

# Feasibility Study for the GETTYSBURG to HANOVER TRAIL

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# Feasibility Study for the Gettysburg to Hanover, PA Multi-Use Trail

## Table of Contents

<b>I. Introduction .....</b>	<b>2</b>
A. Project Scope .....	2
B. Project Partners .....	2
C. Regional Context.....	3
D. Benefits of the Trail .....	4
E. Study Goals and Objectives .....	5
F. Trail Characteristics .....	5
G. Projected Use.....	7
H. Examples of Other Long-Distance Multi-Use Trails.....	7
I. Summary of Key Recommendations .....	11
J. Determination of Feasibility .....	12
<b>II. Recommendations .....</b>	<b>13</b>
A. Trail Characteristics and Alignment .....	13
B. Trail and Trailhead Facilities .....	24
C. Proposed Easements and Property Acquisition .....	26
D. Operation and Maintenance.....	26
E. Opinion of Probable Costs .....	30
F. Implementation and Priorities, and Action Plan.....	31
G. Potential Funding Sources .....	33
<b>III. Methodology.....</b>	<b>34</b>
A. Existing Plans and Field Survey .....	34
B. Public Participation .....	35
C. Trail Alignment .....	35
<b>IV. Inventory and Analysis .....</b>	<b>37</b>
A. Physical Conditions.....	37
B. Analysis Maps .....	39
C. Usage Feasibility .....	39
D. Legal Feasibility.....	39
<b>V. Appendices .....</b>	<b>40</b>

# I. Introduction

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## A. Project Scope

This study investigates the feasibility of providing a multi-use trail in Adams and York Counties, PA, connecting Gettysburg with Hanover. At Hanover, the Trail would connect to the York-Hanover Trolley Trail now under construction. The proposed trail would serve as a central link in the proposed Grand History Loop, envisioned as a 185-mile trail ultimately connecting Gettysburg and Hanover with Frederick, MD, Washington, DC and Baltimore, MD.

This feasibility study considers opportunities and constraints affecting the proposed trail alignments, and makes recommendations for proceeding with the next phases of trail implementation. In addition to identifying trail alignment and acquisition alternatives, the study recommends appropriate management entities to control, operate, and maintain the Trail. Potential funding sources and development strategies are formulated and sequenced into a phased Implementation Plan. These explorations include opinions of cost for acquisition, development, and operation of the Trail. The strategies laid out in this report will guide subsequent project development and implementation actions by local governments, non-profit organizations, and the private sector.



**Utility easement along Adams County farmland**

Public participation has been a key component to the success of this project. Input from community groups, local governments, and the public in general has been solicited through public meetings, maps, graphic presentation and displays, publicly distributed project brochures, and interviews.

This study's recommendations are the result of public participation garnered through a structured stakeholder interview process. The proposed trail alignments and configurations were developed through a series of meetings with the project study committee and in public forums.

## B. Project Partners

The progress that has been achieved would not have been possible without the talent and vision of the project's many partners. These partners generously contributed their time and ideas through participation on the Trail Study Committee. Funding for this study has been generously provided by a grant from The Pennsylvania Department of Conservation & Natural Resources (DCNR) with matching funds from other generous contributors, including the Pennsylvania Department of Community and Economic Development, the York County Community Foundation, and the Alma Diehl Family Fund.

Project partners include among others:

- York County Rail Trail Authority

- Healthy Adams County
- Healthy Adams Bicycle/Pedestrian, Inc. (HABPI)
- Adams County Office of Planning and Development
- York County Economic Development Corporation
- York County Planning Commission

## C. Regional Context

Beginning with its settlement in the mid-eighteenth century, southern Adams County and adjacent York County are predominantly agricultural landscapes, the relatively flat terrain laced with a network of tree-lined stream valleys. The nineteenth century brought the construction of railroads and, later, interurban trolley lines. All but one of the rail corridors have fallen into disuse, offering some potential opportunity for re-use as part of a multi-use trail. (This will be explored in greater depth, later in this report.)

Recent years have witnessed the expansion of suburban tract housing and commercial development, especially adjacent to towns and along highway corridors. Recognizing this trend, the County of Adams and the Land Conservancy of Adams County are actively purchasing development rights with the intention of preserving farmland *in perpetuity*. (The preserved properties are highlighted on the detailed maps included with this report.)



**Rural Adams County road with South Mountain on the horizon**

Adams County's Green Ribbon Commission and Adams County's Greenway Plan (now being finalized) recognize the value of preserving uninterrupted corridors of open space, notably along streams. York County has long understood the importance of multi-use trails, with the York County Rail Trail Authority having constructed the 21-mile long York Heritage Trail, and the York Hanover Trolley Trail now under construction.

The proposed multi-use trail's west end is at Gettysburg. This traditional nineteenth century town is the Adams County seat, and is surrounded by one of the most historically significant landscapes in the United States. Over three days in July 1863, Union troops under General George G. Meade defeated Robert E. Lee's Confederate army. That hard-fought victory, involving a total of 160,000 troops, proved to be the turning point of the Civil War. Historic battle fields, cemeteries and hospitals saturate the landscape, both within and outside the bounds of Gettysburg National Military Park's 5,989



**The Pennsylvania Monument at Gettysburg NMP**

acres. In addition to the main body of GNMP, paved drives that traverse separate areas of parkland such as East Cavalry Field (site of General Custer's defeat of Stuart's mounted Confederates) have the potential to serve as links in the multi-use trail.

## D. Benefits of the Trail

Southern Adams County and adjacent York County are exceptionally rich with natural, historical, and cultural assets. Opportunities exist to incorporate these regions into a premier nationally significant recreational trail system – the Grand History Loop – that will benefit area residents and visitors alike. The Trail will enhance the quality of life for existing residents not only by providing for recreation and appreciation of the beauty of the agricultural landscape and natural scenery, but also by stimulating economic revitalization of the traditional main streets in the corridor's historic towns.

Potential recreational business activities that could be generated by the Trail include: eateries, bed and breakfasts, bicycle rental, recreation activities, sightseeing excursions, bicycle related shops and equestrian support centers.



**Hanover Farmer's Market**

The proposed trail will enhance mobility and connectedness within southern Adams County and adjacent York County. The Trail will also provide safe walking and bicycle commuting opportunities to businesses, parks, schools and the like. The enhanced recreational opportunities that this trail system will provide are an attraction to workers in the "knowledge industries," making the counties more competitive in the new economy.

Depending upon the alignment ultimately chosen – *Northern, Middle or Southern* – the Trail will encourage economic development by making use of the urban facilities offered by several town centers including **Gettysburg, Hanover, New Oxford, and Littlestown**. Bringing the Trail through these historic industrial and agricultural centers provides mutually for the benefit of the town and the trail users. Town centers and their related businesses will provide amenities to trail users in the form of restaurants, hotels, shops and site-seeing. Thus, the Trail users will bring a new source of income to help grow current businesses and create opportunity for the development of new ones.



**One alternative Trail alignment might follow the abandoned track-bed of the Western Maryland RR**

## E. Study Goals and Objectives

This study assesses the feasibility of a recreational trail connecting the towns of Gettysburg in Adams County and Hanover in York County. The objectives of this study are to evaluate the feasibility of proposed trail alignments, and where appropriate, make recommendations to guide the creation of the Trail.

A map of physical and cultural resources and constraints was prepared as the basis for determining optimal trail alignments. Among the features inventoried were transportation and utility rights-of-way, land ownership, historic resources, and wetlands. A historic resources inventory was conducted (please refer to Appendix I). Opportunities for linkage to other elements of the regional transportation system, trail destination points, and open space networks were identified.

During the inventory and analysis phase, major landowners along the trail corridors were identified. A few major landowners with whom an easement would need to be negotiated, were contacted.

As the study progressed, meetings were held with the Study Committee. Workshops were held to engage the public in sharing information and ideas. Members of the Study Committee are key advocates for the implementation of this project. Issues of trail implementation and maintenance were presented, critiqued and agreed upon by consensus of the Study Committee.



**Abandoned Pennsylvania Railroad track-bed traverses Hanover Shoe Farms**

A phased implementation plan for the primary trail alternative is included in this report. This phased implementation plan is supported by opinions of probable construction costs for the Trail's various segments.

## F. Trail Characteristics

Several different trail width and sections are recommended for the Gettysburg to Hanover Trail. Please see the attached "Trail Types" map in Appendix C.

**Trail Type 1: Existing road or trail to be signed.** Examples of this include the one-way roads within Gettysburg National Military Park (see photo that follows). Auto traffic is limited to one direction, but pedestrians and bicycles are permitted to travel both directions on these roads. Both the *Southern* and the *Middle Corridor* alignments include sections of one-way roads within GNMP. This trail type is shaded yellow on the Trail Types map.

**Trail Type 2: Bicycles in existing street and pedestrians on existing sidewalk.** This trail type tends to follow low-volume town streets. Directional signage would be placed at appropriate intervals, and possibly bike lanes painted. Installation of textured pavement may also be appropriate. This trail type is shaded blue on the Trail Types map.

**Trail Type 3: Existing road to have surface improvements and side path.** This alignment follows mostly low-traffic rural roads. Shoulders may be widened to accommodate bicycles. A side path is often constructed parallel to the road for pedestrians. This trail type is shaded green on the Trail Types map.

**Trail Type 4: Historic railroad or trolley track-bed.** This alignment follows abandoned rail corridors. The advantages of utilizing existing track-beds are two-fold. The substantial stone ballast that supported the ties and rails can serve as a solid and economical subbase for the trail, and the carefully engineered alignment (relatively flat grades and gradual curves) lends itself to non-motorized trail uses. A significant portion of the *Southern Corridor* alignment would be of this type, as it follows the abandoned track-bed of the former Pennsylvania Railroad between Hanover and Littlestown. A portion of the Northern alignment might use an abandoned section of the Western Maryland Railroad near Route 30. This trail type is shaded red on the map.



**Existing park drives such as this one through GNMP East Cavalry Field may serve as links in the trail**

**Trail Type 5: New trail bed.** This is a new alignment, requiring the placement of new crushed stone subbase and new trail surface. The majority of the Gettysburg to Hanover Trail will be of this type. This trail type is shaded light brown on the map.

Both Trail Types 4 and 5 may be comprised of either of two types of surface material:

**Typical Section A:** Gravel Multi-use Bicycle/ Hiking Trail (10-12' wide, compact, finely crushed stone)

**Typical Section B:** Asphalt Multi-use Bicycle/ Hiking Trail (10-12' wide). In areas of bridge and roadway approach and descending terrain, an asphalt approach apron is recommended to provide all-season traction, a visible and textural transition to new trail conditions and for permanent application of trail signage, striping or arrows to be applied to the asphalt surface. This section is beneficial in interfacing with PennDOT and local roadways in order to maintain a (snow) plowable shoulder and to maintain the painted striping, rumble strips and road markings required by the respective agency. This approach apron can include an integrated sign and access barrier system to notify users of approaching crossings and traffic patterns. This section may also be used in areas prone to periodic inundation, such as flood plains.

If, during the design process, intensive equestrian use is anticipated, this will necessitate special consideration to ensure that soft surfaces such as fine gravel are not damaged by horse traffic.

**Meeting ADA Accessibility Requirements:** All recommended alignments have long stretches of gravel surfaces and short sections of steep slopes. To the extent possible, gravel should be tightly packed to meet ADA requirements. Steep areas, if they cannot be avoided, should be minimized. Any new restroom and other facilities must be ADA compliant.

## G. Projected Use

The Gettysburg to Hanover Trail will appeal to a broad spectrum of users. It is intended that the highest benefit of this trail corridor will be the reestablishment of connections between towns, parks, residential and business communities, cultural, natural and historic resources. The Trail is further envisioned as a strategic element of the future growth and development of the region's potential for increased markets in heritage tourism and economic development.

Fortunately the region has a few multi-use trails in existence including the York Heritage Rail Trail County Park to the east, and the now under-way York Hanover Trolley Trail. These trails have sparked the interest and momentum that has led to this study. The citizens that use these trails have realized and appreciated the many benefits of trails and greenways and have initiated various studies and plans such as this one. Some current uses that would be immediately enhanced include: local joggers, picnickers, hikers, and anglers; recreational and commuting bicyclists; and employees of local businesses.

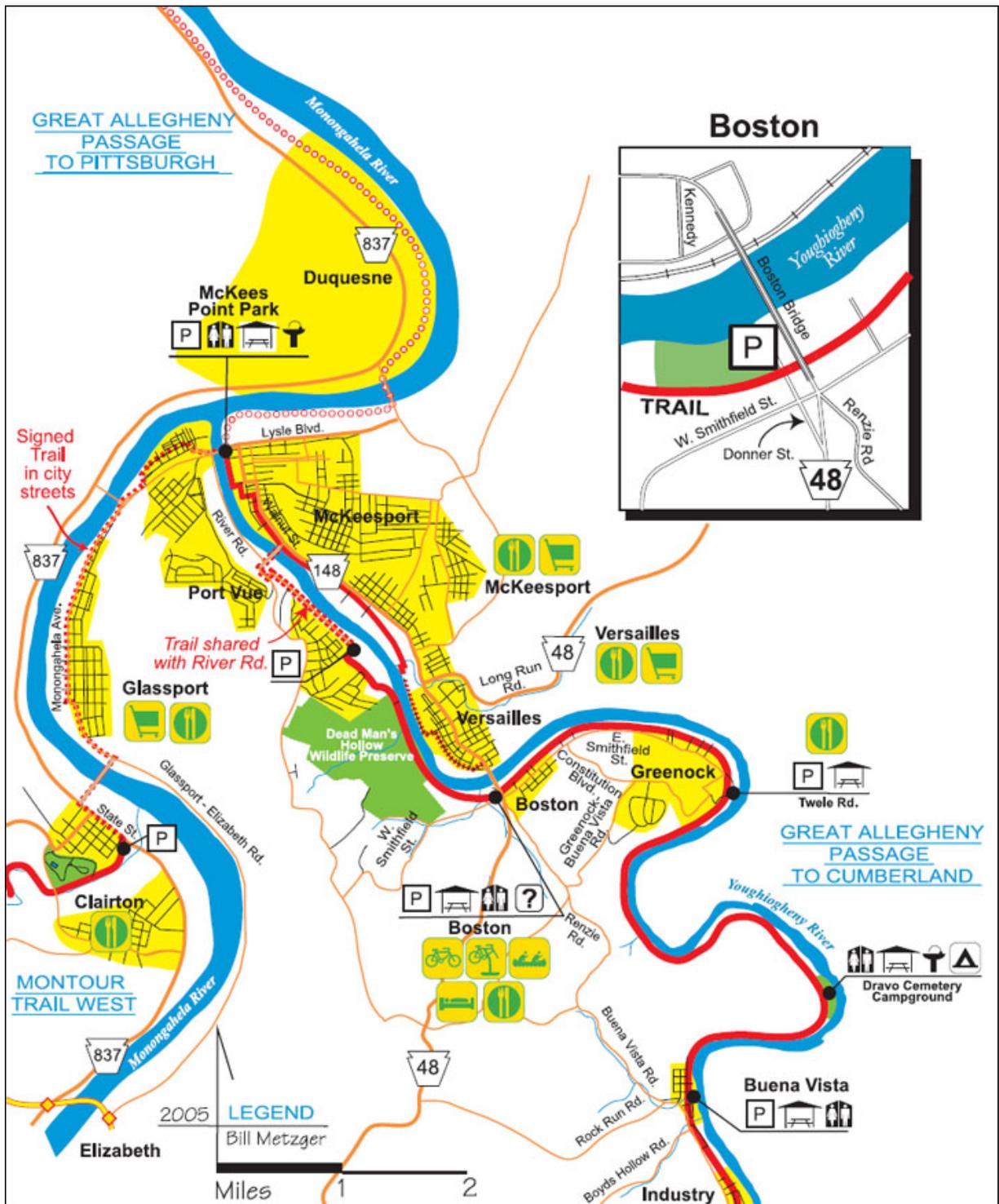


**Heritage Rail Trail County Park draws trail users from a wide area, including Adams County**

## H. Examples of Other Long-Distance Multi-Use Trails

The 150 mile-long **Great Allegheny Passage** links Pittsburgh with Cumberland, Maryland, at which point the trail connects with the C&O Canal National Historical Park, whose towpath goes all the way from Cumberland to Washington DC. Much of the route is a rail-trail. An excellent on-line guide is available with maps, lists of services and contacts, at [www.atatrail.org](http://www.atatrail.org). The evidence of trail-related economic revitalization of the small towns through which it passes is quite evident. Over time, the trail is being located completely off-road; however, it has made good use of on-road detours to provide a continuously signed route. One section of the on-line map follows; note how the routes use existing streets to link off-road sections.

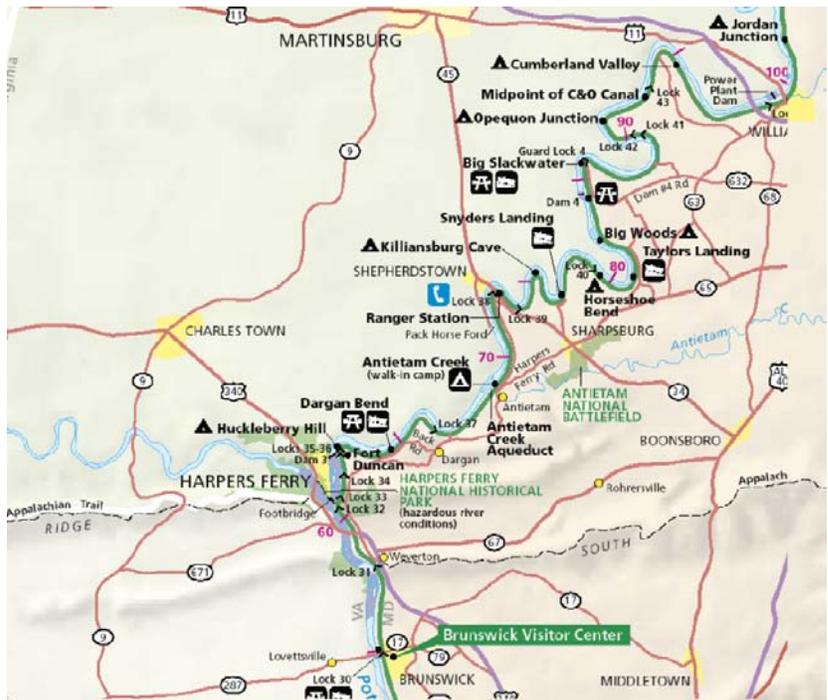
Although bicycling and hiking are the two most popular activities, certain sections of the Great Allegheny Passage with grassy areas are open to equestrians, and other users include fishermen and cross-country skiers. Most of the trail is a packed, crushed limestone surface.



Section Map 2 of the Allegheny Trail Alliance – Note shared sections of Trail and links to services.

**Chesapeake & Ohio Canal National Historical Park:** As noted by the National Park Service, “Preserving America’s colorful canal era and transportation history, the Chesapeake & Ohio Canal National Historical Park is 184.5 miles of adventure. Originally, the C&O Canal was a lifeline for communities and businesses along the Potomac River as coal, lumber, grain and other agricultural products floated down the canal to market. Today millions of visitors hike or bike the C&O Canal each year to enjoy the natural, cultural and recreational opportunities available.”

The C&O Canal begins at the fall line at tidewater in Georgetown, and heads off into the wilderness through steep mountains. The Gettysburg to Hanover Trail will, it is hoped, link with the C&O Canal via the Grand History Loop. Many of the rural towns along the C&O depend heavily on trail users for their business, and vice-versa.



**The C&O Canal at Harpers Ferry and Antietam**



**Decorative Trail Section in Cumberland MD**



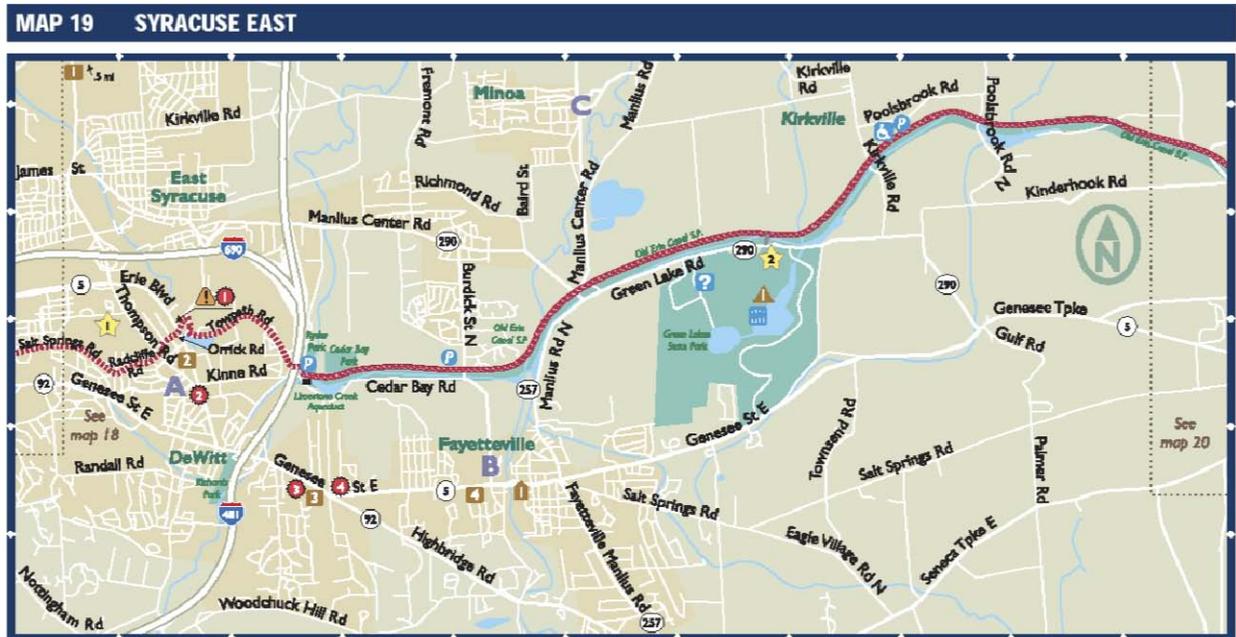
**C&O Towpath in rural area east of Cumberland**

As may be the case with the Gettysburg to Hanover Trail, the width and surfacing of the C&O towpath varies depending upon its location in small and large towns, and rural areas. The majority of the towpath is surfaced with crushed stone.

**The Erie Canalway Trail:** Named for the famous canal opened in 1825, between Albany on the Hudson River and Buffalo on Lake Erie, the Erie Canalway will eventually span 524 miles across New York State following existing and previous routes of the canal. Already over 200 miles are open and in use. Here again, the trail is an economic lifeline for many older rural towns bypassed by modern transportation routes. In urban centers, the trail enhances the quality of life

through its recreational and non-motorized transportation assets, while giving access to the canal and adjacent rivers.

However, the guidebook published by Parks and Trails New York reflects the use of temporary on-road segments linking the completed off-road sections. The sample map section (Map 19 Syracuse East) illustrated here shows the trail as it comes out of the eastern end of Syracuse.



The Erie Canalway Trail leaves streets in Syracuse and then follows the historic canal into the countryside

Here again, as with other long-distance trails, the type and width of paving varies depending upon location and volume of usage. Also, while some of the trail is on the former towpath, much is also on old railbeds, as much of the old towpath was lost when the canal was significantly upgraded to its current 200'-width and use as a barge canal in the early 20<sup>th</sup> century.



The Trail passes the Stockade Historic District



Canalway Trail at Lift Lock

**The East Coast Greenway:** The Gettysburg to Hanover Trail will hardly be an isolated trail. There will be numerous links to a virtually endless system of eastern trails, including the Appalachian Trail and the East Coast Greenway. The Greenway extends from Maine to Florida,

and is planned to be an “urban Appalachian Trail” linking cities. Of course, there is a good bit of countryside between the great eastern cities, and as a result, the trail’s character varies tremendously from one region to another. Trail conditions and standards also vary tremendously, from rural towpaths to sophisticated urban waterfront trails in Manhattan. Given the length of the



**The East Coast Greenway**

ECG, and the costs of development, it will be some time before the goal of a completely off-road trail is reached. However, as with the Erie Canalway Trail, signage of temporary on-road routes is already in place, and guidebooks are available for some sections. As an example, the entire route through Pennsylvania has been designated and signed as “Bicycle Route E” as part of the state’s system of state-wide bicycle touring routes.



**The ECG Crosses the Delaware River on the old Lincoln Hwy.**

A 40 page Pennsylvania ECG guidebook is available both as a printed copy, and on-line at [www.greenway.org](http://www.greenway.org). As with the Grand History Loop, different sections of the trail are being developed by different agencies and groups. The East Coast Greenway Alliance acts as the principal advocate for a connected system of trails, and for the development of the Greenway. A continuous routing from Maine to Florida should be in place in 2007.

## I. Summary of Key Recommendations

A brief summary of recommendations includes the following:

Trail implementation should be phased. A detailed discussion of recommendations for three key stages of construction is given in *Section II.F*

The *Southern Corridor* offers the most promise at this time, because:

- Two major property owners in the *Southern Corridor* have indicated at least a preliminary willingness to accommodate the Trail (Gettysburg National Military Park in the west, and Hanover Shoe Farms reported ownership of the ex-Pennsylvania Railroad in the in the east).
- The *Southern Corridor* serves Littlestown, which is the largest population center between Gettysburg and Hanover.
- The *Southern Corridor* consists of mostly off-road alignment, including five miles of rail-trail.
- The *Southern Corridor* ties together the most existing public facilities.
- The *Southern Corridor* lends itself most easily to connection with the Grand History Loop.

## **J. Determination of Feasibility**

Several factors weigh in favor of the feasibility of the Gettysburg to Hanover Trail:

- A committed Trail Study Committee is comprised of dedicated advocates for the project.
- The Gettysburg to Hanover Trail is not intended to exist in isolation, but rather is joined at both ends by significant multi-use trails: the now-under-construction York Hanover Trolley Trail, and the Grand History Loop (currently in its planning stage).
- The Gettysburg to Hanover Trail would serve as a key element in a local pedestrian and bicycle network, linking population centers, work places, schools and recreation areas.

Challenges to the development of the Gettysburg to Hanover Trail include cost, both of construction and of easement acquisition. Numerous rights-of-way need to be purchased, or easements negotiated, with private property owners. The absence of a rail-trail authority, or indeed of a parks and recreation department, in Adams County is a decided disadvantage. However, the willingness of the non-profit Healthy Adams Bicycle/Pedestrian, Inc. (HABPI) to assume responsibility for maintenance of the Trail may offset that.

This report includes preliminary estimates of probable development costs for three potential trail corridors and, in Appendix G, a list of property owners from whom easements will need to be secured.

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# The Gettysburg-Hanover Trail Feasibility Study

Adams and York Counties, Pennsylvania

## Trail Alignments Summary

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Date: October 31, 2007

	Alignment Corridor					
	Southern Corridor	Southern Corridor with Sachs Road Alignment	Southern Corridor with East Confederate Avenue Alignment	Middle Corridor	Northern Corridor	Northern Corridor with Western Maryland Railroad Alignment
Miles of trail with bicycles "on road" (does not include park drives)	3.2	4.3	2.3	10.8	5.2	5.2
Miles of trail on park drives (Gettysburg National Military Park)	2.6	1.6	1.8	1.7	0.0	0.0
Miles of trail on utility easements	0	0	0	0	7.6	4.7
Miles of trail on private landowner easements (includes utility)	17.3	14.7	15.4	7.5	15.9	16.5
Miles of trail with a walking path alongside a road	1.3	2.6	1.1	6.2*	0*	0*
Miles of trail with pedestrians using existing sidewalks	1.8	1.8	1.1	3.1	3.7	3.7
Approximate number of private landowners along the route (assumes that side paths require the negotiation of frontage easements)	141	139	128	105	74	83
Miles of trail on abandoned railroad track-bed	4.2	4.2	4.2	0	0	1.8
Miles of trail along streams	9.7	7.7	8.2	4.4	8.2	8.2
Number of major roads that must be crossed	6	6	6	4	3	5
Point at which trail crosses US Highway 15	PA Route 134 (Taneytown Road) overpass	Sachs Road overpass	Rock Creek (beneath highway bridge)	Hunterstown Road overpass	Hunterstown Road overpass	Hunterstown Road overpass
Total miles of route	24.3	21.6	20.5	20.1	21.4	22
Estimated cost of construction for route	\$7,723,050	\$6,508,550	\$6,814,300	\$3,552,300	\$6,542,500	\$6,441,500

\* Does not include 1.3 miles of North Gettysburg Trail

## II. Recommendations

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### A. Trail Characteristics and Alignment

Three alternate trail alignment corridors (designated the *Southern*, the *Middle*, and the *Northern*) were submitted to the Study Committee for their review and comment. The Study Committee represents citizens and major stakeholders within the trail corridor. The proposed trail corridors, which have been updated several times over the course of preparing this study, represent the consensus of the Committee with no major exceptions.



**Former Pennsylvania Railroad tracks in front of the Guthrie Memorial Library in Hanover**

Please see the Trail Map, prepared at a scale of 1" = 1 mile, in Appendix B.

#### 1. Analysis of Gettysburg to Hanover Trail Alternate Alignments

##### a. Trail characteristics and alignment: *Southern Corridor*.

The *Southern Corridor* connects at its eastern end to the York Hanover Trolley Trail, in Hanover. The Guthrie Memorial Library could serve as the meeting point for the York Hanover Trail and the Gettysburg to Hanover Trail. (The three alternative alignments of the Gettysburg to Hanover Trail each share Guthrie Memorial Library as their point of origin).



**Former Pennsylvania Railroad crossing Poplar Street in Hanover**

Due to high traffic volume, it is recommended that a push-button actuated crossing signal be placed to facilitate safe crossing of PA Route 94, Carlisle Street. West from Carlisle Street, the multi-use trail would be placed alongside the lightly-used rails of the former Pennsylvania Railroad. Where the multi-use trail crosses Franklin Street, PA Route 116/High Street, Forney Avenue and Poplar Street, thorough traffic analysis will need to be conducted to determine how best to provide safe crossing for trail users. The trail crossing

to be conducted to determine how best to provide safe crossing for trail users. The trail crossing

at High Street, for instance, may also benefit from the installation of a push-button actuated traffic signal.

Shortly after the Trail crosses from York County into Adams County near Blettner Avenue, the surrounding character changes from industrial to rural and agricultural. From here southward, the railroad is abandoned and the tracks have been removed. The well-preserved earthwork of the railroad traverses the open fields of Hanover Farms, as well as fields owned by Utz Quality Foods, Inc. A portion of the ex-Pennsylvania Railroad right-of-way had been owned by the Borough of Hanover, because Hanover Municipal Water Works was utilizing the corridor for a water supply main. Reportedly, about twenty years ago part of the right-of-way was sold to Hanover Shoe Farms.

If the owners are amenable, the Trail could extend fully five miles into Adams County on the former Pennsylvania Railroad grade (as far as Littlestown). Although placing the Trail directly on the former rail bed is often the best design, alternate alignments might also be advantageous. For example, rather than traveling directly across a farmer's field as the railroad did, the Trail could skirt the margins, following tree rows and field edges. The steel bridge which carried the railroad over the South Branch Conewago Creek will need to be inspected to determine whether it should be rehabilitated or replaced.



**Former Pennsylvania Railroad grade crossing Race Horse Road**

Approaching the outskirts of Littlestown, the Pennsylvania Railroad grade crosses from the north side of Hanover Pike (PA Route 194) to the south side. With 2005 traffic counts indicating 12,000 vehicles a day using this stretch of Hanover Pike, a detailed traffic analysis should give careful consideration to providing a protected crossing for trail users.

On the south side of Hanover Pike the railroad grade is no longer visible, having been plowed under cultivated fields. As the corridor crosses from Union Township into Littlestown Borough, the railroad grade has been encroached upon by light industrial development. Therefore, parallel Lumber Street may serve as the Trail's entrance to Littlestown. Lumber Street has both sidewalks and low traffic volume. At the intersection with Walnut Street, the Trail turns right. A block later, signage will direct a left turn onto King Street (PA Route 194). The intersection with Park Avenue is a short block later. At that



**Gazebo in Crouse Park, Littlestown**

point, signage could direct trail users to eateries or markets farther along King Street, or direct them to continue along the Trail by turning right on Park Avenue. This residential street passes charming Crouse Park with its gazebo, and Littlestown Middle and High Schools on its way north to the outskirts of town. Once past the schools, the Trail crosses borough-owned fields, coming to White Hall Road adjacent to Alloway Creek.

West of White Hall Road, the Trail continues along Alloway Creek utilizing easements that will need to be purchased from private property owners (please refer to the Property Ownership tables in Appendix G). The Trail continues in this fashion off-road for two miles, crossing first Fesser Road and then West Locust Lane. At a point a half mile south of its intersection with Bulk Plant Road, the Trail changes character, transitioning from off-road to on-road. Because of its low traffic volume, bicycles would utilize West Locust Lane, while pedestrians would use a proposed side path. At the intersection with Spring Lane, the bicycle route and the side path turn west, following Spring Lane for half a mile. If there is not sufficient space within the road right-of-way for the side path, easements will need to be negotiated with the owners of properties that front the road.



**New Baltimore Pike (PA Route 97) bridge over Littles Run at Two Taverns may accommodate the trail**

At a point near the intersection of Spring Lane and Bulk Plant Road, the Trail leaves the public road and follows tree rows and field edges across private properties. Here again, easements will need to be negotiated. The alignment roughly parallels Bulk Plant Road. Moving west, the Trail is in proximity to the headwaters of Littles Run. The Trail shares the Littles Run stream valley with Straleys Road for a short distance, then follows the stream and the woodlands that frame it to the village of Two Taverns.

Baltimore Pike (PA Route 97) with its 8700 vehicles a day (1995 ADT) can either be crossed by trail users at grade (assisted by a traffic signal), or the Trail could take advantage of the 10 foot vertical clearance of the new bridge at Two Taverns by ducking underneath. The latter option would require an engineering analysis to assess the impact of the Trail on storm water runoff, and vice versa. One option might be to construct the creek-side route beneath the bridge, as well as an alternate at-grade alignment that would cross Baltimore Pike with the help of a traffic signal, for those times when high water makes the creek-side route impassable.



**Rock Creek, as viewed from the Solomon Road bridge**

From Two Taverns the Trail proceeds west along the wooded stream valley of Littles Run. In this area the cultivated fields that border the stream's woodlands have for the most part not been developed. Held by various property owners, trail easements will need to be negotiated. In a little over two miles, the confluence with Rock Creek is reached.

At this point, one of two alignments may be followed. The *Southern Corridor* turns south along the bank of Rock Creek, while the *East Confederate Avenue Corridor* turns north. See **section a.1**, below, for a description of the *East Confederate Avenue Corridor*.

Recognized by Adams County as a valuable Greenway, the undisturbed woodlands along Rock Creek wind south for a mile towards the Sachs Road Bridge. At Sachs Road, another alignment option presents itself. The *Southern Corridor* continues south along Rock Creek, while the *Sachs Road Corridor* turns west. See **section a.2**, below, for a description of the *Sachs Road Corridor*.

After meandering a further mile and a half south, Rock Creek crosses under and then draws alongside Solomon Road. At this point the Trail leaves the stream valley and works its way parallel to Solomon Road, towards U.S. Route 15 and Gettysburg National Military Park. A pipeline easement through the cultivated fields that abut Solomon Road may serve as an off-road trail alignment westward towards U.S. Route 15.

U.S. Route 15, also known as the Gettysburg Bypass, is a formidable barrier between Gettysburg and the countryside to the east. When the limited-access highway was constructed, low-volume rural roads were truncated, thus reducing the road network to small number of choke points. Both the high volume of automobile and truck traffic, and the high-density development that clusters around the highway interchanges, are inimical to a quality trail experience. Each of the trail corridor alignments proposes a different solution to this problem.

The *Southern Corridor* utilizes PA Route 134's overpass at U.S. 15. Pavement markings, the placement of a concrete barrier, or construction of a separate trail cantilevered from the side of the existing structure are among the possible methods of accommodating bicycle and pedestrian traffic on the Route 134 overpass.

Once across U.S. 15, a side path is proposed for a distance of one half mile along PA Route 134. If the state highway right-of-way is of insufficient width to accommodate the side path, permission would need to be secured from Gettysburg National Military Park. The side path along PA Route 134 would bring trail users to Wright Avenue, a low-volume park drive that leads into the park proper.



**PA Route 134 bridge over US 15 may be of sufficient width to accommodate trail users. Big Round Top looms in the background**

Existing Park policy allows pedestrians and bicycles to travel in both directions, even on park drives that are signed one-way. The park drives' low traffic speeds, combined with the natural

beauty and historical interest of the landscape, make the park drives ideal links in the Gettysburg to Hanover Trail.

After Wright Avenue's ascent towards Big Round Top, signage will direct trail users along Sedgwick Avenue, then Hancock Avenue for a total of two and a half miles through Gettysburg National Military Park. Bicycles will use the paved surface, while pedestrians may favor the parallel foot paths. Little Round Top, the Pennsylvania Memorial, and the High Water Mark are among the significant sites that line these park drives. Near the north end of the Park, the signed route passes close to the current Park Visitor Center. (When the new Gettysburg Museum and Visitor Center, located slightly farther east, opens, signage will direct interested trail users to it.)

At the Gettysburg borough line, the Trail takes leave of Gettysburg National Military Park and its quiet park drives, making use of Steinwehr Avenue's wide lanes and sidewalks. A new one hundred and fifty foot long piece of sidewalk would link Steinwehr Avenue's existing sidewalk directly to the park drive exit. On-road bike lanes, and signs directing pedestrians on the sidewalks, will follow the routing of Business U.S. 15 as it bears left onto Baltimore Street. This final approach to downtown Gettysburg is a broad tree-lined street, fronted on both sides by significant historic buildings.



**Baltimore Street north towards downtown Gettysburg**

The end point for the *Southern Corridor* (and for each of the proposed alternate corridors) of the Gettysburg to Hanover Trail is Lincoln Square, in the center of downtown Gettysburg. Short blocks away are the offices of Adams County, the Gettysburg public library, and Gettysburg College. A long-established tourist destination, Lincoln Square is also a focal point for amenities such as grocery stores, cafes and lodging.

