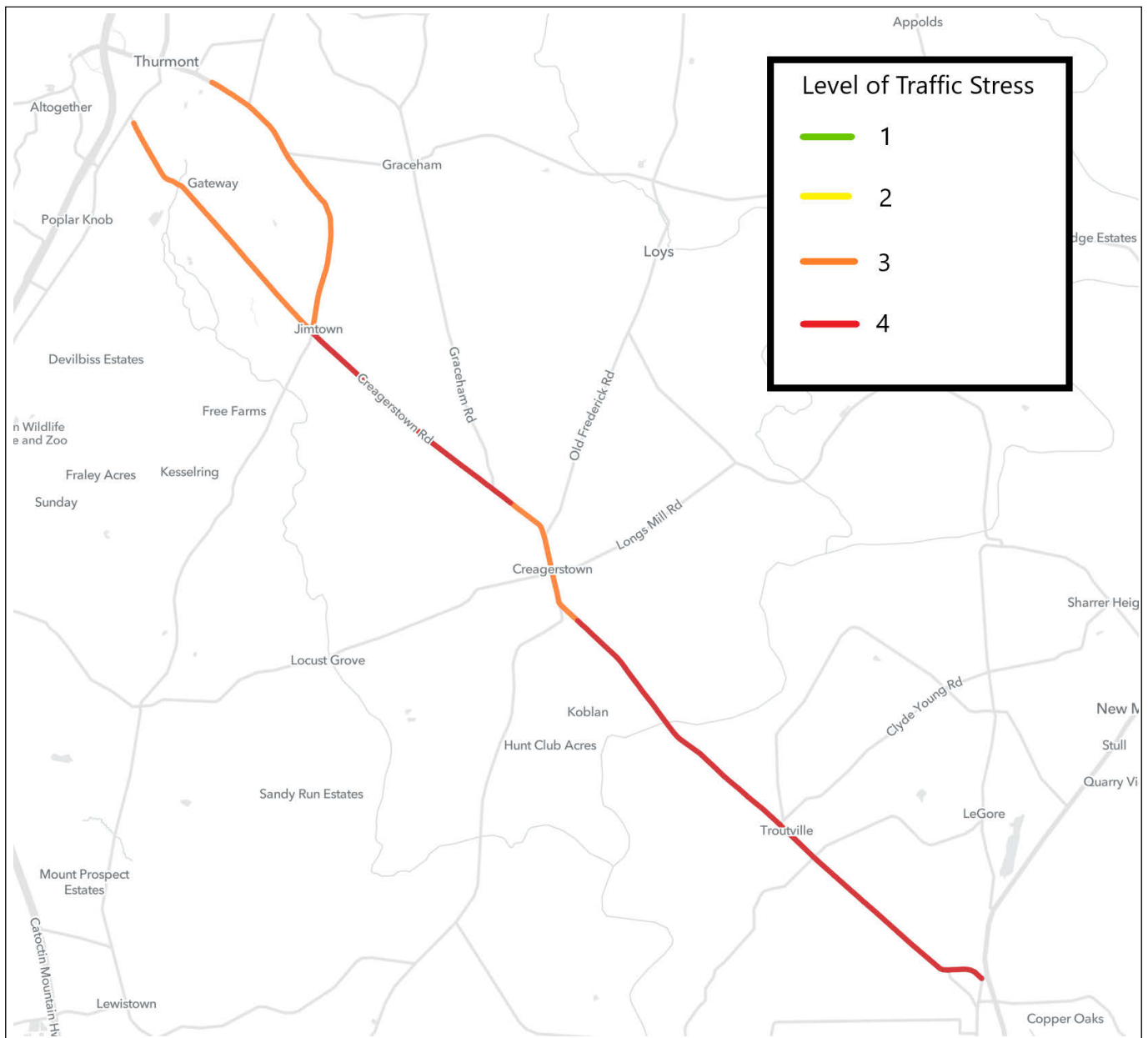


Figure 2. Bicycle Level of Traffic Stress on primary roadways between Thurmont and Woodsboro

2. Corridor Description

2.5 Corridor Environmental Characteristics and Requirements in General

This section describes general environmental characteristics in the study area. Further information on general considerations when planning trails in environmentally sensitive areas can be found in the Rails to Trails Conservancy publication, *Developing Trails in Sensitive Areas*. This section also describes in general terms the environmental planning and permitting requirements for any type of infrastructure or development project in the corridor.

Forests

Mapped forests along the Thurmont to Woodsboro trail study area include the riparian areas of the Creagers Branch, Monocacy River, Broad Run, an unnamed tributary (UNT) to Big Hunting Creek, and UNT to Monocacy River. There is one small county-held forest conservation easement of 4 acres held at Baker Point Solar on the southern end of Creagerstown. There are no state-held forest conservation easements located within the study area. The forests throughout the study area appear to be mid successional, with some areas of younger growth.

Surface Waters

Seven streams cross the corridor from Thurmont to Woodsboro. From east to west they are, UNT to Israel Creek, Broad Run, Monocacy River, UNT to Monocacy River, UNT to Creagers Ranch, Creagers Ranch, and two UNT to Big Hunting Creek. The two UNT to Big Hunting Creek are Use III-P (nontidal cold water and public water supply) and the rest are Use IV-P streams (recreational trout stocking waters). The largest river in the corridor, the Monocacy, is a State Designated Scenic River.

Wetlands and Waters of the United States

There are no tidal areas within the study area. Consequently, federal and state regulations pertaining to tidal waters of the U.S. do not apply to the project and are therefore not discussed in this document.

According to the National Wetland Inventory (NWI), there are non-tidal mapped wetlands and streams within and adjacent to the study area. There are non-tidal wetlands adjacent to the streams in which the corridor crosses, particularly the Monocacy River, the UNT to Big Hunting Creek closest to Thurmont, and Creagers Ranch.

Floodplains

Floodplains within the Thurmont to Woodsboro trail study area were identified using Flood Insurance Rate Maps (FIRM) produced by the Federal Emergency Management Agency (FEMA) (DHS 2016). The primary floodplain is within a quarter mile diameter of the Monocacy River, which is a Zone A Floodplain with a 1% chance of annual flooding. Trails may be built in flood zones with special measures to prevent washout and limit risk to other properties. Frederick County addresses floodplain districts in ordinances that state that a minimum set back of 25 feet shall be provided from all floodplain boundaries, or 50 feet from the bank of any perennial or intermittent stream, whichever is greater.

Conservation Easements

Several Maryland Agricultural Land Preservation Foundation (MALPF) Easements are located along MD 550 and Graceham Rd just east of Thurmont within the corridor. Another MALPF easement is located on the south side of MD 550 between Steiner Smith and Barrick Roads, just west of Woodsboro. Parcels totaling 309 acres on both sides of MD 550 at the northern banks of the Monocacy surrounding Creagerstown Park are designated as Environmental Trust Easements. There is one small county-held forest conservation easement of 4 acres held at Baker Point Solar on the southern end of Creagerstown.

Rare, Threatened, and Endangered Species

A project review online through the USFWS Information for Planning and Consultation (IPaC) website was completed for the study area and identifies two endangered mammals, the Indiana Bat (*Myotis sodalist*) and Northern Long-eared Bat (*Myotis septentrionalis*); one proposed threatened clam, the green floater (*Lasmigona subviridis*); and one candidate species insect, the monarch butterfly (*Danaus plexippus*), which have habitats wholly or partially within the study area. The SSPRA is categorized as Group 2, which denotes the potential presence of state-listed species. At a later stage of project development, coordination with DNR-Wildlife and Heritage and USFWS is necessary to confirm the potential impacts and permitting requirements.

Topography

The topography of the corridor is generally flat with mild rolling hills which descend into stream valleys.

2. Corridor Description

Geography and Soils

Much of the corridor has been identified as prime farmland. The quality farmland, growing season, and moisture supply of these soils are those needed to economically produce sustained high yields of crops when proper management, including water management, and acceptable farming methods are applied. These soils are nearly prime farmland and economically produce high yields of crops when treated and managed according to acceptable farming methods. During later stages of the project a more detailed assessment of the potential project effects on infiltration rate will be completed. Identification of soil types is also necessary to calculate and design stormwater management facilities, bridges, and retaining walls. A belt of limestone conglomerate runs north from the confluence of the Monocacy and Potomac Rivers, through City of Frederick to the Town of Woodsboro. This area, known as the Frederick Valley, is underlain by two main limestone formations—the Frederick Limestone and the Grove Limestone. The Frederick Limestone formation is a dark, impure limestone characterized by thin layers with many shaly interbeds, which tend to make the formation unfit for crushed stone. Grove Limestone is quarried at several locations in the Frederick Valley including two operations near Woodsboro (Livable Frederick Master Plan, 2019)

2.6 Recent, Ongoing, and Upcoming Projects in Corridor

Thurmont Trolley Trail

Thurmont has completed the first planned phase of the Hagerstown & Frederick (H&F or Trolley Trail) Trail has been completed from Main Street at Memorial Park to Moser Road, near Thurmont library.



Figure 3. Thurmont Trolley Trailhead at Moser Road

3. Overview of Bicycle/Pedestrian Facility Design

3.1 Bicycle/Pedestrian Facility Types

There are five types of bicycle facilities typically used: off-street or shared use paths, protected bike lanes, striped bike lanes, bike-on-shoulder, and “sharrows.” This section describes each and if/how they might be suitable for the study area, considerations used when applying those facilities, and design standards used in developing the concept plans.



Off-Street Trail/Shared-Use Path

Off-street trails or shared-use pathways are bicycle- and pedestrian-specific transportation corridors. Pathways are ideally 10 to 12 feet wide to accommodate bidirectional walking and bicycling, with 2-foot-wide grass shoulder areas. Adjacent to roadways, they are called sidepaths and typically require at least a 5-foot landscaped buffer from the roadway. In the Thurmont to Woodsboro corridor, shared use paths/trails may be appropriate for the Creagerstown Park area, along stream valleys or utility corridors, or where wide rights of way are adjacent to roadways.



Protected Bike Lane

Bike lanes are “protected” when they provide physical separation between motor vehicles and bicycles. One-way protected bike lanes are usually at least 5 feet wide and two way lanes are 8 to 10 feet wide, with at least a 2-foot-wide buffer with delineators such as flex posts (as shown here), parking stops, precast curbs, planter boxes, or “armadillos.”

For the Thurmont to Woodsboro corridor on MD 550, protected bike lanes appear to be the best option except in the area near Creagerstown by Blacks Mill Road and Longs Mill Road.



Bike Lane

Bike lanes are roadway lanes that provide designated space for people bicycling but do not provide any physical separation or protection between motor vehicles and bicycles. Bike lanes are typically 5 to 6 feet wide. If 7 feet or more is available, a buffer should be provided, instead of a very wide bike lane, to discourage driving or parking in the bike lane.



Paved Shoulder

Paved Shoulders are a paved space beyond the edge line of a roadway’s travel lanes. They provide space for bicycling outside the usual path of motor vehicles, but also provide clear space (a “recovery area”) for motorists and accommodate drainage and emergency stopping. Paved shoulders are located on MD 550 from the southeastern edge of Thurmont to the border of 12155 and 12223 Creagerstown Rd other than in the town portion of Creagerstown.

3. Overview of Bicycle/Pedestrian Facility Design



Shared Lane Marking (“Sharrow”)

Sharrows are bike icons with chevrons marked in roadway lanes that advise motorists that bicyclists may be present and indicate to bicyclists where to position themselves within a travel lane. Along very low speed, low volume roads like MD 550 in certain sections might meet the purpose and need test of being buffered from traffic and provide a safe experience for users of all ages and abilities.

3.2 General Design Requirements and Assumptions

In general, the feasibility study assumes that the trail will follow the design guidance and standards in the following documents. At the feasibility study level, the most generous standards are used; however, as design progresses it often becomes necessary to deviate from the standards in response to localized conditions such as right of way constraints, topography, utilities, etc.

- Frederick County Parklands Bikeway and Trail Design Standards and Planning Guidelines 2003
- Bicycle Policy & Design Guidelines, Maryland State Highway Administration 2013
- Frederick County Bikeway and Trails Plan 1999
- Guide for the Development of Bicycle Facilities, American Association of State Highway and Transportation Officials (AASHTO) 1999
- Designing Sidewalks and Trails for Access: Part II of II: Best Practices Design Guide, Federal Highway Administration (FHWA) 2001
- Maryland Manual Uniform Traffic Control Devices Design assumptions and deviations specific to this project are described below.

Pathway Geometry

Curves and longitudinal slope will generally follow the adjacent roadway, with deviations as needed to match topography and reduce impacts to trees, utilities, monument signs, and other features. Horizontal curves not associated with the roadway alignment generally have a minimum radius of 60 feet, corresponding to a design speed of 12 miles per hour.

Design Speed and Curve Radius

As a shared use path for both pedestrians and bicycle riders of all ages and abilities, the project is to be designed for bicycle users traveling at 12 mph. As such, the minimum curve radius is planned at 36'. Curve radii smaller than recommended may be used due to narrow right of way, topography, or other considerations. Standard curve warning signs and pavement markings should be installed.



3. Overview of Bicycle/Pedestrian Facility Design

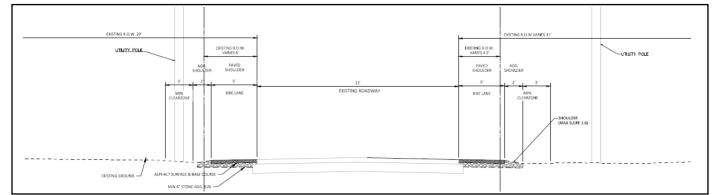
Vertical Grade

Vertical grades should be a maximum 5% when possible. Where grades must exceed 5%, the AASHTO bicycle design guide recommends as follows:

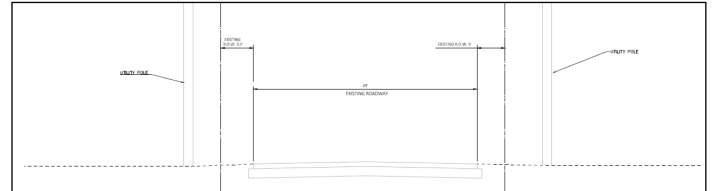
- 5 to 6% for up to 800 feet
- 7% for up to 400 feet
- 8% for up to 300 feet
- 9% for up to 200 feet
- 10% for up to 100 feet
- 11%+ for up to 50 feet

Typical Section (Trail Width)

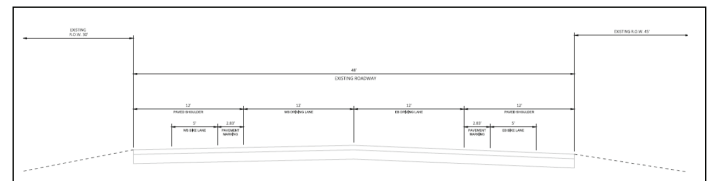
The preferred trail width is a minimum 10' wide asphalt pathway (with 12' preferred) with a maximum cross slope of 2%. A minimum 5' clear zone on each side of the trail is preferred. Examples of typical sections are shown to the right.



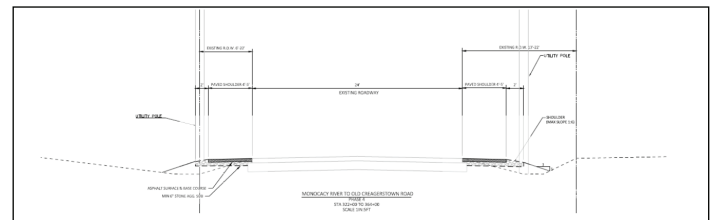
Stone Chapel Way – Golf Course Lane



Old Frederick Road – Creagerstown



Lucy Road – Monocacy River



Monocacy River – Old Creagerstown Rd

4. Alignment Alternatives Considered

To develop alternative alignments, the corridor was divided four segments along the ~7-mile corridor. Individual segments following natural features, transportation, and utility corridors were then identified and assessed through a high-level screening related to the evaluation criteria listed in Section 1.2

It was determined that some of the less direct alignments do not provide any benefits that cannot be already achieved by having the trail along MD 550, the most direct connection between Thurmont and Woodsboro. There is no path between Thurmont and Woodsboro with right-of-way (ROW) access for bicyclists and pedestrians besides along roads. ROW availability was less on the alignments removed from consideration and provided less direct routes.

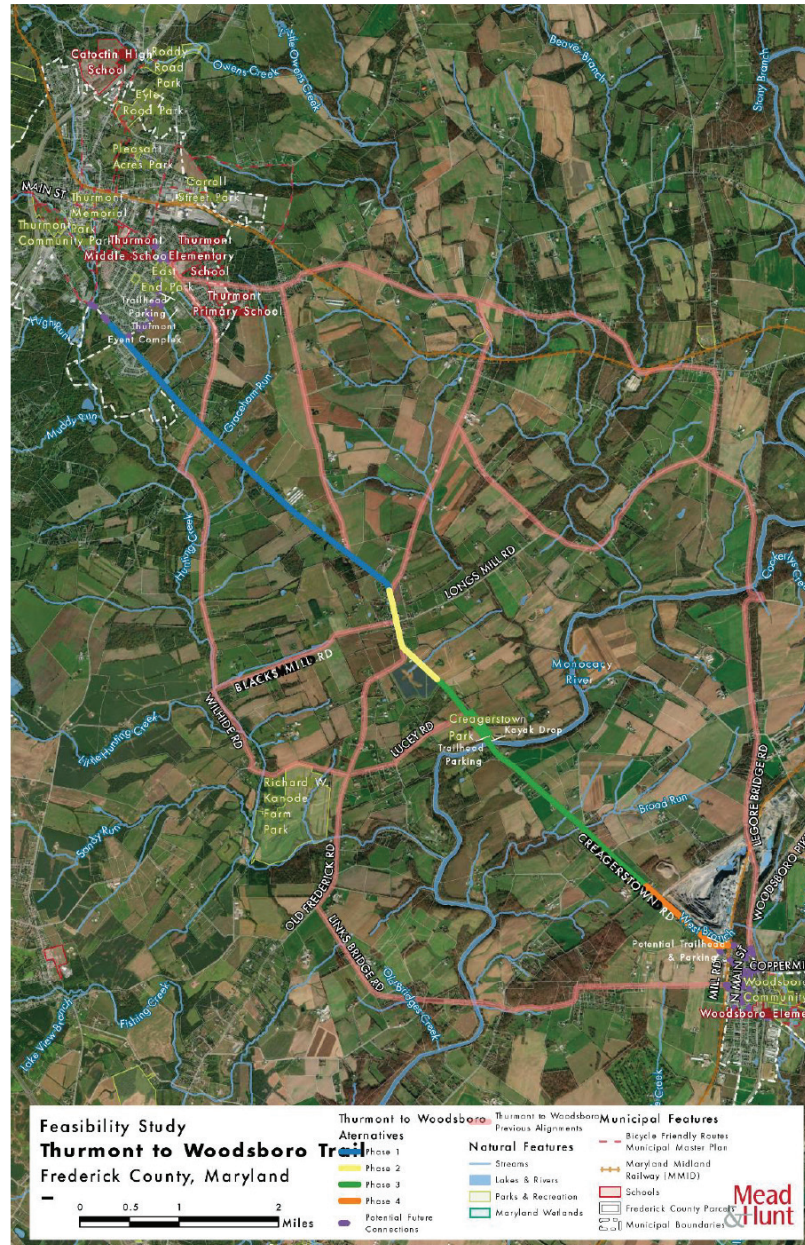


Figure 4. Preferred Alignment and All Alternatives Considered

5. Agency Coordination

5.1 Town of Thurmont

Consultation with the Town Planner via email provided information on potential trail connections with Thurmont. Thurmont has a working trail plan in which they are coordinating with current subdivision applications. The first planned phase of the Hagerstown & Frederick (H&F or Trolley Trail) Trail has been completed from Main Street at Memorial Park to Moser Road, near Thurmont library. The Town Planner recommended the trailhead being located on Moser Road over Jimtown Road because they are working on a sidewalk along Moser Road with Frederick County traveling east from the Trolley Trail to Jermae Estates that could potentially connect to the future Thurmont to Woodsboro Trail.

5.2 Town of Woodsboro

Consultation with the Town Planner via phone and email provided information on potential trail connections with Woodsboro. The Town Planner was supportive of providing a bikeway to Woodsboro but concerned that there might be issues with separation from traffic with the limited ROW available for trail options between Thurmont and Woodsboro.



6. Recommended Alignment

The recommended alternative is shown in Figure 5 and is generally described below. Significant issues remain to be worked through if development design progresses. This trail would be best for bicyclists due to the significant distance between points of interest and the lack of available ROW currently for a separate shared-use path. All references to specific properties are informational and descriptive purposes only and do not represent the consent of the property owner. Concept design sheets can be found in Appendix 1.

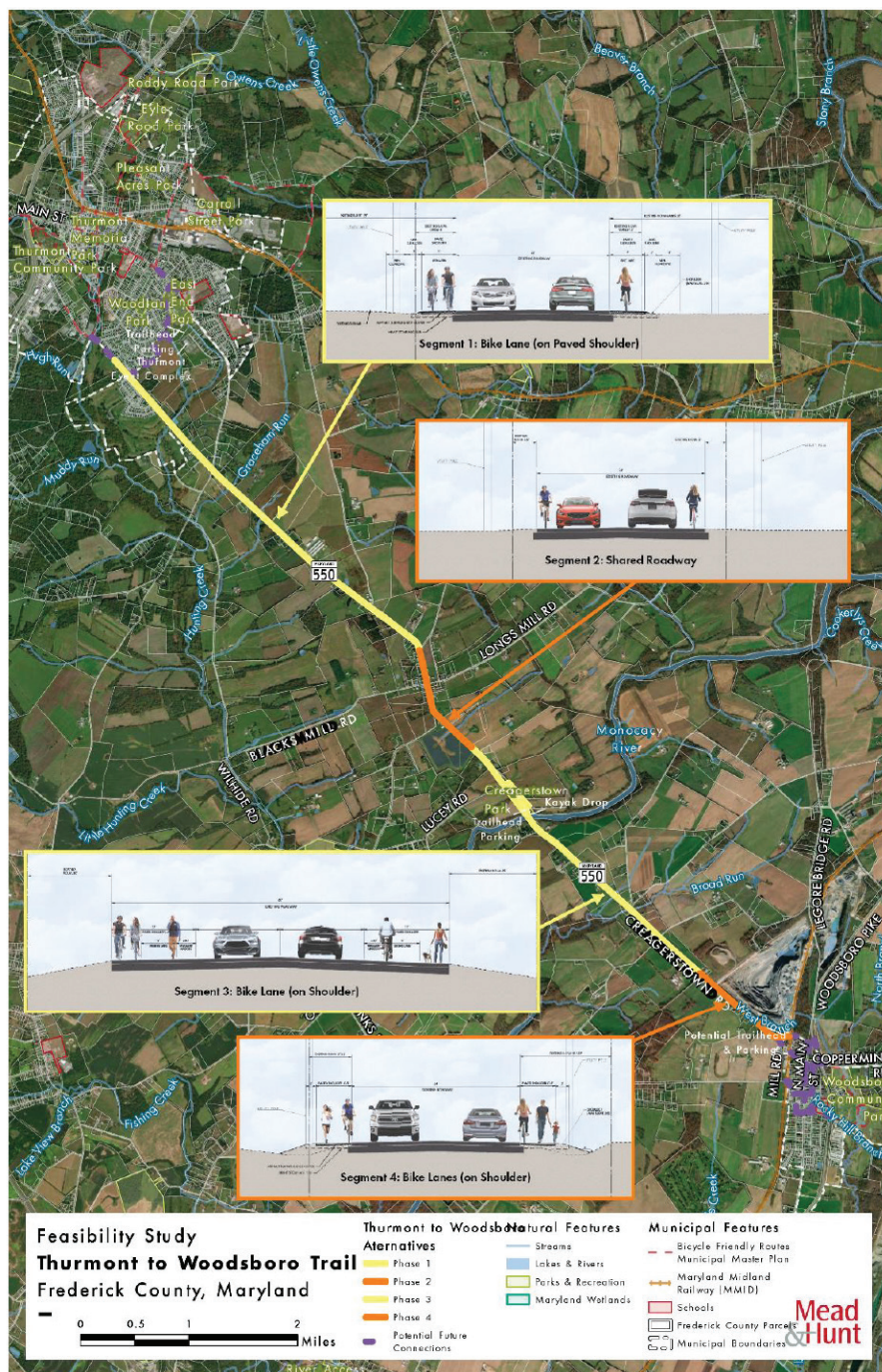


Figure 5. Recommended Alternative

6. Recommended Alignment



Figure 6. Moser Road near on Southeastern edge of Thurmont where paved shoulder will be built

Segment 1 – Stone Chapel Way to Old Frederick Road

The trailhead would begin at Moser Road and Stone Chapel Way in Thurmont adjacent to Maple Run Golf Course and its parking lot, which could assist with providing parking for trail users. The trail would travel along Moser Road as bike lanes on a built paved shoulder on both sides within the current ROW all the way to Old Frederick Road. A shared-use path could also be installed in the future on the south side of Moser from Stone Chapel Way to the MD 550 intersection.



Figure 7. MD 550 in Creagerstown

Segment 2 – Creagerstown

This segment would be a shared roadway through the community of Creagerstown on MD 550 where Old Frederick Rd merges with MD 550. Due to limited existing ROW with homes and businesses right along the road and lower traffic speeds within the Creagerstown community (the speed limit is 30 mph), shared roadway is the for biking. Future conditions may allow for separated lanes for bicyclists and pedestrians as ROW can be acquired when properties consolidate and property sales occur and future structures in Creagerstown could be built further setback from the road.



Figure 8. MD 550 Just West of Monocacy River

Segment 3 - Creagerstown to Barrick Road

Traveling east from Creagerstown on MD 550, protected bike lanes would be placed on the already existing asphalt paved shoulder to the Monocacy River. Bikers would share lanes while crossing the Monocacy River on MD 550. From the banks of the Monocacy River to Barrick Road, protected bike lanes on a similar paved shoulder would be placed. For the Monocacy River crossing, a separate bridge is likely needed to separate bicycle and pedestrian traffic from automobiles.



Figure 9. Location of potential future trailhead

Segment 4 - Barrick Road to Maryland Midway Railroad

Segment 4 will take the form of a narrower paved shoulder with protected bike lanes on both sides of MD 550 as the trail approaches Woodsboro leading up to the Maryland Midway Railroad on the western edge of Woodsboro. On the west side of the railroad, a potential future park and parking trail entrance just south of Barrick Quarry is proposed with an ADA sidewalk next to the parking entrance and an island to assist crossing MD 550. There would be a large separation between quarry functions and any trail facilities.

7. Environmental Effects of Recommended Alternative

Every infrastructure project has near-term construction impacts and long-term impacts. The U.S. Council on Environmental Quality regulations describe the following hierarchy to address those impacts:

- Avoid an impact by not taking a certain action or parts of an action;
- Minimize an impact by limiting the degree or magnitude of the action and its implementation
- Rectify an impact by repairing, rehabilitating, or restoring the affected environment.
- Reduce or eliminate an impact over time, through preservation and maintenance operations during the life of the action
- Compensate for an impact by replacing or providing substitute resources or environments.

Since all segments are entirely on-road besides constructing paved shoulders, limited environmental impact is expected from this project.

Soils & Geology

Minor impacts and/or changes to topography and geology are anticipated from the preferred alternative. Local topography would be altered by excavation and grading that would be necessary for the trail construction. Soil impacts would result from soil removal or alterations to the soil profile and structure due to construction activities. Removal of vegetation would result in increased exposure of soils to weather and runoff potential. The preferred alternative may impact prime farmland soils and soils of statewide importance. Coordination with U.S. Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) will be necessary, and a Farmland Conversion Impact Rating Form (NRCS-CPA-106) may be required as part of that coordination.

Surface Waters

The preferred alternative may affect surface waters and water quality within the study area. Impacts would be associated with the construction of the trail, the potential for accidental spills or sediment releases, increased impervious, and added stormwater. Potential impacts to aquatic biota from the preferred alternative could range from mortality of aquatic organisms during construction, loss of natural habitat from the placement of instream structures at proposed stream crossings, to more gradual changes in stream conditions that affect aquatic communities. The preferred alternative may impact the Monocacy River which is designated as State-listed Scenic River. No construction is being proposed on the banks of the Monocacy or over the river. The exact type and quantity of impacts to surface waters and water quality will not be fully known until later project design stages. Coordination with the Maryland Department of the Environment (MDE) will be necessary.

Wetlands and Other Waters of the United States

The preferred alternative would result in direct impact to nontidal waters of the U.S., including wetlands. Anticipated impacts to regulated waters of the U.S. including wetlands, will require permits from MDE and the U.S. Army Corp of Engineers. Avoidance and minimization efforts would continue during more detailed phases of project design. As part of the permitting process, mitigation of unavoidable impacts to wetlands and stream channels will be required. All mitigation measures employed to compensate for unavoidable project impacts to waters of the U.S. would follow the federal Compensatory Mitigation Rule (33 CFR Part 325 and 40 CFR Part 230), and other state compensatory mitigation guidelines, as well as other recommendations from federal and state resource agencies. When unavoidable impacts have been avoided and minimized to the greatest extent practicable, mitigation may be required in the form of establishment/creation, enhancement, or preservation to replace the loss of wetland, stream, and/or other aquatic resource functions. The federal mitigation rule and state guidance establishes a hierarchy for mitigation options with the purchase of credits from an approved mitigation bank as the preferred mitigation approach over other options such as permittee-responsible mitigation. The exact type and quantity of impacts to wetlands and other waters of the U.S. will not be fully known until later project design stages.

7. Environmental Effects of Recommended Alternative

Terrestrial Vegetation and Wildlife

The preferred alternative may impact forest resources. The preparation of a forest stand delineation (FSD) and forest conservation plan (FCP), in accordance with the Frederick County FRO, may be required for impacts to forest, specimen trees, and forest conservation easements with the study area. Impacts to trees within the roadway right-of-way may require a Roadside Tree Permit. Avoidance and minimization efforts would continue during more detailed phases of project design. As part of the permitting process, mitigation of unavoidable impacts to forests may be required in the form of on-site preservation, on-site planting, off-site planting, purchasing of credits from an approved bank, or a fee-in-lieu payment. The exact type and quantity of impacts to forest, specimen trees, and roadside trees will not be fully known until later project design stages. Wildlife impacts from the preferred alternative could occur because of habitat disturbance and/or loss during construction. Impacts to wildlife will not be full known until later project design stages.

Rare, Threatened, and Endangered (RTE) Species

The preferred alternative may impact RTE or other sensitive species within the study area. Coordination with DNR-WHS and USFWS is necessary to confirm the potential impacts and permitting requirements. There is one Sensitive Species Project Review Areas (SSPRA) within the preferred alternative. It is categorized as Group 2 which denotes the potential presence of state-listed species. At later project stages, project review request letters will need to be sent to the DNR – Wildlife and Heritage Service (WHS) to request information on the potential presence of state-listed rare, threatened, or endangered species (RTE) within the study area. Additional coordination with USFWS is necessary to define the potential project impacts on federally-listed RTE species.

Floodplains

The preferred alternative will occur within regulated floodplains. Longitudinal floodplain encroachments and transverse floodplain crossings are anticipated. During later design stages detailed hydrologic and hydraulic studies will be undertaken to confirm the floodplain impacts. The MDE is responsible for coordination of all state floodplain programs. Floodplains are also governed by local Flood Insurance Programs administered by localities and supervised by FEMA (FEMA 2015). Frederick County addresses floodplain districts in detail in Section 1-19-326 and 327 of the County Zoning Ordinance. Currently, these sections of the ordinance state that a minimum set back of 25 feet shall be provided from all floodplains.

8. Cost Estimates

High level cost estimates are developed at the concept planning/feasibility analysis stage to help project sponsors develop a budget and determine if the project is financially viable. Estimating the cost of any infrastructure project is difficult with limited information on scope and limited detailed design engineering data; however, for planning and budgeting purposes, agencies need at least a rough estimate of range of costs to begin financial programming from engineering through to construction. Total estimated cost using the safest alternatives is \$18.3 Million. The estimated cost using the least expensive alternatives is \$1.8 Million.

Segment 1: Stone Chapel Way to Old Frederick Road		
Alternative:	Widen Shoulder	Shared Roadway
Construction	\$2,711,224	\$119,150
Structures	\$0	\$0
Contingent Categories	\$1,328,500	\$29,788
Construction Cost	\$7,235,145	\$266,747
Design, Permitting, and Construction Management	\$2,170,544	\$80,024
Total Segment Cost	\$13,445,413	\$495,709
85% Range	\$11,428,660.70	\$421,352.38
115% Range	\$15,462,224.48	\$570,064.98

Segment 2: Creagerstown	
Alternative:	Shared Roadway
Construction	\$195,137
Structures	\$0
Contingent Categories	\$50,736
Construction Cost	\$440,356
Design, Permitting, and Construction Management	\$44,036
Total Segment Cost	\$730,265
85% Range	\$620,725.77
115% Range	\$839,804.77

Segment 3: Creagerstown to Barrick Road	
Alternative:	Marking & Signage
Construction	\$100,525
Structures	\$0
Contingent Categories	\$25,131
Construction Cost	\$225,050
Design, Permitting, and Construction Management	\$67,515
Total Segment Cost	\$418,222
85% Range	\$355,488.44
115% Range	\$480,954.95

Segment 4: Barrick Road to Maryland Midway Roadway		
Alternative:	Widen Shoulder	Shared Lanes
Construction	\$805,241	\$27,100
Structures	\$0	\$0
Contingent Categories	\$314,044	\$9,756
Construction Cost	\$2,004,639	\$66,009
Design, Permitting, and Construction Management	\$601,392	\$19,803
Total Segment Cost	\$3,725,315	\$122,668
85% Range	3,166,517.75	\$104,267.65
115% Range	4,284,112.25	\$141,068.00

9. Evaluation Findings & Recommendations

Safety and User Experience

Is the alignment segment suitable to users of all ages and abilities through separation from auto traffic? Are vertical grades comfortable? Does the segment provide scenic views and access to natural environmental features? Is there a location for a trailhead and parking?

