

EAST BRANCH TRAIL FEASIBILITY STUDY



 Mackin

*FINAL STUDY
NOVEMBER 2013*

ACKNOWLEDGEMENTS

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SPONSORS

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- Clear Lake Authority
- Spartansburg Borough
- Council on Greenways and Trails

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COMMITTEE

Thank you to all of the members and volunteers for their contributions to not only the completion of the East Branch Trail Feasibility Study, but for all of their hard work, time, and energy that they have dedicated to the East Branch Trail and making the dream of a trail from Spartansburg to Corry a possibility.

TECHNICAL ASSISTANCE

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McCullom Development Strategies
for Corry Trail Town Concept

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SECTION 1: PROJECT BACKGROUND

EAST BRANCH TRAIL STATS:

States: Pennsylvania

Counties: Crawford

Length: 3.1 miles

Trail end points: State Rt 89
(north and south of Spartansburg)

Trail surfaces: Asphalt and Gravel

Trail category: Rail-Trail

Trail Activities:

- Bicycling
- Hiking
- Horseback Riding
- Mountain Biking
- Walking
- Cross Country Skiing
- Horse and buggy

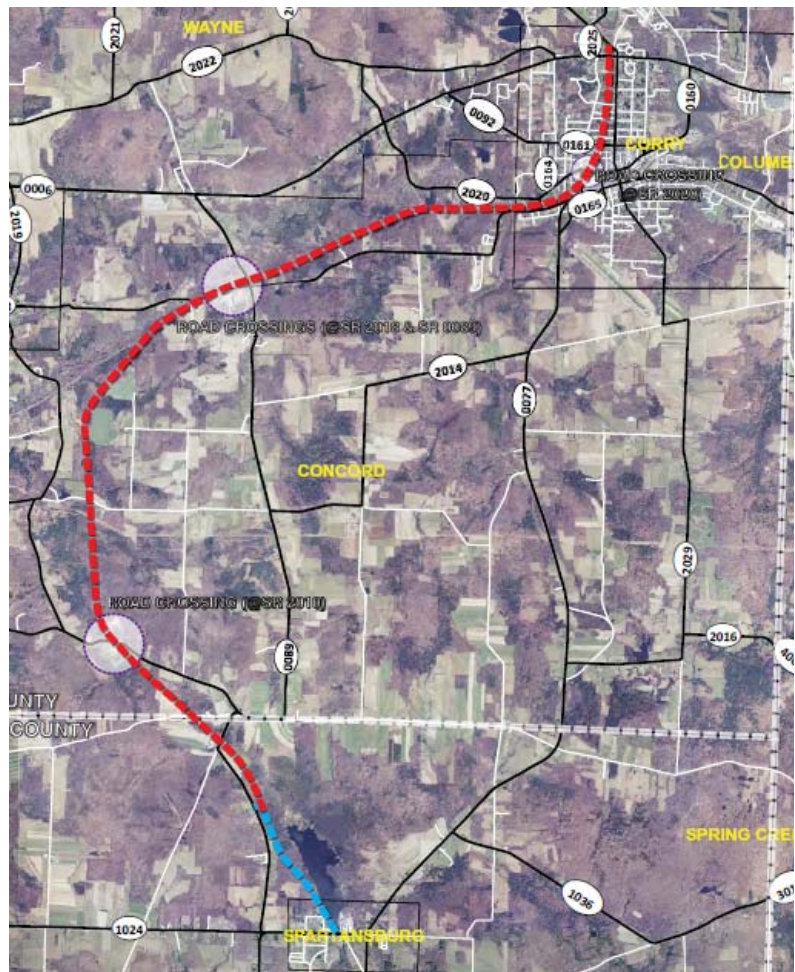
Source: TrailLink by RTC

PROJECT HISTORY

The Pennsylvania Railroad originally built the Chautauqua Line as part of a network of rail lines that linked Corry, Titusville, Oil City, Franklin and Meadville during the boom days of the oil industry in Northwest Pennsylvania. Spartansburg, Glynden and Centerville were important depots in the network. Heading south out of Spartansburg, the rail corridor parallels the East Branch of Oil Creek, hence the trail name.

After its establishment in 1988, the Clear Lake Authority purchased the 15.4-mile rail corridor to provide public access to Clear Lake in Spartansburg. As of June 2011, only 3.1 miles of the old rail bed is opened from just north of Spartansburg to just south of the town. The trail is used by hikers, hunters, cyclists and horse-drawn Amish wagons. The flat East Branch is mostly ballast with some dirt. Spartansburg, a small borough with a

Figure 1.1: Project Location Map





Existing Trail—Paved and gravel surfaces

population of fewer than 300, is a commerce center to a sizable Amish community. Horse-drawn buggies and wagons are a regular site in town and occasionally on the trail. The Amish use it as an alternative transportation corridor; deemed safer than the main highways.

The trail skirts wooded hillsides, Amish homesteads, farms, fields and wetlands to Clear Lake. Preservation of this corridor is important; it connects to Chautauqua County rail-trails in New York state and with Oil City, Pennsylvania, both areas that are filled with 19th- and 20th-century history and charm. Over the past decade Spartansburg has become a tourist destination for those in search of Amish furniture, antiques, country crafts and fresh maple syrup. Two B&Bs are located in town, the Dutch Inn B&B and the Three Gable B&B, plus other accommodations to choose from. Clear Lake, which is actually a reservoir, offers canoeing and fishing.

The East Branch Trail (EBT) is a key link in a system of trails that will eventually connect Lake Erie to the Chesapeake Bay via the Erie to Pittsburgh Trail and the Great Allegheny Passage; and Erie to Harrisburg via the Mainline Canal Greenway. For more information about the East Branch Trail, please contact the Clear Lake Authority in Spartansburg.

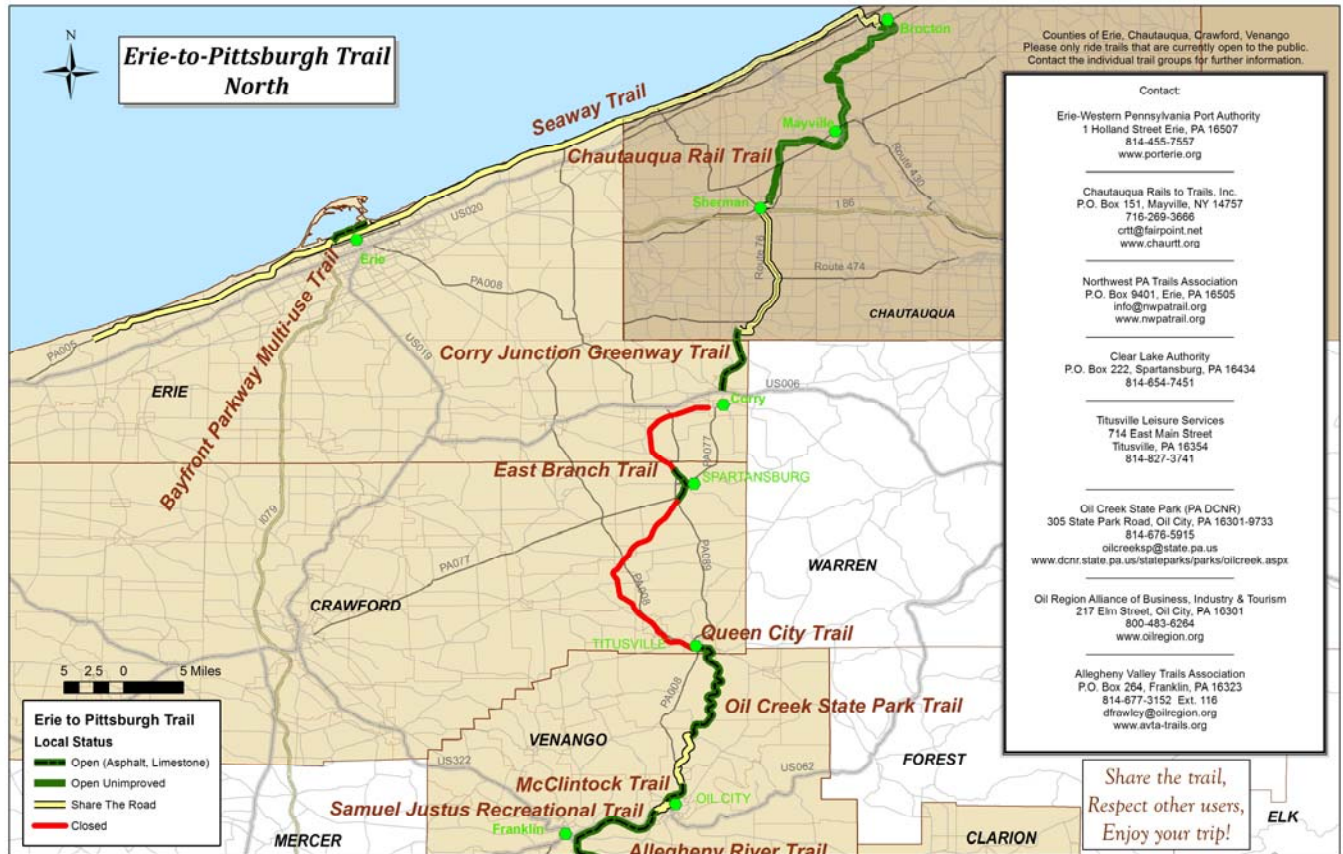
In 2012, Mackin Engineering Company was hired to prepare a Feasibility Study in order to document the existing conditions within the proposed trail corridor, identify current issues and concerns, identify potential opportunities, and provide realistic recommendations and cost estimates for trail construction and maintenance.

ERIE-TO-PITTSBURGH TRAIL

The Mission of the Erie-to-Pittsburgh Trail Alliance: “EPTA is an active coalition of trail organizations and individuals dedicated to the promotion, acquisition, development, and maintenance of a safe non-motorized trails network that connects the “Bayfront” Lake Erie to the “Point” in Pittsburgh. EPTA will seek to improve the quality of life for communities along the trail network while stimulating economic development and recreational tourism activities.”

*Source:
Erie-To-Pittsburgh Trail Alliance*

SECTION 1: PROJECT BACKGROUND



PUBLIC PARTICIPATION

As part of the East Branch Trail Feasibility Study, a series of meetings were held over the course of the project to gather input and feedback into the planning process.

East Branch Trail Committee Meeting #1

The kick-off meeting was held on January 23, 2013.

Landowners Meeting

A meeting was held on April 2, 2013, to which all of the landowners and adjacent landowners along the corridor were invited.

Landowners Field Meeting

Field Meetings were conducted June 11, 2013 with private landowners who own the abandoned corridor or expressed concerns with the trail being constructed adjacent to their properties.

Public Meeting #1

A meeting was held on August 7, 2013, to which all community members were invited.

Public Meeting #2

A meeting was held on August 29, 2013, to which all community members were invited.

SECTION 2: PHYSICAL INVENTORY & ASSESSMENT

PROPOSED SEGMENTS:

Segment 1:
Spartansburg (end of the EBT) to Ormsbee Road

Segment 2:
Ormsbee Road to SR89

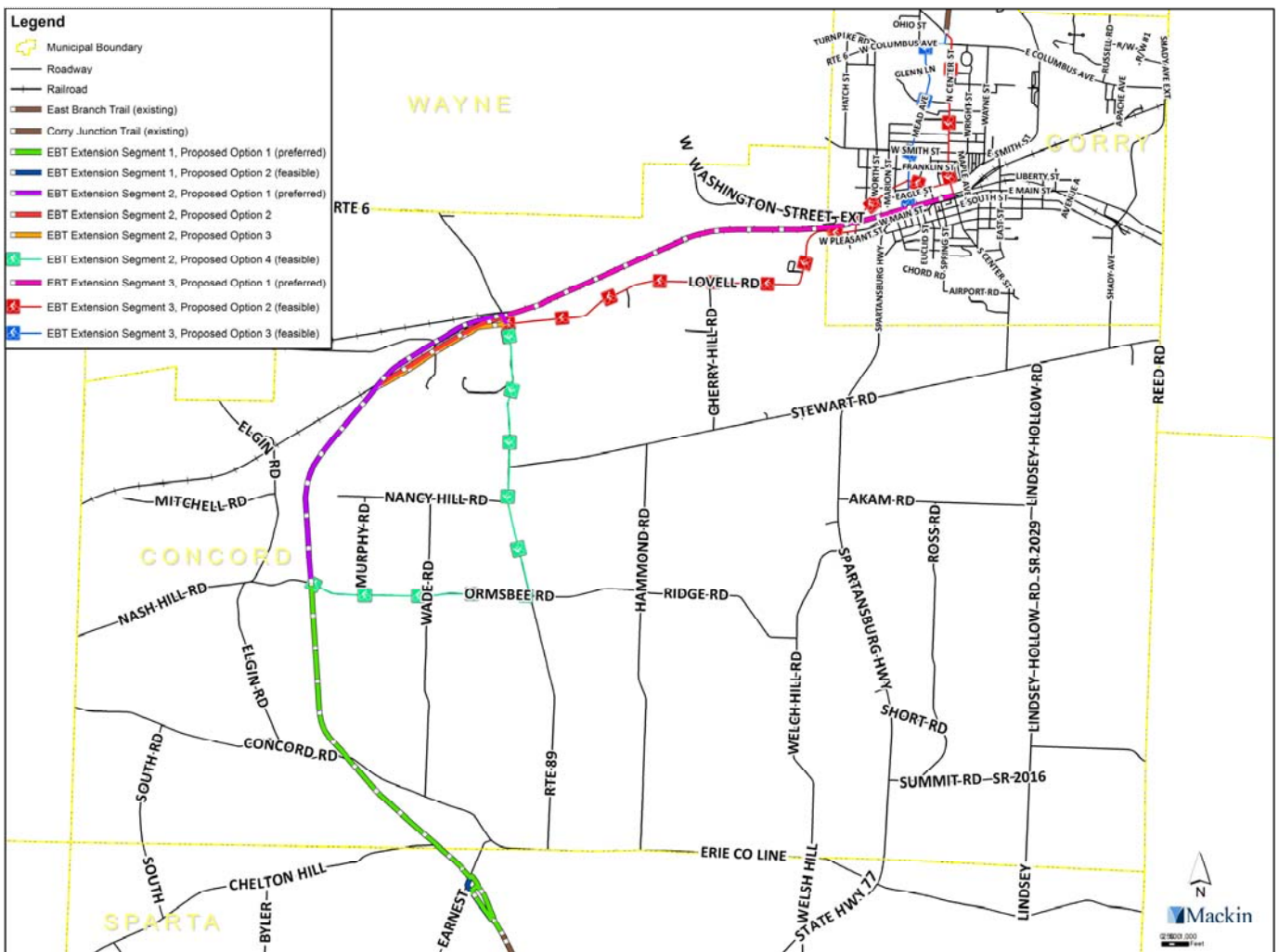
Segment 3:
SR89 to Corry (start of Corry Junction Trail)

During the course of the Feasibility Study, Mackin Planners and Landscape Architects conducted field views of the proposed trail corridor as well as identified alternative alignments. For purposes of the study, the corridor was broken into three (3) segments, as follows:

- Segment 1: Spartansburg (end of the EBT) to Ormsbee Road
- Segment 2: Ormsbee Road to SR89
- Segment 3: SR89 to Corry (start of Corry Junction Trail)

A description of the findings from these field views is provided for each of the segments and optional alignments. The Mackin Trail Team analyzed items such as trail surface, structures (existing and missing), road crossings, adjacent land uses, natural resources, and other items to identify the assets and challenges along each potential alignment.

Figure 1.2: Map of Corridor Segments





End of East Branch Trail



Typical Corridor in Segment 1

SEGMENT 1: Spartansburg (end of EBT) to Ormsbee Road (3.1 miles)

Segment 1 follows the former Penn Central Railroad Corridor from the end of the East Branch Trail, just north of Spartansburg, to Ormsbee Road.

Property Ownership

The Clear Lake Authority owns the former railroad right-of-way (ROW) from the current end of the EBT to just north of SR 89. The CLA purchased the corridor from Penn Central and holds current ownership of the former ROW.

Between SR 89 and Ormsbee Road, the corridor is owned by two private landowners. Members of Mackin’s Trail Team contacted both and conducted a field view with the owners on their property in June of 2013. Both property owners indicated their support for the trail.

In February and March of 2013, members of Mackin’s Trail Team conducted deed research at the Crawford County Courthouse in Meadville, PA and online using the INFOCON County Access System for Erie, PA. Utilizing the County-supplied Geographic Information Systems (GIS) tax parcel data, team members were able to research the deeds for the parcels adjacent to the Clear Lake Authority’s property, the parcels which currently occupy the former railroad bed, and those parcels adjacent to the corridor.

After reviewing the deeds, and tracing previous ownership when necessary, it was concluded that none of the adjacent property owners to the Clear Lake Authority parcel can claim ownership. Seventeen (17) parcels, including that of the Clear Lake Authority, in Crawford County and 25 parcels in Erie County were researched; a copy of the County Parcel Data Sheet and the deed for each has been submitted to the Clear Lake Authority.

SECTION 2: PHYSICAL INVENTORY & ASSESSMENT

Physical Attributes

The typical width of the trail corridor in Segment 1 is approximately 20 feet, although there are several areas where the corridor narrows to 10-12 feet. The existing trail provides an eight-foot (8 ft) crushed stone trail, to accommodate horse and buggies, alongside an eight-foot (8 ft) paved cartway for non-motorized trail users (walkers, bicyclists, etc.). The corridor in Segment 1 was evaluated to determine if it could accommodate a continued dual-use trail. In the narrow sections of the corridor, the elevation of the former railroad bed is higher than that of the surrounding land, negating the possibility for a dual-use trail.

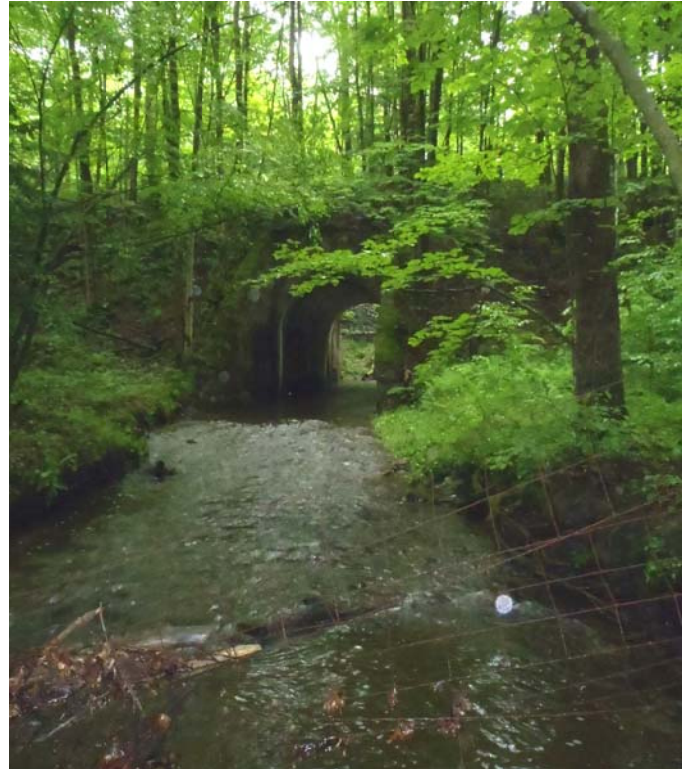
For the most part, the trail surface is gravel and surrounded by heavily wooded land, with a few exceptions. The first, is about a half-mile north of the end of the EBT, where the corridor lies in the middle of an actively farmed field as part of Concord Valley Farm. Once past the field, the corridor lies in the back yard of a private residence, before crossing State Highway 89, where it then runs adjacent to another private residence. From that point until Ormsbee Road, the corridor is separated from all adjacent structures by woods.

There are several stream crossings along this section of the corridor, with the box culverts still intact. However, there are some areas experiencing drainage issues that would need to be addressed during the design and construction phase.

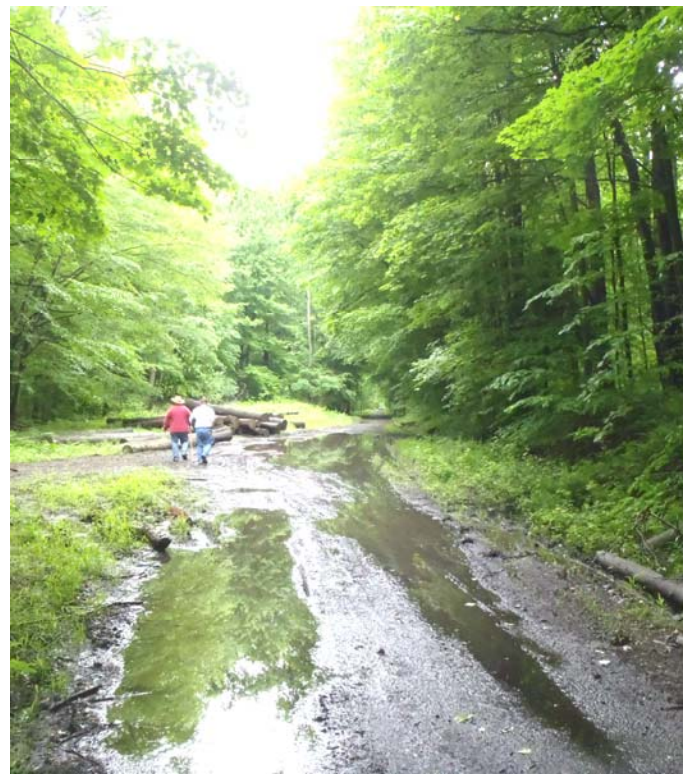
Road Crossings

There are three road crossings in Segment 1.

The first is at SR 89 near the Hickernell/Akam properties. The former ROW crossed SR 89 above grade, but the structure has since been removed by PennDOT.



Stream crossing—stone culvert



Wet areas and drainage issues along trail



Former ROW Crossing at SR 89 (structure missing)

The second is an above-grade crossing at Concord Road. The structure is still in place, but would need to be inspected prior to the design and construction phase.

The third is at the end of Segment 1/beginning of Segment 2 at Ormsbee Road. The structure has been removed and there is a significant grade change from the corridor to the road crossing.

Identified Concerns

Property owners identified several concerns regarding a trail along the former railroad corridor.

Concern #1: Ownership. Two adjacent property owners dispute that the Clear Lake Authority owns the corridor alongside their property. The Hickernells and Akams believe that the corridor reverted back to their ownership after Penn Central released their claims.

Concern #2: Loss of Agricultural Field. The former railroad corridor cuts through one of the Concord Valley Farm fields, which is actively farmed for corn and used to feed their cattle. One of the issues with previous trail usage is litter, primarily aluminum cans, which kill cattle when found in their feed. In addition, a trail along the former ROW would bisect the field, affecting the functionality of the land.

Concern #3: Proximity to Private Residence. Once through the field, the former railroad ROW lies approximately 20 feet from the backside of a private residence. A loss of privacy is a primary concern of the homeowners. In addition, the ROW behind the residence includes an embankment approaching SR 89 (where it crossed above-grade; the structure has since been removed by PennDOT). Trail construction would either require



Former ROW Crossing over Concord Road

SECTION 2: PHYSICAL INVENTORY & ASSESSMENT

embankment fill to be placed for the new trail segment to transition from the end of the East Branch Trail to the existing embankment at SR89, or the removal of the embankment. Approximately 400 linear feet of the embankment remains in place and acts as an important separation between residential and agricultural land uses.

Concern #4: Use of Corridor for Logging. Many of the adjacent property owners (as well as the owners of the former ROW) use the corridor for logging. These landowners noted that they would need to continue to use the corridor in this manner.

Concern #5: Access to Adjacent Properties. The private landowners of the former ROW north of the Crawford/Erie County line use the corridor to access their adjacent properties. The corridor in some instances is the only ingress/egress to the adjacent properties. This access would need to be continued to be maintained.

Alternative Alignments

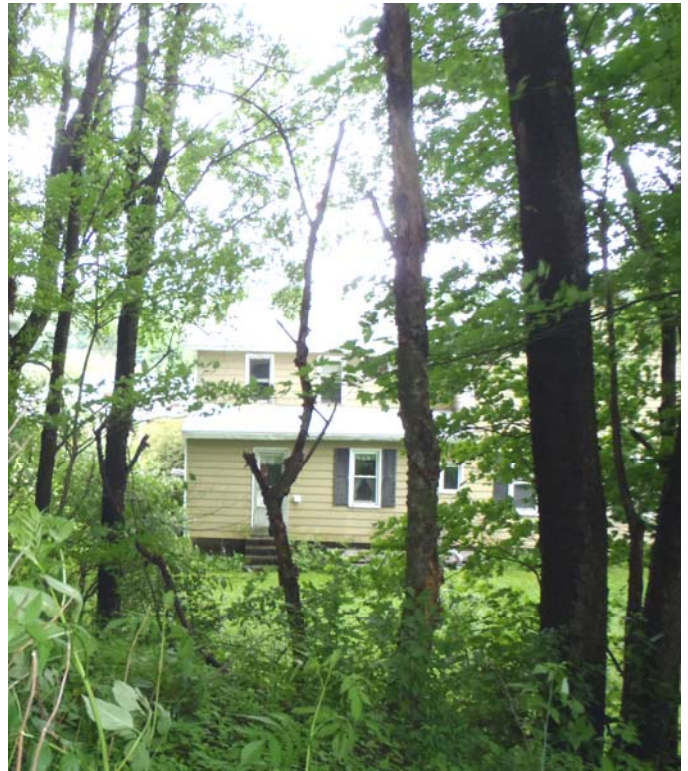
In light of the concerns noted above, five alternative alignments were identified and studied as part of the feasibility study.

Options #1 and #2: A separated shared use trail along the CLA's property (Option#1), or alongside SR89 (Option #2), on adjacent private land. The option for a trail that follows alongside SR89 would return to the CLA corridor at the northern end of the farm field.

Option #3: A separated shared use trail alongside SR89, using PennDOT road right-of-way and adjacent land. The property owners to the north of the farm field have expressed opposition to providing an easement on their property to accommodate such a trail. Their concerns include the following: close proximity



Active farm field along former RR ROW



View of private residence from the former RR ROW



Logging along corridor



Elevation change from corridor to Ormsbee Road

to their residence (12 feet from their front steps was cited) as well as a rental property next door; removal of mature trees and shrubs in their front yard, which help block noise and odor from the dairy farm; property infringement during construction; potential trespassing onto private property by trail users; and potential impacts to their driveway by the trail (construction, maintenance, etc.).

Although the property owner has expressed opposition, the option should still be investigated further to identify the extent of the impacts and to determine if landowners on the west side of SR89 would be amenable to the trail on their private land.

Option #4: Accommodations within the PennDOT road right of way, such as widened shoulders or separate bicycle lanes on one or both sides of the road. The property owners noted the same concerns as in option #3.

Option #5: A share the road alignment using the existing paved roadway (with signing and pavement markings). This option is the preferred option of the adjacent landowners; however, it disrupts the continuity of the off-road separated trail. A share the road alignment alters the usability of the trail, as it would not accommodate walkers, inexperienced cyclists and/or families with children.

SEGMENT 2: Ormsbee Road to SR89 (2.7 miles)

Three potential alignments were identified for Segment 2.

OPTION 1

Follows the former Penn Central Railroad Corridor from Ormsbee Road, crossing the Black Bridge, to Lovell Road.

SECTION 2: PHYSICAL INVENTORY & ASSESSMENT

Property Ownership

Three private property owners own the former railroad corridor. Members of Mackin’s Trail Team contacted them to determine their interest in permitting a trail on their property.

The first property owner, the Hammonds, own the corridor between Ormsbee Road and the Black Bridge over the active railroad—Western NY & PA. Discussions with the owner indicated their support for the trail and an interest in partnering with the CLA to pursue an agreement for trail construction.

The property owner north of the Black Bridge, the Baghdads, were unable to be reached. Several attempts were made via letters mailed to the mailing address, which is in Massachusetts, as well as phone calls to the listing in the White Pages. All went unanswered.

The third property owner, the Bizzarros, own the land along Lovell Road and the active railroad. Discussions with the owner indicated support for the trail; however, they would be interested in selling the entire parcel outright, rather than pursuing an agreement (as an easement or lease) for the trail.

