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BOARD OF COUNTY COMMISSIONERS

June 13, 2023

OPEN SESSION AGENDA

- 9:00 AM INVOCATION AND PLEDGE OF ALLEGIANCE
CALL TO ORDER, *President John F. Barr*
APPROVAL OF MINUTES: *May 23, 2023*
- 9:05 AM COMMISSIONERS' REPORTS AND COMMENTS
- 9:15 AM STAFF COMMENTS
- 9:20 AM CITIZEN PARTICIPATION
- 9:30 AM FY23 BUDGET ADJUSTMENTS TO THE WASHINGTON COUNTY BOARD OF EDUCATION'S GENERAL FUND BUDGET
Jeffrey Proulx, Chief Operating Officer, Washington County Public Schools; David Brandenburg, Executive Officer of Finance, Washington County Public Schools
- 9:35 AM PUBLIC HEARING – APPALACHIAN NATIONAL SCENIC TRAIL MARYLAND SEGMENT NATIONAL REGISTER NOMINATION
Meghan Jenkins, GIS Coordinator, Planning and Zoning
- 9:50 AM AMENDMENT TO T-MOBILE ANTENNA LEASE
Mark Bradshaw, Director, Environmental Management
- 10:00 AM PUBLIC HEARING - AGRICULTURAL PRESERVATION EASEMENT RANKINGS FY2024
Chris Boggs, Rural Preservation Administrator, Planning and Zoning; Jill Baker, Director, Planning and Zoning
- 10:20 AM REQUEST FOR QUOTATION AWARD (Q-23-749) RETENTION POND MOWING SERVICES
Rick Curry, Director, Purchasing; John Swauger, Stormwater Management, Environmental Management
- 10:25 AM CONTRACT AWARD (PUR-1612) PHYSICAL EXAMINATION SERVICES
Brandi Naugle, Buyer, Purchasing; Tracy McCammon, Risk Management Coordinator, Human Resources

- 10:30 AM BID AWARD (PUR-1620) DUMPSTER SERVICES AT CONOCOCHEAGUE
WWTP AND CLEAN COUNTY
*Brandi Naugle, Buyer, Purchasing; Mark Bradshaw, Director, Environmental
Management*
- 10:35 AM FY 2024 PROGRAM OPEN SPACES ANNUAL PROGRAM
Andrew Eshleman, Director, Public Works
- 10:45 AM MARYLAND DRAFT BUILDING ENERGY PERFORMANCE STANDARDS
Andrew Eshleman, Director, Public Works
- 10:50 AM 2023 – 2024 CASUALTY INSURANCE RENEWAL
*Tracy McCammon, Risk Management Coordinator, Human Resources; Patrick Buck,
CBIZ Insurance Services*
- 11:00 AM CLOSED SESSION - (*To discuss the appointment, employment, assignment,
promotion, discipline, demotion, compensation, removal, resignation, or performance evaluation of
appointees, employees, or officials over whom this public body has jurisdiction; or any other
personnel matter that affects one or more specific individuals; To consult with counsel to obtain legal
advice on a legal matter and To comply with a specific constitutional, statutory, or judicially imposed
requirement that prevents public disclosures about a particular proceeding or matter.*)
- 1:15 PM RECONVENE IN OPEN SESSION

ADJOURNMENT

EVENING MEETING AT THE TOWN OF BOONSBORO
Location: Town Annex, 21 North Main Street, Boonsboro 21713

- 6:00 PM INVOCATION AND PLEDGE OF ALLEGIANCE
CALL TO ORDER, President John F. Barr
- 6:05 PM TOWN OF BOONSBORO LEADERS' REPORTS AND COMMENTS
- 6:20 PM COMMISSIONERS' REPORTS AND COMMENTS
- 6:30 PM CITIZENS PARTICIPATION
- 7:00 PM ADJOURNMENT



Agenda Report Form

Open Session Item

SUBJECT: FY23 Budget Adjustments to the Washington County Board of Education's General Fund Budget

PRESENTATION DATE: June 13, 2023

PRESENTATION BY: Mr. Jeffrey Proulx, Chief Operating Officer, WCPS
Mr. David Brandenburg, Executive Director of Finance, WCPS

RECOMMENDED MOTION: Move to approve the requested adjustments to the Board of Education's FY2023 General Fund Budget.

REPORT-IN-BRIEF: The Annotated Code of Maryland requires local school systems to periodically re-forecast their financial needs and make necessary changes to their budgets. To that end, the Washington County Board of Education approved the attached list of changes to its FY2023 General Fund Budget at its June 6, 2023, meeting.

DISCUSSION: The changes that the Board of Education approved on June 6, 2023, cross major categories. Therefore, these requested adjustments must also be approved by the Board of County Commissioners. The Board of Education has asked its Finance staff to review the requested budget changes with the Commissioners and answer any questions that they may have.

FISCAL IMPACT: None. These proposed modifications merely adjust various categories of the budget to reflect updated information on revenue and spending trends.

CONCURRENCES: The Board of Education's Finance Committee reviewed the proposed adjustments at their meeting on May 17, 2023, and recommended them for approval by the full Board. The Board of Education approved these changes at their June 6, 2023, meeting.

ALTERNATIVES: None

ATTACHMENTS:

- FY2023 general fund budget adjustments

AUDIO/VISUAL NEEDS: None

**Washington County Public Schools
Requested FY2023 Budget Adjustments**

Category	Value	The primary reason for variance is:
Revenue	\$212,961	Sale of outdated technology devices
Administration	194,668	Higher indirect cost recovery from federal grants
Student Health Services	189,275	Nursing vacancies - employees and contracted personnel
Student Transportation Services	431,729	Vacancies and reduced estimate of fuel costs
Operation of Plant	590,685	Utility savings and vacancies
Capital Outlay	1,201,373	Redeployed to Maintenance due to nature of work
Fixed Charges	162,055	Savings in health insurance and other fringe benefits due to vacancies
Total Expense Reductions/Additional Revenue	<u>\$2,982,746</u>	
Instructional Salaries	\$364,613	Higher substitute costs
Instructional Textbooks and Supplies	\$516,987	Restore classroom device budget previously reduced and redeploy CTE to Other Instructional Costs
Other Instructional Costs	\$156,595	Redeployed from CTE instructional materials
Special Education	676,866	Higher nonpublic placement costs, contracted interpreters, speech therapists and paraprofessionals to cover vacancies we were unable to fill
Student Personnel Services	37,685	Two new Board Certified Behavior Analyst positions
Maintenance of Plant	1,200,000	Redeployed from Capital Outlay due to nature of work
Food Services	30,000	Needed for adjustments to student accounts
Total Expense Increases/Reduced Revenue	<u>\$2,982,746</u>	
Net Effect on Fund Balance	\$0	



Agenda Report Form

Open Session Item

SUBJECT: PUBLIC HEARING – Appalachian National Scenic Trail Maryland Segment National Register Nomination

PRESENTATION DATE: June 13, 2023

PRESENTATION BY: Meghan Jenkins, GIS Coordinator – Department of Planning and Zoning

RECOMMENDED MOTION: Move to concur with the Historic District Commission's Recommendation on the eligibility of the Appalachian National Scenic Trail Maryland Segment National Register Nomination

REPORT-IN-BRIEF: Public hearing for comment regarding Appalachian National Scenic Trail Maryland Segment eligibility for the National Register of Historic Places

DISCUSSION: As a Certified Local Government (CLG), Washington County plays an important part in the process of nominating properties to the National Register of Historic Places (NR) through a special working relationship with the Maryland Historical Trust (MHT) and the National Park Service. Under this program, both the local historic preservation commission and the jurisdiction's chief elected official (CEO) are asked to provide recommendations concerning eligibility for National Register Listing.

A nomination packet was received from MHT on May 1, 2023 for the Appalachian National Scenic Trail (ANST) Maryland Segment which involves both public and private landowners along the Eastern border of the County for approximately 41 miles of trail length from Sandy Hook to the Pennsylvania border near Pen Mar. The majority of the approximately 270 tax parcels/4,200 acres involved are State or Federal properties. Private property owners (less than 10) identified by the consultant for the nomination were notified via individual letter. Additional letters were sent to private property owners (24 properties) directly adjacent to and intersecting the consultant's boundary map as well. The Historic District Commission took public comment on June 7, 2023 and compiled their recommendation after reviewing the nomination for eligibility and completeness under Criteria A, Consideration G of the National Register of Historic Places Criteria for Evaluation.

FISCAL IMPACT: n/a

CONCURRENCES: Historic District Commission, Department of Planning and Zoning

ALTERNATIVES: n/a

ATTACHMENTS: ANST Maryland Segment nomination public information packet

AUDIO/VISUAL NEEDS: n/a

Property name	Appalachian National Scenic Trail (ANST) Maryland Segment
Location	41 miles along the Eastern border of Washington County from the Pennsylvania border south to Harpers Ferry, West Virginia
CLG name	Washington County, Maryland (Historic District Commission)

Date _____



Maryland
DEPARTMENT OF PLANNING
MARYLAND HISTORICAL TRUST

May 1, 2023

Meghan Jenkins
747 Northern Ave
Hagerstown, MD 21742

Re: Appalachian National Scenic Trail Maryland Segment National Register Nomination (W-IV-278)

Dear Ms. Jenkins,

Our office has sent electronic draft documentation to nominate the above-referenced properties to the National Register of Historic Places, for processing by Washington County Historic District Commission under the Certified Local Government program.

When the County's review is complete, please forward the recommendations of the Commission and the County Executive. The nomination was considered by the State Review Board (GCC) at their meeting on May 9, 2023. As you know, according to CLG procedures, the GCC may consider nominations prior to completion of local review, but no further action may be taken until the recommendations of the Commission and the County Executive are received.

Please contact me, at Jessica.french@maryland.gov or (410) 697-9623, with any questions. Once again, we appreciate your collaboration in the Certified Local Government process.

Very truly yours,

Jessica French
Administrator
Evaluation and Registration
Maryland Historical Trust

NATIONAL REGISTER OF HISTORIC PLACES

Effects of Listing Maryland Properties

The National Register of Historic Places is a list of properties acknowledged by the Federal Government as worthy of recognition and preservation for their significance in American history and culture. National Register properties include districts, sites, buildings, structures, and objects of significance to their local community, state, or the nation. The National Register program is part of a national policy to recognize and protect the country's historic and cultural heritage. The National Register is maintained by the Secretary of the Interior and administered by the National Park Service. In Maryland, the National Register program is administered by the Maryland Historical Trust, the State Historic Preservation Office.

Benefits of listing in the National Register:

1. The prestige of formal recognition that a property is of significance in American history, architecture, archeology, engineering and/or culture. Nomination involves a multiple-step review process that includes professional evaluations of the significance of the property.
2. Consideration in the planning for federally or state assisted projects. Procedures require careful consideration of properties which will be affected by projects involving federal and state funds, licenses, permits, or tax benefits.
3. Eligibility for federal income tax benefits that include: 1) a 20% investment tax, credit for a certified rehabilitation of historic commercial, industrial, and rental residential buildings and 2) a charitable donation deduction for the conveyance of a perpetual easement to a qualified preservation organization.
4. Eligibility for a Maryland income tax benefit for approved rehabilitation.
5. Eligibility to apply for grants and low interest loans for historic preservation projects.
6. Consideration of historic values in the decision to issue a surface coal mining permit where coal is located, in accord with the Surface Mining Control and Reclamation Act of 1977.

Listing in the National Register:

- does NOT mean that the Federal Government or the State of Maryland wants to acquire the property, place restrictions on the property, or dictate the colors or materials used on individual buildings. Local ordinances or laws establishing restrictive zoning, special design review committees, or review of exterior alterations, are NOT a part of the National Register program.
- does NOT require the owner to preserve or maintain the property or seek approval of the Federal Government or the State of Maryland to alter the property. Unless the owner applies for and accepts special federal or state tax, licensing, or funding benefits, the owner can do anything with his property he wishes so long as it is permitted by state and local law.
- does NOT guarantee preservation of the property. The owner is not required to preserve the property, nor is the property protected from the effects of development projects, unless federal or state funding, licensing or tax benefits are involved.
- does NOT stop federally or state funded or licensed projects when these are desired by the owner and shown to be in the public interest. Procedures do require careful consideration of federally or state funded or licensed projects which call for alteration or demolition of National Register properties before the license is issued or funds released.
- does NOT impose tax penalties on owners who demolish listed properties.

For further information about the National Register program in Maryland or the eligibility of a property for listing in the National Register, please contact the Office of Research, Survey and Registration of the Maryland Historical Trust at 410-514-7644. For further information concerning tax benefits, grants and loans, please contact the Office of Preservation Services at 410-514-7628.

NATIONAL REGISTER OF HISTORIC PLACES

Criteria for Evaluation

The National Register's standards for evaluating the significance of properties were developed to recognize the accomplishments of all peoples who have made a contribution to our country's history and heritage. The criteria are designed to guide State and local governments, Federal agencies, and others in evaluating potential entries in the National Register.

Criteria for Evaluation

The quality of significance in American history, architecture, archeology, engineering and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and:

- a. that are associated with events that have made a significant contribution to the broad patterns of our history; or
- b. that are associated with the lives of persons significant in our past; or
- c. that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- d. that have yielded, or may be likely to yield, information important in prehistory or history

Criteria Considerations:

Ordinarily cemeteries, birthplaces, or graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, properties primarily commemorative in nature, and properties that have achieved significance within the past 50 years shall not be considered eligible for the National Register. However, such properties will qualify if they are integral parts of districts that do meet the criteria or if they fall within the following categories:

- a. a religious property deriving primary significance from architectural or artistic distinction or historical importance; or
- b. a building or structure removed from its original location but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or
- c. a birthplace or grave of a historical figure of outstanding importance if there is no other appropriate site or building directly associated with his productive life; or
- d. a cemetery that derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events; or
- e. a reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived; or
- f. a property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own historical significance; or
- g. a property achieving significance within past 50 years if it is of exceptional importance.

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property

Historic name: Appalachian National Scenic Trail Maryland Segment

Other names/site number: Appalachian Trail

Name of related multiple property listing:

Historic Resources of the Appalachian National Scenic Trail

(Enter "N/A" if property is not part of a multiple property listing)

2. Location

Street & number: Appalachian National Scenic Trail (ANST) within MD between border with PA at north end and border with WV at south end

City or town: See Section 1-6, page 3 State: MD County: See Section 1-6, page 3

Not For Publication: N/A

Vicinity: N/A

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this ___ nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property ___ meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___ national ___ statewide ___ local

Applicable National Register Criteria:

___A ___B ___C ___D

Signature of certifying official/Title:

Date

State or Federal agency/bureau or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official:

Date

Title :

State or Federal agency/bureau
or Tribal Government

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Maryland Segment

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Washington and

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4. National Park Service Certification

I hereby certify that this property is:

- ☐ entered in the National Register
☐ determined eligible for the National Register
☐ determined not eligible for the National Register
☐ removed from the National Register
☐ other (explain:) _____

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

Private:

☐

Public – Local

☒

Public – State

☒

Public – Federal

☒

Category of Property

(Check only **one** box.)

Building(s)

☐

District

☒

Site

☐

Structure

☐

Object

☐

Appalachian National Scenic Trail
Maryland Segment
Name of Property _____

Washington and
Frederick, MD
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Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>0</u>	_____	buildings
<u>25</u>	_____	sites
<u>24</u>	_____	structures
<u>0</u>	_____	objects
<u>49</u>	_____	Total

Number of contributing resources previously listed in the National Register 0

6. Function or Use

Historic Functions

(Enter categories from instructions.)

RECREATION AND CULTURE

Current Functions

(Enter categories from instructions.)

RECREATION AND CULTURE

2. Location (Continued)

Cities/Towns and Counties:

Highfield-Cascade, Smithsburg, Hagerstown, Boonsboro, and Knoxville in Washington County;
and Myersville, Middletown, Jefferson, and Knoxville in Frederick County

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7. Description

Architectural Classification

(Enter categories from instructions.)

N/A

Materials: (enter categories from instructions.)

Principal exterior materials of the property: WOOD/Log, ASPHALT, STONE, EARTH

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The Appalachian National Scenic Trail (ANST) Maryland Segment (“ANST Maryland Segment”) comprises approximately 41 miles of the Appalachian Trail (A.T. or the Trail), a 2,193-mile-long skyline hiking path that traverses the scenic, heavily wooded, pastoral, and wild Appalachian Mountains. The ANST Maryland Segment constitutes a single state segment of the A.T. and has a total of 49 countable contributing resources consisting of 24 structures (the A.T. Treadway, 20 A.T. Side Trails, and 3 A.T. Bridges) and 25 sites (9 Overnight Use Areas [OUAs] and 16 A.T. Viewpoints). It travels in a southwestern direction from its connections with the ANST Pennsylvania Segment on the north to the ANST West Virginia/Virginia Segment on the south. Along its route, the ANST Maryland Segment passes through Pen Mar Park, South Mountain State Park, Greenbrier State Park, Washington Monument State Park, Gathland State Park, and Chesapeake & Ohio Canal National Historical Park, before entering West Virginia within the Harpers Ferry National Historical Park. The boundary of the ANST Maryland Segment where it passes through public lands extends 500 feet (ft) on either side of the A.T. Trail treadway centerline for a maximum width of 1,000 ft. The boundary narrows in areas where the property line of public land is less than 500 ft from Trail treadway.

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Previous Documentation

The National Trails System Act (NTSA) (16 USC § 1241 et seq.) passed by the U.S Congress on October 2, 1968, designated the A.T. as America's first National Scenic Trail. This Registration Form nominates the ANST Maryland Segment for listing in the National Register of Historic Places (National Register) under the *Historic Resources of the Appalachian National Scenic Trail* Multiple Property Documentation Form (MPDF) nomination and the "ANST State Segment" associated property type (Olausen et al. 2022). The ANST Maryland Segment intersects with six previously listed National Register properties: Washington Monument (NRIS No. 72000588, listed 1972); Turner's and Fox's Gaps Historic District (NRIS No. 10000575, listed 2011) and Crampton's Gap Historic District (NRIS No. 10000576, listed 2011), which are associated listings under the South Mountain Battlefields – September 14, 1862, Multiple Property Submission; Antietam National Battlefield (NRIS No. 33000038, listed 1966); Chesapeake & Ohio Canal National Historical Park (NRIS No. 66000036, listed 1966); and Harpers Ferry National Historical Park (NRIS No. 66000041, 16000238).

Narrative Description

Setting

The ANST Maryland Segment, as it evolved from the initial early twentieth century to the present-day route, expresses the vision of the original A.T. planners and builders to provide hikers with opportunities to connect with both wilderness and human activity areas. The segment primarily follows the crest of South Mountain, a succession of narrow ridges, which forms the northern extension of the Blue Ridge Mountain range, and is part of the Appalachian Range. The mountain separates the Hagerstown and Cumberland valleys from the Piedmont regions of the Maryland and Pennsylvania. Elevations along the Segment are between 230 and 1,880 feet, creating an easy to moderate hiker experience of gentle terrain with few instances of steep ascents and descents. The gentle topography is a result of a long period of erosion on the slowly rising land that created the Appalachian Range. The variation in erosion is accentuated by the differing resistance of the rock types which comprise the range, including quarts, greenstone, black humus. As the softer rocks erode, the more resistant quartzite remains in place, creating the unique level shelves besides cliffs that are only along the ANST Maryland and Pennsylvania segments. Much of the landscape hikers travel along the ANST Maryland Segment is defined by lush

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forest containing hardwoods, rhododendrons thickets, and wildflower thickets. Active and abandoned agricultural fields dot the landscape along the valleys below South Mountain to the east and west.

The ANST Maryland Segment can be hiked in four to five days because of its gentle terrain and short length. OUAs are about one day's hike apart. Additionally, the Segment is accessible to day hikers along the various road crossings and access side trails that connect parking areas and roads to the main line of the A.T. In addition to being readily accessible, the ANST Maryland Segment travels through numerous historic sites, including sites of summer resorts, ruins of former settlements and agricultural development such as stone walls, cellar holes and rolling fields. The Segment also extends through and overlooks Civil War battlefields, which were mostly part of the Battle of South Mountain and the Battle of Antietam in September 1862.

At the northern end of the Segment, the A.T. crosses the border of Pennsylvania and Maryland following the ridgeline and travels through Pen Mar Park, site of a historic railroad-developed amusement park and summer resort village, and South Mountain State Park.¹ The Trail visits High Rock, where rock outcroppings grant panoramic views over the valley below. Between Raven's Rock Road and Foxville Road, the Trail travels through federally protected A.T. land along the forested ridge. The A.T. then travels within the South Mountain State Park until crossing US Route 70 where it briefly travels through Greenbrier State Park, and then within Washington Monument State Park. Hikers are afforded 360-degree views, including of Antietam National Battlefield and surrounding agricultural land from a high point of land and from the Washington Monument constructed in honor of George Washington in 1827. Next the A.T. briefly descends and crosses through Dahlgren Field, where fighting during the Battle of South Mountain occurred. The A.T. traverses the ridge until it descends to Turners Gap and Crampton Gap, both locations of fighting during the Battle of South Mountain, and crosses Gapland Road where it enters Gathland State Park. The War Correspondents Memorial Arch is at the road crossing, which was constructed in 1896, and is notably the first US monument dedicated to journalists killed in combat. The Trail ascends the ridge once again and continues south along the border of Washington and Frederick

¹ South Mountain State Park is 40-miles long and follows the ridge of South Mountain from the Pennsylvania-Maryland border to the Chesapeake & Ohio Canal at the Potomac River to the south. The state park encompasses the majority of the ANST Maryland Segment and overlaps the three other state parks (Greenbrier, Washington Monument, and Gathland) and county-owned Pen Mar Park which the A.T. travels through. The state park has no distinguishable boundary and parking lots are available for visitors and hikers across the park (MDDNR 2022). This park was established as part of the state's efforts to protect the A.T., see Section 8 below for additional information.

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counties, until it descends the Weverton Cliffs, where there are sweeping views over the Potomac River and toward Harpers Ferry, West Virginia, from rock cliffs. The Trail descends and crosses the Chesapeake & Ohio Canal Byway, and follows the north shore of the Potomac River along the towpath of the Chesapeake & Ohio Canal. The canal is a National Historical Park, and the final three miles of the Segment along the towpath is the flattest part of the entire A.T. Upon reaching the Segment end, the Trail crosses the Goodloe Byron Memorial Footbridge into Harpers Ferry, West Virginia (PATC 2015a).

Property Type Summary

The following summary identifies the property types present within the ANST Maryland Segment historic district. The property types are defined in the Historic Resources of the Appalachian National Scenic Trail MPDF, Section F- Associated Property Types, and consist of the A.T. Treadway, A.T. Side Trails, A.T. Bridges, A.T. Viewpoints, and A.T. Overnight Use Areas.

A.T. Treadway

The A.T. Treadway through the ANST Maryland Segment is the primary contributing resource and is counted as one structure (Resource #1). The A.T. Treadway consists of a cleared walking path that is designed to be easily followed but otherwise blends into its surroundings. It includes associated ancillary elements such as markers, signs, puncheons, preexisting roads, stairs, bridges and boardwalks that are less than 20 ft long, stiles, retaining walls, cribs, and culverts. These typically small features are designed to be aesthetically compatible with the natural landscape. Most of the ANST Maryland Segment travels through wooded areas, where the treadway consists of both wide and narrow dirt path scattered with tree roots and small rocks and is surrounded by a 4-ft-wide by 8-ft-high prism that is cleared of vegetation to allow enough room for backpackers to pass (Photos 29 and 31). Through fields and other open areas, the Treadway is often a narrow and worn earthen path (Photos 7 and 24). Variations from the packed earthen Treadway exist mostly where rock-lined treadway runs across rock formations and over steep inclines and descents, such as various stretches of Treadway along the ridge of South Mountain or where the Treadway is located on steep slope (Photo 39). Constructed elements of the Treadway consists of stone, wood steps, water bars, and check dams to control deterioration of the path from use and erosion (Photos 16–17), puncheons to carry the Treadway over wet areas (Photo 6), and switchbacks to accommodate climbs and descents along steeper elevation changes (Photo 41). In some circumstances, particularly

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where the A.T. passes through developed areas, the treadway is on preexisting sidewalks or paths, roads, bridges, or some other pre-developed path that was not specifically constructed as A.T. treadway, such as the paved path through Pen Mar Park near the Mason-Dixon Line; where it travels between Weverton Cliffs and the Chesapeake & Ohio Canal; and along the canal on the towpath (Photos 42–44).

Signage along the ANST Maryland Segment primarily consists of directional aids that assist hikers in navigating the Trail. In forested areas, the Trail route is marked by standard A.T. 2-x-6-inch white-painted blazes on trees. In open areas, such as meadows and pastures or rocky ridge lines, the blazes are placed on wood or metal posts and boulders. Other trail markings consist of a standard 4-inch-square diamond-shaped piece of metal with the A.T. monogram (Photos 12, 23, and 24). Directional text signage that provides distances to key points along the Trail or mark important locations consist of brown-painted wood panels on wood posts with carved lettering and symbology painted white or metal panels with a similar color scheme (Photos 3, 19, and 26). The northern end of the ANST Maryland Segment is identified with a painted wood state border sign and a stone pillar with a metal mailbox containing a Trail logbook (Photo 1). The southern end of the ANST Maryland Segment is identified with typical National Park Service (NPS) Signage, because the Trail exits the Chesapeake & Ohio Canal National Historical Park and enters Harpers Ferry National Historical Park at the state border.

A.T. Side Trails

The ANST Maryland Segment has 20 A.T. Side Trails, which consist of dead-end spur or loop trails that diverge from the main line route of the A.T. to bring hikers to important points of interest, such as historic sites associated with Civil War or other historic events and activities and scenic viewpoints, or to trail facilities, such as A.T. Overnight Use Areas [OUAs], trailhead parking areas, or water sources. The side trails in Maryland are typically constructed to the same specifications as the main Trail and are marked with blue blazes (Photos 3 and 12). Contributing side trails are those that are identified in official ATC and PATC guidebooks and maps and the Appalachian Trail Park Office's Geographic Information System. Of the 21 side trails along the ANST Maryland Segment, seven lead to OUAs, seven lead to viewpoints, six lead to access points/parking areas, and one leads to a water source. The ANST Maryland Segment A.T. Side Trails range in length from 149 ft (Ensign Cowall Memorial OUA Water Source Side Trail, Resource No. 14, Map Sheet No. 2) to 0.96 miles (Thurston Griggs Trail, Resource No. 18, Map Sheet No. 3 – leads to parking).

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A.T. Bridges

The ANST Maryland Segment contains three contributing A.T. Bridges, which are defined as bridges that are at least 20 ft long and were constructed specifically for the A.T. The I-70 Footbridge (Resource No. 29, Map Sheet 4) (Photo 19) is a 150-ft-long concrete and steel footbridge. It was constructed in 1972 to carry the A.T. over the newly constructed Interstate 70. The Crampton Gap OUA Side Trail Bridge (Resource No. 41, Map Sheet No. 6) (Photo 33) is an over 20-ft-long wood deck bridge that provides access between the Crampton Gap OUA shelter and privy over a rocky and wet area. The Goodloe Byron Memorial Footbridge (Resource No. 49, Map Sheet No. 8) (Photo 45) is a 0.2-mile-long steel footbridge attached to a railroad bridge over the Potomac River. It carries the A.T. over the river and between the ANST Maryland and ANST West Virginia/Virginia segments. The bridge was initially constructed in 1985. However, a train derailment and subsequent damages to the bridge in 2019, resulted in its partial reconstruction in 2020. Only a few smaller (shorter than 20 ft long) footbridges are along the ANST Maryland Segment; they are included in the Trail description where appropriate but are not considered countable, contributing resources.²

A.T. Viewpoints

There are 16 contributing A.T. Viewpoints within the ANST Maryland Segment. A.T. Viewpoints are the physical locations from which a vista or view may be experienced. A vista is a controlled prospect of a discrete, linear range of vision that is deliberately contrived and maintained through vegetation management or other treatment. A view is uncontrolled, natural, open scenery provided by the landscape and its flora. A.T. Viewpoints along the ANST Maryland Segment are located on the A.T. Treadway, short distances off the Treadway on rock outcroppings or cleared areas along the ridge, and on A.T. Side Trails. Expansive and sweeping views occur primarily along the ANST Maryland Segment on high points along South Mountain's ridgeline at rock outcroppings and cleared areas, including the High Rock Viewpoint (Resource No. 5, Map Sheet No. 1) (Photo 4), Black Rock Viewpoint (Resource No. 21, Map Sheet No. 3) (Photo 13), Annapolis Rock Viewpoint (Resource No. 23, Map Sheet No. 4) (Photo 14), and

² Geographic Information Systems (GIS) data provided by the NPS regarding the A.T. were used to determine which bridges were considered countable resources and the typology, material, and dimensions of each bridge. Terminology (e.g., *lumber*, *timber*, and *log*) was retained as it appeared in the data,

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Weverton Cliffs Viewpoint (Resource No. 48, Map Sheet No. 8) (Photo 40). Washington Monument Observation Tower Viewpoint (Resource No. 32, Map Sheet No. 5) (Photos 21–22) is a notable viewpoint along the ANST Maryland Segment for its use of the non-A.T. Washington Monument that was constructed in 1827 in honor of George Washington and reconstructed by the CCC in 1934–1937, and for its 360-degree views over the surrounding mountains and valleys, including views of Antietam National Battlefield. Vistas along the ANST Maryland Segment, such as the Willard SUP (special-use permit) Viewpoint (Resource No. 10, Map Sheet No. 2) (Photo 7), Powerline Right of Way Viewpoint (Resource No. 11, Map Sheet No. 2), and South Mtn Viewpoints 1 and 2 (Resource Nos. 16 and 17, Map Sheet Nos. 2–3), consist of controlled and discrete viewpoints common along wooded areas on the ridgeline, where vegetation is deliberately managed to maintain a specific prospect of the surroundings and in fields and other managed cleared areas. A unique element of the ANST Maryland Segment viewpoints is that many overlook various Civil War battlefields, including the above-mentioned Washington Monument Observation Tower Viewpoint. Another example of this type of viewpoint is the Dahlgren Field Viewpoint (Resource No. 33, Map Sheet No. 5) (Photo 24), which overlooks Dahlgren Field where fighting occurred during the Battle of South Mountain.

A.T. Overnight Use Areas

The ANST Maryland Segment has nine A.T. Overnight Use Areas (OUAs), which are defined as complexes of buildings, sites, and structures that support and enhance the A.T. hiking experience by providing overnight accommodations at regular intervals along the Trail. They include campsites, lean-tos/shelters, privies, and water sources. A.T. OUAs that qualify as contributing resources of the ANST Maryland Segment are those that are identified in the PATC's official guidebooks and on maps.

The ANST Maryland Segment contains three traditional, lean-to type shelters constructed by the CCC in the 1930s and 1940s. They are in the Rocky Run OUA (Resource No. 36, Map Sheet No. 5), Pine Knob OUA (Resource No. 27, Map Sheet No. 4) (Photo 16), and Crampton Gap OUA (Resource No. 42, Map Sheet No. 6) (Photo 33). These CCC-built shelters consist of one story, rectangular, log buildings with side gable roofs clad in metal and have stone foundations. The interiors contain wood deck bunk areas, and stone- or wood-surfaced picnic areas covered by an extension of the roofs. The CCC also constructed graded tent sites and spring outlets for A.T. OUAs.

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The remaining ANST Maryland Segment's shelters were constructed in the 2000s, and are typically three-sided, rectangular, one-story, front-gable or shallow side-gable, log buildings that contain lofted wood-frame or simple wood-deck bunk areas. The roofs extend over wood-deck or stone picnic areas at the front of the shelters. Both or one gable end contain paired single-light fixed windows. Examples of this type of shelter at the Raven Rock OUA (Resource No. 7, Map Sheet No. 1), Ensign Cowall Memorial OUA (Resource No. 13, Map Sheet No. 2) (Photo 8), and the Rocky Run OUA (Resource No. 36, Map Sheet No. 5) (Photo 30). The Raven Rock shelter was constructed in 2010 to replace a CCC-built shelter. The Ed Garvey OUA (Resource No. 45, Map Sheet No. 7) (Photo 38) is unique along the ANST Maryland Segment for its shelter, which was constructed in 2002. The shelter is a two-story log building with a front-gable roof and has an open first story and a sleeping loft and balcony accessed by a ladder.

In addition to shelters, the ANST Maryland Segment's OUAs contain campsites that are set a short distance off the main course of the trail and are connected by narrow access trails to the other parts of the OUAs. They consist of a mix of simple cleared areas designated for tents and constructed platforms for tents. Three of the OUAs, Pogo Memorial Campsite OUA (Resource No. 19, Map Sheet No. 3), Annapolis Rock OUA (Resource No. 25, Map Sheet No. 4), and the Dahlgren Backpacker Campground OUA (Resource No. 34, Map Sheet No. 5) (Photo 27), consist of only campsites and no shelters for hiker accommodations.

Ancillary elements at the OUAs consist of bear poles, water sources, and privies/bathroom facilities. Bear poles are located near, but outside of, the direct area of shelters and campsites and are metal poles anchored to the ground and contain cable systems for hikers to hang their food bags. Water sources consist of mostly spring outlets near the OUAs. There are eight privies along the ANST Maryland Segment. They are of typical wood-frame enclosed construction and are either a composting style (with an open-air, screened-in base) or are pit-style (with the structure sits directly on the ground over a dug hole). The Dahlgren Backpacker Campground OUA contains a building with bathroom facilities instead of a privy.

Description of the A.T. and Associated Resources

The following describes the ANST Maryland Segment south from its beginning at the Pennsylvania-Maryland border to its end at the Maryland-West Virginia border. The description is organized into seven

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sections that are identified in the official guidebook for the A.T. in Maryland published by the Potomac Appalachian Trail Conservancy (PATC 2015a). The **ANST Maryland Segment Treadway (Resource No. 1, Map Sheet Nos. 1–8)** extends through all sections and is designated as Resource No. 1. Each of the remaining 49 resources is assigned a number according to their location along the Trail as identified on the accompanying historic district map and the *Appalachian National Scenic Trail – Maryland Segment National Register Historic District Contributing Resources List* that appears at the end of the description.

Section 1

Section 1 is a 5.9-mile-long portion of the ANST Maryland Segment that follows the crest of South Mountain from the Mason–Dixon Line (originally the border of Pennsylvania and Maryland) (Photo 1) at an elevation of 1,300 ft and descends to Raven Rock Hollow. The northern end of the Section is accessible by car from Pen-Mar Road and from the southern end by MD Route 491 (PATC 2015a:55).

The Section begins at Pen Mar Road and the border with Pennsylvania, crosses over an A.T. corridor gate, crosses railroad track onto a gravel lane, and at mile 0.2, the Trail enters Pen Mar Park. The park was established in 1877 by the Western Maryland Railroad, which retained management until its closure in 1943. It reopened in 1977, under the ownership of the county. The A.T. follows a paved pathway through the Park, passing the **Pen Mar Park Viewpoint (Resource No. 2, Map Sheet No. 1)** (Photo 2), where hikers are afforded a managed vista to the west of the forested slope of South Mountain below and active agricultural lands in both Pennsylvania and Maryland in the distance. The Pen Mar Park's wood-frame overlook pavilion and benches (non-A.T. resources) are located along the Trail's route and accommodate both park and A.T. visitors. The Trail next travels through forest along an old forest and abandoned roads. Remnants of old stone-lined root cellars and brick foundations can be found along this stretch of treadway near mile 1 (PATC 2015a:58–59).

The Treadway transitions from a mostly earth base to rocky before mile 2. The Trail sharply turns northward and reaches **High Rock Parking Area Side Trail (Resource No. 3, Map Sheet No. 1)** (Photo 3), a 0.23-mile side trail leading to a gravel parking lot off Pen Mar High Road at mile 3.1. At the parking lot, the **High Rock Viewpoint Side Trail (Resource No. 4, Map Sheet No. 1)** extends 86 ft northwest from the parking area side trail to the **High Rock Viewpoint (Resource No. 5, Map Sheet No. 1)** (Photo

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4), which affords sweeping views over the slope of South Mountain and agricultural land to the west. The rock outcropping includes remnants of a stone foundation and cement platform from the 30-ft-tall pavilion that historically stood atop the rock. The Trail turns southward from the parking area side trail and A.T. junction and reaches the local high point of the Quirauk Mountain (1,800-ft elevation) at mile 3.9. It leaves an area of dense undergrowth and enters forest at mile 4.5 (PATC 2015a:60–61).

At mile 4.9, the Trail intersects the **Raven Rock OUA Side Trail (Resource No. 6, Map Sheet No. 1)**, which leads 0.13 miles west to **Raven Rock OUA (Resource No. 7, Map Sheet No. 1)**. The OUA has a shelter that was built by the PATC in 2010 that replaced the former Devils Racecourse Shelter. The shelter is a three-sided, rectangular, one-story, front-gable, log building that contains a lofted wood-frame bunk area. The roof extends over the wood-deck picnic area at the front of the shelter. Both gable ends contain paired single-light fixed windows. Raven Rock shelter accommodates 16 people, offers bear poles, a privy, and spring access. The shelter is the highest-elevation and most recently constructed shelter along the A.T. in Maryland. The Trail next intersects **Raven Rock Viewpoint Side Trail (Resource No. 8, Map Sheet No. 2)** at mile 5.7, a 346-ft spur that leads to **Raven Rock Viewpoint (Resource No. 9, Map Sheet No. 2)**, which offers limited views from a cliff to the east overlooking forest. The A.T. steeply descends to the section end at Raven Rock Hollow at mile 5.9 (1,100-ft elevation) (PATC 2015a:60–61; Decker 2020:140).

Section 2

Section 2 is a 4.1-mile-long portion of the ANST Maryland Segment that extends from Raven Rock Hollow to Wolfsville Road. The Section crosses two small ridges that extend southeast and link with the Catoctin range. With an approximately 500-ft change in elevation, the Section steadily climbs through dense woods to an open field bordered by Raven Rock Road (MD Route 491) (PATC 2015a:63).

The Trail crosses and follows the guardrail of the road for about 0.1 miles, and then reenters the woods where it crosses Little Antietam Creek on rocks (Photo 5). The A.T. crosses a stone wall at mile 0.4 and reaches a high point on the slope of Buzzard Knob at mile 0.5. The Trail crosses Warner Gap Road, where parking is available, at mile 0.8 at a 1,200-ft elevation. The A.T. turns east onto the gravel road, then turns west, and reenters the woods. After crossing Edgemont Reservoir Feeder Stream at mile 0.85, the Trail passes a spring west of the trail at mile 0.9. A powerline clearing at mile 1.2 (1,300-ft elevation)

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affords no views, and the Trail reenters the woods and reaches a large rock outcropping at mile 1.8. The A.T. ascends and descends on stone steps at mile 1.9 and crosses a stream at mile 2.1 (Photo 6). A high point is at mile 2.4, and the Trail exits the woods and enters a field at mile 2.5 (PATC 2015a:65).