Finding #1

- The recommended alignment has acceptable grades that do not require switchbacks or wide radii curves.
- There are several scenic vistas along the recommended alignment, particularly at the Monocacy River and approaching Woodsboro.
- Potential parking and trailheads can be identified.

Finding #2

- There is a viable alignment that is largely separated from auto traffic built primarily on paved shoulders.
- While the trail is included in the Bikeways and Trails Master Plan, interest in the trail might be limited due to low population residing along corridor outside of Thurmont.

Safety and User Experience

Does the alignment segment provide a reasonably direct connection between Woodsboro and Thurmont? Does the segment provide connections to neighborhoods, schools, and points of interest?

Finding #3

- The recommended alignment is the most direct of all alternatives considered.
- Opportunities exist for connections to Creagerstown Park, the scenic Monocacy River, and existing parks and trails in Thurmont and Woodsboro.

Property and Environmental Impacts

Is there sufficient right of way along the adjacent roadway or does the alignment necessitate the acquisition of private property? Can the property impacts be minimized or mitigated to the satisfaction of the affected property owner? Are there environmental impacts that would require mitigation (reforestation, stream restoration, etc.)?

Finding #4

- Property impacts will be minimized by adhering to traveling along the road.
- Based on the concept design, approximately 42 parcels may be minimally affected mostly along the roads it borders. (See Appendix 2.)
- Opportunities exist for connections to Creagerstown Park, the scenic Monocacy River, and existing parks and trails in Thurmont and Woodsboro.

Finding #5:

- Compensatory mitigation for streams, wetlands, and forest is not likely due to limited construction. The extent of mitigation will not be known until later stages of design.

Cost and Constructibility

Are there significant obstacles to be overcome on the alignment that would drive the cost higher (bridges and retaining walls, utility relocation)?

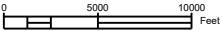
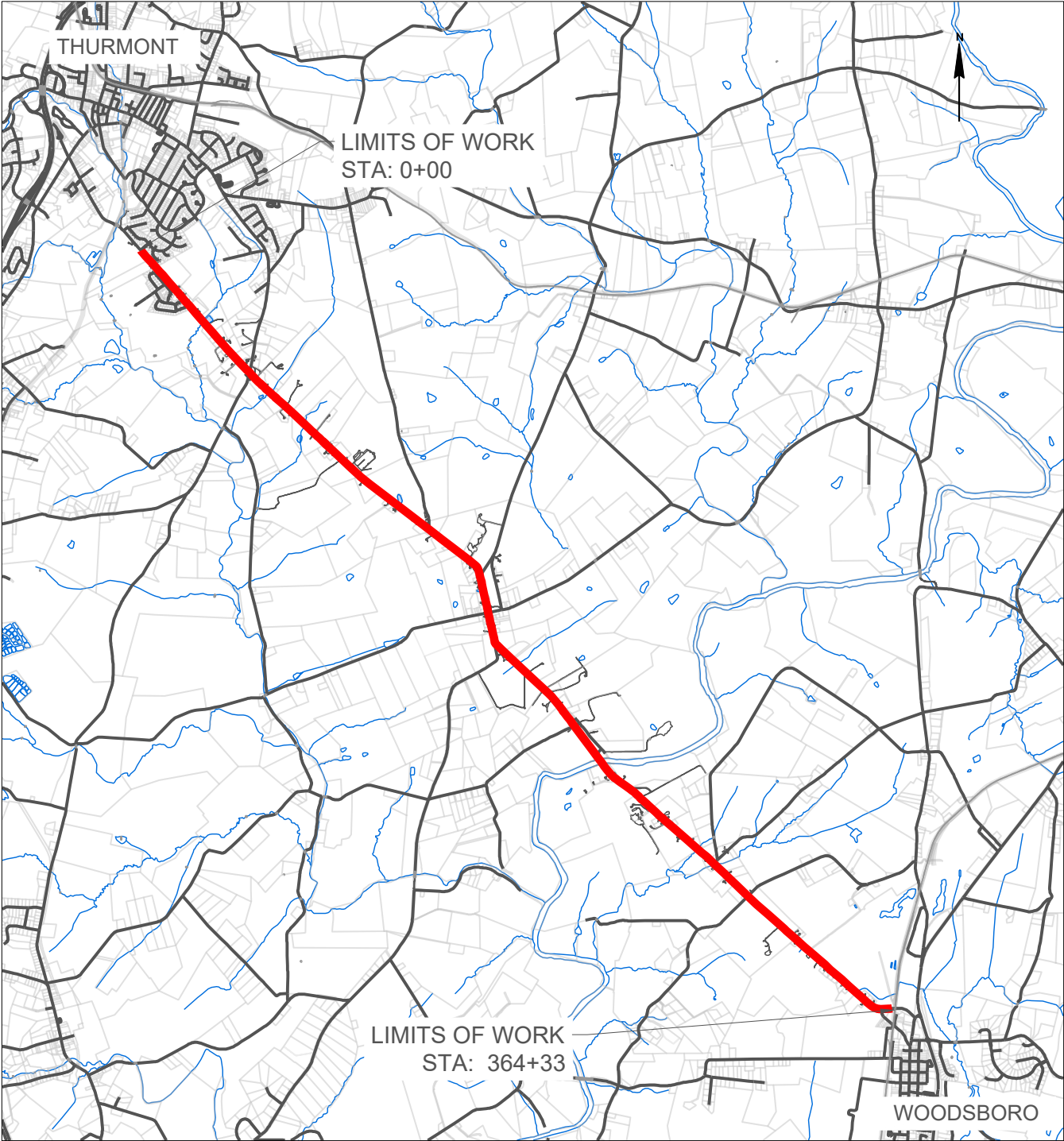
Finding #6:

- There are no significant constructibility issues that are atypical of trail projects along the recommended alignment.
- When compared to the other alternatives considered, the recommended alignment has the fewest environmental and property impacts, would have the same or fewer structures (bridges, boardwalks, retaining walls), and the least land disturbance and paving required.

Appendix

Appendix 1

FREDRICK COUNTY
THURMONT TO WOODSBORO PATH
FREDRICK COUNTY, MD
1234567-123456.12
JANUARY 31, 2024



Know what's below.
Call before you dig.

**Mead
& Hunt**
Mead and Hunt, Inc.
2440 Deming Way
Middleton, WI 53562
phone: 608-273-6380
meadhunt.com

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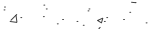

















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COVER SHEET

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LEGEND		
EXISTING		PROPOSED
	RIGHT OF WAY	
	PROPERTY LINE	
	PROPOSED EASMENT	
	LIMIT OF DISTURBANCE	
	MUNICIPAL BOUNDARY	
	CONTOURS	
	CURB & GUTTER	
	GUARDRAIL	
	DRAINAGE DITCH	
	STORM WATER MAIN	
	STORM WATER CULVERT	
	WATER MAIN	
	SANITARY SEWER MAIN	
	FENCE (WOODEN)	
	FENCE (Generic)	
	STRUCTURE	
	WATERWAY	
	WATERWAY CL	
	FLOOD PLAIN	
	CONCRETE SIDEWALK	
	ASPHALT TRAIL	
	CONCRETE DRIVEWAY	
	PAVED SHOULDER	
	WETLAND	
	RIP RAP	
	STAMPED CONCRETE	
	DETECTABLE WARNING SURFACE	
	RETAINING WALL	
	OVERHEAD UTILITY WIRE	
	UTILITY POLE	
	GROUND MOUNTED SIGN	
	INLETS	
	MAILBOX	
	DECIDUOUS TREE	
	CONIFEROUS TREE	
	TREELINE	
	SHRUB	
	PAVEMENT MARKING	

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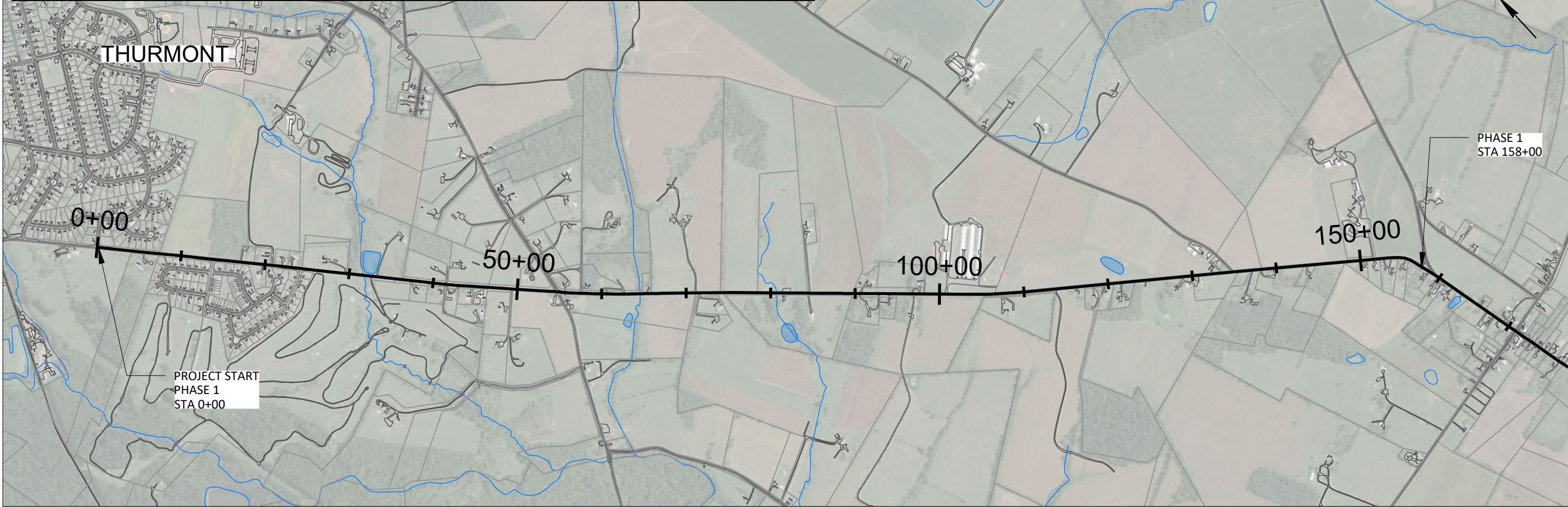
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PROJECT ALIGNMENT

SHEET NO.

1-003

PHASE 1: STONE CHAPEL WAY TO CREAGERSTOWN



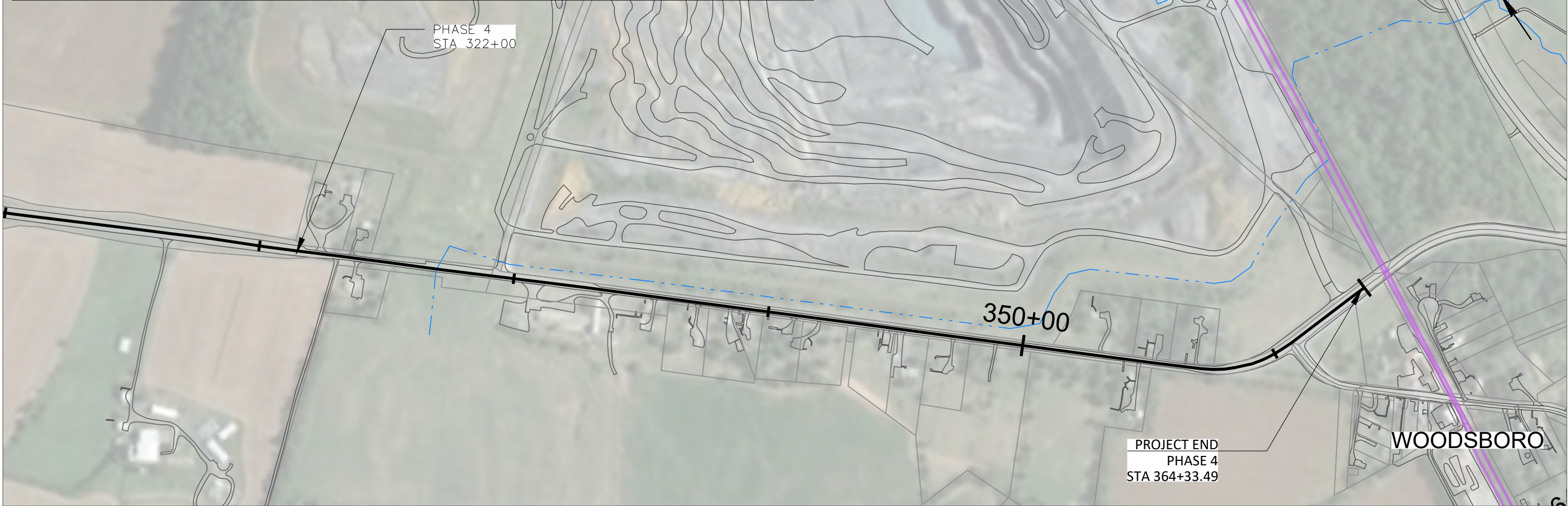
PHASE 2: CREAGERSTOWN TO MONOCACY RIVER



PHASE 3: MONOCACY RIVER TO BARRICK ROAD



PHASE 4: BARRICK ROAD TO MARYLAND MIDLAND RAILWAY



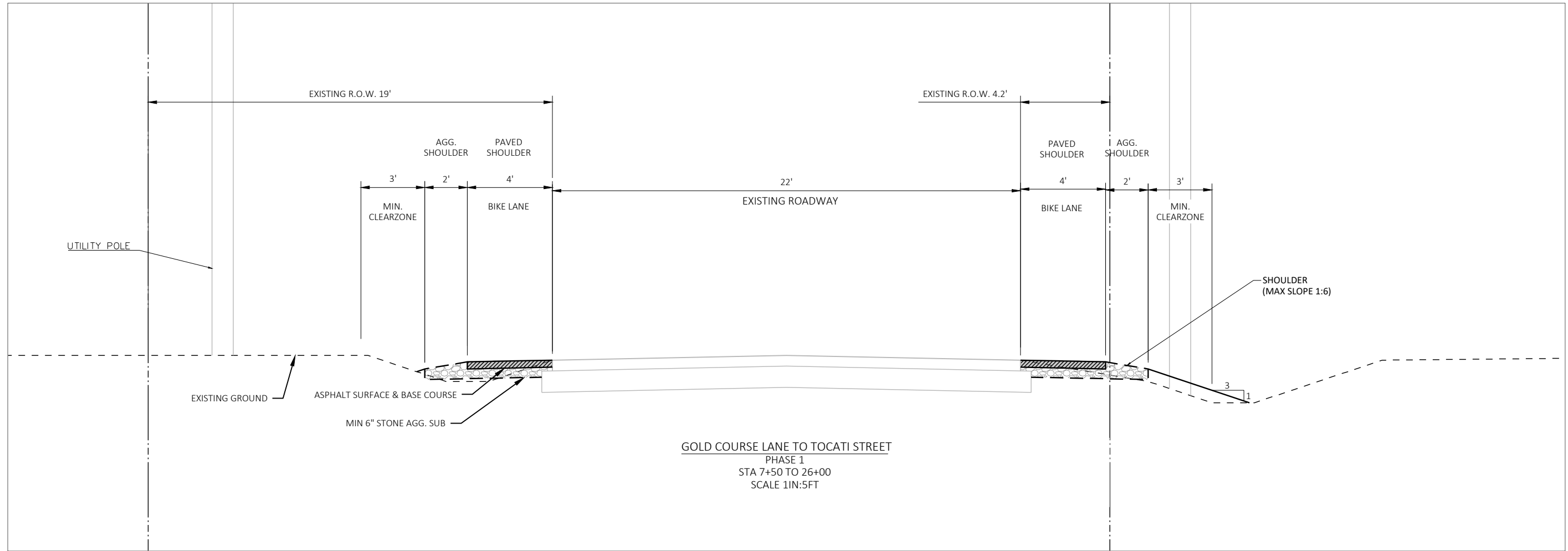
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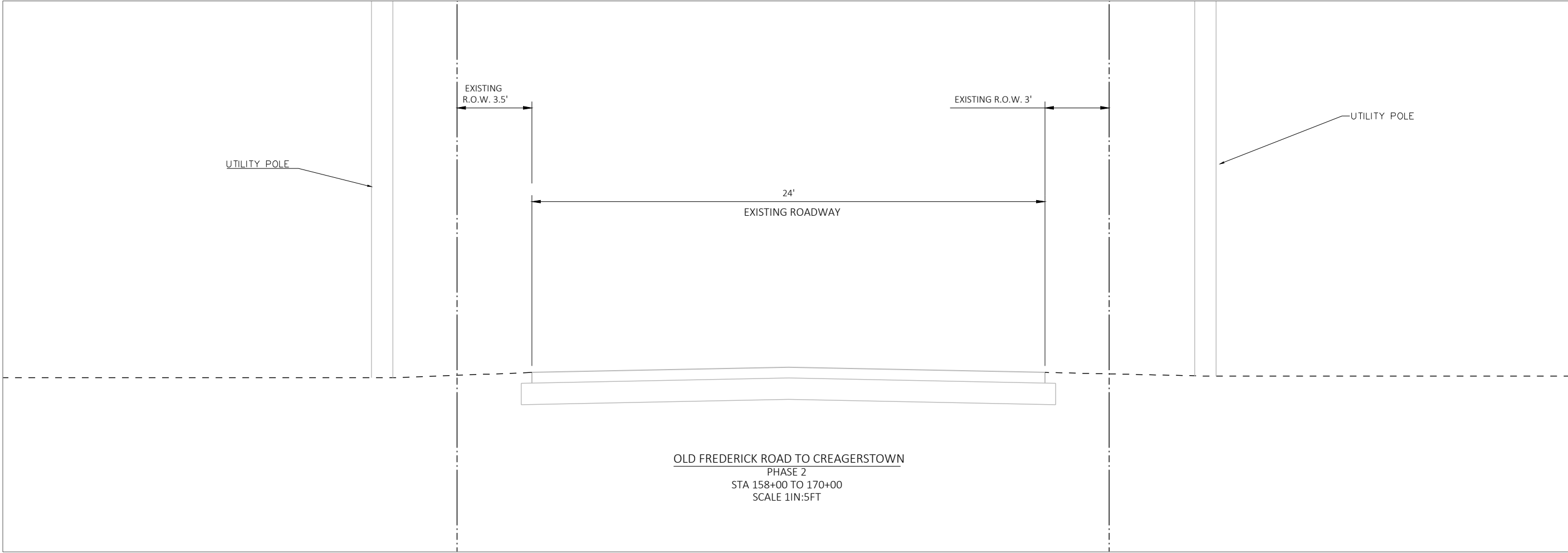
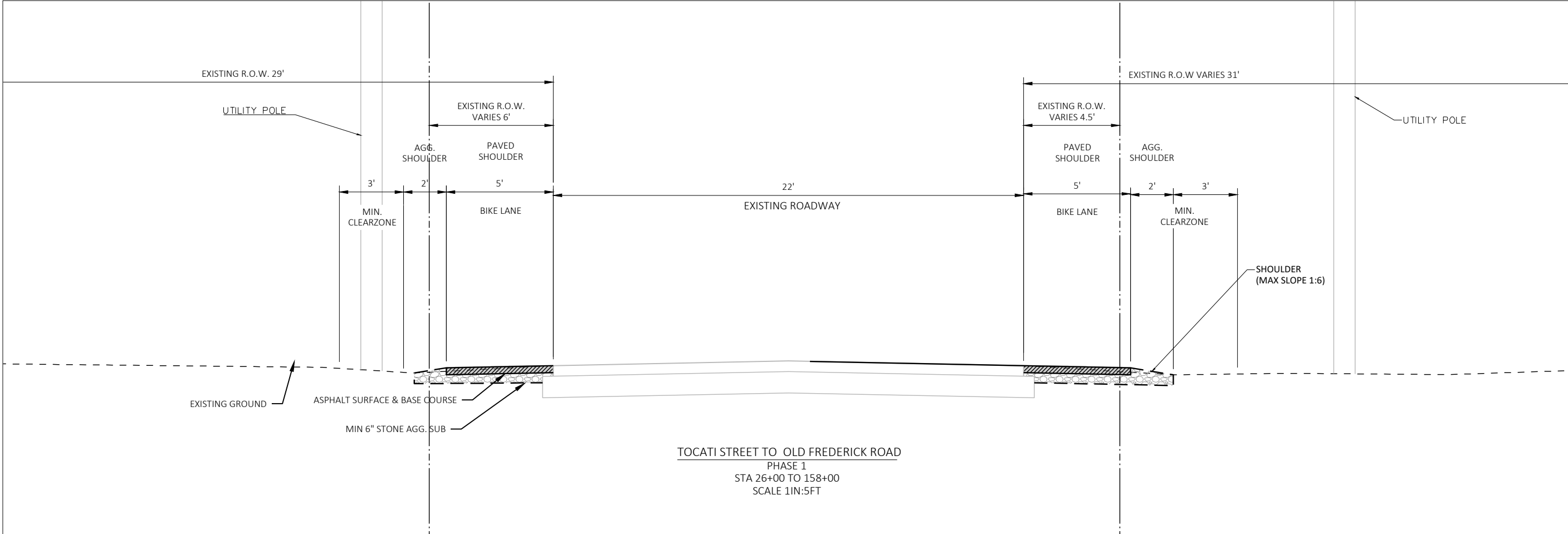
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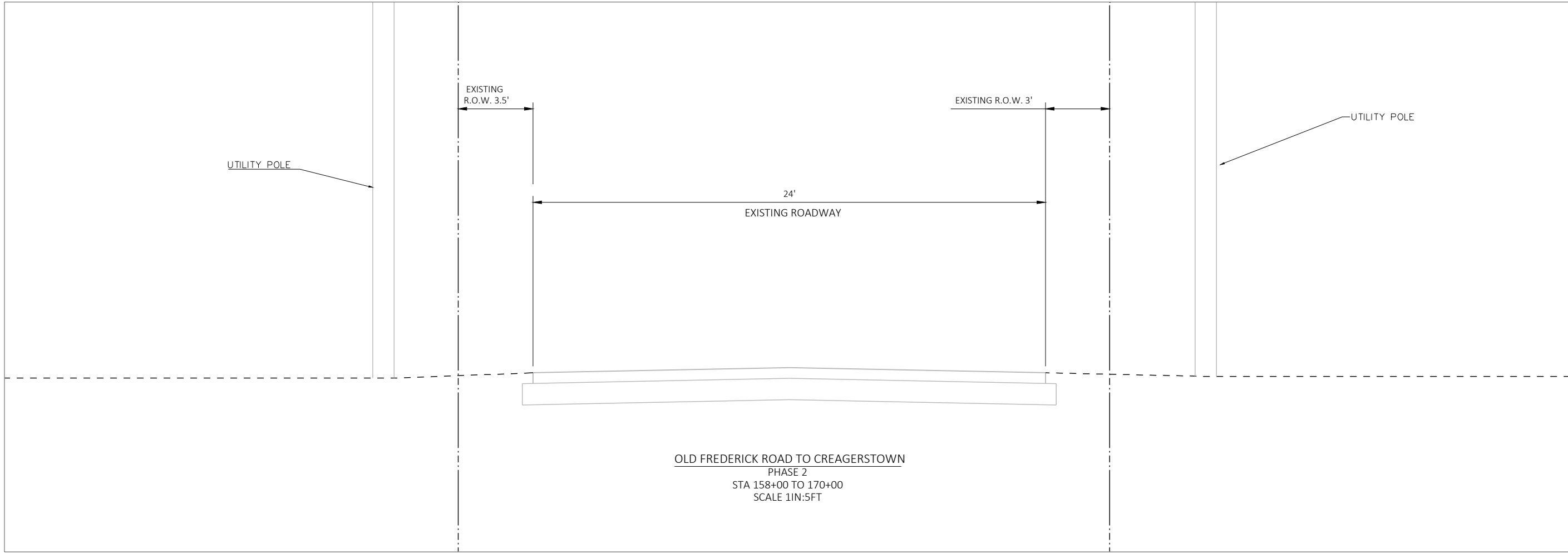
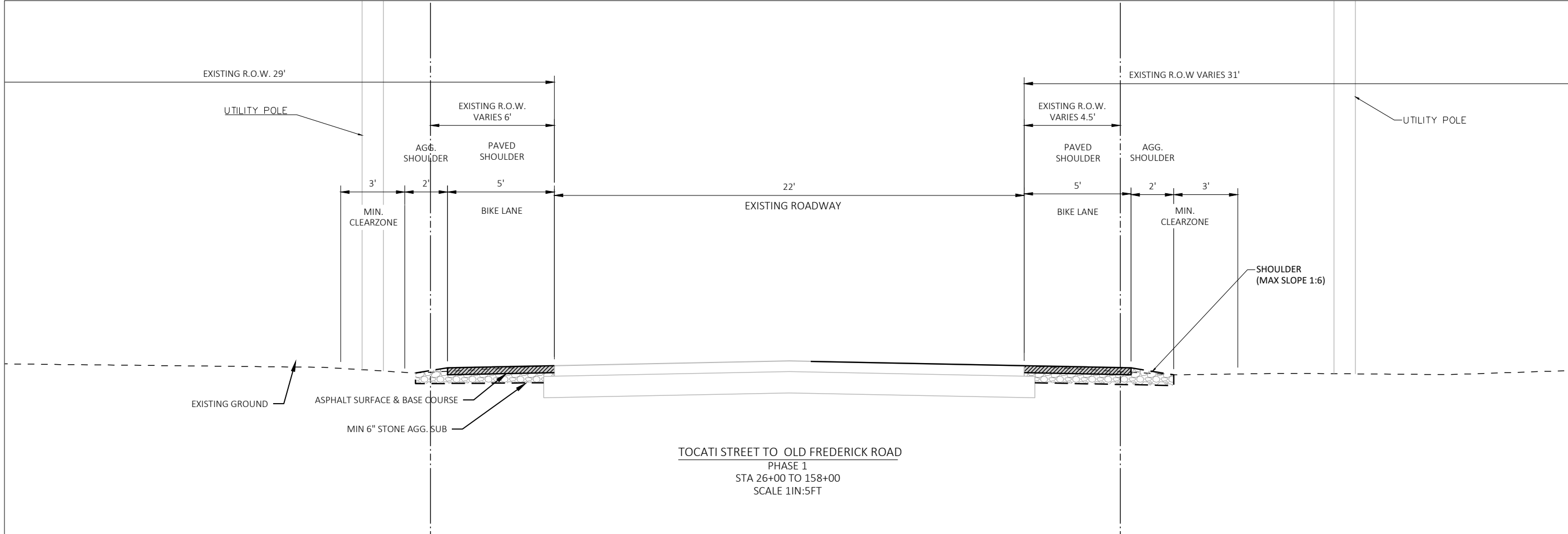
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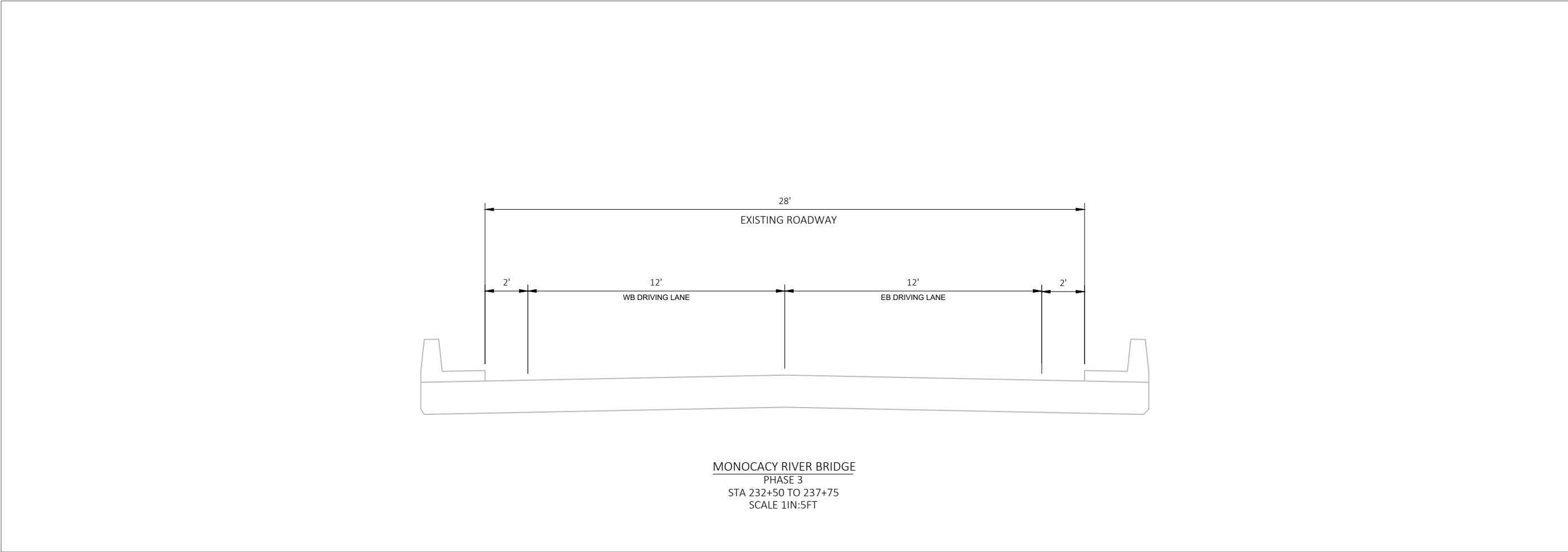
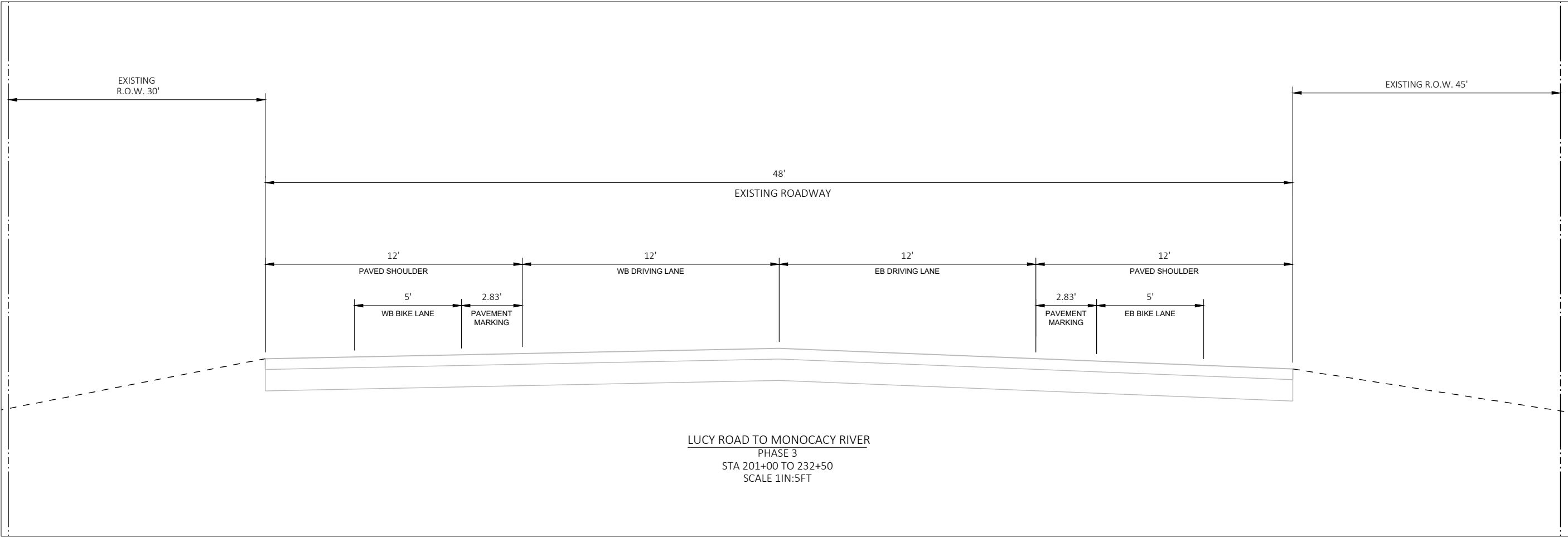
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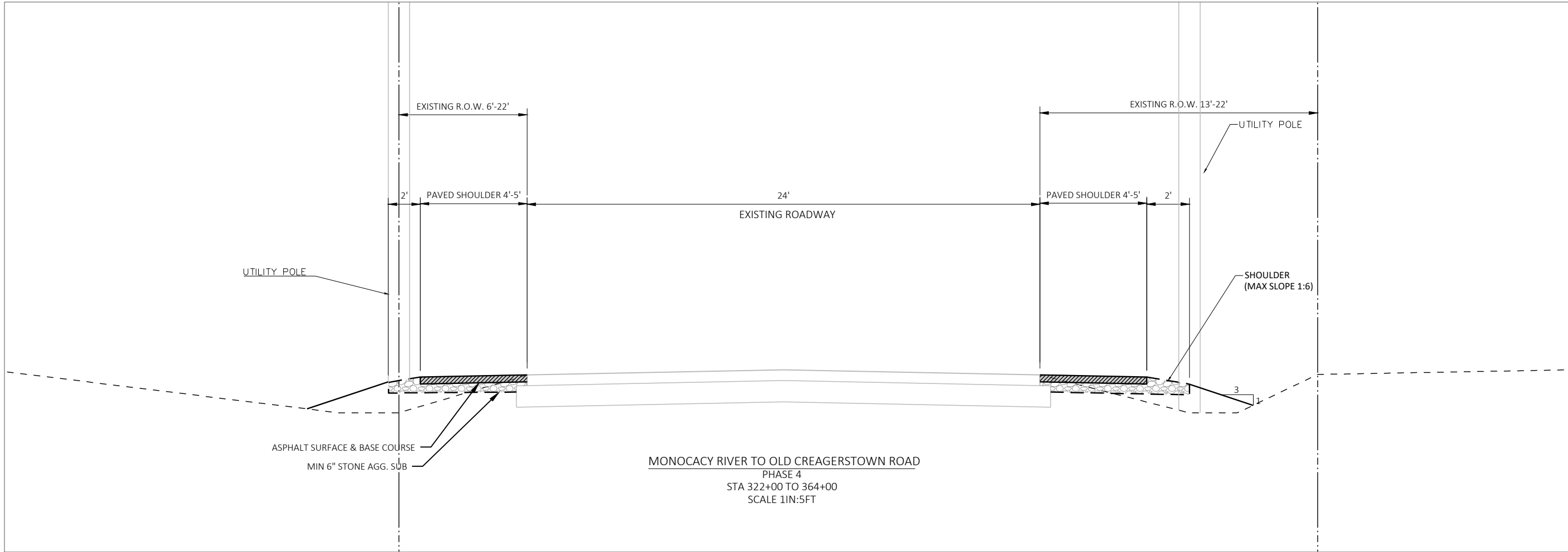
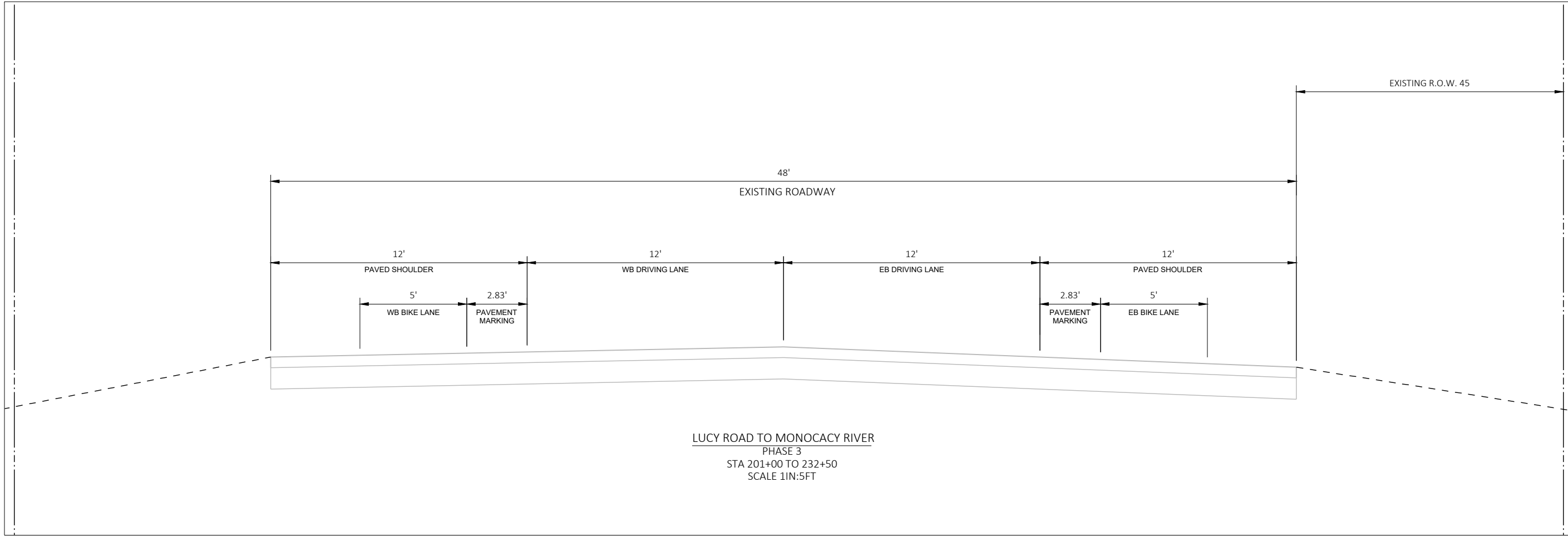
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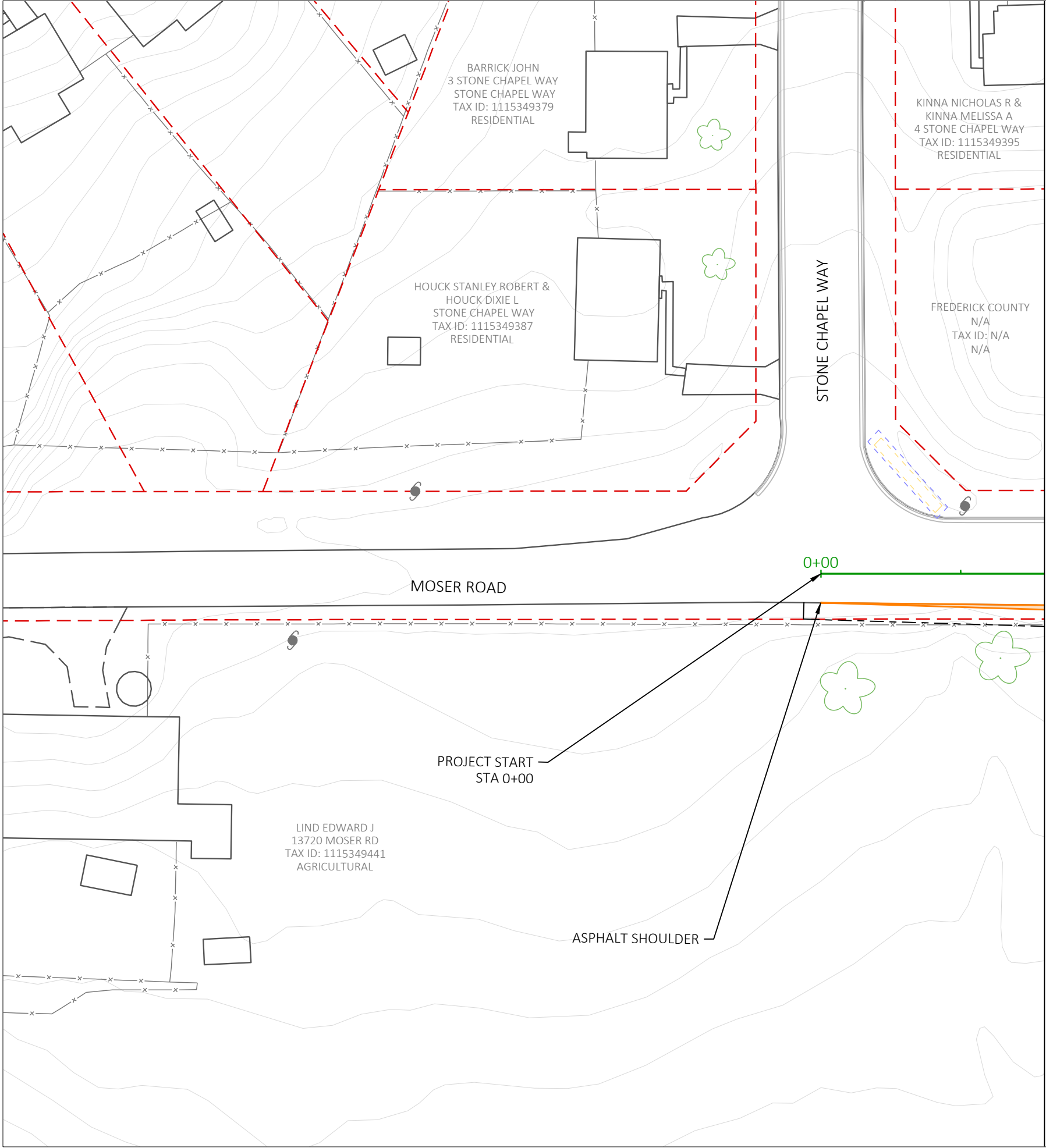