Physical Attributes

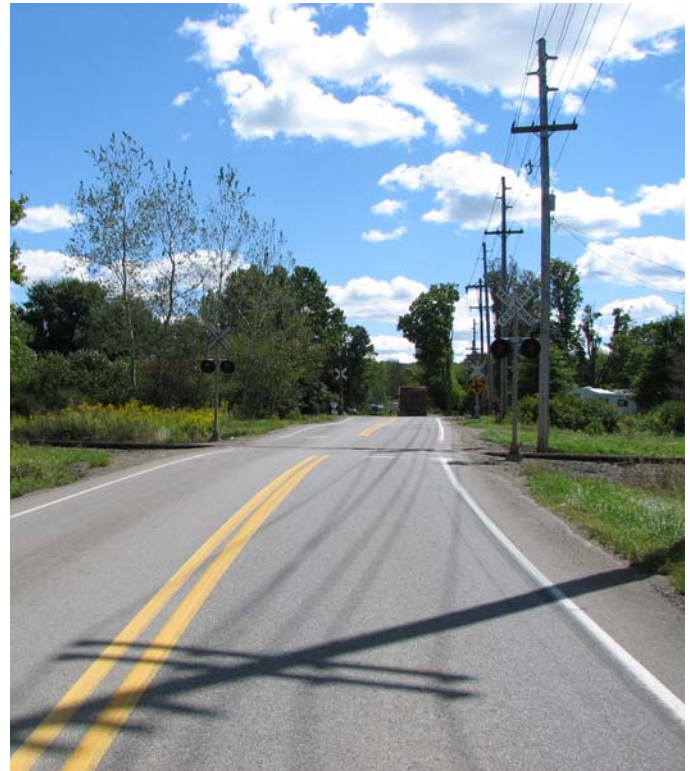
The property owners were unresponsive to requests by the Mackin Trail Team for access to their property to conduct field views. Therefore, this section of the corridor was not inventoried. Discussions with local residents indicate a similar condition along Segment 2 as in Segment 1—mostly wooded and separated from adjacent land uses.

Road Crossings

There is one road crossing at Lovell Road, near the start of the Bizzarro property. There is an embankment approaching the road from both



The Black Bridge; View from the Western NY & PA Rail Bed



SR 89/Active Railroad Crossing



Corridor in the Distance—from Ormsbee Road

sides of the corridor; embankment material would be required to construct an at-grade crossing.

Identified Concerns

Option 1 presents the following concerns:

Concern #1: the Black Bridge. The ownership of the Black Bridge is unknown at this time. There is some thought that it is owned by Norfolk Southern Railway. Without the use of the Black Bridge, there would be no way to cross the active railroad to continue along the corridor north of the Black Bridge.

Concern #2: Access to Adjacent Properties. The private landowners in this Segment use the corridor to access their adjacent properties. As there are no road crossings, the corridor in some instances is the only ingress/egress to the adjacent properties. This access would need to be continued.



PA Fish Commission Property in close Proximity to Corridor

OPTION 2

Option 2 follows the former Penn Central Railroad Corridor from Ormsbee Road to the Black Bridge, where it would then share the active railroad ROW on the south side of the railroad tracks to Lovell Road.

Property Ownership

As in Option 1, the Hammond property would be required. Once the trail reaches the Black Bridge, approval from the Western NY and PA Railroad to occupy the active railroad corridor is required. They own and operate the active railroad, which would provide access directly to Corry.

Members of Mackin’s Trail Team contacted the railroad to determine their interest in permitting a trail on their property. The proposed trail mapping was sent to the

SECTION 2: PHYSICAL INVENTORY & ASSESSMENT

railroad's president for review and comment, but no feedback was provided. The details of phone conversations with the railroad can be found in Appendix F.

The railroad did provide Mackin with a copy of their *Application for Right of Way Occupancies and Right of Entry*, which would be required in the event the railroad was willing to allow a trail to share their corridor. The application, along with insurance requirements, is included in Appendix G.

Physical Attributes

This section of the corridor was not inventoried; access approval from the active railroad (Western NY & PA) was not provided.

Road Crossings

There are no road crossings in this option; however, there is one crossing with a private driveway.

Identified Concerns

Option 2 presents the following concerns:

Concern #1: Coordination with the Railroad. This option is only viable with the support and approval of the railroad.

Concern #2: Private Driveway Crossing. Discussions with the landowner of the private driveway indicated that they have concerns regarding damage to their driveway and associated costs for repairs and maintenance.

OPTION 3

Follows the former Penn Central Railroad Corridor from Ormsbee Road to the Black Bridge, where it would then parallel the active railroad on private property, south of the railroad tracks.



Lovell Road Active Railroad Crossing



Lovell Road Active Railroad Crossing



SR89 looking north from Ormsbee Road

Property Ownership

As in Option 1, the Hammond property would be required. Once the trail reaches the Black Bridge, two private landowners own the property parallel to the railroad. Discussions took place with both property owners, who expressed concern regarding a trail along their property.

Physical Attributes

Discussions took place with the property owners regarding the condition of the land along the railroad. Adjacent land uses include a private residence and a horse farm. There are also beaver dams on the adjacent property, causing wet areas and drainage issues.

Road Crossings

Similar to Option 2, there are no road crossings; however, there is the private driveway.

Identified Concerns

Option 3 presents the following concerns:

Concern #1: Private Driveway Crossing. The same concern identified in Option 2 would need to be addressed in Option 3.

Concern #2: Privacy. One of the private landowners (the Gates) expressed a concern over the loss of privacy. They live on the property and enjoy the rural, remoteness of the area. If a trail were to be constructed, screening and fencing may be required to protect the privacy of the landowners.

Concern #3: Horse Farm. The other private landowner (the Micks) have horses on the property and expressed concerns with having a trail in close proximity to their horse runway. If a trail were to be constructed, screening and fencing may be required to separate the trail users from the horse runway.



Lovell Road east of SR89

SECTION 2: PHYSICAL INVENTORY & ASSESSMENT

OPTION 4

The final option identified for Segment 2 is a Share the Road alignment. In the event that the Black Bridge is unable to be used for the trail and the property owners (including the railroad) are unwilling to permit a trail on their property, a share the road alignment would be the only option to connect the trail from Ormsbee Road to Lovell Road.

The route identified for this option would follow Ormsbee Road east of the former railroad ROW to SR 89, where it would follow it north to Lovell Road.

Ormsbee Road is a dirt and gravel Township road, with a posted 40 miles per hour speed limit. The topography of Ormsbee Road would be considered rolling, without steep grades. Coordination with Concord Township would be required to sign the route.

SR 89 is an asphalt, two-lane state road with shoulders, and a posted speed limit of 45 miles per hour. The topography of SR 89 is also rolling, without steep grades. Coordination with PennDOT would be required.

SEGMENT 3: SR89 to Corry Junction Trail (4.8 miles)

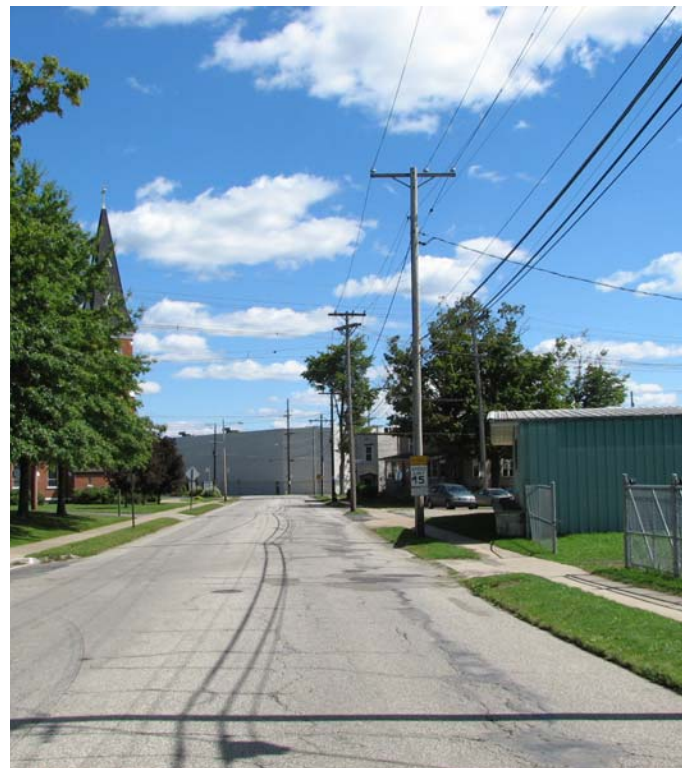
At Lovell Road, the former Penn Central Railroad ROW ends. At this point, the Western NY & PA Railroad converges with the Allegheny & Eastern Railroad, which travel east to Corry. With no former railroad corridor to follow, three potential alignments were identified for Segment 3.

OPTION 1: SHARE THE RAILROAD ROW

At the start of the study, the Mackin Trail Team was asked to determine the feasibility of sharing the active railroad ROW to Corry. The two



Active railroad crossing at Gates Street



Washington Street



Signalized intersection at East Main and Center Streets



State Route 6 looking towards Center Street

railroads parallel each other from Lovell Road through Corry.

As discussed earlier, the Western NY & PA Railroad was contacted. The Mackin Team made attempts to contact the Allegheny and Eastern Railroad via mailings and phone calls, but no response was received.

OPTION 2: SHARE THE ROAD

If the active railroad ROW cannot be used, the only alternative is a share the road alignment.

Option 2 is a share the road as follows:

- Lovell Road
- Gates Street
- Washington Street
- Center Street

Lovell Road is a paved, winding Township Road, with a posted speed limit of 45 miles per hour. There is no shoulder; however, local residents indicated that it is an easy bicycle ride.

Gates Street is approximately 500 feet in length and connects Lovell Road to Washington Street. It is a paved road with two at-grade crossings over the active railroads.

Washington Street is a paved two-lane Township/City road in a residential setting. It has a posted speed limit of 35 miles per hour, which then reduces to 25 once in the City.

Center Street features the business district in the City of Corry. Parallel parking is available on portions of the roadway and some segments have turning lanes. The posted speed limit is 35 miles per hour.

This proposed alignment would cross US Route 6 at the signalized Center Street intersection and then join the Corry Junction Trail just north of Route 6.

SECTION 2: PHYSICAL INVENTORY & ASSESSMENT

OPTION 3: SHARE THE ROAD

Option 3 is a share the road alignment as in Option 2, with the difference upon reaching Washington Street, the alignment would follow Mead Avenue rather than Center Street.

Mead Avenue is two-lane asphalt City road with a posted speed limit of 25 miles per hour in a residential setting. Discussions with local residents indicated that Center Street is an easier bicycle ride than Mead Avenue; Mead Avenue however, has less automobile traffic.

From Mead Avenue, the alignment would follow US Route 6 to Center Street and then join with the Corry Junction Trail as in Option 2.



Center Street in Corry's Business District

SECTION 3: RECOMMENDATIONS

PROPOSED SEGMENTS:

Segment 1:

Spartansburg (end of the EBT) to Ormsbee Road

Segment 2:

Ormsbee Road to SR89

Segment 3:

SR89 to Corry (start of Corry Junction Trail)

Segment #1 – Spartansburg (end of the EBT) to Ormsbee Road

Ownership includes the Clear Lake Authority and two private landowners. As described in Section 2 of this report, the parcel owned by the Clear Lake Authority runs adjacent to landowners whom have expressed concern about the trail being constructed next to their properties.

Five potential trail alignments were identified from the end of the EBT to the old railroad corridor's crossing of SR89. The alternatives reflect the discussions between the landowners, the Mackin Team and members of the project Steering Committee. Each of the options has a specific set of pros and cons that result in potential impacts to adjacent landowner's properties and varying level of safety for the trail user.

Figure 3.1 graphically depicts Segment 1, and Figure 3.1A provides details of the trail alignment where the corridor crosses SR89. Both figures can be found at the end of this Section.

[A separated shared use trail along the CLA's property which would follow the former railroad corridor—PREFERRED OPTION](#)

This option would provide the most direct route for the extension of the EBT. An active farm field has been established around the corridor. Under this option, the CLA/Trail Association will work with the adjacent landowner so that the construction of the trail would have the least impact on the production of the agricultural operation.

Once past the farm field, the route would then turn and head north along the eastern side of the old railroad embankment, currently being used as a farm access. Approximately 400 linear feet of embankment remains in place and acts as an important separation between residential and agricultural land uses. As part of construction, improvements would need to be made to a culvert to allow safe passage of both the trail and farm equipment along this route.



View of Concord Valley Farm's Access



Concord Valley Farm field adjacent to SR89



SR89 looking South from Earnest Road

[A separated shared use trail along the eastern side of SR89, returning to the CLA's property past the farm field—2nd PREFERRED OPTION](#)

This alternative maintains an un-interrupted separated trail from the end of the EBT to the crossing of SR89 without bisecting the farm field. The route runs parallel to SR89 along its eastern ROW, and turns 90 degrees to the east once it passes the farm field. The route would then turn and head north along the eastern side of the old railroad embankment, currently being used as a farm access. Approximately 400 linear feet of embankment remains in place and acts as an important separation between residential and agricultural land uses. As part of construction, improvements would need to be made to a culvert to allow safe passage of both the trail and farm equipment along this route.

Trail construction would require buffering of both the SR89 roadway as the trail passes the farm field, and along the farm access. The crossing of SR89 would occur at the location of the old overhead crossing, effectively linking the CLA's property on both the south and north sides of the road.

[A separated shared use trail alongside SR89, using PennDOT road right-of-way and adjacent land; through landowner/trail agreements](#)

Since the alignment continues north from SR89, there will be a required road crossing. Therefore, the location of this separated trail could be on either side of the road.

The anticipated width of land required outside the road right-of-way is approximately 10'. This study included site analysis and field measurements, but the precise amount of land required to implement this recommendation is unknown without a detailed investigation (including survey and right-of-way research).

SECTION 3: RECOMMENDATIONS

Both the east and west sides of SR89 in this location contain streams and wet areas; opportunities along the east side are limited due to the close proximity of residential structures, along with front yard elements such as fences and shade trees, to the road right-of-way. The adjacent properties along the west side of SR89 have less permanent elements that would be affected by construction of a trail, but there is one additional road, Earnest Road, that would need to be crossed to get back to the Clear Lake Authority's property as it heads north.

Accommodations within the PennDOT road right of way, such as widened shoulders or separate bicycle lanes on one or both sides of the road

Based on field measurements, the available space for this type of condition is approximately 10'-12' width. However, the adjacent land on the northbound lane slopes away from the road, and would require a grading permit from the adjacent landowner to return to grade outside the constructed bicycle lane.

A share the road alignment using the existing paved roadway (with signing and pavement markings) - FEASIBLE

This alignment would provide the least level of safety for trail users, and would require the user to leave a separated shared-use trail and travel a State Route for approximately ½ mile before returning to a separated alignment north of SR89.

Once north of SR89, the trail alignment is proposed to follow the abandoned railroad corridor on private property to Ormsbee Road. Access to the corridor from SR89 is to follow Chelton Hill Road, a local road, in a northwest direction until a connection can be made onto the railroad corridor; the distance is not to exceed ¼ mile based on site investigation.

Based on field observations and discussions with the two property owners between SR89 and Ormsbee Road, the recommended cross section of the trail corridor contains a 10-12' width shared use trail with 4-5' shoulders with drainage ditches on both sides of the trail. Access to the corridor by the property owners is desired, and stipulations of that access would be negotiated as part of an easement agreement.

The road crossing at Concord Road (SR178) should occur via the existing railroad overpass. It is recommended that a structural investigation be completed on the overpass to determine the integrity and identify potential deficiencies for pedestrian and light vehicular (maintenance vehicles, emergency response and snow mobiles) loads.

As the alignment approaches Ormsbee Road, an embankment fill will be required to gradually connect the trail at the existing corridor elevation with that of the roadway. There is currently a 10'-15' difference in elevation. The CLA/Trail Owner may want to approach local municipalities to determine if fill is available locally to satisfy this requirement.

Segment #2 –Ormsbee Road to SR89

Four potential trail alignments were identified for this segment. The preferred alignment utilizes the former railroad corridor and crosses the Black Bridge; in the event this alignment cannot be constructed, three additional options have been explored.

Figure 3.2 graphically depicts Segment 2, and Figure 3.2A provides details of the trail alignment where the corridor approaches the Black Bridge. Both figures can be found at the end of this Section.

OPTION 1: Former Penn Central Railroad corridor to Lovell Road—PREFERRED OPTION

This option suggests utilizing the former railroad corridor north of Ormsbee Road, across the Western NY & PA Railroad corridor on the Black Bridge, continuing along the former railroad corridor to Lovell Road.

As suggested in Segment #1, the recommended cross section of the trail within the abandoned railroad corridor is 10-12' width shared use trail with 4-5' shoulders.

The ownership of the Black Bridge will dictate whether or not the trail can feasibly continue northeast towards Corry. At the time this report was compiled, the ownership was undetermined. The Western NY & PA Railroad does not own the bridge, but the railroad representatives did provide Mackin with an original plan drawing from when the structure was built. That plan sheet is included in Appendix C. The Western NY & PA representatives also noted that the bridge may be owned by Norfolk Southern Corporation; Norfolk Southern was contacted by Mackin, but was unresponsive.

If the Black Bridge can be re-decked and crossed with a shared use trail, it is recommended the trail continue along the former railroad corridor along two additional privately owned parcels. Since access to these properties was not obtained during this feasibility study, only aerial imagery and review from the adjacent public roadways were utilized.

The corridor appears to be elevated and outside of any potential low or wet areas. The corridor crosses Lovell Road at what used to be the location of a railroad trestle; the embankments are still present on either side of the road, and will require grading to come off the embankment to the roadway elevation. Removal of the earthen embankments is not recommended in the event that the CLA/Trail Owner is able to secure funds to purchase and install a new structure at this road crossing.

The following options have been included in the event that the CLA/Trail Owner is unable to secure ownership or enter into an agreement to allow the trail to cross over the active railroad at the Black Bridge.

OPTION 2: Former Penn Central Railroad corridor until the Black Bridge, to a shared ROW with the active railroad, to Lovell Road

Once the trail meets the active Western NY & PA Railroad corridor, the possibility may exist to share the

SECTION 3: RECOMMENDATIONS

space within the railroad's ROW. If this condition was to be constructed, the trail would run parallel to the active railroad tracks to Lovell Road.

The Western NY & PA Railroad was approached by Mackin, and the process for discussion with the railroad was obtained. The CLA/Trail Owner will be required to complete an Occupancy Application and submit concept drawings of the proposed alignment. Once the application is received, the Railroad will review, and future possibilities for a shared corridor can be considered.

This process was not begun as part of this project due to the fact that an \$800 non-refundable fee is required as part of the Occupancy Application. Mackin has attempted to contact the President of Western NY & PA Railroad to determine if a discussion can take place w/o the initial fee; no response has been received to date.

OPTION 3: Former Penn Central Railroad corridor until the Black Bridge, where the trail would then parallel the active railroad on private property to Lovell Road

This option was discussed with two private landowners during the Landowner's Coordination Meeting at the onset of the project. Although the properties were not inventoried by Mackin, the discussions were of sufficient detail to fully understand the concerns of the private landowners. Both landowners expressed concerns with the trail on their property.

The landowner of the Gates property indicated concerns with driveway disturbances and loss of privacy. If the trail were to be constructed along this route, the recommendation would be to install an asphalt surface at the private drive. Evergreen screening would also be required to protect the privacy of the landowner.

The landowner of the Mick property also noted concerns; primarily drainage issues and land use conflicts with the horses that are present on the property. The extent of the drainage concerns is not known, but discussions with the landowner indicated that these areas could be remediated with improvements to the existing culverts on the property. Evergreen screening would also be required to protect the privacy of the landowner.

Neither of the two private landowners have indicated to Mackin that they would be amenable to the trail on their properties, even if the above recommendation were to be constructed.

OPTION 4: Share the Road Alignment from Ormsbee Road to Lovell Road, Via SR89—FEASIBLE

In the event the Black Bridge is unable to be used and the Railroad and two private landowners are not amenable to the corridor on their properties, a share the road alignment is recommended.

As described in the Assessment in Section 2 of this report, the route would follow Ormsbee Road to its intersection with SR89. Ormsbee Road is a dirt and gravel road, which is not an ideal medium to ride a bicycle; loose materials can present a dangerous condition for riding, and the surface is unable to accept



Western NY & PA Railroad Corridor

pavement markings that can help delineate bicycle facilities. If this option is constructed, it will be important to coordinate with the local municipalities to ensure that any erosion of the shoulders is maintained. Share the road signage is also suggested along the stretch of Ormsbee Road.

At the intersection of SR89, the alignment is recommended to continue north to Lovell Road. Improvements to SR89 to accommodate the bicycle traffic would be limited to share the road signage, but could also include a ‘road diet’ where the lanes widths would be reduced and shoulder widths widened. This scenario may allow for bike lanes to be installed in the northbound and southbound shoulders.



Private landowner property adjacent to the railroad

It is recommended that all share the road conditions also indicate that the road is part of a bike route. The CLA/Trail Owner should consider installing a panel on the signs that identify the route; as a component of the East Branch Trail. All three panels, the share the road, bike route and trail name, can be installed on the same sign post.

Segment #3 –SR89 to Corry Junction Trail

At Lovell Road, the former Penn Central Railroad ROW ends and the ability to construct a separated off-road trail alignment becomes extremely difficult into Corry. One off-road and two on-road routes were identified as options for this Segment.

Figure 3.3, at the end of this Section, graphically depicts Segment 3.

OPTION 1: Share the Railroad Corridor to Corry with a Share the Road Connection to the Corry Junction Trail—PREFERRED OPTION

The two active railroad corridors, the Western NY & PA and the Allegheny and Eastern



Former railroad corridor at Ormsbee Road

SECTION 3: RECOMMENDATIONS

Railroads converge at Lovell Road. The railroads were each contacted to determine their interest in allowing a shared ROW for an off-road extension of the East Branch Trail; as discussed earlier, the Western NY & PA Railroad has been given the proposed alignments, and conversations should continue to determine if this option is feasible. The Allegheny and Eastern Railroad, although contacted, has not responded.

OPTIONS 2 & 3: Share the Road—FEASIBLE

The share the road options for connecting to the Corry Junction Trail both follow Lovell Road to Gates Road, in the City of Corry. The alignment continues north along Gates Road, across both active railroad tracks, until it comes to the intersection of Washington Street. Both options head eastbound on Washington Street to Mead Avenue, at which point the two options separate. Option 2 continues on Washington Street to Center Streets and Option 3 follows Mead Avenue North to Columbus Avenue (SR6).

Lovell Road is a winding paved road, and the recommendations for bicycle improvements include share the road and bike route signs. Wayfinding signage at the intersection of Lovell Road and Gates Street will be required to direct route users along Gates Street and across the active railroad tracks. Each crossing is equipped with flashing beacons and traffic control devices for safety, however it is recommended that the CLA/Trail Owner discuss the route with the City of Corry and the Railroads to determine if any additional safety measures would be required as a result of an increase in bicycle and pedestrian traffic.

Washington Street is a paved road with sidewalks adjacent to the roadway separated by a grass strip. There are no pavement markings on Washington Street, but it is recommended that the City of Corry be approached to determine their maintenance/resurfacing



Share the Road Sign



Example of a SLM and Bicyclist

schedule. If possible, a center double-yellow line and white shoulder striping would increase the level of safety by providing motorists and bicyclists with a clear differentiation of space. Washington Street is to be fitted with share the road signs and shared lane markings (SLM).

[OPTIONS 2: Share the Road, Washington Street to Center Street to the Corry Junction Trail](#)

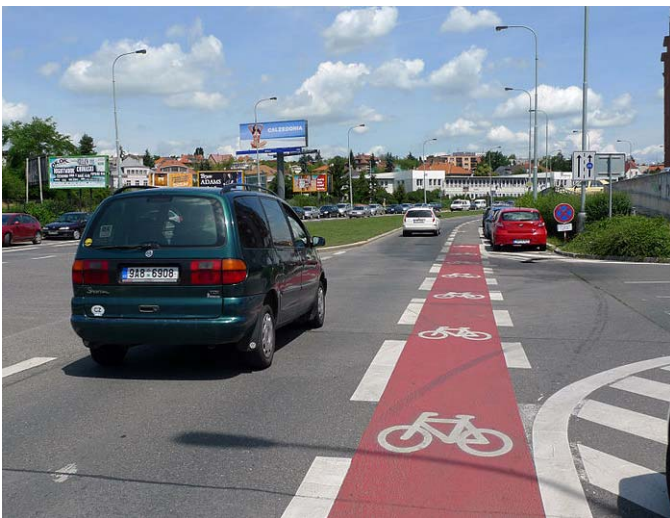
At Center Street, the alignment would head northbound to the intersection with Columbus Avenue. The proposed condition on Center Street would be a dedicated bicycle lane southbound with a shared lane marking (SLM) northbound; parallel parking is to be eliminated along the southbound lane to accommodate the bicycle lane. Providing a separate bike lane on the southbound side of Center Street increases the level of service for all cyclists, and provides continuity for trail users entering the City of Corry after being on a separated trail for miles out of Clymer, NY.

The City Park is a transition location for bicyclist to stop, secure their gear and bicycles, and find directions to the nearest services, shops, restaurants, lodging, etc. The park is an ideal location for a trailhead with local wayfinding signs, maps and Wi-Fi service.

[OPTIONS 3: Share the Road, Washington Street to Mead Avenue to SR6 to the Corry Junction Trail](#)

Mead Avenue is a paved road with sidewalks separated by a grass strip. The recommended condition for Mead Avenue is a SLM for north and southbound bicycling.

Mead Park is also a transition location for bicyclist to stop, secure their gear and bicycles, and find directions to the nearest services, shops, restaurants, lodging, etc. The park is an



Example of a Bike Lane at a Road Crossing

SECTION 3: RECOMMENDATIONS

ideal location for a trailhead with local wayfinding signs, maps and Wi-Fi service.

At the intersection of SR6 (PA Bike Route Y), the alignment would travel east for approximately 700 linear feet, to the intersection of North Center Street.

It is extremely important to widen SR6 for this short distance to accommodate a separate bike lane along the east and westbound lanes.

CITY OWNED ABANDONED RAILROAD RIGHT OF WAY BETWEEN SR6 AND ELK STREET

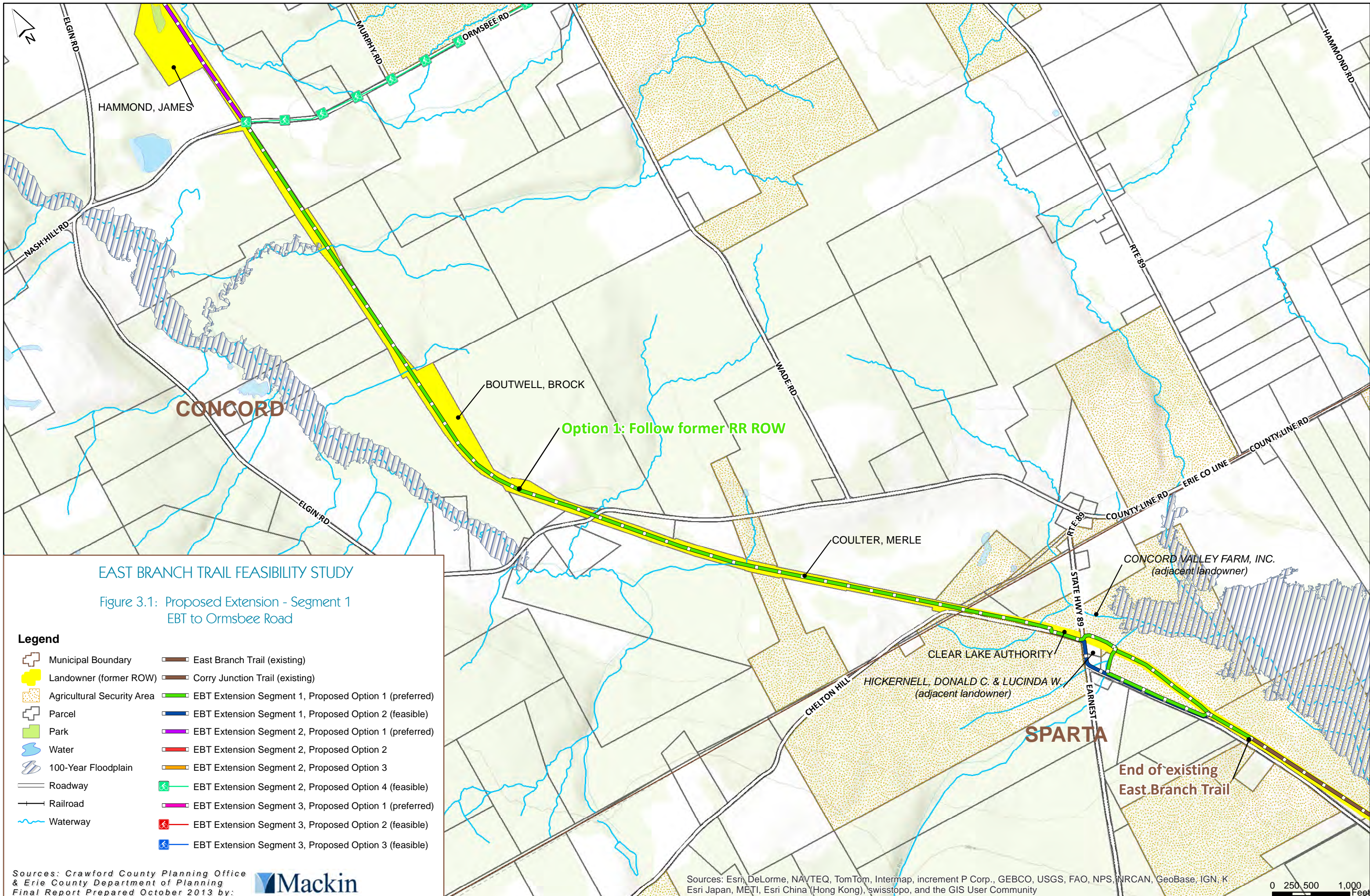
The City of Corry owns a parcel of land once occupied by the railroad. This parcel runs north/south between SR6 and Elk Street. It was decided by the Project Steering Committee to not pursue this parcel as an option for trail development.