In addition to the tentative routing in Gettysburg as described above, the Gettysburg Inner Loop Bicycle Trail Study, which is about to get underway, may develop alternate alignments. In June 2007, Gettysburg Borough Council voted unanimously to develop an inner loop conceptual plan for bicycles, including connections to Gettysburg National Military Park and North Gettysburg Trail. Healthy Adams Bicycle Pedestrian, Inc. (HABPI) has been selected to coordinate the Gettysburg Inner Loop Bicycle Trail Study, working in partnership with Gettysburg Borough.

#### **a.1. East Confederate Avenue Corridor**

This corridor represents an optional alignment, branching off from the main *Southern Corridor* at the confluence of Little Run and Rock Creek. Rather than turn south along Rock Creek, the *East Confederate Avenue Corridor* turns north for a more direct approach to Gettysburg.

This alternate corridor offers perhaps the best solution to the problem of crossing the barrier created by U.S. 15. The northbound and southbound lanes of Route 15 span Rock Creek on dual 200 foot long bridges with enough horizontal and vertical clearance to construct the multi-use trail beneath them. (A thorough engineering analysis will need to be completed, to assure that constructing the Trail will not adversely affect the hydraulic opening during times of high water.)

Once the Route 15 crossing has been accomplished, the Trail will continue within the Rock Creek stream valley on private property, requiring the negotiation of easements. A mile north of Route 15, the Trail encounters PA Route 97, Baltimore Pike.

The preferred routing of the Trail would be to continue north along Rock Creek into Gettysburg National Military Park. Park policy, however, has been to forbid the construction of roads or trails that can't be proven to have existed in 1863. If evidence of a creek-side road or trail is not found, and the Park does not allow this approach, the next possible entry into the Park would be the existing entrance at Slocum Avenue, a half mile further north on Baltimore Pike. As Baltimore Pike is a high-volume high-speed road, a side path for both bicycles and pedestrians will be necessary. Regardless of which side of the road is proposed for this side path, about half of the frontage is privately owned, and easements will need to be negotiated.

Once on Slocum Avenue in the Park, signs will direct trail users to turn right on East Confederate Avenue. This park drive is signed as one-way south for automobile traffic, but light volume and low speeds should make for a safe and enjoyable experience for bicycles and pedestrians alike. East Confederate Avenue emerges from the Park and enters the Borough of Gettysburg adjacent to Gettysburg Middle School. After a short block on Liberty Street, signs would direct trail users to a left turn on Middle Street. This residential street with sidewalks and relatively low traffic volume is followed for two blocks, to its intersection with Baltimore Street. From here it is one short block north to Gettysburg's Lincoln Square.



**Looking south on East Confederate Avenue.  
Gettysburg Middle School occupies the field at right**

As stated previously, the Gettysburg Inner Loop Bicycle Trail Study may develop alternate alignments within the Borough of Gettysburg.

### **a.2. Sachs Road Corridor**

This corridor represents another alternative alignment at the west end of the *Southern Corridor*. This alignment branches off from the *Southern Corridor* where Rock Creek flows beneath Sachs Road. This road is relatively low volume, so that bicycles may be accommodated on the pavement while pedestrians walk on a proposed side path. A scattering of single-family houses on both sides of Sachs Road means that frontage easements will likely need to be negotiated. Sachs Road crosses U.S. 15 on an overpass. The lack of interchange ramps (with the associated risk from turning traffic) is a decided advantage; the lack of the sort of commercial development that gravitates to highway interchanges is another. Less than a mile from the Route 15 crossing, Sachs Road dead-ends into Taneytown Road (PA Route 134).

PA Route 134 needs to be followed north for approximately 750 feet to its intersection with Wheatfield Road, in order to gain entrance to the park drives of Gettysburg National Military Park. Although PennDOT's 2005 study reports only 2100 vehicles per day on that stretch of PA

Route 134, the speed of the traffic is high enough that a multi-use trail for both bicycles and pedestrians is recommended. Because both sides of the road are privately held, easements may need to be negotiated.

Once on low-volume Wheatfield Road, bicycles may use the pavement while pedestrians are accommodated with a new side path. Between 1894 and 1917, the rails of the Gettysburg Electric Railway Company carried trolley cars alongside the cartway in this stretch of Wheatfield Road. At the top of the hill, signs will direct trail users to follow the Sedgwick Avenue park drive north. From this point onward, the alignment is that of the *Southern Corridor* previously described.

#### **b. Trail characteristics and alignment: *Middle Corridor***

Like the *Southern Corridor*, the *Middle Corridor* connects at its eastern end to the York Hanover Trolley Trail. As described previously, the Guthrie Memorial Library would serve as the meeting point for the York Hanover Trail and the Gettysburg to Hanover Trail.

Except for one block adjacent to Guthrie Memorial Library, rather than running alongside existing railroad tracks as the *Southern Corridor* proposes to do, the *Middle Corridor* utilizes low-volume town streets as it makes its way west towards Adams County. Bicycles utilize the street pavement, with new pavement markings where appropriate, while pedestrians make use of existing sidewalks.



**Former Pennsylvania Railroad  
west from Carlisle Street to Franklin Street**

As with the *Southern Corridor*, trail users would cross PA Route 94/Carlisle Street with the benefit of a new push button-actuated traffic signal. The multi-use trail would then run alongside the existing (lightly used) former Pennsylvania Railroad tracks one block to Franklin Street, in the shadow of the restored five-story Hanover Shoe Factory. This historic structure has been renovated to become a multi-use residential and commercial facility, and includes the desirable Residences at Hanover Shoe apartments.

Signage at Franklin Street would direct *Middle Corridor* trail users to turn right, and the Trail transitions to an on-street/on-sidewalk facility. This residential street is followed one half mile until it ends at Maple Avenue.

A left turn places trail users on Maple Avenue, another quiet residential street. The county line from York to Adams is crossed. After nearly a mile on Maple Avenue, a right turn is made onto residential Linden Avenue. Delone Catholic High School is a block away. Two blocks later, a left turn places trail users on North Street. The slightly “zig-zag” nature of the routing in this area was selected in order to avoid bicycles mixing with, and hikers walking alongside, the dense fast-moving traffic of arterial streets.

North Street in McSherrystown is well suited for an on-road/on-sidewalk trail, and has an interesting history. North Street was planned as a principal street, as evidenced by the town

square at the intersection of North Street and Fourth. When the network of trolley lines was built one hundred years ago, the Hanover & McSherrystown Street Railway laid its tracks on North Street (not on parallel Main Street). Today, with PA Route 116 (and its 17,000 vehicle trips per day) a block away on Main Street, we are left with a wide, quiet, residential North Street, suitable for safe biking and interesting walking. The opportunity for trail-based businesses such as bed-and-breakfasts is obvious.



**Town Square, 4<sup>th</sup> & North Streets, McSherrystown**

After a mile, North Street ends at borough parkland. Here, the Trail transitions to an off-road multi-use trail and runs north along Plum Creek. Properties along this alignment are owned variously by the Borough of McSherrystown, the Borough of Hanover, and Conewago Township.

North of the area of public ownership, easements will need to be negotiated with private property owners. Flexibility in design could place the Trail in close proximity to Plum Creek, or in woods or fields alongside, or along more distant tree rows and field edges that roughly parallel the creek.

Half a mile north of McSherrystown, the Trail will cross lands owned by the Catholic Church's Society of Jesus (the Jesuits). Here the Trail will come within view of historic Conewago Chapel. The Jesuit holdings are significant, stretching over a mile along the banks of Plum Creek and South Branch Conewago Creek. Preliminary contact with the Jesuit order suggests that they may be amenable to the Trail.



**Trail would proceed north from McSherrystown along Plum Creek. Concrete bridge abutment is remnant of trolley to Littlestown, abandoned in 1932**

The next three miles of the Trail traverse the private properties that abut South Branch Conewago Creek. Much of this area is comprised of open, cultivated fields, although the low lands alongside the creek are heavily wooded, offering a fine mix of trail experiences. Occasionally single family dwellings, and their yards, occupy the creek banks and will need to be considered when determining the trail alignment.

The Gettysburg to Hanover Trail *Middle Corridor* and *Northern Corridor* diverge, where Storms Store Road crosses South Branch Conewago Creek on a beautifully restored stone arch bridge. The *Northern Corridor* continues north along South Branch Conewago Creek, and is described in **section c**, below.

At this location, the *Middle Corridor* transitions from an off-road multi-use trail to an on-road facility. The next three miles follow low-volume rural roads through an agricultural landscape. Bicyclists would use existing pavement, while a parallel side path would accommodate pedestrians.

The *Middle Corridor's* proposed route is west Stone Bridge Road, south on Beck Road, and East on Spook Road to its intersection with Bon Ox Road.

West from Bon Ox Road, a transition is made from on-road facility to multi-use trail. An off-road route is envisioned that follows the field edges and tree rows of amenable property owners.



**Restored Stone Bridge carries Storms Store Road over South Branch Conewago Creek**

At Granite Station Road, a half-mile long spur trail is envisioned that would bring trail users into nearby Bonneauville. With PennDOT reporting a daily traffic count of just 900, a side path for hikers, with bicyclists sharing Granite Station Road's traffic lanes, may be an adequate design.

Westward from Granite Station Road, the Trail again would find its way along field edges and through the woodlands surrounding White Run creek. Easements will need to be negotiated with private property owners. Several adjoining properties in this area have had their development rights purchased. These are listed as "preserved farms" on the Trail maps (see Appendix D).

After crossing Low Dutch Road, the Trail would make use of the existing park drives in Gettysburg National Military Park. Gregg Drive, Confederate Cavalry Avenue, and Cavalry Field Road take trail users through two miles of rolling grassland studded with stone monuments. The memorials explain the significant engagement that occurred in these fields during the July 1863 battle.

Leaving the Park grounds, the *Middle Corridor* follows Cavalry Field Road nearly to its end at Lincoln Highway/U.S. 30.

It had been hoped that a safe crossing of U.S. 15, the Gettysburg Bypass, could be accomplished near here, by utilizing an existing drainage culvert beneath the highway. This would allow trail users access to historic sites along an abandoned trace of the old Lincoln Highway, just a short distance from downtown Gettysburg. Field reconnaissance, however, determined that the culverts are of insufficient size to accommodate trail traffic.

Just before Cavalry Field Road's intersection with Lincoln Highway, signage would direct trail users to turn left through Adams County Commerce Park. The trail would run on V-Twin Drive, then turn right on public right-of-way to Gateway Boulevard. The broad lawns of recent commercial developments may be an opportunity for a side path. Gateway Boulevard is followed to its signalized intersection with Lincoln Highway/Route 30. GIS data provided by Adams County indicates public rights-of-way through Adams County Commerce Park. If it is

determined that the streets are not dedicated, and an easement cannot be negotiated, the Trail alignment would follow Cavalry Field Road to its end at Lincoln Highway/Route 30. In that case, a side path along Lincoln Highway would bring the Trail to Smith Road.

Once across Lincoln Highway, the Trail returns to a more rural character. (Note: this could change drastically when a proposed major retail center is constructed at some point in the future). If traffic analysis determines that Smith Road is of sufficiently low volume that bicycles that may share the travel lanes, hikers will be accommodated on a proposed side path. The tracks of CSX Railroad's Hanover Subdivision are crossed at grade. In another mile, Smith Road ends at its intersection with Hunterstown Road. (It is at this point that the *Northern Corridor*, described in **section c**, re-joins the *Middle Corridor*.)

Hunterstown Road is an attractive component of a potential trail corridor, because it crosses limited-access U.S. Route 15 without an interchange. This greatly limits the traffic volume on Hunterstown Road. However, developers have informally proposed the construction of thousands of housing units in this area, and even the construction of a new highway interchange with U.S. Route 15. In that eventuality, Straban Township and Adams County should ensure that the Gettysburg to Hanover Trail, and all potential connections to it, are an integral part of any development plans.



**Hunterstown Road crosses U.S. 15**

West of U.S. 15, the *Middle Corridor* returns to multi-use trail mode and strikes off across the open fields towards Old Harrisburg Road. An existing gas pipeline easement in this area might be utilized, although a trail alignment that follows tree rows and skirts woodlands would be preferable, depending on how amenable the property owners are. This area will also likely be developed, possibly in the near future. Again, Straban Township and Adams County should ensure that the Trail be accommodated through any proposed development, ideally within a broad swath of preserved open space.

This brings the *Middle Corridor* to the Gettysburg High School, and the north end of the North Gettysburg Trail. It is proposed that the *Middle Corridor* utilize the North Gettysburg Trail for its final approach to Gettysburg. South of Lincoln Avenue, low-volume streets and existing sidewalks would bring trail users to Lincoln Square, the common end point for both the *South* and *Middle Corridor* alignments.

Here again, the Gettysburg Inner Loop Bicycle Trail Study may develop alternate alignments within the Borough of Gettysburg.

### **c. Trail characteristics and alignment: *Northern Corridor***

The restored stone bridge that carries Storms Store Road over the South Branch Conewago Creek marks the point where the *Middle Corridor* and the *Northern Corridor* part ways (see trail map, Appendix B). The *Northern Corridor* continues north, following the banks of the serpentine South Branch Conewago Creek. Much of this landscape remains a mix of open cultivated fields and forested low lands along the stream. However, at least one recent suburban subdivision, Onyx Road, places a dozen single-family homes on the east bank of the creek. The west bank is not currently developed, and might accommodate the Trail. Easements need to be

negotiated with amenable farm owners, hopefully before more lands are sold to developers. Furthermore, municipalities (in this case Oxford Township) might consider requiring trail and or greenway easements along waterways in exchange for granting subdivision approvals.

Two miles north of Storms Store Road, a half-mile spur trail from the *Northern Corridor* brings trail users to New Oxford. Running along the property line that divides New Oxford Cemetery from New Oxford Water Supply Company, the multi-use trail changes to an on-road facility when it reaches High Street. High Street is a residential street, mostly lined with sidewalks. Nearing the center of New Oxford, trail users may be directed, by way of Water Street, to the busier but more interesting Lincoln Highway for the final blocks into the center of town.



**Fountain in New Oxford**

Continuing north from the point where the New Oxford Spur branches off, the *Northern Corridor* follows the South Branch Conewago Creek through privately held dense woodlands. Three quarters of a mile upstream the creek passes beneath Lincoln Highway/U.S. 30. Safely conveying trail users across Lincoln Highway, with its estimated 9800 vehicles per day, is it a challenge that will necessitate further study. If as expected, there is inadequate space to fit the Trail beneath the bridge, some sort of at-grade crossing will need to be designed. A new crossing with push button-actuated traffic signal is one option.

North from Lincoln Highway, the alternating patchwork of agriculture and woodland continues along the stream valley. Provided clearance is sufficient, the Trail may cross the active CSX Hanover Subdivision railroad by running beneath the 150-foot long railroad trestle over South Branch Conewago Creek. Shortly after the trestle, a dam, historic mill and mill race occupy the western stream bank.

Near Fleshman's Mill Road, the *Northern Corridor* leaves the wooded stream valley, and runs "cross country" along an existing pipeline easement. This easement runs due west, across mostly open cultivated fields. Where the pipeline runs through woodlands, it does so within a 75-foot wide grass clearing. GIS data does not indicate a utility-owned right-of-way, so it is assumed that the utility company obtained easement rights from property owners, rather than purchasing right-of-way outright. Those same property owners will need to be contacted, and trail easements negotiated (please refer to the Property Ownership tables in Appendix G).



**Pipeline easement in Straban Township**

It should be pointed out that the Trail does not necessarily need to run directly along the pipeline for its entire length. The Trail may detour along field

edges and property lines instead, for two reasons. First, farmers may object to the Trail running across their fields, interrupting the pattern of their mechanized plowing and harvesting. Second, a trail that runs along the margin between woods and open fields is often a better quality experience for trail users.

This segment of the *Northern Corridor* runs for seven miles across private property through Mount Pleasant and Straban Townships. Road crossings from east to west include: Brickcrafter Road, Swift Run Road, New Chester Road, Coleman Road, Granite Station Road, Flickinger Road, and Hunterstown Road. Between Brickcrafter Road and Coleman Road, an alternate alignment, the *Western Maryland Railroad Corridor*, is described in **section c.1**, below.

The *Northern Corridor* re-joins the *Middle Corridor* near the Hunterstown Road crossing over U.S. 15.

### **c.1 Western Maryland Railroad Corridor**

During the 1930s, the Western Maryland Railroad re-aligned three miles of railroad track, west of New Oxford. This was done in the interest of safety, as the new alignment eliminated two railroad grade crossings of Lincoln Highway/U.S. 30.

The abandoned section of railroad grade is still in place, south of and roughly parallel to Lincoln Highway/U.S. 30 from west of Brush Run, to just past Guldens. With tracks long gone but earthwork still in place, this railroad grade could make a suitable alignment for the Trail, as part of the *Northern Corridor*. A traffic analysis should determine whether protected crossings should be provided at two required trail crossings of heavily-travelled Lincoln Highway/U.S. 30.



**Utilizing the abandoned Western Maryland Railroad grade brings the trail past historic Guldens Station, near the intersection of Low Dutch Road and Rt. 30**

GIS data does not show a right-of-way along the abandoned Western Maryland track-bed, and it is assumed that ownership has reverted to the adjacent property owners. Trail easements will need to be negotiated with the current owners of the abandoned railroad.

At a point west of Coleman Road, the *Western Maryland Railroad Corridor* re-joins the previously described *Northern Corridor*.

## **B. Trail and Trailhead Facilities**

### **1. Parking and Access**

Strategically located destination and arrival points along the trail corridor are often referred to as “trailheads.” These points are generally best placed with approximately similar distances between each to provide users with points of access, information and accommodation. The preferred distance between trailhead locations varies based primarily upon the number (density)

of users. Trailheads can be placed in appropriate locations to accommodate users, limit access to the site, and concentrate amenities in a relatively compact area. More often than not, multiple smaller scale trailheads serve major corridors best by distributing users throughout the corridor rather than one or two central parking areas.

## **2. Comfort Accommodations**

Often subconsciously, trail users gauge the usability of a trail by the level of basic physical accommodations that were available during the experience. The key to providing accommodations is not volume or frequency as much as communication of the location of the amenities. As long as users know where they can find a detailed orientation map, restroom, source of potable water, and rest areas, they will have confidence in venturing out on their ride or trek.

In addition to parking, seating, picnic and rest areas, information kiosks and orientation signs and restrooms are the basic elements that provide an attractive and well used trailhead. Rest facilities can range from port-a-john type portable units to highly sophisticated permanent restroom facilities that tie into the local sanitary sewer system. Very remote areas can now be provided with long-life expectancy (extremely durable) composting toilet units with fans that run on solar powered roof panels. Such technology, as can be seen at Hawk Mountain Preserve in Berks County, is reducing the requirements of locating near existing infrastructure.

## **3. Signage and Orientation**

First and last impressions of any facility are often based upon the level of ease in which one can comprehend, visualize and orient with a facility. Properly placed, durable and graphically attractive orientation signs can quickly direct and orient a first time visitor to appropriate areas of the trailhead and the trail or equestrian facility and the overall regional trail system. The first map that a visitor experiences should provide a clear sense of "you are here," and where you can or should maneuver. More detailed information can be provided in the form of written brochures including written policy and more detailed maps. These maps and text can convey details such as facility regulations, local resources (stores), eateries and attractions. For example, bicyclists want to know where they can find a local bike repair shop, hikers want to know where natural areas are located and equestrians need to know where they can purchase oats, hay, straw or possible additional tack supplies.

## **4. Emergency Contact**

As important as proper orientation, emergency contact is critical to all users. With the increasing number of cell phone users today, chances are good that trail users are never far from a source of emergency contact. In extreme cases of emergency, such as a severe trail accident, users need to know where the closest hospital, doctor, emergency room or veterinarian can be located. Much of the Adams County region which encompasses this trail system is within the 911 service area.

## **5. Location of Trailhead Facilities**

Facilities should take advantage of existing parks and public facilities in Gettysburg, Littlestown, and Hanover. Possible and logical trailhead locations for walkers and bicyclists could include locating enhanced facilities at connections to the York Hanover Trolley Trail, and eventually to the Grand History Loop south of Gettysburg.

Equestrian trailhead facilities will require more land area and will need to be located at strategic points within the corridor. These points need to have direct access to the trail system and will need to provide the basic access, parking, stable and corral facilities. Equestrian trailheads will range from more rustic accommodations in more remote places, to possibly highly sophisticated, more complex facilities where appropriate.

## **C. Proposed Easements and Property Acquisition**

This study examines the viability of three alternate trail corridors between Gettysburg and Hanover. At best, abandoned railroads will comprise only about one-quarter of the Trail's length, and even those abandoned railroads are held by private property owners.

The next stage in the implementation of a Gettysburg to Hanover Trail must include a comprehensive program of interviews with the scores of property owners with whom easements would need to be negotiated.

Approval to place the Trail alongside the former Pennsylvania Railroad track (still in use as a freight line) within Hanover Borough will need to be obtained from the Public Utility Commission. Should the *Northern or Middle Corridor* be pursued, approval for crossings of the CSX Hanover Subdivision freight railroad must be obtained from the PUC.

A map showing existing ownership patterns along the proposed trail corridors is provided in Appendix D.

## **D. Operation and Maintenance**

### **1. Proposed Agency Responsibilities**

The proposed trail corridors pass through both Adams and York Counties, and several townships and boroughs. More populous townships may be able to expand their parks maintenance programs to include the new trails; less populous jurisdictions are less able to assume maintenance responsibilities. In the case of these jurisdictions, having trail maintenance performed by the respective counties may be the best alternative. Should Adams County decline to step up, Healthy Adams Bicycle/Pedestrian, Inc. (HABPI) has indicated willingness to assume the responsibility. A critical next step in the Trail implementation process is to clarify and formalize maintenance responsibilities for each trail segment.

Trail facilities can sometimes be neglected, when municipal recreation departments must set priorities among many different facilities. For this reason it is recommended that Healthy Adams Bicycle/Pedestrian, Inc. take on a role as an independent trail advocacy group. Through a coordinating agency, trails such as the Gettysburg to Hanover Trail as well as others in Adams County can help find volunteers and assist in regular trail maintenance, communication, and outreach functions. Acting across the limits of the land management organizations already mentioned, this type of independent trail organization would assure that the different agencies coordinate their efforts and would provide a representative group amongst trail users.

### **2. Overview and Description**

Successful operation will rely on a continued and regular program of maintenance of the Trail and support facilities. A Maintenance and Management Program will not only ensure a quality recreational or travel experience for the trail user but is also an essential ingredient of a risk management plan for the trail operator. Sufficient manpower and resources must be devoted to a regular maintenance schedule in order to meet these goals.

Among the factors determining maintenance requirements are existing landscape character and the nature and quality of capital improvements.

Another key element of the maintenance and management system of the Trail would revolve around communication and information that would allow trail users to provide feedback and report on issues concerning trail maintenance and safety issues. This component of maintenance would be facilitated through the establishment of a trail users' organization as mentioned as well as through effective signage throughout the Trail providing users with information on who to contact regarding such matters. A thoughtfully designed and maintained web site could be effective in this regard.

The maintenance guidelines that follow are necessarily somewhat generalized, and will need to be re-evaluated at such a time when a detailed capital improvement program has been defined. The maintenance implications of trail improvements should be reviewed carefully when considering capital improvements. One particular area of concern, given the existing landscape conditions, is the problem of drainage and flooding that can quickly undermine pavement structures. Money saved during the trail development process may be spent many times over if inadequate design and development creates a greater than normal maintenance burden. Trail maintenance is a major program that is related to trail safety, attractiveness, and image. The trail operator risks liability for accidents, if maintenance is ignored or negligently executed.

It is anticipated that the operating agencies will develop management systems for their respective segments of the Trail. It is recommended that consulting agreements for trail design services include a requirement that a detailed trail maintenance manual and schedule be provided.

The elements of this system should include:

- Inventory of the Trail and its related facilities.
- Setting of maintenance goals and standards for the quality of maintenance, hours of operation, etc.
- Developing the tasks necessary to achieve maintenance quality levels.
- Assigning the maintenance tasks to designated groups or individuals.
- Monitoring the quality and frequency of the work.
- Implementing a control system for tracking accomplishments and relevant costs.
- Evaluating the maintenance management program.

### **3. Table of Maintenance Tasks and Operations**

Important maintenance tasks that management agencies must consider are indicated in the following Major Maintenance Tasks table as follows:

**TABLE OF MAINTENANCE TASKS AND OPERATIONS**

<b>ACTIVITY</b>	<b>DESCRIPTION</b>	<b>FREQUENCY</b>	<b>COMMENTS</b>
Mowing	4-foot min. wide each side of trail (where applicable)	3-4 times annually	Flail type mower best - less debris on trail
Pruning	Prune woody vegetation 4-feet back from sides of trail –14-feet vertical clearance – remove invasive vines	Annually	Vegetation Management Program may reduce this task long term
Removal of Trees/ Limbs	Evaluation/ removal of unhealthy or dead trees and limbs	Annual	Fallen trees may remain as access control and to minimize disturbance
Signage	Maintain directional and informational signs	Permanent signs - periodically as required	
Access Control	Replace damaged access control devices	Periodically as required	Estimated frequency: 10% annually due to vandalism
Trail Surface (on local roads)	Resurface	Periodically as required	Based on municipal schedule
Trail Surface (gravel road)	Repair surface damage from vehicles, erosion, etc.	Periodically as required	Based on municipal schedule
Trail Surface (boardwalk)	Replace damaged areas	Periodically as required	Spur trails only
Drainage Structures	Clean inlets, keep swales clear of debris	Minimum - Annually	Complete rehabilitation during construction would dramatically reduce necessity for this type of maintenance after storms
Litter Pick Up	Trailside-litter pickup Access area litter pickup	Weekly or as required Weekly	Encourage continued user 'carry-in, carry-out' policy
Trash Collection	Removal of trash from receptacles at access areas	Weekly	Problems with non-user trash. Some agencies do not have trash containers at access points for this reason
Bridges	Inspection by Prof Engr (P.E.) every 2 years Maintenance of bridge to ensure structural integrity	Annually by PennDOT, Municipal or County Engineer	Bridges associated with public roads are already on a regular inspection schedule.
Graffiti Control	Repaint bridges/abutments as required	Annual/spot basis	

#### **4. Law Enforcement and Safety**

Trail managers should take necessary steps to provide both a safe trail for the users and to protect themselves from liability claims. Where possible, hazardous conditions and attractive nuisances should be identified and removed during the original construction of the Trail. Those that cannot be removed should have warning signs posted.

If trail segments are opened in phases, as is recommended in this study, clear mention should be made at all trail entrances and in any printed/electronic material (especially trail signage, maps, guidebooks and pamphlets) that portions of the Trail are still not yet fully developed nor open to the public and that users must exercise the necessary care when using the Trail.

An effective maintenance program is critical for trail safety. The maintenance program should provide for regular safety inspections. Proper tree work and vegetation management are an important part of the safety program. This includes trimming of vegetation to maintain adequate sight distance for traffic safety and crime prevention purposes.

Several individuals at public meetings expressed concern that conflicts might arise between trail usage and hunting. A program to encourage awareness by both hunters and trail users of the need for responsible usage is critical.

In addition to reducing trail hazards, documentation of trail maintenance activities is essential in combating possible liability claims. Through written records of good maintenance practices, the managing agencies will be able to protect themselves from liability claims. In terms of property ownership and liability, it should be noted that Pennsylvania recreational use laws largely protect landowners from liability related to recreational use of their properties as long as no fee is charged and the landowners uses due diligence to maintain the property and/or warn recreational users of any safety hazards. Legislation passed earlier this year strengthens these protections.

With the ever-increasing use of cell phones by the general public, including trail users, aspects of security have changed in recent years. Users are very well prepared to report and locate questionable activity on or within trail corridors. User surveillance tends to deter potential criminal activity.

#### **5. Trail Facilities and Orientation Systems/Markings**

A trail marking and orientation system benefits both users and trail managers. Signs should be erected at all cross streets and highways, even expressways, identifying the name of the cross street. Similarly, town names should be posted where the Trail enters a town. This system helps trail managers to coordinate maintenance activities. The trail marking system could also help save lives in the event that emergency services might be required.

#### **6. Vegetation Management**

Effective vegetation management is a critical dimension of the maintenance program. Effective vegetation management is necessary to preserve and enhance the natural and scenic interest of the Trail. Effective vegetation management is an important component of trail safety. Adequate sight distance along the Trail should be maintained for crime prevention purposes. Hazardous tree limbs and other obstructions should be promptly removed.

The following system-wide standards for vegetation management are proposed:

1. *Mowing* - Herbaceous material should be mown three to four times a year a minimum of 4-feet from the trail edge (where the trail adjoins meadows, roadways or grain fields. A flail type mower is recommended as rotary types blow the screenings, gravel and mulch (surfacing) off the trail.
2. *Removal of Vegetation from Trail surfaces* – In order to maintain the integrity of trail surfaces, invasive vegetation should be eradicated through very limited and selective application of herbicides.
3. *Woody vegetation control* - Trees and shrubs should be controlled by an annual mowing along the edges of the trail (where trail is adjacent to fields, meadows and managed grass areas). Removal of woody vegetation in this width should minimize the need for frequent mechanical or hand pruning to maintain adequate horizontal and vertical clearances. Selective removal or “limbing up” of trees should also be scheduled to maintain or create desirable views from trail. Trees should also be kept clear of all drainage structures, bridges and walls that may be subject to mechanical damage by tree roots.
4. *Invasive Plant Species and Vegetation Control*: Vegetation control should discourage poison ivy along the trail and the removal of invasive plant species such as Mile a Minute weed.

## **E. Opinion of Probable Costs**

### **1. Acquisition**

Trail development will require acquisition of easements or rights-of-way from a number of existing property owners. Some owners of other trail corridors have donated easements, often taking a tax deduction for such an easement. If easements or right-of-way are to be purchased, the use of an appraiser is recommended for help in determining a reasonable price.

A grade crossing easement must be obtained from CSX, and an order obtained from the Pennsylvania Public Utilities Commission for every location where the Trail will cross or run adjacent to the tracks. The PUC office in Harrisburg is most helpful in guiding the trail developer through this process.

Right of way and easement acquisition costs are not included in the estimate of probable construction costs.

### **2. Construction**

In the opinion of Campbell Thomas & Company, the probable construction cost for the Trail will be approximately \$4 to \$8 million, depending on the corridor chosen. Additional costs can be anticipated for easement or right-of-way acquisition, testing and clean-up of hazardous materials, and for the removal of debris observed along the trail rights-of-way. A more detailed analysis would be required to support an estimate of these probable costs. This figure does not include design fees, which can be anticipated to be 15 percent of construction costs. The analysis supporting this estimate of probable construction costs follows.

The budgetary opinion of probable construction costs presented in this report is based on analysis of trail characteristics across each segment of trail. Linear foot costs for each trail type are derived from CTC’s experience with trails of similar characteristics in Pennsylvania. The

typical linear foot cost for each trail type is adjusted by a factor reflecting special construction characteristics within the reach (e.g., trail constructed along a wooded stream bank will likely be more expensive than trail traversing an open field). An assumption has been made that trail widths and surfacing will reflect an initial lower volume of trail use, and, in many places, a rural environment. Over time, upgrades and widening of the trail may be considered.

The Summary of Probable Costs table follows. For a detailed analysis of probable construction costs, please refer to Appendix E.

### SUMMARY OF PROBABLE COSTS

Description	Miles	Cost
Southern Corridor	24.3	\$7,723,050
Southern Corridor with Sachs Road Alignment	21.6	\$6,508,550
Southern Corridor with East Confederate Avenue Alignment	20.5	\$6,814,300
Middle Corridor	20.1	\$3,552,300
Northern Corridor	21.4	\$6,542,500
Northern Corridor with Western Maryland Railroad Alignment	22.0	\$6,441,500

The estimated costs of the *Northern* and *Southern Corridors* are comparable. Estimated cost of the *Middle Corridor* is considerably less, because it is the shortest route and because most of that alignment is on-road (that is, the *Middle Corridor* utilizes mostly existing streets and roads).

### 3. Maintenance Costs

Maintenance costs generally range from \$5,000 to \$7,000/per mile/per year for similar trails. We recommend that the responsible agencies use a figure of \$7,000 per mile to estimate maintenance costs during the first year after development. This figure can be evaluated at the end of the first year. This cost can be used for fundraising purposes as well as to solicit volunteer help for maintenance.

Many trail operators have been able to supplement their maintenance program by creating partnership agreements with local businesses, clubs and organizations. Formal cooperative agreements can be made with these partners that clearly define the roles and responsibilities of each party. Developing an effective maintenance management system is an on-going process.

## F. Implementation and Priorities, and Action Plan

In reviewing this section, the reader is asked to refer to the Trail Phase Development Maps included in Appendix F.

In developing the following recommended action plan for trail development, the study team took into account such factors as:

- the ability of each phase of construction to “stand on its own,” i.e., that each such phase will receive significant usage, even if the entire trail remains to be constructed
- new sections of trail that serve, where possible, as extension of existing sections of trail
- topography
- public ownership
- ease of acquiring easements or rights-of-way
- ease and expense of construction

### **1. First Phase of Development** (see Phase 1 Trail Development Map in Appendix F)

For the *Middle* and the *Northern Corridors*, Phase 1 is simply the signing of on-road bicycle routes. Every effort was made to place these routes on low-traffic streets and roads, but due to the layout of the road system, this is successful only to a limited degree.

For the *Southern Corridor*, Phase 1 includes the construction of a new multi-use trail on the abandoned track-bed of the Pennsylvania Railroad between Hanover and Littlestown. (In Hanover Borough, the new trail would be situated alongside the still-active tracks.)

West from Littlestown, Phase 1 “shares the road” on these existing roads:

- Newark Street
- Prince Street
- White Hall Road
- Feeser Road
- West Locust Lane
- Spring Lane
- Bulk Plant Road
- Hickory Road
- Straleys Road
- Two Taverns Road
- Patterson Road
- Solomon Road

From Solomon Road, Phase 1 then follows the *Southern Corridor* alignment as described in Section II.A.1.a.

### **2. Second Phase of Development** (see Phase 2 Trail Development Map in Appendix F)

Phase 2 continues improvements to the alignment established in Phase 1, by getting more of the Trail off-road as follows:

- Westward from Littlestown, the off-road trail is completed from Park Avenue, along Alloway Creek to Feeser Road.
- Eastward from Gettysburg National Military Park, side paths would be constructed along Wheatfield Road, Taneytown Road, and Sachs Road for pedestrians (bicycles would share the road on Wheatfield and Sachs Roads). From Sachs Road, off-road trail is completed along Rock Creek, then eastward along Littles Run to Straleys Road.
- The two new sections of off-road trail constructed during Phase 2 leave just four miles on-road trail between them. These roads tend to have low traffic volumes (e.g., PennDOT lists Bulk Plant Road’s daily traffic count as a mere 100 trips per day).

### **3. Third Phase of Development** (see Phase 3 Trail Development Map in Appendix F)

- Phase three extends both the above-mentioned off-road trails towards one another, one and two miles, respectively.
- The final 6500 feet of road will have a side path constructed for pedestrians (bicycles would share the road).

### **G. Potential Funding Sources**

Funding sources will vary according to the type of work being performed: studies, acquisition, design or construction. A list of potential sources is provided in Appendix H.

### III. Methodology

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#### A. Existing Plans and Field Survey

This feasibility study builds upon previous studies, planning efforts, current field surveys, interviews and workshops. The findings in this report are the products of information found in existing planning studies, synthesized with field observations, and input from the public participation process.

Information on existing conditions was obtained from high-resolution aerial photographs obtained from the Adams and York Counties Planning Commissions. This information was supplemented and updated by field observation. Information on ownership was obtained from Adams and York County GIS and land records. An environmental reconnaissance was performed.

Planning documents incorporated into this study are summarized below.

**Adams County Green Ribbon Commission Report: “An Agenda for our Future” (2004)**

[http://www.adamscounty.us/adams/lib/adams/planning/adams\\_county\\_green\\_ribbon\\_commission\\_final\\_report\\_april\\_2004.pdf](http://www.adamscounty.us/adams/lib/adams/planning/adams_county_green_ribbon_commission_final_report_april_2004.pdf)

In January of 2003, the Adams County Board of Commissioners appointed a public panel of county citizens to develop a series of recommendations on ways to manage and fund future recreation, open space, and conservation initiatives throughout Adams County. This report provides to the Board of County Commissioners, and all citizens of Adams County, recommendations for a future land agenda.

**Development 1991-Present, Adams County, PA (2007)**

Adams County Office of Planning and Development prepared this map showing the locations of (1) existing, (2) currently pending or proposed, and (3) presented or forthcoming, residential development.

**Straban Township Comprehensive Plan (2004)**

[http://www.adamscounty.us/adams/lib/adams/planning/elibrary/straban/township\\_comp\\_plan\\_2004/final\\_comprehensive\\_plan-05-09-05.pdf](http://www.adamscounty.us/adams/lib/adams/planning/elibrary/straban/township_comp_plan_2004/final_comprehensive_plan-05-09-05.pdf)

**Comprehensive Plan, Bonneauville Borough and Mount Pleasant Township (2003)**

[http://www.adamscounty.us/adams/lib/adams/planning/elibrary/bonneauville-mt\\_pleasant/cover,\\_toc,\\_to\\_pg\\_13.pdf](http://www.adamscounty.us/adams/lib/adams/planning/elibrary/bonneauville-mt_pleasant/cover,_toc,_to_pg_13.pdf)

**Littlestown Borough Comprehensive Plan (1971)**

[http://www.adamscounty.us/adams/lib/adams/planning/elibrary/littlestown/borough\\_comprehensive\\_plan/4200143944mcp0005.pdf](http://www.adamscounty.us/adams/lib/adams/planning/elibrary/littlestown/borough_comprehensive_plan/4200143944mcp0005.pdf)

**The Comprehensive Plan Hanover Borough (1980)**

<http://www.borough.hanover.pa.us/>

**Penn Township Comprehensive Plan (2001)**

<http://www.penntwp.com/>

**Hanover Area Transportation Planning Study, Adams and York Counties (1997)**

<http://www.dot.state.pa.us/penndot/districts/district8.nsf>

Articles published about the Gettysburg to Hanover Trail were reviewed as well. Samples are attached in Appendix J.

## **B. Public Participation**

Public participation has been a critical aspect of the trail planning process for the study. Benefits of public participation include:

- Stakeholders and their constituents can exchange ideas and learn about the recreational, environmental and socio-economic benefits of the proposed trail.
- Public participation is an opportunity for consensus building. Conflict and delay are minimized.
- Additional resources to support trail implementation and management are discovered.

Public workshops were conducted on May 8, July 10, and September 18, 2007.