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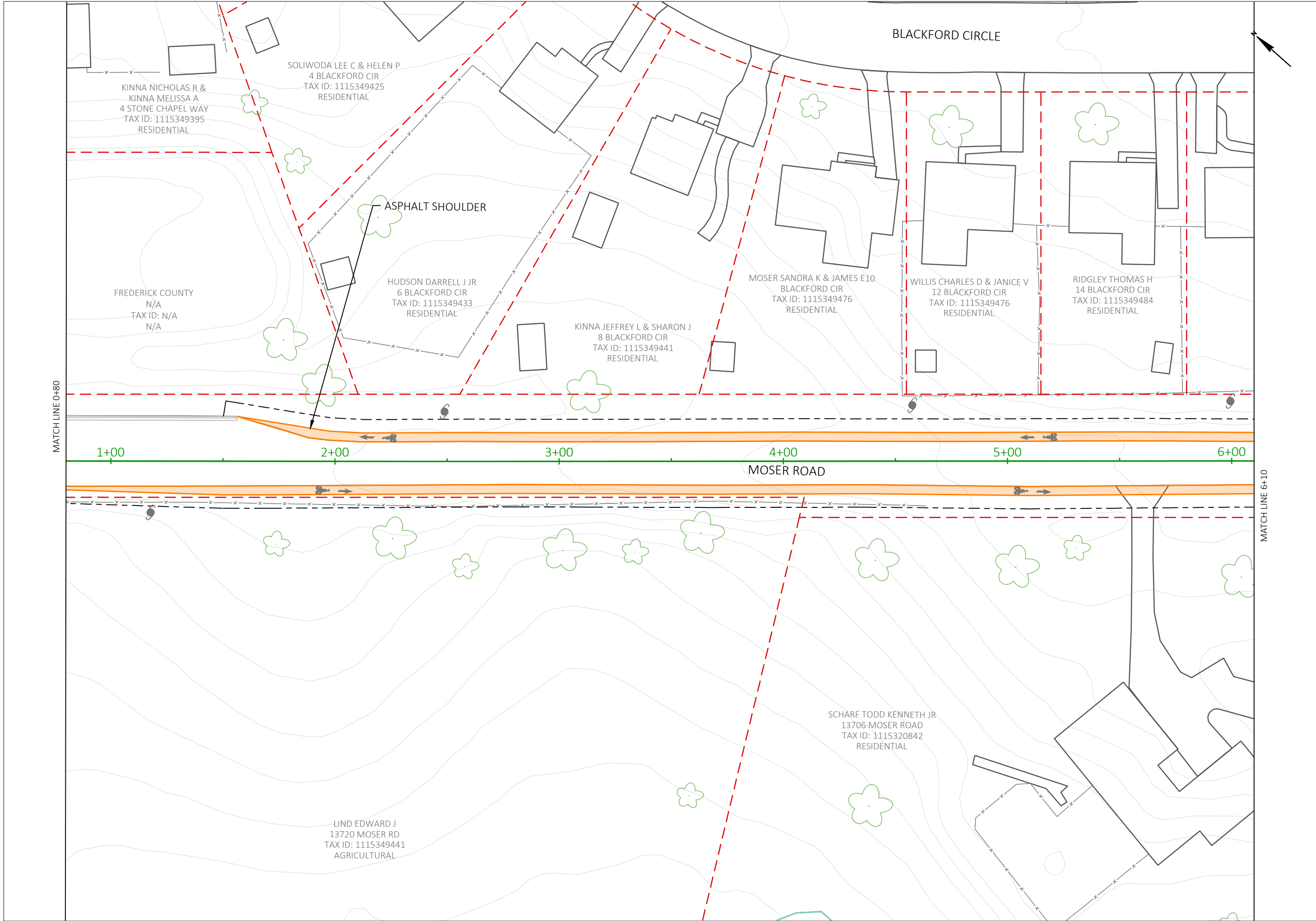
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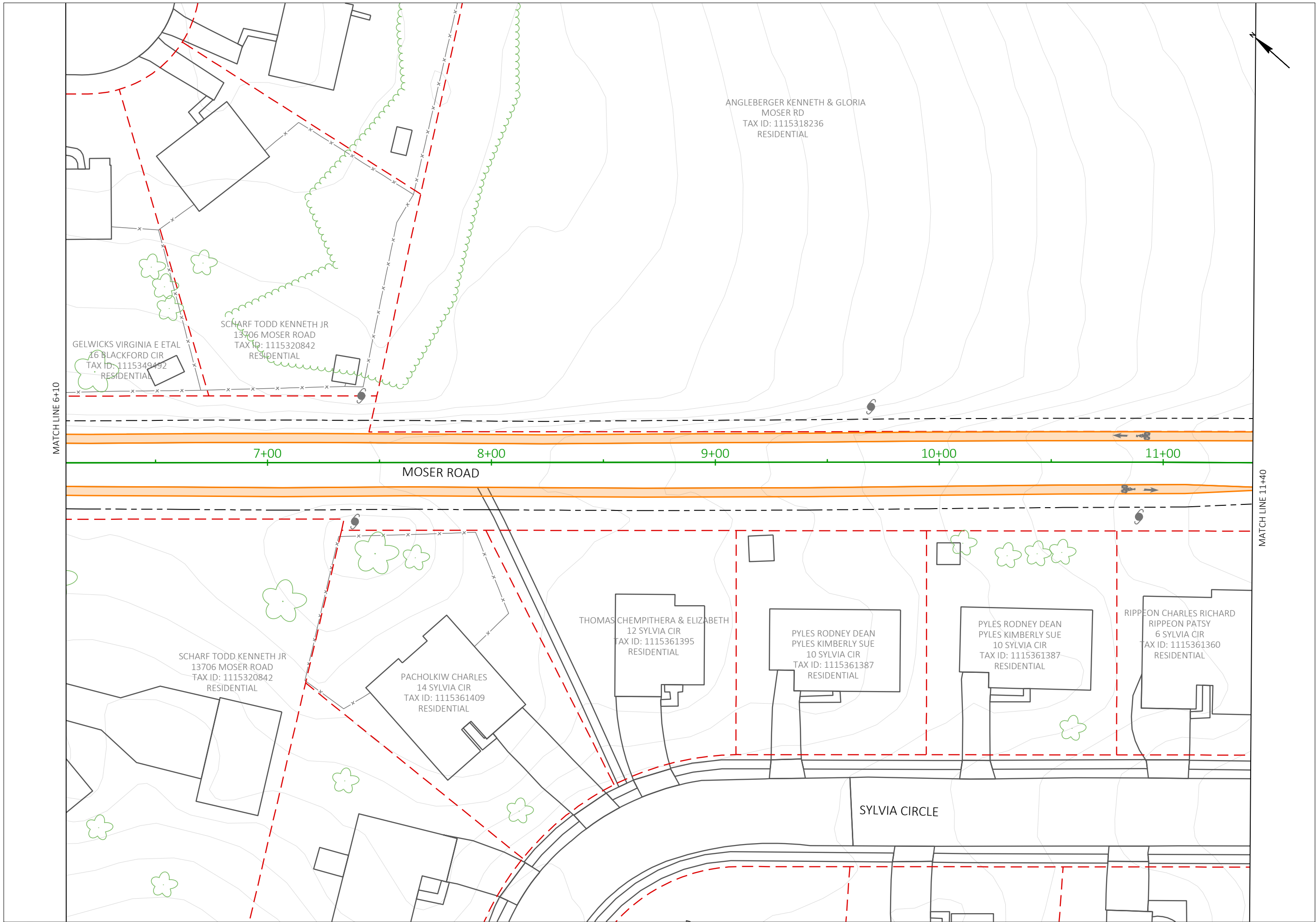
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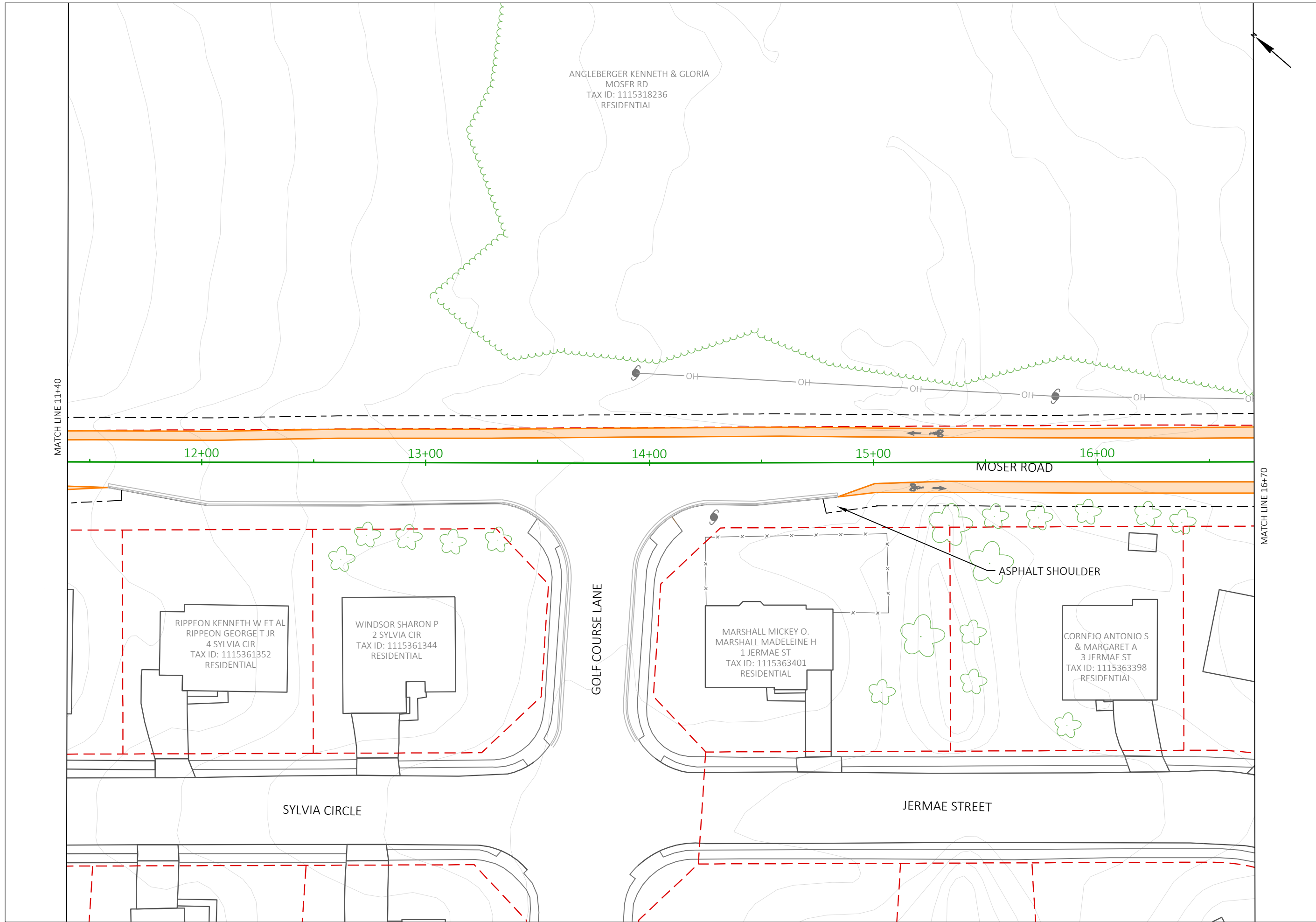
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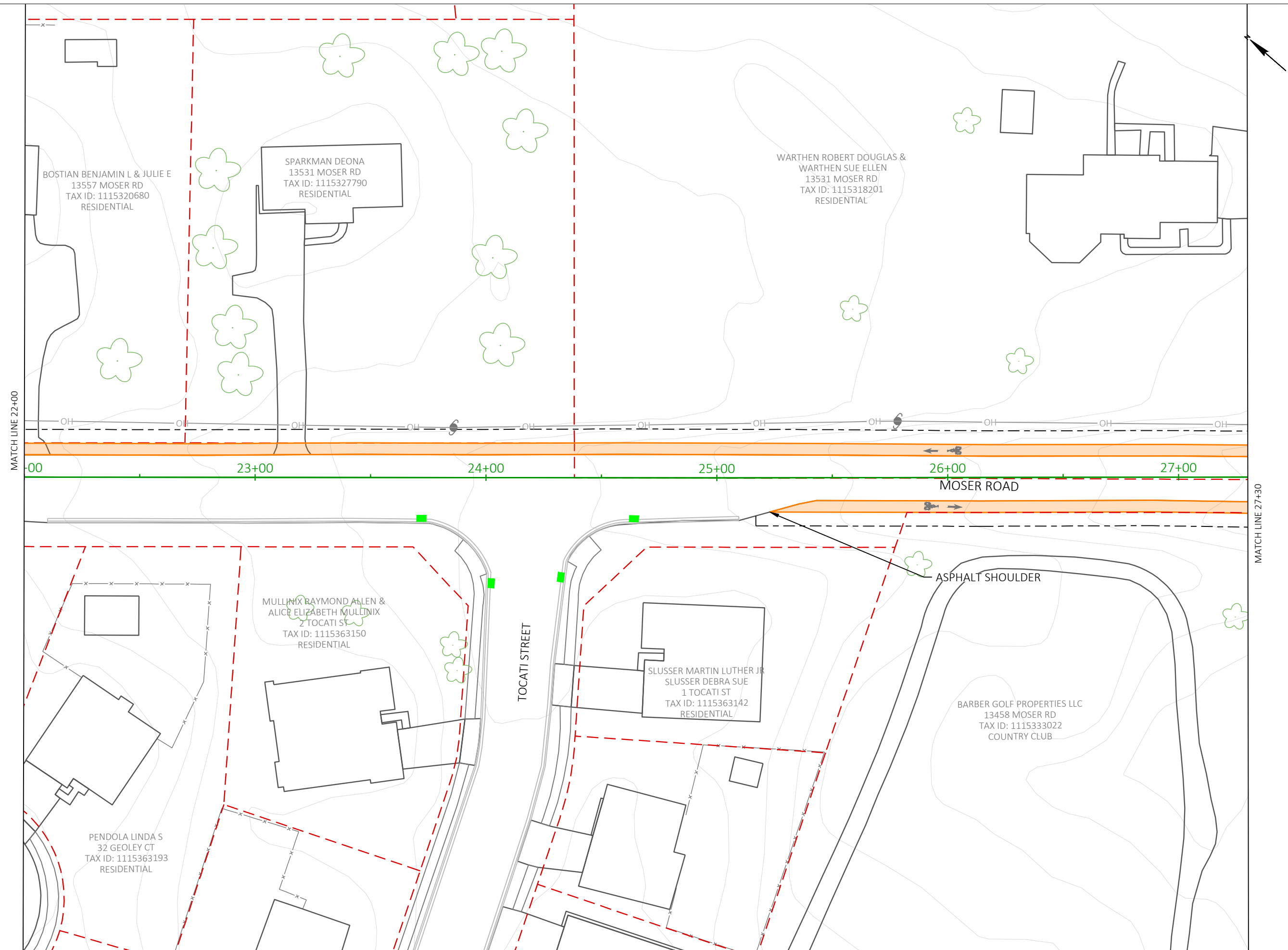
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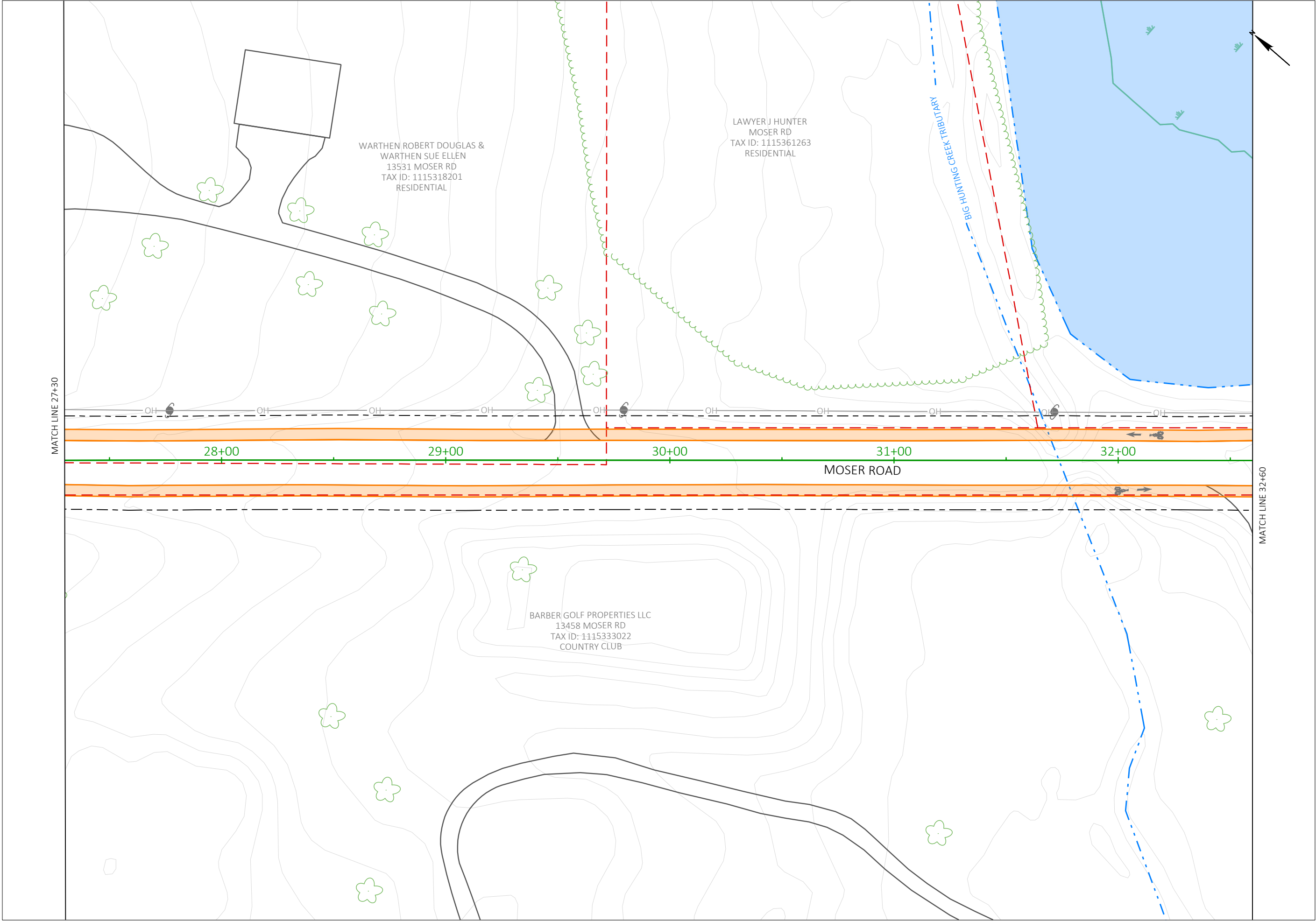
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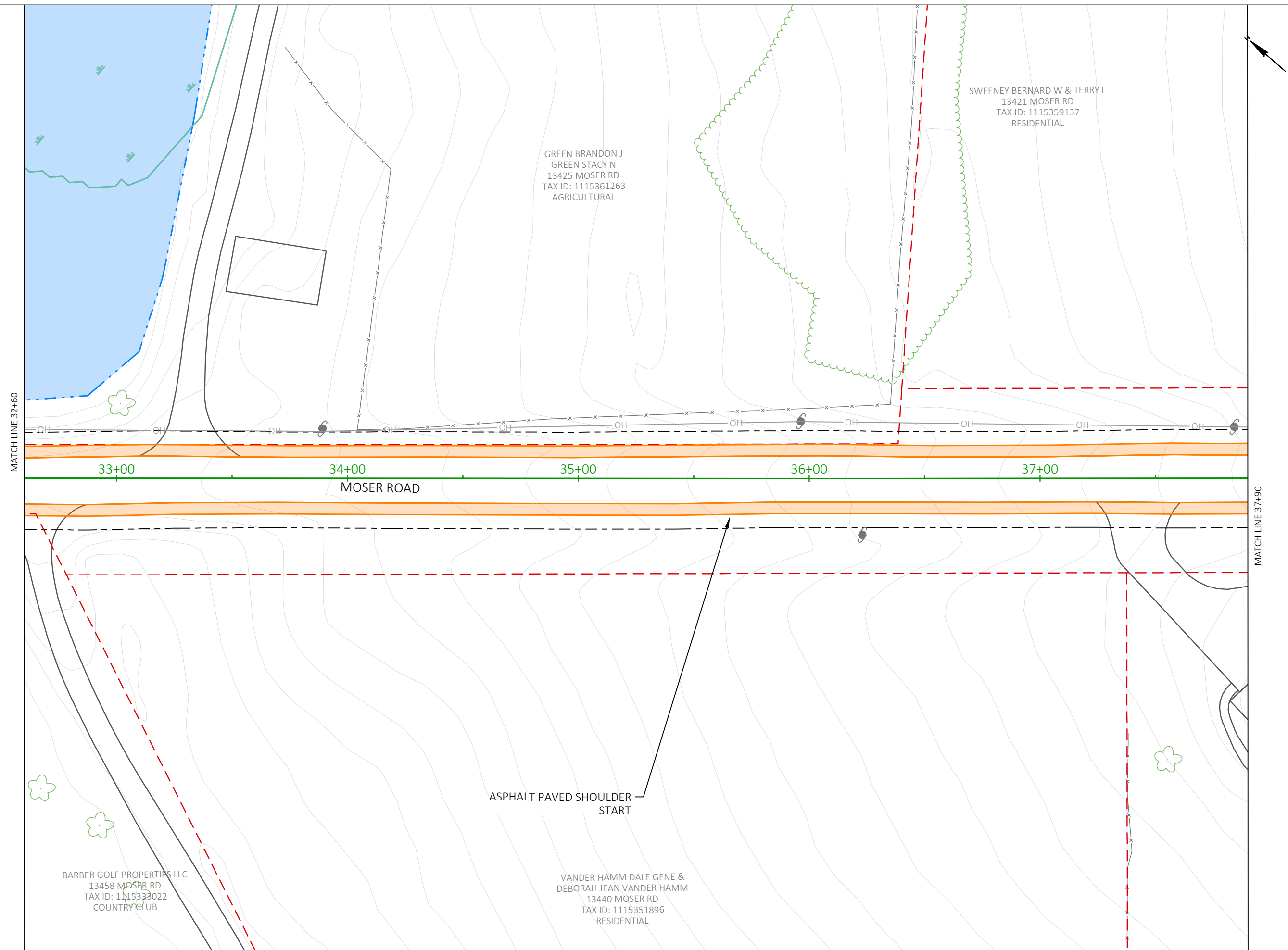
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MATCH LINE 37+90

MATCH LINE 43+20

38+00 39+00 40+00 41+00 42+00 43+00
MOSER ROAD

SWEENEY BERNARD W & TERRY L
13421 MOSER RD
TAX ID: 1115359137
RESIDENTIAL

SPEVAK PATRICK M & MARIANNE V
13413 MOSER RD
TAX ID: 1115359110
RESIDENTIAL

BREWER CARL
BREWER GLADYS
13436 MOSER RD
TAX ID: 1115351888
RESIDENTIAL

MOSER STEVEN E & TAMMY J
13430 MOSER RD
TAX ID: 1115351888
RESIDENTIAL

HELLER ADELHEID LIFE ESTATE &
MICHAEL HELLER
13416 MOSER RD
TAX ID: 1115333103
RESIDENTIAL

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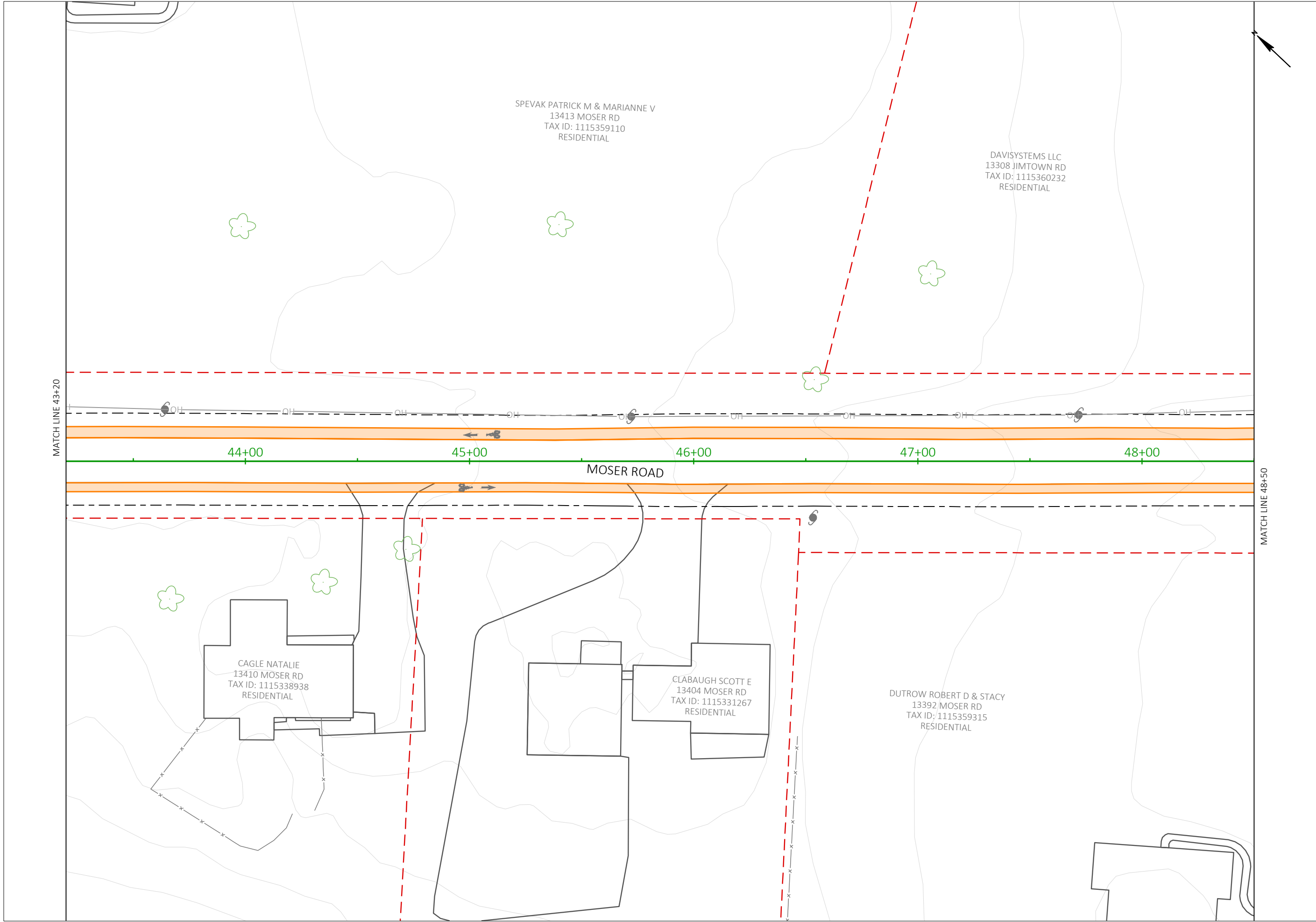
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MATCH LINE 48+50