In order to access the parcel from SR6 westbound, a mid-block crossing approved by PennDOT District 1-0 would be required. Once on the parcel, the off-road trail would be located directly behind the residential properties that front the west side of North Center Street; these private landowners have expressed concerns about the trail development and do not support the concept.

Furthermore, the cost of developing this alignment and directing trail users back onto either Center Street or Mead Avenue less than one-half mile to the south was not deemed beneficial to the overall development of the East Branch Trail.



City of Corry owned abandoned railroad corridor

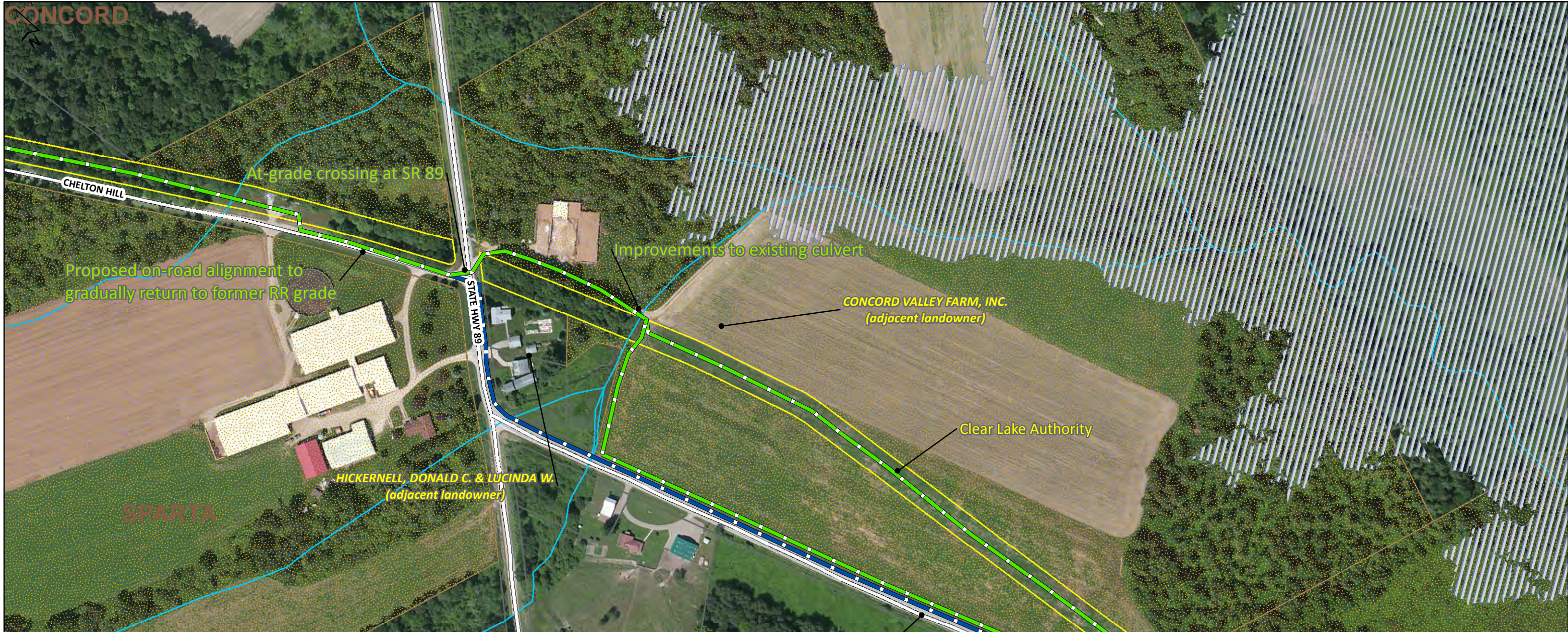


EAST BRANCH TRAIL FEASIBILITY STUDY

Figure 3.1: Proposed Extension - Segment 1
EBT to Ormsbee Road

- Legend**
- Municipal Boundary
 - Landowner (former ROW)
 - Agricultural Security Area
 - Parcel
 - Park
 - Water
 - 100-Year Floodplain
 - Roadway
 - Railroad
 - Waterway
 - East Branch Trail (existing)
 - Corry Junction Trail (existing)
 - EBT Extension Segment 1, Proposed Option 1 (preferred)
 - EBT Extension Segment 1, Proposed Option 2 (feasible)
 - EBT Extension Segment 2, Proposed Option 1 (preferred)
 - EBT Extension Segment 2, Proposed Option 2
 - EBT Extension Segment 2, Proposed Option 3
 - EBT Extension Segment 2, Proposed Option 4 (feasible)
 - EBT Extension Segment 3, Proposed Option 1 (preferred)
 - EBT Extension Segment 3, Proposed Option 2 (feasible)
 - EBT Extension Segment 3, Proposed Option 3 (feasible)

CONCORD

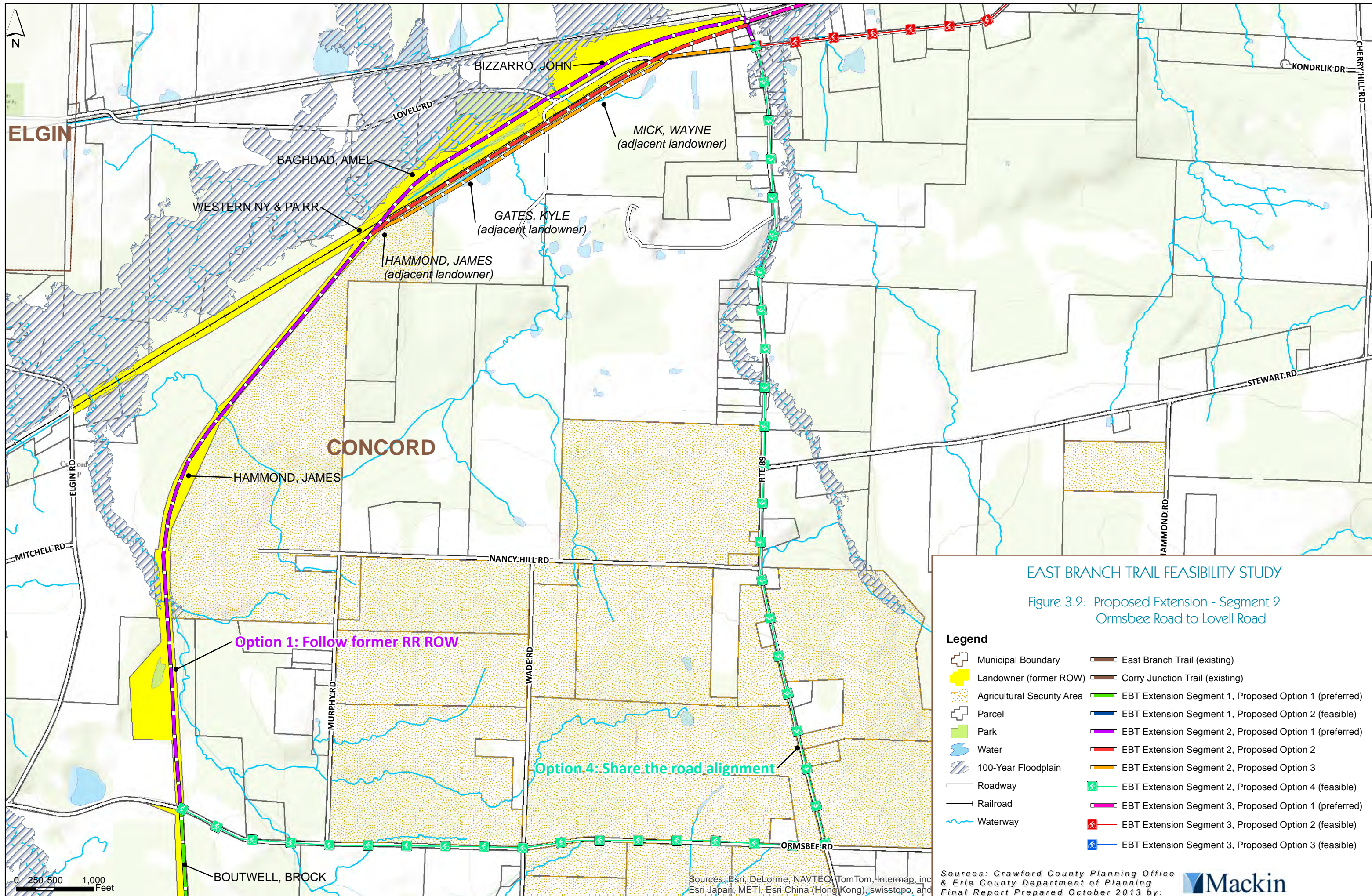


EAST BRANCH TRAIL FEASIBILITY STUDY

Figure 3.1A: Proposed Extension - Segment 1
Concord Valley Farm/Hickernell Property

Legend

- Municipal Boundary
- Railroad
- Landowner (former ROW)
- Agricultural Security Area
- Parcel
- Park
- Water
- 100-Year Floodplain
- Roadway
- Waterway
- East Branch Trail (existing)
- Corry Junction Trail (existing)
- EBT Extension Segment 1, Proposed Option 1 (preferred)
- EBT Extension Segment 1, Proposed Option 2 (feasible)
- EBT Extension Segment 2, Proposed Option 1 (preferred)
- EBT Extension Segment 2, Proposed Option 2
- EBT Extension Segment 2, Proposed Option 3
- EBT Extension Segment 2, Proposed Option 4 (feasible)
- EBT Extension Segment 3, Proposed Option 1 (preferred)
- EBT Extension Segment 3, Proposed Option 2 (feasible)
- EBT Extension Segment 3, Proposed Option 3 (feasible)



EAST BRANCH TRAIL FEASIBILITY STUDY

Figure 3.2: Proposed Extension - Segment 2
Ormsbee Road to Lovell Road

Legend

- Municipal Boundary
- Landowner (former ROW)
- Agricultural Security Area
- Parcel
- Park
- Water
- 100-Year Floodplain
- Roadway
- Railroad
- Waterway
- East Branch Trail (existing)
- Corry Junction Trail (existing)
- EBT Extension Segment 1, Proposed Option 1 (preferred)
- EBT Extension Segment 1, Proposed Option 2 (feasible)
- EBT Extension Segment 2, Proposed Option 1 (preferred)
- EBT Extension Segment 2, Proposed Option 2
- EBT Extension Segment 2, Proposed Option 3
- EBT Extension Segment 2, Proposed Option 4 (feasible)
- EBT Extension Segment 3, Proposed Option 1 (preferred)
- EBT Extension Segment 3, Proposed Option 2 (feasible)
- EBT Extension Segment 3, Proposed Option 3 (feasible)

Option 1: Follow former RR ROW

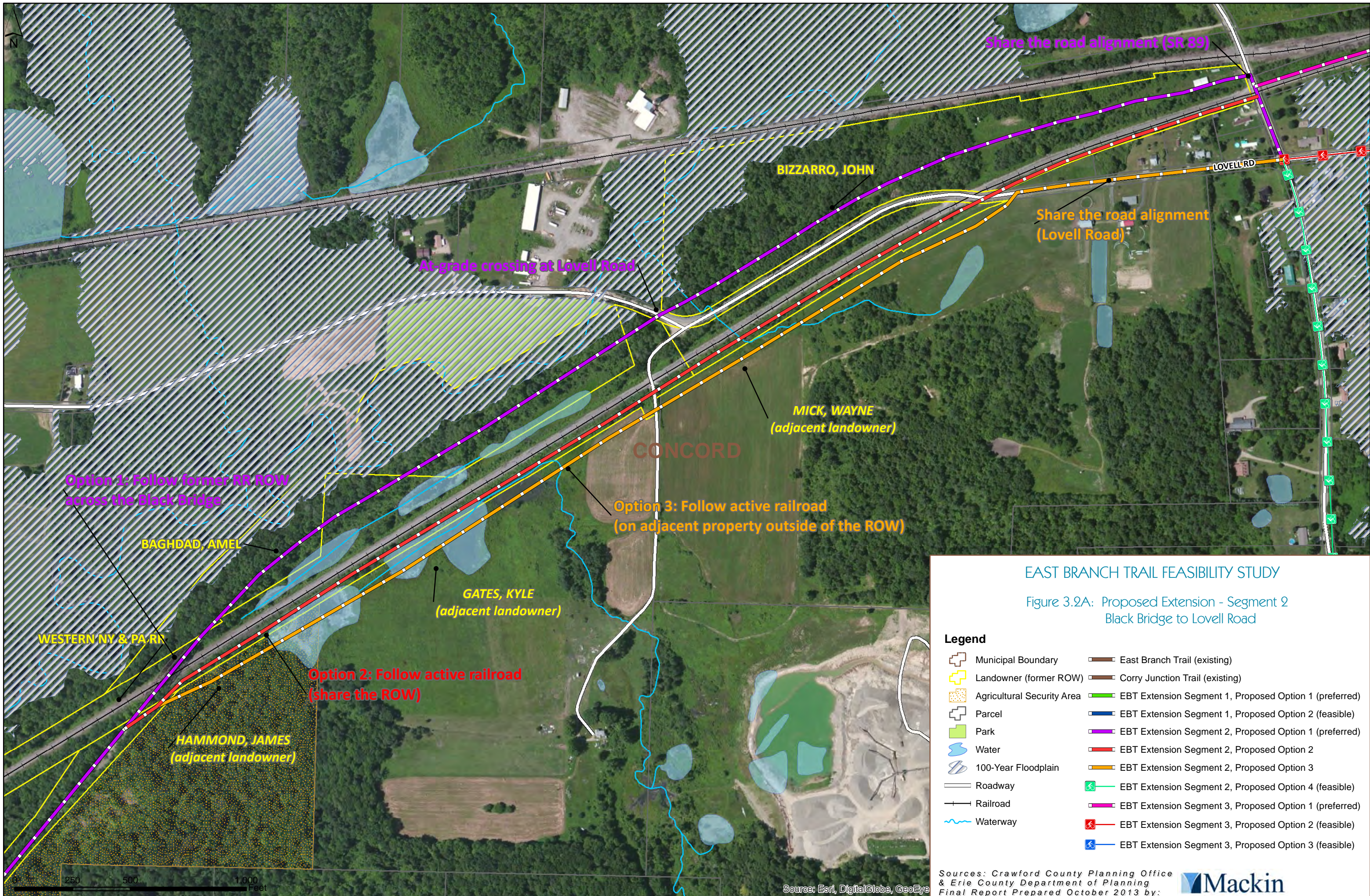
Option 4: Share the road alignment

0 250 500 1,000 Feet

Sources: Esri, DeLorme, NAVTEQ, TomTom, Intermap, inc, Esri Japan, METI, Esri China (Hong Kong), swisstopo, and

Sources: Crawford County Planning Office & Erie County Department of Planning
Final Report Prepared October 2013 by:





EAST BRANCH TRAIL FEASIBILITY STUDY

Figure 3.2A: Proposed Extension - Segment 2
Black Bridge to Lovell Road

Legend

- Municipal Boundary
- Landowner (former ROW)
- Agricultural Security Area
- Parcel
- Park
- Water
- 100-Year Floodplain
- Roadway
- Railroad
- Waterway
- East Branch Trail (existing)
- Corry Junction Trail (existing)
- EBT Extension Segment 1, Proposed Option 1 (preferred)
- EBT Extension Segment 1, Proposed Option 2 (feasible)
- EBT Extension Segment 2, Proposed Option 1 (preferred)
- EBT Extension Segment 2, Proposed Option 2
- EBT Extension Segment 2, Proposed Option 3
- EBT Extension Segment 2, Proposed Option 4 (feasible)
- EBT Extension Segment 3, Proposed Option 1 (preferred)
- EBT Extension Segment 3, Proposed Option 2 (feasible)
- EBT Extension Segment 3, Proposed Option 3 (feasible)

Sources: Crawford County Planning Office & Erie County Department of Planning
Final Report Prepared October 2013 by:



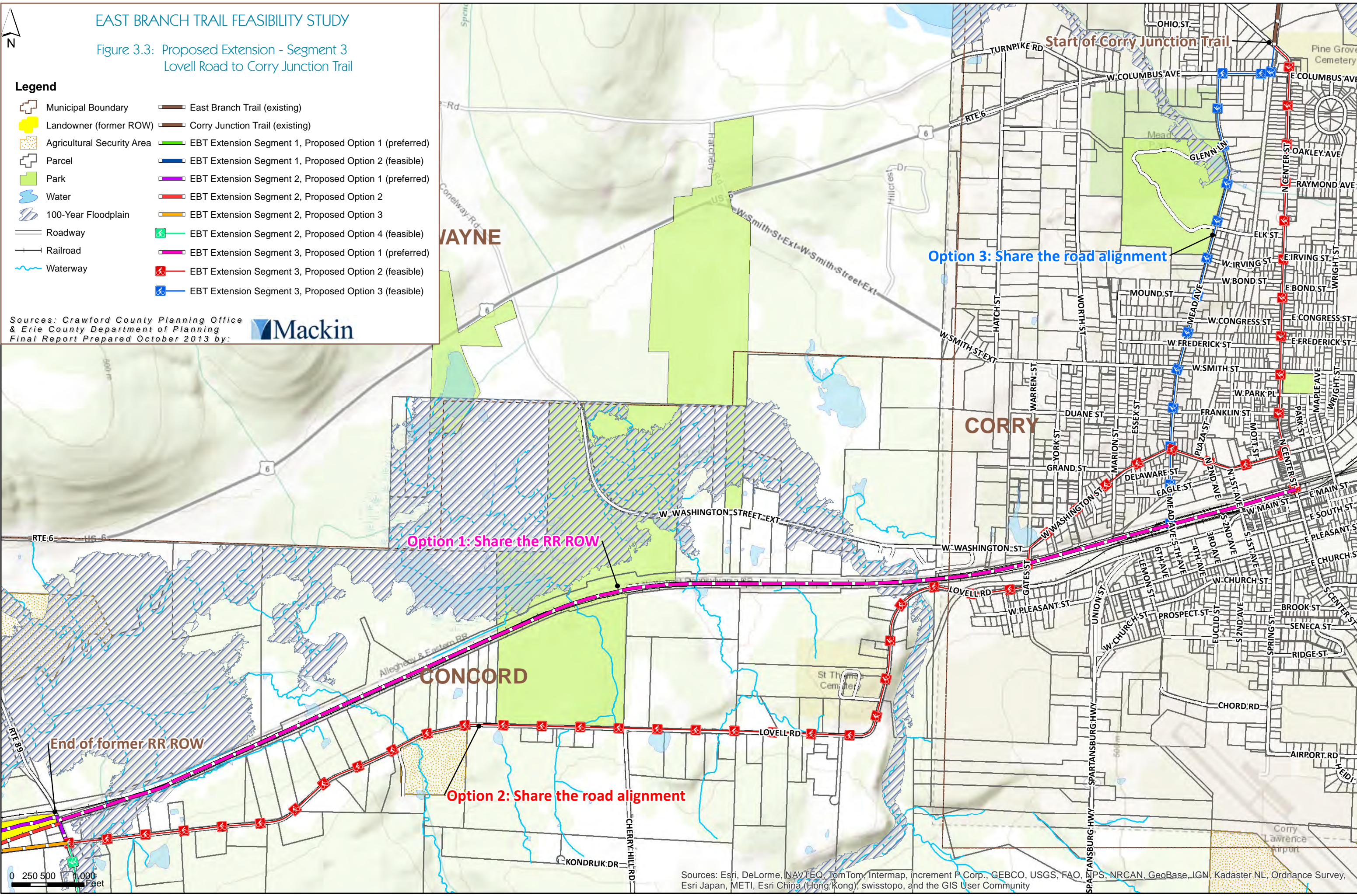
Source: Esri, DigitalGlobe, GeoEye

EAST BRANCH TRAIL FEASIBILITY STUDY

Figure 3.3: Proposed Extension - Segment 3
Lovell Road to Corry Junction Trail

- Legend**
- Municipal Boundary
 - Landowner (former ROW)
 - Agricultural Security Area
 - Parcel
 - Park
 - Water
 - 100-Year Floodplain
 - Roadway
 - Railroad
 - Waterway
 - East Branch Trail (existing)
 - Corry Junction Trail (existing)
 - EBT Extension Segment 1, Proposed Option 1 (preferred)
 - EBT Extension Segment 1, Proposed Option 2 (feasible)
 - EBT Extension Segment 2, Proposed Option 1 (preferred)
 - EBT Extension Segment 2, Proposed Option 2
 - EBT Extension Segment 2, Proposed Option 3
 - EBT Extension Segment 2, Proposed Option 4 (feasible)
 - EBT Extension Segment 3, Proposed Option 1 (preferred)
 - EBT Extension Segment 3, Proposed Option 2 (feasible)
 - EBT Extension Segment 3, Proposed Option 3 (feasible)

Sources: Crawford County Planning Office & Erie County Department of Planning
Final Report Prepared October 2013 by: Mackin



0 250 500 1,000 Feet

Sources: Esri, DeLorme, NAVTEQ, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, IGN, SPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, and the GIS User Community

SECTION 4: TRAIL CONCEPT PLAN

TRAIL TYPE AND USE

The Off-Road Trail between Spartansburg and Corry is proposed to have an overall corridor clearance of approximately twenty (20) feet, with a trail surface of ten (10) feet width. The trail will be designed to accommodate non-motorized uses including pedestrians, bicyclists and seasonal motorized and non-motorized uses including cross country skiers and snow mobiles. The trail shoulders are recommended to be turf grass and should be a minimum of three (3) feet on each side.

Where the trail enters and exits towns along its alignment, it is recommended that the width be increased to twelve (12) feet. In areas where the corridor is constricted, the trail surface may be reduced to a minimum of eight (8) feet; three (3) foot shoulders should remain on both sides of the trail surface where feasible. In these areas it may be necessary to install timber fencing along the shoulders of the trail to protect trail users from steep slopes towards adjacent streams and low areas. Figure 4.1 depicts the proposed trail width and corridor clearance.

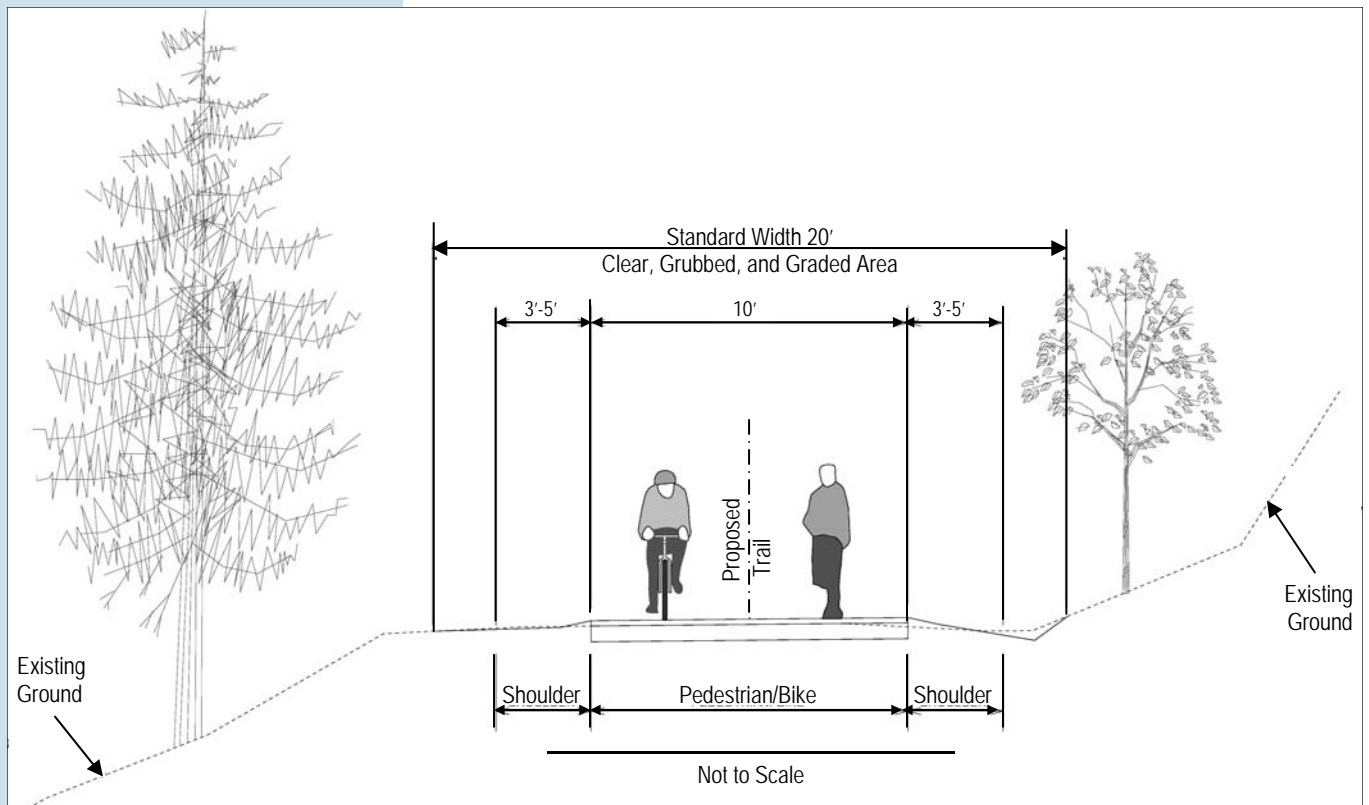


Figure 4.1 Typical Trail Section

TRAIL SURFACE

The standard trail surface is recommended to be a bituminous asphalt pavement over a stone base layer of either compacted existing ballast material or new 2A Limestone material. Where a new layer of 2A limestone is installed, a geotextile material is recommended between the new stone and the compacted sub-grade for separation and stabilization purposes. An alternative to the bituminous pavement is a trail surface comprised of American Association of State Highway and Transportation Officials (AASHTO) #10 crushed limestone.

A bituminous approach pad at each road and bridge crossing is proposed to eliminate 'tracking' of the trail surface materials, to improve bicycle stopping ability and to allow for traffic markings (for trail users) at each crossing. The installation of detectable warning surfaces (DWS) is recommended at each crossing.

Minimal grading is expected to construct the trail; the finished surface of the trail should have a two (2) percent cross slope and follow the existing super-elevation of the rail bed. Wherever possible, the trail surface should be sloped away from low areas and towards the toe of the upslope side of the trail corridor.

DRAINAGE

Establishing new and maintaining existing drainage swales to convey upland and trail surface runoff is recommended along the entire trail alignment. Removal of debris and overgrown vegetation should be completed within existing swales. Where no drainage swale exists, a minimum three (3) foot width by one and one half (1-1/2) foot depth 'V' channel should be constructed.

The existing drainage pipes beneath the trail, including headwalls and endwalls, should be inspected for proper function; cleaning of clogged pipes and replacement of crushed pipes may be necessary. New pipe crossings at trail washouts will be required. All new pipe crossings should be installed with precast concrete headwalls and endwalls; using concrete provides the Trail Owner with a durable material and minimal long-term maintenance requirements. Figure 4.3 is a PennDOT diagram of a concrete endwall.

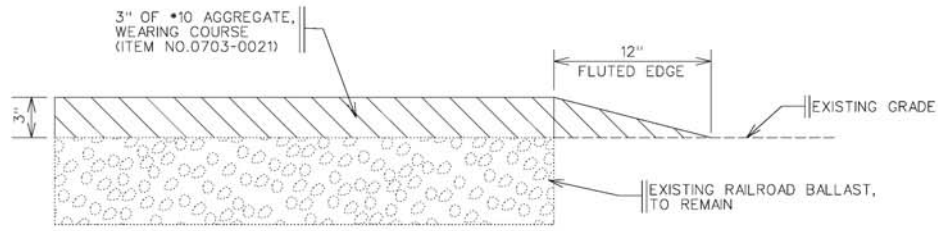
CROSSINGS

Road Crossings

Each of the proposed road crossings are at-grade and recommended improvements include signing and pavement markings on both the trail and roadways. Signage to warn motorists of the proposed trail are to be placed 300' from each crossing and stop signs at each side of the crossing are to be installed for bicycle and pedestrian control. Bicycle/pedestrian trail crossing pavement markings and painted crosswalks should be installed at each asphalt roadway crossing. Pavement markings on the asphalt trail approaches may include double yellow lines that indicate separation of trail traffic and stop bars at the stop signs. Figure 4.4 shows the Manual of Uniform Traffic Control Device (MUTCD) example of signing and pavement markings for a shared-use path roadway crossing.