Another mode of public participation has been direct outreach with principal stakeholders. Meetings were held with the following individuals:

Dan Moul	Representative, PA Legislature
Steven Nickol	Representative, PA Legislature
Glenn Snyder	Adams County Commissioner, Chairman
Lucy Lott	Adams County Commissioner, Vice Chairman
Lisa Moreno	Adams County Commissioner
Steven Chronister	York County Commissioner
Richard Schmoyer	Adams County Office of Planning & Development
John McKenna	Acting Park Superintendent, Gettysburg National Military Park
Katie Lawhon	Public Affairs Specialist, Gettysburg National Military Park
Ellen Miller	Attorney representing Jesuits (owners of 500 acres at Edge Grove)
Dr. William H. Hall	Superintendent, Gettysburg Area School District
Bruce Rebert	Hanover Borough Manager
Gary Laird	Hanover Area Chamber of Commerce
Monique Keefe	Chairperson, Conewago Township Supervisors
Robert H. Strausbaugh	Manager, Conewago Township
Marcy L. K. Hagerman	Zoning and Codes Officer, Conewago Township
Robert Coleman	Zoning Officer, Straban Township
Dr. Flavius Lilly	Vice President, Hanover Hospital
Dr. Kevin Mosser	President, Gettysburg Hospital
Margaret Weaver	President, Gettysburg Adams Chamber of Commerce
Stacey Fox	Gettysburg Visitor and Convention Center
John Kiehl	Vice President, Adams County National Bank

## **C. Trail Alignment**

The gently rolling countryside of southern Adams and adjacent York Counties presents any number of possible trail alignments. The railroad linking Gettysburg to Hanover is still in active use as a freight line, precluding an obvious rail-to-trail conversion.

In order to determine location feasibility, aerial photographs were examined to determine existing land use and other physical features. These aerial photographs were integrated into a

comprehensive GIS-based map, seamlessly coordinating data from both Adams and York Counties to determine the location of rights-of-way, rail corridors, waterways, parkland, and property ownership. Apart from the active CSX freight railroad mentioned previously, the routes of several other abandoned trolley and railroad lines in the study area were traced, and their feasibility as trail alignments investigated.

Analysis of information collected during the inventory phase yielded three preliminary trail corridors. The following elements were analyzed:

- Ownership patterns (See map in with Appendix D)
- Historic, cultural and scenic resources (See Appendix I)
- Connections to other trails and recreational facilities (See Appendix A)

Alignments that offered a quality trail experience were given priority where possible. For instance, the Rock Creek, Littles Run, and South Branch Conewago Creek stream valleys offer an alternating patchwork of woodland and open fields through which the Trail may be threaded.



**Lined with industries, CSX Hanover Subdivision between Hanover and Gettysburg is an active freight railroad, and thus not a candidate for rail-trail conversion**

The one abandoned track-bed that offers the most promise is that of the former Pennsylvania Railroad stretching five miles between Hanover and Littlestown. Much of the grading remains intact, and a major property owner has tentatively expressed willingness to accommodate the Trail.

Gettysburg National Military Park, with its low-volume scenic park drives, offers several routes of approach to Gettysburg. Three of these possible avenues have been included as options of the *Southern Corridor*. A route that utilizes a park drive through GNMP East Cavalry Field has been included as a link in the *Middle Corridor*. The Park has made it clear that no new roads or trails may be constructed on park property, unless that alignment can be proven to have been in existence at the time of the 1863 battles.

The proposed alternate trail corridors were reviewed by the Trail Study Committee with no major revisions recommended.

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## IV. Inventory and Analysis

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### A. Physical Conditions

#### 1. Natural Features: Opportunities and Constraints

The following physical conditions were investigated: Significant natural features including stream valleys, slopes, existing vegetation, and agricultural lands.

#### 2. Cultural Features, Historic Sites and Land Use

The consulting team inventoried existing and proposed land use, cultural features, and destination and activity nodes within and adjacent to the study area.

One purpose of the Trail is to connect important cultural features within the community, such as schools and parks. Other important features include museums, historic sites, business districts and employment nodes.

Key features identified include:

- Borough of Gettysburg
- Gettysburg Senior High School
- Gettysburg Middle School
- Gettysburg National Military Park
- Gettysburg National Military Park, East Cavalry Field
- Harrisburg Area Community College
- Littlestown Borough
- Littlestown High School
- Village of Bonneauville
- New Oxford Borough
- New Oxford Jr./Sr. High School
- Edge Grove Chapel/Sacred Heart School
- McSherrystown Borough
- Conewago Township Elementary School
- Delone Catholic High School
- Hanover Borough
- Guthrie Memorial Library: Hanover's Public Library



**Hickory Road in Mt. Joy Township  
with existing bench suitable for side path**

#### 3. Ownership Patterns

Properties to be crossed by the proposed trail corridors were identified. Ownership was listed based on current record data as of March, 2007. Appendix G includes detailed lists of property owners.

## 4. Transportation and Utility Corridors

Southern Adams and adjacent York County's road network began concurrent to the area's settlement in the early to mid 1700s. Improvements were made first to long-distance roads such as the Lincoln Highway, and only later to roads that linked local villages and farms. Until recent decades, much of the local road network was earth or gravel surfaced.



**Stairs lead from Conewago Chapel to abandoned right-of-way of the Hanover & McSherrystown trolley**

Railroads were constructed between Gettysburg to Hanover, and between Hanover and Littlestown, in the mid-1800s. In the decade just before and after 1900, interurban electric trolley lines were constructed. The Hanover and McSherrystown Street Railway

operated two lines: one to Littlestown, and another to Edge Grove. Service on both lines was abandoned in 1932, with vestiges of both visible today. Also in the 1930s, Western Maryland Railroad re-aligned its tracks between Gettysburg and New Oxford. This left two miles of abandoned track-bed adjacent to and south of Route 30 between Guldens and Brush Run.

Parcel maps reveal that only one of the abandoned rail lines retains its right-of-way lines. The trolley lines and the old Western Maryland seem to have reverted to the adjacent property owners, with the old right-of-way lines eradicated. But the ex-Pennsylvania Railroad between Littlestown and Hanover still shows a right-of-way. Once owned by the Borough of Hanover, the right-of-way may be owned in part by Hanover Shoe Farms. It is this five-mile section of abandoned railroad that is recommended as the eastern section of the *Southern Corridor* Trail alignment.

Numerous high-tension electric transmission lines and underground pipelines have also been constructed through the study area. Parcel maps show no rights-of-way for these utilities; thus the utilities must have negotiated easements with the individual property owners. In other areas, where utilities did purchase property out-right (for instance Philadelphia Electric Company in southeastern Pennsylvania), trails may be constructed along electric lines for miles at a time, with negotiations limited to the utility in question. In contrast, the situation faced by the Gettysburg to Hanover Trail is that negotiations must be conducted with scores of individual property owners, any one of whom might withhold consent.

## 5. Environmental Quality.

Once a final alignment is taken to the detailed design stage, an environmental review should be conducted to determine the presence of any hazardous materials.

## **B. Analysis Maps**

A composite Analysis Map was prepared to summarize the conditions inventoried. This map serves as the background for the three trail alignment maps (Appendices B, C, and D) and three phasing maps (Appendix F).

## **C. Usage Feasibility**

The Gettysburg to Hanover Trail will be one link in the planned 185-mile Grand History Loop. Future construction of the Grand History Loop will connect Gettysburg to Emmitsburg and Frederick, Maryland, then along the C&O Canal Trail to Washington, DC. The route from Washington, DC, north through Annapolis, MD, Baltimore, MD and York, PA completes the east side of the loop. This trail will be a major regional recreational resource.

Recreational users of the trail system are anticipated to include:

- Joggers, hikers and walkers
- Bicyclists
- Anglers
- Equestrians

As an integral part of Southern Adams and adjacent York Counties, and with links to so many neighborhoods, towns, employment and commercial centers, the study anticipates use for local travel and commuting. Major benefits identified in interview and public workshops include:

- The ability to avoid traffic congestion.
- The ability to commute in a highly desirable, relaxing environment.
- The competitiveness afforded by “short-cuts” created by placing the Trail off-road. Distances by trail may be much less than those on the highway for many trips.

## **D. Legal Feasibility**

Legal issues to be addressed include the following:

- Zoning approvals from municipal governments may be required.
- Approvals from the Public Utility Commission will be needed for at-grade crossings of railroads, and for permission to run alongside in-use railroad tracks.
- Any restrictions imposed by agricultural preservation easements should be explored. Such easements may require changes in order to allow trail use.

## V. Appendices

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- A. Map Showing Study Area in Context of South Central Pennsylvania
- B. Map Showing Alternative Trail Corridors
- C. Map Showing Proposed Trail Types
- D. Map Showing Existing Ownership Patterns
- E. Detailed Analysis of Probable Construction Costs: by Corridor (3 Charts), and Southern Corridor by Phase (1 Chart)
- F. Trail Development Phase Maps (3 Phases)
- G. Property Ownership Data by Township, Parcel Number, and Owner
- H. List of Potential Funding Sources
- I. List of Historic and Cultural Resources
- J. Newspaper Articles about the Trail Project



### FIRST BICYCLE IN HANOVER

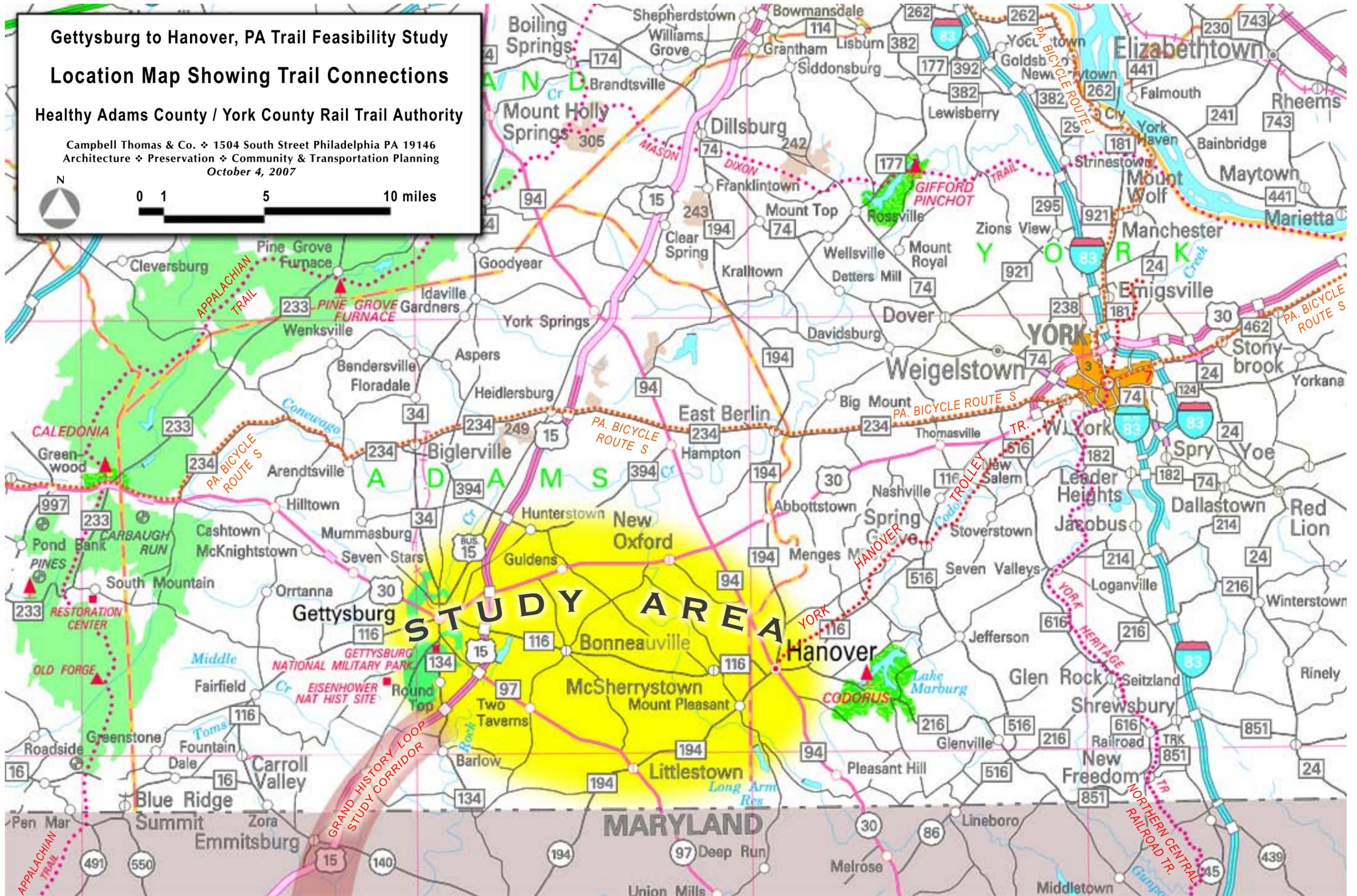
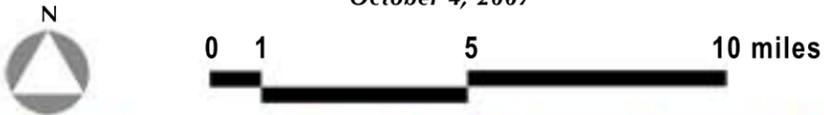
Allen H. Wentz on bicycle, Arnold Kleff on velocipede

# Appendix A

# Gettysburg to Hanover, PA Trail Feasibility Study Location Map Showing Trail Connections

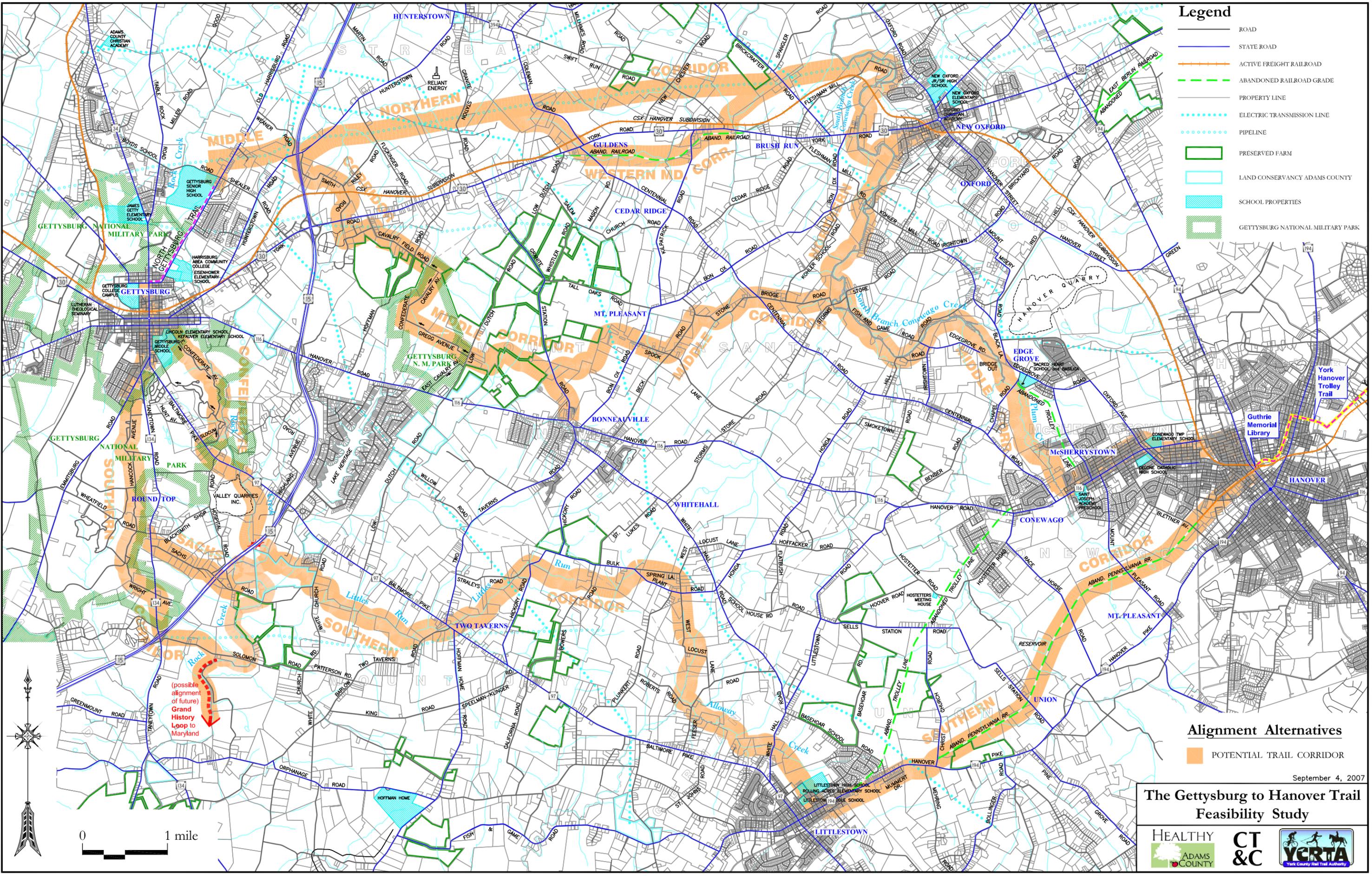
Healthy Adams County / York County Rail Trail Authority

Campbell Thomas & Co. ♦ 1504 South Street Philadelphia PA 19146  
Architecture ♦ Preservation ♦ Community & Transportation Planning  
October 4, 2007



# Appendix B

H:\YCR-HANO\Dwgs\Hanover Trail Map\_Alternatives.dwg



- ### Legend
- ROAD
  - STATE ROAD
  - ACTIVE FREIGHT RAILROAD
  - ABANDONED RAILROAD GRADE
  - PROPERTY LINE
  - ELECTRIC TRANSMISSION LINE
  - PIPELINE
  - PRESERVED FARM
  - LAND CONSERVANCY ADAMS COUNTY
  - SCHOOL PROPERTIES
  - GETTYSBURG NATIONAL MILITARY PARK

### Alignment Alternatives

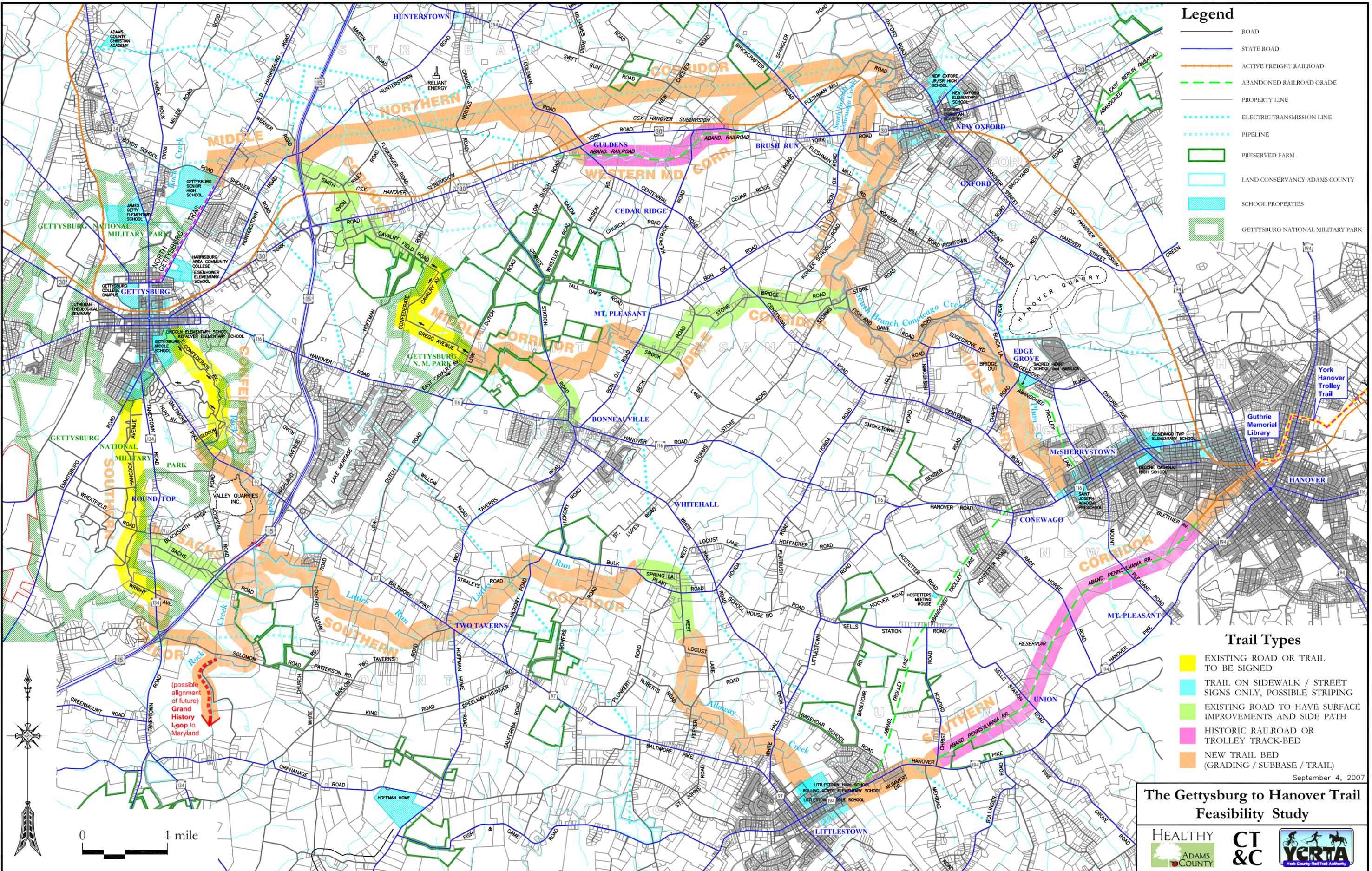
- POTENTIAL TRAIL CORRIDOR

September 4, 2007

## The Gettysburg to Hanover Trail Feasibility Study



# Appendix C



- ### Legend
- ROAD
  - STATE ROAD
  - ACTIVE FREIGHT RAILROAD
  - ABANDONED RAILROAD GRADE
  - PROPERTY LINE
  - ELECTRIC TRANSMISSION LINE
  - PIPELINE
  - PRESERVED FARM
  - LAND CONSERVANCY ADAMS COUNTY
  - SCHOOL PROPERTIES
  - GETTYSBURG NATIONAL MILITARY PARK

- ### Trail Types
- EXISTING ROAD OR TRAIL TO BE SIGNED
  - TRAIL ON SIDEWALK / STREET SIGNS ONLY, POSSIBLE STRIPING
  - EXISTING ROAD TO HAVE SURFACE IMPROVEMENTS AND SIDE PATH
  - HISTORIC RAILROAD OR TROLLEY TRACK-BED
  - NEW TRAIL BED (GRADING / SUBBASE / TRAIL)

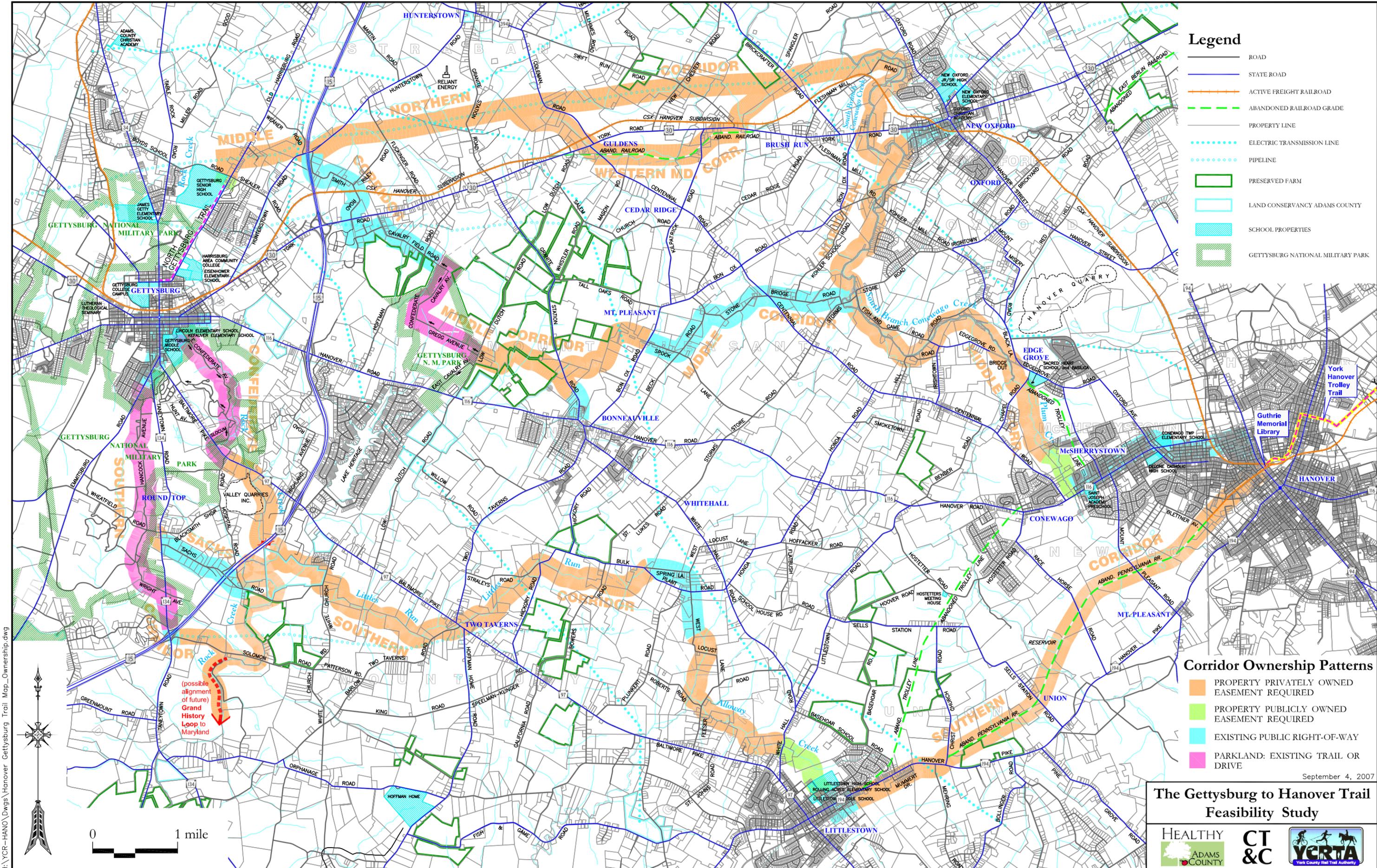
September 4, 2007

## The Gettysburg to Hanover Trail Feasibility Study



0 1 mile

# Appendix D



### Legend

- ROAD
- STATE ROAD
- ACTIVE FREIGHT RAILROAD
- ABANDONED RAILROAD GRADE
- PROPERTY LINE
- ELECTRIC TRANSMISSION LINE
- PIPELINE
- PRESERVED FARM
- LAND CONSERVANCY ADAMS COUNTY
- SCHOOL PROPERTIES
- GETTYSBURG NATIONAL MILITARY PARK

### Corridor Ownership Patterns

- PROPERTY PRIVATELY OWNED EASEMENT REQUIRED
- PROPERTY PUBLICLY OWNED EASEMENT REQUIRED
- EXISTING PUBLIC RIGHT-OF-WAY
- PARKLAND: EXISTING TRAIL OR DRIVE

September 4, 2007

## The Gettysburg to Hanover Trail Feasibility Study



# Appendix E

# The Gettysburg to Hanover Trail Feasibility Study

Adams and York Counties, Pennsylvania

## PRELIMINARY OPINION OF PROBABLE COST

Prep'd by Campbell Thomas & Co - 1504 South Street - Philadelphia PA 19146-1636 - Tel:215-545-1076 - Fax 215-545-8397

Date: October 31, 2007

Section Description	MILEAGE								Unit Cost				CROSSINGS		Alignment Subtotals
	Type 1 - Existing Road or Trail to be Signed	Type 2 - Trail on Sidewalk / Street; Signs only, Possible Striping	Type 3 - Existing Road to have Surface Improvements and Side Path	Type 4a - Gravel Trail on Abandoned Railroad Grade	Type 4b - Asphalt Trail on Abandoned Railroad Grade	Type 5a - Gravel Trail, Including New Grading and New Subbase	Type 5b - Asphalt Trail, Including New Grading and New Subbase	Units	Cost/Unit	Cost Factor	Subtotal	Protected Crossing	Subtotal		
<b>Southern Corridor East of Rock Creek Confluence</b>													<b>\$6,015,400.00</b>		
Carlisle Street to Franklin St							500	LF	80.00	1	40,000.00	1	10,000.00		
Franklin Street to Blettner Avenue							4700	LF	80.00	1	376,000.00	1	10,000.00		
Abandoned Pennsylvania Railroad from Blettner Avenue to Christ Church Road				22300				LF	30.00	1	669,000.00		0.00		
Rehabilitate or Replace Abandoned Railroad Bridge over South Branch Conewago Creek								LS	750,000.00	1	750,000.00		0.00		
Christ Church Road to Lumber Street						6600		LF	65.00	1	429,000.00	1	10,000.00		
Lumber Street, Walnut Street, King Street, Park Avenue in Littlestown	4200							LF	1.00	1	4,200.00	1	10,000.00		
Littlestown to West Locust Lane						14300		LF	65.00	1.3	1,208,350.00		0.00		
West Locust Lane, Spring Lane to Bulk Plant Road			6500					LF	15.00	1	97,500.00		0.00		
Bulk Plant Road to confluence of Littles Run and Rock Creek						28300		LF	65.00	1.3	2,391,350.00	1	10,000.00		
<i>Total distance</i>	<i>0.0</i>	<i>0.8</i>	<i>1.2</i>	<i>4.2</i>	<i>0.0</i>	<i>9.3</i>	<i>1.0</i>	<i>miles</i>						<i>16.6 miles</i>	
<b>One of the following three alternative alignments are to be chosen:</b>															
<b>Southern Corridor West of Rock Creek Confluence</b>													<b>\$1,707,650</b>		
From confluence of Littles Run and Rock Creek to Sachs Road near abandoned vestige of Hospital Road						3500		LF	65.00	1.3	295,750.00		0.00		
From Sachs Road to intersection of Solomon Road and Route 134						14400		LF	65.00	1.3	1,216,800.00		0.00		
Route 134 through interchange with U.S. 15			1100					LF	15.00	1	16,500.00		0.00		
Side path along Route 134						2300		LF	65.00	1	149,500.00	1	10,000.00		
Park drives in Gettysburg National Military Park	13700							LF	1.00	1	13,700.00		0.00		
Steinwehr Avenue and Baltimore Street to Lincoln Square in Gettysburg		5400						LF	1.00	1	5,400.00		0.00		
<i>Total distance</i>	<i>2.6</i>	<i>1.0</i>	<i>0.2</i>	<i>0.0</i>	<i>0.0</i>	<i>3.8</i>	<i>0.0</i>	<i>miles</i>						<i>7.7 miles</i>	
<b>Sachs Road Corridor (Alternate Southern Corridor West of Confluence)</b>													<b>\$493,150</b>		
From confluence of Littles Run and Rock Creek to Sachs Road near abandoned vestige of Hospital Road						3500		LF	65.00	1.3	295,750.00		0.00		
Sachs Road from Rock Creek to PA Route 134		7200						LF	15.00	1	108,000.00		0.00		
PA Route 134 from Sachs Road to Wheatfield Road						800		LF	65.00	1	52,000.00	1	10,000.00		
Wheatfield Road from PA Route 134 into GNMP			900					LF	15.00	1	13,500.00		0.00		
Park drives in Gettysburg National Military Park	8500							LF	1.00	1	8,500.00		0.00		
Steinwehr Avenue and Baltimore Street to Lincoln Square in Gettysburg		5400						LF	1.00	1	5,400.00		0.00		
<i>Total distance</i>	<i>1.6</i>	<i>1.0</i>	<i>1.5</i>	<i>0.0</i>	<i>0.0</i>	<i>0.8</i>	<i>0.0</i>	<i>miles</i>						<i>5.0 miles</i>	
<b>East Confederate Avenue Corridor (Alternate Southern Corridor West of Confluence)</b>													<b>\$798,900</b>		
From confluence of Littles Run and Rock Creek to Baltimore Pike at Slocum Avenue						9200		LF	65.00	1.3	777,400.00	1	10,000.00		
Park Drives in Gettysburg National Military Park	9500							LF	1.00	1	9,500.00		0.00		
Middle Street, then Baltimore Street to Lincoln Square in Gettysburg		2000						LF	1.00	1	2,000.00		0.00		
<i>Total distance</i>	<i>1.8</i>	<i>0.4</i>	<i>0.0</i>	<i>0.0</i>	<i>0.0</i>	<i>1.7</i>	<i>0.0</i>	<i>miles</i>						<i>3.9 miles</i>	

# The Gettysburg to Hanover Trail Feasibility Study

Adams and York Counties, Pennsylvania

## PRELIMINARY OPINION OF PROBABLE COST

Prep'd by Campbell Thomas & Co - 1504 South Street - Philadelphia PA 19146-1636 - Tel:215-545-1076 - Fax 215-545-8397

Date: October 31, 2007

Section Description	MILEAGE							Unit Cost				CROSSINGS		Corridor Total
	Type 1 - Existing Road or Trail to be Signed	Type 2 - Trail on Sidewalk / Street; Signs only, Possible Striping	Type 3 - Existing Road to have Surface Improvements and Side Path	Type 4a - Gravel Trail on Abandoned Railroad Grade	Type 4b - Asphalt Trail on Abandoned Railroad Grade	Type 5a - Gravel Trail, Including New Grading and New Subbase	Type 5b - Asphalt Trail, Including New Grading and New Subbase	Units	Cost/Unit	Cost Factor	Subtotal	Protected Crossing	Subtotal	
<b>Middle Corridor</b>													<b>\$3,552,300.00</b>	
Carlisle Street to Franklin St							500	LF	\$80.00	1	40,000.00	1	\$10,000.00	
Franklin Street, Maple Avenue, Linden Avenue, North Street in Hanover and McSherrystown		14200						LF	\$1.00	1	14,200.00	1	\$10,000.00	
McSherrystown to Storms Store Road						19800		LF	\$65.00	1.3	1,673,100.00		\$0.00	
Storms Store Road, Stone Bridge Road, Spook Road			15000					LF	\$15.00	1	225,000.00		\$0.00	
Bon Ox Road to Low Dutch Road						12800		LF	\$65.00	1	832,000.00		\$0.00	
Granite Station Road Side Path to Bonneauville			3700					LF	\$15.00	1	55,500.00	1	\$10,000.00	
Park drives in Gettysburg National Military Park	9200							LF	\$1.00	1	9,200.00		\$0.00	
Cavalry Field Road, V-Twin Drive, Gateway Boulevard, Smith Road			13500					LF	\$15.00	1	202,500.00		\$0.00	
Hunterstown Road overpass at U.S. 15			600					LF	\$15.00	1	9,000.00		\$0.00	
Hunterstown Road to Gettysburg Senior High School						6800		LF	\$65.00	1	442,000.00	1	\$10,000.00	
Existing North Gettysburg Trail	7000							LF	\$1.00	1	7,000.00		\$0.00	
Stratton Street, Water Street, Carlisle Street to Lincoln Square in Gettysburg		2800						LF	\$1.00	1	2,800.00		\$0.00	
<i>Total distance</i>	<i>3.1</i>	<i>3.2</i>	<i>6.2</i>	<i>0.0</i>	<i>0.0</i>	<i>7.5</i>	<i>0.1</i>	<i>miles</i>						<i>20.1 miles</i>

# The Gettysburg to Hanover Trail Feasibility Study

Adams and York Counties, Pennsylvania

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Prep'd by Campbell Thomas & Co - 1504 South Street - Philadelphia PA 19146-1636 - Tel:215-545-1076 - Fax 215-545-8397

Date: October 31, 2007

Section Description	MILEAGE								Unit Cost				CROSSINGS		Corridor Total
	Type 1 - Existing Road or Trail to be Signed	Type 2 - Trail on Sidewalk / Street; Signs only, Possible Striping	Type 3 - Existing Road to have Surface Improvements and Side Path	Type 4a - Gravel Trail on Abandoned Railroad Grade	Type 4b - Asphalt Trail on Abandoned Railroad Grade	Type 5a - Gravel Trail, Including New Grading and New Subbase	Type 5b - Asphalt Trail, Including New Grading and New Subbase	Units	Cost/ Unit	Cost Factor	Subtotal	Protected Crossing	Subtotal		
<b>Northern Corridor</b>														<b>\$6,542,500</b>	
Carlisle Street to Franklin St							500	LF	\$80.00	1	40,000.00	1	\$10,000.00		
Franklin Street, Maple Avenue, Linden Avenue, North Street in Hanover and McSherrystown		14200						LF	\$1.00	1	14,200.00	1	\$10,000.00		
McSherrystown to Storms Store Road						19800		LF	\$65.00	1.3	1,673,100.00		\$0.00		
Storms Store Road to junction of New Oxford Spur						14500		LF	\$65.00	1.3	1,225,250.00				
New Oxford Spur, trail							700	LF	\$80.00	1	56,000.00				
New Oxford Spur, streets		3100						LF	\$1.00	1	3,100.00				
From junction of New Oxford Spur to Brickcrafter Road						12900		LF	\$65.00	1.3	1,090,050.00	1	\$10,000.00		
Brickcrafter Road to near Coleman Road						17000		LF	\$65.00	1	1,105,000.00				
Coleman Road to Hunterstown Road overpass						13000		LF	\$65.00	1	845,000.00				
Hunterstown Road overpass at U.S. 15			600					LF	\$15.00	1	9,000.00		\$0.00		
Hunterstown Road to Gettysburg Senior High School						6800		LF	\$65.00	1	442,000.00		\$0.00		
Existing North Gettysburg Trail	7000							LF	\$1.00	1	7,000.00		\$0.00		
Stratton Street, Water Street, Carlisle Street to Lincoln Square in Gettysburg		2800						LF	\$1.00	1	2,800.00		\$0.00		
<i>Total distance</i>	<i>1.3</i>	<i>3.8</i>	<i>0.1</i>	<i>0.0</i>	<i>0.0</i>	<i>15.9</i>	<i>0.2</i>	<i>miles</i>						<i>21.4 miles</i>	
<b>Northern Corridor with Western Maryland Railroad Corridor</b>														<b>\$6,441,500</b>	
Carlisle Street to Franklin St							500	LF	\$80.00	1	40,000.00	1	\$10,000.00		
Franklin Street, Maple Avenue, Linden Avenue, North Street in Hanover and McSherrystown		14200						LF	\$1.00	1	14,200.00	1	\$10,000.00		
McSherrystown to Storms Store Road						19800		LF	\$65.00	1.3	1,673,100.00		\$0.00		
Storms Store Road to junction of New Oxford Spur						14500		LF	\$65.00	1.3	1,225,250.00				
New Oxford Spur, trail							700	LF	\$80.00	1	56,000.00				
New Oxford Spur, streets		3100						LF	\$1.00	1	3,100.00				
From junction of New Oxford Spur to Brickcrafter Road						12900		LF	\$65.00	1.3	1,090,050.00	1	\$10,000.00		
Brickcrafter Road to Abandoned Western Maryland Railroad						4600		LF	\$65.00	1	299,000.00	1	\$10,000.00		
Abandoned Western Maryland Railroad					9400			LF	\$30.00	1	282,000.00				
Western Maryland Railroad to near Coleman Road						6200		LF	\$65.00	1	403,000.00	1	\$10,000.00		
Coleman Road to Hunterstown Road overpass						13000		LF	\$65.00	1	845,000.00				
Hunterstown Road overpass at U.S. 15			600					LF	\$15.00	1	9,000.00		\$0.00		
Hunterstown Road to Gettysburg Senior High School						6800		LF	\$65.00	1	442,000.00		\$0.00		
Existing North Gettysburg Trail	7000							LF	\$1.00	1	7,000.00		\$0.00		
North Stratton Street, Water Street, Carlisle Street to Lincoln Square in Gettysburg		2800						LF	\$1.00	1	2,800.00		\$0.00		
<i>Total distance</i>	<i>1.3</i>	<i>3.8</i>	<i>0.1</i>	<i>1.8</i>	<i>0.0</i>	<i>14.7</i>	<i>0.2</i>	<i>miles</i>						<i>22.0 miles</i>	