MATCH LINE 53+80

DAVISYSTEMS LLC
13308 JIMTOWN RD
TAX ID: 1115360232
RESIDENTIAL

DAVISYSTEMS LLC
13304 JIMTOWN RD
TAX ID: 1115360216
RESIDENTIAL

FOREVER AFTER ALL FARMS LLC
13229 HESSONG BRIDGE RD
TAX ID: 1115344326
RESIDENTIAL

DUTROW ROBERT D & STACY
13392 MOSER RD
TAX ID: 1115359315
RESIDENTIAL

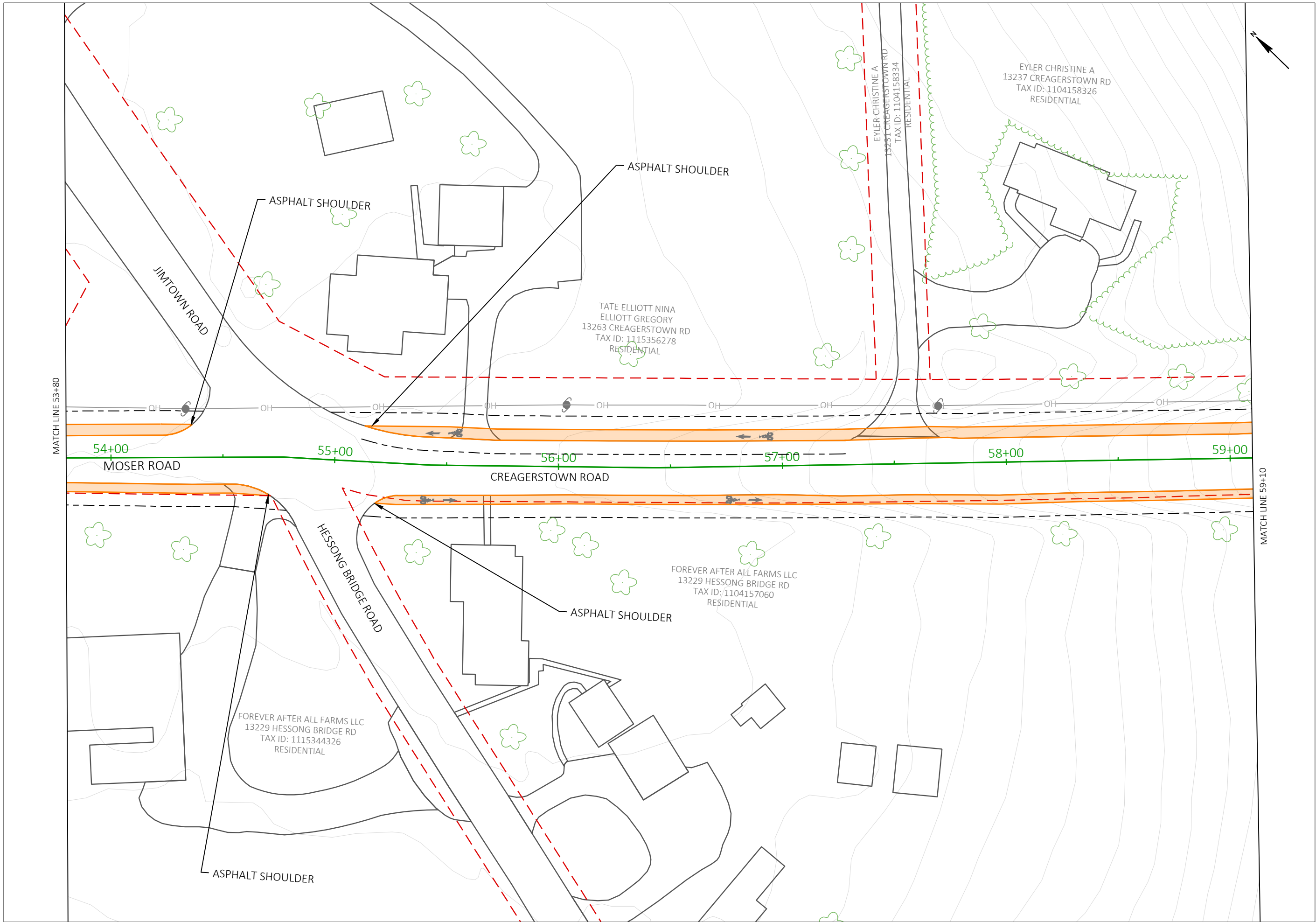
51+00
MOSER RD

49+00

50+00

52+00

53+00



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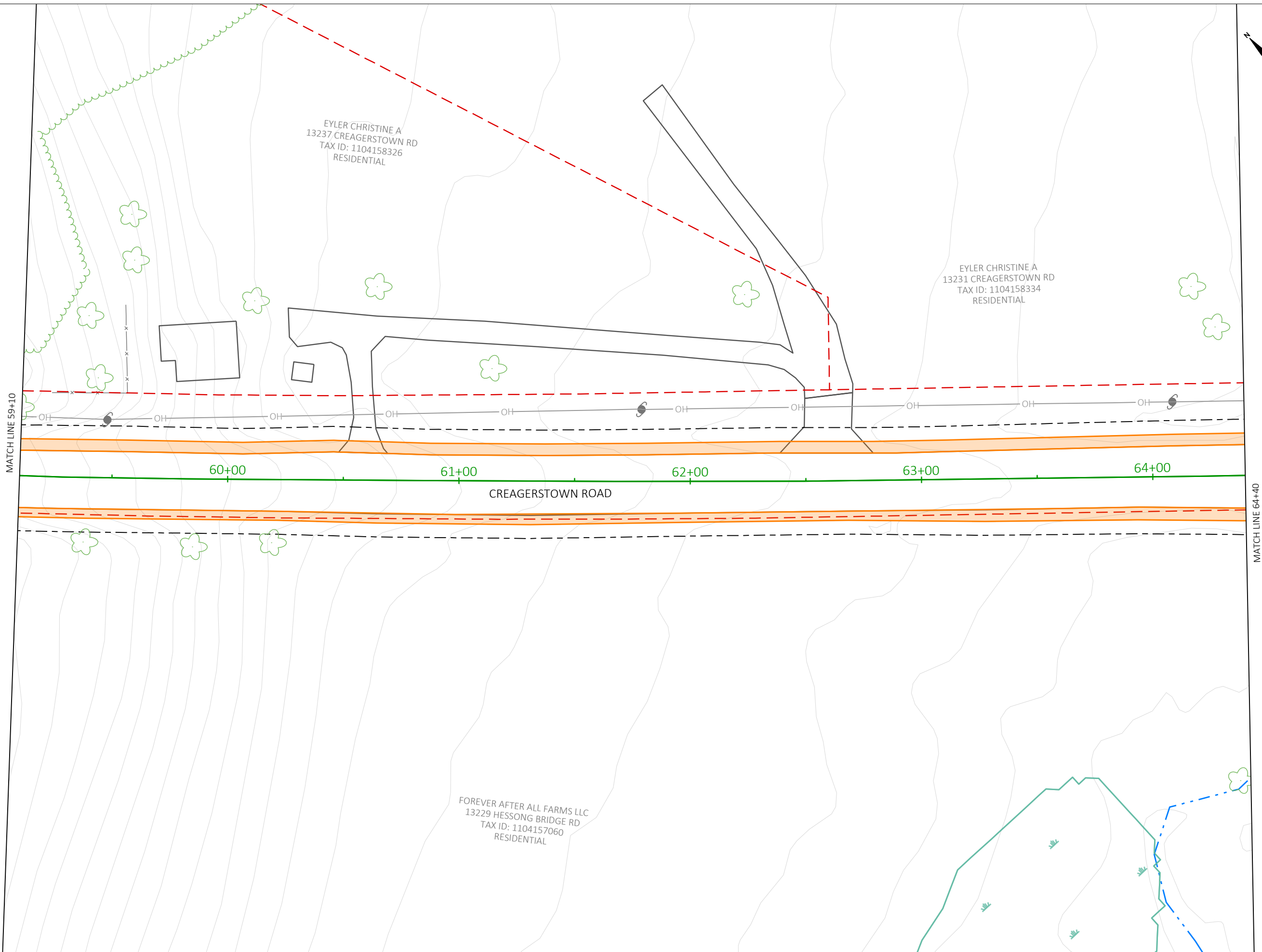
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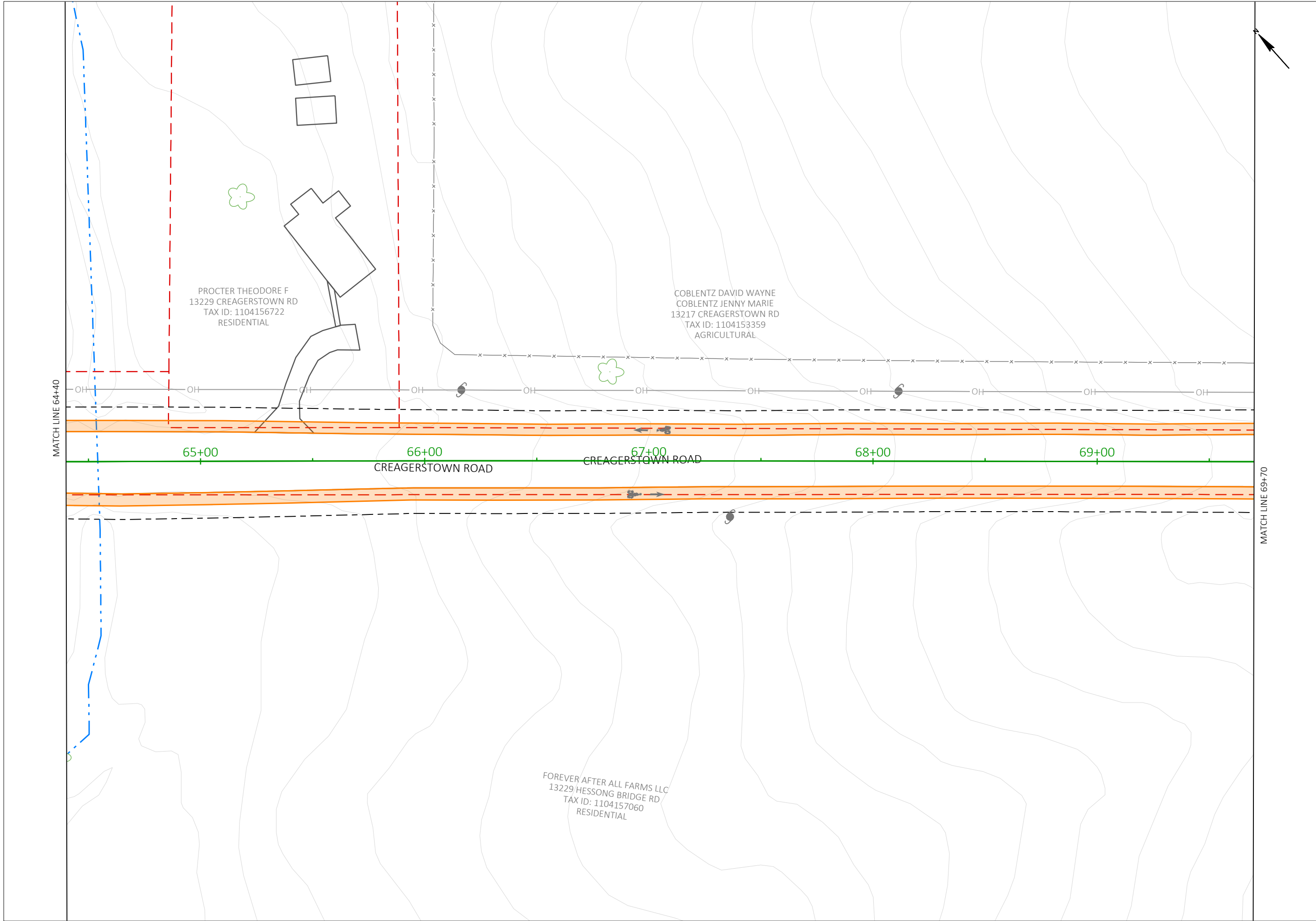
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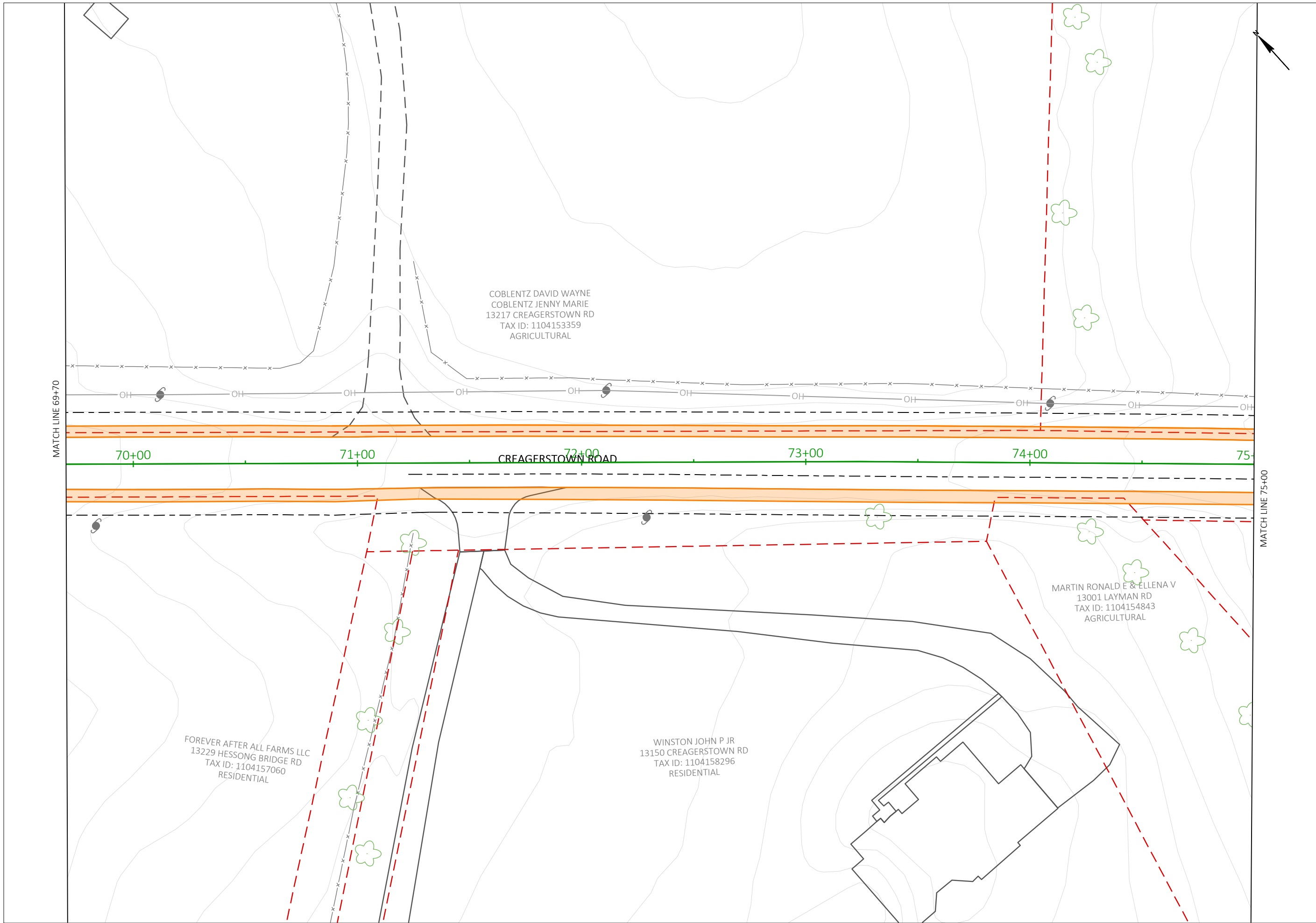
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SHEET NO.

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5-017

MATCH LINE 80+30

MATCH LINE 85+60

KINNA BRIDGETTE NICOLE
UPPERCUE RYAN MICHAEL
13141 CREAGERSTOWN RD
TAX ID: 1104152980
AGRICULTURAL

CREAGERSTOWN ROAD

KINNA BRIDGETTE NICOLE
UPPERCUE RYAN MICHAEL
3141 CREAGERSTOWN RD
TAX ID: 1104152980
AGRICULTURAL

81+00

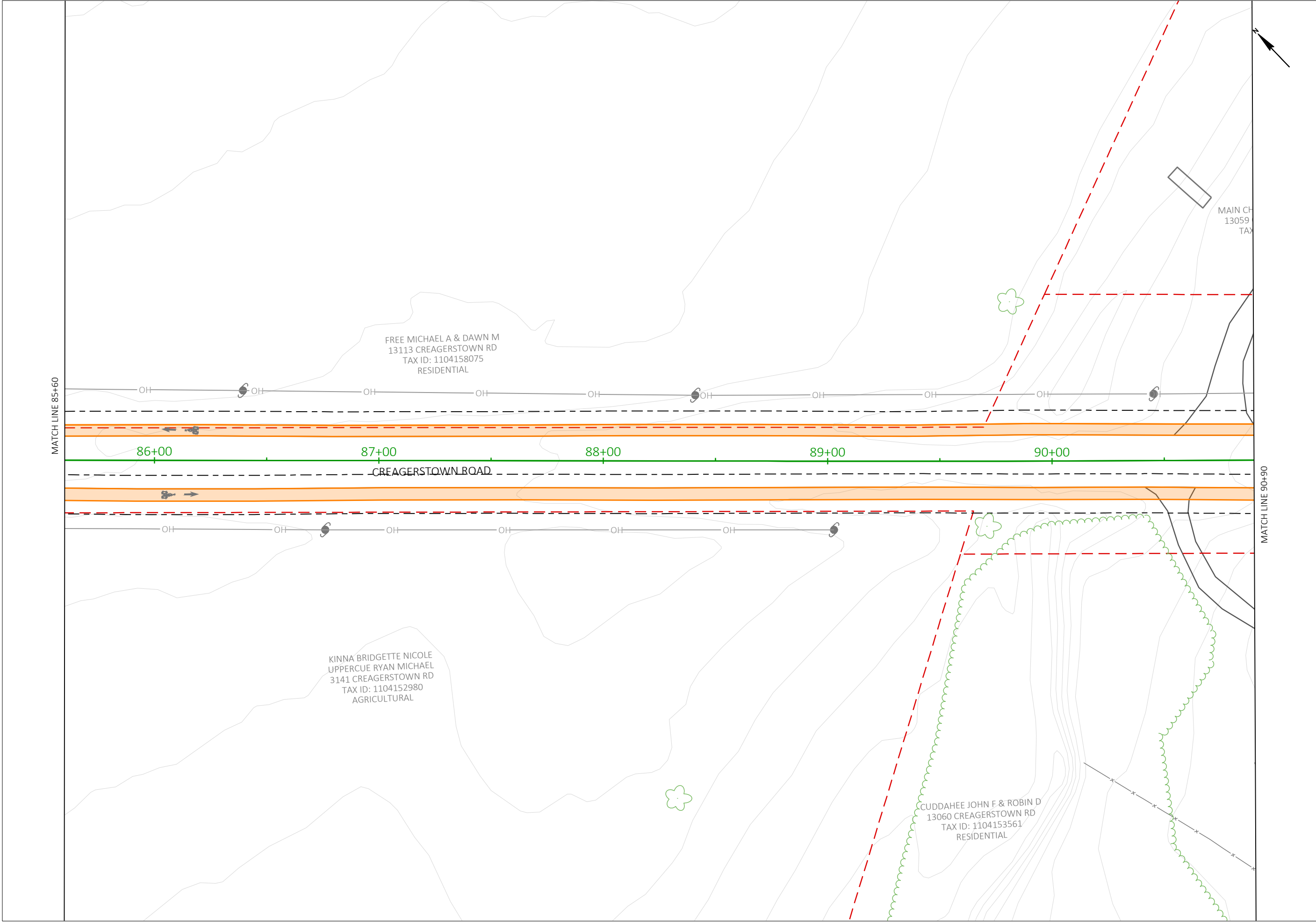
82+00

83+00

84+00

85+00

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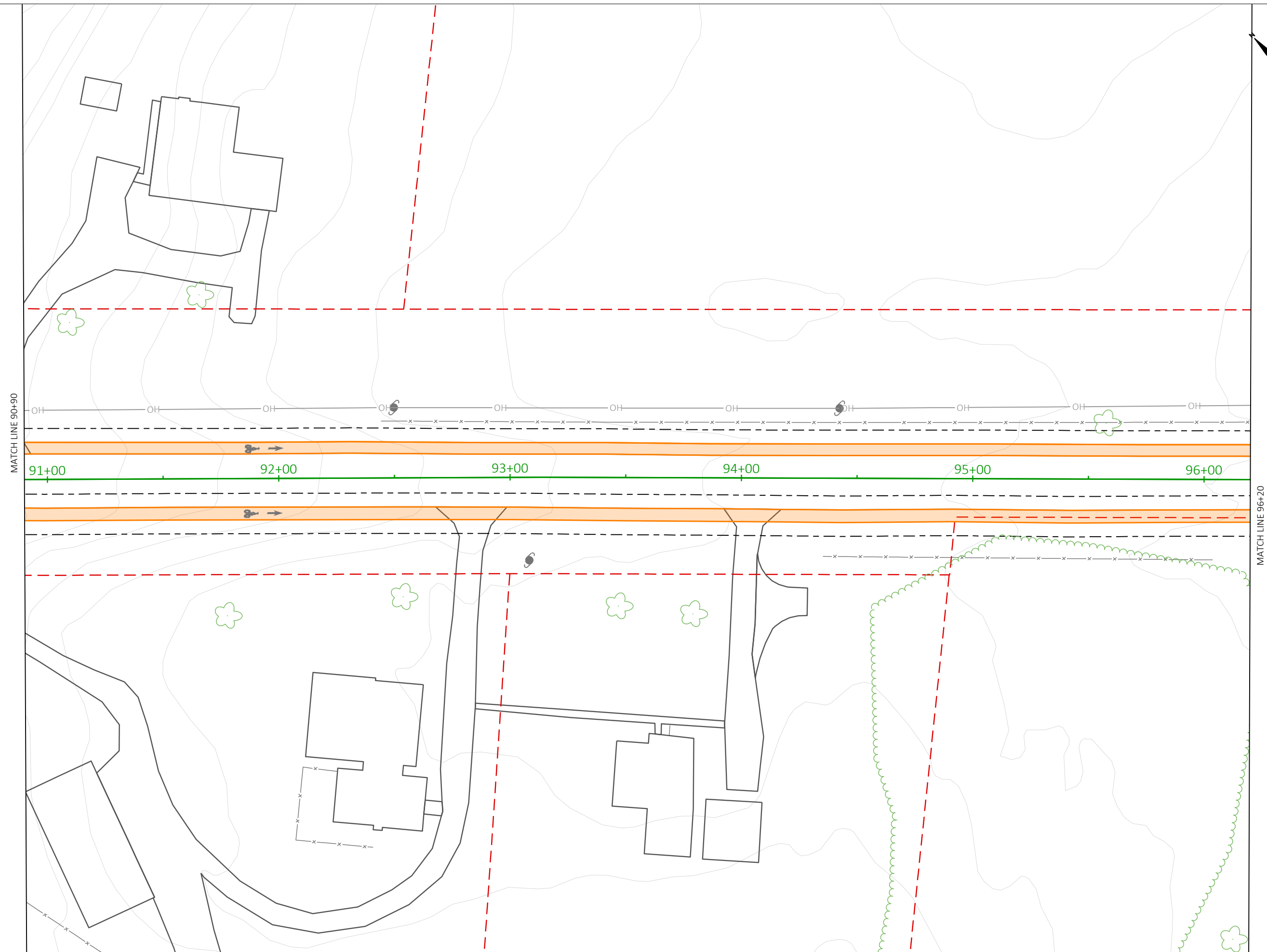
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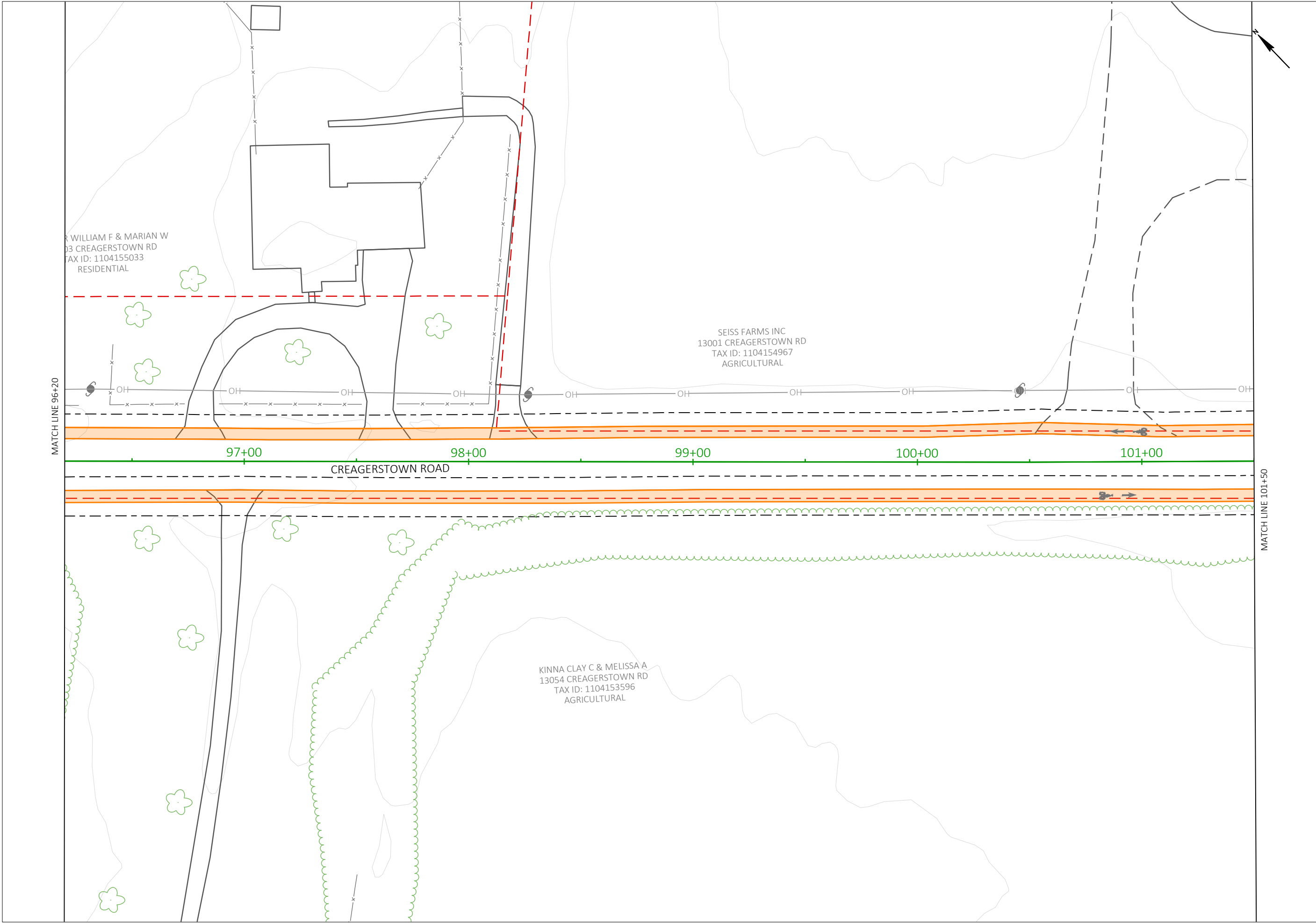
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5-020

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5-021

MATCH LINE 101+50

MATCH LINE 106+80

SEISS FARMS INC
13001 CREAGERSTOWN RD
TAX ID: 1104154967
AGRICULTURAL

KINNA CLAY C & MELISSA A
13054 CREAGERSTOWN RD
TAX ID: 1104153596
AGRICULTURAL

WELTY CATHERINE A &
DONALD F MILLER JR
12946 CREAGERSTOWN RD
TAX ID: 1104154495
AGRICULTURAL

CREAGERSTOWN ROAD

102+00

103+00

104+00

105+00

106+00

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5-022



SEISS FARMS INC
12751 CREAGERSTOWN RD
TAX ID: 1104155416
AGRICULTURAL

WELTY CATHERINE A &
DONALD F MILLER JR
12946 CREAGERSTOWN RD
TAX ID: 1104154495
AGRICULTURAL

MATCH LINE 106+80

MATCH LINE 112+10

107+00

108+00

109+00

110+00

111+00

112+00

CREAGERSTOWN ROAD

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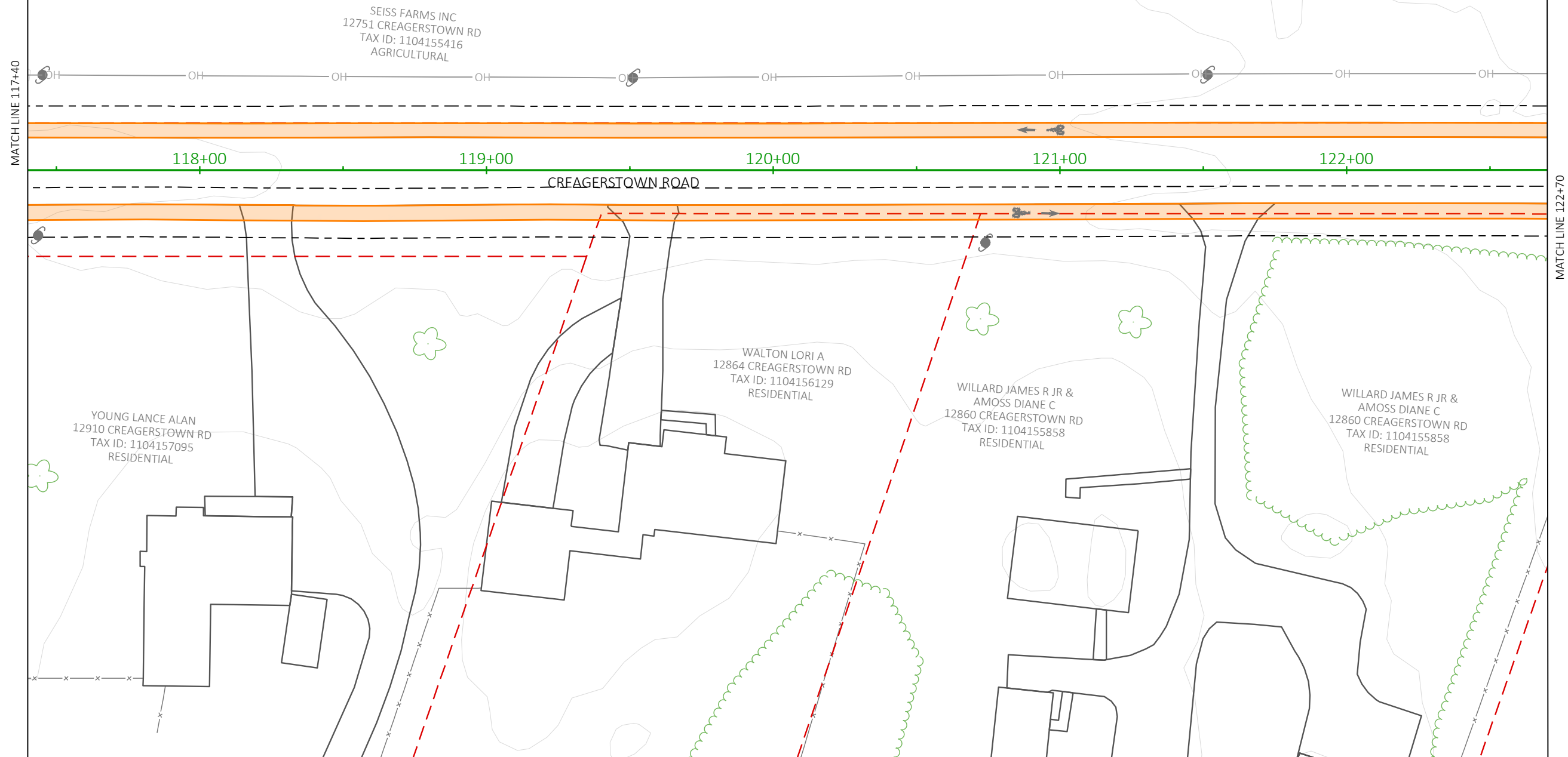
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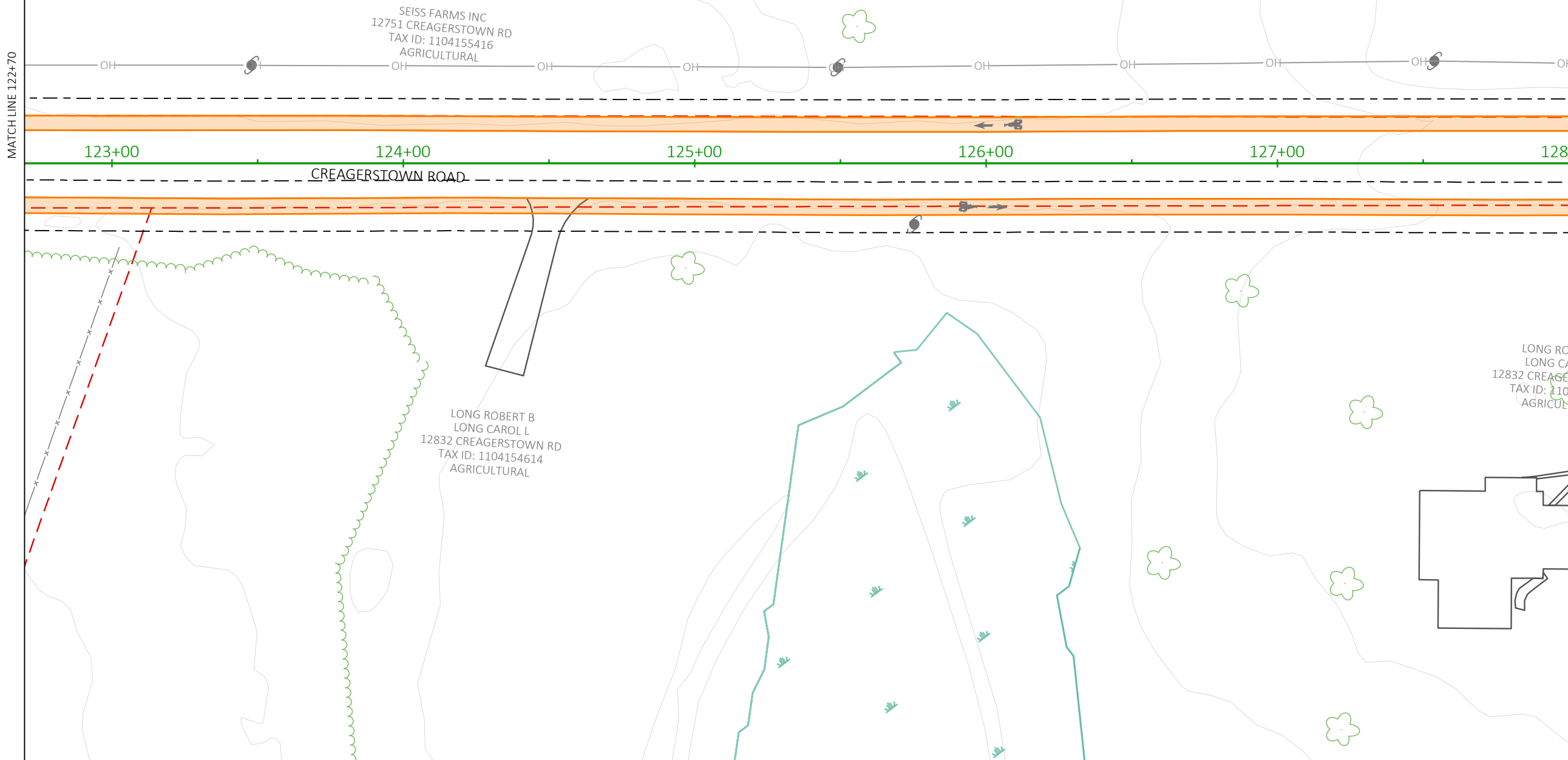
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SEISS FARMS INC
12751 CREAGERSTOWN RD
TAX ID: 1104155416
AGRICULTURAL

