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Appendix A

US DOT Crossing Inventory Form - Weverton



U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date (MM/DD/YYYY) 04 / 07 / 2017		B. Reporting Agency <input checked="" type="checkbox"/> Railroad <input type="checkbox"/> Transit <input type="checkbox"/> State <input type="checkbox"/> Other		C. Reason for Update (Select only one) <input checked="" type="checkbox"/> Change in Data <input type="checkbox"/> New Crossing <input type="checkbox"/> Closed <input type="checkbox"/> Re-Open <input type="checkbox"/> Date Change Only <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input type="checkbox"/> Admin. Correction <input type="checkbox"/> Change in Primary Operating RR				D. DOT Crossing Inventory Number 140610T	
Part I: Location and Classification Information									
1. Primary Operating Railroad CSX Transportation [CSX]				2. State MARYLAND		3. County WASHINGTON			
4. City / Municipality <input type="checkbox"/> In <input checked="" type="checkbox"/> Near BRUNSWICK		5. Street/Road Name & Block Number PRIVATE ROAD (Street/Road Name) * (Block Number)				6. Highway Type & No. PRIVATE			
7. Do Other Railroads Operate a Separate Track at Crossing? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Specify RR					8. Do Other Railroads Operate Over Your Track at Crossing? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR MACZ, ATK				
9. Railroad Division or Region <input type="checkbox"/> None BALTIMORE		10. Railroad Subdivision or District <input type="checkbox"/> None CUMBERLAND		11. Branch or Line Name <input checked="" type="checkbox"/> None		12. RR Milepost BA 0078.800 (prefix) (nnnn.nnn) (suffix)			
13. Line Segment 918060		14. Nearest RR Timetable Station WEVERTON		15. Parent RR (if applicable) <input checked="" type="checkbox"/> N/A		16. Crossing Owner (if applicable) <input checked="" type="checkbox"/> N/A			
17. Crossing Type <input type="checkbox"/> Public <input checked="" type="checkbox"/> Private		18. Crossing Purpose <input checked="" type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.		19. Crossing Position <input checked="" type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over		20. Public Access (if Private Crossing) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		21. Type of Train <input checked="" type="checkbox"/> Freight <input checked="" type="checkbox"/> Intercity Passenger <input checked="" type="checkbox"/> Commuter <input type="checkbox"/> Transit <input type="checkbox"/> Shared Use Transit <input type="checkbox"/> Tourist/Other	
22. Average Passenger Train Count Per Day <input type="checkbox"/> Less Than One Per Day <input checked="" type="checkbox"/> Number Per Day 6									
23. Type of Land Use <input type="checkbox"/> Open Space <input type="checkbox"/> Farm <input checked="" type="checkbox"/> Residential <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard									
24. Is there an Adjacent Crossing with a Separate Number? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Provide Crossing Number					25. Quiet Zone (FRA provided) <input checked="" type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused Date Established				
26. HSR Corridor ID <input checked="" type="checkbox"/> N/A		27. Latitude in decimal degrees (WGS84 std: nn.nnnnnn) 39.3297812		28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnn) -77.6814138		29. Lat/Long Source <input checked="" type="checkbox"/> Actual <input type="checkbox"/> Estimated			
30.A. Railroad Use * ALSO KNOWN AS PLEASANT VALLEY					31.A. State Use *				
30.B. Railroad Use *					31.B. State Use *				
30.C. Railroad Use *					31.C. State Use *				
30.D. Railroad Use *					31.D. State Use *				
32.A. Narrative (Railroad Use) *					32.B. Narrative (State Use) *				
33. Emergency Notification Telephone No. (posted) 800-232-0144			34. Railroad Contact (Telephone No.) 904-359-1650			35. State Contact (Telephone No.) 410-787-5867			
Part II: Railroad Information									
1. Estimated Number of Daily Train Movements									
1.A. Total Day Thru Trains (6 AM to 6 PM) 19		1.B. Total Night Thru Trains (6 PM to 6 AM) 16		1.C. Total Switching Trains 4		1.D. Total Transit Trains 0		1.E. Check if Less Than One Movement Per Day How many trains per week? <input type="checkbox"/>	
2. Year of Train Count Data (YYYY) 2017				3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 40 3.B. Typical Speed Range Over Crossing (mph) From 35 to 40					
4. Type and Count of Tracks Main 2 Siding 0 Yard 0 Transit 0 Industry 0									
5. Train Detection (Main Track only) <input type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input checked="" type="checkbox"/> None									
6. Is Track Signaled? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No				7.A. Event Recorder <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			7.B. Remote Health Monitoring <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		



U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY) 04/07/2017		PAGE 2		D. Crossing Inventory Number (7 char.) 140610T	
Part III: Highway or Pathway Traffic Control Device Information					
1. Are there Signs or Signals? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		2. Types of Passive Traffic Control Devices associated with the Crossing			
2.A. Crossbuck Assemblies (count) 1		2.B. STOP Signs (R1-1) (count) 0		2.C. YIELD Signs (R1-2) (count) 0	
2.E. Low Ground Clearance Sign (W10-5) <input type="checkbox"/> Yes (count _____) <input type="checkbox"/> No		2.F. Pavement Markings <input type="checkbox"/> Stop Lines <input type="checkbox"/> Dynamic Envelope <input type="checkbox"/> RR Xing Symbols <input type="checkbox"/> None		2.D. Advance Warning Signs (Check all that apply; include count) <input checked="" type="checkbox"/> None <input type="checkbox"/> W10-1 <input type="checkbox"/> W10-3 <input type="checkbox"/> W10-11 <input type="checkbox"/> W10-2 <input type="checkbox"/> W10-4 <input type="checkbox"/> W10-12	
2.J. Other MUTCD Signs Specify Type _____ Count _____ Specify Type _____ Count _____ Specify Type _____ Count _____		2.G. Channelization Devices/Medians <input type="checkbox"/> All Approaches <input type="checkbox"/> Median <input type="checkbox"/> One Approach <input type="checkbox"/> None		2.H. EXEMPT Sign (R15-3) <input type="checkbox"/> Yes <input type="checkbox"/> No	
2.I. ENS Sign (F-13) Displayed <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		2.K. Private Crossing Signs (if private) <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		2.L. LED Enhanced Signs (List types)	
3. Types of Train Activated Warning Devices at the Grade Crossing (specify count of each device for all that apply)					
3.A. Gate Arms (count) Roadway 0 Pedestrian 0		3.B. Gate Configuration <input type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates <input type="checkbox"/> 4 Quad		3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane 0 <input type="checkbox"/> Incandescent Not Over Traffic Lane 0 <input type="checkbox"/> LED	
3.D. Mast Mounted Flashing Lights (count of masts) 0 <input type="checkbox"/> Incandescent <input type="checkbox"/> LED <input type="checkbox"/> Back Lights Included <input type="checkbox"/> Side Lights Included		3.E. Total Count of Flashing Light Pairs 0		3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) ____/____/____ <input checked="" type="checkbox"/> Not Required	
3.G. Wayside Horn <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Installed on (MM/YYYY) ____/____/____		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		3.I. Bells (count) 0	
3.J. Non-Train Active Warning <input type="checkbox"/> Flagging/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input type="checkbox"/> None		3.K. Other Flashing Lights or Warning Devices Count 0 Specify type _____			
4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input type="checkbox"/> No		4.B. Hwy Traffic Signal Interconnection <input checked="" type="checkbox"/> Not Interconnected <input type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs		4.C. Hwy Traffic Signal Preemption <input type="checkbox"/> Simultaneous <input type="checkbox"/> Advance	
5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____		6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input type="checkbox"/> None			
Part IV: Physical Characteristics					
1. Traffic Lanes Crossing Railroad Number of Lanes _____ <input type="checkbox"/> One-way Traffic <input type="checkbox"/> Two-way Traffic <input type="checkbox"/> Divided Traffic		2. Is Roadway/Pathway Paved? <input type="checkbox"/> Yes <input type="checkbox"/> No		3. Does Track Run Down a Street? <input type="checkbox"/> Yes <input type="checkbox"/> No	
4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input type="checkbox"/> Yes <input type="checkbox"/> No		5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____/____ Width * _____ Length * _____ <input type="checkbox"/> 1 Timber <input type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____			
6. Intersecting Roadway within 500 feet? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Approximate Distance (feet) _____		7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input type="checkbox"/> 30° - 59° <input type="checkbox"/> 60° - 90°		8. Is Commercial Power Available? * <input type="checkbox"/> Yes <input type="checkbox"/> No	
Part V: Public Highway Information					
1. Highway System <input type="checkbox"/> (01) Interstate Highway System <input type="checkbox"/> (02) Other Nat Hwy System (NHS) <input type="checkbox"/> (03) Federal AID, Not NHS <input type="checkbox"/> (08) Non-Federal Aid		2. Functional Classification of Road at Crossing <input type="checkbox"/> (0) Rural <input type="checkbox"/> (1) Urban <input type="checkbox"/> (1) Interstate <input type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (6) Minor Collector <input type="checkbox"/> (4) Minor Arterial <input type="checkbox"/> (7) Local		3. Is Crossing on State Highway System? <input type="checkbox"/> Yes <input type="checkbox"/> No	
4. Highway Speed Limit _____ MPH <input type="checkbox"/> Posted <input type="checkbox"/> Statutory		5. Linear Referencing System (LRS Route /D) *			
6. LRS Milepost *		7. Annual Average Daily Traffic (AADT) Year 1974 AADT _____			
8. Estimated Percent Trucks _____ %		9. Regularly Used by School Buses? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Average Number per Day 0		10. Emergency Services Route <input type="checkbox"/> Yes <input type="checkbox"/> No	
Submission Information - This information is used for administrative purposes and is not available on the public website.					
Submitted by _____ Organization _____ Phone _____ Date _____					
Public reporting burden for this information collection is estimated to average 30 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for information collection is 2130-0017. Send comments regarding this burden estimate or any other aspect of this collection, including for reducing this burden to: Information Collection Officer, Federal Railroad Administration, 1200 New Jersey Ave. SE, MS-25 Washington, DC 20590.					



Appendix B

Preliminary Cost Estimates



21 S. Valley Forge Road, Unit 304
Lansdale, PA 19446
215-498-3249
wgray@conteches.com

November 5, 2018

Joseph M Brach
Michael Baker International
500 Office Center Drive, Suite 210
Fort Washington, PA 19034

Dear Joe,

The engineers' estimate for the trail bridge, Weverton, Maryland, using the Continental Bridge System, is as follows:

MAIN SPAN OVER RAILROAD

- 1 only- 126' span x 10' wide, Continental. Connector Style Truss
- One diagonal per panel, square end vertical, bearings at equal elevations
- Fabricated from ASTM 709, Grade 50 Weathering steel
- Factory Installed Galvanized pans for 6" thick, CIP concrete Deck
- Field installed 2 sided galvanized, chain link fence
- AASHTO LRFD Pedestrian Bridge Design Standards
- 90 psf uniform live load, reduced per AASHTO guidelines for pedestrian bridges
- 35 psf uniform wind load
- The bridge will be delivered in 2 pieces and weigh approximately 71,000 pounds
- Estimated Price, Delivered, Weverton, MD \$195,000.00, plus sales tax

NORTH RAMPS (see concept plans for item identification)

RAMP N1

- 1 only- 135' span x 10' wide, Continental. Connector Style Truss, with 1 – 5' level landings
- One diagonal per panel, square end vertical, bearings at equal elevations
- Fabricated from ASTM 709, Grade 50 Weathering steel
- Factory Installed Galvanized pans for 6" thick, CIP concrete Deck
- Field installed horizontal safety rail with a 4" maximum opening
- 54" truss height above the deck
- Factory Installed, steel toe plate
- AASHTO LRFD Pedestrian Bridge Design Standards
- 90 psf uniform live load, reduced per AASHTO guidelines for pedestrian bridges
- 35 psf uniform wind load
- The ramp will be delivered in 1 piece and weigh approximately 56,000 pounds
- Estimated Price, Delivered, Weverton, MD \$180,000.00, plus sales tax

RAMP N2

- 1 only- 100' span x 10' wide, Continental. Connector Style Truss, with 2 – 5' level landing
- Same Specification as Ramp N1
- The ramp will be delivered in 2 pieces and weigh approximately 40,000 pounds
- Estimated Price, Delivered, Weverton, MD \$120,000.00, plus sales tax



SOUTH RAMPS (SEE CONCEPT PLANS FOR ITEM IDENTIFICATION)

RAMP S1

- 1 only- 170' span x 10' wide, Continental. Connector Style Truss, with 4 – 5' level landings
- One diagonal per panel, square end vertical, bearings at equal elevations
- Fabricated from ASTM 709, Grade 50 Weathering steel
- Factory Installed Galvanized pans for 6" thick, CIP concrete Deck
- Field installed horizontal safety rail with a 4" maximum opening
- 54" truss height above the deck
- Factory Installed, steel toe plate
- AASHTO LRFD Pedestrian Bridge Design Standards
- 90 psf uniform live load, reduced per AASHTO guidelines for pedestrian bridges
- 35 psf uniform wind load
- The ramp will be delivered in 1 piece and weigh approximately 108,000 pounds
- Estimated Price, Delivered, Weverton, MD \$300,000.00, plus sales tax

RAMP S2

- 1 only- 170' span x 10' wide, Continental. Connector Style Truss, with 4 – 5' level landings
- Same Specification as Ramp N1
- The ramp will be delivered in 2 pieces and weigh approximately 108,000 pounds
- Estimated Price, Delivered, Weverton, MD \$300,000.00, plus sales tax

SOUTH LANDINGS, INCLUDING SUPPORT LEGS

LANDING S1

- 1 only- 10' long x 10' wide, 25' high, landing (height to be confirmed)
- One diagonal per panel, square end vertical, bearings at equal elevations
- Fabricated from ASTM 709, Grade 50 Weathering steel
- Factory Installed Galvanized pans for 6" thick, CIP concrete Deck
- Field installed horizontal safety rail with a 4" maximum opening
- 54" railing height above the deck
- Factory Installed, steel toe plate
- AASHTO LRFD Pedestrian Bridge Design Standards
- 90 psf uniform live load, reduced per AASHTO guidelines for pedestrian bridges
- 35 psf uniform wind load
- The ramp will be delivered in 1 piece and weigh approximately XX,000 pounds
- Estimated Price, Delivered, Weverton, MD \$50,000.00, plus sales tax

LANDING S2

- 1 only- 20' long x 10' wide, 13' high, landing (height to be confirmed)
- Same Specification as Landing N1
- The ramp will be delivered in 1 piece and weigh approximately XX,000 pounds
- Estimated Price, Delivered, Weverton, MD \$40,000.00, plus sales tax



Estimated prices are valid for 90 days. This is an estimate based on the information available to us at the present time. This estimate is subject to change at any time and is not to be construed as an offer or contractual obligation between the parties.

¹ The following is not included:

- Soil testing, design, excavation and construction of bridge foundations.
- All construction surveying, including field measurement and verification of abutments
- Anchor bolts, unloading and erection of the bridge.
- Cast-in-Place Bridge Deck Estimate: \$4,000.00 Supplied by others

Thank you for your interest in CONTECH Engineered Solutions. If you have any questions, would like to consider another option or elect to use the Continental Bridge System, please contact us 215-498-3249.

Sincerely,

A handwritten signature in cursive script, appearing to read 'William G. Gray'.