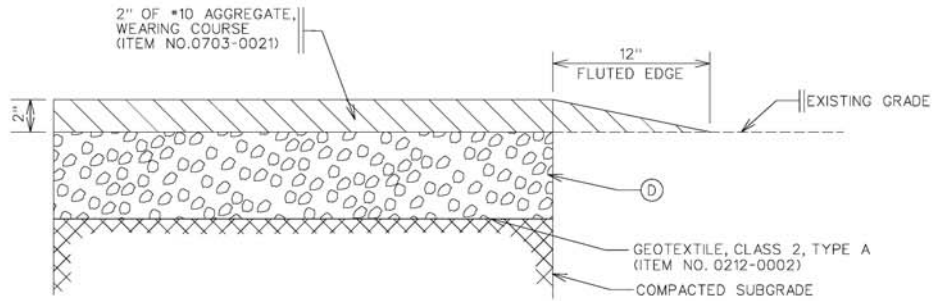
The installation of flashing traffic beacons is an option at locations with speeds in excess of 35MPH or limited visibility; the beacons notify motorists of the trail crossing, and can be fitted with sensors to flash

SECTION 4: TRAIL CONCEPT PLAN

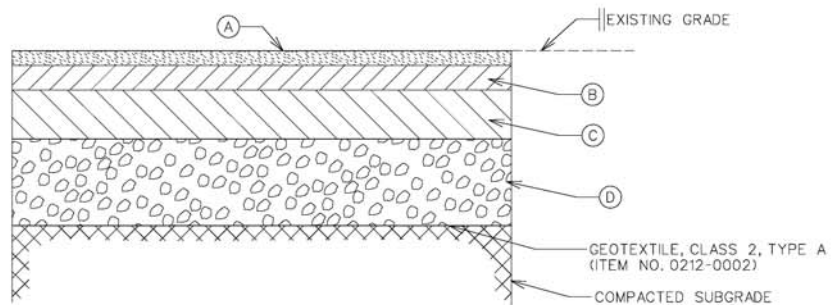


AASHTO #10 ON BALLAST ①
NOT TO SCALE

Figure 4.2 Trail Cross Sections



AASHTO #10 ON AGGREGATE ②
NOT TO SCALE



BITUMINOUS PAVEMENT ③
NOT TO SCALE

LEGEND

- (A) - SUPERPAVE ASPHALT MIXTURE DESIGN, HMA WEARING COURSE, PG 64-22, <0.3 MILLION ESALS, 9.5 MM MIX, 1 1/2" DEPTH, SRL-L (ITEM NO. 0409-0385)
- (B) - SUPERPAVE ASPHALT MIXTURE DESIGN, HMA BINDER COURSE, PG 64-22, <0.3 MILLION ESALS, 19.0 MM MIX, 2 1/2" DEPTH (ITEM NO. 0409-6350)
- (C) - SUPERPAVE ASPHALT MIXTURE DESIGN, HMA BASE COURSE, PG 64-22, <0.3 MILLION ESALS, 25.0 MM MIX, 4" DEPTH (ITEM NO. 0309-0322)
- (D) - SUBBASE 6" DEPTH (No. 2A)

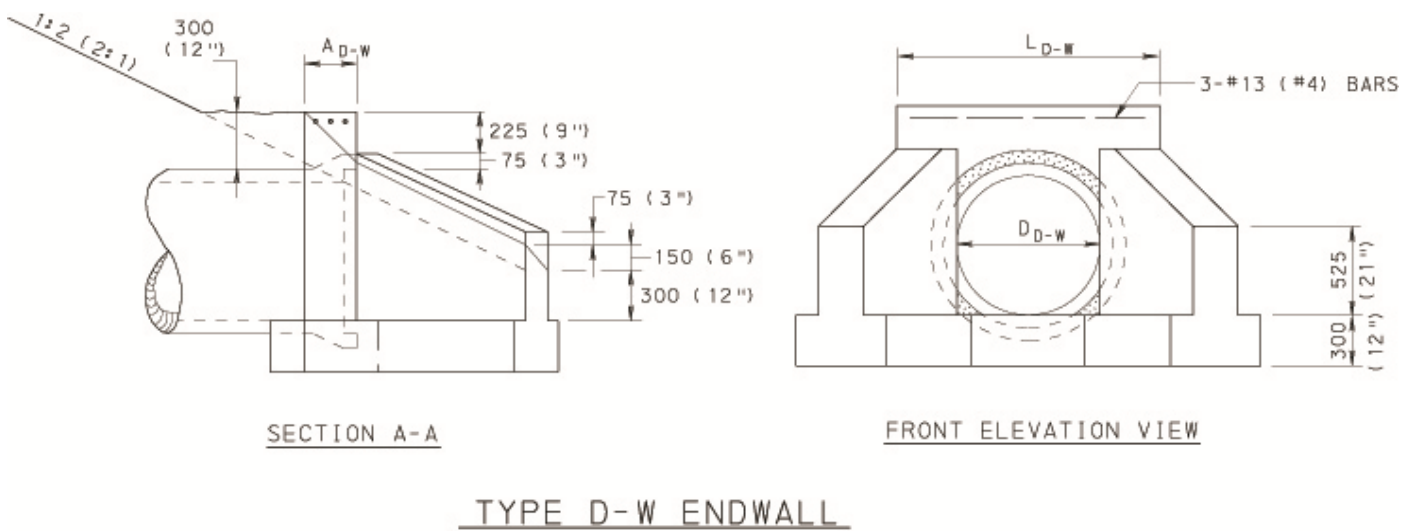


Figure 4.3 PennDOT Concrete Endwall Detail

only when trail users approach the crossing. The beacons are available with a solar power source, which minimizes both initial and long-term maintenance costs. A decorative asphalt crosswalk is also an option to increase visibility of the crosswalk for both motorists and trail users; however, this would need to be approved by PennDOT as they may not wish to add crosswalks at a crossing without a traffic signal.

Wherever feasible, the trail's alignment at all road crossings should be oriented perpendicular to the vehicular travel lanes. The result of such alignment is as short a distance across the road as possible. Any crossings and improvements within state road right-of-way will require coordination and approval with the local PennDOT District. It is recommended that the Trail Owner meet with PennDOT during the design phase to discuss crossing state routes.

Gated Controls

Trail crossings may also include access control gates and bollards to limit unauthorized vehicle use in the corridor. Figure 4.5 shows a typical gated control to be installed at road crossings and trail access points. Where emergency access is required, emergency management services should be given a master key to open all locked access gates.

SECTION 4: TRAIL CONCEPT PLAN

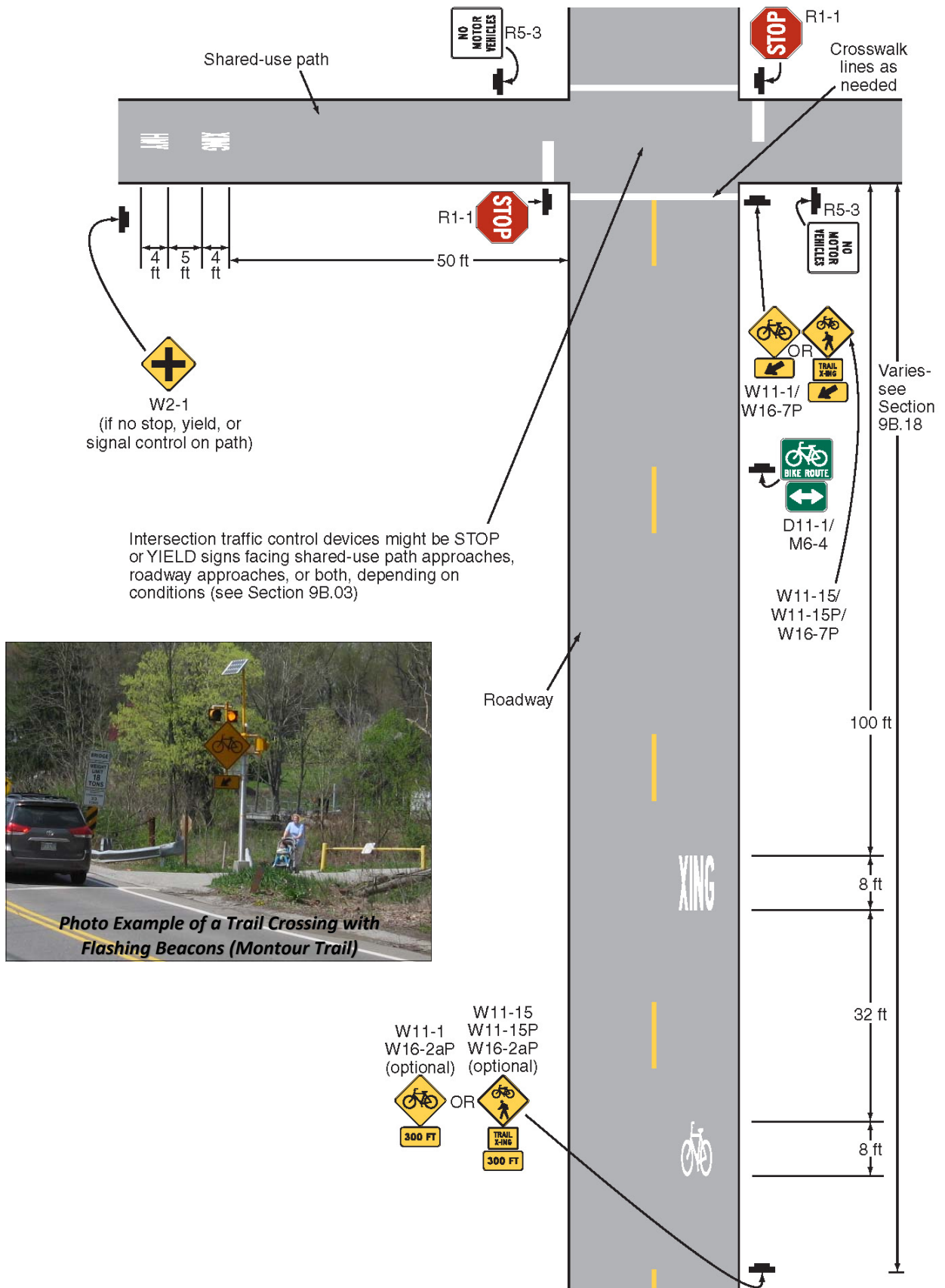


Figure 4.4 Example of Signing and Markings for a Shared-Use Path Crossing

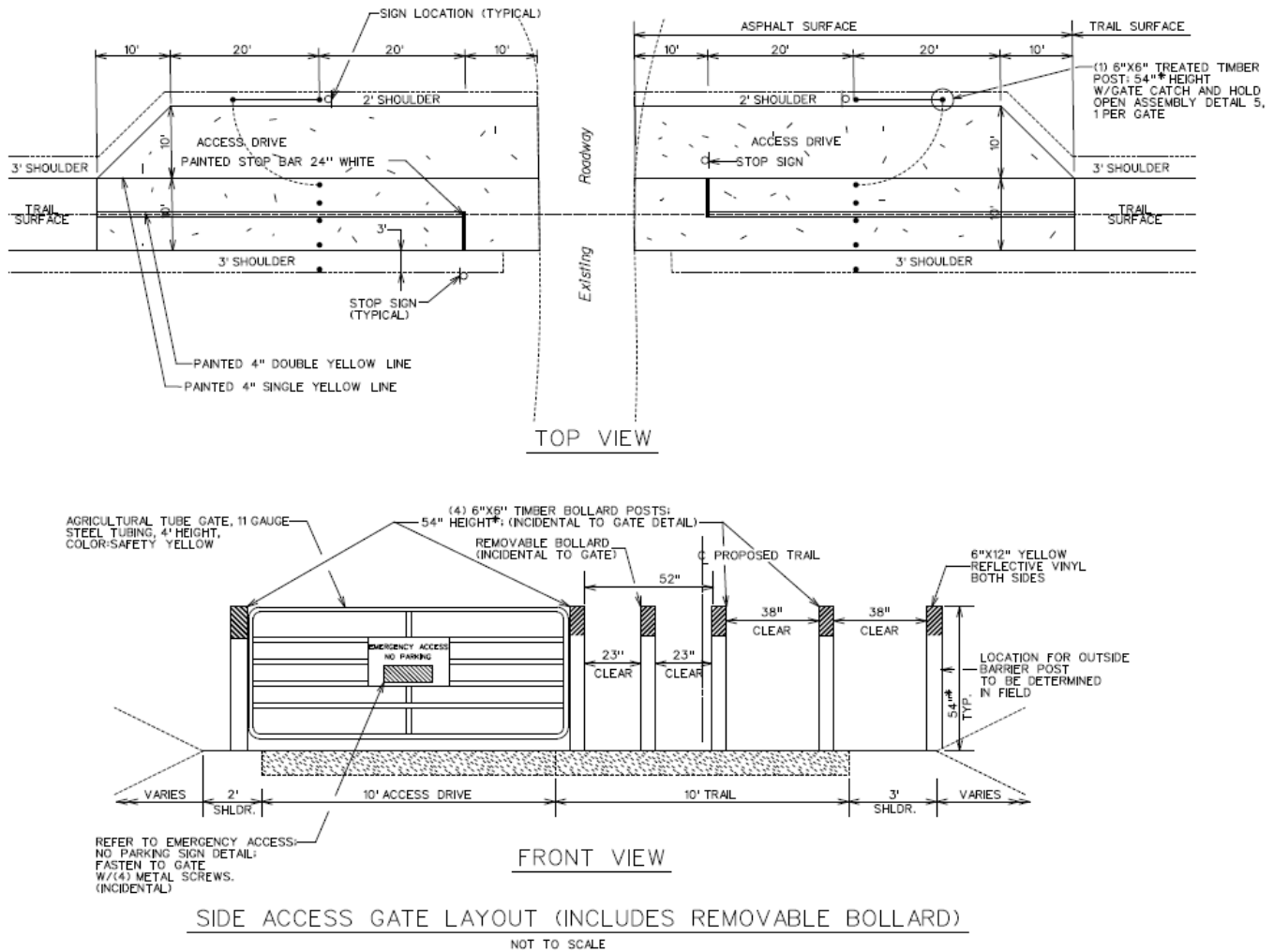


Figure 4.5 Trail Access Controls

TRAILHEADS

There is one existing trailhead for the East Branch Trail located in Spartansburg, and another located north of Corry along the Corry Junction Trail. Given the length of the corridor between Spartansburg and Corry, the only suggested new trailhead is to be constructed in Corry. Facilities proposed at trailheads will vary based on available land, the number of potential users served and the ability to access, maintain, secure and police the facility. The ideal design for the trailhead should include parking, shelter, shade and water and information.

Facilities should be designed as low maintenance using indigenous materials. Night use of the trail is not to be encouraged; therefore only security lighting should be explored for the trailhead. The collection of trash at trailheads should be a decision made during the implementation stage; some trail groups have found if no trash receptacle is available, trail users will take their trash with them, thus saving the Trail Association maintenance time and dollars. Figure 4.6 depicts a trailhead showing the layout of the parking area in relation to the trail along with a photo of an existing trailhead on the Allegheny Highlands Trail that shows a pavilion, restrooms, and drainage areas.

SECTION 4: TRAIL CONCEPT PLAN



Figure 4.6 Example of a Trailhead Design from the Montour Trail

ADJACENT PROPERTY OWNERS

The relationships between the CLA or eventual Trail Owner/Association and the adjacent property owners are arguably the most important element in implementing a successful trail project. While one of the assets of a trail is having points of interest along the way, there may be some cases where visual screening and/or physical barriers between the trail and surrounding land uses is warranted. The adjacent property owners may desire to screen their properties from view of the trail. It is vital that the CLA or Trail Owner work with these landowners to address any potential conflicts or concerns to ensure that the trail peacefully coexists with its neighbors.

The installation of gated controls will be necessary where adjacent landowners are accessing the corridor, via private gravel and earthen pathways/drives. It is recommended that these crossings be coordinated between the Trail Owner and private landowners to set limitations and develop expectations of how they will be used and secured. Legal agreements for these access points are not likely required, but may be

developed if the CLA or Trail Owner sees it necessary.

Figure 4.7 shows a typical chain gate that can be installed at private property access points. The use of two locks on a single chain allow for multiple keys to be given out to different entities with access to the property. For example, a chain gate may need to be opened by the property owner as well as a logging company.

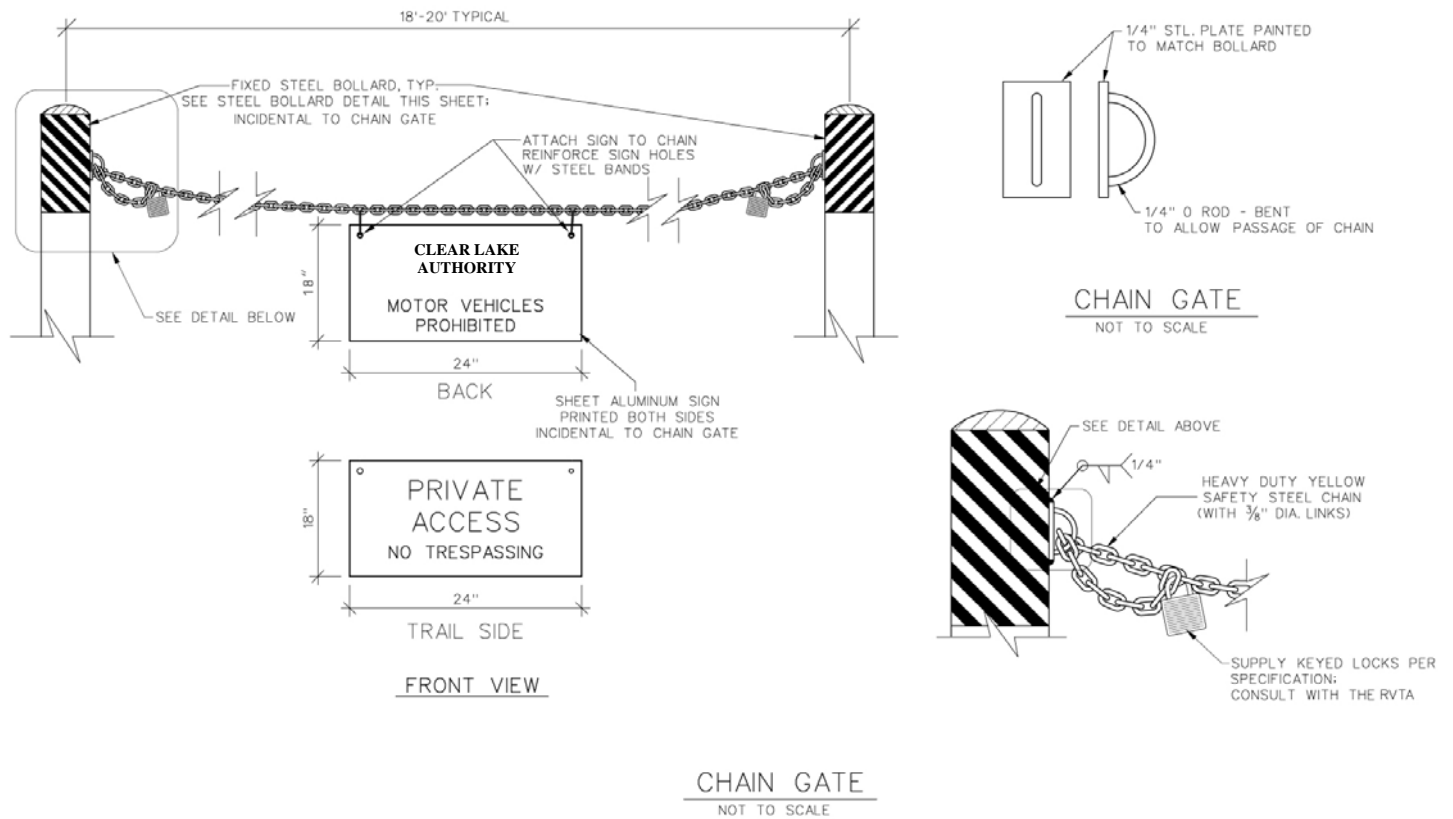


Figure 4.7 Typical Chain Gate

SECTION 4: TRAIL CONCEPT PLAN

SIGNAGE

Signage along the trail can be implemented on a segment by segment basis, but the Trail Owner will need to develop an approach to signing at a comprehensive level. The creation of a signage manual is recommended to identify the various types and sizes of signage as well as the materials, colors and styles of each. It is recommended that the CLA or Trail Owner work with the Erie to Pittsburgh Trail Alliance to develop compatible themes and styles for signing of the trail.

Signing along the trail should be limited to directional, informational, regulatory and interpretive signage only. The signage material should be indigenous to the region, and information should be clearly conveyed via simple messages using legible fonts. The use of signage should focus on creating a safe condition along the trail corridor, but be minimized to avoid significant long-term maintenance costs. All new signage, excluding standard traffic control signage at road crossings and trailheads, should include the Trail Owner/Association's logo. Figure 4.8 is an example of a low-profile interpretive sign along a shared use trail. Figure 4.9 shows an example of a trail owner/sponsor sign alongside a regulatory sign post.

Informational kiosks and interpretive signage should be constructed of durable materials that resist fading; laminated graphics are recommended for these sign types since they allow for quality graphical displays protected from the elements and vandalism.

A recent technologic advancement that may be incorporated into the signage design along the trail is the use of QR Codes. QR, which is short for quick response, is a unique bar code that can be interpreted by dedicated readers and most smart phones. These codes were initially created for tracking parts in vehicle manufacturing; however, this technology has value as an interpretive feature along the corridor. The QR Codes could be placed on interpretive and informational signage, and provide access to streaming video and audio to tell a story about features and services provided along the corridor. This advancement is valuable from an ADA perspective, providing audio interpretation and information to disabled trail users. Figure 4.10 is an example of a QR Code graphic.

The use of this technology is limited to cellular phone coverage and reception, which may or may not be available along the entire route described as part of this study. The Trail Owner/Association will need to determine where coverage exists and incorporate this technology accordingly. Once the trail is developed and people are using the corridor, the Trail Owner may want to contact local emergency service providers to discuss increasing cellular coverage along the trail; if implemented, this measure will provide additional opportunities to use QR Codes.

STRUCTURES

Prior to designing the repairs, it is recommended that all bridges be evaluated in detail to determine the extent of repairs required. Based on the findings repairs should be designed and construction plans be prepared. Also, construction bid documents should be prepared so that bids for the repair work can be obtained. The following repair tasks are recommended for the bridges along the corridor:

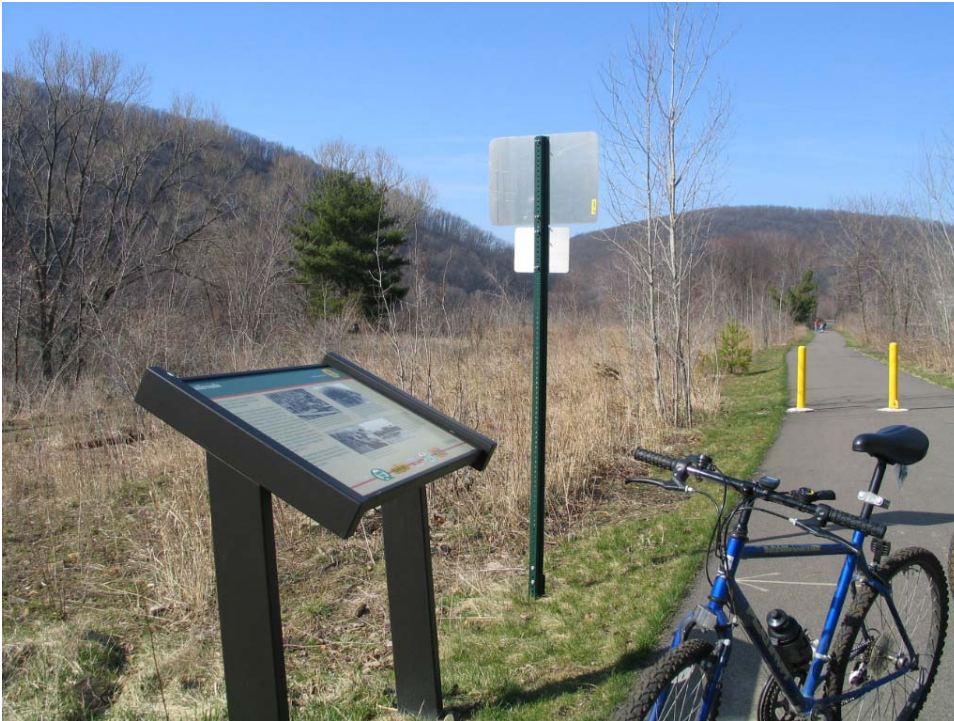


Figure 4.8 Interpretive Trail Signage



Figure 4.9 Examples of Various Signage At a Trailhead



Figure 4.10 QR Code Graphic

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- Install new timber deck with safety railings on all steel bridges for pedestrian and bicycle use.
- Investigate and repair moderate deficiencies, in abutments.
- Install safety railings on bridge approaches (see Figure 4.11). The actual length of the approach railings will be dependent upon site conditions; however, based upon previous bridge designs, approximately 50' is recommended to provide safe conditions at the approaches.
- Remove all vegetation from the bridge substructure and stone arch masonry headwalls.



Figure 4.11 Example of a Timber Approach Railing at Bridge

ON-ROAD BICYCLE FACILITIES

On-road bicycle facilities share the roadway corridor and may include bike lanes (marked outside of the travel lane), two-way bicycle tracks (outside the travel lanes) or shared lanes (shared lane markings within the travel lane).

Bike Lanes

Conventional Bike Lanes

- Bike lanes designate an exclusive space for bicyclists through the use of pavement markings and signage. The bike lane is located adjacent to motor vehicle travel lanes and flows in the same direction as motor vehicle traffic.
- Bike lanes in urban areas are recommended to be signed for NO Parking.
- Conventional Bike Lane Benefits
 - Increases bicyclist comfort and confidence on busy streets.
 - Creates separation between bicyclists and automobiles.
 - Increases predictability of bicyclist and motorist positioning and interaction.
 - Increases total capacities of streets carrying mixed bicycle and motor vehicle traffic.
 - Visually reminds motorists of bicyclists' right to the street.

Source: National Association of City Transportation Officials (NACTO) website (<http://nacto.org/cities-for-cycling/design-guide>)

Buffered Bike Lanes

- Buffered Bike Lanes are conventional bicycle lanes paired with a designated buffer space separating the bicycle lane from the adjacent motor vehicle lane and/or parking lane.
- Buffered Bike Lane Benefits
 - Provides greater shy distance between motor vehicles and bicyclists.
 - Provides space for bicyclists to pass another bicyclist without encroaching into the adjacent motor vehicle travel lane.
 - Encourages bicyclists to ride outside of the door zone when buffer is between parked cars and bike lane.



Example of Bike Lane at sidewalk



Example of Shared Lane Marking– SLM



Example of Buffer Bike Lane – increases distance between cars and bikes

- Provides a greater space for bicycling without making the bike lane appear so wide that it might be mistaken for a travel lane or a parking lane.
- Appeals to a wider cross-section of bicycle users.
- Encourages bicycling by contributing to the perception of safety among users of the bicycle network.

Source: NACTO website (<http://nacto.org/cities-for-cycling/design-guide>)

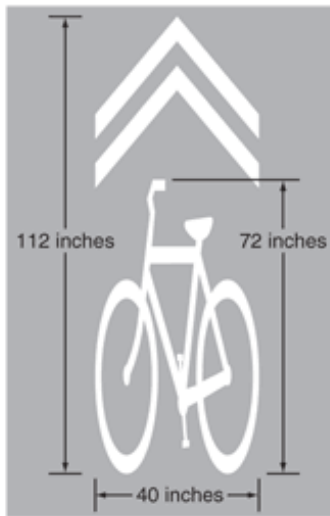
Bike Routes (signed- shared roadways)

- A bicycle wayfinding system consists of comprehensive signing and/or pavement markings to guide bicyclists to their destinations along preferred bicycle routes. Source: NACTO website (<http://nacto.org/cities-for-cycling/design-guide>).

There are limited locations in the study area that have wide (5'-8') shoulders, adjacent to the lanes of travel that provide the bicyclist an opportunity to ride outside the vehicular traffic flow. This scenario can increase safety along the posted bicycle routes, but provisions should be made to keep the shoulders clear of debris as to not introduce a new hazard to users.