# The Gettysburg to Hanover Trail Feasibility Study

Adams and York Counties, Pennsylvania

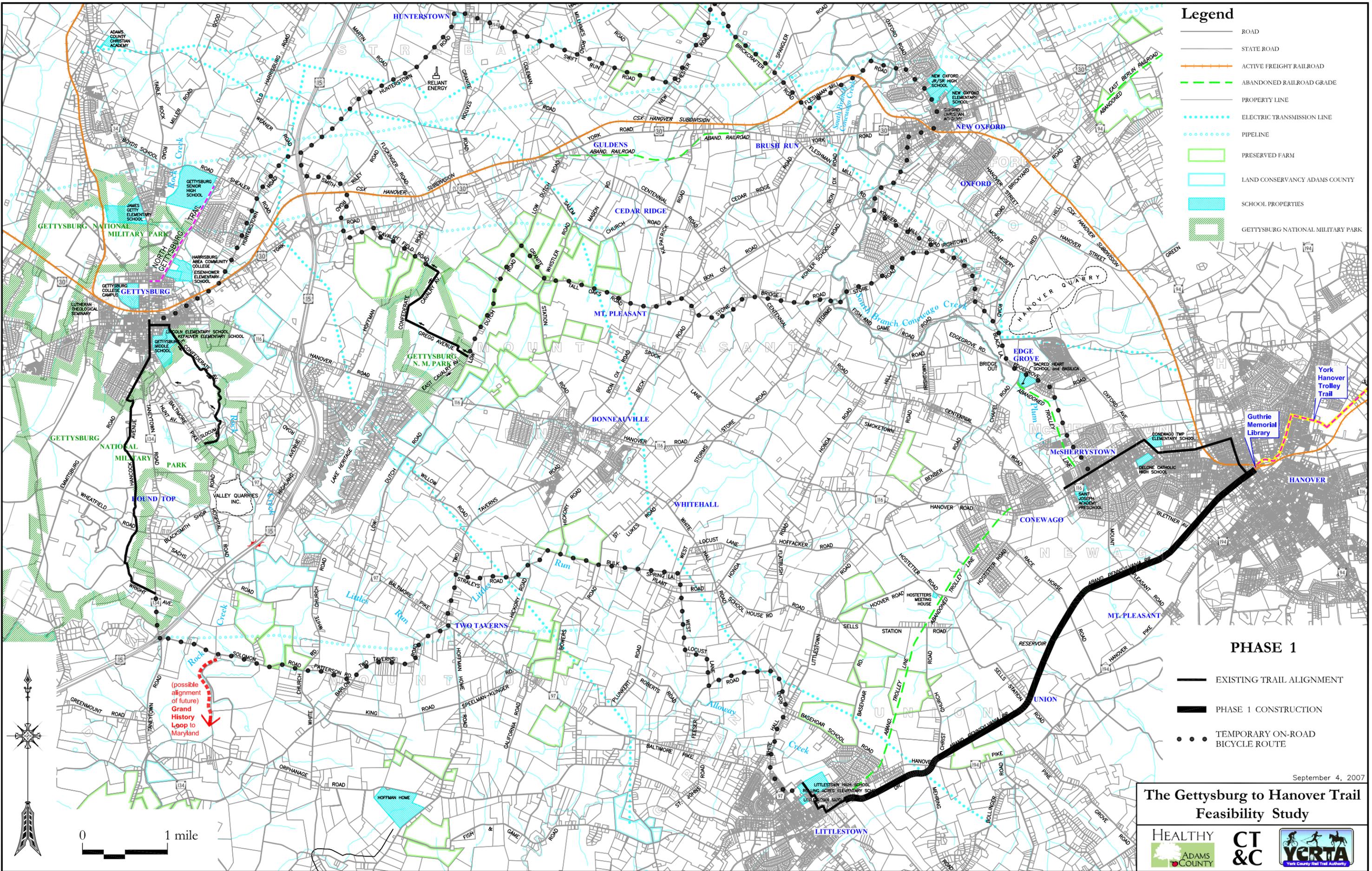
## PRELIMINARY OPINION OF PROBABLE COST, SOUTHERN CORRIDOR w SACHS RD OPTION, BY PHASE

Prep'd by Campbell Thomas & Co - 1504 South Street - Philadelphia PA 19146-1636 - Tel:215-545-1076 - Fax 215-545-8397

Date: October 31, 2007

Section Description	MILEAGE								CROSSINGS				Phase Subtotals	
	Type 1 - Existing Road or Trail to be Signed	Type 2 - Trail on Sidewalk / Street; Signs only, Possible Striping	Type 3 - Existing Road to have Surface Improvements and Side Path	Type 4a - Gravel Trail on Abandoned Railroad Grade	Type 4b - Asphalt Trail on Abandoned Railroad Grade	Type 5a - Gravel Trail, Including New Grading and New Subbase	Type 5b - Asphalt Trail, Including New Grading and New Subbase	Unit Cost						
								Units	Cost/Unit	Cost Factor	Subtotal	Major Network Intersections - Pedestrian (each)		Mid-Block Crossings (each)
<b>Phase 1</b>														
Carlisle Street to Franklin St						500	LF	80.00	1	40,000.00			1	10,000.00
Franklin Street to Blettner Avenue						4700	LF	80.00	1	376,000.00			1	10,000.00
Abandoned Pennsylvania Railroad from Blettner Avenue to Christ Church Road				22300			LF	30.00	1	669,000.00				0.00
Rehabilitate or Replace Abandoned Railroad Bridge over South Branch Conewago Creek							LS	750,000.00	1	750,000.00				0.00
Christ Church Road to Lumber Street						6600	LF	65.00	1	429,000.00			1	10,000.00
Lumber Street, Walnut Street, King Street, Park Avenue in Littlestown		4200					LF	1.00	1	4,200.00			1	10,000.00
On-road bike route from Littlestown to Gettysburg National military Park	51500						LF	1.00	1	51,500.00				
Park drives in Gettysburg National Military Park	8500						LF	1.00	1	8,500.00				0.00
Steinwehr Avenue and Baltimore Street to Lincoln Square in Gettysburg		5400					LF	1.00	1	5,400.00				0.00
<i>Total distance</i>	<i>11.4</i>	<i>1.8</i>	<i>0.0</i>	<i>4.2</i>	<i>0.0</i>	<i>1.3</i>	<i>1.0</i>	<i>miles</i>	<i>=</i>	<i>19.6 miles</i>				<b>\$2,373,600.00</b>
<b>Phase 2</b>														
Littlestown to Feeser Road						9500	LF	65.00	1.3	802,750.00				0.00
Straleys Road to confluence of Littles Run and Rock Creek						19500	LF	65.00	1.3	1,647,750.00			1	10,000.00
From confluence of Littles Run and Rock Creek to Sachs Road near abandoned vestige of Hospital Road						3500	LF	65.00	1.3	295,750.00				0.00
Sachs Road from Rock Creek to PA Route 134			7200				LF	15.00	1	108,000.00				0.00
PA Route 134 from Sachs Road to Wheatfield Road						800	LF	65.00	1	52,000.00			1	10,000.00
Wheatfield Road from PA Route 134 into GNMP			900				LF	15.00	1	13,500.00				0.00
<i>Total distance</i>	<i>0.0</i>	<i>0.0</i>	<i>1.5</i>	<i>0.0</i>	<i>0.0</i>	<i>6.3</i>	<i>0.0</i>	<i>miles</i>	<i>=</i>	<i>7.8 miles</i>				<b>\$2,939,750.00</b>
<b>Phase 3</b>														
Feeser Road to West Locust Lane						4800	LF	65.00	1.3	405,600.00				0.00
Bulk Plant Road to Straleys Road						8800	LF	65.00	1.3	743,600.00				0.00
<i>Total distance</i>	<i>0.0</i>	<i>0.0</i>	<i>0.0</i>	<i>0.0</i>	<i>0.0</i>	<i>2.6</i>	<i>0.0</i>	<i>miles</i>	<i>=</i>	<i>2.6 miles</i>				<b>\$1,149,200.00</b>
<b>Total</b>														<b>\$6,462,550.00</b>

# Appendix F



- ### Legend
- ROAD
  - STATE ROAD
  - ACTIVE FREIGHT RAILROAD
  - ABANDONED RAILROAD GRADE
  - PROPERTY LINE
  - ELECTRIC TRANSMISSION LINE
  - PIPELINE
  - PRESERVED FARM
  - LAND CONSERVANCY ADAMS COUNTY
  - SCHOOL PROPERTIES
  - GETTYSBURG NATIONAL MILITARY PARK

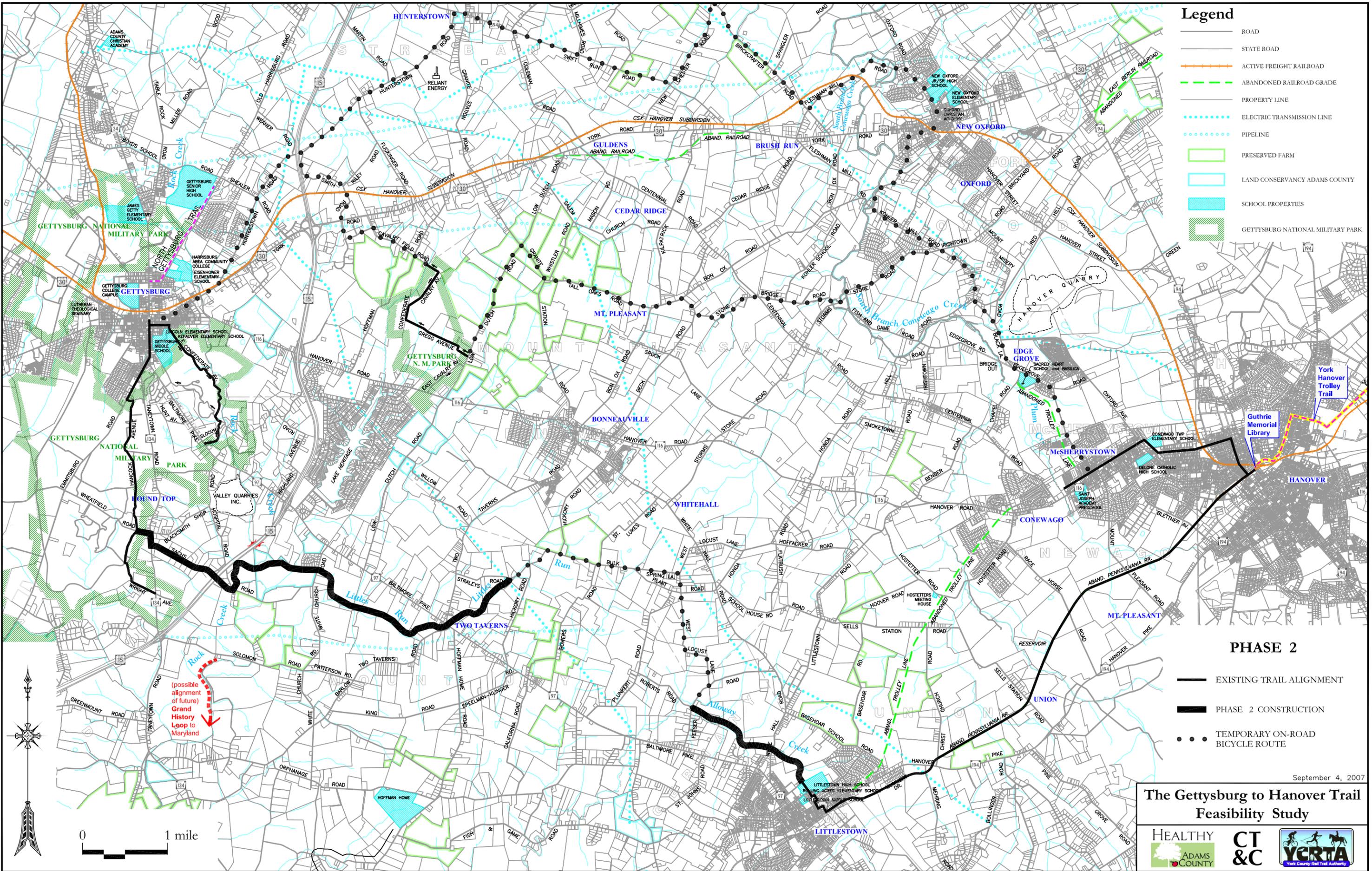
- ### PHASE 1
- EXISTING TRAIL ALIGNMENT
  - PHASE 1 CONSTRUCTION
  - TEMPORARY ON-ROAD BICYCLE ROUTE

September 4, 2007

## The Gettysburg to Hanover Trail Feasibility Study



(possible alignment of future Grand History Loop to Maryland)



- ### Legend
- ROAD
  - STATE ROAD
  - ACTIVE FREIGHT RAILROAD
  - ABANDONED RAILROAD GRADE
  - PROPERTY LINE
  - ELECTRIC TRANSMISSION LINE
  - PIPELINE
  - PRESERVED FARM
  - LAND CONSERVANCY ADAMS COUNTY
  - SCHOOL PROPERTIES
  - GETTYSBURG NATIONAL MILITARY PARK

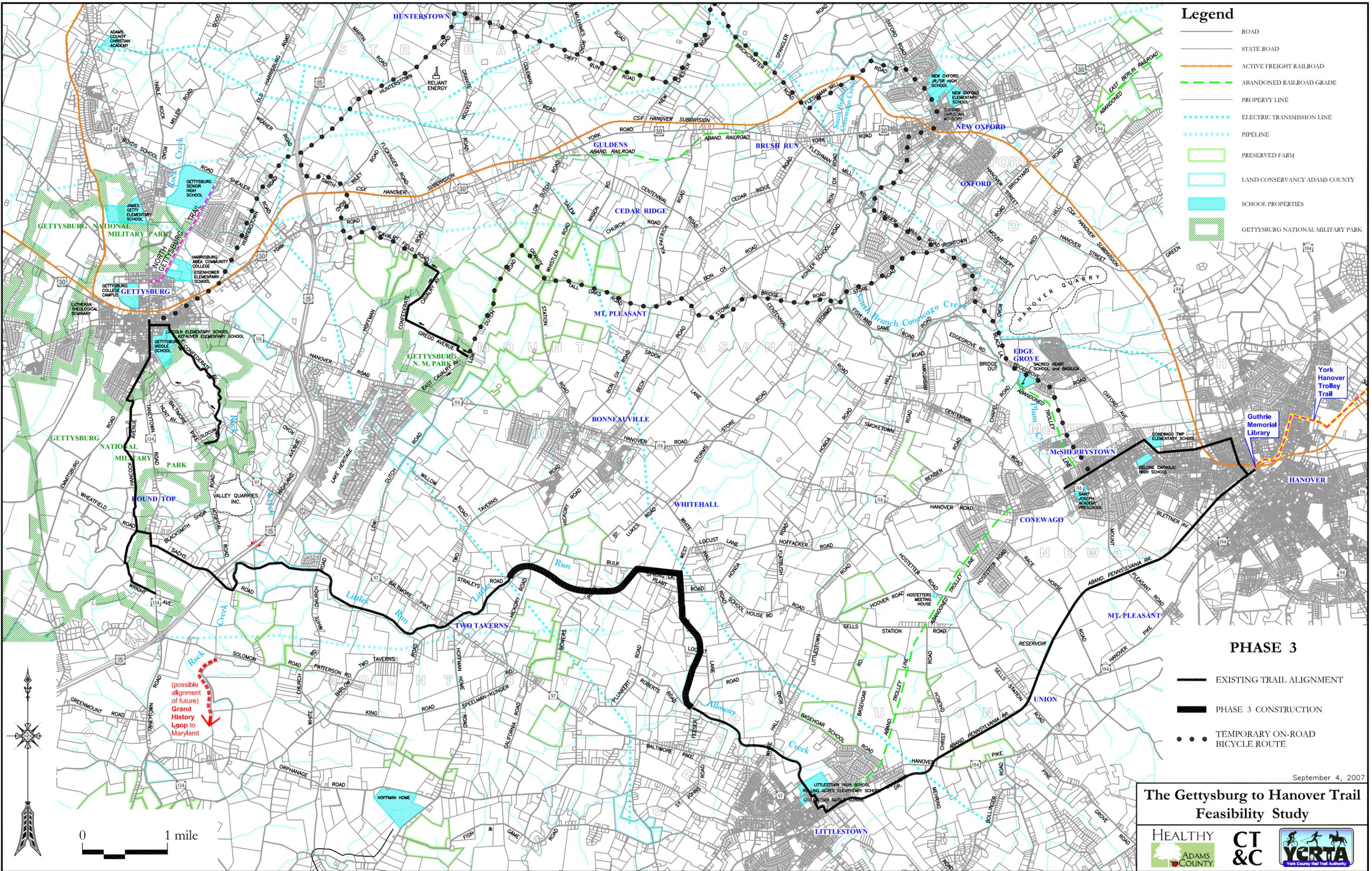
- ### PHASE 2
- EXISTING TRAIL ALIGNMENT
  - PHASE 2 CONSTRUCTION
  - TEMPORARY ON-ROAD BICYCLE ROUTE

September 4, 2007

## The Gettysburg to Hanover Trail Feasibility Study



(possible alignment of future Grand History Loop to Maryland)



- ### Legend
- ROAD
  - STATE ROAD
  - ACTIVE FREIGHT RAILROAD
  - ABANDONED RAILROAD GRADE
  - PROPERTY LINE
  - ELECTRIC TRANSMISSION LINE
  - PIPELINE
  - PRESERVED FARM
  - LAND CONSERVANCY ADAMS COUNTY
  - SCHOOL PROPERTIES
  - GETTYSBURG NATIONAL MILITARY PARK

- ### PHASE 3
- EXISTING TRAIL ALIGNMENT
  - PHASE 3 CONSTRUCTION
  - TEMPORARY ON-ROAD BICYCLE ROUTE

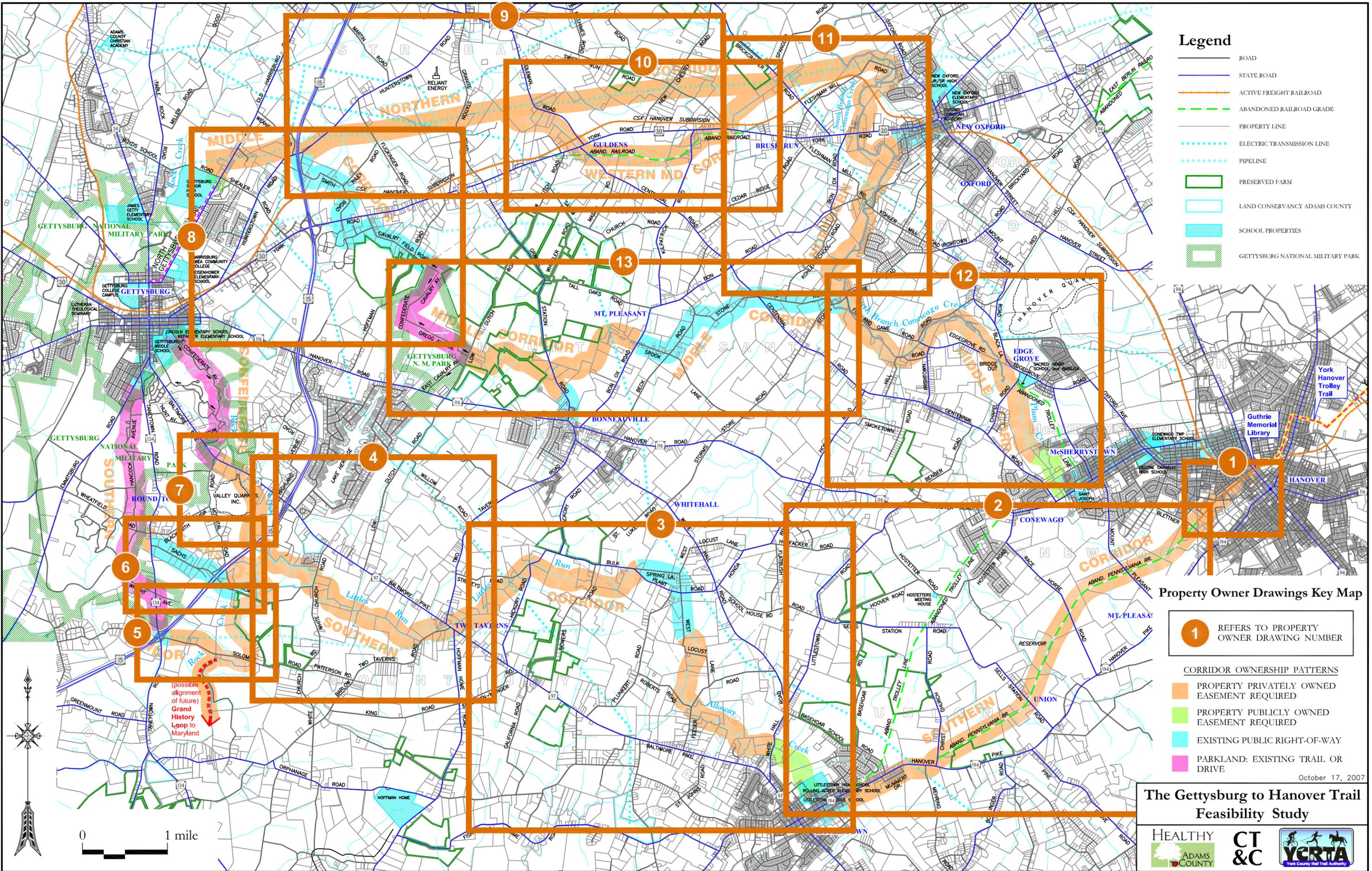
September 4, 2007

## The Gettysburg to Hanover Trail Feasibility Study



# Appendix G

H:\YCR-HANO\Dwgs\Hanover Trail Map\_Prop Owners KEY.dwg



- ### Legend
- ROAD
  - STATE ROAD
  - ACTIVE FREIGHT RAILROAD
  - ABANDONED RAILROAD GRADE
  - PROPERTY LINE
  - ELECTRIC TRANSMISSION LINE
  - PIPELINE
  - PRESERVED FARM
  - LAND CONSERVANCY ADAMS COUNTY
  - SCHOOL PROPERTIES
  - GETTYSBURG NATIONAL MILITARY PARK

### Property Owner Drawings Key Map

**1** REFERS TO PROPERTY OWNER DRAWING NUMBER

- #### CORRIDOR OWNERSHIP PATTERNS
- PROPERTY PRIVATELY OWNED
  - EASEMENT REQUIRED
  - PROPERTY PUBLICLY OWNED
  - EASEMENT REQUIRED
  - EXISTING PUBLIC RIGHT-OF-WAY
  - PARKLAND: EXISTING TRAIL OR DRIVE

October 17, 2007

### The Gettysburg to Hanover Trail Feasibility Study





ID	OWNER	PARCELS_ID
470		135036
3806	BOROUGH OF HANOVER	141857
3972	HOPWOOD RICHARD B & KAREN M	142106
4090	YORK COUNTY GAS CO	142282
4351	HANOVER BORO OF	142652
4454	HANOVER BORO OF	142785
4694	KRESS RICKY T & DEBORAH C	143129
4908	SONOCO PRODUCTS CO	143429
5663	EISENHART WALLCOVERINGS	144476
6216	MCILVAIN T BAIRD COMPANY	145210
6264	AERO OIL CO ATTN GETTY REALTY CORP	145266
6689	MCILVAIN T BAIRD COMPANY	145904

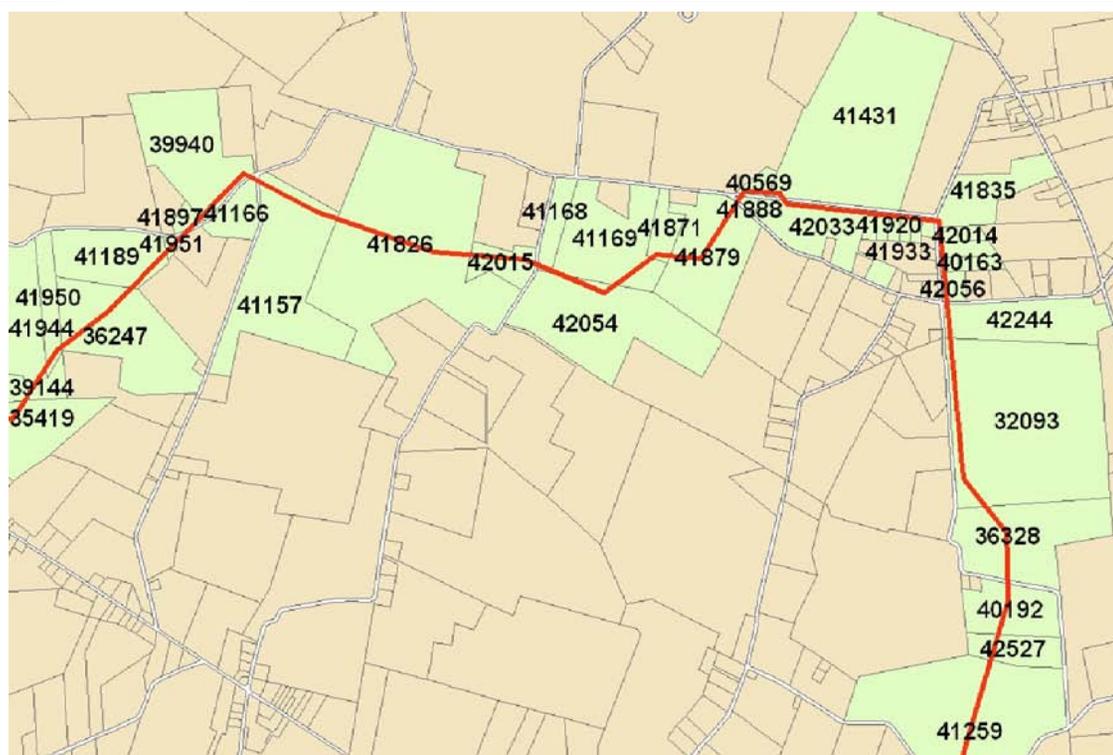
**Property Owners  
drawing no. 1**

October 17, 2007

**The Gettysburg to Hanover Trail  
Feasibility Study**

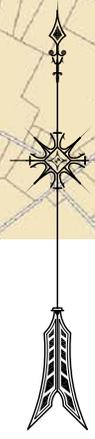
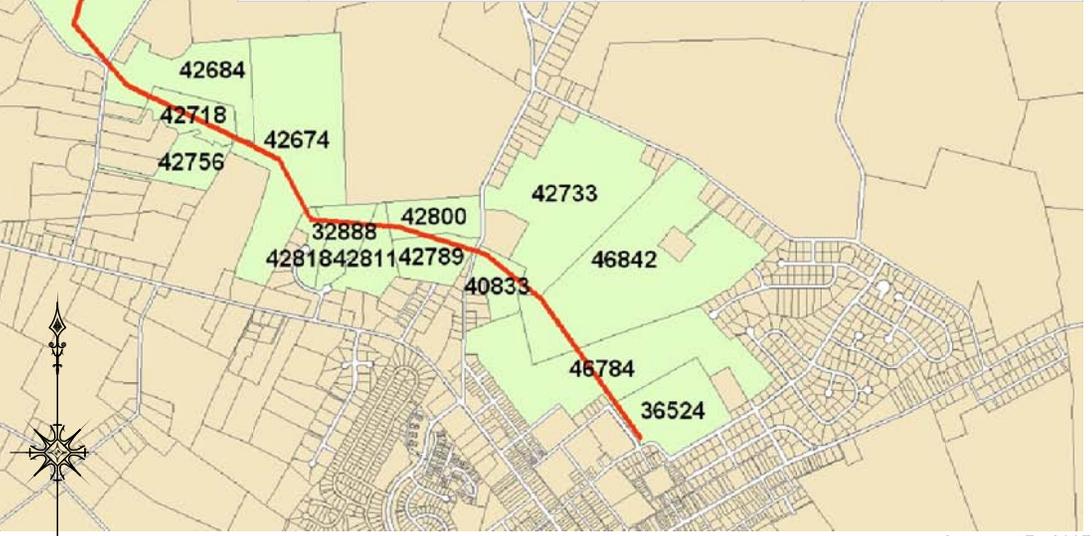






ID	LAST_NAME	FIRST_NAME	TWP_NAME	PARCEL_ID
41871	REICHART	JAMES W & EILEEN M	MOUNT PLEASANT	32115-0043A-000
41879	REICHART	JAMES W	MOUNT PLEASANT	32115-0043B-000
41888	STELMACH	RICHARD A & JOAN	MOUNT PLEASANT	32115-0044-000
41895	BREIGHNER	MICHAEL E	MOUNT JOY	30G15-0040-000
41897	MILER	MARK H & ANNA C	MOUNT JOY	30H15-0021-000
41920	MITCHELL	ANDREW D & LINDA M	MOUNT PLEASANT	32115-0048F-000
41922	WEAVER	KENNETH H & CINDY L	MOUNT PLEASANT	32115-0048G-000
41926	ASHBAUGH	JEFFREY F	MOUNT PLEASANT	32115-0048H-000
41930	ASBERRY	WILEY E	MOUNT PLEASANT	32115-0048I-000
41933	HARTLAUB	TODD H & TINA M	MOUNT PLEASANT	32115-0048J-000
41939	KELLER	MARK R & CONSTANCE L	MOUNT PLEASANT	32115-0048K-000
41944	FRANEK	VERONICA M	MOUNT JOY	30H15-0040-000
41950	STRALEY	PATRICIA A	MOUNT JOY	30H15-0078-000
41951	MILER	MARK H & ANNA C	MOUNT JOY	30H15-0021-000
42014	CHRISMER	ROBIN MAY	MOUNT PLEASANT	32115-0049B-000
42015	WEAVER	ROBERT T	MOUNT JOY	30H15-0041-000
42033	CARTER	MARION L & RICARDA F	MOUNT PLEASANT	32115-0048-000
42053	WALLS	WILLIAM F	MOUNT JOY	30G15-0043-000
42054	REICHART	JAMES R	MOUNT JOY	30H15-0043C-000
42056	HARTLAUB	JOYCE LOUISE	MOUNT PLEASANT	32115-0049C-000
42065	SUKEENA	ROBERT E	MOUNT JOY	30G15-0051-000
42244	BOLLINGER	ROBERT C & THELMA D	MOUNT PLEASANT	32115-0066-000
42310	STAIR	BRUCE W	MOUNT JOY	30H16-0001-000
42322	TYLER	GEORGE J & NANCY C	MOUNT JOY	30H15-0058-000
42339	BJORNSEN	BJARNE A & LINDA L	MOUNT JOY	30H15-0059-000
42383	CONOVER	BOBBY L & JAMEE L	MOUNT JOY	30H16-0001A-000
42527	OWENS	BONNIE L	MOUNT PLEASANT	32116-0014-000
42674	NATIONAL TREE COMPANY	THE	GERMANY	15116-0031-000
42684	LANG	GREGORY E & ELIZABETH M	GERMANY	15116-0030-000
42718	ALLOWAY GROUP		GERMANY	15116-0027A-000
42733	SHERATAN BREEDING FARMS INC		UNION	41J16-0020-000
42756	WALKER	FRANK E & PATRICIA A	GERMANY	15116-0072-000
42789	REDDING	FIDELIS & THERESA	GERMANY	15116-0067-000
42800	HARTLAUB	ROBERT A & ROSELLA V	GERMANY	15116-0066-000
42811	MILLER	THOMAS M & SEASON M	GERMANY	15117-0013B-000
42818	GROFT	TIMOTHY J & HOPE R	GERMANY	15116-0083-000
46473	SWATSWORTH	JEFFREY R & LORI D	MOUNT JOY	30H15-0076-000
46784	LITTLESTOWN AREA SCHOOL		LITTLESTOWN	27003-0001-000
46842	DIFFENDAL-WELLIVER INC		UNION	41J16-0056-000

ID	LAST_NAME	FIRST_NAME	TWP_NAME	PARCEL_ID
31515	MIKESELL	PAUL M	MOUNT JOY	30H15-0064-000
32093	SNYDER	NEIL W & BOBBI JO	MOUNT PLEASANT	32115-0065-000
32888	SOMERS	MICHAEL E & MARGARET I	GERMANY	15117-0013A-000
34254	SWATSWORTH	JEFFREY R & LORI D	MOUNT JOY	30H15-0076A-000
35419	CONOVER	BENJY L & JEAN E	MOUNT JOY	30H15-0077-000
35498	GRACE LUTHERAN CHURCH		MOUNT JOY	30H15-0055-000
36247	HILBERT	HARRY C & MARY JANE	MOUNT JOY	30H15-0041-000
36328	CULLISON	DAVID T	MOUNT PLEASANT	32116-0003-000
36420	MCALISTER	JOHN H	MOUNT JOY	30H15-0056A-000
36524	LITTLESTOWN AREA SCHOOL		LITTLESTOWN	27005-0114-000
36568	CONOVER	IRVIN S & RHODA C	MOUNT JOY	30H15-0052-000
37805	DELANCEY GETTYSBURG ASSOCIATES		MOUNT JOY	30G15-0005-000
38470	PAYNE	SHARON	MOUNT JOY	30G15-0054-000
39144	NEUHAUS	EDWARD J	MOUNT JOY	30H15-0082-000
39481	HOLMES	JAMES O & EILEEN T	MOUNT JOY	30G15-0053-000
39603	COLBIER FARMS LLC		MOUNT JOY	30G16-0008-000
39608	DAVIS	RALPH T AND MARY L	MOUNT JOY	30G16-0007-000
39671	TROSTLE	BRADLEY A	MOUNT JOY	30H15-0059A-000
39940	CIRCLE OAK FARM		MOUNT JOY	30H15-0007A-000
40163	CHRISMER	ROBIN MAY	MOUNT PLEASANT	32115-0049E-000
40165	BARNES	PAUL R	MOUNT JOY	30G15-0050A-000
40192	CULLISON	DAVID T	MOUNT PLEASANT	32116-0003-000
40569	WEAVER	JAMES E	MOUNT PLEASANT	32115-0002E-000
40595	BARNES	PAUL R & MARY G	MOUNT JOY	30G15-0033-000
40813	DURAND	CARLA C	MOUNT JOY	30H15-0056-000
40833	BORO OF LITTLESTOWN		UNION	41117-0040-000
41157	BREIGHNER	BARTON L	MOUNT JOY	30H15-0045-000
41166	SHOWVAKER	TRACY L & BONNIE A	MOUNT JOY	30H15-0043A-000
41168	CROUSE	FRED O & LEVON	MOUNT PLEASANT	32115-0042-000
41169	REICHART	JAMES R & TONIA R	MOUNT PLEASANT	32115-0043E-000
41181	STAUB	EDWIN J & LILLIAN E	MOUNT PLEASANT	32115-0049A-000
41189	STRALEY	PATRICIA A	MOUNT JOY	30H15-0020-000
41259	COOMBS	NANCY LEE H	MOUNT JOY	30H16-0002A-000
41431	HERR	RICHARD K & HILDA M	MOUNT PLEASANT	32115-0003-000
41795	SCHAEFER	HENRY R	MOUNT JOY	30G15-0031-000
41821	WHITE RUN REGIONAL MUNICIPAL		MOUNT JOY	30G15-0095-000
41826	GILBERT	ANNA E	MOUNT JOY	30H15-0023-000
41835	BEAM	THOMAS M & KATHLEEN P	MOUNT PLEASANT	32115-0015-000