William G. Gray
Bridge Consultant



Weverton CSX / Trail Crossing – Preliminary Cost Estimate for Pedestrian Bridge

	Item		Quantity	Price	Total
Bridge	Contech Truss, 120' Span	LS	1	\$ 199,500.00	\$ 199,500.00
	Bridge install	LS	1	\$ 30,000.00	\$ 30,000.00
	Abutments		2	\$ 25,000.00	\$ 50,000.00
	Footing		2	\$ 25,000.00	\$ 50,000.00
North Ramp	Concrete	SY	441	\$ 73.33	\$ 32,312.62
	Rock (6")	SY	441	\$ 13.00	\$ 5,728.15
	Geotextile	SY	441	\$ 2.50	\$ 1,101.57
	Excavation (prior to ramps)	CY	10	\$ 25.00	\$ 257.23
	MSE Wall	SF	6054	\$ 120.00	\$ 726,492.00
South Ramp	Concrete	SY	443	\$ 73.33	\$ 32,511.11
	Rock (6")	SY	443	\$ 13.00	\$ 5,763.33
	Geotextile	SY	443	\$ 2.50	\$ 1,108.33
	MSE Wall	SF	7576	\$ 120.00	\$ 909,168.00
Parking Area	Stone (2A) 6"	SY	772	\$ 13.00	\$ 10,039.21
	Base Course (6")	SY	772	\$ 35.00	\$ 27,028.63
	Binder Course (2")	SY	772	\$ 15.00	\$ 11,583.70
	Wearing Course (1.5")	SY	772	\$ 10.00	\$ 7,722.47
	4" White Pavement Marking	LF	124	\$ 1.50	\$ 186.00
	4" Yellow Pavement Marking	LF	54	\$ 1.50	\$ 81.00
	12" White Pavement Marking	LF	264	\$ 7.00	\$ 1,848.00
	Handicap Marking	LS	1	\$ 350.00	\$ 350.00
	Curb	LF	335	\$ 50.00	\$ 16,762.51
	Excavation	CY	332	\$ 25.00	\$ 8,312.38
	Geotextile		772	\$ 2.50	\$ 1,930.62
Misc Fencing	Fence		873	\$ 15.00	\$ 13,095.00
	Gate (Vehicular 15' opening)		2	\$ 2,500.00	\$ 5,000.00
			Subtotal:		\$ 2,147,881.85
Percentages	Drainage (3%)	LS	1	3%	\$ 64,436.46
	Mobilization (4%)	LS	1	4%	\$ 85,915.27
	Seeding/Stabilization (0.5%)	LS	1	0.5%	\$ 10,739.41
	Signage (1%)	LS	1	1%	\$ 21,478.82
	E&S (2%)	LS	1	2%	\$ 42,957.64
	Survey (1%)	LS	1	1%	\$ 21,478.82
	Traffic Control/RR Flagging (4%)	LS	1	4%	\$ 85,915.27
	CM/CI (10%)	LS	1	10%	\$ 214,788.19
	Design (15%) (Include CSX review costs)	LS	1	15%	\$ 322,182.28
			Subtotal:		\$ 869,892.15
	Contingency (15%)	LS	1	0.15	\$ 452,666.10
			Total:		\$ 3,470,440.10



Weverton CSX / Trail Crossing – Preliminary Cost Estimate for At-Grade Crossing

	Item	Unit	Quantity	Price	Total
North Gate	Automated Trail Gate linked to railroad	LS	1	\$ 50,000.00	\$ 50,000.00
	Gate (Vehicular 15' opening)	Each	1	\$ 2,500.00	\$ 2,500.00
South Gate	Automated Trail Gate linked to railroad	LS	1	\$ 50,000.00	\$ 50,000.00
	Gate (Vehicular 15' opening)	Each	1	\$ 2,500.00	\$ 2,500.00
CSX Signals	CSX signal work to connect gates	LS	1	\$ 75,000.00	\$ 75,000.00
5' x 100' walkway	Stone (2A) 6"	SY	60	\$ 13.00	\$ 780.00
(north and south)	Base Course (3")	SY	60	\$ 25.00	\$ 1,500.00
	Wearing Course (1.5")	SY	60	\$ 10.00	\$ 600.00
Parking Area	Stone (2A) 6"	SY	772	\$ 13.00	\$ 10,039.21
	Base Course (6")	SY	772	\$ 35.00	\$ 27,028.63
	Binder Course (2")	SY	772	\$ 15.00	\$ 11,583.70
	Wearing Course (1.5")	SY	772	\$ 10.00	\$ 7,722.47
	4" White Pavement Marking	LF	124	\$ 1.50	\$ 186.00
	4" Yellow Pavement Marking	LF	54	\$ 1.50	\$ 81.00
	12" White Pavement Marking	LF	264	\$ 7.00	\$ 1,848.00
	Handicap Marking	LS	1	\$ 350.00	\$ 350.00
	Curb	LF	335	\$ 50.00	\$ 16,762.51
	Excavation	CY	332	\$ 25.00	\$ 8,312.38
	Geotextile		772	\$ 2.50	\$ 1,930.62
Misc	Fence		873	\$ 15.00	\$ 13,095.00
				Subtotal:	\$ 281,819.51
Percentages	Drainage (3%)	LS	1	3%	\$ 8,454.59
	Mobilization (4%)	LS	1	4%	\$ 11,272.78
	Seeding/Stabilization (0.5%)	LS	1	0.5%	\$ 1,409.10
	Signage (1%)	LS	1	1%	\$ 2,818.20
	E&S (2%)	LS	1	2%	\$ 5,636.39
	Survey (1%)	LS	1	2%	\$ 5,636.39
	Traffic Control/RR Flagging (4%)	LS	1	4%	\$ 11,272.78
	CM/CI (10%)	LS	1	10%	\$ 28,181.95
	Design (15%) (Include CSX review costs)	LS	1	20%	\$ 56,363.90
				Subtotal:	\$ 131,046.07
	Contingency (15%)	LS	1	0.15	\$ 61,929.84
				Total:	\$ 474,795.42



Appendix C

Species within Close Proximity to Site



Larry Hogan, Governor
Boyd Rutherford, Lt. Governor
Mark Belton, Secretary
Joanne Throws, Deputy Secretary

November 8, 2018

Ms. Jennifer Martin
Michael Baker International
1306 Concourse Drive
Suite 500
Linthicum, MD 21090-1014

RE: Environmental Review for Weverton Crossing Feasibility Study, Potomac River, Washington County, Maryland.

Dear Ms. Martin:

The Wildlife and Heritage Service has determined that there are no official State or Federal records for listed plant or animal species within the delineated area shown on the map provided. However, we would like to point out that there are records for the following rare, threatened or endangered species documented to occur within close proximity to the project site. These species could potentially occur on the project site itself, especially in areas of suitable habitat. They are:

<u>Scientific Name</u>	<u>Common Name</u>	<u>State Status</u>
<i>Senecio suaveolens</i>	Sweet-scented Indian-plantain	Endangered
<i>Erythronium albidum</i>	White Trout Lily	Threatened
<i>Maianthemum stellatum</i>	Starflower Solomon's-plume	Endangered

Habitat for Sweet-scented Indian-plantain in Maryland is generally described as: A variety of open to lightly-shaded habitats along river banks, light-gaps on the floodplain, side channels and pond and pool margins. Habitat for White Trout Lily in Maryland is generally described as: Mature floodplain terrace forests in rich alluvium. Habitat for Starflower Solomon's-plume in Maryland is generally described as: River banks and terrace forests in rich alluvial substrates.

Please be sure to let us know if the limits of proposed disturbance or overall site boundaries change and we will provide you with an updated evaluation. Thank you for allowing us the opportunity to review this project. If you should have any further questions regarding this information, please contact me at (410) 260-8573.

Sincerely,

Lori A. Byrne,
Environmental Review Coordinator
Wildlife and Heritage Service
MD Dept. of Natural Resources

ER# 2018.1597.wa

Tawes State Office Building – 580 Taylor Avenue – Annapolis, Maryland 21401
410-260-8DNR or toll free in Maryland 877-620-8DNR – dnr.maryland.gov – TTY Users Call via the Maryland Relay



Appendix D

CSX Public Project Manual

Revised July 2017

Public Road Crossing Openings and Closures
Bicycle/Pedestrian Pathways and Multi-Use Trails



Public Road Crossing Openings and Closures

Key Points

- Both federal and state government policies discourage the creation of new highway-rail grade crossings. To enhance highway-rail grade crossing safety, CSXT endorses the United States Department of Transportation's goal of reducing the number of at-grade crossings through consolidation, elimination, grade separation and restriction of the number of new crossings installed.
 - Grade separated structures are the best alternative to add new roads or additional highway capacity. ■ CSXT and state and federal agencies have worked with many communities to develop and implement projects that improve highway traffic flow without the creation of new highway-rail grade crossings.
- CSXT, the Federal Railroad Administration (FRA), and state agencies encourage communities to consider all alternatives before planning to create new grade crossings and encourage closure of existing grade crossings where possible.
- CSXT may provide incentive payments for crossing closures.
- To comply with and in support of the federal initiative to reduce crossings, CSXT requires the community to identify three comparable active grade crossings to be closed for each new grade crossing.
- New crossings, if approved, shall be maintained at the appropriate agency's expense.

Overview

CSXT understands the importance of highway-rail grade crossings and their relevance to such priorities as economic development, emergency vehicle access and other growth opportunities in the communities through which we operate. Because of the safety concerns associated with highway-rail grade crossings, however, every effort must be made to obtain alternative access or additional capacity using grade separations, or by other roads leading to existing crossings.

Crossing Closure Incentive Program

Eliminating crossings is a goal of CSXT, states and the Federal Railroad Administration (FRA). Likewise, the Federal Highway Administration (FHWA) Railroad-Highway Grade Crossing Handbook acknowledges that the first alternative that should always be considered for a highway-rail at-grade crossing is elimination. Elimination of a crossing provides the highest level of crossing safety because the point of intersection between highway and railroad is removed. Closing adjacent crossings simplifies the design, installation and operation of highway-rail grade crossing warning systems. To help ensure the success of this effort, CSXT may provide incentive payments for the closure of public crossings.

Considerations for Crossing Openings and Closures

The addition of any grade crossing brings the potential for incidents involving trains and motor vehicles. For this reason, both federal and state government policies discourage the creation of new grade crossings. CSXT, other railroads, the United States Department of Transportation and most states encourage communities to carefully consider all alternatives, including grade separations (crossings that go over or under railroad tracks), as opposed to the creation of new at-grade crossings.

The cost of a grade separation should not outweigh the enhanced safety it would provide for motorists.

CSXT, the FRA and other railroads actively participate in programs such as Operation Lifesaver, an initiative dedicated to educating the public on the importance of practicing safe driving procedures at grade crossings. For more information about crossing safety, visit: <http://www.beyondourrails.org/safety>



Before agreeing to the establishment of a new crossing, CSXT expects communities to engage in a study with the purpose of identifying existing redundant public crossings for closure. To comply with and in support of the federal initiative to reduce grade crossings, CSXT requires that the community identify the closure of three or more comparable active public at-grade crossings.

As discussed above, the appropriate public authority will be expected to reimburse CSXT for its cost of design, installation and future maintenance of the crossing.

Policies and Procedures to Guide New Crossing Requests:

The project sponsor requesting a new crossing or seeking to convert a private crossing to a public crossing will be asked to prepare a written request, presenting the following information:

1. A description of the proposed highway project, including proposed passive or active traffic control devices, and the need for preemption and/or interconnection with traffic signals, together with a scale drawing or sketch of the proposed highway and vicinity.
2. Expected Annual Average Daily Traffic (AADT) and proposed vehicular speed limit, photographs, aerial map.
3. A detailed explanation of the necessity of the crossing.
4. Identify at-grade crossings to be closed. Include their vehicular speed limit, AADT, and traffic type.
5. The determination by the highway or regulatory authority of the need for passive or active traffic control devices and other safety treatments (i.e., signage, roadway medians, etc.), as selected by the highway authority consistent with applicable federal and state MUTCD guidelines and requirements.
6. A plan to satisfy any appropriate regulatory authority's requirements, procedures and approval. The project sponsor should coordinate with all applicable agencies (state, county, city, etc.) to ensure proper procedures are followed.
7. Provide CSXT authorization to incur costs for its Preliminary Engineering to review the crossing request (whether or not is approved), design and construction expenses, and for the ongoing maintenance of the crossing surface and related grade crossing warning devices.

CSXT will review the request for a new crossing and inform the project sponsor whether or not the new crossing is approved. CSXT may deny a new crossing request due to safety or operational concerns.



Bicycle/Pedestrian Pathways and Multi-Use Trails

Key Points

- Private or public parallel bicycle/pedestrian pathways and trails are not permitted on CSXT property.
- CSXT prefers grade separated bicycle/pedestrian pathways and multi-use trails.
- Bicycle/pedestrian pathways and trails cannot cross tracks at grade outside of existing highway easements.
- Pedestrian safety is enhanced when pathways and sidewalks are designed such that they cross the tracks at as close to a right angle as practical.
- The highway agency's design must include additional safety measures for at-grade pathways and trails within existing highway easements. These measures should include detectable warnings. Pathways and trails greater than 5' in width require either physical requirements or traffic control devices.
- CSXT will oppose condemnation proceedings aimed at recreational use of trackside property.
- New crossings, if approved, shall be maintained at the appropriate agency's expense.

Overview

CSXT recognizes that communities often wish to establish recreational pathways and trails in the proximity of active railroad lines. While CSXT will work with communities to accommodate such requests, it is critical for project sponsors to recognize that CSXT requirements must be met and safety precautions taken to protect the public and CSXT employees. In addition, certain requests, such as pathway crossings at grade outside of existing highway easements, will not be permitted.

CSXT Policy on Pathways and Trails Parallel to CSXT Property

At CSXT safety is paramount. CSXT's policy is not to permit private or public parallel bicycle/pedestrian paths that come within the railroad's right-of-way. CSXT will insist upon safety measures such as fencing and signage where such pathways or parks are established parallel to the railroad's right-of-way. The cost of installing, inspection and future maintenance are the responsibility of the trail sponsor or agency. CSXT will oppose any attempt to establish recreational usage of CSXT property through condemnation. Regardless of construction of pathways and trails, CSXT reserves the right to use CSXT right of way for operational necessities.

Pathways and Trails Crossing CSXT Tracks and Right-of-Way

Bicycle/pedestrian pathways and trails cannot cross tracks at grade outside of existing highway easements. Grade separated pathway and trail crossings are preferred in all cases, and required when outside of an existing highway easement. Pathways and trails under existing railroad structures are discouraged and will only be allowed under special circumstances. Pathways and trails under existing railroad structures will require a canopy. The canopy shall allow CSXT to inspect, maintain, or repair its structure and shall not be attached to the CSXT structure. Please refer to the Trail Construction Under CSXT Bridges, for additional information (located in appendices to this document). Pathways and trails over and under the railroad track shall have protective fencing.

Bicycle/pedestrian pathways and trails crossing at-grade within a highway easement must have appropriate signs and warning systems as determined by the responsible highway and/or regulatory agency. When designing new sidewalk grade crossings, placing the sidewalk outside of the area occupied by grade crossing traffic control devices for vehicular traffic is important. This includes making sure that the counterweights and support arms for the automatic gates for vehicular traffic do not obstruct the sidewalk when the gate is fully lowered.

All expenses associated with the design, installation and maintenance of the pathway/trail, including the costs of signs, crossing surfaces and warning systems associated with an at-grade crossing, will be



paid by the project sponsor.

Chapter 8 Section D of the Manual of Uniform Traffic Control Devices (MUTCD) provides design information to be considered by the highway agency responsible for the project engineering. The table of contents of this document has additional information on the MUTCD manual.