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Figure 9C-9. Shared Lane Marking



Bike Shared Lane Markings (SLM) “Sharrows”

- **Description**—Shared Lane Markings (SLMs), or “sharrows,” are road markings used to indicate a shared lane environment for bicycles and automobiles. Among other benefits, shared lane markings reinforce the legitimacy of bicycle traffic on the street and recommend proper bicycling. *Source: NACTO website (<http://nacto.org/cities-for-cycling/design-guide>).*
- Shared Lane Markings should not be used on shoulders or bicycle lanes. The following is guidance from Manual of Uniform Traffic Control Devices (MUTCD) Chapter 9C, MUTCD 2009 Edition, for Shared Lane Markings:
 - Assist bicyclists with lateral positioning in a shared lane with on-street parallel parking in order to reduce the chance of a bicyclist's impacting the open door of a parked vehicle.
- Assist bicyclists with lateral positioning in lanes that are too narrow for a motor vehicle and a bicycle to travel side by side within the same traffic lane.
- Alert road users of the lateral location bicyclists are likely to occupy within the traveled way.
- Encourage safe passing of bicyclists by motorists.
- Reduce the incidence of wrong-way bicycling.
- **Guidance**—The Shared Lane Marking should not be placed on roadways that have a speed limit above 35 mph. The MUTCD further recommends SLM's be reserved for roadways with posted speeds no greater than 35 mph and placed immediately after the intersection and spaced 250 feet apart or less. (*Effects of Shared Lane Markings on Bicyclists and Motorist Behavior along Multi-Lane Facilitates*, City of Austin Bicycle Team, 2010).
- It is our recommendation that a SLM is painted at each turning point- a mark ahead of the turn and a mark directly following the turn. This will enhance the wayfinding ability for cyclists at decision points.
- Also, the project sponsor may want to consider hot-thermo applied marking at locations of heavy vehicle travel to increase wear and reduce maintenance needs for repainting.

Current Laws

State law allows cyclists to use all roads in Pennsylvania unless they are otherwise posted.

Pedestrians and cyclists typically are not allowed on an Interstate or on the PA Turnpike.



To increase safety for cyclists on roadways, in February 2012 the Pennsylvania Governor signed into law a requirement for motorists to leave a 4-foot “cushion of safety” when passing a bicyclist. To achieve this cushion, motorists may cross the roadway’s center line when passing a bicycle on the left, but only when the opposing traffic allows. The law is designed to improve safety and traffic flow.

SECTIONS OF TITLE 75 (VEHICLE CODE) PERTAINING TO PEDALCYCLES

Title 75 of the Pennsylvania Consolidated Statutes contains the laws which govern the operation of vehicles on Pennsylvania roads. In Pennsylvania, a bicycle is considered a vehicle and, as such, is governed by a general set of rules (common to all vehicles) and a specific set of rules (designed for bicycles). <ftp://ftp.dot.state.pa.us/public/PubsForms/Publications/PUB%20380.pdf>

“Bicycles are considered vehicles under Pennsylvania Laws and must obey all the rules of the road which apply to vehicles.”

“A bicycle may be operated on either a shoulder or on the roadway (the travel lanes). The locations will be based upon traffic volume, the physical condition of the travel lanes or the shoulder, traffic speed, the bicyclist's intended direction, and other safety factors.”

State law prohibits bicycle riding on sidewalks in business districts unless permitted by official traffic control devices. “A person shall not ride a pedalcycle upon a sidewalk in a business district unless permitted by official traffic-control devices, nor when a usable pedalcycle-only lane has been provided adjacent to the sidewalk.” - **Source: Pennsylvania State Bicycle Laws**

ENVIRONMENTAL CLEARANCE

To initiate the environmental clearance for the design and construction of the trail, the CLA or Trail Owner should schedule a meeting with the PADEP Northwest District to discuss the environmental requirements and to determine permitting procedure for trail. This meeting should precede any environmental studies and/or permitting to determine the most appropriate course of action for the development of the trail. Permitting/studies that may be required include the following:

- Permitting associated with any impacts to aquatic resources within the project corridor is regulated under Chapter 105 of the Pennsylvania Code and Section 404 of the Federal Clean Water Act. Activities covered under this permit may include new pipe installation and pipe replacements, wetland fills, and any other impacts to streams and wetlands in the project area. Coordination with PADEP would determine the level of permitting required (DEP Bureau of Watershed general permits or Chapter 105/Section 404 PADEP/USACE Joint Permit application).
- A Wetland and Stream Identification, Delineation, and Functional Assessment should be completed to identify resources within the project area. This assessment includes field identification and survey of wetlands and watercourses within identified project corridor; is sufficient for submission with the 105/404 permit application(s); and is valid for 5 years.
- Section 106 coordination (Cultural Resources) may be required depending on the type of permitting required for the project. Under Chapter 105 general permitting, no nationally or locally listed historic resources may be impacted as a result of the proposed trail activities. In addition, the discovery of any archaeological artifacts would be adequately protected and

SECTION 4: TRAIL CONCEPT PLAN

promptly reported to the PA Historic and Museum Commission (PHMC). If a Chapter 105/Section 404 single and complete permit is required, coordination with PHMC will be required from the onset of the permitting process.

- Phase I Environmental Site Assessment (ESA) (Hazardous Waste Investigation) is recommended for liability protection (“due diligence”) to identify any potential hazardous or residual waste areas that may be a result of activities that have occurred. If federal funding is used for any stage of the project, the results of a Phase I ESA will be required for clearance under the National Environmental Policy Act (NEPA).
- Lastly, Pennsylvania state law requires that an erosion and sediment pollution control plan be prepared for any earth disturbing project, regardless of size. If the project’s disturbed area is more than one acre, a National Pollutant Discharge Elimination System (NPDES) permit will be required. It is recommended that the Trail Association contact the County Conservation Districts to discuss permitting and coordination requirements.

TRAIL CONSTRUCTION

The proposed trail alignment was divided into three segments to provide the CLA/Trail Owner with manageable lengths of trail for a phased implementation. The three segments, listed geographically from Spartansburg to Corry, are:

- East Branch Trail to Ormsbee Road
- Ormsbee Road to SR89
- SR89 to Corry Junction Trail

Trail construction costs have been developed for the preferred and feasible recommendations; those options deemed infeasible have not been evaluated further.

CONSTRUCTION COST ESTIMATES

The estimates for construction are an opinion of probable costs, using current (2013) construction prices for publicly bid and federally funded trail construction projects using prevailing wage levels. These costs should be used as budget numbers for development. Final costs will be a result of detailed engineering and design, the specific materials identified for construction and current labor and market rates.

Cost estimates will be affected by many elements including but not limited to the following:

- Number of bidding contractors
- Supply and demand of the local market
- Bidding time (when contractors are busy, and toward the middle or end of the construction season, prices are typically higher)
- Site location and ease/difficulty of access to the project site
- Scope of the project
- Total quantities being installed

- Cost of oil, gasoline and asphalt products
- Environmental concerns and permitting
- Inflation

Although the estimates have been developed using public bid unit costs, some of the improvements can be completed by Public Works, volunteer groups, and through in-kind donations of equipment and material to reduce the total cost.

Table 4.1 contains the design parameters that are being considered for the construction of the trail.

Table 4.1: Trail Design Parameters

Item/Description	Construction Parameter
Clearing and Grubbing	Clearing on average a 20' corridor.
Invasive Species Eradication	Locations noted but not quantified during the field investigations. Assumption will be made that invasive species may exist within the corridor.
Earthwork/Grading	Grading at 20' width by 6" depth; including rolling and compacting the surface to achieve a cross-sloped condition of 2% at the trail and 4% graded shoulders. At existing ballast area-same as above, but blade and roll/compact surface; do not excavate.
Cleaning Existing Drainage Ditch	Removing debris and overgrown vegetation from existing ditch on a per linear foot basis.
New Drainage Ditch	Construction of a new 3' width by 1.5' depth "V" channel where necessary.
Cleaning Existing Pipe Culverts	Pipes up to 36" in diameter
New Pipe Crossing	18" average diameter at 40' length, High-Density Polyethylene smooth lined corrugated pipe
Pipe Outlet Protection	Rip-rap lined swale, approximately 2 cubic yards per outlet (outlets placed at all new and existing pipes)
Headwalls and Endwalls	Precast concrete; Type D, S, DW all including apron bases
Trail Surfacing	<ul style="list-style-type: none"> • Asphalt wearing course and binder course (preferred), or • #10 AASHTO fine graded, crushed limestone
Trail Section Construction	<ul style="list-style-type: none"> • 10' trail width typical including 3'-5' shoulders • Where ballast exists, asphalt wearing and binder to be placed on compacted ballast • Where ballast exists, only 2" depth #10 limestone to be placed; ballast to be rolled prior to limestone being placed • Where no ballast exists, placement of geotextile material, 6" 2A limestone and 2" #10 limestone • Timber railings at narrow corridor locations

SECTION 4: TRAIL CONCEPT PLAN

Table 4.1: Trail Design Parameters (continued)

Item/Description	Construction Parameter
Parking Areas	<ul style="list-style-type: none"> ● Gravel parking area for approximately 10 vehicles (60' x 50') ● Signage (trail sign/logo, emergency services, and accessible parking signs)
Trail Heads	<ul style="list-style-type: none"> ● Gravel parking area for approximately 20 vehicles (60' x 100') ● Composting toilet facility (single unit) ● Shelter/pavilion (15' x 25') ● Information Kiosk ● Trash Receptacle (can be removed from final design depending upon whether maintenance time/cost for collection is to be incurred) ● Signage (trail sign/logo, emergency services, and accessible parking signs) ● Side access gates (2) for maintenance vehicles entering/exiting the trail
At-Grade Crossing	<ul style="list-style-type: none"> ● 60 linear feet asphalt approaches at each side of road crossing ● Pavement markings and signage on asphalt approaches ● Crossing ahead signage along roadways (4 signs total, 2 signs each direction) ● In-line access gates (removable bollards) at each side of road
Signage	<ul style="list-style-type: none"> ● Mile markers, monument type sign with decorative trail logo ● Interpretive signage at unique natural features, laminated graphics (24" x 36") on metal/wooden pedestal
Access Control -At trail corridor crossings	<ul style="list-style-type: none"> ● Bollards (2) and chain at private property, including no trespassing/private property signage
Landscape Screening	<ul style="list-style-type: none"> ● A mixture of canopy trees, evergreen trees and evergreen shrubs (cost developed on a per linear foot basis)
Bridge Decking and Railing	<ul style="list-style-type: none"> ● Cost reflected on a linear foot basis ● 10' clear between railings ● 3'-6" high railings with rub-rail ● 8' height chain link fence where bridge travels over a road (safety for driver's below)
Bridge Approaches	<ul style="list-style-type: none"> ● 10 linear feet asphalt approaches at each end of structure ● 50 linear feet of timber approach railing at both sides of each end of structure (recommended for safety, but actual length may be dependent upon site conditions)

There are several costs that are expected to be incurred at the onset of any extension to the EBT; two such costs that have been determined as ‘Entire Corridor’ costs include environmental clearance and land acquisition.

The environmental clearances included in the cost of construction have been discussed earlier in this Section. Land acquisition can be achieved in a multitude of ways; through donation of property by private landowners, by an out-right purchase of property, through an easement agreement or by allowing public use on private property through a lease agreement. Whichever the case, it will be up to the trail owner to negotiate individually with each private landowner to determine which type of agreement is pursued.

It is important to note that some funding sources such as DCNR require a minimum 99 year lease on private property to qualify for certain funding sources. It is also important to note that any lands donated to the trail owner can be used as matching funds for land acquisition grants; the land cannot however be donated prior to the actual award of the grant funding.

For the purpose of this study, land acquisition costs are based on total land values on file in the property’s respective tax office.

In many instances, private landowners may be concerned with liability concerns of allowing recreational uses on their lands. Under *Pennsylvania’s Recreational Use of Land and Water Act*, the State limits the liability of landowners who make their land available to the public for free recreation. These protections are taken away from such properties if a fee is ever collected for use of the recreational activity. Appendix H.

Table 4.2 is a summary of the total costs of the three trail segments, and includes the entire corridor costs.

Segment 1: EBT to Ormsbee Road

The preferred option for Segment 1 is a separated shared use trail along the eastern side of SR89, returning to the CLA’s property past the farm field. The feasible option is a share the road alignment using the existing paved roadway (with signing and pavement markings) from the end of the EBT to the CLA’s property on the north side of SR89 at Chelton Hill Road.

The total cost of construction for Segment 1 is between \$1.8 and \$2.2 million. These costs reflect the installation of a bituminous trail; if the trail were to be constructed with geotextile, a stone base and crushed limestone surface, the total cost would be between \$1.2 and \$1.5 million. The detailed costs for implementation of Segment 1 are found in Appendix G.

Segment 2: Ormsbee Road to SR89

The preferred option for Segment 2 is to occupy the former Penn Central Railroad corridor to Lovell Road (preferred alignment) - PREFERRED. The feasible option is a share the Road Alignment from Ormsbee Road

SECTION 4: TRAIL CONCEPT PLAN

Table 4.2

TRAIL SEGMENT	SEGMENT DESCRIPTION	MILEAGE	TOTAL COST ¹ between		COST/MILE	
1	Spartansburg (end of the EBT) to Ormsbee Road	3.1	\$1,810,000	&	\$2,220,000	\$590,000
2	Ormsbee Road to SR89	2.7	\$1,530,000	&	\$1,860,000	\$570,000
3	SR89 to Corry Junction Trail	4.8	\$2,080,000	&	\$2,540,000	\$440,000
TOTALS		10.6	\$4,880,000	&	\$5,960,000	
Entire Corridor Costs	Environmental Clearances		LS		\$20,000	
	Agency Coordination Meeting					
	Wetland and Stream I&D, and Functional Assessment					
	Phase 1 Environmental Site Assessment (Haz. Waste)					
	Section 106 Clearance					
	Chapter 105/Section 404 Permitting					
	Land Acquisition; through purchase, lease, easement agreements, etc. ²		LS		\$42,000	
Notes:						

¹Total Cost represents preferred route for each Segment; refer to detailed segment construction costs for feasible route estimate

²Land acquisition costs are based on total land values on file in the property's respective tax office; actual cost for acquisition and/or easement will be based on negotiations between each individual landowner and the trail owner/association.

to Lovell Road, Via SR89.

The total cost of construction for Segment 2 is between \$1.5 and \$1.9 million. These costs reflect the installation of a bituminous trail; if the trail were to be constructed with geotextile, a stone base and crushed limestone surface, the total cost would be between \$1.0 and \$1.2 million. The detailed costs for implementation of Segment 2 are found in Appendix G.

Segment 3: SR89 to Corry Junction Trail

The preferred option for Segment 3 is a share the railroad corridor into Corry and a share the road connection to the Corry Junction Trail. The feasible option is a share the road condition for the entire Segment.

The total cost of construction for Segment 3 is between \$2.1 and \$2.5 million. These costs reflect the installation of a bituminous trail; if the trail were to be constructed with geotextile, a stone base and crushed limestone surface, the total cost would be between \$1.5 and \$1.8 million. The detailed costs for implementation of Segment 3 are found in Appendix G.

SECTION 5: MAINTENANCE & FUNDING

Maintenance responsibilities along a trail corridor typically belong to the trail owner. The reality in most instances is that these organizations have less than sufficient man-power, material and budget to adequately maintain the trail. This situation makes it vital that the CLA or Trail Owner design and construct with minimal maintenance requirements in mind, and foster good relationships with local volunteer groups and adjacent property owners.

The alignment between Spartansburg and Corry will almost certainly require a coordinated effort between members of the CLA and individuals in the towns along the trail's alignment. The trail association should also consider maintenance agreements with other persons or organizations to perform some of the maintenance responsibilities; the Tri-County Snowblazers have already expressed the desire to partner for maintenance and operations. Other potential organizations to contact include local scout groups, community groups such as churches, business owners and contractors, sport and athletic groups, environmental groups, municipality's public works departments, county court systems or corrections department and school districts.

Another way to delegate the maintenance responsibilities is to market an adopt-a-trail program similar to many Departments of Transportation. This concept works in a manner in which community groups, local businesses and even private landowners agree to accept the maintenance responsibilities along a portion of the corridor. Although these groups may not have the equipment or skills to conduct extensive repairs along the trail, they will more than likely be able to provide routine tasks such as grass shoulder cutting, debris clean-up and invasive species eradication. Perhaps the most beneficial function that these groups provide to the Trail Owner are the additional sets of eyes that can identify and report hazards such as drainage issues early, before they cause substantial trail damage.

There are a multitude of maintenance tasks which need to be performed along the corridor, however not all tasks need to occur at the same interval. The following sections describe in detail both routine and long-term maintenance requirements, and provide information regarding the frequency and man-power required to conduct each task.

ROUTINE MAINTENANCE

Routine maintenance tasks should be conducted by the CLA/Trail Owner and volunteers, and should be conducted at various intervals. Table 4.1 Routine Maintenance Tasks outlines some of the routine responsibilities. This table is a guideline that the CLA/Trail Owner can adjust based on the volume of traffic on the trail and seasonal use.

Table 4.1 Routine Maintenance Tasks

Maintenance Task	Interval	By Whom
Security patrol	Daily	Trail Owner, municipalities and volunteers
Trash and debris removal	Weekly	Trail Owner, volunteers or contractors
Vegetation control, grass	Three to four per season	Trail Owner and volunteers
Inspect for maintenance	Monthly	Trail Owner and volunteers
Clear culverts and drains	Every fall and after storms	Trail Owner and volunteers
Vegetation control, brush	Twice per year	Trail Owner and volunteers
Snow and debris removal	As needed	Trail Owner and volunteers
Minor repairs	As needed	Trail Owner and volunteers
Replace missing and/or damaged signage	As needed	Trail Owner and volunteers
Bridge deck/railing weather sealing	As needed	Volunteers or contractors
General Maintenance and cleanup at trailheads	Weekly	Trail Owner and volunteers

An extensive maintenance schedule was created in the 2005 publication of the *Rail-Trail Maintenance and Operation* Report developed by the Rails to Trails Conservancy Northeast Regional Office. Many of the items listed in this report fall into the category of maintained 'As-Needed'; this will be the case for much of routine maintenance that occurs along the corridor.

LONG TERM MAINTENANCE

Deferred, or long-term maintenance, needs include more costly items that require inclusion in the CLA/Trail Owner's budget; the trail association's annual budget should include contributions to a long-term maintenance fund. Fundraising and donations may also be required to assist with the cost of significant maintenance tasks. One of the most significant tasks is trail resurfacing. The *Rail-Trail Maintenance and Operation* Report noted that on average an asphalt trail was resurfaced every 17 years and an aggregate trail every 9 years.

On-going inspection of the bridges along the trail will also be required. Typically, bridges over a roadway should be inspected every two years. The structure over the Concord Road and the Black Bridge

SECTION 5: MAINTENANCE & FUNDING

(assuming ownership is obtained) should have a cursory inspection at this same two year interval.

MAINTENANCE COSTS

The maintenance on rails to trails is most commonly done on an as-needed basis using volunteer labor. This scenario does not lend itself to a trail association developing a detailed budget for annual maintenance operations. The 2005 *Rail-Trail Maintenance and Operation Report* does provide valuable information regarding average costs for annual maintenance. The average trail length studied was over 20 miles and the costs were broken down on a dollars per mile basis. The study found that the average maintenance and operations costs were approximately \$1,500 per mile, regardless of the trail surface. The annual cost was higher for government run trails (\$2,000 per mile), and volunteer run trails had an annual cost of approximately \$700 per mile. It is important to note that costs will often depend on whether equipment and materials must be purchased or are donated by local companies.

FUNDING

The biggest question that arises for trail projects is usually “how are you going to pay for it?” There are many opportunities for funding trail projects, such as:

- Grants (government funding programs, corporate grants, and private foundations)
- In-Kind Services/Donations
- Corporate Giving
- Fundraising Programs and Private Donations

Grants

There are a number of public and private grant sources, including foundations, that provide funding for trails. Appendix D provides a listing of potential grant sources, types of projects funded, and a link to their websites. However, it is important to note that most trails are constructed as a result of local efforts and it will take a strong commitment to raise money to provide the matching funds often required.

In-Kind Services/Donations

Many grant sources will accept in-kind services as a replacement for cash matches. The CLA/Trail Owner has resources at its disposal that can easily be turned into in-kind services. Examples of in-kind services/donations for a trail project include:

- Building materials
- Equipment use/rental/purchase
- Professional expertise
- Meals for volunteers

Corporate Giving

The National Trails Training Partnership (<http://www.americantrails.org/resources/funding/Funding.html>) provides useful information regarding asking corporations to donate money for trail projects. *“Treat them exactly the same way you would a private donor or a foundation. Do not overlook the*

biggest and the smallest businesses in your community. Corporate citizens like to be a visible, viable part of where they do business. Really, really keep an open mind when approaching businesses. All types of 'givers' generally receive MANY more requests than they can fund. Being turned down does not mean the 'ask' wasn't worthwhile-- only that there were too many projects for them all to be funded."

Fundraising Programs and Private Donations

The National Trails Training Partnership (NTTP) recommends the following in terms of developing fundraising programs, "Contrary to the *Be first, be daring, and be different* quote: copy successful programs. Don't try an unproven strategy unless you can afford the risk and have great confidence. You'll save time and effort by not reinventing wheels." The following are examples of potential fundraising ideas that the CLA/Trail Owner should consider adopting; tweaking the concepts to fit their needs.

Membership Campaigns—If the CLA doesn't already have a membership campaign, it is recommended that they create one to expand support and renew their efforts each year. Consideration should be given to providing members, particularly corporate members, with benefits such as sponsorship for events. The CLA/Trail Owner can also divide their campaign into different programs to which people can donate money towards a specific area of interest, such as trail construction, maintenance, tree plantings, trail-heads, interpretive signs, trail maps/brochures, and keeping a trail website up-to-date.

Buy-a-Foot-of-Trail Campaigns—The CLA/Trail Owner could market sections of the trail to local businesses/corporations to "buy a foot of trail" whereby they would donate money by the foot. The Wamego Community Foundation Trail Fund in Kansas charges \$150/foot of trail. The success of this program depends on trail location, trail type, and local popularity of trails. The NTTP offers that long rural bicycle trails may be difficult to fund with this method but smaller sections within towns and urban areas may be easy to market.

Merchandise—Selling merchandise that advertises the trail can raise money; however, it should not be expected to raise significant funds. If this is pursued, the CLA/Trail Owner should find something different and useful to sell. The NTTP states that T shirts do not work as there are simply too many available.

"Change for the Better" Program—Local merchants donate money per sales transaction to the trail organization. A small outdoor equipment store donated 25 cents into a jar on the counter for every sale and asked customers to match it, raising approximately \$1,000/month for the Pikes Peak Area Trails Coalition.

Voluntary/Temporary Tax—Similar to Change for the Better Program, except it is run by many retailers. Customers are asked to donate 25 cents, or some other amount, or their loose change after every sale for a specific purpose. When enough money is collected to fund the trail, the "tax" is lifted.

Challenge Grants—Ask a funder or donor to issue their next grant or donation as a challenge; it is a great publicity tool: "If we don't raise \$10,000 by March 31, we'll lose this \$10,000 challenge grant money!" The Pikes Peak Area Trails Coalition raised \$17,000 in addition to the original \$10,000 challenge grant.

SECTION 5: MAINTENANCE & FUNDING

The "All-Aboard for the Boardwalk" fundraising Campaign—Millbrook Marsh Nature Center invited individuals to purchase one or more boards of their boardwalk. The CLA/Trail Owner could adapt this to sell boards for the bridges.

Events—Most trails host events throughout the year as not only a way to raise money, but to also raise support for and awareness of the trail. The Montour Trail in southwest Pennsylvania hosts an annual 5K/10K Run and 2-Mile Walk (\$20-25 entry fee), Tails for Trails – 5K Dog Walk (\$10-20 entry fee). Other trails offer events such as a Twilight Walk and Guided Tours. The CLA/Trail Owner is encouraged to develop their own creative twist for trail events and may want to consider partnering with other community events such as the Spartansburg Annual Fair.

APPENDICES

APPENDIX A: CORRY PENNSYLVANIA, LAUNCHING A TRAIL TOWN PROGRAM

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APPENDIX A:

CORRY PENNSYLVANIA,
LAUNCHING A TRAIL TOWN
PROGRAM

Corry, Pennsylvania

Launching a Trail Town Program



Corry, Pennsylvania, with 6,605 citizens is the second largest city in Erie County. Located about 30 miles southeast of Erie and seven miles south of New York, Corry is a charming community, and as noted on the Corry web site “a place where hometown America still exists”.

<http://www.corrypa.com/index.html>). It is also a community interested in welcoming heritage and outdoor recreational visitors.

The Corry Junction Greenway Trail is under development and will be the first rails to trails project in Erie County running between Corry and Clymer, New York. Although not fully completed much of the trail is usable now. Adding the East Branch Trail extension between Corry and Spartansburg, coupled with the Route 6 designated east-west bicycling tour route (Route Y), Corry municipal and civic leadership along with their partners the Northwest Pennsylvania Trail Association, is eager to position itself as a welcoming Trail Town.



As the first step in the process, Corry’s civic and municipal leaders convened to discuss the infrastructure needs and service gaps for positioning Corry as a vibrant Trail Town. Following a presentation on the economic value of trail towns, the desired visitor amenities and services and steps for effective marketing, a tour of the community was conducted focusing on a visitor’s perspective. The purpose of the assessment was to determine service and

infrastructure gaps and the most effective connecting route from the trail into town.

Following the tour, a debriefing was held to discuss what had been discovered on the tour, and discussion followed on what was working in Corry, what was still needed and where to start in implementing projects. Those in attendance were encouraged to engage others in the community to form an Action Team.



Although many of the projects could be accomplished in the near term, the completion of the connection between trail and town and the necessary infrastructure to ensure longer visitor stays, will take a bit longer. The more the community is engaged in the process, the more effective the marketing outreach to visitors will be and the sooner projects can be completed.



The business community in particular can benefit greatly from a successful trail town initiative and they should be the first encouraged to participate in the process.

Priority needs leading to short and longer term projects were identified and are outlined in priority order. Exploring funding resources can begin for several initiatives simultaneously and should include the possibility of in-kind services, such as construction of signage, landscaping at gateway portals, façade improvements on business facades.

SIGNAGE

Gateway signage now exists at four entrances to town; but a critical review should be done to determine if the signage is of high quality, consistent in appearance and message and large enough to be clearly visible. Is it lit? Is its appearance appealing (e.g. nicely landscaped, fresh paint, bright colors)? Does it brand Corry in any way as a trail town?

Wayfinding signage is needed:

- to commercial district
- to trail

- from trail to town

All signs should be consistent in appearance and message.



There are signage guidelines including construction specifications on the Great Allegheny Passage (GAP) web site www.gaptrail.org. The Allegheny Trail Alliance has given permission for the use of these guidelines with certain restrictions. The color palette and curved top found in GAP signs should not be duplicated. It is best to check with the Allegheny Trail Alliance before committing to a design.

Signs might include a consistent use of icons offering public amenities and services. There is also the need to have a consistent high quality construction. At the trail heads, it is advisable to offer a map of the community and business and amenities listing. Brochures offering the same information can also be developed and distributed throughout the community as well as in the neighboring communities connected by the trail.



ADDRESS SPECIFIC CYCLISTS NEEDS

Bike Racks and bike storage is needed. Be certain to purchase and install the proper bike racks as some designs can damage bikes which are often expensive.



Bike Storage must be secure. If offering lodging without secure bike storage, arrangements must be made to allow the bikes into the rooms with guests.

Corry also needs a bike repair/bike equipment retailer. Perhaps an existing auto repair shop could be expanded to include bike repairs.



BUSINESS OPPORTUNITIES FOR EXISTING BUSINESS EXPANSION OR NEW BUSINESS

LODGING

When planning longer trips, cyclists will often partake of a variety of accommodations. Bed and Breakfasts and guest houses are often preferred but cyclists will also stay in hostels and camp out if accommodations are clean and feel safe. The Corry web site lists the below Bed and Breakfasts in or near town. Each facility should have an updated link and an attractive photograph. Is this list up-to-date? Several of the links are broken now or expired.

85-90% of outdoor recreational and heritage users will book all accommodations on line.

Photographs SELL!

Bed and Breakfasts	
Ottaway Inn (Bed & Breakfast) 26 W. Church Street	665-9301
Something Special Suites 117 N. Center St	664-9444
Brokenstraw Ranch Route 6, Spring Creek, PA	489-5415
Three Gables Inn (Bed & Breakfast) 18323 South Main St Toll Free: 888-640-5487	664-8538
Victoria on Main (Bed & Breakfast) 1105 E. Main St	664-3823
Baker Hill Country Guest House 3294 Baker Hill Rd. Corry, PA 16407	814/881-9667



RESTAURANTS

Although there is a local restaurant catering to families, and two “nicer” restaurants, additional fine dining opportunities should be explored. As often as possible, restaurants should offer outdoor seating.

Restaurants, like lodging and other visitor friendly services and amenities, should link whenever possible with the Corry web site. Also post stunning visuals on the site.

Open on Mondays! Offer healthy food choices, good beer and wine and do not be afraid to be whimsical and unique. Emphasize the authentic and go green as often as possible; and brag about it.