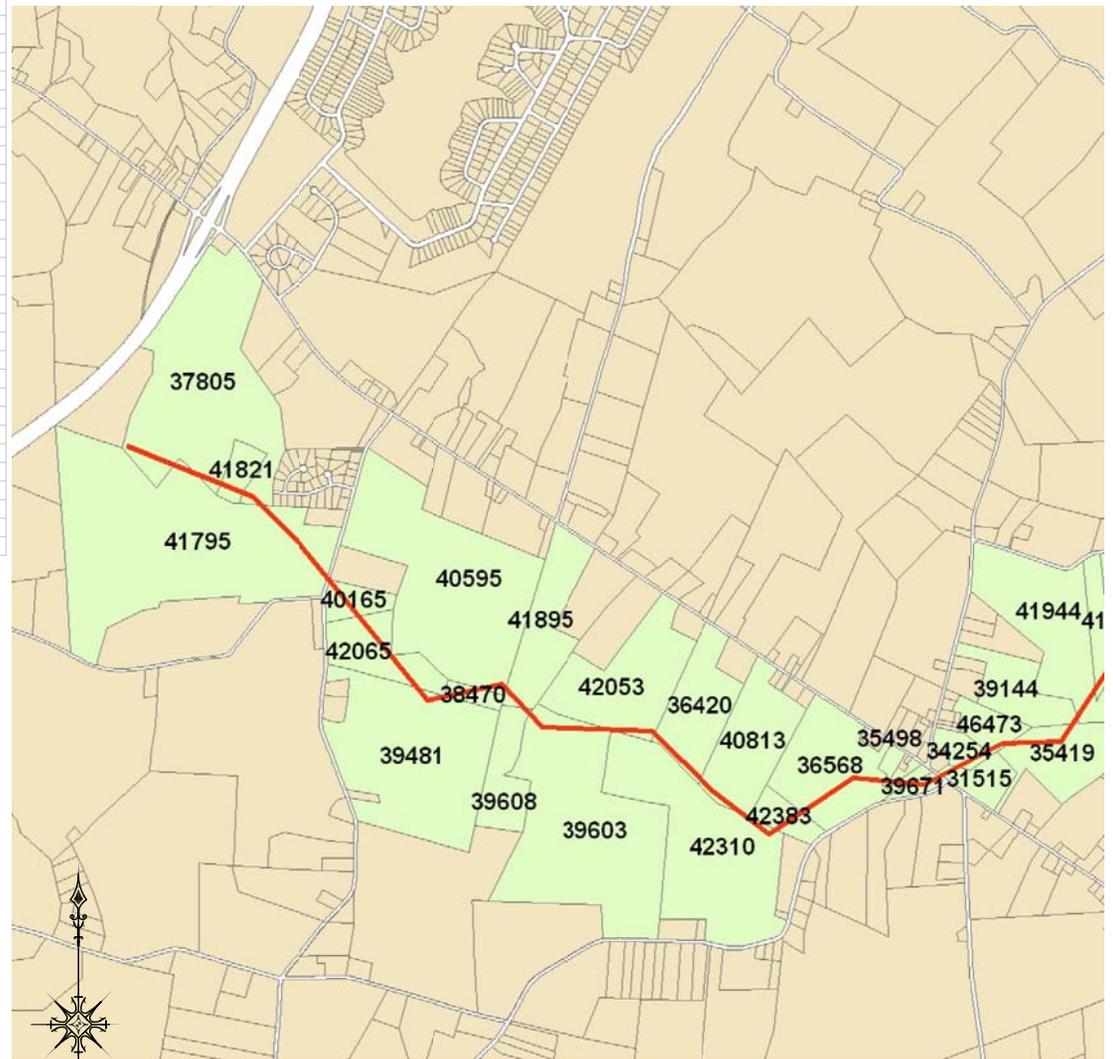
October 17, 2007

Property Owners  
drawing no. 3

The Gettysburg to Hanover Trail  
Feasibility Study



ID	LAST_NAME	FIRST_NAME	TWP_NAME	PARCEL_ID
31515	MIKESELL	PAUL M	MOUNT JOY	30H15-0064-000
32093	SNYDER	NEIL W & BOBBI JO	MOUNT PLEASANT	32115-0065-000
32888	SOMERS	MICHAEL E & MARGARET I	GERMANY	15117-0013A-000
34254	SWATSWORTH	JEFFREY R & LORI D	MOUNT JOY	30H15-0076A-000
35419	CONOVER	BENJY L & JEAN E	MOUNT JOY	30H15-0077-000
35498	GRACE LUTHERAN CHURCH		MOUNT JOY	30H15-0055-000
36247	HILBERT	HARRY C & MARY JANE	MOUNT JOY	30H15-0041-000
36328	CULLISON	DAVID T	MOUNT PLEASANT	32116-0003-000
36420	MCALISTER	JOHN H	MOUNT JOY	30H15-0056A-000
36524	LITTLESTOWN AREA SCHOOL		LITTLESTOWN	27005-0114-000
36568	CONOVER	IRVIN S & RHODA C	MOUNT JOY	30H15-0052-000
37805	DELANCEY GETTYSBURG ASSOCIATES		MOUNT JOY	30G15-0005-000
38470	PAYNE	SHARON	MOUNT JOY	30G15-0054-000
39144	NEUHAUS	EDWARD J	MOUNT JOY	30H15-0082-000
39481	HOLMES	JAMES O & EILEEN T	MOUNT JOY	30G15-0053-000
39603	COLBIER FARMS LLC		MOUNT JOY	30G16-0008-000
39608	DAVIS	RALPH T AND MARY L	MOUNT JOY	30G16-0007-000
39671	TROSTLE	BRADLEY A	MOUNT JOY	30H15-0059A-000
39940	CIRCLE OAK FARM		MOUNT JOY	30H15-0007A-000
40163	CHRISMER	ROBIN MAY	MOUNT PLEASANT	32115-0049E-000
40165	BARNES	PAUL R	MOUNT JOY	30G15-0050A-000
40192	CULLISON	DAVID T	MOUNT PLEASANT	32116-0003-000
40569	WEAVER	JAMES E	MOUNT PLEASANT	32115-0002E-000
40595	BARNES	PAUL R & MARY G	MOUNT JOY	30G15-0033-000
40813	DURAND	CARLA C	MOUNT JOY	30H15-0056-000
40833	BORO OF LITTLESTOWN		UNION	41117-0040-000
41157	BREIGHNER	BARTON L	MOUNT JOY	30H15-0045-000
41166	SHOWVAKER	TRACY L & BONNIE A	MOUNT JOY	30H15-0043A-000
41168	CROUSE	FRED O & LEVON	MOUNT PLEASANT	32115-0042-000
41169	REICHART	JAMES R & TONIA R	MOUNT PLEASANT	32115-0043E-000
41181	STAUB	EDWIN J & LILLIAN E	MOUNT PLEASANT	32115-0049A-000
41189	STRALEY	PATRICIA A	MOUNT JOY	30H15-0020-000
41259	COOMBS	NANCY LEE H	MOUNT JOY	30H16-0002A-000
41431	HERR	RICHARD K & HILDA M	MOUNT PLEASANT	32115-0003-000
41795	SCHAEFER	HENRY R	MOUNT JOY	30G15-0031-000
41821	WHITE RUN REGIONAL MUNICIPAL		MOUNT JOY	30G15-0095-000
41826	GILBERT	ANNA E	MOUNT JOY	30H15-0023-000
41835	BEAM	THOMAS M & KATHLEEN P	MOUNT PLEASANT	32115-0015-000
41871	REICHART	JAMES W & EILEEN M	MOUNT PLEASANT	32115-0043A-000
41879	REICHART	JAMES W	MOUNT PLEASANT	32115-0043B-000
41888	STELMACH	RICHARD A & JOAN	MOUNT PLEASANT	32115-0044-000
41895	BREIGHNER	MICHAEL E	MOUNT JOY	30G15-0040-000
41897	MILER	MARK H & ANNA C	MOUNT JOY	30H15-0021-000
41920	MITCHELL	ANDREW D & LINDA M	MOUNT PLEASANT	32115-0048F-000
41922	WEAVER	KENNETH H & CINDY L	MOUNT PLEASANT	32115-0048G-000
41926	ASHBAUGH	JEFFREY F	MOUNT PLEASANT	32115-0048H-000
41930	ASBERRY	WILEY E	MOUNT PLEASANT	32115-0048I-000
41933	HARTLAUB	TODD H & TINA M	MOUNT PLEASANT	32115-0048J-000
41939	KELLER	MARK R & CONSTANCE L	MOUNT PLEASANT	32115-0048K-000
41944	FRANEK	VERONICA M	MOUNT JOY	30H15-0040-000
41950	STRALEY	PATRICIA A	MOUNT JOY	30H15-0078-000
41951	MILER	MARK H & ANNA C	MOUNT JOY	30H15-0021-000
42014	CHRISMER	ROBIN MAY	MOUNT PLEASANT	32115-0049B-000
42015	WEAVER	ROBERT T	MOUNT JOY	30H15-0041-000
42033	CARTER	MARION L & RICARDA F	MOUNT PLEASANT	32115-0048-000
42053	WALLS	WILLIAM F	MOUNT JOY	30G15-0043-000
42054	REICHART	JAMES R	MOUNT JOY	30H15-0043C-000
42056	HARTLAUB	JOYCE LOUISE	MOUNT PLEASANT	32115-0049C-000
42065	SUKEENA	ROBERT E	MOUNT JOY	30G15-0051-000
42244	BOLLINGER	ROBERT C & THELMA D	MOUNT PLEASANT	32115-0066-000
42310	STAIR	BRUCE W	MOUNT JOY	30H16-0001-000
42322	TYLER	GEORGE J & NANCY C	MOUNT JOY	30H15-0058-000
42339	BJORNSEN	BJARNE A & LINDA L	MOUNT JOY	30H15-0059-000
42383	CONOVER	BOBBY L & JAMEE L	MOUNT JOY	30H16-0001A-000
42527	OWENS	BONNIE L	MOUNT PLEASANT	32116-0014-000
42674	NATIONAL TREE COMPANY	THE	GERMANY	15116-0031-000
42684	LANG	GREGORY E & ELIZABETH M	GERMANY	15116-0030-000
42718	ALLOWAY GROUP		GERMANY	15116-0027A-000
42733	SHERATON BREEDING FARMS INC		UNION	41J16-0020-000
42756	WALKER	FRANK E & PATRICIA A	GERMANY	15116-0072-000
42789	REDDING	FIDELIS & THERESA	GERMANY	15116-0067-000
42800	HARTLAUB	ROBERT A & ROSELLA V	GERMANY	15116-0066-000
42811	MILLER	THOMAS M & SEASON M	GERMANY	15117-0013B-000
42818	GROFT	TIMOTHY J & HOPE R	GERMANY	15116-0083-000
46473	SWATSWORTH	JEFFREY R & LORI D	MOUNT JOY	30H15-0076-000
46784	LITTLESTOWN AREA SCHOOL		LITTLESTOWN	27003-0001-000
46842	DIFFENDAL-WELLIVER INC		UNION	41J16-0056-000

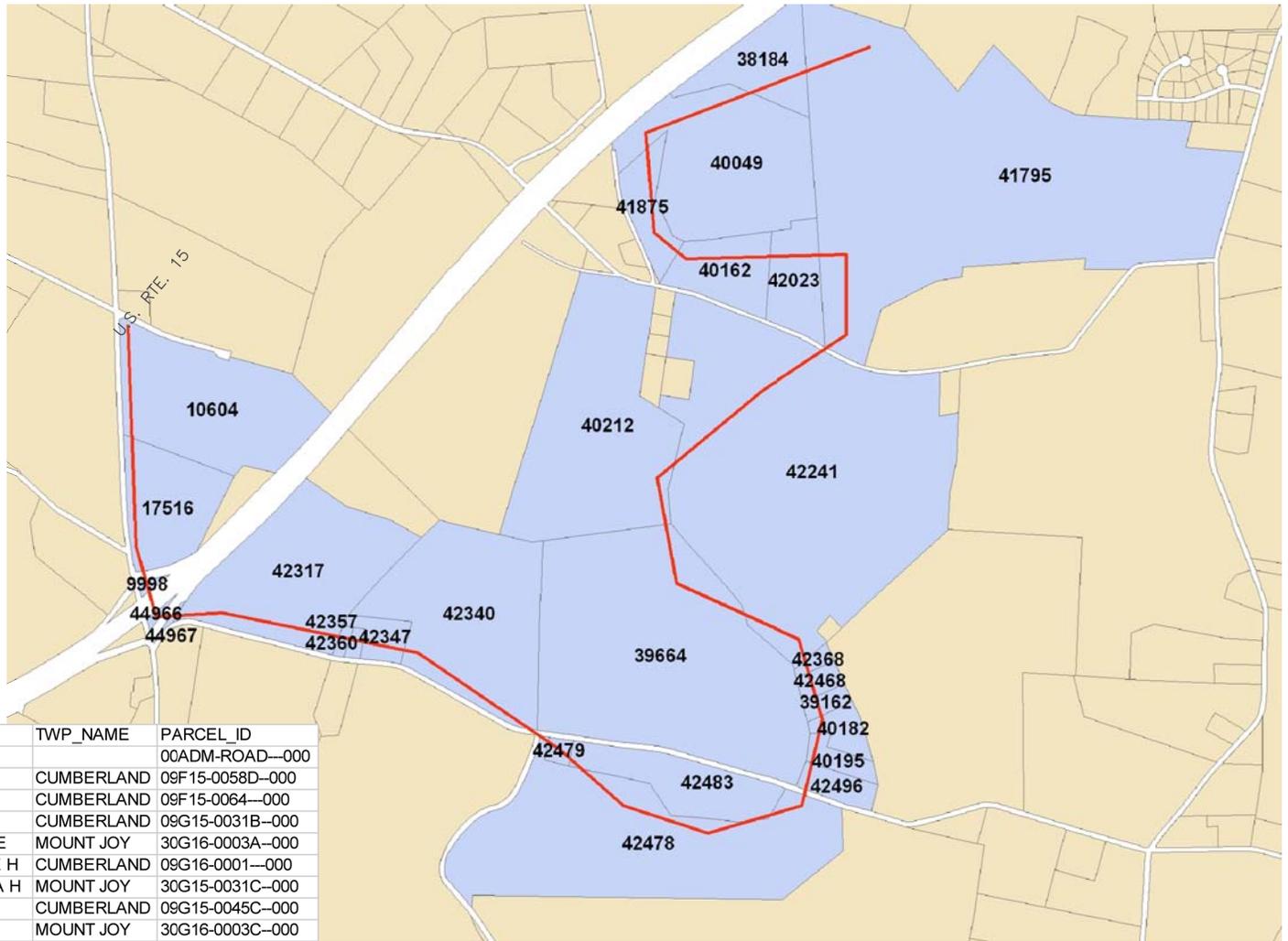


Property Owners  
drawing no. 4

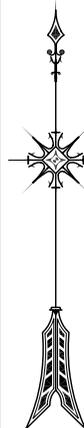
October 17, 2007

The Gettysburg to Hanover Trail  
Feasibility Study





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17516	UNITED STATES OF AMERICA		CUMBERLAND	09F15-0064-000
38184	MILLER	ROBERT S	CUMBERLAND	09G15-0031B-000
39162	PLANK	RONALD L & DONNA E	MOUNT JOY	30G16-0003A-000
39664	O'MALLEY	DAVID J & CHARLENE H	CUMBERLAND	09G16-0001-000
40049	JOHNSON	ROGER L & BARBARA H	MOUNT JOY	30G15-0031C-000
40162	PINTO	ESTHER K	CUMBERLAND	09G15-0045C-000
40182	MARTIN	GLENN A & LORI J	MOUNT JOY	30G16-0003C-000
40195	HESS	MICHAEL R & KAREN A	MOUNT JOY	30G16-0003B-000
40212	HULL	STANLEY W & LOUISE S	CUMBERLAND	09G15-0045-000
41795	SCHAEFER	HENRY R	MOUNT JOY	30G15-0031-000
41875	WISE	LARRY M & MARTHA S	CUMBERLAND	09G15-0031A-000
42023	REAVAR	BRENDA L	CUMBERLAND	09G15-0045A-000
42241	DAYHOFF	SAMUEL L	MOUNT JOY	30G15-0046-000
42317	KNEFLEY	JAMES M & JOYCE A	CUMBERLAND	09F16-0021-000
42340	SOLIDAY FAMILY LIMITED		CUMBERLAND	09F16-0053-000
42347	MOSER	GREG L & BARBARA A	CUMBERLAND	09F16-0011A-000
42357	HOFE	EDGAR L & ARLENE M	CUMBERLAND	09F16-0010-000
42360	HOFE	EDGAR L & ARLENE L	CUMBERLAND	09F16-0011-000
42368	DAYHOFF	ELLEN T	MOUNT JOY	30G16-0003-000
42468	DAYHOFF	ELLEN T	MOUNT JOY	30G16-0003-000
42478	SOLIDAY FAMILY LIMITED		CUMBERLAND	09F16-0053-000
42479	MARING	DARRYL T	CUMBERLAND	09G16-0001B-000
42483	JORDAN	LOUIS E & MONICA K	CUMBERLAND	09G16-0001D-000
42496	MULLINIX	KARL J & PATRICIA D	MOUNT JOY	30G16-0002-000
44966				00ADM-ROAD-000
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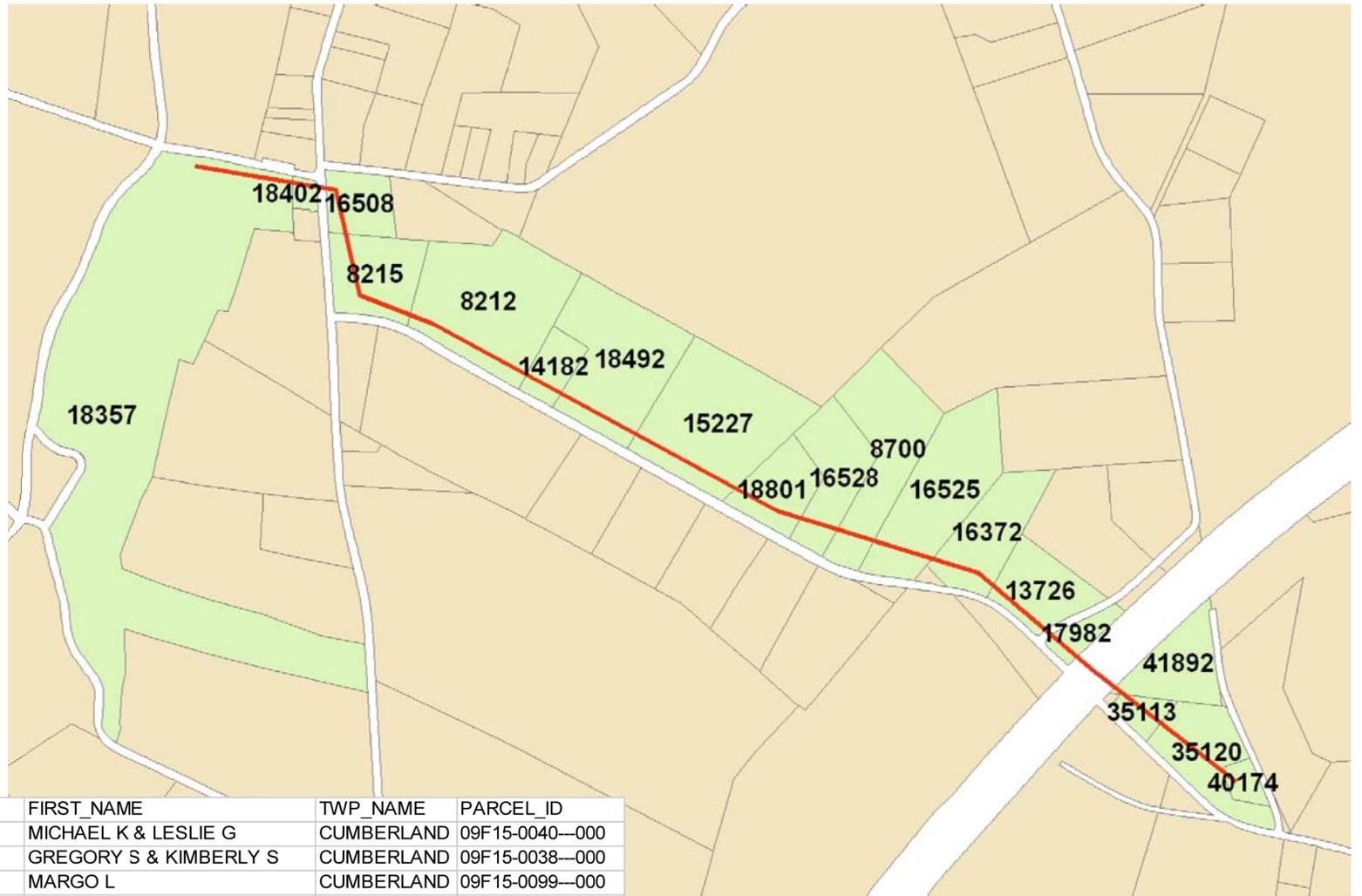


**Property Owners  
drawing no. 5**

October 17, 2007

**The Gettysburg to Hanover Trail  
Feasibility Study**





ID	LAST_NAME	FIRST_NAME	TWP_NAME	PARCEL_ID
8212	SHOEMAKER	MICHAEL K & LESLIE G	CUMBERLAND	09F15-0040--000
8215	FLICKINGER	GREGORY S & KIMBERLY S	CUMBERLAND	09F15-0038--000
8700	LUNDH	MARGO L	CUMBERLAND	09F15-0099--000
13726	HARLOW	WESLEY N	CUMBERLAND	09G15-0003G--000
14182	KOZAK	ROBERT C & PATRICIA A	CUMBERLAND	09F15-0041--000
15227	GANTZ	DONALD A	CUMBERLAND	09F15-0042--000
16372	ESCHENBURG	NORMAN C & ELIZABETH M	CUMBERLAND	09G15-0003F--000
16508	SHOEMAKER	WILLIAM J & CHERYL R	CUMBERLAND	09F15-0025--000
16525	MILLER	RONALD A & KAREN A	CUMBERLAND	09F15-0100--000
16528	MULROY	TERRY P & MAUREEN D	CUMBERLAND	09F15-0098--000
17982	HARLOW	WESLEY N	CUMBERLAND	09G15-0003G--000
18357	UNITED STATES OF AMERICA		CUMBERLAND	09F15-0003--000
18402	FORMAN	CHRISTOPHER B & VICTORIA L	CUMBERLAND	09F15-0011--000
18492	KOZAK	ROBERT C & PATRICIA A	CUMBERLAND	09F15-0041A--000
18801	VIRAMGAMA	KIRANKUMAR J	CUMBERLAND	09F15-0097--000
35113	ELLIS	JAMES E	CUMBERLAND	09G15-0044B--000
35120	HULL	STANLEY W & LOUISE S	CUMBERLAND	09G15-0045--000
40174	HULL	PETER R & GAIL J	CUMBERLAND	09G15-0045B--000
41892	MILLER	JANE C	CUMBERLAND	09G15-0003B--000

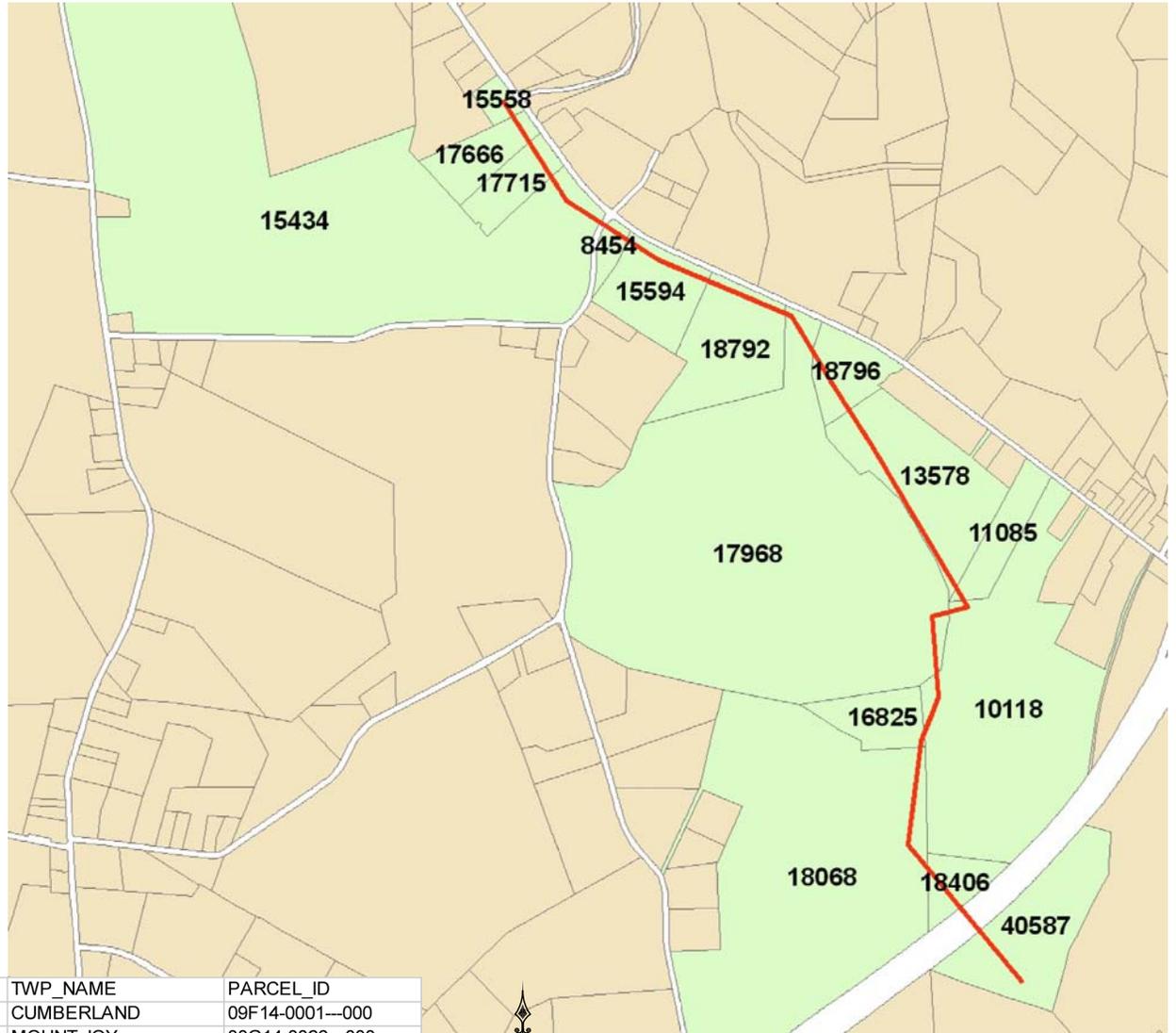


**Property Owners  
drawing no. 6**

October 17, 2007

**The Gettysburg to Hanover Trail  
Feasibility Study**





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10118	MARINOS	SPEROS G	MOUNT JOY	30G14-0066---000
11085	CRABBS	FRED M	MOUNT JOY	30G14-0065---000
13578	VALLEY QUARRIES INC		MOUNT JOY	30G14-0062A---000
15434	UNITED STATES OF AMERICA		CUMBERLAND	09F14-0001---000
15558	UNITED STATES OF AMERICA		CUMBERLAND	09F14-0027A---000
15594	WEIMER	R LEO & PEARL M	CUMBERLAND	09G14-0045---000
16825	YARWOOD	CLIFFORD A & LORI ANN	CUMBERLAND	09G15-0002B---000
17666	DUBS	MONTAQUE AUMOND	CUMBERLAND	09F14-0028---000
17715	SHEALER	LEONARD M & NOREEN P	CUMBERLAND	09G14-0028A---000
17968	VALLEY QUARRIES INC		CUMBERLAND	09G14-0062---000
18068	CRAUMER	WILLIAM E & ENID H	CUMBERLAND	09G15-0002---000
18406	OLSWFSKI	VICTOR A	MOUNT JOY	30G15-0004---000
18792	VALLEY QUARRIES INC		CUMBERLAND	09G14-0046---000
18796	SHULTZ	DEAN A & JUDITH A	MOUNT JOY	30G14-0047---000
40587	OLSWFSKI	VICTOR A	MOUNT JOY	30G15-0004---000



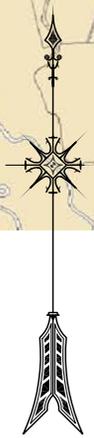
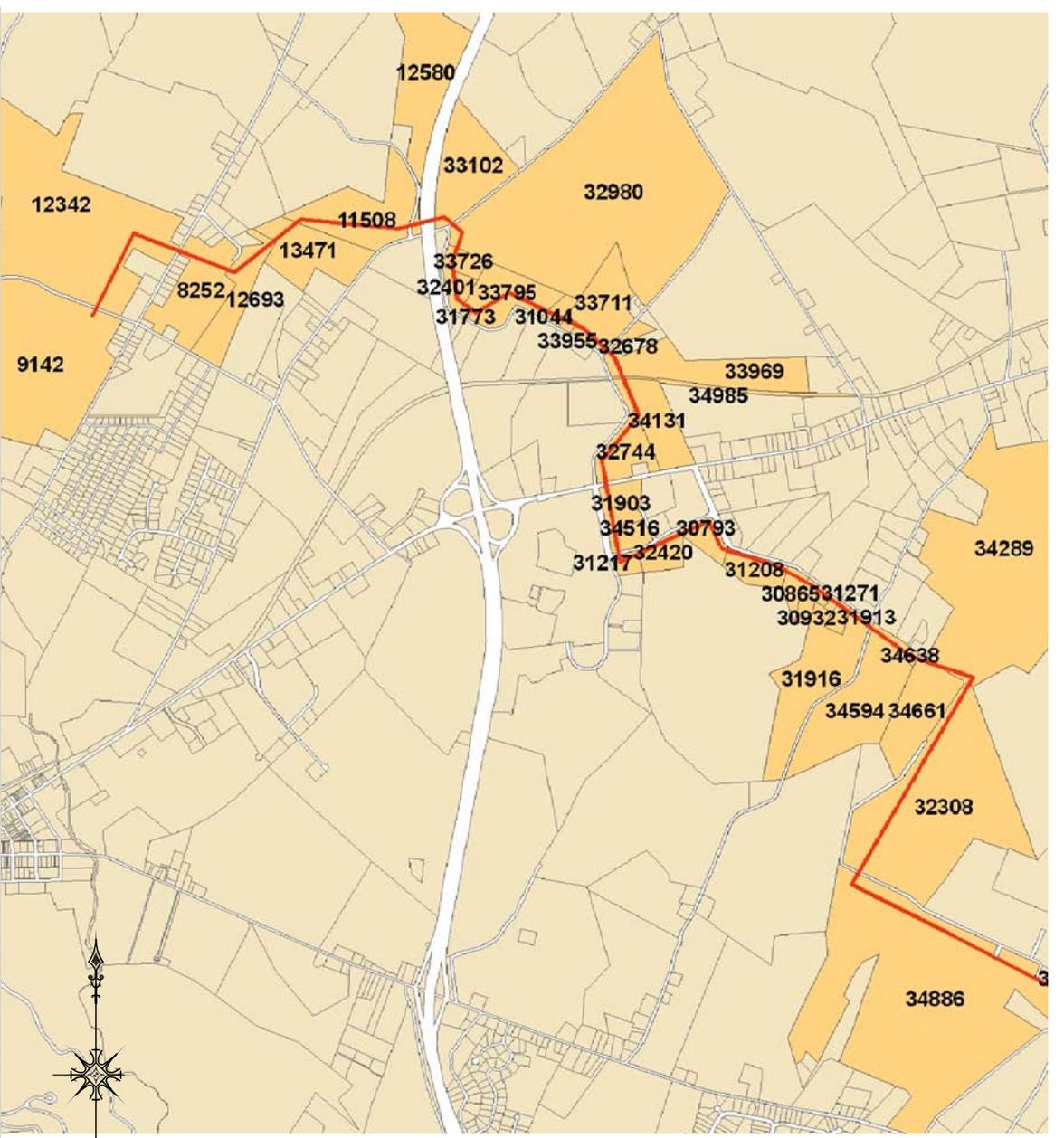
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drawing no. 7**

October 17, 2007

**The Gettysburg to Hanover Trail  
Feasibility Study**



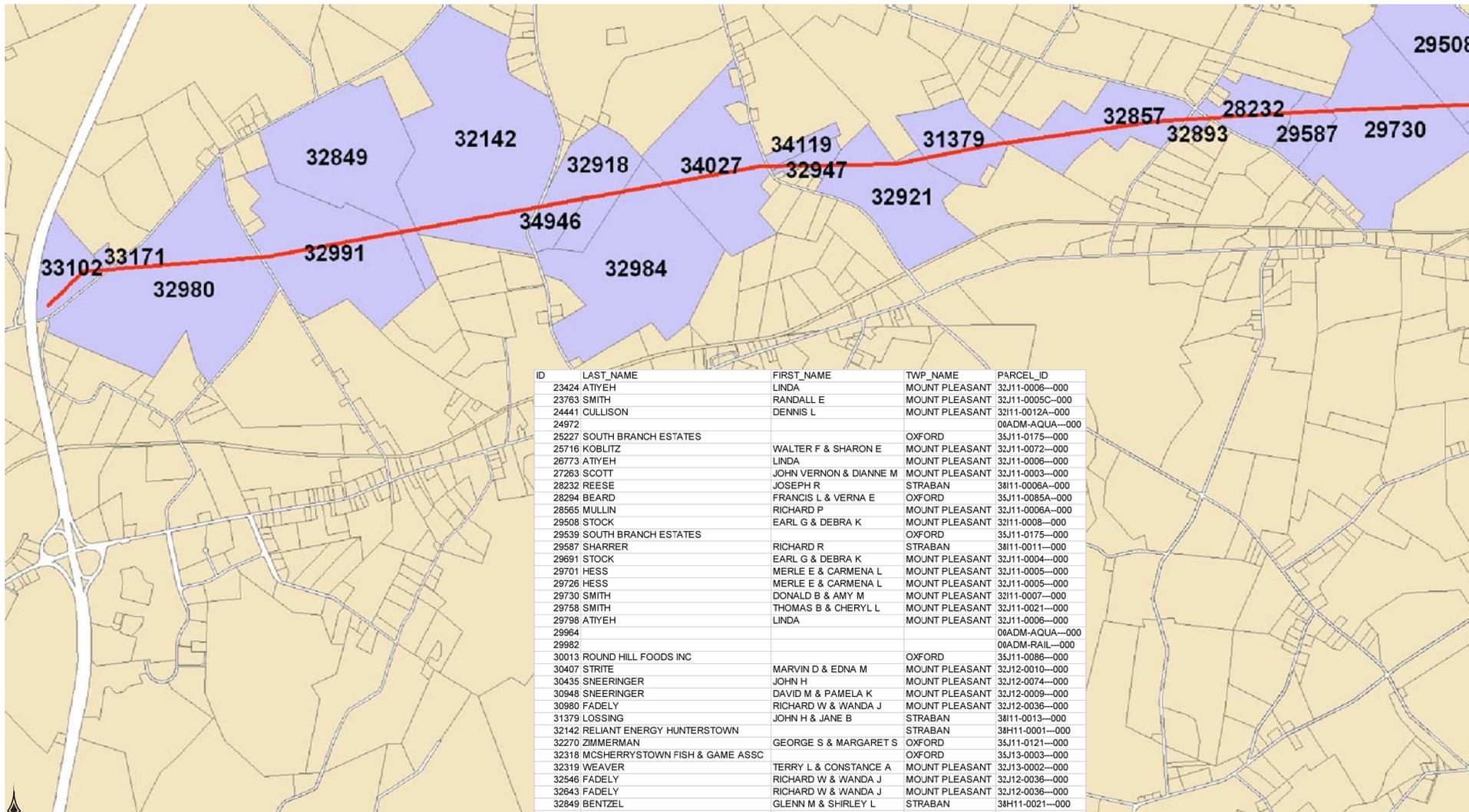
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8252	DRAMKA INC		STRABAN	38G11-0050-000
9142	GETTYSBURG AREA SCHOOL		STRABAN	38F12-0064-000
11508	ROCK RUN LLC		STRABAN	38G11-0033-000
12342	MILLER	DONALD P	CUMBERLAND	09F11-0081-000
12580	ROCK RUN LLC		STRABAN	38G11-0033-000
12693	INTERDONATO	NICHOLAS P & LEEANN D	STRABAN	38G11-0059-000
13471	HANCOCK	THOMAS A	STRABAN	38G11-0051-000
30653	WEAVER	JAMES A	MOUNT PLEASANT	32I13-0034-000
30793	WELLSPAN PROPERTIES INC		STRABAN	38G12-0162-000
30865	LOHUIS	JAMES R & GERALDINE D	STRABAN	38G12-0142-000
30932	RUHLMAN	BARRY M & PEGGY S	STRABAN	38G12-0129-000
31000	CLABAUGH	MICHAEL J & BETTY ANN	MOUNT PLEASANT	32I13-0038-000
31044	FLYNN	DOUGLAS D & BONNIE J	STRABAN	38G12-0014B-000
31176	KELLER	ERIC L	MOUNT PLEASANT	32H13-0013-000
31191	HARTLAUB	ROBERT A	MOUNT PLEASANT	32H13-0035-000
31208	GREATER ADAMS COUNTY		STRABAN	38G12-0163-000
31217	ADAMS COUNTY ECONOMIC DEV CORP		STRABAN	38G12-0159-000
31271	DOERSOM	RONALD A	STRABAN	38H12-0110A-000
31315	HERR	RODNEY E & DIANA L	MOUNT PLEASANT	32I13-0039-000
31773	FLYNN	THOMAS I	STRABAN	38G12-0014C-000
31903	KIRBY LAND HOLDINGS		STRABAN	38G12-0169-000
31913	PECK	DENNIS & JOAN H	STRABAN	38H12-0110D-000
31916	HOFFMAN	MILTON R	STRABAN	38H12-0110-000
32198	GEISLER	A RICHARD	MOUNT PLEASANT	32H13-0007-000
32308	HOFFMAN	DANIEL WILLIAM	MOUNT PLEASANT	32H13-0002-000
32318	MCSHERRYSTOWN FISH & GAME ASSC		OXFORD	35J13-0003-000
32401	GETTYSBURG BAPTIST CHURCH		STRABAN	38G11-0062-000
32420	ADAMS COUNTY NATIONAL BANK		STRABAN	38G12-0160-000
32499	WATKINS	MARK A & PATRICIA L	MOUNT PLEASANT	32J13-0006-000
32502	SANDERS	THOMAS A	MOUNT PLEASANT	32J13-0002A-000
32514	BERRY	ROBERT E	MOUNT PLEASANT	32J13-0005-000
32515	ANDERSON	OSCAR D	MOUNT PLEASANT	32J13-0004-000
32678	BAKER	RONALD D & VIRGIE L	STRABAN	38G12-0015-000
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33102	ROCK RUN LLC		STRABAN	38G11-0033-000
33711	SMITH	RITA M	STRABAN	38G12-0041-000
33726	KELLER	KEVIN A & STEPHANIE A	STRABAN	38G11-0064-000
33795	SHULTZ	REGINA M & KERMIT C	STRABAN	38G12-0014-000
33955	STORM	THOMAS R & MARGARET H	STRABAN	38G12-0041B-000
33969	SMITH	RITA M	STRABAN	38G12-0041-000
34131	HELICOPTER APPLICATORS INC		STRABAN	38G12-0048-000
34289	HILLOCK GETTYSBURG		STRABAN	38H12-0084-000
34516	LINCOLN HIGHWAY LLC		STRABAN	38G12-0167-000
34542	HOFFMAN	JAMES E & DEBRA M	STRABAN	38H12-0110B-000
34594	HOFFMAN	MILTON R	STRABAN	38H12-0110-000
34638	PRIEST	JON P & CAROL A	STRABAN	38H12-0110C-000
34681	U S DEPT OF THE INTERIOR		MOUNT PLEASANT	32H13-0001-000
34709	SPONSELLER	GUY V & CARRIE A	MOUNT PLEASANT	32I13-0031-000
34836	MUSSER	DANIEL P	MOUNT PLEASANT	32I13-0033-000
34886	UNITED STATES OF AMERICA		MOUNT PLEASANT	32H13-0028-000
34888	MUSSER	KIMBERLY R & MARY LOU	MOUNT PLEASANT	32I13-0032-000
34895	ORENDORFF	PAUL W & DEBRA A	MOUNT PLEASANT	32I13-0030A-000
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35010	MILLS	RICHARD J	MOUNT PLEASANT	32I13-0022-000
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35102	CLABAUGH	JOHN M	MOUNT PLEASANT	32I13-0042-000
35240	C D CAIN AUTO PARTS INC		MOUNT PLEASANT	32I13-0039A-000
35348	CLABAUGH	JOHN M	MOUNT PLEASANT	32I13-0023-000
35398	HERR	STANLEY C	MOUNT PLEASANT	32I13-0040-000
35409	CLABAUGH	DOUGLAS J	MOUNT PLEASANT	32I13-0037-000
35520	CLABAUGH	DOUGLAS J	MOUNT PLEASANT	32I13-0037-000
35533	CLABAUGH	ROBERT E & DOLORES M	MOUNT PLEASANT	32I13-0037A-000
35540	ORNDORFF	WILMER C & LORETTA M	MOUNT PLEASANT	32I13-0037B-000
35557	UNITED STATES OF AMERICA		MOUNT PLEASANT	32H13-0028-000
35568	CLABAUGH	DONALD F & MARY D	MOUNT PLEASANT	32I13-0029A-000
35578	ROTHMANN	ARTHUR H & HELEN M	MOUNT PLEASANT	32H13-0022-000
35658	KELLER	MARY E	MOUNT PLEASANT	32H13-0024A-000
44651	PLANK	VICTORIA L	MOUNT PLEASANT	32I13-0021A-000
44652	GARDNER	FERNE A	MOUNT PLEASANT	32I13-0021-000
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46758	HARTLAUB	ROBERT A	MOUNT PLEASANT	32H13-0026-000
46759	GEBHART	CHRISTOPHER K S & LORI J	MOUNT PLEASANT	32H13-0025-000
46760	CLABAUGH	STEPHEN E & MELISSA D	MOUNT PLEASANT	32H13-0025B-000
46761	GEBHART	CHRISTOPHER K S & LORI J	MOUNT PLEASANT	32H13-0025-000
46762	KELLER	MICHAEL J & NORA L	MOUNT PLEASANT	32H13-0024-000
46763	MYERS	KENNETH K & ANNA L	MOUNT PLEASANT	32H13-0017-000