CSXT prosecutes trespassers and every precaution must be taken to ensure that the public remains clear of CSXT's property.



Appendix E

Public Participation



Public Comments

Comments Provided Via Email or Website

Name	Comment	HEPMPO Response
Ed Wheelles	I support the much-needed pedestrian crossing over the railroad tracks at Weverton. I much prefer the at-grade crossing design for its minimal visual impact on adjacent park land. It's a happy coincidence that it is also the less expensive alternative.	Thank you for providing comments on the transportation planning needs in our area. Your comments will be noted in the public involvement section of this report and be considered in subsequent activities to determine a feasible option that ensures the safety for all recreational users that pass through the Weverton crossing area.
Barbara Humes	<p>Thank you for giving the opportunity to comment</p> <p>My first thought is how many fatalities or accidents have occurred at this crossing over the past 20 years or so?</p> <p>CSX will not support an at grade crossing unless 3 other crossings in the state are closed. Why? What is the significance of the 3 other crossings?</p> <p>I think the least invasive method should be selected — a pedestrian crossing. Perhaps there is a way to address CSX's concern about liability.</p>	<p>Thank you for providing comments on transportation planning needs in our area. These will be included as part of the Weverton Railroad Crossing Feasibility Study development.</p> <p>To your two questions:</p> <p>1) One recorded accident has occurred at the crossing in recent years. This occurred in 1987 (see draft study page 11)</p> <p>2) The three redundant crossings are part of CSX's Public Projects Manual and safety initiatives from Federal Rail Administration (see draft study page 24 and D-2)</p>
Stephen S. Hamilton	Hi, I read the feasibility study and though more expensive I believe the overhead bridge would be the safest way to cross the tracks.	Thank you for providing comments on the transportation planning needs in our area. Your comments will be noted in the public involvement section of this report and be considered in subsequent activities to determine a feasible option that ensures the safety for all recreational users that pass through the Weverton crossing area.



Name	Comment	HEPMPO Response
Stephen Draper	I support the Weverton take out option for the Shenandoah. The bridge over the CSX tracks is a good solution for the issue. I am a paddler and a hiker of the AT, as well as a cyclist on the C&O.	Thank you for providing comments on the transportation planning needs in our area. Your comments will be noted in the public involvement section of this report and be considered in subsequent activities to determine a feasible option that ensures the safety for all recreational users that pass through the Weverton crossing area.
David Fox	<p>Thanks for your effort on this and many other area initiatives, including the bike routes.</p> <p>No action at Weverton is unacceptable. I support either option. I guess it's a question of money, with at grade crossing much cheaper.</p>	Thank you for providing comments on the transportation planning needs in our area. Your comments will be noted in the public involvement section of this report and be considered in subsequent activities to determine a feasible option that ensures the safety for all recreational users that pass through the Weverton crossing area.
Anthon (Tony) V. Allred Jr.	I would like to thank the Hagerstown/Eastern Panhandle Metropolitan Planning Organization (MPO) for making the effort to conduct the Harpers Ferry River access/Weverton Rail Crossing study and to request public comments. I am a paddler and have paddled in the Harpers Ferry area since 1979. I have a great deal of personal knowledge of the river and the history of river access in this vicinity over the years. I will address the two alternatives presented in the study. The At-Grade Crossing alternative would be an improvement for paddlers, but only if it included an improved (shorter, better graded and properly marked) trail to the river, an area dedicated to loading boats and gear on vehicles and more parking. The Pedestrian bridge alternative does little or nothing for improving access for paddlers. It makes the carry from the river to vehicles even longer and does not seem to improve vehicular access for loading and unloading boats or parking. It is very expensive without much paddling benefit. If the expense of building a bridge over the railroad is to be incurred, a road/pedestrian bridge with a formal boat ramp and parking on the river side of the railroad (similar to what is at Brunswick or Pennyfield Lock) would be much more useful for paddling access to the river at Weverton. A useful paddler river access requires three things: 1) Access to the river, 2) A trail of reasonable length, grading and marking from the river to a loading zone, and 3) Access at the end of the trail to an area where paddlers can load their boats and gear on their vehicles. Please be aware that there are handicapped and older paddlers that are competent to paddle Class II-III rivers like the Shenandoah Staircase but who may have difficulty carrying boats long distances or up steep slopes. Please keep me informed as to future meetings on	Thank you for providing comments on the transportation planning needs in our area. Your comments will be noted in the public involvement section of this report and be considered in subsequent activities to determine a feasible option that ensures the safety for all recreational users that pass through the Weverton crossing area.



Name	Comment	HEPMPO Response
	this river access issue and I would be willing to discuss this issue in your office, if it would be convenient or useful and desired by the Hagerstown/Eastern Panhandle MPO. Thank you for the opportunity to comment.	
Charlie Walbridge	<p>I just heard about your study of the Weverton access site, currently an informal rail crossing just downstream of Harpers Ferry used by 276,000 people a year. River access in this area has always been a problem. This site is an important Potomac river put-in/takeout site for Shenandoah and Potomac River paddlers. There are few access options in the area.</p> <p>Your study outlines two options to formalize this access site and improve the safety of crossing the railroad tracks. Either option would be a big improvement, and as a paddler in this region for almost 50 years I strongly support it! Thank you!!</p>	<p>Thank you for providing comments on the transportation planning needs in our area. Your comments will be noted in the public involvement section of this report and be considered in subsequent activities to determine a feasible option that ensures the safety for all recreational users that pass through the Weverton crossing area.</p>
Daniel Kremnitzer	<p>I reviewed the documents for the railroad crossing at Weverton.</p> <p>My comments for the proposal are:</p> <ol style="list-style-type: none"> 1. I agree with the in-grade crossing with fences and gates along the tracks. The bridge would be excessive. 2.. As stated the parking is limited. I suggest eliminating any proposed grass areas and replace them with more parking spaces including expanding parking east along the railroad tracks and also west toward the rte340 intersection by expanding the roadway with a curb and marked spaces. 3. Increased security with cameras at the railroad crossing parking area and the Weverton Cliffs parking area. 	<p>Thank you for providing comments on the transportation planning needs in our area. Your comments will be noted in the public involvement section of this report and be considered in subsequent activities to determine a feasible option that ensures the safety for all recreational users that pass through the Weverton crossing area.</p> <p>We share your concerns of the parking area and security and these issues will likely be addressed in the design/engineering phases or next steps in selecting a potential alternative.</p>




Name	Comment	HEPMPO Response
Christine Marshall	<p>I wanted to provide a few comments regarding the Weverton Rail Crossing Feasibility Study (WRCFS).</p> <p>1) As a local resident of Jefferson County, WV, I paddle (canoe, raft and kayak) the local rivers. The stretch of the river between Millville, WV (Shenandoah River) and just below Harper's Ferry (Potomac River) is popular with whitewater boaters, however this stretch lacks public access. The whitewater paddling community has long sought public access. It was disappointing to read the WRCFS and find here was no paddling organization (American Whitewater, Mason Dixon Canoe Cruisers, etc.) represented. Although the study mentions the need for public access for boaters it did not include boaters as stakeholders. Please invite a representative from the paddling community to officially participate in this process to ensure their needs are addressed and met.</p> <p>2) Kayakers were absent in the counts. The counts listed pedestrians and cyclists that crossed the rail tracks. Further, the chosen dates in July and August are usually dates when paddlers are not as frequent due to dry weather and low flows. Last year however it was the opposite and many boaters stayed off the river due to high flows. Please consider a longer study period and include boaters as a separate group to know and show how many boaters are using that Crossing to access the river.</p> <p>3) The WRCFS design appears to show 4 parking spaces and 1 handicap spot. The study showed on one Saturday 20 vehicles parked at the Keep Tryst Road location, 2,276 visits in a typical week and 26,766 users in 2018. Clearly 4 parking spots would have a tremendous effect in lowering the number of C&O Canal Tow Path users entering at this location. In essence with only 4 parking spots, birders, walkers, dog walkers, cyclists, boaters, etc., would all be eliminated from using this public park. Only Appalachian Trail (AT) hikers starting from another location would use this Crossing. If AT hikers are the only users is it economically feasible? Please include other recreational users in the plan so that all can enjoy the C&O Towpath and Potomac River. Please add several more parking spots to this location.</p> <p>4) Boaters of the Potomac and Shenandoah Rivers, which are navigable waters of West Virginia and Maryland, deserve to be included as equal participants and beneficiaries of this HEPMPO study, please do so.</p>	<p>Thank you for providing comments on the transportation planning needs in our area. Your comments will be noted in the public involvement section of this report and be considered in subsequent activities to determine a feasible option that ensures the safety for all recreational users that pass through the Weverton crossing area.</p> <p>The paddler community was present for our public meeting and will be included in any future Weverton Stakeholder Group activities.</p>



Name	Comment	HEPMPO Response
Shanna Stabi,	<p>On page three, the study purpose and need is to support all users. Page 5, outstanding public access. Page 12, note the current limited parking.</p> <p>Yet, somehow, the plans are to REMOVE all but 4-5 parking spaces where we currently have more than 12 spaces(if you count the side of Keep Tryst). Everything in your plan is LIMITING access to the river and trail by eliminating parking. I highly encourage you to reconsider this plan. This current plan is not in the best interest of those who would be using that crossing or those that currently use that crossing. Re-evaluate, add parking.</p>	<p>Thank you for providing comments on the transportation planning needs in our area. Your comments will be noted in the public involvement section of this report and be considered in subsequent activities to determine a feasible option that ensures the safety for all recreational users that pass through the Weverton crossing area.</p> <p>The proposed parking design provides increased access for disabled and increases pedestrian and bicyclist safety by separating modes from vehicle parking.</p>
West Virginia River Shepherds Chris Ziegler, President	<p>I just wanted to offer my insight to the current plan at Weverton crossing. As a local private paddler we have seen our access continually shrink. This plan seems to me that it will further shrink our access. The current parking area at this location will hold around 20 vehicles roughly. The proposed plan as far as I can see will limit that parking to 5 spaces with what looks like one of those being a handicapped space. Between hikers, fisherman, bikers, and paddlers this parking will kill that area for a viable access point for all listed. I was involved in an access study done a few years ago by American Whitewater and this was listed to be the best location for a legal take out spot for the whitewater run. The current takeout at Potoma Wayside offers 4 parking spots. We have a river community that sees upwards of 40-50 private boaters going down this river daily on weekends and near half that amount on week days when the water levels are suitable. Paddlers are forced to pay outfitters or park illegally to gain access to the river. I know a lot of paddlers do use Weverton as a takeout currently and this would eliminate that as an option for them. I think it is wonderful that there is planning to offer a safer method of crossing the tracks but I urge you please seek other options to expand the parking. Thank you.</p>	<p>Thank you for providing comments on the transportation planning needs in our area. Your comments will be noted in the public involvement section of this report and be considered in subsequent activities to determine a feasible option that ensures the safety for all recreational users that pass through the Weverton crossing area.</p> <p>We share your concerns of the parking area and these issues will likely be addressed in the design/engineering phases or next steps in selecting a potential alternative.</p>
Thomas L. Gray	<p>I've read about the possibility of a safe, legal crossing of the railroad tracks along the Potomac at Weverton MD. I favor the simple option of at-grade- crossing aided by automated gates. If that's not possible, a footbridge over the tracks would be acceptable.</p>	<p>Thank you for providing comments on the transportation planning needs in our area. Your comments will be noted in the public involvement section of this report and be considered in subsequent activities to determine a feasible option that ensures the safety for all recreational users that pass through the Weverton crossing area.</p>



Name	Comment	HEPMPO Response
Barry Robinson	Please work out some kind of boat launch site on the Potomac shortly after the end of the whitewater below Harper's Ferry. Such a site would handle a large number of river users and would need plenty of parking. The current situation is bad. Traffic gets very heavy along 340, there have been plenty of near-accidents, and it probably sees more accidents than anywhere else nearby. I personally avoid coming to HF because of the congestion and scarce parking. Thank you for your work.	Thank you for providing comments on the transportation planning needs in our area. Your comments will be noted in the public involvement section of this report and be considered in subsequent activities to determine a feasible option that ensures the safety for all recreational users that pass through the Weverton crossing area.
Thomas Pasquarello	Thank you for giving serious consideration to making river access more feasible below Harpers Ferry. I would be in favor of either plan. Just do it!!	Thank you for providing comments on the transportation planning needs in our area. Your comments will be noted in the public involvement section of this report and be considered in subsequent activities to determine a feasible option that ensures the safety for all recreational users that pass through the Weverton crossing area.
Bill Niedringhaus President, Potomac Heritage Trail Association	<p>The Potomac Heritage Trail Association is a volunteer group dedicated to completing and improving the Potomac Heritage National Scenic Trail (PHNST) and trails connecting to it. The PHNST, created in 1983, is one of eleven national scenic trails. The C&O Canal Towpath is part of the PHNST (though the report does not mention the PHNST).</p> <p>We support a safe way for trail users to cross the CSX railroad at Weverton, especially because this spot is where the PHNST/C&O Canal Towpath crosses another national scenic trail-- the Appalachian Trail. More generally, we encourage railroads like CSX to work with local jurisdictions to improve trail connections, which can be poor or nonexistent.</p> <p>Have you considered a railroad overpass with an elevator rather than a massive ramp--a solution that works well at the Rippon station of the Virginia Railway Express (VRE), which shares tracks with CSX in Woodbridge, VA (see attached photo)</p> 	<p>Thank you for providing comments on the transportation planning needs in our area. Your comments will be noted in the public involvement section of this report and be considered in subsequent activities to determine a feasible option that ensures the safety for all recreational users that pass through the Weverton crossing area.</p> <p>The PHNST has been added to the report. The elevator option was not considered as an alternative for this study. This option could be included in the design/ engineering phase or next steps in selecting a potential alternative.</p>



Name	Comment	HEPMPO Response
<p>Lisa Gutierrez Director, Public Access, Water Trails and Recreational Planning Program Chesapeake and Coastal Service Department of Natural Resources</p>	<ul style="list-style-type: none"> * The Maryland Department of Natural Resources (DNR) prefers, and highly recommends the at-grade crossing option. * The at-grade option has a lighter footprint overall and will result in fewer environmental impacts to the surrounding natural area and the Potomac River, than the bridge option. * The at-grade option maintains an unobstructed site-line to the other side of the tracks from the parking area. This is in keeping with the natural, and largely "un-built" feel of the area. * Several of outstanding recreational trails, including the C&O Canal Towpath, the Appalachian Trail, and the Potomac River Water Trail, converge at this location and are known for their natural beauty and scenic viewpoints. A large structure, like the bridge option, would be an eyesore in this location. * The distance of travel from the parking area to the river is shorter with the at-grade option. The relatively flat terrain maintained with the at-grade option presents a more accessible and ADA friendly option for persons who have mobility issues or are traveling with equipment such as canoes, kayaks, bicycles, etc. * The bridge option creates a series of steep slopes and non-pervious surfaces that will transport storm water quickly from elevated areas to ground level. The bridge concept plan does not address runoff issues that will result with the structure. It is anticipated that storm water controls will require additional funding and/or right of way to meet requirements. * DNR is concerned about the potential for Rare, Threatened and Endangered (RT&E) plants to occur within the Limits of Disturbance (LOD) of the bridge option and would want to see that contiguous forest habitat remain connected (at least the canopy closure) to provide and protect FIDS habitat. 	<p>Thank you for providing comments and participating in our study. Your comments will be noted in the public involvement section of this report and be considered in subsequent activities to determine a feasible option that ensures the safety for all recreational users that pass through the Weverton crossing area.</p>

Letters



United States Department of the Interior

NATIONAL PARK
SERVICE
National Capital Region
1100 Ohio Drive, S.W.
Washington, D.C. 20242

June 14, 2019

Matt Mullenax
Executive Director
Hagerstown/Eastern Panhandle Metropolitan Planning Organization (HEPMPO)
33 W. Washington Street, Suite 402
Hagerstown, MD 21740

Dear Mr. Mullenax:

Thank you for the opportunity to provide comment on the HEPMPO's Weverton Rail Crossing Feasibility Study. The National Park Service (NPS) appreciates HEPMPO's efforts to research and consolidate information on the railway/recreation user issues at Weverton, Maryland. The two alternatives evaluated will be important components of any future studies under the National Environmental Policy Act, National Historic Preservation Act, and other compliance responsibilities as the NPS and other agencies pursue a remedy for the challenges presented at this crossing.