ENSURE A VISITOR FRIENDLY COMMERCIAL DISTRICT

Cyclists are often anxious to explore a community’s business district. Beyond simply eating, drinking and using public restrooms, the cycling market actively seeks authentic communities



with a sense of heritage and one that celebrates its history. Historic buildings, attractive and visible business signs, whimsical storefronts, clean parks and parklets, and public art will help to pull visitors into your business community. Businesses wanting to attract the trail user market, in fact all outdoor recreational users, should not close on Monday as it is an active trail use day.

One of the key requirements for all visitors to your community is the need for public and accessible bathroom facilities. Corry needs public restrooms and public access to water and placing those amenities in the commercial district is imperative.

MARKETING

It is now known that 85-90% of visitors plan visits to a region through electronic means. It is thus essential that any community interested in attracting visitors should make certain that their web site is easily found, attractive in appearance and visitor friendly. In other words it should be easy to find and connect with any available lodging facilities as well as other services and attractions.



Directions to the trailhead should be easily found and information on vehicular access and parking outlined. Show a map of the trail and its relationship to the larger trail system. Provide links on the Corry community web site to the Erie to Pittsburgh Trail site and other trail related sites in the region.

Consider other outdoor recreational opportunities in the region and outline them. For example there are multiple state and local parks in the area; what amenities are offered there? Could a visitor spend a weekend in the region, staying in Corry, and then travel in a “hub and spoke” method to other activities?



Consider your community web site as a visitor portal. Often small communities use their web site for residential communication and information listing council meeting locations and times and municipal services but little other information. We recommend supplementing this resident information with visitor information and remember to “sell” your community at every opportunity. Every visitor is also a potential investor.



Another consideration when improving or re-positioning your web site is to never underestimate the value of a stunning photograph. Use the most spectacular photos you can find of your community and post them prominently on your site. Another recommendation is to “Google” or electronically search for Corry on line so you can see what others see. You may be surprised at how Corry is positioned on line.

The Corry web site <http://www.corrypa.com/index.html> is quite informative and is positioned as a visitor portal. The opening comments on the Home page from the Mayor are inviting and quite authentic and would attract visitors. I would recommend fewer words, and a great deal more photographs. Bullet information whenever possible and eliminate extraneous narrative. More links to businesses should be encouraged. Many more photos of nearby attractions, and amenities as well as lodging and restaurants should be included. There is a nice listing of whimsical and interesting shops and the names alone are attractive:

- Dutch Treat
- Library Bar & Grill
- Gingerbread House
- Beer Barn
- Something Special
- Summer Wind
- Bakers Cup
- Whistle Stop



But add photographs and links to the commercial sites whenever possible.



TRAIL TO TOWN ROUTE

The trail to town route should be designed to include most trail user types. Many of the trail users will be used to traveling on a separated trail, entering the City of Corry, from the north. All efforts should be made to transition the cycling route from a separated trail condition to a bike lane condition entering the city street system. The route should connect bicycle travelers to the heart of the business district.

A separated bike lane traveling south along N. Center Street is recommended to attract travelers into the business district to spend money at shops, services, and businesses.



Shared lane markings (SLM) can be used to delineate the route into town, but this type of bicycle system is typically only used by experienced cyclists who are comfortable traveling in the lane with automobile traffic. A SLM system can be used for the northbound cyclist exiting the city to the Corry Junction Greenway Trail; this will allow parking to remain on at least one side of N. Center Street. MUTCD signing and pavement markings are required for delineating the routes; authority permits and approval will be required from road right-of-way owners.

The trail to town route should include a transfer place; a place to lock up bike equipment and bicycles that is close enough to walk to all places of interest. This place should be central to town, and to shops, services, businesses (food, bathrooms, vendors, etc.). The transfer place could be City Park. The park should be enhanced to improve lighting, provide an area for bicycle parking and lockers, and provide information (wayfinding signs, information kiosks, Wi-Fi connectivity) for trail users.



Route options are further described in the East Branch Trail Feasibility Report.

NEXT STEPS FOR CORRY

1. Convene your Trail Town Action Team. Start with those that attended the walking assessment and then outline a process for attracting more people. Although, you should “Never doubt that a small group of thoughtful, committed citizens can change the world...” (*Margaret Mead*) the more people engaged, the easier it will be to quickly implement projects.

Often a Chamber of Commerce or Business Association or Merchants Alliance will be a good place to start developing the Trail Town action team. So, if possible speak at upcoming meetings about the initiative. Emphasize the economic benefit for business growth and the other benefits to community such as increased property values and quality of life and outdoor recreational opportunities for youth. Leading with the economic benefits though is generally most effective.

2. Encourage every group you speak with to participate in the Trail Town Action Team, either by sending a representative or in the case of more active groups, consider becoming a “committee of” the organization. Unless there is no other way, it is better to include a trail town agenda into an existing organizational structure than to form another separate group.

Other suggested partners to participate in the Trail Town Action Team:

- Trail users
- Business interests – Businesses, Chamber of Commerce, Rotary, etc.
- Municipal officials
- Economic Development
- Planning Commission
- Recreation Department – Leisure Services
- Regional and neighboring attractions
- SCORE - mentoring to small business and non-profit groups in Northwestern Pennsylvania
- Tourist Promotion Agencies
- School District
- Council on Greenways & Trails
- Residents/Community members

3. Once you have a core group constituting the Action Team, convene and outline the Trail Town Plan based on the initial findings from the assessment. If you feel it is necessary and would help further engage participation, conduct another assessment and debrief on findings, leading to short, mid and long term projects related to connecting trail to town, attracting visitors and trail users, expanding and engaging small business interests.
4. Meet regularly and project by project implement the Trail Town Plan! Attempt to implement a first project quickly to further engage people and eliminate those that would be negative.

A good place to start might be with the web site: eliminating some text, adding more information about trails and outdoor recreational opportunities in the area and populating it with spectacular photographs. Corry is located an easy drive from Chautauqua and the Institute and the surrounding area attracts heritage, cultural and outdoor recreational users in significant numbers. Link to those offerings and note distance from the Chautauqua on your web site.

5. Develop a funding plan for projects. Review available grants; meet with the tourism promotion agency for possible partnership opportunities. Assign someone on the Action Team to research available grants. (A sample spread sheet is attached).
6. Specific projects may differ from community to community; but generally fall into these categories:



- Business attraction and expansion – trail, outdoor and related businesses
- Beautification – streetscape, addressing vacant and deteriorating buildings, gateways (from roads and trail)
- Signage – business directory kiosks, heritage, gateway, directional, wayfinding
- Trail amenities and infrastructure – “Trail to Town” routes, main information and education center(s), bike racks, benches, water, restrooms, trash containers, etc.

7. Review and update Trail Town priority projects. Projects may include physical improvements, education and training sessions, maintenance/clean up projects, or community activities, events, and fund raiser.

- Capital projects such as bike lanes, line striping, safety and regulatory sign installation, and pavement markings for bicycle and pedestrian routes.
- Capital project may also include sidewalk repairs, ADA curb ramp upgrades, and improvements to wayfinding sign systems. This may also include maintenance and lighting repairs.
- Trail Town Programs may include bike safety seminars, bicycle education events, bicycle repair workshops
- Community activities may include Sunday City Cycling Tours, 5K runs/walks, historical site tours, and community project fundraisers.
- Maintenance/clean up service projects may include public space clean up and painting projects, weeding and trash removal.



8. Communicate regularly with Action Team and other prospective members for the Action Team. Operate professionally with meeting minutes, clear agendas and keep meetings focused and no more than two hours.

9. Communicate regularly and broadly with the community:

- Regular news releases and/or updates at other meetings about the trail, visitor comments, visitor needs and questions, events, etc.
- Ribbon cuttings or the like especially for each new business or expansion
- Promote biking and walking in the community
- Create itineraries/packages with neighboring communities and attractions
- Encourage groups to use the trail for events
- Help businesses and community keep track of customers coming from the trail (quantify the results)
- Include the Trail in promotional materials and on websites
- Celebrate your successes, no matter how small: eg. a bike rack, a new garden gateway, unveiling a new sign, an existing business now selling ice cream
- Use stunning photos as often as possible





APPENDIX B:
PNDI RECEIPTS

1. PROJECT INFORMATION

Project Name: **East Branch Trail - Corry to Spartansburg Feasibility**

Date of review: **7/22/2013 3:26:37 PM**

Project Category: **Recreation,Rails-to-Trails**

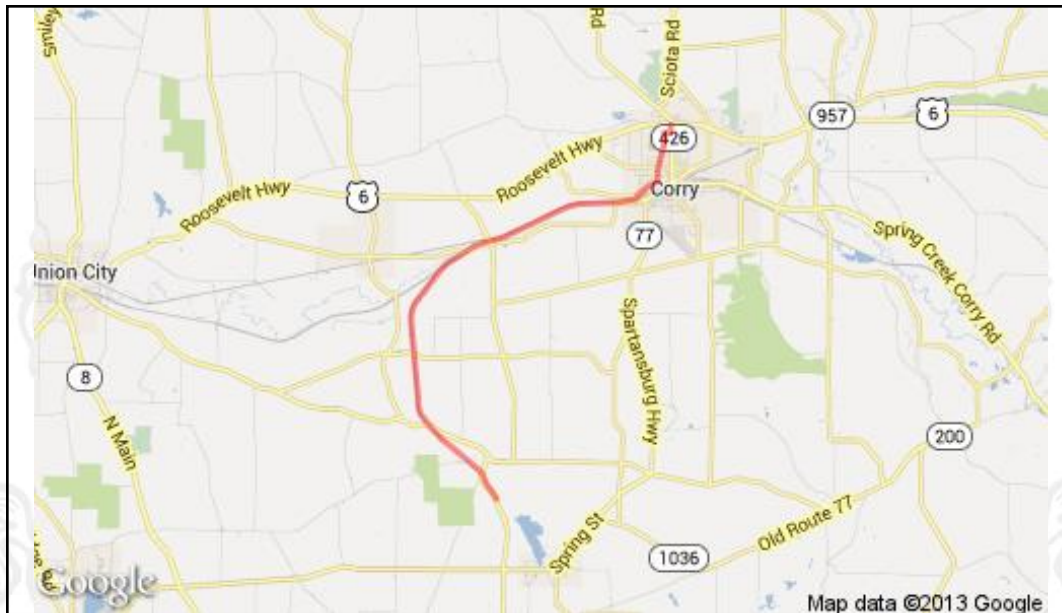
Project Length: **52761.7** feet

County: **Crawford,Erie** Township/Municipality: **Sparta,Corry,Concord**

Quadrangle Name: **CORRY** ~ ZIP Code: **16407,16434,16407**

Decimal Degrees: **41.934007 N, -79.645436 W**

Degrees Minutes Seconds: **41° 56' 2.4" N, -79° 38' 43.6" W**



2. SEARCH RESULTS

Agency	Results	Response
PA Game Commission	No Known Impact	No Further Review Required
PA Department of Conservation and Natural Resources	No Known Impact	No Further Review Required
PA Fish and Boat Commission	No Known Impact	No Further Review Required
U.S. Fish and Wildlife Service	No Known Impact	No Further Review Required

As summarized above, Pennsylvania Natural Diversity Inventory (PNDI) records indicate no known impacts to threatened and endangered species and/or special concern species and resources within the project area. Therefore, based on the information you provided, no further coordination is required with the jurisdictional agencies. This response does not reflect potential agency concerns regarding impacts to other ecological resources, such as wetlands.

RESPONSE TO QUESTION(S) ASKED

Q1: Describe how wastewater (effluent) will be handled (select one). For the purpose of this question, wastewater/effluent does not include stormwater runoff. If the project involves solely the renewal or modification of an existing discharge permit (e.g., NPDES permit), select from options 3, 4, 5, or 6 below.

Your answer is: **1. This project/activity (including construction, maintenance, and operation of the completed project) will not generate any wastewater/effluent; therefore, none will be discharged.**

Q2: Select the statement below that accurately describes where the proposed project and project-associated activities will occur. "Project" includes all features of the project (including buildings, roads, utility lines, outfall and intake structures, wells, stormwater retention/detention basins, parking lots, driveways, lawns, etc.), as well as all associated impacts (e.g., temporary staging areas, work areas, temporary road crossings, areas subject to grading or clearing, etc.).

Your answer is: **1. All project activities will occur in or on an existing building, parking lot, driveway, road, road shoulder, street, runway, paved area, or railroad bed.**

3. AGENCY COMMENTS

Regardless of whether a DEP permit is necessary for this proposed project, any potential impacts to threatened and endangered species and/or special concern species and resources must be resolved with the appropriate jurisdictional agency. In some cases, a permit or authorization from the jurisdictional agency may be needed if adverse impacts to these species and habitats cannot be avoided.

These agency determinations and responses are **valid for two years** (from the date of the review), and are based on the project information that was provided, including the exact project location; the project type, description, and features; and any responses to questions that were generated during this search. If any of the following change: 1) project location, 2) project size or configuration, 3) project type, or 4) responses to the questions that were asked during the online review, the results of this review are not valid, and the review must be searched again via the PNDI Environmental Review Tool and resubmitted to the jurisdictional agencies. The PNDI tool is a primary screening tool, and a desktop review may reveal more or fewer impacts than what is listed on this PNDI receipt. The jurisdictional agencies **strongly advise against** conducting surveys for the species listed on the receipt prior to consultation with the agencies.

PA Game Commission

RESPONSE: No Impact is anticipated to threatened and endangered species and/or special concern species and resources.

PA Department of Conservation and Natural Resources

RESPONSE: No Impact is anticipated to threatened and endangered species and/or special concern species and resources.

PA Fish and Boat Commission

RESPONSE: No Impact is anticipated to threatened and endangered species and/or special concern species and resources.

U.S. Fish and Wildlife Service

RESPONSE: No impacts to **federally** listed or proposed species are anticipated. Therefore, no further consultation/coordination under the Endangered Species Act (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*) is required. Because no take of federally listed species is anticipated, none is authorized. This response does not

reflect potential Fish and Wildlife Service concerns under the Fish and Wildlife Coordination Act or other authorities.

4. DEP INFORMATION

The Pa Department of Environmental Protection (DEP) requires that a signed copy of this receipt, along with any required documentation from jurisdictional agencies concerning resolution of potential impacts, be submitted with applications for permits requiring PNDI review. For cases where a "Potential Impact" to threatened and endangered species has been identified before the application has been submitted to DEP, the application should not be submitted until the impact has been resolved. For cases where "Potential Impact" to special concern species and resources has been identified before the application has been submitted, the application should be submitted to DEP along with the PNDI receipt. The PNDI Receipt should also be submitted to the appropriate agency according to directions on the PNDI Receipt. DEP and the jurisdictional agency will work together to resolve the potential impact(s). See the DEP PNDI policy at <http://www.naturalheritage.state.pa.us>.



5. ADDITIONAL INFORMATION

The PNDI environmental review website is a **preliminary** screening tool. There are often delays in updating species status classifications. Because the proposed status represents the best available information regarding the conservation status of the species, state jurisdictional agency staff give the proposed statuses at least the same consideration as the current legal status. If surveys or further information reveal that a threatened and endangered and/or special concern species and resources exist in your project area, contact the appropriate jurisdictional agency/agencies immediately to identify and resolve any impacts.

For a list of species known to occur in the county where your project is located, please see the species lists by county found on the PA Natural Heritage Program (PNHP) home page (www.naturalheritage.state.pa.us). Also note that the PNDI Environmental Review Tool only contains information about species occurrences that have actually been reported to the PNHP.

6. AGENCY CONTACT INFORMATION

PA Department of Conservation and Natural Resources

Bureau of Forestry, Ecological Services Section
 400 Market Street, PO Box 8552, Harrisburg, PA.
 17105-8552
 Fax:(717) 772-0271

U.S. Fish and Wildlife Service

Endangered Species Section
 315 South Allen Street, Suite 322, State College, PA.
 16801-4851
 NO Faxes Please.

PA Fish and Boat Commission

Division of Environmental Services
 450 Robinson Lane, Bellefonte, PA. 16823-7437
 NO Faxes Please

PA Game Commission

Bureau of Wildlife Habitat Management
 Division of Environmental Planning and Habitat Protection
 2001 Elmerton Avenue, Harrisburg, PA. 17110-9797
 Fax:(717) 787-6957

7. PROJECT CONTACT INFORMATION

Name: _____
 Company/Business Name: _____
 Address: _____
 City, State, Zip: _____
 Phone:(_____) _____ Fax:(_____) _____
 Email: _____

8. CERTIFICATION

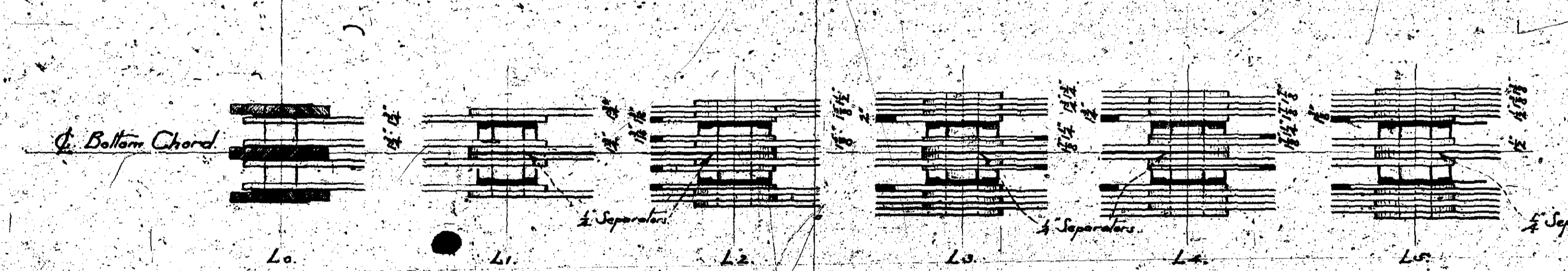
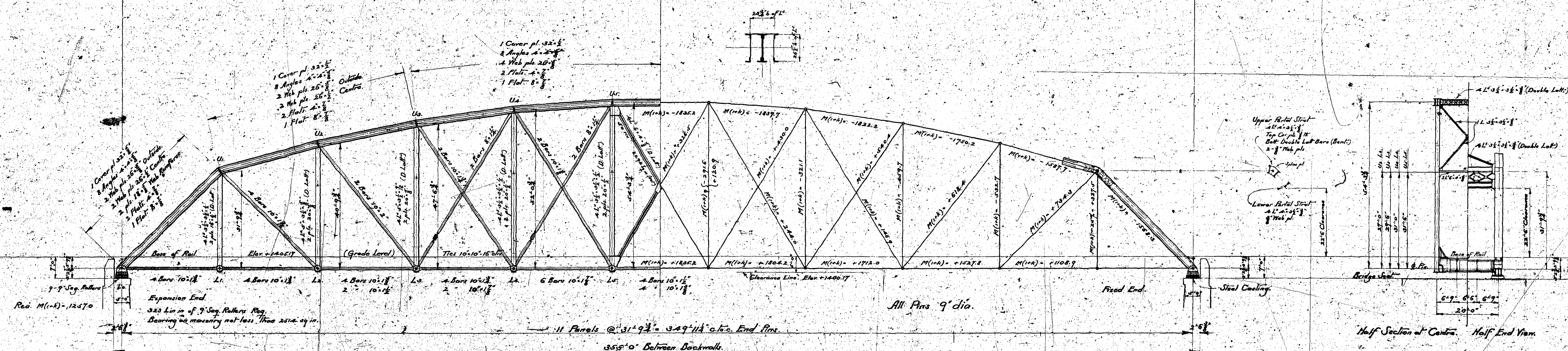
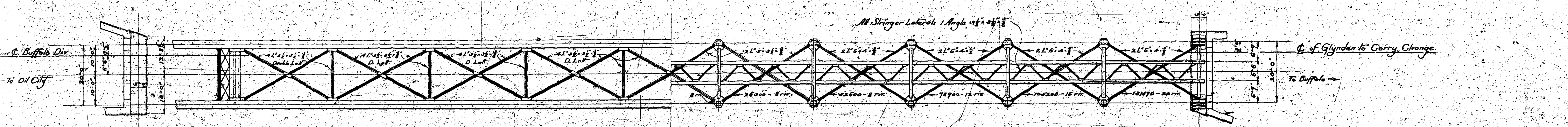
I certify that ALL of the project information contained in this receipt (including project location, project size/configuration, project type, answers to questions) is true, accurate and complete. In addition, if the project type, location, size or configuration changes, or if the answers to any questions that were asked during this online review change, I agree to re-do the online environmental review.

_____ date
 applicant/project proponent signature



APPENDIX C:

BLACK BRIDGE CONSTRUCTION
PLAN SHEETS



Inter. Floorbeams 4" x 5 1/2" b. l. b. L.

Each Flange 2 L 6 x 6 x 3/8

2 pls 14" x 1/2" full length - 12"

Web pl. 15 x 1/2" Riv. pitch - Truss to Stringer 2 1/2" stagger - bol. 4" stagger

Field rivets - Floorbeam to Truss 25 riv.

End Floorbeams 4" x 6" b. l. b. L.

Each Flange 2 L 6 x 6 x 3/8

1 pl. 14" x 1/2" full length

Web pl. 17 1/2" x 1/2" Riv. pitch Truss to Stringer 2 1/2" stagger - bol. 4" stagger

Stringers 4" x 7 1/2" b. l. b. L.

Each Flange 2 L 6 x 6 x 3/8

1 pl. 15" x 1/2" full length

Web pl. 13 x 1/2" Riv. pitch 2 1/2" stagger at ends - 4" stagger at centre

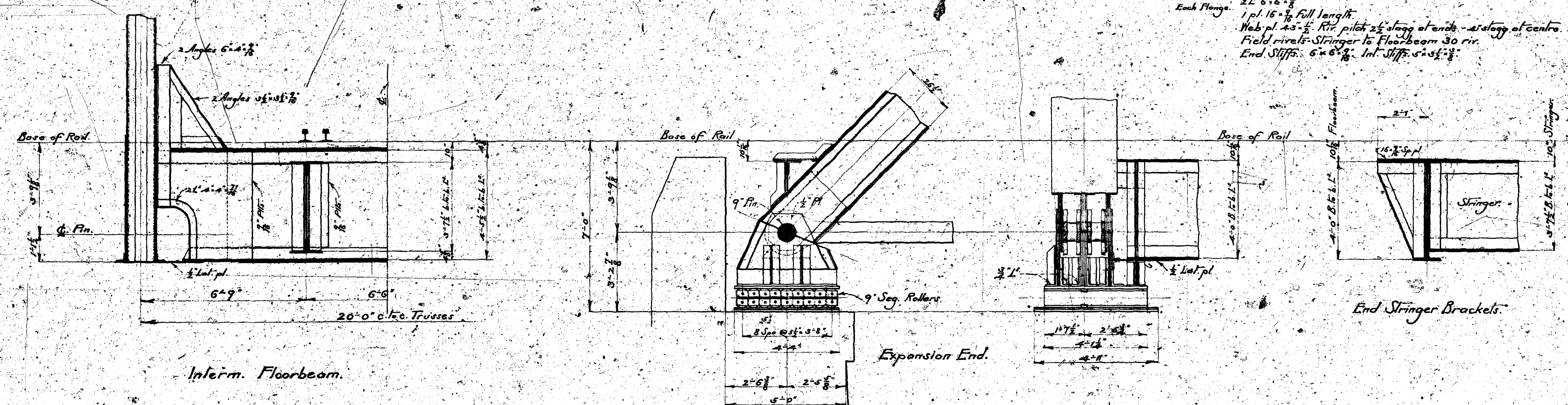
Field rivets - Stringer to Floorbeam 30 riv.

End Stiffs 6" x 6" x 1/2" Int. Stiffs 5" x 5" x 1/2"

(Rivets 3/4" dia)

F6532

(Handwritten notes and scribbles)



Live Load - PRR Spec 1912. (H.H. & K29.)

Correct *[Signature]* Approved *[Signature]* Approved

Asst. to Engineer Bridges & Buildings Engineer Bridges & Buildings Chief Engineer

No. 12441

BRIDGE ERIE RR

NEAR LOVELL STATION PA.

GLYNDEN TO CORRY CHANGE OF LINE

BUFFALO DIV. NORTHERN DIV.

W.N.Y. & PA. RY.

Scale 1/4" = 1'-0"

ARW

Sep 1913.



APPENDIX D:
FUNDING SOURCES

American Hiking Society's National Trails Fund (<http://www.americanhiking.org/NTF/>)

American Hiking Society's National Trails Fund is the only privately funded, national grants program dedicated solely to building and protecting hiking trails. Created in response to the growing backlog of trail maintenance projects, the National Trails Fund has helped hundreds of grassroots organizations acquire the resources needed to protect America's cherished hiking trails. To date, American Hiking Society has funded 174 trail projects by awarding over \$500,000 in National Trails Fund grants. Only non-profits with 501(c)(3) designations and AHS Alliance Members are ELIGIBLE to apply.

Appalachian Regional Commission (<http://www.arc.gov>)

Supplemental infrastructure grants for projects funded through other federal programs \$100-\$300K (50% of program; unless access roads than will fund 80%). Applicants may be nonprofit economic development organizations or municipalities.

Bike Belong Coalition Grants Program (<http://bikesbelong.org/>)

The Bikes Belong Coalition is sponsored by the bicycle industry, with the mission of putting more people on bicycles more often. The Bikes Belong Coalition Grants Program provides grants of up to \$10,000 to nonprofit organizations and public agencies at the national, regional, and local level for facility, capacity, and education projects. Priority is given to organizations that are directly involved in building coalitions for bicycling by collaborating the efforts of bicycle industry and advocacy groups. Requests are reviewed quarterly, please see the website each year for application deadlines and guidelines.

Claneil Foundation, Inc. (<http://www.claneilfoundation.org/applying-grant>)

Purpose and activities: Giving primarily for the arts, education, health, the environment, and community development in Pennsylvania. Contact: Executive Director Cathy M. Weiss
630 W. Germantown Pike, Ste. 400 Plymouth Meeting, PA 19462-1059

Coca-Cola Foundation Public Space Grant (<http://bingrant.org/public-space-grant-overview/>)

The Coca-Cola/KAB Recycling Bin Grant Program supports local community recycling initiatives by providing selected grant recipients with receptacles for the collection of beverage container recyclables in public settings. Grant recipients will receive actual recycling bins instead of funding.

Conservation Easement Assistance Program (<http://conserveland.org/ceap/guidelines>)

The Conservation Easement Assistance Program provides small grants to conservation organizations to help cover the costs of completing conservation as well as trail and fishing access easements;

amending and restating older easements; establishing or updating baseline documentation; and installing signs on eased properties. The program seeks to increase the quantity of easements completed and special places protected and increase the quality and long-term viability of easements.

Do Something Seed Grants (<http://www.dosomething.org/>)

DoSomething.Org provides \$500 Do Something Seed Grants every week to individuals ages 25 or under for community action projects or programs.

Fiskars Project Orange Thumb (<http://www2.fiskars.com/Community/Project-Orange-Thumb>)

Fiskars believes in contributing to the growing community garden effort and all it represents — creative expression, beautiful outdoor spaces, civic and community collaboration, healthy hand-grown food and sustainable living. To help support the community garden movement, we've created Project Orange Thumb. Since its inception, Fiskars' Project Orange Thumb has provided over \$1.3 million to 140 community groups and helped to complete fourteen garden makeovers in the U.S. and Canada. Winners receive \$5,000 in cash and tools to help support their goals of neighborhood beautification and horticulture education, and one lucky applicant will receive a complete garden makeover.

Home Depot Foundation (<http://www.homedepotfoundation.org/>)

The Home Depot Foundation was created in 2002 to further the community building goals of The Home Depot Company by providing additional resources to assist nonprofit organizations throughout the United States and Canada. To better support its mission, The Home Depot Foundation will award most of its grants by directly soliciting proposals from high-performing nonprofit organizations with the demonstrated ability to create strong partnerships, impact multiple communities and leverage grant resources. In order to identify potential future nonprofit partners or respond to unique community revitalization opportunities, a limited amount of funding is set aside to be awarded through a competitive process. Preference will be given to grant requests that offer volunteerism opportunities and encourage community engagement.

Keep America Beautiful (<http://www.kab.org>)

Keep America Beautiful follows a practical approach that unites citizens, businesses and government to find solutions that advance our core issues of litter, reducing waste, and communities. The GetGrowing Initiatives national stage for the important role that beautification and greening plays in our communities. Beautiful public places transcend aesthetic appeal to positively impact the lives of area residents, visitors, businesses and institutions.

Keep Pennsylvania Beautiful (<http://keeppabeautiful.org/GrantsAwards/FreshPaintDays.aspx>)

Fresh Paint Days Pennsylvania is a program designed to provide community groups with paint and painting supplies enabling them to renew a community structure in need into something beautiful through the application of fresh paint and a lot of elbow grease. This annual event is held in partnership with support from BEHR and The Home Depot. During a month-long period, eight grant awardees along with their volunteers will be eligible for up to 20 gallons of exterior paint and \$75 for painting supplies. Any tax-exempt group within the Commonwealth of Pennsylvania is invited to apply. Private property owners or individual applicants are not eligible.