October 17, 2007

**Property Owners  
drawing no. 8**

**The Gettysburg to Hanover Trail  
Feasibility Study**



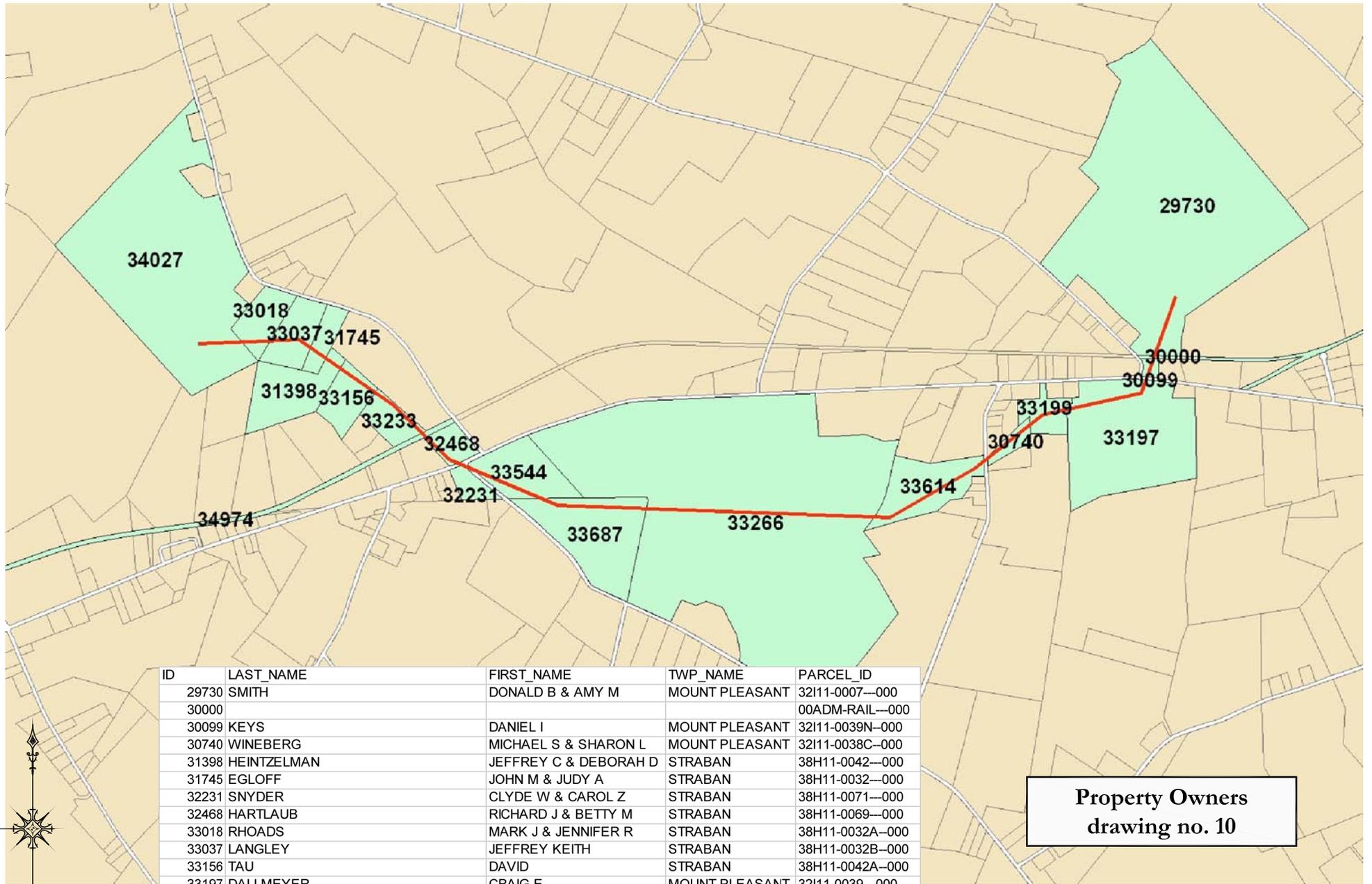
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23763	SMITH	RANDALL E	MOUNT PLEASANT	32J11-0005C-000
24441	CULLISON	DENNIS L	MOUNT PLEASANT	32I11-0012A-000
24972				00ADM-AQUA-000
25227	SOUTH BRANCH ESTATES		OXFORD	35J11-0175-000
25716	KOBLITZ	WALTER F & SHARON E	MOUNT PLEASANT	32J11-0072-000
26773	ATYEH	LINDA	MOUNT PLEASANT	32J11-0006-000
27263	SCOTT	JOHN VERNON & DIANNE M	MOUNT PLEASANT	32J11-0003-000
28232	REESE	JOSEPH R	STRABAN	38I11-0006A-000
28294	BEARD	FRANCIS L & VERNA E	OXFORD	35J11-0085A-000
28565	MULLIN	RICHARD P	MOUNT PLEASANT	32J11-0006A-000
29508	STOCK	EARL G & DEBRA K	MOUNT PLEASANT	32I11-0008-000
29539	SOUTH BRANCH ESTATES		OXFORD	35J11-0175-000
29587	SHARRER	RICHARD R	STRABAN	38I11-0011-000
29691	STOCK	EARL G & DEBRA K	MOUNT PLEASANT	32J11-0004-000
29701	HESS	MERLE E & CARMENA L	MOUNT PLEASANT	32J11-0005-000
29726	HESS	MERLE E & CARMENA L	MOUNT PLEASANT	32J11-0005-000
29730	SMITH	DONALD B & AMY M	MOUNT PLEASANT	32I11-0007-000
29758	SMITH	THOMAS B & CHERYL L	MOUNT PLEASANT	32J11-0021-000
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32984	COUNTY OF ADAMS		STRABAN	38H11-0040-000
32985	SMITH	DALE R	STRABAN	38H11-0016B-000
32991	FLICKINGER	RICHARD A	STRABAN	38H11-0034-000
33102	ROCK RUN LLC		STRABAN	38G11-0033-000
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33286	SCOZZARO	CARL J & LAURA J	OXFORD	35J11-0118-000
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Property Owners  
drawing no. 9

October 17, 2007

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Feasibility Study





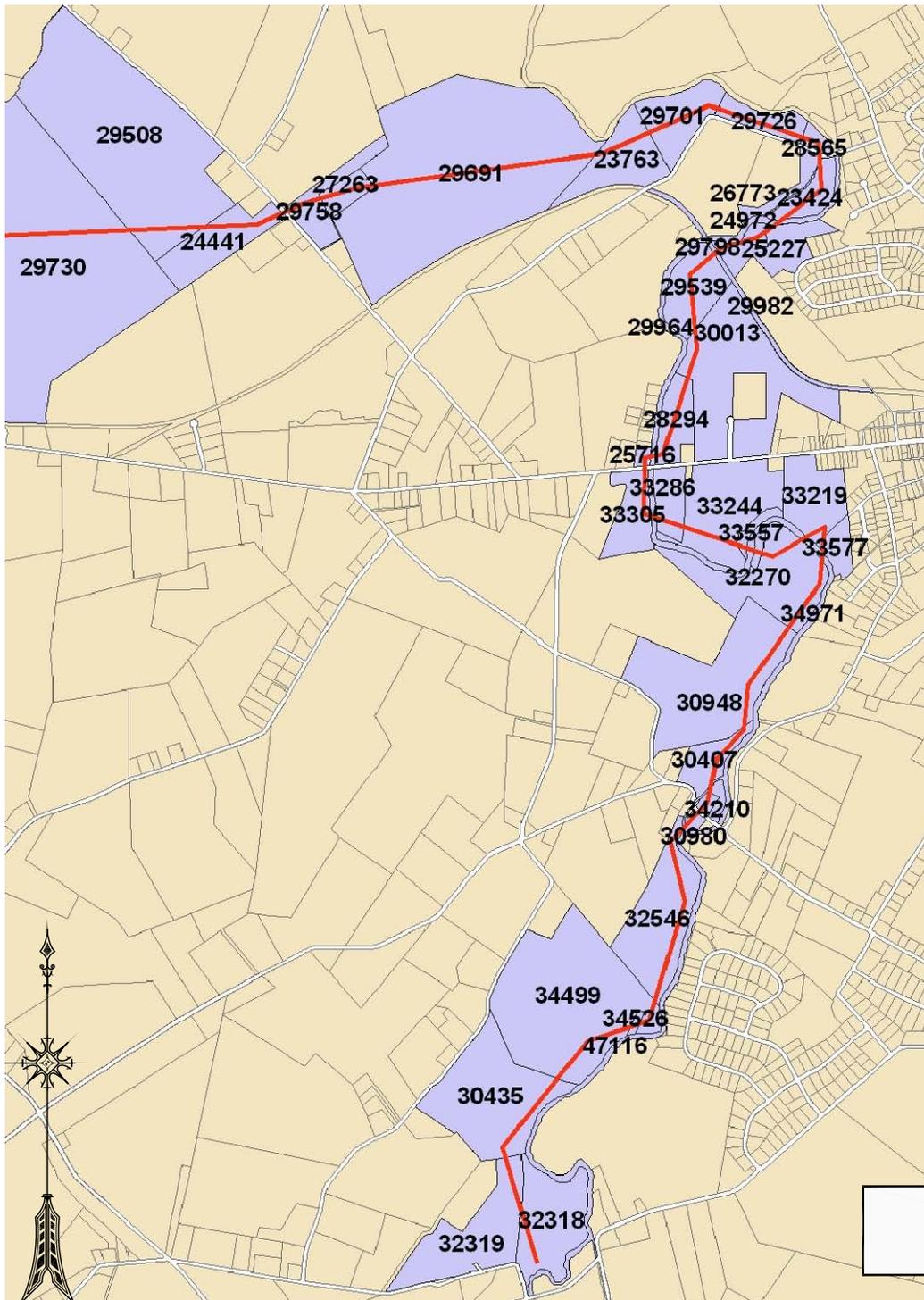
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33037	LANGLEY	JEFFREY KEITH	STRABAN	38H11-0032B-000
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**Property Owners  
drawing no. 10**

October 17, 2007

**The Gettysburg to Hanover Trail  
Feasibility Study**





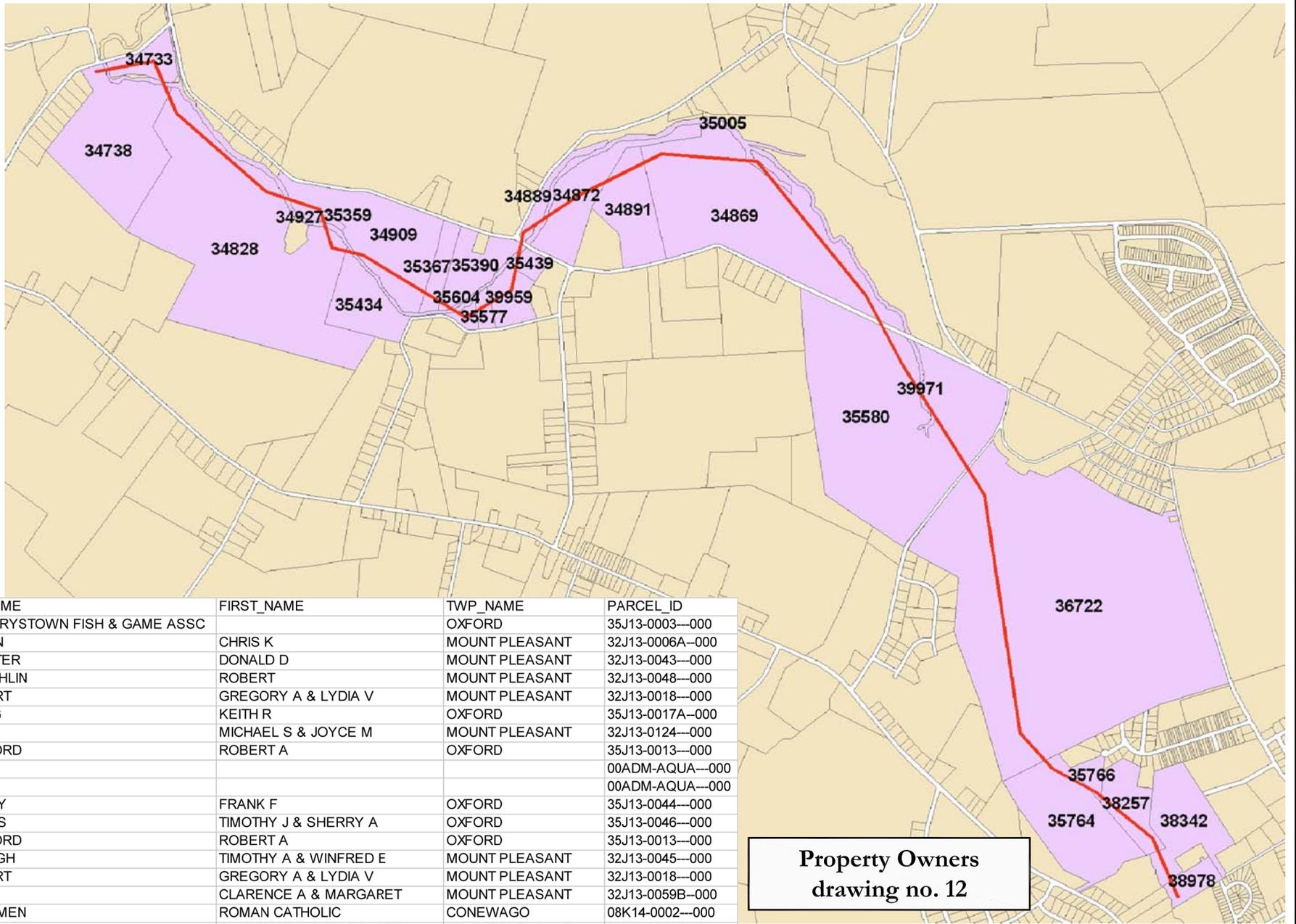
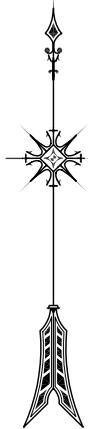
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27263	SCOTT	JOHN VERNON & DIANNE M	MOUNT PLEASANT	32J11-0003-000
28232	REESE	JOSEPH R	STRABAN	38I11-0006A-000
28294	BEARD	FRANCIS L & VERNA E	OXFORD	35J11-0085A-000
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29508	STOCK	EARL G & DEBRA K	MOUNT PLEASANT	32I11-0008-000
29539	SOUTH BRANCH ESTATES		OXFORD	35J11-0175-000
29587	SHARRER	RICHARD R	STRABAN	38I11-0011-000
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32319	WEAVER	TERRY L & CONSTANCE A	MOUNT PLEASANT	32J13-0002-000
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32893	SMALL	BRADLEY R & SANDRA D	STRABAN	38I11-0016C-000
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32921	EGLOFF	JOHN M & JUDY A	STRABAN	38H11-0078-000
32947	SMITH	TERRY L & CAROL R	STRABAN	38H11-0016D-000
32980	ROCK RUN LLC		STRABAN	38G11-0033-000
32984	COUNTY OF ADAMS		STRABAN	38H11-0040-000
32985	SMITH	DALE R	STRABAN	38H11-0016B-000
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33286	SCOZZARO	CARL J & LAURA J	OXFORD	35J11-0118-000
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33557	NEW OXFORD WATER		OXFORD	35J11-0129-000
33577	NEW OXFORD WATER		OXFORD	35J11-0129-000
33624	NEW OXFORD WATER		OXFORD	35J11-0129-000
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October 17, 2007

Property Owners  
drawing no. 11

The Gettysburg to Hanover Trail  
Feasibility Study





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34733	MCSHERRYSTOWN FISH & GAME ASSC		OXFORD	35J13-0003-000
34738	SIMPSON	CHRIS K	MOUNT PLEASANT	32J13-0006A-000
34828	HOSTETTER	DONALD D	MOUNT PLEASANT	32J13-0043-000
34869	MCLAUGHLIN	ROBERT	MOUNT PLEASANT	32J13-0048-000
34872	MUMMERT	GREGORY A & LYDIA V	MOUNT PLEASANT	32J13-0018-000
34889	REDDING	KEITH R	OXFORD	35J13-0017A-000
34891	HOFF	MICHAEL S & JOYCE M	MOUNT PLEASANT	32J13-0124-000
34909	WHITEFORD	ROBERT A	OXFORD	35J13-0013-000
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35005				00ADM-AQUA-000
35359	GOURLEY	FRANK F	OXFORD	35J13-0044-000
35367	SANDERS	TIMOTHY J & SHERRY A	OXFORD	35J13-0046-000
35390	WHITEFORD	ROBERT A	OXFORD	35J13-0013-000
35434	CLABAUGH	TIMOTHY A & WINFRED E	MOUNT PLEASANT	32J13-0045-000
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36722	CLERGYMEN	ROMAN CATHOLIC	CONEWAGO	08K14-0002-000
38257	CONEWAGO TOWNSHIP		CONEWAGO	08K14-0220-000
38342	BOROUGH OF HANOVER		CONEWAGO	08K14-0057A-000
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**Property Owners  
drawing no. 12**

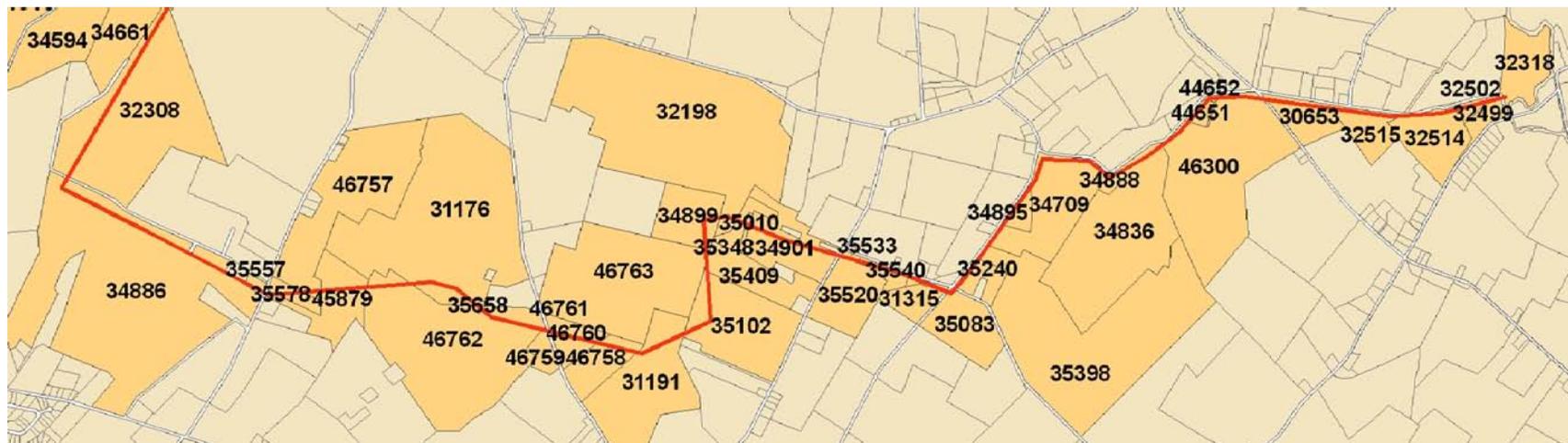
October 17, 2007

**The Gettysburg to Hanover Trail  
Feasibility Study**



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12342	MILLER	DONALD P	CUMBERLAND	09F11-0081-000
12580	ROCK RUN LLC		STRABAN	38G11-0033-000
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30932	RUHLMAN	BARRY M & PEGGY S	STRABAN	38G12-0129-000
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31044	FLYNN	DOUGLAS D & BONNIE J	STRABAN	38G12-0014B-000
31176	KELLER	ERIC L	MOUNT PLEASANT	32H13-0013-000
31191	HARTLAUB	ROBERT A	MOUNT PLEASANT	32H13-0035-000
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31217	ADAMS COUNTY ECONOMIC DEV CORP		STRABAN	38G12-0159-000
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31903	KIRBY LAND HOLDINGS		STRABAN	38G12-0169-000
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31916	HOFFMAN	MILTON R	STRABAN	38H12-0110-000
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32502	SANDERS	THOMAS A	MOUNT PLEASANT	32J13-0002A-000
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32515	ANDERSON	OSCAR D	MOUNT PLEASANT	32J13-0004-000
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33955	STORM	THOMAS R & MARGARET H	STRABAN	38G12-0041B-000

33969	SMITH	RITA M	STRABAN	38G12-0041-000
34131	HELICOPTER APPLICATORS INC		STRABAN	38G12-0048-000
34289	HILLOCK GETTYSBURG		STRABAN	38H12-0084-000
34516	LINCOLN HIGHWAY LLC		STRABAN	38G12-0167-000
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34895	ORENDORFF	PAUL W & DEBRA A	MOUNT PLEASANT	3213-0030A-000
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35409	CLABAUGH	DOUGLAS J	MOUNT PLEASANT	3213-0037-000
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35658	KELLER	MARY E	MOUNT PLEASANT	32H13-0024A-000
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46760	CLABAUGH	STEPHEN E & MELISSA D	MOUNT PLEASANT	32H13-0025B-000
46761	GEBHART	CHRISTOPHER K S & LORI J	MOUNT PLEASANT	32H13-0025-000
46762	KELLER	MICHAEL J & NORA L	MOUNT PLEASANT	32H13-0024-000
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October 17, 2007



Property Owners  
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The Gettysburg to Hanover Trail  
Feasibility Study



# Appendix H

# Funding Sources Master List

## FEDERAL FUNDING SOURCES

Bicycle and pedestrian projects are broadly eligible for funding from almost all major federal-aid highway, transit, safety, and other programs. Bicycle projects must be principally for transportation, rather than recreation purposes and must be designed and located pursuant to the transportation plans required of states and Metropolitan Planning Organizations (MPOs). Additional federal funding sources not directly related to transportation can be used creatively to enhance and restore open space, wetlands, and wildlife habitat along trails and also to fund interpretation of cultural and natural resources.

### US Dept of Housing & Urban Development Community Development Block Grants (CDBGs)

HUD provides these grants to communities for neighborhood revitalization, economic development and improvement of community facilities and services, especially in low and moderate income areas. These grants require no match of funds or services from the community. HUD provides entitlement to each of these communities annually and the community develops its own programs and sets funding priorities.

Recreation planning and development in low-income urban areas is an acceptable use of these funds. Seattle and Maryland have used these funds to develop rail-trails through urban areas—such trails can greatly enhance the quality of life in these areas and potentially bring new economic vitality to neglected areas.

More information on CDBGs can be found at:

<http://mf.hud.gov:63001/dgms/gpi/display.cfm?program=25>

### US Dept of Agriculture Community Programs

Community Programs, a division of the Rural Housing Programs, is part of the United States Department of Agriculture's Rural Development mission area. Community Programs administers programs designed to develop essential community facilities for public use in rural areas. These facilities include schools, libraries, childcare, hospitals, medical clinics, assisted living facilities, fire and rescue stations, police stations, community centers, public buildings and transportation. Through its Community Programs, the Department of Agriculture is striving to ensure that such facilities are readily available to all rural communities. Community Programs utilizes three flexible financial tools to achieve this goal: the Community Facilities Guaranteed Loan Program, the Community Facilities Direct Loan Program, and the Community Facilities Grant Program.

The Community Facilities Guaranteed Loan and Direct Loan Programs can make and guarantee loans to develop essential community facilities in rural areas and towns of up to 20,000 in population. Loans and guarantees are available to public entities such as municipalities, counties, and special-purpose districts, as well as to non-profit corporations and tribal governments.

The Community Facilities Grant Program provides grants to assist in the development of essential community facilities in rural areas and towns of up to 20,000 in population. Grants are authorized on a graduated scale. Applicants located in small communities with low populations and low incomes will receive a higher percentage of grants. Grants are available to public entities such as municipalities, counties, and special-purpose districts, as well as non-profit corporations and tribal governments.

More information on USDA Community Programs can be found at:

website: <http://www.rurdev.usda.gov/rhs/cf/cp.htm>

## **Land and Water Conservation Fund (LWCF)**

The LWCF was established in 1965 to help provide “close-to-home” park and recreation opportunities throughout the nation. Money for the fund comes from the sale or lease of non-renewable resources, primarily federal offshore oil and gas leases and surplus federal land sales. A large portion of the annual LWCF allocation goes toward acquisition of land for federal land management agencies; however, a portion of the money is provided to cities, counties and park districts to acquire land and develop parks. LWCF funds are provided to each state annually by the National Park Service. State funding is based on a population formula. A state administers the program through a State Liaison Officer, who recommends projects to the National Park Service for approval. Local governments are eligible applicants. Communities must be able to match LWCF grants with a 50 percent provision of funding or services.

In order to qualify for funding, a project must meet two criteria. First, the project must be primarily for recreation purposes, not transportation. Second, the organization leading the project must guarantee that the project will be maintained in perpetuity for public recreational use. Any deviation from recreational use must be approved by the National Park Service, and property of at least equal recreational value must be provided to replace the loss.

Americans for Our Heritage and Recreation provides an overview of the LWCF program at [http://www.ahrinfo.org/lwcf\\_overview.html](http://www.ahrinfo.org/lwcf_overview.html) and links to the National Park Service and State Liaison Officers

The National Park Service maintains the LWCF website: <http://www.nrc.nps.gov/wcf/>

Pennsylvania’s State Liaison Officer may be contacted at:

Bureau of Recreation and Conservation  
PA Dept. of Conservation and Natural Resources  
P.O. Box 8767  
Harrisburg, PA 17105  
Tel: 717-783-2659

## **National Endowment for the Humanities**

### **America's Cultural & Historic Organizations Planning Grants**

Public humanities programs promote the experience of lifelong learning in American and world history, literature, comparative religion, philosophy, and other fields of the humanities for broad public audiences. They invite reflection and conversation about important humanities ideas and questions. They offer new insights into familiar subjects and introduce us to unfamiliar ideas. NEH encourages projects that make creative use of new and emerging technologies to enhance the content of programs or to engage audiences in new ways.

Planning grants can be used to plan, refine, and develop the content and interpretive approach of programs that reach broad audiences, including exhibitions, interpretation at historic sites and houses, reading and discussion programs, Web-based or other digital projects, or other public programs that encourage discussion, analysis, and reflection in the humanities. Applicants should have already conducted preliminary consultation with scholars to help shape the humanities content of the project and with other programming advisers appropriate to the project’s format. NEH encourages complex projects that reach exceptionally large audiences.

More information including annual application deadlines, award information, eligibility and how to Prepare and Submit an Application can be found on the NEH website: <http://www.neh.gov/grants>

### **National Endowment for the Humanities *We the People* Grants**

To help Americans make sense of their history and of the world around them, NEH has launched the *We the People* program. As part of this program, NEH encourages projects that explore significant events and themes in our nation's history and culture and that advance knowledge of the principles that define America.

From the earliest days of American democracy, the study of history has been essential to the preservation of freedom. The Founders knew that democracy demanded wisdom. As Thomas Jefferson stated, "If a nation expects to be ignorant and free, it expects what never was and never will be."

Today it is all the more urgent that we study American history and culture. Defending the ideas and ideals of America requires more than a strong national defense. Americans must know our nation's past so we can uphold its guiding principles and labor toward a free and just society.

On Constitution Day 2002, the White House announced *We the People*, an NEH initiative to explore significant events and themes in our nation's history, and to share these lessons with all Americans.

*We the People*:

- Enhances the teaching and understanding of American history through grants to scholars, teachers, filmmakers, museums, libraries, and other individuals and institutions.
- Provides opportunities for teachers to deepen their knowledge of American history through summer seminars and institutes.
- Supports the reading of classic literature through the *We the People* Bookshelf, a collection of books recommended for young readers and made available to schools and libraries for use in local programs.
- Preserves our nation's historic documents, such as newspapers and presidential papers, and supports scholarly research, while expanding access to these important documents.
- Explores the lives and deeds of heroic men and women from America's past through the annual "Heroes of History Lecture."
- Disseminates knowledge of American history through exhibitions, public programs, and partnerships with the state humanities councils.
- Encourages students to reflect upon important American principles and events through the annual "Idea of America" essay contest.

More information including annual application deadlines, award information, eligibility and how to prepare and submit an application can be found on the *We the People* website:  
<http://www.wethepeople.gov/>

## **National Endowment for the Humanities Implementation Interpreting America's Historic Places PLANNING Grants**

As part of its *We the People* program, NEH supports public humanities projects that exploit the evocative power of historic places to address themes and issues central to American history and culture, including those that advance knowledge of how the founding principles of the United States have shaped American history and culture for more than two hundred years. Interpreting America's Historic Places projects may interpret a single historic site or house, a series of sites, an entire neighborhood, a town or community, or a larger geographical region. The place taken as a whole must be significant to American history, and the project must convey its historic importance to visitors. The audience for Interpreting America's Historic Places projects is the general public. (For other public humanities projects that may not focus so closely on historic places, refer to the planning grant guidelines for America's Historic and Cultural Organizations [http://www.neh.gov/grants/guidelines/AHCO\\_PlanningGuidelines.htm](http://www.neh.gov/grants/guidelines/AHCO_PlanningGuidelines.htm))

The goals of Interpreting America's Historic Places are to:

- enhance lifelong learning in American history by connecting nationally significant events, people, ideas, stories, and traditions with specific places;
- foster the development of interpretive programs for the public that address central events, themes, and issues in American history; and
- encourage consultation with humanities scholars and history organizations in the development of heritage tourism destinations

More information including annual application deadlines, award information, eligibility and how to Prepare and Submit an Application can be found on the NEH website:  
<http://www.neh.gov/grants/guidelines/historicplanning.html>

### **National Endowment for the Humanities Implementation Interpreting America's Historic Places IMPLEMENTATION Grants**

Implementation grants for Interpreting America's Historic Places enable organizations to install new or enhanced interpretive programs at places of significance in American history or culture. Applicants for implementation grants should have already done most of the planning for their projects, including consultation with scholars and programming advisers, elaboration of the key humanities themes, articulation of program components, and performance of relevant research.

Implementation grants are being offered as part of the Interpreting America's Historic Places program, which supports public humanities projects that exploit the evocative power of historic places to address themes and issues central to American history and culture. Projects may interpret a single historic site or house, a series of sites, an entire neighborhood, a town or community, or a larger geographical region. The place taken as a whole must be significant to American history, and the project must convey its historic importance to visitors.

More information including annual application deadlines, award information, eligibility and how to Prepare and Submit an Application can be found on the NEH website:  
<http://www.neh.gov/grants/guidelines/historicimplementation.html>

### **North American Wetlands Conservation Act Small Grants Program**

The 1989 North American Wetlands Conservation Act (NAWCA) promotes long-term conservation of North American wetlands ecosystems and the waterfowl and other migratory birds, fish and wildlife that depend on such habitats. Principal conservation actions supported by NAWCA are acquisition, creation, enhancement and restoration of wetlands and associated habitat. The US Fish and Wildlife Service administers the Small Grants Program, which promotes long-term wetlands conservation through encouraging participation by new grantees and partners who may not be able to compete in the regular grants program. The maximum grant award is \$50,000, and the proposals must represent on-the-ground projects rather than educational, interpretive, or other types of projects. There is a 1:1 non-federal match requirement.

More information on the program can be obtained through the US Fish and Wildlife Service's Division of Bird Habitat Conservation at <http://northamerican.fws.gov/NAWCA/smgrants.html>

### **Preserve America Grants**

Preserve America grants are designed to support a variety of activities related to heritage tourism and innovative approaches to the use of historic properties as educational and economic assets. This matching grants program began October 1, 2005. These grants are intended to complement the bricks and mortar grants available under the Save America's Treasures program, and fund research and documentation, interpretation and education, planning, marketing, and training.

In FY 2006, \$5 million in federal Preserve America grant funding was awarded. Congress has approved up to \$5 million for Preserve America grants to be awarded in FY 2007, and a total of \$10 million has been requested for FY 2008.

Eligible recipients for these matching (50/50) grants include State Historic Preservation Officers, Tribal Historic Preservation Officers, designated Preserve America Communities, and Certified Local Governments that are applying for Preserve America Community designation. Individual grants range from \$20,000 to \$150,000.

Further information on the application process and other details of the Preserve America grants program may be found at the National Park Service website :

<http://www.nps.gov/history/hps/hpg/preserveamerica/application.htm>, or at

<http://www.preserveamerica.gov/federalsupport.html>

## **SAFETEA-LU**

### **(Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users)**

On August 10, 2005, President George W. Bush signed the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). SAFETEA-LU authorizes the Federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009.

With guaranteed funding for highways, highway safety, and public transportation totaling \$244.1 billion, SAFETEA-LU represents the largest surface transportation investment in our Nation's history. The two landmark bills that brought surface transportation into the 21st century—the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21st Century (TEA-21)—shaped the highway program to meet the Nation's changing transportation needs. SAFETEA-LU builds on this firm foundation, supplying the funds and refining the programmatic framework for investments needed to maintain and grow our vital transportation infrastructure.

SAFETEA-LU addresses the many challenges facing our transportation system today – challenges such as improving safety, reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity, and protecting the environment – as well as laying the groundwork for addressing future challenges. SAFETEA-LU promotes more efficient and effective Federal surface transportation programs by focusing on transportation issues of national significance, while giving State and local transportation decision makers more flexibility for solving transportation problems in their communities.

SAFETEA-LU continues a strong fundamental core formula program emphasis coupled with targeted investment.

For more information about SAFETEA-LU go to the US Department of Transportation/Federal Highway Administration's website at <http://www.fhwa.dot.gov/safetealu/summary.htm>

Contacts are also available for every metropolitan or county planning organization nationwide.

In the Philadelphia metro region contact:

Delaware Valley Regional Planning Commission  
The Bourse Building  
111 S. Independence Mall East, 8th Floor  
Philadelphia, PA 19106  
215-592-1800

## **SAFEEA-LU Surface Transportation Program**

The Surface Transportation Program within SAFEEA-LU provides flexible funding that may be used by States and localities for projects on any Federal-aid highway, including the NHS, bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities.

For detailed information on funding per year 2005-2009 and fact sheets on individual programs see US Department of Transportation/Federal Highway Administration's website at <http://www.fhwa.dot.gov/safetealu/factsheets/stp.htm>

## **SAFEEA-LU Transportation Enhancements Program**

Transportation Enhancement Activities offer communities the opportunity to expand transportation choices. Activities such as safe bicycle and pedestrian facilities, scenic routes, beautification, and other investments increase opportunities for recreation, accessibility, and safety for everyone beyond traditional highway programs.

US Department of Transportation/Federal Highway Administration's website serves as a resource to States providing official legislation and guidance documents: <http://www.fhwa.dot.gov/environment/te/>

The National Transportation Enhancements Clearinghouse (NTEC) website provides a very good can get an introduction to TE, allows you to access a database of TE projects, to find your state TE contacts, to order TE related documents, and more. Go to: <http://www.enhancements.org/>

For Pennsylvania's Transportation Enhancements, Home Town Streets and Safe Routes To School Programs see <http://www.dot.state.pa.us/Penndot/Bureaus/CPDM/Prod/Saferoute.nsf>.

## **SAFEEA-LU Safe Routes To School Program**

Many of us remember a time when walking and bicycling to school was a part of everyday life. In 1969, about half of all students walked or bicycled to school. Today, however, the story is very different. Fewer than 15 percent of all school trips are made by walking or bicycling, one-quarter are made on a school bus, and over half of all children arrive at school in private automobiles.