As you are aware, NPS is charged with the promotion and regulation of visitor use and enjoyment of the National Park System. Decisions about appropriate recreational activities are made on a park-by-park basis in recognition of each unit's unique purpose, significance, and values. These decisions, as directed by Congress, are made with the understanding that enjoyment by future generations can be ensured only if the quality of park resources is left unimpaired. The NPS is also charged with facilitating close-to-home recreation opportunities through the Outdoor Recreation Act of 1963, the National Trails System Act, and the Wild and Scenic Rivers Act.

Overall, NPS broad comments related to the draft Feasibility Study include:

- NPS recognizes the need to coordinate interim and long-term agreements with Maryland State Highway Administration, Maryland Department of Natural Resources, Washington County, CSX Transportation and other entities. Interagency collaboration is necessary for successful resolution of the safety, property, and resource stewardship challenges the Weverton Crossing presents.
- The following national parks are all units of the National Park System, and are adjacent to the Weverton Crossing: Harpers Ferry National Historical Park, the Chesapeake and Ohio Canal National Historical Park, the Appalachian National Scenic Trail, and the Potomac Heritage National Scenic Trail.
- The state of Maryland's Potomac River Water Trail is in close proximity, and fishermen, duck hunters, and paddlers frequently access the river at this location, as noted in American



Whitewater's Harpers Ferry River Access Plan. Other recreational users utilizing this crossing include: hikers and bicyclists.

- The feasibility study repeatedly refers to the Weverton Crossing as a private crossing. The NPS does not agree that its status as a private crossing is a settled matter, despite assertions by CSX. While further deed and title research is needed, there is reason to believe that the crossing should be considered public and that CSX is obligated to maintain it as such.
- Although Weverton is not intended to be a "destination," it is a key link in the continuity of the Appalachian National Scenic Trail and provides access in a very popular multi-park and river use recreation use zone from Lock 34 to Brunswick, MD. The NPS continues to look at options for relieving congestion in this zone while providing safe and accessible recreational opportunities.
- In 2017 and 2018, the Secretary of Interior signed new Secretarial Orders reestablishing recreation as a priority of the Department. Secretarial Order 3356 supports the enhancement of hunting and fishing access and Secretarial Order 3366 supports the expansion of recreational opportunities. Recreational experiences often extend across jurisdictional boundaries, as seen at the Weverton Crossing.
- Several other CSX railroad crossings - Lander, Point of Rocks, Brunswick, Monocacy Aqueduct - lie between the C&O Canal National Historical Park and the Potomac Heritage National Scenic Trail, and also have recreational access (p. 12). The Weverton Crossing is unique from the other crossings, as the official Appalachian National Scenic Trail route has crossed here for over 50 years. There are other NPS administered lands in close proximity, the C&O Canal Towpath and Harpers Ferry National Historical Park. NPS is a "public authority" for purposes of holding railroad crossings, given its authority over roads and park access ways.

Specific NPS comments are provided below.

- Page 1
 - Introduction
 - First paragraph, sentence three: Correct to national trails (the Potomac Heritage National Scenic Trail and the Appalachian National Scenic Trail), national park units (C&O Canal NHP and Harpers Ferry NHP), and recreational trails (US Bike Route 11 and the MD state Potomac River Water Trail).
 - Last sentence: The NPS does not consider the matter of the crossing being public or private, or the existence of easements being a settled matter.
 - Project Purpose and Need section:
 - Paragraph one, Sentence one: add Potomac Heritage National Scenic Trail after the C&O Canal Towpath.
 - Paragraph one, Sentence Two:
 - The NPS does not consider the matter of the crossing being public or private, or the existence of easements being a settled matter.
 - Include the following users at the conclusion of the sentence: fishermen and duck hunters in the river (where hikers, paddlers and cyclists are listed).



- Paragraph three: Consider revision to *CSX and a group of cooperators should develop an interim agreement.* (omit - *an appropriate cooperator or*)
- Page 3, Historical Background section -
 - Add the following paragraph for the Potomac Heritage National Scenic Trail:
 - The Potomac Heritage National Scenic Trail is a braided network of trails, openspace, and natural areas, which winds through a corridor linked by land, water, and history between the mouth of the Potomac River and the Allegheny Highlands in Pennsylvania. The entire 184.5 miles of the C&O Canal Towpath is a major section of the Potomac Heritage National Scenic Trail, where visitors can hike, bike, and access the Potomac River Water Trail.
 - Add the following paragraph for Harpers Ferry NHP:
 - Harpers Ferry NHP lies at the confluence of the Potomac and Shenandoah Rivers, where the states of West Virginia, Virginia, and Maryland converge. This confluence of the two rivers cuts a gap through the Blue Ridge, as the Potomac River continues its voyage to the Chesapeake Bay. Located at the point of a peninsula formed by these two rivers, the Park was established in 1944 primarily to preserve historic resources and to commemorate the historic events that occurred at and around Harpers Ferry, including early industrial history; John Brown's Raid and the Civil War; and events connected to black history, education and civil rights. Today the park consists of 3,745 acres comprised of several historical landscapes and historic viewsheds. Harpers Ferry NHP also provides river access under the WV 340 bridge and at Potoma Wayside.
 - 3rd paragraph -
 - 4th sentence, strike the word "wilderness"
 - Add 5th and 6th sentence at the end of the paragraph, "Based on available information, the Appalachian Trail has crossed the railroad tracks in the Weverton area since 1966 (53 years). The NPS is a "public authority" for purposes of holding railroad crossings, given is authority over roads and park access ways."
- Page 5, Bullets under Weverton Stakeholder group - Add Potomac Heritage National Scenic Trail
- Page 6, Existing Crossing Site Overview section, first and fourth sentences. The NPS does not consider the matter of the crossing being public or private, or the existence of easements being a settled matter.
- Page 9
 - Trail Connections section, first sentence - add fishermen and duck hunters with the other users.
 - Trail Connections, last paragraph - add note after "pleasant weather" about the extended temperate weather lengthens the recreational season from approximately March-November, weather permitting.
 - Trail connections, last sentence. Add - The NPS does not consider the matter of the crossing being public or private, or the existence of easements being a settled matter.
- Page 10:
 - First sentence from Page 9, Add Potomac Heritage National Scenic Trail and Harpers Ferry NHP after C&O Canal Towpath.



- Public Parking section - add that Harpers Ferry National Historical Park's visitor center has a large public parking lot. Hikers may utilize the park shuttle to access the Lower Town and the C&O Canal NHP and Towpath or the Appalachian National Scenic Trail.
- Page 16, Parking section, paragraph one edits: sentence one - Change to "The Weverton area" (omit the AT); all recreation users utilize two parking areas; Keeptryst Road is not a designated AT parking lot (owned by MDSHA) and it is utilized by all recreation users.
- Page 17, Trail Counts and Trends section:
 - Change to Recreation Counts and Trends (header)
 - Change Trail Users to Recreation Users (all areas on the page - graph, box area, text section, and heading).
- Page 18, Paragraph one, first sentence - Add "access for all recreation users" after Potomac River.
- Pages 28 - Add under 3rd bullet - deed and title research, survey work, and future studies will need to be completed.
- Page 30, Land Use section:
 - First paragraph - include the Potomac Heritage National Scenic Trail (overlaps C&O Canal NHP) and that Harpers Ferry NHP is in the vicinity of the area.
 - Add that the Appalachian National Scenic Trail crosses at Weverton.
- Page 31 (above NHP Viewshed section):
 - Add the Potomac Heritage National Scenic Trail paragraph:
 - The Potomac Heritage National Scenic Trail is a braided network of trails, openspace, and natural areas, which winds through a corridor linked by land, water, and history between the mouth of the Potomac River and the Allegheny Highlands in Pennsylvania. The entire 184.5 miles of the C&O Canal Towpath is a major section of the Potomac Heritage National Scenic Trail, where visitors can hike, bike, and access the Potomac River Water Trail.
 - NHP Viewshed and Scenic Easements section:
 - Sentence one - add Potomac Heritage National Scenic Trail (after Appalachian National Scenic Trail)
 - Add HAFE viewshed, and that APPA is being deemed eligible for the National Register of Historic Places.
- Page 32 - Add Potomac Heritage National Scenic Trail as a blue bullet under the bullets for Appalachian National Scenic Trail, and add the same last 3 bullet points as that for the C&O Canal NHP.
- Page 33, Figure 21: Add Potomac Heritage National Scenic Trail overlaps C&O Canal NHP.
- Page 39, "Land Use" row for both Option 1 and 2. Add - The NPS does not consider the matter of the crossing being public or private, or the existence of easements being a settled matter.
- Page 40:
 - "Land Ownership" section: Add - The NPS does not consider the matter of the crossing being public or private, or the existence of easements being a settled matter.
 - "CSX Liability Concerns and Requirements" section: Add - The NPS does not consider the matter of the crossing being public or private, or the existence of easements being a settled matter. NPS is a "public authority" for purposes of holding railroad crossings, given its authority over roads and park access ways.
- Page 41, Implementation section, second paragraph, Add - The NPS does not consider the matter of the crossing being public or private, or the existence of easements being a settled matter.



Thank you for the opportunity to comment on the HEPMPO's Weverton Rail Crossing Feasibility Study. The National Park Service looks forward to continued collaboration with existing and new stakeholders to identify the appropriate next steps for the Weverton Crossing.

Sincerely,

for Wendy Janssen
Superintendent
Appalachian National Scenic Trail

for Kevin Brandt
Superintendent
C&O Canal National Historical Park

for Tyrone Brandyburg
Superintendent
Harpers Ferry National Historical Park

for Wendy O'Sullivan
Superintendent
Potomac Heritage National Scenic Trail

Signed with _____



Derek S. Mihaly
Project Manager II
4 Neshaminy Interplex; Suite 205
Trevose, PA. 19053
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(215) 218-3391 phone
(904) 245-3059 fax

May 30, 2019

Mr. Matt Mullenax
Executive Director
Hagerstown/Eastern Panhandle Metropolitan Planning Organization
33 West Washington Street, Suite 402
Hagerstown, MD 21740

SUBJECT: Weverton, Washington County, Maryland – Proposed Weverton Rail Crossing; Milepost BA-78.8; DOT# 140610T; Central Zone, Cumberland Subdivision

RE: Weverton Rail Crossing Feasibility Study

Mr. Mullenax:

The existing at-grade crossing is a CSX Transportation, Inc. ("CSX") private crossings for its use and for emergency access only. Any other use of that crossing is considered trespass and unsafe. CSX will require closure of three existing at-grade crossings in order to establish one new public crossing at this location to support public use. Alternatively, an overhead trail bridge crossing is more desirable from a public safety perspective. Either option will require Agreements with CSX. Regarding the Draft Weverton Rail Crossing Feasibility Study dated April 15, 2019, CSX has concerns with some of the information presented therein.

- In multiple locations throughout the report (e.g. page 1, paragraph 1 under *Project Purpose and Need*, page 9, paragraph 1 under *Trail Connections*), it is noted the existing crossing is used by pedestrians, hikers, paddlers, and cyclists. As stated above, the approved use of the crossing is for CSX employees and emergency access only. Any additional use of the crossing is considered trespassing and unsafe.
- Numerous photos used in the report were taken while trespassing on CSX right-of-way, particularly the photo on page 9 taken while fouling both tracks.
- Under *Trail Connections* (page 9), the report notes signs for both the Appalachian Trail and US Bike Route 11 directing users to the existing crossing. The report also estimates the total number of users leaving the C&O Canal Towpath to continue on the Appalachian Trail and illegally cross CSX right-of-way via use of the existing crossing was over 26,000 in 2018.
- In *Other Maryland CSX Railroad Crossing Locations* (page 12), the report includes four other at-grade crossings as "similar" to the existing Weverton grade crossing. It is important to note that while all four crossings provide access to the Potomac River and the C&O Canal Towpath, that is where the similarities end. The four crossings are active public roadway crossings in place for public use. The Weverton grade crossing is not. Also, each crossing is unique in terms of the type, volume, speed and frequency of train traffic as well as vehicle and pedestrian traffic. They each have different physical characteristics including topography, sight clearance, and warning & traffic control devices. CSX considers each request for a new crossing independently. The existing crossings should not be used/considered as templates in any way for the access requested at Weverton.



Weverton, Washington County, Maryland – Proposed Weverton Rail Crossing
Page 2 of 2

- Under *At-Grade Crossings*, the report notes the use of a similar crossing/gates on the Schuylkill River Trail in Philadelphia, PA (page 25); however, it should be noted the Schuylkill River Trail also uses a pedestrian bridge at this location when trains block the at-grade crossing. Like Schuylkill River Trail, CSX will not guarantee that the crossing will remain unobstructed and will block the crossing as needed for railroad operations.
- The report goes on to state that the at-grade crossing option would eliminate the need for a potential property easement (page 26); however, an easement would still be required for the width of the crossing across CSX right-of-way.
- Looking at Table 2: Cost Estimate for Pedestrian Bridge, it is noted the ramps for the bridge account for over half of the total cost (page 28). Given the bridge serves a non-ADA compliant trail, it seems unnecessary for the bridge to meet ADA requirements. Looking at Table 3: Cost Estimate for At-Grade Crossing, it is noted the cost of the CSX signals are significantly underestimated (page 29). For the proposed application, the signal cost range of magnitude estimate is approximately \$1,300,000. Additionally, the estimate neglects to account for the annual signal maintenance cost which can range from \$3,300 to \$9,000. While neither estimate includes the real estate costs, it should be noted that the required easements for the at-grade crossing alternative will be higher than the pedestrian bridge alternative.

Given the additional safety concerns associated with at-grade crossings and aforementioned cost comments, CSX strongly recommends the use of the pedestrian bridge alternative and is willing to accommodate certain construction within its corridor to minimize environmental, historic, and cultural impacts.

Should you have any questions or require additional information, please do not hesitate to contact me at (215) 218-3391.

Sincerely,

For:
Derek S. Mihaly, PE
Project Manager II
CSX Transportation

cc (via email): Jason Bishop, CSX
Becky Snyder, CSX
Joe Schofield, Arcadis



Mr. Matt Mullenax
Executive Director
Hagerstown/Eastern Panhandle MPO
33 W. Washington St.
Suite 402
Hagerstown, MD 21740

Dear Mr. Mullenax:

On behalf of the non-partisan National Parks Conservation Association and over 11,000 members in Maryland and West Virginia including over 400 in Washington, Jefferson and Berkeley Counties, it is my pleasure to submit comments on the Weverton Rail Crossing Feasibility Study. Since 1919, the National Parks Conservation Association (NPCA) has been the voice of America's national parks. As we head in to our second century, we look forward to continuing to protect and preserve our nation's most iconic and inspirational places for present and future generations. We thank the feasibility planning group for the opportunity to comment on this study.