SEISS FARMS INC
12751 CREAGERSTOWN RD
TAX ID: 1104155416
AGRICULTURAL

MATCH LINE 128+00

+00 129+00 130+00 131+00 132+00 133+00

CREAGERSTOWN ROAD

MATCH LINE 133+30

BERT B
ROL L
RSTOWN RD
4154614
RURAL

WALTER JASON
12818 CREAGERSTOWN RD
TAX ID: 1104154665
RESIDENTIAL

12818
TAX

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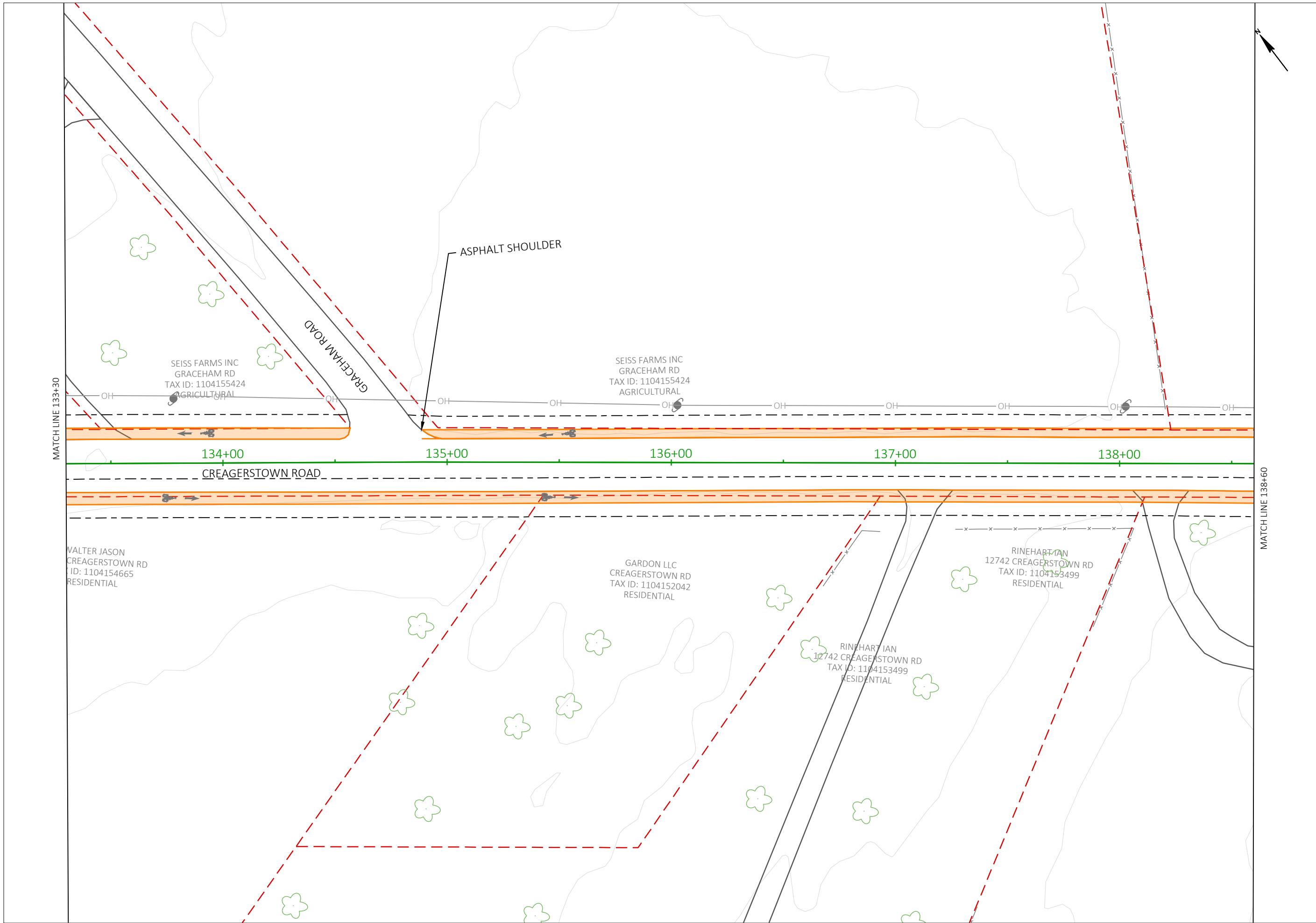
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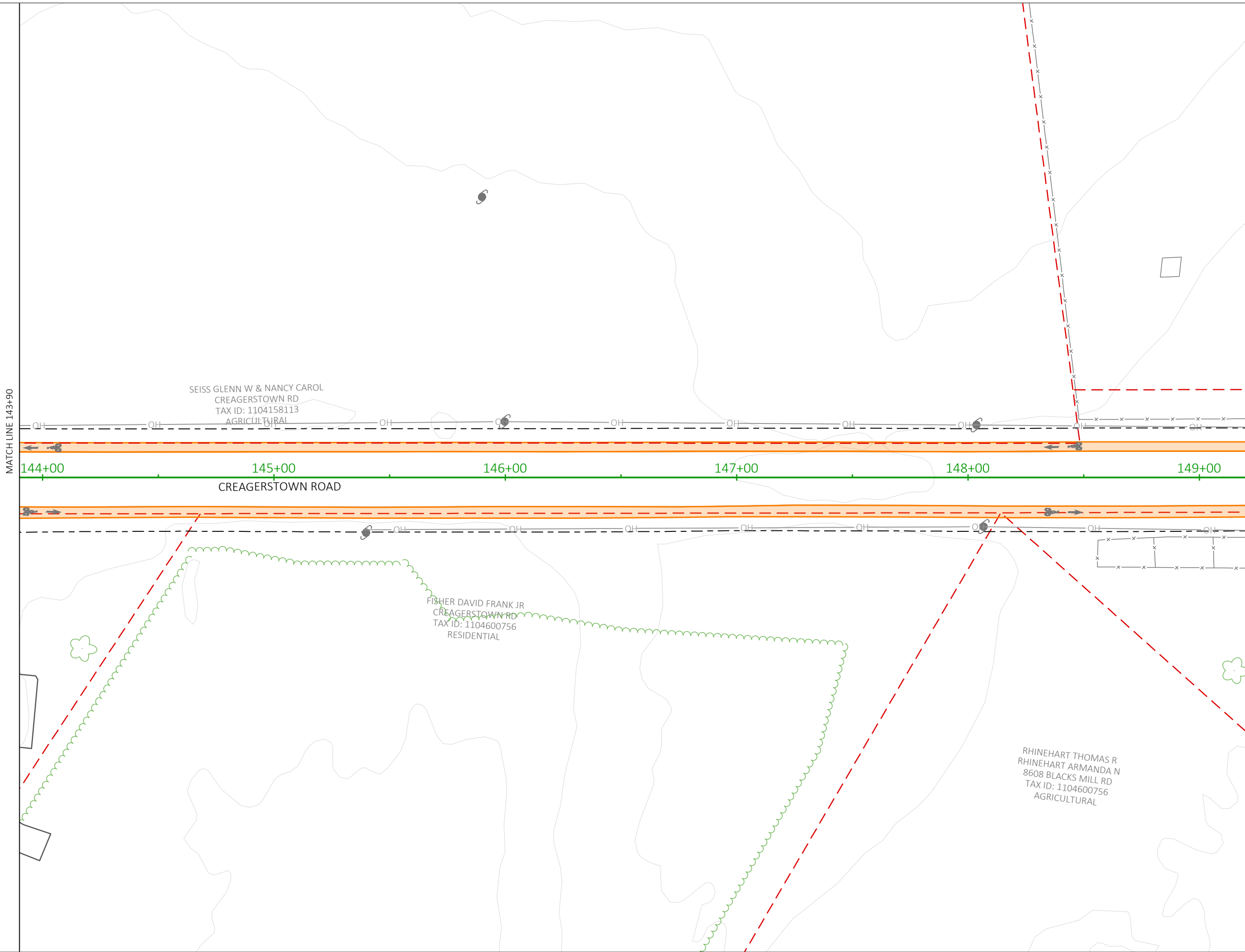
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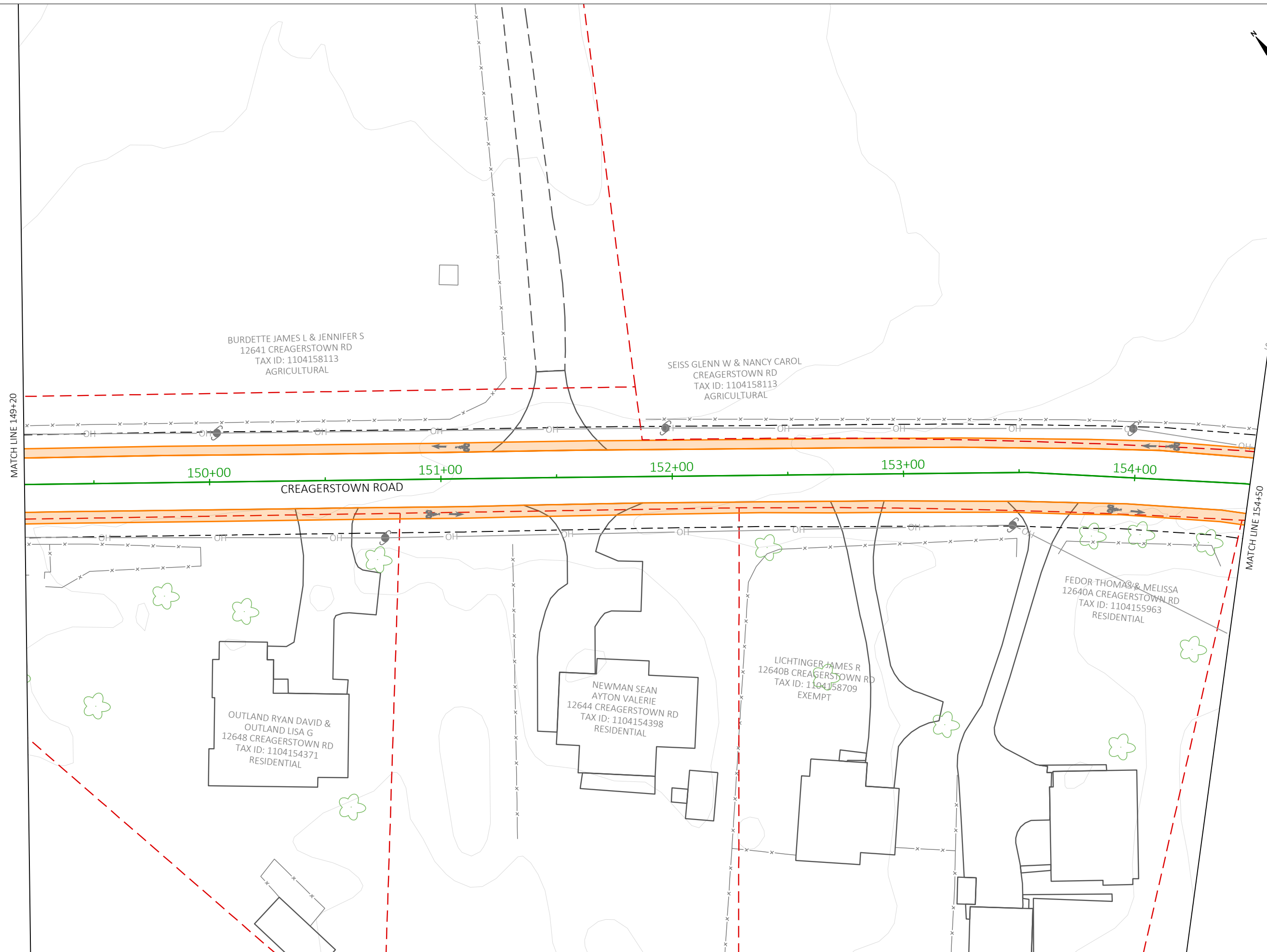
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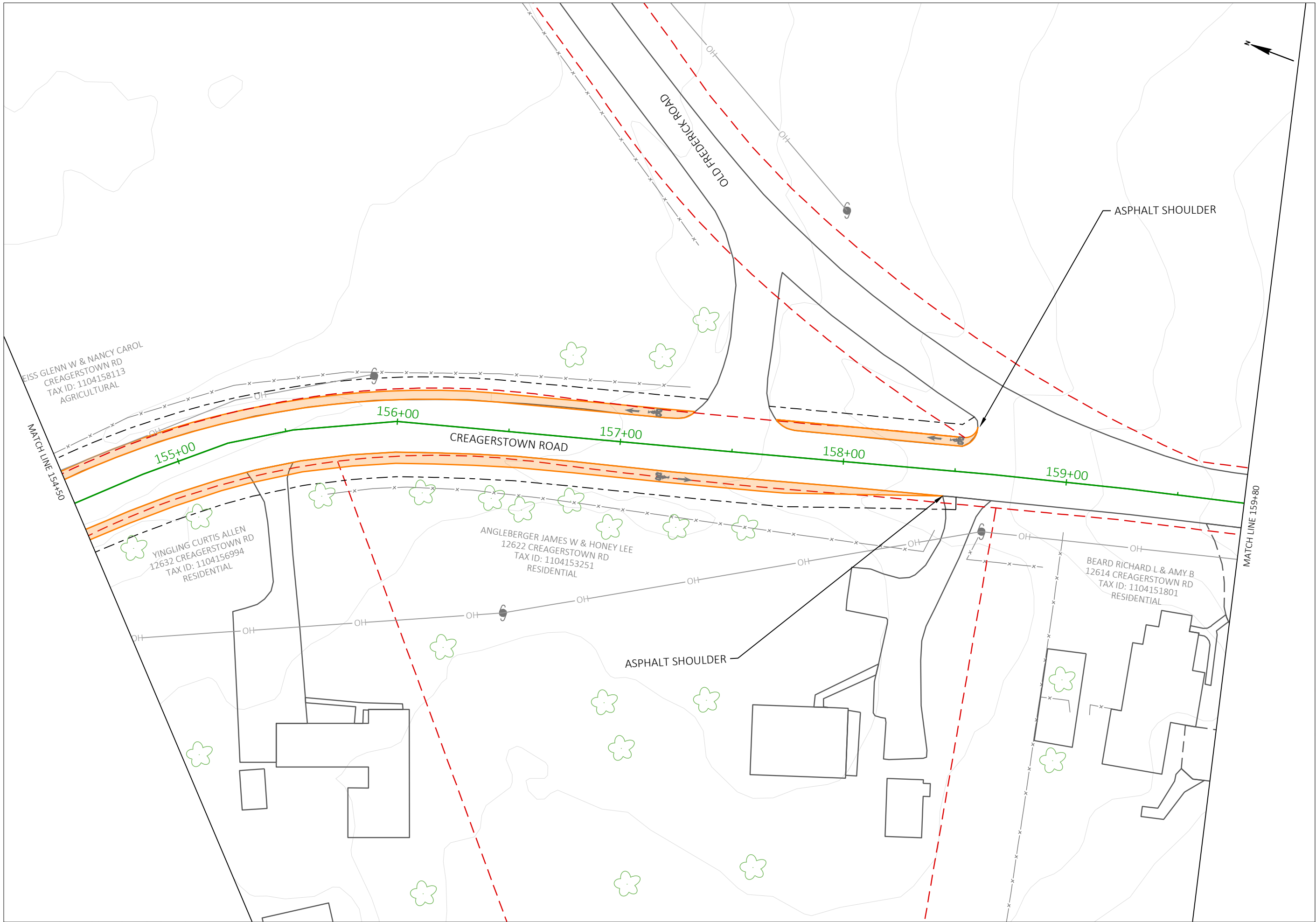
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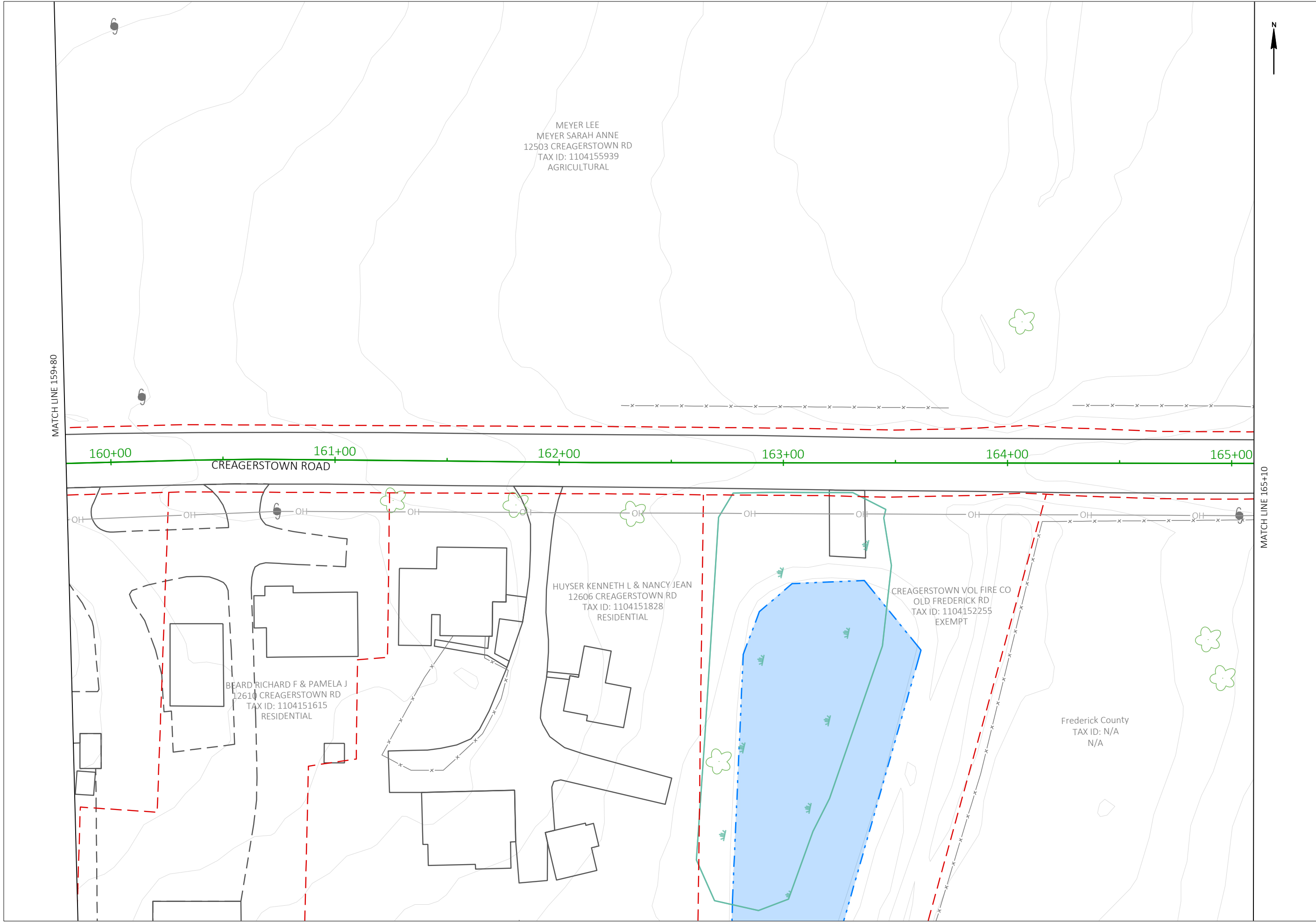
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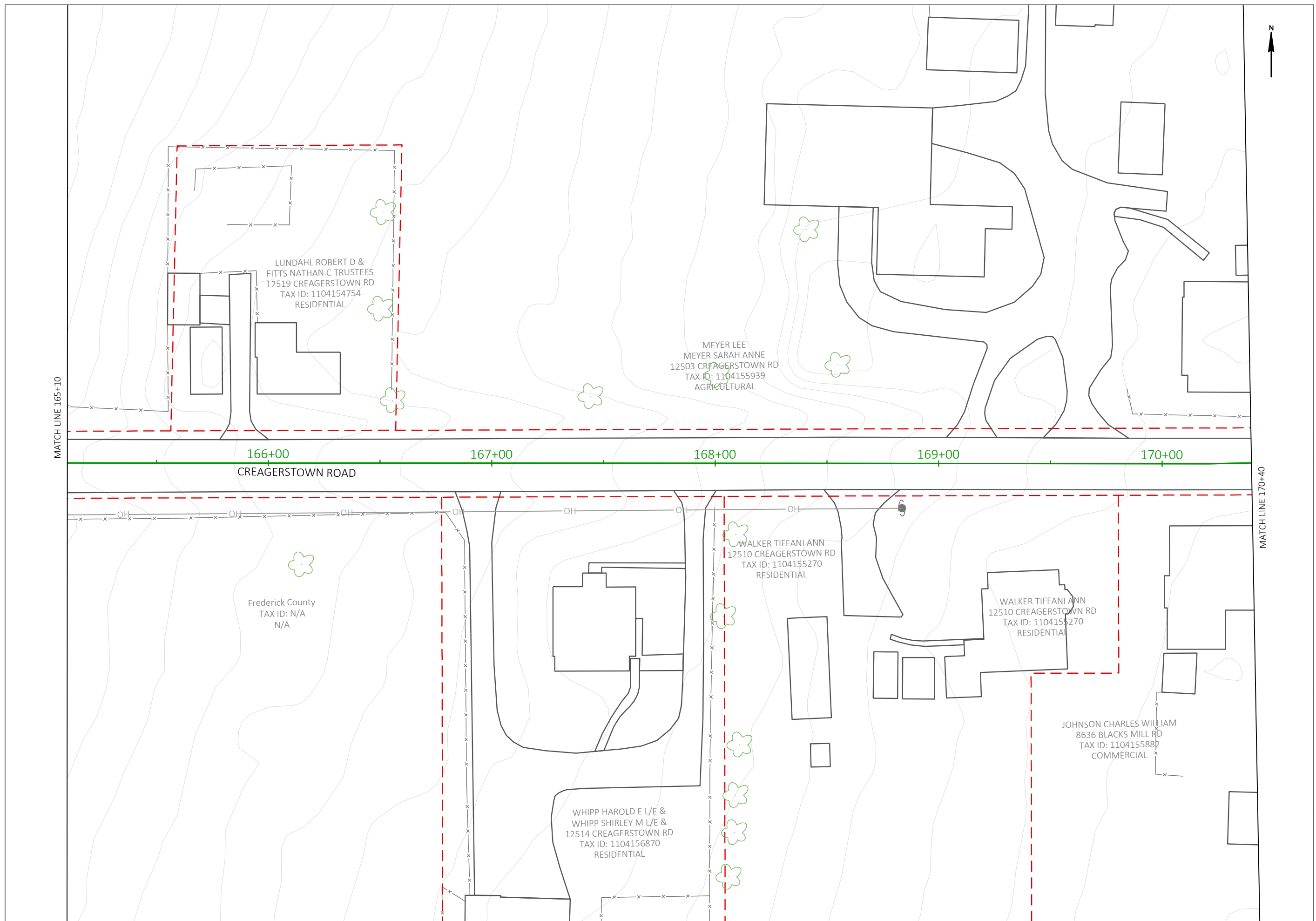
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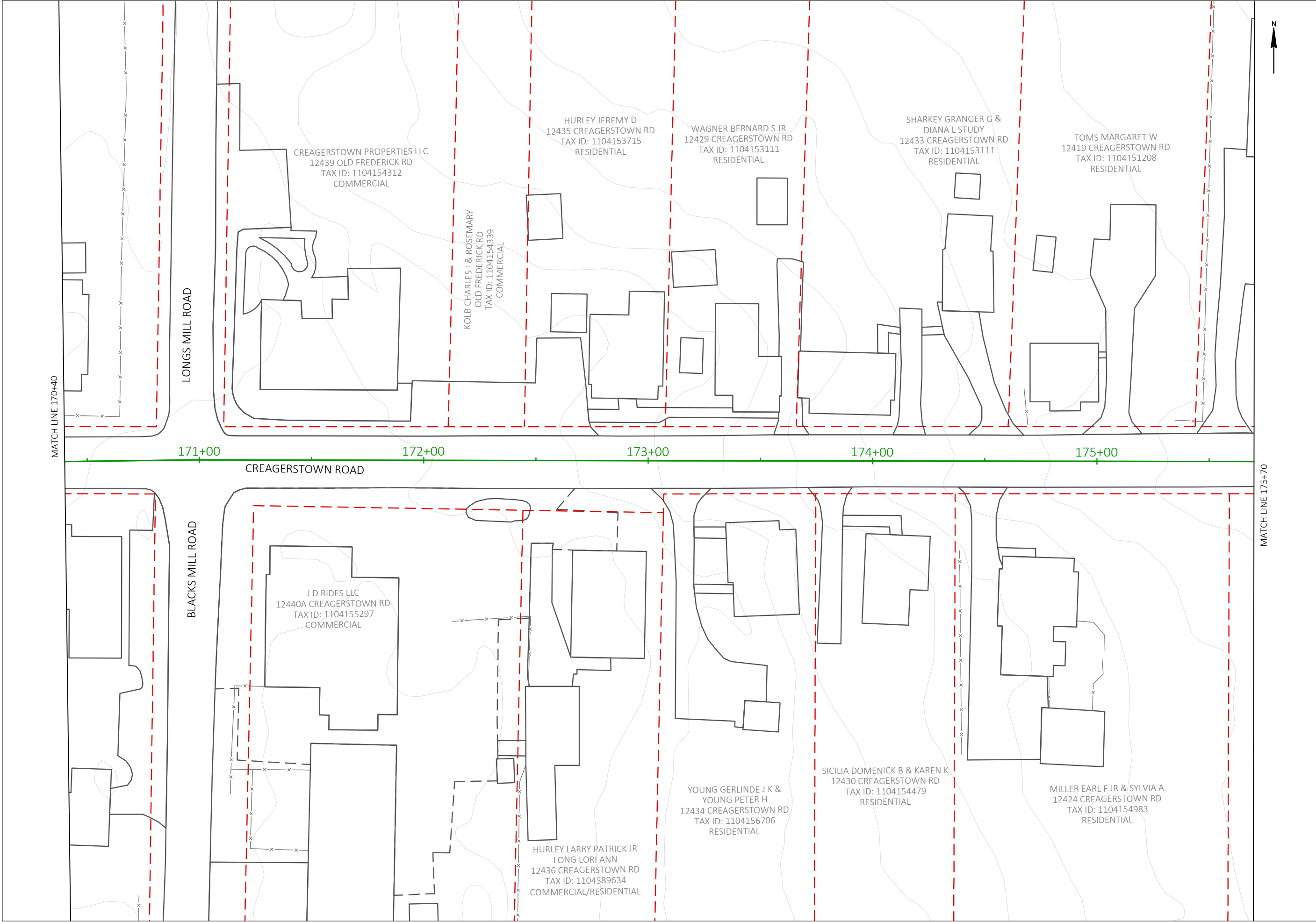
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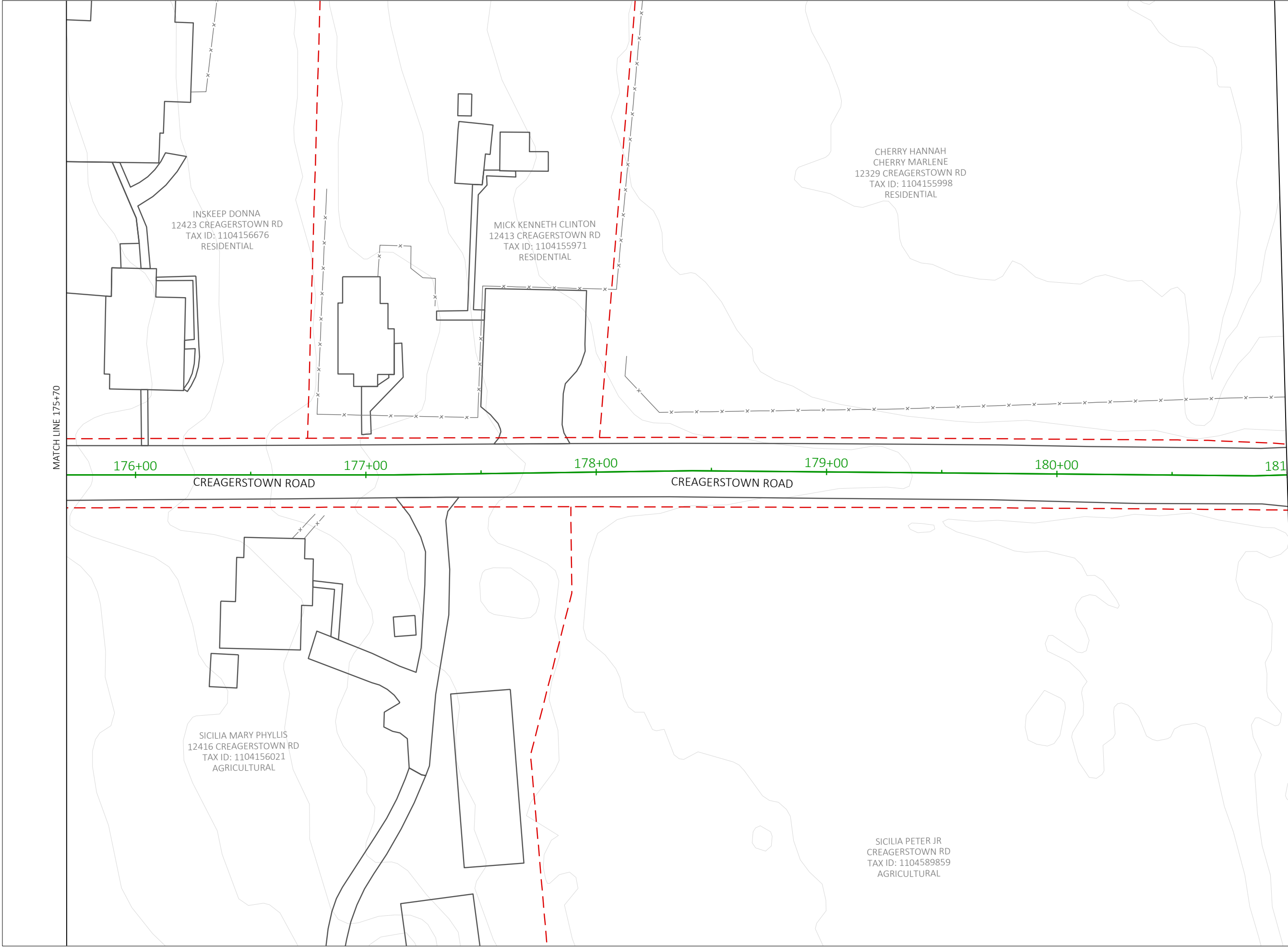
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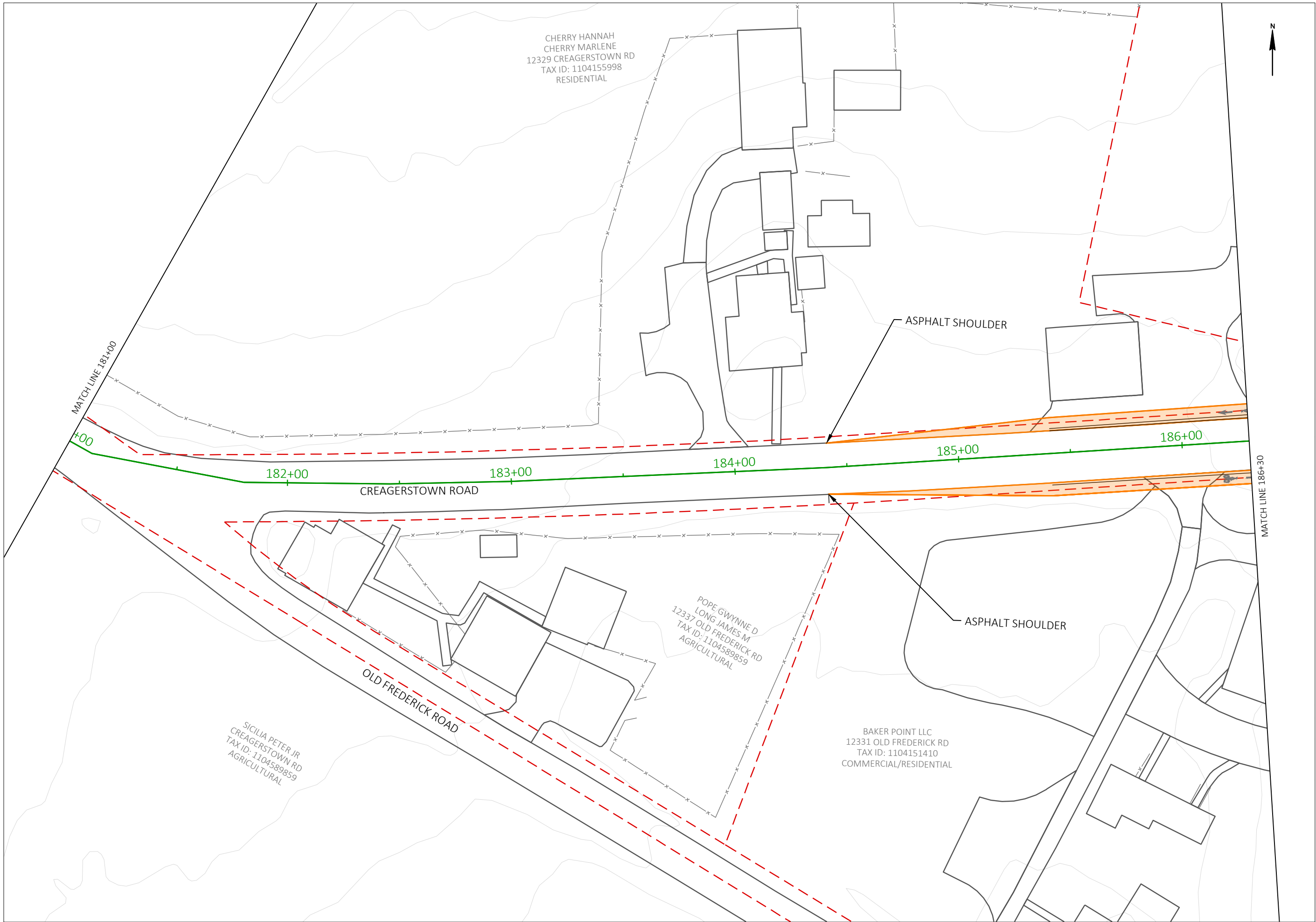
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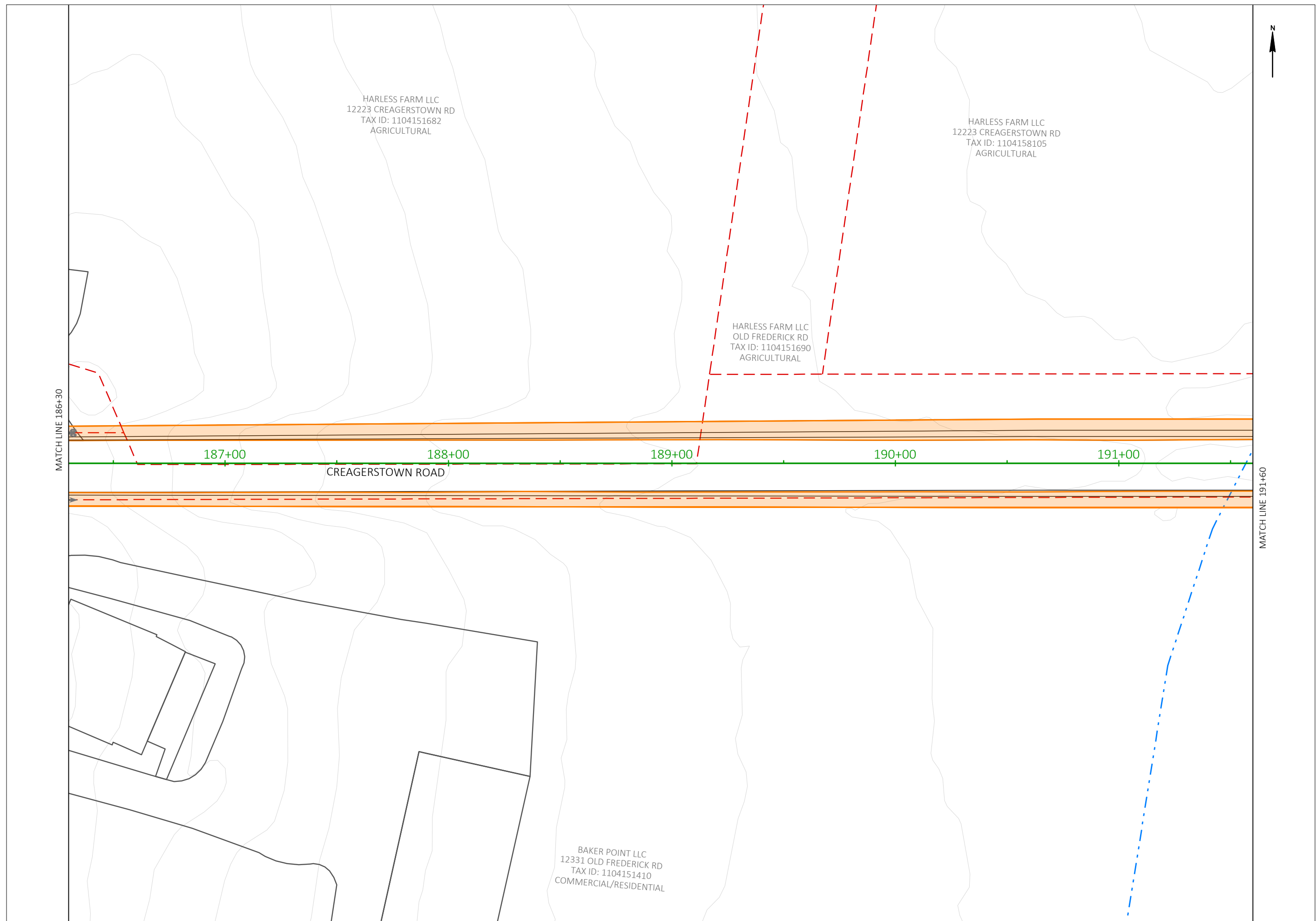
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MATCH LINE 191+60