The Trail crosses MD Route 77 (Foxville Road) at mile 2.6 at an elevation of 1,600 ft, enters the woods for 0.1 miles, and travels through a series of fields. At mile 2.9, the A.T. crosses the tree line between fields and reaches the **Willard Property SUP³ Viewpoint (Resource No. 10, Map Sheet No. 2)** (Photo 7) at mile 3 that offers sweeping views across an open field bound by forest as hikers travel across the field. The A.T. reenters the woods at mile 3.1, then travels along the east side of a powerline clearing, and reaches the **Powerline Right of Way Viewpoint (Resource No. 11, Map Sheet No. 2)** at mile 3.7. Hikers are granted limited vistas to the north and south along the powerline right-of-way as they cross the clearing and reenter the woods. The Trail winds several switchbacks before intersecting with the 186-ft-long **Ensign Cowall Memorial OUA Side Trail (Resource No. 12, Map Sheet No. 2)** at mile 3.9. The side trail leads 186 ft to the **Ensign Cowall Memorial OUA (Resource No. 13, Map Sheet No. 2)** (Photos 8–10) at an elevation of 1,400 ft. The OUA consists of a shelter, five tent pads, several hammock sites, a privy, and a bear pole. The shelter was constructed in 1999 by the PATC and accommodates 8 people. The shelter is a three sided, rectangular, one story, log building with a wood-frame bunk and storage area. The building has a front gable roof clad in standing-seam metal and contains paired single-light fixed windows in the gable. A wood deck picnic area is in front of the shelter and protected by the roof. The OUA's water source is at the end of the 199-ft-long **Ensign Cowall Memorial OUA Water Source Trail (Resource No. 14, Map Sheet No. 2)** which is located a mile 4.0 of the A.T. section and extends south to a year-round spring. At mile 4.1, the Trail reaches **MD Route 17 (Wolfsville Rd) Parking Area Side Trail (Resource No. 15, Map Sheet No. 2)** (Photo 12), which leads 725 ft south to a parking area. Section 2 ends at the crossing of Wolfsville Road (1,400 ft elevation) (PATC 2015a:67; Decker 2020:139).

Section 3

Section 3 is an 8.6-mile-long portion of the ANST Maryland Segment between Wolfsville Road and Interstate 70 (I-70). Section 3 follows a narrow ridge crest where the Treadway consists of mostly

³ SUP stands for special-use permit. The land is maintained as an open area as part of the A.T.

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compacted earth with some rocky rutted stretches. The Section is notable for the expansive views at Black Rock and Annapolis Rock. After crossing Wolfsville Road, the Trail ascends via switchbacks along a steep and rocky portion of treadway. At mile 0.6, the A.T. reaches the ridge crest at an elevation of 1,800 ft and travels southwest on extremely rocky terrain beginning at mile 2.1. The Trail reaches **South Mtn Viewpoint 1 (Resource No. 16, Map Sheet No. 2)** at mile 2.4. The viewpoint affords views to the east over the forested slope of South Mountain and expansive fields below from talus slope. At a rocky point of treadway and mile 3.2, the **South Mtn Viewpoint 2 (Resource No. 17, Map Sheet No. 3)** provides open views like those at the South Mtn Viewpoint 1(PATC 2015a:69–73).

At mile 4.8, after passing a series of forest roads and non-A.T. side trail, the Trail intersects with the **Thurston Griggs Trail (Resource No. 18, Map Sheet No. 3)**, which descends 1 mile west and leads to a trailhead and parking on White Oak Road. The **Pogo Memorial Campsite OUA (Resource No. 19, Map Sheet No. 3)**⁴ is at mile 4.8 (1,600-ft elevation) and consists of campsites, a privy, and spring. The OUA is located at the site of the former Black Rock Hotel. The Trail crosses Black Rock Creek, an intermittent stream, at mile 4.9, and reaches the **Black Rock Viewpoint Side Trail (Resource No. 20, Map Sheet No. 3)** at mile 5.4. The side trail extends 447 ft to the expansive views at the **Black Rock Viewpoint (Resource No. 21, Map Sheet No. 3)** (Photo 13) at an elevation of 1,800 ft. The viewpoint grants 180-degree views to the west from a cliff (PATC 2015a:72–73).

The Trail winds to the southeast and intersects with the **Annapolis Rock Viewpoint Side Trail (Resource No. 22, Map Sheet No. 4)** at mile 6.4. The side trail descends sharply 0.2 miles west to the **Annapolis Rock Viewpoint (Resource No. 23, Map Sheet No. 4)** (Photo 14), which provides sweeping views to the west over forest in the foreground and rural development in the distance. Greenbriar Lake is visible to the southwest. The viewpoint side trail connects to **Annapolis Rock OUA Side Trail (Resource No. 24, Map Sheet No. 4)**, which loops around to the **Annapolis Rock OUA (Resource No. 25, Map Sheet No. 4)**. The OUA contains campsites, a privy, bear pole, access to a spring, and a caretaker's campsite. The Trail continues southwest, crossing a high point at a saddle in the ridge at mile 7.6 where cinnamon ferns carpet both sides of the treadway and the peak of Pine Knob rises to the east. At mile 8.0, the **Pine Knob OUA Side Trail (Resource No. 26, Map Sheet No. 4)** (Photo 15) leads 0.1 miles north to the **Pine Knob OUA (Resource No. 27, Map Sheet No. 4)**, and loops to rejoin the A.T. at

⁴ This OUA was established by the Mountain Club of MD and named in honor of Walter "Pogo" Rheinheimer Jr.

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mile 8.1. The Pine Knob OUA is at an elevation of 1,400 ft and consists of a shelter (Photo 16), tent pads, privy, and access to a spring. The shelter was built in 1939–1940 by the CCC and is a traditional lean-to, consisting of a one story, rectangular, log frame building with a side gable roof clad in metal and a stone foundation. The interior contains a wood deck bunk area and a stone-surfaced picnic area is covered by an extension of the roof (Decker 2020:139).

From the Pine Knob OUA, the Trail descends over stone and log stairs (Photo 17) to a dirt road that is surrounded by hickory and oak trees and cinnamon ferns. The Trail crosses an open area, reenters the woods, and passes under the US Route 40 overpass (Photo 18) at mile 8.5. The **Annapolis Rock (US Route 40) Parking Area Side Trail (Resource No. 28, Map Sheet No. 4)** leads 0.16 miles east to a parking area on US Route 40, as the Trail turns sharply west to cross I-70 on the **I-70 Footbridge (Resource No. 29, Map Sheet No. 4)** (Photo 19) at mile 8.6. The footbridge was constructed in 1972 to create a safe crossing for the A.T. over the newly constructed interstate highway. It is a 150-ft-long, concrete and steel bridge enclosed by a chain-link fence tunnel and marks the Section end (PATC 2015a:73–74; Decker 2020:139).

Section 4

Section 4 extends 4.9 miles from I-70, through Greenbrier and Washington Monument state parks, to Turner Gap. The Section is easy to hike and traverses a series of low hills. Highlights of the section include lake access and views of the Washington Monument (described below). After crossing the I-70 footbridge, the Trail crosses Boonsboro Mountain Road diagonally at mile 0.1. It enters the woods and travels southwest, gradually gaining elevation until mile 0.5, when it reaches the high point of Bartman Hill. The **Bartman Hill Side Trail (Resource No. 30, Map Sheet No. 4)** extends 0.4 miles west from the A.T. and descends to the Visitor Center at Greenbriar State Park. (PATC 2015a:77–81).

The Trail crosses Boonsboro Mountain Road at mile 0.8 and goes over a series of hills to a high-voltage powerline cut at mile 2.6. From the cut, the Trail ascends a loose, rocky talus slope to its intersection with the **Washington Monument Observation Tower Side Trail (Resource No. 31, Map Sheet No. 5)** (Photo 20) at mile 2.9. The side trail leads 232 ft southwest uphill to the Washington Monument (not an A.T. resource) at an elevation of 1,500 ft. The Washington Monument (NR Listed 1972, NRIS No. 72000588) (Photo 21) is the first completed monument for George Washington. It was constructed in

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1827 as a bell-shaped stone structure with an interior staircase leading to a viewing platform at the top. The monument was restored by the CCC in 1934–1936. The **Washington Monument Observation Tower Viewpoint (Resource No. 32, Map Sheet No. 5)** (Photo 22) provides expansive 360-degree views overlooking South Mountain’s forested slopes and agricultural and rural development in the valleys below. The tower’s lower viewing deck is oriented westward toward Antietam National Battlefield and the open landscape surrounding the tower also affords views (PATC 2015a:80–83).

From the Washington Monument, the Trail descends on a well-graded trail through Washington Monument State Park (Photo 23) and crosses the park’s entrance road at mile 3.3 and Monument Road at mile 3.5. and crosses through Turner’s Gap and the Fox’s Gap Historic District (NR Listed 2011, NRIS No. 10000575). The Battle of South Mountain in September 1862 occurred in the gaps, with heavier fighting occurring in Foxs Gap. At mile 4, the A.T. crosses two stone fences and descends via switchbacks to the **Dahlgren Field Viewpoint (Resource No. 33, Map Sheet No. 5)** (Photo 24) at mile 4.8 in Turners Gap that provides picturesque views across open fields where fighting occurred and the Church of St. Joseph of the Sacred Heart of Jesus. The church, also known as Dahlgren Chapel, was constructed for Sarah Vinton Dahlgren (1825–1898) in 1881, spouse of Admiral John A. Dahlgren (1809–1870). The nearby Old South Mountain Inn was her summer residence by the 1870s. Admiral Dahlgren was the founder of the Dahlgren gun and served in the US Navy during the Civil War. The Trail then passes Civil War interpretive wayside panels and monuments in the field. At mile 4.9, the A.T. reaches the Section end at US Route 40 Alt. in Turners Gap at an elevation of 1,100 ft, diagonal to the Old South Mountain Inn (PATC 2015a:83).

Section 5

Section 5 is a 7.4-mile-long portion of the ANST Maryland Segment that extends from Turners Gap to Crampton Gap. The Section has well-graded treadway and few elevation changes. After crossing US Route 40 Alt. at Turners Gap, the Trail enters the woods parallel to a dirt road and descends through forest. At 0.2 miles, the A.T. reaches the **Dahlgren Backpacker Campground OUA (Resource No. 34, Map Sheet No. 5)** (Photo 25) in a small clearing within Greenbrier and South Mountain state parks. The OUA is operated by South Mountain State Park for hikers and has a restroom building, tent sites with pads and fire pits, a water treatment facility, water spigot, and bear pole. The Trail then skirts the west side of a large field (Photos 26–27) and crosses Reno Monument Road at mile 1.0. The field was the site

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of heavy fighting during the Civil War Battle of South Mountain in September 1862. The Reno Monument (Photo 28), which commemorates the site where Union Major General Jesse L. Reno was mortally wounded during the Battle of South Mountain, is 50 yards east of the Trail, and multiple interpretive and memorial panels and plaques mark the location (PATC 2015a:88–89).

At mile 2.0 the Trail intersects with the **Rocky Run OUA Side Trail (Resource No. 35, Map Sheet No. 5)** (Photo 29), which descends 0.2 miles southwest to the **Rocky Run OUA (Resource No. 36, Map Sheet No. 5)** (Photo 30). The OUA consists of two shelters, campsites, privies, and a spring. The first shelter was built in 1941 by the CCC and was renovated in the 2000s. The shelter accommodates six people and is a good example of a typical lean-to type shelter. It is a lean-to, consisting of a one story, rectangular, log building with a side gable roof clad in metal and a stone foundation. The interior contains a wood deck bunk area, and a stone-surfaced picnic area is covered by an extension of the roof (Decker 2020:138). The other shelter was built in 2008 by the PATC and accommodates 16 people. It is a three-sided, rectangular, one-story, front-gable, log building on concrete piers that contains a lofted wood-frame bunk area. The roof extends over the wood-deck picnic area at the front of the shelter. Both gable ends contain paired single-light fixed windows. The Trail crosses a paved road at mile 2.5, and ascends Lamb Knoll, crossing the high point at mile 3.6 at an elevation of 1,800 ft. A non-A.T. side trail leads 50 yards west to the true summit of Lambs Knoll where a modern communication tower has been placed (PATC 2015a:89).

The Trail turns west and passes the **White Rocks Viewpoint (Resource No. 37, Map Sheet No. 6)** at mile 3.8. With an elevation of 1,600 ft, the viewpoint affords views south along the forested ridge from a quartzite cliff and a carving in the rockface reading “R.L. Rudy 1890” evidences the sites long use as a scenic viewpoint. The 0.2-mile-long **White Rocks Viewpoint Side Trail (Resource No. 38, Map Sheet No. 6)** descends from the viewpoint to Bear Spring. The Trail winds around the ridge crest and rejoins the ridgeline in a straight line atop South Mountain. At mile 5.2, the A.T. reaches the **Rohrersville Valley Viewpoint (Resource No. 39, Map Sheet No. 6)** that provides picturesque views of the valley that extends from the base of the mountain. At mile 6.5, the A.T. crosses through the Crampton’s Gap Historic District (NR Listed 2011, NRIS No.10000576), where the Battle of South Mountain in September 1862 occurred. The Trail intersects **Crampton Gap OUA Side Trail (Resource No. 40, Map Sheet No. 6)** (Photo 31) at mile 7.0 and descends 0.27 miles northeast to the **Crampton Gap OUA (Resource No. 42, Map Sheet No. 6)** at elevation 1,035 ft. The OUA side trail continues beyond the shelter, where the

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Crampton Gap OUA Side Trail Bridge (Resource No. 41, Map Sheet No. 6) (Photo 32), a 20-ft-long wood deck footbridge, extends to the OUA's privy. The OUA consists of a shelter (Photo 33), campsites, privy, bear pole, and spring. The shelter was built in 1939 by the CCC and is a typical lean-to, consisting of a one story, rectangular, log building with a side gable roof clad in metal and a stone foundation. The interior contains a wood deck bunk area, and a wood-deck picnic area is partially covered by an extension of the roof (Decker 2020:167). The Trail enters Gathland State Park at mile 7.3 at the crossing of Gapland Road (Photo 34). Gathland State Park (Photos 34–36), which is named for George Alfred Townsend, a Civil War newspaper correspondent who wrote under the pen-name Gath. Townsend's property was the site of heavy fighting during the Battle of Crampton's Gap, one of several engagements that were fought during the Battle of South Mountain on September 14, 1862. The Trail passes the ruins of a ca. 1887 stone barn, a picnic pavilion, and parking lots. The Civil War Newspaper Correspondents Monument, which Townsend erected to honor Civil War reporters, is at the crossing of Gapland and Arnoldstown roads. The 50-ft-tall stone memorial tower is maintained under the jurisdiction of the NPS and marks the end of Section 5 (PATC 2015a:91).

Section 6

Section 6 extends 6.7 miles from Crampton Gap along the ridgeline of South Mountain and its western rim to Weverton Road. The Section has minimal elevation changes and travels through mature forest within Gathland and South Mountain state parks and a mix of state and federal lands. The Section begins by crossing Gapland Road (900-ft elevation) and ascends 0.1 mile to an unmarked side trail that leads east to the remains of earthen trenches dug during the Battle of South Mountain. At mile 1.4, the Trail passes the Glenn R. Cavney Memorial, a red granite memorial plaque set into the ground approximately 10 ft east of the Trail. Cavney was a dedicated A.T. maintainer who was killed in a car crash. His father purchased a 4-acre tract for the Trail surrounding the memorial, which was dedicated to the memory of his son in 1976 (PATC 2015a:95).

At mile 1.7, the A.T. crosses Brownsville Gap Road at the site where two divisions under Confederate Major General Lafayette McLaws crossed South Mountain on the way to seize Maryland Heights during the during the Battle of Harper's Ferry (September 12–15, 1862). As it follows the ridgeline, the Trail maintains a straight corridor to mile 3.1, where it reaches **Birch Tree Overlook Viewpoint (Resource No. 43, Map Sheet No. 7)**, which affords views to the east over the forested South Mountain slope and

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agricultural fields below. From the view, the Trail continues south to its intersection with the **Ed Garvey OUA Side Trail (Resource No. 44, Map Sheet No. 7)** (Photo 37) at mile 3.7. The side trail steeply descends 0.45 miles east to the **Ed Garvey OUA (Resource No. 45, Map Sheet No. 7)**. The OUA contains a shelter (Photo 38), tent sites, bear pole, composting privy, fire pit, and spring. It was constructed in 2001 in memory of Ed Garvey, a former president of the PATC and author of the *Appalachian Hiker: Adventure of a Lifetime* (1971), which contributed to the popularization of A.T. thru hiking. The shelter is a two-story log building with a front-gable roof and has an open first story and a sleeping loft and balcony accessed by a ladder. The Trail continues along the ridge and reaches the **Pleasant Valley Viewpoint (Resource No. 46, Map Sheet No. 7)** at mile 5.3, which overlooks the valley (PATC 2015a:95-97; Adkins 2015:37; Decker 2020:137).

The Trail follows the forested ridge (Photo 39) as it gently descends then intersects with the **Weverton Cliffs Side Trail (Resource No. 47, Map Sheet No. 8)** at mile 5.8. The side trail leads 0.1 miles south to the **Weverton Cliffs Viewpoint (Resource No. 48, Map Sheet No. 8)** (Photo 40), which offers sweeping views from the rock outcropping overlooking the Potomac River to the south. A plaque memorializing Goodloe Byron (see *Section 7* below) is mounted on the cliff face. The Trail descends Weverton Cliffs on a series of switchbacks (Photo 41) and exits the woods, crossing Weverton Road in a rural residential area at mile 6.6. The Trail follows the south side of the road and passes a non-A.T. side trail that leads to a parking lot. The Trail reaches the section end at the parking lot at mile 6.7 at an elevation of 400 ft (PATC 2015a:95-97).

Section 7

The 3.3-mile-long Section is between Weverton Road and Harpers Ferry, West Virginia (the Segment end). The Trail travels along the Chesapeake & Ohio Canal towpath, within the Chesapeake & Ohio Canal National Historical Park (NR Listed 1966, NRIS No. 66000036) and Harpers Ferry National Historical Park (NR Listed 1966, Boundary Increase 2016; NRIS No. 66000041, 16000238). The A.T. travels adjacent to residential property in some locations and follows the Chesapeake & Ohio Canal (Photos 42-44) on the north side of the Potomac River and is the one of the lowest and flattest sections of the A.T. The canal is used for recreation now, with the towpath open to pedestrians and bicycles and coaligned with the A.T. (PATC 2015a:99-101).

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The Section begins at the parking lot at an elevation of 400 ft at the base of Weverton Cliffs, enters the woods briefly paralleling Israel Creek, and crosses US Route 340 under the road overpass at mile 0.2, and travels parallel to an abandoned spur of the B&O Railroad for the next 0.2 miles. At mile 0.4, the Trail enters the Chesapeake & Ohio Canal National Historical Park, reaches an NPS gate, and crosses the active CSX Railroad tracks at mile 0.4. At mile 0.5, the Trail crosses a causeway over the Chesapeake & Ohio Canal (300-ft elevation), turns west, and follows the towpath to Harpers Ferry, with the CSX railroad tracks to the north and the Potomac River to the south. At mile 2, the Trail crosses under the Route 340 bridge near Sandy Hook and continues west along the towpath. At mile 2.7, the Trail passes Canal Lock 32 that was built for the Chesapeake & Ohio Canal in 1833. The 184.5-mile-long canal linked Washington, DC, and Cumberland, Maryland and remained open to commercial navigation until 1924 (PATC 2015a:101).

The Trail passes under one train trestle and ascends stairs to cross the 0.2-mile-long, metal **Goodloe Byron Memorial Footbridge (Resource No. 49, Map Sheet No. 8)** (Photo 45) at mile 3.1. The footbridge is named for Congressman Goodloe E. Byron (1928–1978), a major supporter of the Appalachian Trail. It was constructed in 1985 and is attached to an active railroad bridge (the 1894 B&O Railroad Potomac River Crossing) that extends over the Potomac River between Harpers Ferry, West Virginia, and Sandy Hook, Maryland, where the railroad travels through a tunnel built into the mountainside. The railroad bridge was fabricated by the Pencoyd Iron Works and constructed in 1894. The bridge affords views south of the confluence of the Shenandoah and Potomac rivers. In 2019, a train derailment heavily damaged the footbridge, and part of it was replaced in 2020. The Trail reaches the segment end at Harpers Ferry at mile 3.3 (400-ft elevation) at the border of Maryland and West Virginia Border within Harpers Ferry National Historical Park (PATC 2015a:102–103).

Statement of Integrity

The ANST Maryland Segment retains sufficient integrity of location, setting, design, feeling, and association to convey its significance in the areas of Entertainment and Recreation, Conservation, and Social History. Most of the A.T. treadway in Maryland is on protected lands owned in fee simple, managed as “A.T. Lands,” within state and federal parks, forests, and protected lands, or on negotiated rights-of-way through towns or over public roads and bridges.

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1 Like the entire A.T., the ANST Maryland Segment has continued to evolve since its original construction
2 in response to natural forces and development, while remaining a physical manifestation of the original
3 Trail planning concept and design-build strategy for a continuous long-distance hiking path. The A.T.
4 route in Maryland has integrity of location within an unbroken protective corridor intentionally
5 established by the State of Maryland, the ATC, the PATC and other Trail-maintaining clubs, and the CCC
6 in 1933–1942. Finally, from 1968 to the present, the involved parties rerouted pieces of treadway that
7 remained on unprotected land to protected lands or relocated pieces within protected lands to improve the
8 hiker experience.⁵

9
10 The ANST Maryland Segment possesses integrity of setting, allowing hikers to reach, travel through, and
11 experience the remote natural, wild, scenic, and cultural lands of the Appalachian Mountains. The route
12 provides numerous opportunities to encounter viewpoints and vistas of the natural landscape at numerous
13 mountain summits and along the mountain ranges and along fields and waterways—a key guiding design
14 criterion of the A.T.’s planners and builders.

15
16 The ANST Maryland Segment retains the paramount A.T. feeling of a continuous footpath through a vast
17 landscape and continues to fulfill its original purpose of providing human access to the wilderness with
18 minimal impacts to the natural environment from activities along its course. The ANST Maryland
19 Segment retains integrity of materials and workmanship, with many built resources, including shelters,
20 lean-tos, and bridges, maintained through replacement in kind or built using natural materials by
21 volunteers following ATC guidelines. The Segment clearly conveys its association with the outdoor
22 entertainment and recreation and land conservation sentiments in the United States that influenced its
23 construction and development. Rerouted and relocated portions are congruent with the original vision of
24 the Trail, and adjustments to the course of the Trail and its treadway do not detract from its themes of
25 significance.

⁵ As defined in the MPDF (Olausen et al. 2022), a reroute refers to portions of the A.T. moved onto publicly or privately owned protected land. Public protected lands are forests, parks, and other areas assigned for conservation and public use. Private protected lands are designated as conservation land. Relocations refer to changes to the A.T. within the established protected land corridor typically to move pieces of deteriorated treadway to fresh ground or to improve access to an OUA, viewpoint, or other Trail feature.

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**APPALACHIAN NATIONAL SCENIC TRAIL
MARYLAND SEGMENT NATIONAL REGISTER HISTORIC DISTRICT
RESOURCES LIST**

Resource No. ⁶	Resource Name ⁷	Sub-Type/ Features ⁸	NR Property Type ⁹	PATC Map No. (MD/VA) ¹⁰	PATC Section No. (MD) ¹¹	NR Map Sheet No. ¹²	Photo No.
1	ANST Maryland Segment Treadway	A.T. Route	Structure	All	All	All	All
2	Pen Mar Park Viewpoint	Vista	Site	5	1	1	2
3	High Rock Parking Area Side Trail	Access, 0.23 mi long	Structure	5	1	1	3
4	High Rock Viewpoint Side Trail	View, 186 ft long	Structure	5	1	1	
5	High Rock Viewpoint	View	Site	5	1	1	4
6	Raven Rock OUA Side Trail	OUA, 0.13 mi long	Structure	5	1	1	
7	Raven Rock OUA	Shelter (2010), campsites, privy, spring	Site	5	1	1	
8	Raven Rock Viewpoint Side Trail	View, 332 ft long	Structure	5	1	2	
9	Raven Rock Viewpoint	View	Site	5	1	2	
10	Willard Property SUP Viewpoint	Vista	Site	5	2	2	7

⁶ **Resource Number** is an assigned number for each countable resource, organized traveling southbound from the Pennsylvania-Maryland border to the Maryland-West Virginia border within the Maryland Segment.

⁷ **Resource Name** for countable resources is that shown in the Appalachian Trail Conservancy (ATC) and National Park Service (NPS) Appalachian Trail Park Office data set, with minor edits to reflect information in the PATC's *Appalachian Trail Guide: Maryland and Northern Virginia* (Eighteenth Edition, 2015), and accompanying maps.

⁸ **Sub-Type/Feature** refers to the NPS and ATC data subtype within a resource type, information about specific features, materials, measurements, and date.

⁹ **NR Resource Type** refers to how resources are classified for the purposes of the NR.

¹⁰ **ATC Map No.** refers to the corresponding maps to the 2015 PATC guidebook.

¹¹ **ATC Section No.** refers to the seven Sections of the A.T. in Maryland as defined in the 2015 PATC guidebook.

¹² **NR Map Sheet No.** refers to the eight map sheets that accompany this NR nomination. This map set shows the boundaries of the nominated district and the location of all individual countable resources.

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Resource No. ⁶	Resource Name ⁷	Sub-Type/ Features ⁸	NR Property Type ⁹	PATC Map No. (MD/VA) ¹⁰	PATC Section No. (MD) ¹¹	NR Map Sheet No. ¹²	Photo No.
11	Powerline Right of Way Viewpoint	Vista	Site	5	2	2	
12	Ensign Cowall Memorial OUA Side Trail	OUA, 186 ft long	Structure	5	2	2	
13	Ensign Cowall Memorial OUA	Shelter (1999), campsites, privy, spring	Site	5	2	2	8-10
14	Ensign Cowall Memorial OUA Water Source Side Trail	Water source, 149 ft long	Structure	5	2	2	
15	MD Rte 17 (Wolfsville Rd) Parking Area Side Trail	Access, 0.14 mi long	Structure	5	2	2	12
16	South Mtn Viewpoint 1	View	Site	5	3	2	
17	South Mtn Viewpoint 2	View	Site	5	3	3	
18	Thurston Griggs Trail	Access, 0.96 mi long	Structure	5	3	3	
19	Pogo Memorial Campsite OUA	Campsites, privy, spring	Site	5	3	3	
20	Black Rock Viewpoint Side Trail	View, 455 ft long	Structure	5	3	3	
21	Black Rock Viewpoint	View	Site	5	3	3	13
22	Annapolis Rock Viewpoint Side Trail	View, 0.18 mi long	Structure	5	3	4	
23	Annapolis Rock Viewpoint	View	Site	5	3	4	14
24	Annapolis Rock OUA Side Trail	OUA, 0.35 mi long	Structure	5	3	4	
25	Annapolis Rock OUA	Campsites, caretaker's site, privy, bear pole, spring	Site	5	3	4	
26	Pine Knob OUA Side Trail	OUA, 0.4 mi long	Structure	5	3	4	15

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Resource No. ⁶	Resource Name ⁷	Sub-Type/ Features ⁸	NR Property Type ⁹	PATC Map No. (MD/VA) ¹⁰	PATC Section No. (MD) ¹¹	NR Map Sheet No. ¹²	Photo No.
27	Pine Knob OUA	Shelter (1939), campsites, privy, spring	Site	5	3	4	16
28	Annapolis Rock (US 40) Parking Area Side Trail	Access 0.16 mi long	Structure	5	3	4	
29	I-70 Footbridge	Steel and concrete, 150 ft long, built 1972	Structure	5	3	4	19
30	Bartman Hill Side Trail	Access, 0.4 mi long	Structure	5	4	4	
31	Washington Monument Observation Tower Side Trail	View, 232 ft long	Structure	5	4	5	20
32	Washington Monument Observation Tower Viewpoint	Vista	Site	5	4	5	21-22
33	Dahlgren Field Viewpoint	Vista	Site	5	4	5	24
34	Dahlgren Backpacker Campground OUA	Campsites, bathroom facility, water spigot, bear pole	Site	6	5	5	27
35	Rocky Run OUA Side Trail	OUA, 0.2 mi long	Structure	6	5	5	
36	Rocky Run OUA	Two shelters (1941 and 2008), campsites, privies, spring	Site	6	5	5	30
37	White Rocks Viewpoint	View	Site	6	5	6	
38	White Rocks Viewpoint Side Trail	View/water source, 0.2 mi long	Structure	6	5	6	
39	Rohrersville Valley Viewpoint	Vista	Site	6	5	6	
40	Crampton Gap OUA Side Trail	OUA, 0.28 mi long	Structure	6	5	6	31

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Resource No. ⁶	Resource Name ⁷	Sub-Type/ Features ⁸	NR Property Type ⁹	PATC Map No. (MD/VA) ¹⁰	PATC Section No. (MD) ¹¹	NR Map Sheet No. ¹²	Photo No.
41	Crampton Gap OUA Side Trail Bridge	Wood deck bridge on posts, > 20 ft long	Structure	6	5	6	32
42	Crampton Gap OUA	Shelter (1941), campsites, privy, bear pole, spring	Site	6	5	6	33
43	Birch Tree Overlook Viewpoint	Vista	Site	6	6	7	
44	Ed Garvey OUA Side Trail	OUA, 0.42 mi long	Structure	6	6	7	37
45	Ed Garvey OUA	Shelter (2002), campsites, bear pole, privy, spring	Site	6	6	7	38
46	Pleasant Valley Viewpoint	Vista	Site	6	6	7	
47	Weverton Cliffs Side Trail	View, 0.1 mi long	Structure	6	6	8	
48	Weverton Cliffs Viewpoint	View	Site	6	6	8	40
49	Goodloe Byron Memorial Footbridge	Metal footbridge attached to railroad bridge, 0.2 mi long	Structure	6	7	8	45

1
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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- ☒ A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ B. Property is associated with the lives of persons significant in our past.
- ☐ C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

- ☐ A. Owned by a religious institution or used for religious purposes
- ☐ B. Removed from its original location
- ☐ C. A birthplace or grave
- ☐ D. A cemetery
- ☐ E. A reconstructed building, object, or structure
- ☐ F. A commemorative property
- ☒ G. Less than 50 years old or achieving significance within the past 50 years

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Areas of Significance

(Enter categories from instructions.)

ENTERTAINMENT/RECREATION

CONSERVATION

SOCIAL HISTORY

Period of Significance

1930–2006

Significant Dates

1930 – ANST Maryland Segment route scouted

1932 – ANST Maryland Segment construction completed

2006 – reroute of Trail between Warner Gap Road and Wolfsville Road in 2002–2006 moves the remaining major piece of the ANST Maryland Segment onto the protected A.T. corridor

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

N/A

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The ANST Maryland Segment is eligible for inclusion in the National Register as an associated listing of the *Historic Resources of the Appalachian National Scenic Trail* Multiple Property Documentation Form (MPDF). It meets the requirements for listing under the ANST State Segment associated property type and the historic context “The Appalachian Trail, 1922–Present” (Olausen et al. 2022). The ANST Maryland Segment is significant under Criterion A at the national level in the areas of Entertainment/Recreation and Conservation as an important component of the nation’s premier long-distance hiking trail and at the state level in the area of Social History for its association with hiking clubs that were responsible for its construction and maintenance. The period of significance for the ANST Maryland Segment extends from 1930, when the Segment was planned and construction began, to 2006,

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when the process of moving the Trail onto a fully protected corridor was completed. The end date is consistent with the *Historic Resources of the Appalachian National Scenic Trail* MPDF, which states that the A.T. meets Criteria Consideration G for properties less than 50 years old due to the exceptional importance of the A.T. as a historic recreational resource of enduring national significance.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

CRITERION A – ENTERTAINMENT/RECREATION

The ANST Maryland Segment is an important link of the entire A.T., connecting the Trail's northern and southern routes along the spine of the Appalachian Range. The construction of the ANST Maryland Segment promoted long-distance and day- hiking in Maryland, especially along and in the vicinity of South Mountain. This region was readily accessible to people in the valleys flanking the mountain and in major metropolitan hubs of the region, including Baltimore and Washington, DC, and the ANST Maryland Segment provided recreational opportunities previously unavailable. The segment's development aided in the establishment of organized hiking trail construction methods in the greater Mid-Atlantic and Southern regions, and served as a model for other trail systems.

Land Use and Settlement Along South Mountain Before the Appalachian Trail

Before European colonization, Native Americans established trails that extended north and south along the slopes of South Mountain and the flanking valleys. In the 1720s and 1730s, European settlements were established along the Potomac River and near the mouth of Antietam Creek. By 1732, British Lord Baltimore, the first Proprietor of the Province of Maryland, had the land surrounding and including South Mountain surveyed into parcels that were granted to settlers. Through the Treaty of Lancaster in 1744, the Six Nations of the Iroquois relinquished their claim to lands in the region to the Colony of Maryland, opening the area to unfettered European settlement. In 1765, British astronomers and surveyors Charles Mason and Jeremiah Dixon defined a boundary line between Pennsylvania and Maryland, which thereafter became known as the Mason–Dixon Line (PATC 2015a:41–53; Adkins 2015:31–50).

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By the end of eighteenth century, ferries across the Potomac and Shenandoah rivers at the south end of South Mountain carried settlers through the Blue Ridge Mountains, and roads and paths crossed through Crampton and Turners gaps. The original road through Turners Gap was constructed in 1755 and was later incorporated into the National Road (Cumberland Road), which was authorized in 1806 as the nation's first federally funded road project and was designed to facilitate settlement of the Ohio River Valley. Turner's Gap is the site of the Old South Mountain Inn, which was built in the early eighteenth century and is one of the oldest public houses along the A.T. The opening of the Chesapeake & Ohio (C&O) Canal and the Baltimore & Ohio Railroad along the Potomac River in 1834 sparked settlement at Harpers Ferry, West Virginia, and other places at the south end of South Mountain (PATC 2015a:41–53; Strain 1993:3–63, 91–97, 130–135; Adkins 2015:31–50).

Agriculture was the chief pursuit of the settlers of the valleys flanking South Mountain. Fertile soils and an ample supply of spring water along the mountain slopes provided the means to raise corn, rye, and wheat and whiskey making became an important industry by the mid-eighteenth century. Some of the area's farmers and distillers participated in the Whiskey Rebellion of 1794, an armed uprising against the federal government's decision to impose a tax on whiskey. Whiskey distilling flourished into twentieth century, especially during Prohibition (1920–1933) when many locals participated in elaborate moonshine production and transportation schemes (PATC 2015a:45–48; Adkins 2015:31–50).

Outdoor Recreation on South Mountain Before the Appalachian Trail

The first substantial recreational development along South Mountain in Maryland was centered at Pen Mar at the north end of the ANST Maryland Segment. In 1878 the Western Maryland Railroad established a park there to promote and increase passenger train services into the region. Daily trains and trolleys provided service to Pen Mar from Baltimore and Hagerstown, Maryland, and Waynesboro, Virginia. By the early twentieth century, Pen Mar Park contained 7 hotels, approximately 100 boarding houses, an amusement park, and a three-tiered observatory at the top of High Rock that provided excellent views to the west of the valley. Nicknamed the "Coney Island of the Blue Ridge," The park drew up to 5,000 people per day during the summer. During the 1930s, however, visitation to the park fell off due to the economic effects of the Great Depression (1929–1939) and in 1943 the park closed. It was subsequently acquired by Washington County and continues to serve as a public park, although the

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observatory and amusement rides are no longer extant (PATC 2015a:45–51; Bates 1987:2–3, 16–17; Adkins 2015:31, 46–50).

Recreational hiking to scenic viewpoints along South Mountain began in the late nineteenth century, but did not become popular until the early twentieth century. The area was distant from the closest metropolitan areas of Washington, DC, and Baltimore and much of the land was privately owned and inaccessible by railroads or other forms of public transportation. The formation of organized outing clubs of the type that had spearheaded the development of the extensive trail systems in the northeastern Appalachian Mountains late nineteenth and early twentieth centuries was slow to materialize in the South. This began to change in the 1910s with the founding of Washington, DC's Wildflower Preservation Society (WPS) and the Red Triangle Club (RTC). Recreational outings sponsored by these clubs initially focused on areas that were close to the city and easily reached by public transportation. The C&O Canal Towpath, which extended northwest from the city to Harpers Ferry and beyond, and the city's Rock Creek Park along Sligo Creek in Washington, DC, became popular day hiking destinations. As interest in hiking increase, the clubs organized longer overnight hiking excursions to the Appalachian Mountains in Maryland, West Virginia, and Virginia (Johnson 2017:16, 36, 68–69).

Planning the A.T.

In his proposal for "An Appalachian Trail: A Project in Regional Planning" published in the *Journal of the American Institute of Architects* in October 1921, Benton MacKaye included a map that depicted the Trail route through the Mid-Atlantic region. MacKaye's route in Maryland generally followed what would eventually be developed as the ANST Maryland Segment, entering the state east of Waynesboro, Pennsylvania, and travelling along the crest of South Mountain to Harpers Ferry, West Virginia (MacKaye 1921; Bates 1987:2–3, 16–17). MacKaye's vision for the trail quickly drew interest among the established hiking clubs in New England, New York, and New Jersey, but there were at the time no organizations capable of building and managing the Trail from Pennsylvania southward. In 1925, the Appalachian Trail Conference (ATC, later the Appalachian Trail Conservancy) formed as a collaboration of existing trail organizations with the overarching purpose of constructing, maintaining, and protecting the entire proposed A.T. That same year, the ATC met to discuss and plan the A.T. Among the topics discussed at the first annual meeting of the ATC held at the Raleigh Hotel in Washington, DC, on March 2 and 3, 1925, was the development of an organized

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approach to building the Trail in the South. Two years later, ATC Chairman Judge Arthur Perkins was instrumental in forming the Potomac Appalachian Trail Club (PATC, see **Criterion A – Social History**), which was headed by hiking enthusiast Myron Avery and would become the chief organization responsible for construction of the Trail in the South (Andrade et al. 2019; ATC 2000:5–7; Olausen et al. 2022).

The PATC’s initial mission was to manage scouting, building, and maintaining the A.T. from central Pennsylvania, through Maryland, and to Rockfish Gap in central Virginia (Adkins 2009:115) Avery became a driving force in publicizing the Trail and organizing local trail clubs that were instrumental in the Trail’s construction in the region, including the Maryland Appalachian Trail Club (MATC) and the Roanoke Appalachian Trail (RATC) and Natural Bridge Appalachian Trail (NBATC) clubs in Virginia. The PATC became well versed in scouting and building the Trail over mostly privately owned parcels, because the Mid-Atlantic and Southern states in their region contained limited federal and state land holdings along the Appalachian Mountain range in the 1920s and early 1930s (Adkins 2009:7, 115).

The PATC initially focused on scouting and building the ANST West Virginia–Virginia Segment beginning in February 1928 with the marking and clearing of the approximately 45 miles of trail from Harpers Ferry, West Virginia, to Linden, Virginia (Johnson 2017:70–73). The Trail from Harpers Ferry was routed to cross the Potomac River and Maryland–West Virginia border using the Bollman iron truss bridge constructed in 1852¹³ and then continue north through Maryland (Adkins 2009:11; Johnson 2017:96–97; PATC 1931:19).

Avery’s proposed route for the ANST Maryland Segment traveled from Pen Mar to Harpers Ferry along South Mountain. However, Trail clubs in Pennsylvania disagreed with this proposed route and instead wanted the Trail to travel along Tuscarora Mountain in their state, then follow the C&O Canal for 64 miles from Hancock, Maryland, to Harpers Ferry. Avery worked to gain the support of the Pennsylvanian clubs and, by the spring of 1929, they supported Avery’s South Mountain route (Bates 1987:2–3, 16–17; Johnson 2021:220–222).

¹³ A flood in 1934 damaged the bridge and hikers had to cross the river by boat. The Trail passed through Harpers Ferry until 1936, when it was rerouted to cross the rivers farther east (see **Historic Route and Reroutes**) (Adkins 2009:11; PATC 1931:19).

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In 1929, Avery consulted Maryland State Forester F. W. Besley and City Forester of Frederick Cyril Klein about scouting the potential ANST Maryland Segment route along South Mountain (Strain 1993:71; Johnson 2021:225). Besley, Klein, and other forest rangers scouted a route for the Segment from Pen Mar to Weverton at the Potomac River during a four-day trip and marked the route with strings and rags as flagging tape for later trail builders to follow. The route from Weverton was designed to coalign with the C&O Canal to Harpers Ferry (Johnson 2021:225).