Ensuring safe public access to our national parks in ways that are consistent with resource protection is critical to long-term enjoyment of our public lands. According to National Park Service automated trail counters, over 26,000 trail users are estimated to utilize the Weverton Crossing annually. Further, during the feasibility study, researchers counted 1,652 trail users over a 4-day period. These visitation numbers indicate high-usage at this crossing and highlight its importance to public access for the four parks interconnected at this crossing.

We applaud the feasibility design group for their efforts to resolve safety concerns while maintaining access to park sites. We offer the following comments for your and the planning groups considerations as you move forward:

A. Alternative 1 could have significant viewshed impacts

Reducing the impact of design alternatives on the protected resources is a priority of NPCA. Given the proximity to several protected viewsheds at the Weverton Crossing, NPCA urges re-consideration of designs that would impact those viewsheds.

As stated in the Feasibility Study, design Alternative 1 could have significant impacts to the C&O Canal National Historical Park Viewshed Prism and the viewsheds of Harpers Ferry National Historical Park, the C&O Canal National Historical Park, and the Appalachian Trail. The raised pedestrian bridge could obstruct the natural and scenic nature of the surrounding protected area.

While NPCA recognizes the concerns of railroad operators and the desire to separate pedestrians from the railway by avoiding at-grade crossings, NPCA urges project teams to avoid any alternative that would impact the viewsheds of any of the national park units involved in this study. We concur

Headquarters

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NPCA.org



with the National Park Service's concerns over the pedestrian bridge, as it is likely to result in significant impacts to park viewsheds.

B. Both alternative designs could restrict public access

Providing and maintaining access to parklands and waterways is critical to ensure public enjoyment. In the Chesapeake Bay Watershed, public water access points have been significantly reduced in the past, restricting access to our natural resources and limiting the opportunities for education, recreation and enjoyment. This concern was addressed in 2015 as part of the Harpers Ferry River Access Plan, which recommended improving safety and access at the Weverton crossing.

NPCA recognizes that there is not a formal parking area at the Weverton Crossing. NPCA further recognizes that NPS and CSX are not currently focused on making this a formal 'destination' or access point to the C&O Canal Towpath.

However, as stated in the feasibility study, the crossing presently has parking space for up to 12 vehicles and this informal parking lot is heavily used. The study authors note that upwards of 20 cars were parked in the parking lot and along Keep Tryst Road mid-day during the study period. Further, the feasibility study notes a goal of 'serving ... those carrying a kayak or canoe'.

As noted during the public meeting on May 30, 2019, it is common that visitors will park their vehicle loaded with kayaks or canoes, cross the railroad and proceed towards the water for recreational purposes. This means recreational users are using this site as an access point to water trails along the Potomac River.

NPCA is concerned that both proposed alternatives will re-configure the current parking area at Weverton Crossing, restricting parking to 5 spots. That means that on a busy summer afternoon, upwards of 15 or more vehicles could be displaced, potentially increasing parking along Keep Tryst Road. This increase in vehicle parking along a roadway poses safety concerns of its own.

NPCA urges consideration of design alternatives that would not explicitly restrict parking access at this site.

Thank you for the opportunity to share these comments with you. We look forward to engaging in this process moving forward. Please do not hesitate to reach out to me with any questions or clarification points.

Sincerely,

Katie Morgan
Chesapeake Field Representative
kmorgan@npca.org

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Canoe Cruisers Association of Washington DC has been actively and effectively involved in river access. We were the plaintiff in the lawsuit that opened the Potomac River to paddling when President Trump golfs at his riverside golf course. CCA persuaded the C&O Canal National Park to restore water to the canal so we could loop our trips after accessing the rapids in the George Washington canal. We partnered with Seneca Creek State Park and actively cleared fallen trees in Seneca Creek so that paddlers can enjoy the river. Also, CCA participated in the development of the Harpers Ferry River Access Plan.

Two of the most popular and active stretches of whitewater in the Nation are the Shenandoah Staircase and the Needles Stretch of the Potomac River. Both of these runs juncture at Harpers Ferry where the rivers combine and create the main Potomac. **Both** of these popular and heavily used stretches of exciting whitewater have had terrible putin and takeout issues. Despite the fact that we paddle both rivers through national parks, the putins **FOR BOTH RIVERS** are on private land. We are not even allowed access to put in on riverside portions of Harpers Ferry National Historical Park. We currently have to pay fees to private owners when we should have **free** public access. Both runs have the **same** severely limited takeouts. Paddlers have to either use Wayside situated off Route 340, a major highway, and share a tiny pull-out area (with only three parking spaces!) with all the commercial rafters and tubers's bus shuttles or we paddle an extra mile and a half down to Weverton and carry our boats nearly half a mile to Keep Tryst Road across double CSX railroad tracks with no safety standards. A third option again is to pay fees to a private landowner.

Three years ago the Canoe Cruisers joined with American Whitewater to receive a Rivers, Trail, and Conservation Assistance (RCTA) grant through the National Park Service to study these issues. The result was the Harpers Ferry River Access Plan sponsored by American Whitewater.

Why is Weverton so important to the whitewater community? First it is downstream of the whitewater sections of both the Potomac and Shenandoah Rivers. In an area of 3 states, 4 National Parks and multiple counties and districts, legal river access is rare. Weverton is a mile and a half downstream of the whitewater and is about a half a mile walk from the Potomac River. The trail is merely an unimproved social trail. After carrying a boat all that distance, paddlers still need to traverse two CSX tracks that offer NO safety warnings. The tracks are on



a long curve and CSX deems safety whistles and speed limits unnecessary even through 27,000 people a year cross the tracks here.

HOWEVER, when improvements are made, Weverton will rapidly become a primary takeout not only of paddlers but of commercial rafters, and tubers as well. Our suggestions are as follows:

- 1) Make the ramp on the bridge gradual, taking into account how arduous it is to carry heavy boats.
- 2) Improve the trail with flood-proof steps and modern surfacing. One goal would be to make it handicap accessible.
- 3) Increase the parking to realistically address the popularity of whitewater sport.
- 4) Make sure Weverton is on the official maps and guidebooks of the area, so

paddlers are informed and up-to-date about their choices.

The Canoe Cruisers Association is so grateful that this feasibility study has been made. CSX and the recreational needs of four National Parks can and must be safely blended!!.

Historically, Weverton is fascinating. Mr. Wever created a major industrial hub that included multiple companies, a riverwide dam and extensive buildings. As an historical site the history of CSX could easily be lauded with displays and photographs. The footbridge could be an artistic, educational showplace to make the National Parks and the State of Maryland proud.

Barbara Brown,
Chair
Canoe Cruisers Association
PotomacB@verizon.net
10801 Admirals Way
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301 765 9115
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Kevin Colburn
National Stewardship Director
P.O. Box 1540
Cullowhee, NC 28723
828-712-4825
kevin@americanwhitewater.org

June 6, 2019

Matt Mullenax
mmullenax@hepmo.ne

Re: Draft Weverton Railroad Crossing Feasibility Study

Dear Matt,

American Whitewater is a national non-profit organization that focuses on whitewater river conservation, restoration, and safe enjoyment. We have significant membership in the Harpers Ferry vicinity, and many of our members from across the region travel to enjoy the Shenandoah and Potomac rivers on a regular basis. American Whitewater played a lead role in developing the Harpers Ferry River Access Plan, which as you know recommends enhancing river access at the Weverton site. This access plan was a collaborative effort involving dozens of stakeholders, and we are delighted with your efforts to implement one of the Plan's recommendations.

We have reviewed the Study and have found it to be well crafted, creatively envisioned and designed, and comprehensive and accurate in its treatment of costs and benefits of each alternative, with the caveat that we would like propose a third alternative. Thank you for the significant amount of work and thought that was put into this study.

American Whitewater strongly supports the development of either proposed method for facilitating a safe and legal pedestrian and bike crossing at Weverton. We recognize the complexities and uncertainties of both proposed solutions, and we are supportive of whichever approach proves most viable. Either solution would guarantee the paddling community a vital take-out option below the popular whitewater runs upstream, and also a put in opportunity for those seeking the quieter waters downstream. As we described in the River Access Plan, access closures upstream of Weverton have severely limited public river access to this important resource, and either of the Study's proposed solution would help remedy that problem.

With our primary interest being the development of either solution, we will share that the overpass bridge seems like the better solution of the two, assuming that the more burdensome fundraising and permitting hurdles can be overcome. The bridge option



would allow visitors to cross the tracks at any time without having to wait for trains. This would enhance both the safety and convenience of the access area. Of course, the ideal solution would be both: 1) a simple at grade signal that facilitates safe crossing for recreationists on foot or bike, and Park personnel, Emergency Medical Services, and perhaps commercial outfitters in vehicles, as well as, 2) the overpass bridge for pedestrian and bike access during times when trains are present. We are familiar with a slightly different design for a bike-ped overpass located in Missoula, MT that might be valuable to review, known as the Northside Overpass.¹

With this said, the Study outlines significant hurdles for either of the proposed alternatives that may prove insurmountable. Thus, we would like to propose a third alternative for consideration that would recognize and develop the crossing at Weverton as a normal public at-grade road crossing like the thousands that exist on our public road system nationwide. It seems like the solutions proposed are work-arounds for the lack of a formal public road crossing. Specifically, we propose a typical public road crossing with signal gates and sidewalks to facilitate all kinds of use, and perhaps even allow limited parking on the river-side of the tracks. This alternative would likely be the cheapest alternative, would have almost no environmental footprint or permitting issues, would provide safe crossing for all kinds of users with the least effort, and could even shorten the hike out from the river for those carrying boats. This solution is utterly common, but may be the most elegant answer.

American Whitewater was surprised to see the Study released prior to any request for collaboration with our organization or the paddling community more generally. We request that as the project moves forward you consider us a partner in its development. We are willing to help in whatever way we can, including offering and vetting ideas, fundraising, letters of support, and solicitation of in-kind assistance. Again, thank you for tackling this project on the public's behalf.

Sincerely,

Kevin Colburn
National Stewardship Director
American Whitewater
PO Box 1540
Cullowhee, NC 28723
828-712-4825
kevin@americanwhitewater.org

¹ <https://goo.gl/maps/8Nz9adLphqSiYmv76>



Risa Shimoda
601 Hudson Ave. #102
Takoma Park, MD 20912
301-585-4677
risa@theshimodagroup.com

Mr. Matthew T. Mullenax, GISP
Executive Director
Hagerstown/Eastern Panhandle Metropolitan Planning Organization
33 West Washington Street, Suite 402
Hagerstown, MD 21740
(240) 313-2080 - O
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mmullenax@hepmo.net

Dear Mr. Mullenax,

I am a paddler and a member of the Canoe Cruisers Association of Washington DC (CCA). Since moving to Takoma Park in 2001 I've been proud of two of the most popular and active stretches of whitewater in the Mid-Atlantic due to their quality and proximity to population centers - the 'Staircase' section of the Shenandoah River and the 'Needles' stretch of the Potomac River. What keeps me from heading to Harpers Ferry more often on a day of my revered free time on the river are challenges to safe, public access.

Three years ago, the CCA joined with American Whitewater to receive a Rivers, Trails, and Conservation Assistance (RCTA) grant through the National Park Service to study these issues. The result was the *Harpers Ferry River Access Plan*. The paddling community is extremely grateful that this feasibility study was conducted for it has clarified the situation and options for parties involved.

Paddlers have three options when they'd like to enjoy the river:

- Share a pull-out area the size of three parking spaces with buses carrying commercial rafters and tubers at Wayside, situated off a major highway (Highway 340);
- Pay for access through fees to a private river outfitter landowners, as efforts to secure public access through private lands via easements or agreements have been unsuccessful; or
- Paddle an extra mile and a half to a takeout point in Weverton.

A non-option that is the source of personal frustration is accessing the Potomac along riverside portions of Harpers Ferry National Historical Park: paddlers are banned here.

Access to the river at Weverton is an increasingly important asset for the public in this area and as precedent in an environment where public lands are being closed or shrunk to serve private interests. In addition to being downstream of the popular whitewater sections of both the Potomac and Shenandoah Rivers, Weverton access serves visitors to 3 states, 4 National Parks, multiple counties and districts. Upon leaving the river at the Weverton takeout, carrying one's boat for a half mile on the unimproved social trail involves traversing two CSX railroad tracks on a long curve along which the owner offers no posted safety signage and for which the operators use no safety whistles or speed limits, an extremely dangerous abdication of responsibility to the approximately 27,000 people who cross the tracks here



each year. With the projected trail improvements, Weverton will become a primary take-out for commercial rafters and tubers, and this number will grow.

Please consider these design framework components:

- Consider the grade, width and for the ramp on the bridge to accommodate stopping and passing, relevant for folks like me for whom a kayak weighs 50% of my personal weight;
- Improve the trail with steps that will address growing flood-related impacts of climate change, and incorporate accessibility features for paddlers with special needs.
- Increase the parking based on an assessment of the trajectory of its demand based on the growing popularity of whitewater sport.
- Identify Weverton on official maps, guidebooks of the area, and resources like nationalriversproject.com to inform visitors where they can paddle and the basic attributes and amenities at the location.

I am sure CSX, outfitters and visitors to these four National Parks can be integrated to plan a course whose objective includes the guarantee of a safe environment and wise river management.

With appreciation for your consideration,

Risa Shimoda
Chair, Board of Governors - International Whitewater Hall of Fame
Chair, US Whitewater Freestyle Committee
Executive Director, River Management Society
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Corporation of Harpers Ferry

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Wayne Bishop,

Mayor

BARBARA HUMES, HARDWICK S. JOHNSON, JR., CHARLOTTE THOMPSON, ED WHEELLESS, MIDGE FLINN YOST, COUNCIL MEMBERS
KEVIN CARDEN, RECORDER

June 10, 2019 Via E Mail betsybainbridge@yahoo.com

Betsy Bainbridge
Canal Towns Partnership
Harpers Ferry, West Virginia 25425

Re: *Weverton Railroad Crossing Feasibility Study – April 15, 2019*

Betsy:

Thank you for providing the Mayor and Council the detailed study for the subject mentioned above.

I fully support the project, either concept. The 'at grade' option appears to be the least impact to the area.

Please pass on my support for the crossing.

Very truly yours,

Wayne Bishop
Mayor

cc: Harpers Ferry Town Council Members
Humes, Johnson, Wheelless, Thompson, Yost
Harpers Ferry Recorder K. Carden

Historic District
Where The Shenandoah Meets The Potomac



David Cottingham
2914 Kanawha Street NW
Washington, DC 20015

June 14, 2019

Mr. Matt Mullenax
Hagerstown/ Eastern Panhandle MPO
33 West Washington Street
4th Floor, Suite 402
Hagerstown MD 21740

Concerning: Weverton Rail Crossing Feasibility Study

Dear Mr. Mullenax,

First, I want to thank you and the staff at HEPMO for taking the initiative to secure funding for the Weverton Rail Crossing Feasibility Study and directing the study. My personal interest in this study is that I am both a whitewater paddler who likes to take-out from the Potomac River at Weverton and an avid cyclist who has used the crossing to leave the C&O Canal towpath. Weverton has become a more important paddler take-out on the Maryland shore now that CSX has closed off a long-used trail between the Potomac and road at Sandy Hook, MD. As this could become a significant access point between the road and the Potomac, NPS should commit to improving the trail system between the C&O Canal and Potomac for access.