National Endowment for the Arts - Our Town Program (<http://www.arts.gov/grants/apply/OurTown/index.html>)

Grants ranging from \$25,000 to \$200,000 available to support creative placemaking projects in rural communities. Our Town will invest in creative and innovative projects in which communities, together with their arts and design organizations and artists, seek to:

- Improve their quality of life;
- Encourage greater creative activity;
- Foster stronger community identity and a sense of place; and
- Revitalize economic development.

National Fish and Wildlife Foundation (<http://www.nfwf.org/whatwedo/grants/Pages/home.aspx>)

The National Fish and Wildlife Foundation provides funding on a competitive basis to projects that sustain, restore, and enhance our Nation's fish, wildlife, and plants and their habitats. NFWF and its partners have developed business plans and long range strategies that support diverse projects for wildlife and habitat conservation across the country.

Neighborhood Assistance, Neighborhood Partnership Program (NAP/NPP) (<http://www.newpa.com/find-and-apply-for-funding/funding-and-program-finder/nap2013>)

Fosters the development of collaborations among business firms, neighborhood organizations, local government entities and residents to encourage high impact long term investments in distressed areas. Projects must fall under one of the following categories: affordable housing, education, health and social services, community economic development, job training, crime prevention and neighborhood assistance. Sponsorship consists of contributing a substantial amount of cash (minimum \$50,000) per year for a minimum period of five years. Tax credit equals 75 percent of approved project. Total tax credit is limited to \$500,000 annually.

Pennsylvania Department of Community and Economic Development—Commonwealth Financing Authority (CFA) Act 13 Marcellus Legacy Fund (<http://www.newpa.com/find-and-apply-for-funding/commonwealth-financing-authority>)

Act 13, signed into law on February 14, 2012, created an impact fee based on wells drilled in the state. In 2012, the fee generated more than \$204 million. The majority of the revenues is being distributed to local governments where the drilling is taking place, with the remainder of the money being utilized for statewide programs or distributed to counties based on population; each county gets a minimum of \$25,000.

The Marcellus Legacy Fund provides funding to support conservation projects and environmental protection measures. The program guidelines establish eligibility requirements for five separate programs; abandoned mine drainage, abatement and treatment; watershed restoration and protection; water quality data; greenways, trails and recreation; and orphan and abandoned well plugging.

Pennsylvania Department of Community and Economic Development—Infrastructure Development Program (IDP) (<http://www.newpa.com/find-and-apply-for-funding/funding-and-program-finder/infrastructure-development-program-idp>)

Grant and low-interest loan financing for public and private infrastructure improvements including Transportation facilities, airports; Clearing and preparation of land and environmental remediation; Water and sewer systems, storm sewers; Energy facilities; Parking facilities; Bridges, waterways; Rail and Port facilities; At former industrial sites only: land and building acquisition, construction and renovation by private developers; Telecommunications infrastructure. Provides loans and grants up to \$1.25 million; no more than 20% of the annual appropriation for a single municipality.

Pennsylvania Department of Community and Economic Development—Keystone Communities Program (<http://www.newpa.com/find-and-apply-for-funding/funding-and-program-finder/keystone-communities-program-kcp>)

Assists Pennsylvania's communities in achieving revitalization. The program designates and funds communities that are implementing Main Street, Elm Street, Enterprise Zone efforts or other community development efforts by supporting physical improvements to designated and/or other communities that are undertaking revitalization activities within the community. Also, provides accessible modifications for the homes of persons with physical disabilities.

Pennsylvania Department of Community and Economic Development—Municipal Assistance Program (MAP) (<http://www.newpa.com/find-and-apply-for-funding/funding-and-program-finder/municipal-assistance-program>)

Provides funding to assist local governments to plan for and efficiently implement a variety of services

and improvements, and soundly manage development with an emphasis on intergovernmental approaches. Funding is available for three groups of activities: shared services; community planning; and floodplain management. MAP funds up to 50% of eligible costs. Counties and municipalities may apply; shared service activities require two or more participating municipalities.

Pennsylvania Department of Conservation and Natural Resources—Community Conservation Partnership Program (C2P2) (<http://www.dcnr.state.pa.us/brc/grants/index.aspx>)

The DCNR Bureau of Recreation and Conservation (BRC) builds connections between the citizens and the outdoors through recreation enhancement, natural resources conservation and community revitalization efforts. BRC partners with communities and organizations across Pennsylvania to provide technical assistance and financial support for these efforts.

Pennsylvania Department of Environmental Protection—Environmental Education Grants (http://www.portal.state.pa.us/portal/server.pt/community/environmental_education/13903/grants/588549)

Administered through DEP, the funds are used for projects ranging from creative, hands-on lessons for students, teacher training programs, and outdoor learning resources to conservation education for adults. The program funds environmental education projects that address: Watersheds; Air Quality; Brownfields; Energy Education; Environmental Literacy; Formal and Non-formal EE Certification; STEM Education; Curriculum Revision or Integration; and Other Environment and Ecology Topics.

Pennsylvania Department of Transportation—Transportation Alternatives Program (TAP)

A new federal transportation bill, Moving Ahead for Progress in the 21st Century (MAP-21), was enacted in July 2012. MAP-21 established a new program to provide for a variety of alternative transportation projects, including many that were previously eligible activities under separately funded programs. The TAP replaces the funding from pre-MAP-21 programs including Transportation Enhancements, Recreational Trails, Safe Routes to School, and several other discretionary programs, wrapping them into a single funding source.

The TAP provides federal funding for projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities; infrastructure projects for improving non-driver access; community improvement activities; environmental mitigation; recreational trail program projects; and safe routes to school projects.

Pennsylvania Historical & Museum Commission—Historic Preservation Program (http://www.portal.state.pa.us/portal/server.pt/community/grants_and_funding/3748)

The Keystone Historic Preservation Grant program provides funding support for projects that identify,

preserve, promote and protect historic and archaeological resources. The maximum grant award from PHMC to an organization is \$25,000. Grants require a 50/50 cash match.

Pennsylvania Safe Routes to School Program (<http://www.saferoutespa.org/>)

Safe Routes to School is a federal initiative that helps to enable and encourage students, including those with disabilities, to walk or bicycle to school. Safe Routes to School (SRTS) programs are built on collaborative partnerships among many stakeholders, including educators, parents, students, elected officials, engineers, community planners, business and community leaders, health officials, and bicycle and pedestrian advocates. Since 2005, the federal government has provided funding for all 50 states and the District of Columbia to implement a SRTS program. In Pennsylvania, the Department of Transportation is responsible for encouraging, promoting, and supporting SRTS activities across the state.

Pew Charitable Trusts (<http://www.pewtrusts.org/>)

The Pew Charitable Trusts, based in Philadelphia, are a national philanthropy established 48 years ago. Through their grantmaking, the Trusts seek to encourage individual development and personal achievement, cross-disciplinary problem solving and innovative, practical approaches to meeting the changing needs of a global community. Each year, the Trusts make grants of about \$180 million to between 400 and 500 nonprofit organizations in six areas: culture, education, environment, health and human services, public policy, and religion. In addition, the Venture Fund supports independent projects outside of these six areas that take an interdisciplinary approach to broad issues of significant interest or concern. In particular, the Culture program selectively supports programs for artists and cultural organizations in Philadelphia and has funded history interpretive programs—the Heritage Investment Program has provided technical assistance and challenge grants to historic sites in Philadelphia and the region, and the Philadelphia History Exhibitions Initiative has assisted Philadelphia-area history museums in producing high-quality, innovative exhibitions. Such programs could be used to fund interpretation of trail related historic resources and sites.

Recreational Equipment Incorporated (REI) Conservation and Recreation Grants (<http://www.rei.com/stewardship/community/non-profit-partnerships-and-grants.html>)

REI's giving program is employee driven. The process starts with the employee nomination of projects in which they are personally involved. Grant guidelines and applications are sent to nonprofit organizations based strictly on those nominations from our employees. REI targets support to nonprofits that have either conservation projects, or programs directly increasing access to and participation in responsible outdoor recreation. For this reason, we are unable to accept unsolicited requests for donations or sponsorships.

State Farm Good Neighbor Citizenship Company Grants

(<http://www.statefarm.com/aboutus/community/grants/company/company.asp>)

The State Farm Companies Foundation provides grants to municipalities, nonprofit organizations, volunteer fire companies, and chambers of commerce. Safety grants are available for auto and roadway safety and community development grants are available for community revitalization and economic development.

Surdna Foundation (<http://www.surdna.org/>)

The Surdna Foundation seeks to foster sustainable communities in the United States - communities guided by principles of social justice and distinguished by healthy environments, strong local economies and thriving cultures. We seek to dismantle the structural barriers that limit opportunity for many, helping to create communities that are prosperous, culturally enriching, and sustainable. Grants are offered in three areas: sustainable environments, strong local economies, and thriving cultures. The Surdna Foundation accepts letters of inquiry on a rolling basis and invites a limited number of applicants to submit a full proposal.

The North Face Explore Fund (<http://explorefund.org/>)

The Explore Fund will support organizations that encourage youth outdoor participation, focusing primarily on creating more connections of children to nature, increasing access to both front & backcountry recreation, as well as providing education for both personal & environmental health. Grants will be given up to \$2,500.

US Department of Transportation—TIGER Discretionary Grant Program

(<http://www.dot.gov/tiger>)

The Transportation Investment Generating Economic Recovery, or TIGER Discretionary Grant program, provides a unique opportunity for the U.S. Department of Transportation to invest in road, rail, transit and port projects that promise to achieve critical national objectives.

LABOR**Student Conservation Association (SCA)** (<http://www.thesca.org/>)

SCA offers a Conservation Corps program, where college and graduate students and other qualified participants address specific, urgent conservation challenges. Projects may include mitigating wildland fire risks, eradicating invasive plants while protecting native species, restoring desert lands scarred by off-road vehicles, or providing environmental education in community classrooms. SCA Corps programs, some of which are offered in cooperation with AmeriCorps, run for up to 10 months, and members often share a communal residence.

TECHNICAL ASSISTANCE

Alliance for Biking and Walking (<http://www.peoplepoweredmovement.org/site/>)

Coalition of advocacy organizations focused on strengthening and uniting leaders in bicycle and walking initiatives.

American Trails (<http://www.americantrails.org/>)

American Trails is the only national, nonprofit organization working on behalf of all trail interests, including hiking, bicycling, mountain biking, horseback riding, water trails, snowshoeing, cross-country skiing, trail motorcycling, ATVs, snowmobiling and four-wheeling. American Trails members want to create and protect America's network of interconnected trails.

We support local, regional, and long-distance trails and greenways, whether they be in backcountry, rural or urban areas. Our goal is to support America's trails by finding common ground and promoting cooperation among all trail interests. Since our formation in 1988 we've been involved in everything from training trails advocates to increasing trail opportunities for persons with disabilities.

League of American Bicyclists - Bicycle Friendly Community Program

(<http://www.bikeleague.org/content/communities>)

The Bicycle Friendly Community Program (BFC) provides incentives, hands-on assistance, and award recognition for communities that actively support bicycling. A Bicycle Friendly Community welcomes cyclists by providing safe accommodation for cycling and encouraging people to bike for transportation and recreation.

National Complete Streets Coalition (<http://www.smartgrowthamerica.org/complete-streets>)

Instituting complete streets policy, which consider all means of transportation within a road corridor, to ensure that roadways are designed and operated with all users in mind.



APPENDIX E:

PHONE CONVERSATION LOG

East Branch Trail Feasibility Study – Spartansburg to Corry Conversation Log

From: Bill Moldovan
Date: March 14, 2013
To: Gerry Dahl, City of Corry

Notes:
Message left, no return phone call received

From: Bill Moldovan
Date: April 3, 2013
To: Bernie Kiesnoski, PA Fish & Boat Commission

Notes:
Mr. Kiesnoski was contacted in response to his email sent to Amy Wiles stating that he could not make the landowners coordination meeting. Mr. Moldovan explained the project's purpose, and described the likely types of recommendations that would come from the feasibility study. Mr. Kiesnoski asked that he continue to be contacted, and noted that if the trail alignment were to make its way towards the PA Fish & Boat Commission property he would be happy to speak with us about ROW and/or easements.

From: Bill Moldovan
Date: April 10, 2013
To: Bill Hayes, Tri-County Snow Blazers

Notes:

- *The first three landowners from SR89, North to the Active RR are Coulter, Boutwell and Hammond. Snow Blazers have a verbal agreement with these owners to use the trail corridor.*
- *The Snow Blazers are considering themselves a partner with the Clear Lake Authority, and have expressed an interest (and already do) in providing maintenance along the trail once it is constructed.*

From: Bill Moldovan
Date: May 9, 2013
To: Mike Body, Corry Commons, LLC.

Notes:

- *Mr. Body called to discuss what is being planned for the trail through Corry. Corry Commons, LLC. owns and operates the plaza on SR 6 that is home to the McDonalds and the Perkins restaurants.*
- *It was discussed that at this time, the trail alignment options wouldn't take the users directly past the shopping plaza, but that the report would identify the importance of placing signs along the preferred route to direct trail users to the services available.*

From: Bill Moldovan
Date: May 23, 2013
To: Bill Hayes, Tri-County Snow Blazers

- *The Organization has verbal agreements with three of the five property owners (Coulter, Boutwell and Hammond) of the abandoned railroad corridor between Spartansburg and the Black Bridge. There are no agreements with the two remaining owners (Baghdad and Buzzard).*
- *Traveling from Corry to Spartansburg-*
 - *Shady Avenue is the route out of Corry*
 - *The snow mobiles travel along farm fields towards Spartansburg and use Old Route 77 (this is east of RT 77)*
 - *Snow mobiles enter Spartansburg from the east, along East Main Street*
- *Traveling from Spartansburg to Corry-*
 - *Use the abandoned railroad corridor to the Black Bridge*
 - *At bridge, east alongside active railroad corridor to Gates Street*
 - *Gates Street, north and zig-zag through properties to the Corry Plaza (Sears and McDonalds shopping center)*
 - *Cross Route 6, Columbus Avenue, at Hatch Street*
 - *North along Hatch Street, continue north through private property to the North Hills Municipal Golf Course*
 - *Snow mobile riders are not using the Corry Junction Trail north out of Corry*
- *In summary, it looks like we can focus on the abandoned corridor between Spartansburg and the Black Bridge. The remaining routes that the snowmobilers are taking utilize private properties, which look to be infeasible for use as a multi-use trail. We'll have to determine the feasibility of crossing the bridge, or identify a link to local roads from the south side of the bridge. Our preliminary investigation once we approach Corry indicates using the local roads to connect with the Corry Junction Trail.*

From: Bill Moldovan
Date: June 5, 2013 (message left) and July 1, 2013 (discussion held)
To: Lynn Firth, CLA

Notes:

The call was made to Lynn in order to discuss items from the initial Kick-Off Meeting that had not been answered. The following are items of discussion:

- *CLA to investigate and identify potential landowners and business owners in Spartansburg that may be able to provide feedback on behalf of the existing trail.*
 - *Chris Jewell – Dutch Treat Employee, 24650 State Highway 89, Spartansburg, PA. (814) 654-7526*
 - *Ben Byler – Ashley's Pub, 342 Main Street, Spartansburg, PA, (814) 654-7821*
- *Type of users that the CLA would like the trail to be constructed to accommodate*
 - *Pedestrians – walkers, runners, bicyclists*
 - *Non-Motorized Vehicles, except for snow mobiles in the winter*
 - *Horse and buggy if room within the corridor exists*

From: Bill Moldovan
Date: June 5, 2013 (message left) and July 1, 2013 (discussion held)
To: Julia Eagles, Erie to Pittsburgh Trail Alliance President

Notes:

The call was made to update Ms. Eagles on the status of our trail feasibility Study and gather any input that she had in regards to this particular segment as well as how it relates to the regional connections. Ms. Eagles was pleased with the status and noted that Mr. Jim Holden would be replacing her as president of the Erie to Pittsburgh Trail Alliance. Ms. Eagles invited Mackin to attend the Alliance's committee meeting the following day (July 24th), but the short notice wasn't enough time for Mackin to attend. A status email was sent to Debra Frawley to read the meeting.

From: Debbie Frawley
Date: August 6, 2013
Via: Phone call from with Mary Lou Hockenberry, 103 W. Congress Street, Corry PA

Notes:

A lady just called after receiving a letter about tomorrow night's meeting. She cannot be there and wanted to officially protest. She was not friendly. She said that the trail is being planned through her yard and she is protesting it. It is a nice, quiet neighborhood and they shouldn't have to deal with it. I asked if she actually owned the corridor and she said yes. She plans to be at the last meeting at the end of August.

From: Bill Moldovan
Date: August 28, 2013
To: Carl Belke, President, Western NY & PA Railroad

Notes:

Mr. Moldovan contact Mr. Belke to discuss the feasibility of the trail occupying the railroad ROW, adjacent in some fashion to the active rail line. Mr. Belke noted that the line through Corry is a mainline with engine speeds of up to 25 MPH; with the intention to increase speed up to 40 MPH as demand increases. Mr. Belke noted that this scenario is unlike the McClintock Trail, which is a low speed (15MPH) industrial line.

Mr. Belke noted that upon first thought, this would not be a feasible alternative for the trail. However, Mr. Moldovan is going to forward Mr. Belke the proposed trail graphics so that the railroad can review and reply formally to the request to share the corridor.

Mr. Belke also addressed a question asked by Mr. Moldovan in regards to the Black Bridge. Mr. Belke mentioned that the bridge may be what is called an 'Orphaned' bridge. Two Acts of Congress in the 1970 (3R Act and the 4R Act) approved the "Final System Plan" for the newly created Conrail. As part of these acts, Conrail essentially chose which bridges/structures it wanted to retain ownership, and which it did not. Some of the bridges/structures became 'orphaned' and remain un-owned by a particular entity. Mr. Belke said that this MAY be the situation if we're having difficulties determining ownership, and that it may also open the door for the trail organization to sit before a Judge who would then declare the bridge owned by that group.

From: Bill Moldovan and Kyle Gates
Date: September 2013
To: Same as above

- *Mr. Moldovan and Mr. Gates had several phone discussions during the month of September 2013. Mr. Gates was concerned that some of the County mapping was incorrect, and that the property in which he owned extended into the railroad property (as depicted in the County GIS data). Mr. Moldovan attempted to reach Mr. Gates to further discuss the discrepancy, but no return phone call was received.*

From: Bill Hayes, Tri-County Snow Blazers
Date: September 18, 2013
To: Bill Moldovan

- *Mr. Hayes contacted Bill Moldovan to confirm that he had spoken to James Hammond regarding the trail alignment coming through his property (the former railroad corridor between Ormsbee Road and the Black Bridge). Mr. Hammond gave Mr. Hayes a verbal commitment of support for the trail construction, and*

noted that there would need to be some form of an agreement negotiated to allow for access to the corridor. This confirmation was vital to dispel the sentiment from landowners at the public meetings who indicated that Mr. Hammond did not support the trail.



APPENDIX F:

WESTERN NY & PA RAILROAD
ROW APPLICATION

Right of Entry and Occupancy

Location of Occupancy:

Name of railroad over which agreement is applied: _____

City Town Village: _____, Township: _____,

County: _____, State: _____.

Footage (_____) and direction (N / S / E / W) from Railroad Mile Post #: _____ or center line of Public Highway Crossing or Bridge: _____
(Name / Number)

Check here if occupancy is to be located within confines of Dedicated Highway (right of way lines must be shown on plan)

Highway Name or Number: _____ AAR DOT #: _____
(AAR DOT# is posted near crossing)

Type of Facilities:

Right of Entry only

Estimated start date for right of entry: _____ end date: _____

Will there be any activity, materials, vehicles or equipment within 25' of any track? Yes / No

Will there be any excavation or earth work involved? Yes / No

If "yes" is selected above, please ensure plans depict affected areas in compliance with relevant railroad specifications.

Reason for entry onto railroad property (be specific, attach separate sheet if needed): _____

Pipe:

Gravity

Pressure (Non-Flammable)

Pressure (Flammable)

Method of pipe/conduit installation:

Open Cut

Bore & Jacking

Jacking

Tunneling

Other _____

Wire / Cable:

Aerial

Undergrade (in conduit)

Telephone (# of pairs: _____)

Electrical (voltage: _____)

Fiber Optic

Phase of electrical circuits: _____ Number of electrical circuits: _____ Number of Poles: _____

Crossing Angle: _____ ° Indicate length of any longitudinal occupancy (Total footage of occupancy: _____')

Check here if this application is a revision to existing facilities (*Copy of original agreement must be included with application*)

SEND COMPLETED APPLICATION TO:

If for complete occupancy agreement:

**ReLTEK, LLC
Suite 300
6 Terri Lane
Burlington, NJ 08016
Attention: Occupancy Agreements**

If for right of entry only:

**Western New York & Pennsylvania Railroad
5769 Sweeteners Blvd., P.O. Box 190-B
Lakeville, NY 14480
Attention: Right of Entry Agreements**

Email: occupancies@reltekservices.com

APPLICANT'S CHECK LIST

- 1) Review Specifications.
- 2) Proper name and mailing address of Licensee.
- 3) Application fee.
- 4) Location data
- 5) Plan and Profile drawings (no larger than 11" x 17").
- 6) Pipe Data Sheet.
- 7) Depth of bury shown on plans.
- 8) Method of installation indicated on application and plans.
- 9) Distance from face of launching and receiving pits to centerline of track.
- 10) Location of manholes and valves.
- 11) Size, voltage, type and number of: wires, cables or Fiber Optic Cables
- 12) Wire/Cable vertical clearance from sag to top of rail labeled on profile view
- 13) Distance from poles to centerline of track
- 14) Pole configuration shown on profile view.
- 15) Angle of crossing shown on plan view.
- 16) Proper number of tracks shown on plan view.
- 17) Length of any longitudinal occupancy.
- 18) R/W lines of Dedicated Highway (for crossings within public highways).
- 19) Bridge Footings of Dedicated Highway Bridge shown on plan view.
- 20) Bridge Attachment for Dedicated Highway Bridge.

*****Warning**:***

Extreme caution is to be used in excavation due to the possible existence of other underground facilities along land owner's right of way. Any damage to existing facilities will be the sole responsibility of the Applicant. In compliance with State law, prior to commencing work, the contractor shall notify appropriate State "One Call" service.

Western New York & Pennsylvania RR, LLC

P.O. Box 190-B
Lakeville, NY 14480

Lakeville Office: (585) 346-2090
Fax: (585) 346-6454

Olean Office (716) 372-8136
Fax (716) 372-8256

Revised 02/05/09

RE: Construction Permit

INSURANCE REQUIREMENTS

1. Commercial General Liability Insurance with limits of not less than \$2 Million per occurrence and subject to annual aggregate of not less than \$6 Million, such policy to cover all of contractor's operations and operations of its subcontractors.
2. Business Automobile Liability Insurance with limits of not less than \$2 Million per occurrence.
3. Workers Compensation to cover contractor's obligations under the laws of the state of _____ and Employers Liability Insurance with limits of not less than \$1 Million per accident.

If the limits of liability of the above policies are less than those required, then Excess or Umbrella Liability policy(ies) may be used. Combined limits of liability for each of the coverages, however, shall not be less than those stated above.

Contractor shall furnish the Railroad a Certificate of Insurance before commencement of work on the Railroad's property giving evidence of insurance as required above with insurance carriers acceptable to Railroad. If Excess or Umbrella Liability is used to provide a portion of the required Employers Liability limits, the Certificate of Insurance shall indicate such policy includes Employers Liability coverage. Such Certificate of Insurance shall also indicate Railroad is to receive 30 days notice of cancellation or material change in the insurance provided.

Such Certificate of Insurance shall indicate that with respect to liability assumed under an "Insured Contract", the definition of such "Insured Contract" is amended to remove any exclusion with respect to work within 50 feet of Railroad's property.

Contractor shall also furnish Railroad Protective Liability Insurance with Railroad as Named Insured and covering all of contractor's operations, the operations of its subcontractors, and including negligent acts of the Railroad. Such policy shall have limits of not less than \$2 Million per Occurrence and be subject to an Annual Aggregate of not less than \$6 Million. Before commencement of work on Railroad's property, contractor shall furnish Railroad an original copy of such policy or Certificate of Insurance giving evidence of such policy with and insured carrier acceptable to Railroad.



APPENDIX G:

TRAIL CONSTRUCTION COSTS

Segment 1
Spartansburg (end of the EBT) to Ormsbee Road

DESCRIPTION	UNIT	QTY	UNIT COST	SUBTOTAL	COMMENTS
Trail					
Clearing and Grubbing	AC	7	\$750.00	\$5,250.00	Assumes clearing on average a 20' corridor (minimal through farm)
Earthwork/Grading (end of EBT to SR89)	CY	3,200	\$18.00	\$57,600.00	Embankment fill at farm field; 30' width x 2' avg. depth
Earthwork/Grading (SR89 to Ormsbee Road)	CY	5,000	\$18.00	\$90,000.00	Grading at 20' width x .5' depth
Cleaning Existing Ditches	LF	15,000	\$7.00	\$105,000.00	Removing debris and overgrown vegetation from existing swale
Linear Drainage Swale	LF	5,000	\$27.00	\$135,000.00	Typical "V" ditch; 3' wide x 1.5' deep
Cleaning Existing Pipe Culverts	LF	100	\$20.00	\$2,000.00	Up to 36" Diameter
New Pipe Crossing	LF	300	\$60.00	\$18,000.00	18" average diameter, 20' length
Pipe Outlet Protection	CY	60	\$100.00	\$6,000.00	R-4 rip-rap, 2 CY per end pipe
12' Trail Width Sections					Approximately 2.5 miles of Segment 1
Bituminous Pavement	SY	18,000	\$42.50	\$765,000.00	For locations where logging activities/private property access is assumed
10' Trail Width Sections					Approximately 0.6 miles of Segment 1
Bituminous Pavement	SY	3,275	\$42.50	\$139,187.50	End of EBT to SR89
At-Grade Crossings					
Signage	EA	18	\$300.00	\$5,400.00	(12) signs at each crossing; (6) on trail, (6) on road
Side Access Gate	EA	3	\$4,000.00	\$12,000.00	Side Access Gate and bollards
Gated Access Locations	EA	8	\$1,750.00	\$14,000.00	Bollards and chain at private property; approximate based on field review
Timber Fence	LF	300	\$45.00	\$13,500.00	at areas along trail with steep adjacent slopes (above stream crossings)
Split Rail Fence	LF	465	\$25.00	\$11,625.00	at Concord Valley Farm access road

Trail Subtotal \$1,379,563

Structures

Culvert					
at Stranahan Run	LS	1	\$100,000.00	\$100,000.00	Pre-cast concrete box culvert with C.I.P headwalls and wingwalls
Bridge					
at Concord Road Overpass	LF	75	\$500.00	\$37,500.00	Wooden Bridge Redecking w/ rails; does not include structural improvements (if necessary)

Structures Subtotal \$137,500

Trail Segment 1 Subtotal \$1,517,063

Erosion and Sedimentation Controls (5%)	\$68,978.1	
Maintenance and Protection of Traffic (2%)	\$30,341.3	
Mobilization (5%)	\$75,853.1	
Contingency (10%)	\$151,706.3	
Engineering and Design (11%)	\$166,876.9	Includes bridge inspection

SEGMENT 1 TOTAL \$2,010,818

Feasible Route Costs

On-Road Alignment	MILE	0.53	\$7,000.00	\$3,710.00	SR89; cost derived from other rural State Route share the road applications
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Trail Segment 1 Feasible Route Subtotal \$3,710