MATCH LINE 196+90



HARLESS FARM LLC
12223 CREAGERSTOWN RD
TAX ID: 1104158105
AGRICULTURAL

BAKER POINT LLC
12331 OLD FREDERICK RD
TAX ID: 1104151410
COMMERCIAL/RESIDENTIAL

192+00

193+00

194+00

195+00

196+00

CREAGERSTOWN ROAD

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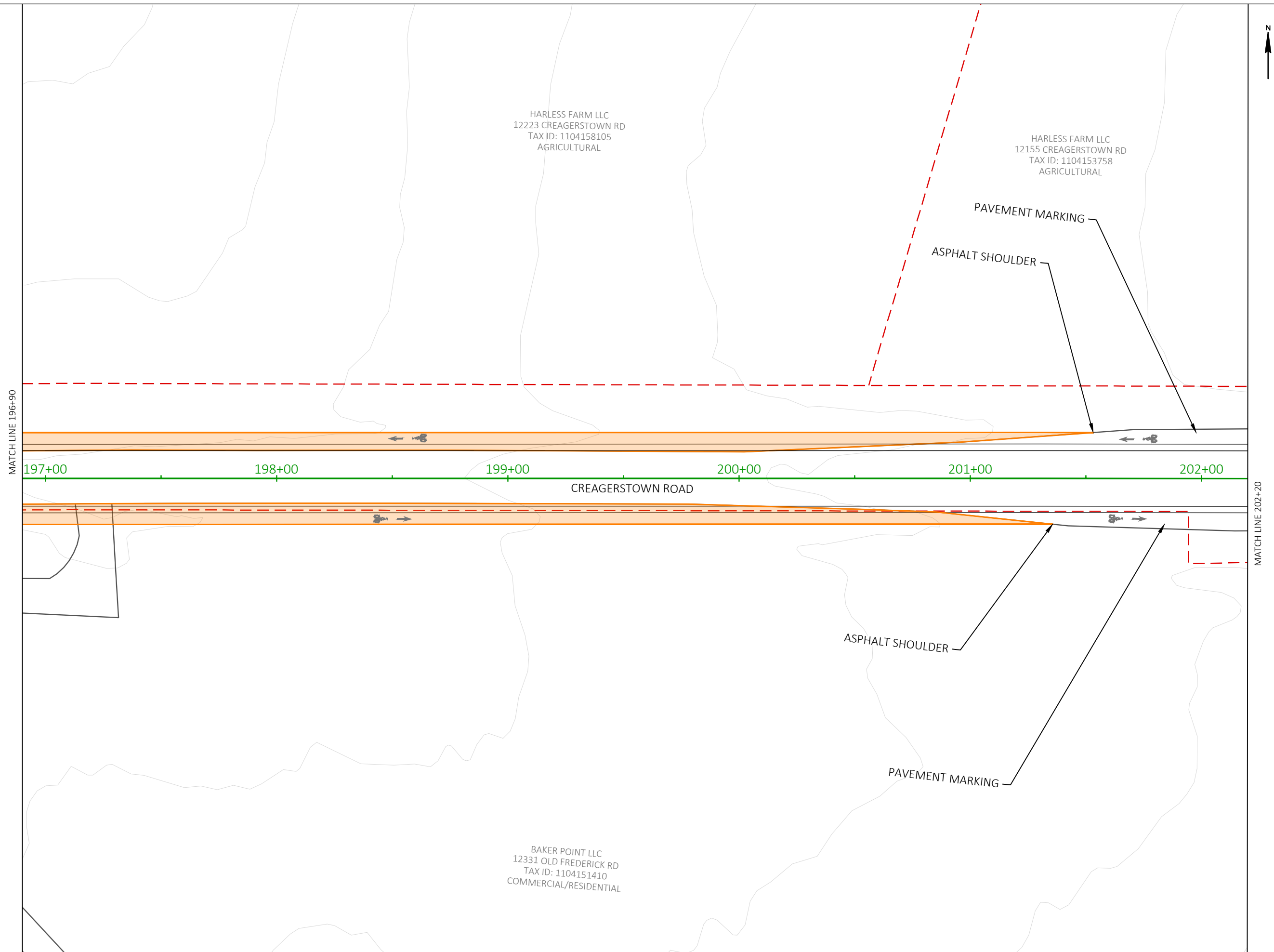
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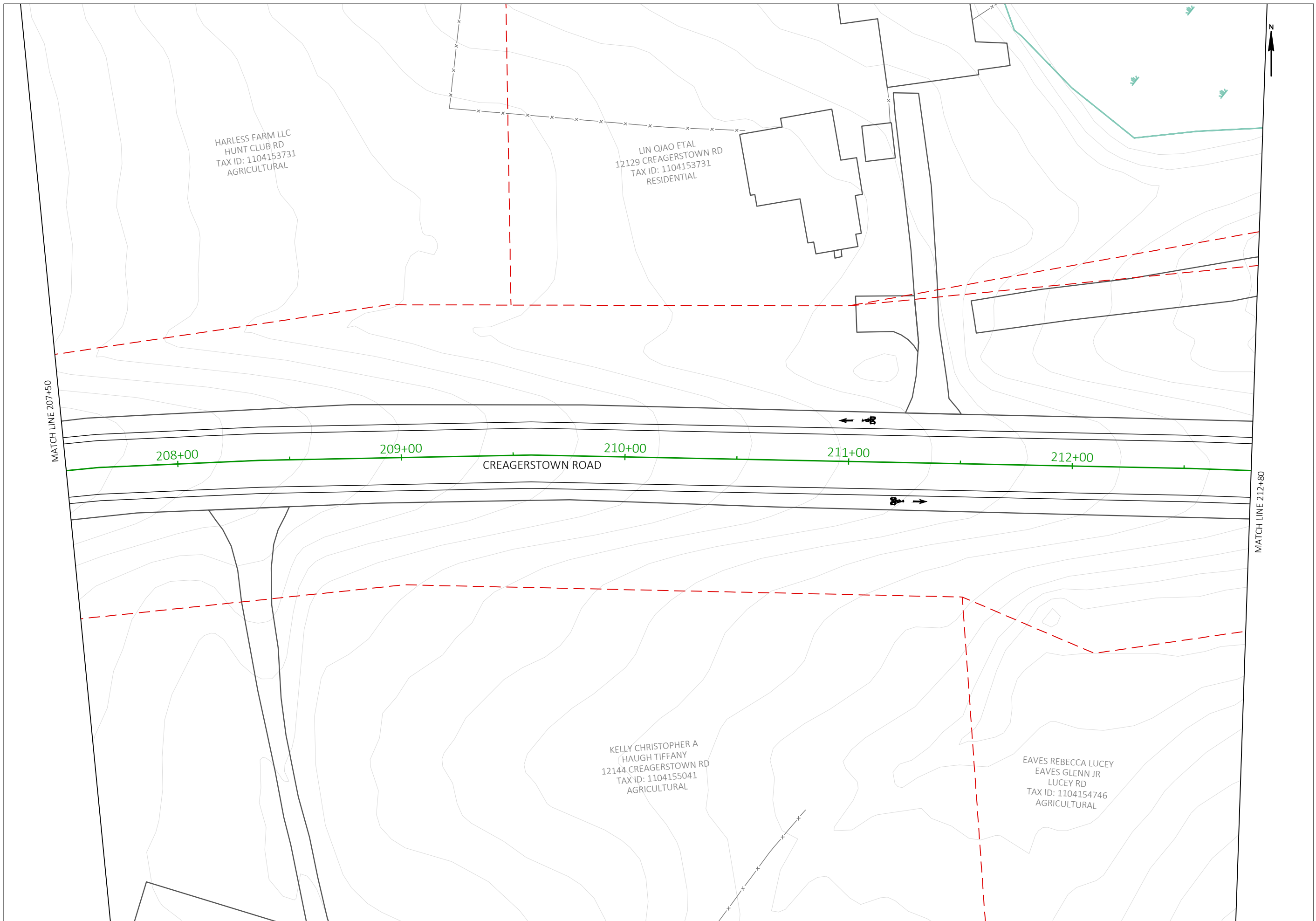
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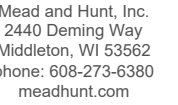
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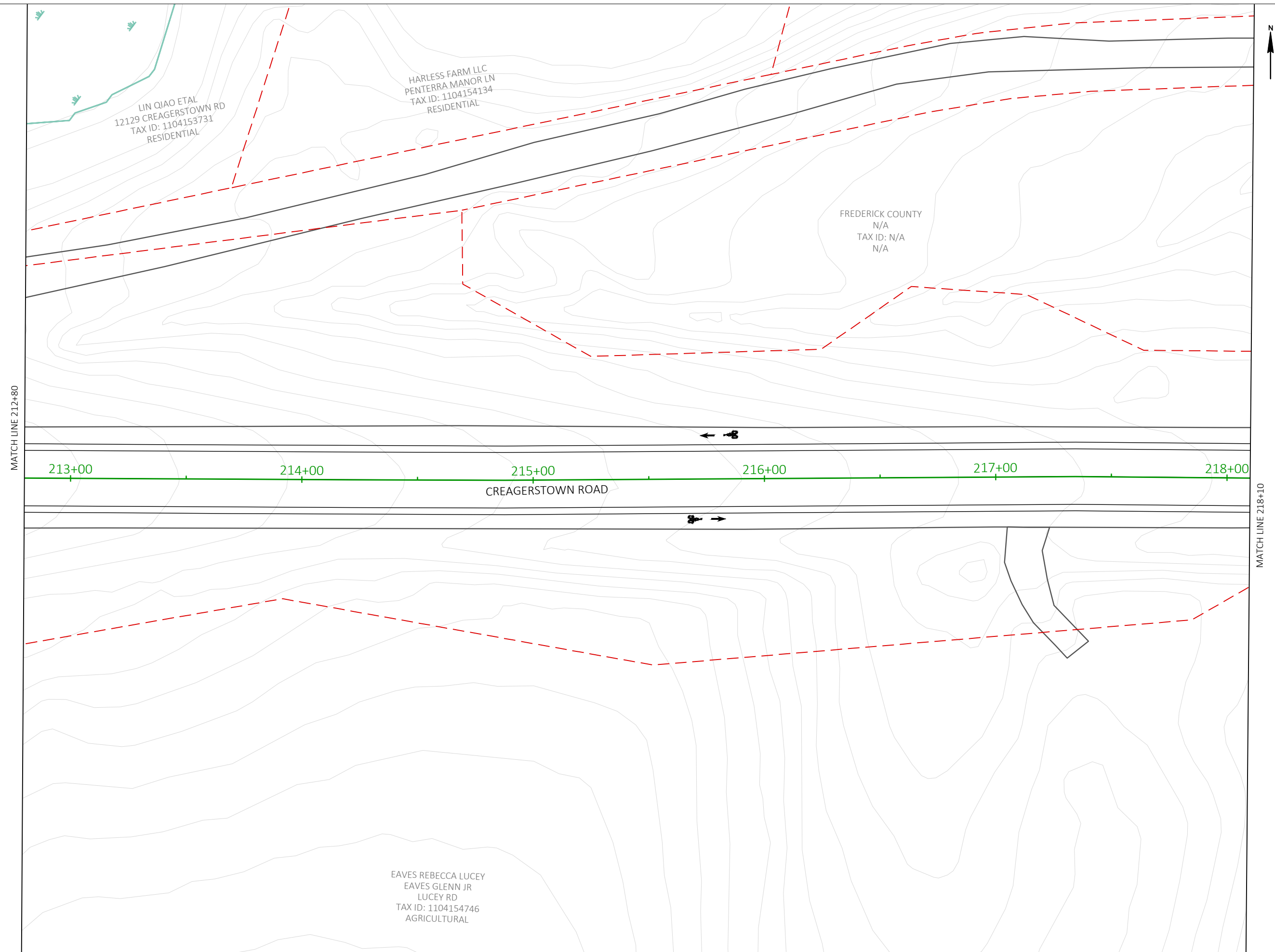
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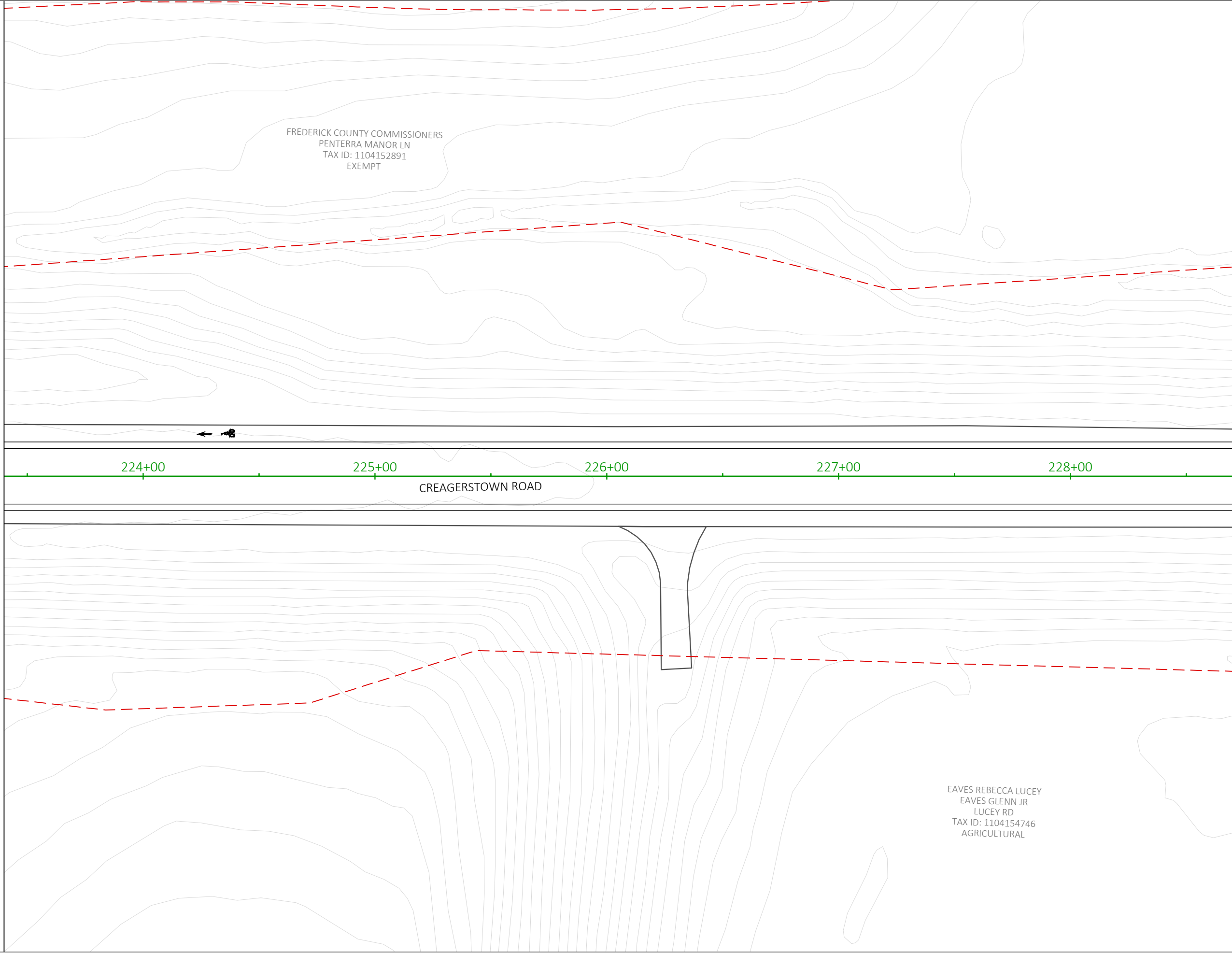
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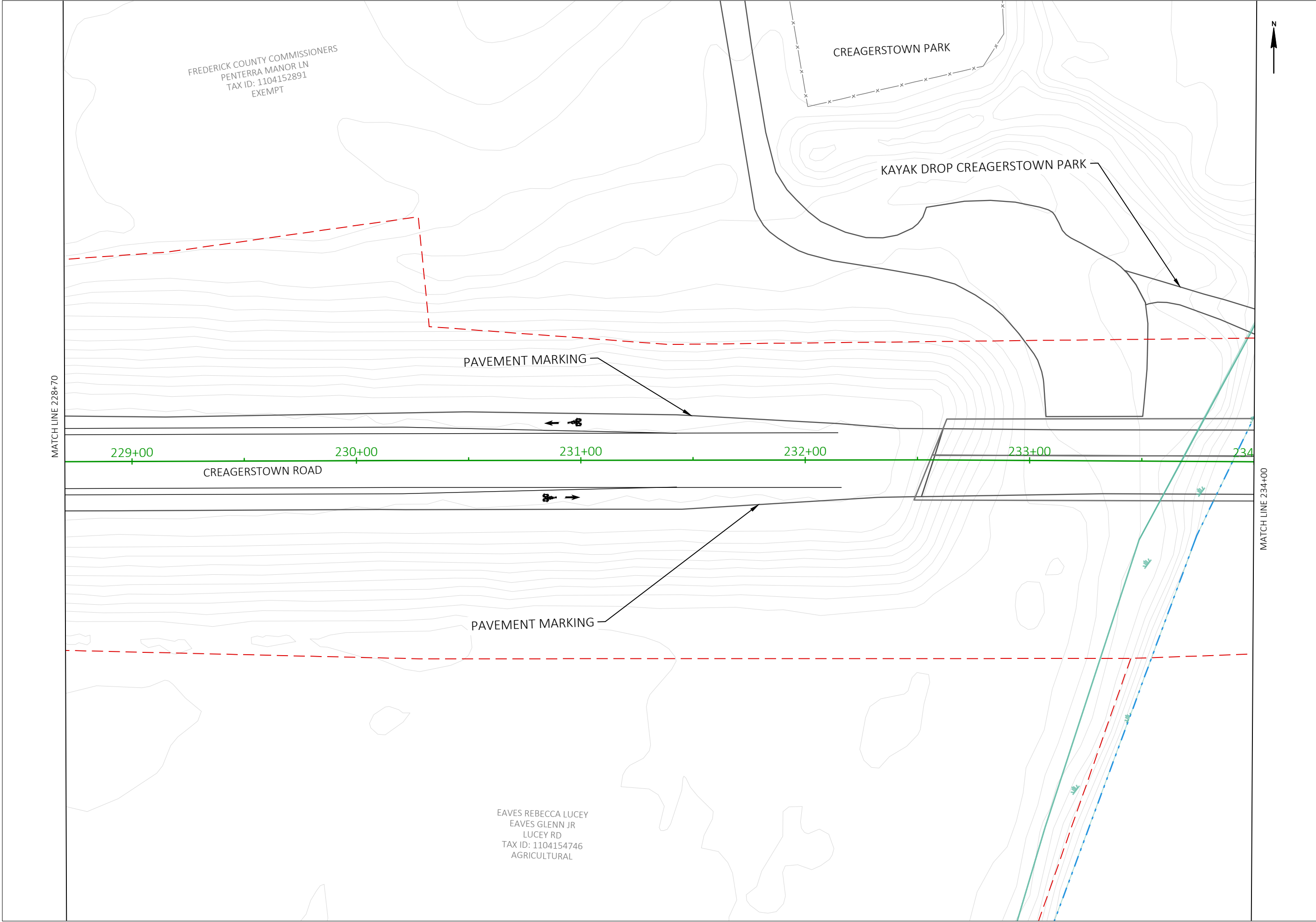
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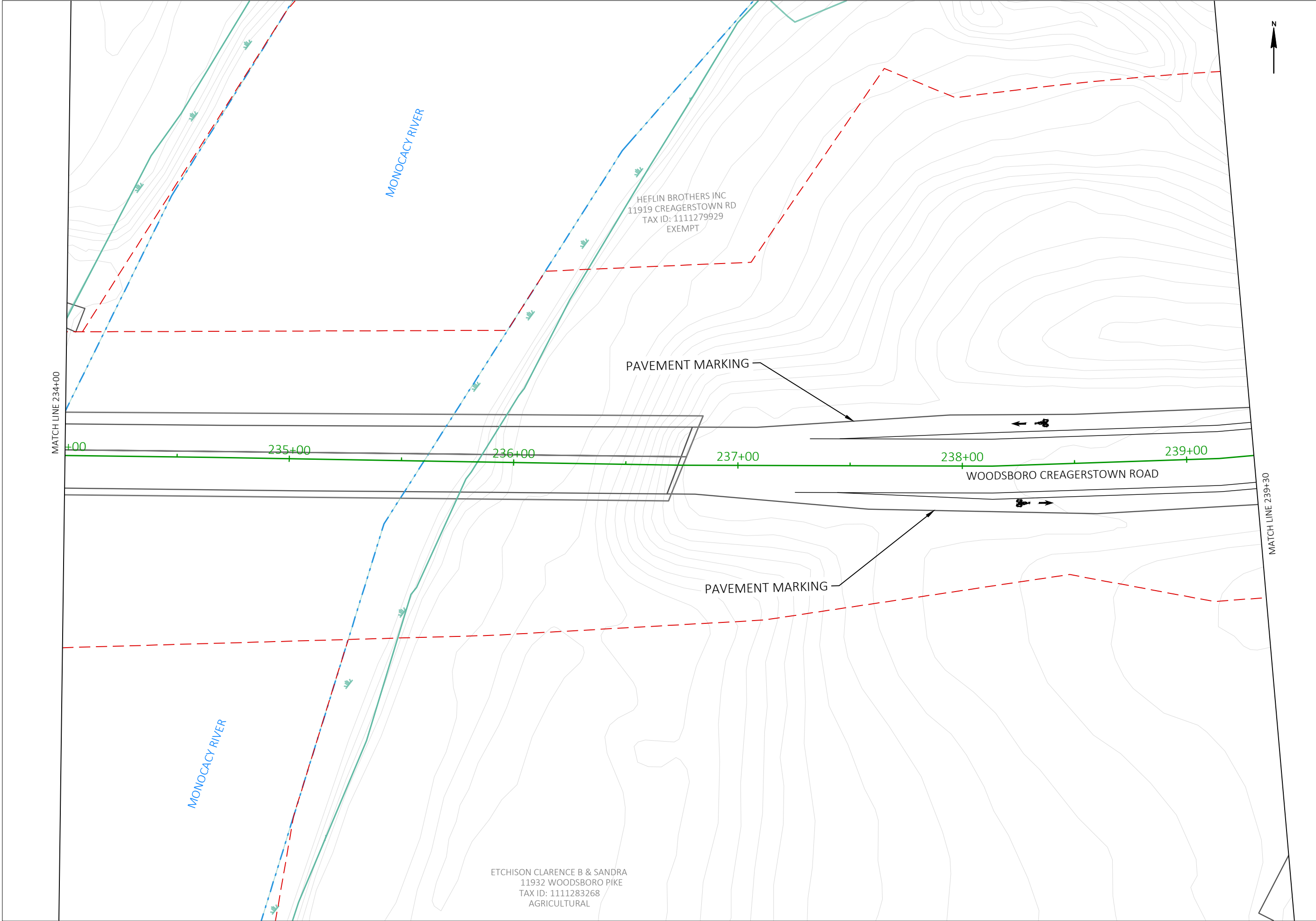
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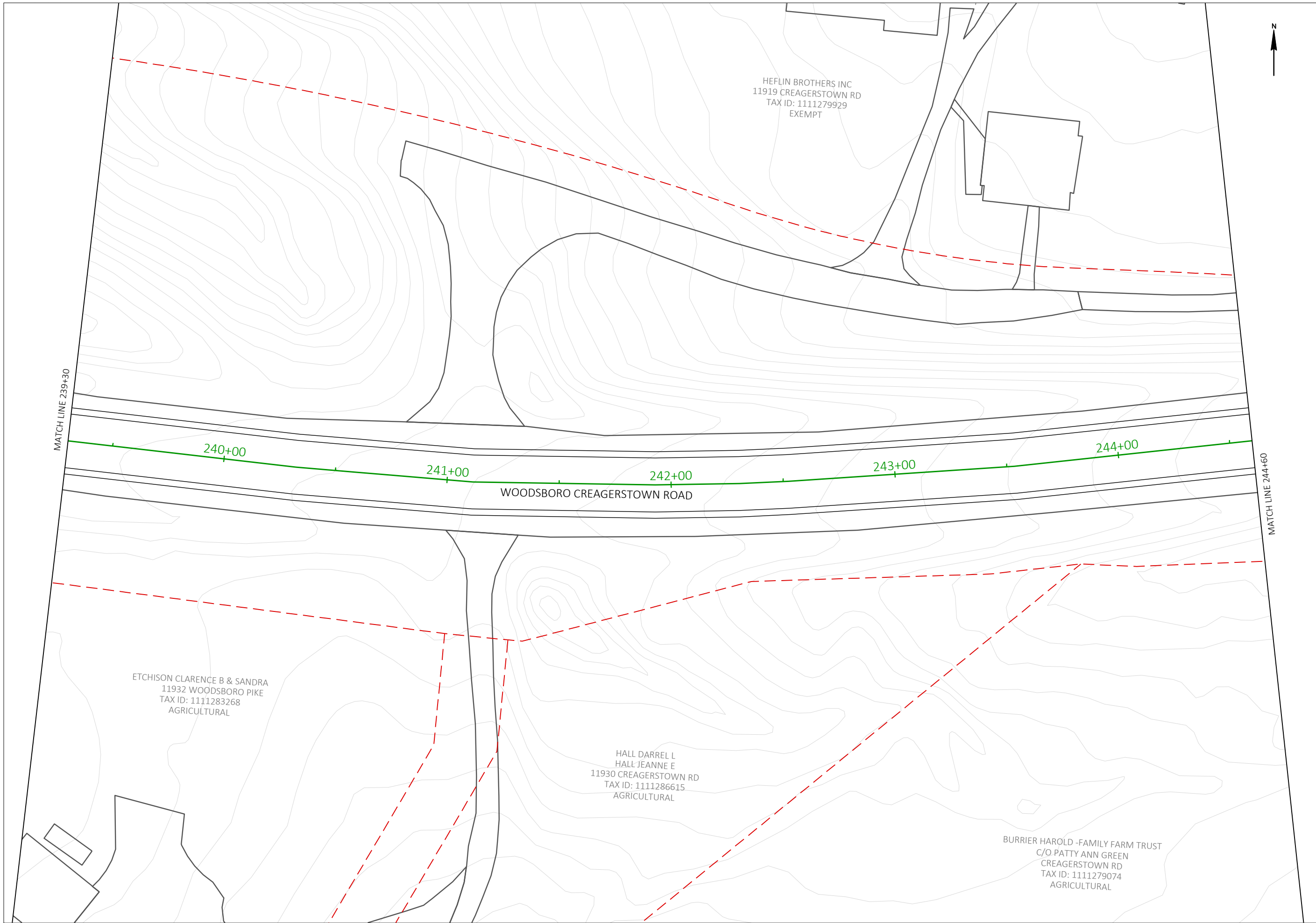
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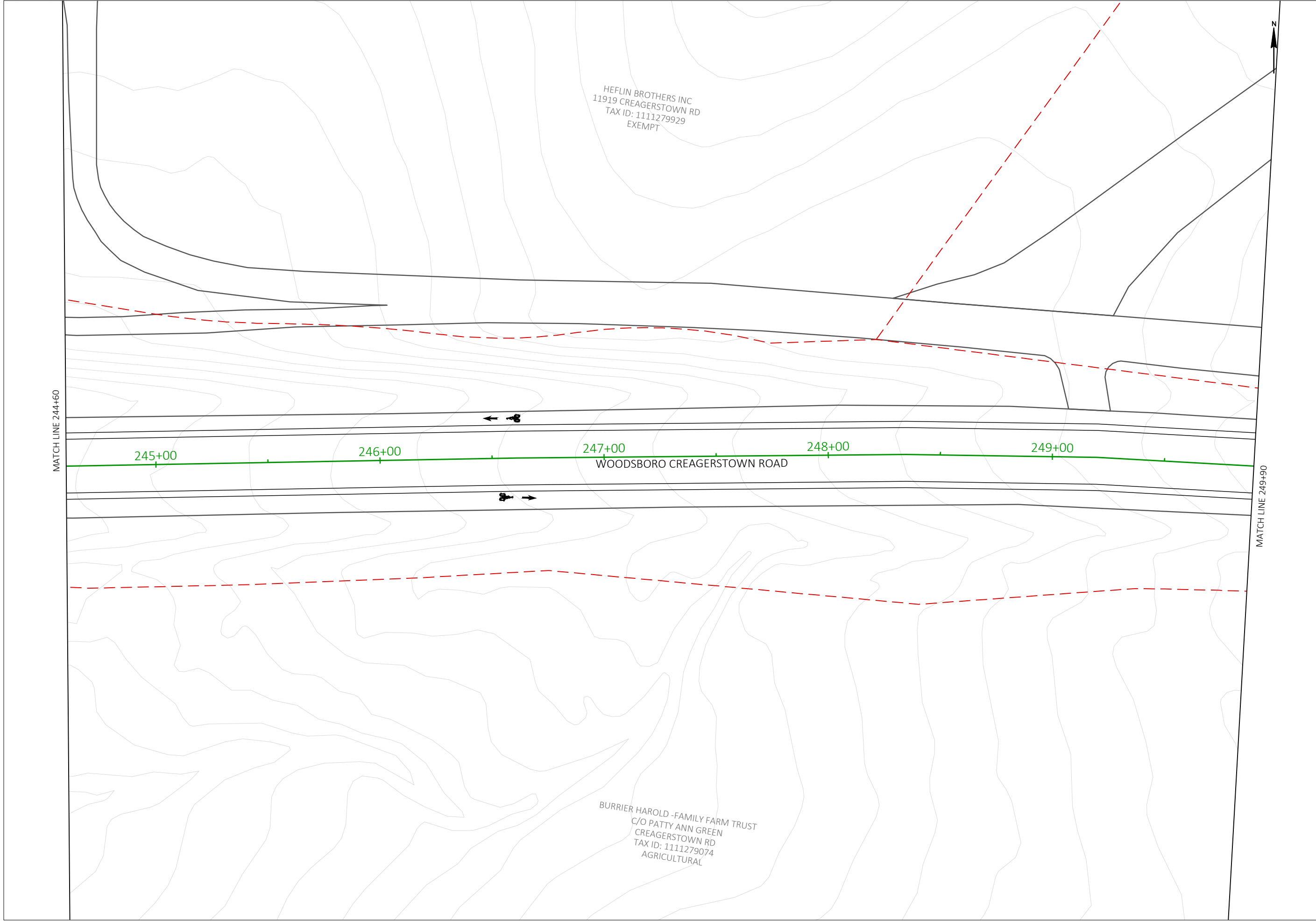
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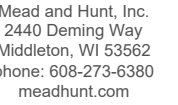
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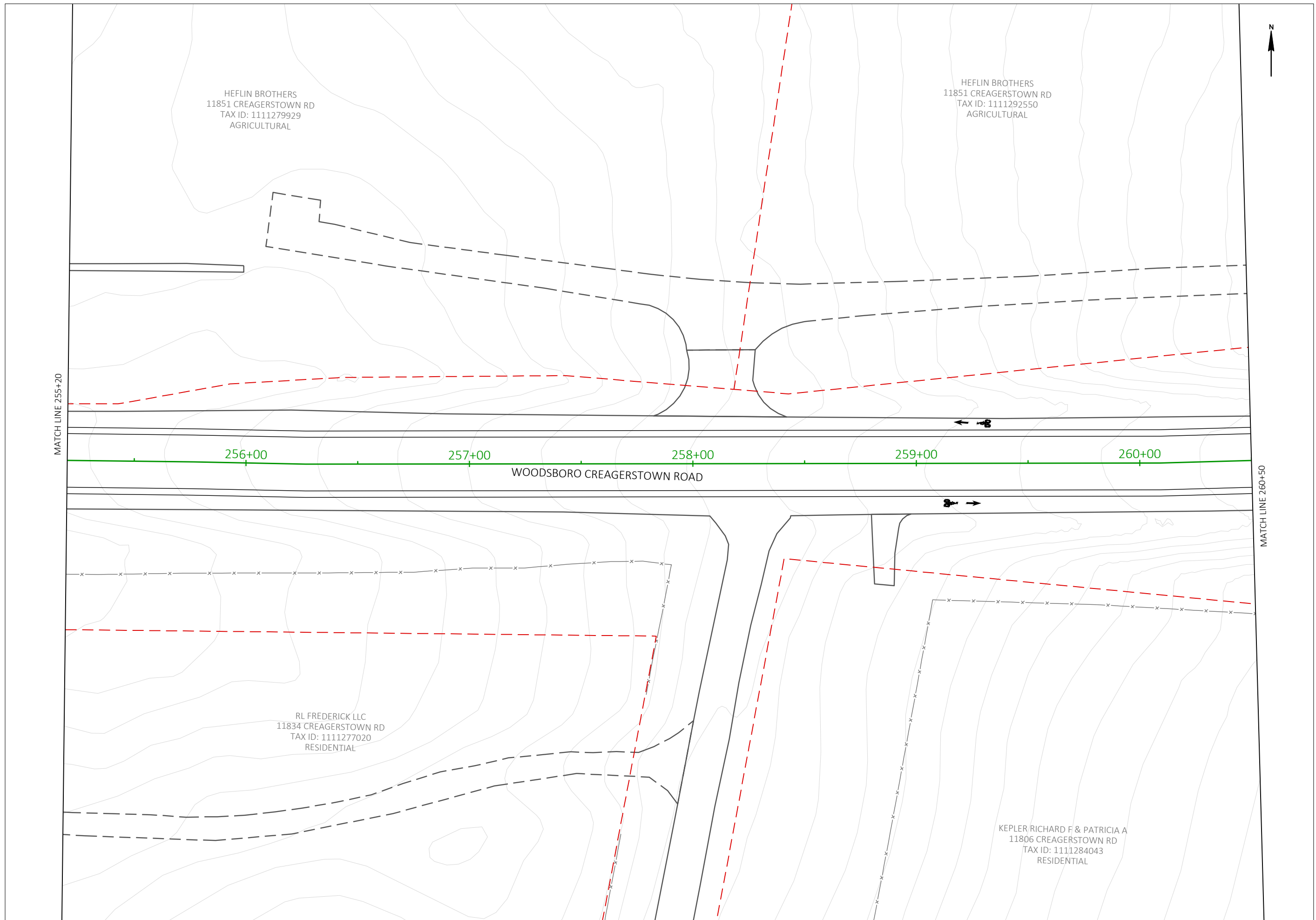
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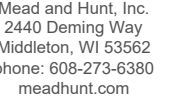
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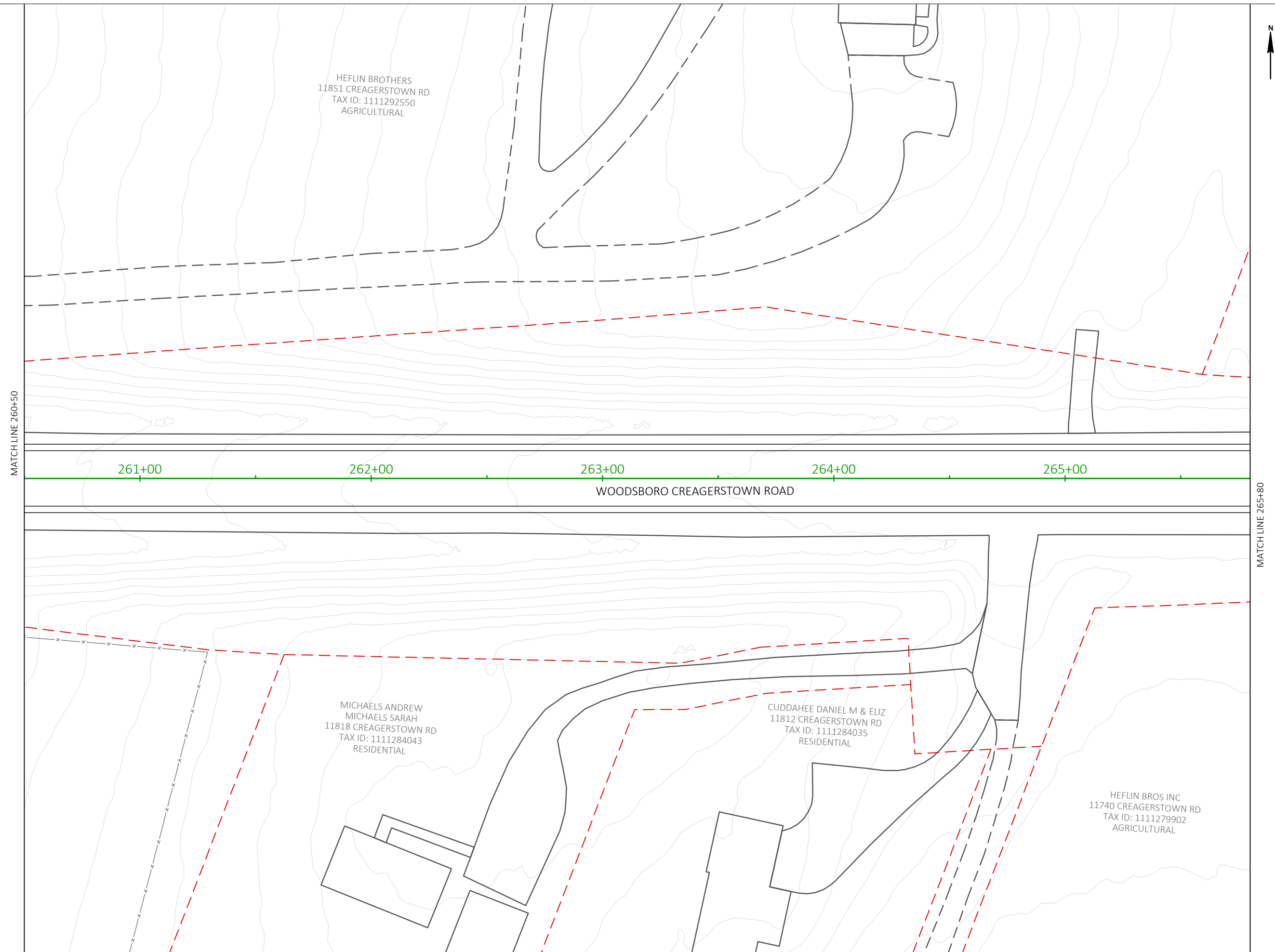