I am disappointed that the Weverton Stakeholders Group (WSG) did not include anyone from the canoeing/kayaking community. I hope that as you finalize the plan and move toward implementing it, you will add one or more representatives of the paddling community to the WSG. The Canoe Cruisers Association (CCA) of the metropolitan Washington area has over 250 members. CCA members regularly paddle the Shenandoah and Potomac Rivers and would use an improved take-out at Weverton.

I am not an expert on property boundaries and ownership in the area. Yet, I understand it is complex due to private landholdings along the Potomac. Furthermore I understand that the crossing was formerly a public road to the Weverton community. Wasn't this once a public road managed by Washington County? If so, Washington County should take an active role in decision-making for the project.

CSX considers this a "private crossing". I don't know what that means technically, but if a road previously crossed the tracks, that would seemingly make it access public. I understand designating this a public crossing would open opportunities for public funding of crossing improvements. How could one challenge CSX determination of whether this is a public or private crossing?



From my perspective, and that of many in the paddling community, the lack of parking at Weverton is something I/we hope the next iteration of the plan could address. Paddlers need access to rivers where they put in and take out. Fishers and hunters also need access to the river. They need to park at the points of entrance and exit. At this time, public parking and access on both the Maryland and Virginia sides of the Potomac River are non-existent in this stretch of river. It is out of the question to expect white water paddlers who have navigated the rapid sections of the Shenandoah and Potomac Rivers to paddle to Brunswick where public boat launch facilities exist. For this and other reasons, having a place to get off the Potomac near Harpers Ferry is essential to whitewater boating. Now that National Park Service has designated the Potomac as a Natural Heritage River, they should be assisting HEPMO and others secure public access to the river.

The Feasibility Study succinctly points out the need for a safe railroad track crossing at Weverton. A safer situation is warranted for all people who cross there – fishermen, cyclists, hikers, casual walkers, and paddlers.

I am disappointed that CSX has not offered more in terms of measures it could undertake to improve the current at grade crossing until such time as one of the proposed alternatives is implemented. CSX could take measures to slow trains, sound alert horns, and other steps to improve safety there. I consider it imperative that CSX not restrict access to the C&O Canal NHP and Appalachian Trail while discussions continue to improve safety conditions at Weverton.

Discussion of Rail Crossing Conceptual Designs

HEPMO and the engineering team have done a good job assessing the needs and offering two alternative solutions to have a safe crossing. Initially I would have suggested that the at-grade crossing would suffice by meeting the public's need at the least cost. Yet, upon further discussion with fellow paddlers and cyclists, I've concluded that the bridge, while more expensive, is the path to take. I base this on experience of fellow paddlers who could not cross the tracks at Weverton for more than 30 minutes while a train sat idle (essentially parked) there. Having cyclists or pedestrians who are going from the Canal and river to their cars parked along Keep Tryst Road wait 30 or more minutes, sometimes in inclement weather, for a parked train will no doubt frustrate them. When they get frustrated they might be inclined to do stupid things, like walk around or under a train. This would be an invitation to someone getting hurt badly. Furthermore, the illustrations show gates and fences at other at-grade crossings.

This is a once-in-a-lifetime decision. If implemented properly, it will solve the safety issue once and for all. It is worth spending a relatively little more money up front for long-term peace of mind and safety for the public.



Parking

I urge HEPMO and your contractors to work with Washington County, Maryland DOT, NPS, CSX, and other government entities to expand parking along Keep Tryst Road. Parking is extremely limited for Canal and river users, including fishermen, hunters, and boaters, here and along the C&O Canal NHP. The use data document that Weverton is an important regional access point for many types of recreational users – hikers, fishermen, hunters, cyclists, paddlers, etc. This is an opportunity for a well-designed parking area to be integrated into a river access plan. As the photographs in the feasibility study show, and my personal experience validates, there are not enough parking spaces at Keep Tryst Road. That leads people to park illegally or in dangerous places. Parking should be part of the overall project design with full cooperation of involved government agencies and CSX.

Next Steps

I encourage HEPMO and others to add members of the paddling community to your WSG prior to you finalizing the Feasibility Study. Members of the CCA are local and ready to participate in any way that can help. Please let us know how we can best assist.

We look forward to seeing the comments you received on this draft and the next reiteration. Having a feasibility is but one step in a long process of further planning and implementation. Don't hesitate to ask for assistance and input as you and other agencies proceed. We want to help because having safe access to rivers and the C&O Canal NHP is critically important to me personally, the greater Washington metro area paddling community, cyclists, fishermen, hunters, casual walkers and all others.

Sincerely,

David Cottingham

Email: david.cottingham@starpower.net

Public Meeting Sign-In Sheet

Harpers Ferry, WV – May 30, 2019

Weverton Rail Crossing Feasibility Study

Public Meeting Sign-In Sheet
Harpers Ferry, WV – May 30th, 2019[illegible]

Weverton Rail Crossing Feasibility Study

[illegible]

Name	
Address	
City/State/Zip	
Email	

☐ YES☐ NO

Mailed: Matt Mullenax, GISP
HEPMPO Executive Director
33 West Washington Street
Suite 402
Hagerstown, MD 21740



Public Outreach

HEPMPO Public Notice

PUBLIC NOTICE: The Hagerstown/Eastern Panhandle MPO hereby notifies all interested persons that the **DRAFT Weverton Railroad Crossing Feasibility Study** covering Washington County MD and Jefferson County WV, is available for comment and review.


The public comment period will be from May 15 to June 15, 2019. Those persons wishing to review the draft study will find copies on display at the Washington County Free Library-Hagerstown and Charles Town Library, download a copy at www.hepmo.net, or may request a copy by contacting the HEPMPO office, located at 33 W. Washington St., Suite 402, Hagerstown, MD 21740. Business hours are 8:00 am to 4:00 pm.

Questions and all written comments should be directed to Matt Mullenax at 240-313-2081, mmullenax@hepmo.net or at the office address. Only written comments will be accepted.

To comment online visit: www.hepmo.net/contact. In addition, a public meeting on the draft study will be held on May 30th at the Mather Training Center-Upper Classroom in Harpers Ferry, 5-7:00pm. A formal presentation will be posted online and given at the public meeting.



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STUDIES OUT FOR PUBLIC COMMENT: HEPMP's draft Regional Traffic and Safety Improvement Study AND draft Weverton Railroad Crossing Feasibility Study are out for public comment thru June 15. Head to www.hepmo.net to download, public meeting dates and more details:



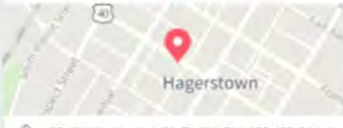
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May 29 at 7:29 AM

WEVERTON RR STUDY public meeting tomorrow 5-7pm @ Mather Training Center in Harpers Ferry, 2nd Floor-Upper Classroom. Here's a Google map of the meeting location:



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PUBLIC MEETING on Weverton Railroad Crossing Feasibility Study next week (5/30) in Harpers Ferry:



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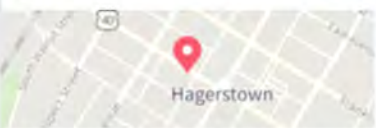
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HEPMPO puts two draft studies out for public comment

By Matt Welch mwelch@journal-news.net May 16, 2019



Traffic travels along Interstate 81 in June 2018.
For The Journal

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MARTINSBURG — Area residents will have the chance to comment on two of the Hagerstown/Eastern Panhandle Metropolitan Planning Organization's improvement studies.

The two studies, which focus on regional traffic safety and improvement as well as the feasibility of the Weverton Railroad Crossing, are open for public comment now through June 15.

Three public meetings on the draft Regional Traffic Safety Study will be held from 5 to 7 p.m. June 4 at the Martinsburg Public Library-Martinsburg Room; 5 to 7 p.m. June 5 at the Washington County Free Library-Hagerstown-Conference Room 334; and 5 to 7 p.m. June 6 at the Ranson City Hall-Council Chambers.

A public meeting on the Weverton draft will be held on May 30 at the Mather Training Center-Upper Classroom in Harpers Ferry from 5-7 p.m.



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A formal presentation will be posted online and given at the public meetings.

The 171-page Regional Traffic Safety Study deals with federal performance measures, local safety initiatives and strategies, regional roadway safety assessments, priority safety corridors, road safety audits and future steps and integration.

"This study includes analysis and identification of priority road segments in both Maryland and West Virginia by number of crashes, crash rate, number of fatalities and injuries and number of fatalities and injuries rate for crash years 2013 to 2017," HEPMPO Executive Director Matt Mullenax said at HEPMPO's Interstate Council meeting at Hagerstown Regional Airport Wednesday. "This also includes priority intersections according to crash number."

The study's objectives are outlined as: develop a process for HEPMPO to monitor and address safety issues in the future; conduct a regional safety assessment based on the latest available crash data and public input; and conduct pilot road safety audits as a template for future application at select sites.

The study is conducted with staff from federal, state, regional and local agencies in the HEPMPO region, which includes Berkeley and Jefferson counties.

With that, three crash studies were conducted in the region and presented at Wednesday's meeting. In Berkeley County, crash data from W.Va. 9 near the intersection of Baxter Road and Cherry Run Road showed 25 total crashes, or 547 crashes per 100 million vehicle miles traveled, from 2013 to 2017. In Jefferson County, a portion of Summit Point road, which included the intersection at Pembroke Way and another at Lloyd Road, saw 42 total crashes in the same span, or 735 crashes per 100 million VMT. The study in Washington County included Washington Street, where 129 total crashes were collected, or 811 crashes per 100 million VMT.

"I will say that the crash rates at each of our Road Safety Audit sections are higher than their respective statewide averages for facilities of a similar type," Mullenax said.

When it comes to safety planning, the HEPMPO identified eight roles for itself:

- Monitor public insights on safety issues and locations.
- Monitor regional and corridor crash trends and performance measures.
- Evaluate crash data at a planning level.
- Prioritize corridors of safety concern.
- Identify potential road safety audit locations.
- Support road safety audit implementation.
- Identify if the region is supporting state goals.
- Document needs and progress in the Long Range Transportation Plan.

Those roles are further explained in the study.

"What we want to hear from the public is to look at the analysis that we've completed and see if we missed something and does this line up with your experiences when you're in and about our region," Mullenax said.

Administrative Assistant: Police Dept. City Of Charles Town 06.08.19 Charles Town, WV (25414)
LPNs Willow Tree Manor 06.07.19 Charles Town, WV (25414)
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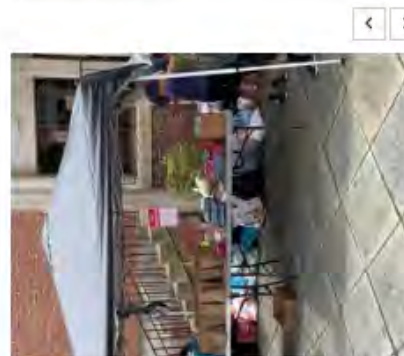
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The 74-page study on the Weverton Rail Crossing outlines the purpose of the project, provides history of the area, provides a site assessment, outlines trail demand and counts, shows conceptual design options for the rail crossing, lists a summary of the planning costs, provides an environmental screening assessment and outlines future steps.

Weverton, Maryland, is in Washington County and is about 3 miles east of Harpers Ferry, along the Potomac River. The CSX Rail Line runs parallel to the river and several recreational trails are in the area, including the Chesapeake and Ohio Canal Towpath, the Appalachian Trail, U.S. Bike Route 11 and the Potomac River Water Trail.

According to the study, Weverton provides an access point to the trails but current crossing of the CSX Railroad is not a designated public crossing site.

The purpose and need of the study is "to identify any environmental concerns and assess potential design options to provide a formal and safe crossing of the CSX Railroad that links the C&O Canal Towpath and the Appalachian Trail along the Potomac River."

Mullenax said an automated trail counter at the C&O Canal location showed 26,000 crossings in 2018. He said there are around 20 to 30 trains that go through the area on a double track.

Two options are currently being looked at to increase crossing safety. An at-grade option as well as a pedestrian bridge are being considered. The at-grade option could be priced around \$400,000, while the pedestrian bridge could cost an estimated \$3.4 million.



Those wishing to review the materials can pick up copies at the Charles Town Library or the Washington County Free Library-Hagerstown, download a copy at www.hepmo.net or request a copy by contacting the HEPMPO office.

Questions and written comments should be directed to Mullenax at 240-313-2081, mmullenax@hepmo.net or the office address at 33 W. Washington St., Suite 402, Hagerstown, Md. 21740.

In other business:

- The HEPMPO approved the Eastern Panhandle Transit Authority's Transit Development Plan, the Interstate 81 and Interstate 70 Transportation Systems Management and Operations Plan, a draft of the Fiscal Year 2020 Unified Planning Work Program, the FY 2019 Self-Certification and a draft of the Public Participation Plan Revisions.

- The HEPMPO approved an amendment to the 2019-2020 Transportation Improvement Plan regarded improvements at Tabler Station along I-81, adding a new project.

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The proposed interchange improvements include widening I-81 Exit 8 northbound and southbound entrance and exit ramps to accommodate an additional lane on each; improving the turning radius on I-81 northbound exit ramp to allow free flow right turn onto Tabler Station Road; widening along Tabler Station Road westbound to allow free flow right turn onto the I-81 northbound entrance ramp; and widening along Tabler Station Road to allow for free flow right turn from I-81 northbound exit ramp.

"The proposed improvements should alleviate traffic congestion issues involving the ramps," the amendment said.

Funding includes \$100,000 in both engineering and right-of-way funding in addition to \$4 million in construction funding.

- The HEPMPO also made the following adjustments to the TIP:
- Increase construction funding in FY 2019 to a new total of \$4.6 million and to cancel right-of-way funding in FY 2019 for a bridge replacement project along Mill Creek.
- Move the construction funding to FY 2020, retaining the same amount of \$2.9 million, due to needing a traffic study for ramp repair at Exit 16 on I-81.
- Move the engineering funding to FY 2019, retaining the same amount of \$225,000 and to increase construction funding for FY 2020 to a new total of \$5,633,333 in a widening project on W.Va. 45 on Apple Harvest Drive.
- Increase the construction funding in FY 2020 to a new total of \$1,250,000 for bridge replacement at Bakerton Road Bridge in Jefferson County.
- Two bridge inspections in Jefferson County were also adjusted to be added to the FY 2019-2020 TIP, including the Bloomery Road Tunnel (\$500,000) and the Shenandoah River Bridge (\$550,000).



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Weverton Railroad Crossing study shows need for signage

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By: Jayla Jackson

Posted: May 22, 2019 05:42 PM EDT
Updated: May 22, 2019 05:42 PM EDT



WASHINGTON COUNTY, Md. - Bikers and hikers could see warning signs of even a potential pedestrian bridge around an area in southern Washington County.

The Hagerstown/Eastern Panhandle MPO released the 2019 DRAFT Weverton Railroad Crossing Feasibility study which reveals that warning signage isn't at the Weverton Railroad Crossing which covers Washington County and parts of West Virginia.

"We're trying to understand from the public what they think a good vision will be there, as well as make that a safe, legal crossing for all users," Matt Mullenax said.

Mullenax is the executive director of HEPMPO. The railroad crossing is privately owned by CSX. The organization says the study and potential project to make this area safer is a preventative action, not reactionary.

"We're concerned that it's only a matter of time before something happens there unless we act in a preventative way now," Mullenax said.

The public comment period will be from May 15 to June 15, 2019. A public meeting will be held May 30 at 5 p.m. at the Mather Training Center.