In 1978, the *Frederick News* recounted Besley's explanation of the scouting trip:

The head man [Avery] called me and said that he wanted me to go out and blaze a trail between Pen Mar and Weverton. I knew a little about blazing trails, having already laid out the fire trails for the city watershed. I grabbed 3 men and the 4 of us headed for Weverton. With a 2-lb. ax, I blazed trees on the right, while the others walked behind me and blazed on the left side. That way it would be easier for the hikers to walk between the marks. On the first day we made it to Gapland. The second day we blazed as far as the Washington Monument which, at the time, was just a pile of stones. The third day we were at Wolfsville, and the fourth day we reached Pen Mar. The park at Pen Mar was still pretty active, so we decided to go around it. We figured that hikers wouldn't care to walk through an amusement park... (quoted in Strain 1993:71–72).

The scouted ANST Maryland Segment route along the ridge of South Mountain remained mostly undeveloped and passed many culturally important places, including Civil War battlefields (PATC 2015a:51).¹⁴ Much of the route was also across private land, which necessitated either official or unofficial landowner permission to proceed and, in the mid-to-late twentieth century, large-scale acquisition by the state to protect the A.T. (see **Criterion C – Conservation** below) (Johnson 2021:225; Bates 1987:32–33). By the fourth annual ATC meeting in June 1930, the scouted Maryland route was described as following South Mountain, along “a ridge uniform in height, but broken into easy sections by highways.” The forest growth was “plenty and free from the desert of blight-killed chestnuts, which mars the timber of the proposed Shenandoah National Park [in Virginia]” (quoted in Strain 1993:71).

¹⁴ According to the ATC (2015a:51), South Mountain's ridge was used by escaped enslaved peoples in the early to mid-nineteenth century when they traveled north along the Underground Railroad. Five men who raided Harpers Ferry with John Brown also fled north along South Mountain's ridge.

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Notes about the PATC's progress for the 1930 annual meeting highlighted the construction of the ANST Maryland Segment as one of three goals for the following year (Avery 1930; Bates 1987:16).

Developing the Original Route

In 1931 and 1932, the PATC, under the direction of Supervisor of Trails J. Frank Schairer, built the ANST Maryland Segment during a series of club work trips. Schairer was also responsible for acquiring landowner permission to build the Trail along its earlier scouted route. PATC weekend work parties, consisting of both men and women, used axes, clippers, and saws to create an easily walkable path (Johnson 2021:225–226; Bates 1987:32–33). During this work, “the trail was marked only by wan strips of defunct sheet. Logs, thorny locusts, grapevine tangles, and blackberry thickets vanished before our onslaught. Behind the rear guard stretched our ever-lengthening trail, blazed, marked, and cleared. Fresh paint dripped from the blazes; fresh stubs poked through the trampled snow” (quoted in Strain 1993:72).

The *PATC Bulletin* included regular reports about Trail building, including a description of a December 1931 work trip involving 58 club members, including many female PATC members, who traveled in 17 cars to work on various sections of the ANST Maryland Segment. The workers were divided into six groups, and 11 miles of continuous Trail north of Washington Monument (referred to as Monument Knob in the 1930s) was cut and marked with painted blazes and markers. The area of the Segment had few water sources, but two springs were identified and marked within that 11-mile section. After the section was built, H. C. Anderson was assigned as overseer for the completed portion of Trail between Pen Mar and Raven Rock Hollow (PATC Jan. 1932:Vol. I, No. 1). Intensive A.T. building was still underway in Maryland, and as more sections of the Segment were completed in early 1932, Trail overseers would be assigned accordingly to administer the maintenance along the A.T. (PATC Jan. 1932:Vol. I, No. 1; Strain and Niedzialek 2000).

In the December 1932 issue of *Appalachia*, Avery described the construction of the ANST Maryland Segment as

an experiment in mass trail construction. The route was carefully marked with string and rags and then cut out on scheduled Trail Club trips. The Maryland section boasts of nothing extraordinary but its many outlooks, excellence of route and ease of travel,

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pleasing forest growth, convenience and accessibility promise to make it one of the most frequented sections of the Appalachian Trail. Its builders hold it in high esteem (quoted in Strain 1993:72).

During initial A.T. construction efforts, the PATC used existing roads and paths to avoid the more labor-intensive work of clearing routes through undisturbed forest when possible and the Trail had no complicated treadwork. (Later, portions of the ANST Maryland Segment using roads were rerouted.) The hope was that hikers would keep the lower vegetation cleared by walking on the path; however, the forest of the Mid-Atlantic and South was quick to regrow and claim back the cleared spaces. The Trail was placed on mountain crests where possible and purposely routed by special points of interests, scenic views, and springs and other water sources (Bates 1987:10–11, 14, 18–19; Johnson 2021:104–105).

On March 20, 1932, during a Trail construction trip under the direction of Schairer, the PATC completed building and marking the ANST Maryland Segment. PATC. Groups of PATC members had traveled by bus to Crampton Gap and Weverton. Axes and long-armed clippers were used to clear the Trail, and the route was marked with Trail markers and painted blazes (PATC July 1932:Vol I, No. 3). The ANST Maryland Segment's completion added to the nearly two-thirds (1,207 miles) of the 2,000 miles of the entire A.T. that was constructed by this time (PATC 1934; ATC 1964:28–43).

Completed Original Route

The completed original (1932) route of the ANST Maryland Segment was 38.74 miles, approximately 2 miles shorter than the current route length of 41 miles, although the alignment differs only slightly. Soon after the Segment's completion, the PATC began to offer club hikes along the Trail, advertising in the *PATC Bulletin* that the newly completed segment of the A.T. was well built and offered enjoyable hikes along South Mountain and through historic and cultural sites, such as the site of the Civil War Battle of South Mountain (PATC Apr. 1932:Vol. 1, No. 2). The ANST Maryland Segment has been readily accessible since its completion. For example, its entire length is a 1- to 2-hour drive from Washington, DC, or Baltimore. The Trail was (and still is) within 50–80 miles of urban and suburban communities and used by many walking and tramping clubs in metropolitan Washington, DC, and Baltimore. The PATC, MATC, and MCM have overseen the maintenance of the ANST Maryland Segment (PATC 1934; Adkins 2015:31–34).

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The ANST Maryland Segment first appeared in the 1931 *Guide to Paths in the Blue Ridge* as traveling south-southwest through Maryland from Pen Mar at the Pennsylvania border to Harpers Ferry at the West Virginia border and was keyed as a scouted route, not yet constructed. Although the guidebook included lengthy descriptions of the Pennsylvania and Virginia segments (Pennsylvania completed in 1932 and West Virginia/Virginia completed in 1931), no description of the Maryland Segment is included until the second edition in 1934 (PATC 1931:1–6, 10–11). This guidebook included maps, a description, and detailed mileage logs for the ANST Maryland Segment (PATC 1934; Figures 1–2). The route as it existed in 1933/1934 was between the Pennsylvania–Maryland border at Pen Mar and the Maryland–West Virginia border at Harpers Ferry. The Segment was divided into seven sections, as it is today: travelling south, Pen Mar to Raven Rock Hollow (5.49 miles); Raven Rock Hollow to the Smithsburg–Wolfsville Highway (3.84 miles); Smithsburg–Wolfsville Highway to Myersville–Mt. Lena (Smoketown) Road (8.25 miles); Myersville–Mt. Lena (Smoketown) Road to Turners Gap (5.15 miles); Turners Gap to Crampton Gap (6.7 miles); Crampton Gap to Weverton Cliffs (6.35 miles); and Weverton Cliffs to Chimney Rock in Harpers Ferry (2.96 miles) (PATC 1934:15).

The original route differs from the current route by only minor relocations and reroutes (see *Early Trail Reroutes* below). The original route southbound began at the Pennsylvania–Maryland border at Pen Mar and skirted Pen Mark Park between the Western Maryland Railroad tracks to the west and development to the east. The Trail then ascended South Mountain, before it skirted the summit of Quirauk Mountain (part of South Mountain) to the east. At High Rock at an elevation of 1,822 ft on Quirauk Mountain, hikers could use a multi-story observation platform on a large outcropping to view the valley to the west. The platform was removed in 1939, but its concrete foundation remnants and steps remain. From High Rock, the A.T. continued its southward route along the mountain ridge, then descended into Raven Rock Hollow. It coaligned with Raven Rock Road for a short distance in the hollow, crossed Little Antietam Creek, and continued south to climb the east slope of Buzzard Knob. The A.T. crossed Warner Gap Road and ascended to the ridge of South Mountain with multiple viewpoints along the ridge, including Black and Annapolis rocks. After traversing Pine Knob, the Trail gently descended the knob to cross a secondary road (location of present-day US Highway 40 and I-70) and railroad tracks (PATC 1934; PATC 2015a; Adkins 2015:31–50).

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From the road crossing, the A.T. traversed Bartman Hill and traveled south to the Washington Monument (referred to as Monument Knob in the 1930s), which was in disrepair and consisted of a pile of rubble by the early 1930s. The CCC reconstructed the monument, and it reopened in 1936. From the monument, the Trail skirted southeast, went through Dahlgren Field in Turners Gap, then crossed Foxs Gap. As it climbed and traversed the ridge of South Mountain once more, the Trail afforded views from White Rocks and continued south to Crampton Gap. Following the ridgeline, the A.T. climbed Weverton Cliffs overlooking the Potomac River and Virginia to the south. The Trail then descended the mountain ridge and cliffs and continued west along the C&O Canal towpath, as it does today. The A.T. reached the south end of the Segment at the crossing on the toll road bridge and railroad bridge of the confluence of the Shenandoah and Potomac rivers at Harpers Ferry (PATC 1934; PATC 2015a; Adkins 2015:31–50).

The PATC marked the original ANST Maryland Segment at the time of its construction with copper, galvanized iron, and aluminum A.T. monogram markers nailed to trees, posts, and other vertical materials. White-painted blazes supplemented the markers. Stone cairns were used to mark the Trail in open spaces, and wood signs were used at main highway crossings. Blue blazes were used to mark side trails (PATC 1934). The PATC assigned overseers to each section of the ANST Maryland Segment as it was built. These Trail overseers were responsible for the general maintenance of the A.T., including clipping back poison ivy, briars, weeds, and branches encroaching on the treadway. They also were responsible for cutting and moving logs and branches that had fallen onto the Trail. They collected litter, removed fireplaces illegally built by campers, and repainted blazes as necessary. Some sections of Trail required only seasonal maintenance, but others required more frequent maintenance—sometimes two or more times a month—during the spring. The PATC also hosted club work trips to conduct regular maintenance along the ANST Maryland Segment, including a November 1932 trip for vegetation management (PATC Jan. 1932:Vol. I, No. 1, July 1932:Vol I, No. 3, Oct. 1932:Vol. I, No. 4; Strain 1993:72).

Beginning in 1932, hikers along the ANST Maryland Segment relied mostly on non-A.T. overnight accommodations. The PATC began planning where and how to build shelters and cabins along the A.T. according to its (and later the ATC's) standards for design and construction (see **Criterion A – Social History**). In 1938–1941, the CCC built five shelters along the ANST Maryland Segment; three of these (built in 1939–1941) are extant and are at the Pine Knob, Rocky Run, and Crampton Gap OUs. The two other shelters were the Devils Racecourse shelter (north of Raven Rock Hollow) and

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the Wolf shelter (east of MD Highway 17). In 1941, the PATC also incorporated the rentable Bear Spring Cabin, which was donated to the club in 1939; it is south of White Rock and not an ANST Maryland Segment NR resource. The cabin is still available for overnight use. Other overnight shelters and campsites constructed in Maryland after the CCC's and PATC's initial efforts were placed where shelters previously did not exist and to shorten the distance between preexisting shelters or to replace the CCC-era shelters (Bates 1987:10–11, 14, 18–19; PATC 1931, 1934, 1938, 1941; Decker 2020; PATC 2015a:51; Adkins 2015:40).

Early Trail Reroutes

As throughout the entire length of the A.T., the process of adjusting the Trail's original route through Maryland began shortly after its completion in 1932. However, unlike other state segments that required substantial early rerouting of the Trail, the ANST Maryland Segment underwent minimal early rerouting, and the Trail follows roughly the same route today as it did in the 1930s. Early rerouting in Maryland was done primarily to improve hiking conditions and to move the Trail off motor roads and private lands where owners objected to its presence.¹⁵ Changes were also made to accommodate day hikers as well as multi-day and thru-hikers who used overnight facilities. According to some trail club members, an A.T. maintainer had to be “one-third trail worker, one-third organizer of other trail workers, but three-fourths diplomat among landowners” (quoted in Waterman and Waterman 1989:494).

Interstate and highway construction affected the ANST Maryland Segment beginning in the late 1930s with the construction of US Route 40 (Baltimore National Pike), which extended east–west through the state. On the 1938 and 1941 maps of the Trail, the highway is labeled as incomplete with the A.T. crossing it as it traveled between Pine Knob and Bartman Hill. On the 1938 map, the Trail's route was slightly altered where it crossed the new highway from its location on the 1933 map (PATC 1933, 1938, 1941). The route in the same location was altered again in 1966–1969 to accommodate the construction of I-70 between Pine Knob and Bartman Hill. The reroute consisted of shifting the Trail slightly, and in 1972 the extant A.T. footbridge over I-70 was constructed to carry the Trail over the highway (APPO 2022; PATC 1966, 1969, 1973).

¹⁵ The early reroutes were a variation of a reroute as defined in the MPDF, i.e., portions of the A.T. moved onto protected land (Olausen et al. 2022).

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The ANST Maryland Segment's south end, where it crosses the Potomac and Shenandoah rivers into the ANST West Virginia-Virginia Segment, was rerouted several times by 1985. The first change occurred in the late 1930s, when the A.T. was partially moved off the C&O Canal towpath and onto US Route 340 to accommodate the Trail's use of a toll bridge over the Potomac River into Harpers Ferry (PATC 1933, 1938, 1941). In 1948, the A.T. was rerouted off the toll bridge to cross the Potomac River on the US Route 340 Sandy Hook Bridge in Maryland to the east. This reroute removed the Trail from Harpers Ferry and moved the south end of the ANST Maryland Segment approximately 1 mile east. It also shortened the Segment by approximately 1 mile where it coaligned with the C&O Canal towpath (Adkins 2015:16, 29-30; PATC 1938-1987). In 1979, negotiations began between the Baltimore & Ohio Railroad and the PATC and state and federal agencies to establish a new crossing over the river and return the Trail to Harpers Ferry. In 1985, construction of the Goodloe E. Byron Memorial Footbridge (the current south end of the ANST Maryland Segment) along the railroad bridge over the Potomac River between West Virginia and Maryland allowed the A.T. to travel through Harpers Ferry again (ATC 2000:53; Johnson 2021:144-145, 463).

In 1941 and 1950 other minor reroutes were made, including altering a small piece of Trail between the Washington Monument and Turners Gap from a weaving route to a more direct route and moving part of the Trail off a road. A second small piece of Trail was rerouted to the west to arc closer to the Rocky Run shelter to improve access (PATC 1941, 1950). The Trail remained mostly in this slightly changed route configuration until the late twentieth century, when state and federal land acquisition and Trail rerouting began to create a protected A.T. corridor (see **Criterion A – Conservation: A.T. Protected Corridor**).

Role of the Civilian Conservation Corps

The Emergency Conservation Work (ECW) Act of 1933 created the CCC, one of the first and most popular New Deal relief programs designed by President Franklin D. Roosevelt's administration to combat the effects of the Great Depression (1929-1941). The CCC put unemployed young men to work on conservation and recreational projects in national and state parks throughout the country. From 1933 to 1942, the CCC had 64 camps and completed numerous projects in Maryland state parks and forests and on NPS property, including the newly established Washington Monument State Park (established 1934,

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see below)¹⁶ (see **Criterion A – Conservation** and **Criterion A – Social History**). In the mid-1930s, the CCC reconstructed the Washington Monument (originally built in 1827) under the direction of the NPS and Maryland State Department of Forestry. On July 6, 1936, the monument was rededicated, and the state park officially reopened.

The CCC also constructed roads, bridges, dams, ponds, campgrounds, shelters, and recreation areas, planted trees, and combatted forest fires within state and federal lands. The CCC constructed three extant A.T. shelters in Maryland: the Pine Knob, Rocky Run, and Crampton Gap shelters (Decker 2020; PATC 1938, 1941) and likely conducted trail maintenance along the ANST Maryland Segment during the late 1930s and early 1940s, as it did in other ANST state segments (The Living New Deal n.d.; PATC 2015a:50; MDDNR 2006).

CRITERION A – CONSERVATION

The ANST Maryland Segment is significant for the state-led efforts to create a protected corridor of land for the Trail. In the early 1970s, after the designation of the A.T. as the first National Scenic Trail under the National Trails System Act of 1968, Maryland was the second state, the first being New Jersey, to enact legislation specifically directing state agencies to acquire land for the establishment of a protected A.T. corridor. Through the work of state agencies and the Trail managing organization, and later alongside the federal government, the ANST Maryland underwent a multi-decade acquisition process to place the entire Segment on protected lands, necessitating limited Trail rerouting from its original alignment along South Mountain. Notably, nearly the entire Segment is located within the South Mountain State Park, which was established in 1984 for the purpose of protecting the A.T.

Land Conservation in Maryland Supporting the A.T.

The ANST Maryland Segment extends through forested and agricultural lands, where industries such as whiskey distilling and ironmaking were also major elements of the economy. Beginning in the mid-eighteenth century, European settlers in the valleys of the mountains clear-cut the forests to open land for agriculture and grazing lands. In the late seventeenth century, nearly 90% of the land that later became the

¹⁶ The Washington Monument is listed in the National Register (NRIS No. 72000588, listed 1972).

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state of Maryland was forested; by the end of the nineteenth century, Maryland's forests covered only 35% of the state. In the late eighteenth to late nineteenth centuries, charcoal produced from lumber was in high demand by the iron industry, and the significant loss of forests led to depleted wildlife habitat, soil erosion, and forest fires. Waterways became polluted as industries dump waste and other materials (MDDNR 2006; Adkins 2015; PATC 2015a:42–52).

State Conservation along the A.T.

As part of national trends in outdoor recreation and conservation in the late nineteenth and early twentieth centuries, state agencies led many Maryland's first efforts to protect its land and resources, with a focus on forests and parks. In 1906, John and Robert Garrett, brothers and philanthropists, donated approximately 2,000 acres of forest-stripped land in Garrett County under the condition that the state establish a forestry program. This land became the Potomac–Garrett State Forest, and the donation marks the beginning of the state's Public Land System and its Board of Forestry. The following year, philanthropist John Mark Glenn donated 43 acres of land in Catonsville to the Board of Forestry for the Maryland's first state park. In 1912, the state created Patapsco State Park and Fort Frederick State Park. The Maryland Roadside Tree Law was passed in 1914 to plant and protect trees along roads and public rights-of-way. In 1933–1942, the CCC was active in various development and conservation projects, including tree planting, on state land. By 1935, Maryland had 650 commissioned forest wardens and 64 CCC camps within state parks and forests (MDDNR 2006).

The ANST Maryland Segment travels through mostly state lands, particularly state parks, including Washington Monument State Park and Gathland State Park along South Mountain that overlap South Mountain State Park. The Trail also skirts along the southeast boundary of Greenbrier State Park. These parks were established after the 1932 completion of the original ANST Maryland Segment and contributed to a protected A.T. corridor, which allowed the Maryland route to remain relatively unaltered from its original layout. Washington Monument State Park was established in 1934 when the state acquired the monument and 1-acre parcel surrounding it from the Washington County Historical Society. The society had purchased the property in 1920 when the monument was a pile of rubble. The state's acquisition created an early protected corridor around the Trail and the Washington Monument, which is an important cultural element and viewpoint. The CCC reconstructed the monument to its present-day

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appearance, and the state park's boundaries were later expanded to contain 191 acres (Strain 1993:184–191; PATC 2015a:49–50; MDDNR 2006; Parish 1972).

Gathland State Park at Crampton Gap was once the estate of George Alfred Townsend, who used the pen-name Gath during the Civil War. Townsend had the War Correspondents Memorial Arch constructed on his property in 1896 as the first US monument dedicated to journalists killed in combat. In 1949, the state acquired the estate and established the park, which encompassed the original, and encompasses the present-day, A.T. route (PATC 1933–1962; MDDNR 2006; PATC 2015a:48–49; Strain 1993:91–108). Greenbrier State Park was established in 1964 near where the A.T. skirts Bartman Hill, southwest of the I-70 crossing. The park included small portions of the A.T. Route, further creating a protected state-owned corridor for the Trail (PATC 1950–1973; Strain 1993:193).

In 1972, the state created its Department of Natural Resources (DNR) as the unifying agency responsible for conservation, preservation, and management of the state's natural resources, including the state parks and forests.¹⁷ In the mid-1970s, the DNR designated the A.T. as a Natural Environmental Area to mark its early efforts to create a protected A.T. corridor. It already owned most of the land on South Mountain ridge and some of the slope lands of the mountain and intended to acquire through state funding the other parcels where the A.T. was routed on private land (see *A.T. Protected Corridor* below). The state next designated the A.T. and 500 ft on either side of it as a Special Management Area, allowing the DNR to oversee activities along much of the Trail in Maryland (MDDNR 2006; Strain 1993:78).

In 1984, Maryland established the linear South Mountain State Park, which extends nearly the entire length of the ANST Maryland Segment. Unlike earlier established state parks in Maryland containing the Trail, South Mountain State Park was established specifically to protect the “wilderness experience along the Appalachian Trail” (Strain 1993:78; MDDNR 2006, n.d.). The creation of this park along the existing route of the Trail allowed much of the original A.T. route to remain part of the ANST Maryland Segment, unlike other ANST state segments where substantial rerouting of the Trail was needed to create a protected A.T. corridor.

¹⁷ The Maryland Park Service manages the state parks, and the Maryland Forest Service manages the state forests (MDDNR n.d.)

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Federal Conservation along the A.T.

Many of the ANST state segments contain large swaths of federal lands, often a mix of national parks and national forests, as part of the protected A.T. corridor. The ANST Maryland's southern 3 miles are within the C&O Canal National Historical Park and mostly coaligned with the canal's towpath between locks 31 and 32. Since the A.T.'s construction, the ANST Maryland Segment has traveled along the canal's towpath, which has been a popular recreation resource. The towpath was constructed in 1828–1850 and operated as a major transportation route between Washington, DC, and western Maryland until 1924, when it closed. The federal government acquired the canal in 1938 and planned to create a recreation area. After some work by the CCC along the canal, the project was abandoned due to flooding issues and the start of World War II. In 1958, the entire towpath was cleared for hiking and a 12-mile-long bicycle trail near Washington, DC. President Dwight Eisenhower designated the C&O Canal a national monument in 1961, and President Richard Nixon designated it as a national historical park in 1971 (Mackintosh 1991; Johnson 2021:144–145). The initial federal acquisition of the canal and the subsequent establishment of the national historical park officially placed the southern end of the ANST Maryland Segment within federal lands and created a protected corridor for the Trail along the canal's towpath as it did since the original A.T. routing.

A.T. Protected Corridor

In 1938 and 1939, the Appalachian Trailway Agreement (ATA) between the NPS and the US Forest Service (USFS) created a zone extending 1 mile on each side of the A.T. to protect it from road construction and development and established a system of shelters for hikers on public land. Until the mid-twentieth century, the management and protection of the A.T. was largely overseen by local and state organizations, such as the PATC in the ANST Maryland Segment, in partnership with the NPS and ATC (A.T. Project Office [ATPO] 1981, 1982).

After World War II, the ATC faced management challenges regarding the A.T., which prompted its leadership to redouble efforts to establish greater protection of the corridor. Much of the Trail was in disrepair from storm damage and neglect during the war. Some private landowners stipulated that the A.T. be move off their property, which led to rerouting the A.T. in those areas. The expanding post-war economy resulted in new highways, second (e.g., vacation) homes, communications towers, and land-use

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activities that encroached on lands along the Trail's route. A.T. maintainers realized that the zone created by the ATA was insufficient to ensure long-term protection of the A.T. (Olausen et al. 2022).

In 1968, under President Lyndon B. Johnson, Congress passed the National Trail Systems Act (NTSA) (82 Stat. 919; 16 U.S.C. 1241), which designated the entire A.T. as the Appalachian National Scenic Trail—America's first National Scenic Trail—and placed it under the management of the NPS as a unit of the National Park System. The NTSA provided the federal government with the authority to acquire (primarily through purchases, but also with donations) land to establish a permanent protected route and corridor for the Trail. It also authorized formal agreements between federal and non-federal entities to jointly operate, develop, and maintain the Trail (Foster 1987:154; Mittlefehldt 2010:643; Olausen et al. 2022). In 1978, Congress passed the Appalachian Trail Amendment of the NTSA, which provided \$90 million for the permanent protection of the A.T. and authorized the NPS to "engage in the protection and acquisition" of land associated with and surrounding the Trail (Foster 1987:154; Olausen et al. 2022).

In the early 1970s, Maryland became the second state (New Jersey was the first) to pass legislation specific to A.T. protection (see *State Conservation Along the A.T.* above). Congressman Goodloe Byron, for whom the footbridge at the south end of the segment is named, was the primary supporter of the legislation signed into law by Governor Marvin Mandell. It directed the state to acquire land (including privately owned parcels) specifically to create a protected corridor for the A.T. Acquisition was overseen by the PATC, including Ruth Blackburn (see biographical information below), in collaboration with the state's Department of Forest and Parks (Johnson 2021:376–377; Adkins 2015:46–48). By the mid-1970s, land acquisition became more difficult because of "a patchwork of land ownership" in some areas along South Mountain. Wood lots in these areas were owned by several hundred individuals; some of the land was owned by the City of Hagerstown as its watershed; and some of parcels on the mountain were owned by the state and federal governments (Strain 1993:81).

In 1973–1981, some rerouting of the ANST Maryland Segment was done to move the Trail off roads and onto forested and protected lands. One change was moving the Trail between the Pennsylvania–Maryland border and High Rock where hikers traversed boulder fields off the road between Pen Mar and High Rock and onto its present-day corridor. The Dahlgren Backpacker Campground was established at Turners Gap and, in 1973–1981, the Trail along Weverton Cliffs was relocated onto a more sustainable route of switchbacks along the steep slope (PATC 1973–1981; Adkins 2015:46–48; Strain 1993:81; Johnson

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2021:376–377). In 1984, the state established South Mountain State Park from lands it owned along the ridge and slopes of the mountain. The state park followed the approximately 40-mile-long route of the Segment from the Pennsylvania–Maryland border to the Potomac River and NPS’s C&O Canal National Historical Park (Strain 1993:78; MDDNR 2006, n.d.).

By 1993, approximately 20% of the land adjacent to the Trail within the ANST Maryland Segment was still privately owned in parcels of a few acres each (Strain 1993:75). Establishing the remaining A.T. corridor required a multi-decade process of various proposed and rejected plans of land acquisition and Trail rerouting by the PATC and state and federal governments. In 1989, the State of Maryland issued a draft A.T. land acquisition and relocation plan, with a final plan issued in 1991 that focused on the outstanding land acquisitions and Trail reroutes along the ridge of South Mountain and to create a safer crossing of the Trail at State Route 77 in Smithburg (between Raven Rock Hollow and Wolfsville Road). Partially due to local opposition of the proposed rerouting, the state abandoned the plan with no proposed alternative (Riechmann 1991; Meyer 1992).

By 1991, 31.6 miles of the 37.6-mile-long ANST Maryland Segment was on public lands, including four state parks and one national park. The outstanding 6 miles contained over 160 small privately owned parcels. Acquiring these parcels required the assistance of the federal government, under the A.T. Land Acquisition Office, and the PATC’s Ruth Blackburn (Johnson 2021:440–442). Through a memorandum of understanding (MOU), the State of Maryland and the NPS allocated \$7 million to acquire the remaining 6 miles of A.T. corridor along South Mountain (Riechmann 1991; Meyer 1992). By 1997, the ANST Maryland Segment contained only 36 parcels of private land, and 12 of those parcels were in the process of being acquired through federal eminent domain that year (Price 1997). In 1998, the NPS announced its planned acquisition of an additional 42 acres along South Mountain’s ridge once owned by Charles Carroll of Carrollton, a signer of the Declaration of Independence (*News & Record* 1998).

Minor Trail rerouting continued through the 1990s and into the early 2000s to fully place the ANST Maryland Segment onto protected lands. In 1992–1995, the Trail between the Washington Monument and Turners Gap was rerouted off a road and to its current alignment (PATC 1992, 1995). In 1998–2002, the Trail between Raven Rock and Raven Rock Hollow was rerouted more directly over the ridge and away from a secondary road. This reroute altered where the Trail crossed Raven Rock Road and Little Antietam Creek, rejoining the earlier Trail route as it climbed Buzzard Knob to the south. The Hemlock Hill shelter

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1 was replaced by the Cowall shelter on the northeast side of Wolfsville Road, and the Ed Garvey shelter
2 was constructed along the ridge of South Mountain in 2000–2001 (PATC 1998, 2002; PATC 2015a:96).

3
4 In 2002–2006, the Trail between Warner Gap Road and Wolfsville Road was rerouted onto a mix of state
5 and federal lands and federally protected lands, including agricultural land managed through a special use
6 permit (PATC 2002, 2006, 2009; APPO 2022). This reroute was the last major piece of the Trail within
7 the ANST Maryland Segment that remained outside the protected corridor. In 2006, the Segment was
8 entirely within a protected corridor, except for small road crossings and coalignments that are within the
9 corridor and unavoidable (PATC 2006, 2009; APPO 2022).

10
11 Land transfers and acquisitions have continued since 2006, as is common along the entire A.T. In
12 Maryland, these acquisitions are under the authority of the DNR's Open Space Program. Most have been
13 small parcels and in places where the corridor was excessively narrow or where landowners with parcels
14 contiguous to the corridor have sold or donated their land for the Trail. Relocations continue within the
15 A.T. protected corridor to respond to land use changes and land control measures often related to erosion,
16 fire damage, flood damage, and plant and wildlife management. In 2013–2022, the Trail between Foxville
17 Road and the Cowall shelter was rerouted to the current alignment (PATC 2015a:51–52; PATC 1987–
18 2015; APPO 2022).

19
20 ***Management of the ANST Maryland Segment***

21
22 Since 1984, when the US Department of the Interior formally delegated the daily responsibilities of
23 maintaining, managing, and monitoring the A.T. and its protected corridor; federal, state, and
24 private/public partner organizations have cooperatively managed the ANST Maryland Segment (APPO
25 2002). Currently, a MOU between the NPS; Maryland's DNR, State Police, and Department of
26 Transportation; Washington County; and the ATC and the PATC determines management of the Segment
27 (APPO 2002). Through the MOU, the various signatories agree to work cooperatively to protect and
28 manage the A.T., and it stipulates their roles and responsibilities. The DNR is designated as the lead
29 agency in the state for the Trail within the State's jurisdiction. The PATC has the responsibilities of
30 developing, operating, monitoring, and maintaining the Trail and its corresponding Trail corridor lands.
31 The other state agencies involved with the A.T. provide protection and management of the lands
32 containing the Segment in coordination with other managing parties (APPO 2002; PATC 2015a:36–37).

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CRITERION A – SOCIAL HISTORY

The ANST Maryland Segment is significant for its association with the Potomac Appalachian Trail Club (PATC). In addition to the PATC, the Maryland Appalachian Trail Club of Hagerstown (MATC) and Mountain Club of Maryland (MCM) were established in the state as a result of the ANST Maryland Segment's development and under the direction or through the influence of the PATC. These clubs contributed to the reroutes/relocations and maintenance of the Trail and the development of organized outdoor recreation in the state. The PATC remains the maintaining club of the ANST Maryland Segment (see **Criterion A – Entertainment/Recreation** and **Criterion A – Conservation**). Brief histories of the three clubs and significant individuals from them are discussed below.

Potomac Appalachian Trail Club (PATC)

At the urging of ATC Chair Judge Arthur Perkins, the PATC was founded in 1927 in Washington, DC, to build the A.T. along the crest of the Blue Ridge Mountains from the Pennsylvania border to the south end of Shenandoah National Park (established 1926) in Virginia. Myron H. Avery, who was eager to initiate A.T. construction in the southern Mid-Atlantic states, Perkins, J. Frank Schairer, and a few others organized the PATC, and Avery was elected its first president.¹⁸ The club focused much of its early efforts on building the ANST West Virginia and Virginia Segment; in 1928, it hosted the ATC conference in Washington, DC, solidifying its role as a leading trail club in the South and as a developer of the A.T. (ATC 2000:8; Niedzialek 2013; PATC n.d.a; Olausen et al. 2022; Johnson 2017:55; PATC 2015a:36–38).

Lacking the history of trail building and active hiking of trail club members in the Northeast, PATC leaders learned by experimenting and applying time-tested techniques for building trail, making effective blazes, and conducting seasonal maintenance, often with inexperienced work crews. In 1929, the PATC published a manual on standards of trail construction and maintenance based on those of the New England Trail Conference (NETC) and the American Mountain Club (AMC) and adapted to their experience in the Blue Ridge Mountains. Avery reissued this document as the ATC's trail manual, *ATC*

¹⁸ See ANST West Virginia/Virginia NR Nomination for biographical information about Avery.

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Publication No. 1, in 1931 and it became the leading source of information for establishing a protocol for Trail building and maintenance (PATC 1931; PATC n.d.a; Olausen et al. 2022; Bates 1987:24; PATC 2015a:36–38; Andrade et al. 2019).

Many in the A.T. community lauded the PATC’s efficient trail building, and the club was one of the largest and most productive trail clubs involved with the A.T. (Bates 1987:20; Johnson 2017:73). In 1928–1932, the PATC organized large work crews and constructed approximately 260 miles of the A.T. from the Susquehanna River in Pennsylvania, to Rockfish Gap in Shenandoah National Park (SNP) in Virginia (Niedzialek 2013; PATC n.d.a; Olausen et al. 2022). During the first year, club members learned that the Trail had to be continuously maintained to avoid successional vegetation growth. The forest in the Mid-Atlantic region grew particularly fast, and the PATC formed an overseer system for Trail maintenance, with Walter Jex as the first official Trail overseer, and he was responsible for the 18-mile portion of Trail from Harpers Ferry to Bluemont, Virginia. Trail overseers were assigned to sections of the ANST Maryland Segment as they were constructed in 1931–1932. After the ANST Maryland Segment was complete in 1932, the PATC’s focus shifted to shelter building and minor rerouting of the Trail (Johnson 2017:72; PATC 2015a:114; Andrade et al. 2019).

In 1931, the PATC had 272 members (159 men and 113 women). Women were instrumental in the work trips along the A.T. and contributed greatly to the club and the overall A.T. construction and maintenance and often made up at least half of the participants in club activities. Kathryn Fulkerson, who worked for the Justice Department, served as the PATC’s general secretary from 1936 to 1942. Fulkerson and Marian Lapp served as the first Trail overseers for the southern section of the ANST Maryland Segment between Crampton Gap and Weverton Cliff. They later donated their Trailside house, known as Highacre, in Harpers Ferry to the PATC (Loose 2020:20–24; 33).

The club organized many hikes before World War II; from 1946 to 1948, it held 20 hikes that spanned the entire length of the PATC’s portion of the A.T. and pieces of the A.T. in the Northeast (Niedzialek 2013; PATC 2015a:36–38). The PATC was also instrumental in the land acquisition efforts across their managed portions of the A.T. and worked directly with the federal government on the project. As of 2015, the PATC (headquartered in Vienna, Virginia, near Washington, DC) had more than 7,200 members, making it the third largest Trail club that maintains the A.T.; the two largest are the Appalachian Mountain Club in New England and the Green Mountain Club in Vermont. The PATC is responsible for

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maintaining 240 miles of the A.T. (in Pennsylvania, Maryland, West Virginia, and Virginia, including all of the A.T. in SNP) and over 900 miles of non-A.T. trails. The club also operates a mountaineering section, ski touring section, Shenandoah Mountain rescue group, and a trail patrol (PATC 2015a:36–38; PATC n.d.a; Andrade et al. 2019).

John Frank Schairer

Frank Schairer (1904–1970) was instrumental in the development of the ANST Maryland Segment and the PATC. He was born in Rochester, New York, and was a Yale University-educated chemist who earning his Ph.D. in 1928. He went on to be a leader in experimental mineralogy and petrology. After moving to Washington, DC, in the 1920s, he joined the Wildflower Preservation Society (WPS), but became dissatisfied with the club’s activities. He was part of the first meeting, and co-founder, of the PATC in 1927 and served as its first treasurer and supervisor of trails. Schairer was also secretary of the Maine Appalachian Trail Club and a member of the ATC’s Board of Managers (Sutherland 2012; Yoder Jr. 1995:288–315).

Schairer played an important role in scouting, building, and maintaining of the A.T. in the Mid-Atlantic and Southern regions and in Maine. Under his leadership, the PATC constructed and blazed approximately 260 miles of the A.T., including the ANST Maryland Segment, in 1928–1932. In 1933, he led efforts to build and blaze the A.T. along Mount Katahdin and in the 100-Mile Wilderness in the ANST Maine Segment. Schairer’s contributions to the A.T. and PATC have been honored through the naming of a PATC Trail Center Cabin in Elkton, Virginia, and a posthumous induction into the A.T. Hall of Fame in 2012 (Sutherland 2012; Yoder Jr. 1995:288–315).

Ruth E. Blackburn

Ruth E. Blackburn (1908–2004) was a notable figure in the ATC and PATC and was crucial to their collaborative Trail rerouting efforts in the late twentieth century, especially within Maryland. She joined the PATC in the 1940s with her husband, Fred Blackburn. Both held offices in the ATC and PATC and were recognized for their contributions at the local and national levels. In the 1970s, Ruth ran Trail protection efforts in Maryland, West Virginia, and Virginia and often led NPS survey teams. She frequently conducted research in these three states for land and tax records and worked with landowners

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through whose land the A.T. traveled. Ruth became the chair of the ATC in 1981 and served for three years. In 1981 and 1982, she testified before a Congressional committee to continue the Trail's relocation onto protected lands. In 1983, she was awarded the Conservation Service Award from the US Department of the Interior for her work on the A.T. in the Mid-Atlantic region. Her hard work and success contributed to the NPS's decision to grant the ATC primary management of the A.T. in 1984. After her term as chair, she served on ATC committees and as the primary overseer of the Bear's Den Hostel in Virginia. Fred Blackburn died in 1990 at age 88, and Ruth moved to Arizona to live with one of her sons. The PATC's Blackburn Trail Center OUA (a contributing resource to the ANST West Virginia-Virginia Segment) in Round Hill, Virginia, was dedicated to her and Fred's service to the PATC and A.T. (ATC 2000:35; Brunton n.d.; Loose 2020:72-105).

Collaboration with the Appalachian Trail Conservancy (ATC)

The ATC worked closely with the PATC in Trail building and maintenance in the mid-twentieth century, largely due to Avery's involvement in both groups for over 20 years and because the ATC's Virginia headquarters has been a major hub of A.T. activities since the 1930s. While Avery was its president, the PATC hosted the annual ATC conferences several times at Skyland Resort in SNP (Johnson 2017:63; Olausen et al. 2022; Adkins 2009:7). The ATC was the overarching organization for all the Trail clubs and was the leader of partnerships between the NPS, USFS, and other entities. Even after Avery's death in 1952, the ATC worked closely with the PATC. The ATC's headquarters are in Harpers Ferry, West Virginia, and the NPS Appalachian Trail Park Office (ATPO) moved from Boston to Harpers Ferry in 1974 to be closer to the ATC headquarters. Its land-acquisition headquarters was established in Martinsburg, West Virginia, by 1978 (ATC 2000:31-35; Olausen et al. 2022; Adkins 2015:18-22).

