

LOOP DESCRIPTIONS

This tour starts at Taneytown Memorial Park where a public pool and picnic grounds offer warm weather possibilities. Your tour heads toward Littlestown, PA and winds through a rustic area where deer and pheasants abound. Stop and listen to the rippling of Big Pipe Creek. Wind through the alleys of Taneytown and past the beautiful Fish and Game Club.

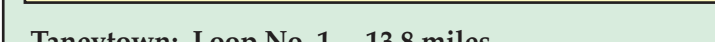
Manchester: Loop No. 4S Length: 9.11 miles
Loop No. 4L Length: 18.23 miles

Hampstead: Loop No. 5 Length: 13.9 miles
A challenging tour with dozens of natural invitations to stop and enjoy meadows and pastures. Plan to refresh yourself at an old fashioned country store where homemade ice cream cones still come tall, rich and creamy. And you thought places like this were a thing of the past.

Union Bridge: Loop No. 7 Length: 15.9 miles
This western slip of moderately hilly terrain hugs the boundary line between Carroll and Frederick counties, then branches out through New Windsor. Your ride flattens out for the last stretch back to Union Bridge. Wander around the Western Maryland Railway Museum, before leaving the quaint town.

Sykesville: Loop No. 9 Length: 33.6 miles
Get a good night's rest, fill up a bottle of water and tackle this 33.6 mile tour of Southern Carroll County. Piney Run Park and Reservoir lie just a short jaunt off MD 26. You'll enjoy a diversity of sites and scenery on this challenging tour that takes you on and off of the "old blue highways."

LOOP ELEVATION PROFILES

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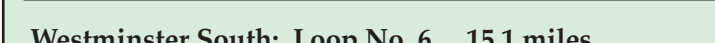


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CREDITS

Slope classification was calculated from USGS 7.5' topographic maps. Four slope categories were derived from slope analysis of the routes. Sample routes were then tested by members of a local cycling club to determine if the perception of slope would fit with the classification categories.

While there has been an effort to select scenic and interesting routes where possible, this does not imply any particular degree of safety associated with these routes. Cyclists are encouraged to assess the relative physical conditions of the roads. Furthermore, traffic volume and speed can vary greatly with time of day and day of the week. Therefore, these factors must be evaluated by each cyclist when determining route safety.

A special thanks is extended to **Ethan R. Wells** who devoted a significant portion of his summer, as the cartographic intern, in bringing together all of the student map sections. Each of us, but especially his classmates, owe him a great debt of gratitude for his tireless energy used to fashion and polish this beautiful map.



Richard Soisson, Director
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