This decline in walking and bicycling has had an adverse effect on traffic congestion and air quality around schools, as well as pedestrian and bicycle safety. In addition, a growing body of evidence has shown that children who lead sedentary lifestyles are at risk for a variety of health problems such as obesity, diabetes, and cardiovascular disease. Safety issues are a big concern for parents, who consistently cite traffic danger as a reason why their children are unable to bicycle or walk to school.

The purpose of the Federal Safe Routes to School (SRTS) Program is to address these issues head on. At its heart, the SRTS Program empowers communities to make walking and bicycling to school a safe and routine activity once again. The Program makes funding available for a wide variety of programs and projects, from building safer street crossings to establishing programs that encourage children and their parents to walk and bicycle safely to school.

This website provides an overview of the Program, as well as specific Program Guidance to the States in the administration of SRTS funds. <http://safety.fhwa.dot.gov/saferoutes/>

Also see the National Safe Routes To School Clearing House, a centralized resource of information on successful Safe Routes to School programs, strategies and State specific information: <http://www.saferoutesinfo.org/>

For Pennsylvania's Transportation Enhancements, Home Town Streets and Safe Routes To School Programs see <http://www.dot.state.pa.us/Penndot/Bureaus/CPDM/Prod/Saferoute.nsf>.

## **Transportation and Community and System Preservation Pilot Program (TCSP)**

The Transportation, Community, and System Preservation (TCSP) Program is a comprehensive initiative of research and grants to investigate the relationships between transportation, community, and system preservation plans and practices and identify provide sector-based initiatives to improve such relationships. States, metropolitan planning organizations, local governments, and tribal governments are eligible for discretionary grants to carry out eligible projects to integrate transportation, community, and system preservation plans and practices that:

- Improve the efficiency of the transportation system of the United States.
- Reduce environmental impacts of transportation.
- Reduce the need for costly future public infrastructure investments.
- Ensure efficient access to jobs, services, and centers of trade.
- Examine community development patterns and identify strategies to encourage private sector development patterns and investments that support these goals.

Section 1117 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFTEA-LU, Public Law 109-203) authorized the TCSP Program through FY 2009. A total of \$270 million is authorized for this Program in FY's 2005-2009.

For more information, go to the Federal Highway Administration's TCSP website:  
<http://www.fhwa.dot.gov/tcsp/>

## **Congestion Mitigation and Air Quality Improvement Program**

Congestion mitigation and air quality improvement funds are authorized for transportation projects within non-attainment areas, such as Philadelphia, defined by the Clean Air Act Amendments of 1990. To be funded, projects must contribute to attainment of the National Ambient Air Quality Standards. Funds may be used for either the construction of bicycle transportation facilities and pedestrian walkways or non-construction projects (such as maps, brochures, and public service announcements) related to safe bicycle use. Funding is provided through an 80 percent federal and 20 percent state or local match.

The Bureau of Transportation Statistics provides a guide to CMAQ funding as part of its Internet library, see: <http://ntl.bts.gov/data/energy-env/air/00489.html>

See also the Federal Highway Administration's website regarding CMAQ:  
<http://www.fhwa.dot.gov/environment/cmaq.htm>

## **National Highway System (NHS)**

Funds may be used to construct bicycle transportation facilities and pedestrian walkways on land adjacent to any highway on the National Highway System, including Interstate highways. The facilities must be principally for transportation. Funding is provided through an 80 percent federal and 20 percent state or local match.

General information on this program is available at the Federal Highway Administration's website:  
<http://www.fhwa.dot.gov/environment/fundrec.htm>

## **Recreational Trails Program**

Funded through the Highway Trust Fund, the program is related to the Symms National Recreational Trails Act of 1991 and was originally created as the National Recreational Trails Trust Fund to provide for and

maintain recreational trails that are part of Statewide Comprehensive Outdoor Recreation Plans (SCORP). Pennsylvania's SCORP program is titled the "Pennsylvania Recreational Trails Program." Funds under this program may be used for all kinds of trail projects, including trail maintenance, acquisition and development, and for improving access to and use of trails by persons with disabilities. The Pennsylvania Department of Conservation and Natural Resources administers the program, which is described more fully below under "State Grant Programs." National mandates require that, of funds apportioned to a state, 30 percent be used for motorized trail uses, 30 percent for non-motorized trail uses, and 40 percent for diverse trail uses. The latter funds are allocated at the state's discretion, but preference is given to projects with the greatest number of compatible recreational purposes or to those that provide for innovative recreational trail corridors used for motorized and non-motorized recreation.

Information on this program is available through the Federal Highway Administration's website:  
<http://www.fhwa.dot.gov/tea21/factsheets/rec-trl.htm>

### **Federal Lands Highway Program**

Provisions for pedestrians and bicyclists are eligible under the various categories of the program in conjunction with roads, highways, and parkways. Priority for funding projects is determined by the appropriate Federal Land Agency or Tribal government. These funds are used at the discretion of a state's department of transportation. Local municipalities may petition PennDOT to obtain funding. Bicycle facilities must be principally for transportation rather than recreation. Projects are 100 percent federally funded.

A new program category for refuge roads was added to FHLP. This program provides funds that may be used by the U.S. Fish and Wildlife Service and the FHWA for the maintenance and improvement of federally owned public roads that provide access to or within a unit of the National Wildlife Refuge System. Refuge Roads funds may be used for:

- Maintenance and improvement of refuge roads;
- Maintenance and improvement of adjacent vehicular parking areas, provision for pedestrians and bicycles, and construction and reconstruction of roadside rest areas including sanitary and water facilities that are located in or adjacent to wildlife refuges;
- Administrative costs associated with such maintenance and improvements.

More information is available through the Federal Highway Administration's website:  
<http://www.fhwa.dot.gov/tea21/factsheets/fedland.htm>

### **Wetland Reserve Program (WRP)**

The WRP program, operated by the USDA Natural Resource Conservation Service (NRCS), is available to help restore wetlands on non-federal lands. Private landowners and state, county and local governments can get the cost share funds to pay 75 percent of the restoration costs by agreeing to maintain the restoration for at least 10 years. To sign up or get more information, contact the local NRCS or conservation district office. Conservation Districts are listed in the "county government" section of most phone books. In many states, they are called Soil and Water Conservation Districts.

For more information on the program, see the Farm Bill Network website: <http://www.fb-net.org/wrp.htm>

### **Save America's Treasures**

The Federal Save America's Treasures program is one of the largest and most successful grant programs for the protection of our nation's endangered and irreplaceable and endangered cultural heritage. Since

1999, Congress has appropriated more than \$200 million for the physical preservation and conservation of the nation's most significant collections, sites, structures, and buildings.

Established in 1998 with an eye toward the arrival of the new millennium the grants were created as a unique opportunity to take stock of who we are as Americans...and to assess what we want to carry into the 21st century. From the Star-Spangled Banner, to the ancient cliff dwellings at Mesa Verde National Park, to historic monuments in our hometowns, the testaments to our diverse American experience can be found in communities across the country. Unfortunately, too many of the historic sites, monuments, artifacts and documents that tell America's story are deteriorating and in danger of being lost forever. These treasures urgently require conservation and preservation to survive into the next millennium. To focus public attention on the importance of our national heritage and the need to save our treasures at risk, the White House Millennium Council teamed with the National Trust for Historic Preservation in 1998 to establish Save America's Treasures.

Dedicated to the preservation and celebration of America's priceless historic legacy, Save America's Treasures works to recognize and rescue the enduring symbols of American tradition that define us as a nation. Grants are available for preservation and/or conservation work on nationally significant intellectual and cultural artifacts and historic structures and sites. Intellectual and cultural artifacts include artifacts, collections, documents, sculpture, and works of art. Historic structures and sites include historic districts, sites, buildings, structures, and objects.

Grants are awarded to Federal, state, local, and tribal government entities, and non-profit organizations through a competitive matching-grant program, administered by the National Park Service in partnership with the National Endowment for the Arts, the National Endowment for the Humanities, the Institute of Museum and Library Services and the President's Committee on the Arts and the Humanities

For more information see: <http://www.saveamericastreasures.org/>

### **US Environmental Protection Agency - Green Building Funding Information**

Numerous sources of funding for green building are available at the national, state and local levels for homeowners, industry, government organizations and nonprofits. The US EPA provides the links to help variety of funding sources including grants, tax-credits, loans, or others.

For more information see:<http://www.epa.gov/opptintr/greenbuilding/tools/funding.htm>

## STATE GRANT PROGRAMS

Pennsylvania has five major programs supporting greenways and trails, administered by the Pennsylvania Department of Conservation and Natural Resources (PA DCNR), aside from federal transportation enhancement funds administered by the Pennsylvania Department of Transportation (PennDOT) and described in the previous section. The five PA DCNR grant programs are:

- The Keystone Planning, Implementation and Technical Assistance Program
- The Keystone Acquisition and Development Grant Program
- The Keystone Land Trust Program
- The Pennsylvania Recreational Trails Program
- The Heritage Parks Program

The Department of Conservation and Natural Resources (DCNR), Bureau of Recreation and Conservation administers grants for funding of acquisition, development, planning, implementation, and technical assistance projects through the Keystone Recreation, Park and Conservation (Keystone) Fund. These Keystone grants are administered under the agency's Community Grant Program, Rails-to-Trails Grant Program, and Rivers Conservation Grant Program.

The Keystone Fund was established by passage of the Keystone Recreation, Park and Conservation Fund Act (Act 1993-50) signed on July 2, 1993. On November 2, 1993 the voters of the Commonwealth overwhelmingly approved a public referendum incurring bond indebtedness by the Commonwealth in the amount of \$50 million to provide for the funding of nature preserves and wildlife habitats and for improvements to and expansion of state parks, community parks and recreation facilities, historic sites, zoos and public libraries. The Keystone Fund is currently supported by a 15% allocation from the State Realty Transfer Tax revenues.

PA DCNR's Recreational Trails Program provides funding to develop and maintain trails and trail-related facilities for both motorized and non-motorized recreational trail uses. DCNR's Bureau of Recreation & Conservation administers this program in consultation with the Pennsylvania Recreational Trails Advisory Board (PARTAB), which is composed of both motorized and nonmotorized recreational trail users. Funding for the Recreational Trails Program is provided to the Commonwealth through the Federal Highway Administration (FHWA) and the Transportation Equity Act for the 21st Century (TEA 21), and supplemented by state funds.

In addition, the PA DCNR uses Growing Greener funds to augment the already successful and highly requested Community Conservation Partnership grant programs. Over five years, DCNR will allocate Growing Greener funding over several existing grant programs to help more communities and organizations meet their conservation and recreation goals. The grant programs funded through Growing Greener include:

- Community Grants (also funded by Keystone 93)
- Rails to Trails Grants (also funded by Keystone 93)
- Land Trust Grants (also funded by Keystone 93)
- Heritage Park Grants

For more information on these grant programs, contact the PA Department of Conservation and Natural Resources at the central office:

Bureau of Recreation and Conservation  
Rachel Carson State Office Building  
P.O. Box 8475  
Harrisburg, Pennsylvania 17105-8475  
(717) 783-4734

Or contact the Recreation and Park Advisor for Region I at:

Southeast Regional Office (Philadelphia)  
908 State Office Building  
1400 Spring Garden Street  
Philadelphia, PA 19130  
(215) 644-0609

Also, visit the PA DCNR grants home page: <http://www.dcnr.state.pa.us/grants.htm>

## **The Keystone Land Trust Program**

Land Trust Grants provide 50 percent state funding for acquisition and planning of open space and natural areas which face imminent loss. Lands must be open to public use and the acquisition must be coordinated with the communities or counties in which the property is located. Priority is given to habitat for threatened species. Eligible applicants are nonprofit land trusts and conservancies. The funds require a 50 percent match.

Although these funds are targeted to protecting critical habitat for threatened species, many of these lands also provide key open space, greenway, bikeway, trail and heritage corridor opportunities and connections in greenway systems. Many land trusts and conservancies are undertaking greenway initiatives and are willing partners in greenway projects.

Keystone Planning, Implementation and Technical Assistance Program (PITA—DCNR)

Within DCNR's PITA Program are three separate programs of interest to the greenways and trail community:

- Community Grants
- Rails-to-Trails Grants
- Rivers Conservation Grants

Community Grants provide funds for comprehensive recreation, park and open space plans; greenway plans; site master plans for neighborhood or regional parks; peer-to-peer technical assistance to study park and recreation facilities issues; and other types of planning. Municipal governments (including counties), councils of government (COGs) and some authorities are the only eligible applicants.

Community Grants include a Circuit Rider program, a three-year position for a full-time recreation, greenway and/or park director to share services through an intergovernmental cooperative effort created by two or more municipalities. Available funding for the Circuit Rider's salary decreases gradually throughout the three-year period from 100 percent to 0 in the fourth year.

Rails-to-Trails Grants may be requested by appropriate non-profit organizations, as well as municipalities. PA DCNR funds up to 50% of eligible costs. Money is provided for rail-trail feasibility studies and master plans and for special-purpose studies, such as studies of bridges, tunnels and culverts, that may impact the conversion of a rail corridor to a trail. Site control, either through ownership or a long-term lease, is required in order to develop a master plan or special-purpose study; however, it is not a requirement for feasibility studies.

Rivers Conservation Grants are available to municipalities and appropriate non-profit organizations for conducting watershed and river corridor studies and plans, many of which include greenway and trail elements. PA DCNR funds up to 50 percent of the cost (maximum \$50,000 grant).

## **Keystone Acquisition and Development Grant Program**

The Keystone Acquisition and Development Grant Program includes three components:

- Community Grants

- Rails-to-Trails Grants
- Rivers Conservation Grants

Although these bear the same names as grant programs under the PITA grants, they are separate programs with distinct features.

Under the Community Grant Program, municipalities, COGs and some authorities are the only eligible applicants. These grants provide funding for the purchase of land for park, recreation, or conservation purposes, and the rehabilitation and development of park and recreation areas and facilities, including greenways and trails. Generally, funding is provided for up to 50% of eligible costs. Small Communities/Small Projects grants are included for municipalities with a population of 5,000 or less. Grants are limited to a maximum of \$20,000 and will provide up to 100 percent funding of material costs and professional design fees. Grants are for the rehabilitation and development of basic outdoor park and recreation facilities and minor indoor recreation renovations.

The Rails-to-Trails Grant Program is open to municipalities and non-profit organizations. Funding is provided for up to 50% of eligible costs. Grant funds may be used for acquisition of abandoned railroad rights-of-way and adjacent land for trail use and access. Funds may also be used for rehabilitation and development of abandoned rail rights-of-way and support facilities for public recreational trail use.

Under the Rivers Conservation Grant Program, funding is available to both municipalities and appropriate organizations for acquisition and development projects recommended in an approved Rivers Conservation Plan (such as those created under the PITA Program). To be eligible for acquisition or development funding, the Rivers Conservation Plan must be listed in the Pennsylvania Rivers Registry. The state will fund up to 50 percent of the project up to a maximum of \$50,000.

## **The Pennsylvania Recreational Trails Program**

In addition, the Pennsylvania Recreational Trails Program provides grants between \$2,500 and \$100,000 for a wide range of trail development categories for both motorized and non-motorized trails: maintenance and restoration of existing recreational trails; development and rehabilitation of trailside and trailhead facilities and trail linkages; purchase and lease of recreational trail construction and maintenance equipment; construction of new recreational trails (with the exception of new trails on federal land); and acquisition of easements or property for recreational trails or trail corridors. The state will provide up to 80 percent of the funding (up to a maximum of \$100,000) except for acquisition projects, which require a 50 percent match. "Soft match" (credit for donations of funds, materials, services, or new right-of-way) is permitted from any project sponsor, whether a private organization or public agency. The Commonwealth may also use up to 5 percent of its funds for the operation of educational programs to promote safety and environmental protection related to the use of recreational trails.

The Department will also give consideration to projects that provide for the redesign, reconstruction, non-routine maintenance, or relocation of recreational trails to benefit the natural environment. Project sponsors are encouraged to enter into contracts and cooperative agreements with qualified youth conservation or service corps to perform trail construction and maintenance.

Recreational Trails Program grants are available to federal and state agencies, municipal government, organizations, and even private individuals. Grant money may be used for a variety of purposes, including work on trails to mitigate or minimize the impact on the natural environment, provide urban trail linkages, and develop trail-side and trail-head facilities. DCNR has a detailed grant application manual that includes necessary application procedures, forms, worksheets, sample contracts and agreements, and as well as an environmental survey form. DCNR also provides technical assistance and training workshops for interested applicants.

In Pennsylvania, the Recreational Trails Program is administered by the Department of Conservation & Natural Resources (DCNR), Bureau of Recreation & Conservation (BRC) in consultation with the

Pennsylvania Recreational Trails Advisory Board (PARTAB), which is composed of both motorized and non motorized recreational trail users.

## **Heritage Parks Program**

Heritage Parks are large multi-county corridor and geographic areas that contain heritage elements of national or state significance related to historic industrial themes, such as oil, steel, coal, railroads, and transportation. Through public-private partnerships and a bottom-up grassroots public participation process, regional management action plans are completed to protect and enhance the natural, cultural, recreational, historic and scenic resources of the area. These resources are interpreted, packaged and promoted to create economic development opportunities based on tourism for the area.

Most of the designated State Heritage Parks, including the Schuylkill River Heritage Corridor, and those being planned include greenways, trails and river corridor projects in their regional strategies for preservation, enhancement, interpretation, education and promotion. Some of the state's best greenway corridors are found in State Heritage Parks and have benefited from funding through the program.

DCNR administers the Heritage Parks Program in conjunction with a task force of other state agencies and non-profit organizations. Annual appropriations from the General Assembly are used to fund study, planning, implementation and management projects in officially designated State Heritage Parks in the Commonwealth. Heritage Parks Grants promote public-private partnerships to preserve and enhance natural, cultural, historic and recreation resources to stimulate economic development through heritage tourism. Grants are available to municipalities, nonprofit organizations or federally designated commissions acting on behalf of the municipalities in a heritage park area. The Schuylkill River Greenway Association coordinates and administers grants for the Schuylkill River Heritage Corridor. Grants are awarded for a variety of purposes including feasibility studies; development of management action plans for heritage park areas; specialized studies; implementation projects; and hiring of state heritage park managers. Grants require a 25-50 percent local match.

## **Home Town Streets (HTS) and Safe Routes To School (SRS) Programs**

Aimed at improving Pennsylvania's quality of life, Home Town Streets and Safe Routes to School are initiatives created by Governor Rendell in 2004 to improve downtowns, neighborhoods and walking routes by providing funds for sidewalks, curbing, street lights, pedestrian safety crossings and other downtown enhancements. The program seeks to facilitate the redevelopment of traditional downtown streetscapes and neighborhood corridors and to promote improved safety conditions for children going to and from school via non-motorized means (either walking or riding a bike.)

The HTS and SRS are federally funded programs administered at the state level. Similar to the Transportation Enhancements Program, both programs are designed to fund transportation and transportation-related improvements that often would not be funded using other available transportation monies. Like the TE Program, HTS and SRS require the applicant to provide a 20% match to the 80% federal/state transportation funds set aside for the project. Both HTS and SRS are organized to make it easier for the applicant to obtain the required matching funds. Unlike TE, both HTS and SRS have a \$1,000,000 maximum project cost limit.

For Pennsylvania's Transportation Enhancements, Home Town Streets and Safe Routes To School Programs see <http://www.dot.state.pa.us/PennDOT/Bureaus/CPDM/Prod/Saferoute.nsf> or <http://www.dot.state.pa.us/pennDOT/Bureaus/CPDM/Prod/Saferoute.nsf/guidance?OpenPage>

## FOUNDATION GRANTS AND OTHER PRIVATE FUNDING

Numerous large community, family, and corporate foundations make grants to greenway and trail groups. Copies of directories of foundations can be found in local libraries. The directories provide information on each foundation's grantmaking history and philosophy. One of the most well-known directories is *Environmental Grantmaking Foundations*, published annually by Resources for Global Sustainability, Inc., which maintains a database of over 47,000 grant programs that can be searched by keywords to determine the foundations serving a particular area and type of project. The directory is available as hard copy or on cd-rom. Foundations can also be located by searching the internet. Other resources for grant information include economic development agencies and trust officers at local banks, who manage small family foundations and charitable trusts.

### American Greenways Eastman Kodak Awards

A partnership between The Conservation Fund and photo giant Eastman-Kodak has launched the American Greenways Eastman Kodak Awards (formerly the American Greenways DuPont Awards). The program provides small grants of \$500 to \$2,500 to groups and individuals planning and designing greenways throughout the United States. Grants can be used to cover planning, technical assistance, legal or other costs associated with greenway projects. Grants may not be used for academic research, general institutional support, lobbying, or political activities.

The deadline for submitting applications is June 1, and awards will be presented in early fall. To receive an application form contact: The American Greenways Program c/o The Conservation Fund, 1800 North Kent Street, Suite 1120, Arlington, Virginia 22209 or visit their website: [www.conservationfund.org](http://www.conservationfund.org).

### Bike Belong Coalition Grants Program

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 <http://bikesbelong.org/site/page.cfm?PageID=21> 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.

### Delaware Valley Regional Planning Commission Transportation and Community Development Initiative Grants

The TCDI program is intended to assist in reversing the trends of disinvestment and decline in many of the region's core cities and first generation suburbs by:

- Supporting local planning projects that will lead to more residential, employment or retail opportunities;
- Improving the overall character and quality of life within these communities to retain and attract business and residents, which will help to reduce the pressure for further sprawl and expansion into the growing suburbs;
- Enhancing and utilizing the existing transportation infrastructure capacity in these areas to reduce the demands on the region's transportation network; and
- Reducing congestion and improving the transportation system's efficiency.

Information on their grants programs can be located at the DVRPC website <http://www.dvrpc.org/planning/tcdi.htm>

## Home Depot Foundation

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.

Just like The Home Depot, the Foundation relies on the participation of many corporate partners. Many of the vendors who help fill the company's shelves are also contributing their dollars to help The Home Depot Foundation build better communities. These companies share our vision for stronger, healthier, more sustainable neighborhoods in all the communities we serve.

The Home Depot Foundation mission is to build affordable, efficient and healthy homes while promoting sustainability by supporting nonprofit organizations with funding and volunteers.

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.

The Home Depot's core purpose is to improve everything we touch, including the communities where we live and work. The Home Depot Foundation, The Home Depot and the many suppliers who contribute to the Foundation recognize the importance of giving back to our communities by engaging associates in meaningful volunteer activities. We believe it is a shared responsibility to enhance our communities and protect the environment. Preference will be given to grant requests that offer volunteerism opportunities and encourage community engagement.

Specifically, our Foundation supports organizations that have demonstrated success within one of the following program areas:

- Affordable Housing, Built Responsibly
- Healthy Community and Wildland Forests

For more information see: <http://www.homedepotfoundation.org/>

## Green Building Pages

The Green Building Pages website is a sustainable building materials database and design tool for the environmentally and socially responsible designer, builder and client.

Information of numerous "green" funding and grant opportunities is listed on their "Links & Resources" page under "Funding & Partnerships": [http://www.greenbuildingpages.com/links/weblinks\\_fund.html](http://www.greenbuildingpages.com/links/weblinks_fund.html)

## Green Communities

Green Communities is a five-year, \$555 million initiative to build more than 8,500 environmentally healthy homes for low-income families. Created by Enterprise in partnership with the Natural Resources Defense Council, Green Communities will transform the way America thinks about, designs, and builds affordable communities. The initiative provides grants, financing, tax-credit equity, and technical assistance to developers who meet Green Communities Criteria for affordable housing that promotes health, conserves energy and natural resources, and provides easy access to jobs, schools, and services.

For more information see: <http://www.enterprisefoundation.org/resources/green/index.asp>

## **Kresge Foundation Green Building Initiative**

Encouraging nonprofit organizations to consider building green

The Foundation's Green Building Initiative, launched in 2003, is intended to increase the awareness of sustainable or green building practices among nonprofits and encourage them to consider building green. Upfront planning and an integrated design process are necessary to achieve the full benefits of a green building. The Initiative offers educational resources and special grants to help nonprofits during this planning phase.

The Initiative's Planning Grant program encourages nonprofits working in the arts, health, and human service areas to consider green for the first time. Grant guidelines in this program encourage environmentally-focused organizations to innovate, creating new models of sustainable design. Planning grants are available in amounts from \$25,000 to \$100,000.

The Initiative's LEED Bonus Grant program for grantees in the Capital Challenge Grant Program is closed with a total of \$7,200,000 committed to 42 nonprofit organizations. These organizations will receive bonus grants of \$150,000 or \$250,000 when their projects became LEED certified by the U.S. Green Building Council (<http://www.usgbc.org>).

The Foundation also makes available a series of educational materials designed specifically for nonprofits, helping you understand the green approach and consider it next time you build. Download the brochures at right.

For more information visit The Kresge Foundation

<http://www.betterbricks.com/custom/popupframeset.aspx?URL=http://www.kresge.org>

## **Lowe's Charitable and Educational Foundation (LCEF)**

Founded in 1957, the Lowe's Charitable and Educational Foundation (LCEF) has a long and proud history of contributing to grassroots community projects. LCEF awards more than \$3 million annually to diverse organizations and schools across the United States where Lowe's operates stores and distribution centers. The Foundation's primary philanthropic focus areas include K-12 public schools and non-profit community-based organizations.

Additionally, Lowe's is a proud supporter of Habitat for Humanity International, American Red Cross, United Way of America, and the Home Safety Council, and numerous other non-profit organizations and programs that help communities across the country. Lowe's also encourages volunteerism through the Lowe's Heroes program, a company-wide employee volunteer initiative.

For more information on all these programs please visit <http://www.Lowes.com/community>.

## **New England Foundation for the Arts Art & Community Landscapes Grant Program**

The Art & Community Landscapes is an artist-in-residency program created by the National Park Service, National Endowment for the Arts, and the New England Foundation for the Arts. It is intended to support public art that will become a catalyst for environmental awareness and stewardship in selected communities.

Each year two sites are pre-selected by a panel process to serve as the artist-in-residence sites. Each project site has an accompanying partner organization that will work with the selected artist to help implement their project and make connections in the local community. In 2005 these were the Allston Brighton Lincoln Street Green Strip, Boston, Massachusetts and RiverPlace on the Schuylkill River Water Trail, Reading, Pennsylvania.

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James C. Campbell AIA • Robert P. Thomas AIA • Partners

Interested artists and artist teams should submit an application packet to NEFA. When applying for an ACL grant, artists choose from the list of available project sites and indicate their preferred project site on their application.

For more information see: [http://www.nefa.org/grantprog/acl/acl\\_grant\\_app.html](http://www.nefa.org/grantprog/acl/acl_grant_app.html)

### **Tourism Cares' Worldwide Grant Program**

Tourism Cares supports projects or programs with the goal of capital improvements that serve to protect, restore, or conserve sites of exceptional cultural, historic, or natural significance; or the education of local host communities and the traveling public about conservation and preservation of sites of exceptional cultural, historical, or natural significance.

A vital part of Tourism Cares' mission is to distribute grants to worthy tourism-related cultural, historic and natural sites around the world. To accomplish this, Tourism Cares administers two types of grant programs:

- 1) The **Worldwide Grant Program** (by application) and
- 2) The **Special Grant Programs** (by internal selection), such as the Globus American Icons or the Gulf Coast Restoration Grant Programs.

For more information see: <http://www.tourismcares.org/Grants.aspx>

### **National Trust for Historic Preservation Partners in Tourism**

Cultural heritage tourism is traveling to experience the places and activities that authentically represent the stories and people of the past and present. It includes historic, cultural and natural attractions.

The website (<http://www.culturalheritagetourism.org/aboutUs.htm>) has been developed as a resource for organizations and individuals who are developing, marketing or managing cultural heritage tourism attractions or programs. These cultural heritage tourism "practitioners" can come from a variety of fields—tourism, historic preservation, the arts, humanities, museums, economic development, main street, heritage areas, and many other fields. Practitioners can include non-profit organizations, government entities, federal agencies and coalitions formed to bring these and other partners together. While the variety of different partners contribute to the richness of cultural heritage tourism, it can also make it more difficult to track down resources and how-to information.

This electronic clearinghouse includes information provided by many different members of Partners in Tourism, a coalition of the national organizations and agencies with an interest in cultural heritage tourism. For those just getting started, there are guiding principles and how-to steps for launching a new effort. The success stories featured here will both inspire and inform, and the resources section includes key contacts in virtually every state as well as national resources for funding, technical assistance and other programs.

The links to the partner organizations may provide information on additional cultural tourism funding/grant opportunities.

### **Pew Charitable Trusts**

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.

More information on the Pew Charitable Trusts grants programs is available on their website:  
<http://www.pewtrusts.com/grants/>

### **Recreational Equipment, Incorporated (REI) Conservation and Recreation Grants**

REI awards conservation grants to organizations for the protection and enhancement of natural resources for use in outdoor recreation. Small grants of up to \$5,000 are offered to accomplish the following:

- Preservation of wildlands and open space
- Advocacy oriented education for the general public about conservation issues
- Building the membership base of a conservation organization
- Direct citizen action campaigns on public land and water recreation issues
- Projects working to organize a trails constituency or to enhance the effectiveness of a trails organization's work as a trails advocate at the state or local level

In addition to preserving and protecting the environment, REI also encourages people to get outdoors for recreation. Outdoor recreation grants support projects that do the following:

- increase access to outdoor activities
- encourage involvement in muscle-powered recreation
- promote safe participation in outdoor muscle-powered recreation and proper care for outdoor resources

More information can be found at REI's website: [http://www.rei.com/reihtml/about\\_rei/grants.html](http://www.rei.com/reihtml/about_rei/grants.html)

### **Surdna Foundation**

This foundation is a national leader in funding greenway efforts and have funded the Florida Statewide Greenways Program. Surdna supports government, private and volunteer actions that produce a sustainable environment. They encourage the restoration of suburban and urban environments by public and community involvement in education, planning for and advocating environmental appreciation. One area of focus is alternative transportation, particularly reducing vehicle miles traveled and maximizing accessibility over mobility.

Information on their grants programs can be located at the Surdna website:  
<http://www.surdna.org/programs/>

# Appendix I

# HISTORIC INFORMATION HANOVER-GETTYSBURG TRAIL

## Hanover, PA

Hanover was settled in the 1730s by German immigrants. Named for the German city of Hanover, it was incorporated as a borough in 1815. Located by the rich agricultural valley of the Susquehanna River, Hanover soon became an important commercial, industrial, and cultural hub in south central PA. In the past, its industries included the making of cigars, gloves, silks, water wheels, flour, shirts, shoes, machine-shop products, furniture, wire cloth, and ironstone grinders. All of these activities made Hanover a center of transportation linked by roads and railroads

In the 20th century food packing and the processing of the area's agricultural bounty became a staple of Hanover's commerce. Hanover Foods Corporation is the largest independently-owned food processor in the eastern United States producing millions of cases of frozen, canned, refrigerated, fresh, glass-packed, and snack food items each year. Since its founding in 1924, Hanover Foods Corporation has been an active leader in the growing, processing, packaging, marketing and distribution of an amazing variety of food products. meeting consumer demands in the retail, food service, fresh home meal replacement, private label, military, club store and industrial venues.



York county has been called the "snack-food capital of the Eastern seaboard" with Hanover as its leading light.

Snyder's of Hanover traces its roots to two different companies. In 1909, Harry V. Warehime founded the Hanover Pretzel Company, which later became Hanover Foods Corporation, and in 1923, Helen and William Snyder founded a separate pretzel bakery and distributor. The companies came together in the early 1960s, when Hanover purchased Snyder's and rechristened the division Snyder's of Hanover, a bakery and snack food distribution company specializing in pretzels--reflecting the area's German heritage. Its products are sold throughout the United States, Canada, many European nations, southeast Asia, and in the Middle East. The bakery offers no fewer than 20 varieties of traditional pretzels plus pretzel pieces, coated pretzels, multi-grain pretzels, potato chips, cheese curls and other snack foods.



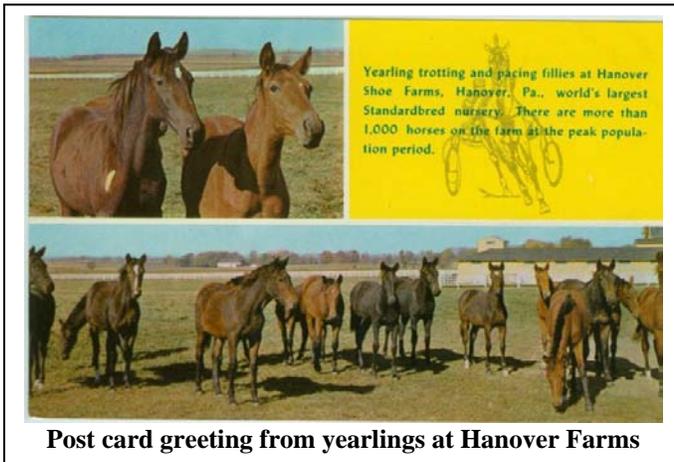
Utz Quality Foods, Inc. makes a variety of snack foods, including potato chips, pretzels, and cheese curls. In 1921 Bill and Salie Utz started their company to make the freshest potato chip possible. Even today freshness is paramount, Utz does not ship their potato chips to any store that cannot be reached in a single day and they only ship them by truck. Thus, Utz chips are only available in a roughly 400 mile radius of Hanover, PA. One can, however, order the chips from their online store. Utz sells other types of snack foods, such as pretzels and cheese curls, in a wider range of states.

Both Snyder's and Utz offer self-guided factory tour and factory outlet centers. Walking or biking the trail will help to keep those extra pounds off after you sample the local wares.

## Hanover Farms/Hanover Shoe Farms

In the early 1900s Harper D. Sheppard and Clinton N. Myers, who had rescued the Hanover Shoe Company from oblivion, had no grandiose plans when they formed the Hanover Shoe Stables. Buy or breed a few standardbreds, race them on the Pennsylvania Fair Circuit, maybe send a colt on to the Grand Circuit if one of that caliber came along.

It remained for Sheppard's son, Lawrence Baker Sheppard, a junior partner in the venture to supply the drive, the fire, the vision, to transform the stables into the Hanover Shoe Farms, the world's leading and largest standardbred breeding establishment. The transformation began in 1922. But it was in 1926, when Lawrence Sheppard boldly bought a 69-horse package from the estate of A.B. Coxe, that Hanover truly burst upon the national scene. In one fell swoop, the stable became "the largest combined breeding and racing establishment in the world," according to Trotter and Pacer, a leading racing journal of the day.



Post card greeting from yearlings at Hanover Farms

Hanover's lone all-purpose barn was hardly adequate to house the Coxe horses, however, and expansion was imperative. Soon there were a stallion barn, three broodmare barns, and dozens of paddocks and pastures spread across some 600 acres of rich and rolling Southeastern Pennsylvania farmland. In a little more than 50 years, the Hanover Shoe Farms grew from a single building on limited acreage on the southeastern limits of Hanover, Pennsylvania, to a conglomerate of 27 farms, 3,000 acres, 1,200 horses at the peak season, 40 barns, 35 houses and apartments, and more than 100 employees.

Over the years the colts bred at Hanover Farms have had, and continue to have, a profound impact upon the sport of harness racing creating generations of stellar bloodlines and prize-winning champions whose purses total in the hundreds of millions.

The farm is open to visits by the public, 7 days a week during daylight hours. All tours are self-guided. If you come between the hours of 8:00 a.m. - 4:00 p.m. members of our staff may be available to answer your questions regarding the farm and/or the horses. Two of the 4 main barns are open to the public. Two of the main barns house the stallions, the other two are for the mares and their foals. The best time to see the mares and their foals up close is in the spring.

## Hanover & Littlestown Railroad

Part of the trail will follow the bed of the Hanover & Littlestown Railroad. Railroads. The first survey of the Hanover & Littlestown Railroad was made by Civil Engineer J. S. Gitt, in November, 1855. Construction began with speeches and bands on July 4, 1857, and the first trains were run just a year later on July 1, 1858. This road was operated for a number of years after its completion by the

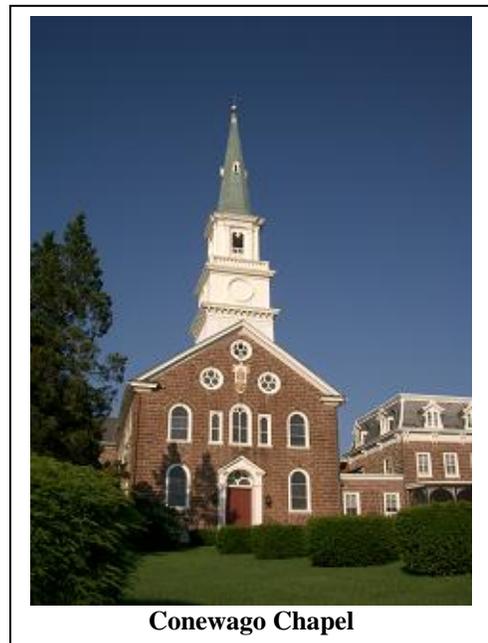
Gettysburg Railroad until it was taken over by the Pennsylvania Railroad. Although no structures associated with the railroad remain, the trail will pass by several of the former stations where the train stopped on a regular basis. Markers could be installed at these points discussing the history of the line.

### **Conewago Creek/Tri-County Conewago Creek Association**

The part of the trail goes through the watershed of the Conewago Creek. Conewago is an Indian word (either Delaware or Iroquois) meaning "at the place of rapids" (Conewaugha). In recent years, residents of the watershed noticed a continued decline in the health of the Conewago and its tributaries. In November 2001, a small group of local citizens sought to take matters into their own hands. They began to talk about the formation of a watershed group for the Conewago Creek. The group met with members of the Doc Fritchey Chapter of Trout Unlimited, as well as watershed specialists from the Department of Environmental Protection and Lancaster County Conservation District. Key support was also provided by the Donegal Chapter of Trout Unlimited and the Conservation Districts for Lebanon and Dauphin Counties. The group organized quickly and by April 2002, the Tri-County Conewago Creek Association was incorporated as a Pennsylvania nonprofit corporation with a mission statement, and had elected eleven directors to lead the group. TCCCA's membership has continued to grow as have their many activities to promote the health and enjoyment of the watershed. In the future, TCCCA will continue to work with landowners throughout the watershed to make stream improvements on their property by stabilizing eroded stream banks, fencing and planting trees along the creek, and conducting educational and public outreach initiatives.