Segment 2
Ormsbee Road to SR89

DESCRIPTION	UNIT	QTY	UNIT COST	SUBTOTAL	COMMENTS
Trail					
Clearing and Grubbing	AC	6	\$750.00	\$4,500.00	Assumes clearing on average a 20' corridor
Earthwork/Grading	CY	5,200	\$18.00	\$93,600.00	Grading at 20' width x .5' depth
Cleaning Existing Ditches	LF	12,000	\$7.00	\$84,000.00	Removing debris and overgrown vegetation from existing swale
Linear Drainage Swale	LF	4,000	\$27.00	\$108,000.00	Typical "V" ditch; 3' wide x 1.5' deep
Cleaning Existing Pipe Culverts	LF	80	\$20.00	\$1,600.00	Up to 36" Diameter
New Pipe Crossing	LF	240	\$60.00	\$14,400.00	18" average diameter, 20' length
Pipe Outlet Protection	CY	48	\$100.00	\$4,800.00	R-4 rip-rap, 2 CY per end pipe
12' Trail Width Sections					
Bituminous Pavement	SY	10,950	\$42.50	\$465,375.00	Approximately 2.5 miles of Segment 1 For locations where logging activities/private property access is assumed
10' Trail Width Sections					
Bituminous Pavement	SY	6,450	\$42.50	\$274,125.00	Approximately 0.6 miles of Segment 1 Black Bridge to SR89
At-Grade Crossings					
Signage	EA	24	\$300.00	\$7,200.00	(12) signs at each crossing; (6) on trail, (6) on road
Side Access Gate	EA	2	\$4,000.00	\$8,000.00	Side Access Gate and bollards
Gated Access Locations	EA	12	\$1,750.00	\$21,000.00	Bollards and chain at private property
Timber Fence	LF	300	\$45.00	\$13,500.00	at areas along trail with steep adjacent slopes (above stream crossings)
Trail Subtotal				\$1,100,100	
Structures					
Black Bridge	LF	355	\$500.00	\$177,500.00	Wooden Bridge Redecking w/ rails; does not include structural improvements (if necessary)
Structures Subtotal				\$177,500	
Trail Segment 2 Subtotal				\$1,277,600	
Erosion and Sedimentation Controls (5%)				\$55,005.0	
Maintenance and Protection of Traffic (2%)				\$25,552.0	
Mobilization (5%)				\$63,880.0	
Contingency (10%)				\$127,760.0	
Engineering and Design (11%)				\$140,536.0	Includes bridge inspection
SEGMENT 2 TOTAL				\$1,690,333	
Feasible Route Costs					
On-Road Alignment	MILE	1.58	\$12,000.00	\$18,960.00	Ormsbee Road; cost derived from other rural share the road applications
On-Road Alignment	MILE	2.00	\$7,000.00	\$14,000.00	SR89; cost derived from other rural State Route share the road applications
Trail Segment 2 Feasible Route Subtotal				\$32,960	

**Segment 3
SR89 to Corry Junction Trail**

DESCRIPTION	UNIT	QTY	UNIT COST	SUBTOTAL	COMMENTS
Trail¹					
Clearing and Grubbing	AC	8	\$500.00	\$4,000.00	Assumes clearing on average a 20' corridor; assumes min. clearing
Earthwork/Grading	CY	6,600	\$18.00	\$118,800.00	Grading at 20' width x .5' depth
Linear Drainage Swale	LF	10,000	\$27.00	\$270,000.00	Typical "V" ditch; 3' wide x 1.5' deep
10' Trail Width Sections					
Bituminous Pavement	SY	20,000	\$42.50	\$850,000.00	Lovel Road to Center Street; within railroad ROW
At-Grade Crossings					
Signage	EA	36	\$300.00	\$10,800.00	(12) signs at each crossing; (6) on trail, (6) on road
Side Access Gate	EA	4	\$4,000.00	\$16,000.00	Side Access Gate and bollards
In-Line Access Gate	EA	4	\$3,200.00	\$12,800.00	Bollards and gate in-line with paved trail
Split Rail Fence	LF	18,000	\$25.00	\$450,000.00	Barrier Fence, Lovel Road to Center Street; within railroad ROW. PennDOT Right-of-Way Fence may be a Cost Saving Available Alternative

Trail Subtotal \$1,732,400

On-Road Route

Center Street	MILE	1.19	\$35,000.00	\$41,650.00	Between railroad corridor and Corry Junction Trail
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Structures Subtotal \$41,650

Trail Segment 3 Subtotal \$1,774,050

Erosion and Sedimentation Controls (2%)	\$34,648.0	
Maintenance and Protection of Traffic (2%)	\$35,481.0	
Mobilization (5%)	\$88,702.5	
Contingency (10%)	\$177,405.0	
Engineering and Design (11%)	\$195,145.5	Includes bridge inspection

SEGMENT 3 TOTAL \$2,305,432

Feasible Route Costs²

On-Road Alignment	MILE	2.88	\$12,000.00	\$34,560.00	Lovell Road; from other rural share the road applications
On-Road Alignment ³	MILE	1.56	\$20,000.00	\$31,200.00	Gates Road to SR6 (via W. Washington and Mead)
On-Road Alignment ³	MILE	0.20	\$35,000.00	\$7,000.00	SR6 (Mead to Center Street)
On-Road Alignment	MILE	1.97	\$20,000.00	\$39,400.00	Gates Road to SR6 (via W. Washington and Center)

Trail Segment 3 Feasible Route Subtotal¹ \$73,960

Notes:

¹Feasible route subtotal does not include Washington and Mead alignment; Washington and Center is being utilized as a route to take bicyclists into Corry's Business District

²Costs derived from other similar routes (per mile installation costs)

³Feasible route subtotal does not include Washington to Mead to SR6 to Center alignment; Washington and Center is being utilized as preferred route through Corry's business district



APPENDIX H:

PA'S RECREATIONAL USE OF
LAND AND WATER ACT

Pennsylvania's Recreational Use of Land and Water Act



INTRODUCTION

Pennsylvania has a law that limits the legal liability of landowners who make their land available to the public for free recreation. The purpose of the law is to supplement the availability of publicly owned parks and forests by encouraging landowners to allow hikers, fishermen and other recreational users onto their properties. The Recreational Use of Land and Water Act (“RULWA”), found in Purdon’s Pennsylvania Statutes, title 68, sections 477-1 et seq., creates that incentive by limiting the traditional duty of care that landowners owe to entrants upon their land. **So long as no entrance or use fee is charged, the Act provides that landowners owe no duty of care to keep their land safe for recreational users and have no duty to warn of dangerous conditions.** Excepted out of this liability limitation are instances where landowners willfully or maliciously fail to guard or warn of dangerous conditions. That is, the law immunizes landowners only from claims of negligence. Every other state in the nation has similar legislation.

PEOPLE COVERED BY THE ACT

The “owners” of land protected by the Act include public and private fee title holders as well as lessees (hunt clubs, e.g.) and other persons or organizations “in control of the premises.” Holders of conservation easements and trail easements are protected under RULWA if they exercise sufficient control over the land to be subject to liability as a “possessor.” (See *Stanton v. Lackawanna Energy Ltd.* (Pa. Supreme Ct. 2005)(RULWA immunizes power company from negligence claim where bike rider collided with gate that company had erected within the 70-foot wide easement over mostly undeveloped land it held for power transmission)).

LAND COVERED BY THE ACT

Although on its face RULWA applies to all recreational “land”—improved and unimproved, large and small, rural and urban—in the last 15 years or so, Pennsylvania courts have tended to read the Act narrowly, claiming that the legislature intended it to apply only to large land holdings for outdoor recreational use.

Courts weigh several factors to decide whether the land where the injury occurred has been so altered from its natural state that it is no longer “land” within the meaning of the Act. In order of importance:

(1) Extent of Improvements – The more developed the property the less likely it is to receive protection under RULWA, because

recreational users may more reasonably expect it to be adequately monitored and maintained;

(2) Size of the Land – Larger properties are harder to maintain and so are more likely to receive recreational immunity;

(3) Location of the Land – The more rural the property the more likely it will receive protection under the Act, because it is more difficult and expensive for the owner to monitor and maintain;

(4) Openness – Open property is more likely to receive protection than enclosed property; and

(5) Use of the Land – Property is more likely to receive protection if the owner uses it exclusively for recreational, rather than business, purposes.

SITE IMPROVEMENTS

The following cases focus on the nature and extent of site improvements that might negate RULWA immunity:

- The state Supreme Court ruled that the Act was not intended to apply to swimming pools, whether indoor (*Rivera v. Philadelphia Theological Seminary* (Pa. Supreme Ct. 1986)) or outdoor (*City of Philadelphia v. Duda* (Pa. Supreme Ct. 1991)).

- RULWA immunity does not cover injuries sustained on basketball courts, which are “completely improved” recreational facilities (*Walsh v. City of Philadelphia* (Pa. Supreme Ct. 1991)).

- Playgrounds are too “developed” to qualify for immunity (*DiMino v. Borough of Pottstown* (Pa. Commonwealth Ct. 1991)).

- Playing fields generally are held not to be “land” within the protection of the Act (*Brown v. Tunkhannock Twp.* (Pa. Commonwealth Ct. 1995) (baseball field); *Seifert v. Downingtown Area School District* (Pa. Commonwealth Ct. 1992)(lacrosse field); *Lewis v. Drexel University* (Pa. Superior Ct. 2001, unreported)(football field); but see *Wilkinson v. Conoy Twp.* (Pa. Commonwealth Ct. 1996)(softball field is “land” under RULWA)).

- An unimproved grassy area at Penns Landing in Philadelphia was deemed outside the Act's scope, given that the site as a whole was highly developed (Mills v. Commonwealth (Pa. Supreme Ct. 1993); compare Lory v. City of Philadelphia (Pa. Supreme Ct. 1996) (swimming hole in "remote" wooded area of Philadelphia is covered by RULWA)).

RULWA immunity has been found in several cases where people were injured at outdoor sites containing limited improvements:

- An earthen hiking trail in a state park is not an improvement vitiating the Act's immunity (Pomeren v. Commonwealth (Pa. Commonwealth Ct. 1988)).

- The owner of property containing a footpath created by continuous usage, which led down to the Swatara Creek, has no duty to erect a warning sign or fence between his property and the adjacent municipal park (Rightnour v. Borough of Middletown (Lancaster Cty. Ct. of Common Pleas 2001)).

- A landscaped park containing a picnic shelter is still "unimproved" land for RULWA purposes (Brezinski v. County of Allegheny (Pa. Commonwealth Ct. 1996)).

- An artificial lake is just as subject to RULWA protection as a natural lake, although the dam structure itself is not covered (Stone v. York Haven Power Co. (Pa. Supreme Ct. 2000)).

- An abandoned rail line in a wooded area is covered by RULWA, even where the plaintiff fell from a braced railroad trestle (Yanno v. Consolidated Rail Corp. (Pa. Superior Ct. 1999)(but may no longer be good law after Stone)).

Uncertainty about what constitutes an improvement under the Act reportedly has had a dampening effect on efforts to improve public access to outdoor recreation sites. Public and private landowners are concerned that installation of fishing piers, boat docks, parking facilities, or paths and ramps for wheelchair use will strip much-needed RULWA immunity from otherwise protected land. A bill introduced in the state Senate in the late 1990s attempted to clarify that public access improvements would not affect immunity under the Act, but the legislation was not successful.

FAILURE TO WARN

As noted above, although negligence liability is negated by the Act, a landowner remains liable to recreational users for "willful or malicious failure to guard or warn" against a dangerous condition. To determine whether an owner's behavior was willful, courts will look at two things: whether the owner had actual knowledge of the threat (e.g., was there a prior accident in that same spot); and whether the danger would be obvious to an entrant upon the land. If the threat is obvious, recreational users are considered to be put on notice, which precludes liability on the part of the landowner. In a recent drowning case, for example, landowner Pennsylvania Power & Light Company

claimed immunity under RULWA. The judge, however, sent to the jury the question of whether PP&L was willful in not posting warning signs. A previous tubing accident had occurred in the same location, and there was testimony that the dangerous rapid where the drowning occurred was not visible to people tubing upstream (Rivera v. Pennsylvania Power & Light Co. (Pa. Superior Ct. 2003)).

GOVERNMENTAL IMMUNITY

Interestingly, Pennsylvania's governmental immunity statutes, the Tort Claims and Sovereign Immunity Acts, shield municipalities and Commonwealth agencies from claims of willful misconduct. Liability only may be imposed upon these entities for their negligent acts. But, as noted above, where an injury occurs on "land" within the meaning of RULWA, the law shields landowners from negligence suits. In essence, public agencies are granted complete immunity for many recreational injuries. (See Lory v. City of Philadelphia (Pa. Supreme Ct. 1996)(city immune for both its negligent maintenance of recreational lands and its willful failure to guard or warn of hazards on that property)).

RECREATIONAL PURPOSE; PUBLIC ACCESS

Though not all recreational land is covered by the Act, the law's definition of "recreational purpose" is broad enough to include almost any reason for entering onto undeveloped land, from hiking to water sports to motorbiking. (See Commonwealth of Pa. v. Auresto (Pa. Supreme Ct. 1986)(RULWA covers snowmobile injury)). This is true even if the landowner has not expressly invited or permitted the public to enter the property. However, where the land is open only to selected people rather than to the public in general, this will weigh against RULWA immunity. (See Burke v. Brace (Monroe Cty. Ct. of Common Pleas 2000)(lake located in a subdivision and open only to homeowner association members and guests is not covered by RULWA)).

NO USER FEE

Finally, charging recreational users a fee (which is different than accepting payment for an easement) takes the property out from under the Act's protection.

Copies of this fact sheet may be obtained from:

PA Department of Conservation and Natural Resources
Bureau of Recreation and Conservation
Rachel Carson State Office Building
P.O. Box 8475
Harrisburg, PA 17105-8475
Telephone: (717) 787-7672
Fax: (717) 772-4363
www.dcnr.state.pa.us





APPENDIX I:

MEETING MINUTES

MEETING MINUTES

Kick-Off Meeting- Wednesday, January 23, 2013

East Branch Trail - Corry to Spartansburg - Feasibility Study

Sponsored by the Clear Lake Authority

Managed by the Council on Greenways and Trails

1. Refer to attached attendance sheet for attendees.
2. Introduction of the project Team- a power point presentation.
 - a. About Mackin...
 - b. The Study Process: trail ownership and operations, data gathering, land owner meetings, public meetings, TIMING.
 - c. Trail & Trail Town benefits and economic impacts.
 - i. Note: Oil Heritage Trails will be doing another economic study in the summer.
3. Review of Agenda with anticipated schedule of planning tasks, landowner meetings, public and steering meetings.
 - a. Seven month anticipated process- schedule may go longer depending on landowner and sponsor feedback and response.
4. Review of Project Mapping; Mike Baker submitted digital and hard copy mapping of Erie alignment to Mackin.
5. Clear Lake Authority (CLA) is the owner of subject ROW extending approximately 2,500 into Erie County; ownership via Quit Claim agreement.
6. Gibbs-Miller of Meadville did the original deed search for CLA trail ROW.
7. Agreements types- Warranty Deed, Quit Claim, Easement, Lease Agreement
8. Remaining properties north to Corry are Not owned by CLA.
 - a. Snowmobile Club has verbal agreements with landowners, nothing formal.
 - b. They have an alternate trail that they use that is east of the proposed alignment.
9. A Trail and Trail Town Benefits flyer will be submitted to CLA by Mackin for use and distribution.
10. Testimonials about trails to be investigated by Mackin via the ATA.
11. CLA to investigate and identify potential landowner and business owner in Spartansburg that may be able to provide feedback on behalf of the existing trail and its positive impact (economic, recreational, social, etc.).

- a. CLA may pursue local testimonials in Spartansburg and Corry- *perhaps video project of 'man on the street'- students from local schools or colleges may be interested.* This information is to be used in March public meeting.
12. CLA to submit a formal request to Crawford County for GIS parcel data.
13. Mackin to create a list of landowners and pursue property deed and title information.
14. The landowner contact list will be submitted to CLA for review and to begin the contacting process in February. The CLA is Not to begin property discussions until a list of owners is compiled and agreed upon by the CLA, steering committee, PM, county, and the consultant.
 - a. If CLA or any of the Steering Committee members have an existing relationship with the landowners, it was requested that the CLA/Steering Committee let Mackin know. Mackin will follow up with phone calls to discuss trail benefits, user types and potential use of their property.
 - b. Adjacent landowners to the CLA corridor will be invited.
15. Mackin will circulate future meeting materials to the CLA/Committee via an FTP site – instructions to access the site will be emailed out.
 - a. Maps, landowner lists, key person lists, presentation, etc.
16. Mackin and CLA to plan for Land Owner meeting in late February.
 - a. Laurie Patterson will send Mackin the contact information for the Fire Hall.
 - b. Mackin will coordinate with Deb Frawley to determine contact method.
17. The CLA/Committee will need to determine the user groups for the trail – i.e. Snowmobiles, Bikes, Pedestrians, Amish, and Equestrians?
18. The CLA/Committee should begin to think about what group/organization will own, manage, and maintain the trail; particularly north of the CLA-owned corridor.

Respectively submitted,

Robert Genter, RLA, ASLA
rwg@mackinengineering.com
Mackin Engineering Company

NAME	PHONE	EMAIL	ASSOCIATION
MIKE BAKER	814 451 6017	mbakere@eriecountygov.org	ERIE COUNTY PLANNING
Amy Schmidt	814-333-7309	aschmidt@co.crawford.pa.us	- CC Planning
Bill Hayes	814-654-2152	bhayes21@verizon.net	CLA
Michael Larcanticha	814 664 7549	mlarcanticha@msn.com	CCDC
Debra Frawley	814-677-3152	dfrawley@oilregion.org	CGT
Bob Hopkins	814 333-7475 814 654-7657	rhonda@hatchtownroad.com	Crawford C op. Comm
Laurie Patterson	814 873 1907	spartansburgborough@gmail.com	Borough of Sparta
LYNN FIRTH	814-654-7265	LynneFirth@mapleproducts.com	C.L.A.
ARVIZ PROPT 16082 - cont.			



Crawford County
Planning Commission

ARLENE RODRIGUEZ
Assistant Planning Director

Courthouse • Meadville, PA 16335
Phone 814 / 333-7341 • Fax 814 / 337-0457
arodriguez@co.crawford.pa.us • www.co.crawford.pa.us

ROBERT GENTER	MACKIN	412.788.0472
AMY WILES	"	"
BILL MOLDOVAN	"	"

Landowners Field Meeting Summary

Tuesday, June 11, 2013

East Branch Trail - Corry to Spartansburg - Feasibility Study

Sponsored by the Clear Lake Authority

Managed by the Council on Greenways and Trails

Attendees (two separate meetings were held, one in the morning and the other in the afternoon – Bill Moldovan and Amy Wiles of Mackin attended both meetings:

Morning Meeting – Mr. Bill Hayes, Mr. Merle Coulter and Mr. Brock Boutwell

Afternoon Meeting – Mrs. Lucinda and Mr. Don Hickernell and Mr. Tom Akam

1. Mackin met with Merle Coulter, Brock Boutwell and Bill Hayes at 10:00AM to field investigate the properties owned by Mr. Boutwell and Mr. Coulter.
 - a. Both property owners expressed an interest in working with the Clear Lake Authority to construct a trail through the properties. Mr. Boutwell expressed his need to maintain an agreement for access through his property since it is the only access point to adjacent properties which he also owns.
 - b. The railroad bed on both properties remained elevated above the adjacent land; minor ponding of water was observed, but only few areas of damage and/or washout were noted.
 - c. The properties adjacent to the Boutwell property had recently been timbered, but due to a dispute during the sale of said property, there are numerous cut tree trunks which have been abandoned adjacent to the railroad bed.
 - d. The railroad bed corridor on the Boutwell property is much wider than that of the Coulter property (30'+/- vs. 15'+/-). The right-of-way width of each property varies. The initial observation made on both properties is that a single track trail would be the only feasible alternative, and that a dual track trail would be cost prohibitive.
 - e. The existing drainage structures beneath the railroad bed were visually inspected by Mackin and Bill Hayes; many of the cross pipes were partially filled with sediment, but all were working effectively at the time of the field view. The larger arch and box culverts were also working effectively, but exhibited signs of decay at the endwalls.
 - f. The railroad bed on the Boutwell property at Ormsbee Road is lower in elevation than that of the roadway; it will be necessary to bring the proposed trail elevation up to the roadway elevation at this location (both north and south sides of the road).

- v. The existing sluice pipes/culverts (2) that carry the flow of the streams below S.R.89 were inspected. The pipes would need to be extended in order to construct a trail adjacent to the roadway shoulder.
 - vi. Existing Cable/Telecommunication infrastructure was noted in the area in front of the Hickernell residence. The location of the infrastructure was indicated by an above grade utility box, and the actual alignment could not be determined.
 - vii. There is a wooden fence and shade trees in front of the Hickernell residence that would be impacted by a trail adjacent to the roadway shoulder.
 - viii. The shoulder-to-shoulder width of S.R.89 was measured at 23' in several locations in the vicinity of the Hickernell and Akam residence/farm. PennDOT road right-of-way data was not available for this area.
- c. Photographs were taken while observing the two properties.

The meetings concluded at approximately 3:00PM.

Respectively submitted,

A handwritten signature in blue ink that reads "Bill Moldovan" followed by a long horizontal flourish.

Bill Moldovan, RLA
wmoldovan@mackinengineering.com
Mackin Engineering Company

Public Meeting No. 1 Meeting Summary

Wednesday, August 7, 2013

6:00 PM – 8:00 PM at the Spartansburg Volunteer Fire Department Hall

East Branch Trail - Corry to Spartansburg - Feasibility Study

Sponsored by the Clear Lake Authority

Managed by the Council on Greenways and Trails

1. Refer to attached attendance sheet for attendees.
2. Introduction of the project and team members by Debra Frawley.
 - a. Presented the objective and format of the Public Meeting
 - b. Introduced Bill Moldovan to begin the presentation.
3. Public Meeting Presentation
 - a. Bill Moldovan presented the project tasks completed to date and described in detail the following:
 - i. Preliminary findings throughout the corridor
 - ii. Three Segments between Spartansburg and Corry (EBT Trail to Ormsbee Rd., Ormsbee Rd. to Lovell Rd. and Lovell Rd. to Corry Junction Trail)
 - iii. Various options that have been identified for each Segment
 - iv. Schedule going forward to include preferred and feasible route development, as well as implementation plan (including cost estimates and funding sources)
4. Bill Moldovan and Debra Frawley led a question and answer session following the presentation:
 - a. Are you going to remove the Black Bridge?
 - i. Prefer not to, but rather to use it. Ownership is being determined.
 - b. There is property owned by the Fish & Boat Commission near the Black Bridge. Wouldn't this be a better way to reach Corry?
 - i. There are two (2) private properties between the bridge and FBC land.
 - c. Are snowmobiles allowed on the roads and if not, how can they use part of this trail and then get stopped at share-the-road segments?
 - i. No they usually are not allowed on roads. The snowmobile club already has agreements for use of other lands that this multi-use trail could not physically be built on and so the snowmobiles can divert onto those lands.
 - d. Why not use the former railroad corridor in Corry itself; share-the-road concept is more dangerous?
 - i. That section of former railroad corridor is very residential and it would be difficult to fit a trail there, especially on private property.
 - ii. Also, the City of Corry is encouraged to become a Trail Town. One goal is to attract trail users to the business district, safely.
 - e. Why is CLA spending money building trail in Corry and will continue to fund maintenance of the trail there?

- i. Before the trail is built partnerships must be formed. It is still to be determined who will own which parts of the trail itself and enter into the landowner agreements. Also, a maintenance and operation plan must be formed.
 - ii. The snowmobile club is already partnering in the feasibility study. Other trail groups such as the NW PA Trails Association that operates the Corry Junction Trail may be a partner.
 - f. Why are 5 ft. shoulders needed along the trail? This would be too much to mow.
 - i. That is a design and engineering decision that hasn't been made yet. 5 ft is a common standard that allows for safe recovery if users accidentally leave the paved trail, but it will depend on the location.
- 5. Attendees were invited to look at the project mapping and discuss any issues, concerns or recommendations.
 - a. Although some explanation was given to individual property owners when requested, no specific changes to the segment options was requested.
- 6. The meeting concluded at 8:00 PM.

Other Notes:

The Project Steering Committee met prior to the Public Meeting to discuss the Mackin findings and segment/option data. Attendees at the meeting included Debra Frawley, Bill Moldovan, Jay Stranahan, Bill Hayes, Ryan Peterson and Amy Schmidt. The topics of note included trail ownership and funding of the proposed improvements. The owner of the corridor and any infrastructure should be a non-profit organization, and special attention should be paid to understanding what funds are available from each County (Crawford and Erie) and who those funds are available to.

Respectively submitted,



Bill Moldovan, RLA, ASLA
wmoldovan@mackinengineering.com
Mackin Engineering Company

EAST BRANCH TRAIL FEASIBILITY STUDY

Public Meeting – August 7, 2013

Please sign in below and provide your contact information. If you do not have email, please provide a mailing address. Thank you!

	Name	Municipality/Representing	Email or Mailing Address
1	BROGH BOUTWELL	LAND OWNER	
2	Mel Davis	land owner	12447 Lovell Rd Corry PA 16407
3	Louise Blakeslee	adjacent Property Owner	20069 Rt 89 Corry, Pa 16407
4	Pat Blakeslee	adjacent Property Owner	20069 Rt 89 Corry, Pa 16407
5	RICHARD DEAN	CLEAR LAKE AUTH. SPARTA BORO COUNCIL	
6	Cindy + Don Hickernell	Land owner	26242 56. Hwy 89, Spartansburg
7	Amy Schmidt	Crawford County Planning	aschmidt@co.crawford.pa.us
8	SCOTT SANFORD	City of CORRY	smsanford@verizon.net
9	MERLE COULTER	LAND OWNER	11521 MITCHELL RD 16407
10	Terry Fisher	Sparta Boro	157 Wood ST Sparty
11	Maryann Palmer	Sparta Twp	palmer.maryann@yahoo.com
12	Jane Polocki	Sparta Borough	
13	Maryann Polocki	Sparta Boro	potocki_jane@gmail.com
14	Bob Hopkins	Crawford Co. Plg.	bhopkins@co.crawford.pa.us

EAST BRANCH TRAIL FEASIBILITY STUDY

	Name	Municipality/Representing	Email or Mailing Address
15	Bill Molodtsov	MACKIE ENY. COMPANY	wmo12000@gmail.com
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Public Meeting No. 2 Meeting Summary

Thursday, August 29, 2013

6:00 PM – 8:00 PM at the Corry Community Center

East Branch Trail - Corry to Spartansburg - Feasibility Study

Sponsored by the Clear Lake Authority

Managed by the Council on Greenways and Trails

1. Refer to attached attendance sheet for attendees.
2. Introduction of the project and team members by Debra Frawley.
 - a. Presented the project objective
 - b. Introduced Bill Moldovan to begin the presentation.
3. Public Meeting Presentation
 - a. Bill Moldovan presented the project tasks completed to date and described in detail the following:
 - i. Findings throughout the corridor
 - ii. Three Segments between Spartansburg and Corry (EBT Trail to Ormsbee Rd., Ormsbee Rd. to SR89 and SR89 to Corry Junction Trail)
 - iii. Various options that have been identified for each Segment
 - iv. Preferred and Feasible Options were presented
 - v. Schedule going forward includes development of the implementation plan (including cost estimates and funding sources)
4. Bill Moldovan and Debra Frawley led a question and answer session following the presentation
 - a. An attendee brought to light a statistic, from a 1975 survey by a master's degree student that he came across on the internet that suggested there were five times as many bicycle accidents reported on the same distance of off-road trail than that of an on-road network; specifics of the study were not presented. The project team discussed the intent of this project to extend a shared-use off-road trail alignment, and that on-road options, although feasible, were not the focus.
 - b. A question was asked as to whether or not ATVs would be allowed on the trail corridor once it had been constructed. The project team responded by stating that the intention was to prohibit motorized vehicles from the corridor, with the

exception of snow mobiles in the winter months; snow mobiles however are not to be ridden on the on-road alignments/options or on properties where the agreement with the landowner prohibits it.

- c. The preferred route for Segment 1 was discussed during the question and answer session. The preferred route utilizes the CLA owned corridor through the Concord Valley Farm's farm field; this option was shown after discussion between the project Steering Committee and the Akam family (owners of the farm). It was noted by the project team that discussions remain underway, and that the final report will show the preferred route as a direct result of those discussions.
5. Attendees were invited to look at the project mapping and discuss any issues, concerns or recommendations.
6. The meeting concluded at 8:00 PM.

Respectfully submitted,

A handwritten signature in blue ink that reads "Bill Moldovan" with a long horizontal flourish extending to the right.

Bill Moldovan, RLA, ASLA
wmoldovan@mackinengineering.com
Mackin Engineering Company

EAST BRANCH TRAIL FEASIBILITY STUDY

Public Meeting – August 29, 2013

Please sign in below and provide your contact information. If you do not have email, please provide a mailing address. Thank you!

	Name	Municipality/Representing	Email or Mailing Address
1	Morgan Hockenbury		
2	Don Williams		
3	Shirley		
4	Marie Cantler		
5	Cindy & Don Heckernell		
6	KEVIN GUSTAFSON		
7	GERRY E. DAHL	Corry	
8	Maureen Walker	Corry	
9	Marcia Gulley	Corry	
10	Steve Bresler	Corry City Council	sbresler@corrypa.com
11	Richard Dean	SPARTA TRAIL AUTH.	420 MAIN ST, SPARTA.
12	Jay Stranahan	" " "	
13	Devona Ingram	Corry	
14	Bill Hayes	Spartanburg LHA	

EAST BRANCH TRAIL FEASIBILITY STUDY

	Name	Municipality/Representing	Email or Mailing Address
15	Ryan Peterson	Spartanburg CLA	
16	Brodie Bortwell		
17	Michael Lurgarticha	Corry	Mlurgarticha@msw.com
18	SCOTT SANFORD	Corry	
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