Maryland Appalachian Trail Club of Hagerstown

In April 1934, as a high school senior, Herbert Robertson, established the Maryland Appalachian Trail Club of Hagerstown (MATC) after he learned about the A.T. from the PATC. Initial club membership consisted of 28 people, and they conducted the first club hike soon after forming. Avery was instrumental in establishing the MATC, and the club joined the PATC in its Trail building and maintaining activities along the ANST Maryland and Pennsylvania segments in the 1930s (MCM n.d.; Strain 1993:74; Beck 1937). In 1984, revisions were made to the formal NPS-ATC Volunteers-in-the-Parks Agreement to

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1 include the MATC of Hagerstown as an ATC member club. At that time, the MATC maintained an
2 11.58-mile-long section of the ANST Maryland Segment under the direction of the PATC (NPS and ATC
3 1984). By 1993, the MATC maintained the 5.4-mile-long portion of Section 3 of the ANST Maryland
4 Segment between Wolfsville Road and Black Rock. The club never exceeded 200 members and thus was
5 small compared to other A.T. clubs such as the PATC and the Mountain Club of Maryland (MCM)
6 (Strain 1993:74). At some time in the 1990s to 2022, the club appears to either been integrated into the
7 PATC or disbanded.

8
9 **Mountain Club of Maryland**

10
11 The idea of creating a Maryland A.T. club began in the 1930s, when hiking enthusiasts and PATC
12 members from Baltimore decided they would rather conduct hikes in their local area instead of
13 commuting to Washington, DC. Preliminary meetings to create the club occurred in the summer of 1934,
14 and Orville Crowder (see below) led a hike on October 20, 1934, with a group of 27 men and women
15 along the A.T. route from Crampton Gap, in present-day Gathland State Park, to Weverton Cliffs. In
16 December 1934, Crowder led a meeting at the Enoch Pratt Library in Baltimore to establish the club and
17 draft its bylaws and served as the its first president. The MCM was an affiliated club of the PATC;
18 members of each received the benefits of both (PATC 1936:21).

19
20 In 1935, the MCM was officially recognized as an A.T. trail clubs and has maintained portions of the
21 ANST Maryland and Pennsylvania segments since then. It first maintained the portion of the ANST
22 Pennsylvania Segment between Pine Grove Furnace and the Susquehanna River to the north. It has
23 maintained the northernmost 10 miles (Sections 1 and 2) of the ANST Maryland Segment (where the
24 Trail travels through Pen Mar Park from the Pennsylvania–Maryland border to Wolfsville Road) and 32
25 miles of Trail in the ANST Pennsylvania Segment in two sections, including its original portion of Trail.
26 The MCM schedules regular work trips for its volunteer Trail crews and club members, who often
27 perform general trail maintenance to improve or repair the treadway and repair or rebuild OUAs (PATC
28 2015a:63–69; MCM 2022).

29
30 The club conducts an annual “Anniversary Hike” along the route of the first hike between Crampton Gap
31 and Weverton Cliffs. Every two years, the club has hosted a southbound marathon hike of the ANST
32 Maryland Segment. As of 2009, membership of the MCM exceeded 800 people, and the club remains an

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active A.T. maintaining club, with Trail assignments along the southern portion of the ANST
Pennsylvania Segment (Strain 1993:74–75; Wiley 2019; MCM 2022).

Orville Crowder

Orville Wright Crowder (1904–1974), served as the MCM’s first president and was important to the early
development of the ANST Maryland Segment. He was born in Baltimore, and resided in both Baltimore,
and Harpers Ferry, in his later years of life. He attended City College in Baltimore. In 1933–1974, he was
a historian and guide for the C&O Canal Association and founded the MCM, World Nature Tours, and
World Nature Association. He served as the MCM’s president until 1938.

Crowder traveled extensively throughout the world and hiked to the highest elevation in each state within
the continental United States (*The Evening Sun* 1974; Williams 2009). He learned about the A.T. from a
friend about 1933. He joined the PATC and the ATC and worked on A.T. scouting and building trips.
Avery assigned him as a trail work leader for portions of the A.T. construction in 1933 and 1934. In 1937,
he became the third person to hike the entire length of the Trail (*The Evening Sun* 1974; Williams 2009).

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Previous documentation on file (NPS):

_____ preliminary determination of individual listing (36 CFR 67) has been requested

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- ☐ previously listed in the National Register
☐ previously determined eligible by the National Register
☐ designated a National Historic Landmark
☐ recorded by Historic American Buildings Survey # _____
☐ recorded by Historic American Engineering Record # _____
☐ recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- ☐ State Historic Preservation Office
☒ Other State agency
☒ Federal agency
☐ Local government
☐ University
☒ Other

Name of repository: Appalachian Mountain Club, Bretton Woods, NH; Potomac
Appalachian Trail Club, Vienna, VA

Historic Resources Survey Number (if assigned): N/A

10. Geographical Data

Acreage of Property 4,337 acres

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates (decimal degrees)

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

- | | |
|------------------------|-----------------------|
| A. Latitude: 39.719498 | Longitude: -77.507681 |
| B. Latitude: 39.690119 | Longitude: -77.529191 |
| C. Latitude: 39.692306 | Longitude: -77.518693 |
| D. Latitude: 39.652796 | Longitude: -77.544618 |
| E. Latitude: 39.642691 | Longitude: -77.536388 |
| F. Latitude: 39.630418 | Longitude: -77.541467 |
| G. Latitude: 39.635005 | Longitude: -77.552339 |

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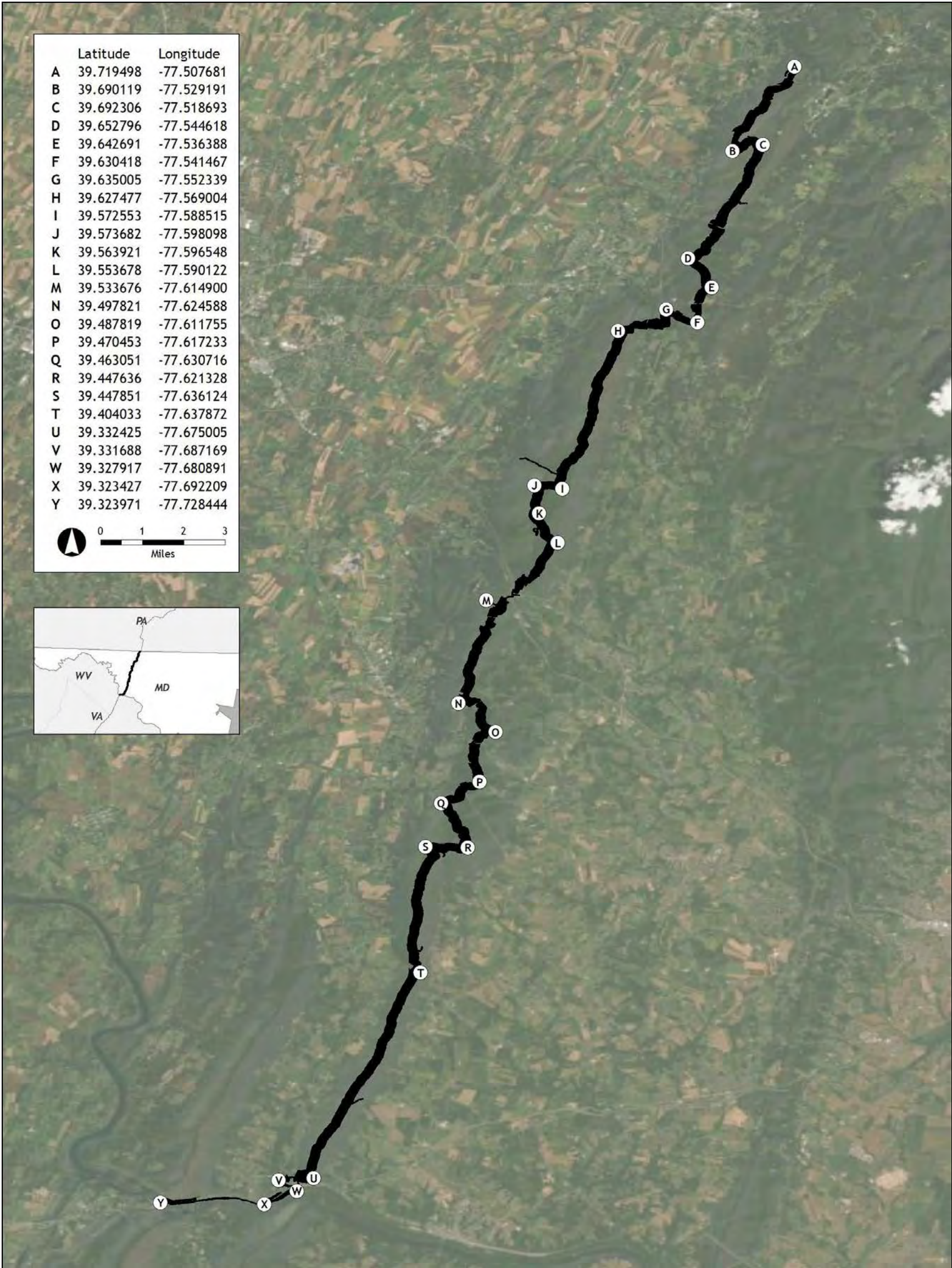
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H. Latitude: 39.627477	Longitude: -77.569004
I. Latitude: 39.572553	Longitude: -77.588515
J. Latitude: 39.573682	Longitude: -77.598098
K. Latitude: 39.563921	Longitude: -77.596548
L. Latitude: 39.553678	Longitude: -77.590122
M. Latitude: 39.533676	Longitude: -77.614900
N. Latitude: 39.497821	Longitude: -77.624588
O. Latitude: 39.487819	Longitude: -77.611755
P. Latitude: 39.470453	Longitude: -77.617233
Q. Latitude: 39.463051	Longitude: -77.630716
R. Latitude: 39.447636	Longitude: -77.621328
S. Latitude: 39.447851	Longitude: -77.636124
T. Latitude: 39.404033	Longitude: -77.637872
U. Latitude: 39.332425	Longitude: -77.675005
V. Latitude: 39.331688	Longitude: -77.687169
W. Latitude: 39.327917	Longitude: -77.680891
X. Latitude: 39.323427	Longitude: -77.692209
Y. Latitude: 39.323971	Longitude: -77.728444

Appalachian National Scenic Trail
Maryland Segment
Name of Property

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ANST Maryland Segment Coordinate Map.

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Verbal Boundary Description (Describe the boundaries of the property.)

The ANST Maryland Segment is a roughly linear feature with side trails through the Appalachian Mountains in Maryland for approximately 41 miles. The route, boundary, and landownership categories of the ANST Maryland Segment are shown on the accompanying Map Sheets 1–8 at a scale of 1 inch to 2,000 feet. These electronic GIS-based maps can be adjusted to a scale of 1 inch to 200 feet.

The National Register boundary of the ANST Maryland Segment is a maximum of 500 feet on either side of the centerline of the A.T. treadway, and its official connected side trails, for a total maximum width of 1,000 feet, in the state of Maryland with end points at the Pennsylvania-Maryland state line (north) and the Maryland-West Virginia state line (south). The maximum boundary applies in areas where the A.T. runs through publicly (state) owned parks and forests, as well as lands that are federally owned and managed as “A.T. lands.” The width of the boundary is less than 1,000 feet in areas where the Trail, or a side trail, goes through lands that are not publicly owned or managed. The minimum boundary width is 4 feet, the standard width of the A.T. treadway and prism where the A.T. passes through privately owned land not under NPS easement. The boundary is drawn to exclude any private land, not under easement, that partially falls within the potential maximum 500-foot corridor. Throughout its length, the A.T. boundary conforms to landownership categories, as follows (section numbers, names, and mileage are consistent with PATC 2015a):

MD Section #1 PA–MD State Line to MD 491, 5.9 miles

- Begins at the PA–MD state line and the Mason-Dixon Line, travels generally southwest through a corridor of mostly state land and federally protected land, extending through Pen Mar Park, then through a corridor of federally protected lands to MD 491 (Raven Rock Road);

MD Section #2 MD 491 to MD 17, 4.1 miles

- Travels southwest through a federally protected corridor in forested terrain, turns west, traversing agricultural fields, and through forests in a mix of federally protected and federal lands, and proceeds to MD17 (Wolfsville Road);

MD Section #3 MD 17 to I-70, 8.6 miles

- Continues west/southwest along the forested ridge of South Mountain through a corridor of state and federal land to the east side of Interstate 70;

MD Section #4 I-70 to US 40 Alt (Turners Gap), 4.9 miles

- Travels across I-70 on an A.T. footbridge within state protected land, travels southwest through a forested corridor of mostly state land, crosses through Washington Monument State Park, and crosses US 40 Alt in Turners Gap;

MD Section #5 US 40 Alt (Turners Gap) to Gathland Road (Crampton Gap), 7.4 miles

- Continues south through forested state and federal lands along South Mountain’s ridge, reaches Gathland Road in Crampton Gap at the Gathland State Park;

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MD Section #6 Gathland Road (Crampton Gap) to Weverton Road, 6.7 miles

- Continues generally southwest along the forested ridge through Gathland State Park and through state and federal lands, then travels along switchback to the west along Weverton Cliffs to a residential area;

MD Section #7 Weverton Road to Harpers Ferry, WV, 3.3 miles

- Continues generally west in a developed area, crosses US 340 and active railroad tracks, and enters the Chesapeake & Ohio Canal National Historical Park and travels west toward Harpers Ferry along the Potomac River to the confluence of the Potomac and Shenandoah rivers, crossing the river on the Goodloe Byron Memorial Footbridge, where the Trail, where the Trail reaches the MD-WV state line.

Boundary Justification (Explain why the boundaries were selected.)

The National Register boundary of the ANST Maryland Segment conforms to the boundary of the A.T. as defined in the Historic Resources of the Appalachian National Scenic Trail MPDF (Olausen et al. 2022). This corridor embodies established A.T. standards for both a simple footpath design and a natural and scenic setting within lands that are federally owned and managed as "A.T. lands." The maximum width of the boundary on all public lands, including A.T. lands, is 500 feet on either side of the centerline of the Trail, for a total width of 1,000 feet. In cases where the property line of a parcel of public land is less than 500 feet from Trail treadway, the boundary conforms to the limit of the publicly owned parcel. When the Trail goes through privately owned lands or is collocated on publicly owned rights of way such as bridges, sidewalks, roads, or other paths that were constructed for purposes other than recreational hiking, the boundary is 4 feet wide (2 feet on either side of the centerline), the standard width of the A.T. treadway and prism as further defined below. The 4-foot-wide boundary also applies to portions of A.T. Side Trails that extend beyond the 1,000-foot (500 feet on either side) boundary of the main Trail.

11. Form Prepared By

name/title: Melissa J. Andrade, Architectural Historian; Jill Chin, Associate Architectural Historian; Stephen Olausen, Executive Director/Senior Architectural Historian

organization: The Public Archaeology Laboratory, Inc. (PAL)

street & number: 26 Main Street

city or town: Pawtucket state: RI zip code: 02860

e-mail: solausen@palinc.com

telephone: 401.728.8780

date: January 2023

Appalachian National Scenic Trail
Maryland Segment
Name of Property

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Frederick, MD
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Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: ANST Maryland Segment
City or Vicinity: See Section 1-6, page 3
County: See Section 1-6, page 3 State: MD
Photographer: Melissa J. Andrade and Jill Miller
Date Photographed: November 2-4, 2021

Description of Photograph(s) and number, include description of view indicating direction of camera:

Appalachian National Scenic Trail
Maryland Segment
Name of Property

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Photo 1 of 45. Mason-Dixon Line, north end of Maryland Segment, and border of Pennsylvania and Maryland (Section 1), facing northwest.



Photo 2 of 45. Pen Mar Park Viewpoint (Section 1), facing northwest.

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Photo 3 of 45. A.T. and High Rock Parking Area Side Trail junction (Section 1), facing north.



Photo 4 of 45. High Rock Viewpoint (Section 1), facing west.

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Photo 5 of 45. A.T. crossing Little Antietam Creek (Section 2), facing southeast.



Photo 6 of 45. Puncheons along Trail (Section 2), facing south.

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Photo 7 of 45. Willard Property SUP Viewpoint (Section 2), facing south.



Photo 8 of 45. Ensign Cowall Memorial OUA shelter (Section 2).

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Photo 9 of 45. Ensign Cowall Memorial OUA campsite (Shelter 2).

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Photo 10 of 45. Ensign Cowall Memorial OUA privy (Shelter 2).

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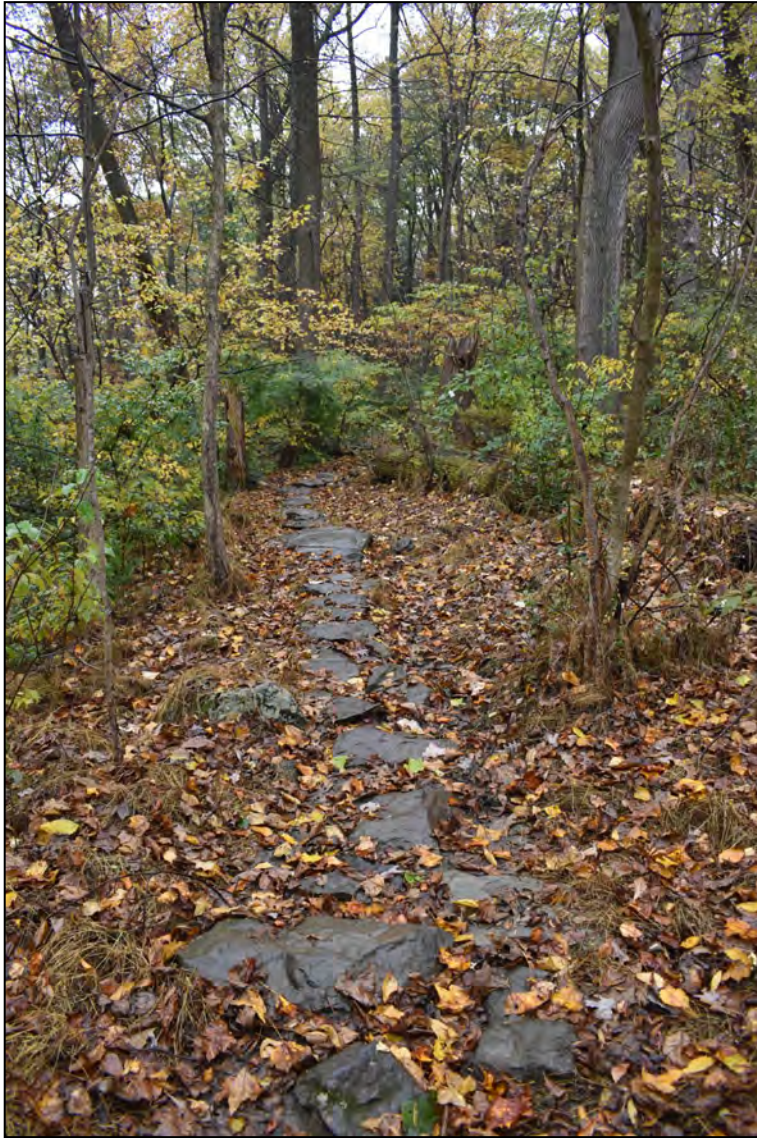


Photo 11 of 45. Trail near Ensign Cowall Memorial OUA (Section 2), facing east.

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Photo 12 of 45. MD Rte 17 (Wolfsville Rd) Parking Area Side Trail (Section 2), facing south.



Photo 13 of 45. Black Rock Viewpoint (Section 3), facing northwest.

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Photo 14 of 45. Annapolis Rock Viewpoint (Section 3), facing northwest.



Photo 15 of 45. Pine Knob OUA Side Trail (Section 3), facing north.

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Photo 16 of 45. Pine Knob OUA shelter (Section 3).

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Photo 17 of 45. Trail and representative stair construction (Section 3), facing east.

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Photo 18 of 45. Trail along Interstate 70 (Section 3), facing north.



Photo 19 of 45. I-70 Footbridge (Sections 3 and 4), facing west.

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Photo 20 of 45. A.T. and Washington Monument Observation Tower Side Trail (Section 4), facing north.



Photo 21 of 45. Washington Monument (Section 4), facing southwest.

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Photo 22 of 45. Washington Monument Observation Tower Viewpoint (Section 4), facing west toward Antietam National Battlefield.

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Photo 23 of 45. Trail southbound through Washington Monument State Park (Section 4), facing southeast.

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Photo 24 of 45. Dahlgren Field Viewpoint, Church of St. Joseph of the Sacred Heart of Jesus on right (Section 4), facing northeast.



Photo 25 of 45. Trail south of Dahlgren Field (Section 5), facing north toward Old National Pike crossing.

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Photo 26 of 45. Trail near Dahlgren Backpacker Campground OUA (Section 5), facing south.



Photo 27 of 45. Dahlgren Backpacker Campground OUA (Section 5).

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Photo 28 of 45. Major General Jesse Reno Monument at Reno Monument Road (Section 5), facing east.

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Photo 29 of 45. Trail toward Rocky Run OUA (Section 5), facing west.

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Photo 30 of 45. Rocky Run OUA shelter (Section 5).



Photo 31 of 45. Crampton Gap OUA Side Trail (Section 5), facing northeast.

Appalachian National Scenic Trail
Maryland Segment
Name of Property

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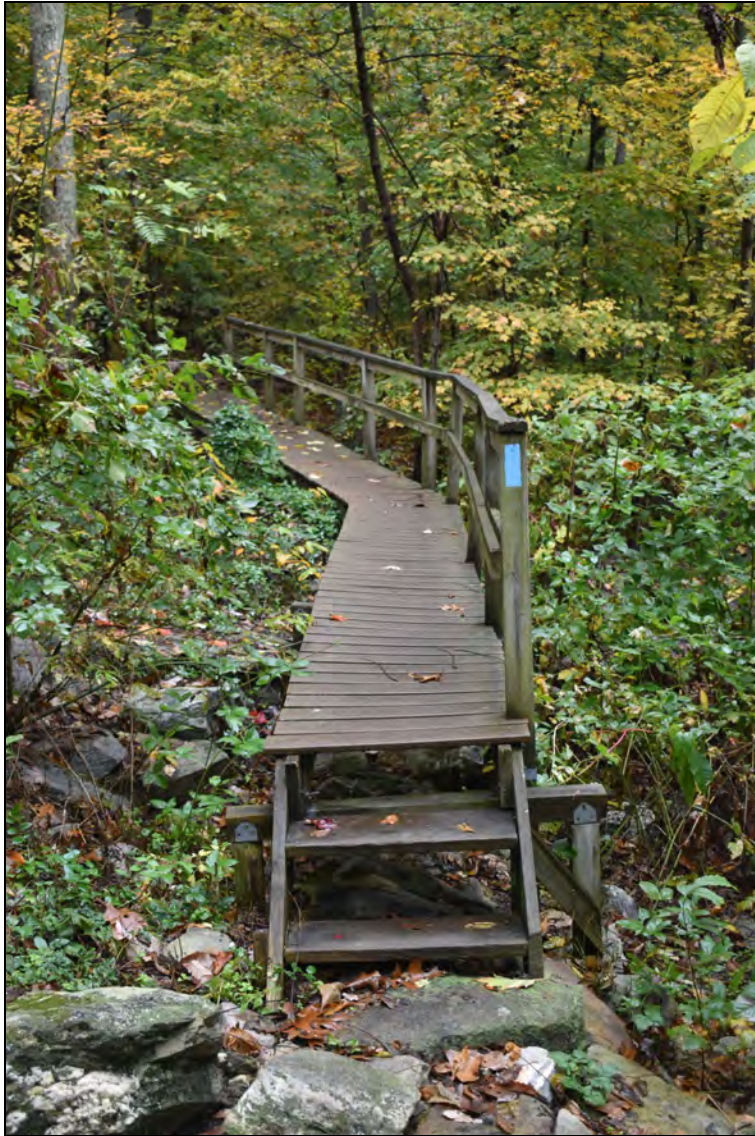


Photo 32 of 45. Crampton Gap OUA Side Trail Bridge (Section 5), facing north.

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Photo 33 of 45. Crampton Gap OUA shelter (Section 5), facing northeast.



Photo 34 of 45. National War Correspondents Memorial Arch (Section 6), facing southeast.

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Photo 35 of 45. Trail through Gathland State Park (Section 6), facing north.



Photo 36 of 45. Trail through Gathland State Park (Section 6), facing southeast.

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Photo 37 of 45. Ed Garvey OUA Side Trail (Section 6), facing east.



Photo 38 of 45. Ed Garvey OUA shelter (Section 6).

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Photo 39 of 45. Trail between Ed Garvey OUA and Weverton Cliffs (Section 6), facing north.



Photo 40 of 45. Weverton Cliffs Viewpoint (Section 6), facing west toward Harpers Ferry, WV.

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Photo 41 of 45. Switchbacks from Weverton Cliffs (Section 6), facing northeast.



Photo 42 of 45. A.T. coaligned with Chesapeake & Ohio Canal (Section 7), facing southwest.

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Photo 43 of 45. A.T. coaligned with Chesapeake & Ohio Canal along the Potomac River (Section 7), facing west.



Photo 44 of 45. A.T. coaligned with Chesapeake & Ohio Canal (Section 7), facing east from north end of Goodloe Byron Memorial Footbridge.

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Photo 45 of 45. Goodloe Byron Memorial Footbridge (Section 7), southern end of Maryland Segment, facing northeast from Harpers Ferry, WV, overlooking the confluence of the Potomac and Shenandoah rivers.

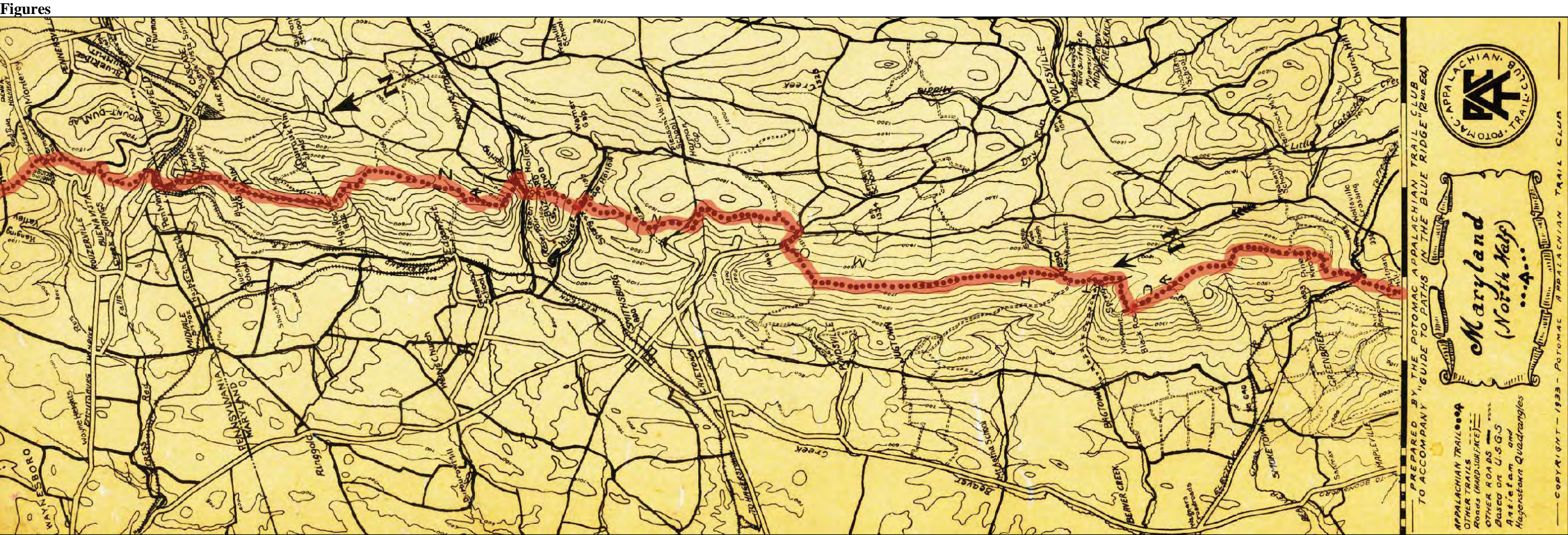
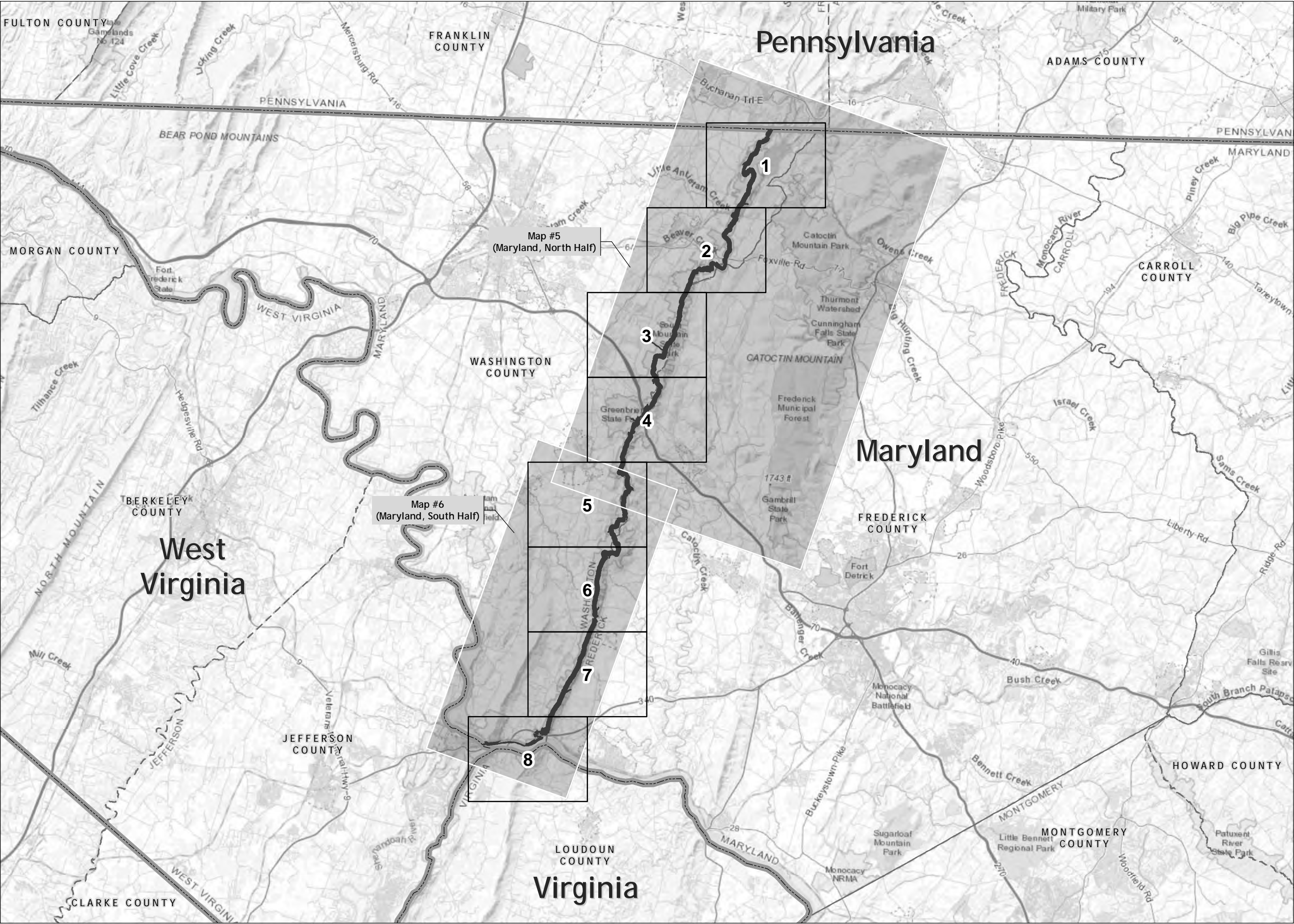




Figure 2. 1933 Route of the A.T. in Maryland, South Half (PATC 1933).

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management. U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.



Appalachian National Scenic Trail
Maryland Segment
National Register Historic District

Sheet Overview

LEGEND

- National Register District Boundary (Maryland Segment)
- County Boundary
- National Register Map Sheet
- ATC Map

NOTES

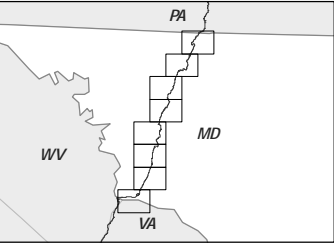
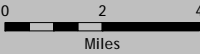
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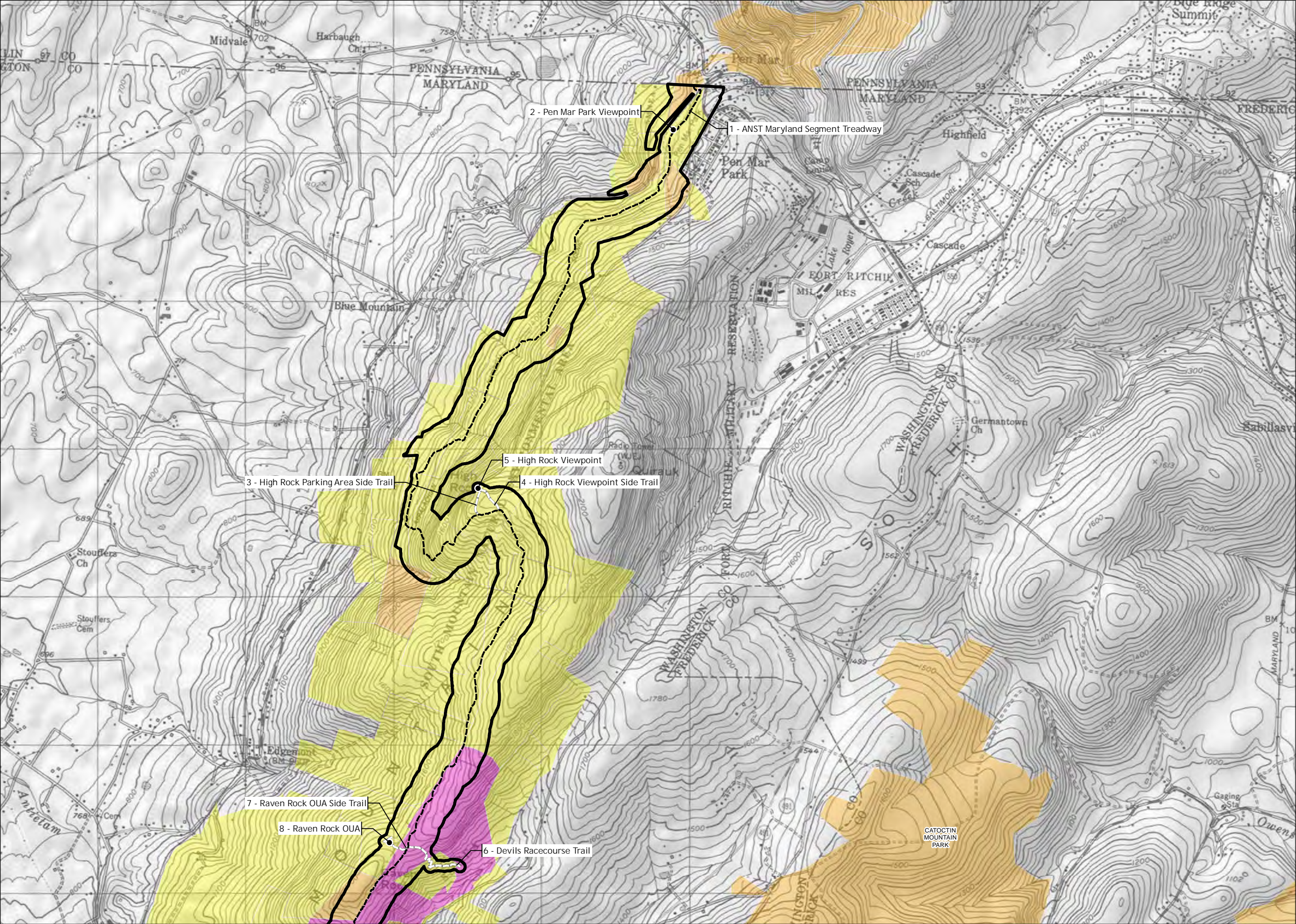
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LEGEND

- National Register District Boundary (Maryland Segment)
- Appalachian National Scenic Trail
- Resource
- Side Trail Resource
- Federal Land
- Federally Protected Land
- State Land
- State Protected Land
- Conservation Land
- Private Land
- Guidebook Map #

NOTES

See Resources List in Section 7 for detailed information

Sheet order follows Trail north to south

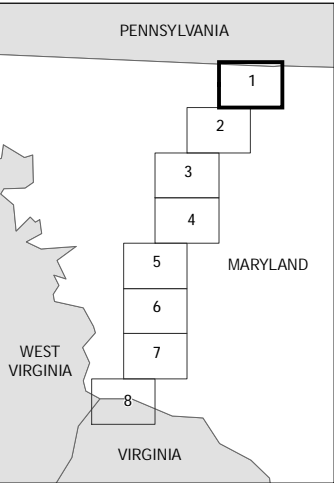
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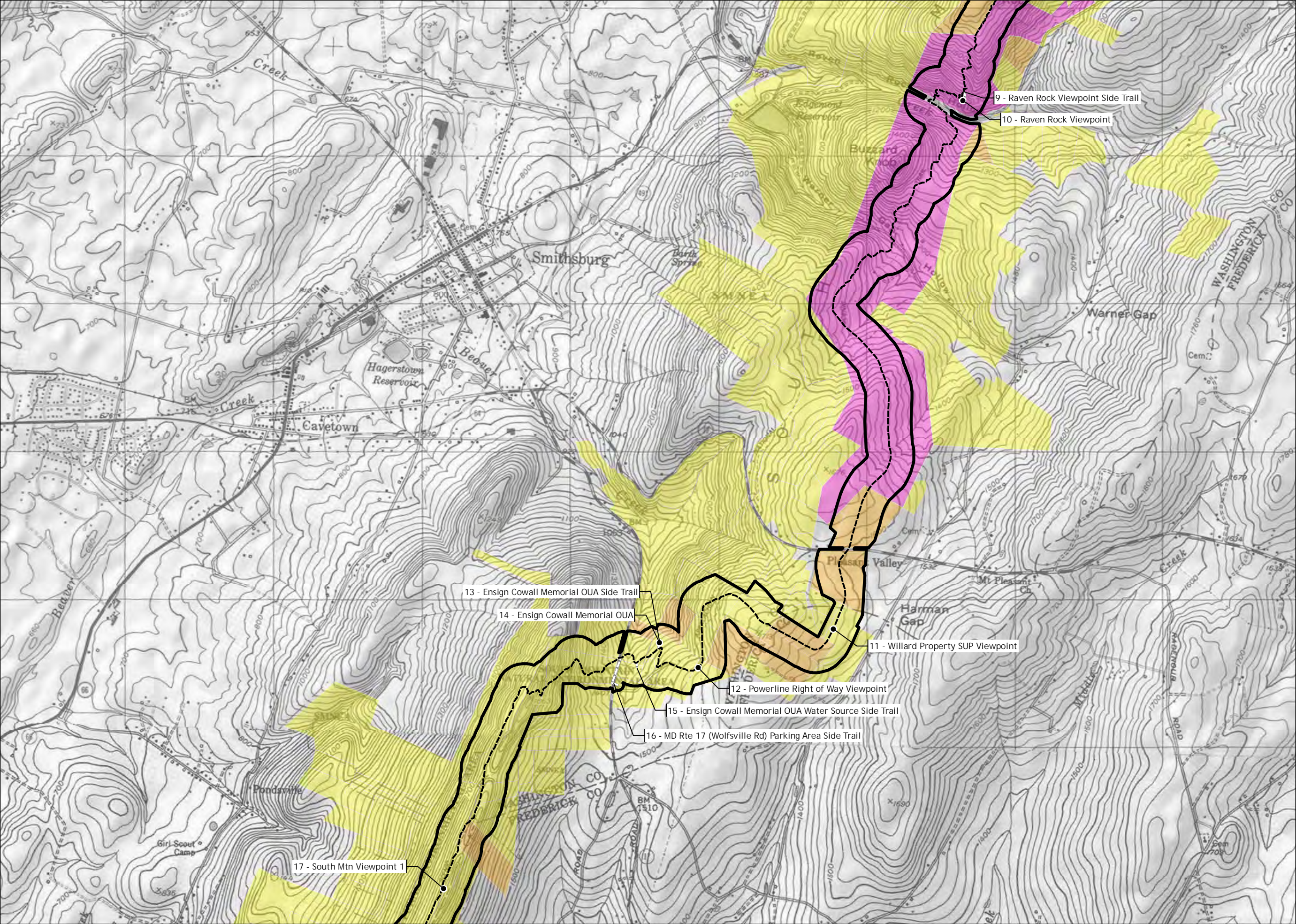
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Maryland State Historic Preservation Offices

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1 inch = 2,000 feet





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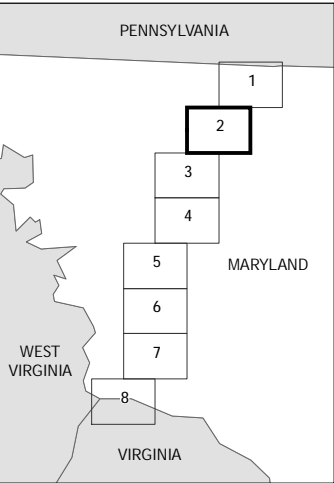
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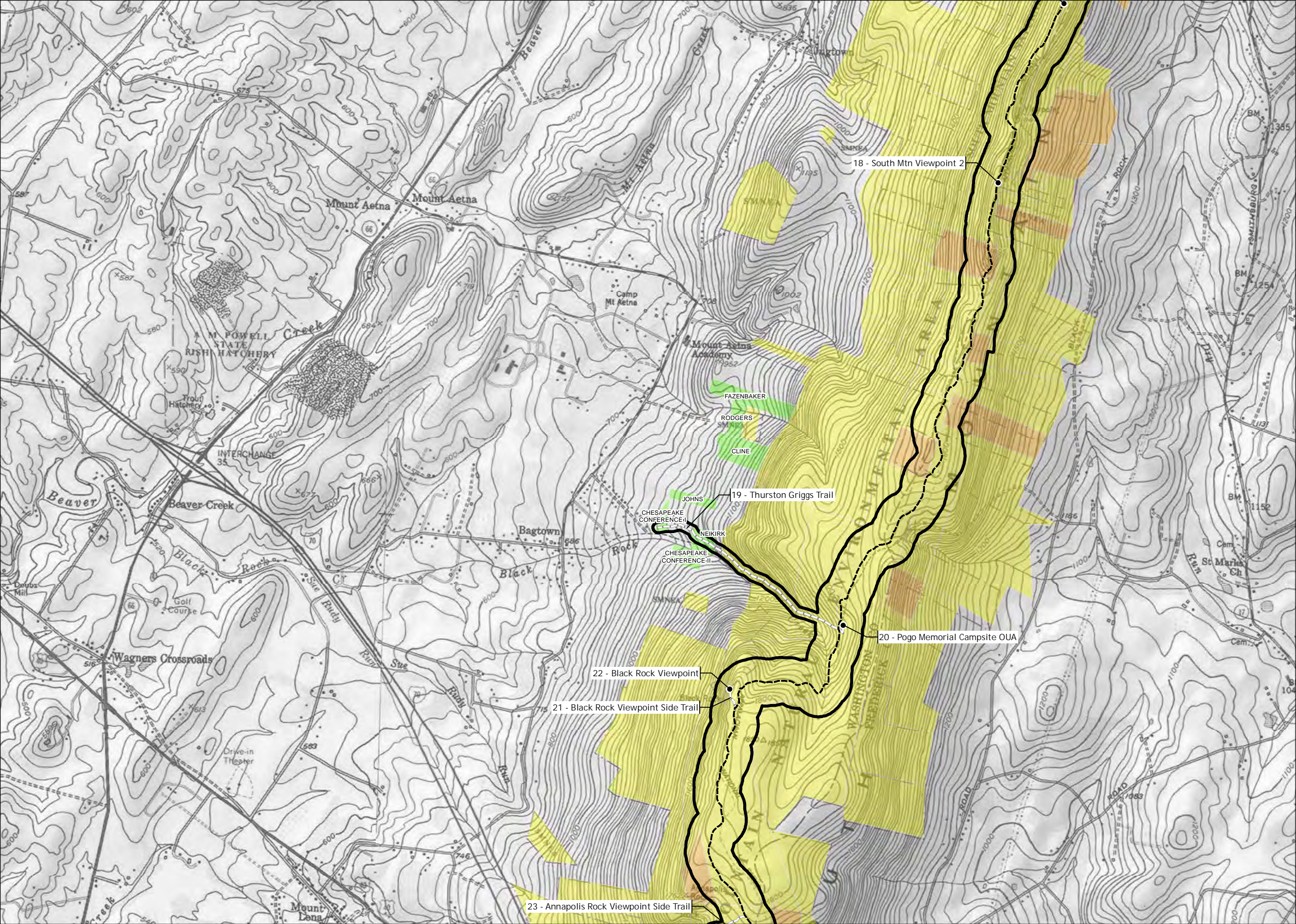
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1 inch = 2,000 feet

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LEGEND

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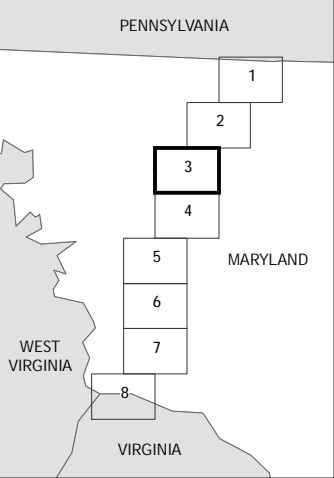
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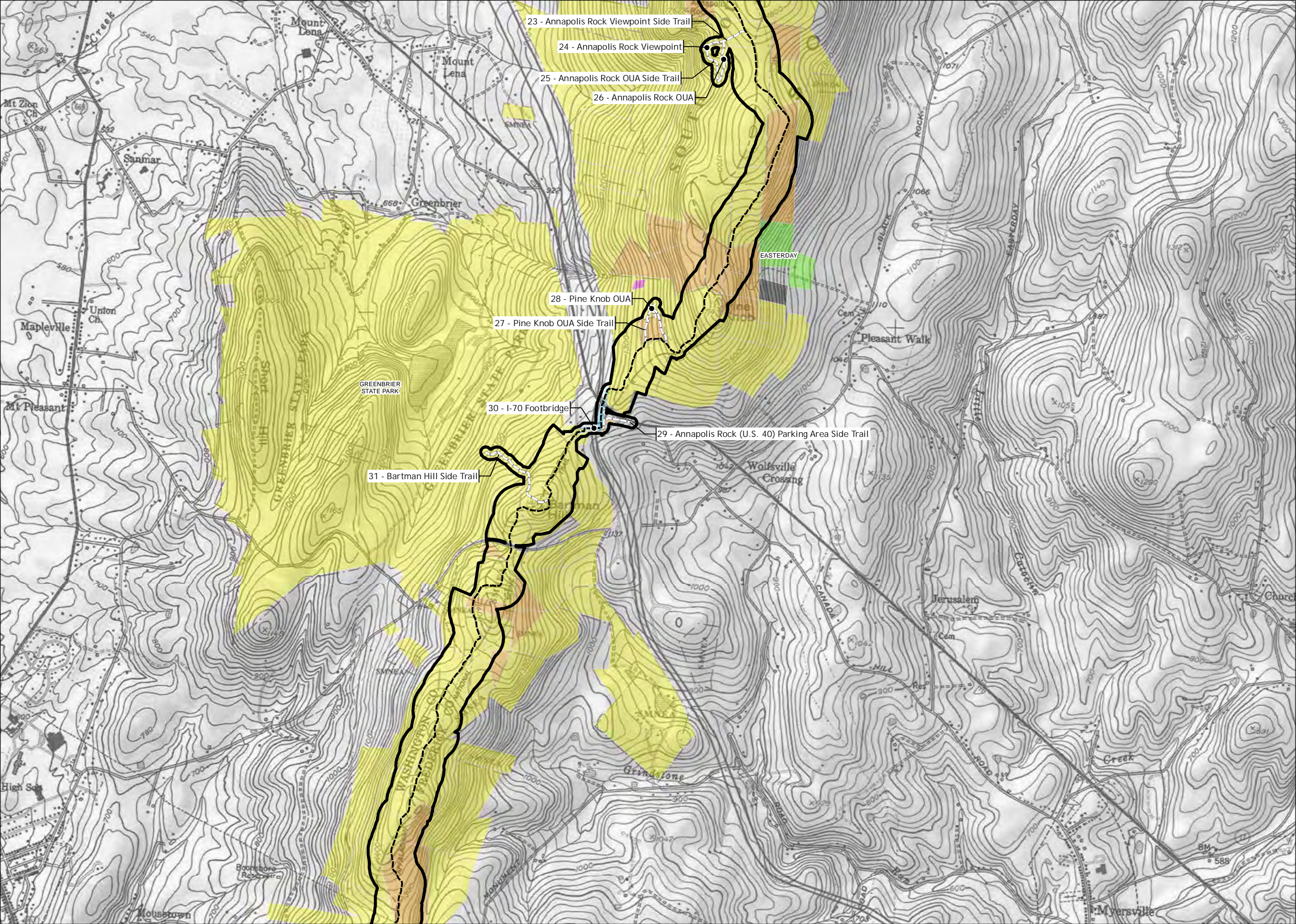
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1 inch = 2,000 feet





Appalachian National Scenic Trail
Maryland Segment
National Register Historic District

Sheet 4 of 11

LEGEND

- National Register District Boundary (Maryland Segment)
- Appalachian National Scenic Trail
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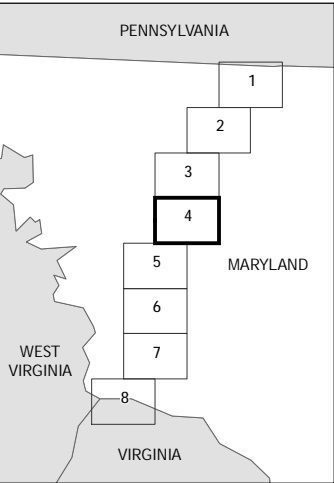
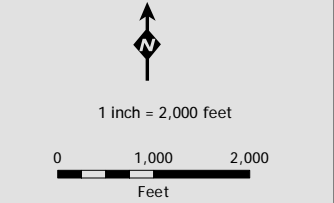
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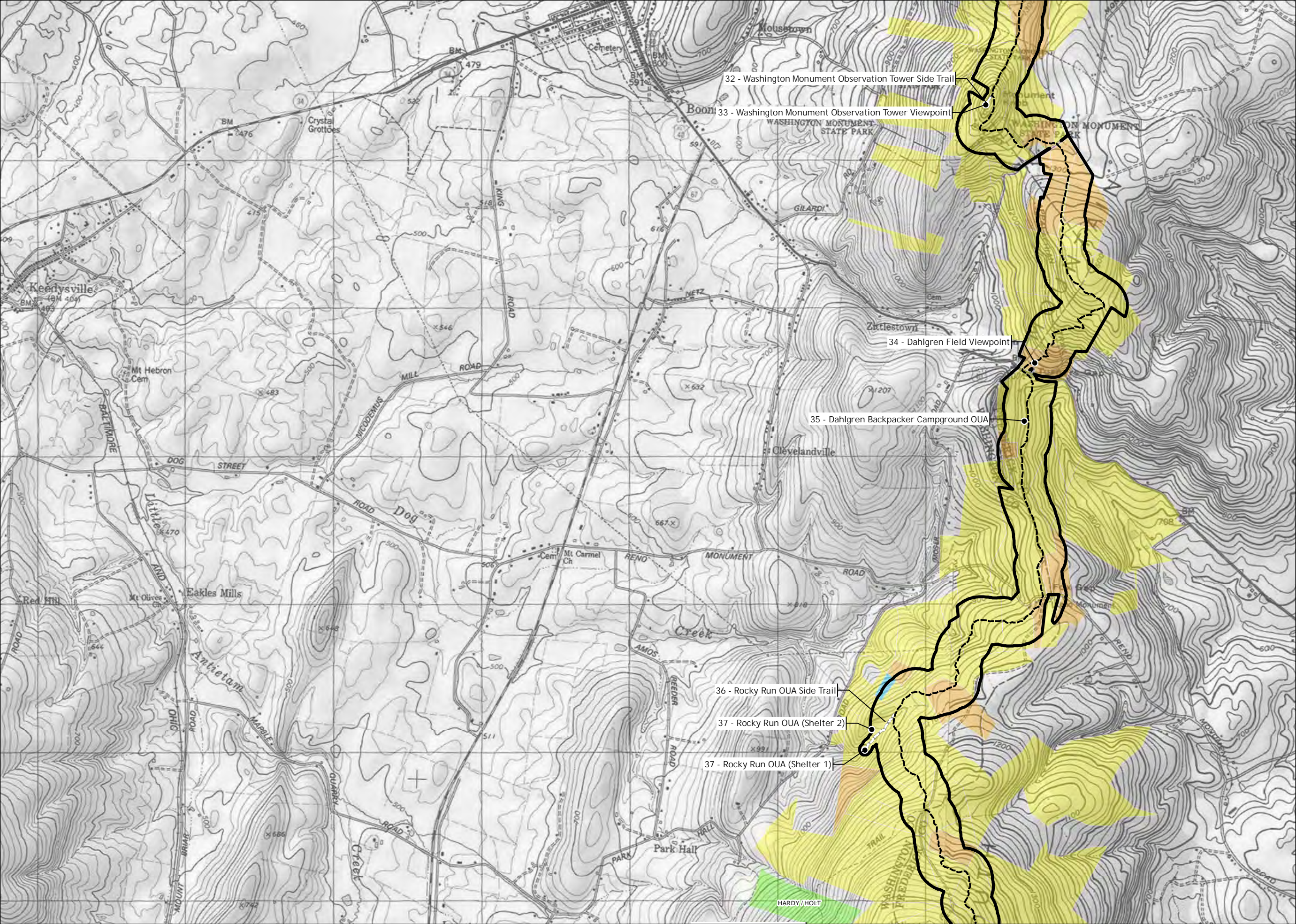
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LEGEND

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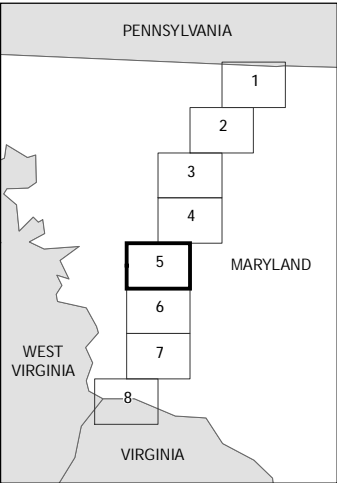
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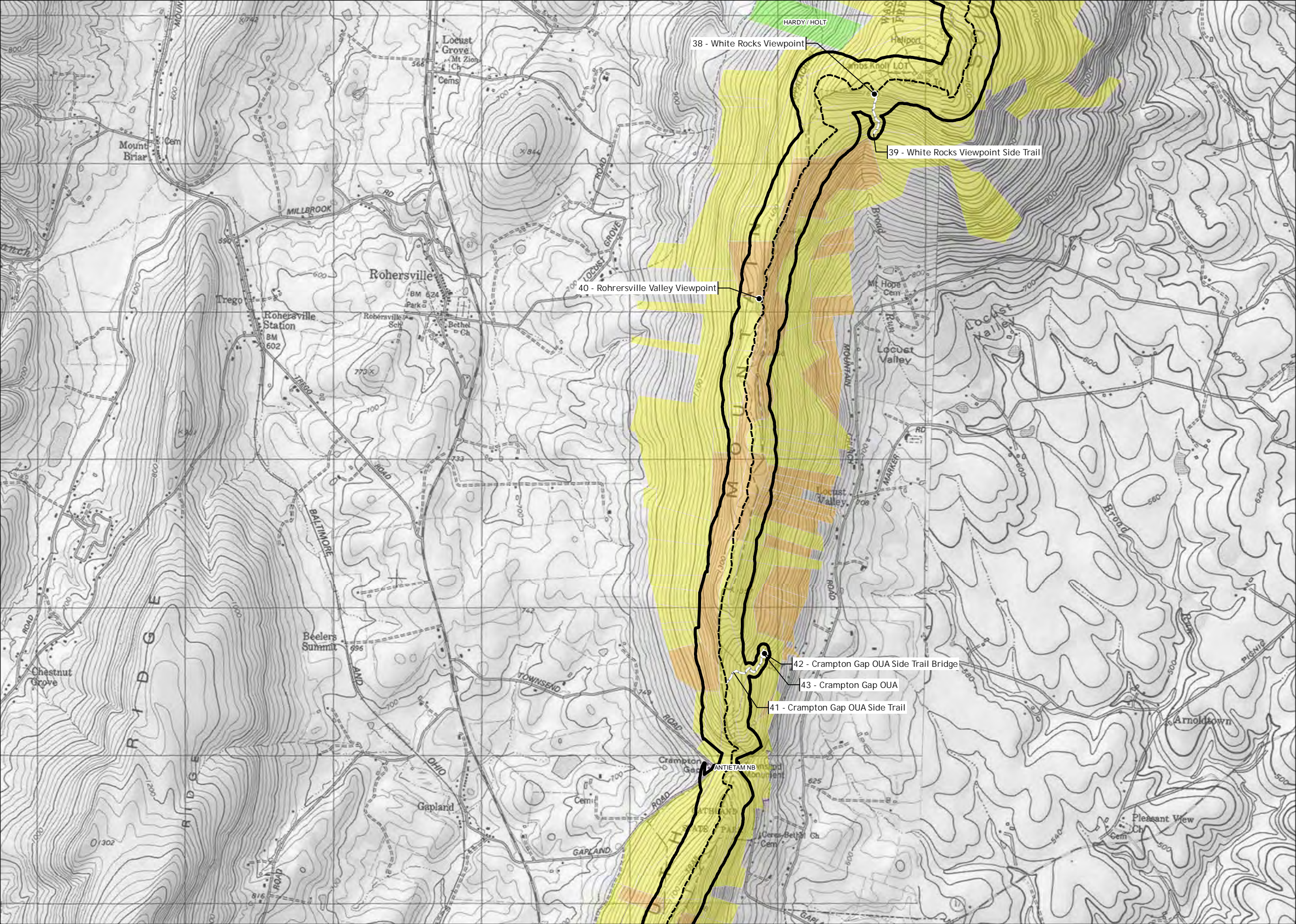
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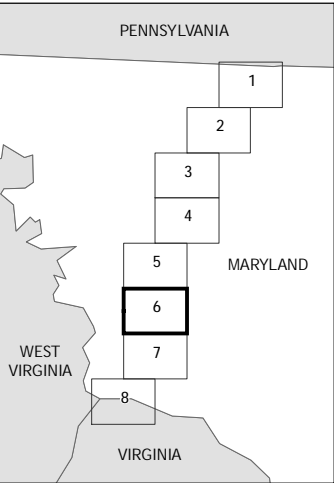
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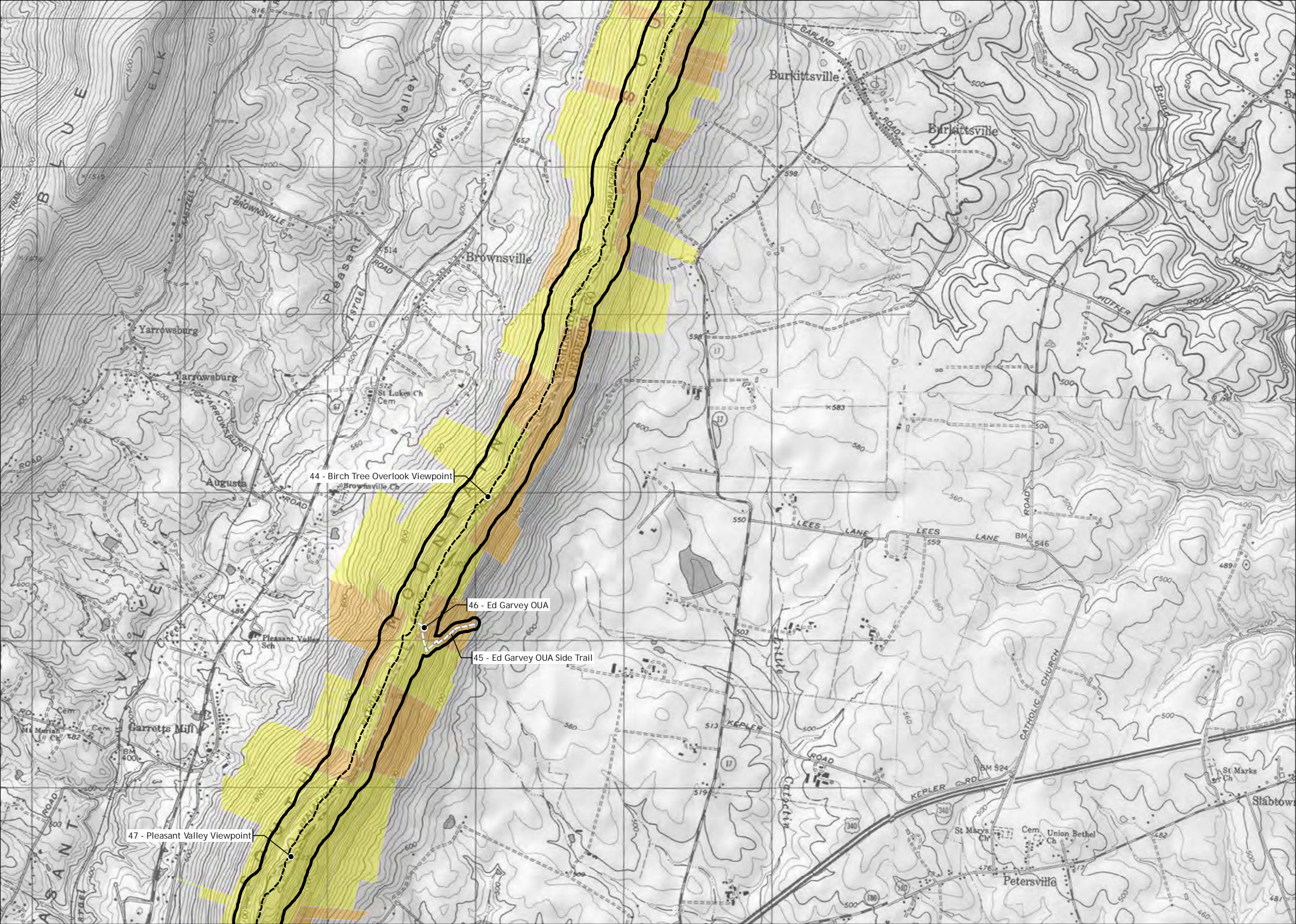
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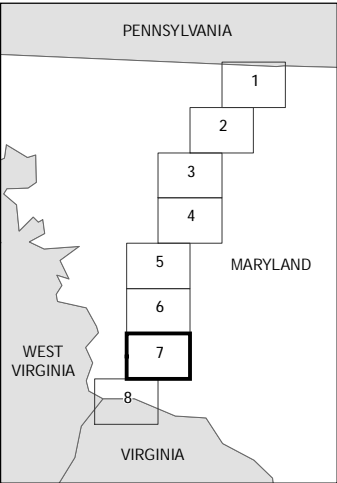
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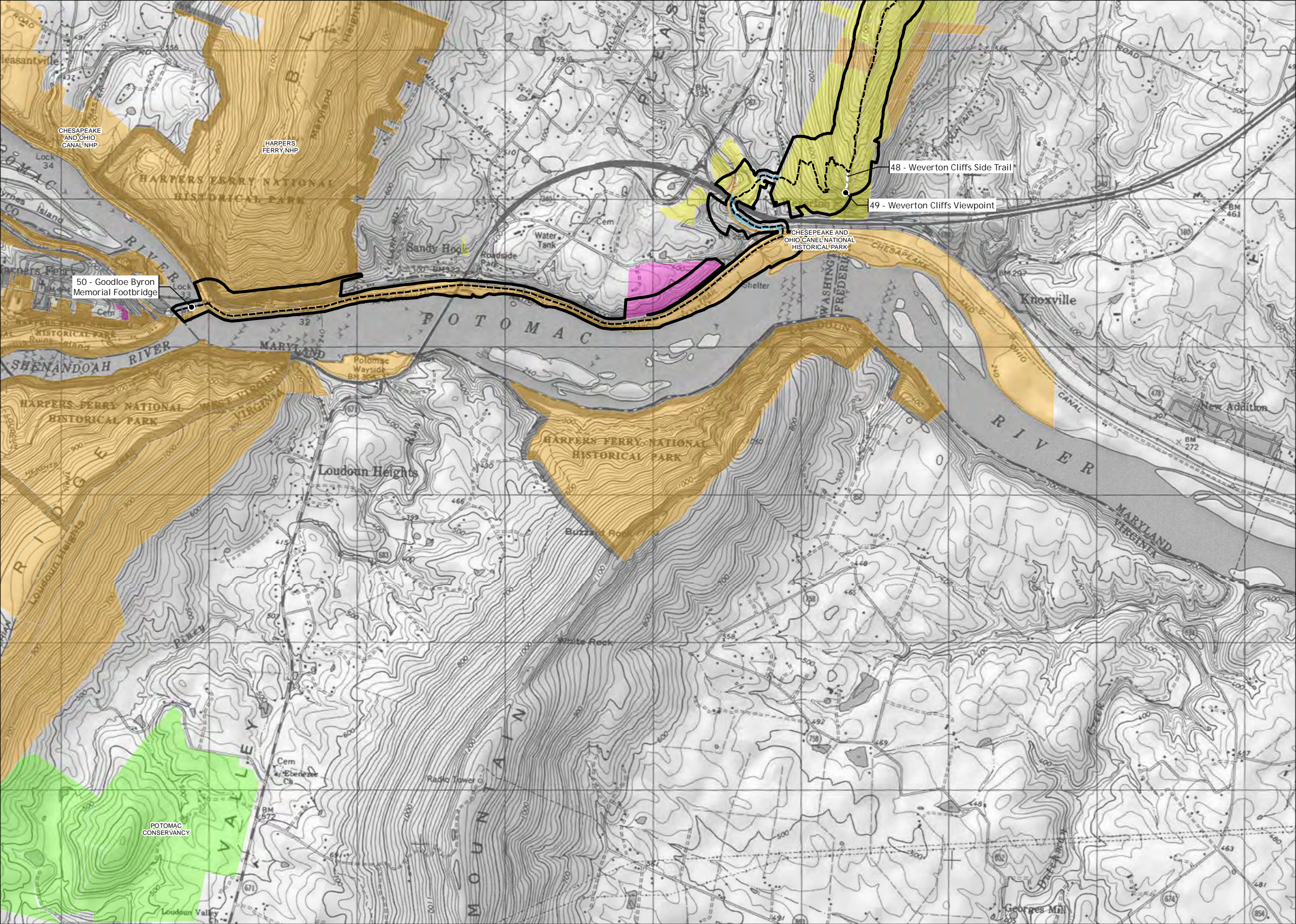
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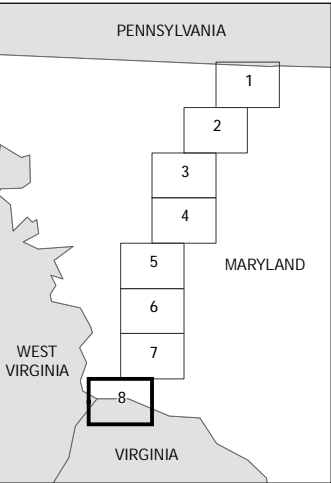
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Agenda Report Form

Open Session Item

SUBJECT: Amendment to T-Mobile Antenna Lease

PRESENTATION DATE: June 13, 2023

PRESENTATION BY: Mark Bradshaw, PE – DEM Director

RECOMMENDED MOTION: Approve the First Amendment to Antenna Mounting Space Lease.

REPORT-IN-BRIEF: T-Mobile has requested permission to temporarily install a microwave dish on the Sharpsburg water storage tank.

DISCUSSION: T-Mobile has an existing lease agreement with the County to lease space for an antenna on the Sharpsburg water storage tank. The existing lease agreement defines the number and size of antenna that can be place on the water tank. T-Mobile has requested permission to install a temporary microwave dish on the tank while they extend fiber optic to the site. The lease is vague as to whether this is permissible. In order to provide clarity and resolve the vagaries, the County Attorneys Office drafted the proposed amendment, allowing for the temporary dish installation. Once the fiber is installed, the microwave dish will be removed, and the amendment will terminate.

FISCAL IMPACT: None

CONCURRENCES: Assistant County Attorney

ALTERNATIVES: Reject proposed amendment

ATTACHMENTS: First Amendment to Antenna Mounting Space Lease

AUDIO/VISUAL NEEDS: None

FIRST AMENDMENT TO ANTENNA MOUNTING SPACE LEASE

This First Amendment to Antenna Mounting Space Lease ("Amendment") is made this day of _____, 2023, by and between **T-MOBILE NORTHEAST LLC**, a Delaware limited liability company ("Lessee") and the **BOARD OF COUNTY COMMISSIONERS OF WASHINGTON COUNTY, MARYLAND**, a body corporate and politic and a political subdivision of the State of Maryland ("Lessor").

RECITALS

A. Lessor and Lessee are parties to that Antenna Mounting Space Lease dated February 3, 2009 (the "Lease"), whereby the parties agreed to the leasing of certain antenna space, on the Property described in Exhibit A to the Lease, and in accordance with the terms more particularly set forth in the Lease.

B. Lessee intends to make certain improvements and upgrades to Lessee's Equipment in furtherance of its Permitted Use.

C. Said improvements necessitate the temporary placement of a microwave dish ("Dish") on the Leased Premises.

D. Lessor has determined that the temporary placement of the Dish will not interfere with public safety or Lessor's maintenance and operation of the Leased Premises and will benefit the public.

E. In order to ensure certainty among the parties and to set forth the terms by which the parties will abide regarding the temporary installation of the Dish, the parties agree to enter into this Amendment

F. Lessee represents to Lessor that the installation of the Dish will not violate the rules and regulations of the Federal Communications Commission.

G. Lessor is entering into this Amendment in reliance of Lessee's above representations.

NOW, THEREFORE, for and in consideration of the mutual covenants, representations and conditions set forth above and herein, and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the parties hereby agree as follows:

1. INSTALLATION OF DISH

Lessor hereby agrees and consents to the installation of the Dish by Lessee on the Leased Premises. The Dish shall be in the location and of a size and with dimensions as set forth on "Exhibit A", attached hereto and incorporated herein. The installation of the Dish shall include any accessory equipment necessary for the Dish to effectuate the Permitted Use.

2. **TERM**

(A) Lessee shall be permitted to install, keep and maintain the Dish on the Leased Premises, beginning on the date of this Amendment (the "Commencement Date") and continuing thereafter for a period of six (6) months (the "Amendment Term").

(B) With the exception of Section 3 below, the Lessor and Lessee agree that, at the end of the Amendment Term, this Amendment shall expire and be of no further force or effect between the parties, and the parties shall revert to the Lease as the sole governing document between the parties.

3. **LESSEE NOTICE ADDRESS**

Lessee's Notice Addresses in Section 25 of the Lease are deleted in their entirety and replaced with:

LESSEE: T-Mobile USA, Inc.
12920 SE 38th Street
Bellevue, WA 98006
Attn: Lease Compliance/Site 7HCH023B

4. **SEVERABILITY**

Any provision of this Amendment which will prove to be invalid, void or illegal will in no way affect, impair or invalidate any other provision hereof, and such remaining provisions will remain in full force and effect.

5. **HEADINGS**

The paragraph captions contained in this Amendment are for convenience only and will not be considered in the construction or interpretation of any provision hereof.

6. **INCORPORATION OF PRIOR AGREEMENTS**

The Lease and this Amendment contain all of the agreements of the parties hereto with respect to any matter covered or mentioned therein, and no agreement or understanding pertaining to any such matter will be effective for any purpose. No provision of this Amendment may be amended or added to except by an agreement in writing signed by the parties hereto or their respective successors in interest.

7. **RECORDING**

This Amendment will not be recorded, unless deemed necessary by Lessor.

8. **CONFLICTS**

In the event the terms of the Lease and this Amendment conflict with each other, this Amendment shall control.

9. **GOVERNING LAW**

This Amendment will be construed according to the laws of the State of Maryland.

10. **EFFECTIVENESS**

This Amendment will become effective upon and only upon its execution and delivery by each party hereto, and upon receipt of approval by the parties hereto.

The parties hereto have herein set their hands and seals the day and year first above written.

ATTEST:

BOARD OF COUNTY COMMISSIONERS
OF WASHINGTON COUNTY, MARYLAND

By: _____ (SEAL)
John F. Barr, President

T-MOBILE NORTHEAST LLC
A Delaware limited liability company

DocuSigned by:
Tim Dwyer
35206415008245E

DocuSigned by:
JAMES SIMON
2F10B672B0EF4DD (SEAL)
Name: James Simon
Title: Market Director

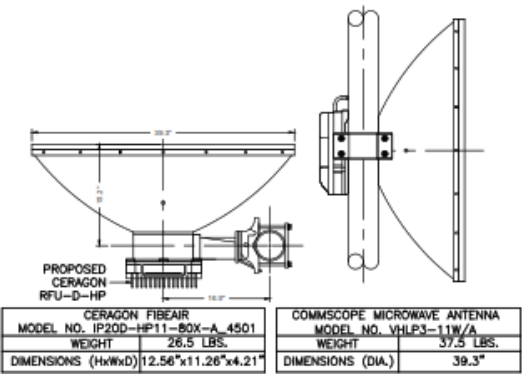
Approved as to form and legal
sufficiency this _____ day of
_____, 2023.

Kirk C. Downey
County Attorney

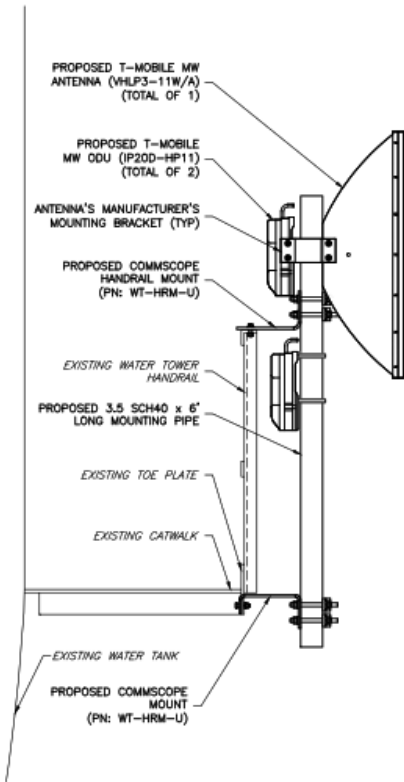


TMO Signatory Level: L06

Exhibit A
(Page 1 of 2)

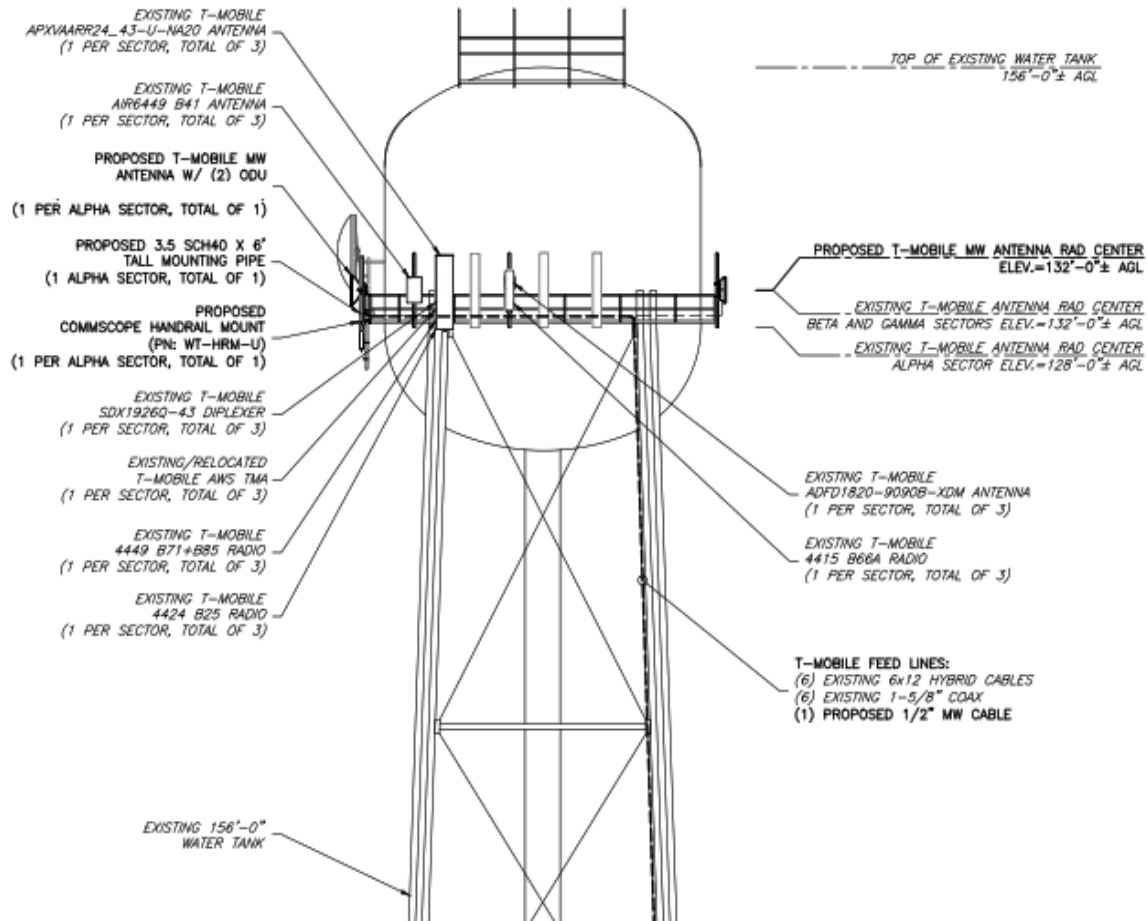


1 ANTENNA MOUNTING DETAIL
A-3 NOT TO SCALE



2 MW ANTENNA MOUNTING DETAIL
A-3 NOT TO SCALE

Exhibit A
(Page 2 of 2)





Agenda Report Form

Open Session Item

SUBJECT: PUBLIC HEARING - Agricultural Preservation Easement Rankings FY 2024

PRESENTATION DATE: June 13, 2023

PRESENTATION BY: Chris Boggs, Rural Preservation Administrator & Jill Baker, Director, Dept. of Planning & Zoning

RECOMMENDED MOTION: Move to approve a Priority Ranking of MALPF easement applications and to forward the top 20 applications to MALPF.

REPORT-IN-BRIEF: The purchase of permanent land preservation easements through the Maryland Agricultural Land Preservation Program (MALPP) is the largest part of Washington County's rural preservation strategy. All applications are supposed to be ranked by the local Agricultural Advisory Board (AAB) using the adopted Priority Ranking formula which assigns points for such things as quality of soils, proximity to other preserved lands, agricultural status, economic viability, and relationship to other land use areas in the County. This year the AAB chose to rank easements in a manner contrary to the adopted formula. It is the desire of the AAB to change the criteria related proximity of easements to delineated growth areas from maximum points going to properties furthest away from growth areas to maximum points going to those properties closest to growth areas.

DISCUSSION: Applications for the MALPF easement program start to be collected in January 2023. At that time the priority ranking formula was established and made available to the applicants. In May 2023, the AAB met to make a recommendation of priority ranking based upon established formulas. It was at that meeting the AAB decided that they wanted to change one of the criteria as mentioned in the report above. This change was not vetted by the MALPF Board, the Board of County Commissioners or by the public. In addition, applications had already been submitted under the pretext of being evaluated under the currently adopted ranking formula. Because the changes desired by the AAB have not gone through a public vetting process and the applications had been accepted prior to the desired change, Staff is recommending to approve the priority ranking of easements based upon the adopted and publicly vetted formula as opposed to the recently recommended version of the AAB.

Following review and consideration of public comment from this public hearing, Commissioners are requested to approve the top 20 applications to be forwarded to the MALPF Board based on the ranking formula. Easements are purchased in order from the priority list until funds are exhausted.

Maryland law requires MALPF and the County to maintain confidentiality of financial information and rankings for our easement applicants until the end of an annual easement acquisition cycle. Therefore, only the County Commissioners have the Excel spreadsheet of rankings by the Ag Board. The public copy lists only the names of applicants.

FISCAL IMPACT: No impact to County General Fund. The County will have an opportunity to contribute locally collected Agricultural Transfer Taxes and Real Estate Transfer Taxes in the Fall

2023. Local and State funds are combined (60% State and 40% County) to fund the matching portion of the program.

CONCURRENCES:

ALTERNATIVES: Change ranking and/or number of applicants submitted.

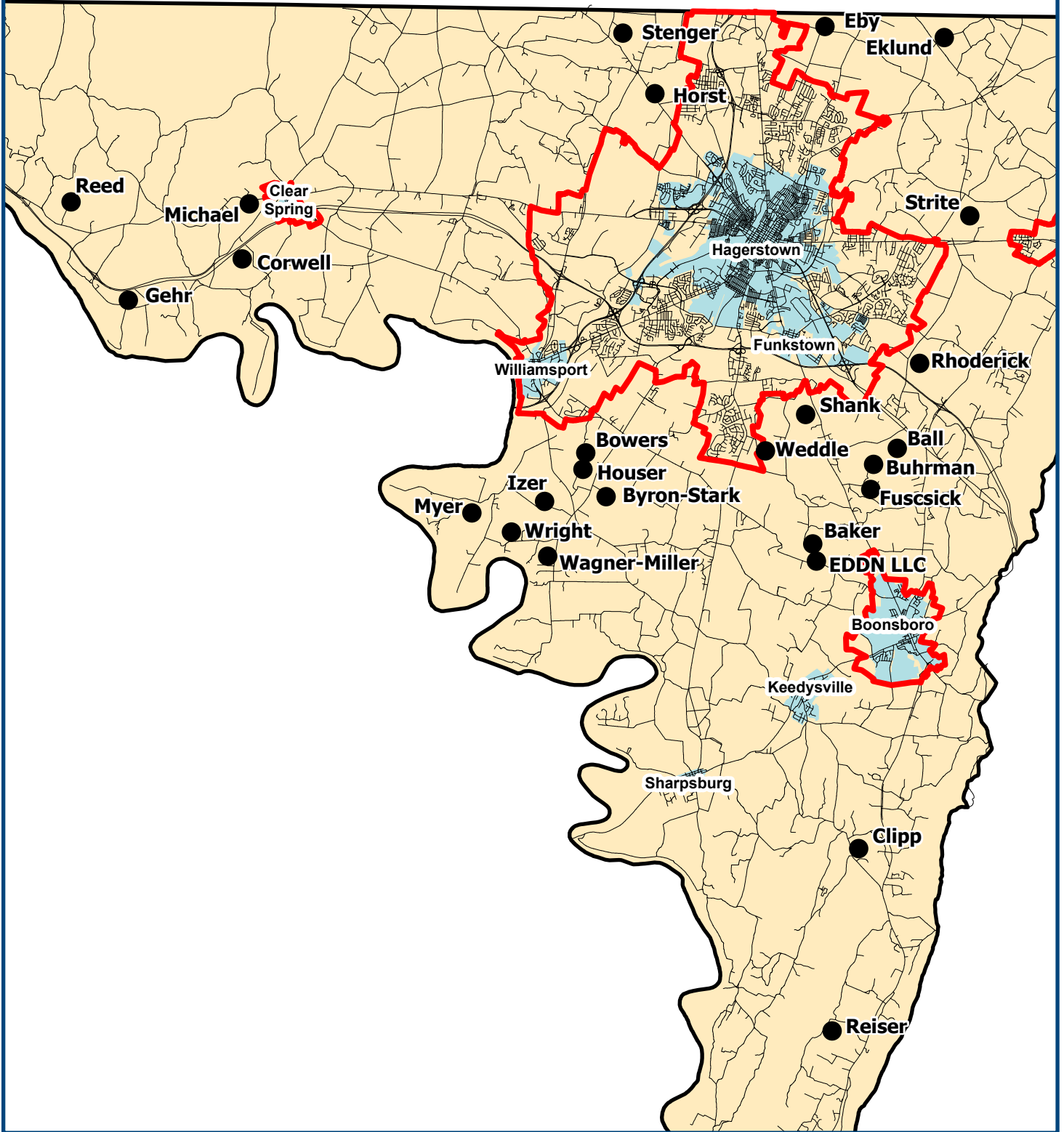
ATTACHMENTS: PDF County Map of Applicants and Applicant List; Priority Ranking List- Staff Recommended, Priority Ranking List – AAB Recommended, Ranking Checklist to be provided at the meeting

AUDIO/VISUAL NEEDS: PDF County Map of Applicants

FY2024 MALPF APPLICANT LIST

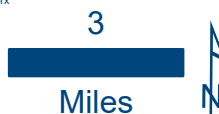
LANDOWNER NAME	FILE NO.
Baker	AD-18-031
Ball	AD-23-004
Bowers	AD-20-010
Buhrman	AD-21-001
Byron-Stark	AD-20-020
Clipp	AD-23-005
Corwell	AD-18-021
Eby	AD-18-005
EDDN, LLC	AD-95-001
Eklund	AD-19-007
Fuscsick	AD-23-008
Gehr	AD-22-008
Horst	AD-23-007
Houser	AD-18-015
Izer	AD-99-001
Michael	AD-23-009
Myer	AD-17-004
Reed	AD-23-001
Reiser	AD-99-009
Rhoderick	AD-17-001
Shank	AD-98-006
Stenger	AD-22-004
Strite	AD-90-019
Wagner-Miller	AD-22-007
Weddle	AD-16-014
Wright	AD-15-001

FY2024 MALPF Applicants



Path: C:\Users\cboggs\Washington County Commissioners\Planning and Zoning - 00 - TEMP LAND PRES\MALPF ARF Map.aprx
User: cboggs
Current Time: 6/6/2023 8:01 AM

WARNING! : This map was created by the Washington County Department of Planning and Zoning and is intended for the recipients use only. It is not for general distribution to the public, and should not be scaled or copied. Any modifications or changes to this map are prohibited without express prior written approval. Sources of the data contained hereon are from various public agencies which may have use restrictions or disclaimers.



The parcel lines shown on this map are derived from a variety of sources which have their own accuracy standards. The parcel lines are approximate and for informational purposes ONLY. They are not guaranteed by Washington County Maryland or the Maryland Department of Assessments and Taxations to be free of errors including errors of omission, commission, positional accuracy or any attributes associated with real property. They shall not be copied, reproduced or scaled in any way without the express prior written approval. This data DOES NOT replace an



Agenda Report Form

Open Session Item

SUBJECT: Request for Quotation Award (Q-23-749) Retention Pond Mowing Services

PRESENTATION DATE: June 13, 2023

PRESENTATION BY: Rick Curry, CPPO, Purchasing Director; John Swauger, Stormwater Management

RECOMMENDED MOTION: Move to award the Retention Pond Mowing Services to the responsible, responsive bidder, Diamond Lawn & Landscape, of Hagerstown, MD who submitted the lowest total sum price in the amount of \$10,050.

REPORT-IN-BRIEF: On August 18, 2017, the County issued a Request for Quotation (RFQ) for the mowing services. Services include all cost associated with completion of the work including, but not limited to: fuel, equipment maintenance and repair, travel labor, debris removal, and weather delays. The term for these services is for a one-year period tentatively commencing on July 1, 2023, thru October 31, 2023, and commence again April 30, 2024, with an option by the County to renew for up to one (1) additional one (1) year period, subject to written notice given by the County at least sixty (60) calendar days in advance of its expiration date. If the Bidder wishes to renew the Contract, he/she must submit a letter of intent to the Purchasing Director at least ninety (90) calendar days prior to the expiration of the contract year. The County reserves the right to accept or reject any request for renewal and any increase in costs for each specified location that the Bidder may request. All other terms and conditions shall remain unchanged. The County guarantees neither a maximum nor a minimum number of properties to be mowed.

The Request for Quotation (RFQ) was advertised on the County web site, and on the State of Maryland's "*eMarylandMarketplaceAdvantage*" web site. Forty-two (42) persons/companies registered/downloaded the quote document on-line. A total of seven (7) quotes were received as indicated on the quote tabulation matrix.

DISCUSSION: N/A

FISCAL IMPACT: Funds are available in Stormwater and Watershed account 40-40050.

CONCURRENCES: Environmental Division Director and Deputy Director of Highway Department

ALTERNATIVES: N/A

ATTACHMENTS: Quotation Tabulation Matrix

Q-23-749
Retention Pond Mowing Services

			B&B Services Hagerstown, MD	Clean Cuts Lawn Care, LLC Cavetown, MD	Community Bridge, Inc. Washington, DC	Diamond Lawn & Landscape Hagerstown, MD
Property	Property Location	Lot Acreage	Cost Per Visit	Cost Per Visit	Cost Per Visit	Cost Per Visit
1	Rear of 10840 Anderson Drive Williamsport, MD 21795	0.72	\$100.00	\$160.00	\$23.45	\$75.00
2	Across from 16807 Calvary Drive Williamsport, MD 21795	0.55	\$75.00	\$120.00	\$17.91	\$55.00
3	Intersection of Paxton and Connor Drive Williamsport, MD 21795	7.20	\$200.00	\$1,250.00	\$234.50	\$190.00
4	Beside 10710 Hershey Drive Williamsport, MD 21795	0.49	\$100.00	\$110.00	\$15.96	\$55.00
5	Beside the Pumping Station at 10712 Appletree Lane Williamsport, MD 21795	0.37	\$100.00	\$80.00	\$12.05	\$55.00
6	Sterling Road Northwest side of the railroad tracks Williamsport, MD 21795	0.65	\$70.00	\$145.00	\$21.17	\$55.00
7	Rear of 10722 Greenwich Drive Williamsport, MD 21795	1.54	\$150.00	\$335.00	\$50.16	\$70.00
8	Technology Blvd. Hagerstown, MD 21740 100' East off Route 632	0.47	\$80.00	\$105.00	\$15.31	\$70.00
9	Beside 17904 Sand Wedge Drive Hagerstown, MD 21740 at the end of cul-de-sac	0.51	\$125.00	\$115.00	\$16.61	\$70.00
10	Under Pass Way at Halfway Blvd. both areas at on and off ramp to Halfway Blvd, Hagerstown, MD 21740	9.60	\$200.00	\$1,765.00	\$312.67	\$285.00
11	At the dead end of Oakmont Drive Hagerstown, MD 21740	1.80	\$125.00	\$390.00	\$58.63	\$75.00
12	South Pointe Drive at the corner of Winding Oak Drive Hagerstown, MD 21740	0.96	\$125.00	\$210.00	\$31.27	\$75.00
13	Between the rear of 8928 and 8936 Light Street Williamsport, MD 21795	5.40	\$125.00	\$995.00	\$175.88	\$290.00
14	Fairway Meadows 1 at Eagle Lane behind the Pumping Station Hagerstown, MD 21740	0.89	\$125.00	\$195.00	\$28.99	\$70.00

Q-23-749
Retention Pond Mowing Services

			B&B Services Hagerstown, MD	Clean Cuts Lawn Care, LLC Cavetown, MD	Community Bridge, Inc. Washington, DC	Diamond Lawn & Landscape Hagerstown, MD
Property	Property Location	Lot Acreage	Cost Per Visit	Cost Per Visit	Cost Per Visit	Cost Per Visit
15	Fairway Meadows 2 and 3 beside and across the street from 471 Westminister Court Hagerstown, MD 21740	1.00	\$125.00	\$220.00	\$32.57	\$165.00
16	Woodbridge 1 the pond on the west side of the intersection of Woodbridge Drive and Robinwood Drive Hagerstown, MD 21740	1.00	\$150.00	\$220.00	\$32.57	\$165.00
17	Woodbridge 2 Across from 20526 Woodbridge Drive Hagerstown, MD 21740	6.50	\$150.00	\$1,195.00	\$211.71	\$165.00
18	Rear of 10609 Avonlea Hills Court and swale line in front and side to pond, Hagerstown, MD 21740	3.89	\$125.00	\$715.00	\$126.70	\$145.00
19	Easterday Court 200' in on the right Hagerstown, MD 21740	0.97	\$125.00	\$210.00	\$31.59	\$75.00
20	Cool Hollow Drive at the intersection Hagerstown, MD 21740	0.47	\$100.00	\$105.00	\$15.31	\$60.00
21	Garris Shop Road, the roundabout area on both sides and the left side of Poffenberger Road at 19131 Hagerstown, MD 21740	6.00	\$125.00	\$1,100.00	\$195.42	\$290.00
22	Jeswood Drive at end of circle Hagerstown, MD 21740	0.19	\$50.00	\$45.00	\$6.19	\$45.00
23	Prophet Acres Road 1 across from 8205 Fairplay, MD 21733	0.19	\$40.00	\$45.00	\$6.19	\$45.00
24	Prophet Acres Road 2 just past 8307 along the tree line Fairplay, MD 21733	0.13	\$40.00	\$45.00	\$4.23	\$45.00
25	Westfields 1 southside of the entrance of Rockland Drive at Route 65 Hagerstown, MD 21740	10.60	\$325.00	\$1,950.00	\$345.24	\$475.00
26	Westfields 3 Rear of circle of Westbury Court Hagerstown, MD 21740	1.60	\$200.00	\$350.00	\$52.11	\$95.00

Q-23-749
Retention Pond Mowing Services

			B&B Services Hagerstown, MD	Clean Cuts Lawn Care, LLC Cavetown, MD	Community Bridge, Inc. Washington, DC	Diamond Lawn & Landscape Hagerstown, MD
Property	Property Location	Lot Acreage	Cost Per Visit	Cost Per Visit	Cost Per Visit	Cost Per Visit
27	Elmwood Farms 1 on the East side of the entrance off Route 68 Williamsport, MD 21795	1.20	\$200.00	\$260.00	\$39.08	\$125.00
28	Elmwood Farms 2 at the roundabout on the right is a walking path, take the path to the next pond about 275' on the Southeast side. Williamsport, MD 21795	1.50	\$200.00	\$325.00	\$48.86	\$120.00
29	D.M. Bowman 10038 Governor Lane Blvd. Williamsport, MD 21795 rear in the Southwest corner	1.00	\$100.00	\$220.00	\$32.57	\$75.00
30	The East Side of Colonel Henry Douglas Drive at the Dead-End Pond Hagerstown, MD 21740	1.00	\$80.00	\$220.00	\$32.57	\$75.00
31	Rear of 10419 Cold Harbor Drive Hagerstown, MD 21740	0.90	\$125.00	\$195.00	\$29.31	\$75.00
32	At the Intersection of Poffenberger Road / Valentia Farms Road at the Triangle Hagerstown, MD 21740	0.22	\$10.00	\$50.00	\$7.17	\$55.00
33	Across from Valentia Farms Road on the Northside of Poffenberger Road Pond, Hagerstown, MD 21740	2.50	\$90.00	\$500.00	\$81.43	\$120.00
TOTAL SUM PRICE OPTION I (Properties 1-33)			\$4,060.00	\$13,945.00	\$2,345.38 *	\$3,905.00

Q-23-749
Retention Pond Mowing Services

			B&B Services Hagerstown, MD	Clean Cuts Lawn Care, LLC Cavetown, MD	Community Bridge, Inc. Washington, DC	Diamond Lawn & Landscape Hagerstown, MD
Property	Property Location	Lot Acreage	Cost Per Visit	Cost Per Visit	Cost Per Visit	Cost Per Visit
34	Access Foxville Road and Appalachian Court Smithsburg, MD 21783	0.71	\$50.00	\$155.00	\$23.12	\$75.00
35	Access in front of 12827 El Paso Drive at Little Antietam Road and El Paso Drive Hagerstown, MD 21740	0.64	\$75.00	\$140.00	\$20.84	\$65.00
36	Access between 19222 and 19224 Jamestown Drive Hagerstown, MD 21742	0.54	\$90.00	\$120.00	\$17.59	\$60.00
37	Access next to 22107 Whitestone Court Smithsburg, MD 21783	1.48	\$100.00	\$320.00	\$48.20	\$100.00
38	Access Intersection of Primrose Land and Marigold Drive Hagerstown, MD 21742	0.79	\$80.00	\$175.00	\$25.73	\$70.00
39	Access between 19723 and 19715 Marigold Drive Hagerstown, D 21742	0.48	\$40.00	\$105.00	\$15.63	\$50.00
40	Access between 11432 and 11424 Orange Blossom Court Smithsburg, MD 21783	0.75	\$125.00	\$165.00	\$24.43	\$65.00
41	Access from Mattley Drive adjacent to 12903 Mattley Drive Hagerstown, MD 21740	0.62	\$125.00	\$135.00	\$20.19	\$60.00
42	Access between 18817 and 18901 Dover Drive Hagerstown, MD 21742	1.80	\$125.00	\$390.00	\$58.63	\$75.00
43	Access Intersection of Longmeadow Road & Paradise Church Road Hagerstown, MD 21742	0.62	\$50.00	\$135.00	\$20.19	\$60.00
44	Access between 19211 and 19123 Rock Maple Drive Hagerstown, MD 21742	2.64	\$175.00	\$485.00	\$85.98	\$125.00
45	Access between 13602 and 13572 Cambridge Drive Hagerstown, MD 21742	1.40	\$125.00	\$305.00	\$45.60	\$100.00
46	Access next to 13852 Ideal Circle Hagerstown, MD 21742	2.99	\$175.00	\$550.00	\$97.38	\$135.00

Q-23-749
Retention Pond Mowing Services

			B&B Services Hagerstown, MD	Clean Cuts Lawn Care, LLC Cavetown, MD	Community Bridge, Inc. Washington, DC	Diamond Lawn & Landscape Hagerstown, MD
Property	Property Location	Lot Acreage	Cost Per Visit	Cost Per Visit	Cost Per Visit	Cost Per Visit
47	Access between 13807 & 13819 Exeter Court Hagerstown, MD 21742	1.68	\$225.00	\$365.00	\$54.72	\$95.00
48	Access point between 19310 & 19306 Paradise Manor Drive Hagerstown, MD 21742	1.72	\$150.00	\$375.00	\$56.02	\$95.00
49	Access Intersection of Sweet Vale Drive & Diller Drive, 18813 Diller Drive Hagerstown, MD 21742	1.63	\$225.00	\$355.00	\$53.09	\$90.00
50	Access between 18828 & 18836 Diller Drive Hagerstown, MD 21742	0.57	\$50.00	\$125.00	\$18.56	\$55.00
51	Access between 18914 & 18924 Diller Drive Hagerstown, MD 21742	0.94	\$175.00	\$205.00	\$30.62	\$80.00
52	Access across the street from 13930 Pennsylvania Avenue Hagerstown, MD 21742	1.58	\$150.00	\$345.00	\$51.46	\$95.00
53	Access between 13730 & 13846 Patriot Way Hagerstown, MD 21740	1.68	\$175.00	\$365.00	\$54.72	\$95.00
54	Access east side of Seneca Ridge 150' north of Maugans Avenue Hagerstown, MD 21740	1.95	\$150.00	\$425.00	\$63.51	\$120.00
55	Access west side of Seneca Ridge 150' north of Maugans Avenue Hagerstown, MD 21740	1.04	\$125.00	\$225.00	\$33.87	\$85.00
56	Access from across from 14207 Shelby Circle Hagerstown, MD 21742	0.89	\$100.00	\$195.00	\$28.99	\$80.00
57	Access road off Sani Lane between 11020 & 11014 Hagerstown, MD 21742	1.39	\$125.00	\$300.00	\$45.27	\$90.00
58	Access between 11109 & 11113 Suffolk Drive Hagerstown, MD 21742	1.30	\$150.00	\$280.00	\$42.34	\$90.00
59	Access at end of Afton Place Hagerstown, MD 21740	3.03	\$200.00	\$550.00	\$98.69	\$180.00

Q-23-749
Retention Pond Mowing Services

			B&B Services Hagerstown, MD	Clean Cuts Lawn Care, LLC Cavetown, MD	Community Bridge, Inc. Washington, DC	Diamond Lawn & Landscape Hagerstown, MD
Property	Property Location	Lot Acreage	Cost Per Visit	Cost Per Visit	Cost Per Visit	Cost Per Visit
60	Access just before 20328 Splendor View Terrace Hagerstown, MD 21740	1.65	\$125.00	\$360.00	\$53.74	\$110.00
61	Access at intersection of Trout Drive & White Hall Road Hagerstown, MD 21740	1.02	\$10.00	\$220.00	\$33.22	\$75.00
62	Access end of Campbell Court Hagerstown, MD 21740	1.97	\$200.00	\$365.00	\$64.16	\$130.00
63	Access Buckskin Court & Appletown Road Boonsboro, MD 21713	0.79	\$75.00	\$175.00	\$25.73	\$70.00
64	Access next to 20627 Wilderness Run Road Boonsboro, MD 21713	0.55	\$10.00	\$120.00	\$17.91	\$60.00
65	Access between 9021 & 9017 Wildberry Court Boonsboro, MD 21713	0.32	\$40.00	\$70.00	\$10.42	\$50.00
66	Access end of cul-de-sac between 9005 & 9004 Wildberry Court Boonsboro, MD 21713	0.83	\$75.00	\$180.00	\$27.03	\$70.00
67	Access between 20606 & 20544 Wilderness Run Road Boonsboro, MD 21713	0.87	\$100.00	\$190.00	\$28.34	\$70.00
68	Access end of cul-de-sac between 9106 & 9110 Golden Angel Court Boonsboro, MD 21713	0.83	\$100.00	\$180.00	\$27.03	\$70.00
69	Access between 19511 & 19507 Waneta Drive Boonsboro, MD 21713	1.04	\$75.00	\$225.00	\$33.87	\$85.00
70	Access west side of Stonewall Passage across from 3021 Stonewall Passage Rohrersville, MD 21779	0.69	\$75.00	\$150.00	\$22.47	\$70.00
71	Access from Gathland Trail Road adjacent to 20505 Gathland Trail Road Rohrersville, MD 21779	0.66	\$75.00	\$145.00	\$21.50	\$70.00
72	Access northside of West Stone Court across from 20135 West Stone Court Keedysville, MD 21756	1.63	\$100.00	\$350.00	\$53.09	\$95.00

Q-23-749
Retention Pond Mowing Services

			B&B Services Hagerstown, MD	Clean Cuts Lawn Care, LLC Cavetown, MD	Community Bridge, Inc. Washington, DC	Diamond Lawn & Landscape Hagerstown, MD
Property	Property Location	Lot Acreage	Cost Per Visit	Cost Per Visit	Cost Per Visit	Cost Per Visit
73	Access end of General Branch Court between 4905 & 4909 Sharpsburg, MD 21782	0.84	\$50.00	\$185.00	\$27.36	\$75.00
74	Access across street from 5136 General Stuart Court Sharpsburg, MD 21782	2.41	\$125.00	\$445.00	\$78.49	\$160.00
75	Access next to 17751 Davidson Drive Sharpsburg, MD 21782	0.46	\$70.00	\$100.00	\$14.98	\$45.00
76	Access between 17806 Greentree Terrace & 17813 Greentree Lane Hagerstown, MD 21740	0.25	\$10.00	\$55.00	\$8.14	\$45.00
77	Access adjacent to 17303 Evergreen Drive Hagerstown, MD 21740	0.80	\$100.00	\$175.00	\$26.06	\$70.00
78	Access at end of Bivens Land between 17010 & 17000 Hagerstown, MD 21740	0.98	\$100.00	\$220.00	\$31.92	\$85.00
79	Access between 12534 & 12524 Garrow Drive Clear Spring, MD 21722	1.05	\$80.00	\$220.00	\$34.20	\$85.00
80	Access next to 13434 Rhodes Court Clear Spring, MD 21722	1.65	\$100.00	\$305.00	\$53.74	\$100.00
81	Access between 13931 & 13939 McIntosh Circle Clear Spring, MD 21722	0.99	\$90.00	\$210.00	\$32.24	\$85.00
82	Access between 13903 & 13909 McIntosh Circle Clear Spring, MD 21722	1.15	\$50.00	\$220.00	\$37.46	\$85.00
83	Access end of cul-de-sac of Leishear Court Clear Spring, MD 21722	0.90	\$80.00	\$210.00	\$29.31	\$75.00
84	Access either side of Leishear Court at beginning; Clear Spring, MD 21722	0.07	\$10.00	\$40.00	\$2.28	\$45.00
85	Access adjacent to 13624 Creek View Drive Hagerstown, MD 21740	0.60	\$50.00	\$130.00	\$19.54	\$55.00
86	Access adjacent to 13605 Creek View Drive Hagerstown, MD 21740	0.25	\$50.00	\$55.00	\$8.14	\$40.00
87	Access adjacent to College Road across from 18221 College Road Hagerstown, MD 21740	3.83	\$125.00	\$705.00	\$124.74	\$100.00 *

Q-23-749
Retention Pond Mowing Services

			B&B Services Hagerstown, MD	Clean Cuts Lawn Care, LLC Cavetown, MD	Community Bridge, Inc. Washington, DC	Diamond Lawn & Landscape Hagerstown, MD
Property	Property Location	Lot Acreage	Cost Per Visit	Cost Per Visit	Cost Per Visit	Cost Per Visit
88	Access between 18121 & 18123 Lyles Drive, Hagerstown, MD 21740	2.33	\$150.00	\$430.00	\$75.89	\$180.00 *
89	Access adjacent to 18607 Pierce Court Hagerstown, MD 21740	1.73	\$50.00	\$315.00	\$56.35	\$135.00
90	Access road off 10238 Stagecoach Drive Hagerstown, MD 21740	2.13	\$200.00	\$395.00	\$69.37	\$140.00
91	Access Intersection of Maids Fancy Way & Poffenberger Road Hagerstown, MD 21740	2.46	\$150.00	\$455.00	\$80.12	\$180.00
92	Access at 16700 Tammany Manor Road Williamsport, MD 21795	1.78	\$75.00	\$325.00	\$57.97	\$180.00
93	Access from Walnut Point Road, 140' north of 11924 Walnut Point Road Hagerstown, MD 21740	1.38	\$125.00	\$255.00	\$44.95	\$95.00
94	Access northside of Walnut Point Road across from 11822 Walnut Point Road Hagerstown, MD 21740	1.61	\$125.00	\$295.00	\$52.44	\$95.00
95	Access at 11809 White Pine Drive Hagerstown, MD 21740	0.38	\$50.00	\$85.00	\$12.38	\$45.00
96	Access at pump station 14704 Citicorp Drive Hagerstown, MD 21740	4.90	\$300.00	\$895.00	\$159.59	\$190.00
97	Access through curb cut between 18541 & 18537 Maugans Avenue Hagerstown, MD 21740	1.52	\$100.00	\$275.00	\$49.51	\$100.00
98	Access across street from 17823 Oak Ridge Drive Hagerstown, MD 21740	1.68	\$100.00	\$310.00	\$54.72	\$100.00
99	Access at 205 Western Maryland Parkway Hagerstown, MD 21740 at pump station	3.31	\$275.00	\$610.00	\$107.81	\$190.00
TOTAL SUM PRICE OPTION II (Properties 34-99)			\$7,185.00 *	\$17,940.00	\$2,903.58 *	\$6,095.00 *
TOTAL SUM PRICE (OPTION I AND OPTION II) (Properties 1-99)			\$11,245.00 *	\$31,885.00	\$5,248.96 *	\$10,000.00 *

*Corrected prices based on unit prices

Q-23-749
Retention Pond Mowing Services

			Quality Lawn Service Ltd. Williamsport, MD	Thurber's Excavating & Equipment, LLC Hagerstown, MD	Young's Lawn Service, LLC Hagerstown, MD
Property	Property Location	Lot Acreage	Cost Per Visit	Cost Per Visit	Cost Per Visit
1	Rear of 10840 Anderson Drive Williamsport, MD 21795	0.72	\$165.00	\$75.00	\$63.00
2	Across from 16807 Calvary Drive Williamsport, MD 21795	0.55	\$165.00	\$75.00	\$43.00
3	Intersection of Paxton and Connor Drive Williamsport, MD 21795	7.20	\$165.00	\$200.00	\$200.00
4	Beside 10710 Hershey Drive Williamsport, MD 21795	0.49	\$165.00	\$80.00	\$63.00
5	Beside the Pumping Station at 10712 Appletree Lane Williamsport, MD 21795	0.37	\$165.00	\$75.00	\$63.00
6	Sterling Road Northwest side of the railroad tracks Williamsport, MD 21795	0.65	\$165.00	\$50.00	\$63.00
7	Rear of 10722 Greenwich Drive Williamsport, MD 21795	1.54	\$165.00	\$100.00	\$100.00
8	Technology Blvd. Hagerstown, MD 21740 100' East off Route 632	0.47	\$165.00	\$60.00	\$58.00
9	Beside 17904 Sand Wedge Drive Hagerstown, MD 21740 at the end of cul-de-sac	0.51	\$165.00	\$75.00	\$78.00
10	Under Pass Way at Halfway Blvd. both areas at on and off ramp to Halfway Blvd, Hagerstown, MD 21740	9.60	\$165.00	\$400.00	\$283.00
11	At the dead end of Oakmont Drive Hagerstown, MD 21740	1.80	\$165.00	\$100.00	\$100.00
12	South Pointe Drive at the corner of Winding Oak Drive Hagerstown, MD 21740	0.96	\$165.00	\$100.00	\$83.00
13	Between the rear of 8928 and 8936 Light Street Williamsport, MD 21795	5.40	\$165.00	\$250.00	\$283.00
14	Fairway Meadows 1 at Eagle Lane behind the Pumping Station Hagerstown, MD 21740	0.89	\$165.00	\$125.00	\$58.00

Q-23-749
Retention Pond Mowing Services

			Quality Lawn Service Ltd. Williamsport, MD	Thurber's Excavating & Equipment, LLC Hagerstown, MD	Young's Lawn Service, LLC Hagerstown, MD
Property	Property Location	Lot Acreage	Cost Per Visit	Cost Per Visit	Cost Per Visit
15	Fairway Meadows 2 and 3 beside and across the street from 471 Westminister Court Hagerstown, MD 21740	1.00	\$165.00	\$100.00	\$158.00
16	Woodbridge 1 the pond on the west side of the intersection of Woodbridge Drive and Robinwood Drive Hagerstown, MD 21740	1.00	\$165.00	\$175.00	\$158.00
17	Woodbridge 2 Across from 20526 Woodbridge Drive Hagerstown, MD 21740	6.50	\$165.00	\$200.00	\$158.00
18	Rear of 10609 Avonlea Hills Court and swale line in front and side to pond, Hagerstown, MD 21740	3.89	\$165.00	\$160.00	\$133.00
19	Easterday Court 200' in on the right Hagerstown, MD 21740	0.97	\$165.00	\$60.00	\$63.00
20	Cool Hollow Drive at the intersection Hagerstown, MD 21740	0.47	\$165.00	\$50.00	\$43.00
21	Garris Shop Road, the roundabout area on both sides and the left side of Poffenberger Road at 19131 Hagerstown, MD 21740	6.00	\$165.00	\$250.00	\$283.00
22	Jeswood Drive at end of circle Hagerstown, MD 21740	0.19	\$165.00	\$60.00	\$33.00
23	Prophet Acres Road 1 across from 8205 Fairplay, MD 21733	0.19	\$165.00	\$50.00	\$33.00
24	Prophet Acres Road 2 just past 8307 along the tree line Fairplay, MD 21733	0.13	\$165.00	\$50.00	\$33.00
25	Westfields 1 southside of the entrance of Rockland Drive at Route 65 Hagerstown, MD 21740	10.60	\$165.00	\$400.00	\$500.00
26	Westfields 3 Rear of circle of Westbury Court Hagerstown, MD 21740	1.60	\$165.00	\$250.00	\$83.00

Q-23-749
Retention Pond Mowing Services

			Quality Lawn Service Ltd. Williamsport, MD	Thurber's Excavating & Equipment, LLC Hagerstown, MD	Young's Lawn Service, LLC Hagerstown, MD
Property	Property Location	Lot Acreage	Cost Per Visit	Cost Per Visit	Cost Per Visit
27	Elmwood Farms 1 on the East side of the entrance off Route 68 Williamsport, MD 21795	1.20	\$165.00	\$150.00	\$133.00
28	Elmwood Farms 2 at the roundabout on the right is a walking path, take the path to the next pond about 275' on the Southeast side. Williamsport, MD 21795	1.50	\$165.00	\$150.00	\$109.00
29	D.M. Bowman 10038 Governor Lane Blvd. Williamsport, MD 21795 rear in the Southwest corner	1.00	\$165.00	\$85.00	\$80.00
30	The East Side of Colonel Henry Douglas Drive at the Dead-End Pond Hagerstown, MD 21740	1.00	\$165.00	\$75.00	\$90.00
31	Rear of 10419 Cold Harbor Drive Hagerstown, MD 21740	0.90	\$165.00	\$110.00	\$100.00
32	At the Intersection of Poffenberger Road / Valentia Farms Road at the Triangle Hagerstown, MD 21740	0.22	\$165.00	\$40.00	\$43.00
33	Across from Valentia Farms Road on the Northside of Poffenberger Road Pond, Hagerstown, MD 21740	2.50	\$165.00	\$110.00	\$108.00
TOTAL SUM PRICE OPTION I (Properties 1-33)			\$5,445.00 *	\$4,290.00 *	\$3,879.00

Q-23-749
Retention Pond Mowing Services

			Quality Lawn Service Ltd. Williamsport, MD	Thurber's Excavating & Equipment, LLC Hagerstown, MD	Young's Lawn Service, LLC Hagerstown, MD
Property	Property Location	Lot Acreage	Cost Per Visit	Cost Per Visit	Cost Per Visit
34	Access Foxville Road and Appalachian Court Smithsburg, MD 21783	0.71	\$165.00	\$75.00	\$100.00
35	Access in front of 12827 El Paso Drive at Little Antietam Road and El Paso Drive Hagerstown, MD 21740	0.64	\$165.00	\$60.00	\$100.00
36	Access between 19222 and 19224 Jamestown Drive Hagerstown, MD 21742	0.54	\$165.00	\$75.00	\$70.00
37	Access next to 22107 Whitestone Court Smithsburg, MD 21783	1.48	\$165.00	\$100.00	\$125.00
38	Access Intersection of Primrose Land and Marigold Drive Hagerstown, MD 21742	0.79	\$165.00	\$85.00	\$80.00
39	Access between 19723 and 19715 Marigold Drive Hagerstown, D 21742	0.48	\$165.00	\$60.00	\$50.00
40	Access between 11432 and 11424 Orange Blossom Court Smithsburg, MD 21783	0.75	\$165.00	\$75.00	\$80.00
41	Access from Mattley Drive adjacent to 12903 Mattley Drive Hagerstown, MD 21740	0.62	\$165.00	\$75.00	\$100.00
42	Access between 18817 and 18901 Dover Drive Hagerstown, MD21742	1.80	\$165.00	\$150.00	\$140.00
43	Access Intersection of Longmeadow Road & Paradise Church Road Hagerstown, MD 21742	0.62	\$165.00	\$60.00	\$100.00
44	Access between 19211 and 19123 Rock Maple Drive Hagerstown, MD 21742	2.64	\$165.00	\$175.00	\$180.00
45	Access between 13602 and 13572 Cambridge Drive Hagerstown, MD 21742	1.40	\$165.00	\$250.00	\$230.00
46	Access next to 13852 Ideal Circle Hagerstown, MD 21742	2.99	\$165.00	\$200.00	\$190.00

Q-23-749
Retention Pond Mowing Services

			Quality Lawn Service Ltd. Williamsport, MD	Thurber's Excavating & Equipment, LLC Hagerstown, MD	Young's Lawn Service, LLC Hagerstown, MD
Property	Property Location	Lot Acreage	Cost Per Visit	Cost Per Visit	Cost Per Visit
47	Access between 13807 & 13819 Exeter Court Hagerstown, MD 21742	1.68	\$165.00	\$150.00	\$150.00
48	Access point between 19310 & 19306 Paradise Manor Drive Hagerstown, MD 21742	1.72	\$165.00	\$150.00	\$180.00
49	Access Intersection of Sweet Vale Drive & Diller Drive, 18813 Diller Drive Hagerstown, MD 21742	1.63	\$165.00	\$125.00	\$140.00
50	Access between 18828 & 18836 Diller Drive Hagerstown, MD 21742	0.57	\$165.00	\$60.00	\$50.00
51	Access between 18914 & 18924 Diller Drive Hagerstown, MD 21742	0.94	\$165.00	\$95.00	\$100.00
52	Access across the street from 13930 Pennsylvania Avenue Hagerstown, MD 21742	1.58	\$165.00	\$100.00	\$140.00
53	Access between 13730 & 13846 Patriot Way Hagerstown, MD 21740	1.68	\$165.00	\$125.00	\$150.00
54	Access east side of Seneca Ridge 150' north of Maugans Avenue Hagerstown, MD 21740	1.95	\$165.00	\$175.00	\$205.00
55	Access west side of Seneca Ridge 150' north of Maugans Avenue Hagerstown, MD 21740	1.04	\$165.00	\$125.00	\$120.00
56	Access from across from 14207 Shelby Circle Hagerstown, MD 21742	0.89	\$165.00	\$85.00	\$110.00
57	Access road off Sani Lane between 11020 & 11014 Hagerstown, MD 21742	1.39	\$165.00	\$125.00	\$100.00
58	Access between 11109 & 11113 Suffolk Drive Hagerstown, MD 21742	1.30	\$165.00	\$125.00	\$100.00
59	Access at end of Afton Place Hagerstown, MD 21740	3.03	\$165.00	\$200.00	\$180.00

Q-23-749
Retention Pond Mowing Services

			Quality Lawn Service Ltd. Williamsport, MD	Thurber's Excavating & Equipment, LLC Hagerstown, MD	Young's Lawn Service, LLC Hagerstown, MD
Property	Property Location	Lot Acreage	Cost Per Visit	Cost Per Visit	Cost Per Visit
60	Access just before 20328 Splendor View Terrace Hagerstown, MD 21740	1.65	\$165.00	\$125.00	\$125.00
61	Access at intersection of Trout Drive & White Hall Road Hagerstown, MD 21740	1.02	\$165.00	\$75.00	\$100.00
62	Access end of Campbell Court Hagerstown, MD 21740	1.97	\$165.00	\$150.00	\$195.00
63	Access Buckskin Court & Appletown Road Boonsboro, MD 21713	0.79	\$165.00	\$90.00	\$100.00
64	Access next to 20627 Wilderness Run Road Boonsboro, MD 21713	0.55	\$165.00	\$60.00	\$40.00
65	Access between 9021 & 9017 Wildberry Court Boonsboro, MD 21713	0.32	\$165.00	\$60.00	\$40.00
66	Access end of cul-de-sac between 9005 & 9004 Wildberry Court Boonsboro, MD 21713	0.83	\$165.00	\$75.00	\$100.00
67	Access between 20606 & 20544 Wilderness Run Road Boonsboro, MD 21713	0.87	\$165.00	\$75.00	\$50.00
68	Access end of cul-de-sac between 9106 & 9110 Golden Angel Court Boonsboro, MD 21713	0.83	\$165.00	\$60.00	\$80.00
69	Access between 19511 & 19507 Waneta Drive Boonsboro, MD 21713	1.04	\$165.00	\$75.00	\$120.00
70	Access west side of Stonewall Passage across from 3021 Stonewall Passage Rohrersville, MD 21779	0.69	\$165.00	\$75.00	\$100.00
71	Access from Gathland Trail Road adjacent to 20505 Gathland Trail Road Rohrersville, MD 21779	0.66	\$165.00	\$75.00	\$100.00
72	Access northside of West Stone Court across from 20135 West Stone Court Keedysville, MD 21756	1.63	\$165.00	\$125.00	\$145.00

Q-23-749
Retention Pond Mowing Services

			Quality Lawn Service Ltd. Williamsport, MD	Thurber's Excavating & Equipment, LLC Hagerstown, MD	Young's Lawn Service, LLC Hagerstown, MD
Property	Property Location	Lot Acreage	Cost Per Visit	Cost Per Visit	Cost Per Visit
73	Access end of General Branch Court between 4905 & 4909 Sharpsburg, MD 21782	0.84	\$165.00	\$75.00	\$80.00
74	Access across street from 5136 General Stuart Court Sharpsburg, MD 21782	2.41	\$165.00	\$225.00	\$180.00
75	Access next to 17751 Davidson Drive Sharpsburg, MD 21782	0.46	\$165.00	\$60.00	\$100.00
76	Access between 17806 Greentree Terrace & 17813 Greentree Lane Hagerstown, MD 21740	0.25	\$165.00	\$60.00	\$30.00
77	Access adjacent to 17303 Evergreen Drive Hagerstown, MD 21740	0.80	\$165.00	\$75.00	\$100.00
78	Access at end of Bivens Land between 17010 & 17000 Hagerstown, MD 21740	0.98	\$165.00	\$85.00	\$125.00
79	Access between 12534 & 12524 Garrow Drive Clear Spring, MD 21722	1.05	\$165.00	\$80.00	\$100.00
80	Access next to 13434 Rhodes Court Clear Spring, MD 21722	1.65	\$165.00	\$125.00	\$120.00
81	Access between 13931 & 13939 McIntosh Circle Clear Spring, MD 21722	0.99	\$165.00	\$85.00	\$125.00
82	Access between 13903 & 13909 McIntosh Circle Clear Spring, MD 21722	1.15	\$165.00	\$100.00	\$125.00
83	Access end of cul-de-sac of Leishear Court Clear Spring, MD 21722	0.90	\$165.00	\$75.00	\$100.00
84	Access either side of Leishear Court Clear Spring, MD 21722	0.07	\$165.00	\$10.00	\$30.00
85	Access adjacent to 13624 Creek View Drive Hagerstown, MD 21740	0.60	\$165.00	\$60.00	\$60.00
86	Access adjacent to 13605 Creek View Drive Hagerstown, MD 21740	0.25	\$165.00	\$40.00	\$60.00
87	Access adjacent to College Road across from 18221 College Road Hagerstown, MD 21740	3.83	\$165.00	\$175.00	\$100.00

Q-23-749
Retention Pond Mowing Services

			Quality Lawn Service Ltd. Williamsport, MD	Thurber's Excavating & Equipment, LLC Hagerstown, MD	Young's Lawn Service, LLC Hagerstown, MD
Property	Property Location	Lot Acreage	Cost Per Visit	Cost Per Visit	Cost Per Visit
88	Access between 18121 Lyles Drive Hagerstown, MD 21740	2.33	\$165.00	\$150.00	\$170.00
89	Access adjacent to 18607 Pierce Court Hagerstown, MD 21740	1.73	\$165.00	\$125.00	\$135.00
90	Access road off 10238 Stagecoach Drive Hagerstown, MD 21740	2.13	\$165.00	\$150.00	\$150.00
91	Access Intersection of Maids Fancy Way & Poffenberger Road Hagerstown, MD 21704	2.46	\$165.00	\$175.00	\$165.00
92	Access at 16700 Tammany Manor Road Williamsport, MD 21795	1.78	\$165.00	\$125.00	\$150.00
93	Access from Walnut Point Road, 140' north of 11924 Walnut Point Road Hagerstown, MD 21740	1.38	\$165.00	\$125.00	\$150.00
94	Access northside of Walnut Point Road across from 11822 Walnut Point Road Hagerstown, MD 21740	1.61	\$165.00	\$150.00	\$130.00
95	Access at 11809 White Pine Drive Hagerstown, MD 21740	0.38	\$165.00	\$50.00	\$50.00
96	Access at pump station 14704 Citicorp Drive Hagerstown, MD 21740	4.90	\$165.00	\$275.00	\$250.00
97	Access through curb cut between 18541 & 18537 Maugans Avenue Hagerstown, MD 21740	1.52	\$165.00	\$125.00	\$150.00
98	Access across street from 17823 Oak Ridge Drive Hagerstown, MD 21740	1.68	\$165.00	\$125.00	\$150.00
99	Access at 205 Western Maryland Parkway Hagerstown, MD 21740 at pump station	3.31	\$165.00	\$225.00	\$250.00
TOTAL SUM PRICE OPTION II (Properties 34-99)			\$10,890.00 *	\$7,330.00	\$7,900.00
TOTAL SUM PRICE (OPTION I AND OPTION II) (Properties 1-99)			\$16,335.00 *	\$11,620.00 *	\$11,779.00

*Corrected prices based on unit prices



Agenda Report Form

Open Session Item

SUBJECT: Contract Award (PUR-1612) Physical Examination Services

PRESENTATION DATE: June 13, 2023

PRESENTATION BY: Brandi Naugle, CPPB, Buyer, Purchasing Department; Tracy McCammon, Risk Management Coordinator

RECOMMENDED MOTION: Move to award the contract for physical examination services and various services to be performed on employees and candidates for County employment vacancies and for Washington County Volunteer Fire & Rescue Association of Maryland, Inc. (WCVFRA) personnel, to the responsive, responsible sole proposer, Health@Work of Hagerstown, MD (incumbent) for its total sum proposal dated May 5, 2023, of \$417,157.40 per year based upon estimated quantities (no guaranteed min/max) at per its unit prices for the indicated services.