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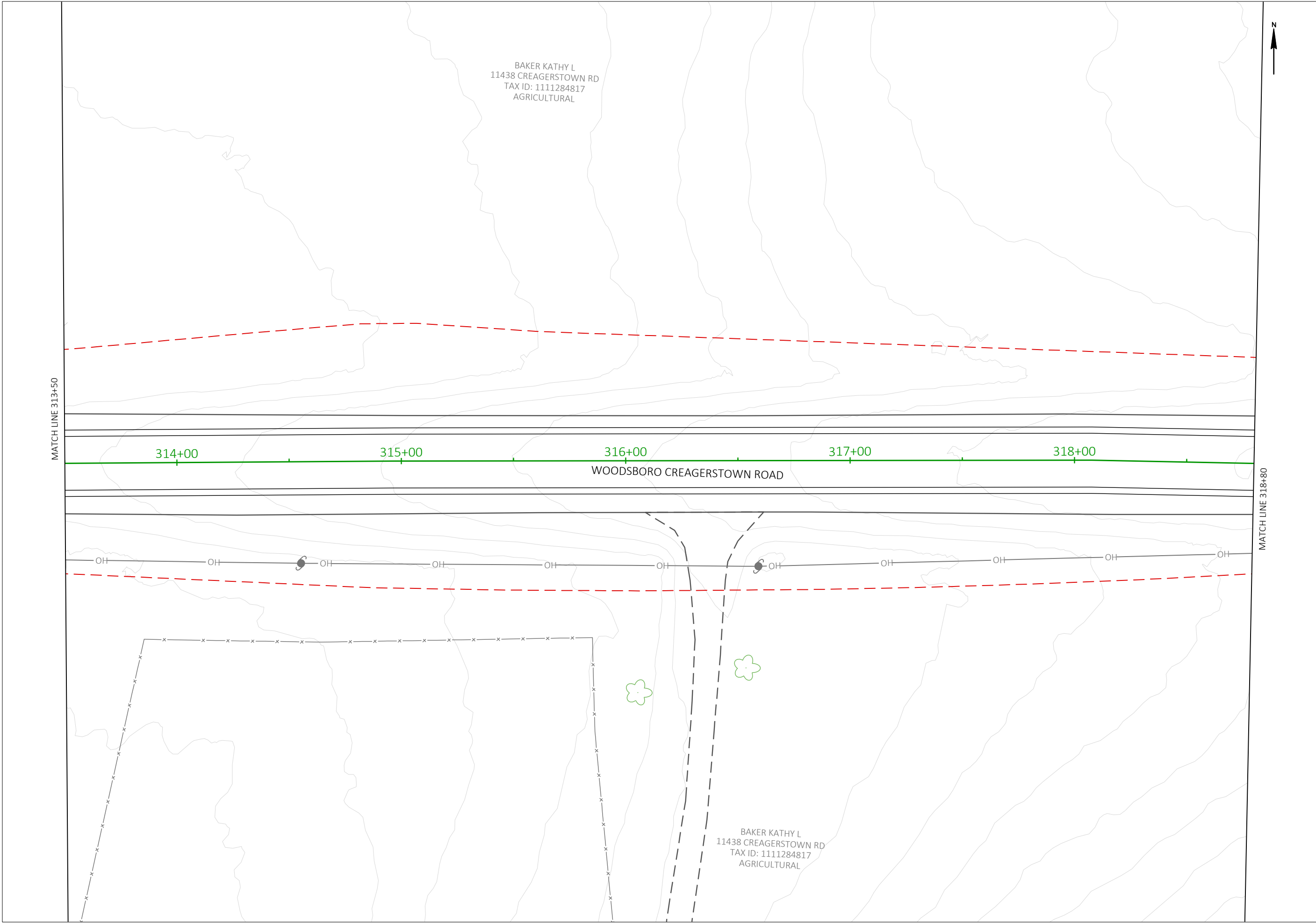
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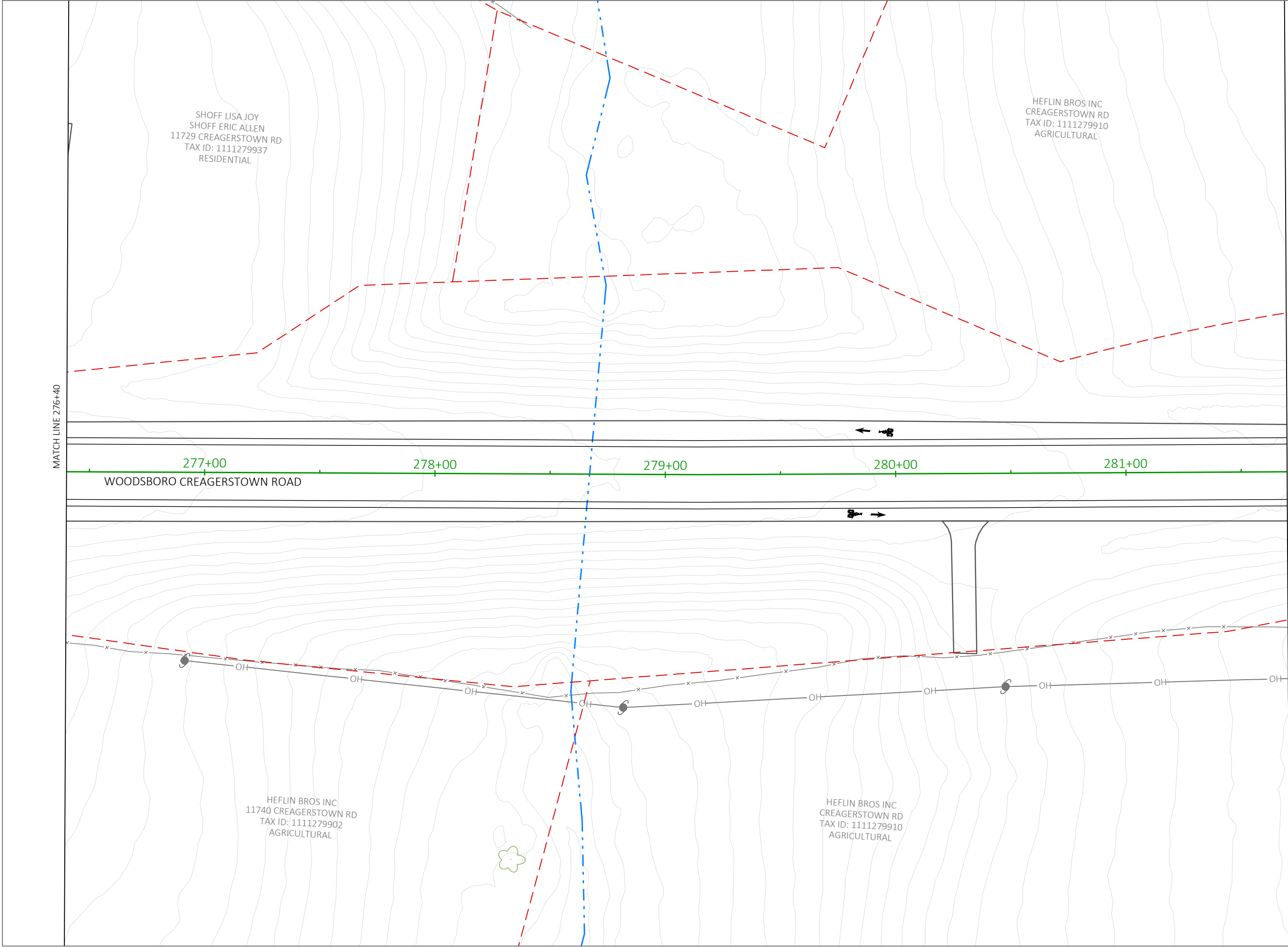
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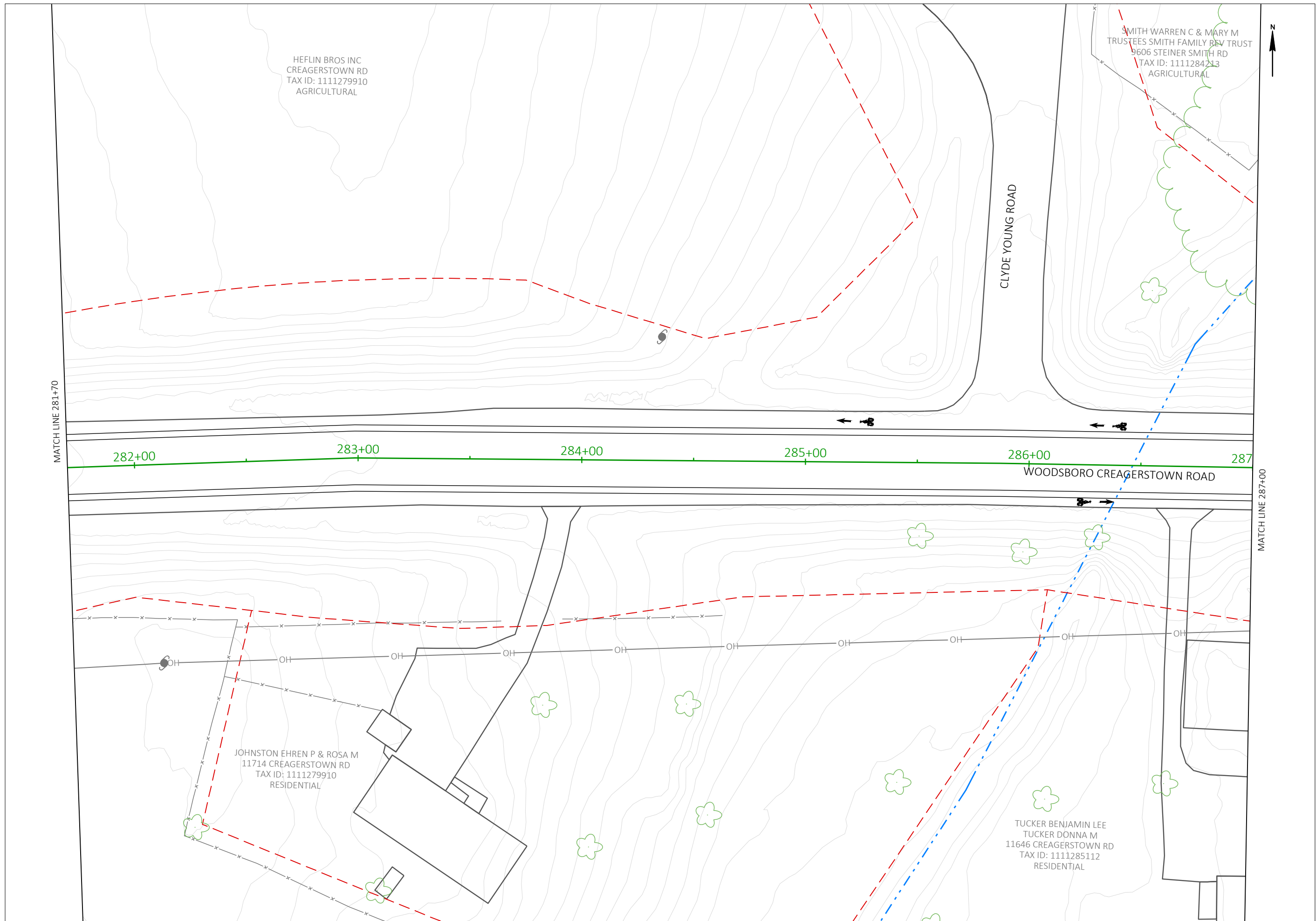
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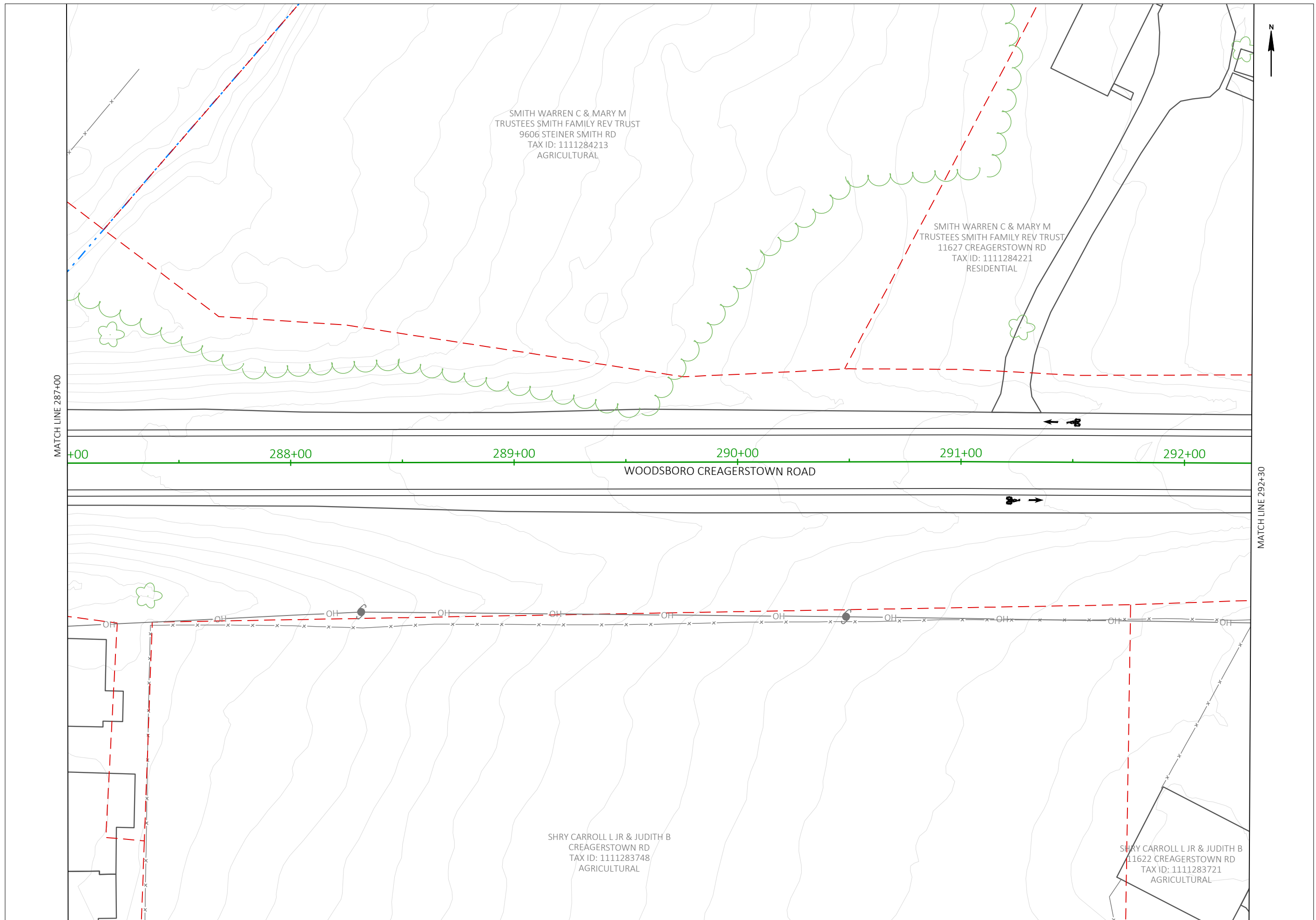
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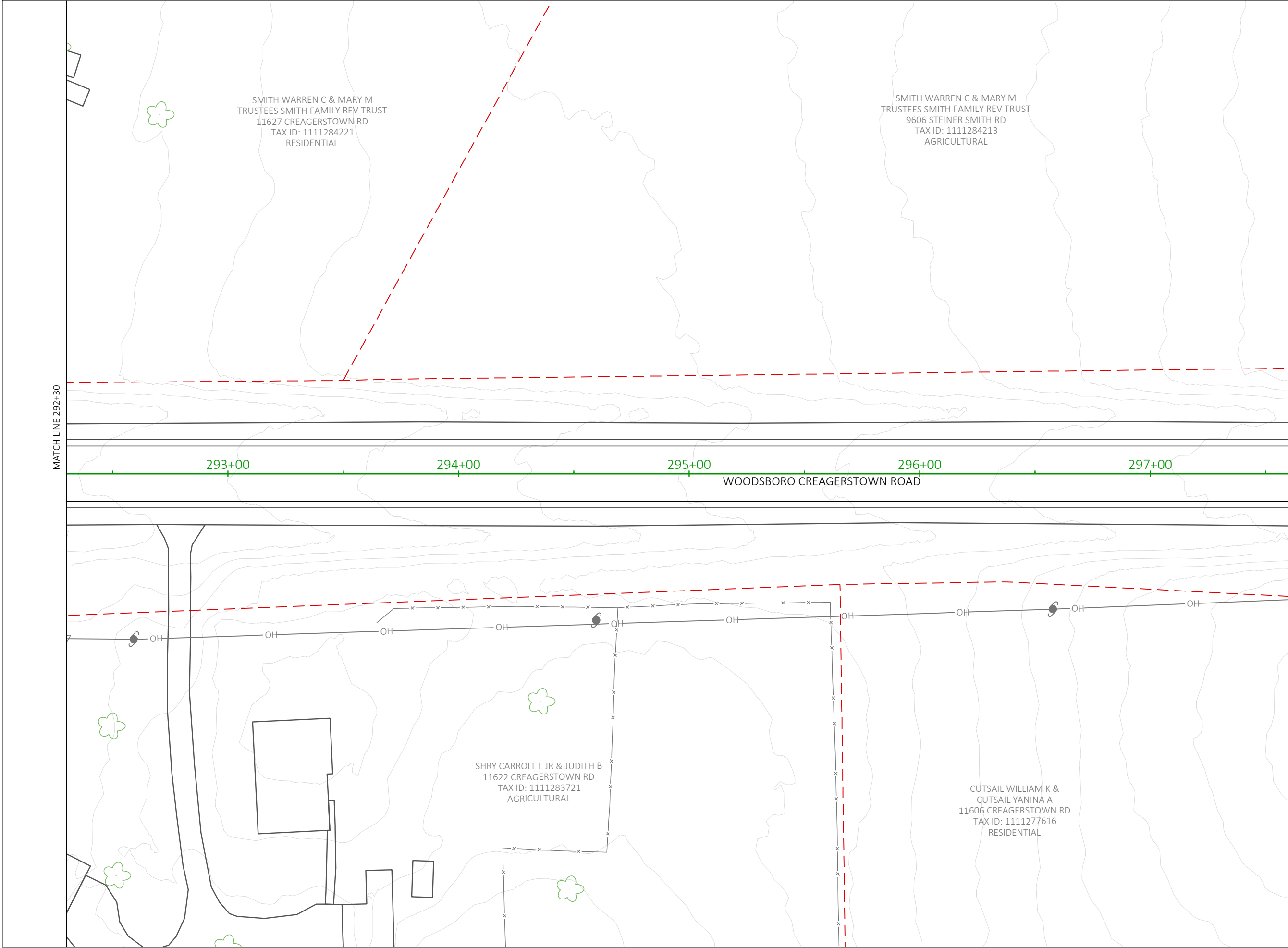
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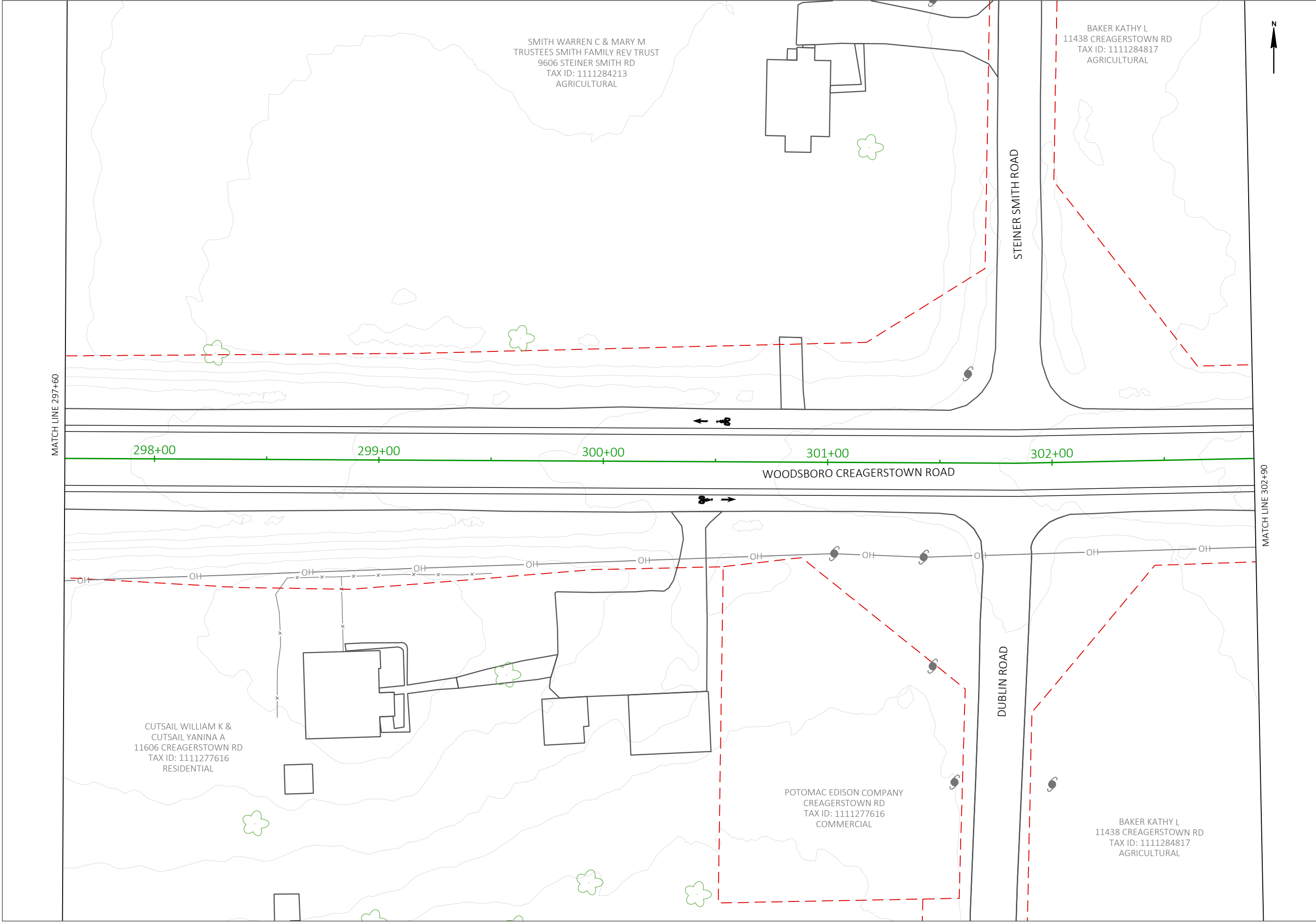
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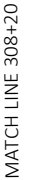
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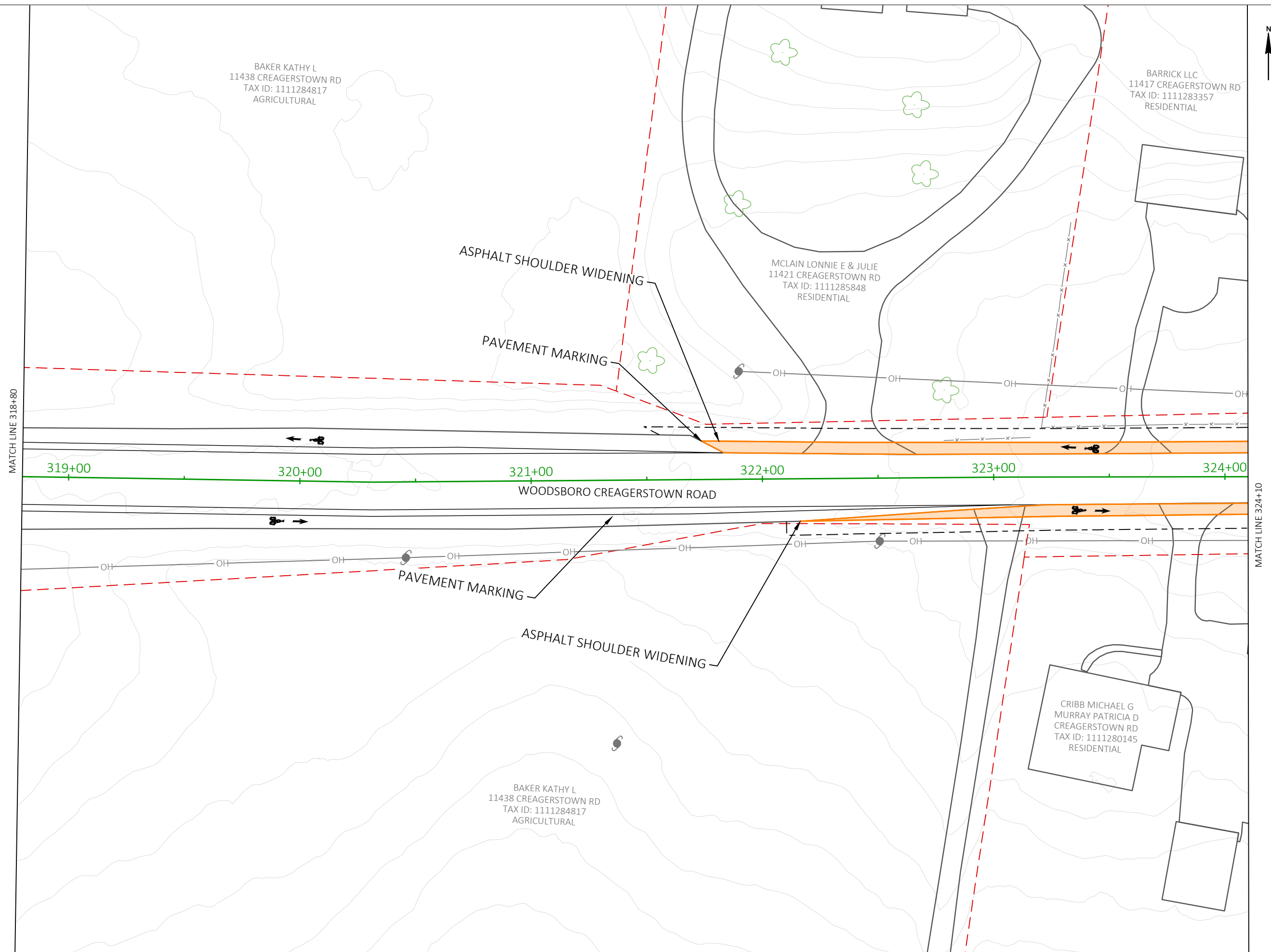
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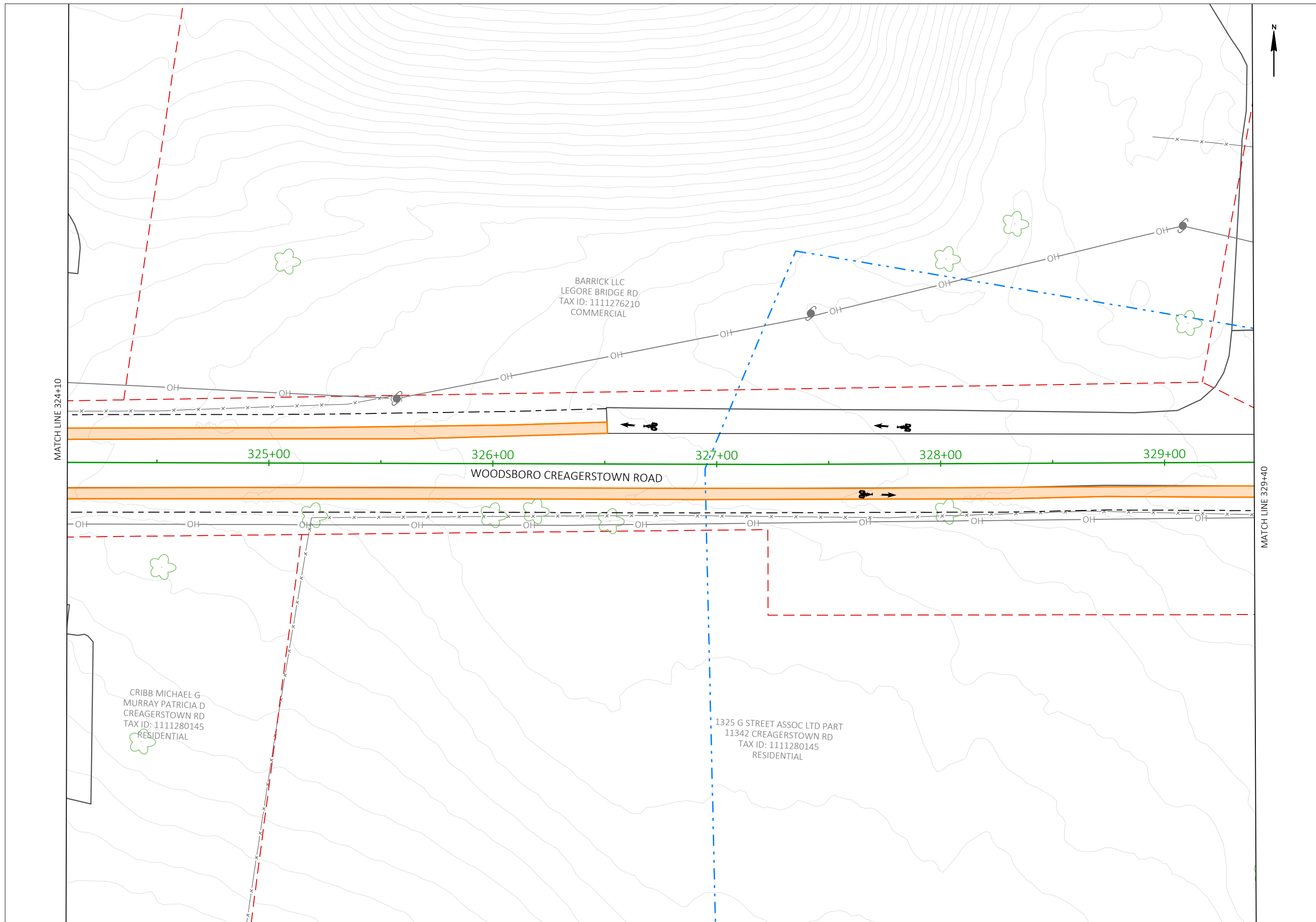
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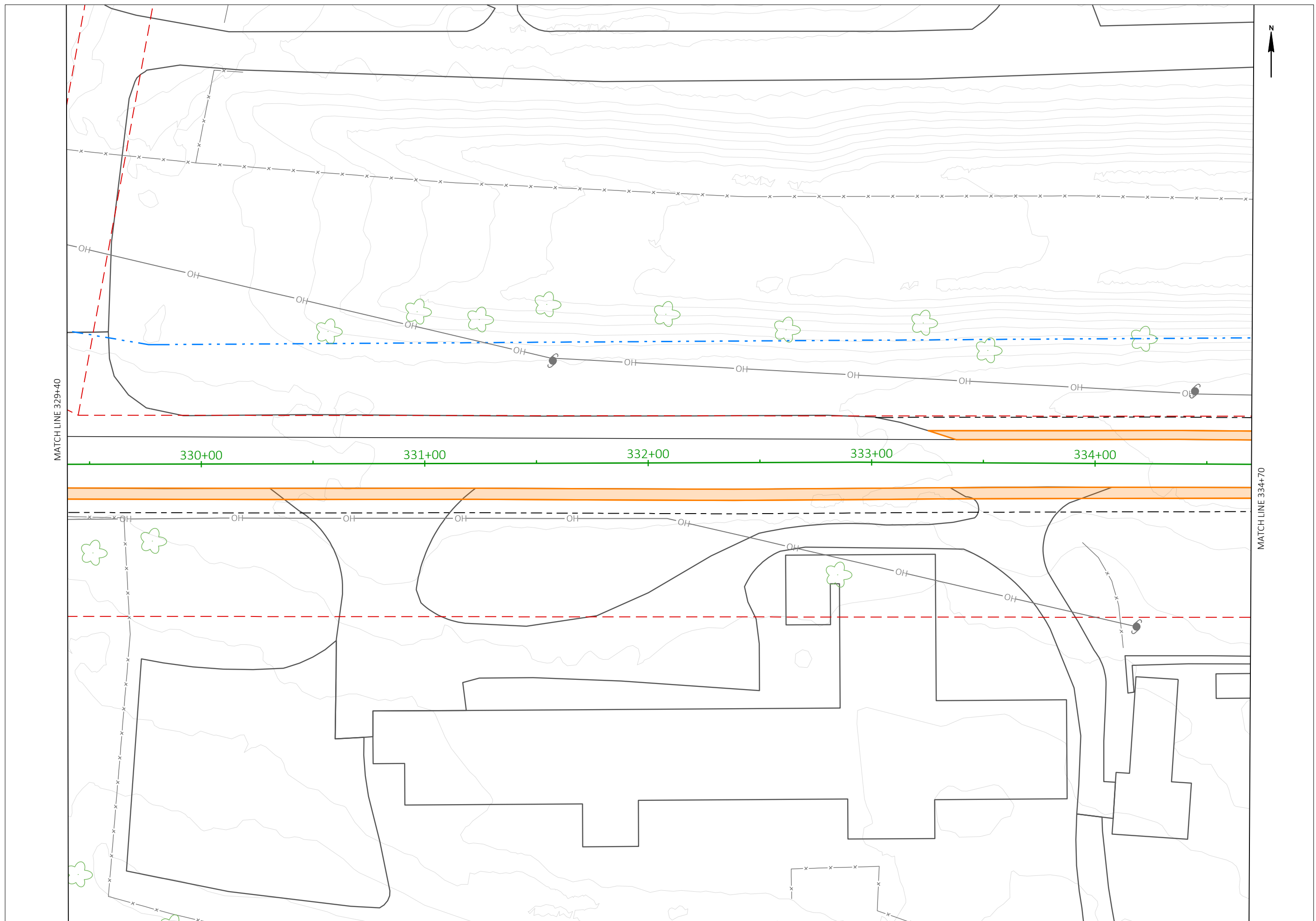
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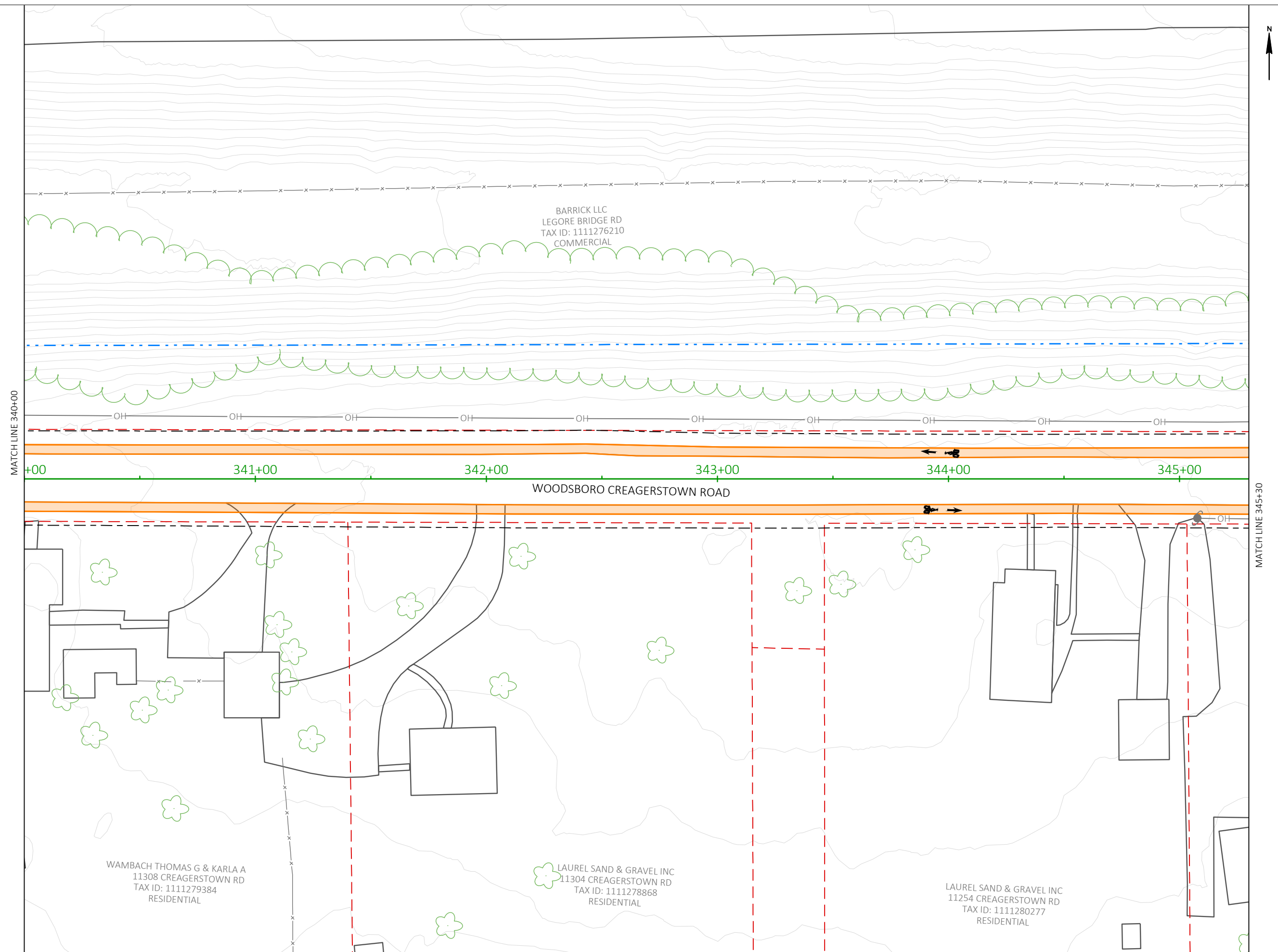
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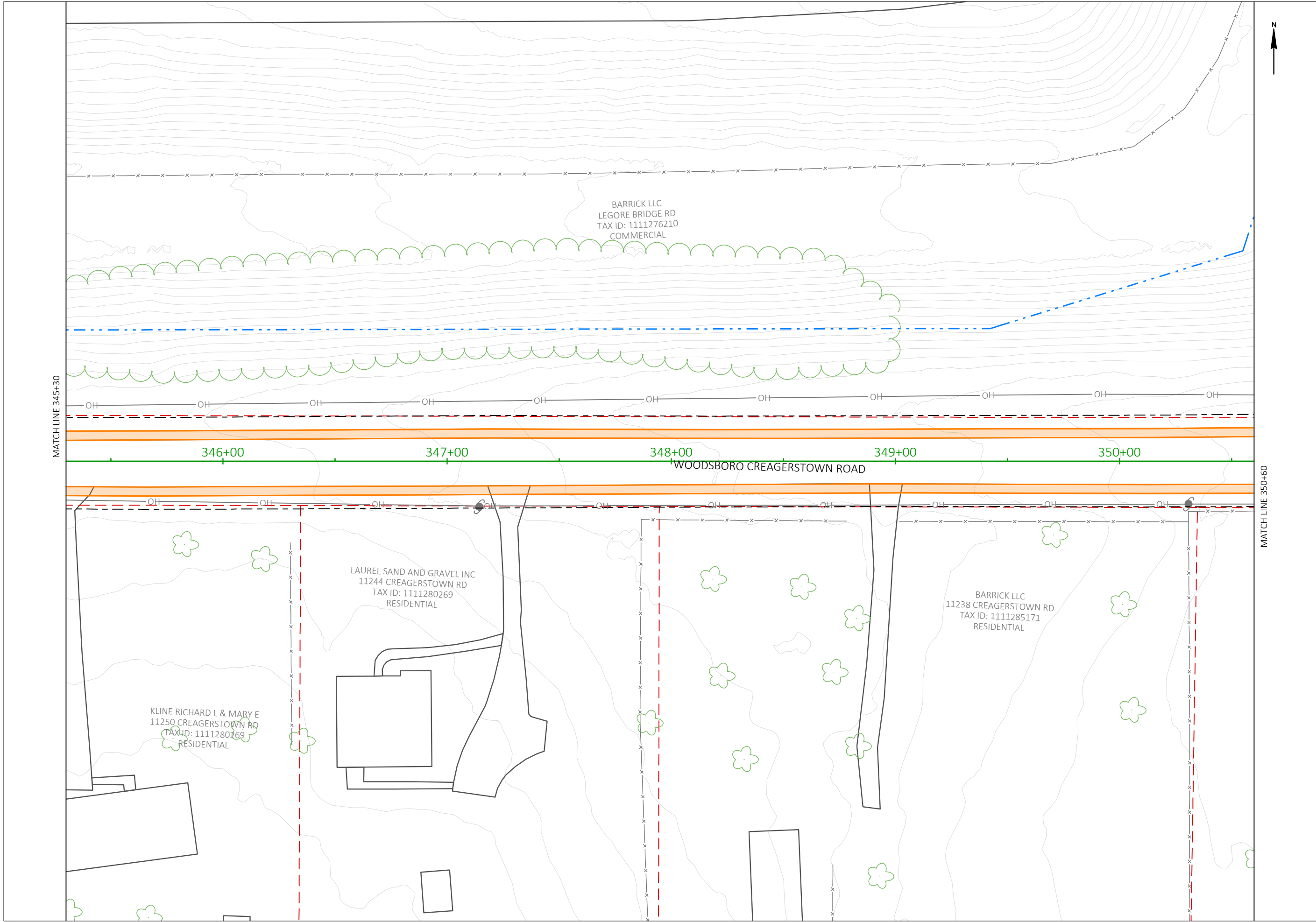
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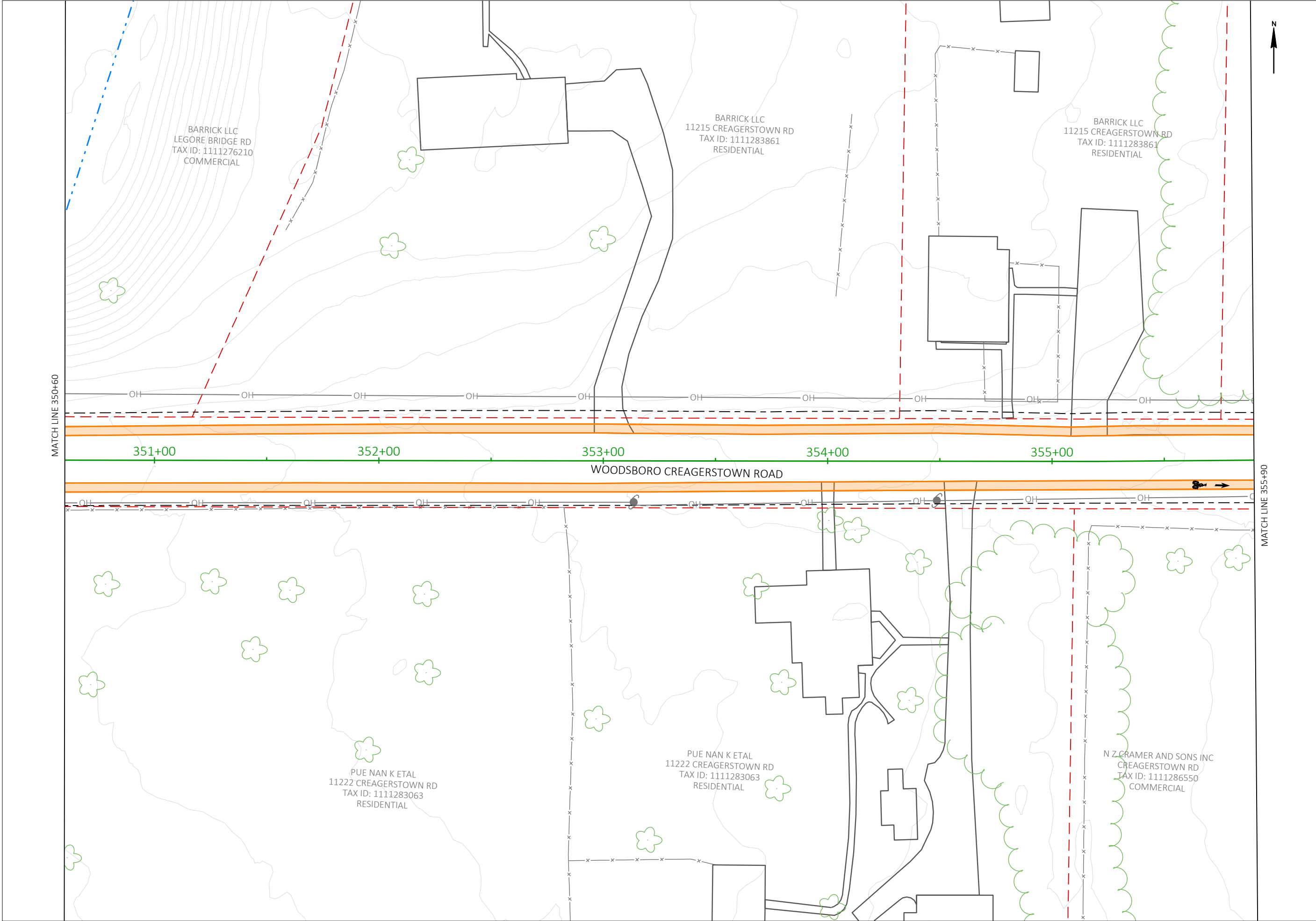
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SHEET CONTENTS
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FREDRICK COUNTY
THURMONT TO WOODSBORO PATH