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Safety studies ready for public comment; pedestrian bridge over Weverton RR tracks considered

By Mike Lewis mlewis@herald-mail.com May 21, 2019



A bicycle rider crosses the railroad tracks at Weverton Crossing after a train has passed.

HEPMPD photo



[Traffic safety study](#)

May 16, 2019

A new study suggests two options that would let hikers safely cross railroad tracks in southern Washington County.

One idea is a pedestrian bridge that would let trail users walk over the rails at Weverton Crossing. Another calls for an automatic gate that would be activated by oncoming trains.

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This traffic study was prepared by Michael Baker International for the Hagerstown/Eastern Panhandle Metropolitan Planning Organization.



Weverton Rail Crossing study

May 16, 2019
This safety study of the Weverton Rail Crossing was prepared by Michael Baker International for the Hagerstown/Eastern Panhandle Metropolitan...

Top 5

Priority roads corridors, ranked by total crashes from 2013 to 2017, in the Regional Traffic Safety Study.

MARYLAND

1. U.S. 40 eastbound, from Tracys Lane to Covenant Life Church: 134
2. Interstate 70 eastbound, from mile marker 28 to mile marker 27: 133
3. Halfway Boulevard, from Interstate 81 to Virginia Avenue: 124
4. Md. 65 from Starke Road to Richardson Avenue: 113
5. Interstate 81 southbound, from Exit 8 to mile marker 7: 105

WEST VIRGINIA

1. W.Va. 45 (Apple Harvest Drive), from Advent Drive to New York Avenue: 399
2. U.S. 11 (Winchester Avenue), from King Street to Jefferson Avenue: 287
3. U.S. 340, from Candlewood Drive to W.Va. 9: 202
4. W.Va. 51, from the railroad tracks to North Seminary Street: 171

6. W.Va. 6 (Edwin Miller...

The ideas are in a study by the consulting firm Michael Baker International. The Hagerstown/Eastern Panhandle Metropolitan Planning Organization engaged the firm to look at the railroad crossing, as well as problem stretches of roads and streets in parts of Maryland and West Virginia. The firm has been working on the studies for months.

Draft versions of both studies are ready for public comment. Public hearings have been scheduled to get input on each report.

Work on the railroad

The Weverton Rail Crossing Feasibility Study looked for ways hikers can safely cross CSX railroad tracks at the site that links the C&O Canal National Historical Park towpath with the Appalachian Trail.

The land in southern Washington County is privately owned and not designated as a crossing, said Matt Mullenax, HEPMP's executive director.

According to the study, the crossing goes over two sets of tracks.

Between 27 and 33 trains travel through the area each day, including freight trains and Amtrak and MARC commuter trains. Meanwhile, an estimated 26,000 people each year use the trails. In addition, people have been parking on an abandoned section of highway still owned by the state of Maryland to get access to the trails.

The study makes two recommendations.

One is a 100-foot-long pedestrian bridge standing at least 23 feet over the tracks, to allow for train clearance. Hikers and bike riders would use ramps to get to the bridge by ramps. The estimated cost would be \$3.5 million.

Another option is a system of gates triggered to close by oncoming trains, the way "stop traffic" crossing arms are signaled when trains approach. The eight-foot-wide trail gates would be like those on a crossing at the Schuylkill River Trail in Philadelphia. The estimated cost would be \$475,000.

Copies of the draft study are available at the Washington County Free Library in downtown Hagerstown and Charles Town Library. The draft study is also posted at www.hepmo.net.

Written comments will be taken until June 15. They should be submitted online at www.hepmo.net/contact or sent to the HEPMP office at 33 W. Washington St., Suite 402, Hagerstown, MD 21740.

A public meeting on the draft study will be held 5 to 7 p.m. May 30 at the Mather Training Center in Harpers Ferry.

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0. W.Va. 8 (Crown Hiller Boulevard), from Interstate 81 to Advanced Auto Parts: 170.

Problem roads

The draft Regional Traffic Safety study pinpoints problem areas throughout the region, including stretches of roads and specific intersections.

It also includes more details looks, called Road Safety Audits, for part of Washington Street in Hagerstown, a segment of W.Va. 9 in Berkeley County and a stretch of Summit Point Road in Jefferson County, W.Va. In some places, those audits recommend taking specific steps, from improving signs to moving driveways to studying speed limits.

"Most of these are going to have to be drilled down a little further" to get specific costs and more precise recommendations, Mullenex said.

Written comments will be taken until June 15. Comments can be submitted online or sent to the HEPMPO office. Copies of the draft study are available at the same places as the rail study.

Public meetings on the draft traffic study are scheduled:

- June 4 from 5 to 7 p.m. at the Martinsburg (W.Va.) Public Library.
- June 5 from 5 to 7 p.m. at the Washington County Free Library in Hagerstown.
- June 6 from 5 to 7 p.m. at City Hall in Ranson, W.Va.



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By Madeleine Mosher and Colleen McGrath May 29, 2019



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Public gets look at Weverton Crossing feasibility study

By Matt Welch mwelch@journal-news.net Jun 2, 2019 Updated Jun 2, 2019



Hagerstown Eastern Panhandle Municipal Planning Organization Executive Director Matt Mullenax speaks during a public meeting Thursday evening in the upper classroom at the Mather Training Center in Harpers Ferry.
Journal photo by Matt Welch



HARPERS FERRY — Members of the public from both the Eastern Panhandle as well as Washington County, Maryland, gathered Thursday evening in the upper classroom at the Mather Training Center in Harpers Ferry to listen to a presentation and weigh in on a draft feasibility study concerning the Weverton Railroad Crossing.

The 74-page study on the Weverton Rail Crossing outlines the purpose of the project, provides history of the area, provides a site assessment, outlines trail demand and counts, shows conceptual design options for the rail crossing, lists a summary of the planning costs, provides an environmental screening assessment and outlines future steps.



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CSX has said it prefers the bridge option, but the train company is not required to pay for any of the project.

"If you want to do a public project where their property lies, they have guidelines for you to follow. Their manual is like a decision tree," Mullenax said. "They don't pay, because they're not the project sponsor. You actually have to pay CSX to review your engineering drawings."

Funding for the project could come from Maryland state grants, federal grants and/or private grants.

According to the public presentation given, goals of the study include supporting ongoing efforts to identify a safe and legal solution for crossing CSX railroad at Weverton; assessing the current conditions and perform bike and pedestrian counts; identify a viable crossing option; provide a conceptual design of a pedestrian bridge; and to identify funding opportunities and implementation of a plan.

In the summary of the 2015 Harpers Ferry River Access Plan, recommendations were for a plan that "will lead to outstanding public whitewater access opportunities on the Shenandoah and Potomac rivers through creative partnerships." The recommendation concerning Weverton was to "secure a safe and legal railroad crossing at Weverton with a sustainable trail to the river."

The plan also included an environmental screening, which assesses how the project affects surrounding park land.

Environmental Screening

	Option 1: Bridge Crossing	Option 2: At Grade Crossing
Land Use	<ul style="list-style-type: none"> • Minor changes to existing land uses • Exemptions/Regulatory required from C&O 	<ul style="list-style-type: none"> • Negligible changes to existing land uses • Exemptions/Regulatory required from C&O
Cultural Resources	<ul style="list-style-type: none"> • Need Data: Coordination with C&O regarding proposed work within rail right-of-way • Potential significant impacts to the C&O MHP canal area, and the remnants of the Harpers Ferry MHP, C&O Canal MHP and the AT 	<ul style="list-style-type: none"> • Minor impacts to the C&O MHP from the proposed crossed canal area
Public Parkland & Recreational Areas	<ul style="list-style-type: none"> • Need Data: Coordination with the MHP (potentially) necessary to determine whether section 101 and section 102 adverse effects occur to the resources in the park and a knowledge of the impacts are warranted per Section 106 of the Act. • Although no net impacts would result to the C&O MHP the overall crossing would result in a net benefit for park connectivity and safety of Appalachian Trail users. 	<ul style="list-style-type: none"> • Minor impacts to the C&O MHP from the proposed crossed canal area
Terrestrial Habitat	<ul style="list-style-type: none"> • Need Data: Coordination with the MHP regarding documentation requirements for impacts to the C&O MHP & MHP assessments • Minor impacts to the C&O MHP from the proposed bridge (up north of the canal area), MHP habitat present 	<ul style="list-style-type: none"> • Negligible impacts to terrestrial habitat, MHP habitat present
Rare, Threatened & Endangered Species	<ul style="list-style-type: none"> • Need Data: Coordination with the MHP regarding documentation requirements for impacts to the C&O MHP & MHP assessments • Limited potential for RTEP impacts 	<ul style="list-style-type: none"> • Limited potential for RTEP impacts
Wetlands & Waters of the U.S.	<ul style="list-style-type: none"> • Need Data: Coordination with the MHP regarding documentation requirements for impacts to the C&O MHP & MHP assessments • Potential for minor impacts to wetland system and the vicinity of the canal area 	<ul style="list-style-type: none"> • Potential for minor impacts to wetland system and the vicinity of the canal area (both sides of the canal)
Floodplains	<ul style="list-style-type: none"> • Need Data: Additional coordination with Harpers Ferry County as well as M&C required to determine what permits would be required for floodlight improvement, resulting from the trail crossing • Additional Field Studies Required to Determine Level of Concern • Coordination/Analysis Required During Planning and Design Phases of the Project 	<ul style="list-style-type: none"> • Minor 200 Year Floodplain encroachment (Zone 10 Floodway) • No Concern or Limited Potential for Impact

An automated trail counter at the C&O Canal location showed 26,000 crossings in 2018, according to Mullenax. He said there are around 20 to 30 trains that go through the area on a double track.

Two cameras were put along the Appalachian Trail — one at the C&O Trail Towpath and another at Keep Tryst Road. Counts were done July 26 through 29 and Aug. 5 of last year.

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Data showed that 43%, or 711 users, of the 1,652 trail users viewed at the C&O Trail Towpath crossed the railroad tracks during the time of the counts — 75% were on foot and 25% were using bicycles.

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Weverton, Maryland, is in Washington County and is about 3 miles east of Harpers Ferry, along the Potomac River. A CSX Rail Line runs parallel to the river, and several recreational trails are in the area, including the Chesapeake and Ohio Canal Towpath, the Appalachian Trail, U.S. Bike Route 11 and the Potomac River Water Trail.

"There's a lot that goes on down there. It's like it's own little world," Hagerstown Eastern Panhandle Municipal Planning Organization Executive Director Matt Mullenax said at Thursday's public meeting.

According to the study, Weverton provides an access point to the trails but current crossing of the CSX Railroad is not a designated public crossing site.

Two options are currently being looked at to increase crossing safety.

Option 1: Bridge Crossing



Option 2: At-Grade Crossing



An at-grade option, as well as a pedestrian bridge, are being considered.

With the pedestrian bridge option comes the hurdle of property lines and an easement from CSX would have to take place. With an at-grade option, other at-grade crossings would need to be shut down in compliance with guidelines regarding at-grade crossings.

The at-grade option could be priced around \$475,000, while the pedestrian bridge could cost an estimated \$3.4 million. The at-grade option, though, could wind up costing around \$700,000 due to signal installation, according to CSX.

Planning Cost Estimate

Bridge Option - Items	Amount
Bridge Span and Abutments / Footings	\$ 330,000
North Ramps and Walls	\$ 798,000
South Ramps and Walls	\$ 949,000
Parking Area Improvements	\$ 80,000
Fencing and Gates	\$ 78,000
Drainage	\$ 64,000
Motivation	\$ 85,000
Seeding/Stabilization	\$ 11,000
Signage	\$ 21,000
Erosion and Sediment Controls	\$ 43,000
Property Survey	\$ 21,000
Traffic Control/RR Flagging	\$ 85,000
Construction Management / Inspection	\$ 215,000
Engineering Design (includes CSX Review Costs)	\$ 322,000
Contingency (15%)	\$ 451,000
Total	\$ 3,471,000

At-Grade Option - Items	Amount
North Automated Trail Gate	\$ 53,000
South Automated Trail Gate	\$ 53,000
CSX Signals*	\$ 75,000
5 x 100' Stone Walkway	\$ 3,000
Parking Area	\$ 86,000
Fencing	\$ 13,000
Drainage	\$ 8,000
Motivation	\$ 11,000
Seeding/Stabilization	\$ 3,000
Signage	\$ 3,000
Erosion and Sediment Controls	\$ 6,000
Property Survey	\$ 6,000
Traffic Control/RR Flagging	\$ 11,000
Construction Management / Inspection	\$ 26,000
Engineering Design (includes CSX Review Costs)	\$ 56,000
Contingency (15%)	\$ 82,000
Total	\$ 475,000

FEATURED JOBS

Housekeeping Position
WVU Medicine Berkeley Medical Center
06.07.19 | Martinsburg, WV (25401)

Project Surveyor
Rk&k
06.06.19 | Baltimore, MD (21202)

Job Openings
Axiom Staffing
06.02.19 | Martinsburg, WV (25404)

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May 24, 2019



On the four monitored days, 54 trains passed through during daytime hours. Data also showed that trail usage in that area has had about a 30% increase over the last four years.

A question was raised as to what is currently being done before the project to ensure safe crossing, to which Mullenax pointed out that a sign urging crossers to look both ways is currently present at the site, but not much else could be done.

"We don't own the facility. In terms of putting something in place, unfortunately since CSX is the property owner, we'd have to work with them to have them installed. This is the process (CSX) has got in their plan," he said.

Since the crossing is not a designated public crossing, train engineers are not required to slow down or give any type of audible signal when passing through despite low visibility and curves in the track at the site.

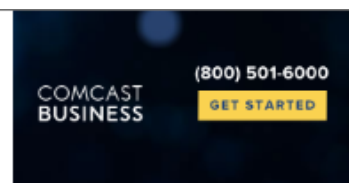
HEPMPO officials were then asked if the crossing site could be put some place else that wasn't so close to the curves.

"That could certainly be a long-term situation," Mullenax said. "The Appalachian Trail folks said they don't want the current trail to be rerouted. The desire was indicated to us that if it could be kept there, to keep it there. It's a difficult topographical location. You have the river, the canal, the tracks, everything to the north."

Next steps in the process include property boundary searches and surveys; selecting the preferred alternative; grant writing; securing funding for pre-construction; right of way/easement acquisition; design phases; bidding; construction; and determining ownership/maintenance responsibilities.

Mullenax said the public would likely have an opportunity to weigh in on the process as it moves on long.

The current public comment period ends June 15, at which point responses to comments will be published in the finalized study, which will be posted on the HEPMPO's website.





Appendix F

NPS DOI Executive Orders



THE SECRETARY OF THE INTERIOR
WASHINGTON

ORDER NO. 3356

Subject: Hunting, Fishing, Recreational Shooting, and Wildlife Conservation Opportunities and Coordination with States, Tribes, and Territories

Sec. 1 **Purpose.** This Order continues the Department's efforts to enhance conservation stewardship; increase outdoor recreation opportunities for all Americans, including opportunities to hunt and fish; and improve the management of game species and their habitats for this generation and beyond. It directs several components of the Department to assess past and ongoing implementation of the recommendations set forth in Executive Order 13443, "Facilitation of Hunting Heritage and Wildlife Conservation," to inform how best to enhance and expand public access to lands and waters administered by the Department-lands and waters owned by all Americans-for hunting, fishing, recreational shooting, and other forms of outdoor recreation. In addition, this Order gives greater priority to recruiting and retaining sportsmen and women conservationists, with an emphasis on engaging youth, veterans, minorities, and underserved communities that traditionally have low participation in outdoor recreation activities. Finally, this Order directs greater collaboration with state, tribes, and territorial partners.