REPORT-IN-BRIEF: The Invitation to Bid (ITB) was advertised in the local newspaper, on the County's website, and on the State's "eMaryland Marketplace" (eMMA) website. Nineteen (19) firms/individuals downloaded the bid document from the County website, one (1) firm was represented at the pre-proposal conference and one (1) bid was received. The sole proposal was received on May 10, 2023, from the incumbent medical firm. The County reserves the right to accept or reject any request for renewal by the Bidder and any increase in costs.

The recommended firm shall provide physical examination services and various other services to be performed on employees and candidates for County employment vacancies and WCVFRA personnel. This contract is for a one (1) year period tentatively commencing July 1, 2023, with an option to renew for up to four (4) additional one-year periods.

DISCUSSION: N/A

FISCAL IMPACT: For these services (Medical Fees) in FY'24, the Health and Human Services Department has budgeted \$116,450; Sheriff's Department-Detention has budgeted \$8,760; and the County has budgeted a portion of the required costs associated with the WCVFRA personnel at \$115,000. Utilization may be less than the recommended award amount; payment will be made at the unit costs for only the actual services rendered.

CONCURRENCES: Deputy County Attorney/Interim Director of Human Resources

ALTERNATIVES: N/A

ATTACHMENTS: Bid Tabulation Matrix

AUDIO/VISUAL NEEDS: N/A

PUR-1612
Physical Examination Services

Health@Work
Hagerstown, MD

SECTION I: TESTS FOR WASHINGTON COUNTY EMPLOYEES

Item No.	Unit Item Description	Estimated Annual Qty./ Each	Unit Price	Total Price
1a	Pre-Placement Physical	85	\$80.00	\$6,800.00
1b	Pre-Placement Physical Testing	85	\$80.00	\$6,800.00
2	Pre-Placement Physical (Including CDL requirements)	45	\$80.00	\$3,600.00
3	Pre-Placement Physical (Sheriff uniformed officers)	25	\$80.00	\$2,000.00
4	Pre-Placement Physical Fitness Screening (Sheriff uniformed officers)	25	\$90.00	\$2,250.00
5	Pre-Placement Annual Physical (Firefighter/Paramedic)	25	\$80.00	\$2,000.00
6a	Pre-Placement/Annual Lab Testing (Firefighter/Paramedic) CBC	50	\$20.00	\$1,000.00
6b	Pre-Placement Annual Lab Testing (Firefighter/Paramedic) CMP	50	\$23.00	\$1,150.00
6c	Pre-Placement/Annual Lab Testing (Firefighter/Paramedic) Lipid Panel	50	\$30.00	\$1,500.00
6d	Pre-Placement/Annual Lab Testing (Firefighter/Paramedic) Urinalysis	50	\$11.00	\$550.00
6e	Pre-Placement/Annual Lab Testing (Firefighter/Paramedic) PSA (Males over 40)	30	\$37.00	\$1,110.00
6f	Pre-Placement/Annual Lab Testing (Firefighter/Paramedic) Chest X-ray	55	\$50.00 *	\$2,750.00
6g	Pre-Placement/Annual Lab Testing (Firefighter/Paramedic) HIV 1 & 2 Antibody/HIV-1 Antigen	55	\$90.83	\$4,995.65
6h	Pre-Placement/Annual Lab Testing (Firefighter/Paramedic) TB Gold	25	\$80.00	\$2,000.00
7	Drug and Alcohol Testing for CDL Holders and Safety Sensitive Positions	84	\$70.00	\$5,880.00
8	DOT Pre-Employment Drug Test	45	\$40.00 *	\$1,800.00 *

PUR-1612
Physical Examination Services

Health@Work
Hagerstown, MD

SECTION I: TESTS FOR WASHINGTON COUNTY EMPLOYEES

Item No.	Unit Item Description	Estimated Annual Qty./ Each	Unit Price	Total Price
9	Non-DOT (Panel 8/Panel 10) Pre-Employment Drug Test	85	\$35.00	\$2,975.00
10	DOT Examinations	175	\$80.00	\$14,000.00
11	Fitness for Duty/Consultation Services	10	\$150.00	\$1,500.00
12	Return to Work Examination	10	\$90.00	\$900.00
13	Return to Work Drug Screen Testing	30	\$45.00	\$1,350.00
14	On the Job Injury - Office Visit	75	\$97.00	\$7,275.00
15a	Hearing Test - Initial Baseline	30	\$25.00	\$750.00
15b	Hearing Test - Annual Check	75	\$25.00	\$1,875.00
16	Respiratory Clearance Exams	25	\$85.00	\$2,125.00
17	Respiratory Annual Evaluation	85	\$15.00 *	\$1,275.00
18	Spirometry Testing	50	\$51.00	\$2,550.00
19	Hepatitis B Shots	20	\$65.00	\$1,300.00
20	Hepatitis A Shots	40	\$90.00	\$3,600.00
21	Hepatitis C Antibody	50	\$53.82	\$2,691.00
22	TB Testing	85	\$16.00	\$1,360.00
23	Flu Shots (Including H1N1 strand)	450	\$32.00	\$14,400.00

PUR-1612
Physical Examination Services

Health@Work
Hagerstown, MD

SECTION I: TESTS FOR WASHINGTON COUNTY EMPLOYEES

Item No.	Unit Item Description	Estimated Annual Qty./ Each	Unit Price	Total Price
24	Lead Blood Test	15	\$55.00	\$825.00
25	Heavy Metals, Urine Test	60	\$295.00	\$17,700.00
26	EKG (for Firefighter/Paramedic)	75	\$35.00	\$2,625.00
27	Stress Test (Firefighter/Paramedic over age 40)	5	\$250.00	\$1,250.00
28	OSHA Questionnaires (Firefighter/Paramedic providers)	80	\$30.00	\$2,400.00
29	Hepatitis B Surface Antibody	75	\$30.00	\$2,250.00
30	Hepatitis A & B Combination Shots	15	\$135.00	\$2,025.00
31	Tetanus/Diphtheria Shots	5	\$55.00 *	\$275.00
32	Blood Sugar Finger Stick	15	\$8.00	\$120.00
33	Testing of Split Speciment	5	\$250.00	\$1,250.00
34	Per Member FTA Random Drug & Alcohol Consortium Fee	45	\$4.25	\$191.25
35	Per Member DOT Random Drug & Alcohol Consortium Fee	210	\$4.25	\$892.50
36	Per Member Safety-Sensitive Random Drug & Alcohol Consortium Fee	135	\$4.25	\$573.75
37	Per Member Safety-Sensitive (Sheriff's Office) Random Drug & Alcohol Consortium Fee	275	\$0.50	\$137.50
38	Per Member FAA Random Drug & Alcohol Consortium Fee	10	\$11.25	\$112.50
39	Per Member Safety-Sensitive (Firefighters) Random Drug & Alcohol Consortium Fee	75	\$4.25	\$318.75

PUR-1612
Physical Examination Services

Health@Work
Hagerstown, MD

SECTION II: TESTS FOR WASHINGTON COUNTY VOLUNTEER FIRE & RESCUE ASSOCIATION PERSONNEL

Item No.	Unit Item Description	Estimated Annual Qty./ Each	Unit Price	Total Price
1	Fire and Rescue Physical Level I	125	\$191.50	\$23,937.50
2	Fire and Rescue Physical Level II	400	\$315.55	\$126,220.00
3	Return to Work Examination	15	\$90.00	\$1,350.00
4	Spirometry Test	400	\$51.00	\$20,400.00
5	Hepatitis B Shots	100	\$60.00	\$6,000.00
6	EKG	400	\$35.00	\$14,000.00
7	Stress Test (ALS providers over 40)	5	\$250.00	\$1,250.00
8	OSHA Questionnaires (ALS providers)	400	\$30.00	\$12,000.00
9	Hepatitis B Surface Antibody	200	\$25.00	\$5,000.00
10	Hepatitis C Test	250	\$53.82	\$13,455.00
11	Annual PPD Test	400	\$16.00	\$6,400.00
12	Hepatitis A & B Combination Shots	150	\$135.00	\$20,250.00
13	Tetanus/Diphtheria/Pertussis (tdap)	150	\$55.00	\$8,250.00
14	Fire/Rescue MVA Post-Vehicle Accident Blood Test and Urinalysis	10	\$60.00	\$600.00
15	Fire/Rescue Tracking, Testing, and Monitoring Follow-Up of Blood Borne Pathogen Exposures that may be Initially treated After Hours at a Medical Facility	80	\$225.15	\$18,012.00
16	Fire/Rescue: Review of Outside Physical Exam	65	\$15.00	\$975.00

PUR-1612
Physical Examination Services

TOTAL SUM PROPOSAL (Sections I and II)	\$417,157.40	*
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** Corrected calculations based on unit pricing*

Remarks / Exceptions:

6f. *Single view

8. *Written Unit Price \$40.00

9. *Panel 8, crossed off

17. *paper review

25. *blood test

31. *Pertusis

Section I - All regulated Drug Testing Consortium are per person monthly rates remaining at current rate \$4.25

Stress Test provided by Robinwood Heart.

B. Health@Work feels an hourly rate quote is not applicable. Health@Work charges based upon services performed. Special projects or extra work would be negotiated on an as needed basis.

Onsite flu clinics - no charge for personnel / time, only vaccine.

No after hours additional fee for drug testing, only cost of testing.



Agenda Report Form

Open Session Item

SUBJECT: Bid Award (PUR-1620) Dumpster Services at Conococheague WwTP and Clean County

PRESENTATION DATE: June 13, 2023

PRESENTATION BY: Brandi Naugle, CPPB, Buyer, Purchasing Department; Mark Bradshaw, Division Director of Environmental Management

RECOMMENDED MOTION: Move to award the contract for the Dumpster Services at Conococheague WwTP and Clean County to the responsible, responsive bidder BFI Waste Services, LLC dba Republic Services of Hagerstown, MD for the total amount of \$60,024.

REPORT-IN-BRIEF: The County accepted bids for the Dumpster Services at Conococheague WwTP and Clean County on May 31, 2023. The bid was advertised on the State of Maryland's "eMaryland Marketplace" (eMMA) website and the County's website, and in the local newspaper. A total sum bid proposal was requested for the work, based on the unit pricing and estimated quantities set forth in the Form of a Proposal. The County guarantees no minimum or maximum number of services. The required on-call services are for the removal and disposal of waste from the above-referenced locations. Twelve (12) persons/companies registered and downloaded the bid document online and one (1) bid was received. The Contract period shall be for a one-year period tentatively commencing August 1, 2023, with an option by the County to renew for up to two (2) additional consecutive one (1) year periods, subject to written notice given by the County at least sixty (60) calendar days in advance of its expiration date. If the Bidder wishes to renew the Contract, he/she must submit a letter of intent to the County's Director of Purchasing at least ninety (90) calendar days prior to the expiration of each contract year. The County reserves the right to accept or reject any request for renewal and any increase in costs for each specified location that the Bidder may request.

DISCUSSION: N/A

FISCAL IMPACT: Funds are budgeted in the department's account 545050-40-40010 for these services.

CONCURRENCES: Division Director of Environmental Management

ALTERNATIVES: N/A

ATTACHMENTS: Bid Tabulation Matrix

AUDIO/VISUAL NEEDS: N/A

PUR-1620
Contract Dumpster Services at Conococheague WwTP and Clean County

		BFI Waste Services, LLC dba Republic Services Hagerstown, MD		Apple Valley Waste Kearneysville, WV	
Description	No. Trips	One Trip	Total	One Trip	Total
Location No. 1: One (1) Trip - Conocheacheague WwTP	480	\$122.00	\$58,560.00	\$190.00	\$91,200.00
Location No. 2: One (1) Trip - Clean County	12	\$122.00	\$1,464.00	\$190.00	\$2,280.00
TOTOAL SUM BID (Sum of Location Nos 1 & 2)		\$60,024.00		\$93,480.00	

**Corrected calculations based on unit price*

Remarks/Exceptions:



Agenda Report Form

Open Session Item

SUBJECT: FY 2024 Program Open Space Annual Program

PRESENTATION DATE: June 13, 2023

PRESENTATION BY: Andrew Eshleman, P.E. Director of Public Works

RECOMMENDED MOTION: Move to approve the Annual FY 2024 Program Open Space (POS) project list as presented and recommended by the Washington County Recreation and Parks Advisory Board.

REPORT-IN-BRIEF: As per POS guidelines, each year the Board of County Commissioners is required to adopt the annual POS Program.

DISCUSSION: The various municipalities, Board of Education, Hagerstown Community College as well as the County submit projects for consideration for inclusion in the annual POS Program. Based upon anticipated available funds a program is developed giving consideration to County parks and recreation priorities, community benefit, and the priority ranking of the project sponsor. The Recreation and Parks Advisory Board voted at its 5/4 meeting to recommend the proposed schedule to the Board of County Commissioners for adoption. After adoption by the Board of County Commissioners, notification is provided to the sponsors as to which projects have been included in the program along with approval letters. This then allows the sponsors to apply for funding to Maryland Department of Natural Resources after July 1.

FISCAL IMPACT: Washington County will receive \$1,915,701 in FY24 Program Open Space Funds. Since Washington County has met its local acquisition goal in the current approved Land Preservation, Parks, and Recreation Plan 25% of the FY24 apportionment must be used for acquisition projects while the remaining 75% may be used for acquisition or park development projects. Parkland acquisition projects are eligible for 100% POS reimbursement, while development projects require a minimum 10% local funding match.

CONCURRENCES: Washington County Recreation and Parks Advisory Board

ALTERNATIVES: Adopt different projects than those recommended by the Washington County Recreation and Parks Advisory Board.

ATTACHMENTS: FY24 Annual POS Program and Overview Map, FY24 requests received.

AUDIO/VISUAL NEEDS:

WASHINGTON COUNTY
FY 2024 POS PROGRAM SCHEDULE
PROPOSED BOCC

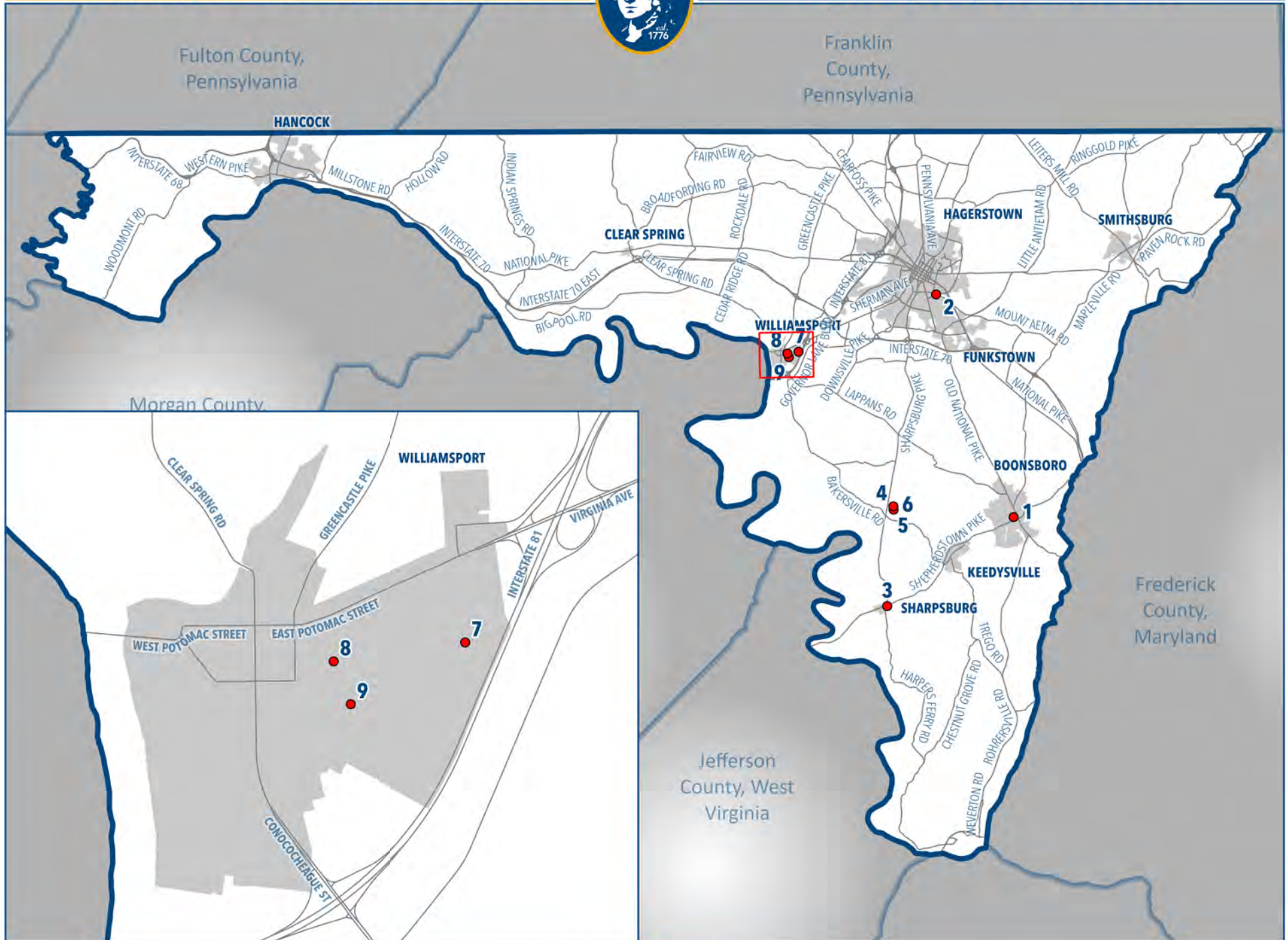
SPONSOR	PROJECT	TOTAL PROJECT COST	LOCAL SHARE POS FUNDS	LOCAL POS SHARE %	POS ACQUISITION FUNDS	POS DEV FUNDS	PROJECT NUMBER	NOTES
BOONSBORO	Shafer Park - Pickleball Courts	\$ 70,000.00 \$ 70,000.00	\$ 7,000.00 \$ 7,000.00	10.0%	\$ -	\$ 63,000.00 \$ 63,000.00	1	Convert under utilized and deteriorated basketball court into a set of three pickleball courts.
HAGERSTOWN	Antietam Creek Waterway Trail - Creek Access Mt. Aetna Road	\$ 350,000.00 \$ 350,000.00	\$ 35,000.00 \$ 35,000.00	10.0%	\$ -	\$ 270,000.00 \$ 270,000.00	2	Water Trail \$45,000 in FY 21 POS funds. Additional funding needed to complete project.
SHARPSBURG	Sharpsburg Historical Park - Interpretive Plaza	\$ 411,247.00 \$ 411,247.00	\$ 41,125.00 \$ 41,125.00	10.0%	\$ -	\$ 370,122.00 \$ 370,122.00	3	Fully fund request to allow for construction of the new park. Funds will allow major site grading and park infrastructure to be completed.
WASHINGTON COUNTY	Agriculture Education Center Indoor Multipurpose Building	\$ 9,600,000.00	\$ 4,500,000.00	46.9%		\$ 550,000.00	4	Reduced Ag Center Indoor Multipurpose Building funding request from \$1 million to \$550,000. Funding to support recreational amenities and equipment in the building. Show arena floor to improve durability and improve sanitation; bleachers will provide a safer seating area that is ADA compliant.
	Agriculture Education Center Show Arena Floor	\$ 50,000.00	\$ 5,000.00	10.0%		\$ 45,000.00	5	
	Agriculture Education Center Recreation Field Bleachers	\$ 70,000.00	\$ 7,000.00	10.0%		\$ 63,000.00	6	
		\$ 9,720,000.00	\$ 4,512,000.00	46.4%	\$ -	\$ 658,000.00		
WCPS	Williamsport Elementary School - Playground	\$ 100,000.00 \$ 100,000.00	\$ 10,000.00 \$ 10,000.00	10.0%	\$ -	\$ 90,000.00 \$ 90,000.00	7	Replace existing playground equipment used by students, public and County's recreation camp
WILLIAMSPORT	Byron Memorial Park - Restroom Facilities Improvement	\$ 45,000.00	\$ 11,250.00	25.0%		\$ 33,750.00	8	Renovate existing restrooms. Carry over Springfield Mansion acquisition from prior years to allow for potential acquisition. Funds for acquisition to represent value of land and not the buildings.
	Byron Memorial Park Acquisition - Springfield Mansion	\$ 1,105,000.00 \$ 1,150,000.00	\$ 11,250.00		\$ 300,000.00 \$ 300,000.00	\$ 33,750.00	9	
UNALLOCATED	Acquisition Funding	\$ -	\$ -		\$ 178,925.25 \$ 178,925.25	\$ -		For future acquisitions and their incidental costs
TOTAL		\$ 11,801,247.00	\$ 4,616,375.00		\$ 478,925.25	\$ 1,484,872.00		

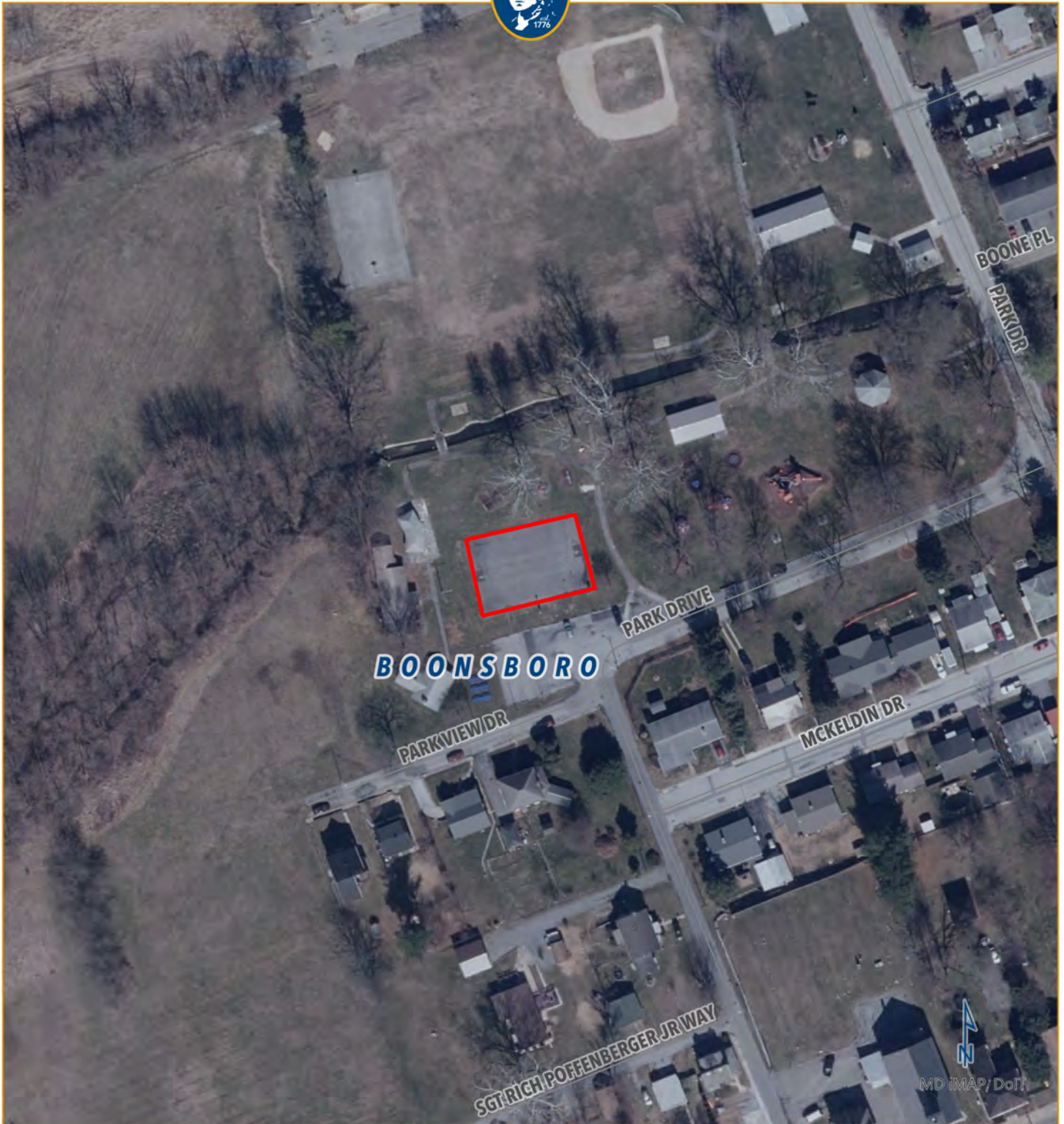
Total POS Program FY24 Allocation \$ 1,915,701
Development Available 75% \$ 1,436,775.75
Acquisition Available 25% \$ 478,925.25

POS Acquisition Total \$ 478,925.25
Difference \$ - Note \$178,925.25 is available for future acquisitions and their incidental costs

POS Development Total \$ 1,484,872.00
Difference \$ (48,096.25) additional funds taken from unencumbered balance

Total POS Acquisition and Development \$ 1,963,797.25



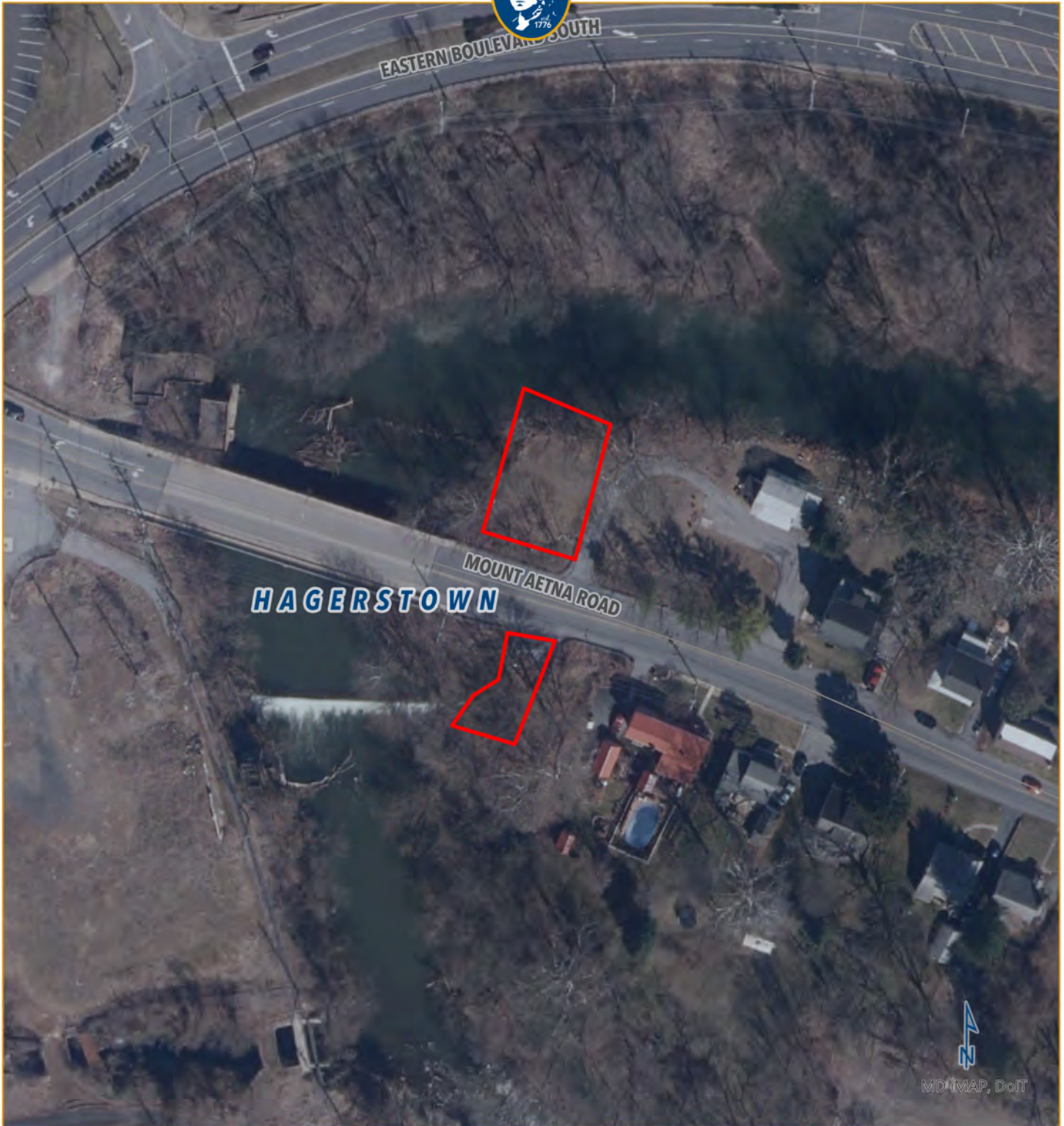


#1 - PICKLEBALL COURTS

Project Location: SHAFER PARK
Project Sponsor: BOONSBORO
Fiscal Year: 2024

 Municipalities
 Program Open Space Project Location





#2 - CREEK ACCESS AT MOUNT AETNA ROAD

Project Location: ANTIETAM CREEK WATERWAY TRAIL CREEK ACCESS
Project Sponsor: HAGERSTOWN
Fiscal Year: 2024

 Municipalities
 Program Open Space Project Location





#3 - SHARPSBURG HISTORICAL PARK

Project Location: 139 E MAIN STREET
Project Sponsor: SHARPSBURG
Fiscal Year: 2024

 Municipalities
 Program Open Space Project Location





#4 - INDOOR MULTIPURPOSE BUILDING

Project Location: AGRICULTURAL EDUCATION CENTER
Project Sponsor: WASHINGTON COUNTY
Fiscal Year: 2024

 Program Open Space Project Location





#5 - AG CENTER - SHOW ARENA FLOOR

Project Location: AGRICULTURAL EDUCATION CENTER
Project Sponsor: WASHINGTON COUNTY
Fiscal Year: 2024

 Program Open Space Project Location





#6 - AG CENTER - RECREATIONAL FIELD BLEACHERS

Project Location: AGRICULTURAL EDUCATION CENTER
Project Sponsor: WASHINGTON COUNTY
Fiscal Year: 2024

 Program Open Space Project Location



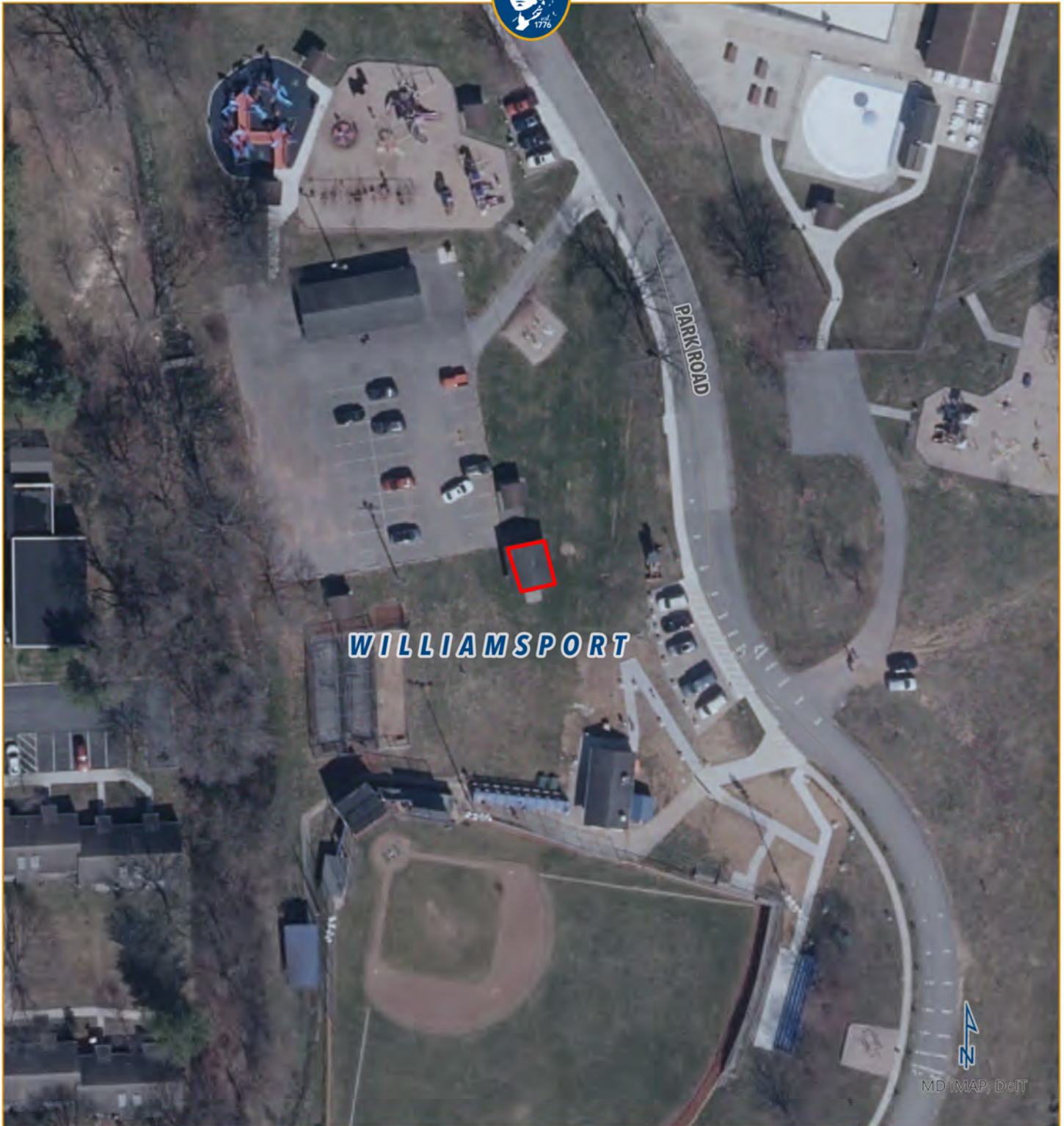


#7 - PLAYGROUND IMPROVEMENTS

Project Location: WILLIAMSPORT ELEMENTARY SCHOOL
 Project Sponsor: WASHINGTON COUNTY PUBLIC SCHOOLS
 Fiscal Year: 2024

-  Municipalities
-  Board of Education Properties
-  Program Open Space Project Location





#8 - BYRON MEMORIAL PARK - RESTROOM FACILITES IMPROVEMENTS

Project Location: BYRON MEMORIAL PARK
Project Sponsor: WILLIAMSPORT
Fiscal Year: 2024

 Municipalities
 Program Open Space Project Location





#9 - BYRON MEMORIAL PARK ACQUISITION - SPRINGFIELD MANSION

Project Location: 2 SPRINGFIELD LANE
Project Sponsor: WILLIAMSPORT
Fiscal Year: 2024

-  Municipalities
-  Board of Education Properties
-  Program Open Space Project Location



WASHINGTON COUNTY
FY 2024 POS PROGRAM SCHEDULE
ALL REQUESTS RECEIVED

PROJECT	TOTAL PROJECT COST	LOCAL SHARE POS FUNDS	LOCAL POS SHARE %	POS ACQUISITION FUNDS	POS DEV FUNDS	APPLICANT'S PRIORITY	NOTES
Shafer Park - Pickleball Courts	\$ 70,000.00	\$ 7,000.00	10.0%		\$ 63,000.00		
	\$ 70,000.00	\$ 7,000.00		\$ -	\$ 63,000.00		
Antietam Creek Waterway Trail - Creek Access Mt. Aetna Road	\$ 350,000.00	\$ 35,000.00	10.0%	\$ -	\$ 270,000.00	1	
Hagerstown Field House	\$ 24,000,000.00		0.0%		\$ 225,000.00	2	No funding towards Hagerstown Field House in FY24.
	\$ 24,350,000.00	\$ 35,000.00		\$ -	\$ 495,000.00		
Sharpsburg Historical Park - Interpretive Plaza	\$ 411,247.00	\$ 41,125.00	10.0%	\$ -	\$ 370,122.00		Fully fund request to allow for construction of the new park.
	\$ 411,247.00	\$ 41,125.00		\$ -	\$ 370,122.00		
Agriculture Education Center Indoor Multipurpose Building	\$ 9,600,000.00	\$ 4,500,000.00	46.9%		\$ 1,000,000.00	1	
Agriculture Education Center Show Area Floor	\$ 50,000.00	\$ 5,000.00	10.0%		\$ 45,000.00	2	Reduced Ag Center Indoor Multipurpose Building funding request from \$1 million to \$550,000.
Agriculture Education Center Recreation Field Bleachers	\$ 70,000.00	\$ 7,000.00	10.0%		\$ 63,000.00	3	
	\$ 9,720,000.00	\$ 4,512,000.00	46.4%	\$ -	\$ 1,108,000.00		
Williamsport Elementary School - Playground	\$ 100,000.00	\$ 10,000.00	10.0%	\$ -	\$ 90,000.00		
	\$ 100,000.00	\$ 10,000.00		\$ -	\$ 90,000.00		
Byron Memorial Park - Restroom Facilities Improvement	\$ 45,000.00	\$ 11,250.00	25.0%		\$ 33,750.00	1	
Byron Memorial Park Acquisition - Springfield Mansion	\$ 1,105,000.00			\$ 300,000.00		2	Carryover Springfield Mansion acquisition from prior years
	\$ 1,150,000.00	\$ 11,250.00		\$ 300,000.00	\$ 33,750.00		
	\$ 35,801,247.00	\$ 4,616,375.00		\$ 300,000.00	\$ 2,159,872.00		

Total POS Program FY24 Allocation	\$ 1,915,701
Development Available 75%	\$ 1,436,775.75
Acquisition Available 25%	\$ 478,925.25
POS Acquisition Total	\$ 300,000.00
Difference	\$ 178,925.25
POS Development Total	\$ 2,159,872.00
Difference	\$ (723,096.25)
Total POS Acquisition and Development	\$ 2,459,872.00



Agenda Report Form

Open Session Item

SUBJECT: Maryland Draft Building Energy Performance Standards

PRESENTATION DATE: June 13, 2023

PRESENTATION BY: Andrew Eshleman, P.E. Director of Public Works

RECOMMENDED MOTION: For informational purposes only.