THURMONT TO WOODSBORO
FREDRICK COUNTY, MD

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PHASE 4

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OF

5-068

FREDRICK COUNTY
THURMONT TO WOODSBORO PATH

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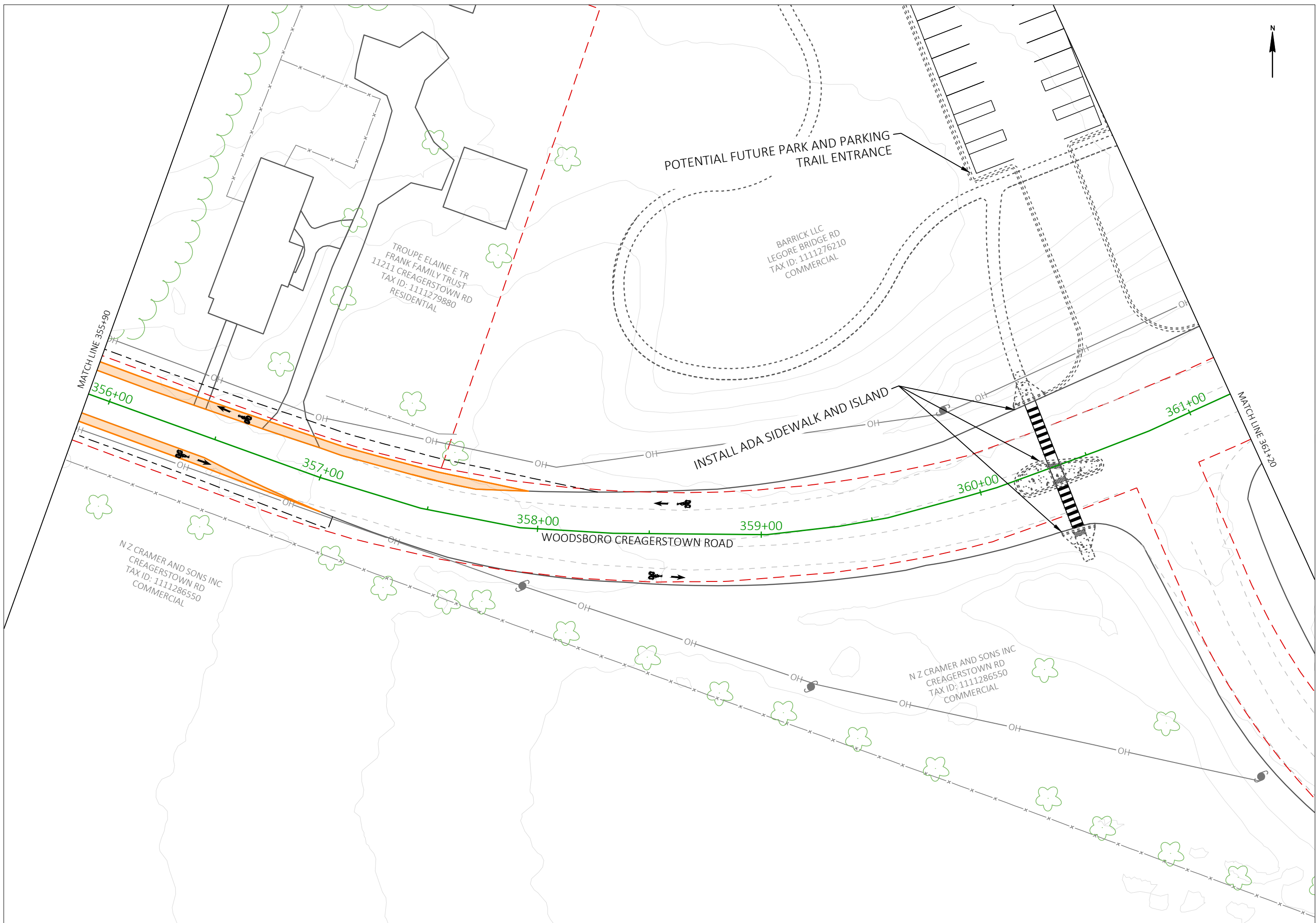
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THURMONT TO WOODSBORO PATH

THURMONT TO WOODSBORO
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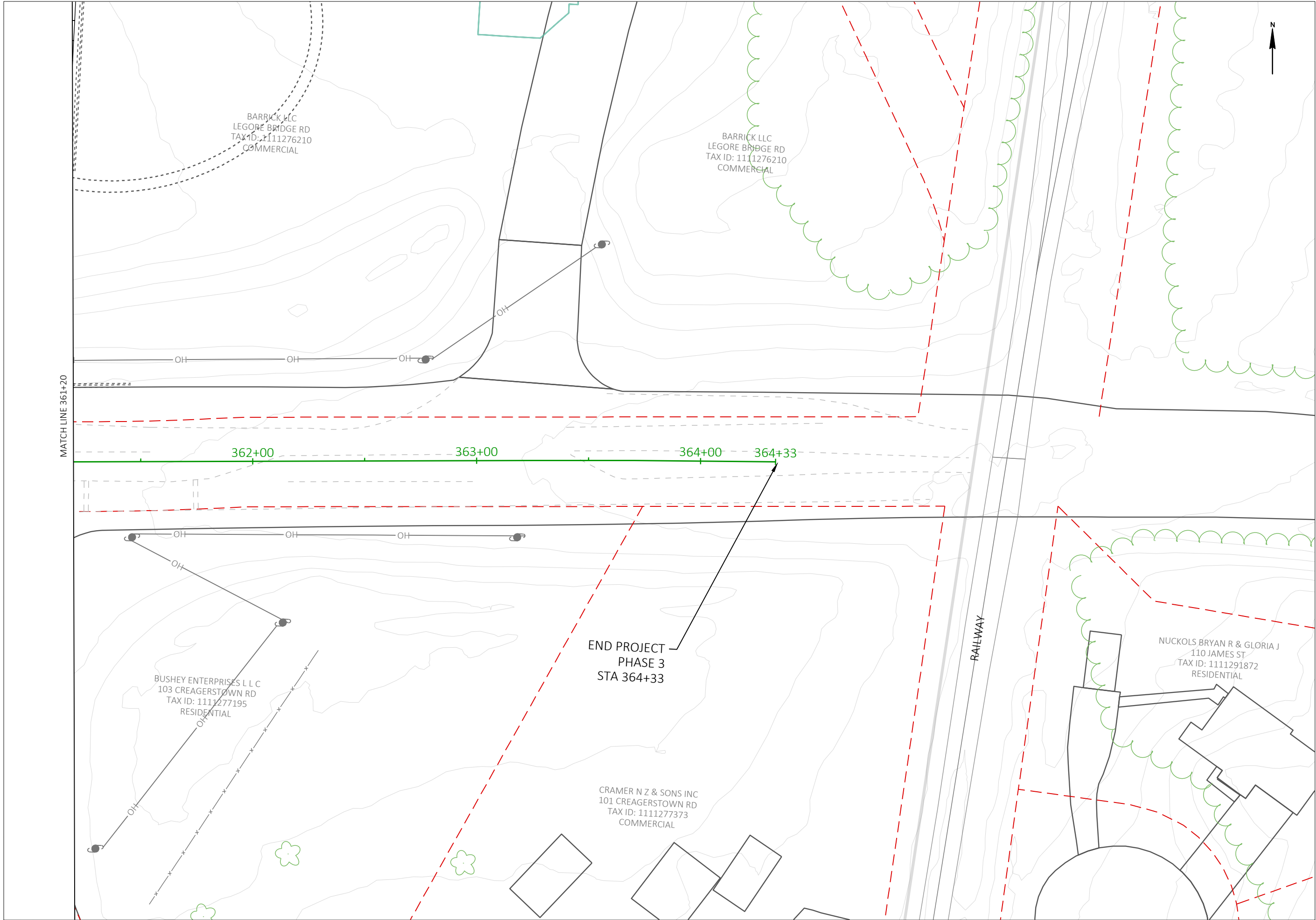
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OF

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FREDRICK COUNTY
MIDDLETOWN TO MYERSVILLE SHARED PATH

MEYERSVILLE TO MIDDLETOWN
FREDRICK COUNTY, MD

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STRUCTURAL

SHEET NO.

8-001

Appendix 2

Affected Properties on the Recommended Alternative

13720 MOSER RD TAX ID: 1115349441
13550 MOSER RD TAX ID: 1115333049
MOSER RD TAX ID: 1115318236
13547 MOSER RD TAX ID: 1115322268
7802 LAWYER LN TAX ID: 1115330147
13557 MOSER RD TAX ID: 1115320680
13531 MOSER RD TAX ID: 111532779-
13511 MOSER RD TAX ID: 1115318201
MOSER RD TAX ID: 1115361263
13458 MOSER RD TAX ID: 1115333022
13425 MOSER RD TAX ID: 1115361263
13229 HESSONG BRIDGE RD TAX ID: 1115344326
13229 CREAGERSTOWN RD TAX ID: 1104156722
13217 CREAGERSTOWN RD TAX ID: 1104153359
13001 LAYMAN RD TAX ID: 1104154843
CREAGERSTOWN RD TAX ID: 1104152972
13141 CREAGERSTOWN RD TAX ID: 1104152980
13113 CREAGERSTOWN RD TAX ID: 1104158075
13001 CREAGERSTOWN RD TAX ID: 1104154967
13054 CREAGERSTOWN RD TAX ID: 1104153396
12751 CREAGERSTOWN RD TAX ID: 1104155416
CREAGERSTOWN RD TAX ID: 1104155440
12864 CREAGERSTOWN RD TAX ID: 1104156129
12860 CREAGERSTOWN RD TAX ID: 1104155858
12832 CREAGERSTOWN RD TAX ID: 1104154614
12818 CREAGERSTOWN RD TAX ID: 1104154665
GRACEHAM RD TAX ID: 1104155424
12742 CREAGERSTOWN RD TAX ID: 1104153499
CREAGERSTOWN RD TAX ID: 1104158113
12720 CREAGERSTOWN RD TAX ID: 1104152719
12710 CREAGERSTOWN RD TAX ID: 110415240
CREAGERSTOWN RD TAX ID: 1104600756
8607 BLACKS MILL RD TAX ID: 1104600756
12648 CREAGERSTOWN RD TAX ID: 1104154371
12644 CREAGERSTOWN RD TAX ID: 1104154398
12640B CREAGERSTOWN RD TAX ID: 1104158709
12640A CREAGERSTOWN RD TAX ID: 1104155963
12632 CREAGERSTOWN RD TAX ID: 1104156994
12622 CREAGERSTOWN RD TAX ID: 1104153251
12329 CREAGERSTOWN RD TAX ID: 1104155998
12331 OLD FREDERICK RD TAX ID: 1104151410
12223 CREAGERSTOWN RD TAX ID: 1104151682