### **Conewago Chapel**

Jesuit Missionaries from in the Conewago area in the early 1700s. Father Joseph Greaton was given charge of the entire Pennsylvania mission in 1720. From old Saint Joseph's Chapel in Philadelphia, Father Greaton was the first priest to travel the mission route to Conewago in Adams County. From the home of Robert Owings in Conewago, Father Greaton offered Mass secretly as early as 1721, but the founding date for the parish is 1730. By 1741, a log chapel was completed by Father William Wappeler, another German Jesuit and by 1741 had established their presence at Conewago Chapel. Missionary activity spread from this Chapel and it became a center of the Catholic Faith in South Central Pennsylvania and Central Maryland. By 1790, when John Carroll became the Bishop of Baltimore in the new country's first diocese, Conewago was a flourishing parish with over a thousand members. The oldest part of the current structure dates from 1787, making it oldest stone Catholic churches in the country. In 1962, in recognition of its long and distinguished record of service, Pope John XXIII designated the chapel as The Basilica of the Sacred Heart of Jesus. The structure was added to the National Register of Historic Places in 1974.



**Conewago Chapel**

## **Diggs Choice and Murder of Dudley Diggs**

In 1732, John Diggs, sometimes spelled Digges, received a grant for 10,000 acres of land by the State of Maryland; the parcel would shortly come to be known as "Digg's Choice" (now part of Adams County.). The boundary between Maryland and Pennsylvania was the subject of a sometimes fierce dispute throughout the early 18th century. The description of the boundaries in the grants from King Charles II to the Calvert Family (for what they would call Maryland in 1632) and Penn family (for what they would name Pennsylvania in 1682) did not match causing a great deal of confusion.

The Calverts and Penns eventually took the matter to the British court and England's chief justice declared in 1750 that the boundary between southern Pennsylvania and northern Maryland should lie 15 miles south of Philadelphia. Two expert surveyors, Charles Mason and Jeremiah Dixon, were recruited from England and began the job of surveying the boundary between the two colonies in 1763. Today the line they surveyed bears their names and is what would become regarded as the boundary between the North and the South

However, back in the 1730s, Diggs claimed his land was in Maryland. Pennsylvania authorities were also granting claims to the same land, and there were several disputes over who had actual title. During a heated discussion in 1752, Martin Kitzmiller shot and killed Dudley Diggs the son of John Diggs. Kitzmiller went to trial in Pennsylvania where the court accepted his plea that the shooting was accidental. Kitzmiller's Mill, the site of the historic murder sat along the Monocacy Road on Conewago Creek, just south of the proposed trail.

## **Conewago Settlement**

The trail will be passing through the area of the earliest European settlements west of the Susquehanna River. Beginning in the 1730s the area know as the Conewago Settlement, now part of south-western York and southeastern Adams counties the region, was home to predominately German immigrants. The Lutheran congregation in the Conewago Settlement (now St. Matthew's in Hanover) was organized in 1743 and built its first church in that year. Then by 1747, a Reformed congregation had been organized, today it is the Christ United Church of Christ, east of Littlestown. Their original graveyard is one of the earliest in Adams County.

## **The Monacacy Road**

Route 194 which runs from Hanover to Littlestown just south of the proposed trail, is part of the old Monacacy Road which was laid out in the 1740s. It is the oldest road in Adams County and is said to follow an old Indian trail. About 800 continental soldiers under the command of General Mad Anthony Wayne passed over this road on May 27, 1781 on there way to join the forces at Yorktown Virginia, and George Washington passed over this road on July 21, 1791 while en route from Mount Vernon to Philadelphia.

## Campsite of the 12th Army Corps

On the afternoon of June 30, 1863, more than 10,000 men of General Henry Warner Slocum's 12th Army Corps, Army of the Potomac, encamped in the fields just east of Littlestown. That morning part of the Union cavalry had passed along the road from Littlestown to Hanover where they became engaged with elements of General J.E.B. Stuart's Confederate Cavalry. There were several small skirmishes along the road between the two towns, and the 12th Corps formed a skirmish line in the fields and were held in readiness all evening. The next morning they backtracked to Littlestown and marched towards the town of Gettysburg to begin the bloody three-day battle.

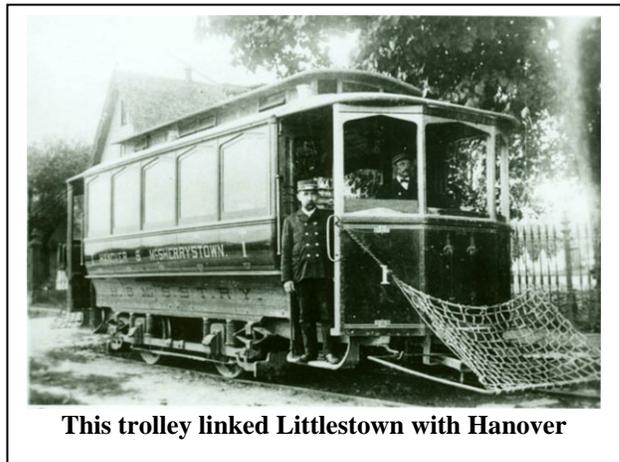
## Littlestown

In 1760 Peter Klein (1724-1773) purchased a 311-acre tract of land from the Penn family in Germany Township. In 1765 he laid out "Kleina Stedtle" (in English "Little's Town"). Klein (also known by the Anglicized surname Little) wanted the town to be called Petersburg. For a period of time it was known as both Petersburg and Little's Town, but by 1795 after being too often confused by another Petersburg in nearby Maryland it was officially named Littlestown.

An important early event in the community's history came in 1769 when Baltimore-Shippensburg Road was laid out, eventually it became known as the Littlestown (or Petersburg)-Gettysburg Turnpike. This made Littlestown an important stop for those who drove from Pittsburgh to Baltimore. It was the last stop before entering Maryland. Littlestown was thus a cross-roads town with the Baltimore-Pittsburgh route crossing the Monacacy Road from Frederick to Wrightsville and the Susquehanna River. With the coming of the railroad in 1857 came new lots, two warehouses and a new hotel.

As already mentioned, Littlestown was touched by the Civil War just before the Battle of Gettysburg. After the battle, hundreds of wounded soldiers were brought in ambulances from Gettysburg and placed on the railroad cars at Littlestown. The land around the town was used as camping grounds by the soldiers and many fences were burned, crops destroyed, livestock confiscated, and fields damaged.

But Littlestown recovered and shortly thereafter, in February 1864, was incorporated as a Borough by the Court of Adams County. Throughout the 19th and 20th centuries Littlestown served the needs of the area farming families as a commercial, industrial, cultural, and transportation hub.



## Alloway Creek

The trail will follow the Alloway Creek west of Littlestown. The creek marks the western boundary of Germany Township in Adams County.

## Mount Joy Meteorite

In 1887, while digging a hole to plant an apple tree in a field just north of the village of Two Taverns, Jacob Snyder discovered an unusual looking rock. Suspecting that it was something extraordinary he had it examined. It was decided that it fell to earth during a well-recorded meteor storm that hit the area in 1833. Originally weighing 847 pounds, it is said to be the largest meteor ever found east of the Mississippi River and the 3rd largest discovered in the United States. Snyder quickly sold his discovery to a private collector before anyone had a chance to understand the magnitude of his discovery. It was cut into pieces and sold off. The largest portion, weighing close to 500 pounds, is currently on display at the Museum of Natural History in Vienna, Austria. The trail passes directly through the area of the 1833 meteor shower.

### **Murder of Henry Hagey**

Just south of the Village of Two Taverns the trail passes by the site of a gruesome murder. On June 23, 1817, James Hunter hit Henry Hagey in the back of the neck with a scythe, inflicting a mortal wound. Hunter, who was drunk during the attack, was arrested and placed in jail. At trial he was represented by a young lawyer Thaddeus Stevens. Unfortunately for Hunter, he was found guilty and hanged at the gallows on January 3, 1818, earning him the notorious distinction of having been the first person executed in Adams County.

Stevens eventually served three terms as a U.S. Congressman representing Pennsylvania's 8th & 9th districts. The first term was from March 1849 to March 1853 and the latter two were from March 1859 until his death on August 11, 1868. It was during the second period that he became one of the most powerful members of the U.S. House of Representatives. Stephens, along with Massachusetts Senator Charles Sumner, was the prime leader of the Radical Republicans during the American Civil War and Reconstruction.

### **Borough of New Oxford**

New Oxford, "the little Town with the Beautiful Circle," derived its name from an ox-head sign at an old inn near a creek ford. The word "New" was added to make a distinction between a similar town in Chester County, PA.

New Oxford was laid out by Henry Kuhn in 1792 as "Oxford-Town". The lots were offered by lottery at \$10.00 per ticket. This quaint little town a borough on August 20, 1874, was once a popular stopping place for wagons and stagecoaches on their way to and from Pittsburg and Philadelphia. Early in the 19th century Dr. M.D.G. Pfeiffer founded the New Oxford College and Medical Institute, more familiarly known as Dr. Pfeiffer's College, which flourished until after the Civil War.

New Oxford lies about seven miles northwest of Hanover. It is built around a central circle at the intersection of US Route 30/The Lincoln Highway and Hanover Street. Surrounded by well cultivated countryside and rolling pasture lands, the borough offers tree-lined streets and many historically significant 18th- and 19th-century homes which have been carefully restored by their owners. Five of these homes are now charming Bed & Breakfasts.

New Oxford is known to collectors as "The Antiques Capital of Central Pennsylvania". One of the richest sources of early Americana, treasures await the careful connoisseur from the over 500 dealers

who call New Oxford home. The Chamber of Commerce sponsors an Annual Antique Market/Arts & Crafts Show the third Saturday in June which is one of the largest of its kind in the east.

### **Gettysburg Railroad Station at Guldens**

The Gettysburg was opened in 1858 when construction was completed on a line that was extended eastward from Hanover, Pennsylvania. The railroad was realigned in the early 20th century due to the increased traffic hazard that it created in crossing the modern Rt. 30 between Gettysburg and New Oxford. An abandoned stretch of railroad can still be seen south of Rt. 30 at Guldens Station, one of its original stops. In the 1880s the Gettysburg Railroad became part of the Western Maryland System and the line was extended westward to Ortanna, PA, and eventually south into Maryland.

It was the massive web of railroads, mostly of compatible rail width, that gave the North a major advantage over the Confederacy during the Civil War. Railroads enabled the Union to bring its industrial might to the battlefield. In June of 1863, Pennsylvania Militiamen were brought over this line to defend the approaches to Gettysburg and following the battle this line was used to bring supplies to the hospitals on the battlefield and to evacuate the wounded to largest hospital in York and Harrisburg. On November 18, 1863, Abraham Lincoln passed over this road on his way to Gettysburg where he delivered his famous address the next day at the dedication of the Soldiers' National



**Guldens Warehouse/Station on Low Dutch Road**

Cemetery. Today a warehouse in Guldens marks the location where the original 1858 alignment of the railroad crossed the Low Dutch Road. The original warehouse at that spot was burned by Confederate soldiers, on June 27, 1863 on their march from Gettysburg to York prior to the battle.

### **Gettysburg National Military Park/East Calvary Battlefield Site**

One proposed route of the trail will cross Gettysburg National Military Park's East Calvary Battlefield, three miles east of Gettysburg. While Confederate General Longstreet was marshalling his forces for the grand infantry charge on July 3, Rebel General J.E.B. Stuart led the cavalry brigades of Chambliss, Jenkins (under Col. Ferguson), Hampton, and Fitz Lee out the York Pike for 2 1/2 miles, and then south, in an attempt to get in the Federal rear to support any breakthrough that might be accomplished by Longstreet. In the rolling fields between the York and Hanover roads just east of Gettysburg, elements of Stuart's force encountered four brigades of Federal cavalry under the command of Brig. Gen. David M. Gregg. A fire-fight developed in the area surrounding the Rummel barn, which continued for about an hour without any either side succeeding in besting the other. Finally, at 3:00 p.m., Stuart organized a massive charge, launched from Cress Ridge south toward the Hanover Road. Gen. Gregg ordered the 1st Michigan, part of the brigade of Gen. George A. Custer, to countercharge the Confederates, with assistance from the 7th MI, 3rd PA, and 1st NJ Cavalry regiments, flanking the enemy on both sides. Capt. Miller of the 3rd PA described the collision of the two forces as like "falling timber, so sudden and violent that many of the horses were turned end over end and crushed their riders beneath them." The

Confederate column lost momentum and was forced to retreat to Cress Ridge. Stuart's purpose in moving to the rear of the Federal army had been foiled.

## **Civil War Hospitals & Burials**

Few parts of Adams and York Counties can be traversed without being touched by one of the great conflicts in American history. Fought over the first three days of July 1863, the Battle of Gettysburg was one of the most critical engagements of the Civil War with the fate of the nation hanging in the balance. The events of July 1, 2, and 3, are now referred to as the "High Water Mark of the Confederacy"; it was the culmination of the second and most ambitious invasion of the North by General Robert E. Lee and the "Army of Northern Virginia". The "Army of the Potomac", the Union army that had long been the nemesis of Lee, met the Confederate invasion at the crossroads town of Gettysburg and though it was under a new commander, General George Gordon Meade, the northerners fought with a desperation born of defending their home territory. The Union victory at the Battle of Gettysburg resulted in Lee's retreat to Virginia and an end to the hopes of the Confederacy for independence.

In the aftermath of the battle, every farm field was a graveyard and every church, public building and even private homes were hospitals. Medical staff were strained to treat so many wounded scattered about the county. To meet the demand, Camp Letterman General Hospital was established east of Gettysburg where all of the wounded were eventually taken before transport to permanent hospitals in Philadelphia, Baltimore and Washington. Union surgeons worked with members of the U.S. Sanitary Commission and Christian Commission to treat and care for the over 20,000 injured Union and Confederate soldiers that passed through the hospital's wards, housed under large tents. By January 1864, the last few remaining patients were gone and so were the surgeons, guards, nurses, tents and cookhouses.

Prominent area residents became concerned with the poor conditions of soldiers' graves scattered over the battlefield and at hospital sites, and pleaded with Pennsylvania Governor Andrew Curtin for state support to purchase a portion of the battlefield to be set aside as a final resting place for the defenders of the Union cause. Gettysburg lawyer David Wills was appointed the state agent to coordinate the establishment of the new "Soldiers' National Cemetery", which was designed by noted landscape architect William Saunders. Removal of the Union dead to the cemetery began in the fall of 1863, but would not be completed until long after the cemetery grounds were dedicated on November 19 of that year. The dedication ceremony featured orator Edward Everett and included solemn prayers, songs, and dirges to honor the men who died at Gettysburg. Yet, it was President Abraham Lincoln who provided the most notable words in his two-minute long address, eulogizing the Union soldiers buried at Gettysburg and reminding those in attendance of their sacrifice "to the cause for which they gave the last full measure of devotion."

## **Battle of Hunterstown, July 2, 1863**

*"The old town is still filled with the charm of a late 1700's hamlet, untouched thus far by modern development. Quaint homes and settings undisturbed, harkening back to another time include Kilpatrick's Headquarters at the Grass Hotel, the John Tate House, Barn & Blacksmith Shop where George Washington shod his horse's shoes in October 1794. One of the Tate sheds even bears artillery*

*shell marks left from the cavalry battle in 1863. The Great Conewago Presbyterian Church is another impressive structure from the period, made of stone, and documented as a Confederate Hospital. Each of these dwellings adds so much to the historic time capsule that is Hunterstown, Pennsylvania."* Troy Harman, NPS Ranger & Historian, 2005

Just south of Hunterstown, in the vicinity of today's Reliant Energy Building, there was a minor cavalry engagement on July 2, 1863, during the Gettysburg Campaign. At dawn, the Union Army of the Potomac had deployed near Gettysburg in the general shape of a fishhook, with elements of the VI Corps and the cavalry posted elsewhere to protect the flanks and to look for Rebel activity, particularly J.E.B. Stuart's cavalry. Stuart arrived at Robert E. Lee's headquarters between 12:00 p.m. and 1:00 that afternoon, and about an hour later Wade Hampton's exhausted brigade arrived. Stuart ordered Hampton to take a position to cover the left rear of the Confederate battle lines. Hampton moved into position astride the Hunterstown Road four miles northeast of Gettysburg, blocking access for any Union forces that might try to swing around behind Lee's lines.



Two brigades of Union cavalry from Judson Kilpatrick's division under George Armstrong Custer and Elon J. Farnsworth were probing for the end of the Confederate left flank. Custer collided with Hampton on the road between Hunterstown and Gettysburg. In the swirling fighting, Custer fell under his wounded horse as Confederates approached. He was saved only by the timely intervention of his bugler, Norville Churchill. Hampton wanted to escalate the action, positioning most of his brigade along a ridge in readiness to charge Custer's position. At that stage, Elon Farnsworth arrived with his brigade. Hampton did not press his attack, and an artillery duel ensued until dark when Hampton withdrew towards Gettysburg.

The eastern portion of the battlefield has been lost through recent development of a power plant. The remainder lies in private hands. A small plaque in the village of Hunterstown commemorates the nearby fighting.

# Appendix J

[Click here to go back to search results.](#)

## Evening Sun, The (Hanover, PA)

May 16, 2007

**Section:** News

### How to make an Adams County bike trail

*ASHLEY ADAMS Evening Sun Reporter*

Pat Naugle likes to bike on old country roads. So when the Gettysburg resident and avid biker was asked to suggest a possible route for a rail trail connecting Gettysburg to Hanover, he included as many country roads as he could.

Bonneauville Mayor John Kulp likes to kayak. His suggested route included a kayak launching site on the Conewago Creek.

Kulp and Naugle were among 67 residents, municipal officials, state representatives and county commissioners who attended a public workshop held by the York County Rail Trail Authority this month in an attempt to gather public input on a proposed rail trail route.

"We are looking at where people want to go and what they want to use the trail for," said Robert Thomas of the Philadelphia consulting firm Campbell Thomas & Co. "We are looking at all different strategies on how this can happen."

Plenty of ideas

The York County Rail Trail Authority, in conjunction with Healthy Adams County, hired the consulting firm in November to lead a study evaluating potential routes between the two municipalities, said Gwen Loose, project coordinator.

The purpose of the study is to identify one preferred route, and possibly one alternative route, for a trail connecting Gettysburg to Hanover.

Maps of the area were handed out to all the people who attended the public workshop. They were asked to draw what they thought would be a good route between Gettysburg and Hanover.

Kulp said the route he suggested was the most direct route in the north from New Oxford to Table Rock Road.

Naugle marked down several possibilities, like a route down Route 97.

He would really like to see a big loop between the two towns, with a northern and southern extension.

The most direct route, Naugle said, is Route 116, but he didn't suggest the consulting firm consider that for the rail trail.

"Route 116 would be good, but it's a death trap right now," Naugle said. "There aren't any shoulders on the road for people to walk or bike. It needs to be upgraded."

Hanover Borough Councilwoman Deb Hoff said she is a proponent of history trails and wants historic sites in Hanover included in their portion of the rail trail.

Adams County Historical Society Historian Tim Smith said he would like to see the rail trail authority use the abandoned Hanover-Littlestown trolley trail that runs through Conewago Township included in the route.

Thomas said his firm got a good response and a huge pile of maps from the workshop. He will start compiling the suggested routes and has already been in the area scouting out places people suggested.

Thomas said certain areas, like Gettysburg National Park, will definitely be included. He has already met with park officials to discuss some trails at the battlefield that can be used for the rail trail.

The firm is also looking at other potential sites, such as utility rights of ways, stream valleys and edges of farm lands, as good areas to put a rail trail through. Thomas said quiet country roads would also be good, as long as developments aren't in the works around those areas.

## Document Delivery

## Practical issues

Thomas said he is familiar with the Gettysburg, Hanover and surrounding areas because he has been hiking and biking locally for many years.

The most important thing, Thomas said, is that just about everybody is on board with the idea.

"Everybody thought it was a wonderful idea," Thomas said. "Some people did have some concerns about talking to property owners who might be affected or not already having established rail beds."

Naugle said he is excited about the idea because he does a lot of bike riding.

"I think it could be excellent," he said. "It would help people who are afraid to ride bikes on roads. You wouldn't have to worry about dodging traffic."

Kulp likes to bike, hike and kayak. He likes the rail trail idea, but has to discuss it with Bonneauville Borough Council members first.

"I'll tell council and see their reaction," he said. "But it's going to be a long time coming. The money isn't there right now."

Thomas said his firm will finish interviewing officials from different municipalities and organizations, along with property owners, and start to develop several alternate routes. Once that is done, Thomas said he will come back to the area to hold another public workshop to get feedback on his suggestions.

The study should be done sometime in the fall, Thomas said.

Cost of the study is \$36,000, with funding being provided by grants from the state departments of Conservation and Natural Resources and Economic and Community Development, and the York County Community Foundation and the foundation's Charles and Alma Diehl Family Fund.

Because the idea is in its infancy, an estimated cost for construction of the trail has not been calculated.

The larger version of the entire project is a Grand History Loop Trail. The loop includes a trail connecting Hanover to York, an effort that's in the planning stages.

With the Grand History Loop, the Hanover Trolley Trail will extend to Gettysburg, turn south and run through Emmitsburg and Frederick, Md., and hook up with the C&O Canal Trail, which leads to Washington, D.C.

That trail, in turn, connects to the Washington, Baltimore and Annapolis Recreational Trail and the Northern Central Rail Trail, which links with the York County Heritage Rail Trail.

The loop will include 185 miles of trail when finished.

About 100 miles of the trails are already built.

Contact Ashley Adams at [aadams@eveningsun.com](mailto:aadams@eveningsun.com).

[Photo: This stretch near Marsh Creek could be part of the walking-biking trail that would link Hanover and Gettysburg. Consultants working for the York County Rail Trail Authority and Healthy Adams County are collecting comments from Adams County residents regarding possible routes for the trail. \(Evening Sun Photo by Matthew Harris\)](#)

[Photo: Holly Sutphin, of Littlestown, draws possible routes for a walking-biking trail that would run through Adams County. Consultant Campbell Thomas and Co. is collecting comments from residents on possible routes for the trail that would connect Hanover and Gettysburg. \(Evening Sun Photo by Emily Rasinski\)](#)

[Photo: This stretch of the old Hanover-Littlestown trolley line has been suggested as a possible link in the walking-biking trail between Hanover and Gettysburg. Consultants now are examining possible routes, which include country roads, old railroads and some utility rights of way. \(Evening Sun Photo by Matthew Harris\)](#)

[Photo: Mike Szilagyi, a consultant with Campbell Thomas and Co., goes over a map of York and Adams county with Jim Simpson, president and CEO of Hanover Shoe Farms, at a recent public workshop in Gettysburg regarding possible routes for a walking-biking](#)



Mike Szilagyi, a consultant with Campbell Thomas and Co., goes over a map of York and Adams county with Jim Simpson, president and CEO of Hanover Shoe Farms, at a recent public workshop in Gettysburg regarding possible routes for a walking-biking trail from Hanover to Gettysburg. (Evening Sun Photo by Emily Rasinski)



This stretch near Marsh Creek could be part of the walking-biking trail that would link Hanover and Gettysburg. Consultants working for the York County Rail Trail Authority and Healthy Adams County are collecting comments from Adams County residents regarding possible routes for the trail. (Evening Sun Photo by Matthew Harris)

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1 2 3 4



This stretch of the old Hanover-Littlestown trolley line has been suggested as a possible link in the walking-biking trail between Hanover and Gettysburg. Consultants now are examining possible routes, which include country roads, old railroads and some utility rights of way. (Evening Sun Photo by Matthew Harris)

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Holly Sutphin, of Littlestown, draws possible routes for a walking-biking trail that would run through Adams County. Consultant Campbell Thomas and Co. is collecting comments from residents on possible routes for the trail that would connect Hanover and Gettysburg. (Evening Sun Photo by Emily Rasinski)

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1 2 3 4

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# Gettysburg-Hanover trail plan progresses

BY AARON YOUNG  
Times Staff Writer

Research for a possible connecting off-road trail between Gettysburg and Hanover is progressing.

The Healthy Adams County Bicycle and Pedestrian Corporation and the York County Rail Trail Authority announced they received a lot of positive comments from their first public workshop and they're ready for another workshop.

As a result, a second public workshop will be held Tuesday, July 10, from 5 p.m. to 7 p.m. at the Adams County Emergency Services and Training Facility.

At the second workshop they will present findings and ideas from the first workshop at 5:30 p.m. and allow opportunities for the public to speak to the researching consultants from Philadelphia in small break-out sessions.

To date, the consultants, Campbell Thomas & Company, found public opinions including desires for:

- ✓ A multi-use trail that would be enjoyable for walkers, bicyclists and horse-riders.

- ✓ Connections to town centers, existing greenspace and parks.

- ✓ A safe place separate from dangerous vehicular traffic and noise pollution.

Additionally, Thomas Jolin from the Bicycle and Pedestrian Corporation said they have a few

ideas of a possible trails and paths to take to connect the two county boroughs.

The adjoining groups also encourage the public to attend the second workshop for more ideas and offer more feedback on the trail.

The first workshop yielded 67 participants with various ideas for the path that were submitted to the consultants.

Currently the consultants are compiling the data of the proposed trail.

The Gettysburg to Hanover trail would part of a larger 185-mile Grand History Loop Trail. The larger trail would connect Gettysburg to Hanover to York to Baltimore to Annapolis to Washington D.C. to areas in Frederick County and back to Pittsburgh.

"Once you have the trunk, you'll have various spurs," Jolin said. "This will take several years to complete, but various portions have already seen ground breaking."

The Gettysburg to Hanover trail is still in the conceptual infancy stages of planning, but Jolin and others think the wait will definitely be worth it.

All public is invited to attend the workshop on July 10 for more details.

Aaron Young can be contacted at 334-1131, ext. 217 or [ayoung@gburgtimes.com](mailto:ayoung@gburgtimes.com).

# Bicycling vacations with kids

Some of our most fun family vacations were on bicycles. Our first try at this was on the C and O Canal Trail when our youngest (twins), were just age 7. Although they had the physical strength to ride the 30-plus miles each day, they still hadn't developed a sense of safety at that young age. While road bicycling would have been inappropriate, the off road, 100 mile/three-day trail ride, was very safe.

We started at the Paw Paw Tunnel, a 3/5-mile long engineering marvel, which sent the C and O Canal through a mountain along the Potomac in Western Maryland. Blasted through a mountain in the 1840's, it cut off five miles of the canal by going through rather than around. What an adventurous way to start the ride. We needed flashlights for this portion because the only lights in the tunnel were mere specs at the two ends.

The C and O Canal was declared a National Historic Park in 1971 and is now one of America's treasures. The 185 mile off road trail is operated in fine fashion by the National Park Service, and offers an incredible close up view of nature and American history. It was built in the early to mid-1800's but, was fairly obsolete by completion, due to the rise of the railroad. It goes from Washington, D.C. to Cumberland, Md.

In the canal operational days, it offered revenue to towns along the way. Today it offers quality of life and recreational opportunities to citizens of towns along the way. Additionally, these towns cash in on the tourism dollars, and I must say, the Jolins were willing contributors because it was a great deal.

At the Paw Paw Tunnel, we looked across the Potomac at a majestic ridge, which National Geographic called one of the best views in the world. We pedaled to Hancock, Md. for the evening. We stayed a local motel

(ah, a bed, shower and complimentary breakfast), and ate our evening meal at a restaurant. This scenario is one of the few times parents can ethically let their kids watch TV without guilt. They had a great workout earlier. We stocked up on snacks for the next days journey. The stores catered to bicyclists, so they carried all the necessities.

We headed toward Williamsport having pre-booked a motel (with the pre-requisite pool) for the evening. It was another restaurant meal and the kids thought this might be heaven, since they again got to select whatever their little hearts desired. On the way to Williamsport, we had an extensive tour of Fort Frederick, a rich in history, completely restored diamond, operated by the state of Md. We were glad we saw it ... what a gem.

Kids... Besides four of our own children, my daughter and middle son each brought a friend, bringing the kid total to 6. It worked out beautifully, with each child having a riding buddy to chat with along the way. That also moved the motel room number to three rooms per night, but it was still very affordable, especially if you compared the costs to ocean lodging. There really were no other expenses ... no noisy arcades, brightly lighted amusement parks or \$4 soft drinks. Well, that's not completely true.

At Williamsport, we managed to make our way to Hagerstown for a fun evening of minor league baseball, featuring the Hagerstown Suns, plus hot dogs, chips and pop. The kids loved it.

There were countless children on the trail. We saw lots of families, church youth groups and scouts along the way. The scout and youth groups were camping as it made the excursion more affordable. These kids were also having a great time with their friends, riding their way through history and mother nature.

RIDE ON

Tom  
Jolin



The final leg was from Williamsport to Shepardstown, Va. which featured the caves where the Sharpsburg citizens hid during the Battle of Antietam. Naturally, we tried them out for size and relived the experience. A portion of the trail is washed out in this segment, which put us back on rural roads for a brief time.

Trail riding is safe, but we had to closely watch the youngest on the road because it isn't as safe, especially for younger people with undeveloped danger detectors.

So, are you looking for an affordable, child-friendly, recreational vacation? Consider the C and O Canal. It can be tailored to any ability and stamina level. For instance, when our children got older, we did Cumberland to Washington, at 60-plus miles per day.

Healthy Adams Bicycle/Pedestrian, Inc. is working to develop an off-road trail from Gettysburg to Hanover. A feasibility study is currently underway to find the most feasible route. Hopefully the day will come when Adams County citizens won't have to drive their autos to get to a trail to enjoy history, recreation, bicycling, nature, bird watching, horseback riding, walking and jogging.

Tom Jolin is president of Healthy Adams Bicycle/Pedestrian Inc. and can be reached at 642-8053 or [jolin@netrax.net](mailto:jolin@netrax.net)

Gettysburg Times June 18, 2007

# Hospital group wants Gettysburg bike/pedestrian path

BY SCOT ANDREW PITZER  
Times Staff Writer

A partnership of community members affiliated with Gettysburg Hospital — Healthy Adams County — is pushing for a bicycle-pedestrian pathway in downtown Gettysburg.

Group leader Tom Jolin spoke Monday evening before Gettysburg Borough Council, and asked the board to consider the proposal.

"There is an ample opportunity to do an inter-borough loop for bicycling here," Jolin told town officials.

National money, Jolin indicated, is available through the National Park Service's Trails and Rails program.

"I'm convinced that there will be federal funds available," Jolin said. "Our nation has backed itself into a corner with energy consumption."

Council unanimously gave Healthy Adams County the go-ahead to collaborate with the Park Service and pursue the funding.

"There's no cost to council," said Borough Manager John D. Lawver Jr.

Jolin thinks the bicycle-pedestrian path would mesh with council's ongoing Elm Street and REDDI project

redevelopment efforts.

"If people could get to those downtown commercial areas with ease, hassle free...much quicker than an auto...it would help sustain the commercial area," Jolin said. "This would encourage the economic success of the 3rd Ward improvements."

Assets of a bicycle-pedestrian path, Jolin continued, include children being able to commute to school — safely — and local employees traversing to work without using a car.

"Children don't bike to school anymore because the roads are too dangerous," Jolin told officials. "You have to have an off-road route."

Downtown trails also promote energy conservation and alleviate motor vehicle traffic.

"Seventy-five percent of us will take a car on a one-mile trip or less," Jolin said. "We all know what traffic is like here."

Healthy Adams County's proposal in Gettysburg Borough is unrelated to other trail efforts county-wide. Similar projects are being considered by Biglerville Borough Council and Adams County's Board of Commissioners.

Contact Scot Pitzer at 334-1131, ext. 247 or [spitzer@gburgtimes.com](mailto:spitzer@gburgtimes.com).

## Three potential routes for new rail trail

By ASHLEY ADAMS  
Evening Sun Reporter  
Evening Sun

Article Launched: 09/20/2007 12:15:34 PM EDT

There are almost 140 property owners on each of the three possible routes for a proposed trail linking Hanover to Gettysburg.

The three different routes would take rail trail enthusiasts meandering through towns such as Littlestown or New Oxford, creek beds and farmlands, all along the sloping landscape of Adams County.

And because of that, plus the numerous different property owners, Robert Thomas of the Philadelphia-based consulting firm Campbell Thomas & Co. said it would take time and money to construct such a trail, but the venture is not impossible.

"It won't be built all at once," Thomas said during a public workshop Tuesday. "We have to work property by property and see what can be worked out."

The York County Rail Trail Authority, in conjunction with Healthy Adams County, hired the consulting firm in November to lead a study evaluating potential routes between Hanover and Gettysburg. An initial workshop to gather public input was held in May. Another workshop identifying three potential routes was held in July.

The proposed rail trail connecting the two boroughs will be part of a larger Grand History Loop that will connect three states with miles of trails.

At Tuesday's public workshop, the three routes identified in July were again mapped out, only this time the map identified the different trail types and ownership patterns.

Thomas said his firm is only looking at suggesting one route to build, but, as time passes, he is sure the other two routes will emerge as money becomes available.

Thomas said the area between Hanover and Gettysburg is ideal for a rail trail because it is very rural and has beautiful landscapes, but there is no single corridor that would make building the routes easy.

On the southern route, towns such as Hanover and Littlestown will provide some urban settings for the trail, but a majority of the path will be through creek beds, farmlands and wooded areas.

A branch off the central route will include the town of Bonneauville, but a majority of the trail will be built around streets and construction of a new rail bed.

The northern route is probably the most rural, following the south branch of the Conewago Creek and an abandoned gas line that runs through farmland and wooded areas.

The next step, Thomas said, is to go door to door, talking with property owners and also talking with different municipalities to gauge support for the project.

"Everything will require negotiations," Thomas said. "We have to make it work."

Once Thomas is able to talk with those directly affected by the trail, he will be able to recommend a specific route to start building.

"Until you go out and talk with people, you don't know what it's going to cost," Thomas said.

Thomas said he will also start talking with funding sources, such as the state government, to determine how much money is available to fund the project.

But the most important thing, Thomas said, is to get the trail open as soon as possible, even if it means constructing the trail in pieces.

"Get it open and put up signs," Thomas said. "Develop it in a manner that it will make sense on its own immediately. You don't want to build a road to nowhere."

Thomas suggested starting construction on the trail in larger population areas, such as Hanover or Littlestown, which already have existing corridors for the trail, such as roads or rail beds.

For example, he suggested putting signs up on the streets in Hanover that will be used for the trail.

"If you start in these areas, people in Hanover and Littlestown can use it immediately," Thomas said.

Then, Thomas said, start construction of the trail that follows creek beds or existing road sections.

The final step, he said, is to close the gap between the routes already constructed.

Although this is a large project, with between 20 and 24 miles of trail to be constructed, Thomas said it could be done and will serve a practical transportation purpose for the local area.

The cost of the entire study is \$36,000, with funding provided by grants from the state departments of Conservation and Natural Resources and Economic and Community Development, and the York County Community Foundation and the foundation's Charles and Alma Diehl Family Fund.

The larger version of the entire project is a Grand History Loop Trail, which includes a trail connecting Hanover to York.

With the Grand History Loop, the Hanover Trolley Trail will extend to Gettysburg, turn south and run through Emmitsburg and Frederick, Md., and hook up with the C&O Canal Trail, which leads to Washington, D.C.

That trail connects to the Washington, Baltimore and Annapolis Recreational Trail and the Northern Central Rail Trail, which links with the York County Heritage Rail Trail.

The loop will include 185 miles of trail when finished.

Contact Ashley Adams at [aadams@eveningsun.com](mailto:aadams@eveningsun.com).

#### WHERE IT WOULD GO:

Three routes have been identified for a proposed rail trail connecting Hanover and Gettysburg.

The northern route would start near the Hanover library and use back streets up to and through McSherrystown. Once through McSherrystown, the trail would follow Plum Creek and then use a corridor along the south branch of the Conewago Creek up to and around New Oxford.

A gas pipeline right of way will take the trail from New Oxford to Route 15, where the Hunterstown Road overpass will be used to get the trail across the major highway. The trail would then follow Old Harrisburg Road into Gettysburg.

The central route would use the same starting point as the northern route but branch off the Conewago corridor at Stone Bridge Road, skirt the edge of a couple fields and tie into Cavalry Field Road by the Gettysburg National Military Park.

The route would then follow Smith Road to the Hunterstown Road overpass to get the trail across Route 15 and follow the same ending path as the northern route.

The southern route would go south from Hanover along the abandoned railroad that connects to Littlestown and roughly parallels Route 194.

The trail would go through Littlestown, using public land, then connect with Alloway Creek. From there, Spring

Lane would be used to Little Run, where it would hook up with Two Taverns Road in Mount Joy Township.

A corridor around Rock Creek would take the trail under Route 15 and Confederate Avenue would be used to take the final leg of the trail into Gettysburg.

There is a branch of the trail off Rock Creek that could connect with the Grand History Loop.

A branch off the central route is also planned to include Bonneauville, while a branch off the northern route would include the New Oxford.

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## County funding for trail unclear

By CAITLIN HEANEY  
Evening Sun Reporter  
Evening Sun

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The question of whether Adams County's government would help pay for a recreational trail to connect York and Adams counties has not yet been decided.

Adams County Commissioners Glenn Snyder and Lucy Lott attended Tuesday's meeting discussing the proposed trail system linking Hanover with Gettysburg. But on Wednesday, Snyder said the county had not yet discussed whether it will pay for any of the construction.

The county's planning office has been involved with the trail project, and the county has also received a grant from the Pennsylvania Department of Conservation and Natural Resources for Healthy Adams County to help pay for other costs the project has already incurred, such as the fee for the consultant conducting a feasibility study.

"Healthy Adams County is spearheading this," Snyder said. "The county was sort of a liaison person between Healthy Adams County and DCNR."

Snyder said the trail project could cost hundreds of thousands of dollars, although an exact cost has not yet been determined. State or federal grant money could help pay for the final project, he said.

"There's a lot of grant money available for this type of development because there's a big push to get people healthy, to get people to use less gas, all those things," Snyder said.

Three possible routes for the trail have already been identified. Adams County Solicitor John Hartzell said he had looked at the presented options for the trail "from a lawyer's perspective," such as identifying who owns what land and whether it will need to be purchased for use in the trail.

"One of the challenges is how do you get all the rights of way lined up," Hartzell said.

Lott said she was surprised at the number of people who attended Tuesday's meeting.

"I guess I shouldn't be (surprised) because apparently there's a lot of bikers particularly in the area trying to get the trail extended from Gettysburg to Hanover," Lott said Wednesday. "And they've thought of a lot of options."

Contact Caitlin Heaney at [cheaney@eveningsun.com](mailto:cheaney@eveningsun.com).

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