REPORT-IN-BRIEF: Maryland passed the Climate Solutions Now Act of 2022 which requires the Maryland Department of the Environment (MDE) to develop Building Energy Performance Standards (BEPS). MDE must develop standards for buildings that, among other requirements, achieve:

- A 20% reduction in net direct greenhouse gas (GHG) emissions by January 1, 2030, as compared with 2025 levels for average buildings of similar construction and;
- Net-zero direct GHG emissions by January 1, 2040.

Covered buildings are defined as 35,000 square feet or larger (excluding parking garages). Historic properties, public and nonpublic elementary and secondary schools, manufacturing buildings, and agricultural buildings are exempt. Owners of covered buildings will need to report data to MDE each year beginning in 2025.

DISCUSSION: The BEPS will affect public and privately owned buildings. The draft standards were released May 15th; however, it is unlikely that substantial alternations will occur. There are minor use exemptions for food services, electric vehicle charging, and generators. Third party benchmark reports are due every five years starting in 2025. Failure to meet the standards results in an annual “alternate compliance fee” paid for every metric ton of net direct emissions in excess of the standard.

FISCAL IMPACT: Extensive statewide financial impact to property owners including Washington County government.

Sample electric only annual calculation for the 131 West North Ave MLK Building assuming noncompliance by 2040.

EPA Electricity consumed eGRID rate: 4.33×10^{-4} metric tons CO₂/kWh

2040 Alternate Compliance fee \$270 metric ton CO₂

$184,000 \text{ kwh} \times 4.33 \times 10^{-4} \text{ metric tons CO}_2/\text{kWh} \times \$270/\text{metric ton CO}_2 = \$21,511$

FY24 Electric Budget: \$17,870

CONCURRENCES:

ALTERNATIVES:

ATTACHMENTS: MD BEPS Regulation for Stakeholder Review

AUDIO/VISUAL NEEDS:

Title 26 DEPARTMENT OF THE ENVIRONMENT

Subtitle XX BUILDING ENERGY PERFORMANCE STANDARDS

Chapter 01 Definitions and Documents Incorporated by Reference

Authority: Environment Article, §§1-404, 2-301, 2-302, 2-1205, 2-1602, Annotated Code of Maryland

.01 Purpose

The purpose of this chapter is to define the terms used in this subtitle and identify the documents that are incorporated by reference.

.02 Definitions

A. In this subtitle, the following terms have the meanings indicated.

B. Terms Defined.

(1) “Aggregate energy consumption data” means energy data that has been summed for an entire building, which may include a single occupant or a group of separately metered tenants, representing the cumulative total of energy used in the covered building.

(2) “Agricultural building” means a structure that is used primarily to cultivate, manufacture, process, or produce agricultural crops, raw materials, products, or commodities. Agricultural building includes a greenhouse.

(3) “Alternative compliance fee” means a fee paid by the building owner to come into compliance with this regulation as specified in Regulation.01A of COMAR 26.xx.04.

(4) “Area-weighted standard” means an interim or final performance standard that is calculated based on the floor area proportion of the property types within a covered building.

(5) Authorized occupant.

(a) “Authorized occupant” means a person other than a full-time-equivalent employee that is approved by a building owner to be within a covered building for no less than 40 person-hours per week throughout a calendar year.

(b) “Authorized occupant” does not include:

(i) Security guards;

(ii) Janitors;

(iii) Construction workers;

(iv) Landscapers; and

(v) Other maintenance personnel.

(6) “Baseline performance” means the weather-normalized numeric values of net direct greenhouse gas emissions and site EUI of a covered building for the covered building’s baseline year.

(7) “Baseline year” means either calendar year 2025 for a covered building that was constructed and occupied prior to calendar year 2025 or the first calendar year in which a newly constructed covered building was at least 50% occupied for at least 180 days.

(8) “Benchmark” means to track and input a building’s energy consumption data and other relevant building information on a monthly basis for at least 12 consecutive months, as required by the benchmarking tool, to quantify the building’s energy use and greenhouse gas emissions.

(9) Benchmarking information.

(a) “Benchmarking information” means descriptive information about a building, its operating characteristics, and information generated by the benchmarking tool regarding the building’s energy consumption, efficiency, and performance.

(b) “Benchmarking information” includes but is not limited to the building identification number, address, gross floor area, and separate energy consumption totals for each fuel type.

(10) “Benchmarking tool” means the website-based software, commonly known as ENERGY STAR Portfolio Manager, or any successor system, approved by the United States Environmental Protection Agency.

(11) “Building” has the meaning and interpretation set forth in the International Building Code.

(12) “Building owner” means:

(a) An individual or legal entity possessing title to a property including but is not limited to a board of the owners’ association, master association, board of directors, or an agent authorized to act on behalf of a community association, cooperative housing corporation, or condominium.

(b) A representative of a building owner.

(13) “Campus” means a collection of two or more buildings, of any building type or size, that act as a single cohesive property with a single shared primary function and are owned and operated by the same party, such as, but not limited to, higher education or hospital campuses.

(14) “Commercial building” means a building that is subject to the commercial provisions of the International Energy Conservation Code regardless of the nature of the entity or government that owns the building.

(15) “Covered building” means a building that:

(a) Is a commercial or multifamily residential building in the State of Maryland or is owned by the State of Maryland; and

(b) Has a gross floor area of 35,000 square feet or more, excluding the parking garage area; and is:

(i) A single building;

(ii) One or more buildings held in the condominium form of ownership with a combined gross floor areas of 35,000 square feet or more (excluding the parking garage area) and governed by a single board of managers; or

(iii) Two or more buildings with a combined gross floor area of 35,000 square feet or more (excluding the parking garage area) that are served in whole or in part by the same electric or gas meter or are served by the same heating or cooling system(s), which is not a district energy system.

(c) A building that meets the criteria for a covered building as described in this section and is located in a historic district but where the building is not individually designated as a historic property under federal, state, or local law is a covered building.

(d) "Covered building" does not include:

(i) A building, or space within a building, individually designated as a historic property under federal, state, or local law;

(ii) A public or nonpublic elementary or secondary school building;

(iii) A manufacturing building;

(iv) An agricultural building; or

(v) A building owned by the Federal government;

(16) "Department" means the Maryland Department of the Environment.

(17) "Direct greenhouse gas emissions or direct emissions" means greenhouse gas emissions produced on-site by covered buildings, as calculated by the benchmarking tool unless otherwise specified by the Department.

(18) "District energy" means thermal energy generated at one or more central facilities that provides heating or cooling through a network of insulated underground pipes to provide hot water, steam, space heating, air conditioning, or chilled water to nearby buildings.

(19) "Electric company" has the meaning stated in Public Utilities Article, §1-101, Annotated Code of Maryland.

(20) "Final performance standard or final standard" means the numeric values of net direct greenhouse gas emissions and site EUI that each covered building must ultimately achieve on an annual basis in 2040 and beyond.

(21) "Financial distress" means:

(a) A property that is the subject of a tax lien sale or public auction due to property tax arrearages;

(b) A property that is controlled by a court appointed receiver; or

(c) A property that was acquired by a deed in lieu of foreclosure in the last calendar year.

(22) “Food service facility” has the meaning stated in COMAR 10.15.03.02B.

(23) Full-time-equivalent employee.

(a) “Full-time-equivalent employee” means a person that occupies a covered building for no less than 40 person- hours per week throughout a calendar year.

(b) “Full-time-equivalent employee” excludes:

(i) Security guards;

(ii) Janitors;

(iii) Construction workers;

(iv) Landscapers; and

(v) Other maintenance personnel.

(24) “Gas company” has the meaning stated in Public Utilities Article, §1-101, Annotated Code of Maryland.

(25) “Greenhouse gas emissions or emissions” means gasses released into the atmosphere that contribute to climate change, including but not limited to carbon dioxide (CO₂), as calculated by the benchmarking tool unless otherwise specified by the Department.

(26) Gross floor area.

(a) “Gross floor area” means the total building square footage measured between the principal exterior surfaces of the enclosing fixed walls of a building.

(b) “Gross floor area” consists of all areas inside the building, including but not limited to lobbies, tenant areas, common areas, meeting rooms, break rooms, the base level of atriums, restrooms, elevator shafts, stairwells, mechanical equipment areas, basements, and storage rooms.

(c) “Gross floor area” does not include exterior spaces, balconies, bays, patios, exterior loading docks, driveways, covered walkways, outdoor play courts (e.g., tennis, basketball), parking, the interstitial space between floors (which house pipes and ventilation), and crawl spaces.

(d) “Gross floor area” is not the same as rentable space, but rather includes all areas inside the building(s).

(27) “Interim performance standard or interim standard” means the numeric values of net direct greenhouse gas emissions and site EUI which covered buildings must achieve by a specified calendar year that is prior to 2040.

(28) “Manufacturing” has the same meaning as defined and described in Environment Article, §2-1202(h)(1-3), Annotated Code of Maryland.

(29) “Manufacturing building” means a building classified as a manufacturing building in North American Industry Classification System (NAICS) or otherwise designated as a manufacturing building by the Department.

(30) “Mixed-use building” means a building that contains two or more property types.

(31) Net direct greenhouse gas emissions or net direct emissions.

(a) “Net direct greenhouse gas emissions or net direct emissions” means:

(i) Direct greenhouse gas emissions; or

(ii) For a covered building connected to a district energy system, direct greenhouse gas emissions plus the greenhouse gas emissions attributable to thermal energy inputs from the district energy system used by the covered building, as calculated using the methodology provided in this regulation.

(b) “Net direct greenhouse gas emissions or net direct emissions” does not include direct greenhouse gas emissions from a food service facility located within a covered building.

(32) “Newly constructed covered building” means a covered building that was constructed after 2024 and occupied by at least one full-time-equivalent employee or authorized occupant.

(33) “Occupied” means a covered building with at least one full-time equivalent employee or authorized occupant.

(34) “Property type” means the primary use of a building space as specified in ENERGY STAR Portfolio Manager.

(35) Site energy use.

(a) “Site energy use” means all energy used on-site by a covered building to meet the energy loads of the building.

(b) “Site energy use” includes electricity delivered to the building through the electric grid and/or generated on-site with renewable sources; thermal energy delivered to the building through a district energy system; and natural gas, diesel, propane, fuel oil, wood, coal, and other fuels used on-site.

(c) “Site energy use” excludes electricity used to charge vehicles and other electricity uses excluded from site energy use by the benchmarking tool.

(36) “Site energy use intensity or site EUI” is calculated by the benchmarking tool by dividing the total energy consumed in one calendar year by the gross floor area of the building and reported as a value of a thousand British thermal units (kBtu) per square foot per year.

(37) “Tenant” means a person or entity occupying or holding possession of a building, part of a building, or premises pursuant to a rental or lease agreement.

(38) “Weather normalized” means a method for modifying the measured building energy use in a specific calendar year to estimate energy use under normal weather conditions as calculated by the benchmarking tool.

.03 Incorporation by Reference.

A. In this subtitle, the following documents are incorporated by reference.

B. Documents Incorporated.

(1) International Building Code (IBC), Sixth Version: Nov 2021, Chapter 2 “Definitions”, Section 202 “Definitions”, [A] Building.

(2) International Energy Conservation Code (IECC), Second Version: Sep 2021, Chapter 4 “[CE] Commercial Energy Efficiency”.

(3) Maryland Department of the Environment Technical Memorandum 23-01, "Technical Guidance and Calculation Methodologies to Comply with Building Energy Performance Standards", June, 2023.

Title 26 DEPARTMENT OF THE ENVIRONMENT

Subtitle XX BUILDING ENERGY PERFORMANCE STANDARDS

Chapter 02 Benchmarking and Reporting

Authority: Environment Article, §§1-404, 2-301, 2-302, 2-1205, 2-1602, Annotated Code of Maryland

.01 Purpose.

The purpose of this chapter is to establish reporting requirements for building owners, tenants, electric and gas companies, fuel distributors, and district energy providers.

.02 Reporting Requirements of Building Owners.

A. Data Collection.

(1) Each calendar year beginning in 2025 or in the first calendar year after which a newly constructed covered building is occupied, the building owner shall collect and enter all required benchmarking information for the previous calendar year into the benchmarking tool.

(2) Nothing in this regulation shall be construed to permit a building owner to use tenant energy usage data for purposes other than evaluation of the performance of the building.

B. Benchmarking Report.

(1) A building owner shall submit a benchmarking report to the Department by June 1st of each calendar year, beginning in 2025, using the benchmarking tool.

(2) The owner of a newly constructed covered building shall submit a benchmarking report to the Department by June 1st of each calendar year, beginning the year following the first calendar year the newly constructed building was occupied for at least one day, using the benchmarking tool.

(3) The annual benchmarking report shall include, at a minimum, the benchmarking information spanning January 1st to December 31st of the previous calendar year or for all of the days in a calendar year that a newly constructed covered building was occupied.

(4) The building owner shall enter data into the benchmarking tool such that the benchmarking report shall be based on an assessment of the energy consumed by the building for the entire calendar year being reported or for all of the days in a calendar year that a newly constructed covered building was occupied.

(5) The building owner shall exclude from the benchmarking report submetered and separately metered energy consumption data for:

(a) Food service facilities that engage in commercial cooking and water heating;

- (b) Electric vehicle charging;
- (c) Other electricity uses excluded from site energy use by the benchmarking tool; and
- (d) Emissions from required combustion equipment under the following conditions:

- (i) Emissions from generators shall be excluded from the net direct emissions requirements if a federal or state regulation requires a covered building including a health care facility, laboratory, assisted living and nursing facility, military building, critical infrastructure, and a building used in life sciences to use a backup generator or other equipment that must run on combustible fuels.

- (ii) A covered building is required to include emissions from a combustion generator/equipment if the relevant federal or state regulation is updated to allow battery storage and/or other types of systems that do not produce direct emissions.

(6) Energy consumption for food service facilities can be excluded using a standard deduction formula in accordance with the Department's TM 23-01, "Technical Guidance and Calculation Methodologies to Comply with Building Energy Performance Standards," when such energy consumption cannot be excluded using submetered or separately metered data.

(7) Before submitting a benchmarking report, the building owner shall run all automated data quality checker functions available within the benchmarking tool and shall verify that all data has been accurately entered into the tool. The building owner shall correct all missing or incorrect information as identified by the data quality checker prior to submitting the benchmarking report to the Department.

(8) If a building owner is notified of an inaccuracy by the Department, electric company, or other third party, then the building owner shall amend the information reported within the benchmarking tool, and shall provide the Department with an updated benchmarking submission within 30 days of learning of the inaccuracy.

(9) The building owner of a mixed-use covered building shall use the benchmarking tool to report the gross floor area for all property types in the building.

(10) The building owners of a covered building that is connected to district energy systems shall submit additional information to supplement the annual benchmarking report in accordance with the Department's TM 23-01, "Technical Guidance and Calculation Methodologies to Comply with Building Energy Performance Standards".

C. Third Party Verification of Benchmarking Reports.

(1) The building owner shall have a third party verify the accuracy of benchmarking reports for calendar years:

- (a) 2025 (benchmarking report due in 2026);
- (b) 2030 (benchmarking report due in 2031);
- (c) 2035 (benchmarking report due in 2036);

(d) 2040 (benchmarking report due in 2041); and

(e) every five years thereafter.

(2) The building owner of a newly constructed covered building shall have a third party verify the first required benchmarking report and then comply with the schedule in this chapter for verification of subsequent reports.

(3) The building owner shall provide to the third party verifier all utility bills, delivered fuel receipts, and other documentation needed by the verifier for the calendar year covered by the benchmarking report.

(3) The building owner shall submit a copy of a third party verification to the Department when submitting the associated benchmarking report in accordance with the Department's TM 23-01, "Technical Guidance and Calculation Methodologies to Comply with Building Energy Performance Standards."

D. Maintenance of Historical Data.

(1) The building owner shall maintain adequate records demonstrating compliance with this Chapter, including but not limited to, energy bills, reports, forms, and records received from tenants or utilities and records.

(2) Such records shall be preserved for a period no less than seven years.

(3) At the request of the Department, such records shall be made available for inspection and audit by the Department.

.03 Reporting Requirements of Tenants.

A. A tenant of a covered building shall, within 30 days of a request by the building owner, provide all requested benchmarking information that cannot otherwise be acquired by the building owner from other sources.

.04 Reporting Requirements of Utility Companies and District Energy Providers.

A. Electric and Gas Companies.

(1) Starting no later than July 1, 2024, electric and gas companies shall retain for a period of not less than seven years digital records of all customer meter-specific energy consumption, including the date and time of such consumption for any data captured at intervals of more than four minutes. Electric and gas companies shall conduct meter-to-building mapping and maintain aggregate energy consumption data for all covered buildings, and provide to the building owner accurate and timely information on the actual amount of electricity and/or gas delivered to a covered building. The data shall be provided via web-based delivery capable of being uploaded to the benchmarking tool.

(a) Data shall include aggregate energy consumption, accounting for all electric and gas company meters that measure energy consumption at the covered building, regardless of whether the meters serve tenant-paid or owner-paid accounts.

(b) Data shall be provided in a manner that aggregates energy consumption data across all electric and gas company meters at the covered building. Prior to the delivery of aggregate energy consumption data, utilities shall coordinate with the building owner as necessary to review and confirm an accurate accounting of the meters that will be used to calculate the aggregated total.

(c) The utility process will also include a mechanism by which the building owner can work with the utility to correct any inaccuracies regarding the list of constituent accounts and/or meters.

(2) Within 30 days of a request from a building owner, an electric or gas utility company shall digitally transmit as a free service to the building owner energy data through the benchmarking tool. The data shall include aggregate energy consumption data, as well as a complete list of the meter numbers included in the aggregate energy consumption data to ensure accuracy of the meter-to-building mapping, and shall continue to transmit such data until otherwise directed. Building owners shall have the option to submit requests digitally.

(3) Electric and gas companies shall maintain a record of all meters that populate a given building's aggregate energy consumption data in any given month. The utility shall ensure that meter-to-building mapping is accurate and updated on an ongoing basis. Within 30 days of discovering that any data or meter mapping that it has reported was erroneous, the utility shall digitally provide to the building owner, the Department, and the Public Service Commission a report detailing the errors, corrective measures, and steps the utility has taken and will take to prevent a recurrence of the error.

(4) All requests for aggregate energy consumption data shall be kept for reference by the gas company or electric company for at least 24 months, including verification that the request was made by a building owner. Requests submitted via a new or previously existing password-protected web portal using the account of a building owner shall require no additional identity verification.

(5) Electric and gas companies shall provide a customer service option, including but not limited to a phone number for building tenants to call-in, relating to data access questions and any perceived data misuse.

B. District Energy Providers.

(1) Starting no later than July 1, 2024, district energy providers shall maintain all records that are necessary to comply with this regulation for a period of not less than seven years. At the request of the Department, such records shall be made available for inspection and audit by the Department.

(2) District energy providers shall provide energy consumption data and greenhouse gas emissions factors per unit of district energy input (steam, hot water, chilled water, etc.) to the owners of covered buildings and to the Department for benchmarking and compliance purposes.

(3) Emissions factors and a full and detailed accounting of their calculation must be provided by the district energy provider by March 1st of each calendar year and cover the previous calendar year based on actual fuel consumption and system performance data. The Department may require a third party review of such calculations paid for by the district energy provider.

(4) District energy providers shall use methodology for allocating emissions that will be based on the "Efficiency Method" in the World Resources Institute's "Calculation tool for direct emissions from stationary combustion: Allocation of GHG Emissions from a Combined Heat and Power (CHP) Plant."

.05 Disclosure of Covered Building Benchmarking and Performance Standards Information.

A. Before a buyer signs a contract for the purchase of a covered building, the building owner selling the covered building must:

(1) Disclose to the prospective buyer that the building is subject to requirements under this Subtitle;

(2) Transfer the following records to the prospective buyer:

(a) A copy of the complete benchmarking record from the benchmarking tool;

(b) Documentation of data verification;

(c) Documentation of any alternative compliance payments made to the Department;

and

(d) Any other records relevant to maintain compliance under this Subtitle.

(3) Provide to the prospective buyer the following information:

(a) Performance baseline; and

(b) Interim and final performance standards.

B. The prospective buyer must indicate, by signing an addendum to the contract or a separate section of the contract printed in boldface type, that the seller has made the disclosures and provided the information required by Regulation .03 A of this chapter.

Title 26 DEPARTMENT OF THE ENVIRONMENT

Subtitle XX BUILDING ENERGY PERFORMANCE STANDARDS

Chapter 03 Performance Standards and Compliance Demonstration

Authority: Environment Article, §§1-404, 2-301, 2-302, 2-1205, 2-1602, Annotated Code of Maryland

.01 Purpose.

The purpose of this chapter is to establish performance standards for covered buildings.

.02 Performance Standards

A. Interim and final net direct emissions and final site EUI standards are:

Table 1. Performance Standards.

Property Type	Net Direct Emissions Standards kg CO ₂ e per square foot			Site EUI Standards kBtu per square foot
	Interim Standard for 2030-2034	Interim Standard for 2035-2039	Final Standard for 2040 and beyond	Final Standard for 2040 and beyond
Adult Education	2.34	1.17	0	46
Aquarium	1.03	0.52	0	41
Automobile Dealership	2.23	1.12	0	61
Bank Branch	1.01	0.50	0	85
Bar/Nightclub	1.70	0.85	0	220
Barracks	0.57	0.29	0	38
Bowling Alley	2.07	1.03	0	84
Casino	1.03	0.52	0	41
College/University	2.43	1.21	0	57
Convenience Store with Gas Station	2.25	1.13	0	137
Convenience Store without Gas Station	2.25	1.13	0	137

	Net Direct Emissions Standards kg CO ₂ e per square foot			Site EUI Standards kBtu per square foot
Property Type	Interim Standard for 2030-2034	Interim Standard for 2035-2039	Final Standard for 2040 and beyond	Final Standard for 2040 and beyond
Convention Center	0.39	0.19	0	40
Courthouse	1.14	0.57	0	47
Data Center	1.26	0.63	0	145
Distribution Center	0.58	0.29	0	19
Enclosed Mall	0.24	0.12	0	44
Fast Food Restaurant	exempt	exempt	exempt	exempt
Financial Office	0.32	0.16	0	58
Fire Station	1.70	0.85	0	47
Fitness Center/Health Club/Gym	2.87	1.43	0	59
Food Sales	2.25	1.13	0	137
Food Service	exempt	exempt	exempt	exempt
Hospital (General Medical & Surgical)	6.10	3.05	0	144
Hotel	1.47	0.74	0	60
Ice/Curling Rink	2.07	1.03	0	84
Indoor Arena	1.03	0.52	0	41
K-12 School	exempt	exempt	exempt	exempt
Laboratory	5.35	2.68	0	144
Library	1.92	0.96	0	55
Lifestyle Center	0.91	0.46	0	58
Mailing Center/Post Office	0.92	0.46	0	48
Medical Office	0.18	0.09	0	70
Movie Theater	0.78	0.39	0	57

	Net Direct Emissions Standards kg CO ₂ e per square foot			Site EUI Standards kBtu per square foot
Property Type	Interim Standard for 2030-2034	Interim Standard for 2035-2039	Final Standard for 2040 and beyond	Final Standard for 2040 and beyond
Multifamily Housing	0.82	0.41	0	29
Museum	0.75	0.38	0	29
Non-Refrigerated Warehouse	0.11	0.06	0	31
Office	0.22	0.11	0	55
Other - Education	1.59	0.80	0	45
Other - Entertainment/Public Assembly	0.54	0.27	0	48
Other - Lodging/Residential	0.002	0.001	0	37
Other - Office	0.22	0.11	0	55
Other - Other	1.60	0.80	0	54
Other - Public Service	2.12	1.06	0	61
Other - Recreation	0.70	0.35	0	78
Other - Restaurant/Bar	1.70	0.85	0	219
Other - Retail/Mall	1.40	0.70	0	81
Other - Services	2.63	1.31	0	51
Other - Specialty Hospital	6.10	3.05	0	144
Other - Stadium	0.31	0.16	0	23
Other - Technology/Science	0.001	0.001	0	183
Outpatient Rehabilitation/Physical Therapy	1.76	0.88	0	46
Parking	exempt	exempt	exempt	exempt
Performing Arts	2.38	1.19	0	57

	Net Direct Emissions Standards kg CO ₂ e per square foot			Site EUI Standards kBtu per square foot
Property Type	Interim Standard for 2030-2034	Interim Standard for 2035-2039	Final Standard for 2040 and beyond	Final Standard for 2040 and beyond
Personal Services (Health/Beauty, Dry Cleaning, etc)	2.17	1.09	0	47
Police Station	1.52	0.76	0	54
Pre-school/Daycare	2.45	1.23	0	48
Prison/Incarceration	0.57	0.29	0	38
Race Track	1.03	0.52	0	41
Refrigerated Warehouse	1.37	0.69	0	38
Repair Services (Vehicle, Shoe, Locksmith, etc)	2.16	1.08	0	52
Residence Hall/Dormitory	0.70	0.35	0	38
Residential Care Facility	1.43	0.72	0	50
Restaurant	exempt	exempt	exempt	exempt
Retail Store	0.60	0.30	0	48
Roller Rink	2.07	1.03	0	84
Self-Storage Facility	0.19	0.10	0	7
Senior Living Community	1.43	0.72	0	50
Social/Meeting Hall	1.53	0.76	0	39
Stadium (Closed)	0.31	0.16	0	23
Stadium (Open)	0.32	0.16	0	21
Strip Mall	1.90	0.95	0	58
Supermarket/Grocery Store	2.25	1.13	0	137
Swimming Pool	2.07	1.03	0	84
Transportation Terminal/Station	2.22	1.11	0	56

	Net Direct Emissions Standards kg CO ₂ e per square foot			Site EUI Standards kBtu per square foot
Property Type	Interim Standard for 2030-2034	Interim Standard for 2035-2039	Final Standard for 2040 and beyond	Final Standard for 2040 and beyond
Urgent Care/Clinic/Other Outpatient	1.76	0.88	0	46
Veterinary Office	1.76	0.88	0	46
Vocational School	2.34	1.17	0	46
Wholesale Club/Supercenter	0.60	0.30	0	48
Worship Facility	0.87	0.44	0	32
Zoo	1.03	0.52	0	41

B. Interim Site EUI Standards. Interim site EUI standards are calculated using a straight-line trajectory from a covered building's baseline performance to the final performance standards in 2040, set by the compliance tool as specified in the Department's TM 23-01, "Technical Guidance and Calculation Methodologies to Comply with Building Energy Performance Standards".

C. Interim and Final Standards for Mixed-Use Covered Buildings. Area-weighted standards for net direct emissions and site EUI for mixed-use buildings will be set by the compliance tool as specified in the Department's TM 23-01, "Technical Guidance and Calculation Methodologies to Comply with Building Energy Performance Standards".

D. Achieving and Maintaining the Standards.

(1) Each covered building must be at or below the interim site EUI and net direct emissions standards for 2030-2034 in each calendar year including 2030, 2031, 2032, 2033, and 2034.

(2) Each covered building must be at or below the interim site EUI and net direct emissions standards for 2035-2039 in each calendar year including 2035, 2036, 2037, 2038, and 2039.

(3) Each covered building must be at or below the final site EUI and net direct emissions standards in calendar year 2040 and each calendar year thereafter.

Title 26 DEPARTMENT OF THE ENVIRONMENT

Subtitle XX BUILDING ENERGY PERFORMANCE STANDARDS

Chapter 04 Alternative Compliance and Special Provisions

Authority: Environment Article, §§1-404, 2-301, 2-302, 2-1205, 2-1602, Annotated Code of Maryland

.01 Alternative Compliance Pathway.

A. Alternative Compliance Pathway for Net Direct Emissions Standards.

(1) In lieu of meeting the net direct emissions standards in COMAR 26.xx.03, the building owner shall come into compliance with the net direct emissions standards by paying an alternative compliance fee for the greenhouse gas emissions in excess of the net direct emissions standards.

(2) An alternative compliance fee shall be paid for every metric ton of net direct emissions in excess of the net direct emissions standard in a given calendar year. The fee shall be:

- (a) \$230 per metric ton of excess CO₂e in 2020 dollars, adjusted for inflation, for 2030;
- (b) \$234 per metric ton of excess CO₂e in 2020 dollars, adjusted for inflation, for 2031;
- (c) \$238 per metric ton of excess CO₂e in 2020 dollars, adjusted for inflation, for 2032;
- (d) \$242 per metric ton of excess CO₂e in 2020 dollars, adjusted for inflation, for 2033;
- (e) \$246 per metric ton of excess CO₂e in 2020 dollars, adjusted for inflation, for 2034;
- (f) \$250 per metric ton of excess CO₂e in 2020 dollars, adjusted for inflation, for 2035;
- (g) \$254 per metric ton of excess CO₂e in 2020 dollars, adjusted for inflation, for 2036;
- (h) \$258 per metric ton of excess CO₂e in 2020 dollars, adjusted for inflation, for 2037;
- (i) \$262 per metric ton of excess CO₂e in 2020 dollars, adjusted for inflation, for 2038;
- (j) \$266 per metric ton of excess CO₂e in 2020 dollars, adjusted for inflation, for 2039;
- (k) \$270 per metric ton of excess CO₂e in 2020 dollars, adjusted for inflation, for 2040;

and

(l) The fee rate increases by \$4 per metric ton of CO₂e per calendar year in 2020 dollars, adjusted for inflation, in each calendar year following 2040.

(3) The annual fee rate set forth in this chapter shall be increased each calendar year by the percentage, if any, by which the Consumer Price Index for the most recent calendar year exceeds the Consumer Price Index for the previous calendar year.

B. Other Provisions. If covered building ownership changes in 2030 or any calendar year thereafter, then the owner of the building on December 31 is responsible for compliance with this regulation and paying alternative compliance fees or penalties for the calendar year ending on December 31 and every calendar year thereafter until that person is no longer the owner of the covered building.

.02 Exemptions.

A. Exemptions from Benchmarking and Performance Standard Requirements. A building owner may apply for an exemption from the requirements of this regulation for one calendar year when the building owner can provide documentation showing that one of the following conditions are met:

- (1) Financial distress;
- (2) The covered building was not occupied during the calendar year being reported; and
- (3) The covered building was demolished during the calendar year for which benchmarking is required.

B. Exemption from Establishing Baseline Performance.

- (1) A building owner may apply for an exemption from the requirement to establish baseline performance when, during the baseline year, less than 50% of the covered building was occupied for at least 180 days.
- (2) A covered building may not receive an exemption from the requirement to establish baseline performance for more than three years.

.03 Option for Campus-Level Compliance.

A. The owner of a campus may choose to meet site EUI and net direct emissions standards, as specified under this regulation, at the campus level instead of the individual building level when two or more covered buildings are:

- (1) Connected to a district energy system;
- (2) Served by the same electric or gas meter; or
- (3) Served by the same heating or cooling system(s), which is not a district energy system.

B. Campus-level reporting shall include energy consumption and greenhouse gas emissions for all buildings and stationary equipment located on the campus, including all central plants, except as provided in §.03B(1) of this Chapter.

(1) Campus-level reporting does not include energy consumption and greenhouse gas emissions from activities/sources that are excluded from the benchmarking report requirements in Chapter 2 of this regulation.

- (2) The owner of a campus shall report to the Department at least annually:

(a) Any permits to build new buildings or change the footprint or usage of existing buildings on the campus; and

(b) Any buildings have received new certificates of occupancy.

(3) The Department shall, in consultation with the principal owner of a campus, determine whether the affected buildings will be included in campus-level compliance following the rules established in this chapter and whether and how to adjust the campus' interim and final performance standards.

(4) By January 1, 2025, or within one year after a new campus is occupied, the principal owner of a campus that contains one or more buildings that principal owner does not own or does not control shall deliver to the Department for approval that contains the following information:

(a) A list and a map identifying each building located on the campus that the principal owner does not own or does not control;

(b) The name, location, size, and ownership of each such building; and

(c) A recommendation to the Department as to which buildings should comply with this regulation as part of the campus-level compliance option and which should comply individually.

C. Performance Standards for Campus-Level Compliance.

(1) For a campus that consists of one property type, the interim and final net direct emissions and site EUI standards are those that correspond with that property type.

(2) For a campus that consists of more than one property type, the interim and final net direct emissions and site EUI standards are based on area-weighted standards as specified in the Department's TM 23-01, "Technical Guidance and Calculation Methodologies to Comply with Building Energy Performance Standards".

(3) Interim site EUI standards are calculated using a straight-line trajectory from baseline performance to the final performance standards as specified in the Department's TM 23-01, "Technical Guidance and Calculation Methodologies to Comply with Building Energy Performance Standards".

(4) Achieving and Maintaining the Standards.

(a) Campus-level energy use must be at or below the interim site EUI and net direct emissions standards for 2030-2034 in each calendar year including 2030, 2031, 2032, 2033, and 2034.

(b) Campus-level energy use must be at or below the interim site EUI and net direct emissions standards for 2035-2039 in each calendar year including 2035, 2036, 2037, 2038, and 2039.

(c) Campus-level energy use must be at or below the final site EUI and net direct emissions standards in calendar year 2040 and each calendar year thereafter.



Agenda Report Form

Open Session Item

SUBJECT: 2023-2024 Casualty Insurance Renewal

PRESENTATION DATE: June 13, 2023

PRESENTATION BY: Tracy McCammon, Risk Management Coordinator and Patrick Buck, CBIZ Insurance Services

RECOMMENDED MOTION: Move to renew the liability policies with Travelers Insurance Company and the airport liability policy with AIG.

REPORT-IN-BRIEF: Renewal quotes from insurance carriers are reflected on the attached premium comparison. The total renewal is a 3.1% increase in premium over the last year's actuals.

DISCUSSION: Cyber liability continues to see higher premiums due to how volatile the cyber market has been.

FISCAL IMPACT: Total premium for all coverages is \$1,570,272. Excluding the property and inland marine premiums that were approved in April of this year, the casualty lines increased by 6.2% in premium. Since we were able to change carriers and considering our loss ratio, we are below our budgeted 8%. This is a savings of \$73,790 in the budget.

CONCURRENCES: Michelle Gordon, CFO and Interim County Administrator and Kendall Desaulniers, Deputy County Attorney and Interim Human Resources Director

ALTERNATIVES: Complete market bid which would create a lapse in coverage

ATTACHMENTS: Premium comparison

AUDIO/VISUAL NEEDS: None

<u>Line of Coverage</u>	<u>FY2023</u>	<u>FY2024</u>	<u>\$Change</u>	<u>% Change</u>
Travelers				
Pkg – Auto Liability (Incl. Buses)	\$454,609	\$470,058	\$15,449	3.4%
Pkg - Auto PD (Incl. Buses)	\$101,546	\$103,582	\$2,036	2.0%
Pkg – GL, Liquor, Products, EBL	\$147,517	\$152,125	\$4,608	3.1%
Pkg – Law (Incl. Dispatch E&O)	\$235,290	\$278,714	\$43,424	18.5%
Pkg - Excess Liability	\$86,446	\$90,009	\$3,563	4.1%
Pkg – Management Liability	\$40,524	\$31,790	(\$8,734)	-21.6%
Pkg – Employment Practice Liability (EPL)	\$72,512	\$73,687	\$1,175	1.6%
Pkg – Crime	\$5,259	\$5,259	\$0	0.0%
*Pkg - CyberFirst	\$47,360	\$60,041	\$12,681	26.8%
Sub Total – Travelers	\$1,191,063	\$1,265,265	\$74,202	6.2%
Other July 1 Renewal Policies				
Airport Liability	\$16,592	\$19,000	\$2,408	14.5%
Property (Approved April 25,2023)	\$292,817	\$250,505	(\$42,312)	-14.4%
Inland Marine (Approved April 25,2023)	\$11,942	\$15,672	\$3,730	31.2%
Boiler & Machinery (Approved April 25,2023)	\$10,345	\$19,830	\$9,485	91.7%
Sub Total – Other July 1 Renewal Policies	\$331,696	\$305,007	(\$26,689)	-8.0%
Grand Total – July 1 Renewal Policies	\$1,522,759	\$1,570,272	\$47,513	3.1%

* Coverage limit was reduced to \$1 million