Sec. 2 **Authorities.** This Order is issued under the authority of section 2 of Reorganization Plan No. 3 of 1950 (64 Stat. 1262), as amended, Executive Order 13443, "Facilitation of Hunting Heritage and Wildlife Conservation"; and the Department's land and resource management authorities, including the following:

- a. Fish and Wildlife Act of 1956, as amended, 16 U.S.C. 742a, *et seq*;
- b. National Wildlife Refuge System Improvement Act of 1997, as amended, 16 U.S.C. 668dd *et seq*;
- c. Federal Land Policy and Management Act of 1976, as amended, 43 U.S.C. 1701, *et seq*; and
- d. National Park Service Organic Act of 1916, as amended, 54U.S.C. 100101, *et seq*.

Sec. 3 **Background.** As President Theodore Roosevelt recognized, "in a civilized and cultivated country, wild animals only continue to exist at all when preserved by sportsmen." For generations, countless Americans have hunted and fished across the Nation's natural landscapes and waters, enjoying opportunities steeped in traditions, rich in history, and integral to meeting many subsistence and sustenance needs, while also providing an effective means of managing various populations of wildlife species.



Robust and sustainable wildlife populations contribute greatly to our Nation's well-being. In addition, through the sale of licenses and sporting equipment, and associated excise taxes, sportsmen and women have helped generate billions of dollars in conservation funding each year. Expanding hunting, fishing, and recreational opportunities will provide additional revenue for fish and wildlife conservation, and for many small rural communities across America. In addition, the goal of attaining and sustaining healthy wildlife populations can also be achieved in concert with the varied nature of differing land uses and missions.

The Department has broad responsibilities to manage Federal lands, waters, and resources for the public's benefit, including managing habitat to support fish, wildlife, and other resources, and providing recreational opportunities on Federal lands and waters. On March 2, 2017, Secretary Zinke issued Secretary's Order 3347, "Conservation Stewardship and Outdoor Recreation." Secretary's Order 3347 does the following:

a. directs the Assistant Secretary for Fish and Wildlife and Parks and the Assistant Secretary for Land and Minerals Management to 1) report to the Secretary within 30 days all actions taken to implement Executive Order 13443 and all actions described in Executive Order 13443 that have not occurred and 2) provide specific recommendations to improve the implementation of Executive Order 13443, particularly regarding efforts to enhance and expand recreational fishing access;

b. mandates the Department to submit reports, upon the Secretary's approval, to the *Wildlife and Hunting Heritage Conservation Council* and the *Sport Fishing and Boating Partnership Council* for their respective responses and recommendations; and

c. instructs the Department to identify within 30 days, specific actions concerning recreational hunting and fishing on public lands and waters, habitat improvement, predator management, and access to public lands and waters.

The 30-day due date identified in Secretary's Order 3347 has now elapsed. Following in the footsteps of President Roosevelt's commitment to conservation stewardship, this Order is being issued to enhance and expand upon Secretary's Order 3347 and further implement the recommendations provided to the Secretary.

Sec. 4 Directive. The following actions are to be taken consistent with governing laws, regulations, and principles of responsible public stewardship:

a. With respect to Secretary's Order 3347, the Bureau of Land Management (BLM), U.S. Fish and Wildlife Service (FWS), and National Park Service (NPS) shall:

(1) implement the specific recommendations provided to the Secretary pursuant to Secretary's Order 3347 to enhance recreational fishing-specifically, those recommendations regarding efforts to enhance and expand recreational fishing access, where practicable; and



(2) within 120 days of the issuance of this Order, provide a detailed implementation plan for BLM, FWS, and NPS to implement the other recommendations provided to the Secretary pursuant to Secretary's Order 3347.

b. With respect to Department lands and waters, the responsible bureaus and offices within the Department shall:

(1) amend National Monument Management Plans to include or expand hunting, recreational shooting, and fishing opportunities to the extent practicable under the law;

(2) in a manner that respects the rights and privacy of the owners of non-public lands, identify lands and waters where access to Department lands and waters, particularly access for hunting, fishing, recreational shooting, and other forms of outdoor recreation, is currently limited (including areas of Department land and waters that may be impractical or impossible to access via public roads or trails under current conditions, but where there may be an opportunity to gain access through a voluntary easement, right-of-way, or voluntary acquisition), and within 60 days, provide to the Deputy Secretary a report detailing such lands and waters;

(3) within 365 days, cooperate, coordinate, create, make available, and continuously update online a single "one stop" Department site database of available opportunities for hunting, fishing, and recreational shooting on Department lands and waters;

(4) consistent with relevant state laws, identify whether hunting, fishing, and/or recreational shooting opportunities on Department lands could be expanded and, within 60 days, provide recommendations to the Deputy Secretary on where such expansions may occur;

(5) within 30 days, examine and provide recommendations to the Deputy Secretary on how to streamline and improve the permitting process for guides and outfitters on Department lands and waters, including recommendations for the development of a distinct permitting process for non-profit organizations (such as those working with youth, veterans, or underserved communities); and

(6) incorporate analysis of the impacts of Federal land and water management actions on hunting, fishing, and recreational shooting access in planning and decisionmaking.

c. With respect to participation in hunting, fishing, and recreational shooting, bureaus and offices shall:

(1) identify opportunities to help provide voluntary public access to private lands and waters for hunting and fishing;

(2) within 60 days and in consultation with the relevant states, identify grant and/or cooperative agreement opportunities that may be made available for community programs



for hunting, fishing, and recreational shooting participation, such as recruitment/retention/reactivation; and

(3) work with veterans and youth programs to provide hunting, fishing, and recreational shooting mentor training programs.

d. With respect to working harmoniously with our state, tribal, territorial, and local partners, bureaus and offices shall:

(1) identify full-time employees who are responsible for access to hunting, fishing, recreational shooting, and other outdoor recreational opportunities on Department lands and waters and work in close collaboration with state and local partners on these efforts;

(2) coordinate with state, tribal, and territorial wildlife management agencies to identify opportunities for increased access to Department lands and waters, including identifying opportunities for access through adjacent private lands;

(3) collaborate with state, tribal, and territorial fish and wildlife agencies to attain or sustain wildlife population goals during Department land-management planning and implementation, including prioritizing active habitat-management projects and funding that contribute to achieving wildlife population objectives, particularly for wildlife that is hunted or fished, and identifying additional ways to include or delegate to states habitat management work on Federal lands;

(4) work cooperatively with state, tribal, and territorial wildlife agencies to enhance their access to Department lands for wildlife management actions;

(5) within 180 days, develop a proposed categorical exclusion for proposed projects that utilize common practices solely intended to enhance or restore habitat for species such as sage-grouse and/or mule deer;

(6) significantly increase migratory waterfowl populations and hunting opportunities throughout large portions of the country by:

(a) enhancing and improving the use of voluntary perpetual grassland and wetland conservation easements;

(b) expanding habitat and water conservation/protection efforts on wintering habitats;

(c) assessing and utilizing sound science to direct the development of proposed project and/or policy proposals to enhance waterfowl production;

(d) identifying partnerships and resource opportunities; and



(e) utilizing sound scientific evidence in conjunction with landowner/stakeholder input.

(7) work cooperatively with state, tribal, and territorial wildlife agencies to ensure that hunting and fishing regulations for Department lands and waters complement the regulations on the surrounding lands and waters to the extent legally practicable; and

(8) within 180 days, in close coordination and cooperation with the appropriate state, tribal, or territorial wildlife agency, begin the necessary process to modify regulations in order to advance shared wildlife conservation goals/objectives that align predator-management programs, seasons, and methods of take permitted on all Department-managed lands and waters with corresponding programs, seasons, and methods established by state, tribal, and territorial wildlife management agencies to the extent legally practicable.

e. Within 180 days, bureaus and offices shall:

(1) create an implementation plan to update all existing regulations, orders, guidance documents, policies, instructions, manuals, directives, notices, implementing actions, new employee training orders, and any other similar actions to be consistent with this Order; and

(2) review and use the best available science to inform the development of specific guidelines for Department lands and water related to planning and developing energy, transmission, infrastructure, or other relevant projects to avoid or minimize potential negative impacts on wildlife.

f. Heads of bureaus will ensure that appropriate Senior Executive Service employees under his or her purview include a performance standard in their respective current or future performance plan that specifically implements the applicable actions identified in this Order.

Sec. 5 Implementation. The Deputy Secretary is responsible for taking all reasonably necessary steps to implement this Order.

Sec. 6 Effect of Order. This Order is intended to improve the internal management of the Department. This Order and any resulting reports or recommendations are not intended to, and do not create any right or benefit, substantive or procedural, enforceable at law or equity by a party against the United States, its departments, agencies, instrumentalities or entities, its officers or employees, or any other person. To the extent there is any inconsistency between the provisions of this Order and any Federal laws or regulations, the laws or regulations will control.



Sec. 7 **Expiration Date.** This Order is effective immediately. It will remain in effect until its provisions are implemented and completed, or until it is amended, superseded, or revoked.



Secretary of the Interior

Date: **SEP 15 2017**



ORDER NO. 3366

Subject: Increasing Recreational Opportunities on Lands and Waters Managed by the
U.S. Department of the Interior

Sec. 1 Purpose. The purpose of this Order is to ensure public lands and waters under the management and administration of the U.S. Department of the Interior (Department) are open and accessible for recreational pursuits by all Americans and visitors to the United States. This Order:

a) requires certain bureaus to: 1) create a plan that develops new, or increases and expands existing, recreational opportunities that are consistent and comply with all applicable laws and regulations; 2) provide recommendations for improving and streamlining relevant permitting requirements for guides and outfitters and facilitated outdoor recreation providers; and 3) improve contracting processes for recreation-specific concessioners; and

b) directs the respective heads of bureaus to designate one full-time employee to oversee recreational opportunities, including implementation of this Order.

Sec. 2 Authorities. This Order is issued under the authority of section 2 of Reorganization Plan No. 3 of 1950 (64 Stat. 1262), as amended, and the Department's land and resource management authorities, including the following:

- a) Fish and Wildlife Act of 1956, as amended, 16 U.S.C. 742a, *et seq*;
- b) National Wildlife Refuge System Improvement Act of 1997, as amended, 16 U.S.C. 668dd, *et seq*;
- c) Federal Land Policy and Management Act of 1976, as amended, 43 U.S.C. 1701, *et seq*;
- d) National Park Service Organic Act of 1916, as amended, 54 U.S.C. 100101, *et seq*.; and
- e) Reclamation Act of 1902, 43 U.S.C. 391, *et seq*, as amended and supplemented; particularly, Reclamation Project Act of 1939, 43 U.S.C. 485, *et seq*; Federal Water Project Recreation Act of 1965; Public Law 89-72; and relevant project-specific Acts.

Sec. 3 Background. Americans are exceptionally fortunate to have the heritage of public lands that provide each of us (and visitors) an opportunity for relaxing or vigorous activity. A person can embark on a recreational experience on our public lands in solitude, or be accompanied by family or friends. It is a priority of the Department to increase recreational opportunities so more Americans can create inspiring and lasting memories from the gifts provided to us through our public lands and waters. Recreation on public lands also directly supports businesses that



facilitate access to those lands. These businesses include outfitters and guides, the lodging industry, other concessioners, and the outdoor clothing and equipment industry.

For example, in 2017 the American outdoor recreation economy generated \$887 billion in consumer spending, \$65.3 billion in Federal tax revenue, and \$59.2 billion in State and local tax revenue and created 7.6 million American jobs [Outdoor Industry Association, *The Outdoor Recreation Economy*. October 2017.]. The revenue generated helps to reduce the significant maintenance backlogs that exists on lands managed by the Department. Enhancing recreational opportunities can only help to further defray the cost of maintaining our treasured public lands.

The Department has broad responsibilities, including providing recreational opportunities, to manage Federal lands, waters, and resources for the benefit of the public. The Department has established the “Made in America” Recreation Advisory Committee. A primary charge to this Committee is to advise the Secretary on public-private partnerships across all public lands, with the goal of expanding access to and improving the infrastructure on public lands and waters. The efforts of the Committee and the directives set forth in this Order are expressly intended to provide more recreational opportunities and memorable experiences on the Department’s public lands and waters.

Sec. 4 Bureau Responsibilities. Consistent with governing laws, regulations, and principles of responsible public stewardship:

a) The Bureau of Land Management (BLM), U.S. Fish and Wildlife Service (FWS), National Park Service (NPS), and Bureau of Reclamation (BOR) shall, within 90 days of the date of this Order, provide to the Senior National Advisor to the Secretary for Recreation a report that includes the following:

(1) recommendations for developing new and/or increasing and expanding existing recreational opportunities (e.g., camping, hiking, horseback riding, boating, rafting, mountain biking, off-road vehicle driving, birding, wildlife viewing, etc.) on applicable Department-managed lands and waters;

(2) recommendations for streamlining and improving the permitting process for guides and outfitters, and facilitated outdoor recreation providers, as well as the contracting process for concessioners on lands and waters managed by the Department;

(3) identification of the Department-managed lands and waters where access for recreation is limited, including areas that may be impractical or impossible to access via public roads or trails under current conditions, and recommendations for providing greater access to these areas, such as through voluntary easements, rights-of-way, or voluntary acquisitions. (The recommendations shall fully consider the rights and privacy of the owners of non-public lands, as well as other uses for the areas that may be authorized by the Department.);



(4) identification and recommendations for grant and/or cooperative agreement opportunities that may be made available for improving recreational opportunities;

(5) identification of organizations focused on providing access to recreational recreational activities for disabled persons, youth, and veterans; and

(6) recommendations for cooperatively developing and facilitating disabled persons' participation in recreational opportunities on the Department's lands with organizations identified above;

b) With respect to the recommendations made in 4(a) (1)-(6) above, identify all existing directives (regulations, orders, guidance documents, policies, instructions, manuals, and/or notices), implementing actions, new employee training orders, and any similar actions that need to be reviewed for consistency with this Order.

c) Heads of each bureau identified in 4(a) above must designate a full-time employee responsible for carrying out the requirements of this Order. The designated employee works directly with the Senior National Advisor to the Secretary for Recreation and with appropriate partners.

d) Bureaus shall:

(1) collaborate with the relevant State, Tribal, and Territorial authorities responsible for recreation during the Department's land-management planning and implementation, including prioritizing recreational projects and funding that contribute to achieving recreational opportunities;

(2) work cooperatively with State, Tribal, and Territorial wildlife agencies to enhance their access to Department lands to provide opportunities for recreation;

(3) work cooperatively with State, Tribal, and Territorial wildlife agencies to ensure that regulations for recreation on lands and waters managed by the Department complement, or at a minimum do not contradict, the regulations on the surrounding lands and waters to the extent legally practicable.

Sec. 5 Implementation. The Senior National Advisor to the Secretary for Recreation is responsible for taking all reasonably necessary steps to implement this Order.

Sec. 6 Effect of Order. This Order is intended to improve the internal management of the Department. This Order and any resulting reports or recommendations are not intended to, and do not create any right or benefit, substantive or procedural, enforceable at law or equity by a party against the United States, its departments, agencies, instrumentalities or entities, its officers or employees, or any other person. To the extent there is any inconsistency between the provisions of this Order and any Federal laws or regulations, the laws or regulations will control.



Sec. 7 **Expiration Date.** This Order is effective immediately. It will remain in effect until its provisions are implemented and completed, or until it is amended, superseded, or revoked.

Secretary of the Interior

Date: