

TRAILS FOR TWO VALLEYS

AND THE GAP THROUGH THE MOUNTAINS BEYOND THEM

A REPORT ON THE FINDINGS OF THE **PENNS & BRUSH VALLEYS** RAIL TRAIL FEASIBILITY STUDY



by **ALBERTIN VERNON Architecture, LLC** with **BRIAN AUMAN, Landscape Architect**

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This plan was prepared under the seal of Glenn A. Vernon, an Architect licensed to practice architecture in the Commonwealth of Pennsylvania.



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The following people served on the Study Committee for this project:

Henry Beiler	Penn Township
Michael Bezilla	L&T Railroad Historian
Douglas Bierly	Gregg Township
Marsha Bierly	Gregg Township citizen
Penny Blazer	Penn Township
Mike Bloom	Centre County Office of Planning & Development
Adam Brumbaugh	College Township
Darlene Confer	Centre County Grange Fair
Grant Corman	Potter Township
Al D'Ambrosia	PV High School Administrator
Bob Fox	Penn Township
Martha Futhey	business owner
Ann Glazer	Penns Valley Conservation Association
Amy Griffith	DCNR/Forestry
Dennis Hameister	Harris Township Supervisor
Ray Hankinson	Centre Hall
Betsey Howell	Central PA Convention & Visitors Bureau

Dave Koll	College Township
Patrick Leary	Gregg Township
Sally McMurry	PSU History Department
Trish Meek,	Centre Region Planning
Don Myers	Gregg Township Planning Commission, Property Owner
Joel Myers	Gregg Township Supervisor Property Owner
Shawn McLaughlin	Buffalo Valley Rail Trail
Bob Poole	S&A Homes
Daryl Schafer	Haines Township
Jane Scheuchenzuber	Gregg Township Planning Commission
Craig & Maria Shroyer	Penns Valley Outfitters
Julie Smith	equestrian, local business owner
Susan F. Smith	Lemont Village Association, College Township Parks and Rec
Lauren Tomasch	Harris Township
Michael Troyan	Potter Township
Greg Williams	Gregg Township
George Wilt	Property Owner, Ingleby
Jim Zubler	Gregg Township, Penns Valley Conservation Association

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The public process our team proposed for this project was predicated on the widely held assumption that the L&T railbed had already been abandoned and reverted back to the present owners of the lands deeded over to the L&T in the 1870's.

PREFACE

The proposal we submitted for this project in the summer of 2012 described a plan for engaging the community in a discussion about the idea of repurposing the abandoned **Lewisburg and Tyrone (L&T)** railbed as a rail trail in what the Study Committee for this project often described as “*a robust public process.*” The public process our team proposed was predicated on the widely held assumption that the L&T railbed had already been abandoned and reverted back to the present owners of the lands deeded over to the L&T in the 1870’s. So we knew from the start that we would not be having discussions about repurposing the railbed with a single owner, as was the case with the 9 mile section of the L&T in Buffalo Valley abandoned by the West Shore Railroad Company between Mifflinburg and Lewisburg, but quite possibly with as many as several hundred owners of abandoned railbed between Lemont and the Centre County line.

To their good fortune, Union County’s section of the L&T railbed, now ***The Buffalo Valley Rail Trail***, had continued in service beyond the critical date of 1983, when Congress revised the *National Trail Systems Act of 1968* to include provisions granting qualified organizations --*like municipalities and trail organizations*-- the right to “*railbank*” abandoned corridors for rail trails as an approved “*interim use.*” The purpose of that amendment was to prevent railbeds from reverting back to the present owners of the lands that had originally been deeded over to the railroad in the event they should become economically viable to operate again as railroads.

According to Andrea C. Ferster, general counsel to the *Rails-to-Trails Conservancy*, a non-profit organization founded in 1986 for the purpose of identifying, preserving, and converting rail corridors that are not currently needed for rail transportation into public trails, non-motorized transportation corridors, and other public uses:

“Starting in the 1970’s, several major railroads went bankrupt, and carriers began abandoning rail lines at an alarming rate. Our nation’s rail corridor system, ‘painstakingly created over several generations,’ was at risk of becoming irreparably fragmented. Like the difficulty of putting Humpty Dumpty together again, it would be virtually impossible to recreate our national rail corridor system after it was broken into hundreds of parcels of land, due to the difficulties and costs of assembling land in a more populous, increasingly urbanized 21st century America.”



Centre County's Recreation and Greenways Plan envisioned the 27 mile segment of the L&T corridor in Centre County as a regional connector trail (R2 on the map above) between State College and Lewisburg's Buffalo Valley Rail Trail

Four years after Congress amended the National Trail Systems Act designed to preserve rail corridors, President Ronald Reagan's *Commission on Americans Outdoors* issued a report that proposed an engaging vision for the rails to trails movement. Responding to a new concern that the nation's waistline was expanding as fast as its open space was shrinking, the report's authors imagined a network of park-like recreation corridors that would stretch across the country, proverbially killing two birds—obesity and sprawl—with one stone. But it was the report's engaging vision of "connectedness" that seemed to capture the hearts and minds of many Americans. The report's authors described "*fingers of green that reach out from and around communities all across America.*"

Inspired by the commission's vision, the Greenways and Trails movement took off. Few trail advocates offer a more stirring description of what this movement was all about than Charles Little, as this passage from his 1990 classic, **Greenways for America**, demonstrates:

"At a time in our national history when a lack of comity, indeed of ordinary civility, seems to have us in its grip an astonishing counter-trend is taking hold—a beautiful exception that ought to give everyone hope. I refer to the greenways movement, the effort made by a large number of wonderfully decent, civic minded Americans to link people with one another and with nature via corridors of green that run into, around, and through the places we live and work: poor places and rich ones, in cities, suburbs and the countryside. To make a greenway...is to make a community. And that, above all else, is what the movement is all about."

Pennsylvania joined the Greenways and Trails movement in 1998 under the administration of Republican Governor Tom Ridge. An avid cyclist himself, Ridge envisioned *a network of greenways and trails throughout the Commonwealth as recognizable as the state highway system*. In fact, every Pennsylvania Governor since then has supported the Greenways and Trails movement, regardless of party affiliation. It's an idea that seems to transcend political agendas, and has continued to receive widespread support from the public through a succession of voter approved Growing Greener bonds, a primary source of funding for the Commonwealth's early greenway and trails planning, design, acquisition and development.

Beginning in 2005, then Governor Ed Rendell's Democratic administration asked every county in the Commonwealth to add a Greenways and Trails component to its Comprehensive Plan. *Centre County's Recreation and Greenways Plan*, formally adapted in July of 2010, originally imagined the 27 mile segment of the L&T corridor in Centre County as a connector trail between State College and Lewisburg's Buffalo Valley Rail Trail, a seemingly good fit for two communities accustomed to an active outdoor lifestyle.



With a steam locomotive as its logo and “Trails End Ale” as its brew, the Rusty Rail Brewing Company in the repurposed factory building sitting alongside the repurposed L&T railbed is a testament to the economic potential rail trails offer communities.

Photo courtesy Rusty Rail Brewing Company’s Facebook page

By all accounts, Lewisburg's Buffalo Valley Rail Trail has been a huge success. A user survey completed in 2012, a year after the trail opened, reported that 100,000 people used the 9.2 mile trail that stretches between Lewisburg and Mifflinburg through a landscape that looks remarkably like the picturesque agrarian landscape of Penns and Brush valleys. In fact, that trail has not only proven to be a resounding success as a recreational amenity, it has also brought new life to many of the businesses located along its path, and is helping give birth to others.

Even as I write this report, an army of carpenters, masons, electricians, plumbers, and pipefitters are hard at work retrofitting a once vacant brick factory building located at the western gateway to the Buffalo Valley Rail Trail in Mifflinburg as a brew pub and restaurant. With a steam locomotive as its logo and "Trails End Ale" as its brew, the Rusty Rail Brewing Company in the repurposed factory building sitting alongside the repurposed L&T railbed is a testament to the economic potential rail trails offer communities. And should there be any concern that rail trails may not appeal to the working class men and women of this region, Rusty Rails on-line tribute to the *"rugged workers who got by on the determination in their hearts, the strength of their backs and the dirt on their hands,"* lays aside any misunderstanding about the kind of customer they expect to attract, the kind of people who frequent the Buffalo Valley Rail Trail now, the kind of people who frequent rail trails every day all across America.

Despite all the good intentions of the planners who imagined similar trail related businesses springing up alongside the now vacant railbed in Lemont, Linden Hall, Centre Hall, Spring Mills, and Coburn or even smaller villages and hamlets located along the 27 mile corridor winding its way through Penns and Upper Brush Valleys, it was clear early on in this study that there would be strong opinions for and equally strong ones against repurposing the railbed as a rail trail among the present owners of the L&T right of way in Centre County. But as the project unfolded, the community also made it clear that it was just as important to respect the rights of property owners who wished to continue to explore the recreational and economic opportunities a rail trail could bring to their community on their land as it was to respect the rights and opinions of those property owners who said they were not interested in seeing their land repurposed as a rail trail.

So we shifted gears and concentrated on helping landowners interested in continuing to explore the feasibility of making smaller, community based trails designed principally to serve the recreational needs of their community. In fact that's exactly where this project stands now, in the hands of a handful of right of way owners who continue to be interested in exploring ways to move forward with planning, designing, funding, building and maintaining small, community based trails for their neighborhood on the back of the abandoned L&T.



Repurposing the L&T as a rail trail would undoubtedly shape the valleys' path and direction again, so it's understandable that this community would want to take time to consider that possibility much like they did when the railroad was first built over a century ago-- one mile at a time.

It took 40 years from the day a group of local civic minded people gathered at the hotel in Old Fort for the first “meaningful” discussion about a railroad through these valleys until it actually got built-- one mile at a time, beginning in the east and heading toward the west. The first excursion train packed with 600 people arrived in Lemont from Montandon in the summer of 1886. For the four decades leading up to that day, the ridge and valleys shaped the path and direction of the L&T, and then for the next entire century, the L&T shaped the path and direction of these ridges and valleys. Repurposing the L&T as a rail trail would undoubtedly shape their path and direction again, so it’s understandable that this community would want to take time to consider that possibility much like they did before, one mile at a time. Some people argued that the time to repurpose the railbed as a rail trail was back in 1972, right after it was abandoned, and that the opportunity has passed this community by now. Others said that would be like ignoring the effort it took to build this railroad in the first place, the vision of the men who first imagined it, the genius of the men who engineered it, the sweat and blood of the men and boys who built it, or the countless stories of men, women and children who simply out of necessity, convenience or amusement flagged down or boarded the train at a local station to get to work, to school, to visit their neighbors, or to just take a “joy ride” on a hot and lazy Sunday afternoon. The advantage of repurposing sections of this railbed as a rail trail now is that most of the hard work has already been done—much of the railbed is still here, intact-- imagined, engineered, built, financed and maintained for an entire century on the backs and shoulders of the people these valleys stand upon today--families that have lived here for centuries-- in some cases, great, great grandparents of the present owners of this right of way. Many of them continue to think of this railbed as a grand inheritance lying fallow, offering little to no return now on the huge investment the people of this community made in it, yet offering the same promise of necessity, convenience, and amusement for a new generation of valley folks-- a safe, convenient and uplifting place for young and old alike to ride a bike or walk to work, to school, to visit neighbors, or to just take a joy ride on a hot and lazy Sunday afternoon. As geographer James Howard Kunstler said, *“We ought to know how to assemble a human habitat of high quality that equitably allows citizens of all classes to get around in a dignified, comfortable, even pleasurable manner, that gives children and old people equal access to society’s institutions, that produces safe neighborhoods for the well-off and the less well-off, that promotes a sense of belonging to a community, that honors what is beautiful, and which doesn’t destroy its rural and agricultural surrounding.”* A rail trail in this community could do all of that... and more.

For the team of Albertin, Vernon and Auman,

Glenn A. Vernon, Architect, Logan Mills, Pennsylvania, June 1, 2015

PENNS & BRUSH VALLEY RAIL TRAIL
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feasibility study



... a rail trail be built on or near the abandoned L&T railbed

somewhere between Lemont & the County line east of Ingleby?

InitiateInvestigateInformInvitelImagineImprove&Inspire
ALBERTIN VERNON architectureLLC

EXECUTIVE SUMMARY

Albertin Vernon Architecture, LLC, with Brian Auman, Landscape Architect (the consulting team) was hired in the fall of 2012 to explore the feasibility of repurposing a 27 mile long section of the abandoned railbed of the former **Lewisburg and Tyrone Railroad (L&TRR)** as a rail trail for non-motorized recreational use by the general public. The L&T RR was owned and operated by the *Pennsylvania Railroad* and its successor, *Penn Central*, for freight and passenger rail service for almost a century until the early 1970's, when the Centre County section of the line was formally abandoned.

This feasibility study was designed to answer the question, "Is it feasible to repurpose the abandoned L&T railbed, or any section of it between Lemont and the Centre County line, as a rail trail?"

The answer to that question required finding answers to 7 more questions:

1. **Legal Feasibility**-how did the L&T railroad come into being, and who owns the right of way now?
2. **Physical Feasibility**- what is the condition of the railbed and what are the opportunities and constraints to repurposing it as a trail?
3. **Political Feasibility**- do landowners and the community support the idea of repurposing the L&T railbed or any portion of it as a trail?
4. **Market Feasibility**- who would use the trail, and for what purpose?
5. **Design Feasibility**- what is the community's vision for the trail?
6. **Financial Feasibility**- how much would the trail cost, how would construction and operations be funded?
7. **Operational Feasibility**- who would manage and maintain the trail?



In 1880, the *Lewisburg, Centre and Spruce Creek Railroad Company* was taken over by the *Pennsylvania Railroad (PRR)*--already well on its way to becoming the largest company in the world-- and rechristened the *Lewisburg and Tyrone (L&T) Railroad*.

How did the L&T railroad come into being, and who owns the right of way now?

An entire half century passed between the day the first meeting was held to discuss a railroad through Penns Valley and the day the first train rolled into the station in Lemont from its departure in Montandon in July of 1886. Plans to link the commerce and culture of Penns and Brush Valleys with more populous regions of the country faced a multitude of challenges on the local, regional and national level. In its early days, the project was a local affair spearheaded and financed by men of proven accomplishment, including Centre Furnace ironmaster Moses Thompson, Boalsburg namesake and Christopher Columbus descendent George Boal, Centre Hall Grange Fair founder Leonard Rhone, and Aaronsburg attorney James Coburn, namesake of the railroad village formerly known as the Forks. But the project soon proved to be even beyond the vast resources and skills of the region's most accomplished leaders and, by 1880, the *Lewisburg, Centre and Spruce Creek Railroad Company* was taken over by the *Pennsylvania Railroad (PRR)*, which was already well on its way to becoming the largest company in the world. A century later, they too would succumb to forces even beyond their resources and expertise, as the nation shifted its attention to what was thought of then as a more democratic form of transportation, the automobile. By the 1970's, the PRR was bankrupt to the tune of \$2 billion (in current dollars), much of its rights of way abandoned and reverted back to the then current owners of the lands originally deeded over to it, including the *Lewisburg & Tyrone Railroad*, referred to most often in the community and in this study simply as "**the L&T.**"



Although many sections of the railbed are overgrown with small trees and impassable thickets of invasive shrubs, the stone ballast oftentimes hidden from view beneath verdant beds of grass and moss, much of the L&T's gravel ballast rail bed also remains largely intact and viable for repurposing as a rail trail.

What is the condition of the railbed now, and what are the opportunities and constraints to repurposing it as a trail?

Like the ingenuous footpaths Native Americans mapped out along the most dry level and direct route through the ridges and valleys centuries ago, the L&T's surveyors and engineers followed the lowlands near the center of the valley and the gaps through the mountains carved by the creek. To avoid washouts from annual Spring freshets and the occasional 100 year flood, the L&T's engineers located the railbed on the natural bench above the creek or created a new bench for the railbed where none existed before. For the most part, that strategy worked, explaining why much of the railbed remains intact today, more than a century after it was built. Nevertheless, the corridor is not without its issues. Many sections of the railbed are overgrown with small trees and impassable thickets of invasive shrubs, the stone ballast oftentimes hidden from view beneath verdant beds of grass and moss. Puddling occurs in places where culverts filled in after the railbed was abandoned. In some areas, the railbed has been altered, removed or already repurposed for driveways, fencerows and cropland, or more intensive uses, like the Penn Township sewer plant and the Grange Fair concessions area. Some lands are in ag preservation, which prohibits non-agricultural activities, including trails. The floor of both tunnels are littered with rock, calling into question the safety of their use by the general public. Most bridges lack decking and some are missing altogether. Two areas, the Sinking Creek Prairie west of Spring Mills and the Penns Creek Conservation/ Hardwood Areas in Bald Eagle State Forest east of Ingleby, will require further review by state agencies. The entire Penns/Brush valley region was determined eligible for listing on the National Register of Historic Places as a Conservation Landscape, meaning a Section 106 review will be required before any publicly funded trail development occurs. While some of these constraints can be worked around, others cannot. Nevertheless, much of the gravel ballast railbed remains viable for repurposing as a rail trail.



The consensus of the 200 people in attendance at the 1st public meeting was strong support for the idea of repurposing the abandoned railbed as a rail trail, and equally strong support for the right of each property owner to decide whether a trail was an appropriate use for their land.

Do landowners and the community support the idea of repurposing the L&T railbed --or any portion of it-- as a trail?

The answer to this question came through a variety of forums, beginning with a 40 person study committee established for this project by Gregg Township, with assistance from the *Centre County Office of Planning and Community Development*. Efforts to engage the public also included 2 public meetings, a Facebook page; dozens of one on one “key person” interviews with landowners, community leaders and representatives from outdoor recreation groups throughout the region; 244 surveys of potential trail users; and 9 neighborhood meetings with landowners and advocates interested in exploring community based trails on their lands. We also met with five different regional planning agencies that requested information on the project, and participated in a full day workshop with the graduate class of Penn State’s Community and Economic Development Summer Institute, where the Penns/Brush Valley Rail Trail feasibility study was featured as a case study on community engagement. Approximately 200 people attended the first public meeting; Many spoke in favor of the rail trail and many others expressed concerns about it. The consensus of those in attendance was strong support for the idea of repurposing the abandoned railbed as a rail trail, and equally strong support for the right of each property owner to decide whether a trail was an appropriate use for their land.



244 people responded to our User Preference Survey. The majority of potential users (195) said they would use this trail for walking (80% of 244 users) and almost as many (192 of 244) said they would use the trail for biking (79%).

Who would use the trail, and for what purpose?

Although originally christened *The “Penns Valley” Rail Trail* Feasibility Study by the planners who first imagined the possibility of a rail trail on the former *Lewisburg and Tyrone (L&T)* railbed, the abandoned rail corridor actually passes through two valleys in eastern *Centre County* -- *Upper Brush Valley* east of Lemont and west of *Centre Hall*, the hinge point of the valleys and the railbed, and *Lower Penns Valley*, between *Centre Hall* and Coburn-- before slipping through the gap between Thick and Poe Paddy mountains carved by Penns Creek between Coburn and the *Centre County* line. The people who occupy these three communities: Penns Valley, Brush Valley, and “the gap through the mountains beyond them” are as “culturally distinct” as they are “geographically distinct.” In many cases, attitudes about rail trails and people’s likelihood of using them may have as much to do with values and lifestyle choices as they do about the places they chose to live, work and play.

244 people responded to our User Preference Survey. The majority of potential users (195) said they would use this trail for walking (80% of 244 users) and almost as many (192 of 244) said they would use the trail for biking (79%). 145 people said they would use the trail for hiking (59% of 244), 74 for cross country skiing (30% of 244), 50 for access to public lands (20% of 244), fishing (10% of 244), horseback riding (8%), teaching (8%), commuting (4%), and hunting (1%). Respondents who filled in the “Other” category (8%) listed birdwatching, observing nature, bike-paddle-shuttle, rollerblading, water sports, running, jogging, dog walking, and campgrounds.

Most users (58% of 245 responses) said they would use the trail occasionally, 37% would use it weekly, 4% daily, and 1% listed other. Most users (70% of 268) expected to spend 2 to 4 hours on the trail, 20% for less than 2 hours, and 10% for more than 4 hours. Two thirds of users (173 of 259) planned to travel less than 10 miles, 24% planned more than 10 miles, and 9% would use it for treks less than 10 miles.

The majority of potential users (89%) said they might visit a café or restaurant during their trail trip, 51% expected to use a convenience store, and 34% would fuel up at a gas station. Only 10% planned an overnight stay with lodging, but a surprisingly high percentage (31%) thought they might hire a guide or an outfitter. The majority of users (57%) also thought they would spend less than \$25 per visit, while 29% expected to spend \$25 to \$50, 10% expected to spend between \$50 and \$75, 3% expected to spend between \$75 and \$100, and only 2% expected to spend more than \$100.



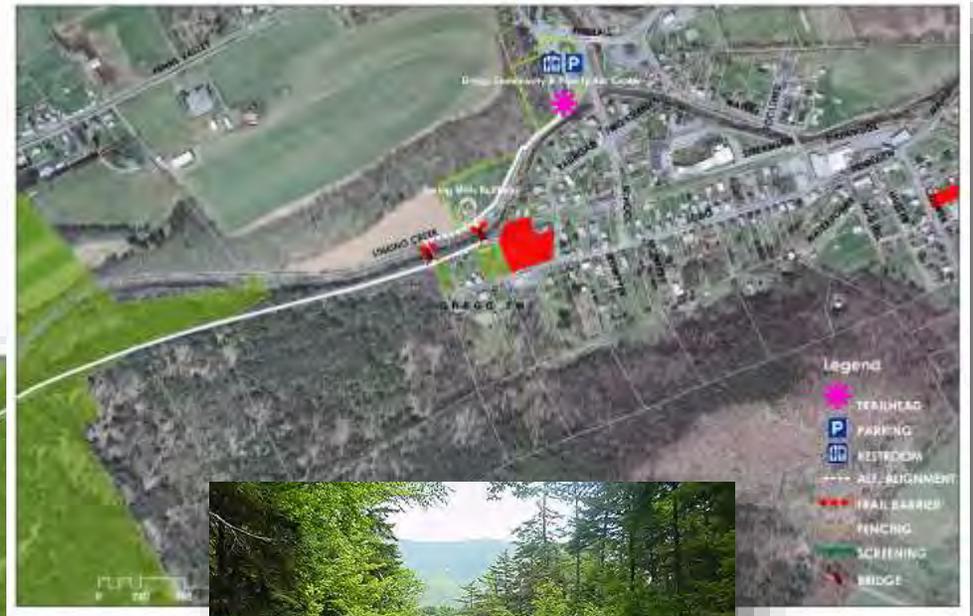
The same robust public process that exposed landowner concerns in some areas of the railbed also revealed other areas where landowners continued to express interest in exploring shorter community based trails designed principally to serve the needs of their local communities, like the 1.7 mile stretch of the L&T at the base of the hill below the straw bale guesthouse at Bergenblick's Scottish Highland Cattle Farm east of Smith Lane.

What is the community's vision for the trail?

The growing demand for places where the general public can safely walk, bike, hike, visit a neighbor, watch wildlife, cross country ski, snowshoe, ride a horse, fish or hunt prompted leaders of this community to search for a safe alternative to the region's heavily traveled roads and highways along the 27 mile stretch of abandoned L&T railbed. As the feasibility study unfolded, landowners concerns about privacy, liability and the right of property owners to decide what is the best use of their land overshadowed the vision of a linear park winding its way through the valleys and the gap through the mountains beyond them. But the same robust public process that exposed those concerns also revealed several areas where a handful of landowners continued to express interest in exploring shorter community based trails designed principally to serve the needs of their local communities, including,

- a 1.7 mile stretch of the L&T at the base of the hill below the straw bale guesthouse at Bergenblick's Scottish Highland Cattle Farm east of Smith Lane and the grounds of Dr. Richard Morgan's Rhoneymeade Farm sitting atop the knoll in the middle of this wide farming valley just west of Gregg Station Lane
- a 1.6 mile stretch of the L&T between Wildflower Lane and Spring Mills

In addition to those shorter community based trails, and in deference to landowner's concerns to not increase visitor pressure on the Coburn to Ingleby segment of the railbed, Bald Eagle State Forester Amy Griffith suggested a 10 mile route for equestrians and mountain bike enthusiasts along existing forest roads. The route follows the Millheim to Siglerville Pike to the top of the ridge, and then makes a left onto Pine Swamp Road before joining Poe Paddy Road, ending at Poe Paddy State Park.



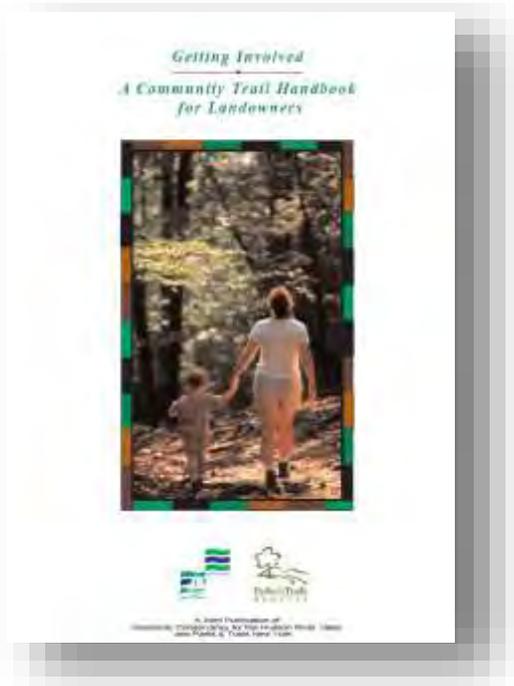
The largest cost item for the Spring Mills trail is \$290,950 to install two 100 foot long prefabricated fiberglass bridges, one to replace the missing bridge across Sinking Creek Road on Myers Farm and one to cross Sinking Creek across from the ballfields.

How much would the trail cost; how would construction and operations be funded?

Based on Means Construction Cost Data, the cost to construct 8,570 feet (1.62 miles) of an 8 foot wide gravel trail with 2 foot wide gravel shoulders between Wildflower Lane and Old Gregg School is \$601,527, or \$370,602/mile, including hard costs of \$501,272, and soft costs (engineering and inspection fees estimated at 20% of hard costs) of \$100,254. The largest element (at 58% of hard costs) includes \$290,950 for installing two 100 foot long prefabricated fiberglass bridges, one to replace the missing bridge across Sinking Creek Road on Myers Farm and one to cross Sinking Creek across from the ballfields.

The cost to construct 9,065 feet (1.72 mile) of 6 foot wide gravel trail with 2 foot wide grass shoulders between Smith Lane and Gregg Station is \$214,066, or \$124,685/mile, including hard costs of \$178,388, and soft costs (engineering and inspection fees estimated at 20% of hard costs) of \$35,678. Both estimates assume landowners would donate the land.

DCNR and Federal Highway funds are the most common source of funds for most rail trail projects. DCNR C2P2 grants fund 50% of project costs, while Federal PA Recreational Trail Grants fund 100% of costs, allocated 80% Federal/20% State. A study of 100 trails surveyed in 2007 by the Rails-to-Trails Conservancy (RTC) found that the cost to maintain trails run by government agencies averages \$2,000 per mile, while trails run by volunteers average \$700 per mile.



We recommend that trail advocates Google the Hudson River Valleys' booklet, *Getting Involved, A Community Trail Handbook for Landowners*.

Who would manage and maintain the trail?

The options for managing and maintaining the trail were simplified after it became clear that a single 27 mile long destination type trail was not feasible at this time, avoiding many of the issues that must be worked out when a regional trail corporation is necessary to allocate tasks and assign responsibilities across many municipal and county boundaries. Gregg Township already has established a process for landowners to donate trail easements, and in fact has several easements in place at this time. The township would more than likely want to use its own maintenance staff and equipment to perform heavy maintenance tasks, such as removing dying or downed trees, cleaning out culverts, repairing or replacing damaged signage, and repairing sections of railbed washed out by major storm events. The trail at Rhoneymeade crosses two municipal boundaries, Harris and Potter Township, on Bergenblick Farm. We recommend that trail advocates for this section use the privately owned Lower Trail as a model for their organization, and Google the Hudson River Valleys' booklet, *Getting Involved, A Community Trail Handbook for Landowners*. They should also consider DCNR's suggestion of securing a PEER or Circuit Rider grant to explore how Rhoneymeade's non-profit corporation could work with other property owners and the two municipalities to allocate tasks among them, including the Tri-Municipal Park west of Centre Hall, a regional organization dedicated to promoting outdoor recreation opportunities in Potter Township, Centre Hall and Gregg Township. Both trail organizations should seek help from existing trail organizations to perform routine maintenance tasks like mowing, trash pick-up and cleanup after minor storms. Many organizations that are already active in promoting a cycling culture and cycling events in the community in Penns Valley offered to lend their support to help establish and/or maintain rail trails in the area, including the Bicycle Co-op in Millheim, which sponsors a gravel road bike ride each year, and the organizers of PASA's Bike Fresh Bike Local annual trail ride. Bald Eagle State Forest's 2015 Management Plan also includes continued support for trail and cycling events, including the Wilderness 101 ride in July. Many local bike shops, outfitters and outdoor recreation businesses also offered to support the establishment of more trails in this area.



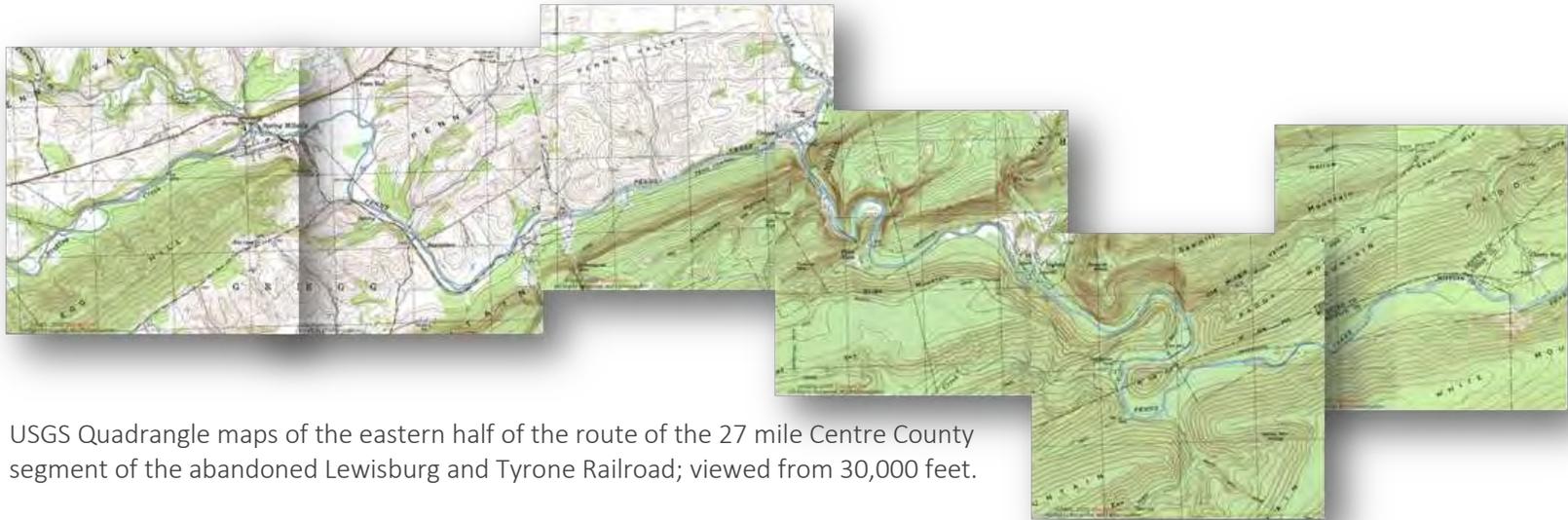
The western end of the 27 mile corridor--between Lemont and Centre Hall--is situated between Upper Brush Valley Road and Route 45, renowned for its iconic red round barn.

ABOUT THIS STUDY

Albertin Vernon Architecture, LLC, with Brian Auman, Landscape Architect (the consulting team) was hired in the fall of 2012 to explore the feasibility of repurposing a 27 mile long section of the abandoned railbed of the former **Lewisburg and Tyrone Railroad (L&TRR)** as a rail trail for non-motorized recreational use by the general public. The L&T RR was owned and operated by the *Pennsylvania Railroad* and its successor, *Penn Central*, for freight and passenger rail service for almost a century until the early 1970's, when the line was formally abandoned.

The *Centre County Recreation and Greenways Plan* prepared by the *Centre County Office of Planning & Community Development* identified the 27 mile portion of the corridor that lies within Centre County as a potential regional connector trail linking Lemont, a small village that functions as a bedroom community for nearby State College, the home of Penn State University, to the *Buffalo Valley Rail Trail*, a 9.1 mile segment of the L&T railbed that connects Mifflinburg and Lewisburg, PA, home of Bucknell University. The Centre County portion of the former L&TRR corridor runs through several municipalities, villages, and hamlets situated amidst rolling hills, prime farmland, and forests. The western end of the 27 mile corridor--between Lemont and Centre Hall--is situated between Upper Brush Valley Road and Route 45, renowned for its iconic red round barn. The middle section of the railbed--between Centre Hall and Coburn--lies within Lower Penns Valley, prized for its highly productive limestone soils, pristine streams, trout and fly fishing. The eastern section of the L&T lies in the gap carved by Penns Creek through Thick and Poe Paddy Mountains. Stations and stops along the former L&T RR's route through Centre County included Lemont, Oak Hall, Linden Hall, Gregg Station, Centre Hall, Penns Cave, Sinking Creek (Spring Mills), Zerby, Coburn, and Ingleby.

Gregg Township, located near the geographic center of Centre County's 27 mile section of the L&T corridor, agreed to be the sponsoring municipality for the feasibility study. Gregg Township was proactive in securing trail easements from landowners along the railbed even before the *Centre County Greenways and Trail Plan* was completed. The township provided the matching funds and secured a *Community Conservation Partnerships Program (C2P2)* grant for the study from the *PA Department of Conservation and Natural Resources (PA-DCNR)*, the state agency charged with conserving the Commonwealth's natural resources and promoting access to public land for recreational purposes. The *Centre County Office of Planning and Community Development* agreed to provide in kind assistance in administering the grant for Gregg Township and PA-DCNR.



USGS Quadrangle maps of the eastern half of the route of the 27 mile Centre County segment of the abandoned Lewisburg and Tyrone Railroad; viewed from 30,000 feet.

ORGANIZATION OF THIS REPORT

This feasibility study was designed to answer the question, “Is it feasible to repurpose the abandoned L&T railbed, or any section of it between Lemont and the Centre County line, as a rail trail?” The answer to that question required finding answers to 7 more questions:

1. **Legal Feasibility**-how did the L&T²railroad come into being, and who owns the right of way now?
2. **Physical Feasibility**- what is the condition of the railbed and what are the opportunities and constraints to repurposing it as a trail?
3. **Political Feasibility**- do landowners and the community support the idea of repurposing the L&T railbed or any portion of it as a trail?
4. **Market Feasibility**- who would use the trail, and for what purpose?
5. **Design Feasibility**- what is the community’s vision for the trail?
6. **Financial Feasibility**- how much would the trail cost, how would construction and operations be funded?
7. **Operational Feasibility**- who would manage and maintain the trail?

Answers to those 7 basic questions emerged through a process designed to engage as many people as possible with a stake in the outcome of this feasibility study throughout the study period, a process that continued to evolve as the project unfolded:

1. **initiate** met with the study committee to develop an approach that reflects the diverse values of the community
2. **investigate** researched history of the L&T, inventoried physical opportunities and constraints, interviewed trail users
3. **inform** shared planner’s vision of a 27 mile long destination type trail and initial findings about who owns the railbed now
4. **invite** asked the community to share their aspirations and concerns about repurposing the railbed as a rail trail
5. **imagine** met with the community to discuss what the trail might look like as smaller, community based trails
6. **improve** met with neighborhood groups to refine that vision
7. **inspire** presented this final report for landowners who wish to continue exploring community based trails



Photo of L&T Tunnel under construction, courtesy Aaronsburg Historical Museum

CHAPTER 1 LEGAL FEASIBILITY—how did the L&T railroad come into being, and who owns the railbed now?

An entire half century passed between the day the first meeting was held to discuss a railroad through Penns Valley and the day the first train rolled into the station in Lemont from its departure in Montandon in July of 1886. Plans to link the commerce and culture of Penns and Brush Valley with more populous regions of the country faced a multitude of challenges on the local, regional and national level. In its early days, the project was a local affair spearheaded and financed to the tune of \$200,000 by men of proven accomplishment, including Centre Furnace ironmaster Moses Thompson, Boalsburg namesake and Christopher Columbus descendent George Boal, Centre Hall Grange Fair founder Leonard Rhone, and Aaronsburg attorney James Coburn, namesake of the railroad village formerly known as the Forks. But the project soon proved to be even beyond the vast resources and skills of the region's most accomplished leaders and, by the mid 1870's was taken over by the *Pennsylvania Railroad (PRR)*, which was already well on its way to becoming the largest company in the world. A century later, they too would succumb to forces even beyond their resources and expertise, as the nation shifted its attention to what was thought of then as a more democratic form of transportation, the automobile. By the 1970's, the PRR was bankrupt to the tune of \$2 billion (in current dollars), much of its rights of way abandoned and reverted back to the then current owners of the lands originally deeded over to the *Lewisburg, Centre and Spruce Creek Railroad*, the precursor to the *Lewisburg & Tyrone Railroad*, referred to most often in the community and in this study simply as "**the L&T.**"

Key milestones in the development of the L&T are presented in the graphic timeline on the following pages of this chapter. The dates were compiled from John Blair Linn's 1883 *History of Centre and Clinton Counties, Pennsylvania*; the *Linden Hall Garden Club's Sketches of Linden Hall*, published in 1980; excerpts from Aaronsburg's paper, *The Centre Reporter*, (originally called *Der Berichter* and printed in German), printed in *Centre Hall, Centre County, Pennsylvania*, published in 1942 by the *Centre Hall Fire Company*; and rail historian Michael Bezilla's article, *The PRR's Lewisburg & Tyrone Railroad*, published in *The Keystone*, Vol. 39, No.1, Spring 2006. Mike Bezilla, a member of the study committee for this project, also provided key dates specifically related to the abandonment of the two segments in Centre County.

April 1, 1836,

The earliest effort to establish a railroad through Penns Valley occurred in 1836, when, "an act was passed authorizing the charter of the Lewisburg, Penn's Valley and Hollidaysburg Railroad. "Nothing further than a preliminary survey was accomplished. This [survey] was made by Charles de Haas in June, 1836." (Linn)

December 18th, 1845

"The first meeting favorable to a railroad through Penn's valley was held." The meeting was presided over by George Boal, and "committees were appointed to petition the Legislature for an act of incorporation." "The successful battle waged in Union County against municipal subscription deferred this enterprise, and nothing was done for many years except to keep the charter alive by legislative enactments ...until the year 1853 ...[when]... there arose a rivalry between the people of Bald Eagle valley and those of Penn's valley in securing railroad facilities." (Linn)

February 11, 1853

"A large meeting was held at Old Fort favorable to a railroad from Lewisburg through Penn's valley. Hon. George Boal, president; E. S. Gross, Dr. Charles Smith, vice-presidents ; Col. John Love and J. I. Gregg, secretaries. The meeting was addressed by Gen. James Irvin, Gen. George Buchanan, David Duncan, and Judge John Hasson. (Linn)

April 12, 1853

"The act incorporating the Lewisburg, Centre and Spruce Creek Railroad became law." Although The Centre Democrat opined, "It's very doubtful whether it will ever be opened," a survey of the route was ordered up by the road's directors within a month. (Linn)

May 13, 1853

"The Penn's valley survey was commenced at Lewisburg by John M. Shaefer, assistant engineer. In a report thereof he says from the head of Penn's Creek Narrows to Spring Mills the line is a good one. Near Spring Mills the line strikes Sinking Creek, and follows it to near Centre Hill, which is the summit between Penn's Creek and Spring Creek, and the first summit of any consequence which is encountered from Lewisburg, a distance of forty-seven and a half miles. The heaviest grades necessary to overcome this summit will be fifty-two and eight-tenths per mile; ascending from Sinking Creek for about two and a half miles, and thirty-three feet per mile; descending to Spring Creek, at or near Boalsburg, for three miles. From Boalsburg to Pine Grove, which is on the summit between Spring Creek and Spruce Creek, the steepest grade will be thirty-three feet per mile, and from Pine Grove to the mouth of Spruce Creek need not exceed thirty-three feet per mile.



Old Fort Hotel, from Potter Township Photo Archives

June 1, 1857

Another survey was ordered by a new board of directors of the railroad. Chief Engineer A. B. Warford's report to the President and Directors of the **Lewisburg, Centre and Spruce Creek Railroad Company** considered several possible routes for connecting Lewisburg, on the West Branch of the Susquehanna River, to the Pennsylvania Central Railroad, on the Juniata River, including two main lines out of Lewisburg; *"one to establish the distance and elevation of the summit at the head of Rapid Run, with a view of securing a location through Brush valley; the other by way of Penn's creek."* In the end, Warford recommended the Penns Creek route due to the steep grades and tight curves required to navigate through the *Brush valley narrows* along Rapid Run.

Warford's survey includes what would soon become obvious as a generous if not unrealistic estimate of the business the railroad would secure in its first year of operations, including \$311,112.50 of net profit after expenses for hauling:

- 50,000 tons of wheat;
- 500 tons of beef, pork, etc.;
- 600 tons of butter;
- 400 tons of eggs;
- 200 tons of poultry;
- 1,000 tons of vegetables;
- 1,000 tons of fruits;
- 2,000 tons of merchandise;
- 2,000 tons of plaster;
- 100 tons of wool;
- 250 tons of clover seed;
- 100,000 tons of bituminous coal;
- 150,000 tons of anthracite coal;
- 50,000 tons of lumber;
- 10,000 tons of limestone & iron ore;
- 13,000 tons of metal from furnaces;
- 100 passengers per day for 313 days a year; and
- \$10,000 for express mail service.

1861

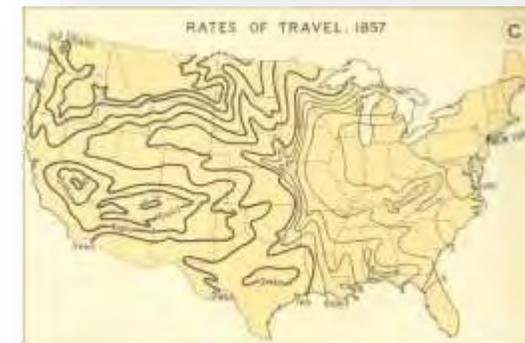
Civil War begins



Civil War Photo from National Archives online library

1865

Civil War ends



It took 6 weeks to travel across the country by horse in 1857; map from 1932 **Atlas of Historical Geography of the United States**

1868

"The railroad bridge was built across the river at Lewisburg by subscription of citizens."

Bezilla

Friday, July 23, 1869

"The first train arrived in Lewisburg ...prompting one of the town's newspapers to explain that the LC&SC 'will wake us up from our Rip Van Winkle slumber and place us right on the thoroughfare to prosperity!'"

Bezilla

1871

Construction of the Railroad continued through Buffalo Valley as far as Mifflinburg.

Bezilla

September 15, 1871

"Last Tuesday well deserves to be a memorable day for on that day ground was broken for the roadbed of our long wished-for railroad. Messrs. VanDyke & Moore, contractors for that portion of the road from three miles east of Centre Hall to Oak Hall arrived at Spring Mills with a portion of their force."

Centre Reporter

December 15 1871

"Mr. John Hoffer, on Tuesday, had surveyor Trczulny over here to open a new street. It will extend from Mr. Alexander Shannon's corner, on Church Street, southward to the railroad. These lots will be very desirable and are already very much in demand."

Centre Reporter



Isometric panorama engraving of Lewisburgh (the "h" was later dropped from most towns in Pennsylvania)

These two photos archived at the *Aaronsburg Historical Museum* were labeled Tunnel No. 2 and Tunnel No. 3 in handwritten notes on the back. Since only two tunnels were built, we can surmise that the men worked from both faces of the mountain until they met in between, hence, initially 4 tunnels, then 2 after each pair worked their way through the mountain and finally met.

Judging from the photo of Tunnel No. 3, work appears to have begun by excavating rock at the roof of the tunnel, which would have eliminated the need for scaffolding. Presumably, the men then worked their way down until they reached the appropriate elevation of the floor of the tunnel. The man in the vest may have been the foreman or chief engineer.

Some of the men working at the lower level are holding sledge hammers. Their job might have been to break the rock into small enough pieces to serve as ballast along the railbed. The men holding shovels at the lowest level loaded the stone into carts driven by mules.

The excavated rock was loaded into carts by hand and hauled away by teams of mules. Notice the young boy holding the reins on the cart on the far right.

The men standing at the entrance to the East End Tunnel No. 2 in the photo at the right below appear to be holding a surveyors rod. Mike Bezilla's article on the L&T published in *The Keystone*, lists the Paddy Mountain Tunnel at 320 feet,, and the Beaver Dam (Coburn) Tunnel at 260 feet, suggesting that the tunnel noted below as the West End Tunnel #3 is the Poe Paddy Tunnel.



West End Tunnel #3, 8 Degree Curve, Full Length 380', 1.68% Grade, McLaughlin Bros. Contractors
Photo courtesy Aaronsburg Historical Museum



East End Tunnel #2, before timbers were erected.
Photo courtesy Aaronsburg Historical Museum

1873

A nationwide economic panic, brought on to a large extent by the overbuilding and shaky financing of railroads, ultimately led to a series of disastrous bank failures in Europe and North America.

Wikipedia/Panic of 1873

September 28, 1874

"FIRST CENTRE COUNTY GRANGERS' PIC-NIC Held in Leech's Woods, Near Centre Hall, it was a great success. Enjoyed by all of the nearly 3000 who attended. ...At noon eight or ten acres of the woodland were dotted with many hundreds of tablecloths and a feast was enjoyed by all. Centre Reporter

June 8, 1875

President G.F. Miller's *Annual Report* to the stockholders of the Company described *"the completion of your road"* 16 months after portions of it were opened for business. Meanwhile, other sections, including the two tunnels in Centre County, were still under construction.

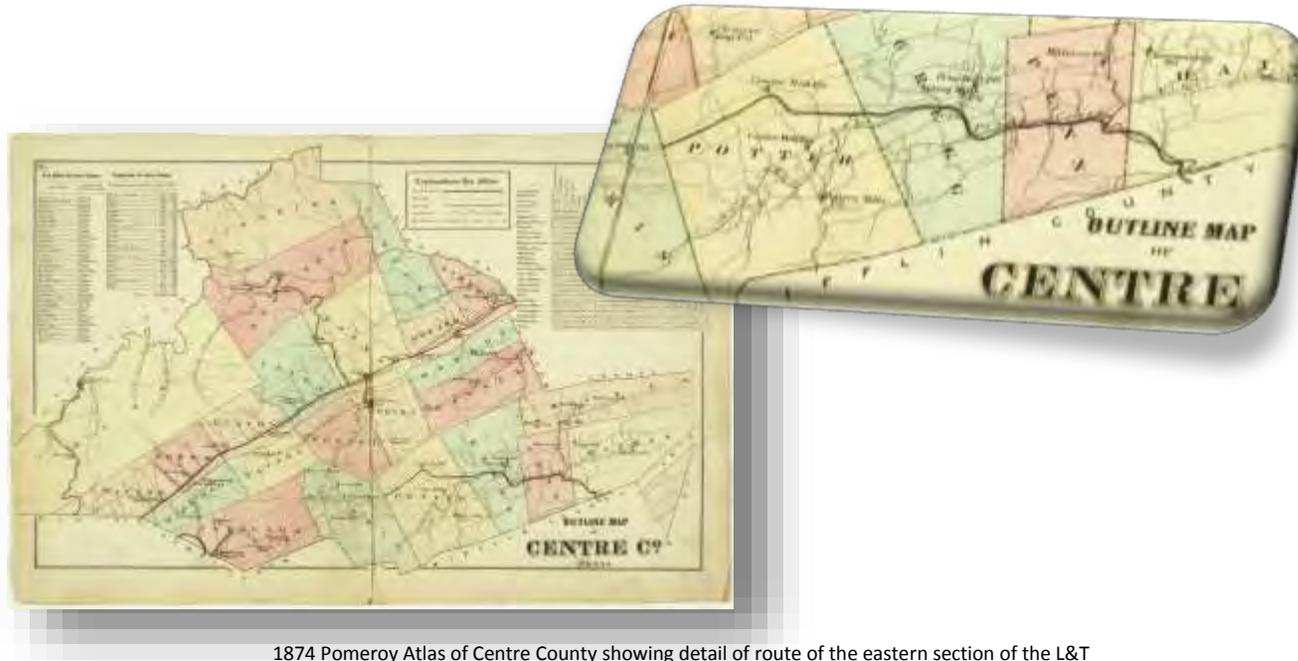
Aaronsburg Museum archives

1876

A group of men led by Grange Fair founder Leonard Rhone signed leases for rights of way between Centre Hall and Linden Hall. The terms of the lease generally gave the railroad rights of way through their land in exchange for a dollar and the benefits that would accrue from the building of a railroad through their land.

1877

The map of railroads in Pennsylvania in 1880 published in Randall Miller & Richard Pencak's book, **Pennsylvania, A History of the Commonwealth**, indicates that the Lewisburg and Tyrone Railroad was the last railroad built in the Commonwealth up to that time.



1874 Pomeroy Atlas of Centre County showing detail of route of the eastern section of the L&T

1877

“The line was surveyed, rights-of-way were obtained by farmers trading land for railroad stock, and \$200,000 was invested by people of the valley. Progress was made for a brief time. The line was extended to Spring Mills in 1877, grading was completed to Centre Hall.” (Sketches from Linden Hall)

1878

LC&SC RR President Slifer reports expenditures of \$2,345,975 against gross earnings of \$30,881 for the previous year. *“If we had means to rapidly complete the work, we might hope for some reasonable return from the investment. As it is, the unpaid interest on the cost of our work is accumulating and the delay in completion is destructive.” (Bezilla)*

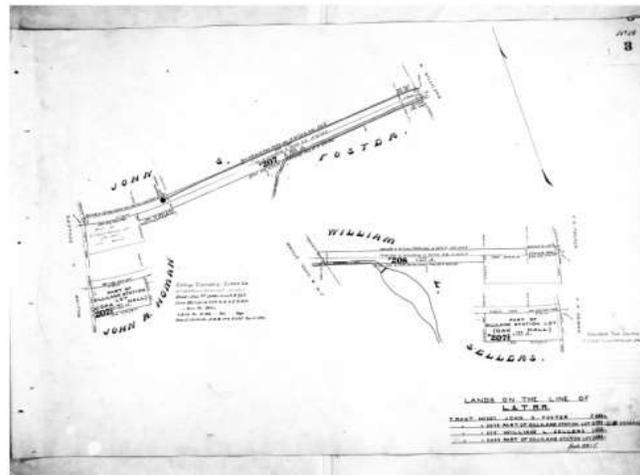
1879

“The Millheim Turnpike Road Company was chartered... under the general corporation act of April 29, 1874, and built its road, about two miles and one-half in length, from Millheim to the Lewisburg, Centre and Spruce Creek Railroad at Coburn Station during that year. (Linn)

January 1, 1880

“The LC&SC defaulted on its bonds and was sold at sheriff’s sale. The PRR [Pennsylvania Railroad] gained a majority of stock ownership, organized the Lewisburg and Tyrone Railroad as its successor, and leased the L&T ... for 99 years. ...The new name reflected a change in the road’s western terminus. The Middle Division town of Tyrone offered more industrial potential than the rural Spruce Creek and greater possibilities to lure investors.” (Bezilla)

By the time the LC&SC was reorganized [as the L&T], it had already graded 17 miles of right-of-way from Tyrone east through the Nittany Valley to the iron works at Pennsylvania Furnace. ...The plan had been to keep building eastward until meeting the line coming from Spring Mills in the vicinity of State College. However, the PRR extended the line eastward only as far as Fairbook. It then built a 5.3 mile branch northward to Scotia, where the Carnegie Steel Company had extensive ore deposits. (Bezilla)



1877 Railroad Survey Drawing for Lands on the line of the L&T RR, microfiche copy from the Pennsylvania State Archives (page 3 of 18 pgs.). The consulting team used these surveys from the State Archives in Harrisburg to trace the ownership of the railroad rights of way to its present owners between Lemont and Spring Mills.

1880

"In 1880, the name of the company was changed to the Lewisburg and Tyrone and a section of track was opened between Tyrone and Pennsylvania Furnace. But there the project bogged down. Years passed with no progress. The people could only look at the graded right-of-way, no longer useful for farming or any other purpose, and fret over the fate of their \$200,000.

Sketches from Linden Hall

Autumn 1881

*"Trains began hauling as much as 4,000 tons of ore monthly [from Carnegie's Scotia mines]... destined for Pittsburgh-area mills. **Bezilla***

1883

*"Evidence of work on other rail lines and occasional reports of engineers working along the proposed L&T roadbed caused an uprising of public opinion in the spring of 1883, Daniel Hess of Linden Hall made a spirited appeal in the Centre Reporter of June 14, 1883. He felt the law should be called upon to force the railroad to either finish the line or to refund the investor's money and pay for the land deeded over to the railroad company." **Sketches from Linden Hall***

January 2, 1884

"The Railroad is coming!— After many years' delay and a recent demand on the part of the P.R.R. for an additional \$25,000 from the citizens of Pennsvalley, to which the local committee ... flatly refused, the P.R.R. this week agreed to advance the sum of \$145,000 to the Lewisburg & Tyrone Railroad Co. for completion of the line from Spring Mills to Lemont. Governor Curtin is credited with having brought pressure against the terms of the P.R.R., to which he referred as being a d----- outrage."
Centre Reporter

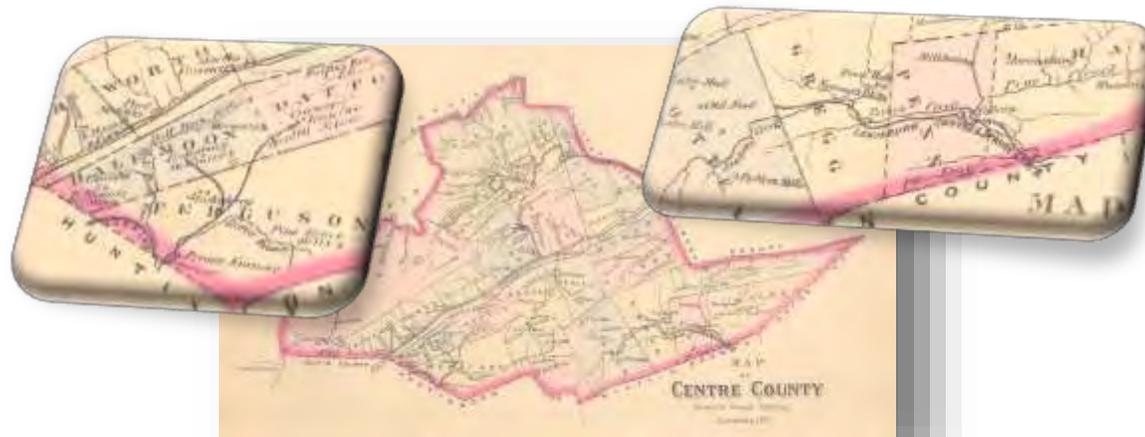
November 3, 1884

"Today the first train passed over the rails from Montandon to Oak Hall. The train, composed of six passenger cars, was chuck full of people from Coburn, Spring Mills, Centre Hall and Linden Hall. Centre Hall was almost depopulated. ...The excursion train added some 600 to the already immense crowd and the Linden Hall Band was on hand discoursing excellent music. ... A similar grand celebration was held about seven years ago at Spring Mills when the railroad had been brought to that point."
Centre Reporter

July 22, 1885

"The entire 67 miles of track between Bellefonte and Montandon were opened for service. The first car through the connection at Lemont that day carried a load of coal from Philipsburg, on the Pennsylvania's Tyrone & Clearfield Railway, consigned to a new steam-powered flourmill at Centre Hall."

Bezilla



Joseph Devlin's Centre County Map of November 1882 with blow-ups showing the west and east routes of the Lewisburg, Centre and Spruce Creek Railroad

1913

"In an effort to reduce expenses and streamline its corporate structure, the PRR foreclosed on the L&T's bonds. It reorganized the company as the Lewisburg & Tyrone Railway and purchased all its stock. Bezilla

April 30, 1915

"The 'new' L&T was absorbed into the PRR. The eastern half became the Bellefonte Branch, which extended from Milesburg (junction with the Bald Eagle Branch, formerly the Bald Eagle Valley Railroad) all the way to Montandon. The western half became the Fairbrook Branch." Bezilla

1920's

PRR operates 10,515 miles of rail line; and carries nearly three times the traffic as other railroads of comparable length, such as the Union Pacific or Atchison, Topeka & Santa Fe railroads. Its only formidable rival was the New York Central (NYC), which carried around three-quarters of PRR's ton-miles. Wikipedia

1945

During World War II PRR's traffic doubled and passenger traffic quadrupled, much of it on the eastern portion of the system
Wikipedia



1956

The Federal Highway Act is signed into law, allocates more than \$30 billion toward construction of 41,000 miles of interstate highways; rail traffic enters period of steep decline as trucking industry takes off.
www.history.com/.../congress-approves-federal-highway-act



1911 Sanborn Insurance Map of Centre Hall; with blowup of rail line passing through town, note buildings clustered around railroad right of way

November 1957

Former arch rivals PRR and NYC announce plans to merge
PRR/Wikipedia

May 8, 1962

Stockholders approve the merger
PRR/Wikipedia

November 1963

The 47 mile segment between Lemont and Mifflinburg received only 13 cars and originated only 1
Bezilla

1964

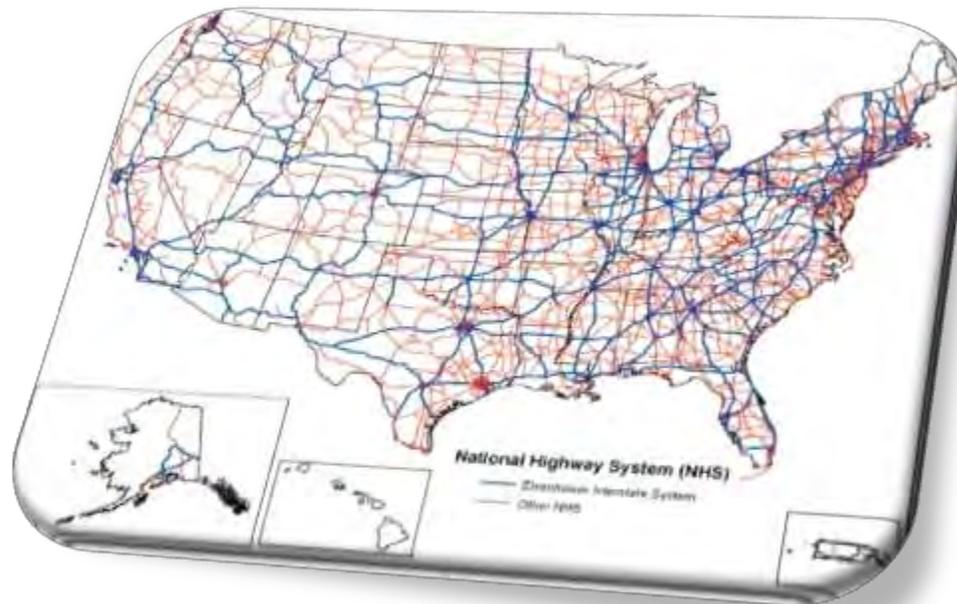
Only 5 stations remain in service along the Mifflinburg Branch: Bellefonte, Lemont, Centre Hall, Mifflinburg and Lewisburg
PRR/Bezilla

1966

ICC approves the merger of the PRR and NYC as Penn Central
PRR/Wikipedia

February 1, 1968

Penn Central formed
PRR/Wikipedia



May 9, 1968

A GP9 locomotive hauls 4 covered hopper cars to Coburn. It will be the last run on the L&T's Montandon Secondary between Coburn and Mifflinburg,

Bezilla

June 21, 1970

Penn Central registers a deficit of \$325.8 million (\$2 billion in current dollars), declares bankruptcy.

PRR/Wikipedia

June 8, 1971

ICC grants Penn Central permission to abandon the 24.7 mile *Montandon Secondary* between Mifflinburg and Coburn, effective July 14, 1970, per USRA Preliminary System Plan of 1975.

Bezilla

June 1972

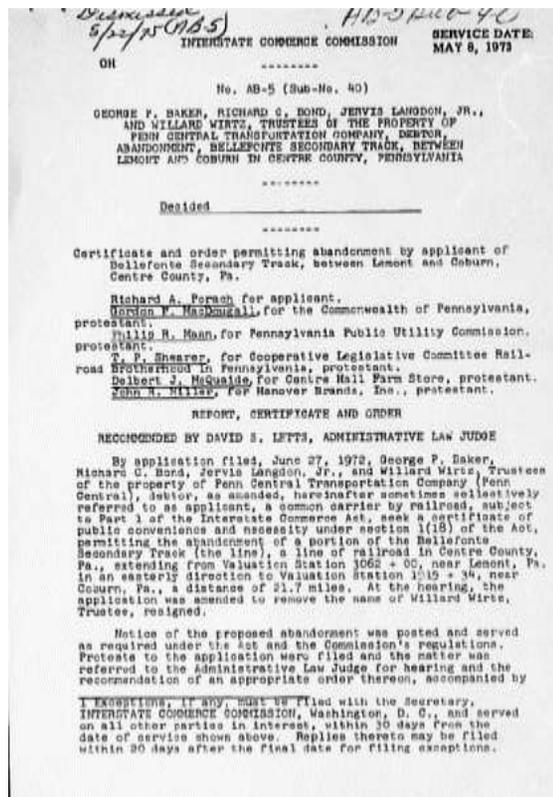
Hurricane Agnes washes out numerous sections of track along the 21.7 mile segment between Lemont and Coburn; Penn Central requests permission to abandon the segment known as the Bellefonte Secondary.

Bezilla

May 8 1973

ICC grants Penn Central permission to abandon the 21.7 mile *Bellefonte Secondary* rail segment between Lemont and Coburn.

ICC Certificate and Order No. AB-5, Sub no. 40.



ICC orders granting Penn Central the right to abandon the L&T's 21.7 mile Bellefonte Secondary line in May 8, 1973.

June 23, 1972

No trains run east of Lemont after this date on account of damages from Hurricane Agnes.

Bezilla

September 6, 1973

Penn Central places ad in Centre Daily Times offering the right-of-way for sale "Free and clear of all encumbrances."

Bezilla

May 22 1975

ICC abandonment order dismissed for Lemont to Coburn section.

per handwritten note on top of AB-5

June 26, 1975

USRA's **Final System Plan** does not include the Lemont-Coburn section among PC lines recommended for continued operation, allows abandonment to proceed **Bezilla-USRA Final System Plan 7/26/75**

December 9, 1975

Penn Central announces that the Lemont-Coburn section will be part of 846 miles of track that it intends to abandon in PA by February 26, 1976, prior to formation of the new Conrail system.

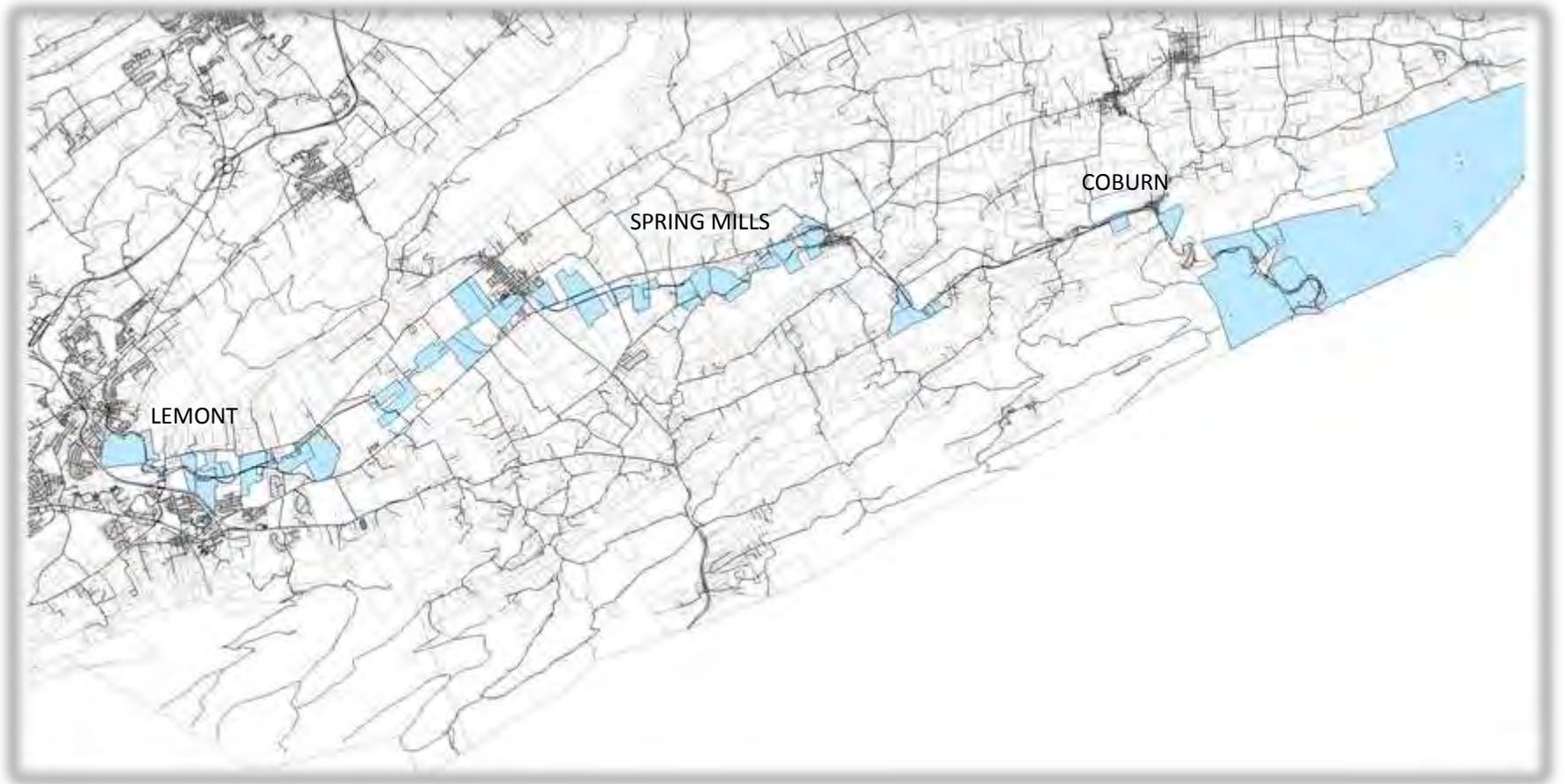
Bezilla-The Clearfield Progress 12/10/75



Map of USRA approved **Final System Plan**, adapted July 26, 1975, the map includes the segment that later became the Buffalo Valley Rail Trail after it was railbanked; everything west of that segment and east of Lemont was abandoned by Penn Central (i.e., not railbanked)

In 1983, eight years after the eastern sections of the L&T railroad were officially abandoned in Centre County, the *National Trail Systems Act* was amended to give qualified organizations, such as a municipality or rail trail organization, the right to petition the *Interstate Commerce Commission (ICC)* to have the railbed “railbanked” as an “interim use” (the ICC was established in 1887 to regulate commerce between states, and abolished and its powers transferred to the *Surface Transportation Board (STB)* in 1995). “Railbanking” was designed to prevent abandoned rail corridors from reverting back to the present owners of the land that was originally conveyed to the railroad in the event they become economically feasible to operate for rail service again at some future date. Once the ICC approves a corridor for railbanking, the order temporarily halts the reversion from occurring as long as the railbed remains intact (contiguous) and operable as a railroad. Although rails and ties can be removed for salvage to allow an interim use such as a rail trail to occur, the line must preserve significant structures, like bridges and tunnels that would be deemed necessary for its operation as a railroad. In cases where railbanking has been contested by landowners, judges typically have ruled in favor of the landowners when significant structures were removed or portions of the railbed sold off.

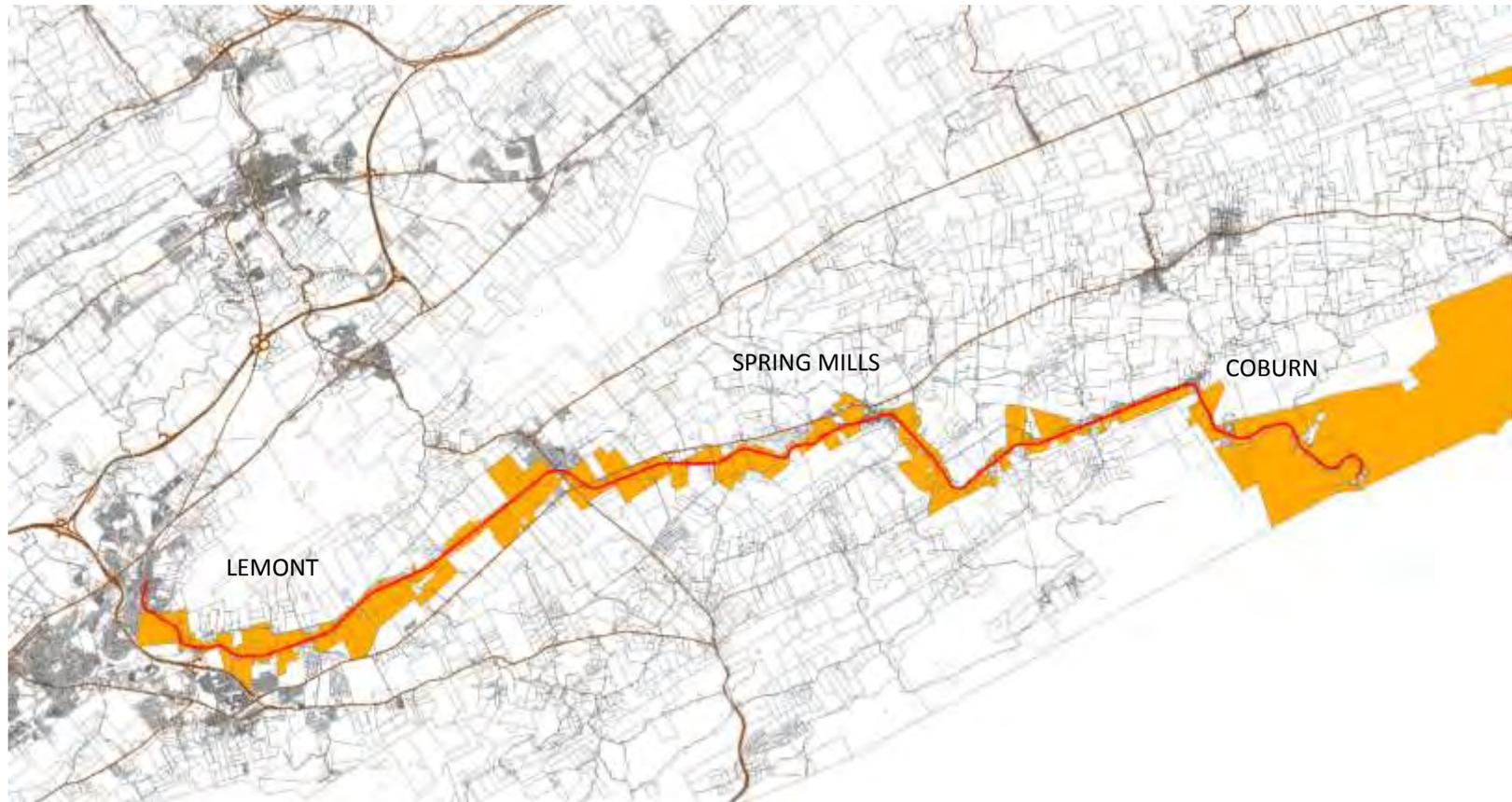
After the 24.9 mile segment between Mifflinburg and Coburn was approved for abandonment by the ICC on June 8, 1971, the Nature Conservancy bought a quit claim for the entire segment. The Conservancy paid \$10,000 for the approximately 150 acres of land on December 9, 1971 (recorded on April 20, 1972) and then sold it to the *Commonwealth of PA, Department of Environmental Resources*, on March 22, 1972 for \$10,500. The conveyance was made “with the express understanding that all public motorized vehicular traffic shall be prohibited, banned and barred from the premises hereinbefore described.” The sale was contested by the Wilt family (M.E. Wilt & Sons, Inc.) in Ingleby, ending with the *Commonwealth’s Board of Property, Department of Community Affairs* ruling on July 25, 1974 in favor of the Wilt family for the approximately 1 mile section of right of way beyond Bald Eagle State Forest on lands conveyed to the *Lewisburg, Centre and Spruce Creek Railroad* in 1871 and 1877 and now owned by the Wilt family. According to the court order, “the Board of Property, hereby determines that the M.E. Wilt and Sons, Inc. is the fee simple owner of strips of land formerly used as a railroad right-of-way situate in Haines Township, Centre County, Pennsylvania, described in deeds executed by George Fowler dated May 2, 1877...and Daniel Cary and George Schnure dated April 18, 1871, and finds that the Commonwealth of Pennsylvania Department of Environmental Resources has no right, title or interest in said strips of land.” The court’s decision on this matter essentially affirmed reversionary rights for the Wilts and quite possibly set a precedent for all property owners west of the right of way beyond Bald Eagle State Forest. Had this transaction happened after the 1983 Railbanking Act, the outcome might have been quite different.



93 distinct entities purchased quit claims for the abandoned L&T right of way from Penn Central and/or its successor, American Premier Underwriters

The abandonment of the 21.7 mile segment between Coburn and Lemont, also known as the *Bellefonte Secondary*, also was challenged in a lawsuit, this one between Penn Central and the Commonwealth, the railway union and the feed store in Centre Hall that relied on rail service for transporting agricultural products. The matter was referred to an administrative law court, which approved Penn Central's request for abandonment of the Bellefonte Secondary on May 8 1973 (ICC Certificate and Order No. AB-5, Sub no. 40), but a handwritten note at the top of the order also indicated that it was "*dismissed, May 22, 1975.*" We contacted Gabriel Myers, the attorney for the *Surface Transportation Board* who sent us the copies of the orders for abandonment, to see if he had any information that would explain the dismissal. Myers sent us CONRAIL's *Final System Plan Freight Service Lines* map published in July of 1976 as proof that the abandonment of both segments ultimately was upheld. The map clearly shows the railbanked segment between Montandon and Mifflinburg that the West Shore Railroad Company later sold to the *Lewisburg Area Recreation Authority (LARA)*, now the Buffalo Valley Rail Trail, and just as clearly shows a gap where the Bellefonte and Montandon secondary lines ran in Centre County. L&T railroad historian Mike Bezilla provided additional information further supporting the abandonment:

- May 9, 1968** A GP9 locomotive hauls 4 covered hopper cars to Coburn. It will be the last run on the L&T's Montandon Secondary between Coburn and Mifflinburg.
- June 8, 1971** ICC grants Penn Central permission to abandon the 24.7 mile *Montandon Secondary* between Mifflinburg and Coburn, effective July 14, 1970, per USRA Preliminary System Plan of 1975.
- June 1972** Hurricane Agnes washes out numerous sections of trackage along the 21.7 mile segment between Lemont and Coburn; Penn Central requests permission to abandon the segment known as the Bellefonte Secondary.
- June 23, 1972** No trains run east of Lemont after this date on account of damages from Hurricane Agnes.
- September 6, 1973** Penn Central places ad in Centre Daily Times offering the right-of-way for sale "Free and clear of all encumbrances."
- June 26, 1975** USRA's **Final System Plan** does not include the Lemont-Coburn section among PC lines recommended for continued operation, allows abandonment to proceed.
- December 9, 1975** Penn Central announces that the Lemont-Coburn section will be part of 846 miles of track that it intends to abandon in PA by February 26, 1976, prior to formation of the new Conrail system. *The Clearfield Progress 12/10/75*



Reversionary rights could apply for any of the 279 landowners who own title to the land abutting the railbed now, depending on whether railroad rights of way transferred with their deeds when the properties were purchased.

When Penn Central/Premier American Underwriters began selling quit claims for the rights of way after the abandonment was approved, many landowners were advised by their attorneys that the railbed automatically reverted back to them when the abandonment occurred. But their attorneys also encouraged them to purchase the quit claims for “*peace of mind*”, since the purchase price in most cases was nominal. 93 distinct landowners purchased quit claims to the railbed from *Penn Central* and/or *Premier American Underwriters*. Most of the land for the railbed right of way was secured in the late 1870’s through easements granted by landowners to the L&T or its predecessor, the *Lewisburg, Centre and Spruce Creek Railroad Company*. Only lands secured for fixed assets, like stations, were purchased fee simple, in which case title to the land also transferred to the railroad company. Since the railroad was abandoned prior to the 1983 railroad act, it’s unclear what rights were secured by entities that purchased quit claims for rights of way beyond the boundaries of property they own fee simple. Based on a review of deeds and the names and addresses of parcel owners presently registered in the County GIS database (see **Appendix A, for a List of Parcel Owners**), reversionary rights could apply for any of the 279 landowners who own title to the land abutting the railbed now, depending on whether railroad rights of way transferred with their deeds when the properties were purchased, the determination of which is beyond the scope of this feasibility study.

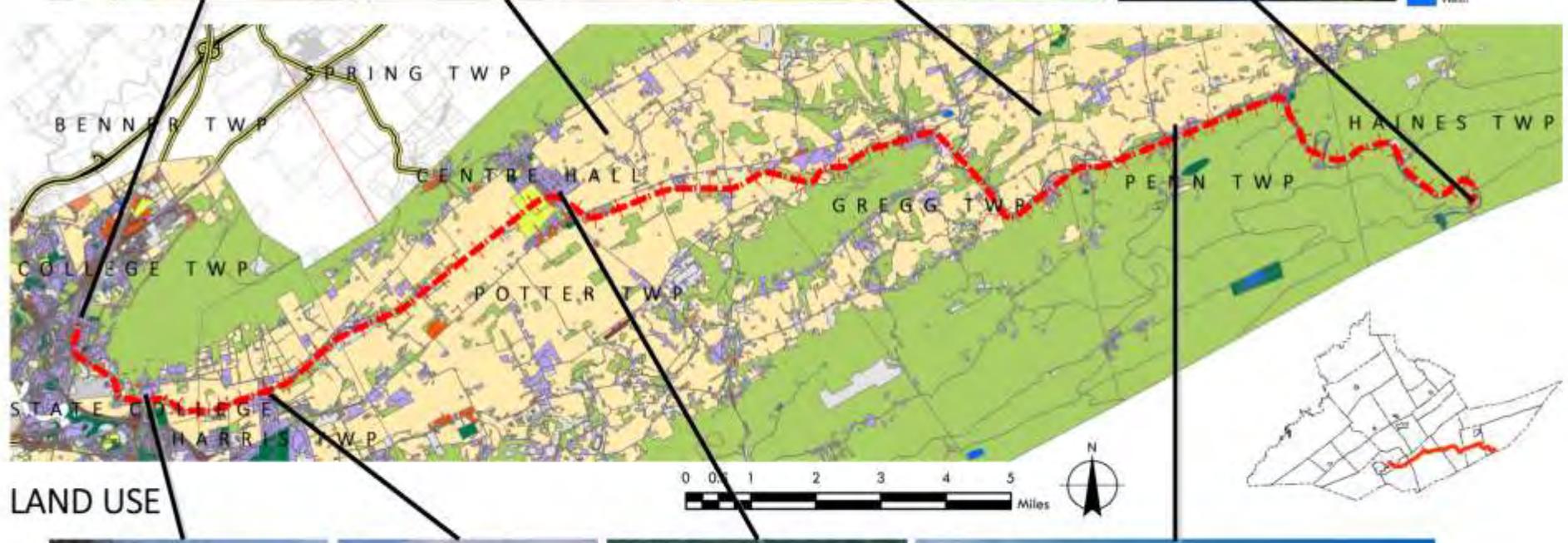
DISCLAIMER: The findings of this study were compiled for planning purposes and are not intended to be a legal opinion. Landowners who wish to clarify the status of their ownership of the right of way should consult an attorney with expertise in railroad rights of way.

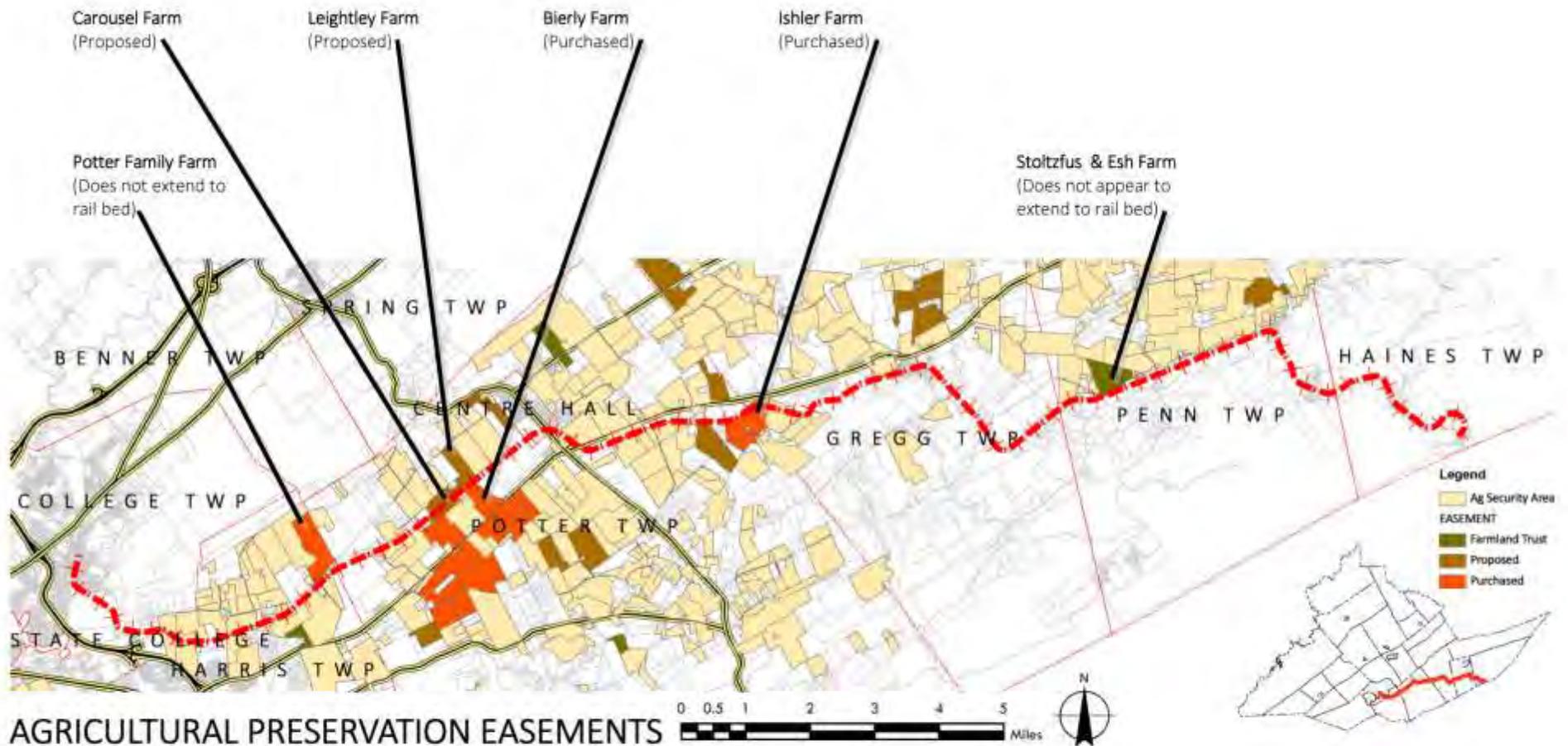


CHAPTER 2 PHYSICAL FEASIBILITY— what is the condition of the railbed now, and what are the opportunities and constraints to repurposing it as a rail trail?

Like the ingenuous footpaths Native Americans mapped out along the most dry level and direct route through the ridges and valleys centuries ago, the L&T's surveyors and engineers followed the lowlands near the center of the valley and the gaps through the mountains carved by the creek to avoid steep slopes, locating the railbed on the natural bench above the creek or creating a new bench for the railbed where none existed before to avoid wet areas and washouts from annual Spring freshets and the occasional 100 year flood or hurricane. For the most part, that strategy worked, explaining why much of the railbed remains intact today, more than a century after it was built. Nevertheless, the corridor is not without its issues. Many sections of the railbed are overgrown with small trees and impassable thickets of invasive shrubs, the stone ballast oftentimes hidden from view beneath verdant beds of grass and moss. Puddling occurs in places where culverts filled in after the railbed was abandoned. In some areas, the railbed has been altered, removed or already repurposed for driveways, fencerows and cropland, or more intensive uses, like the Penn Township sewer plant and the Grange Fair concessions area. Some lands are in ag preservation, which prohibits non-agricultural activities, including trails. The floor of both tunnels are littered with rock, calling into question the safety of their use by the general public. Most bridges lack decking and some are missing altogether. While some of these constraints can be worked around, others cannot. Nevertheless, much of the gravel ballast railbed, bridge and tunnel structures and drainage system remain viable candidates for repurposing as a rail trail. The first set of maps on the following pages describe key natural and manmade features along the entire corridor from the perspective of 1":12,500 feet. The second set of maps, zoomed in to 1":3,125 feet, identify opportunities and constraints to repurposing the railbed as a rail trail, dividing the corridor into 6 segments corresponding to historic stops along the former L&T. Pennsylvania Natural Diversity Inventory (PNDI) maps identifying areas where rare, threatened, and endangered plants and animals could be impacted are included in the Appendix. Two areas, the Sinking Creek Prairie west of Spring Mills and the Penns Creek Conservation/ Hardwood Areas in Bald Eagle State Forest east of Ingleby, will require further review by state agencies. The entire Penns/Brush valley region was determined eligible for listing on the National Register of Historic Places as a Conservation Landscape, meaning a Section 106 review will be required before any publicly funded trail development occurs.

- Legend
- <all other values>
 - Agriculture
 - Commercial
 - Communications
 - Forests
 - Industrial
 - Mixed Land
 - Mixed Use
 - Public or Semi-Public
 - Recreation
 - Residential
 - Transportation
 - Utility
 - Vacant Structure
 - Vacant and Unused Land
 - Water





AGRICULTURAL PRESERVATION EASEMENTS

The Commonwealth of Pennsylvania's statewide Agricultural Easement Program was established in 1988 to protect productive farmlands from development through the use of agricultural easements. This Program was built on the *Agricultural Area Securities Law* (also known as PA Act 43 of 1981) and was established PA Act 149 of 1988 and is administered by the State Department of Agriculture.

Limitations

Protecting farmlands through agricultural conservation easements limits public access due to concerns regarding food security and the fact that farms are privately owned businesses usually closed to the general public. As a result, each community should be proactive and seek to establish trails consistent with their adopted land use plan well in advance of farmland preservation efforts. A majority of farmland easements do not allow for additional uses or restrictions to be placed over the land once it is in place. Therefore, it is important to consider whether public access is desirable as early as possible. If public trails are not desired and inappropriate for the location, an ALPB administered program may be the best fit. If a public trail is desired or if it is uncertain but might be at some point, the Municipal Grants or Conservancy Grants Program is more appropriate.

Boalsburg Road Hillside BDA (Exceptional Significance)

This small area is designated around a population of a rare species of serviceberry, *Amelanchire humilis*.

Threats and Stresses:

The serviceberry are at risk for damage or elimination by adjacent mining activities.

Recommendations:

Physical Disturbance of the substrate in the area where the plants grow should be avoided.

Sinking Creek Prairie BDA (Exceptional Significance)

A side-oats gramma grassland community that hosts a number of plant species of special concern in PA. Two rare butterflies have also been documented at the site.

Threats and Stresses: There is general public understanding that the site is significant and access to the site is restricted. Invasive species could lead to a decline in native species.

Recommendations: Discourage invasive species, establish native plant buffers, educate the community

Penns Creek Conservation Area LCA (Notable Significance)

The most intact natural landscape surrounding Penns Creek in Centre County, and habitat for several rare animal species. The area is used for recreation and is a first priority group "A" designee for the PA scenic Rivers Program.

Threats and Stresses: Major threats to water quality are development along the creek and logging on steep slopes in the gorge.

Recommendations: Manage lands and water quality to protect ecological systems and aquatic organisms



NATURAL HERITAGE INVENTORY



Lilium canadensis

Uden Hall Park BDA (Exceptional Significance)

This site is a private park maintained by the Linden Hall Village Association. Within the park grows the only population of handsome sedge (*Carex Formosa*) known to exist in PA. Several clusters of Canada Lily (*Lilium canadense*) also grow here.

Threats and Stresses: Sedge and Lily fairly secure from threats as park is private and Village Assoc. is aware of these plants.

Recommendations: When maintaining trails use caution to avoid damaging plants.



Carex Formosa

Penns Creek Hardwoods BDA (Exceptional Significance)

A unique forest community type, a seepage community, and habitat to three animal species of special concern in PA.

Threats and Stresses: The contiguity of the forest community has been disturbed by construction of many cabins, and mechanical removal of underbrush prevents forest regeneration.

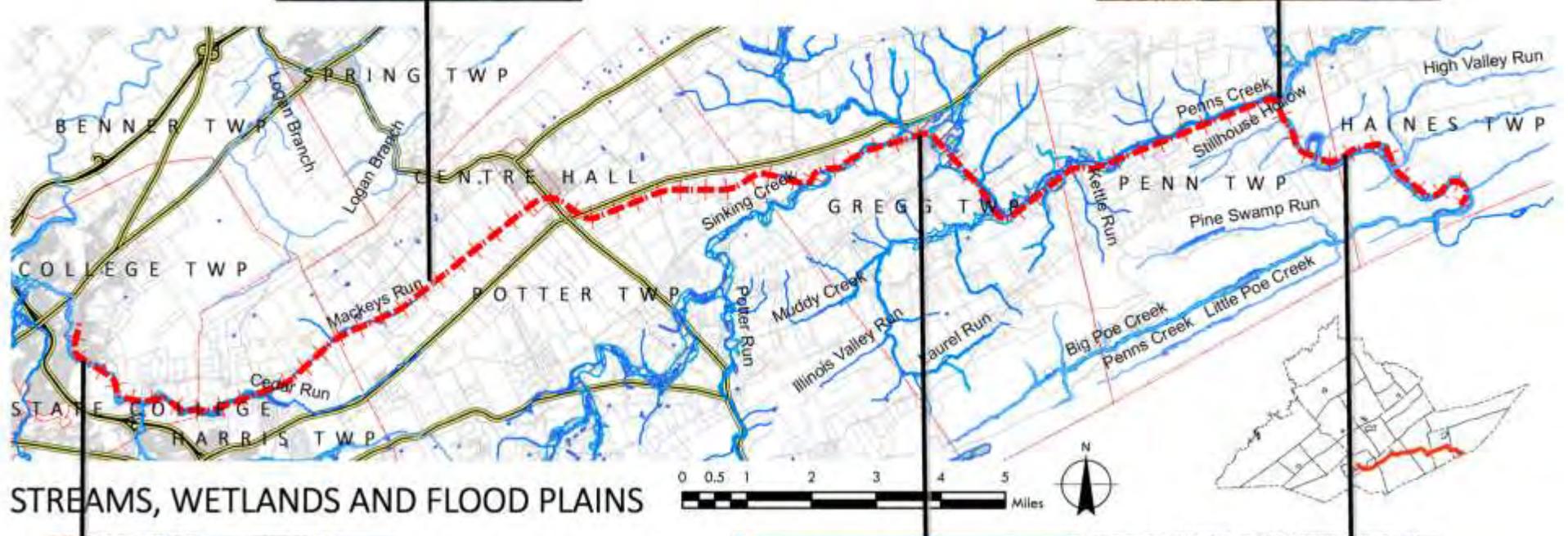
Recommendations: Large scale removal of tree cover, particularly along stream bank should be avoided. Traffic through the tunnel at Poe Paddy should be restricted Nov.-March to avoid disturbance of bats that hibernate there.



Mackeys Run at Bergenblick Farms



Confluence of Penns and Pine Creeks



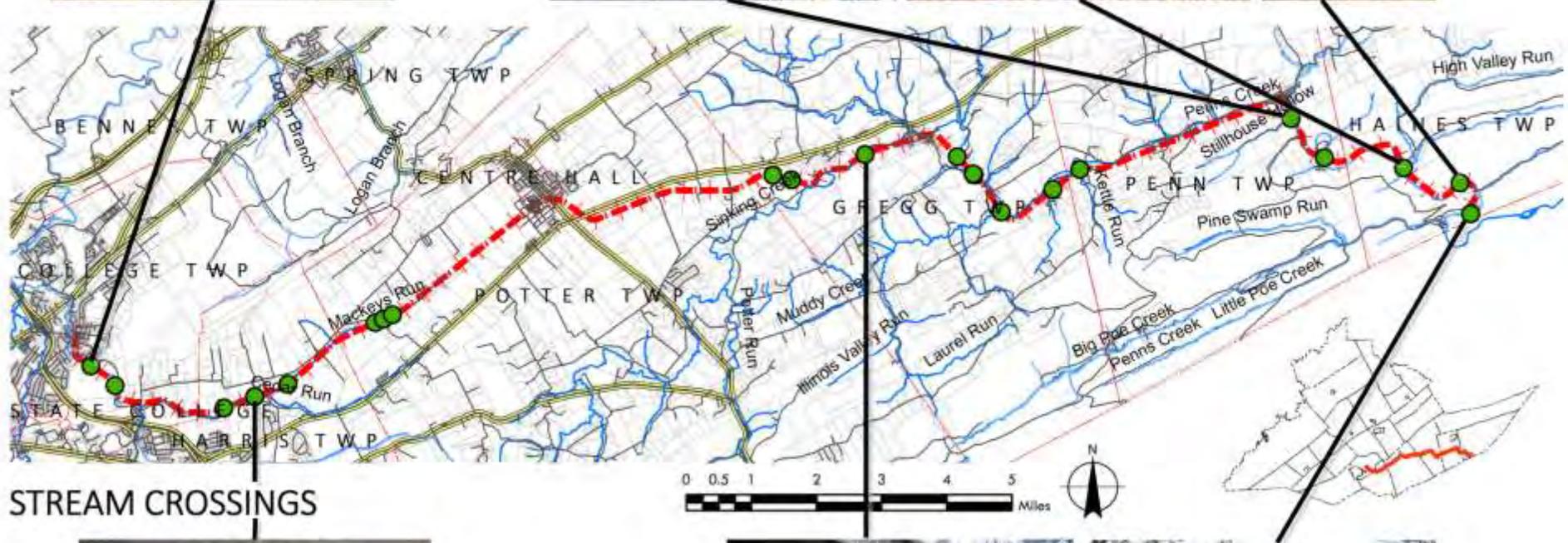
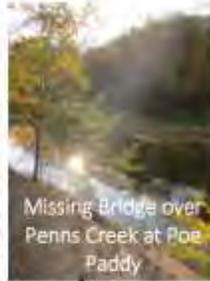
Spring Creek at Felix Dale House, Lemont



Penns Creeks passing through Spring Mills

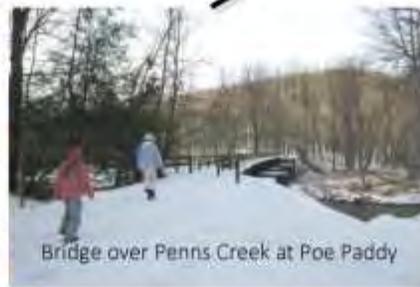
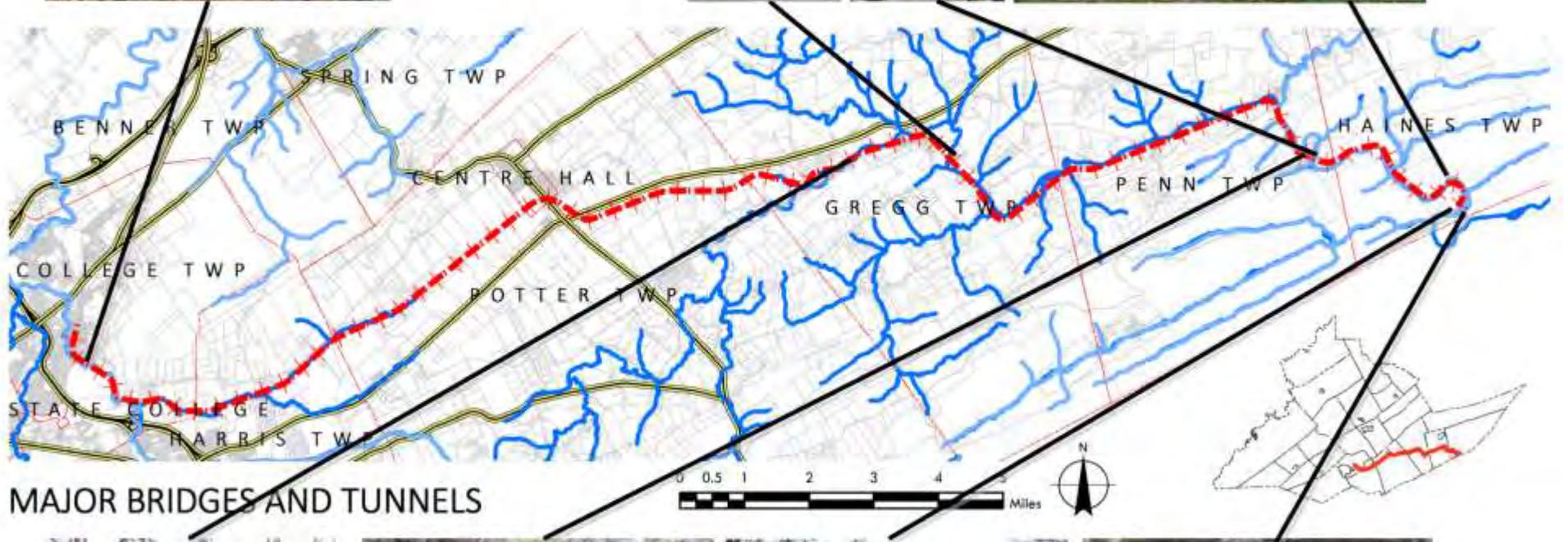


Penns Creeks near Ingleby



STREAM CROSSINGS







Lemont Village Green



Linden Hall Park (private)



Centre County Orange Centre Hall



Coburn Park



PARKS AND PUBLIC LANDS



Oak Hall Regional Park



Spring Mills Ball Field



Poe Paddy State Park



John Thompson Grain Elevator in the Lemont Historic District



Leonard Rhone House, 1853. Rhone was instrumental in founding the Grange Fair.

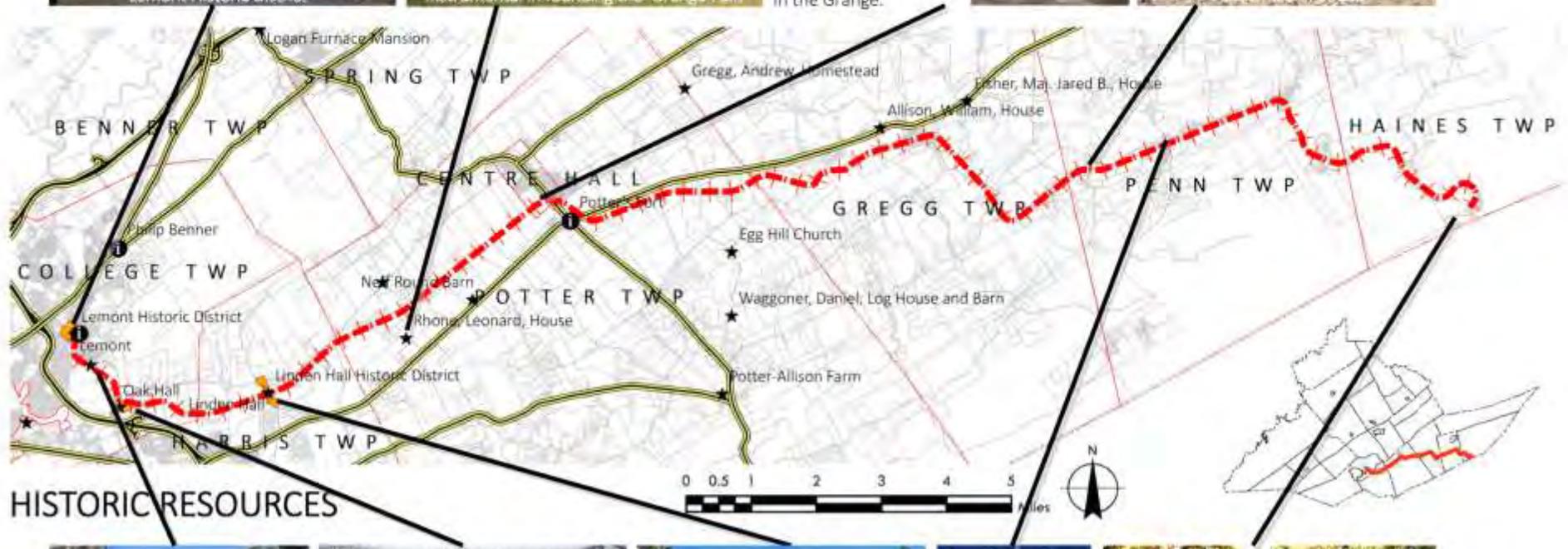
The Grange Fair began in 1874 when Leonard Rhone urged his Progress Grange to join their sister subordinate Granges in having a pic-nik to introduce their neighbors to the benefits of membership in the Grange.



Centre County Grange Fair & Encampment



Site of the Village of Corby and the Post Office of South



Felix Dale House in Lemont, PA



Oak Hall Historic District



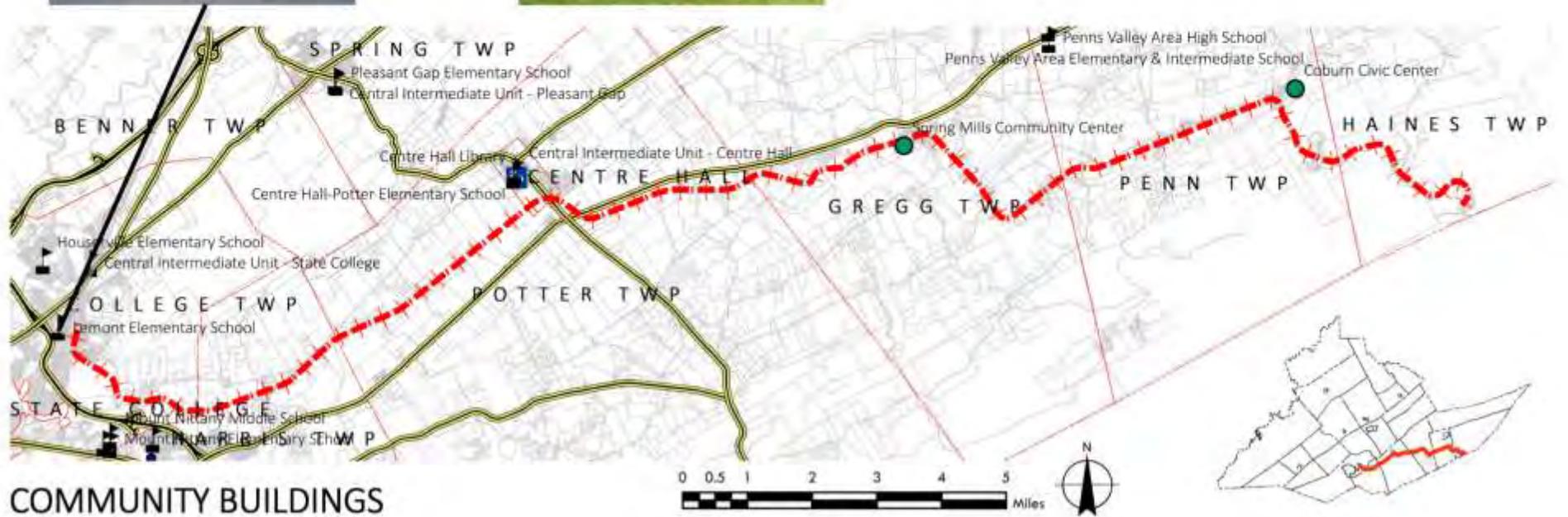
Linden Hall Historic District

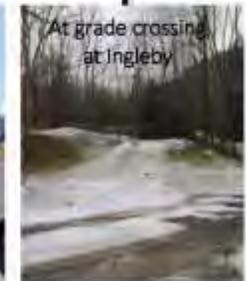
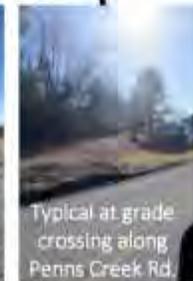
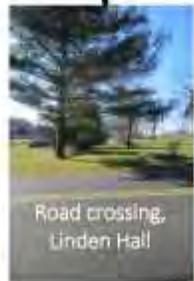
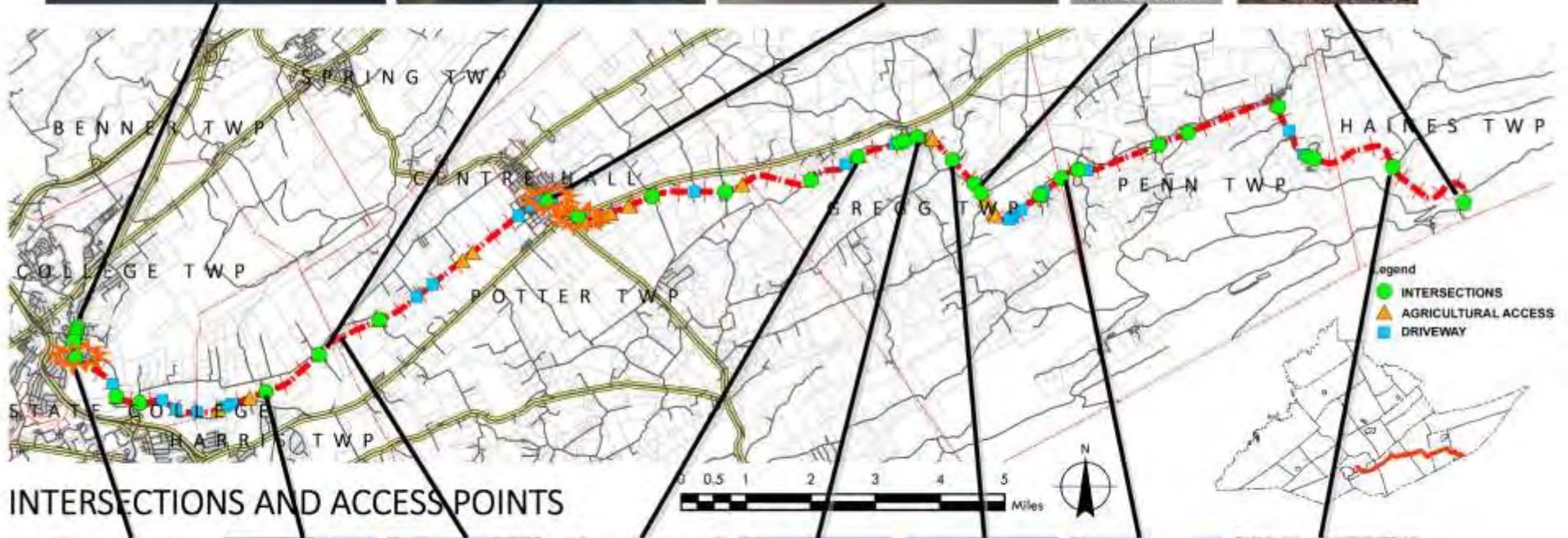


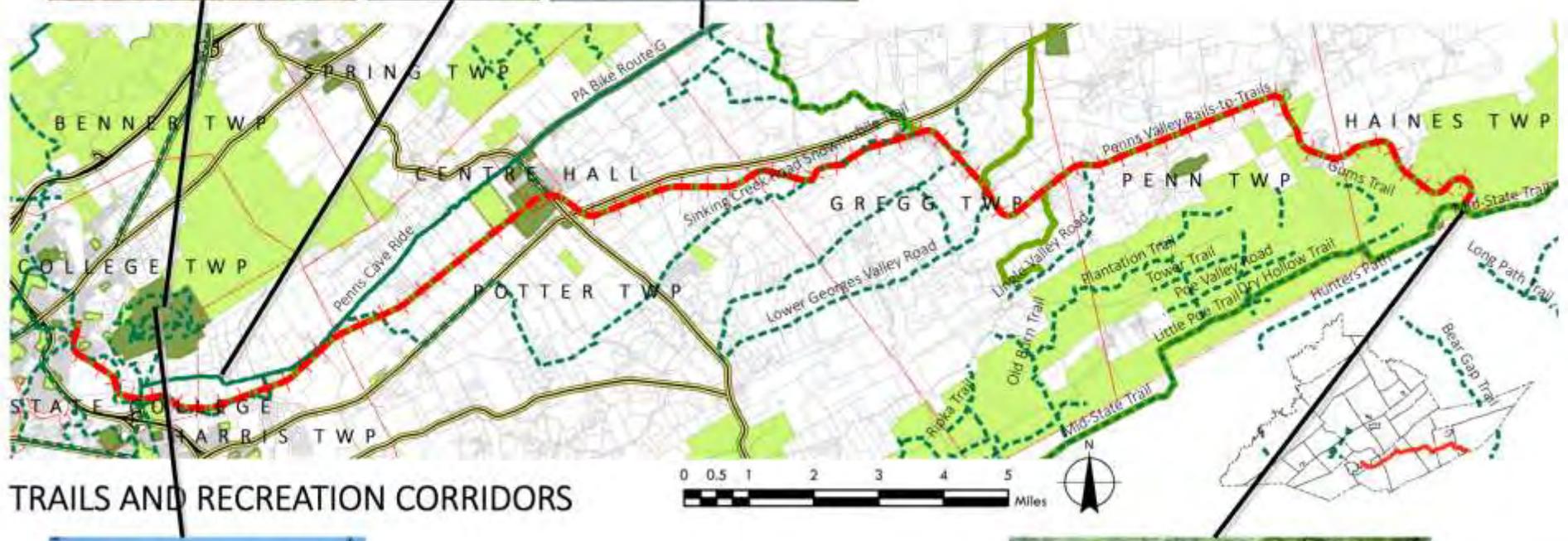
Penns Creek Feed Mill



Former Site of Poe Mills









WATER AND SEWER SERVICE AREAS

INITIATE INVESTIGATE INFORM INITIATE

What is your vision for the abandoned L&T railbed?



Pool Visibility at Potential Closing

Active Overlapping Truck Traffic

Oak Hill Regional Park
Phase 1 Facilities to be built

- 1. Existing building renovation (Phase 1)
- 2. New building construction (Phase 2)
- 3. New building construction (Phase 3)
- 4. New building construction (Phase 4)
- 5. New building construction (Phase 5)
- 6. New building construction (Phase 6)
- 7. New building construction (Phase 7)
- 8. New building construction (Phase 8)
- 9. New building construction (Phase 9)
- 10. New building construction (Phase 10)

Project Description

The project involves the conversion of the abandoned L&T railbed into a multi-use trail system. The trail will follow the railbed route through Lemont and Oak Hall, providing a scenic and recreational path for walking, jogging, and cycling. The trail will be designed to be accessible to all ages and abilities, with features such as paved surfaces, benches, and informational signage. The project also includes the development of new facilities at the Oak Hill Regional Park, including a new building and parking area. The project is expected to be completed in 2025.



IMAGINE IMPROVE INSPIRE

LEMONT STATION TO OAK HALL STATION

TOUR GUIDES Sue Smith, member of the Study Committee from the Lemont Village Association, and Michael Beck, owner, Café Lemont

OPPORTUNITIES Lemont is a bedroom community for Penn State, and like the University town, a very walkable and bike friendly place. L&T investor Moses Thompson’s historic granary and coal shed are visible reminders of the L&T’s prominent role in this community. The post office, located near the former railbed, functions as a gathering space for the village, with ample parking and plans for public restrooms that could serve as a trailhead. Several businesses in town, like Café Lemont, could provide trail related amenities to trail users. A connection to the trail in Slab Cabin Park would connect the trail and Lemont to the University. Oak Hall lies at the east end of this segment. Although cut in half when the 322 Bypass was built, much historic fabric remains in this hamlet within view of the railbed, including the first floor of a stone mill repurposed as a home for one of the country’s foremost trout anglers, a tiny meticulously restored log house beside the millrace, and the Biddle Family’s historic Oak Hall mansion with its elegant wrought iron filigree porch surrounded by pastured Champion Belgian draft horses. A connection to the Oak Hall Regional Park would be a plus for the trail. The park, designed to host regional softball tournaments, includes a perimeter loop trail for hikers and bikers. PennDOT is exploring ways to improve the Oak Hall interchange that could include bike lanes alongside the highway.

CONSTRAINTS A metal building sits on the railbed near Old Boalsburg Road. The railbed’s owner has plans for additional development closer to the village that includes a sidewalk that could be used for the trail. The former rail crossing at old Boalsburg Road has poor visibility. A section of the elevated railbed on the property east of the crossing was removed to create a driveway. Although presently designated as PA Bike Route G and Penns Cave Ride, Old Boalsburg Road is narrow and winding, and heavily used by trucks hauling stone from the quarry, so not well suited as a “share the road” option. The bridge on the railbed west of the quarry is missing its deck, although the superstructure and foundations appear to be in good condition for light use as a rail trail. The entrance to the railbed through the quarry is posted with “no trespassing” signs, and it’s not clear whether the railbed is intact through the quarry, which is very actively mined, including occasional blasting. Locals say the quarry will be donated to the community after the stone is exhausted in 10 to 20 years, but no one we spoke to could confirm this “rumor.” Access to the Oak Hall Regional Park from the railbed would have to be through private property or along existing roads. A “ghost bike” memorial to a cyclist killed at the Oak Hall interchange is a grim reminder that these roads are not well suited to a share the road option.

What is your vision for the abandoned L&T railbed?

Gregg Station



Oak Hall
 Oak Hall, Maryland
 This is a photograph of the Oak Hall building, a large, multi-story structure with a prominent central tower. The building is surrounded by trees and a lawn. The photograph is taken from a distance, showing the full width of the building and its surroundings.

Linden Hall
 Linden Hall, Maryland
 This is a photograph of the Linden Hall building, a smaller, white, single-story structure with a prominent steeple. The building is surrounded by trees and a lawn. The photograph is taken from a distance, showing the full width of the building and its surroundings.

RHOYD MEADE
 Rhoymead, Maryland
 This is a photograph of a sign for Rhoymead, Maryland. The sign is red with white text and is located in a field. The photograph is taken from a distance, showing the sign and the surrounding field.

AVA
 albertinvernon
 architecture
 with
 Brian Ashwin, Landscape Architect

IMAGINE IMPROVE INSPIRE

OAK HALL TO GREGG STATION

TOUR GUIDE: Study Committee member and Harris Township Supervisor Denny Hameister, also a member of The Linden Hall Village Association.

OPPORTUNITIES: Playful Wizard of Oz sculptures occupy the meadow of the farm on the road to Linden Hall. The Linden Hall Village Association owns a 1,200 foot section of the railbed maintained as a private park for the village. Linden Hall was a regular stop on the L&T. Although the station is gone now, the old mill dam and former general store are scenic reminders of busier days captured in the Linden Hall Garden Club's book, *Sketches of Linden Hall*. The Linden Hall Lumber Company operated a tramline between Bear Meadows and a sawmill in the village, described in Benjamin Kline's book, "Wildcatting on the Mountain." The one room Rock Hill schoolhouse is a community center, and although not on the railbed, could function as a trailhead. Hameister maintains a section of the railbed behind his home as a trail, as well a neighboring section of the railbed. Herds of Scottish Highland cattle and bison grazing on pastures between Smith Lane and Rimmey Road add to the area's rural character.

CONSTRAINTS: Sections of the railbed between Oak Hall and Gregg Station have been overbuilt. Several bridges are missing decks along the route. Linden Hall is a quiet place today, functioning mostly as a bedroom community for Penn State, and many people said they value their privacy more than the benefits of a trail. A fence runs down the middle of the railbed in several areas. Several landowners are using the railbed for driveways, and the narrow winding roads are not well suited as alternate share the road options, even though they are marked and often used as bike paths. A landowner installed a trip wire on the railbed and a woman jogger was seriously injured several years ago, resulting in a lawsuit and lingering animosity about the trail. Some members of the village continue to resent the fact that that the township did not act to buy the right of way when it was abandoned by Penn Central.

GREGG STATION TO CENTRE HALL STATION

TOUR GUIDES: Michael Troyan, member of the Study Committee, Potter Township Planning Commission and Tri-Municipal Park; and James Leshar, President of Rhoneymeade's Board of Directors.

OPPORTUNITIES: Plans for the 165 acre Tri-Municipal Park already include improving the railbed on the far (south) end of the park property. S&A Homes owns the right of way opposite the municipal park; the land is zoned for single family homes that would benefit from access to a trail for a Safe Route to School in nearby Centre Hall. The 800 foot section of railbed west of Gregg Station Lane was cleared a decade ago and has been maintained as a trail by Rhoneymeade's manager, James Leshar. Rhoneymeade's historic brick home is on the National Register, and is the homestead of Grange Fair PicNic founder Leonard Rhone. Rhoneymeade's owner Richard Morgan would like to expand the trail to connect the Grange Fair to Rhoneymeade's arboretum, outdoor sculpture garden, and studio, which are open to the public on weekends throughout the summer. The Grange Fair is home to the oldest tent encampment in the United States, with 950 tents, 1,300 RV's, hundreds of concessions and over 7,000 exhibit items. The Grangers recently built a multi-million dollar equestrian facility on land near the railbed. The original train station at Centre Hall has been repurposed as a restaurant called the Whistle Stop, which would be a convenient waystop for trail users.

CONSTRAINTS: The railbed east of Gregg Station Lane is used by Carousel Farm as a driveway for their horse boarding and equestrian training center. The farm owns approximately 1 mile of railbed, and although the owners are advocates for rail trails, are concerned that visitors could spook their high-strung thoroughbreds. A section of the railbed east of Carousel Farm is under an Ag Preservation easement, which prohibits uses that are not agricultural in purposes, including trails. Rhoneymeade's land adjacent to the trail is under a conservation easement with the Clearwater Conservancy, which might pose some limitations for a spur between the railbed and Rhoneymeade's arboretum. The section of railbed through Grange Fair is used for parking and concessions during Progress Grange's annual fair. The Grange property is fenced in to keep vandals out during the off-season. The railbed at the Centre Hall Feed Store has been overbuilt, and there is no clear path around them except through Grange Fair's grounds. Vintage railcars occupy the railbed at the Whistlestop, although the owners are willing to consider alternate ways through or around the property as long as they don't have to relocate the railcars. The railbed crosses Route 144, a heavily traveled road, and would require coordination with PennDOT for a trail crossing this busy highway.

What is your vision for the abandoned L&T railbed?

Centre Hall



Historic brick building, possibly a school or community center, located near the railbed. The building features a prominent chimney and a gabled roof.



CENTRE HALL

POTTER TWP

GREGG TWP

Spring Mills



AVA
albertinvernon
architecture
with
Kevin Avineri, Landscape Architect

IMAGINE IMPROVE INSPIRE

CENTRE HALL STATION TO SINKING SPRINGS (SPRING MILLS) STATION

TOUR GUIDES: Jane Scheuchenzuber, Doug Bierly, and Joel Myers, Study Committee and Gregg Township Planning Commission members

OPPORTUNITIES: The new Sheetz Gas Station, with restrooms, air pumps, water and convenience items, would make a convenient trailhead for this leg near the geographic center of the corridor and the functional gateway to Penns Valley. A connection to the ball field behind Snappy's would also be a plus, although crossing the highway would have to be well marked to properly alert drivers and cyclists well in advance of the crossing (the same issue as the crossing at Route 144 in Centre Hall). Historic markers at Old Fort and on Indian Lane provide historical context for an expanded interpretation of the valleys first European settlers and the Native Americans who occupied the lands for millennia before them. The railbed travels through open farmland and a Natural Diversity Area known as the Sinking Creek Prairie, another interpretive opportunity. A trail spur trail linking the Kauffman and Stonemeadow Subdivisions to the ball fields and community center at Spring Mills. The Township secured a 15 foot easement along the center line of the railbed in 2007 for a parcel subdivided from the Kauffman Farm east of Wildflower Lane in April of 2007, and has a right of first refusal for the 4,100 foot (.72 mile) section of railbed west of Wildflower Lane (Kauffman's sold the land with the easement in March 2015, and the Township plans to exercise its right to purchase the easement). The Old Gregg School is now a community center and would make an ideal trailhead, with ample parking, restrooms, and path to the ball fields. An historic Clover Store serves ice cream, snacks and water, and the Frosty Hook is a favorite watering hole for locals.

CONSTRAINTS: The railbed on the Wolf Farm has been plowed over east of the Hanover Farms processing plant. Much of the railbed through farmland is overgrown with small trees and invasive shrubs, including honeysuckle and multi-flora rose. The railroad bridge across Sinking Creek Road at Myers Farm has been removed, and the floodplain complicates an at-grade crossing at this location. The railbed is interrupted by Wildflower Lane on the Kauffman Farm subdivision, which is further complicated by steep grades. Sections of the railbed have washed out where natural swales on the steep hillside empty spring and storm water into the creek through culverts beneath the tracks. Some of the culverts on the railbed are clogged with silt, creating puddles on the railbed. The Sinking Creek Prairie Biodiversity Area (BDA) has exceptional significance, and will require a review by DCNR. The railbed comes within 15 feet of some properties as it enters the town.

INITIATE INVESTIGATE INFORM INSPIRE

What is your vision for the abandoned L&T railbed?

Spring Mills



Coburn



IMAGINE IMPROVE INSPIRE

SINKING SPRINGS (SPRING MILLS) STATION TO COBURN STATION

TOUR GUIDE:

Jane Scheuchenzuber, Study Committee and Gregg Township Planning Commission

OPPORTUNITIES:

Most of the railbed through town is intact, with little overbuilding. A large section of the railbed in Spring Mills owned by Gettig Industries recently sold through a bankruptcy auction to Chris Kunes, a local builder, member of the County Planning Commission and trail advocate. Muddy Paws Nature Center east of Spring Mills could be a destination for educational opportunities. The bridges along the railbed between Spring Mills and Coburn that are missing cross ties appear to have solid structures and foundations that would be sufficient for trail use. The L&T's flag stop at Zerby, marked with a sign commemorating a railway water station, could set a precedent for further interpretation of the L&T. The vacant Penns Creek Feed Mill, a local landmark occasionally advertised for sale, would make a nice trailhead or trail related business. The railbed along Penns Creek was used for the Wilderness 101, a 101 mile cross country mountain bike ultra-endurance event run primarily by Shenandoah Mountain Touring of Harrisonburg, VA between 1991 and 2011. The race attracted riders from all over the country to the 12,000 foot climb through Bald Eagle State Forest near Coburn. Coburn Park is one of the few locations in the area with ample room for parking horse trailers. Crikfest, a local music event celebrating the confluence of Penns, Pine and Elk Creek, attracts hundreds of visitors to the region each fall. Coburn is a popular destination for anglers who flock to the area for the Green Drake hatch in June.

CONSTRAINTS:

The railbed comes very close to several homes east of Spring Mills. The railbed is interrupted by the road embankment at Maple Lane. Although the railbed east of Maple Lane was deeded to the Township for a rail trail, the easement includes a section of the railbed purchased through a quit claim that is beyond the land owned in fee simple by the grantor. The adjoining landowner plowed over the railbed in protest shortly after this project was announced. The landowner south of Klines Road removed the railroad bridge and blocked the railbed with firewood. The Sportsman's Club south of Spring Mills uses a section of the railbed as a backstop for a shooting range.

What is your vision for the abandoned L&T railbed?

Coburn

Ingleby

Cherry Springs

AVA
albertinvernon
architecture
with
Rene Aueron, Landscape Architect

IMAGINE IMPROVE IN

COBURN STATION TO INGLEBY STATION AND THE COUNTY LINE

TOUR GUIDE: Study Committee member and Ingleby landowner George Wilt

OPPORTUNITIES: The railbed between Coburn and the Coburn (Beaver Dam) Tunnel is a favorite spot for anglers, especially during opening day of trout season. The Coburn Tunnel is also a favorite spot for rafting and kayakers on Penns Creek, who put in upstream of the tunnel and then use the tunnel as a shortcut for their return trip. The state refurbished the bridge beyond the bend, maintaining the crossing to the railbed beyond Penns Creek. The railbed passes through pristine lands for several miles before reaching the small mountain hamlet of Ingleby, a former resort town and home to the famous “weather rock,” which is so popular it has a Facebook page. The Wilt family owns a mile of the railbed on the former Barker Resort property in Ingleby, now used as hunting camp they call The Lodge. A second resort community of private holdings is located within the State Forest near Poe Paddy State Park. The park includes structures and foundations built in the 1930’s during the Depression by the Civilian Conservation Corps (CCC). The railbed passes through a second tunnel, the Poe Paddy Tunnel, built by the railroad to bypass Paddy Mountain, before joining the 3 mile long Cherry Springs Rail Trail in Mifflin County, which is part of the Mid State Trail system. This area is popular among equestrians and mountain bikers, who use the railbed to get access to public lands. Although the state closed the tunnel at Poe Paddy in the Spring on 2013, DCNR awarded a \$1.2m contract to repair the tunnel, railbed and bridge at Poe Paddy in April of 2015.

CONSTRAINTS: The Penn Township Sewer Plant is built over the railbed in Coburn. Sections of the railbed near Penns Creek washed out during Hurricane Agnes. The railbed between Coburn and the tunnel is heavily used by visitors from opening day of trout in April through the Green Drake mayfly hatch in June. Visitors often park or trespass on private land, creating tension between landowners and visitors. A large stone dangling at the east entrance to the Coburn Tunnel was removed or fell during the study period, but more stones litter the floor of the unlined tunnel, making it unclear whether it’s safe for use by the public. The railbed beyond Ingleby enters State Forest land, and includes the Penns Creek Landscape Conservation Area (LCA) and Penns Creek Hardwoods BDA, which will require further review by DCNR and PA Game Commission. The bridge east of Ingleby and the bridge across Penns Creek between Ingleby and Poe Paddy are missing, although foundations remain at the banks on either side. Access to the railbed east of Ingleby crosses leaseholds owned by the Commonwealth, and many visitors park on leased cabin sites. A parking area maintained by the Fish and Boat Commission east of Ingleby is often wet and inadequate to handle existing visitors.

PENNS/BRUSH VALLEY ELIGIBILITY FOR INCLUSION ON NATIONAL REGISTER

Posted on Centre County Historical Society on line newsletter, Tuesday, July 10, 2007

“In 2003, CCHS began a survey of Penns/Brush Valley to determine its qualifications for listing in the National Register of Historic Places, the country's most prestigious record of historic resources. It is one of the ways in which a rural landscape can be given enhanced protection, particularly from state and federal transportation projects through Section 106 of the National Historic Preservation Act. A National Register listing recognizes unique historic and cultural resources and encourages the preservation of agricultural land, open space, architectural resources, archaeological sites, and less commonly identified resources - hedgerows and vistas.

After several months of identifying, evaluating, and documenting the valley, a large packet of information was submitted to the Pennsylvania Bureau of Historic Preservation (BHP). ...As a result of these efforts, Penns/Brush Valley has been declared eligible for listing - the first step in enhancing the preservation of this unique Centre County rural historic landscape, one of the few of its size remaining in Pennsylvania. Work will continue over the next several months to complete the full nomination.

What Makes Penns/Brush Valley Special?

The natural context of the Ridge and Valley landscape played a significant role in the cultural development of Penns Valley and Brush Valley, Centre County, Pennsylvania. Early paths and later roads were located along the fertile limestone valley floor, or through ridges cut by gaps. Fast moving streams or underground fed springs provided the water resources needed for the settlement of crossroad communities. And the agricultural landscape of the valley was, and still is, defined by the vertical edges provided by the forested mountains. A great deal of the proposed district's historical vernacular landscape fabric is still intact within the natural context. Agricultural patterns still persist and are visible on the landscape - farms delineated by historic hedgerows; crop lands and open fields framed by old roads; and the views and vistas from the valley and the ridges that reflect nineteenth and early twentieth century features.

National Significance of Penns/Brush Valley

The rural landscape in Penns Valley and Brush Valley, Centre County, PA is clearly related to important currents in the state's economic and social history. More specifically, agriculture in central PA - and, thus, the rural landscape itself - was initially shaped by the presence of local markets (first the iron industry, later by State College) and by the institution of share tenancy. From early on, the local ironworks supplied important markets for beef, pork, feed grains, and hay. They also likely contributed to the high level of mechanization in the valleys.

A substantial portion of farmers, perhaps as many as 30% to 50%, were actually tenants, farming on shares. By the mid-19th century, a mixed grain-and-livestock economy had taken root, and this was the staple of agricultural production in the valleys well into the twentieth century. By the 1930s, State College became a major local outlet, and its rural environs became part of Eastern urban milksheds. Tenancy, however, outlasted the iron era and persisted to the very end of the period of significance. The significance of the extant historic rural landscape in these interconnected valleys is twofold: first, in the extent to which it conveys this agrarian past, and second, in its high level of integrity.”



The study committee met on 4 occasions, providing guidance and feedback prior to and after the public meetings.

CHAPTER 3 Political feasibility-what do landowners and the community think about the idea of repurposing the L&T railbed as a trail?

The answer to this question came through a variety of forums the Study Committee often described as “a robust public process.” That process began with the 40 person study committee established for this project by Gregg Township, with assistance from the *Centre County Office of Planning and Community Development*, which also provided assistance with the organization and administration of the Consultant Selection Committee for this study. The *Study Committee* included key landowners, County and Centre Region officials and transportation planners, DCNR Forestry, educators and historians, tourism and outdoor recreation related businesses and organizations, and officials from the 8 municipalities located along or near the 27 mile abandoned corridor, including (from east to west) College Township, Harris Township, Potter Township, Centre Hall Borough, Gregg Township, Millheim Borough, Haines Township and Penn Township. The study committee met on 4 occasions, providing guidance and feedback prior to and after the public meetings.

Efforts to engage the public also included a Facebook page that continues to draw “Likes”; dozens of one on one “key person” interviews with landowners, community leaders and representatives from outdoor recreation groups throughout the region; 244 surveys of potential trail users; and 9 neighborhood meetings with landowners and advocates interested in exploring community based trails on their lands, including one meeting in Lemont, one in Linden Hall, three at Rhoneymeade/Bergensblick Farm, three at Spring Mills and one at Ingleby.

We also met with five different regional planning agencies that requested information on the project, including the Penns Valley Regional Planning Commission, the Potter Township Planning Commission, the Centre Region Council of Government (COG) Transportation and Land Use Committee, the Centre County Planning Commission, and the Spring Creek Watershed Commission. The team also participated in a full day workshop with the graduate class of Penn State’s Community and Economic Development Summer Institute, where the Penns/Brush Valley Rail Trail feasibility study was featured as a case study on community engagement.



The consensus of those in attendance for the 1st public meeting was strong support for the idea of repurposing the abandoned railbed as a rail trail, and equally strong support for the right of each property owner to decide whether a trail was an appropriate use for their land.

PUBLIC MEETING #1

To ensure a good turnout for the first public meeting at Old Gregg School, in Spring Mills, we placed a half page ad in advance of the meeting in the *Valley Vine* distributed to 5,325 household in the valleys, issued a press release that resulted in articles published in 2 regional newspapers, the *Centre Daily Times* and *The Express*, wrote an article for the *Lemont Village Association* newsletter, mailed postcard invitations to all adjoining property owners based on names and addresses in the County GIS system, and arranged to have a *PennDOT* blinking traffic advisory sign announcing the rail trail meeting placed at Old Fort at the junction of Route 45 and 144 near the hinge point of Brush and Penns Valleys. Approximately 200 people attended the meeting; 150 of them signed in at the door. Handouts describing the purpose of the meeting and comment cards were placed at each seat, and the evening's agenda was posted on the screen at the front of the room with the disclaimer that "eminent domain would not be used" to eliminate that concern as soon as people arrived. The team presented a PowerPoint slideshow describing the 7 questions the feasibility study would answer, what we had learned so far about the history of the L&T and who owns the railbed now, and listed 13 reasons other communities build rail trails. The audience was then invited to review maps of the abandoned corridor on tables at the front of the room staffed by study committee volunteers and consultants, and encouraged to write comments on the maps or on comment cards placed at each of the tables. Maps of Brush Valley were placed on the left side of the room and Penns Valley on the right, arranged geographically. After a half hour, the audience was asked to return to their seats for a public comment period. Each person in the room was offered a chance to speak, and asked to limit comments to the trail and to be respectful of everyone in the room regardless of whether they spoke in favor of or against the trail. Many spoke in favor of the rail trail and many others expressed concerns about it. After everyone was given a chance to speak, we opened the meeting up for Q&A. The PowerPoint presentation and the public comments that followed can found on the county website at www.centrecountypa.gov. **The consensus of those in attendance was strong support for the idea of repurposing the abandoned railbed as a rail trail, and equally strong support for the right of each property owner to decide whether a trail was an appropriate use for their land.**

At the request of the *Linden Hall Village Association*, we held a neighborhood meeting on April 1, 2013 in Linden Hall. 33 people attended the meeting at the historic one room *Rock Hill Schoolhouse*. The presentation, comments and feedback at Linden Hall were consistent with the public meeting at Spring Mills.

C-CR

**R.O.W. OWNER/
ADJOINER COMMENT**

Name (optional) T. M. Rosenberger
 Address (optional) 464 E Foster Ave SC PA
 Phone or Email (optional) 814-571-4419 16801-5720
 May we contact you? Yes No
 Are you interested in exploring a rail trail on or adjacent to your property?
 Yes No Maybe
COMMENTS:
 We have 1 mile adjoining the
 railroad bed.

Most of the comments on the following pages came from cards like these handed out at the public meetings. Respondents were given the option to submit cards anonymously.

LANDOWNER COMMENTS

Nothing tells the story of this community's response to the idea of repurposing the abandoned railbed as a rail trail more clearly than to hear from them in their own words. Comments on the following pages are arranged in geographical order, beginning with the western end of the abandoned rail corridor in Lemont and working east toward the Centre County line beyond Ingleby. The last two pages of this section include general comments relevant to any section of the right of way.

Although the comments clearly demonstrate the variety of opinions in the community with regard to the idea of repurposing the railbed as a rail trail today, it's also worth keeping in mind that these comments reflect a snapshot in time, and that people's attitudes about rail trails often change over time, and in some cases, are influenced by a single experience. For example, many residents initially opposed to the 62 mile long *Pine Creek Rail Trail* in Lycoming County later became the trail's greatest advocates as they witnessed the fortunes of mom and pop businesses located along that formerly economically distressed corridor dramatically improve. Fears of trash and vandalism also evaporated as residents discovered that most trail users are more inclined to pick trash up than throw it down. More people on the trail also meant more eyes on the corridor, discouraging illegal dumping that had plagued the abandoned corridor before it was improved. But a single bad experience can just as easily influence a person's opinion about rail trails, as you will discover in a letter one right of way owner in Linden Hall shared with us in the pages below.

Most of the comments on the following pages came from cards handed out at the public meetings. Cards prepared for **R.O.W. (right of way) OWNERS AND ABUTTERS** included the question, *"Are you interested in exploring a rail trail on or adjacent to your property?"* We color coded the parcel maps to make it easier to visualize areas where ROW owners and abutters answered "YES" (green); "NO" (red) or "Maybe" (yellow). We also noted whether the other comments came from cards marked **GENERAL COMMENTS**, **VISION**, **CHALLENGES**, or **OPPORTUNITIES**. In circumstances where we were able to interview people, we noted those comments as **KEY PERSON INTERVIEWS**, and did our best to summarize the sentiments we thought those people wished to convey.

KEY PERSON INTERVIEW MICHAEL BECK, OWNER, CAFÉ LEMONT joined us for walking tour through Lemont and along Old Boalsburg Road with Sue Smith, would like to see a connection from Lemont to Spring Creek Trail that connects to Penn State

KEY PERSON INTERVIEW; ROW OWNER: KENT BAKER, COLLEGE TOWNSHIP ENGINEER; joined us for neighborhood meeting discussion in Lemont; rail trail concept consistent with College Township Recreation Plan, willing to help secure trail easements for Lemont to Oak Hall segment

KEY PERSON INTERVIEW; *SUE SMITH, LEMONT VILLAGE ASSOCIATION (LVA), very strong support for rail trail, would like to see trailhead at Lemont Granary or Post Office; joined us for walk through Lemont and along Old Boalsburg Road; Lemont is already a walkable community, with many ways to connect to trail

KEY PERSON INTERVIEW; ROW OWNER: CHRIS EXARCHOS, COUNTY COMMISSIONER, interviewed by phone; recently invested \$80,000 in engineering fees for developing the railbed right of way (ROW), so not interested in making changes to accommodate the trail now, but development plan does include sidewalk that could provide access.

ROW OWNER: JEANETTE TRUSKY; **KEY PERSON INTERVIEW;** husband called after seeing photo of us standing on Old Boalsburg Road in front of his property published in LVA newsletter; said many students trespass on his property; removed railbed to provide driveway access; he and his wife not interested now, but said it's possible his kids might be someday

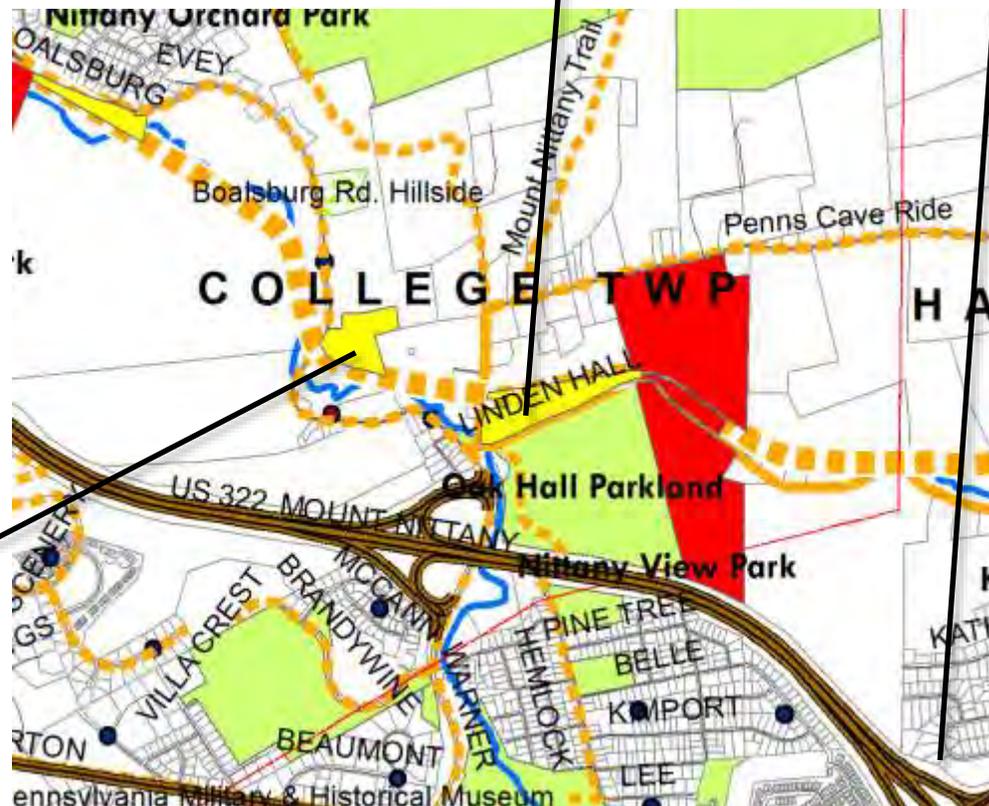
KEY PERSON INTERVIEW; ROW OWNER: MARJORIE PARKS; historic property and row owner with railroad bridge crossing Spring Creek tributary; widow of Dr. Parks, long time country doc for region; visited with Sue Smith and Michael Beck, said, *"if Sue (Smith) is in favor of it, then I am too."*



ROW OWNER: LINDSAY & MATTHEW KOWALSKI
 921 Boalsburg Road; email response to postcard invitation to March 12, 2013 public meeting; “As the owners of a section of this right of way, and usual proponents of ‘Rails to Trail’ efforts, we do have a number of concerns about this project: 1. A section of our property is accessible solely via the right of way. We would need assurance that we could operate farm, heavy duty, and/or personal vehicles/equipment along the rail trail to that section of our property. 2. The right of way intersects with our driveway, posing three potential issues: (a) increased likelihood of accidents with pedestrians or bicyclists given the ‘blind’ turn into our driveway; (b) increased likelihood of vehicles parking along our driveway/yard in mistaken belief that it is available for those wishing to use the path; and (c) increased traffic by our property in general that increases the potential for theft and/or damage from/to our property. We do not have a solution to these issues, but are open to hearing suggestions to alleviate them. 3. The trail would cross from our driveway to the other side of Boalsburg Road which is heavily traveled by large machinery and trucks from our neighbor, a quarry operation. This poses additional safety concerns for trail users. 4. In addition to our private property, the quarry owns a large open lot across the street from us and trail goers may mistake that lot as available parking. Parking in that lot, again, opens our property up to increased traffic and the concerns that accompany it (safety, theft, damage). 5. Where do trail users park, if needed? How do we prevent them from parking on our property or the properties of other landowners that object to such parking? Who will enforce the parking restrictions?”

ROW OWNER: STAN & DARLENE SMITH, 111 Linden Hall Road attended neighborhood meeting in Linden Hall, filled in comment card: Maybe; “Our mini farm property (17 acres) had the Oak Hall RR Station with a water tank as well. We are avid bicyclists—maybe not those who are out every day, but this trail would change that. We were for a bike trail back in the mid 1970’s—so we’re very close to being all for it to happen.

ROW OWNER: TERESA GROVE, 2661 Earlystown Road, RR ROW owner; “Not interested in any part of the Rail & Trail. They are supposed to be putting a park in [Oak Hall Park] let the people exercise there.”



ROW OWNER: JIM EVERHART, 341 Linden Hall Road; *"I'm a farmer and I don't wish to participate. I don't need anybody walking on my land!"*

GENERAL COMMENTS: DIANE K. BIERLY; 143 W. Lytle Ave. State College; *"Member of the Linden Hall Village Assn. Concerned that opening up LHVA access to public would make LHVA property an attractive nuisance and a nightmare to Assn."*

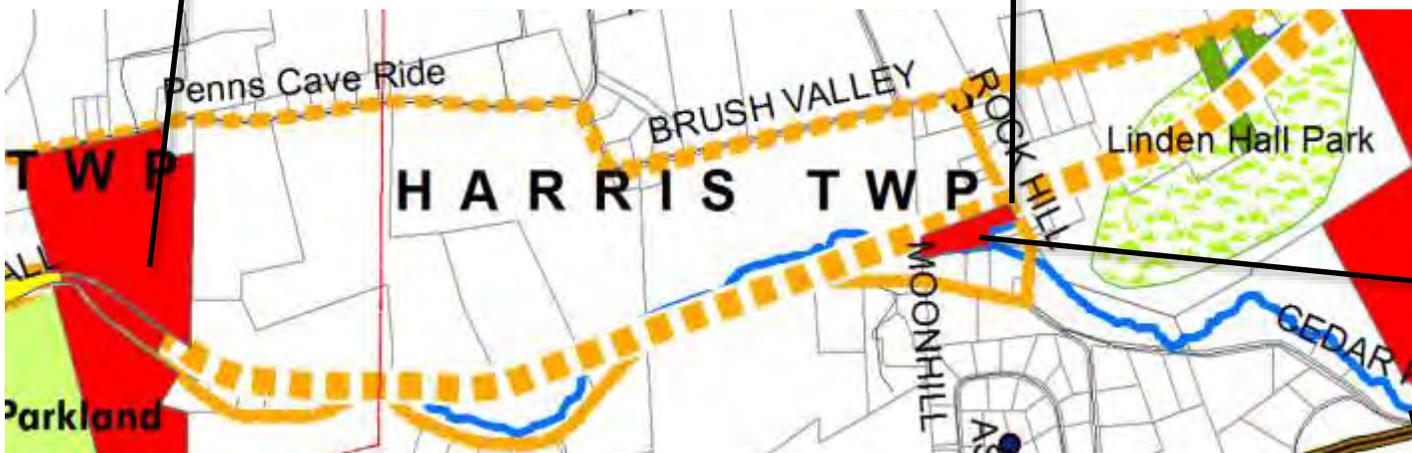
GENERAL COMMENTS: DIANE K. BIERLY; 143 W. Lytle Ave. State College; *"If I had a say in where my tax dollars are spent I would pay extra taxes in support of a Rail Trail that would serve the community of Spring Mills. However, I don't see where there is a community in Gregg Station. There are less than 30 houses in this area—a waste of tax payer's money."*

GENERAL COMMENTS: DENNIS & BETH RICKER; 165 Rock Hill Road; *"In favor of rail trail development. Would like to see trail from Lemont to Montandon."*

ROW OWNER: HOCKENBERY; 140 Rock Hill Road; *"If it comes, avoid gravel surface."*

GENERAL COMMENTS: ANDREW M. RICKER; 182 Rock Hill Road; *"I grew up in Linden Hall and the Abandoned Rail was an ad-hoc greenway that the whole village used for hiking, fishing, and picking berries. If my son can have that I will be delighted. Also I will feel safer if my boy can ride his bike to Boalsburg mostly off roads. I am a supporter."*

ROW OWNER: PEGGY BIERLY, 130 Rock Hill Road; *owns right of way next to where Linden Hall Station stood, mailed letter in response to postcard; "Bike to Trail Comments: There is already a designated bike route through Linden Hall area. Bikers don't abide by rules of road, stop signs, etc. Two years ago road thru town was closed for bridge replacement. Didn't stop bikers—went around construction material thru private property. Put up 'no trespassing' signs on private property—ignored by bikers. No my property is not available for bike trail. Have enough problems with bikers already in area."*



KEY PERSONS INTERVIEW: Met three guys during spring clearing of the Linden Hall Village Association's 1,200 foot section of the railbed. They said there's a lot of resentment in the community because the township had the chance to buy the right of way from Penn Central after the railbed was abandoned and failed to act, so a local person bought it and donated it to the association.

GENERAL COMMENTS: LEROY BICKLE, 120 CEDAR RUN ROAD; *"Do not want trail."*

GENERAL COMMENTS:
**TOM YAHNER, 1480
 Brush Valley Road;**
*"This is a wonderful
 idea. I am very much in
 favor of the concept
 and would use it
 often."*

GENERAL COMMENTS:
**MARY YAHNER, 1480
 Brush Valley Road;**
*"I would love to have a
 rail trail connecting to
 Linden Hall. I would
 use it for walking and
 biking."*

**ROW OWNER: MARK
 KREIDLER; 1578 Brush
 Valley Road;** checked
 YES, interested in
 exploring a rail trail on
 or adjacent to
 property

**ROW OWNER:
 WARREN & NANCY
 STONER; 1584 Brush
 Valley Road;** *"Willing
 to consider having the
 trail on our property."*

**KEY PERSON
 INTERVIEW; ROW
 OWNER: BRENDA &
 *DENNIS HAMEISTER,
 1590 Brush Valley
 Road;** *"Very interested
 and would like to be
 able to participate."*
 Denny is a Harris
 Township Supervisor,
 provided driving tour
 of route between Oak
 Hall and Gregg Station,
 and arranged public
 meeting with Linden
 Hall Village
 Association.

**ROW ABUTTER: DICK &
 LINDA ACKLEY, 1742
 Brush Valley Road;** *"We
 have no RR bed on our
 property but it borders
 us. There is a fence up
 the middle of the RR.
 We do think it would be
 nice to have a trail,
 especially for bikes and
 horses."*

GENERAL COMMENTS:
**MARK BIGATEL; 200
 Linden Circle;** *"In favor
 of Rails to Trails."* **KEY
 PERSON INTERVIEW;**
 Spoke after Linden Hall
 public meeting; he
 bought a quit claim
 from Penn Central for a
 mile long segment east
 of Linden Hall in the
 early 1980's, and then
 sold it to a neighbor
 (Moore) after his
 attorney advised him
 that the quit claim
 didn't give him
 ownership beyond the
 land he owned in fee
 simple.



GENERAL COMMENTS:
**JIM CARTEY, 180
 Houser Road;** *"At this
 time I can see only the
 positives—need to
 know more."*

GENERAL COMMENTS:
TINA MUELIER; *"Want
 to have horseback
 riding on the trails."*

GENERAL COMMENTS:
ANNONYMOUS; *"Want
 to know more! Like the
 Concept!"*

GENERAL COMMENTS:
ANNONYMOUS; *"Am
 concerned about
 amount of use being so
 close to State College.
 May have some
 problems with local
 owners. I think it is a
 good idea."*

**ROW OWNER:
 ANONYMOUS;** *"Money
 being spent on these
 trails could be better
 spent on roads and
 bridges- it is our tax
 payer's money. Smith
 Lane to Gregg Station
 goes nowhere!!"*

KEY PERSON INTERVIEW; ROW OWNER/ABUTTER: JIM ROSENBERGER, CO-OWNER, BERGENBLICK FARM, 60 HEAD GRASS FED SCOTTISH HIGHLAND CATTLE FARM; 607 Smith Lane; *"We have 1 mile adjoining the railroads bed."* Are unsure if they own or about the land. A fence runs down the middle of the ROW that separates their highland cattle farm from their neighbors buffalo herd. Spoke at first public meeting in support of a trail on Bergenblick's land. Said he'd love to see the fence running down the middle of the railroad right of way that separates his farm from his neighbor's farm taken down. Met on several occasions after public meeting with Jim and his partners. They all are avid cyclists and supporters of a rail trail on their land. Willing to work with their neighbors to make it happen.

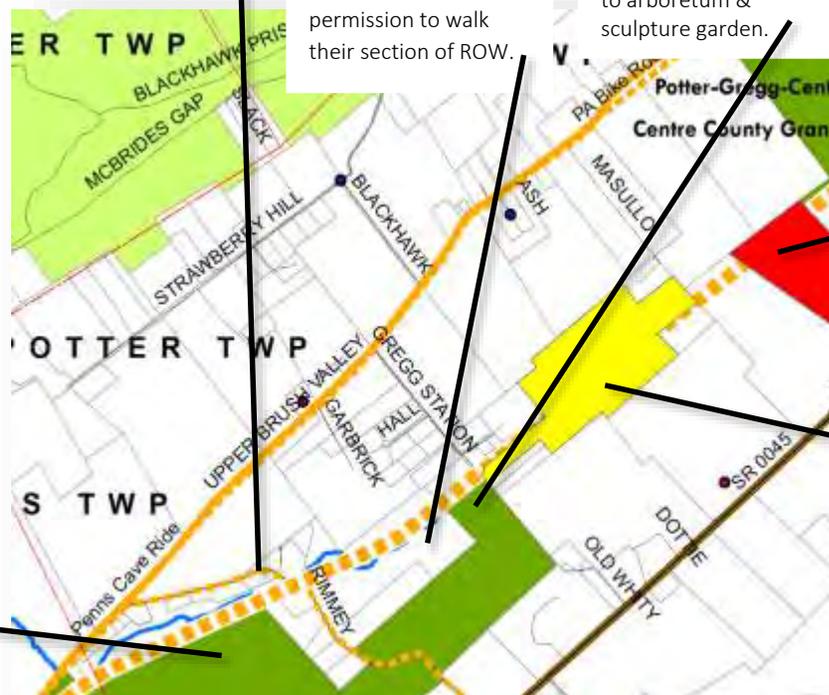
KEY PERSON INTERVIEW; ROW ABUTTERS: TED & NAOMI CLOUSER; Attended neighborhood meeting at Rhoneymeade; concerns about maintaining privacy in back yard, undecided about trail at this time.

KEY PERSON INTERVIEW; ROW OWNER: CHARLIE MARTORANA, MARTORANA FAMILY TRUST.; Spoke by phone; they have some concerns about maintaining access to their land across the railbed, but not opposed to considering the possibility of a trail if those issues can be resolved to his family's satisfaction; gave permission to walk their section of ROW.

KEY PERSON INTERVIEW; ROW OWNER: DR. RICHARD MORGAN, OWNER, AND JAMES LESHER, MANAGER, RHONEYMEADE SCULPTURE GARDEN & ARBORETUM; met on site on several occasions, already have 800 feet of groomed trail on rail right of way; very interested in expanding as a community based trail with spur connection to arboretum & sculpture garden.

KEY PERSON INTERVIEW; ROW OWNER: *JULIE SMITH, DAUGHTER OF OWNERS; spoke by phone; parents farm was recently placed under Ag Preservation easement, which in PA precludes use for any purpose other than agriculture, including a trail easement; although there have been repeated efforts to amend the legislation, it has never gone further than committee level. Her parents are also concerned the trail could attract vandals.

KEY PERSON INTERVIEW; ROW OWNER: MARK & ANNETTE TRABAND, OWNERS, CAROUSEL FARM; 105 ACRE EQUESTRIAN TRAINING AND BREEDING FACILITY; spoke on phone with Mark, couldn't make the public meeting but read the minutes on line, very impressed by process, interested in discussing the idea in person; met at farm with Annette Traband, his wife who operates the farm; she is concerned that visitors could spook their high strung horses; have had numerous problems with walk on visitors recently; although they are ardent supporters of trails, it doesn't work for them here; the Trabands have applied to the county to place the farm under an ag easement, which prohibits trail use.



KEY PERSON INTERVIEW; ROW OWNER: *MICHAEL TROYAN, CHAIR OF TRI-MUNICIPAL PARK PLANNING COMMITTEE; ALSO LIVES NEAR RAILBED on Gregg Station Road; walked Rhoneymede trail and toured site of Tri-Municipal Park with us; Tri Municipal Park plans include future connection to the rail trail and plan for an equestrian loop trail; with Carousel Farm and Grange Fair's new state of the art equestrian center as nearby neighbors; Michael also joined us for and helped coordinate neighborhood meetings with Rhoneymede and Bergenblick Farms.

KEY PERSON INTERVIEW; ROW OWNER: *DARLENE CONFER, GENERAL MANAGER, GRANGE FAIR; spoke to Darlene at second public meeting; they have lots of vandalism when the park is not in use, *"historically the Grange has been a very progressive organization, so would not be opposed to exploring the idea,"* thought the idea of a pedestrian link between Grange Fair and founder Leonard Rhone's home at Rhoneymede was especially appealing.

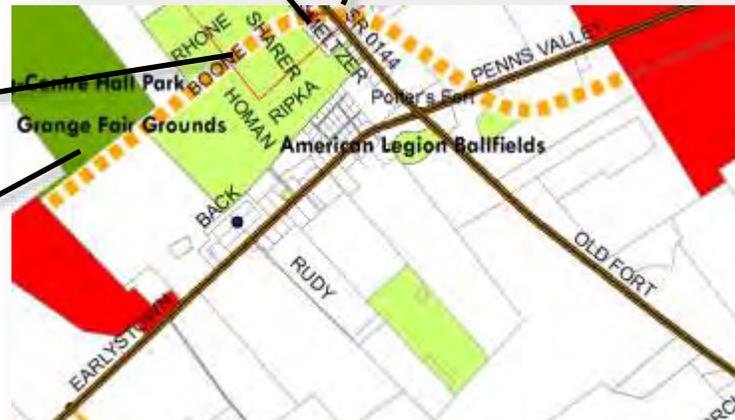
KEY PERSON INTERVIEW; ROW OWNER: CENTRE HALL FEED STORE; Spoke to daughter of owner at the store; they have constructed buildings over the right of way for their business and are too constrained by the site to allow a passage over the right of way now.

ROW OWNER: ED GEMPERLE, OWNER, WHISTLESTOP RESTAURANT (old Centre Hall RR Station); *"I support the project. It is my belief that any efforts to unite a community are worthwhile. Chances are I will not be around to see this project finished but it still sounds like a good idea!"*

KEY PERSON INTERVIEW; ROW OWNER: MARCIA GEMPERLE; OWNER, WHISTLSTOP RESTAURANT; discussed trail project after having lunch there, very supportive of the project, as long as it would not require them to move their trains off the right of way

GENERAL COMMENTS: CHRIS MELVILLE, CENTRE HALL; *"I fully support the full 27 mile rail/trail, it'd be super neat to bike from Lemont to Coburn."*

GENERAL COMMENTS: JAKE TANIS, 127 Ideal Lane, Centre Hall; *"Not interested."*



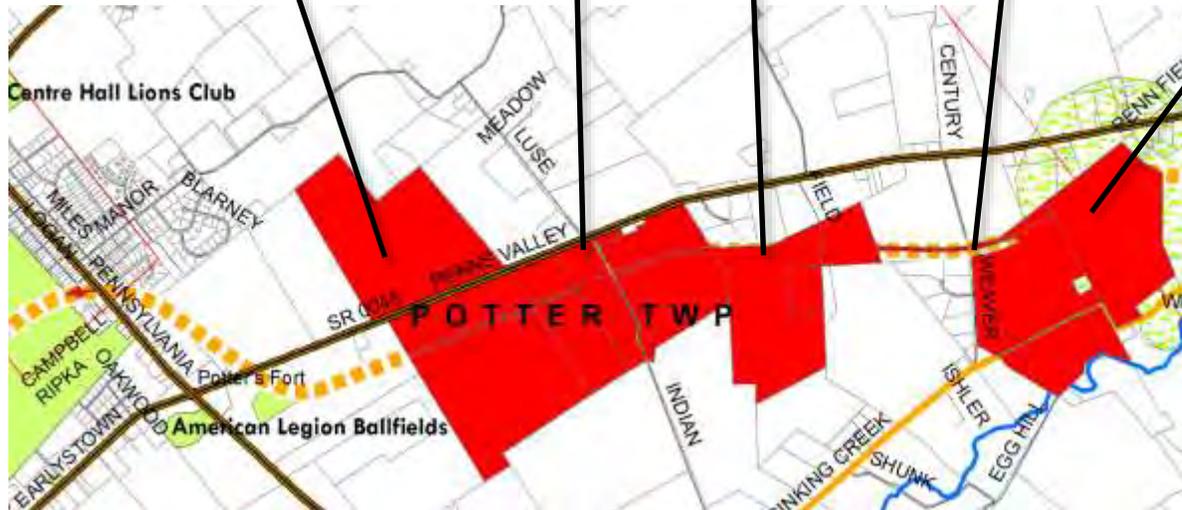
ROW OWNER: GLENN WOLFE, EAST OF CENTRE HALL; *“Not interested!!!”*

ROW ADJOINER: DICK DECKER, 355 INDIAN LANE; *“About about 2000’ +or- along South Side (next to Wolfe Property); checked the box: “ Not interested in exploring a rail trail on or adjacent to property.”*

ROW OWNER: WADE WOLFE EAST OF CENTRE HALL; *“The property of Glenn & Wade Wolfe east of Centre Hall is not interested in a Rails to Trails!!!”*

ROW OWNER: GERTRUDE WHEELAND; 200 WEAVER ROAD; *“I am a land owner, no rails to trail”*

ROW OWNER: JOHN & EVALENE ISHLER; *“Not Interested on my land”*



CHALLENGES:
ANNONYMOUS;
“Equestrian Trail surface not paved; Farm Animal Bio Security; Health Issues

OPPORTUNITIES:
ANNONYMOUS; *“OPEN QUESTION, GENERAL: “Does easement transfer reduce the landowner’s tax on the land?” Recommend contacting local tax authority.*

GENERAL COMMENTS:
GARY & ADORA WAY, 143 LUCAS LANE;
“Gary is President of the Homeowners Association, of the American Legion. Feel free to contact. We are excited about the possibility of this happening.”

VISION: CATHERINE SMITH; 246 BRUSH MT RD.,
“strongly support the rail-trail. Would like to help.”
*“For public acceptance now and for development of the R-T later, emphasize history + ecology. *Non-monetary value. 1. History- Emphasize local history, how people lived with + used the railway—as riders; as railbed walkers to spot + put out fires started by sparks; on landowner near the railbed. Analogy to Erie Canal in NY. 2. Environment/ecology- Emphasize impact of railway on vegetative change, deforestation, seed transfer by train wheels, etc. Railway ecology.”*

ROW OWNER: MARK KAUFFMAN, 678 SINKING CREEK ROAD; *“Only property we are interested in seeing in R to T is from Wildflower Lane east to Spring Mills. Property west of Wildflower Lane is used for farming purposes and NOT available for R to T.”*

ROW OWNERS: CRAIG HILL AND BEVERLY WISE; this ROW east of Wildflower Lane was deeded over to Gregg Township by Mark Kauffman as part of a waiver of fees for subdivision of this lot before it was sold to Hill and Wise.

KEY PERSON INTERVIEW; ROW OWNER: *DON & JOEL MYERS; Met on site on various occasions with Don and his brother Joel Myers to discuss route through their land. Joel farms the land with his brother, and is also a Township Supervisor. Both are supportive of the rail trail, but still discussing whether the trail would follow the railbed or an alignment closer to the public road.

KEY PERSON INTERVIEW; ROW ADJOINER: CHRIS KUNES; Met with Chris Kunes on several occasions to discuss the alignment; Chris is on the Centre County Planning Commission and is a strong supporter of the rail trail in Spring Mills. In 2013, Chris purchased the Getty property that includes railroad rights of way in town.

KEY PERSON INTERVIEW; ROW OWNER: *GREGG TWP SUPERVISORS, OLD GREGG SCHOOL AND BALLFIELDS; Township officials have been very proactive in securing trail easements for the project. Support using the parking lot at Old Gregg School as a trailhead for the Spring Mills segment, as well as a spur linking the trail to the ballfields.

KEY PERSON INTERVIEW: *GREGG & MARY KAY WILLIAMS; OWNERS, MUDDY PAWS NATURE CENTER; Gregg is on the study committee and with his wife Mary Kay is amenable to exploring the possibility of linking Muddy Paws to the trail via a Klines Road “Share the Road” option if this segment is determined to be viable.



VISION; ROW ADJOINER: FAITH RYAN, 204 LONG ST.; *"We live right up against the old rail bed on the Long St. Ext. The railbed starts where our backyard ends. My husband and I moved into the area over a year ago and see a lot of potential for Spring Mills. We hope that the rail trail can boost the local economy- open up shops that once existed + bring a greater desire to live in our community. I would love to be part of this planning + want to see it thrive. Please contact me. (Faith's husband Adam Seitz attended the neighborhood meeting held in Spring Mills; would be willing to discuss work around, but would prefer seeing the trail skip over Sinking Creek to ball field with bridge.)"*

KEY PERSON INTERVIEW; ROW ADJOINER: ADAM SEITZ, 204 LONG ST.; *"Live at western-most residential property "in town" (204 Long Street). Do not own railroad rights, but my property adjoins the railroad bed. My wife + I would be very happy to see the section utilize as a rail-trail."*
"Very in favor of rail trail. However, as a resident of Spring Mills, I would hate for this to end up being a 'Lemont-Oak Hall-centric' project. I feel that the most opportunity for business and economic development would be in the Spring Mills area. Therefore, I think investment in the rail trail around the Spring Mills area might provide the most bang for the buck."

ROW OWNER: JOSHUA CUNNINGHAM, JENNIFER CORNWELL, 105 RAILROAD STREET; *"The right of way would come down our drive and within 15 feet of the front porch of the home we're building. We cannot give up our privacy. I respect the project and would support it, in fact might be interested in donating time or work, but... not in my front yard."*
KEY PERSON INTERVIEW: ROW OWNER: JENNIFER CORNWELL; met at property with owner, discussed possible ways to route the trail around their property

ROW OWNER: KEN & LISA NEESE, RAILROAD STREET; *"New property owner in Spring Mills along Sinking Creek, behind Jesse & Kim Styers property and we are not interested in a trail."*
 NOTE: purchased property from Guy & Joyce Albright

LANDOWNER: DALE MUSSER; *"No way."* Owns land that is part of the Dickerson ROW easement; originally opposed to the trail, plowed up the railbed on his segment of the easement on April 7, 2013; at 2nd public meeting, said he isn't opposed to a rail trail, just how the issue was handled by the township, believes he owns the rail right of way on his land, would be open to discussing the issue again

ROW OWNERS AND ABUTTERS: ROGER & KAREN MYERS, 137 MAPLE LANE; *"Not interested."*
ROW OWNERS: GEORGE & DONNA DICKERSON granted an easement to the Township for a quit claim they purchased in 1995 that extends beyond the boundaries of their property, including Dale Musser's land

GENERAL COMMENTS: BILL HEALD, 406 UPPER GEORGES VALLEY RD; *"Strongly in favor of Rail Trail as long as possible with connection to as many other facilities. Less than 10 mile is not worth traveling to. Willing to help develop trail bed."*

JUDY HEALD; *"1. As a bicycler, 27 miles sounds wonderful. Anything less than 10 continuous miles is hardly worth getting the bike out. 2. Places to bring lunch or ice cream along route are much appreciated."*



ROW OWNER: ADAM JESSE SWAREY, 394 PENNS CREEK ROAD;
"The ROW goes through our front yard right in front of our house. I do not want the trail crossing our property!"

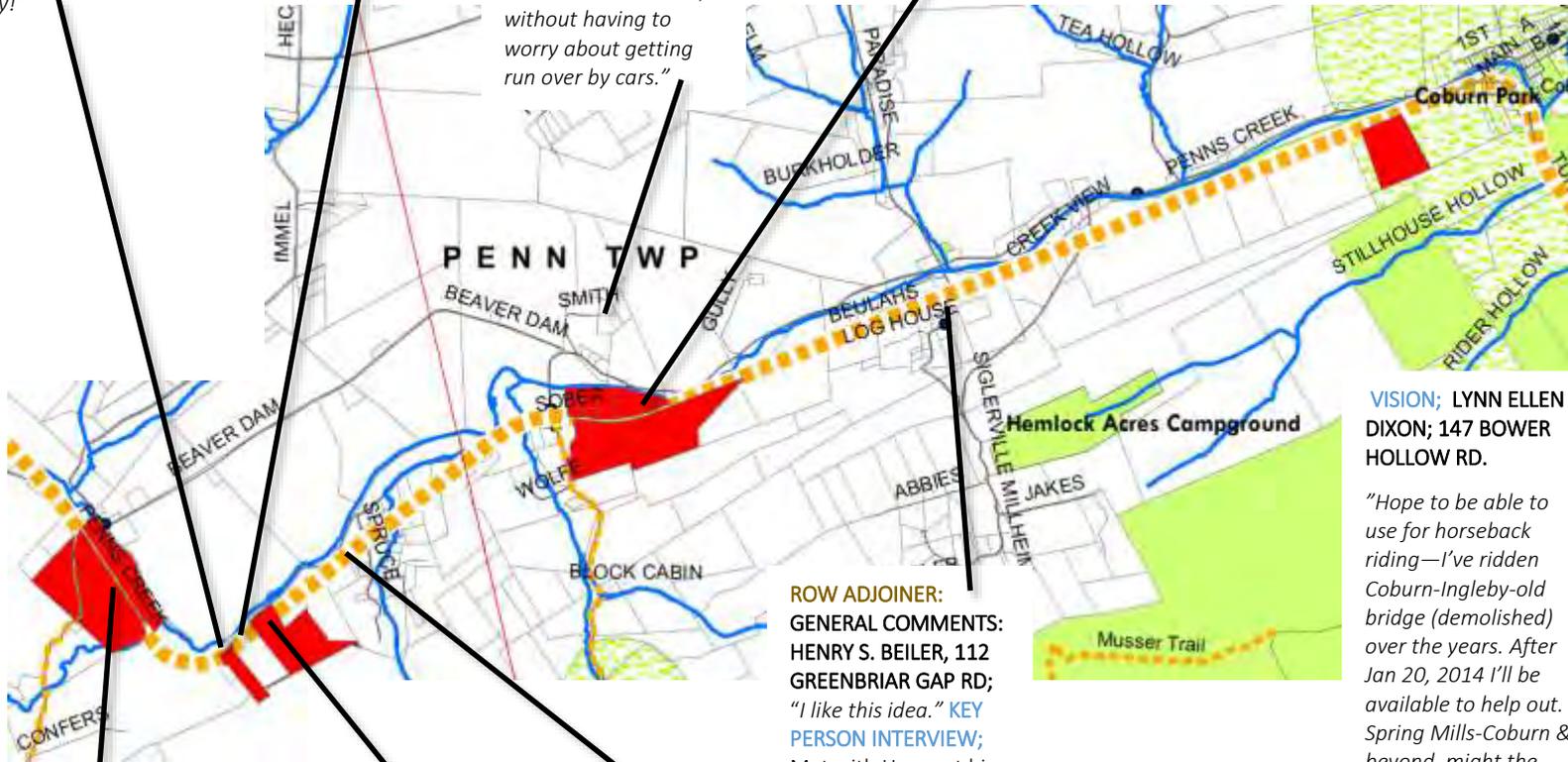
ROW OWNER: TIM CHAMBERLIN, PENNS CREEK ROAD; ROY CHAMBERLIN, MILTON, PA;
"Not interested."

GENERAL COMMENTS: KRISTA STROUSE, 104 SMITH LANE;
"I really hope this project is able to go through. I think it would be a great place to walk and ride bike, without having to worry about getting run over by cars."

ROW OWNER: MANUEL & BARBARA MARROQUIN, 116 OLD SOBER LANE;
"Do not want the trail on our property."

GENERAL COMMENTS: DENNIS PRICE; BRUSH VALLEY;
"I am not for this!"

ROW ADJOINER: ANONYMOUS
"i am a land owner who wishes for my land to remain private."



ROW OWNER: DONALD STARR; SPRING MILLS
"Not interested."

ROW OWNER: DAVID CHAMBERLIN, PENNS CREEK ROAD;
"Not interested."

ROW ADJOINER: JACOB WELTEROTH; WILLIAMSPORT, PA
"Not interested."

ROW ADJOINER: GENERAL COMMENTS: HENRY S. BEILER, 112 GREENBRIAR GAP RD;
"I like this idea." **KEY PERSON INTERVIEW;**
 Met with Henry at his shop in Millheim, he is supportive of project at his 2 rental properties abutting the trail on Siglerville Millheim Pike.

GENERAL COMMENTS: ANONYMOUS;
"Not interested!!! No Thanks!!!!"

VISION; LYNN ELLEN DIXON; 147 BOWER HOLLOW RD.

"Hope to be able to use for horseback riding—I've ridden Coburn-Ingley-old bridge (demolished) over the years. After Jan 20, 2014 I'll be available to help out. Spring Mills-Coburn & beyond, might the Coburn feed mill provide at least occasional opportunity for horse trailer parking?"

KEY PERSON INTERVIEW ROW OWNER: BERNIE KIESNOSKI, REAL ESTATE MGR, PA FISH & BOAT COMMISSION; 8/8/13 PHONE INTERVIEW; would be open to considering any trails we propose on their ROW as long as they're not required to maintain them & does not conflict with their primary objective of protecting the stream & encouraging access for fishing & boating.

ROW OWNER: DORIS & DAVID RACHAU, PO BOX 89 COBURN; "[Own] Two pieces above and below Coburn Station.!" (checked "Maybe" on owner response card.)

KEY PERSON INTERVIEW ROW ABUTTER: NANCY SABOL, TRUSTEE, EDWARD MINSHALL REAL ETSTAE TRUST; 94 SHANELLY DRIVE, PORT MATILDA; "This is potentially a huge draw. The infrastructure is not there. In a word: where will these people park?? We own 100+ acres; the right of way goes through it."

ROW OWNER: TIM HASSINGER; Tim Hassinger; Featured in a story about the rail trail published in the Centre Daily Times before the project began. Not interested in a rail trail on his land. Posted the property with no trespassing signs, offered to sell the right of way to the state for \$250,000.

KEY PERSON INTERVIEW; ROW OWNER: *GEORGE WILT, SPOKESPERSON FOR WILT FMAILY TRUST; Also featured in the story about the rail trail published in the Centre Daily Times before the project began. Very interested in exploring feasibility of a rail trail on his land. Owns almost a mile of ROW that was the subject of the Wilt lawsuit that his father successfully challenged the state for after the state bought the quit claim from the Nature Conservancy in 1971 for \$10,500, \$500 more than the Conservancy paid for it.

KEY PERSON INTERVIEW; ROW OWNER: AMY GRIFFITH, DCNR BALD EAGLE STATE FORESTER; MATT BEAVER, DCNR FORESTRY; Willing to allow trail on state roads through the park but not the railbed. Concerned that the rail trail would negatively impact the proposed Penns Creek Wild Area. Also concerned that a rail trail will add additional work for forestry staff that is already underfunded and over worked. Opposed to replacing the missing bridge because of concerns that snowmobilers, motorcycles and Amish buggies will use the trail to get to Big Valley from Penns Valley. DCNR closed the Poe Paddy Tunnel shortly after we met with them, and (Amy) resigned from the Study Committee.

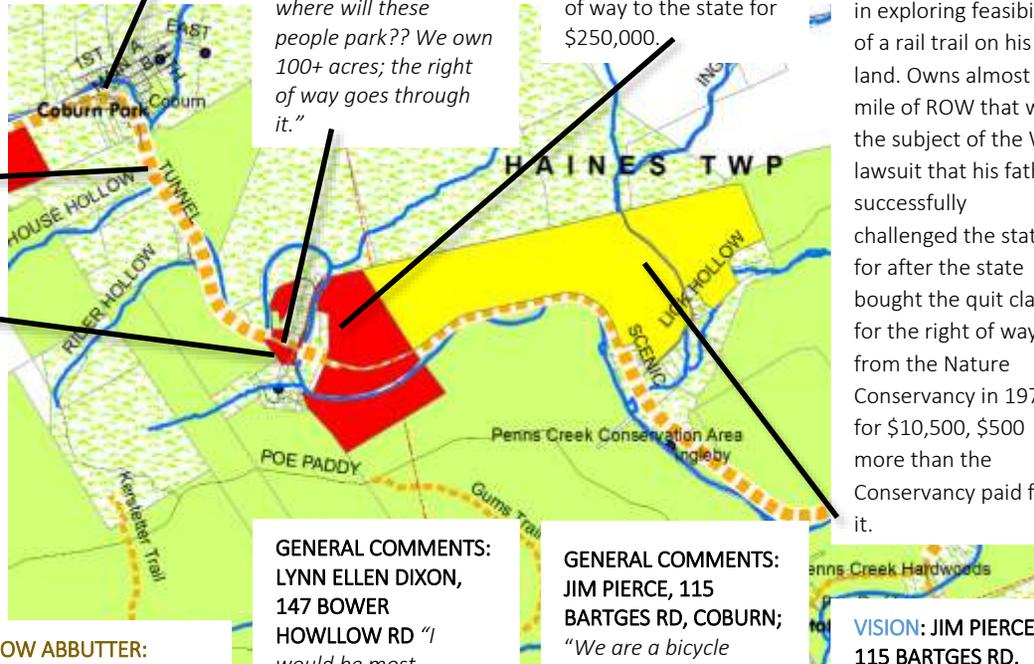
ROW ABUTTER: MAGGIE SMITH 914 SOUTHGATE DR.#4, SATE COLLEGE; "Daughter of Edward E. Minshall, landowner Coburn tunnel area; my main concern is parking at the tunnel-our family property-and the thought of fences put on our property is not acceptable to us. We do not want to lose the right to control who should be asked to leave if disrespecting property."

ROW ABUTTER: MERIC ATHEY, 3165 GRANDE OAK PLACE, LANCASTER ,PA ; "I am an abutting owner (Ingleby) and fully support it."

GENERAL COMMENTS: LYNN ELLEN DIXON, 147 BOWER HOWLLOW RD "I would be most interested in equestrian use. I've ridden the Ingleby to Penns Creek stretch, also Coburn to Ingleby."

GENERAL COMMENTS: JIM PIERCE, 115 BARTGES RD, COBURN; "We are a bicycle family and would do whatever we could to facilitate, organize & make a RTT a reality. – I really like the idea of safe routes to school."

VISION: JIM PIERCE, 115 BARTGES RD, COBURN; "There is great opportunity for groups like Scouts, school, church to help clean& build, create community."



ESPECIALLY KEEN ON THE IDEA OF A GOOD HIKE/
BIKE/ SKI TRAIL ALL THE WAY FROM THE TUNNEL
BELOW LUBVEN TO UNION COUNTY. I'D HAVE
TO BUILD A 400 FT BRIDGE ABOVE JOE PADDY. Gotta
find some 40' pine timbers... guess that's a
vision. Also a safer, lower speed bike path
through the valley would be used a lot by
older, slower people. CONNECTIONS TO EXISTING
OUTDOOR RECREATIONAL FACILITIES AND TRAILS ON
PUBLIC LANDS AND PARKS MAKES A LOT OF SENSE IN
THE REGION.

OPPORTUNITIES

OBVIOUSLY, PRIVATE OWNERS THAT ARE
NOT EASILY CONVINCED OF THE VALUE OF
THIS RECEIVED "INVASION" OF THEIR LAND, IMPROVED
THEIR "VALLEY," AND EXISTING USES AND PROXIMITY
TO RESIDENCES. SAFETY FOR EVERYONE THAT
USES THE TRAIL. SECURITY FOR LANDOWNERS
THAT ALLOW STRANGERS ON THEIR LAND,
MAINTENANCE OF THE TRAIL: "MINIMUM STANDARD"
VOLUNTEER + CONTRACT? PARKING AT ACCESS
POINTS FOR NON-LOCAL USERS

CHALLENGES

The last two pages of this section include general comments relevant to any section of the right of way.

OPPORTUNITIES: CURT REED, 318 CEMETERY ROAD, AARONSBURG; “Would like to see the whole route happen. Can go around the bend between the bridge-out below Ingleby to the 2nd tunnel @Poe Paddy ...as the races did, instead of rebuilding bridge. Not easy, but older/disabled fishermen would love this to get to this section. Environmentally disruptive though, particularly for a wide easy riding bike trail. I suggest a website for comments also. A message forum would be ideal for conversation in, and producing print. If needing alternate routes around “No” landowners, State Forest land offers routes. **PARADOX:** Public acquisition of forest resulted in loss of public access--- gates/cables installed at entrance of Rupp Hollow, Lick Hollow & others ...state could reverse this.”

CHALLENGES, GARY GYEKIS, 614 LINGLE VALLEY ROAD; “I could only stay [at the 1st public meeting] for about a hour, so I probably missed something but what I saw was a very well thought out and executed introductory meeting. Well done! Obviously, private owners that are not easily convinced of the value of this perceived “invasion” of their land, indeed their “valley,” and existing uses and proximity to residences. Safety for everyone that uses the trail. Security for landowners that allow strangers on their land. Maintenance of the trail. “Minimum Standard.” Volunteer + contract? Parking at access points for non-local users.

GENERAL COMMENTS: SHANA TRITSCH, MILLHEIM “i think that the Rail trail would be an excellent resource for our community. I think it will provide economic as well as aesthetic benefit. I will support the project any way I am able!”

VISION, GARY GYEKIS, 614 LINGLE VALLEY ROAD; “A rail trail that is accessible, safe, scenic and easy to traverse on foot, bike (fat tire), x-country skis, etc. The trail would (perhaps) by necessity) cross and parallel and even utilize existing country roads. A trail that would respond to existing uses by avoiding nearby homes, back porches, businesses, etc. In Norway hiking is very big and people walk through private land all the time on designated trails through fields and on farm lanes. We discovered an organic farm and produce stand by chance hiking on a trail up to a waterfall.

GENERAL COMMENTS: NANCY PARKS; “Great work. I support you + want the trail for safe recreation. I own 27 acres & if you need to pass south of Rt. 45 in Harris Township, we are/could be interested. We do have an Ag Conservation easement on our land.”

OPPORTUNITIES, GARY GYEKIS, 614 LINGLE VALLEY ROAD; Especially keen on the idea of a good hike/bike/ski trail all the way from the tunnel below Coburn to Union County. We’d have to build a foot bridge above Poe Paddy. Got to find some 90’ pie timbers...guess that’s a vision. Also a safer, lower speed bike path through the valley would be used a lot by older, slower people. Connections to existing outdoor recreational facilities and trails, on public lands and parks makes a lot of sense in our region.”

OPPORTUNITIES, CYNDI ENGLE, MILLHEIM; “I especially would like this project to involve youth programs, such as scouts, 4H, PV environmental Groups (PVAHS), FFFA. As noted, this is a long term project. The more we involve our youth and train them as stewards, the more noble the project will be – and will continue to be.”

GENERAL COMMENTS: ERICH TRITSCH; MILLHEIM; “I would like to see this become a destination for outdoor recreation similar to Pine Creek Trail. I go there & I spend money there & see what it has done for business in the area. I would also like to see it benefitting & used by people in the community like the Mifflinburg trail.

VISION, CYNDI ENGLE, MILLHEIM; “Penns Valley has had the distinct privilege of maintaining a clean, pristine natural environment while neighboring areas go to “concrete.” Development is inevitable. So it would be great to have as many green spaces created before this happens while also adding to our wide variety of outdoor recreational activities.”

GENERAL COMMENTS: ASTA BROSKLEY, 121 ZACHARY ROAD, COBURN; “Firstly, I have been hoping for a Rails to Trails in Penns Valley for as long as I can remember. Especially in recent months now that access to the old railbed past Coburn Tunnel is marked “No Trespassing’ and not accessible. Secondly, I wish the railroads still existed and passenger rail was as viable as it once was. The historical notion of a rails to trails program is so worthwhile. (Sorry, that sounded weird.) Lastly, my life dream (one of many) is to see a PV Rails to Trails be realized and a wonderful addition to this amazing, beautiful valley!! * I urge anyone who is opposed to the Rails to Trail go to Pine Creek R&T and see how beautiful it is.*

GENERAL COMMENTS: TOM DOMAN; “Thanks for the thorough work. Excellent presentation, factual, realistic, and non-threatening. Keep up the good work.”

GENERAL COMMENTS;
DARYL SCHAFFER; *“At the 2nd [Study] Committee meeting, it was stated that the trail would most likely be used by primarily local residents. I have my doubts. Is there a way to study use/impact of use by non-residents? (exp. Of other trails?) .”*

GENERAL COMMENTS:
MARCIA KIMLER, 102 FRAZIER ST. MILLHEIM; *“This is a GREAT idea for the valley! I am excited and optimistic”*

GENERAL COMMENTS:
BARBARA LANGE, 121 ZACHARY RD, COBURN; *“I am pleased with the rail/trail study-meeting was handled well. It will be a challenge!”*

GENERAL COMMENTS
JORDAN DRAYTON-CO-OWNER, FREEZE THAW CYCLES; 1434 S. PUGH STREET; *“As often as possible, we reinvest in this community through donations to and fundraising for PVCA. This project would bolster our regional recreation economy and may eventually help us to realize our dream of operating closer to or in Penns Valley—which we hope would allow us to do even more in an area we cherish and promote.”*

GENERAL COMMENTS
BUTCH RITTELMANN; *“I’m in the process of moving from Butler, PA to State College area. I was the VP of the Butler-Freeport community Trail for many years.”*

GENERAL COMMENTS:
ANONYMOUS; *“Can the tunnel be made safe enough to use?”*

GENERAL COMMENTS:
KAT ALDEN, SPRING MILLS; *“In favor.”*

GENERAL COMMENTS:
KARP, 119 LONG LANE; *“Very interested in learning more! Thank you!”*

GENERAL COMMENTS;
CHAZ J. STEFFEN; *“Anything I can do. Let me know. Thanks.”*

GENERAL COMMENTS;
ANONYMOUS; *“What are the options if you get the OK by all parties for say a 10 mile section except for a piece in the middle? 2 short paths? Go around? Need a minimum length so this 10 mile stretch would not be included?”*

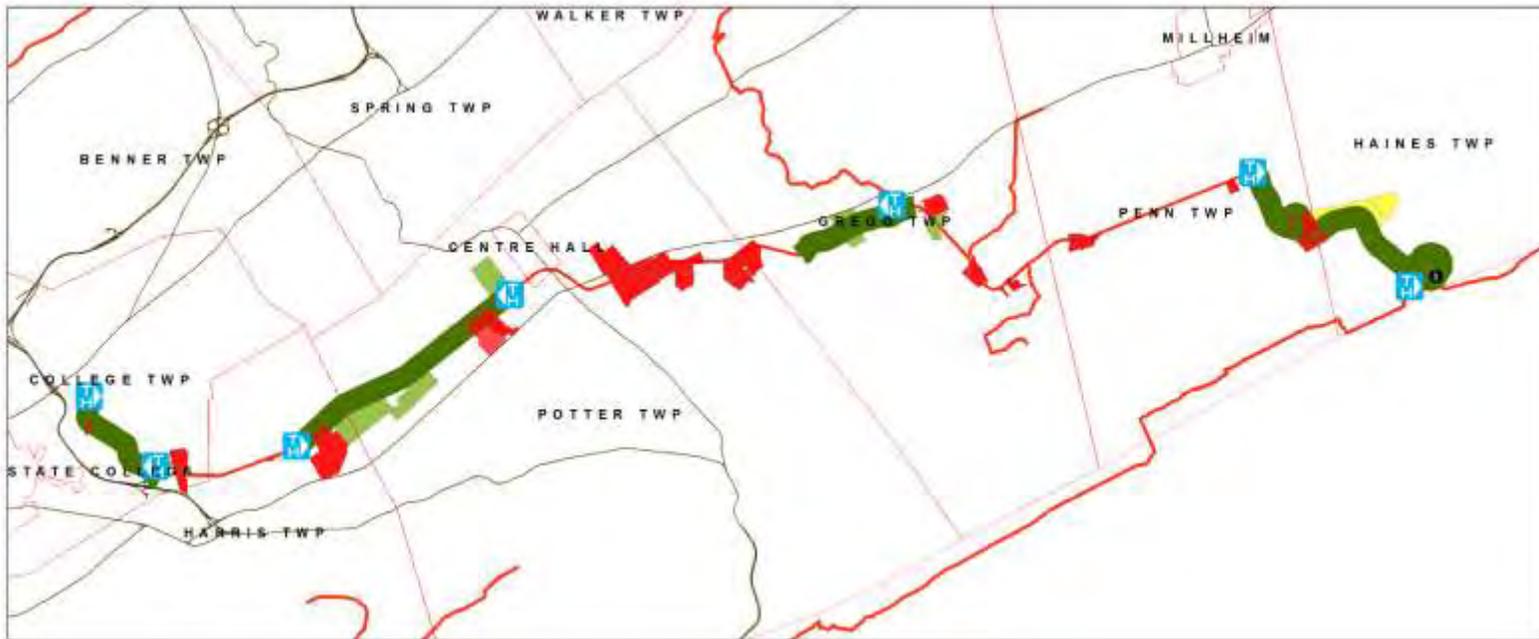
GENERAL COMMENTS:
FRANK MAGUIRE; *“Great communities build great trails. Great trails build great communities!”*

GENERAL COMMENTS;
JEFF MATHISON; *“Sounds like one long linear park! Great Idea.”*

GENERAL COMMENTS;
ANONYMOUS; *“Great idea and beginning. I believe any length of a trail would be of benefit to any and all of the communities involved. Please be sure to keep progress and info in the ‘public realm.’ Thank you.”*

GENERAL COMMENTS;
PAUL RITO; STATE COLLEGE; *“Traveled many rail trails in PA. Would love to see one in Centre County!”*

GENERAL COMMENTS:
PAULA SNYDER; *“Thanks for having the energy to try this idea “out for size”. I would very much enjoy it. Riding a bike is a real challenge in PV.”*



Map of landowner responses to the question, “Are you interested in exploring a rail trail on or adjacent to your property?” (red is no; light green is yes; yellow is maybe).

After the first two public meetings, we tabulated all the responses to the comment cards labeled “**RIGHT OF WAY OWNER/ADJOINER COMMENTS**” to identify areas where landowners expressed interest in exploring the rail trail concept on their land. On the initial count, fifteen owners checked the YES box, 25 checked NO, and 7 checked the box labeled MAYBE. We mapped the responses on parcel maps of the right of way, with owners opting out shown in red, owners uncertain shown in yellow, and owners in favor shown in green. The mapping made it clear that a contiguous 27 mile trail was not feasible at this time, but also highlighted 4 areas where landowners with substantial holdings (1 mile) and/or significant experience in community engagement had indicated their support for the rail trail concept during the public meetings (see map on previous page):

1. Lemont
2. Gregg Station
3. Spring Mills
4. Ingleby

Based on the findings of the first public meeting indicating support from the community at large for each landowner’s right to decide what is appropriate for their land, we recommended and received approval from the study committee to contact key landowners in those 4 areas to see if they would be interested in hosting a meeting with their neighbors to explore the feasibility of creating shorter, non-contiguous community based trails designed principally to serve the needs of their local community. All of the landowners we contacted accepted the invitation to host a neighborhood meeting. We encouraged landowners to invite as many or as few of their neighbors as they felt comfortable hosting, and offered to facilitate discussions and to send out the actual invitations.



The owners of Bergenblick Farm also attended the Gregg Station meeting. Like Rhoneymeade's owner, they see the railbed as an opportunity to provide an amenity to their local community.

GREGG STATION NEIGHBORHOOD MEETINGS

We held the first neighborhood meeting at Rhoneymeade Farms on October 24, 2013. We had already met with James Leshner, President of Rhoneymeades's Board of Directors, on several occasions and he readily agreed to host the meeting on behalf of Rhoneymeades's owner, Dr. Richard Morgan, a retired university professor. Morgan placed a substantial portion of the property under Centre County's first conservation easement with Clearwater Conservancy. The farm's historic brick home, once owned by Leonard Rhone, founder of the Grange Fair PicNic, is on the National Register of Historic Places. The grounds include an outdoor sculpture garden and arboretum that Morgan opens to the public during the summer. Leshner cleared and maintains approximately 800 feet of the railbed as a trail for Rhoneymeade. The owners of Bergenblick Farm also attended the meeting. Like Rhoneymeade's owner, they see the railbed as an opportunity to provide an amenity to their local community. Bergenblick's herd of 60 Scottish Highland cattle is separated from the neighbor's bison farm by a fence running down the center of the railbed, which they would like to see removed and the railbed repurposed as a trail. They are also open to the possibility of having the trail on their land if necessary. Neighbors and abutters Ted and Naomi Clouser also attended the meeting. They have not reached a conclusion about the trail, but also said they would have bought a house in town if they wanted a trail, have concerns with the safety of their children and whether a cliff on their property could increase their liability to trail users, have seen litter on trails, own a dog that runs loose on the property, and are considering having livestock and don't want a trail to limit their options. We also spoke by phone to Charlie Martorana, a member of the Martorana Family Trust that owns the property between Bergenblick and Rhoneymeade Farms. At the time they were approached by Penn Central to buy the railbed right of way, their attorney advised them that it was not necessary, but they decided to pay the \$500 anyway since it was a nominal cost and gave them peace of mind. Charlie is an avid cyclist, and did not attend the first meeting because he was on a long distance bike trip on the C&O Canal Trail at the time. Although he couldn't speak for the entire family, he said he would not flat out rule out the possibility of using the railbed as a trail, but would not want the trail to prevent them from having access to the north side of their property either. We also met with the Trabands, owners of the Carousel Farm property east of Rhoneymeade. Mark Traband called the day before the 1st public meeting to express interest in the trail, but when we met on site with his wife, who operates the horse farm, she expressed concern that visitors will spook their highstrung thoroughbreds. The Trabands have since applied to the County for an ag easement, which if approved, would prohibit non-agricultural uses, including trails.



About 2 dozen people attended the meeting in Ingleby at the former Barker Resort, where the majority of neighbors shared their concerns about improving the railbed in an area already stressed by visitors.

INGLEBY NEIGHBORHOOD MEETINGS

We met with the Ingleby neighbors on October 22, 2013. About 2 dozen people attended the meeting hosted by Study Committee member George Wilt at his family lodge in Ingleby at the former Barker Resort. Issues and concerns shared by neighbors included parking problems at the Coburn Tunnel and trestle, especially during peak fishing season; residents like the private/pristine feeling of the area and don't want to see it changed; concerns about safety of the children; concerns about people driving too fast on the road; fly fishermen blocking access to private cabins, parking in the road, and trespassing on private property; the existing Fish and Boat Commission parking lot is insufficient and there is no room for a larger trail head parking area; they don't want to invite more people that will make the situation worse; there are good and bad visitors to the area; some residents welcome bikers, hikers and horses on the railbed, while others are opposed to seeing ANYTHING other than their neighbors when they come to the cabin; complaints about the Haines Township taxes being highest in the county; concerns that because they do too good a job of maintaining the road for the township, it leads to higher speeds on the narrow road leading to Ingleby; concerns that the Amish will use the road as a shortcut from Penns Valley to Belleville, adding unwanted buggy traffic; concern that all these issues exist now, and that adding a rail trail will only make things worse. Parking is particularly problematic at the tunnel, blocking the landowner's access. The landowner has never posted the property and doesn't want to post the property or to erect fences or signs, just wants current users to respect their private access road; not convinced that a parking lot (trail head) in Coburn will stop people from driving to the end of the road (human nature) and there is not enough space for a parking lot at the end of the road (in front of the tunnel); suggest delaying the project for 20 years, because in 20 years people won't walk. Consensus of neighbors was to skip this end of the trail altogether. We also met with DCNR Forestry Division Chief Matt Beaver, Bald Eagle District Forester Amy Griffith, and John Portzline, Assistant District Forester, before meeting with the neighbors. Griffith, a member of the Study Committee, who later resigned, cited potential impact on the "proposed" Penns Creek Wild Area; the high cost of replacing the missing bridge across Penns Creek between Poe Paddy and Ingleby, concerns that snowmobilers and the Amish would use the railbed as a shortcut between Penns Valley and Big Valley if the bridge was re-built, and concerns that DCNR forestry staff is already overworked and underfunded. We also spoke to Bernie Kiesnoski, Real Estate Manager for the Fish and Boat Commission before the meeting. Bernie said the commission would be open to considering any trails we propose on their ROW as long as they are not required to maintain them and the trail does not conflict with their primary objectives of protecting the stream and encouraging access to the stream for fishing & boating.



Although the Myers brothers continue to farm the family homestead, they are supportive of having the trail on the farm as long as they can maintain access to the fields north of the railbed.

SPRING MILLS NEIGHBORHOOD AND KEY LANDOWNER MEETINGS

We hosted a neighborhood meeting for the Spring Mills area on October 29 at Old Gregg School. Although only 1 neighbor attended that meeting, he was supportive of the trail in concept, but also concerned that the trail goes through his yard and hopeful that an alternate route could be found. The property owner, who had only recently moved to the area, suggested a bridge crossing the creek before the trail enters town to avoid conflict with homes on the western end of Spring Mills and to improve access to the ballpark for homes across the creek.

Because of the low turnout, we decided to meet one on one with key property owners along the railbed west of Spring Mills. Gregg Township Supervisors had already secured an easement for the rail trail on the Kauffman Farm east of Wildflower Lane, and a right of first refusal for a 15 foot wide easement on the Kauffman Farm west of Wildflower Lane, so we focused on meetings with landowners between Kauffman Lane and the Old Gregg School, which the Supervisors had agreed to make available as a trailhead for the segment through Spring Mills. We contacted Don Myers on November 5, who agreed to meet us on site with his brother Joel Myers. Although the Myers brothers continue to farm the family homestead, they are supportive of having the trail on the farm as long as they can maintain access to the fields north of the railbed. Don Myers would also like to explore an option for relocating the trail closer to Sinking Creek Road to avoid splitting the property down the middle. The Myers are also open to discussing alternatives for addressing the missing railroad bridge across Sinking Creek Road, including providing additional right of way off the railbed for an at-grade crossing. We also met several times with Chris Kunes, who owns the railbed between Myers Farm and Old Gregg School, to discuss possible alignments through Kunes land. Kunes, a member of the Centre County Planning Commission and a supporter of the rail trail, owns two parcels between Myers property and Old Gregg School. Like the Myers, Kunes is open to providing alternate routes through his land, but would prefer not to have the farm field divided by the trail. He also would like to see the alignment connect to Sinking Creek Road to provide access for bikes and more of the creek bank cleared and made available to kids for fishing. During the course of the study, Kunes purchased the Gettig property, which includes the railbed through most of Spring Mills, at a bankruptcy sale. We also met with the Cunninghams to explore alternate routes around their property. They expressed support for the idea of a trail at the 1st public meeting, but also shared their concern that the railbed is within 15 feet of their front porch, an uncomfortably close distance. We also met with Gregg and Mary Kay Williams, owners of Muddy Paws Nature Center just east of Spring Mills, to discuss a possible link to the trail.



About half the audience stayed after the 2nd meeting to discuss how this process differed from the controversial RAM Center project that sharply divided the Penns Valley community, and how a similar process might be used to help the community address similar large scale planning projects in the future.

PUBLIC MEETING #2

After meeting with neighborhood groups and key landowners, we held another meeting for the general public at Old Gregg School on November 19, 2013. The meeting was advertised in the Valley Vine, and a press release was sent out to the local press. Approximately 50 people attended the second public meeting. We presented a PowerPoint presentation explaining why a 27 mile long destination type trail was “not feasible at this time” due to a lack of contiguous landowner support and suitable alternate routes around them. We also advised them that a community based trail between Coburn and Ingleby also is not feasible at this time due to the concerns expressed by the majority of neighbors and DCNR Forestry, and that a rail trail between Lemont and Oak Hall is also not feasible at this time due to the long term uncertainty surrounding the quarry and safe routes around it.

After the presentation, we opened the meeting for Q&A and public comment. There were no questions, and the only comments were statements of appreciation for creating a process that honored the community’s request to respect the right of every landowner to decide whether a rail trail is an appropriate use of their property. About half the audience stayed after the meeting to discuss how this process differed from the controversial RAM Center project that sharply divided the Penns Valley community, and how a similar process might be used to help the community address similar large scale planning projects in the future.

We closed the second public meeting by requesting and receiving the community’s support for a second round of neighborhood meetings to continue exploring the feasibility of community based trails in Gregg Station, Spring Mills and Lemont. Although we ruled out Lemont as being feasible for the short term due to the uncertainty surrounding the quarry and landowner’s concerns that a rail trail would create a pipeline from Penn State to Penns Valley that alters the rural character of the region, we offered to meet with trail advocates to explore ways to connect the bedroom communities of Lemont, Oak Hall and Boalsburg.

The PowerPoint presentation for the second public meeting at Spring Mills can be viewed on the county website at www.centrecounty.pa.gov

GEOGRAPHY	2000 CENSUS	2010 CENSUS
Centre Hall Borough	1,079	1,265
Gregg Township	2,119	2,405
Haines Township	1,479	1,564
Miles Township	1,573	1,983
Millheim Borough	749	904
Penn Township	1,044	1,181
Potter Township	3,339	3,517
Penna Valley	11,382	12,819
Centre County	135,758	153,990

Population Growth

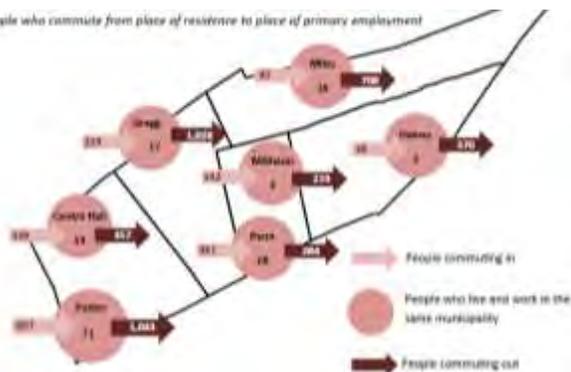


Geography	POPULATION 16 YEARS OF AGE AND OLDER	POPULATION IN THE LABOR FORCE	UNEMPLOYMENT RATE
Centre Hall Borough	927	62.0% (575)	1.9%
Gregg Township	2,012	68.3% (1,375)	6.0%
Haines Township	1,170	63.9% (752)	10.5%
Miles Township	1,332	63.9% (845)	9.3%
Millheim Borough	631	68.0% (429)	3.5%
Penn Township	715	68.8% (492)	6.3%
Potter Township	2,932	69.5% (2,038)	1.0%
Penna Valley	9,715	67.0% (6,506)	4.9%
Centre County	132,426	59.0% (78,070)	5.9%

Regional Commuter Workflows

Number of people who commute from place of residence to place of primary employment

Number of people who commute from place of residence to place of primary employment



CHAPTER 4 Market feasibility-if the trail were built, who would use it, and for what purposes?

We arrived at estimates for demand and potential use of the trail through a variety of analyses, including a review of demographics, a Trail User Preference Survey of potential trail users from the valleys completed in 2013, a 2006 survey of actual users of the Pine Creek destination type trail in nearby Lycoming County, and a 2012 survey of the community based Buffalo Valley Rail Trail in neighboring Union County.

DEMOGRAPHIC ANALYSIS OF PENNS AND BRUSH VALLEYS

The Centre County Office of Planning and Community Development compiles demographic information for each region of the County, based on data from the 2010 Census, historical data from the 2000 Census where comparisons are useful to illustrate trends, and the American Community Survey for 2008-2012. The County Planning Office defines the “Penns Valley Region” as the six municipalities the railbed passes through on its path through the County, including Harris Township, Potter Township, Centre Hall Borough, Gregg Township, Haines Township and Penn Township, plus Millheim Borough in Penns Valley and Miles Township in Brush Valley.

The population of the Penns Valley Region (i.e.; Penns and Brush Valleys) grew from 11,382 people in 2000 to 12,819 people in 2010, a growth rate of 12.6%, slightly less than the county growth rate of 13.4%. Miles Township (Brush Valley) had the highest rate of growth of at 26.1%, while Haines (5%) and Potter (6%) townships experienced the slowest growth. The population is fairly evenly split between men (49.5%) and women (50.5%) and racially dominated by whites (99%). Nearly two thirds of the population (6,506) are employed in the workforce. Unemployment in the valleys is 4.9%, a full percentage point lower than the county as a whole. Communities closer to State College have the lowest unemployment rates (Potter Township’s rate is 1%, Centre Hall Borough’s rate is 1.9%) while townships further away are much higher (9.1% for Miles Township, 10.5% for Haines Township). Most people work somewhere other than the place they live. For example, 17 people live and work in Gregg Township, but 229 people commute in, and 1,028 commute somewhere else each day. 68.8% of Penns and Brush valley’s commuters drove alone, 15.5% carpooled, .02% used public transportation, 3.6% walked, 2.8% used some other form of transportation (e.g.; bicycles), and 9.1% worked out of their homes.



The **traditional farming community**, made up of Amish and “English” farmers, is the most visible community occupying both valleys along and near the corridor of this railbed, practicing a lifestyle that for centuries has by its very nature preserved the character defining features of this rural landscape

LIFESTYLES OF THE VALLEYS & THE GAP THROUGH THE MOUNTAINS BEYOND THEM

Although originally christened *The “Penns Valley” Rail Trail* Feasibility Study by the planners who first imagined the possibility of a rail trail on the former *Lewisburg and Tyrone (L&T)* railbed, the abandoned rail corridor actually passes through two valleys in eastern *Centre County* -- *Upper Brush Valley* east of Lemont and west of *Centre Hall*, the hinge point of the valleys and the railbed, and *Lower Penns Valley*, between *Centre Hall* and Coburn-- before slipping through the gap between Thick and Poe Paddy mountains carved by Penns Creek between Coburn and the *Centre County* line. The people who occupy these three communities: Penns Valley, Brush Valley, and “the gap through the mountains beyond them” are in many cases as “culturally distinct” as they are “geographically distinct.” In many cases, attitudes about rail trails and people’s likelihood of using them may have as much to do with values and lifestyle choices as they do about the places they chose to live, work and play. The **traditional farming community**, made up of Amish and “English” farmers, is the most visible community occupying both valleys along and near the corridor of this railbed, practicing a lifestyle that for centuries has by its very nature preserved the character defining features of this rural landscape. That lifestyle has contributed much to the valleys’ significance, earning the valley’s eligibility for listing on the prestigious National Register of Historic Places. As hunting and fishing, the recreational preferences most often associated with this traditional lifestyle group, continue their steady decline—a long term trend generally following the decline in the number of people living on the farm since WWII—participation in outdoor activities like hiking, biking and wildlife watching continue to grow among residents of traditional rural communities. While it’s difficult to know with certainty if the traditional farming communities of Penns and Brush valleys would follow that trend if a rail trail was built in this valley, it’s not unusual to see the more visually identifiable members of the traditional farming community in Buffalo Valley, the Mennonites, walking or riding bikes or scooters on the Buffalo Valley Rail Trail in neighboring Union County. As in most cases where a railbed has been abandoned and reverted back to the present heirs of the landowners who first granted the railroad a right of passage through their property, it’s understandable that those who own and use the railbed now for their own purposes and enjoyment may not be as quick to embrace the idea of sharing their land with neighbors who don’t own the right of way now but would enjoy having access to it for their own purposes and enjoyment.



The community most familiar with and in most cases supportive of rail trails in “the valleys” is the demographic group many locals refer to as the **alternative community**, a group that has over the last several decades brought its own special blend of lifestyles and values to the valleys.

In many cases, it's a matter of lifestyle and familiarity with rail trails that inspire those who frequent them to enthusiastically embrace the idea of a rail trail on their land or their neighbor's land. The community most familiar with and in most cases supportive of rail trails in "the valleys" is the demographic group many locals refer to as the **alternative community**, a group that has over the last several decades brought its own special blend of lifestyles and values to the valleys. Attracted by the pristine character of the landscape and a desire to live close to nature while still enjoying the cultural and educational amenities of a setting positioned equidistant between Penn State, Bucknell, and Lock Haven University, they also have been some of the valley's most entrepreneurial residents, working as self-employed carpenters, electricians, and artisans of all trades and crafts, many opening coffee shops, cafes, art galleries, on-farm markets, and brew pubs that have brought a vibrancy and sense of renewal to many of the valleys' historic commercial and cultural centers. Many of the alternatives are also farmers who practice "alternative" forms of agriculture, like permaculture, biodynamic and organic farming. Not surprisingly, many of the alternatives also tend to prefer alternative forms of transportation, like walking or biking where and when they can, so it's understandable that a rail trail would be a high priority for many of them.

Another significant community occupying the valleys is comprised of people who, for the most part, work at Penn State or one of the many industries that have grown up around the University, people who make their living "off" rather than "on" or "from" this land. Locals refer to this demographic group as **the bedroom community** because they spend their days at work in State College and their evenings at home in the countryside. Although some bedroom community residents do live on farms or farmettes, most of them live on small lots carved from the farm, or in one of the many rural hamlets, villages or boroughs that blossomed when the railroad came through the valley. Having access to open space and recreational opportunities, like parks and trails, is understandably going to be a greater priority for residents of the bedroom community living in close quarters than for the "traditional" farming community more accustomed to passing leisure time hunting and fishing on their own land than hiking or biking on a trail. Many of them also value the open space that surrounds them for its aesthetic value, thankful that the farmers who own or rent the land are still able to make a living from it. But many of these non-farm residents also moved to this region to escape busier lives elsewhere. Some of them place privacy at the top of their list of rural values, and many of them expressed concern that the 27 mile "destination" type trail originally proposed by planners will bring too many "outsiders," diminishing the rural character that drew them here in the first place.



The concern for privacy is even greater for the people who own what are --for the most part-- seasonally occupied camps in the remote region of the gap Penns Creek carved through Thick and Poe Paddy Mountains in Bald Eagle State Forest.

The concern for privacy is even greater for the people who own what are --for the most part-- seasonally occupied camps in the remote region of the gap Penns Creek carved through Thick and Poe Paddy Mountains in Bald Eagle State Forest. The **seasonal community** living in the gap beyond the valleys comprises a fourth distinct population living alongside the railbed that follows Penns Creek on its journey through the county. The hills and hollows of the gap attract a variety of folk, some from distant places who come here infrequently to enjoy the privacy, fresh mountain air, pristine native trout filled waters and dark skies at night, and others who live nearby and come more often to get away from the hustle and bustle of the places they live and work. It's not surprising that among this group we found a few landowners excited about sharing the magic of their "Brigadoon" between Ingleby and Poe Paddy with others, and many, many more landowners in favor of "keeping things the way they are," fearing that the region's infrastructure is already at its limit during peak hunting and fishing seasons, and that improving and branding the rail bed as a destination will bring too much publicity and too many strangers, destroying the tranquility and magical qualities of their real life Brigadoon.

While not necessarily living in this region, the "**outdoor recreation/tourism community**" is another socio-economic unit whose attitudes about the rail trail are very much tied to their livelihood, and therefore, generally in favor of the rail trail. This group, which in many cases overlaps with the alternative lifestyle community in this region, includes outfitters, fly fishing guides, liveries, bike shops, outdoor clothiers, and other tourism related businesses that stand to profit from outdoor recreation, such as B&B's, restaurants, cafes, convenience stores, brew pubs, gas stations, and tack and bridle shops.

PENNS & BRUSH VALLEYS RAIL TRAIL feasibility study
 Follow us on Facebook

If...
 ...a rail trail were to be built on or near the abandoned L&T railbed somewhere between Lemont & the County line east of Ingleby...

1. **How old are you?** 2. **My Age Group is:**
 Less than 20 20 to 30 30 to 40 40 to 50 50 to 60 Over 60

3. **I live in:** Penns Valley Brush Valley Other _____

TRAIL USERS PREFERENCES SURVEY

PENNS & BRUSH VALLEYS RAIL TRAIL FEASIBILITY STUDY
 Prepared by albertir vroman architecture LLC with Brian Auman, Landscape Architect for the Penns & Brush Valleys Rail Trail Study Committee

COMMENT: Please leave your responses in the box at this location-thank!!

4. ... what would you use the trail for?
 Walking Biking Hiking Resting Fishing
 Commuting Teaching Access to Public Lands
 Horseback Riding Cross Country Skiing Other _____

5. ... how often would you use the trail?
 Daily Weekly Occasionally _____ times/year (seasonal)

6. ... how many hours would you typically spend on the trail?
 Less than 2 hours 2 to 4 hours More than 4 hours

7. ... how far would you typically travel on the trail?
 Less than 2 miles 2 to 10 miles More than 10 miles

8. ... which of the following businesses might you use during your visit?
 Cakes/Restaurants Boutiques/Guides Lodging (B&B, Hotel, etc.)
 Convenience Store Gas stations Other _____

9. ... how much money would you expect to spend on a typical trail visit?
 Less than \$25 \$25 to \$50 \$50 to \$75 \$75 to \$100 \$100 plus

A group of local people are exploring the feasibility of establishing a rail trail in Penns and Brush Valleys on lands that have **willing owners, community support and public access**. This survey will be used to help determine the kind of interest and potential spending by people who might use the trail if a trail it is determined to be feasible.

You can learn more about this project by visiting us at:
www.centrocountypa.gov or by following us on Facebook at:
PENNS & BRUSH VALLEYS RAIL TRAIL FEASIBILITY STUDY

The Trail User Preferences Survey answered the question: "If a rail trail were to be built on or near the abandoned L&T railbed somewhere between Lemont and the county line east of Ingleby...what would you use the trail for, how often would you use it, how many hours would you typically spend on it, how far would you typically travel on the trail, which businesses might you use during your visit, and how much money would you expect to spend on a typical trail visit."

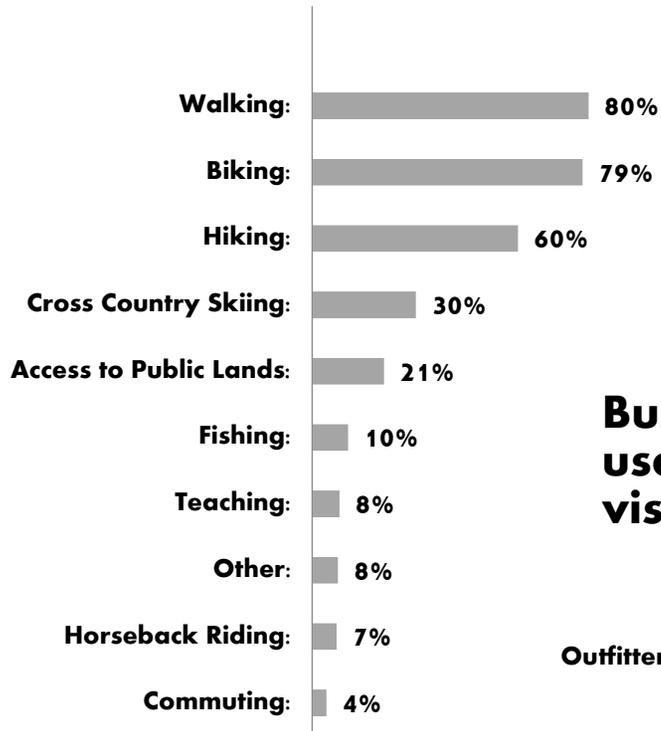
PENNS & BRUSH VALLEYS TRAIL USERS' PREFERENCE SURVEY

In order to get a sense of who might use the trail “if” it were built, we prepared a Trail User Preference Survey with 9 simple questions that we estimated it would take people 5 minutes or less to complete. We prefaced the questions with this statement, *“If a rail trail were to be built on or near the abandoned L&T railbed somewhere between Lemont and the county line east of Ingleby...what would you use the trail for, how often would you use it, how many hours would you typically spend on it, how far would you typically travel on the trail, which businesses might you use during your visit, and how much money would you expect to spend on a typical trail visit.”* We also asked them to include their name to make sure we did not get duplicates, to identify their age group to get a demographic profile of the users, and whether they lived in Penns Valley, Brush Valley, or some “other” place. We also left a space for them to fill in comments, and included a map of the route of the railbed through the county, and the following statement:

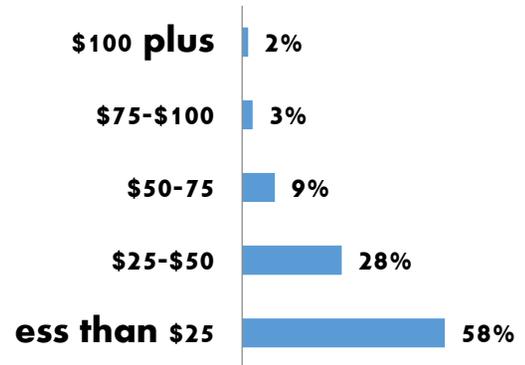
“A group of local people are exploring the feasibility of establishing a rail trail in Penns and Brush Valleys on lands that have **willing owners, community support, and public access**. This survey will be used to help determine the kind of interest and potential spending by people who might use the trail if a trail is determined to be feasible.”

We also listed the address of the Facebook page for the project, and the county website for people who wished to learn more about the project. We listed specific answers to choose from for every question to make it easy for them to check the answers that apply, and to make it possible for us to graph their responses. We also included an “other” category for questions where it made sense to do so. We collected the surveys in person so we could answer any questions they had about the survey. Many survey respondents said they appreciated having the checklist for the question, “what would you use the trail for,” because it helped them think of things they might not otherwise have considered, like “teaching” or “commuting.” We set up a booth to collect our Trail User Preference Surveys at three events that occurred over the spring and summer of 2013, including a website rollout for *Trail2Creek* at the Brementown Ballroom in Millheim, FarmFest in Centre Hall, and CrikFest in Coburn. We chose those 3 venues because we thought they would provide information from a community of potential trail users (the group we identified as the “alternative community” in the section above) with a high probability of actually using the trail.

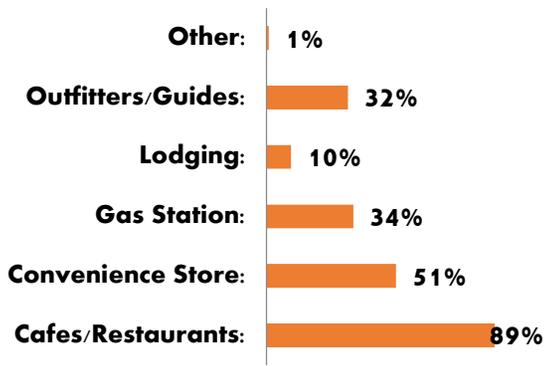
I would use the trail for:



\$ I would expect to spend per visit:



Businesses I might use during my visit:



244 people responded to our User Preference Survey and with few exceptions answered every question. The majority of responders (53% of 244 responses) listed their age as either 60 or over (29%) or 50 to 60 (24%), followed by 40 to 50 (17%), 30 to 40 (14%) 20-30 (11%) and less than 20 (3%). Most responders also listed Penns Valley as their home (44% of 244 responses), followed by the State College area (30%), other (24%), or Brush Valley (2%). In contrast to the Pine Creek and Buffalo Valley surveys which only recorded the activity the user was engaged in at the time of the survey, we listed 10 possible uses for people to check off (plus an “other” category) and encouraged respondents to check off all of the categories they thought they might use the trail for, resulting in 750 total responses by 244 people surveyed. The majority of potential users (195) believe they would use this trail for walking (80% of 244 users) and almost as many (192 of 244) said they would use the trail for biking (79%). 145 people said they would use the trail for hiking (59% of 244), 74 for cross country skiing (30% of 244), 50 for access to public lands (20% of 244), fishing (10% of 244), horseback riding (8%), teaching (8%), commuting (4%), and hunting (1%). Respondents who filled in the “Other” category (8%) listed birdwatching, observing nature, bike-paddle-shuttle, rollerblading, water sports, running, jogging, dog walking, and campgrounds.

Most users (58% of 245 responses) said they would use the trail occasionally, 37% would use it weekly, 4% daily, and 1% listed other. Most users (70% of 268) expected to spend 2 to 4 hours on the trail, 20% for less than 2 hours, and 10% for more than 4 hours. Two thirds of users (173 of 259) planned to travel less than 10 miles, 24% planned more than 10 miles, and 9% would use it for treks less than 10 miles.

The majority of potential users (89%) said they might visit a café or restaurant during their trail trip, 51% expected to use a convenience store, and 34% would fuel up at a gas station. Only 10% planned an overnight stay with lodging, but a surprisingly high percentage (31%) thought they might hire a guide or an outfitter. The majority of users (57%) also thought they would spend less than \$25 per visit, while 29% expected to spend \$25 to \$50, 10% expected to spend between \$50 and \$75, 3% expected to spend between \$75 and \$100, and only 2% expected to spend more than \$100.

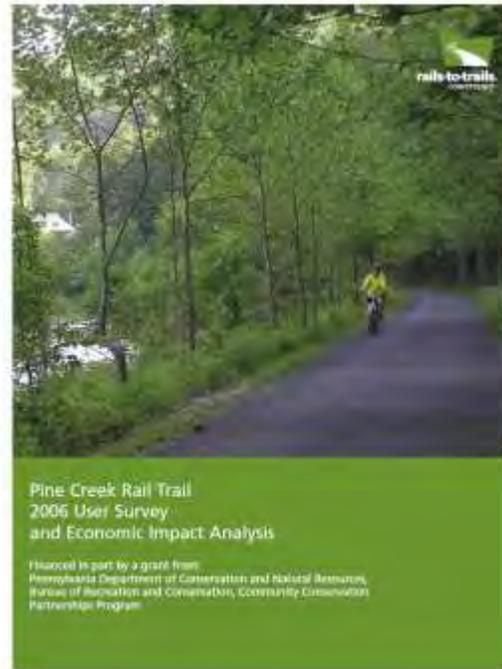
Buffalo Valley Rail Trail 2012 User Survey and Economic Impact Analysis



The authors of the Buffalo Valley Rail Trail User Survey estimate 100,000 user trips per year, which equates to about 30 people per mile per day on the trail.

THE BUFFALO VALLEY RAIL TRAIL, A 9.2 MILE COMMUNITY BASED TRAIL

The Buffalo Valley Rail Trail User Survey gives us a glimpse of actual user preferences of a community based trail at the east end of the L&T in a setting very similar to the Penns and Brush valley region. The survey was prepared by professors from Bucknell University. The West Shore Railroad Company operated the 9.2 mile section of the former Lewisburg and Tyrone Railroad between Lewisburg and Mifflinburg until 1997. In 2009, the Lewisburg Area Recreation Authority (LARA) acquired the rights of way from West Shore, which had attempted unsuccessfully to operate an excursion train, and secured federal funds to build the trail, which opened in November of 2011. According to the Bucknell study, 1,137 distinct users visited the Buffalo Valley Rail Trail (BVRT) an estimated 12,043 times in the month of June 2012. The report's authors used that data to project an estimate of 100,000 trips per year, which equates to 30 people per mile per day. The age of the average BVRT user is 48.8 years old and visits the trail about 10.59 times per month. The average user traveled about 5 miles to access the trail and spent an average of 86.85 minutes on the trail. Most trail users (30%) use the trail 1 to 2 times per week for biking (70%), walking (25%) and jogging (5%). Most trail users (50%) also said they use the trail for both weekdays and weekends, with most of them (67%) on the trail for between 30 minutes and 2 hours. Most of them (52%) drove to the trail, 30% biked and 15% walked there. About half (49%) of users access the trail from the Lewisburg Trailhead, 28% access the trail from the Mifflinburg Park Trailhead, and the remainder access the trail from other locations. The majority of trail users (67%) said they use the trail for the trail (i.e., recreational use), 22% use it to visit friends and family, and 8% use it to get to work or shop (3%). Most trail users (79%) said their usage does not involve an overnight stay, and of those who did 8% stayed at a hotel and the other 13% stayed with friends and family. None of the overnights reported staying at a B&B. First time users enjoyed the trail 11.77 times each month. Each mile of distance a person traveled to reach the trail reduced the number of visits by .22, so a person traveling 50 miles to access the trail would make 1.1 fewer visits per month than a person living adjacent to the trail. The Bucknell study estimated direct economic impacts of the trail from recreational purchases at \$280,925 annually. Using a spending multiplier to account for indirect and induced spending, the study's authors estimate the total annual impact in the Susquehanna Valley at \$477,572 and spending equivalent to \$589,942 per year in the Commonwealth.



The 62.2 mile long trail is probably the best known rail trail in the state. The Rail Trail Conservancy estimated that 125,000 people visited the trail in 2006, about 5.5 visitors per day per mile.

PINE CREEK RAIL TRAIL, A 62 MILE DESTINATION TYPE TRAIL

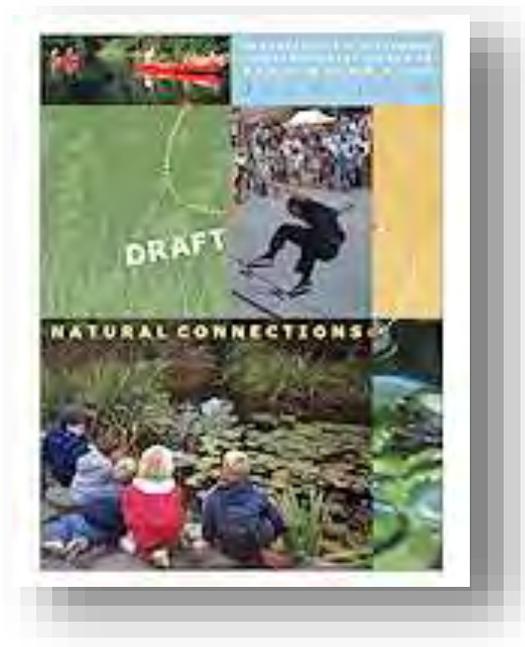
The Pine Creek Trail User Survey offers us a perspective on user preferences for a destination type trail. The survey was prepared by the Rails-To-Trails Conservancy in 2006 for PA-DCNR. The 62.2 mile long trail is probably the best known rail trail in the state. **USA Today** ranked it as one of the "10 great places to take a bike tour" in 2001. The trail traces its beginning to 1883, when the *Jersey Shore, Pine Creek and Buffalo Railway* opened for service (3 years before the L&T began service to Lemont). The railway became part of New York Central in 1914, and was taken over by CONRAIL in 1976 as part of the restructuring of the moribund Penn Central. CONRAIL filed for abandonment on July 25, 1988, and the ICC/STB granted the Commonwealth's request to remove the tracks and develop the railbed as an Interim Use Trail in accordance with the 1983 railbanking act. In July 1990, the state legislature approved the purchase of the railbed by quit claim deed for \$1 (Senate Bill 967). Construction of the first 19 mile section between Ansonia and Blackwell began in 1995 and opened in August 1996. An additional 23 miles was added in June of 2001 and the final leg was completed in 2006, connecting Pennsylvania's Grand Canyon to a trailhead on 1-99/SR220 at Jersey Shore. The Rail Trail Conservancy estimated that 125,000 people visited the trail in 2006, or about 5.5 visitors per day per mile. Most users (86%) came from Pennsylvania, 6% from 20 other states, and 5% from New York. Of those originating in Pennsylvania, the highest percentage (2%) came from Lycoming County, followed by Lancaster County (9%), neighboring Tioga (9%) Centre (7%) and Clinton (7%) counties, suggesting about half the trail users came from Lycoming or neighboring counties. Most users (42%) visited the trail a few times a year, another 12% visited a couple times a month, and 10% visited 1 or 2 times a week. Three quarters (74%) of users were over the age of 46, 29% 56-65, 28% 46-55; 17% 66 or older, and 15% 36-45. Only 12% were younger than 35, but 23% of users brought children 15 years or younger along on the trip, with 56% of them 10-15 years old, and 31% between 5 and 9 years of age. More than half of users (56%) were male. The majority of users (64%) came for biking, 24% for walking/hiking, 4% cross country skiing/snowshoeing, 3% jogging/running, and .4% horseback riding. Most (48%) used the trail weekdays and weekends, about a third (32%) used it just for weekends and 19% just on weekdays. Most users (49%) used the trail anytime, 28% used it in the morning, 20% in the afternoon, and 4% used it evenings. 63% spent more than 2 hours on the trail, 29% spent 1 to 2 hours; 8% spent 30 minutes to an hour, and .5% spent less than 30 minutes on the trail. Most visitors (58%) used the trail for recreation, 38% for health and exercise, 1% for fitness training, and .3% for commuting. Visitors watched wildlife (36%), birdwatched (32%); studied flowers (17%); fished (5%); canoed (4%); kayaked (3%), or tubed (3%). The average expenditure per night for the 373 respondents (about 1/3) who answered the question was \$69.08.



Based on visitations to comparable trails, we estimate demand for a 2 to 5 mile community based trail in Penns & Brush Valleys to be between 5 and 10 visitors per mile per day.

ESTIMATES OF USER DEMAND

While demographics provide context and surveys provide helpful guidance on trail usage and demand, usage and demand are driven by factors that, like real estate, are location specific. Trail demand and use are highly dependent on the location of trailheads and their proximity to users, the length of the trail, and the demographics and lifestyle preferences of the communities where the trail is located. Demand and use can also be influenced by the number of competing recreational options a community has to choose from. A destination type trail restricted to a remote area like the gap through the mountain beyond Coburn, with its high scenic value and world class reputation for trout fishing (e.g.; Green Drake Mayfly hatch) and mountain biking opportunities (e.g. Wilderness 101), might attract a similar number of visitors (5 people per mile per day) as the Pine Creek Trail, with its Grand Canyon and few other competing recreational choices. Likewise, a 5-10 mile long community based trail with a trailhead in Lemont might be expected to draw at least as many visitors as Lewisburg's 9.2 mile Buffalo Valley Rail Trail (30 people per mile per day) especially when you consider that the Centre Region's population of 92,096 residents is more than twice the size of Union County (pop. 44,949). But given that a 27 mile long destination type trail is not favored by the community at this time, and that shorter community based trails limited to the Penns/Brush valleys population (12,819 people, about half the size of the Buffalo Valley Trail community of 22,528 residents) are a more likely possibility at this time, we estimate demand for a 2 to 5 mile community based trail in Penns & Brush valleys to be between 5 and 10 visitors per mile per day. (For another comparison, the 16 mile Ghost Town Trail in Indiana, PA gets about 11 visitors per mile per day). Like the Pine Creek and Brush Valley trails, we would expect most people to use the trail for recreational purposes, like biking, hiking, walking and cross country skiing. We also would not ignore the high percentage of "potential trail users" from our survey who said they would use the trail for walking (80%) even though it is much higher than either the Buffalo Valley or Pine Creek surveys (25%). A recent (July 2012) Hunter College study, *Population Shifts and Implications for Walking in the United States*, notes "Major population shifts in the United States point to changes in American attitudes and behaviors regarding walking. These shifts are likely to result in a substantial increase in both recreational and utilitarian walking. Three demographic changes, in particular, are likely to promote this "walking revolution:" (1) the aging of the baby boomers, (2) the different transportation priorities of young people, and (3) the decline of the suburbs." Although the Penns Valley region is not expected to grow as fast as other regions of the county over the next decade, we do expect use of trails to increase faster than the population grows due to those trends.



According to a survey of 10,000 Pennsylvanian's included in the **PA Statewide Comprehensive Outdoor Recreation Plan**, $\frac{3}{4}$ of the respondents listed walking as their primary outdoor activity,

CHAPTER 5 DESIGN FEASIBILITY- what is the community's vision for this trail?

"Every five years, states across the nation are required to produce a new statewide recreation plan to remain eligible to receive federal Land and Water Conservation funds. The plan guides outdoor recreation programs, policies and projects ... and developed actions for the future."

Summary from the **PA Statewide Comprehensive Outdoor Recreation Plan**

The centerpiece of PA's statewide recreation plan is a survey of over 10,000 of the state's citizens and recreation providers offering "*insights into what Pennsylvanians want to do, where they go and what they value in their outdoor recreation lives*". According to that survey, $\frac{3}{4}$ of respondents were actively engaged in outdoor recreation, with over half of them (53%) one or more times a week. About $\frac{3}{4}$ of the respondents to the state survey listed walking as their primary outdoor activity, validating the high percentage of people we surveyed (80%) who said they would use a rail trail in Penns and Brush Valley for walking. The Penns and Brush Valleys region is also becoming a preferred destination for riders of both skinny (on road) and fat tire (off road) bikes, with on road venues like PASA's *Bike Fresh Bike Local* race that attracted over 300 cyclists for a 25, 50 or 75 mile on road event in 2013, or the Bald Eagle State Forest's *Wilderness 101* annual off road extreme mountain bike endurance event that attracts 200 to 300 riders from all over the country. While these once-a-year rigorously planned and choreographed events demonstrate the region's attractiveness as a destination for serious cycling enthusiasts, it's the growing demand for places where the general public can safely walk, bike, hike, visit a neighbor, watch wildlife, cross country ski, snowshoe, ride a horse, fish or hunt that sent many leaders of this community on a search for a safe alternative to the region's heavily traveled roads and highways. Unfortunately, their vision of a 27 mile destination type trail through Centre County connecting the college communities of State College and Lewisburg via the *Buffalo Valley Rail Trail* was not supported by a majority of the landowners who now control the railbed right of way. Concerns about privacy, liability and the right of property owners to decide what is the best use of their land overshadowed the vision of a linear park winding its way through the valleys and the gap through the mountains beyond them. But the same robust public process that exposed those concerns also revealed several areas where landowners continue to express interest in exploring community based trails designed principally to serve the needs of their local communities. The vision for each of those trails is described on the following pages. The trail concept plans prepared for those trails are in compliance with the 1990 American with Disabilities Act (ADA) and the 2010 ADA Standards for Accessible Design.

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MILES

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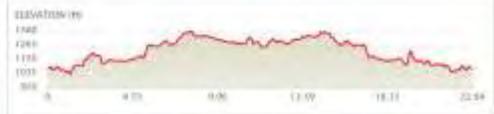
BEGINS IN: Gardnerville, NV, United States
CREATED BY: ac@mapmyride.com
DESCRIPTION: Ascent
TAGS:
TYPE: Open Route

SHARE 0

ACTION PRINT SEND TO PHONE + SETTINGS



ELEVATION (ft)



START ELEVATION	MAX ELEVATION	AVG	TOTAL TIME
1077 FT	1391 FT	586 FT	11:50

A dedicated bike route between Lemont and Penns Valley has long been a dream of local cycling enthusiasts, many of whom share their journeys on the popular *Map My Ride* website.

LEMONT TO OAK HALL

A dedicated bike route between Lemont and Penns Valley has long been a dream of local cycling enthusiasts, many of whom share their journeys on the popular *Map My Ride* website (see example on previous page). The Lemont to Linden Hall segment was initially envisioned as a gateway for the 27 mile trail leading from Lemont, a bedroom community for nearby Sate College, to Penns Valley via Upper Brush valley on the abandoned L&T, with connections to Penn State along the trail in Slab Cabin Park at the west end, and connections east of Lemont to Nittany Orchard Park, the Oak Hall Regional Park in Oak Hall, and The Linden Hall Village Association's park along the railbed in Linden Hall. Although this early vision of a "gateway to the valleys" was set aside after many key landowners expressed their concern that a rail trail might change the rural character that inspired them to live in or move to the country, or just did not fit their vision for the use of their land at this time, a rail trail between the bedroom communities of Lemont, Oak Hall and Boalsburg might still be feasible as a longer term prospect for a community based trail.

The villages of Lemont, Oak Hall and Boalsburg are presently connected by the narrow and winding Old Boalsburg Road designed and built in the 18th century for horse drawn wagons and carriages but shared today with little improvement by cyclists, runners, commuters and massive trucks hauling crushed limestone from the Oak Hall quarry. A community based trail connecting the villages of Lemont, Oak Hall and Boalsburg would allow people to slow down enough to appreciate the richness of these three quintessentially American villages while providing an attractive alternative commuter route for Penn State's environmentally oriented students, professors, administrators and scientists.

The western terminus of the railbed in the Village Green in Lemont is set against the backdrop of John Thompson's historic coalshed and granary restored by the Lemont Village Association and placed on the National Register of Historic Places. The post office across the street offers a great location for a trailhead with ample parking and plans for a public restroom. Trail amenities like snacks, water, coffee and ice cream are available for sale near the Village Green and Granary, the focal point for a 4 season offering of community and regional gatherings hosted by the Lemont Village Association-- including a strawberry festival in the spring, farmers market in the summer, gourmet dinner in the fall and Kriskindle Market in the winter.



The Wizard of Oz sculptures on the Smith Farm are within view of the abandoned railbed

Like Lemont, Oak Hall is a charming hamlet that, although eviscerated by the highway when the 322 Bypass was constructed, nevertheless retains much of its historic charm and character. The picturesque village includes a tiny, quaint restored log house sitting next to a limestone mill repurposed as a home by one of the country's foremost trout anglers. Champion Clydesdales roam the pastures of Biddle's historic Oak Hall Farm, its limestone mansion decorated with period wrought iron filigree that more than likely came from one of the Centre Region's famous 18th century ironworks. Boalsburg, with its dutifully celebrated claim as the birthplace of Memorial Day, and its quaint Diamond surrounded by small shops anchored by the historic Boalsburg Hotel, may be a more receptive terminus than Linden Hall for the eastern end of the trail serving commuters to Penn State. But a bike route connecting these three villages is not without its issues either. The railbed has been built over in Lemont at the intersection with Old Boalsburg Road, with plans for additional development on the railbed even closer to town. While those proposed plans include a sidewalk that will more than likely be dedicated to the township, the owner was not enthusiastic about revising those plans to accommodate the trail. The crossing at Old Boalsburg Road is also less than ideal for sight lines, and would need to be well marked to ensure safe passage for riders and automobiles. A section of the railbed east of Old Boalsburg Road has been removed to make way for a driveway, and although the present owners said they are not interested in a rail trail on their property now, the husband of the couple said it's also possible their children might be some day. The decking for the railroad bridge on the historic Dale House property is missing, but the foundations appear to be in good condition and suitable for lighter use as a trail. Continuing east to the quarry, which is posted with no trespassing signs, it's difficult to say for sure from aerial photos or observations from the public right of way if the railbed is still intact. The railbed passes through areas that have already been mined between the active quarry west of the railbed and the crusher east of the railbed, so it's not easy to imagine a safe route through the area at this time of active blasting and quarrying.

Although the landowners just east of the quarry sent a letter advising us that they are rail trail advocates, they also raised many reasonable concerns about how their section of the railbed would function as a trail on their property shoehorned between the road and the quarry. Those concerns, and possible solutions, include: 1. assurance from the trail manager that they would not be prevented from operating farm, heavy duty, and/or personal vehicles/equipment along the rail trail on that section of their property, a request that is typically granted in the language of the trail easement; 2. Proper signing of the crossing of the blind turn into their driveway to reduce the likelihood of accidents with pedestrians or bicyclists; 3. Proper signing to decrease the likelihood of vehicles parking along their driveway/yard in mistaken belief that it is available for those



The “ghost bike” memorial at the highway’s interchange with Old Boalsburg Road is a visible and sober reminder highlighting the inadequacy of local roads initially designed for slower paced times now serving heavy truck traffic mixed with automobiles, cyclists and pedestrians.

wishing to use the path; 4. Fencing to reduce the possibility that increased traffic by their property will not result in theft and/or damage from/to their property; 5. Proper signing at the trail crossing on Old Boalsburg that is heavily traveled by large machinery and trucks from the quarry operation; 6. Fencing and signage to prevent illegal parking on private property the quarry owns across the street that trail users may mistake as available parking; 7. Development of proper trailheads with adequate parking to prevent people from parking on private property; and 8. Protocols for dealing with the enforcement of parking restrictions.

Like Linden Hall Road, Old Boalsburg Road is narrow and winding, with poor visibility compounded for the foreseeable future by the heavy truck traffic from the quarry. Although the tragic bicycle accident that killed the Penn State professor at the Oak Hall interchange with the 322 Bypass was not related to the quarry (as far as we could discover), the “ghost bike” memorial at the highway’s interchange with Old Boalsburg Road is a very visible and constant reminder highlighting the inadequacy of local roads designed for different times serving heavy truck traffic mixed with automobiles, cyclists and pedestrians.

Given the uncertainty surrounding the future of the quarry, and the inadequacy of local roads to serve this region as a safe alternate route for pedestrians and cyclists, we have determined that the segment of railbed between Lemont and Oak Hall is not feasible at this time, but worthy of continued exploration. We encourage advocates in this area to continue long range planning for a walkable bike friendly route between Lemont, Oak Hall and Boalsburg by:

1. Organizing a meeting of landowners who have already expressed an interest in or concerns about a trail on their property;
2. Establishing a committee to serve as trail advocates, or identify an organization with a track record of successful community engagement, like LVA , to serve as a champion for this long term possibility;
3. Securing easements from railbed owners who support the concept of a rail trail on their land (see sample trail easement in Appendix);
4. Meeting with Oak Hall quarry owners to explore alternate routes through or around the quarry;
5. Meeting with Centre Region and Township officials to explore ways to connect to the Oak Hall Regional Park’s loop trail; and
6. Meeting with PennDOT to make sure pedestrians and cyclists continue to be in the mix for the Oak Hall interchange (in progress).



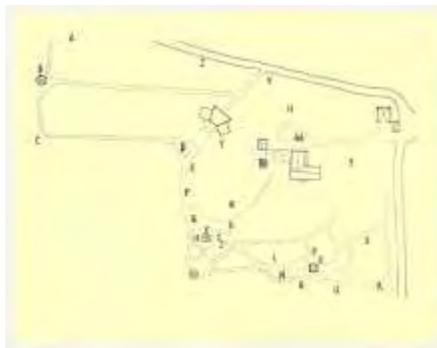
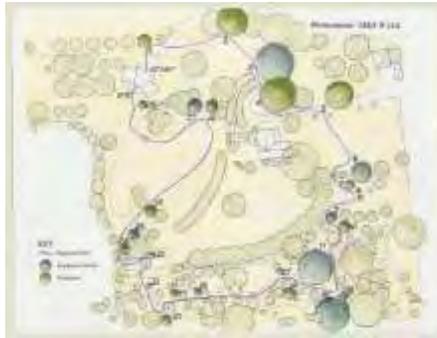
The stretch of railbed at Rhoneymeade offers neighbors and the occasional visitor a gentle, quiet place to observe and absorb the natural beauty of this peaceful agrarian landscape against the backdrop of the stately brick home of one of the valley's most notable agriculturalists, Grange Fair founder Leonard Rhone.

THE UPPER BRUSH VALLEY TRAIL AT RHONEYMEADE

If there is a segment along this abandoned railbed in Brush Valley with a hint of magic, it would have to be the 1.7 mile stretch of the L&T at the base of the hill below the straw bale guesthouse at Bergenblick's Scottish Highland Cattle Farm east of Smith Lane and the grounds of Dr. Richard Morgan's Rhoneymeade Farm sitting atop the knoll in the middle of this wide farming valley just west of Gregg Station Lane. Like the elaborate Labyrinth and sculpture garden maintained by James Leshner, Morgan's soft-spoken, hands-on caretaker and President of Rhoneymeade's Board of Directors, this stretch of railbed offers neighbors and the occasional visitor a gentle, quiet place to observe and absorb the natural beauty of this peaceful agrarian landscape against the backdrop of the stately brick home of one of the valley's most notable agriculturalists, Grange Fair founder Leonard Rhone.

We first met Dr. Morgan, the owner of Rhoneymeade Farm, at the invitation of James Leshner, who invited us to Rhoneymeade after the first public meeting for the rail trail. Morgan, a retired Penn State molecular biologist inspired by Francis Crick and James Watson, the scientists who discovered the double helical structure of the DNA molecule in 1953, earned his own spot in history by being the first landowner in Centre County to protect his land from encroaching development through a conservation easement donated to the Clearwater Conservancy. Morgan visualizes Rhoneymeade like Crick and Watson visualized DNA, but instead of a complex string of atoms elegantly woven around a pair of undulating axis, he sees flora and fauna intricately and intimately woven around and about undulations of the land. Morgan's ongoing interest in nature and 3-D modeling eventually led to the construction of a sculpture studio on the property, where he and invited artists carve sinuous shapes out of massive slabs of wood, many of them displayed on the grounds for visitors to enjoy during Rhoneymeade's summertime open house exhibits.

The arboretum, a creation of Morgan and Leshner, is the centerpiece of Rhoneymeade's outdoor sculpture garden. After touring the house and enjoying a brief concert on Morgan's grand piano, we met with Leshner and Morgan in the garden on a Spring day when the sun was still low enough on the horizon to cast long shadows at noon. Leshner's soft spoken manner is in sharp contrast to his chiseled features and calloused hands toughened by a career of working stone outdoors, yet his passion for Rhoneymeade and the possibilities of a rail trail connection come through loud and clear. Leshner shared his vision of connecting the 800 feet of railbed to the Grange Fairgrounds as a tribute to the region's agrarian heritage with us that day, and followed up with a statement he prepared for the November 19, 2013 public meeting:



Pencil drawings for Rhoneymeade's Arboretum and sculpture garden, rendered by James Lesher, Rhoneymeade's soft spoken manager

“Rhoneymeade enthusiastically supports a community based rail-trail along the Smith Lane to Gregg Station segment.

Rhoneymeade is a farm once owned by the founder of the Grange Fair, Leonard Rhone. It is located in Potter Township within the aforementioned segment identified in the feasibility study as having potential for a community based rail-trail. In fact, Rhoneymeade owns 800’ of railbed and has enjoyed keeping it clear to walk for 15 years. Neighbors walk on it, so, Rhoneymeade is ready to convey an easement to the cause.

Rhoneymeade was incorporated as a non-profit in 1989, in part, ‘to promote the scenic and natural beauty of the area.’ Its Board of Directors is bolstered by this fact and promoting a rail-trail – a nature trail across farm fields and along wooded Mackey Run- simply serves its purpose for the community.

Rhoneymeade was also incorporated to preserve the legacy of Leonard Rhone. Mr. Rhone was himself a champion for the railway in the 1880’s. Traveling with a committee to Philadelphia and urging the President of the PR to finish building what was then a stalled railroad, Rhone believed, as a grange leader, that the railroad was for the benefit of his farmer neighbors, his community. The Rhoneymeade directors are inspired by his actions and say, similarly, a rail trail will benefit our neighbors in our community.

How? At the heart of Rhoneymeade are the historic Rhone House, farmstead, and Arboretum, all which lay along the dog-legged, narrow country lane called Rimmey Road. Since Rhoneymeade’s founding, management has watched residents of Rimmey Road’s growing suburban culture walk the road’s scenic route. All the while, a little more commuter, agricultural and courier traffic drives a little faster, year to year. Though no official traffic data is available for Rimmey Road, other anecdotal evidence supports the claim of increased volume and speed.

Centre County government data does, however, provide population statistics. Currently, about 30% of Penns Valley’s population- the largest in Penns Valley- resides in Potter Township, where Rimmey Road lies. Projections are for Potter to still have the largest population by 2030, increasing 45%. Moreover, Centre Hall is projected to have the highest municipal density by then. Therefore, with inevitable development, more and faster modern traffic pressure can be expected on the narrow Rimmey Road. Say nothing about the effects this will have on the nearby, busier Brush Valley Rd which is used by walkers, joggers, and especially bicyclists, some of whom reside in the suburban neighborhood on Gregg Station Rd.. One can see, then, how a rail-trail will benefit neighbors in the community: by providing a safe and separate path for recreation.

While it is easy for Rhoneymeade to advocate a rail-trail, it is hard for some railbed owners and abutters to conceive of the public gaining access to the railbed. Trespassing and property damage occurs even now, even at Rhoneymeade. Liability concerns, privacy invasion, and trailheads threaten any trail’s feasibility.

To address these, Rhoneymeade will commit resources to ensure a possible rail-trail is built and maintained satisfactorily. It can promote trail user education, organize maintenance volunteers, and offer its welcome center for community meetings. To back up its enthusiasm, Rhoneymeade can provide a trail-head on the property and even a spur trail to the Arboretum. In short, Rhoneymeade looks forward to taking a lead role in a community based rail-trail along the Smith Lane to Gregg Station segment.”

James Lesher-Rhoneymeade Inc.



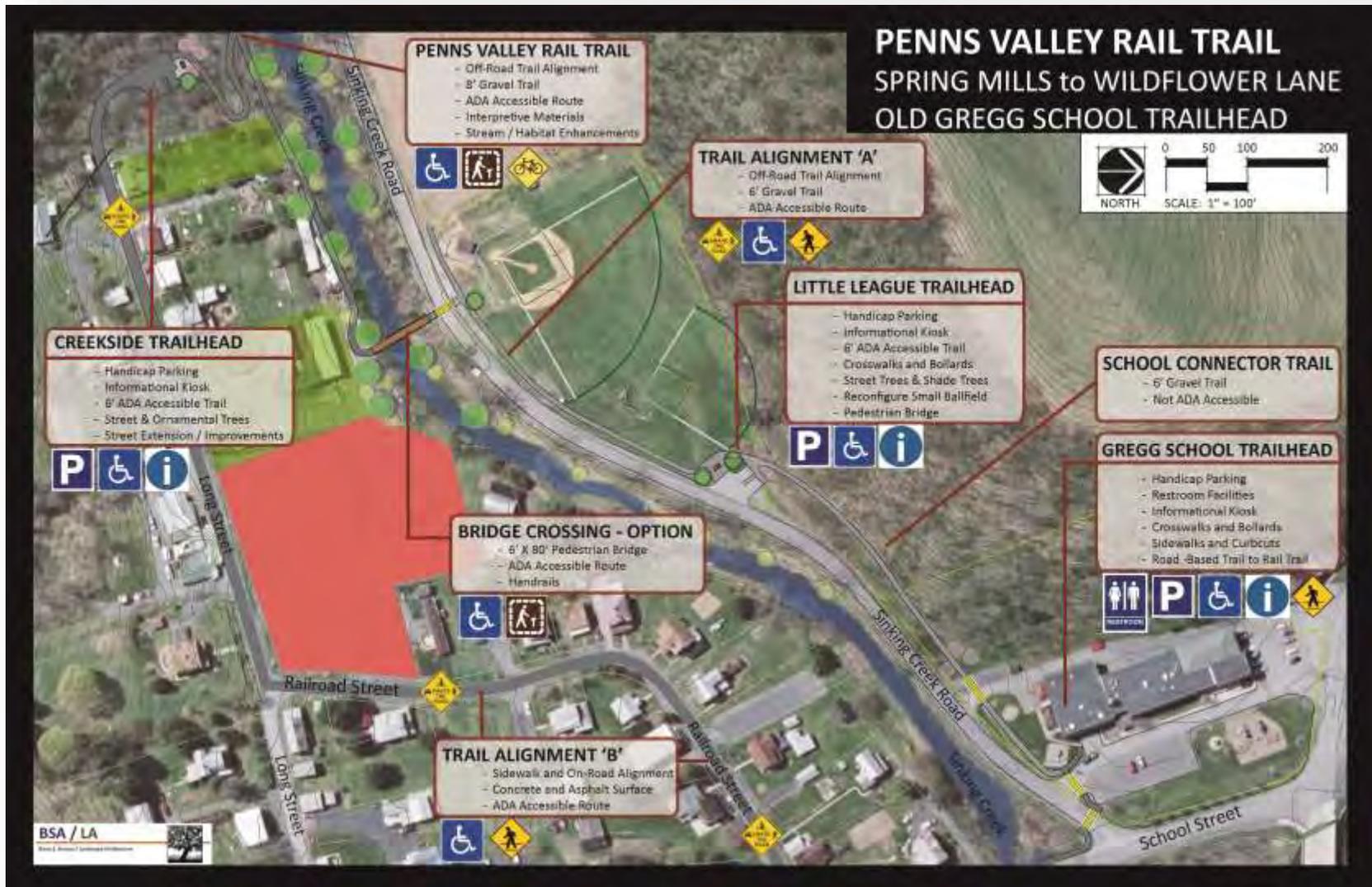
The owners of Bergenblick Farm voiced strong support for the rail trail at the 1st public meeting, and hosted a follow-up meeting with DCNR and other trail advocates to discuss funding possibilities and next steps.

While a rail trail connection between the Grange Fair Grounds and Rhoneymeade, the home of its founder, may not be feasible at the present time due to ag preservation easements on two farms and a pending application on a third farm on the railbed east of Gregg Station Lane, a rail trail connection to Rhoneymeade's western neighbor, Bergenblick Farm, offers a more promising possibility. The owners of Bergenblick Farm voiced strong support for the rail trail at the 1st public meeting, and hosted a follow-up meeting with DCNR and other trail advocates to discuss funding possibilities and next steps.

The vision for this 1.72 mile segment includes a trailhead at Bergenblick Farm just off Smith Lane or a trailhead on Rhoneymeade's land near the end of Gregg Station Lane. Both lanes are private, and would require the granting of easements by the neighbors. Trailhead facilities would be limited to a small parking area that includes a minimum of one pervious handicapped parking space and a sign providing information on trail conditions (length, width, surface and grade conditions) in accordance with ADA standards. The 6 foot wide 2 way hiking trail would be limited to pedestrian use, mimicking as much as possible the look and feel of the 800 feet of railbed Leshler cleared and maintains west of Gregg Station Lane. 6-strand high tensile fencing would be installed to keep people on the trail and to keep cattle and bison off the railbed and out of the stream. Bollards and gates would be installed on the railbed on both sides of Rimmey Road to keep motorized vehicles off the railbed and to provide owners and abutters, maintenance and emergency vehicles access to the railbed. A spur trail on Rhoneymeade's land would connect the railbed to Rhoneymeade's Arboretum, studio and outdoor sculpture garden.

Issues that remain unresolved include:

1. Meeting with neighbor's to secure easements for access to trailheads and the missing links between Rhoneymeade Farm on the east end and Bergenblick Farm on the west end of the community based trail;
2. Meeting with Clearwater Conservancy to confirm the location of the spur trail through land placed under conservation easement, and to explore funding options for streambank fencing; and
3. Agreement on how the trail would be funded and maintained.



THE PENNS VALLEY TRAIL AT SPRING MILLS

If any one person deserves to be recognized for getting the ball rolling on the idea of a rail trail on the abandoned L&T railbed in Penns Valley, it would be Jane Scheuzenzuber, a member of Gregg Township's planning commission. An avid equestrian, Jane's original vision for a trail serving the community of Spring Mills preceded the county's vision of a 27 mile connector trail by several years. It was her vision in fact that led us all back to the idea of exploring shorter community based trails designed principally to serve the recreational needs of local residents when it became clear that a continuous destination type trail was not feasible at this time. Jane was instrumental in securing trail easements for the Dickerson and Kauffman parcels in Spring Mills, and for getting the study committee for this project pulled together. Although she reduced her involvement once the study committee was established, her years of hard work earned the respect and support of the township supervisors and laid important groundwork for a trail in Spring Mills. That groundwork included gaining the support of two key landowners, the Myers brothers and Chris Kunes.

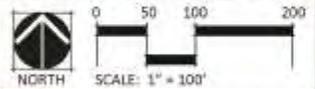
Although Don and his brother Joel Myers still grow crops on the family farm the abandoned L&T passes through, they also see the railbed as a potential asset to the community. Joel is an active member of the Pennsylvania No-Till Alliance, a group dedicated to rebuilding soil health by drilling instead of tilling the land, preserving the complex micro-rhizoid structure and microbial life beneath the soil that naturally captures and helps sequester carbon from the atmosphere as it converts sunlight into sugar that feeds the polyculture of crops they grow next to the railbed. Like fellow western PA No-Till farmer Calvin Ernst, who donated a lengthy railbed easement on his family farm for a rail trail near Meadville that now bears his family's name, the Myers see the repurposing of the L&T as a way of giving something back to their community.

Like the Myers, developer Chris Kunes also sees the abandoned railbed as a vital piece of infrastructure for strengthening and rebuilding the Spring Mills community. Kunes owns about 1,800 feet of railbed between the Myers Farm and Spring Mills and, with his recent purchase of the former Gettig property, controls another 1,800 feet of railbed in the heart of Spring Mills. In May of 2015, Kunes presented plans to the Penns Valley Regional Planning Commission (PVRPC) for converting the Gettig property into a YMCA for Penns Valley. According to the brochure Kune's presented to PVRPC, Streamside Place includes a 13,400 square foot state of the art facility featuring a Wellness Center equipped with bikes, treadmills, ellipticals and free weights. Kunes hopes the new Y, slated to open in January of 2016, becomes a focal point for the revitalization of this scenic village once known as a resort town for its sinking springs, hence the name of this former stop on the L&T RR, "Sinking Springs."

PENNS VALLEY RAIL TRAIL

SPRING MILLS to WILDFLOWER LANE

SINKING CREEK ROAD CROSSING



PENNS VALLEY RAIL TRAIL

- Off-Road Trail Alignment
- 8' Gravel Trail
- ADA Accessible Route
- Interpretive Materials
- Invasive Control
- Habitat Enhancements

EXISTING RAILROAD BRIDGE

- 8' Gravel Trail Surface
- ADA Accessible Route
- Handrails

BRIDGE CROSSING - OPTION

- 6' X 135' Pedestrian Bridge
- ADA Accessible Route
- Handrails

AT GRADE CROSSING - OPTION

- 8' Gravel Surface
- Crosswalk with Bollards
- ADA Accessible Route

RAIL TRAIL ALIGNMENT

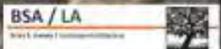
- Follow Railbed
- 8' Gravel Surface
- ADA Accessible Route

ALTERNATIVE ALIGNMENT

- Follow Edge of Field
- 8' Gravel Surface
- New Trail Grading and Drainage
- ADA Accessible Route

REINFORCED CROSSINGS

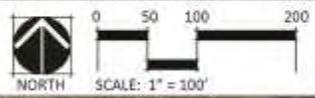
- 10" Concrete or Asphalt Crossing
- Bollards for Access Control
- Gate - As Per Landowner Need
- Landscaping / Buffers



Not including Kunes purchase of the 1,800 feet of railbed on the Gettig parcel, the 10 foot wide two way shared use Spring Mills trail would include 1.7 miles of railbed between Old Gregg School and Wildflower Lane, with 1,070 feet on the Wise/Hill tract deeded to Gregg Township in lieu of fees for the subdivision off the Kauffman Farm, 4,500 feet on the Myers Farm, 1,800 feet of right of way on 2 parcels owned by Kunes, and the remainder on land owned by Gregg Township between Kune's land and Old Gregg School. The trail requires an at grade crossing where the bridge was removed over Sinking Creek Road, and a bridge across Sinking Creek in order to avoid properties owned by residents opposed to the trail along Long Lane. The prefabricated bridge would ford the creek across from the community ballfield, where handicapped parking spaces would be provided for trail users. A spur trail following the hillside path through the wooded area between the ball field and Old Gregg School would provide additional parking and restroom facilities at the school. As a trailhead, Old Gregg School has many uses that would be complementary to and benefit from the trail, including employees of anchor tenant Pennsylvania Certified Organic (PCO), community groups, a branch library, day care facility, vintage clothing shop, gymnasium, community kitchen and community meeting space, model train club, Scout groups, gymnastics and tumbling classes.

Interpretive opportunities on this trail include information describing the Myers Farm's no till polyculture planting that increases soil health and carbon sequestration while reducing stormwater runoff in nearby Sinking Creek, and Myers work with local Scouts to install structures in Sinking Creek that increased stream flow and stabilized the streambank to reduce sedimentation in the creek. Myers is also working with the Penns Valley Conservation Association (PVCA) to implement additional best management practices to further address water quality degradation on Sinking Creek. PVCA submitted a \$263,000 grant request to the PA Department of Environmental Protection to restore 5 Penns Creek tributaries, including Sinking Creek along the proposed rail trail alignment in the Spring Mills area. If funded, the project will restore a 3,150 foot reach in the lower impaired segment of Sinking Creek with installation of 13 log vanes, 660 linear feet of mudsill crib, 60 linear feet of toe log, 4 level logs and 90 linear feet of bank grading. This work will lay a foundation for access to the Sinking Creek subbasin on a 3 mile stretch from Wildflower Lane into the town of Spring Mills through the removal of invasive species and stabilization of the streambank. The riparian buffer work will provide shade and reduce erosion needed to increase the ecological and socio-economic opportunities of the communities in Sinking Creek.

PENNS VALLEY RAIL TRAIL
SPRING MILLS to WILDFLOWER LANE
WILDFLOWER LANE - TRAIL TERMINUS



RETURN TO SINKING CREEK ROAD

- 8' Gravel Access Trail
- ADA Accessible Route
- Bollards and Crosswalk
- Landscaping and Street Trees



PENNS VALLEY RAIL TRAIL

- Off-Road Trail Alignment
- 8' Gravel Trail
- ADA Accessible Route
- Interpretive Signs / Materials
- Invasive Plant Control
- Habitat Enhancements



END OF TRAIL

- Trail Information
- Bollards - to control access
- Landscaping and Street Trees

POTENTIAL TRAIL EXTENSION



A spur connection to Muddy Paws Nature Center along Klines Road offers additional educational and interpretive opportunities.

Issues that still need to be resolved for this segment include:

1. PA-DCNR and PA Game Commission biologist review of the L&T right of way through the Sinking Creek Prairie Natural Area;
2. Finalizing the alignment through the Myers Farm; and
3. Securing additional trail easements from landowners.

GAP THROUGH THE MOUNTAINS BEYOND THE VALLEYS TRAIL

DISTANCE 10.09 miles	BEGINS IN:	AVAIL. POINTS 0
CLIMB 1107 ft	CREATED BY: Glenn Vernon	
	DESCRIPTION: This is a 10.09 mi route in . The route has a total ascent of 1107.39 ft and has a maximum elevation of 1,906.76 ft. This route was created by glennvernon on 05/22/2015. View other maps that glennvernon has done or find similar maps.	
	TYPE: Bike Ride	

ROUTE PRIVACY: FRIENDS

SHARE: [Twitter](#) [Facebook](#) [LinkedIn](#)

- ACTIONS**
- PRINT
- SEND TO PHONE
- BOOKMARK
- EDIT



CLIMB DETAILS

[Learn About Climb Ratings](#) [Download Data](#)

Rating	Start/End Points	Length	Start/End Elevation	Avg Grade
	0.06 mi/2.38 mi	2.32 mi	1,098 ft/1,854 ft	6.2%

THE GAP THROUGH THE MOUNTAINS BEYOND THE VALLEYS TRAIL

Although we have determined that the segment between Coburn and Ingleby is not feasible at this time due to neighbors' concerns that improving the railbed will bring increased pressure on an area already stressed beyond the capacity of existing infrastructure to support it, we recommend that DCNR continue to improve the railbed for public access on land east of Ingleby owned by the state in areas where it does not negatively impact the sensitive flora and fauna of the Penns Creek Conservation Area and the Penns Creek Hardwood Forest Natural Area. In particular, DCNR should continue to explore designating areas for hikers, equestrian riders and mountain bikers through Bald Eagle State Forest. Increasing access to state forest lands was one of the primary uses selected by 26% of respondents to our Trail User Preference Survey. That need was made even clearer in May of 2015 when a member of the study committee for this feasibility study was thrown from her horse when a motorcycle revved its engine as it sped past her on Penns Creek Road. Flown by life flight to an area hospital, she regained consciousness and continues to recover, but the accident places exclamation marks around the need for safe places where equestrians, bikers, hikers and wildlife watchers can travel as much as possible away from motorized vehicles. The change in DCNR leadership since this study began appears to be moving the Bureau in that direction.

On April 3, 2015, DCNR's new, yet to be confirmed Secretary Cindy Dunn (Dunn has since been confirmed) issued a press release announcing that *"repair work will soon be starting in the area of the now-barricaded Poe Paddy Tunnel along Penns Creek."* The \$1.2 million project includes \$346,000 for mobilizations costs, gates and reshoring and resurfacing 2 miles of the railbed with aggregate to facilitate heavy construction vehicles reaching the site, \$125,000 for redecking the railroad trestle and associated bridge costs on the west side of the tunnel, and \$720,000 to reline the 306 foot long tunnel through West Paddy Mountain. The existing 6.5 foot diameter liner on the eastern end of the tunnel will be removed, and a new liner will be installed the entire length of the tunnel at a cost that equates to about \$2,400 per foot. The metal liner will leave space above the arch for bats that hibernate in the tunnel between October and May.

DCNR closed the tunnel in February of 2013, shortly after we met with them to discuss the rail trail project. Citing concerns about the safety of the tunnel and potential impacts on a proposed Penns Creek Wild Area, Amy Griffith, Bald Eagle State Forester, suggested an alternate route for the trail along existing forest roads (see map on previous page).



Township, County and State agency officials should continue to meet with residents to address the issues residents shared with us, including the question about the safety of the Coburn Tunnel, since many anglers, outfitters and area residents continue to use the tunnel as a shortcut across the bend at the creek.

Although this alternate trail does not have the advantages of a dry, level, direct, and dedicated non-motorized route offered by a railbed that would benefit all trail users, it does provide a challenging route that many equestrians and serious mountain bike enthusiasts can use to avoid roads frequented by motorized vehicles. The 10 mile route Griffith suggested follows the Millheim to Siglerville Pike to the top of the ridge, and then makes a left onto Pine Swamp Road before joining Poe Paddy Road ending at Poe Paddy State Park. Although the Poe Paddy end of this segment already has adequate parking to handle many visitors, we recommend extending the trail at the west end to Paradise Road and constructing a trailhead large enough to accommodate horse trailers and several cars at Penn Township's maintenance yard at the intersection of Penns Creek Road and Paradise Road. Both trailheads should include signage describing trail conditions so users can decide if the trail is beyond their abilities. Based on mapping the route on **Map My Ride**, the *Gap through the Mountains Trail* climbs 1,107 feet, with a 2.32 mile climb starting at an elevation of 1,098 feet above sea level to an elevation of 1,854 feet at an average grade of 6.2% beginning .06 miles from the west end of the trail.

While this route honors neighbors' request to avoid routing the trail through Coburn and Ingleby, it does not solve ongoing concerns that continue to plague that area. We recommend that Township, County and State agency officials continue to meet with residents in those areas to address issues residents shared with us at the neighborhood meeting, including the question about the safety of the Coburn Tunnel, which should be the first priority, since many anglers, outfitters and area residents continue to use the tunnel as a shortcut across the bend at the creek.



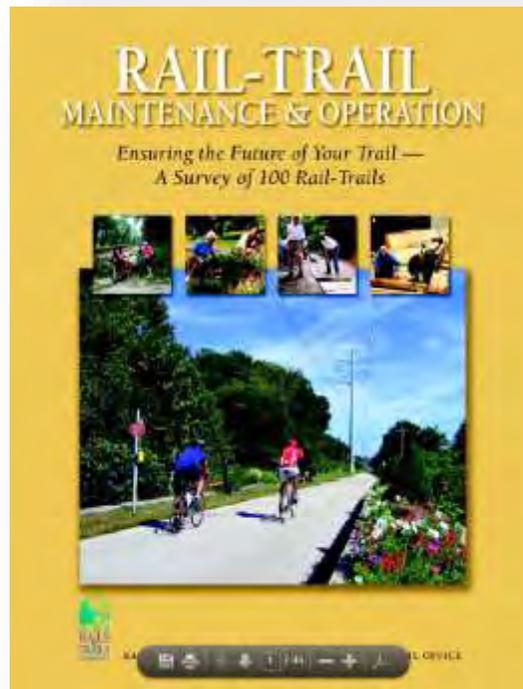
Two-Way Hiking Trail



Two-Way Shared Use Path

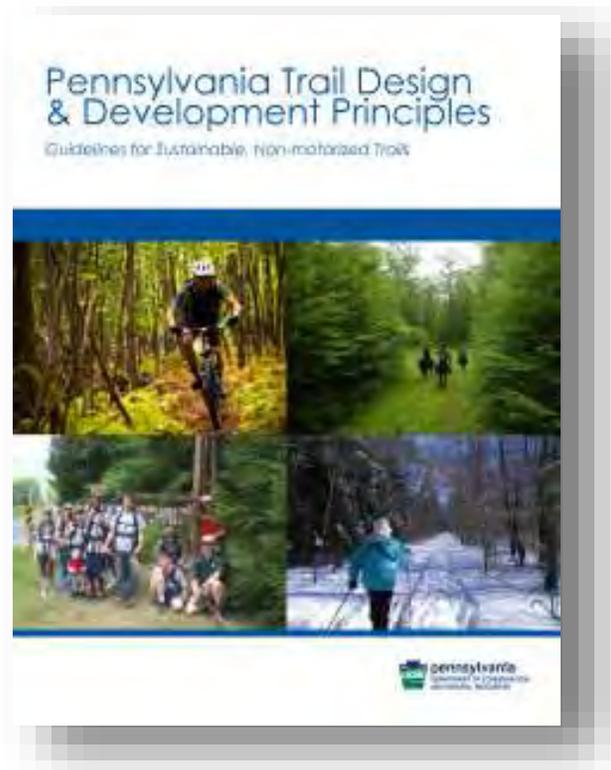
CHAPTER 6 FINANCIAL FEASIBILITY- what would the trail cost to build and maintain, and where would the money come from?

Like trail usage, the cost to acquire, plan, design, build and maintain trails vary dramatically from one project to the next, and oftentimes from one segment to the next on trails acquired in stages. And while funding for trail design, construction and upkeep also varies from one trail to the next, DCNR and Federal Highway funds are the most common source of funds for most rail trail projects. DCNR C2P2 grants fund 50% of project costs, while Federal PA Recreational Trail Grants fund 100% allocated 80% Federal/20% State. The 9 mile long Buffalo Valley Rail Trail in Central PA's Union County used Federal highway funds for construction and state funds for planning and design. The project was designed to meet the *American Association of State Highway and Transportation Officials (AASHTO) Federal highway standards Guide for the Development of Bicycle Facilities*. The \$3.2 million multipurpose trail included paved segments through urban areas and paving and gates at road and farm lane crossings, which drove costs upward. Union County Planner Shawn McLaughlin believes the additional cost to pave heavily traveled sections was a good investment in terms of reducing future maintenance costs. McLaughlin says maintaining good drainage is also a key to avoiding ongoing maintenance costs. At \$355,555/mile, McLaughlin said Union County's construction cost was on par with Williamsport's fully paved 4 mile long Susquehanna River Walk, which came in at about \$400,000 mile. McLaughlin noted that the valley's Mennonite community frequently ride their bikes on the trail, but they were opposed to buggies on the trail due to concerns about conflicts between horses and cyclists. The Lewisburg Area Recreation Authority (LARA) purchased all 11 miles of the 60 foot wide right of way-- comprising about 72 acres of land-- for the trail from the West Shore Railroad Company for \$200,000, a discount of \$10,000 from its appraised value of \$210,000 (\$18,182/mile or \$80/SF). Although DCNR's Pine Creek Trail was built in stages, the Commonwealth purchased the entire right of way from CONRAIL in 1990 by quit claim for \$1, the same price most landowners sold their right of way to the Lewisburg, Centre & Spruce Creek Railroad Company for in the late 1880's. According to Malcolm Sias, Parks and Rec director for Westmoreland County, over \$70 million has been spent since 1986 to construct the 148 miles of the world class Great Allegheny Passage. That equates to about \$473,000 per mile. At the other end of the spectrum, Armstrong County's 36 mile long Armstrong Rail Trail has a very hands-on trail group that budgets as little as \$20,000/mile for new trails where it simply has to lay down gravel, as much as \$80,000/mile if it involves some clearing and grubbing and repairs to the railbed, and \$160,000/mile for what they call "problem areas."



Costs to maintain trails can vary considerably depending on how much work is done by volunteers vs. contracted services, but a study of 100 trails surveyed in 2007 by the Rails-to-Trails Conservancy (RTC) provides some guidance.

Trail maintenance costs can also vary considerably from one trail to the next depending on variables like trail design, and how much work is contracted out versus what is done in house or with volunteers. As a rule of thumb, most community based trails rely on volunteers, while larger regional connector and destination type trails like the Pine Creek Trail usually contract for services. Buffalo Valley's McLaughlin has no regrets about the added up front cost to pave trails through urban sections, but Sias, who relies heavily on volunteers for upkeep of the Regional Trail Corporation's network of trails in Allegheny, Westmoreland and Fayette County, prefers limestone trails over pavement because volunteers can easily make the repairs themselves. Sias recommends 10 miles as the upper limit that a volunteer trail group can handle by themselves. Although costs to maintain trails can vary considerably depending on how much work is done by volunteers vs. contracted services, a study of 100 trails surveyed in 2007 by the Rails-to-Trails Conservancy (RTC) (<http://www.railstotrails.org/resource-library/resources/rail-trail-maintenance-operation-ensuring-the-future-of-your-trail-a-survey-of-100-rail-trails/>) provides some guidance. According to the RTC study, 31 of the 39 trails that reported their income and expenses (at an average trail length of 23 miles) budgeted \$25,000 or less, with trails run by government agencies averaging \$2,000 per mile, and trails run by volunteers averaging \$700 per mile. The 16.5 mile Lower Trail in nearby Huntingdon County relies heavily on volunteers, and offers a good model budget for the Penns and Brush Valley trails, which more than likely would also rely heavily on in-kind services and volunteers to maintain the trail. The Lower Trail reported costs of \$22,000 in 2007, with an additional \$14,900 in donated services, including \$3,840 for mowing, \$2,880 for newsletters, \$4,500 for trail maintenance, \$2,880 for clerical work and \$800 for fundraising activities (all estimated at a volunteer rate of \$8/hour). Three items represented over half of Lower's out of pocket expenses, with 25% of its annual budget for insurance, at \$5,500/year, followed by Porta Johns, at \$4,500 (22%) and Trail Maintenance expenses at \$1,600 (about 7%). Most of the labor for the Lower Trail's maintenance was done by volunteers, which they estimated at \$4,500, based on an hourly rate of \$8/hour. Unlike many thinly funded organizations, Lower's 2007 budget included \$1,200 for capital improvements, and an additional \$1,000 for capital fund reserves. The organization also budgeted \$1,500 for postage, \$1,320 for utilities (phone and electric), \$800 for office supplies, \$200 for tax preparation, and the remainder for fundraising related activities. Liability is oftentimes the biggest expense item for many trail organizations, although many municipally operated trails report adding trail liability to their existing insurance policy with little noticeable difference in their premium. On the income side, the Lower Trail organization covers its \$22,000 of out of pocket expenses with a combination of dues (\$11,520), raffle ticket sales (\$5,500), proceeds of an annual memorial race (\$2,500), donations (\$2,000), trail events (\$200) and merchandise sales (\$300).



Cost estimates for constructing the Rhoneymeade and Spring Mills trails are generally in accordance with the *PENNSYLVANIA TRAIL DESIGN & DEVELOPMENT PRINCIPLES, Guidelines for Sustainable, Non-Motorized Trails*, published by DCNR in 2013.

We prepared cost estimates for constructing the Rhoneymeade and Spring Mills trails generally in accordance with the *PENNSYLVANIA TRAIL DESIGN & DEVELOPMENT PRINCIPLES, Guidelines for Sustainable, Non-Motorized Trails*, published by DCNR in 2013. Most multi-use rural trails in Pennsylvania are 8 foot wide with a gravel surface, while more heavily traveled mixed use urban trails oftentimes require a 10 foot wide treadway and are usually paved. We assumed an 8 foot wide gravel treadway for the Spring Mills trail, with 2 foot wide shoulders and 10 feet of overhead clearance. For Rhoneymeade, we assumed a 6 foot wide gravel treadway with 2 foot wide grass shoulders and an 8 foot 10 inch overhead clearance. All estimates are based on prevailing wage rates, which would be required for any state funded project. Prevailing wage projects typically tend to be 15 to 20% higher than privately funded projects. We did not include any costs for acquisition, assuming that all land will be donated. We also did not include any discounts for in-kind donations done by volunteers to reduce costs. Many people, including landowners, expressed interest in helping to build and maintain the trail. Any work donated by volunteers could be used as a match against grants secured for the project. For example, community volunteers could provide much of the initial work of clearing and grubbing the trail. We did not prepare cost estimates for the Poe Paddy Trail, since it generally follows existing forest roads. DCNR guidelines require any trail funded by the Commonwealth to be fully accessible, so much of the Poe Paddy segment would not qualify for State or Federal funds, since it follows steep grades along existing public and forest roads instead of the dry, level and direct route of the existing railbed. The primary costs for the Poe Paddy segment would be to designate and maintain a parking area for horse trailers and mountain bike enthusiasts at the existing Penn Township maintenance lot, which could be an in-kind donation by the Township. We recommend budgeting an additional \$2,500 to install signage describing trail conditions at both ends of the 10 mile trail, and \$1,000 for mile markers along the route for emergency responders. We also did not prepare estimates for the Lemont to Oak Hall segment, since we are not able to identify a viable route for that segment at this time. Our estimates are based on unit costs developed by RS Means Construction Cost Data for 2011, adjusted for regional differences, and inflated to reflect 2014 prices. RS Means costs are based on unit prices collected from builders, suppliers and manufacturers for labor, materials and equipment costs for the construction industry. We added 10% for general conditions, 15% for overhead and profit and 15% for design contingency. Actual costs may vary from the estimates depending on bidding conditions at the time contracts are actually let. Those factors could include labor and material availability, contractor's means and methods of construction, interest rate volatility, and other inflationary factors that are not able to be determined at this time.

Spring Mills Trail estimate*: \$601,000

Trail Construction		\$137,000
Drainage		\$6,500
Fencing		\$2,000
Bollards/Gates/Signage		\$10,700
Bridges and railings		\$300,000
Trailhead Parking at Ballfield		\$19,000
Bike rack, traffic control, signs		\$23,800
SubTOTAL		\$501,000
Design (20%)		\$100,000
TOTAL		\$601,000
Cost Per Mile	1.62 miles	\$371,000

*Trail estimates based on prevailing wage rates, typically 15 to 20% higher than privately funded projects; assumes all ROW's donated for \$1.



Example of fiberglass footbridge

We estimate the cost to construct 8,570 feet (1.62 miles) of 8 foot wide gravel trail with 2 foot wide gravel shoulders between Wildflower Lane and Old Gregg School at \$601,527, or \$370,602/mile, including hard costs of \$501,272, and soft costs (engineering and inspection fees estimated at 20% of hard costs) of \$100,254. The largest element (at 58% of hard costs) includes \$290,950 for installing two 100 foot long prefabricated fiberglass bridges, one to replace the missing bridge across Sinking Creek Road on Myers Farm and one across Sinking Creek on Chris Kunes land across from the ballfields (the bridge estimates do not include footings or foundations, the engineering being beyond the scope of this feasibility study). We also included \$10,911 to install a new railing at the existing bridge over Sinking Creek on the Myers Farm. Estimates for trail construction total \$136,925, including \$28,335 for clearing and grubbing, \$9,445 for overstory trimming; \$13,184 for excavation and fill to repair the railbed eroded by washouts; \$12,779 for grading; \$6,234 for seeding grass areas; and \$66,949 for a 10 foot wide gravel surface. For fencing and drainage, we included 150 lineal feet of new 15" pipe for culverts at \$8,421, and 100 feet of split rail fencing at \$1,949. For traffic control, we included a line item of \$22,694 for 24 bollards, 8 traffic signs and 16 trail emergency ID signs at a total cost of \$4,921, \$148 for crosswalk striping and \$698 for paved crossing at drives. We included \$6,983 for 6 pervious and one impervious handicapped parking space, \$969 for a bicycle rack at Old Gregg School, an allowance of \$10,911 for landscaping at the ballfields, \$3,491 for 2 interpretive signs and \$1,309 for 2 commercial grade trash receptacles. Moving the trail off the existing railbed closer to the road on the Myer Farm would add approximately \$75,000 to the project.

Gregg Station Trail Estimate*:

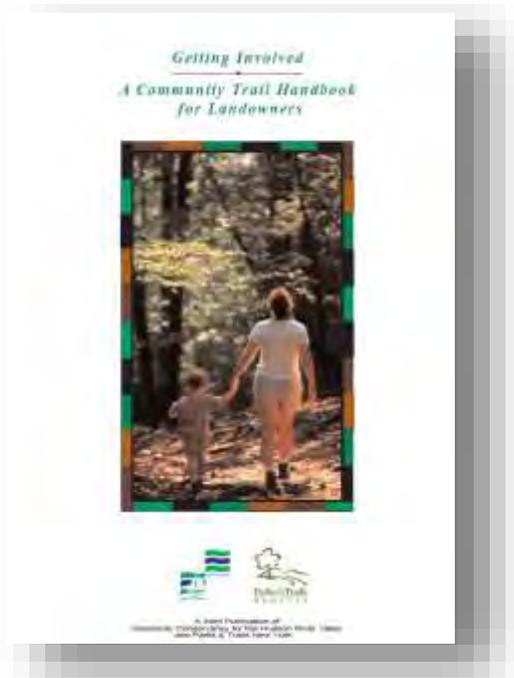
\$214,066

Trail Construction		\$134,700
Drainage		\$4,200
Fencing		\$10,000
Bollards/Gates/Signage		\$9,600
Trailhead Parking		\$3,500
Screening		\$3,600
Interpretive signage, trash cans		\$4,800
SubTOTAL		\$178,400
Design	20%	\$35,678
TOTAL		\$214,066
Cost Per Mile	1.72 miles	\$124,066



*Trail estimates based on prevailing wage rates, typically 15 to 20% higher than privately funded projects; assumes all ROW's are donated

We estimate the cost to construct 9,065 feet (1.72 mile) of 6 foot wide gravel trail with 2 foot wide grass shoulders between Smith Lane and Gregg Station to be \$214,066, or \$124,685/mile, including hard costs of \$178,388, and soft costs (engineering and inspection fees estimated at 20% of hard costs) of \$35,678. The largest element (76% of hard costs) includes \$134,725 for trail construction, including \$27,326 for clearing and grubbing the railbed, \$9,109 for overstory trimming; \$17,799 for excavation and fill to repair the railbed eroded by livestock; \$8,626 for grading; \$6,012 for seeding grass areas; \$43,257 for a 10 foot wide gravel base; and \$22,596 for a 10 foot wide gravel surface. For drainage and fencing, we included 75 feet of new 15" pipe for culverts at \$4,210; and 8,200 feet of high tensile wire fencing through Bergenblick Farm at a cost of \$17,893. For traffic control, we included 4 gates, including 1 at either end and 2 flanking the trail as it crosses Rimmey Road; 6 traffic signs and 17 trail emergency ID signs at a total cost of \$9,630. We also included \$3,491 for 2 pervious and one impervious handicapped parking space, an allowance of \$3,637 for installing privacy fencing along the north side of the trail west of Rimmey Road, \$3,491 for 2 interpretive signs and \$1,309 for 2 commercial grade trash receptacles.



We recommend that trail advocates for Gregg Station section use the privately owned Lower Trail as a model for their organization, and Google the Hudson River Valleys' booklet, *Getting Involved, A Community Trail Handbook for Landowners*.

CHAPTER 7 OPERATIONAL FEASIBILITY- who would manage and maintain the trail?

The options for managing and maintaining the trail were simplified after it became clear that a single 27 mile long destination type trail was not feasible at this time, avoiding many of the issues that must be worked out when a regional trail corporation is necessary to allocate tasks and assign responsibilities across many municipal and county boundaries. Gregg Township already has established a process for landowners to donate trail easements, and in fact has several easements in place at this time. The township would more than likely want to use its own maintenance staff and equipment to perform heavy maintenance tasks, such as removing dying or downed trees, cleaning out culverts, repairing or replacing damaged signage, and repairing sections of railbed washed out by major storm events. The trail at Rhoneymeade crosses two municipal boundaries, Harris and Potter Township, on Bergenblick Farm. We recommend that trail advocates for this section use the privately owned Lower Trail as a model for their organization, and Google the Hudson River Valleys' booklet, *Getting Involved, A Community Trail Handbook for Landowners*. They should also consider DCNR's suggestion of securing a PEER or Circuit Rider grant to explore how Rhoneymeade's non-profit corporation could work with other property owners and the two municipalities to allocate tasks among them, including the Tri-Municipal Park west of Centre Hall, a regional organization dedicated to promoting outdoor recreation opportunities in Potter Township, Centre Hall and Gregg Township. Both trail organizations should seek help from existing trail organizations to perform routine maintenance tasks like mowing, trash pick-up and cleanup after minor storms. Many organizations that are already active in promoting a cycling culture and cycling events in the community in Penns Valley offered to lend their support to help establish and/or maintain rail trails in the area, including the Bicycle Co-op in Millheim, which sponsors a gravel road bike ride each year, and the organizers of PASA's Bike Fresh Bike Local annual trail ride. Bald Eagle State Forest's 2015 Management Plan also includes continued support for trail and cycling events, including the Wilderness 101 ride in July. Many local bike shops, outfitters and outdoor recreation businesses also offered to support the establishment of more trails in this area, including Penns Valley Outfitters and Trail2Creek of Millheim, Freeze Thaw Cycles of State College and Vargo Outdoors of Lewisburg. The Horton family bought a farm next to the Lower Trail because of the trail and also offered to provide guidance on maintaining trails in this area. The Penns Valley Conservation Association (PVCA), with a membership of a couple hundred people, is also dedicated to promoting causes that improve the region's quality of life and the environment. The President of PVCA was a member of the study committee for the rail trail, and their current Vice President is an avid cyclist and the regional representative for the mid-Atlantic regional chapter of the International Mountain Bike Association (IMBA).

APPENDIX A. LIST OF PROPERTY
OWNERS ALONG THE RIGHT OF WAY

TAXIDNUM	MAP_ACRES	NAME	CAMA_	TOWNSHIP	LOCATION	CAREOF	MAIL	POSTOFFICE	ZIP
21-006-.065A,000-	0.919711		0						
20-005-.015A,0000-	80.761275	MARTORANA FAMILY TRUST	80.74	POTTER TOWNSHIP	RIMMEY ROAD	C/O CARRIE MARTORANA	1362 STATE ROUTE 143	COEYMANS HOLL	12046-2106
19-014-.168-,0000-	0.62061	DEBORD, MICHELLE	0.64	COLLEGE TOWNSHIP	1076 CORTLAND DR	KIERNAN M SCHALK	705 4TH STREET 1ST FLOOR	BEAVER	15009
23-007C,193-.,001-	0.057872	DAMICO, FRANK D	0	HAINES TOWNSHIP	829 INGLEBY RD		6450 PLEASANT STREET APT 102	SOUTH PARK	15129
23-007C,108-.,001-	0.1858	LORENZ, JOHN	0	HAINES TOWNSHIP	831 INGLEBY RD		1449 IROQUOIS DRIVE	PITTSBURGH	15205-5211
23-010-.033-,0000-	0.284327	COLBERT, JENNIFER	0.23	HAINES TOWNSHIP	INGELBY ROAD		528 GRIFFITH AVENUE	MINERAL POINT	15942
23-010-.032-,0000-	0.297278	COLBERT, JENNIFER	0.19	HAINES TOWNSHIP	112 SCENIC DR		528 GRIFFITH AVENUE	MINERAL POINT	15942
23-011-.015G,0000-	2.322306	MILLER, JACK K & PATRICIA M	2	HAINES TOWNSHIP	Stewart Ln		2391 NEILLTOWN ROAD	PLEASANTVILLE	16341
34-004-.041A,0000-	0.544229	GEMPERLE, EDWIN M & MARCIA J	0.57	CENTRE HALL BORO	C PENNSYLVANIA AVE/WILSO		527 PIKE STREET	STATE COLLEGE	16801
19-014-.186-,0000-	0.458546	TOWNSHIP OF COLLEGE	0.48	COLLEGE TOWNSHIP	141 MARY ST		1481 E COLLEGE AVENUE	STATE COLLEGE	16801
21-009A,001-,0000-	0.37818	ALBRIGHT, GUY T & JOYCE L	0.37	GREGG TOWNSHIP	LONG STREET EXTENTION		133 MOUNTAIN ROAD	STATE COLLEGE	16801
20-005-.106-,0000-	236.790376	BERGENBLICK PARTNERS	236.95	POTTER TOWNSHIP	541 Smith Ln		464 EAST FOSTER AVENUE	STATE COLLEGE	16801
25-002-.006-,0000-	51.658182	BERGENBLICK PARTNERS	52.05	HARRIS TOWNSHIP	607 SMITH LN		464 EAST FOSTER AVENUE	STATE COLLEGE	16801
22-004-.126-,0000-	3.077619	KERSTETTER, DANIEL F & TERRY L	2.71	PENN TOWNSHIP	TUNNEL ROAD		123 VILLA CREST DRIVE	STATE COLLEGE	16801
22-004-.087-,0000-	0.834303	KNEPP, THOMAS R & LINDA A	1	PENN TOWNSHIP	TUNNEL ROAD		966 CRABAPPLE DRIVE	STATE COLLEGE	16801
22-004-.088-,0000-	47.424595	KNEPP, THOMAS R & LINDA A	39	PENN TOWNSHIP	190 TUNNEL RD		966 CRABAPPLE DRIVE	STATE COLLEGE	16801
19-004-.107-,0000-	97.285646	MEYER, JOSEPH C JR & CAROLYN M	97.48	COLLEGE TOWNSHIP	770 LINDEN HALL RD		511 BRANCH ROAD	STATE COLLEGE	16801
19-006A,034-,0000-	16.143437	HFL CORPORATION	16.6	COLLEGE TOWNSHIP	152 OLD CANNERY LN		1155 BENNER PIKE SUITE 100	STATE COLLEGE	16801
20-005-.026-,0000-	112.514279	S & A CUSTOM BUILT HOMES INC	113.8	POTTER TOWNSHIP	Route SR-0045		2121 OLD GATESBURG ROAD ST 200	STATE COLLEGE	16803
23-011-.015D,0000-	1.275854	GORNATI, EDWARD A	2	HAINES TOWNSHIP	STEWART LANE		1718 CAMBRIDGE DRIVE	STATE COLLEGE	16803
25-004-.059D,0000-	41.598504	STASHAK, ERIC J	48.42	HARRIS TOWNSHIP	Linden Hall Road	KAREN A KING & KARL STASHAK	717 LINNETT LANE	STATE COLLEGE	16803
21-006-.024-,0000-	28.036687	C WAYNE CO LP	33.4	GREGG TOWNSHIP	SINKING CREEK ROAD		PO BOX 1174	STATE COLLEGE	16804
21-006-.023-,0000-	12.752885	C WAYNE CO LP	14.32	GREGG TOWNSHIP	SINKING CREEK ROAD		PO BOX 1174	STATE COLLEGE	16804
21-006-.021B,0000-	115.290151	CHRISTOPHER W KUNES REVOCABLE TR	104.25	GREGG TOWNSHIP	3896 PENNS VALLEY RD		PO BOX 901	STATE COLLEGE	16804
23-010-.030-,0000-	0.633964	ROYER, FRED L & BEVERLY J	0.59	HAINES TOWNSHIP	116 SCENIC DR	116 SCENIC DRIVE	PO BOX 247	AARONSBURG	16820-0033
19-004-.025-,0000-	1.528546	WITHERITE, J ALLEN II & TARA R	1.57	COLLEGE TOWNSHIP	601 LINDEN HALL RD	C/O WITHERITE PROPERTY MGT INC	324 EAST COLLEGE AVENUE	PLEASANT GAP	16823
19-011-.156-,0000-	3.947733	BELLEFONTE HISTORICAL RAILROAD	4.24	COLLEGE TOWNSHIP	MULBERRY LANE	SOCIETY (THE)	TRAIN STATION	BELLEFONTE	16823
21-010-.019-,0000-	0.299816	BEREZENKO, MIKHAIL F & NATALIA	0.3	GREGG TOWNSHIP	134 LONG ST		161 CONFER DRIVE	BELLEFONTE	16823
23-010-.036B,0000-	2.723741	MILLER, TIMOTHY I	2.78	HAINES TOWNSHIP	796 INGLEBY RD		947 VALLEY VIEW ROAD	BELLEFONTE	16823
22-007-.067-,0000-	0.171265	TRI-COUNTY HABITAT FOR	0.15	PENN TOWNSHIP	128 RAILROAD ST	HUMANITY	1155 ZION ROAD	BELLEFONTE	16823-2515
25-001-.033-,0000-	2.234748	REITZ, RONALD H & PATRICIA A	2	HARRIS TOWNSHIP	1221 LINDEN HALL RD		1221 LINDEN HALL ROAD	BOALSBURG	16827
22-004-.090A,0000-	3.199442	RININGER, WILLIAM R	1	PENN TOWNSHIP	TUNNEL ROAD		1120 KAREN STREET	BOALSBURG	16827
19-004-.089-,0000-	1.931807	KLINGLER, ALICE L & RICHARD H	2.7	COLLEGE TOWNSHIP	521 LINDEN HALL RD		521 LINDEN HALL ROAD	BOALSBURG	16827
19-004-.088-,0000-	0.827113	SPRANKLE, JAMES T & HARRIET L	1	COLLEGE TOWNSHIP	511 LINDEN HALL RD		511 LINDEN HALL ROAD	BOALSBURG	16827
19-004-.104A,0000-	13.269597	SMITH, STANLEY B & DARLENE F	12.8	COLLEGE TOWNSHIP	111 LINDEN HALL RD		111 LINDEN HALL ROAD	BOALSBURG	16827
19-006A,009-,0000-	9.77441	HUMPHREYS, JOSEPH B & GLORIA I	10.7	COLLEGE TOWNSHIP	1051 BOALSBURG RD		1051 BOALSBURG RD	BOALSBURG	16827
19-006A,008-,0000-	9.153296	KOWALSKI, MATTHEW A & LINDSAY K	8.94	COLLEGE TOWNSHIP	921 BOALSBURG RD		921 BOALSBURG ROAD	BOALSBURG	16827
19-006A,032-,0000-	0.575539	SMITH, WILLIAM JOSEPH	0.6	COLLEGE TOWNSHIP	Brush Valley Road		PO BOX 857	BOALSBURG	16827
19-006A,005-,0000-	1.470836	HERSHBERGER, KIMBER H	1.47	COLLEGE TOWNSHIP	1221 BOALSBURG RD		1221 BOALSBURG RD	BOALSBURG	16827
20-005-.071-,0000-	7.300758	MOORE, D WILLIAM & DIANA F	7	POTTER TOWNSHIP	UPPER BRUSH VALLEY ROA		741 BRUSH VALLEY ROAD	BOALSBURG	16827
19-006A,033-,0000-	8.643707	GRUNTHANER, GARY L & MARY L	8.3	COLLEGE TOWNSHIP	175 BRUSH VALLEY RD		175 BRUSH VALLEY ROAD	BOALSBURG	16827
20-005-.001A,0000-	34.422146	MOORE, D WILLIAM & DIANA F	34.62	POTTER TOWNSHIP	UPPER BRUSH VALLEY RD		741 BRUSH VALLEY ROAD	BOALSBURG	16827
25-001-.012-,0000-	148.972113	LINGLE, CARL A & ARLENE L	151.91	HARRIS TOWNSHIP	1551 LINDEN HALL RD		1551 LINDEN HALL ROAD	BOALSBURG	16827
25-001-.011-,0000-	90.514988	GILLILAND, BETTY ANN	81	HARRIS TOWNSHIP	1351 LINDEN HALL RD	GARY R GILLILAND	1351 LINDEN HALL ROAD	BOALSBURG	16827
19-004-.085A,0000-	26.335849	ROESHOT, DOUGLAS E R	27.88	COLLEGE TOWNSHIP	771 LINDEN HALL RD		771 LINDEN HALL ROAD	BOALSBURG	16827
19-004-.085-,0000-	62.545818	GILLILAND, GARY R	63.04	COLLEGE TOWNSHIP	771 LINDEN HALL ROAD		1380 BRUSH VALLEY ROAD	BOALSBURG	16827
19-004-.090-,0000-	86.921103	EVERHART, JAMES ROBERT II	91.92	COLLEGE TOWNSHIP	341 LINDEN HALL RD	LINDA LEA EVERHART	341 LINDEN HALL ROAD	BOALSBURG	16827
19-004-.104C,0000-	16.195071	THOMAS, JOSEPH M	17.29	COLLEGE TOWNSHIP	176 BRUSH VALLEY RD	& LAURA L STEPHENSON	176 BRUSH VALLEY ROAD	BOALSBURG	16827-1025
34-004-.042-,0000-	25.384348	CENTRE CO POMONA GRANGE NO 13	22.66	CENTRE HALL BORO	ALLISON STREET		PO BOX 271	CENTRE HALL	16828
34-004-.001A,0000-	1.390097	CENTRE HALL FARM STORE INC	1.27	CENTRE HALL BORO	WILSON STREET		PO BOX 385	CENTRE HALL	16828
34-004-.006-,0000-	0.722635	ZELLERS, CONNIE WITMER	0.82	CENTRE HALL BORO	301 S PENNSYLVANIA AVE	& JODY WITMER LAIR	PO BOX 38	CENTRE HALL	16828
25-001-.019-,0000-	8.185793	LINDEN HALL VILLAGE	13.53	HARRIS TOWNSHIP	LINDEN HALL ROAD	ASSOCIATION INC		LINDEN HALL	16828

TAXIDNUM	MAP_ACRES	NAME	CAMA	TOWNSHIP	LOCATION	CAREOF	MAIL	POSTOFFICE	ZIP
25-001-.019A,0000-	1.439334	SITTLER, WILEY D	1	HARRIS TOWNSHIP	149 ROCK HILL RD	JUDITH A WEAVER	149 ROCK HILL ROAD	CENTRE HALL	16828
25-001-.019D,0000-	9.701122	GREGG, RICHARD B & DIANNE T	10.1	HARRIS TOWNSHIP	148 ROCK HILL RD		148 ROCK HILL ROAD	CENTRE HALL	16828
25-001-.019F,0000-	9.290498	HARTMAN, MARY LU	10.1	HARRIS TOWNSHIP	179 ROCK HILL RD		179 ROCK HILL ROAD	CENTRE HALL	16828
25-001-.019H,0000-	4.906687	STONER, JAMES W & NANCY A	4.9	HARRIS TOWNSHIP	1584 BRUSH VALLEY RD		1584 BRUSH VALLEY ROAD	CENTRE HALL	16828
25-001-.019J,0000-	4.907537	KREIDLER, MARK R	4.9	HARRIS TOWNSHIP	1578 BRUSH VALLEY RD		1578 BRUSH VALLEY ROAD	CENTRE HALL	16828
25-001-.019K,0000-	4.43202	BIERLY, NORMAN L & PEGGY L	4.61	HARRIS TOWNSHIP	130 ROCK HILL Road		130 ROCK HILL ROAD	CENTRE HALL	16828
25-001-.019R,0000-	21.056849	KREIDLER, RONALD F & ANN W	20.27	HARRIS TOWNSHIP	1540 BRUSH VALLEY RD		1540 BRUSH VALLEY ROAD	CENTRE HALL	16828
25-001-.020A,0000-	2.848173	HAMEISTER, DENNIS R & BRENDA	2.82	HARRIS TOWNSHIP	1590 BRUSH VALLEY RD		1590 BRUSH VALLEY ROAD	CENTRE HALL	16828
25-001-.020B,0000-	9.572533	MOTHERSBAUGH, D LEWIS & SARA	9.87	HARRIS TOWNSHIP	1636 BRUSH VALLEY RD		1636 BRUSH VALLEY ROAD	CENTRE HALL	16828
25-001-.021A,0000-	2.607737	MUELLER, MICHAEL & TINA	2.66	HARRIS TOWNSHIP	128 ROCK HILL RD		128 ROCK HILL ROAD	LINDEN HALL	16828
25-001-.023-.0000-	1.521114	HOCKENBERRY, BRUCE A & MELISSA M	1.19	HARRIS TOWNSHIP	140 ROCK HILL RD		140 ROCK HILL ROAD	CENTRE HALL	16828
25-002-.002-.0000-	14.56356	REESE, ROBERT A & DEBRA K	14	HARRIS TOWNSHIP	1702 BRUSH VALLEY RD		1702 BRUSH VALLEY ROAD	CENTRE HALL	16828
25-002-.007-.0000-	2.156429	KOLL, WILLIAM H & BARBARA A	2.7	HARRIS TOWNSHIP	1654 BRUSH VALLEY RD		1654 BRUSH VALLEY ROAD	CENTRE HALL	16828
25-002-.010-.0000-	10.238714	ACKLEY, RICHARD E & LINDA C	10	HARRIS TOWNSHIP	1742 BRUSH VALLEY RD		1742 BRUSH VALLEY ROAD	CENTRE HALL	16828
25-002-.011-.0000-	2.12189	DRIVER, SCOTT M & DAWN A	2.27	HARRIS TOWNSHIP	1768 BRUSH VALLEY RD		1768 BRUSH VALLEY ROAD	CENTRE HALL	16828
19-014-.109-.0000-	0.285765	SAMMIS, LEO C JR	0.3	COLLEGE TOWNSHIP	818 MULBERRY LN		PO BOX 484	CENTRE HALL	16828
20-320-.033-.0000-	0.300804	MECKLEY, WILLIAM S JR & DIANNA L	0.25	POTTER TOWNSHIP	408 S PENNSYLVANIA AVE		408 SOUTH PENNA AVE PO BOX 161	CENTRE HALL	16828
20-320-.035-.0000-	0.288128	IRWIN, PHILIP & BARBARA	0.25	POTTER TOWNSHIP	412 S MILES ALY		324 W CHURCH ST PO BOX 218	CENTRE HALL	16828
20-320-.051A,0000-	0.516938	WOJTASZEK, SCOTT MATTHEW & BAMBI	0.6	POTTER TOWNSHIP	418 S PENNSYLVANIA AVE		418 SOUTH PENNSYLVANIA AVENUE	CENTRE HALL	16828
20-320-.051C,0000-	0.473353	ZETTLE, DONALD R & CATHY A	0.6	POTTER TOWNSHIP	420 S PENNSYLVANIA AVE		420 S PENNA AVENUE	CENTRE HALL	16828
20-320-.051D,0000-	0.56586	ROSSMAN, SHIRLEY ANN	0.6	POTTER TOWNSHIP	422 S PENNSYLVANIA AVE		144 CENTURY DRIVE	CENTRE HALL	16828
20-320-.058-.0000-	1.466675	DILLON, ROBERT M & ROSE M	1.59	POTTER TOWNSHIP	428 S PENNSYLVANIA AVE		428 S PENNA AVENUE	CENTRE HALL	16828
20-320-.058A,0000-	2.931987	MCCLENAHAN, HARRY G & ALICE	3	POTTER TOWNSHIP	432 S PENNSYLVANIA AVE		432 S PENNA AVENUE	CENTRE HALL	16828
20-320-.062A,0000-	0.301933	CONFER, KERRY J	0.3	POTTER TOWNSHIP	2935 PENNS VALLEY PIKE		2935 PENNS VALLEY PIKE	CENTRE HALL	16828
20-320-.062-.0000-	1.258081	SCHAEFFER, RONALD L & JANET M	1.18	POTTER TOWNSHIP	2927 PENNS VALLEY PIKE		2927 PENNS VALLEY PIKE	CENTRE HALL	16828
20-320-.061-.0000-	3.715224	JERSEY SHORE LIVESTOCK INC	3.67	POTTER TOWNSHIP	2925 PENNS VALLEY PIKE	C/O PENNS VALLEY DIVISION	2627 EARLYSTOWN ROAD	CENTRE HALL	16828
20-320-.063-.0000-	1.719791	ALLEGHENY CONSTRUCTION CO	2	POTTER TOWNSHIP	2948 PENNS VALLEY PIKE		283 LAKE ROAD	CENTRE HALL	16828
20-320-.065-.0000-	13.783066	KORMAN, MARJORIE A & GERALD A	13.55	POTTER TOWNSHIP	464 S PENNSYLVANIA AVE		448 SOUTH PENNSYLVANIA AVENUE	CENTRE HALL	16828
20-320-.064A,0000-	7.339809	CENTRE HALL-POTTER SEWER AUTH.	7.49	POTTER TOWNSHIP	2940 PENNS VALLEY PIKE		PO BOX 497	CENTRE HALL	16828
20-004-.017-.0000-	255.381714	WOLFE, GLEN L & E ALLENE	251.56	POTTER TOWNSHIP	3071 PENNS VALLEY PIKE		3117 PENNS VALLEY PIKE	CENTRE HALL	16828
20-004-.048-.0000-	4.628283	CONNOLLY, PAUL D & BECKY L	5.04	POTTER TOWNSHIP	124 COUNTRY HAVEN DR		124 COUNTRY HAVEN DRIVE	CENTRE HALL	16828
20-004-.024-.0000-	27.899712	FISHER, STEPHEN R & RUTH A	26.32	POTTER TOWNSHIP	187 FIELD LN	JONATHAN P FISHER	187 FIELD LANE	CENTRE HALL	16828
20-004-.050-.0000-	4.618816	WOLFE, GLENN L & E ALLENE	4.55	POTTER TOWNSHIP	Indian Lane		3117 PENNS VALLEY PIKE	CENTRE HALL	16828
20-003-.039-.0000-	23.770139	CENTRE COUNTY POMONA GRANGE	23	POTTER TOWNSHIP	Route SR-0045 (North Of)		PO BOX 271	CENTRE HALL	16828
20-005-.014D,0000-	3.100166	CLOUSER, TED L & NAOMI M	3	POTTER TOWNSHIP	291 RIMMEY RD		291 RIMMEY ROAD	CENTRE HALL	16828
20-005-.017C,0000-	9.606831	MASULLO FAMILY REVOCABLE TRUST	9.53	POTTER TOWNSHIP	Masullo Lane	C/O VIRGINIA MASULLO	207 MASULLO LANE	CENTRE HALL	16828
20-005-.017-.0000-	14.633212	HAAS, TRAVIS N	14.17	POTTER TOWNSHIP	139 SPICER LN		139 SPICER LANE	CENTRE HALL	16828
20-005-.017F,0000-	3.056131	SPICER, ROY L & BONNIE L	3	POTTER TOWNSHIP	197 GREGG STATION RD		197 GREGG STATION ROAD	CENTRE HALL	16828
20-005-.017H,0000-	2.710132	SPICER, JAMES L & SHARON L	2.9	POTTER TOWNSHIP	124 SPICER LN		124 SPICER LANE	CENTRE HALL	16828
20-005-.017K,0000-	109.609127	TRABAND, MARK T & ANNETTE C	105.73	POTTER TOWNSHIP	203 CAROUSEL FARM DR		201 CAROUSEL FARM DRIVE	CENTRE HALL	16828
34-004-.041-.0000-	1.343801	SHUNK, JAMES T & NANCY E	1.6	CENTRE HALL BORO	108 E WILSON ST	C/O SHUNKS KITCHENS	108 E WILSON STREET	CENTRE HALL	16828
20-320-.051-.0000-	3.042004	DILLON, ROBERT M & ROSE M	2.67	POTTER TOWNSHIP	SR 144		428 S PENNA AVENUE	CENTRE HALL	16828
34-003-.001-.0000-	49.418259	CENTRE CO POMONA GRANGE 13	47	CENTRE HALL BORO	168 HARTLE ST		PO BOX 271	CENTRE HALL	16828
20-005-.014-.0000-	5.390664	BURD, HARRY J & BETSY K	5.47	POTTER TOWNSHIP	261 RIMMEY RD		261 RIMMEY ROAD	CENTRE HALL	16828
20-004-.049-.0000-	81.577982	WOLFE, WADE G & MELISSA L	81.82	POTTER TOWNSHIP	Indian Lane		3071 PENNS VALLEY PIKE	CENTRE HALL	16828
20-004-.018C,0000-	42.251955	WOLFE, GLENN L & E ALLENE	47	POTTER TOWNSHIP	Route SR-0045		3117 PENNS VALLEY PIKE	CENTRE HALL	16828
20-004-.023B,0000-	63.836722	WOLFE, GLENN L & ALLENE	62.72	POTTER TOWNSHIP	INDIAN LANE		3117 PENNS VALLEY PIKE	CENTRE HALL	16828
20-004-.023D,0000-	11.445946	DECKER, DICK A & CYNTHIA K	11.15	POTTER TOWNSHIP	355 INDIAN LN		355 INDIAN LANE	CENTRE HALL	16828
20-004-.023-.0000-	24.174004	DECKER, DICK A & CYNTHIA K	24.84	POTTER TOWNSHIP	3212 PENNS VALLEY PIKE		355 INDIAN LANE	CENTRE HALL	16828
20-005-.016-.0000-	149.715046	MORGAN, RICHARD S	149.1	POTTER TOWNSHIP	177 RIMMEY RD		177 RIMMEY ROAD	CENTRE HALL	16828
20-320-.046-.0000-	109.02284	CENTRE CO POMONA GRANGE NO 13	108.07	POTTER TOWNSHIP	Route SR-0144 (West Of)		PO BOX 271	CENTRE HALL	16828
23-011-.010-.0000-	0.049672	BURD, HARRY R	0.05	HAINES TOWNSHIP	Tunnel Spur Rd	C/O HARRY J BURD	261 RIMMEY ROAD	CENTRE HALL	16828

TAXIDNUM	MAP_ACRES	NAME	CAMA_	TOWNSHIP	LOCATION	CAREOF	MAIL	POSTOFFICE	ZIP
25-002-,003-,0000-	220.680618	BICKLE, LEROY T & EDWARD W	222.04	HARRIS TOWNSHIP	120 CEDAR RUN RD		120 CEDAR RUN ROAD	CENTRE HALL	16828
25-001-,021-,0000-	101.294921	WILLIAMS, BETSY B	101.63	HARRIS TOWNSHIP	126 ROCK HILL RD		124 ROCK HILL ROAD	CENTRE HALL	16828
34-004-,007-,0000-	0.942978	CENTRE HALL FARM STORE INC	1.26	CENTRE HALL BORO	111 W ALLISON ST		PO BOX 385	CENTRE HALL	16828
20-320-,065D,0000-	74.310307	KORMAN, MARJORIE A & GERALD A	73.04	POTTER TOWNSHIP			448 SOUTH PENNSYLVANIA AVENUE	CENTRE HALL	16828
20-003-,038A,0000-	57.722392	CENTRE COUNTY POMONA GRANGE NO 1	59.35	POTTER TOWNSHIP	UPPER BRUSH VALLEY RD		PO BOX 271	CENTRE HALL	16828
20-005-,024-,0000-	111.069497	BIERLY, DAVID D & DARLENE R	111.04	POTTER TOWNSHIP	2627 EARLYSTOWN RD		2627 EARLYSTOWN ROAD	CENTRE HALL	16828
20-005-,025-,0000-	85.443467	GROVE, TERESA L	85.03	POTTER TOWNSHIP	2695 EARLYSTOWN RD		2661 EARLYSTOWN ROAD	CENTRE HALL	16828
20-320-,064-,0000-	65.554411	SMITH PLETCHER HOME ASS'N	65.4	POTTER TOWNSHIP	2928 PENNS VALLEY PIKE	AMERICAN LEGION	PO BOX 429	CENTRE HALL	16828
22-004-,099-,0000-	1.133763	ROBISON, CLARA L	1.4	PENN TOWNSHIP	404 TUNNEL RD	CLEARFIELD BANK & TRUST CO	PO BOX 171:ATTN: TRUST DEPT	CLEARFIELD	16830
22-007-,079-,0000-	0.575247	BRAUCHT, DAVID S & CONNIE C	0.7	PENN TOWNSHIP	RAILROAD STREET (NORTH		174 RAILROAD STREET	COBURN	16832
22-007-,078-,0000-	0.825674	BRAUCHT, DAVID S & CONNIE C	1	PENN TOWNSHIP	174 RAILROAD ST	174 RAILROAD STREET	PO BOX 109	COBURN	16832
22-007-,055-,0000-	0.370557	DEGARMO, RONALD C & KAREN M	0.33	PENN TOWNSHIP	170 RAILROAD ST		PO BOX 45	COBURN	16832
22-007-,056-,0000-	0.504617	SEIBEL, DAVID J & LISA E	0.4	PENN TOWNSHIP	162 RAILROAD ST	162 RAILROAD STREET	PO BOX 2	COBURN	16832
22-007-,057-,0000-	0.29004	STRICKLER, LARRY E	0.26	PENN TOWNSHIP	156 RAILROAD ST	& ROSALYN E MCCLINTIC	156 RAILROAD ST PO BOX 93	COBURN	16832
22-007-,058-,0000-	0.307921	WEST, JUSTIN R & NICOLE L	0.25	PENN TOWNSHIP	154 RAILROAD ST	154 RAILROAD STREET	PO BOX 122	COBURN	16832
22-007-,059-,0000-	0.23412	FOX, ROBERT J & DEBRA L	0.23	PENN TOWNSHIP	150 RAILROAD ST		BOX 104	COBURN	16832
22-007-,060-,0000-	0.234571	FOX, ROBERT J & DEBRA L	0.23	PENN TOWNSHIP	RAILROAD STREET		BOX 104	COBURN	16832
22-007-,062-,0000-	0.610932	TATE, LAWRENCE R & FRED A M	0.52	PENN TOWNSHIP	119 RACHAU DR		PO BOX 21	COBURN	16832
22-007-,063-,0000-	0.33312	BILGER, JAMES E	0.35	PENN TOWNSHIP	115 RACHAU DR	115 RACHAU DRIVE	PO BOX 36	COBURN	16832
22-007-,065A,0000-	0.234982	CONFER, CHRISTOPHER D & MISTY E	0.26	PENN TOWNSHIP	RAILROAD STREET	132 RAILROAD STREET	PO BOX 44	COBURN	16832
22-007-,065-,0000-	0.519118	CONFER, CHRISTOPHER D & MISTY E	0.82	PENN TOWNSHIP	132 RAILROAD ST	PO BOX 44	132 RAILROAD STREET	COBURN	16832
22-007-,066-,0000-	0.353384	ENSOR, DAWNELL L	0.26	PENN TOWNSHIP	130 RAILROAD ST	130 RAILROAD STREET	PO BOX 67	COBURN	16832
22-007-,068-,0000-	0.595452	STIMER, EVELYN R ESTATE	0.6	PENN TOWNSHIP	126 RAILROAD ST	126 RAILROAD STREET	PO BOX 97	COBURN	16832
22-007-,052-,0000-	1.111283	CONFER, ROBERT E	0.48	PENN TOWNSHIP	TUNNEL ROAD	197 TUNNEL ROAD	PO BOX 69	COBURN	16832
22-007-,050A,0000-	1.575813	PENN TOWNSHIP	1.68	PENN TOWNSHIP	572 Main Street		PO BOX 125	COBURN	16832
22-007-,072-,0000-	0.721952	O'MAHONY, MICHAEL	0.8	PENN TOWNSHIP	116 RAILROAD ST	116 RAILROAD STREET	PO BOX 64	COBURN	16832
22-007-,072A,0000-	1.873731	FOLTZ, TONY A & ROBIN B	2.19	PENN TOWNSHIP	107 RAILROAD ST		PO BOX 9	COBURN	16832
22-007-,054-,0000-	1.948465	MARTIN'S FEED & FERTILIZER	2.4	PENN TOWNSHIP	TUNNEL ROAD	INCORPORATED	BOX 17	COBURN	16832
22-004-,088A,0000-	0.286085	HEGGENSTALLER, DENNIS & NAM S	0.2	PENN TOWNSHIP	189 TUNNEL RD		PO BOX 38	COBURN	16832
22-004-,086C,0000-	0.778155	CONFER, ROBERT E	0.9	PENN TOWNSHIP	TUNNEL ROAD		197 TUNNEL ROAD BOX 69	COBURN	16832
22-004-,086E,0000-	0.435806	CONFER, ROBERT E	0.38	PENN TOWNSHIP	197 TUNNEL RD	DAWN DUNKLE	PO BOX 69	COBURN	16832
22-004-,086-,0000-	1.749726	THOMPSON, DAVID M & DEBORAH A ETAL	1.94	PENN TOWNSHIP	209 TUNNEL RD	GRYAN S HEFFNER	PO BOX 28	COBURN	16832
22-004-,064A,0000-	19.548893	MUSSER, RITA G	20	PENN TOWNSHIP	POE VALLEY ROAD		517 LONG LANE	COBURN	16832
22-004-,062-,0000-	0.721332	WOLFE, DEVRA L	0.55	PENN TOWNSHIP	POE VALLEY ROAD		109 SIGLERVILLE MILLHEIM PIKE	COBURN	16832
22-004-,055B,0000-	10.407327	MARTIN, JAMES C & DONNA K	8.97	PENN TOWNSHIP	135 CREEK VIEW LN		PO BOX 143	COBURN	16832
22-007-,080-,0000-	1.563878	RACHAU, GUY H & DORIS M	2.44	PENN TOWNSHIP	RAILROAD STREET (NORTH		PO BOX 89	COBURN	16832
22-004-,052E,0000-	14.411903	WOLFE, DEVRA L	17	PENN TOWNSHIP	GREENBRIAR GAP ROAD		109 SIGLERVILLE MILLHEIM PIKE	COBURN	16832
22-004-,128-,0000-	4.827594	HASSINGER, TIMOTHY L	4.78	PENN TOWNSHIP	407 TUNNEL RD		PO BOX 121	COBURN	16832
22-007-,080A,0000-	0.253009	RACHAU, GUY H & DORIS M	1.31	PENN TOWNSHIP	RAILROAD STREET		PO BOX 89	COBURN	16832
22-007-,064-,0000-	0.318573	RACHAU, GUY	0.29	PENN TOWNSHIP	113 RACHAU DR		PO BOX 89	COBURN	16832-0089
22-004-,140-,0000-	1.586326	GRYZCZUK, STANLEY R & SHIRLEY M	1	PENN TOWNSHIP	TUNNEL ROAD	277 TUNNEL ROAD	PO BOX 124	COBURN	16832-0124
22-004-,139-,0000-	6.730081	GRYZCZUK, STANLEY R & SHIRLEY M	6	PENN TOWNSHIP	277 TUNNEL RD	277 TUNNEL ROAD	PO BOX 124	COBURN	16832-0124
19-011-,047-,0000-	1.001662	LEMONT VILLAGE ASSOCIATION INC	0.95	COLLEGE TOWNSHIP	133 MOUNT NITTANY RD		PO BOX 546	LEMONT	16851
19-011-,048-,0000-	0.357195	ALTMAN, TOBY	0.43	COLLEGE TOWNSHIP	144 DALE ST		PO BOX 777	LEMONT	16851
19-011-,049-,0000-	0.356533	KOHLER, ALVIN C JR & MARY J	0.43	COLLEGE TOWNSHIP	143 MOUNT NITTANY RD		BOX 4	LEMONT	16851
19-011-,142-,0000-	0.515959	BERGEMAN, GEORGE E & LINDA K	0.49	COLLEGE TOWNSHIP	130 GROVE CIR		PO BOX 392	LEMONT	16851
19-011-,059-,0000-	0.322652	KALSBECK, JAMES T	0.23	COLLEGE TOWNSHIP	133 DALE ST		PO BOX 865	LEMONT	16851
19-014-,107-,0000-	0.272536	GRAY, GARY J	0.3	COLLEGE TOWNSHIP	800 MULBERRY LN	& KATHLEEN M OTOOLE	PO BOX 156	LEMONT	16851
19-014-,108-,0000-	0.276091	SCHEETZ, BARRY E & CAROLYN L	0.3	COLLEGE TOWNSHIP	810 MULBERRY LN		BOX 439	LEMONT	16851
19-014-,187-,0000-	0.43531	EXARCHOS, CONSANTINE C & DIANE R	0.46	COLLEGE TOWNSHIP	140 MARY ST		BOX 1027	LEMONT	16851
19-014-,112-,0000-	0.209734	HALL, RICHARD E JR	0.23	COLLEGE TOWNSHIP	918 MULBERRY LN	& TERRY L JOHNSON	BOX 239	LEMONT	16851
19-014-,113-,0000-	0.253908	PFAHL, P BLAIR JR & ELISABETH A	0.25	COLLEGE TOWNSHIP	924 MULBERRY LN		PO BOX 595	LEMONT	16851

TAXIDNUM	MAP_ACRES	NAME	CAMA_	TOWNSHIP	LOCATION	CAREOF	MAIL	POSTOFFICE	ZIP
19-014-,094A,0000-	0.236061	COMPLETE FLOOR COVERING, LEMONT LT	0.22	COLLEGE TOWNSHIP	107 BOALSBURG RD		PO BOX 848	LEMONT	16851
19-014-,114-,0000-	0.491826	HARTLE, ROBERT A & VIRGINIA K	0.52	COLLEGE TOWNSHIP	935 MULBERRY LN		BOX 143	LEMONT	16851
19-014-,115-,0000-	0.475404	GRUICI, RONALD	0.51	COLLEGE TOWNSHIP	151 WHITEHILL ST	& DENISE DEGEORGE	PO BOX 307	LEMONT	16851
19-014-,087-,0000-	0.373858	BARR, KENT G	0.43	COLLEGE TOWNSHIP	124 BOALSBURG RD		PO BOX 271	LEMONT	16851
19-014-,084-,0000-	0.79339	BROWN, MARY ANNA & DAVID F	0.39	COLLEGE TOWNSHIP	126 BOALSBURG RD	126 BOALSBURG ROAD	PO BOX 272	LEMONT	16851
19-014-,185-,0000-	1.587153	EXARCHOS, CONSTANTINE C & DIANE R	1.7	COLLEGE TOWNSHIP	141 BOALSBURG RD		PO BOX 1027	LEMONT	16851
19-014-,166-,0000-	0.64095	PARSONS, PATRICK R	0.56	COLLEGE TOWNSHIP	1056 CORTLAND DR	& SUSAN S STROHM	PO BOX 965	LEMONT	16851
19-014-,167-,0000-	0.692393	HOWELL, PAUL R & WENDY C	0.59	COLLEGE TOWNSHIP	1066 CORTLAND DR		PO BOX 12	LEMONT	16851
19-014-,169-,0000-	0.922106	SPOONER, ROBERT L & NANCY E	0.74	COLLEGE TOWNSHIP	1086 CORTLAND DR		PO BOX 985	LEMONT	16851
19-016-,028-,0000-	10.534943	TRUSKY, JEANETTE I	12.89	COLLEGE TOWNSHIP	150 BOALSBURG RD	& CARL O MAEHR	PO BOX 842	LEMONT	16851
19-016-,065-,0000-	0.711818	KITCHEN, BARBARA L	0.78	COLLEGE TOWNSHIP	1096 CORTLAND DR		PO BOX 994	LEMONT	16851
19-016-,105-,0000-	5.582022	PARKS, L R JR & MARJORIE C	5.43	COLLEGE TOWNSHIP	400 BOALSBURG RD		PO BOX 146	LEMONT	16851
19-014-,189-,0000-	1.172546	EXARCHOS, CONSTANTINE C & DIANE E	1.35	COLLEGE TOWNSHIP	OLD BOALSBURG ROAD		BOX 1027	LEMONT	16851
19-014-,110-,0002P	0.462215	PRESBYTERIAN CHURCH	1	COLLEGE TOWNSHIP	912 MULBERRY LN		PO BOX 31	LEMONT	16851
19-014-,110-,0001P	0.462215	PRESBYTERIAN CHURCH	0.47	COLLEGE TOWNSHIP	144 MARY STREET		PO BOX 31	LEMONT	16851
19-014-,111-,0000-	0.216208	BAUMGARTNER, JON A	0.23	COLLEGE TOWNSHIP	914 MULBERRY LN		PO BOX 11	LEMONT	16851-0011
22-004-,056-,0000-	2.090045	ROTE, CARL T & ETHEL A	2.3	PENN TOWNSHIP	154 SIGLerville MILLHEIM P	132 OAK STREET	BOX 77	MILLHEIM	16854
34-004-,005-,0000-	0.711695	J J POWELL INC	1	CENTRE HALL BORO	105 W WILSON ST		PO BOX 30	PHILIPSBURG	16866
22-004-,100-,0000-	116.886385	EDWARD E MINSHALL REAL EST TR ETAL	124	PENN TOWNSHIP	TUNNEL ROAD	NANCY M SABOL TRUSTEE	94 SHANELLY DRIVE	PORT MATILDA	16870
22-004-,067-,0000-	19.397761	PRICE, DENNIS L & CONNIE L	20	PENN TOWNSHIP	Route SR-2012		230 EAST MAIN STREET	REBERSBURG	16872
34-004-,036-,0000-	0.419616	FULLER, LUCILLE E	0.34	CENTRE HALL BORO	406 S PENNSYLVANIA AVE		432 LOWER GEORGES VALLEY ROA	SPRING MILLS	16875
22-003-,023-,0000-	8.184036	AUMAN, FRANCIS C ETAL	7	PENN TOWNSHIP	GREENBRIAR GAP RD		PO BOX 155	SPRING MILLS	16875
22-003-,033C,0000-	2.922044	SAXION, KENNETH E & VALARIE J	2	PENN TOWNSHIP	654 LINGLE VALLEY RD		654 LINGLE VALLEY ROAD	SPRING MILLS	16875
22-003-,035B,0000-	0.945051	MARROQUIN, MANUEL A & BARBARA W	0.79	PENN TOWNSHIP	124 SOBER DR	MARK A MARROQUIN	116 OLD SOBER LANE	SPRING MILLS	16875
22-003-,035A,0000-	1.789422	MARROQUIN, MANUEL A & BARBARA W	1.5	PENN TOWNSHIP	Route SR-2012	MARK A MARROQUIN	116 OLD SOBER LANE	SPRING MILLS	16875
22-003-,028-,0000-	2.621908	MUSSER, BOYD A JR & GAIL	2.5	PENN TOWNSHIP	103 Sober Lane	103 SOBER LANE	PO BOX 318	SPRING MILLS	16875
22-004-,068-,0000-	25.098835	BLAZER, JAMES L & PENNY R	12	PENN TOWNSHIP	Route SR-2012		190 GREENBRIAR GAP ROAD	SPRING MILLS	16875
22-004-,066B,0000-	19.53625	PRICE, CLARENCE F & JACQUELINE	20.45	PENN TOWNSHIP	SR 2012		180 GREENBRIAR GAP ROAD	SPRING MILLS	16875
22-004-,063-,0000-	46.396281	PRICE, JOSHUA A & MARY E	45.84	PENN TOWNSHIP	120 FAT PRICE LN		120 FAT PRICE LANE	SPRING MILLS	16875
22-004-,056C,0000-	11.720583	SHOEMAKER, MICHAEL J & CONSTANCE E	13	PENN TOWNSHIP	160 SIGLerville MILLHEIM P		160 SIGLerville MILLHEIM PIKE	SPRING MILLS	16875
22-004-,063A,0000-	0.744489	WINGARD, LARRY N	0.59	PENN TOWNSHIP	136 SIGLerville MILLHEIM P		136 SIGLerville MILLHEIM PIKE	SPRING MILLS	16875
22-004-,064-,0000-	11.145252	WINGARD, LARRY N	10.93	PENN TOWNSHIP	POE VALLEY ROAD		136 SEIGLerville MILLHEIM PIKE	SPRING MILLS	16875
22-004-,051-,0000-	1.352245	SHOUHEY, GAY LYNN SHOUHEY	1.5	PENN TOWNSHIP	198 GREENBRIAR GAP RD		198 GREENBRIAR GAP ROAD	SPRING MILLS	16875
22-004-,054-,0000-	18.451536	BLAZER, JAMES L & PENNY R	17.11	PENN TOWNSHIP	GREENBRIAR GAP ROAD		190 GREENBRIAR GAP ROAD	SPRING MILLS	16875
22-004-,048-,0000-	3.755767	BEILER, HENRY S & BARBARA L	3.5	PENN TOWNSHIP	212 GREENBRIAR GAP RD		4857 PENNS VALLEY ROAD	SPRING MILLS	16875
21-006-,066-,0000-	58.354673	STARR, DONALD E & VIRGINIA E	52.23	GREGG TOWNSHIP	1110 LOWER GEORGES VALL		794 SINKING CREEK ROAD	SPRING MILLS	16875
21-006-,076-,0000-	0.786292	SHULTZ, FELICIA	1	GREGG TOWNSHIP	115 SPRUCE LN		115 SPRUCE LANE	SPRING MILLS	16875
21-006-,078D,0000-	1.535799	COX, STEVE G & LORIE A	0.97	GREGG TOWNSHIP	524 PENNS CREEK RD		524 PENNS CREEK ROAD	SPRING MILLS	16875
21-006-,078C,0000-	0.787181	SMITH, JAMES A & PAULA F	0.72	GREGG TOWNSHIP	117 ORPHA LN		117 ORPHA LANE	SPRING MILLS	16875
21-006-,077-,0000-	1.027995	AUMAN, DION W & LORETTA M	1	GREGG TOWNSHIP	123 SPRUCE LN		123 SPRUCE LANE	SPRING MILLS	16875
21-006-,088A,0000-	1.503586	HOMAN, CHARLES W & CONNIE L	2	GREGG TOWNSHIP	131 ORPHA LN		184 BEAVER DAM ROAD	SPRING MILLS	16875
20-004-,021U,0000-	2.182478	WEAVER, CHARLES D	1.97	POTTER TOWNSHIP	WEAVER ROAD		200 WEAVER ROAD	SPRING MILLS	16875
20-004-,032B,0000-	3.619745	WHEELAND, GERTRUDE W	3.9	POTTER TOWNSHIP	WEAVER ROAD (EAST OF)		200 WEAVER ROAD	SPRING MILLS	16875
20-003-,037C,0000-	165.180127	POTTER TOWNSHIP	165.34	POTTER TOWNSHIP	UPPER BRUSH VALLEY ROA	GREGG TWP & CENTRE HALL BORO	124 SHORT ROAD	SPRING MILLS	16875
20-005-,016F,0000-	0.125367	WALTZ, FRED A & PENNY L	0.15	POTTER TOWNSHIP	GREGG STATION ROAD		222 SINKING CREEK ROAD	SPRING MILLS	16875
21-006-,044A,0000-	18.128357	ROBINSON, RUTH GRIER	19	GREGG TOWNSHIP	147 KLINE RD		147 KLINE ROAD	SPRING MILL	16875
21-006-,032-,0000-	61.863271	MYERS, ROGER G & KAREN E	61.34	GREGG TOWNSHIP	137 MAPLE LN		PO BOX 138	SPRING MILLS	16875
21-009A,053-,0000-	8.870718	STROHECKER, HENRY D	6.83	GREGG TOWNSHIP	106 TAPLSDHED LN		PO BOX 287	SPRING MILLS	16875
21-009A,020A,0000-	0.203108	WALKER, JAMES F & EVALINE M	0.2	GREGG TOWNSHIP	RAILROAD STREET (EAST	C/O GETTIG PHARMACEUTICAL	PO BOX 85	SPRING MILLS	16875
21-009A,062-,0000-	1.437021	GETTIG TECHNOLOGIES INC	1	GREGG TOWNSHIP	LONG STREET	ONE STREAMSIDE PLACE W	PO BOX 85	SPRING MILLS	16875
21-009A,061-,0000-	0.886285	GETTIG, LOENE M & ESTHER M & WM A	1	GREGG TOWNSHIP	LONG STREET	C/O MR & MRS WM A GETTIG	BOX 85	SPRING MILLS	16875
21-009A,054-,0000-	0.718415	ALBERTSON, DONALD G	2	GREGG TOWNSHIP	116 MAPLE LN	& HEATHER CHEPKO-ALBERTSON	116 MAPLE LANE	SPRING MILLS	16875

TAXIDNUM	MAP_ACRES	NAME	CAMA	TOWNSHIP	LOCATION	CAREOF	MAIL	POSTOFFICE	ZIP
21-009A,055-,0000-	2.957458	CHESTER, DOUGLAS B & MARGARET J	2.4	GREGG TOWNSHIP	122 MAPLE LN		PO BOX 160	SPRING MILLS	16875
21-009A,023-,0000-	3.823209	GETTIG PHARMACEUTICAL INSTR CO	4	GREGG TOWNSHIP	139 W STREAMSIDE PL	ONE STREAMSIDE PLACE W	PO BOX 85	SPRING MILLS	16875
21-010-,001A,0000-	0.3018	RYAN, FAITH R	0.25	GREGG TOWNSHIP	204 LONG ST	ADAM E SEITZ	PO BOX 4	SPRING MILLS	16875
21-010-,001-,0000-	0.292067	CRUST, ROBERT H	0.23	GREGG TOWNSHIP	202 LONG ST	& VIOLET ANN LAMEY CRUST	PO BOX 290	SPRING MILLS	16875
21-010-,002-,0000-	0.553954	SLACK, LORRAINE C & LOUIS S	0.53	GREGG TOWNSHIP	198 LONG ST	198 LONG STREET	PO BOX 38	SPRING MILLS	16875
21-010-,003A,0000-	0.241049	CUNNINGHAM, JOSHUA E	0.22	GREGG TOWNSHIP	LONG STREET		PO BOX 206	SPRING MILLS	16875
21-010-,004-,0000-	1.011653	CUNNINGHAM, JOSHUA E	1.06	GREGG TOWNSHIP	105 RAILROAD ST		PO BOX 206	SPRING MILLS	16875
21-010-,005B,0000-	0.433748	PEACHEY, ELLEN S	0.09	GREGG TOWNSHIP	106 RAILROAD ST		PO BOX 92	SPRING MILLS	16875
21-010-,006-,0000-	0.185238	EISENHUTH, KATHY J	0.18	GREGG TOWNSHIP	172 LONG ST	172 LONG STREET	PO BOX 15	SPRING MILLS	16875
21-010-,007-,0000-	0.248204	STOVER, DOUGLAS E & SHARON L	0.36	GREGG TOWNSHIP	170 LONG ST	170 LONG STREET	PO BOX 264	SPRING MILLS	16875
21-010-,008-,0000-	0.257298	HUEY, CHESTER & ELLEN	0.25	GREGG TOWNSHIP	168 LONG ST		PO BOX 289	SPRING MILLS	16875
21-010-,005A,0000-	0.061257	BRESSLER, JOYCE	0.11	GREGG TOWNSHIP	School Street		114 TUCKER ROAD #1	SPRING MILLS	16875
21-010-,102-,0000-	0.130651	BRESSLER, JOYCE	0.13	GREGG TOWNSHIP	School Street		114 TUCKER ROAD #1	SPRING MILLS	16875
21-010-,009-,0000-	0.354841	BARRY, ARDELL	0.28	GREGG TOWNSHIP	162 LONG ST		PO BOX 57	SPRING MILLS	16875
21-010-,011-,0000-	0.263638	STROUSE, FRANKLIN D & EDNA V	0.27	GREGG TOWNSHIP	156 LONG ST	156 LONG STREET	PO BOX 294	SPRING MILLS	16875
21-010-,012-,0000-	0.295953	GROVE, MYLAN E & FLORENCE M	0.3	GREGG TOWNSHIP	154 LONG ST	PO BOX 122	154 LONG STREET	SPRING MILLS	16875
21-010-,013-,0000-	0.466442	POORMAN, MAHLON H JR & SUSAN E	0.45	GREGG TOWNSHIP	152 LONG ST		PO BOX 298	SPRING MILLS	16875
21-010-,014-,0000-	0.30627	MUSSER, SUSAN DIANE	0.32	GREGG TOWNSHIP	148 LONG ST		148 LONG STREET	SPRING MILLS	16875
21-010-,015-,0000-	0.262275	DIXON, MICHAEL	0.27	GREGG TOWNSHIP	144 LONG ST		144 LONG STREET	SPRING MILLS	16875
21-010-,016-,0000-	0.295297	YOST, JONATHAN W & ASHLEY L	0.3	GREGG TOWNSHIP	142 LONG ST		142 LONG STREET	SPRING MILLS	16875
21-010-,017-,0000-	0.262691	HOSTERMAN, LINDA Z	0.27	GREGG TOWNSHIP	140 LONG ST		3825 PENNS VALLEY ROAD	SPRING MILLS	16875
21-010-,018-,0000-	0.280092	KELLER, THOMAS W & DORIS A	0.3	GREGG TOWNSHIP	138 LONG ST	138 LONG STREET	PO BOX 2	SPRING MILLS	16875
21-010-,020-,0000-	0.284269	YOUNG, DOUGLAS E	0.28	GREGG TOWNSHIP	132 LONG ST	132 LONG STREET	PO BOX 271	SPRING MILLS	16875
21-010-,021-,0000-	0.564186	EVANS, GREGORY J & REBECCA J	0.57	GREGG TOWNSHIP	130 LONG ST		PO BOX 25	SPRING MILLS	16875
21-010-,023-,0000-	3.194042	GETTIG, WILLIAM A & LOENE M	0.46	GREGG TOWNSHIP	114 E STREAMSIDE PL	C/O MR & MRS WM A GETTIG	PO BOX 85	SPRING MILLS	16875
21-010-,080A,0000-	0.09333	GETTIG, WILLIAM A & LOENE M	0.15	GREGG TOWNSHIP	MAPLE LANE	C/O MR & MRS WM A GETTIG	PO BOX 85	SPRING MILLS	16875
21-010-,080-,0000-	0.313364	GETTIG, WILLIAM A & LOENE M	0.32	GREGG TOWNSHIP	C COOPER STREET/MAPLE LA	C/O MR & MRS WM A GETTIG	PO BOX 85	SPRING MILLS	16875
21-010-,081-,0000-	0.377996	ALBRIGHT, J WALTER & DOROTHY D	0.34	GREGG TOWNSHIP	105 COOPER ST		105 COOPER STREET	SPRING MILLS	16875
21-010-,082-,0000-	0.662097	STITZER, COURTNEY	0.52	GREGG TOWNSHIP	107 COOPER ST		107 COOPER STREET	SPRING MILLS	16875
21-010-,083-,0000-	0.678844	BRESSLER, MARK A & LORIANNE	0.54	GREGG TOWNSHIP	109 COOPER ST		109 COOPER STREET	SPRING MILLS	16875
21-010-,085-,0000-	1.247136	MUSSER, DALE G & DIANNE E	1.34	GREGG TOWNSHIP	113 COOPER ST		113 COOPER STREET	SPRING MILLS	16875
21-010-,087-,0000-	0.908853	MYERS BROTHERS	1.06	GREGG TOWNSHIP	COOPER STREET (EAST OF	C/O ROGER MYERS	PO BOX 138	SPRING MILLS	16875
21-010-,089A,0000-	3.396059	MYERS, C ARDELL & ROBERT E	4	GREGG TOWNSHIP	COOPER STREET (EAST OF	C/O ROGER MYERS	PO BOX 138	SPRING MILLS	16875
21-010-,090-,0000-	1.621571	NEIDIGH, LINDA C & DEVON B	1.68	GREGG TOWNSHIP	COOPER STREET		133 COOPER STREET	SPRING MILLS	16875
21-010-,005D,0000-	0.509002	STITZER, THOMAS J & SHARON G	0.55	GREGG TOWNSHIP	Railroad Street		PO BOX 37 RAILROAD STREET	SPRING MILLS	16875
21-010-,005C,0000-	0.343678	STYERS, JESSE L	0.51	GREGG TOWNSHIP	109 RAILROAD ST	KIMBERLY A SAMPSEL	PO BOX 265 109 RAILROAD ST	SPRING MILLS	16875
20-004-,032C,0000-	3.350584	WHEELAND, GERTRUDE W	4.73	POTTER TOWNSHIP	WEAVER ROAD		200 WEAVER ROAD	SPRING MILLS	16875
21-005-,041A,0000-	39.072933	MYERS, DON C & MARGARET P	41.2	GREGG TOWNSHIP	SINKING CREEK ROAD		3864 PENNS VALLEY ROAD	SPRING MILLS	16875
21-005-,040-,0000-	122.094532	MYERS, DON C & MARGARET ETAL	128.25	GREGG TOWNSHIP	3790 PENNS VALLEY RD	CLAUDE MYERS	3864 PENNS VALLEY ROAD	SPRING MILLS	16875
20-004-,028D,0000-	88.067145	ISHLER, JOHN V & EVALENE C	87.71	POTTER TOWNSHIP	SINKING CREEK ROAD		518 SINKING CREEK ROAD	SPRING MILLS	16875
21-006-,074C,0000-	1.433536	SMITH, DEAN A & DANNY A & DAVID A	1.57	GREGG TOWNSHIP	126 SPRUCE LN	C/O ARDELL SMITH	126 SPRUCE LANE	SPRING MILLS	16875
20-004-,021A,0000-	78.468084	WEAVER, CHARLES D	77.24	POTTER TOWNSHIP	200 WEAVER RD		200 WEAVER ROAD	SPRING MILLS	16875
20-004-,027-,0000-	103.147777	ISHLER, JOHN V & EVALENE C	105.71	POTTER TOWNSHIP	518 SINKING CREEK RD		518 SINKING CREEK ROAD	SPRING MILLS	16875
21-006-,074B,0000-	23.772128	SMITH, BRANDON C & SARAH E	25.39	GREGG TOWNSHIP	125 BUTTERFLY LN		125 BUTTERFLY LANE	SPRING MILLS	16875
22-003-,029-,0000-	6.777216	MARROQUIN, MANUEL A & BARBARA W	6.5	PENN TOWNSHIP	Route SR-2012	MARK A MARROQUIN	116 OLD SOBER LANE	SPRING MILLS	16875
21-006-,045-,0000-	52.464307	DICKERSON, DONNA M & GEORGE R	64	GREGG TOWNSHIP	123 PENNS CREEK RD		123 PENNS CREEK ROAD	SPRING MILLS	16875
22-003-,068-,0000-	3.079964	MARROQUIN, BARBARA W & MANUEL A	4	PENN TOWNSHIP	Route SR-2012	MARK A MARROQUIN	116 OLD SOBER LANE	SPRING MILLS	16875
22-003-,030A,0000-	0.934979	PECK FAMILY TRUST TR	1.03	PENN TOWNSHIP	612 PENNS CREEK RD	JOAN C PECK, TRUSTEE	612 PENNS CREEK ROAD	SPRING MILLS	16875
22-003-,030B,0000-	2.246762	PECK FAMILY TRUST TR	2.24	PENN TOWNSHIP	Route SR-2012	JOAN C PECK, TRUSTEE	612 PENNS CREEK ROAD	SPRING MILLS	16875
21-006-,079H,0000-	2.037211	CONFER, LESTER C	2.03	GREGG TOWNSHIP	576 PENNS CREEK RD		570 PENNS CREEK ROAD	SPRING MILLS	16875
21-006-,079D,0000-	0.312837	FRANKLIN, LUANN	0.3	GREGG TOWNSHIP	588 PENNS CREEK RD		588 PENNS CREEK ROAD	SPRING MILLS	16875
21-006-,079B,0000-	0.262218	BARTLEY, EDNA	0.3	GREGG TOWNSHIP	592 PENNS CREEK RD		592 PENNS CREEK ROAD	SPRING MILLS	16875

TAXIDNUM	MAP_ACRES	NAME	CAMA_	TOWNSHIP	LOCATION	CAREOF	MAIL	POSTOFFICE	ZIP
21-006-.096-.0000-	2.602308	HOMAN, CHARLES W & CONNIE L	2.89	GREGG TOWNSHIP	PENNS CREEK ROAD		184 BEAVER DAM ROAD	SPRING MILLS	16875
21-006-.078A,0000-	1.467815	FLECK, SHIRLEY J	1.25	GREGG TOWNSHIP	542 PENNS CREEK RD	& PEGGY A KING	542 PENNS CREEK ROAD	SPRING MILLS	16875
21-006-.079G,0000-	2.184856	CONFER, KEITH R & CHARLEY W	2.24	GREGG TOWNSHIP	552 PENNS CREEK RD		552 PENNS CREEK ROAD	SPRING MILLS	16875
21-006-.083-.0000-	6.155984	HOMAN, CHARLES W & CONNIE L	6.25	GREGG TOWNSHIP	PENNS CREEK ROAD		184 BEAVER DAM ROAD	SPRING MILLS	16875
21-006-.088-.0000-	3.080627	HOMAN, CHARLES WILLIAM & CONNIE L	3	GREGG TOWNSHIP	121 ORPHA LN		184 BEAVER DAM ROAD	SPRING MILLS	16875
22-003-.030-.0000-	27.29124	PECK FAMILY TRUST	29.7	PENN TOWNSHIP	Route SR-2012	C/O C JOAN PECK TRUSTEE	612 PENNS CREEK ROAD	SPRING MILLS	16875
22-003-.021A,0000-	47.853426	STOLTZFUS, ROY A & MARTHA F	49.49	PENN TOWNSHIP	161 GULLY DR		161 GULLY DRIVE	SPRING MILLS	16875
21-006-.071-.0000-	0.452016	SCITTI, OCEAN & BETTY JANE	0.4	GREGG TOWNSHIP	412 PENNS CREEK RD		412 PENNS CREEK ROAD	SPRING MILLS	16875
21-006-.072-.0000-	3.612009	ESH, AMOS Z & KATIE MAE	3.58	GREGG TOWNSHIP	444 PENNS CREEK RD		444 PENNS CREEK ROAD	SPRING MILLS	16875
21-006-.070-.0000-	5.908703	SWAREY, JESSE U & NANCY E	6.66	GREGG TOWNSHIP	394 PENNS CREEK RD		394 PENNS CREEK ROAD	SPRING MILLS	16875
21-006-.094-.0000-	1.653768	ROYER, KENNETH D & LOIS G	1.48	GREGG TOWNSHIP	386 PENNS CREEK RD		386 PENNS CREEK ROAD	SPRING MILLS	16875
21-008-.026-.0000-	124.895793	CONFER, JAMES W	127.95	GREGG TOWNSHIP	133 CONFERS LN		153 CONFERS LANE	SPRING MILLS	16875
21-006-.090-.0000-	22.050632	CHAMBERLIN, DAVID W & VIRGINIA M	25.19	GREGG TOWNSHIP	428 PENNS CREEK RD		434 PENNS CREEK ROAD	SPRING MILLS	16875
22-004-.066A,0000-	52.893774	BLAZER, JAMES L & PENNY R	65.08	PENN TOWNSHIP	Route SR-2012		190 GREENBRIAR GAP ROAD	SPRING MILLS	16875
21-006-.064A,0000-	4.554365	HOMAN, JOHN H & LANNIE L	3.55	GREGG TOWNSHIP	PENNS CREEK ROAD		131 COOPER STREET	SPRING MILLS	16875
21-006-.075-.0000-	3.334354	AUMAN, GARY A & DONNA J	4	GREGG TOWNSHIP	490 PENNS CREEK RD		492 PENNS CREEK ROAD	SPRING MILLS	16875
21-006-.079-.0000-	18.861281	CONFER, LESTER C & KEITH R & STACEY	18.45	GREGG TOWNSHIP	545 PENNS CREEK RD	C/O KEITH R CONFER	552 PENNS CREEK ROAD	SPRING MILLS	16875
22-003-.035-.0000-	53.225555	MARROQUIN, MANUEL A & BARBARA W	46.25	PENN TOWNSHIP	116 OLD SOBER LN		116 OLD SOBER LANE	SPRING MILLS	16875
22-003-.019-.0000-	153.876631	WISE, HOWARD E	150	PENN TOWNSHIP	411 BEAVER DAM RD		411 BEAVER DAM ROAD	SPRING MILLS	16875
22-004-.050-.0000-	0.641206	SHOUHEY, GAY LYNNE SHOUHEY	0.41	PENN TOWNSHIP	GREENBRIAR GAP ROAD		198 GREENBRIAR GAP ROAD	SPRING MILLS	16875
22-004-.052-.0000-	5.645989	CONFER, RUSSELL C & DEBRA J	5	PENN TOWNSHIP	191 GREENBRIAR GAP RD		191 GREENBRIAR GAP ROAD	SPRING MILLS	16875
21-005-.041C,0000-	22.215839	MYERS, JOEL C	22	GREGG TOWNSHIP	SINKING CREEK ROAD		868 SINKING CREEK ROAD	SPRING MILLS	16875
21-005-.044-.0000-	176.091086	KAUFFMAN, MARK E & DORIS J	177.17	GREGG TOWNSHIP	678 SINKING CREEK RD		678 SINKING CREEK ROAD	SPRING MILLS	16875
21-006-.111-.0000-	4.029444	DICKERSON, GEORGE R & DONNA M	4.01	GREGG TOWNSHIP	Rr Cooper Street		123 PENNS CREEK RD	SPRING MILLS	16875
21-005-.044M,0000-	9.792658	KAUFFMAN, MARK E & DORIS J	10.12	GREGG TOWNSHIP	Wildflower Lane		678 SINKING CREEK ROAD	SPRING MILLS	16875
21-006-.090A,0000-	10.68272	CHAMBERLIN, TIMOTHY	11.01	GREGG TOWNSHIP	PENNS CREEK RD	DELUCE AUMAN	404 PENNS CREEK ROAD	SPRING MILLS	16875
21-006-.043-.0000-	63.296845	SPRING MILLS FISH & GAME	75.3	GREGG TOWNSHIP	183 PENNS CREEK RD		183 PENNS CREEK ROAD	SPRING MILLS	16875
21-006-.065-.0000-	5.368151	KUBALAK, JOHN L & MARILYN	5.57	GREGG TOWNSHIP	1147 LOWER GEORGES VALL		1147 LOWER GEORGES VALLEY RO	SPRING MILLS	16875
21-006-.064-.0000-	6.011833	HOMAN, JOHN H & LANNIE L	6	GREGG TOWNSHIP	PENNS CREEK ROAD		131 COOPER STREET	SPRING MILLS	16875
21-006-.063-.0000-	203.750386	MARQUARDT, LINDA	188	GREGG TOWNSHIP	1065 LOWER GEORGES VALL		1086 LOWER GEORGES VALLEY RO	SPRING MILLS	16875
21-010-.010-.0000-	0.271002	KATUNICH, JOHN E & LAURA A	0.27	GREGG TOWNSHIP	158 LONG ST		PO BOX 251	SPRING MILLS	16875-0251
22-004-.056A,0000-	0.899818	WINGARD, CHAD T & SAMANTHA	0.94	PENN TOWNSHIP	148 SIGLerville MILLHEIM P		148 SIGLerville MILLHEIM PIKE	SPRING MILLS	16875-8418
22-003-.021B,0000-	96.620389	ESH, ELI S & KATIE F	96.46	PENN TOWNSHIP	801 PENNS CREEK RD		801 PENNS CREEK ROAD	SPRING MILLS	16875-8433
22-003-.067-.0000-	4.642934	DECKER, RAY W & LINDA E	5	PENN TOWNSHIP	Route SR-2012	& LEO A & ELAINE E CONFER	208 BROAD ROAD	WOODWARD	16882
23-011-.015-.0000-	0.397814	SNEDEKER, JAN G & CATHE C	0.75	HAINES TOWNSHIP	218 TUNNEL SPUR RD		45 E HAYES CROSSING	BELLEVILLE	17004
22-003-.024A,0000-	1.032136	PAYO, JOHN JR	1	PENN TOWNSHIP	172 BEULAHS LN	JOHN R & ANDREW J PAYO	610 SUNSET DRIVE	DILLSBURG	17019
23-010-.024D,0000-	0.717119	GOODLING, RUSSEL C & JANET D	0.37	HAINES TOWNSHIP	129 WEATHER ROCK DR		4 VICKSBURG COURT	MECHANICSBURG	17050
23-010-.024B,0000-	0.421396	HABOWSKI, PATRICIA A	0.42	HAINES TOWNSHIP	150 WEATHER ROCK DR		503 NORTH LEWISBERRY ROAD	MECHANICSBURG	17055
22-003-.036-.0000-	28.119434	QUARRY, JOHN M JR	31.73	PENN TOWNSHIP	Route SR-2012		111 NORTH RAMONA ROAD	MYERSTOWN	17067
22-003-.024D,0000-	4.096992	QUARRY, JOHN M JR	3	PENN TOWNSHIP	186 BEULAHS LN		111 NORTH RAMONA ROAD	MYERSTOWN	17067
23-011-.009-.0000-	0.249749	TALHELM, CLAIRE E	0.23	HAINES TOWNSHIP	222 TUNNEL SPUR RD		516 WEST MARKET STREET	WILLIAMSTOWN	17098
22-004-.090-.0000-	10.322461	CRUM, JAMES L	10.17	PENN TOWNSHIP	103 STILLHOUSE HOLLOW RD	& DOROTHY E HAMILTON	2400 WALNUT STREET	HARRISBURG	17103
22-004-.066-.0000-	25.525632	COMMONWEALTH OF PA	31.27	PENN TOWNSHIP	Route SR-2012	PA FISH COMMISSION	PO BOX 1673	HARRISBURG	17105
22-004-.091-.0000-	97.751201	COMMONWEALTH OF PA	81.27	PENN TOWNSHIP	121 TUNNEL RD	DCNR	PO BOX 8451	HARRISBURG	17105-8451
23-010-.037-.0000-	310.372564	COMMONWEALTH OF PA	301	HAINES TOWNSHIP	INGELBY ROAD	DCNR	PO BOX 8451	HARRISBURG	17105-8451
22-004-.092-.0000-	228.43982	COMMONWEALTH OF PA	492.4	PENN TOWNSHIP	200 TUNNEL RD	DCNR	PO BOX 8451	HARRISBURG	17105-8451
23-005-.500-.0000-	17231.88865	COMMONWEALTH OF PA	15388.4	HAINES TOWNSHIP	784 PINE CREEK HOLLOW RD	DCNR	PO BOX 8451	HARRISBURG	17105-8451
22-003-.024C,0000-	1.013092	LEONARD, WAYNE I & JOANNA E	1	PENN TOWNSHIP	176 BEULAHS LN		601 DEMLER LANE	HARRISBURG	17111
22-003-.024B,0000-	1.023292	SHEAFFER, CLYDE A JR & BEVERLY	1	PENN TOWNSHIP	168 BEULAHS LN		539 NORTH 65TH STREET	HARRISBURG	17111
23-010-.024E,0000-	0.336085	PUNAK, JOHN M & ANGELA S	0.4	HAINES TOWNSHIP	125 WEATHER ROCK DR		5316 EARL DRIVE	HARRISBURG	17112
20-004-.022-.0000-	13.246325	HANOVER FOODS CORPORATION	12.8	POTTER TOWNSHIP	Route SR-0045	C/O V-P FINANCE	PO BOX 334	HANOVER	17331
20-004-.022A,0000-	19.633861	HANOVER BRANDS INC	18.28	POTTER TOWNSHIP	Route SR-0045		PO BOX 334	HANOVER	17331

TAXIDNUM	MAP_ACRES	NAME	CAMA	TOWNSHIP	LOCATION	CAREOF	MAIL	POSTOFFICE	ZIP
20-004-.029-.0000-	37.99205	HANOVER FOODS CORPORATION	22.13	POTTER TOWNSHIP	Route SR-0144	1486 YORK ROAD	PO BOX 334	HANOVER	17331-0334
23-010-.024F.0000-	0.865027	JMJ ASSOCIATES	0.79	HAINES TOWNSHIP	139 WEATHER ROCK DR		PO BOX 336	HANOVER	17331-0336
22-003-.024-.0000-	1.008471	MAY, DONALD	0.8	PENN TOWNSHIP	162 BEULAHS LN		34 SOUTH PARK STREET	RED LION	17356
23-010-.025B.0000-	0.782573	HUMMEL, DENNIS A & PATRICIA S	0.84	HAINES TOWNSHIP	124 SCENIC DR		4170 GREYWOOD DRIVE	YORK	17402-3344
22-004-.052F.0000-	0.419458	HABECKER, CHESTER & VERNA M	0.5	PENN TOWNSHIP	142 BEULAHS LN		576 HACKMAN ROAD	LITITZ	17543
23-010-.028-.0000-	0.508553	ATHEY, ERIC N & LAURA L	0.37	HAINES TOWNSHIP	118 SCENIC DR		3165 GRANDE OAK PLACE	LANCASTER	17601-1265
23-010-.036-.0000-	11.206124	HUSSAR, JOHN R & ANN M	11.43	HAINES TOWNSHIP	784 INGLEBY RD		749 BARR BOULEVARD	LANCASTER	17603
21-005-.044K.0000-	13.762584	HILL, CRAIG H & BEVERLY WISE	14.29	GREGG TOWNSHIP	Wildflower Lane		10 NORTH MARKET ST UNIT 503	LANCASTER	17603
22-004-.127-.0000-	3.366681	KEPLER, CRAIG S & LINDA M 2/3	3.33	PENN TOWNSHIP	TUNNEL ROAD	GREGORY S & SHERI L JOHNSON 1/3	2008 LINWOOD AVENUE	WILLIAMSPORT	17701
22-004-.088B.0000-	2.041239	DINGES, IVAN K & ANNA A	2.3	PENN TOWNSHIP	TUNNEL ROAD		54 TIMBERSTONE DRIVE	MONTOURSVILLE	17754
21-010-.103-.0000-	0.506744	BLESSING LIVING TRUST	0.54	GREGG TOWNSHIP	136 SCHOOL ST	LULU G BLESSING TRUSTEE	105 SPROUT ROAD	MUNCY	17756
21-006-.097-.0000-	2.613667	WELTEROTH, JACOB F	2.6	GREGG TOWNSHIP	PENNS CREEK ROAD		259 SCHMIDT ROAD	MUNCY	17756
21-006-.073-.0000-	15.784046	WELTEROTH, JACOB	15.19	GREGG TOWNSHIP	480 PENNS CREEK RD		259 SCHMIDT ROAD	MUNCY	17756
23-011-.015A.0000-	2.002694	WEAVER, ERNEST W & SUSAN P	2	HAINES TOWNSHIP	102 STEWART LN		227 VALLEY VIEW ROAD	SUNBURY	17801
23-011-.011-.0000-	0.192746	PIONEER CLUB OF HERNDON	0.18	HAINES TOWNSHIP	226 TUNNEL SPUR RD	C/O REYNOLD L WOLFE	5082 SR 147	HERNDON	17830
23-010-.036A.0000-	10.306303	TORRETTI, DENNIS & MARY KAY	10.05	HAINES TOWNSHIP	821 INGLEBY RD		2432 SMOKETOWN ROAD	LEWISBURG	17837
23-010-.025A.0000-	0.779948	SHAFFER, JAMES D & KELLY J	0.52	HAINES TOWNSHIP	791 INGLEBY RD		1124 W FERN STREET	COALTOWNSHIP	17866
23-007C.109-.;001-	0.1858	LORENZ, CAL	0	HAINES TOWNSHIP	833 INGLEBY RD		113 CIRCLE DRIVE	COAL TWP	17866
22-003-.032A.0000-	1.271833	BURNS, BEVERLY E	1.6	PENN TOWNSHIP	Route SR-2012		55 SUSQUEHANNA AVENUE	SELINGSGROVE	17870
23-010-.024C.0000-	0.608673	VENESKY, BERNARD J JR	0.7	HAINES TOWNSHIP	133 WEATHER ROCK DR		127 NORTH VINE STREET	SHAMOKIN	17872
23-010-.023-.0000-	276.479912	RIDGE CONSTRUCTION COMPANY	254.54	HAINES TOWNSHIP	127 SCENIC DR		548 SOUTH MAIN ROAD	MOUNTAIN TOP	18707-2259
23-007C.349-.;001-	0.230032	PLACE, DIANE M	0	HAINES TOWNSHIP	259 TUNNEL SPUR RD		91 SMOKERISE LANE	TOWANDA	18848
21-006-.072A.0000-	0.825764	COOK, ALLAN B JR & MARIE D	0.93	GREGG TOWNSHIP	PENNS CREEK ROAD		148 HILLTOP DRIVE	COCHRANVILLE	19330
22-003-.037-.0000-	9.90398	GREEN BRIAR ROD & GUN CLUB	11.1	PENN TOWNSHIP	132 LOG HOUSE LN	C/O MICHAEL T KAUFFMAN	217 BARD AVENUE	SINKING SPRING	19608
20-005-.014A.0000-	7.673805	MURPHY, WILLIAM J	7.7	POTTER TOWNSHIP	276 RIMMEY RD		1200 NORTH VEITCH ST APT 1003	ARLINGTON	22201
21-010-.003-.0000-	0.706042	SWEELEY, RENEE M	0.52	GREGG TOWNSHIP	194 LONG ST		960 PETE ROBERSON ROAD	PITTSBORO	27312
23-010-.024A.0000-	0.748899	VANDERMARK, KEVIN R & MARK S	0.9	HAINES TOWNSHIP	INGELBY ROAD		4005 NICHOLSON DRIVE APT 2307	BATON ROUGE	70808-8412
19-004-.044-.0000-	313.03562	MILESTONE MATERIALS INC	308.82	COLLEGE TOWNSHIP	850 BOALSBURG RD	C/O RYAN & CO , THREE GALLERIA	13155 NOEL ROAD, SUITE 100	DALLAS	75240
19-004-.087-.0000-	0.707009	VESCI, JOHN D	0.7	COLLEGE TOWNSHIP	LINDEN HALL ROAD	C/O JEFF VESCI	1970 HANALIMA ST #K-202	LIHUE	96766

APPENDIX B. USER PREFERENCE SURVEY RESULTS

TRAIL USERS PREFERENCES SURVEY

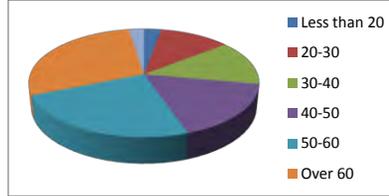
Trail2Creek Outdoor Symposium, Fram Fest and CrikFest
Data compiled from Access Trail User Survey Database

Total Number of Surveys Complete: 244

1. Name:

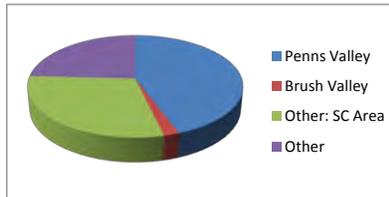
2. My Age Group Is:

Less than 20	7	3%
20-30	28	11%
30-40	33	14%
40-50	41	17%
50-60	59	24%
Over 60	70	29%
no response	6	2%
244	100%	



3. I Live In:

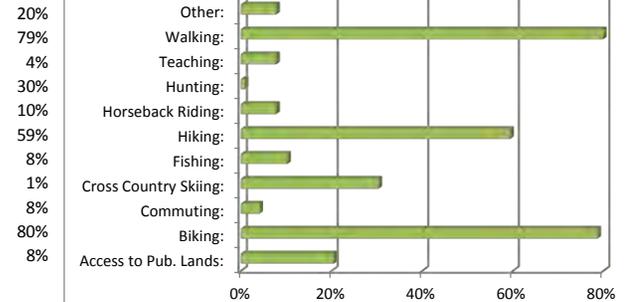
Penns Valley	108	44%
Brush Valley	5	2%
Other: SC Area	72	30%
Other	59	24%
244	100%	



4. What would you use the trail for?

Access to Pub. Lands:
Biking:
Commuting:
Cross Country Skiing:
Fishing:
Hiking:
Horseback Riding:
Hunting:
Teaching:
Walking:
Other:

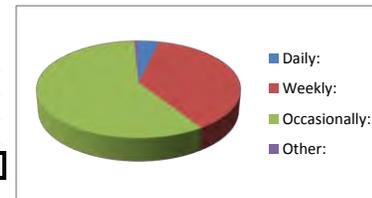
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6	TOTALS
Access to Pub. Lands:							50
Biking:							192
Commuting:							10
Cross Country Skiing:							74
Fishing:							25
Hiking:							145
Horseback Riding:							19
Hunting:							2
Teaching:							19
Walking:							195
Other:							19
							750



5. How often would you use this trail?

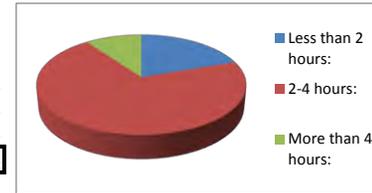
Daily:
Weekly:
Occasionally:
Other:

Daily:	9	4%
Weekly:	91	37%
Occasionally:	143	58%
Other:	2	1%
245	100%	



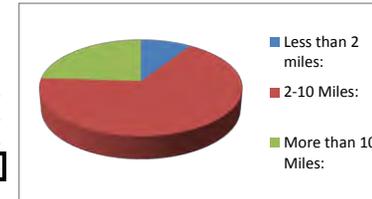
6. How many hours would you typically spend on this trail?

Less than 2 hours:	53	20%
2-4 hours:	188	70%
More than 4 hours:	27	10%
	268	100%



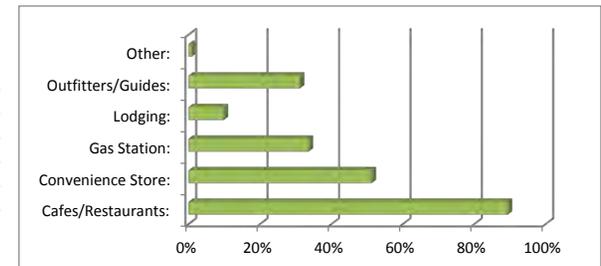
7. How far would you typically travel on the trail?

Less than 2 miles:	24	9%
2-10 Miles:	173	67%
More than 10 Miles:	62	24%
	259	100%



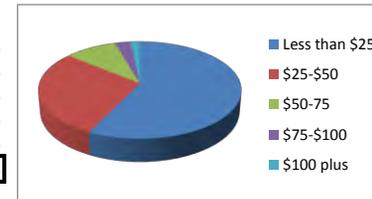
8. Which businesses might you use during your visit?

Cafes/Restaurants:	218	89%
Convenience Store:	125	51%
Gas Station:	82	34%
Lodging:	24	10%
Outfitters/Guides:	76	31%
Other:	2	1%
	527	



9. How much money would you expect to spend on a typical trail visit?

Less than \$25:	138	57%
\$25-\$50:	69	29%
\$50-75:	23	10%
\$75-\$100:	7	3%
\$100 plus:	4	2%
	241	100%



Comments:

APPENDIX C. PUBLIC MEETING #1
POWERPOINT

PENNS AND BRUSH VALLEYS RAIL TRAIL FEASIBILITY STUDY

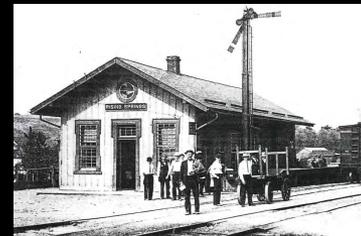
THE WHO WHAT WHERE WHEN WHY & HOW OF IT

March 12, 2013 public meeting
Old Gregg School
Spring Mills, PA

workshop no .1:
inform & invite

AGENDA:

- 7pm sharing what we have learned so far
- 8pm public review of landowner maps-sharing of info
- 8:30pm invite public comment
- 9:30pm Q&A
- 10pm invite public to summer workshop/adjourn



Heritage lost.



Heritage saved?

Who is leading this feasibility study?

The 40 person study committee is made up of local people from the 8 municipalities the 27 mile abandoned railbed passes through or near, including Haines, Penns, Potter, Gregg, Harris, and College Townships, and the Boroughs of Centre Hall and Millheim, led by Gregg Township

study committee objectives for this evening:

1. To share the “who what where when why and how” of what we are doing
2. To give landowners and the general public a chance to speak
3. To invite the public and any landowner interested in exploring the feasibility of a rail trail on their lands to join us in 3 more workshops scheduled over the next 9 to 12 months

What is a feasibility study?

The view from 30,000 feet (USGS Quadrangle maps).



USGS Maps Spring Mills to Cherry Run

“It’s the exploration of an idea from the perspective of 30,000 feet, a broad brush look at all the reasonably foreseeable issues that could impact the viability of an opportunity, without the expense of detail necessary to build it if the opportunity does not prove feasible.”

Where did the greenways & trails idea come from?

ORIGINS OF THE GREENWAYS & TRAILS MOVEMENT

1987 Ronald Reagan's Commission on American's Outdoors imagined "a network of greenways and trails connecting people to the outdoors throughout America"

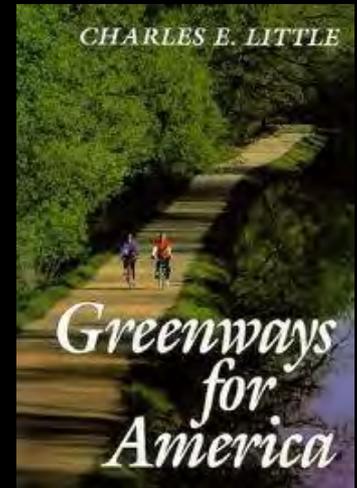
1998 Governor Ridge's PA Greenways Partnership Commission imagined "a network of greenways and trails throughout PA as recognizable as the state highway system"

1999 Governor Ridge signed 5 year \$650M Growing Greener Act including funding for Greenways and Trails

2005 Governor Rendell signs 5 year \$625M Growing Greener II to continue PA investment in Greenways & Trails

2011 Governor Corbett announces \$31.5M investment specifically earmarked for Greenways & Trails

a 26 year old bi-partisan effort



1990 Charles Little's *Greenways for America*, the "how to" book for greenways & trails

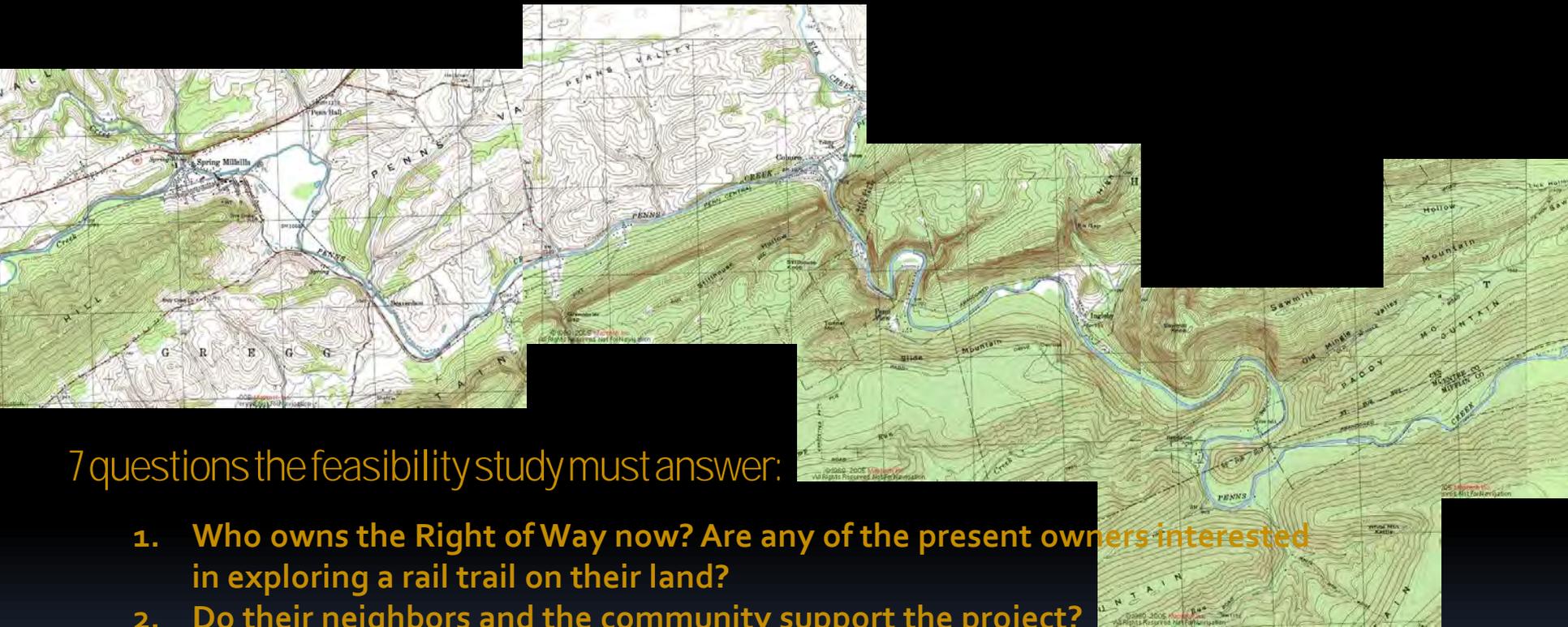
Where are we considering a rail trail?



anywhere along or near the 27 mile section of the abandoned L&T railbed in Centre County that has:

1. landowner interest,
2. community support, and
3. public access

How will we know if anything is feasible?



7 questions the feasibility study must answer:

1. Who owns the Right of Way now? Are any of the present owners interested in exploring a rail trail on their land?
2. Do their neighbors and the community support the project?
3. Who will use the trail, what will they use it for?
4. What are the opportunities (links) and constraints along the rights of way?
5. What is the community's vision for the project?
6. How much will it cost, and where will the money come from to pay for it?
7. How will the rail trail be operated and maintained?

SCHEDULE

Charting our progress

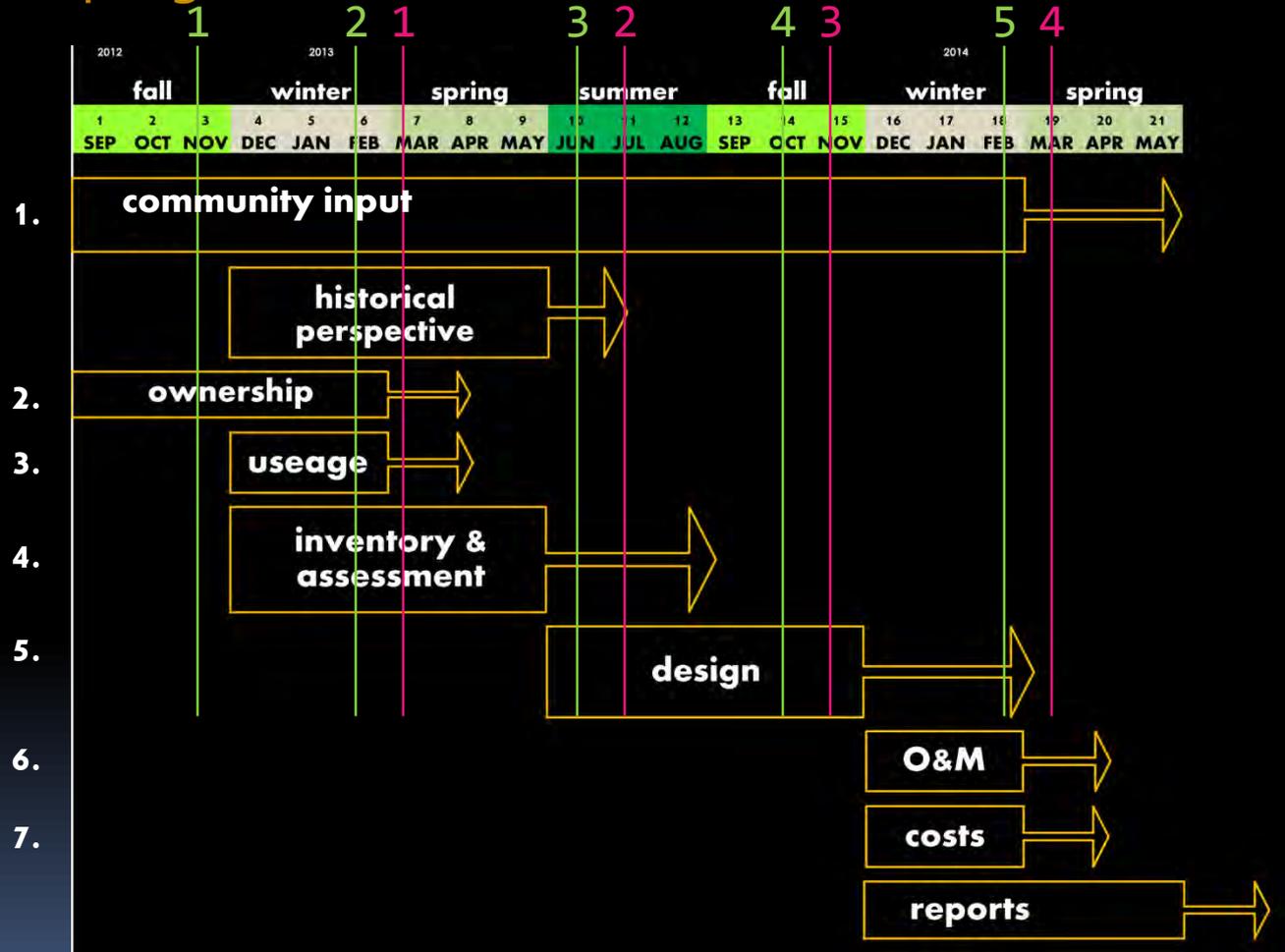
March 12, 2013



18 MONTHS
give or take a season

Study Committee Meeting

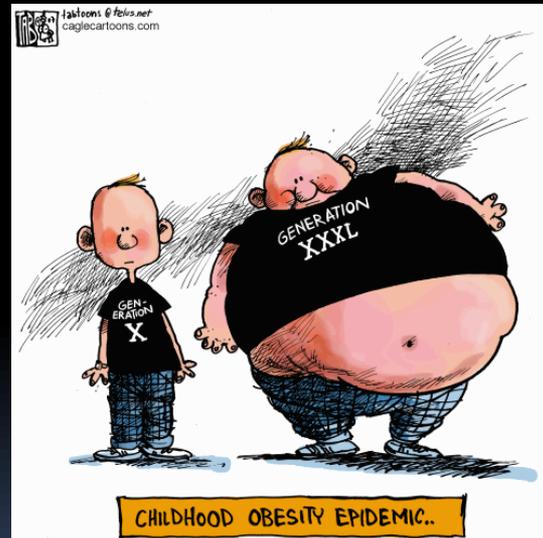
Public Meeting



Why do communities build rail trails?

1. To get more people outdoors and away from sedentary activities, like TV, computers and video games

30% of Americans are overweight or obese, it's a GROWING health crisis, especially among our children

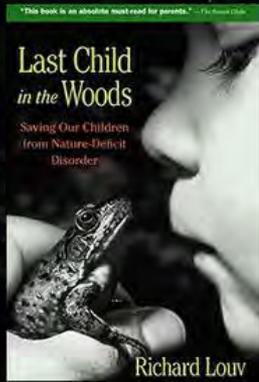


"Children in the United States watch an average of three to four hours of television a day. By the time of high school graduation, they will have spent more time watching television than they have in the classroom."

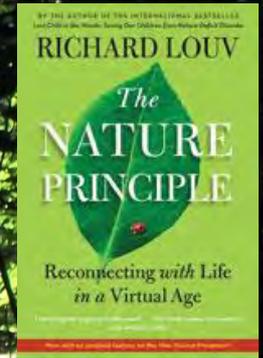
American Academy of Child & Adolescent Psychiatry, Dec 2011

2. Rail trails make great outdoor classrooms...

because we learn faster and retain more of what we learn when we are outdoors



Last Child in the Woods- overcoming "nature deficit disorders" in our children



The Nature Principle- the more we use technology, the more we need nature to create balance in our lives





3. To eliminate illegal dumping on railbeds
and to have volunteers willing to clean-up existing dumps
(illegal dumping happens in places where no one is looking, not on lands that are used
by people every day)

4. To limit access to the railbed so that people who aren't supposed to be on the railbed can't get there, and landowners who need to be there can



1. Fences restrict access so people stay on the trail and off adjoining lands
2. Bollards prevent unauthorized 4 wheelers and dirt bikes from tearing up the trail
3. Gates provide access points so adjoining landowners, like farmers, can continue to use the trail for their own needs

Calvin Ernst knows a little about jumping feet first into uncharted waters. He left Pennsylvania State University in 1963 with a degree in agronomy and a plan to plant the margins of the nation's highways with something called crown vetch.

He would go on to become one of the nation's leading crown vetch seed growers, growing up to 1,000 acres a year to produce seeds and plants that were sold to developers and road builders.

When that business slowed and interest grew in reclaiming land lost to mining and wetland development, he launched Ernst Conservation Seeds.

Today, with about 70 employees, who grow, harvest, collect, clean and resell more than 400 species of native plants, his seed company -- in Union Township near Meadville -- is the largest of its kind in the eastern United States.

Ernst Trail, Meadville PA

"Ernst and his family "were lynch pins in the creation of the Ernst Trail, a significant quality-of-life enhancement that promises to bring Meadville and western Crawford County even further up the list of desirable places to live in the U.S." said Cook.

The Ernst Trail is a five-mile paved trail on a portion of the former Bessemer & Lake Erie Railroad in Vernon and Union townships. Ernst, who had acquired the right of way, donated the property to French Creek Recreational Trails in 1996 to start the trail.

Ernst's three-generation family-owned and -operated business is known around the country as one of the most innovative and reliable developers and suppliers of native plants and seeds, Cook said."

Meadville Tribune



5. To improve access to public lands

for hunting, fishing, kayaking, canoeing, wildlife watching, horseback riding and other outdoor recreation activities.



Rail trails can eliminate people who trespass on private lands in order to get onto to public lands

6. To strengthen existing and grow new local businesses along the trail



The 9.2mile Buffalo Valley Rail Trail between Lewisburg and Mifflinburg on the former L&T line in Union County contributed over a half million dollars to the local economy the first year it opened.

For more info on economic impacts, visit **Rails to Trails Conservancy** at http://www.railstotrails.org/resources/documents/resource_docs/Comparison_of_Trail_Users_Surveys_FINAL.pdf

7. To reduce or eliminate landowner liability



Pennsylvania's
Recreational Use
Act indemnifies
landowners from
claims by
recreational users
as long as the
landowner does
not charge a fee

The cost to add a trail to a municipality's
insurance policy is usually negligible

Prepared by:
Name:
Address:
Telephone:
Return to:
Name:
Address:
Tax Parcel(s):

TRAIL EASEMENT AGREEMENT

THIS TRAIL EASEMENT AGREEMENT ("this Agreement") dated as of _____ (the "Agreement Date") is by and between _____ (the undersigned Owner or Owners) and _____ (the "Holder")

Article I. Background

1.01 Property
The undersigned Owner or Owners are the sole owners in fee simple of the property identified below and more fully described in Exhibit "A" (the "Property"):
Street Address: _____ County: _____
Municipality: _____ State: _____
Parcel Identifier: _____ Parcel(s) Form#: _____

1.02 Easement Area
The portion of the Property that is subject to this Agreement (the "Easement Area") is shown on the plan attached as Exhibit "B" (the "Easement Plan").

1.03 Purposes
The purposes of this Agreement are to set forth the terms under which the Trail Facilities described in Article II can be established and maintained for activities and uses by the general public described in Article III.

1.04 Consideration
The undersigned Owner or Owners acknowledge receipt of the sum of \$1,000 in consideration of the grant of easement to Holder under this Agreement.

Article II. Grant of Easement for Trail Facilities

2.01 Grant
The undersigned Owner or Owners, intending to be legally bound, grant and convey to Holder the perpetual right to create the Trail identified below, to enter the Easement Area at any time to construct, install, maintain and repair any one or more of the items (collectively, with the Trail, the "Trail Facilities") described in paragraph (a) of this section, and, subject to the prior written consent of Owners, those described in paragraph (b) of this section.

(a) **Trail Facilities**
(i) A trail not to exceed approximately _____ feet in width together with steps, railings, and other surface structures which, as to wet areas, may include bridges and culverts (collectively, the "Trail")
(ii) Signs to mark the Trail, to provide information related to the Trail and for interpretive purposes.
(iii) Fencing, gates, and barriers to control access.

- 1 -

[6 page trail
easement]

PA Land Trust Association PALTA
Standard and Short form
Trail Easement Agreements
conserveand.org/modeleasesments

8. To provide an amenity that adds value to their community

Liberty Hill 55+community near Boalsburg



Life at Liberty Hill is low maintenance so you can give up tree trimming and instead:

- hike beautiful terrain in the Thompson Woods Preserve



property for sale in Lewisburg, PA
111 S 12th St Charmingly appointed, spacious two-story with finished basement in established Linntown neighborhood within walking distance of historic downtown Lewisburg, schools, parks and rail trail.

9. To create safe routes to schools

PA DOT 's "Safe Routes to School" program provides funding to communities that wish to add trails as an alternative to bussing so children can safely walk or ride bikes to schools



10. To provide an affordable way for people to travel within and between their communities

Walking, followed by biking, are the 2 most popular uses for rail trails.



11. To provide dry, level and direct places for people with disabilities to get outdoors

Like the Native American paths that preceded them, railroads were constructed on the most dry, level and direct route.

That's why rail trails are ideal places for seniors, children and people with disabilities to get outdoors.

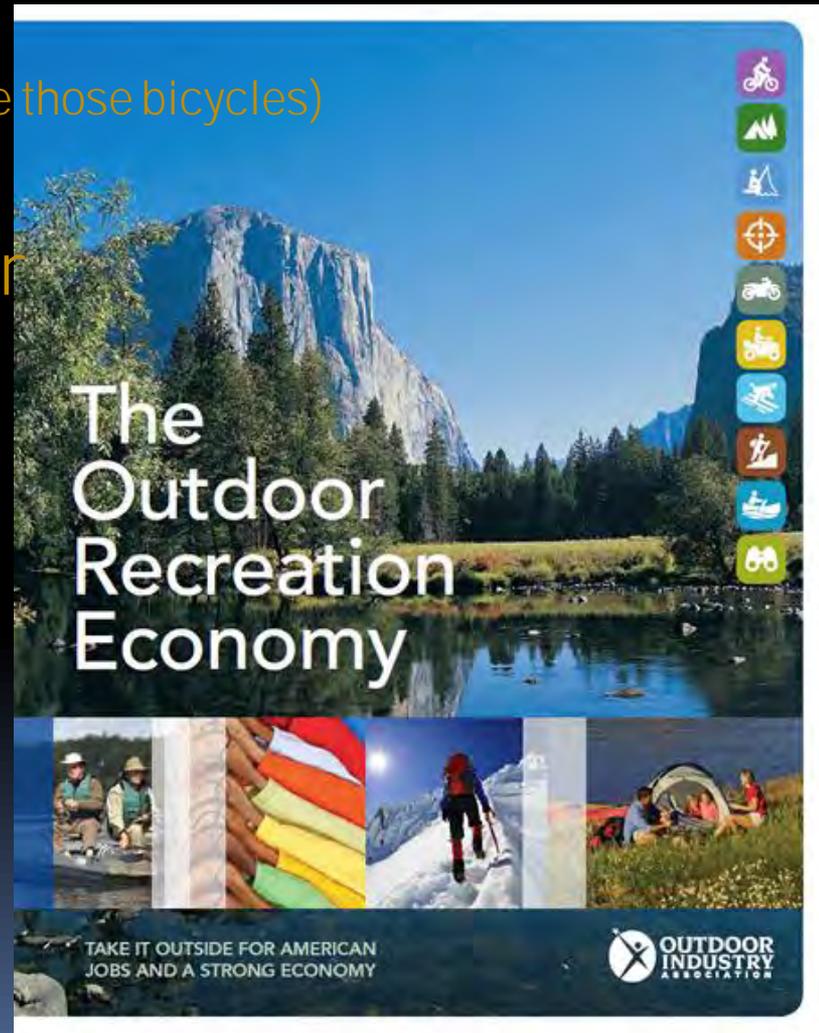


12. Rail trails create jobs within and beyond the community

(someone somewhere has to make those bicycles)

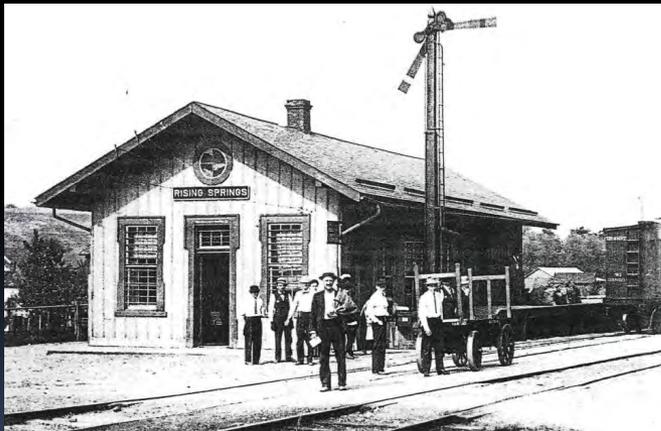
Americans spend
\$730,000,000,000/year
on

outdoor recreation
(that's about 5% of the US GDP,
and about the same size as the US
automobile Industry)



13. To preserve their heritage so their children and their grandchildren remember what they did and where they came from.

...it's about honoring the labor, the craft, the ingenuity and the skill of something made and maintained by the people who came before us.



History lost:
Rising Springs Train Station



History saved?
Centre County's L&T Rights of Way

1. Outline of Coburn
tunnel today

2. They must have
started the dig from
the top of the tunnel...

3. ...and worked their
way down to what is the
floor of the tunnel
today...

4. ...until eventually
they met the crew digging
tunnel #4 from the other
side of the mountain.

The men and boys of the McLaughlin Bros. Company at L&T Tunnel #3.

Circa 1870's Photo from the Penns Valley Historical Society Archives

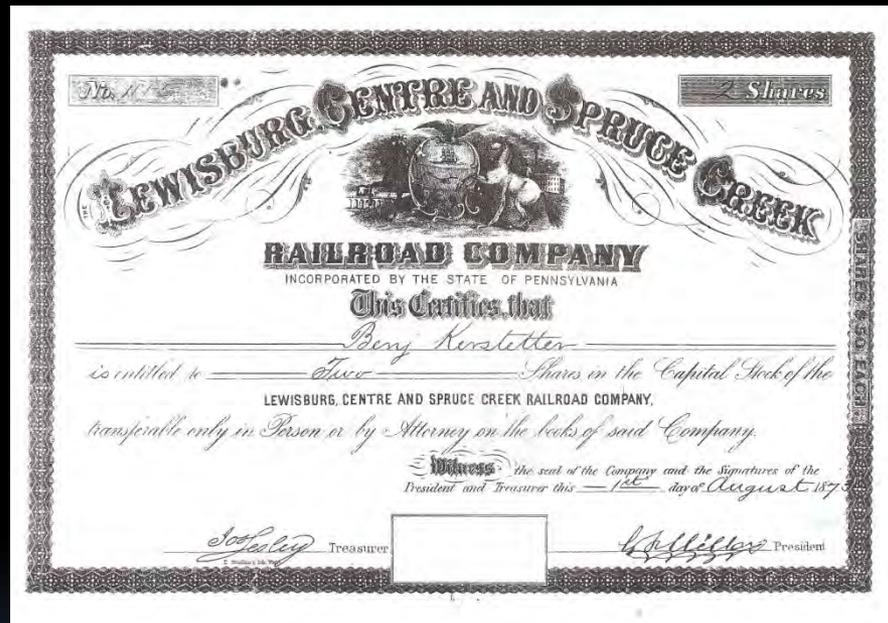
1853-Group of local investors meet in Old Fort to discuss a RR connecting Penns Valley to Lewisburg.



The railroad was chartered that April as:

The Lewisburg, Centre & Spruce Creek Railroad

1869 the LS&SCRR was leased to the PRR, its name changed to the Lewisburg & Tyrone (L&T);

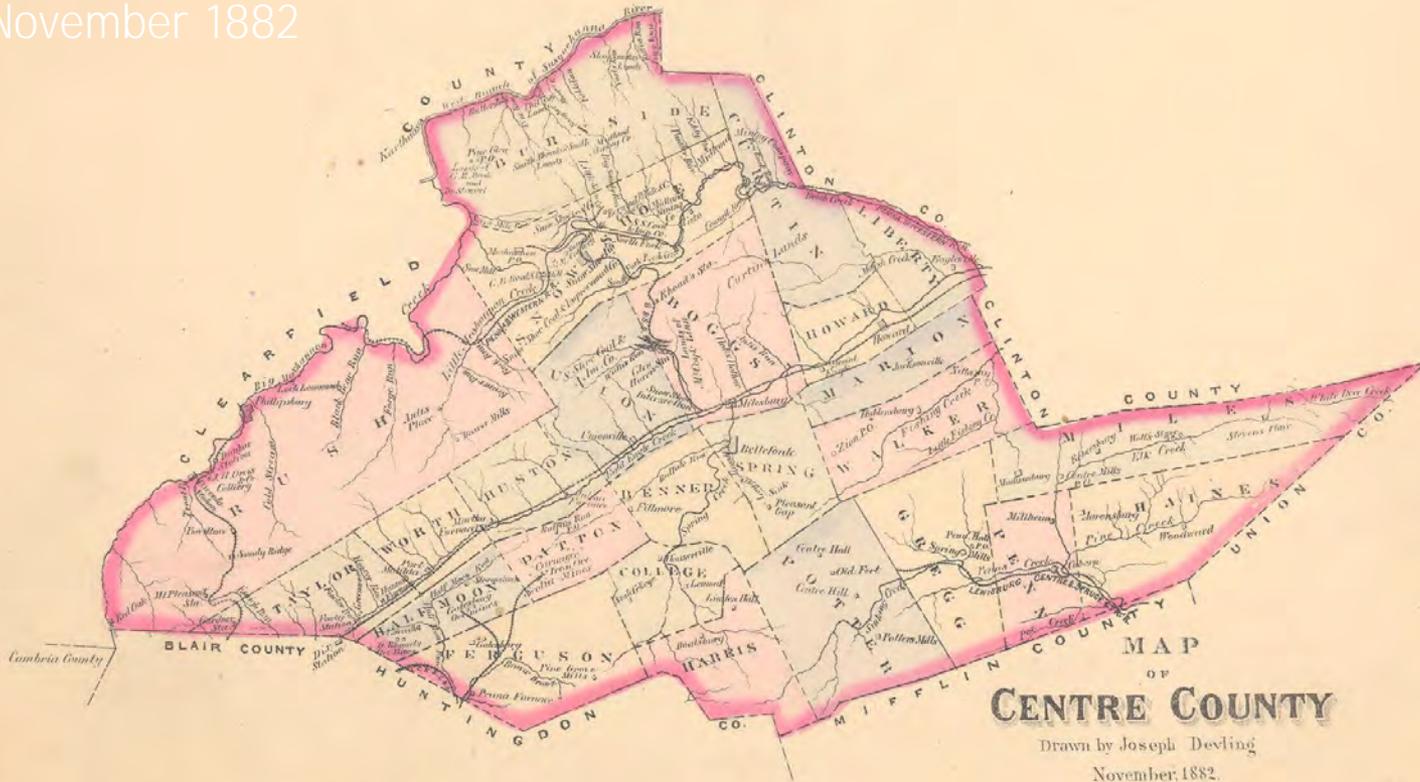


Construction of the L&T began in Montandon across the Susquehanna from Lewisburg, and headed west in stages, as money and land became available.

1884 L&T reaches Oak Hall

1885 L&T completed to Lemont

Joseph Devlin Map,
November 1882



Consumer preference for autos & Eisenhower's 1956 Federal-Aid Highway Act nail lid on the coffin for RR's in America



1968 the mighty PRR, in its heyday the largest railroad and the largest employer in the world, merges with its former arch rival, the New York Central, to form the Penn Central Railroad.



1970 Penn Central declares bankruptcy

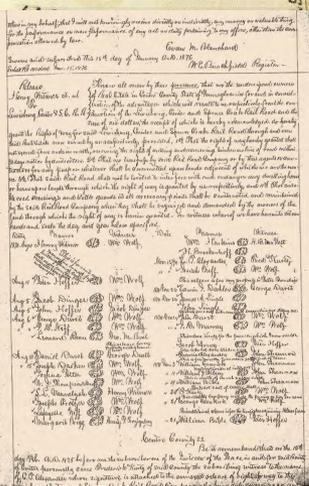
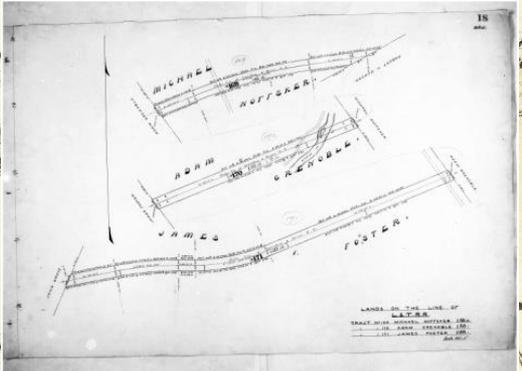
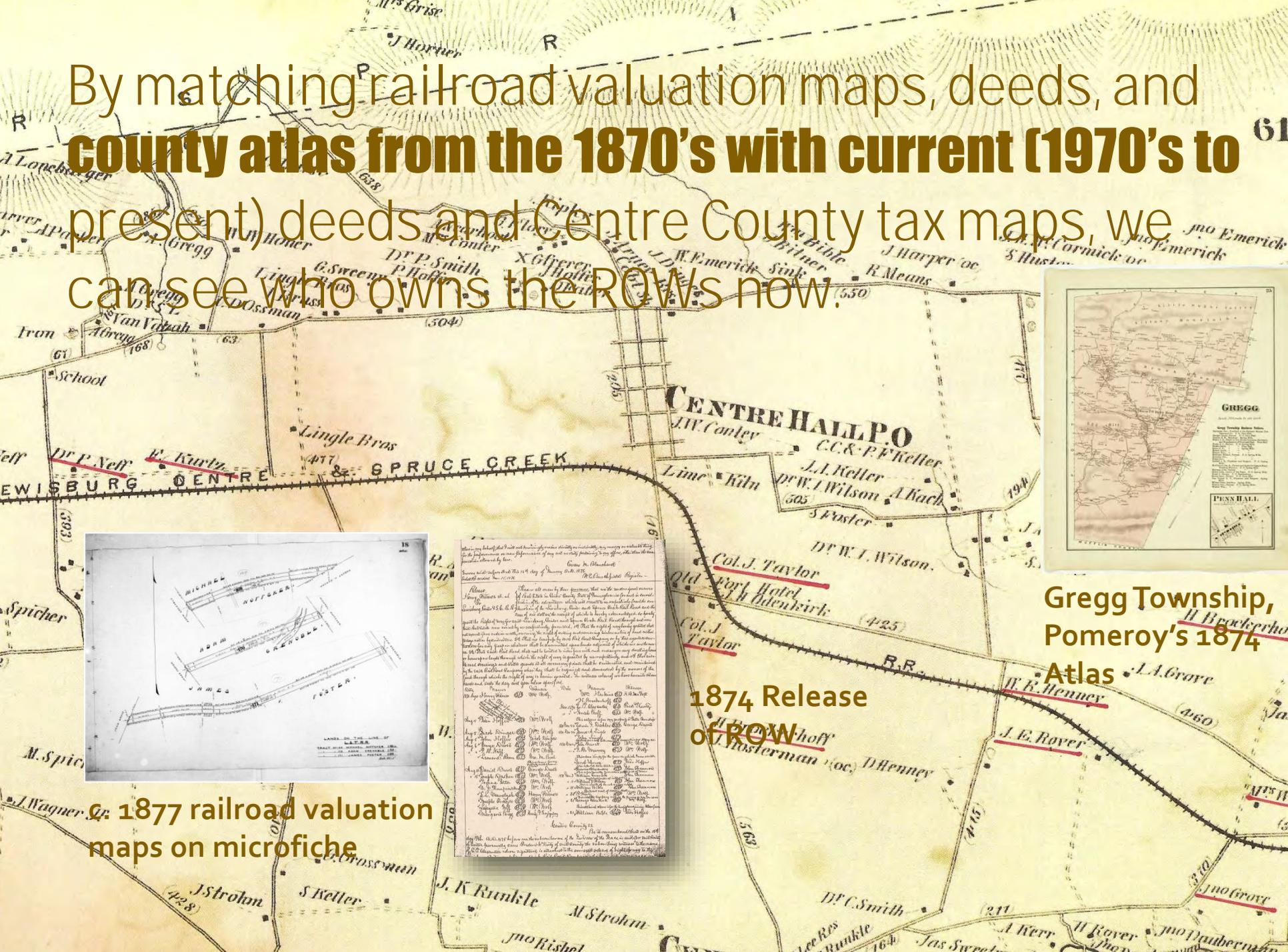
- profitable freight lines sold to CONRAIL
- profitable passenger corridors to Amtrak
- unprofitable lines, like the L&T, were sold off to short line operators or abandoned.

2013 The PRR & Penn Central records fill an entire floor of the PA Archive Bldg



PA STATE ARCHIVES, HARRISBURG

By matching railroad valuation maps, deeds, and county atlas from the 1870's with current (1970's to present) deeds and Centre County tax maps, we can see who owns the ROWs now.



1877 railroad valuation maps on microfiche

1874 Release of ROW

Gregg Township, Pomeroy's 1874 Atlas

In the late 1800's, Rights of Way for tracks usually were granted as releases, while station land usually was sold fee simple

Witness in my behalf, that I will not knowingly receive directly or indirectly, any money or valuable thing for the performance or non-performance of any act or duty pertaining to any office, other than the compensation allowed by law.

Covad M. Blanchard

Suam adhib. subornavit This 15th day of January A.D. 1876
Book 773 200 lines Jan. 17, 1876 M. C. S. Co. Registered Registrar -

Release

Know all men by these presents, that we the undersigned owners of said Estate in Centre County State of Pennsylvania for and in consideration of the advantages which will result to us respectively from the construction of the Lewisburg, Centre and Spruce Creek Rail Road and the sum of one dollar, the receipt of which is hereby acknowledged, do hereby grant the Right of Way for said Lewisburg, Centre and Spruce Creek Rail Road through and over said Real Estate now owned by us respectively, provided, 1st That the right of way hereby granted shall not exceed four rods in width, reserving the right of cutting and removing timber on line of road within 50 days after the completion of the same. 2^d That no trespass by said Rail Road Company or by their agents or servants for any purpose whatsoever shall be committed upon lands adjacent to which we are the owners. 3^d That said Rail Road shall not be located to interfere with such outcrops any dwelling house or barn upon lands through which the right of way is granted by us respectively, and 4th That said outcrops and dwelling houses shall be so situated as to be convenient and unobstructed by the said Rail Road Company when they shall be required and demanded by the owners of the lands through which the right of way is herein granted. In witness whereof we have hereunto set our hands and seals the day and year before specified.

Name	Witness	Name	Witness
Mr. Aug. Henry Wimmer	Wm. Wolf	Wm. J. Perkins	H. B. DeWitt
Aug 4 Peter Hoffer	Wm. Wolf	J. Brockenhoff	Geo. H. Hoffer
Aug 5 Jacob Dinger	Wm. Wolf	John P. Alexander	Geo. H. Hoffer
Aug 5 John Hoffer	Jacob Dinger	March Duff	Wm. Wolf
Aug 6 Henry Duvall	Wm. Wolf	This release is for my property in Peter Duvall's	
" " P. H. Hoff	Wm. Wolf	Mr. Wm. J. Perkins	George Duvall
Leonard Shoen	Geo. M. Duvall	Mr. Wm. J. Perkins	Wm. Wolf
Aug 10 Daniel Duvall	George Duvall	" " J. D. Murray	Wm. Wolf
" 15 Joseph Dasher	Wm. Wolf	Richard Duff	Wm. Wolf
Rebecca Duvall	Wm. Wolf	John Duvall	Wm. Wolf
M. J. Himmelman	Wm. Wolf	John Duvall	Wm. Wolf
J. L. Himmelman	Henry Wimmer	" " J. D. Murray	Wm. Wolf
Joseph Duvall	Wm. Wolf	Richard Duff	Wm. Wolf
Suzanne Hoff	Wm. Wolf	John Duvall	Wm. Wolf
Margaret Hogg	Henry Wimmer	" " J. D. Murray	Wm. Wolf

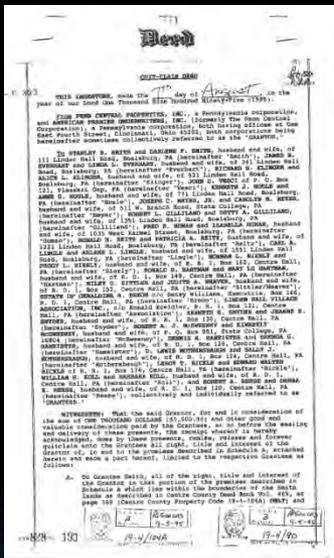
Centre County ss.

Be it remembered that on the 15th day of Jan. A.D. 1876 before me the undersigned one of the Justices of the Peace in and for said County of Centre personally came Peter Duvall of said County the subscribing witness to the name of J. P. Alexander whose signature is attached to the annexed release of right of way to the Lewisburg, Centre and Spruce Creek Rail Road Company and who acknowledged the same to me.

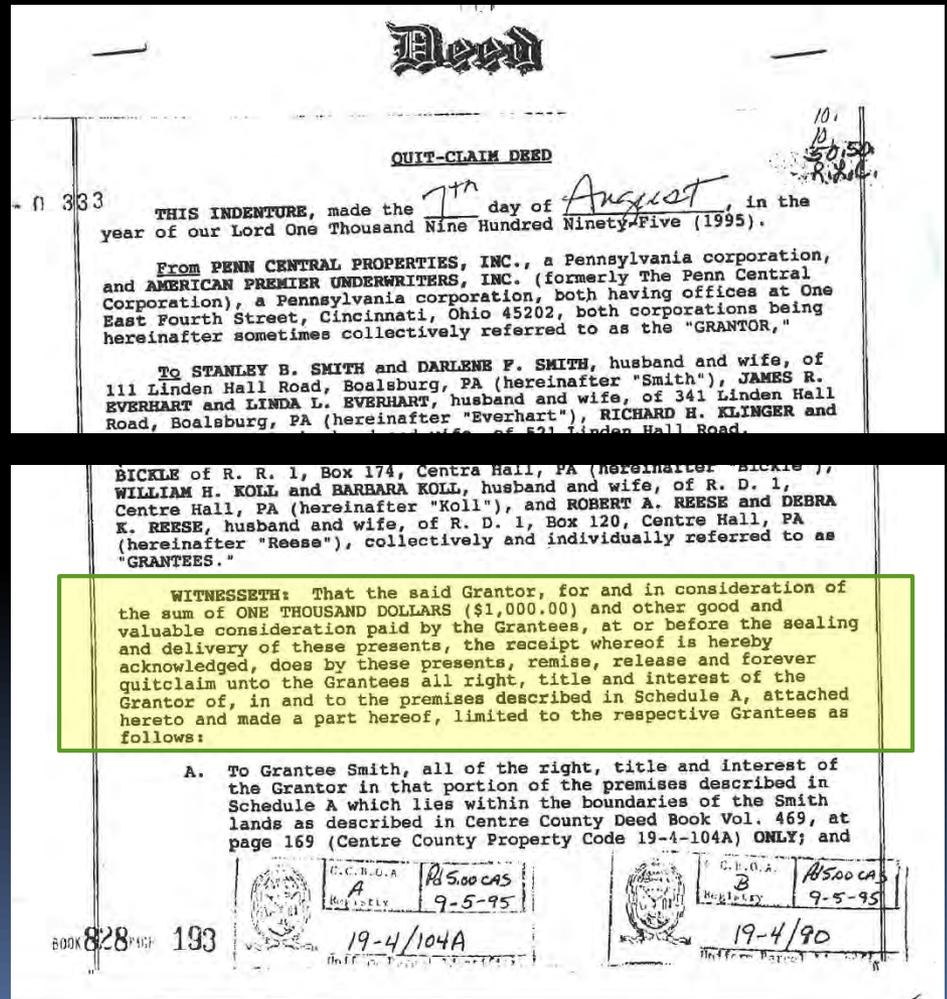
“Know all men by these presences that we the undersigned owners of that Estate in Centre County State of Pennsylvania **for and in consideration of the advantages which will result to us respectively from the construction of the Lewisburg, Centre, and Spruce Creek Railroad and the sum of one dollar**, the receipt of which is hereby acknowledged, do hereby grant the Right of Way for said Lewisburg, Centre and Spruce Creek Railroad through and over said real estate now owned by us respectively,

[landowners signatures below]

After Penn Central declared bankruptcy in 1970, the company or its successor, American Premier Underwriters, sold its interest in the ROW through quit claims



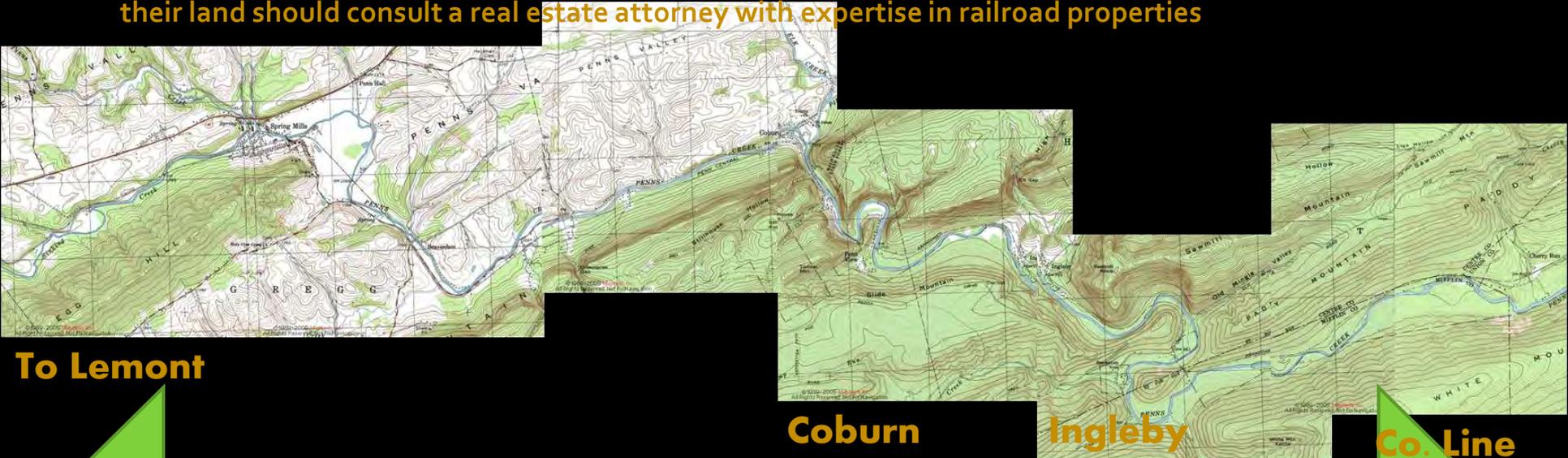
...the said Grantor (Penn Central Properties)...for \$1,000 ...does ... remise, release and forever quitclaim unto the Grantee ...all right, title and interest ...in the premises described in Schedule A...



Who owns the rights of way now*?

The View from 30,000 feet

***DISCLAIMER:** Based on a review of publicly available records at the Centre County courthouse; railroad rights of way are complex documents, landowners who need or want a legal opinion about ownership of their land should consult a real estate attorney with expertise in railroad properties



To Lemont

Coburn

Ingleby

Co. Line

ROW abandoned by Penn Central in 1972;
private landowners purchase quitclaims

ROW abandoned by Penn Central in 1970
1971 Nature Conservancy buys quitclaim
for \$10,000; sells to PA for \$10.500.

Privately owned

Public &
Private

Publicly owned

(A quitclaim releases the railroad's claims to the land, but is not a guarantee of clear title to the land)

Lemont to Oak Hall Station table no.1

OPPORTUNITIES

- Lemont Village Association & Granary Trailhead opportunity
- Café Lemont & other trail related businesses
- Connection to Oak Hall Regional Park

CONSTRAINTS & CHALLENGES

- Property owner investments in ROW
- Crossing visibility at Old Boalsburg Road
- Linking Oak Hall Park
- Removal of railbed at driveway
- Quarry constraints



Oak Hall to Gregg Station table no. 2

OPPORTUNITIES

- Several landowners with an interest in the trail
- 800 feet of manicured trail ready to go
- Rhoneymeade Arboretum
- Rhoneymeade connection to Leonard Rhone, founder of Grange Fair
- Historic Villages

CHALLENGES

- Linden Hall Park is privately owned
- Washouts
- Property owner investments in railbed



Gregg Station to Centre Hall Station table no. 3

OPPORTUNITIES

- Tri-Municipal Park on ROW
- Centre Hall Library, Schools & Parks 'Safe Routes to Schools' opportunities
- Equestrian Farm with 1 mile
- S&A Homes possible connection
- Grange Fair & Leonard Rhone Homestead connection

CHALLENGES

- Landowner investments on ROW
- Grange Fair Grounds restrictions



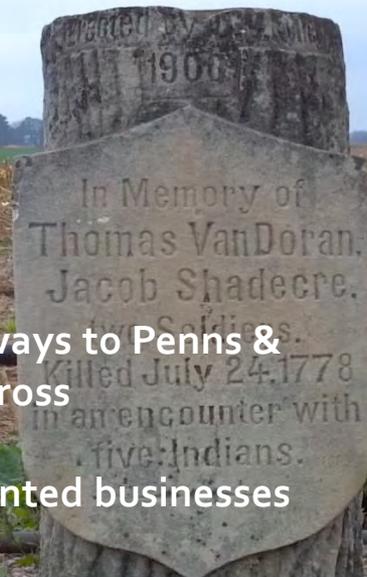
Centre Hall to Rising Springs Segment table no. 5

OPPORTUNITIES

- Potential for Trailheads Gateways to Penns & Brush Valleys where 144 & 45 cross
- Historical villages
- Proximity to existing trail oriented businesses

CHALLENGES

- Sewer plant road built over ROW
- Sections of the railbed have been plowed over
- Farmland Preservation conservation easement restrictions
- PNDI issues
- Missing overpass on Sinking Creek Rd



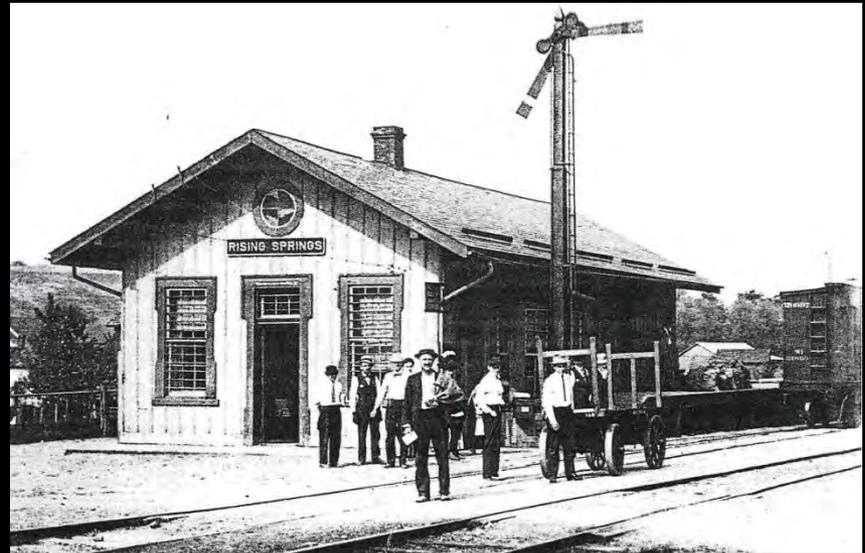
Spring Mills [Rising Springs) to Coburn Station table no. 6

OPPORTUNITIES

- Some landowners easements in place
- Muddy Paws Nature Center

CONSTRAINTS

- Coburn sewer plant built over rail ROW
- Grade separation issues at Spring Mills Maple Lane crossing
- Shooting range proximity
- Missing bridge
- Landowner investments





Coburn to Ingleby & the County line Segment table no. 7

OPPORTUNITIES

- 1 mile of ROW owned by one family in Ingleby.
- Historical link to famed Barker Resort
- Close to 3.8 Cherry Run Trail in Mifflin Co.

CONSTRAINTS

- Drainage problems along some sections
- Bald Eagle State Forest Potential Wild Area
- Missing bridges east of Ingleby
- Access to public ROW issue at Ingleby
- Limited parking now

Next steps this evening

Review & Comment on Abandoned Railbed Maps at Tables

Brush Valley- 3 tables on my right

Penns Valley- 3 tables on my left

Landowners Comment Cards

Opportunities Comment Cards

Constraints Comment Cards

Vision Comment Cards

Study Committee Volunteers will be at each table

Claudia, Brian and Glenn will float between tables

Public Comment Period

We want everyone to have a chance to speak

Try to limit comments to a couple minutes per person

Show respect for everyone's opinion

This is not for Q&A, that will follow after public comments

Question and Answer Period

10pm adjourn

THE PENNS & BRUSH VALLEYS RAIL TRAIL FEASIBILITY STUDY

- **what we've done so far:**

INITIATE formed study committee

INVESTIGATE ROW owners, opportunities, & constraints

- **what we're doing tonight:**

INFORM sharing what we've learned so far with the public

INVITE asking the public to share info too and stay involved

- **what we're doing next:**

IMAGINE **summer workshop** creating a shared vision

IMPROVE **fall workshop** costs, funding, O&M

INSPIRE **winter workshop** final presentations

APPENDIX D. PUBLIC MEETING #2
POWERPOINT

public meeting 2

Old Gregg School

7PM-9PM November, 19, 2013

7:00pm Welcome by Gregg Township

7:05pm Introduction of Consultant by Centre Co. Planning Office

7:10pm Presentation of Findings by Consultant

7:45pm break

8:00pm Public Comment

9:00pm Adjourn

**albertinvernon architecture, llc
with Brian Auman, Landscape Architect**

**PENNS VALLEY RAIL TRAIL
FEASIBILITY STUDY**

Purpose of this feasibility study:
**IS IT FEASIBLE TO CONVERT ANY PORTION OF THE 27 MILE
CENTRE CO. SECTION OF THE ABANDONED L&T RR TO A RAIL
TRAIL?**

7 QUESTIONS

1. Legal feasibility: **who owns the railbed now; are there alternate routes?**
2. Political feasibility: **does the community support this project?**
3. Demand for the trail: **who might use the trail?**
4. Physical feasibility: **what are the physical opportunities & constraints?**
5. Conceptual design: **what is this community's vision for the trail?**
6. Financial feasibility: **what does it cost, where might the funding come from?**
7. Operational feasibility: **who will manage & maintain the trail?**

1. legal

who owns the railbed now?

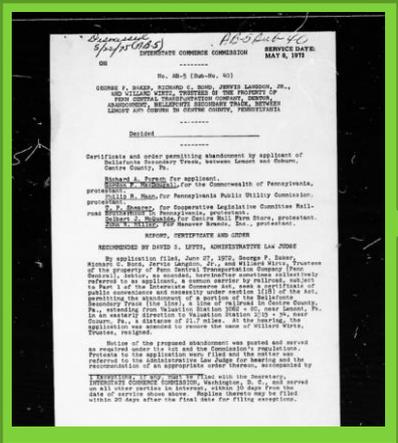
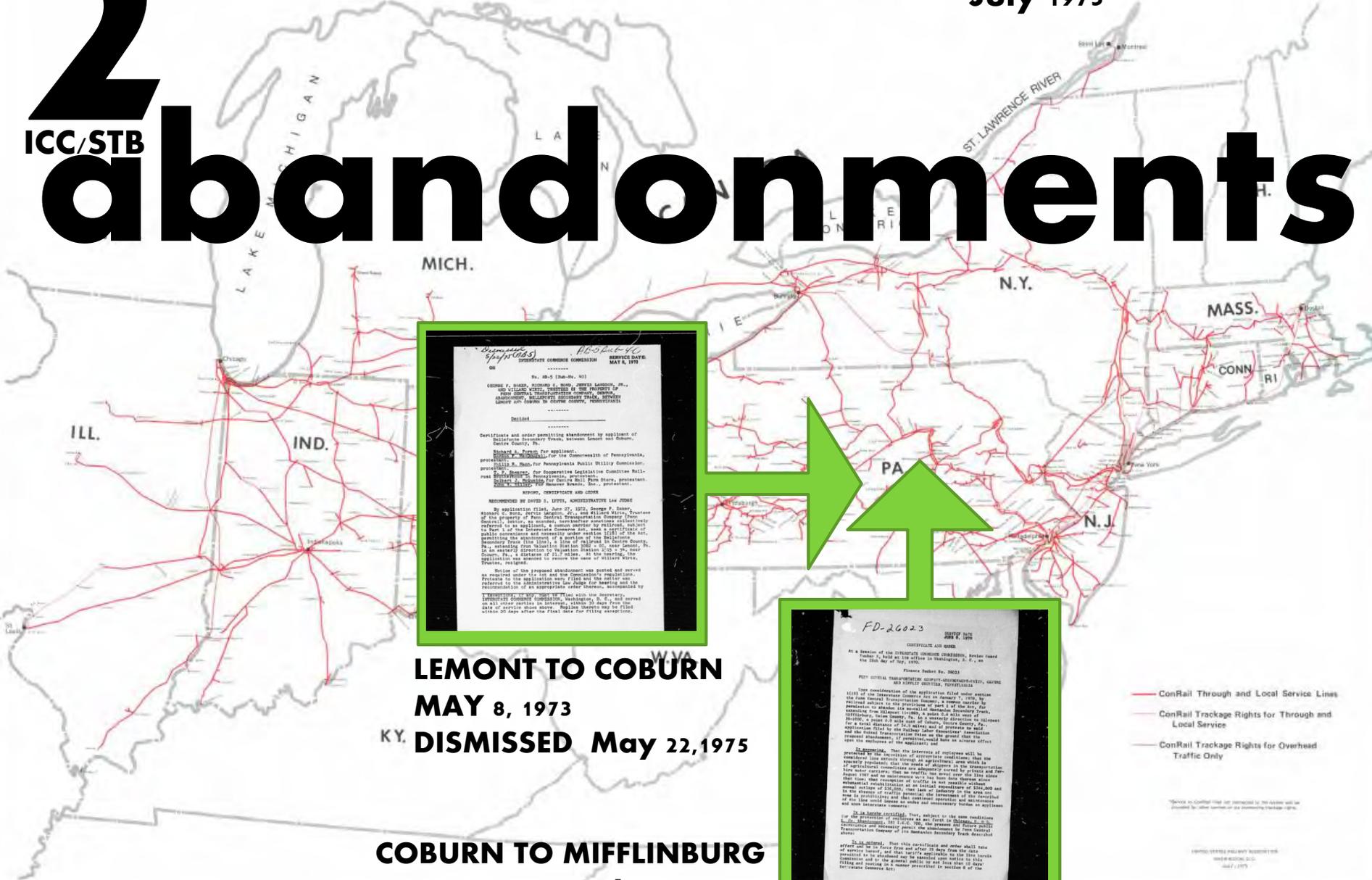
feasibility

Disclaimer: the information contained in this feasibility study is provided for planning purposes, and should not be construed as legal advice or opinions.

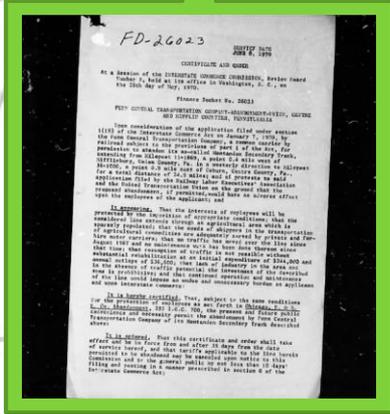
July 1975

2
ICC/STB

abandonments



LEMONT TO COBURN
MAY 8, 1973
DISMISSED May 22, 1975



COBURN TO MIFFLINBURG
June 8, 1970

- ConRail Through and Local Service Lines
- ConRail Trackage Rights for Through and Local Service
- ConRail Trackage Rights for Overhead Traffic Only

*Service in ConRail lines not operated by the carrier will be provided by other carriers or by the operating trackage rights.



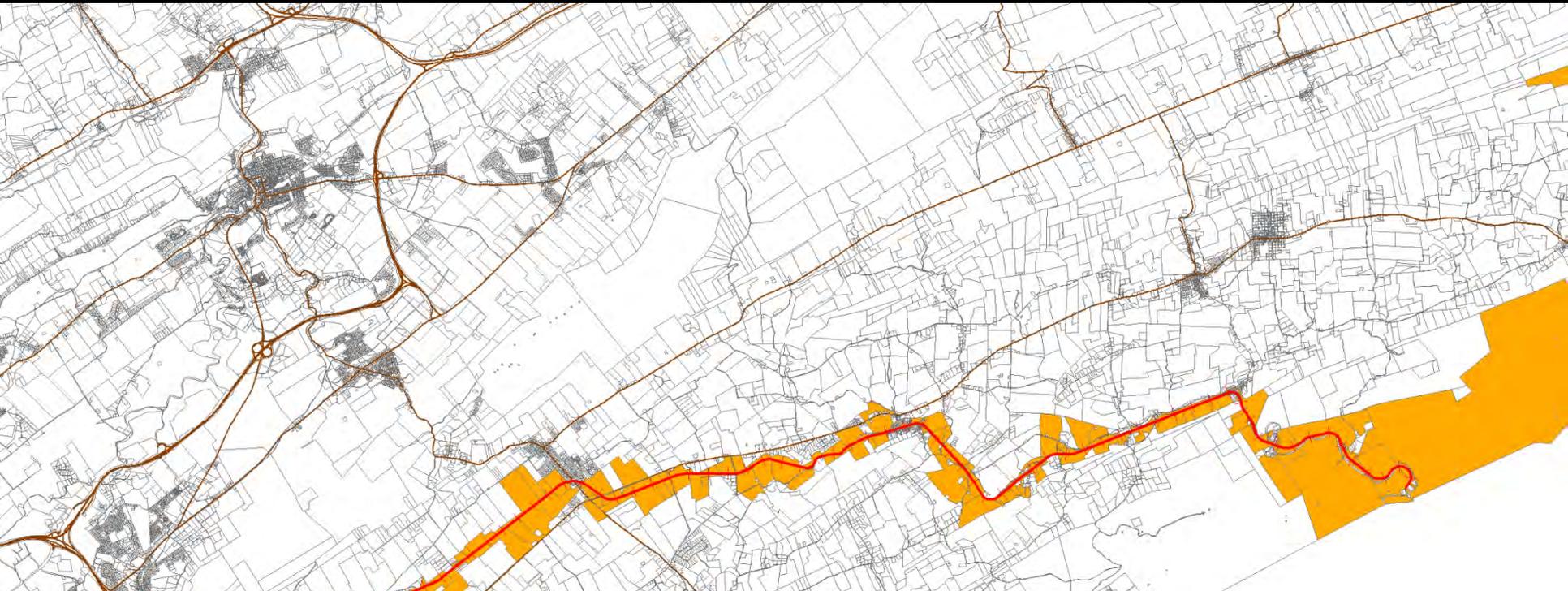
LEMONT

SPRING MILLS

INGLEBY

93

QUIT CLAIMS



**279 POTENTIAL
LANDOWNERS**

2. political

Does the community support this project?

feasibility

KEY FINDINGS

from March public meeting:

1. strong support from the community for the idea of a rail trail
2. equally strong support for respecting property owners right to decide what is right for their land

150

people signed in for the 1st public meeting

3. market

Who might use the trail if it were to be built?

feasibility

PENNS & BRUSH VALLEYS RAIL TRAIL feasibility study

Follow us on Facebook



- If...**
 ...a rail trail were to be built on or near the abandoned L&T railbed somewhere between Lemont & the County line east of Inglesby...
1. Name: _____ 2. My Age Group is: _____
 Less than 20 20 to 30 30 to 40 40 to 50 50 to 60 Over 60
3. I live in : Penns Valley Brush Valley Other _____

TRAIL USERS PREFERENCES SURVEY

PENNS & BRUSH VALLEYS RAIL TRAIL FEASIBILITY STUDY
 Prepared by albertin vernon architecture LLC with Brian Auman, Landscape Architect for the Penns & Brush Valleys Rail Trail Study Committee

COMMENTS: (please leave your responses in the box at this location-thanks!)

4. ... what would you use the trail for?

- Walking Biking Hiking Hunting Fishing
 Commuting Teaching Access to Public Lands
 Horseback Riding Cross Country Skiing Other _____

5. ... how often would you use the trail?

- Daily Weekly Occasionally _____ times/year (estimate)

6. ... how many hours would you typically spend on the trail?

- Less than 2 hours 2 to 4 hours More than 4 hours

7. ... how far would you typically travel on the trail?

- Less than 2 miles 2 to 10 miles More than 10 miles

8. ... which of the following businesses might you use during your visit?

- Cafes/Restaurants Outfitters/Guides Lodging (B&B, Hotel, etc)
 Convenience Store Gas stations Other _____

9. ... how much money would you expect to spend on a typical trail visit?

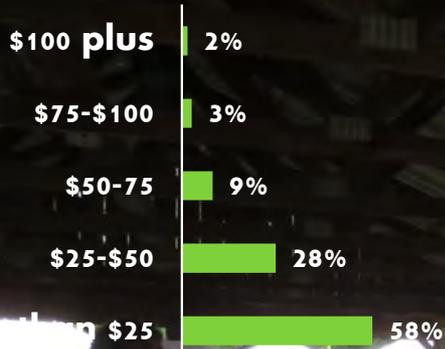
- Less than \$25 \$25 to \$50 \$50 to \$75 \$75 to \$100 \$100 plus

A group of local people are exploring the feasibility of establishing a rail trail in Penns and Brush Valleys on lands that have **willing owners**, **community support** and **public access**. This survey will be used to help determine the kind of interest and potential spending by people who might use the trail if a trail it is determined to be feasible.

239 SURVEYS

You can learn more about this project by visiting us at:
www.centrecountypa.gov or by following us on Facebook at:
PENNS & BRUSH VALEYS RAIL TRAIL FEASIBILITY STUDY

\$ I would expect to spend per visit:



Distance I would typically travel:



I would use the trail for:



Businesses I might use during my visit:



80% of the people we surveyed said they would use the trail for **WALKING**

4. physical

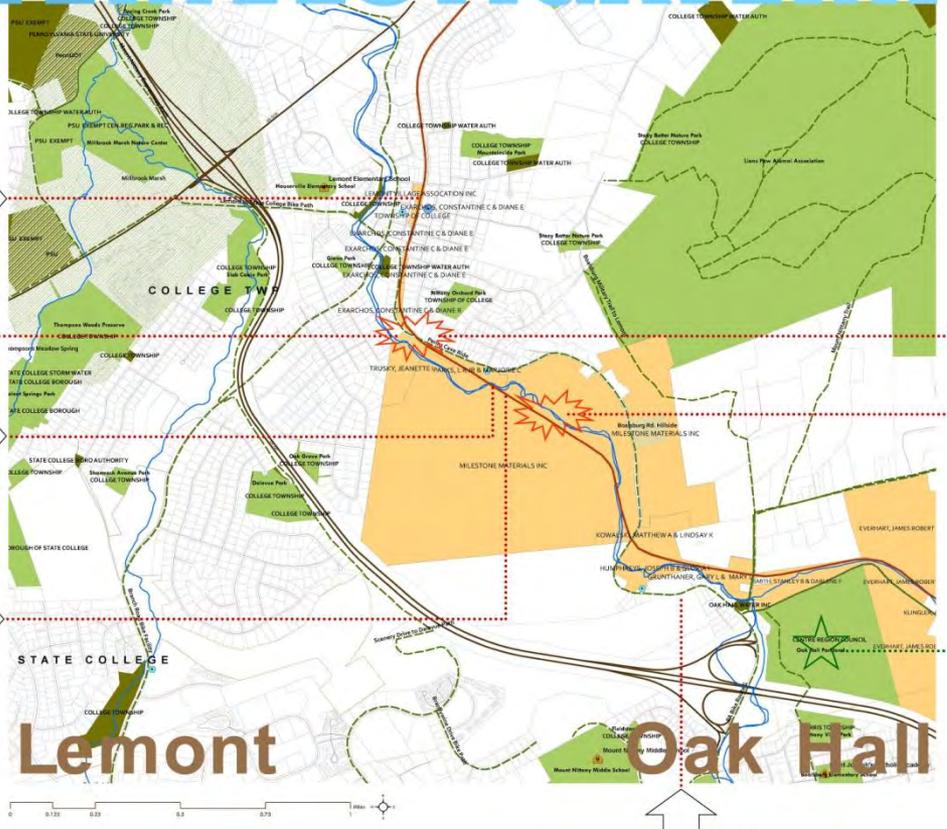
What are the physical opportunities and constraints to building a rail trail?

feasibility

MAPPING OF OPPORTUNITIES & CONSTRAINTS

INITIATE INVESTIGATION FOR INITIATE

What is your vision for the abandoned L&T railbed?



Poor Visibility at Potential Crossing

Active Quarry/Heavy Truck Traffic

- Oak Hall Regional Park Phase 1 Facilities to be built:**
- Grading for all park facilities (Phase 1 and future)
 - 6 ADA-Compliant Public restrooms (2 restrooms on the primary field)
 - Parking area (estimated 100 spaces) with 6 LED lighting fixtures = 1 LED fixture (1000 lumens) for security and active lighting.
 - Park Water Features
 - Fencing/enclosures (fence line for fields or walkway)
 - 4 Shelter units, benches, handwashing stations, drinking fountain
 - Full permanent walking trail
 - All plantings required by the Municipal and Designation Plan
 - Stormwater Detention (1,200 cu. ft. x 30' x 30' x 2' deep)
 - Park Entrance
 - Additional trees & site landscaping (structure, interpretive signs and signage) to separate entrance at future location.



The development of the railroad facilities abandoned Lemont's growth as a community. The Lemont, Cassin and Spring Creek Railroad Company, incorporated in 1853, had been developing westward. By 1877 track had been laid as far as Spring Mills, an entire Center County. In 1880 the company name was changed to the Leaning and Union Railroad Company, with immediate plans to complete the line to Millerton. The completion of the railroad further enhanced commercial activity in Lemont, most of it directly connected with transportation. The town's early growth is reflected in the many well-preserved historic buildings. The town's early growth is reflected in the many well-preserved historic buildings. The town's early growth is reflected in the many well-preserved historic buildings.

Oak Hall Historic District is a national historic district located in College Township, Centre County, Pennsylvania. The district includes 17 contributing buildings and 1 contributing structure in Oak Hall. The district includes the American house museum owned by General Acheson, the brick store built in 1823, and gate well site. The district includes the historic 1823 store and gate well site. The district includes the historic 1823 store and gate well site.

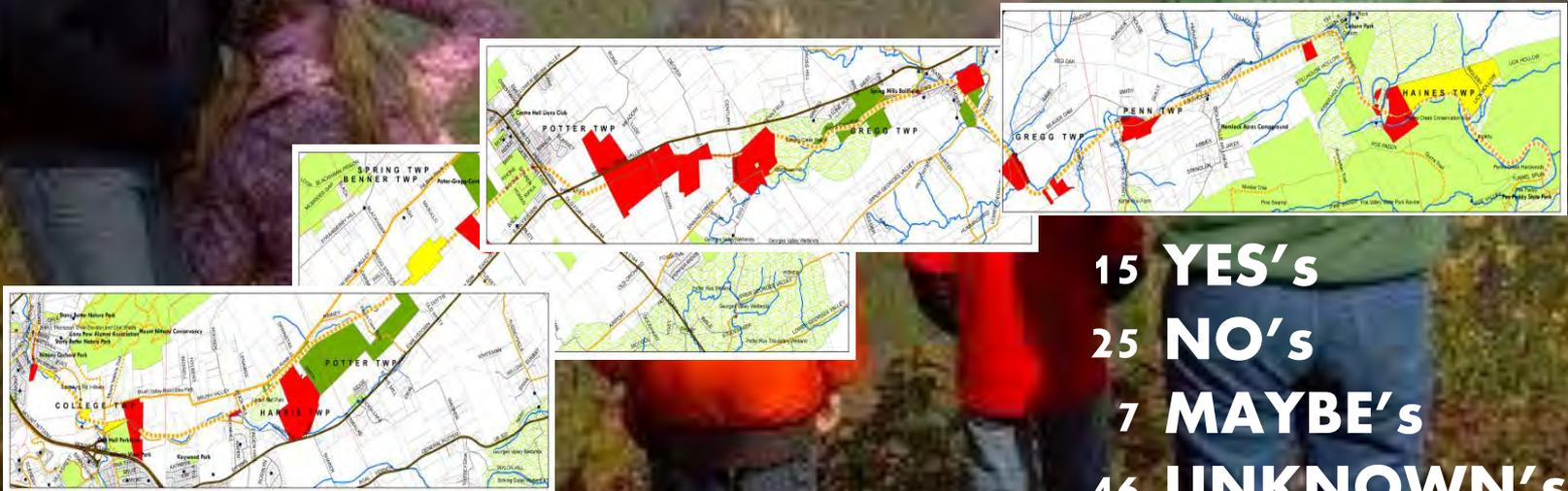


5. design

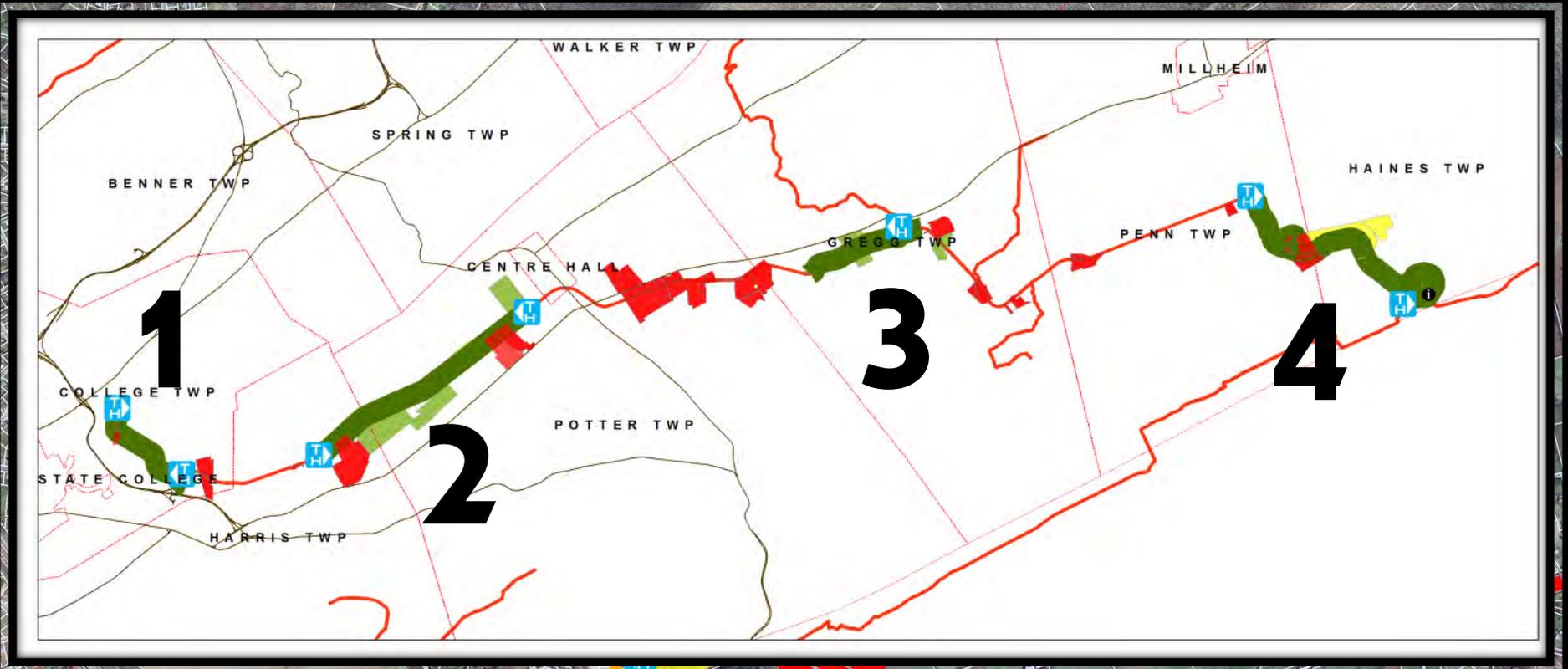
What is the community's vision for this project?

feasibility

AFTER LANDOWNER RESPONSES INDICATED THAT A 27 MILE DESTINATION TYPE RAIL TRAIL BETWEEN LEMONT & THE COUNTY LINE IS **NOT FEASIBLE** AT THIS TIME DUE TO LACK OF CONTIGUOUS LANDOWNER SUPPORT AND REASONABLE ALTERNATIVE ROUTES (dry, level, direct and safe), WE REFOCUSED EFFORTS ON EXPLORING THE FEASIBILITY OF SHORTER COMMUNITY BASED TRAILS IN 4 AREAS WHERE LANDOWNERS EXPRESSED AN INTEREST IN FURTHER EXPLORING THE RAIL TRAIL CONCEPT



15 **YES'S**
25 **NO'S**
7 **MAYBE'S**
46 **UNKNOWN'S**



4 AREAS WE CONTINUED TO EXPLORE THE FEASIBILITY OF COMMUNITY BASED TRAILS



1. The Village Green in the heart of Lemont offers an ideal site for a trailhead



2. The right of way through the Oak Hall quarry is posted now but could provide a suitable trail route once the quarry stone is exhausted



3. Old Boalsburg Road is narrow and winding with heavy truck traffic from the quarry, and is not suitable for multi-modal use as an alternate route at this time

4. PennDOT is working with College Twp to accommodate pedestrians & bicyclists through the Oak Hall Interchange



5. Key landowners between Oak Hall & Linden Hall are opposed to or have not shown interest in trail

6. The Oak Hall Regional Park is also an ideal site for a trailhead

1 LEMONT TO OAK HALL

NOT FEASIBLE at this time

7. Connecting Lemont to the Middle School and Boalsburg could be a future direction to explore

4 COBURN TO POE PADDDY

1. Most neighbors in this area feel infrastructure is unable to support a fully developed rail trail in this location

2. The majority of neighbors also expressed a strong desire to maintain the privacy of their remote location

3. Costs to replace missing bridges and to make tunnels safe for public use could be prohibitive

4. DCNR Forestry has expressed strong concerns about trail impact on potential wilderness area

NOT FEASIBLE at this time



NEIGHBORHOOD MEETING AT INGLEBY



SMITH LANE TO GREGG STATION

1.72 MILES



Still exploring
FEASIBILITY

SMITH LANE TO RIMMEY ROAD

2.

Relocate 8 strand fencing to contain Bison herd at Moore Farm



4.

Install privacy screening near Rimmey Road crossing

3.

Relocate 5 strand fencing to contain Highland Cattle on Bergenblick Farm



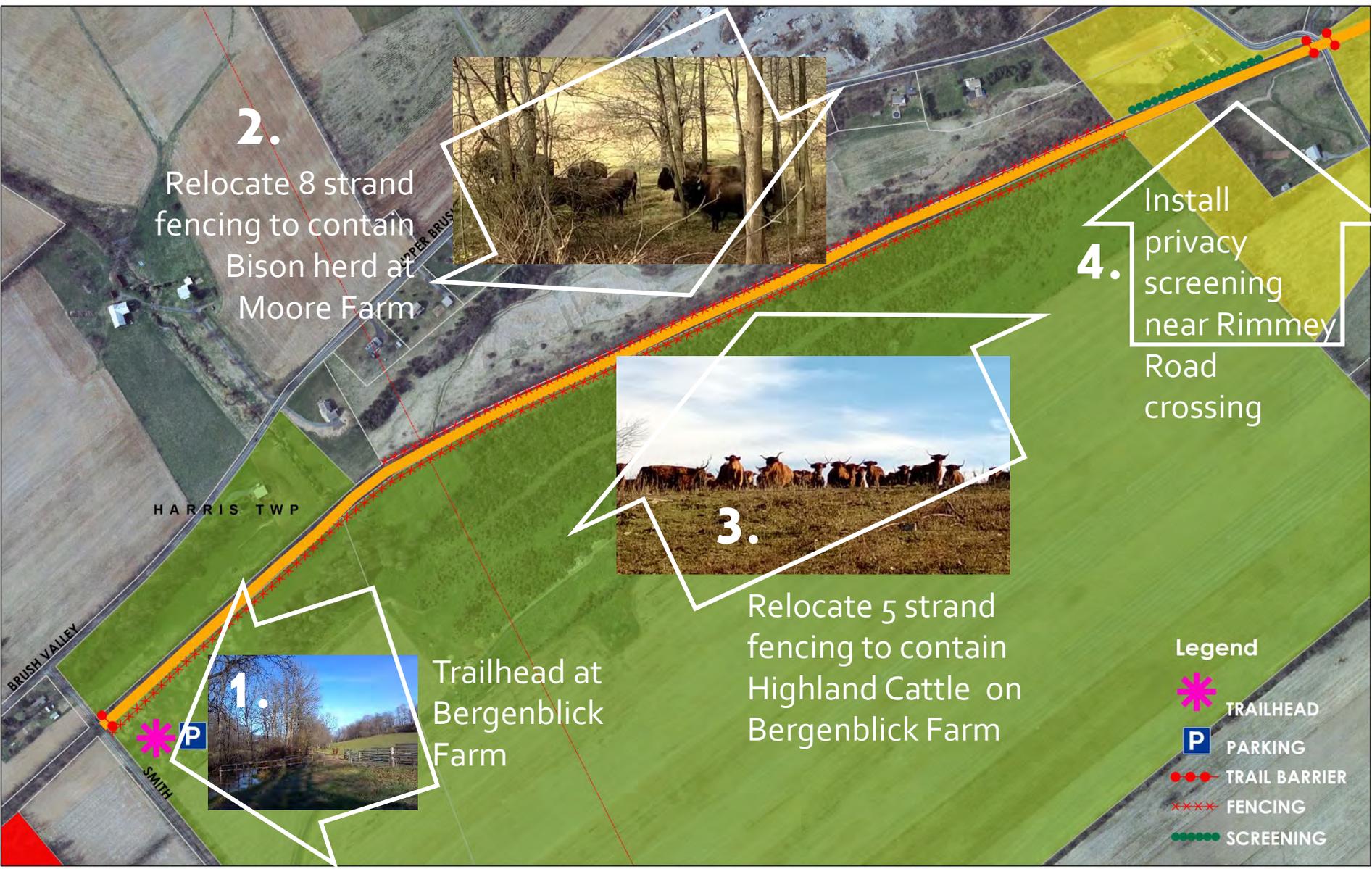
1.

Trailhead at Bergenblick Farm



Legend

-  TRAILHEAD
-  PARKING
-  TRAIL BARRIER
-  FENCING
-  SCREENING



RIMMEY ROAD TO GREGG STATION



8. 2nd Neighbor meeting at Rhoneymeade to get more feedback from neighbors



6. Bollards to limit access at trail terminus at Gregg Station

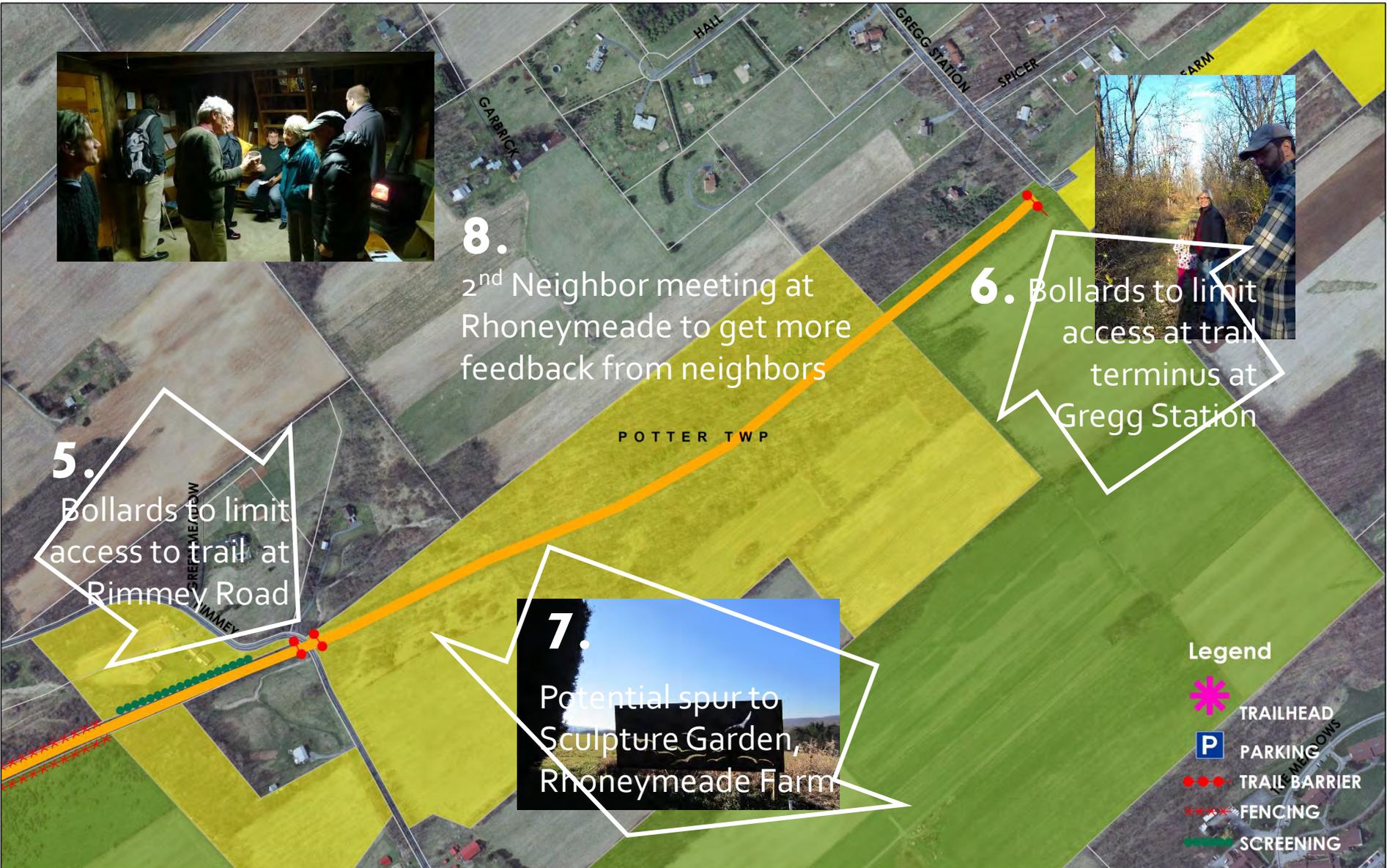
5. Bollards to limit access to trail at Rimmey Road



7. Potential spur to Sculpture Garden, Rhoneymeade Farm

Legend

-  TRAILHEAD
-  PARKING
-  TRAIL BARRIER
-  FENCING
-  SCREENING



3

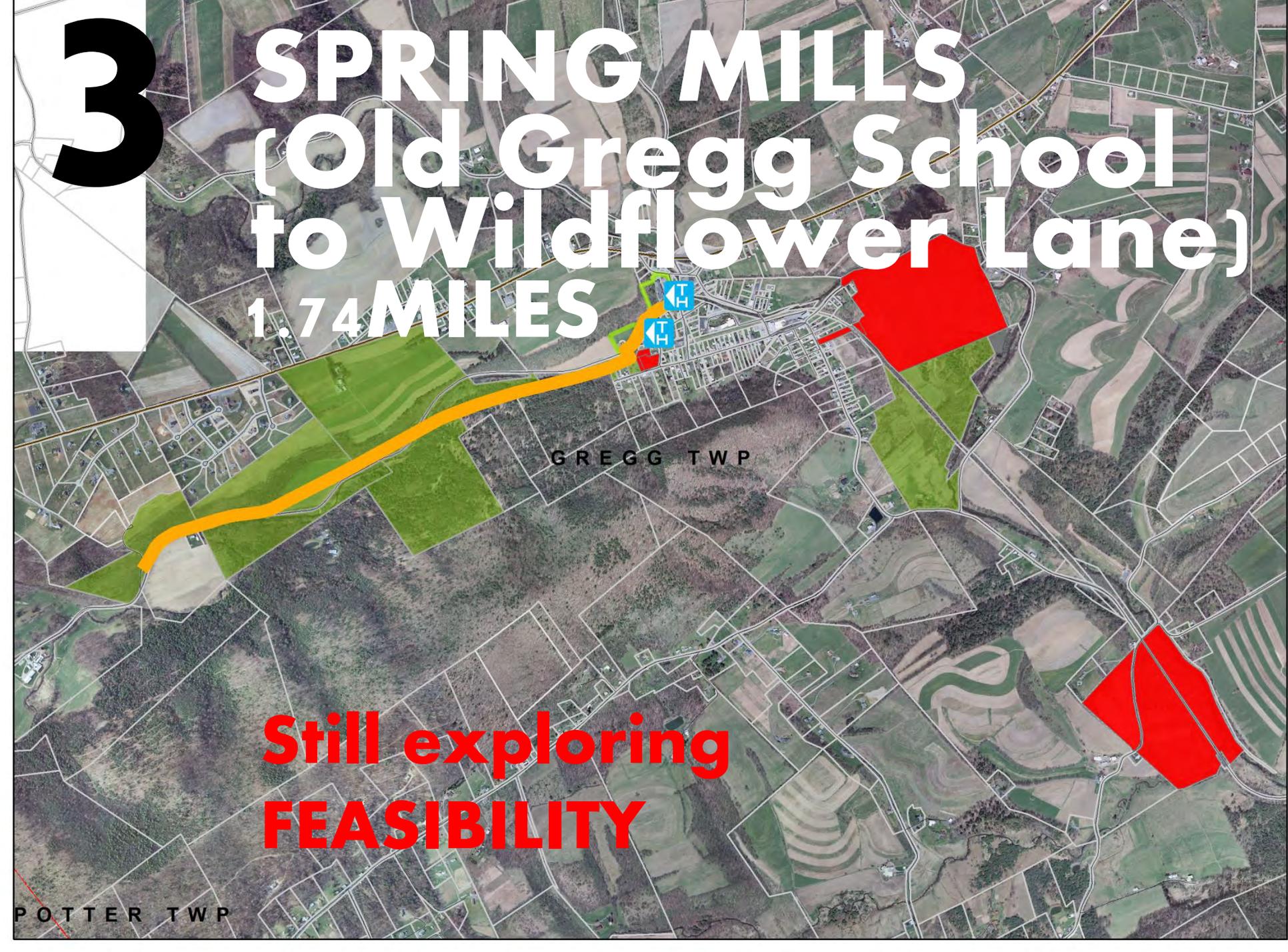
SPRING MILLS (Old Gregg School to Wildflower Lane)

1.74 MILES

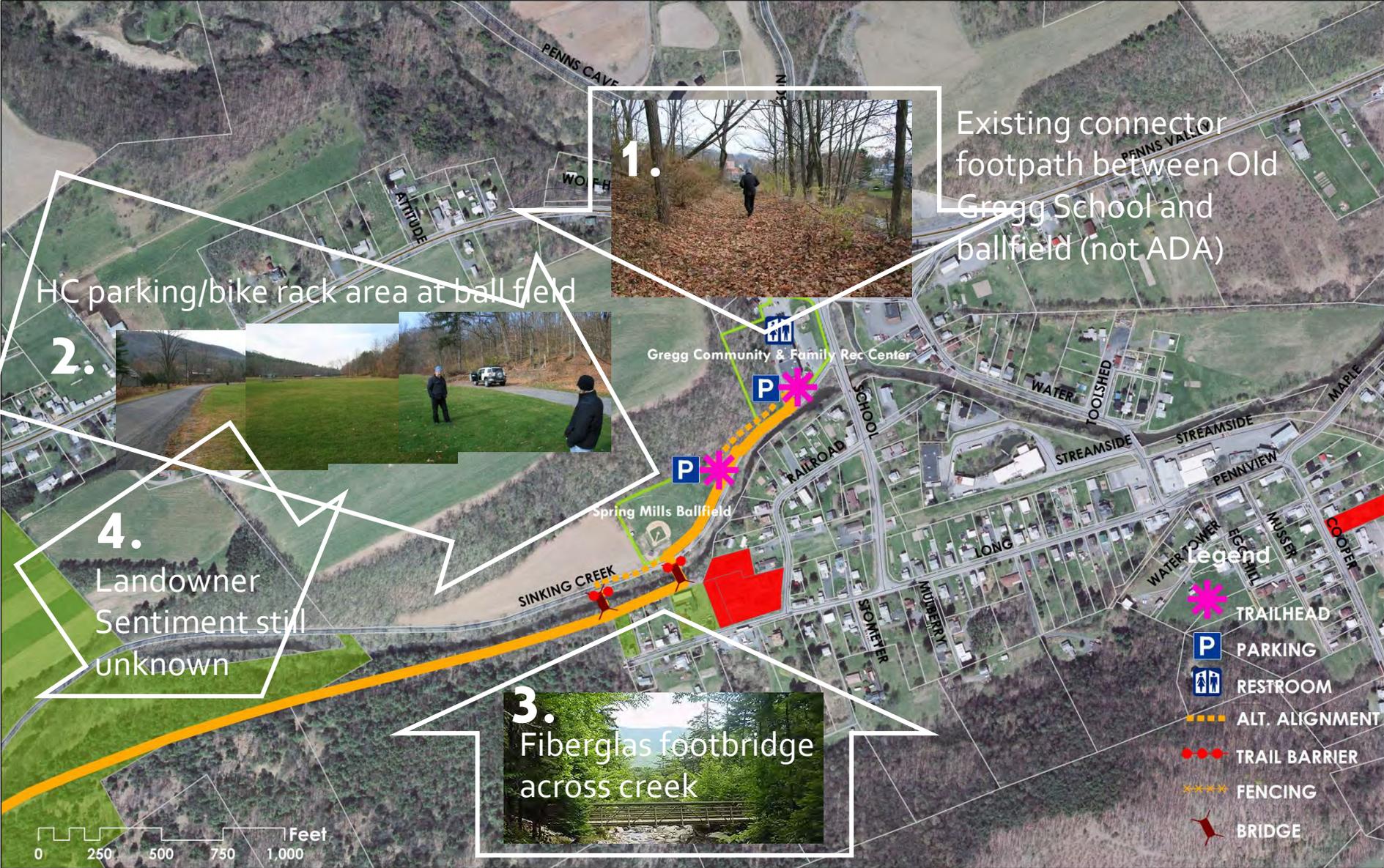
GREGG TWP

**Still exploring
FEASIBILITY**

POTTER TWP



OLD GREGG SCHOOL TRAILHEAD



SINKING CREEK ROAD BRIDGE to

WILDFLOWER LANE

9. Recommend 2nd Neighbor meeting to get more feedback from neighbors

6. Bollards to restrict access at Myers Farm lane



5. Fiberglass footbridge across road



7. Route across Myers Farm field still under discussion

8. Trail ends near Wildflower Lane

- Legend
-  TRAILHEAD
 -  PARKING
 -  RESTROOM
 -  ALT. ALIGNMENT
 -  TRAIL BARRIER
 -  FENCING
 -  BRIDGE

6. financial

What will it cost; where will the money come from?

feasibility

POTENTIAL SOURCES OF FUNDING:

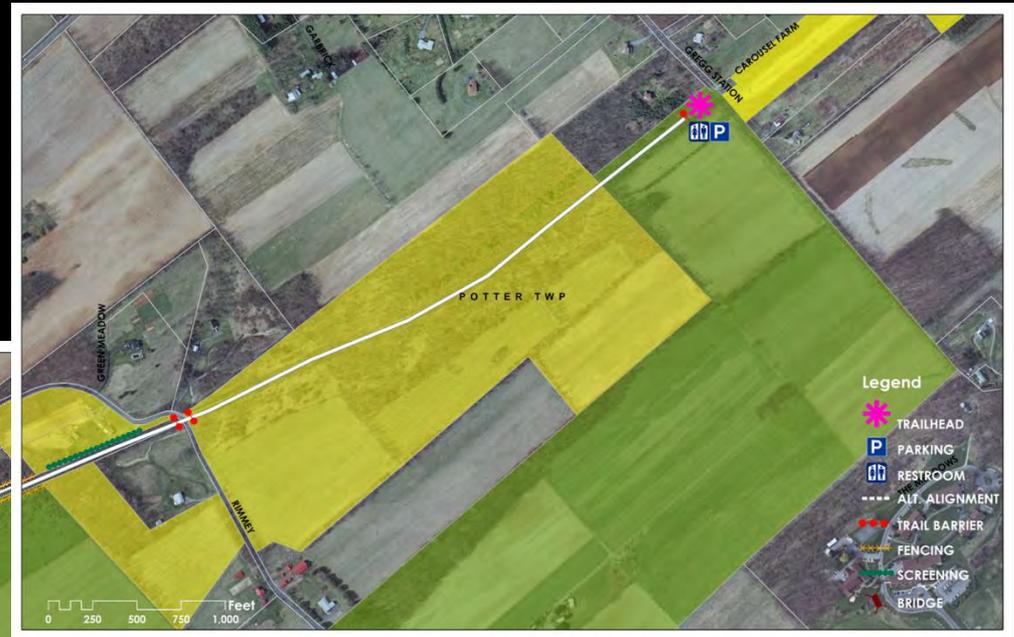
Penn Dot
DCNR
In-Kind

construction (up to 100%)
design (50/50 match)
Friends of the Trail
Municipality

Gregg Station Trail Estimate*:

\$205,160

Trail Construction		\$134,700
Drainage		\$4,200
Fencing		\$18,000
Bollards/Gates/Signage		\$9,600
Trailhead Parking		\$3,500
Screening		\$3,600
Interpretive signage, trash cans		\$4,800
SubTOTAL		\$178,400
Design	15%	\$26,760
TOTAL		\$205,160
Cost Per Mile	1.72 miles	\$119,500



*Trail estimates based on prevailing wage rates, typically 15 to 20% higher than privately funded projects; does not include discounts for in-kind donations

Spring Mills Trail estimate*: \$545,900

Trail Construction		\$137,000
Drainage		\$8,500
Fencing		\$2,000
Bollards/Gates/Signage		\$10,700
Bridges (2)		\$300,000
Trailhead Parking at Ballfield		\$7,000
Bike rack, interp sign, trash cans		\$9,500
SubTOTAL		\$474,700
Design (15%)		\$71,200
TOTAL		\$545,900
Cost Per Mile	1.62 miles	\$336,330

*Trail estimates based on prevailing wage rates, typically 15 to 20% higher than privately funded projects; does not include in-kind donations



Example of fiberglass footbridge bridge

7. operational

How would these trails be operated and maintained?

feasibility

TRAIL OPERATIONS

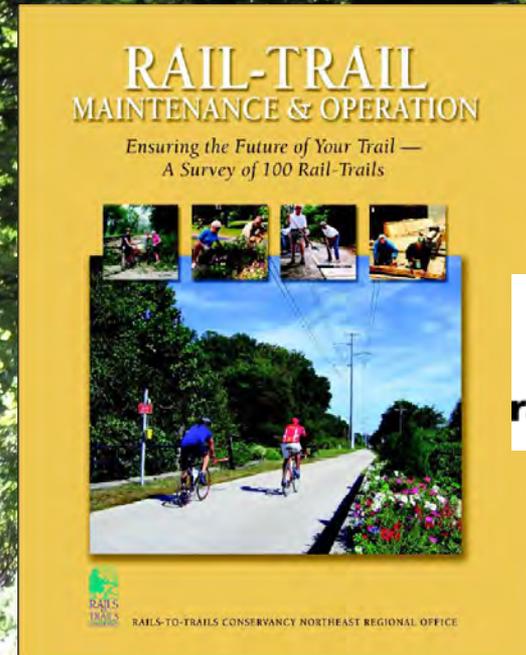
Landowners

easement holder/s

maintenance

1. **Spring Mills** — **Gregg Township** — **friends group**
2. **Gregg Station** **Harris & Potter Twtps.** — **friends group**

Typical Operation & Maintenance Costs for 39 trails surveyed by RTC averaged around \$1,000 per mile



SCHEDULE

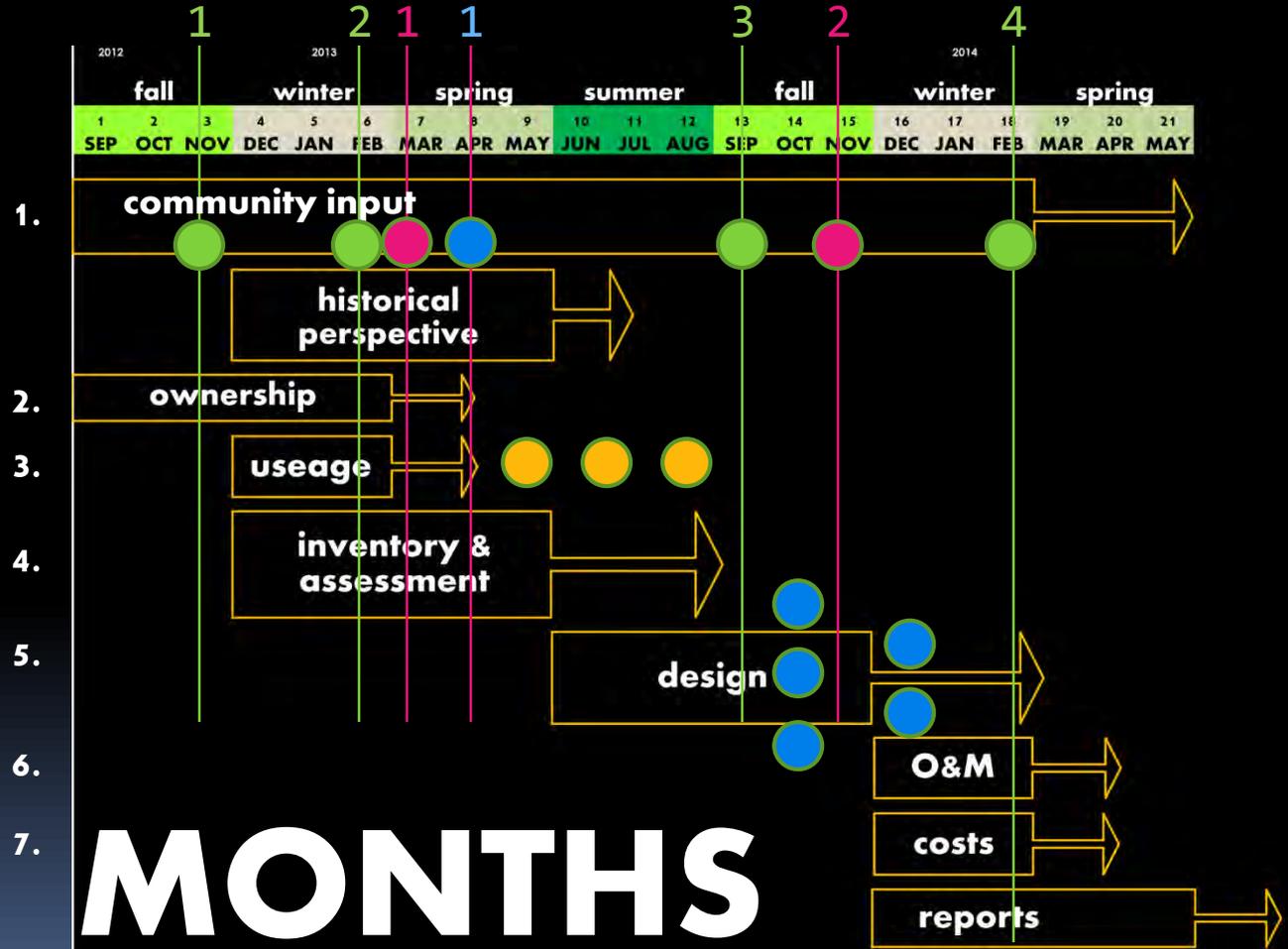
Charting our progress

SPRING MILLS
LINDEN HALL



November 19, 2013

- Study Committee Meeting
- Public Meeting
- User Surveys
- Neighborhood Meetings



INITIATE INVESTIGATE INFORM INVITE IMAGINE **IMPROVE** INSPIRE

NEXT STEPS

IMPROVING OUR VISION

DEC

WORKSHOPS (optional)-

Smith Lane to Gregg Station

SPRING MILLS (Wildflower Lane to Old Gregg School)

JAN/FEB

FINAL REPORT

Highland Cattle from the Bergenblick Farm adjacent to the former L.&T. R.R., Potter/Harris Township

APPENDIX E. DETAILED COST
ESTIMATES FOR PENNS AND BRUSH
VALLEYS TRAILS

Penns Valley Rail Trail

Trail Segment: **Gregg Station (Rhoneymeade) to Smith Ln.**

Trail Heads:

Gregg Station Rd - New Facility

Parking:

Gregg Station Rd - New Facility

Toilet Facilities:

Gregg Station Rd - New Facility

Alignment:

New trail follows abandoned L&T rail line through wooded land and between livestock pastured.

Trail width:

6' wide with 2' shoulders each side.

Trail Length:

New trail: 9065' 1.72 miles

TOTAL 1.72 miles

Associated Spurs and/or Trails:

Special Considerations:

Livestock fencing required both sides of trail. Screening required at residential properties.

Estimate of Construction Cost:	\$	178,388.33
Cost per Mile:	\$	103,904.07
Design Costs @ 20%	\$	35,677.67
TOTAL	\$	214,065.99
Total Cost per Mile	\$	124,684.88

Note: Final Costs will be determined by Construction Drawings, Bidding, and Award of Contracts.

Unit Cost Multipliers:

General Conditions	1.10	
Overhead and Profit	1.15	
Design Contingency	1.15	
TOTAL	1.45	

Estimate of Construction Cost: Based on Means 2007 Construction Cost Data

<i>Item</i>	<i>Quantity</i>	<i>Units</i>	<i>Unit Cost</i>	<i>Extension</i>	<i>Total with Multiplier</i>	<i>%</i>
TRAIL CONSTRUCTION						
Clearing and Grubbing	8265	lf trail	\$ 2.27	\$ 18,784.09	\$ 27,326.16	15%
Trimming of Overstory/Veg	8265	lf trail	\$ 0.76	\$ 6,261.36	\$ 9,108.72	5%
Excavation/Fill	2893	lf trail	\$ 4.23	\$ 12,235.28	\$ 17,799.27	10%
Grading	2893	lf trail	\$ 2.05	\$ 5,929.63	\$ 8,626.12	5%
Seeding	8265	lf trail	\$ 0.50	\$ 4,132.50	\$ 6,011.75	3%
Granular Base - 10'	2893	lf trail	\$ 10.28	\$ 29,734.90	\$ 43,256.85	24%
Granular Surfacing - 10'	2893	lf trail	\$ 5.37	\$ 15,532.73	\$ 22,596.23	13%
Asphaltic Bituminous Paving	0	lf	\$ 24.00	\$ -	\$ -	0%
Subtotal					\$ 134,725.10	76%
DRAINAGE						
Drainage/Culvert - 15" Pipe	75	lf	\$ 38.59	\$ 2,894.25	\$ 4,210.41	2%
Subtotal					\$ 4,210.41	0%
FENCING						
Split Rail Fencing	0	lf	\$ 13.40	\$ -	\$ -	0%
High Tensile Wire Fencing	8200	lf	\$ 1.50	\$ 12,300.00	\$ 17,893.43	10%
Subtotal					\$ 17,893.43	
BRIDGES						
100' pedestrian Bridge	0	lf	\$ 688.00	\$ -	\$ -	0%
Subtotal					\$ -	
TRAFFIC CONTROL/SIGNAGE						
Gates	4	ea	\$ 900.00	\$ 3,600.00	\$ 5,237.10	3%
Bollards	0	ea	\$ 650.00	\$ -	\$ -	0%
Traffic Signs	6	ea	\$ 220.00	\$ 1,320.00	\$ 1,920.27	1%
Trail Emerg. ID Signs	17	ea	\$ 100.00	\$ 1,700.00	\$ 2,473.08	1%
Crosswalk Striping	0	lf cross	\$ 5.10	\$ -	\$ -	0%
Paved Crossings at Drives	0	sf	\$ 2.40	\$ -	\$ -	0%
Subtotal					\$ 9,630.45	5%

SUPPORT FACILITIES								0%	
Unpaved Parking	2	space	\$	600.00	\$	1,200.00	\$	1,745.70	1%
Paved HC Parking	1	space	\$	1,000.00	\$	1,000.00	\$	1,454.75	1%
Porta John (reuse existing)									
HC Parking Painting/Striping	1	ea	\$	200.00	\$	200.00	\$	290.95	0%
Subtotal							\$	3,491.40	
AMENITIES									
Bicycle Racks	0	ea	\$	660.00	\$	-	\$	-	0%
Benches	0	ea	\$	990.00	\$	-	\$	-	0%
Landscaping (Screening)	1	allow	\$	2,500.00	\$	2,500.00	\$	3,636.88	2%
Interpretive Signs	2	ea	\$	1,200.00	\$	2,400.00	\$	3,491.40	2%
Trash Receptacles	2	ea	\$	450.00	\$	900.00	\$	1,309.28	1%
Subtotal							\$	8,437.55	5%
TOTAL							\$	178,388.33	100%

Estimate of Construction Cost:	\$	178,388.33
Cost per Mile:	\$	103,904.07
Design Costs @ 15%	\$	26,758.25
TOTAL	\$	205,146.57
Total Cost per Mile	\$	119,489.68
<i>Trail Cost per Mile</i>	\$	78,471.98
<i>Trail Cost - Lump Sum</i>	\$	134,725.10
<i>Drainage</i>	\$	4,210.41
<i>Fencing - Lump Sum</i>	\$	17,893.43
<i>Bridge Cost - Lump Sum</i>	\$	-
<i>Traffic Control - Lump Sum</i>	\$	9,630.45
<i>Parking - Lump Sum</i>	\$	3,491.40
<i>Amenities - Lump Sum</i>	\$	8,437.55
TOTAL	\$	178,388.33

Penns Valley Rail Trail

Trail Segment: **Gregg School to Wildflower Lane, Spring Mills, PA**

Trail Heads:

Old Gregg School - Existing Facility

Parking:

Old Gregg School - Existing Parking Facility/New Ballfield Parking

Toilet Facilities:

Old Gregg School - Existing Facility

Alignment:

New trail follows Sinking Creek Rd from Old Gregg School to ballfield, crosses over Sinking Creek and follows abandoned L&T rail line.

Trail width:

8' wide with 2' gravel shoulders each side.

Trail Length:

New trail: 8570' 1.62 miles

TOTAL 1.62 miles

Associated Spurs and/or Trails:

Special Considerations:

Estimate of Construction Cost:	\$	501,272.27
Cost per Mile:	\$	308,835.19
Design Costs @ 20%	\$	100,254.45
TOTAL	\$	601,526.72
Total Cost per Mile	\$	370,602.23

Note: Final Costs will be determined by Construction Drawings, Bidding, and Award of Contracts.

Unit Cost Multipliers:

General Conditions	1.10	
Overhead and Profit	1.15	
Design Contingency	1.15	
TOTAL	1.45	

Estimate of Construction Cost: Based on Means 2007 Construction Cost Data

<i>Item</i>	<i>Quantity</i>	<i>Units</i>	<i>Unit Cost</i>	<i>Extension</i>	<i>Total with Multiplier</i>	<i>%</i>
TRAIL CONSTRUCTION						
Clearing and Grubbing	8570	lf trail	\$ 2.27	\$ 19,477.27	\$ 28,334.56	6%
Trimming of Overstory/Veg	8570	lf trail	\$ 0.76	\$ 6,492.42	\$ 9,444.85	2%
Excavation/Fill	2142.5	lf trail	\$ 4.23	\$ 9,062.78	\$ 13,184.07	3%
Grading	4285	lf trail	\$ 2.05	\$ 8,784.25	\$ 12,778.89	3%
Seeding	8570	lf trail	\$ 0.50	\$ 4,285.00	\$ 6,233.60	1%
Granular Base - 10'	0	lf trail	\$ 10.28	\$ -	\$ -	0%
Granular Surfacing - 10'	8570	lf trail	\$ 5.37	\$ 46,020.90	\$ 66,948.90	13%
Asphaltic Bituminous Paving	0	lf	\$ 24.00	\$ -	\$ -	0%
Subtotal					\$ 136,924.88	27%
DRAINAGE						
Drainage/Culvert - 15" Pipe	150	lf	\$ 38.59	\$ 5,788.50	\$ 8,420.82	2%
Subtotal					\$ 8,420.82	
FENCING						
Split Rail Fencing	100	lf	\$ 13.40	\$ 1,340.00	\$ 1,949.37	0%
High Tensile Wire Fencing	0	lf	\$ 5.00	\$ -	\$ -	0%
Subtotal					\$ 1,949.37	
BRIDGES						
100' pedestrian Bridge	200	lf	\$ 1,000.00	\$ 200,000.00	\$ 290,950.00	58%
New Bridge Railings	100	lf	\$ 75.00	\$ 7,500.00	\$ 10,910.63	2%
Subtotal					\$ 301,860.63	
TRAFFIC CONTROL/SIGNAGE						
Gates	0	ea	\$ 900.00	\$ -	\$ -	0%
Bollards	24	ea	\$ 650.00	\$ 15,600.00	\$ 22,694.10	5%
Traffic Signs	8	ea	\$ 220.00	\$ 1,760.00	\$ 2,560.36	1%
Trail Emerg. ID Signs	16	ea	\$ 100.00	\$ 1,623.11	\$ 2,361.21	0%
Crosswalk Striping	20	lf cross	\$ 5.10	\$ 102.00	\$ 148.38	0%
Paved Crossings at Drives	200	sf	\$ 2.40	\$ 480.00	\$ 698.28	0%
Subtotal					\$ 28,462.34	6%

SUPPORT FACILITIES

Unpaved Parking	6	space	\$	600.00	\$	3,600.00	\$	5,237.10	1%
Paved HC Parking	1	space	\$	1,000.00	\$	1,000.00	\$	1,454.75	0%
HC Parking Painting/Striping	1	ea	\$	200.00	\$	200.00	\$	290.95	0%
Subtotal							\$	6,982.80	

AMENITIES

Bicycle Racks	1	ea	\$	660.00	\$	660.00	\$	960.14	0%
Benches	0	ea	\$	990.00	\$	-	\$	-	0%
Landscaping	1	allow	\$	7,500.00	\$	7,500.00	\$	10,910.63	2%
Interpretive Signs	2	ea	\$	1,200.00	\$	2,400.00	\$	3,491.40	1%
Trash Receptacles	2	ea	\$	450.00	\$	900.00	\$	1,309.28	0%
Subtotal							\$	16,671.44	3%

TOTAL

\$ 501,272.27 100%

Estimate of Construction Cost:	\$	501,272.27
Cost per Mile:	\$	308,835.19
Design Costs @ 15%	\$	75,190.84
TOTAL	\$	576,463.11
Total Cost per Mile	\$	355,160.47
<i>Trail Cost per Mile</i>	\$	84,359.79
<i>Trail Cost - Lump Sum</i>	\$	136,924.88
<i>Drainage</i>	\$	8,420.82
<i>Fencing - Lump Sum</i>	\$	1,949.37
<i>Bridge Cost - Lump Sum</i>	\$	301,860.63
<i>Traffic Control - Lump Sum</i>	\$	28,462.34
<i>Parking - Lump Sum</i>	\$	6,982.80
<i>Amenities - Lump Sum</i>	\$	16,671.44
TOTAL	\$	501,272.27

137000
8500
2000
10700
302000
7000
9400
476600
95300
571900

Penns Valley Rail Trail

Trail Segment: **Gregg School to Wildflower Lane, Spring Mills, PA**

Alternate Alignment at Myers Farm

Trail Heads:

NA

Parking:

NA

Toilet Facilities:

NA

Alignment:

New trail dops to align along Sinking Creek Rd to remove trail from fam field. Ealigns with existing at end of field.

Trail width:

8' wide with 2' gravel shoulders each side.

Trail Length:

New trail: 1700' 0.32 miles

TOTAL 0.32 miles

Associated Spurs and/or Trails:

Special Considerations:

Estimate of Construction Cost:	\$	62,497.69
Cost per Mile:	\$	194,110.48
Design Costs @ 20%	\$	12,499.54
TOTAL	\$	74,997.23
Total Cost per Mile	\$	232,932.57

Note: Final Costs will be determined by Construction Drawings, Bidding, and Award of Contracts.

Unit Cost Multipliers:

General Conditions	1.10	
Overhead and Profit	1.15	
Design Contingency	1.15	
TOTAL	1.45	

Estimate of Construction Cost: Based on Means 2007 Construction Cost Data

<i>Item</i>	<i>Quantity</i>	<i>Units</i>	<i>Unit Cost</i>	<i>Extension</i>	<i>Total with Multiplier</i>	<i>%</i>
TRAIL CONSTRUCTION						
Clearing and Grubbing	400	lf trail	\$ 2.27	\$ 909.09	\$ 1,322.50	2%
Trimming of Overstory/Veg	400	lf trail	\$ 0.76	\$ 303.03	\$ 440.83	1%
Excavation/Fill	1700	lf trail	\$ 4.23	\$ 7,191.00	\$ 10,461.11	17%
Grading	1700	lf trail	\$ 2.05	\$ 3,485.00	\$ 5,069.80	8%
Seeding	1700	lf trail	\$ 0.50	\$ 850.00	\$ 1,236.54	2%
Granular Base - 10'	1700	lf trail	\$ 10.28	\$ 17,476.00	\$ 25,423.21	41%
Granular Surfacing - 10'	1700	lf trail	\$ 5.37	\$ 9,129.00	\$ 13,280.41	21%
Asphaltic Bituminous Paving	0	lf	\$ 24.00	\$ -	\$ -	0%
Subtotal					\$ 57,234.41	92%
DRAINAGE						
Drainage/Culvert - 15" Pipe	0	lf	\$ 38.59	\$ -	\$ -	0%
Subtotal					\$ -	
FENCING						
Split Rail Fencing	270	lf	\$ 13.40	\$ 3,618.00	\$ 5,263.29	8%
High Tensile Wire Fencing	0	lf	\$ 5.00	\$ -	\$ -	0%
Subtotal					\$ 5,263.29	
BRIDGES						
100' pedestrian Bridge	0	lf	\$ 1,000.00	\$ -	\$ -	0%
New Bridge Railings	0	lf	\$ 75.00	\$ -	\$ -	0%
Subtotal					\$ -	
TRAFFIC CONTROL/SIGNAGE						
Gates	0	ea	\$ 900.00	\$ -	\$ -	0%
Bollards	0	ea	\$ 650.00	\$ -	\$ -	0%
Traffic Signs	0	ea	\$ 220.00	\$ -	\$ -	0%
Trail Emerg. ID Signs	0	ea	\$ 100.00	\$ -	\$ -	0%
Crosswalk Striping	0	lf cross	\$ 5.10	\$ -	\$ -	0%
Paved Crossings at Drives	0	sf	\$ 2.40	\$ -	\$ -	0%
Subtotal					\$ -	0%

SUPPORT FACILITIES

Unpaved Parking	0	space	\$	600.00	\$	-	\$	-	0%
Paved HC Parking	0	space	\$	1,000.00	\$	-	\$	-	0%
HC Parking Painting/Striping	0	ea	\$	200.00	\$	-	\$	-	0%
Subtotal							\$	-	

AMENITIES

Bicycle Racks	0	ea	\$	660.00	\$	-	\$	-	0%
Benches	0	ea	\$	990.00	\$	-	\$	-	0%
Landscaping	0	allow	\$	2,500.00	\$	-	\$	-	0%
Interpretive Signs	0	ea	\$	1,200.00	\$	-	\$	-	0%
Trash Receptacles	0	ea	\$	450.00	\$	-	\$	-	0%
Subtotal							\$	-	0%

TOTAL

\$ 62,497.69 100%

Estimate of Construction Cost:	\$	62,497.69
Cost per Mile:	\$	194,110.48
Design Costs @ 15%	\$	9,374.65
TOTAL	\$	71,872.34
Total Cost per Mile	\$	223,227.05
<i>Trail Cost per Mile</i>	\$	177,763.33
<i>Trail Cost - Lump Sum</i>	\$	57,234.41
<i>Drainage</i>	\$	-
<i>Fencing - Lump Sum</i>	\$	5,263.29
<i>Bridge Cost - Lump Sum</i>	\$	-
<i>Traffic Control - Lump Sum</i>	\$	-
<i>Parking - Lump Sum</i>	\$	-
<i>Amenities - Lump Sum</i>	\$	-
TOTAL	\$	62,497.69

APPENDIX F. PNDI FINDINGS BY TRAIL SEGMENT

1. PROJECT INFORMATION

Project Name: **PVRT LEMONT TO OAK HALL**
 Date of review: **7/9/2013 9:31:21 AM**
 Project Category: **Recreation,Rails-to-Trails**
 Project Length: **9460.0** feet
 County: **Centre Township/Municipality: College**
 Quadrangle Name: **STATE COLLEGE ~ ZIP Code: 16801,16827**
 Decimal Degrees: **40.803373 N, -77.808806 W**
 Degrees Minutes Seconds: **40° 48' 12 N, W**



2. SEARCH RESULTS

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

As summarized above, Pennsylvania Natural Diversity Inventory (PNDI) records indicate that while threatened and endangered and/or special concern species and resources are in the project vicinity, no adverse impacts are anticipated. Therefore, based on the information you provided, no further coordination is required with the jurisdictional agencies. However, the jurisdictional agency/agencies recommend the project proponent/applicant follow the Conservation Measures indicated in their entirety. If a DEP permit is required for this project, DEP has the discretion to incorporate one or more Conservation Measures into its permit. This response does not reflect potential agency concerns regarding potential impacts to other ecological resources, such as wetlands.

RESPONSE TO QUESTION(S) ASKED

Q1: How many acres of tree removal, tree cutting or forest clearing will be necessary to implement all aspects of this project? [Round acreages up to the nearest acre (e.g., 0.2 acres = 1 acre).]
 Your answer is: **1. 0 acres**

Q2: "Will the entire project (including any discharge) occur in or on an existing building, parking lot, driveway, road, road shoulder, street, runway, paved area, railroad bed, maintained (periodically mown) lawn, crop agriculture field or maintained orchard?"
 Your answer is: **1. Yes**

3. AGENCY COMMENTS

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

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

PA Game Commission

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

PA Department of Conservation and Natural Resources

RESPONSE: Conservation Measure: Please avoid the introduction of invasive species in order to protect the integrity of nearby plant species of special concern. Voluntary cleaning of equipment/vehicles, using clean fill and mulch, and avoiding planting invasive species (<http://www.dcnr.state.pa.us/forestry/invasivetutorial/index.htm>) will help to conserve sensitive plant habitats.

DCNR Species: (Note: The PNDI tool is a primary screening tool, and a desktop review may reveal more or fewer species than what is listed below. After desktop review, if a botanical survey is required by DCNR, we recommend the DCNR Botanical Survey Protocols, available here: http://www.gis.dcnr.state.pa.us/hgis-er/PNDI_DCNR.aspx.)

Scientific Name: Amelanchier sanguinea
Common Name: Roundleaf Serviceberry
Current Status: Special Concern Species*
Proposed Status: Endangered

PA Fish and Boat Commission

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

U.S. Fish and Wildlife Service

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

* Special Concern Species or Resource - Plant or animal species classified as rare, tentatively undetermined or candidate as well as other taxa of conservation concern, significant natural communities, special concern populations (plants or animals) and unique geologic features.
 ** Sensitive Species - Species identified by the jurisdictional agency as collectible, having economic value, or being susceptible to decline as a result of visitation.

4. DEP INFORMATION

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

5. ADDITIONAL INFORMATION

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

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

6. AGENCY CONTACT INFORMATION

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

U.S. Fish and Wildlife Service
 Endangered Species Section
 315 South Allen Street, Suite 322, State College, PA, 16801-4851
 NO Faxes Please.

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

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

7. PROJECT CONTACT INFORMATION

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

8. CERTIFICATION

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

 applicant/project proponent signature

 date

1. PROJECT INFORMATION

Project Name: **PVRT OAK HALL TO LINDEN HALL**
 Date of review: **7/9/2013 9:35:27 AM**
 Project Category: **Recreation,Rails-to-Trails**
 Project Length: **11003.1** feet
 County: **Centre Township/Municipality: College,Harris**
 Quadrangle Name: **STATE COLLEGE ~ ZIP Code: 16827**
 Decimal Degrees: **40.795878 N, -77.782941 W**
 Degrees Minutes Seconds: **40° 47' 45 N, W**



2. SEARCH RESULTS

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

As summarized above, Pennsylvania Natural Diversity Inventory (PNDI) records indicate that while threatened and endangered and/or special concern species and resources are in the project vicinity, no adverse impacts are anticipated. Therefore, based on the information you provided, no further coordination is required with the jurisdictional agencies. However, the jurisdictional agency/agencies recommend the project proponent/applicant follow the Conservation Measures indicated in their entirety. If a DEP permit is required for this project, DEP has the discretion to incorporate one or more Conservation Measures into its permit. This response does not reflect potential agency concerns regarding potential impacts to other ecological resources, such as wetlands.

RESPONSE TO QUESTION(S) ASKED

Q1: How many acres of tree removal, tree cutting or forest clearing will be necessary to implement all aspects of this project? [Round acreages up to the nearest acre (e.g., 0.2 acres = 1 acre).]
 Your answer is: **1. 0 acres**

Q2: "Will the entire project (including any discharge) occur in or on an existing building, parking lot, driveway, road, road shoulder, street, runway, paved area, railroad bed, maintained (periodically mown) lawn, crop agriculture field or maintained orchard?"
 Your answer is: **1. Yes**

3. AGENCY COMMENTS

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

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

PA Game Commission

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

PA Department of Conservation and Natural Resources

RESPONSE: Conservation Measure: Please avoid the introduction of invasive species in order to protect the integrity of nearby plant species of special concern. Voluntary cleaning of equipment/vehicles, using clean fill and mulch, and avoiding planting invasive species (<http://www.dcnr.state.pa.us/forestry/invasivetutorial/index.htm>) will help to conserve sensitive plant habitats.

DCNR Species: (Note: The PNDI tool is a primary screening tool, and a desktop review may reveal more or fewer species than what is listed below. After desktop review, if a botanical survey is required by DCNR, we recommend the DCNR Botanical Survey Protocols, available here: http://www.gis.dcnr.state.pa.us/hgis-er/PNDI_DCNR.aspx)

Scientific Name: Amelanchier sanguinea
Common Name: Roundleaf Serviceberry
Current Status: Special Concern Species*
Proposed Status: Endangered

Scientific Name: Carex formosa

Common Name: Handsome Sedge
Current Status: Endangered
Proposed Status: Endangered

PA Fish and Boat Commission

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

U.S. Fish and Wildlife Service

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

* Special Concern Species or Resource - Plant or animal species classified as rare, tentatively undetermined or candidate as well as other taxa of conservation concern, significant natural communities, special concern populations (plants or animals) and unique geologic features.

** Sensitive Species - Species identified by the jurisdictional agency as collectible, having economic value, or being susceptible to decline as a result of visitation.

4. DEP INFORMATION

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

5. ADDITIONAL INFORMATION

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

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

6. AGENCY CONTACT INFORMATION

PA Department of Conservation and Natural Resources

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

U.S. Fish and Wildlife Service

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

PA Fish and Boat Commission

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

PA Game Commission

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

7. PROJECT CONTACT INFORMATION

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

8. CERTIFICATION

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

 applicant/project proponent signature

 date

1. PROJECT INFORMATION

Project Name: **PVRT LINDEN HALL TO GREGG STATION**
 Date of review: **7/9/2013 9:39:06 AM**
 Project Category: **Recreation,Rails-to-Trails**
 Project Length: **14799.0** feet
 County: **Centre Township/Municipality: Harris,Potter**
 Quadrangle Name: **STATE COLLEGE ~ ZIP Code: 16827,16828**
 Decimal Degrees: **40.809132 N, -77.737022 W**
 Degrees Minutes Seconds: **40° 48' 32 N, W**



2. SEARCH RESULTS

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

As summarized above, Pennsylvania Natural Diversity Inventory (PNDI) records indicate that while threatened and endangered and/or special concern species and resources are in the project vicinity, no adverse impacts are anticipated. Therefore, based on the information you provided, no further coordination is required with the jurisdictional agencies. However, the jurisdictional agency/agencies recommend the project proponent/applicant follow the Conservation Measures indicated in their entirety. If a DEP permit is required for this project, DEP has the discretion to incorporate one or more Conservation Measures into its permit. This response does not reflect potential agency concerns regarding potential impacts to other ecological resources, such as wetlands.

RESPONSE TO QUESTION(S) ASKED

Q1: How many acres of tree removal, tree cutting or forest clearing will be necessary to implement all aspects of this project? [Round acreages up to the nearest acre (e.g., 0.2 acres = 1 acre).]
 Your answer is: **1. 0 acres**

Q2: "Will the entire project (including any discharge) occur in or on an existing building, parking lot, driveway, road, road shoulder, street, runway, paved area, railroad bed, maintained (periodically mown) lawn, crop agriculture field or maintained orchard?"
 Your answer is: **1. Yes**

3. AGENCY COMMENTS

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

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

PA Game Commission

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

PA Department of Conservation and Natural Resources

RESPONSE: Conservation Measure: Please avoid the introduction of invasive species in order to protect the integrity of nearby plant species of special concern. Voluntary cleaning of equipment/vehicles, using clean fill and mulch, and avoiding planting invasive species (<http://www.dcnr.state.pa.us/forestry/invasivetutorial/index.htm>) will help to conserve sensitive plant habitats.

DCNR Species: (Note: The PNDI tool is a primary screening tool, and a desktop review may reveal more or fewer species than what is listed below. After desktop review, if a botanical survey is required by DCNR, we recommend the DCNR Botanical Survey Protocols, available here: http://www.gis.dcnr.state.pa.us/hgis-er/PNDI_DCNR.aspx)

Scientific Name: Carex formosa
Common Name: Handsome Sedge
Current Status: Endangered
Proposed Status: Endangered

PA Fish and Boat Commission

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

U.S. Fish and Wildlife Service

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

* Special Concern Species or Resource - Plant or animal species classified as rare, tentatively undetermined or candidate as well as other taxa of conservation concern, significant natural communities, special concern populations (plants or animals) and unique geologic features.
** Sensitive Species - Species identified by the jurisdictional agency as collectible, having economic value, or being susceptible to decline as a result of visitation.

4. DEP INFORMATION

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

5. ADDITIONAL INFORMATION

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

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

6. AGENCY CONTACT INFORMATION

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

U.S. Fish and Wildlife Service
Endangered Species Section
315 South Allen Street, Suite 322, State College, PA.
16801-4851
NO Faxes Please.

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

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

7. PROJECT CONTACT INFORMATION

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

8. CERTIFICATION

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

applicant/project proponent signature

date

1. PROJECT INFORMATION

Project Name: **PBVRT GREGG STATION TO CENTRE HALL**
 Date of review: **7/9/2013 11:08:24 AM**
 Project Category: **Recreation,Rails-to-Trails**
 Project Length: **13482.9** feet
 County: **Centre Township/Municipality: Centre Hall,Potter**
 Quadrangle Name: **CENTRE HALL ~ ZIP Code: 16828**
 Decimal Degrees: **40.834658 N, -77.702603 W**
 Degrees Minutes Seconds: **40° 50' 4 N, W**



2. SEARCH RESULTS

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

As summarized above, Pennsylvania Natural Diversity Inventory (PNDI) records indicate there may be potential impacts to threatened and endangered and/or special concern species and resources within the project area. If the response above indicates "No Further Review Required" no additional communication with the respective agency is required. If the response is "Further Review Required" or "See Agency Response," refer to the appropriate agency comments below. Please see the DEP Information Section of this receipt if a PA Department of Environmental Protection Permit is required.

RESPONSE TO QUESTION(S) ASKED

Q1: How many acres of tree removal, tree cutting or forest clearing will be necessary to implement all aspects of this project? [Round acreages up to the nearest acre (e.g., 0.2 acres = 1 acre).]
 Your answer is: **2. 1 to 10 acres**

3. AGENCY COMMENTS

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

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

PA Game Commission

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

PA Department of Conservation and Natural Resources

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

PA Fish and Boat Commission

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

U.S. Fish and Wildlife Service

RESPONSE: Avoidance Measure: Cut trees between November 16 and March 31 (this measure is necessary to avoid killing or injuring endangered bats). Where possible, retain shagbark hickory trees, dead and dying trees, and large diameter trees (> 12 inches d.b.h.) to serve as roost trees for bats. Where possible, also retain forested riparian corridors and forested wetlands.

As the project proponent or applicant, I certify that I will implement the above Avoidance Measure:

_____(Signature)

SPECIAL NOTE: If you agree to implement the above Avoidance Measure, no further coordination with this agency regarding threatened and endangered species and/or special concern species and resources is required. If you are not able to comply with the Avoidance Measures, you are required to coordinate with this

agency - please send project information to this agency for review (see "What to Send" section).

WHAT TO SEND TO JURISDICTIONAL AGENCIES

If project information was requested by one or more of the agencies above, send the following information to the agency(s) seeking this information (see AGENCY CONTACT INFORMATION).

Check-list of *Minimum Materials to be submitted:*

- ___ SIGNED copy of this Project Environmental Review Receipt
- ___ Project narrative with a description of the overall project, the work to be performed, current physical characteristics of the site and acreage to be impacted.
- ___ Project location information (name of USGS Quadrangle, Township/Municipality, and County)
- ___ USGS 7.5-minute Quadrangle with project boundary clearly indicated, and quad name on the map

The inclusion of the following information may expedite the review process.

- ___ A basic site plan (particularly showing the relationship of the project to the physical features such as wetlands, streams, ponds, rock outcrops, etc.)
- ___ Color photos keyed to the basic site plan (i.e. showing on the site plan where and in what direction each photo was taken and the date of the photos)
- ___ Information about the presence and location of wetlands in the project area, and how this was determined (e.g., by a qualified wetlands biologist), if wetlands are present in the project area, provide project plans showing the location of all project features, as well as wetlands and streams

4. DEP INFORMATION

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5. ADDITIONAL INFORMATION

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

6. AGENCY CONTACT INFORMATION

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

U.S. Fish and Wildlife Service
 Endangered Species Section
 315 South Allen Street, Suite 322, State College, PA 16801-4851
 NO Faxes Please.

PA Fish and Boat Commission
 Division of Environmental Services
 450 Robinson Lane, Bellefonte, PA 16823-7437
 NO Faxes Please

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

7. PROJECT CONTACT INFORMATION

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

8. CERTIFICATION

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

applicant/project proponent signature

date

1. PROJECT INFORMATION

Project Name: **PVRT CENTRE HALL TO SPRING MILLS 1**
 Date of review: **7/9/2013 9:43:42 AM**
 Project Category: **Recreation,Rails-to-Trails**
 Project Length: **13003.5** feet
 County: **Centre Township/Municipality: Centre Hall,Potter**
 Quadrangle Name: **CENTRE HALL ~ ZIP Code: 16828**
 Decimal Degrees: **40.843164 N, -77.657972 W**
 Degrees Minutes Seconds: **40° 50' 35 N, W**



2. SEARCH RESULTS

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

As summarized above, Pennsylvania Natural Diversity Inventory (PNDI) records indicate that while threatened and endangered and/or special concern species and resources are in the project vicinity, no adverse impacts are anticipated. Therefore, based on the information you provided, no further coordination is required with the jurisdictional agencies. However, the jurisdictional agency/agencies recommend the project proponent/applicant follow the Conservation Measures indicated in their entirety. If a DEP permit is required for this project, DEP has the discretion to incorporate one or more Conservation Measures into its permit. This response does not reflect potential agency concerns regarding potential impacts to other ecological resources, such as wetlands.

RESPONSE TO QUESTION(S) ASKED

Q1: How many acres of tree removal, tree cutting or forest clearing will be necessary to implement all aspects of this project? [Round acreages up to the nearest acre (e.g., 0.2 acres = 1 acre).]
 Your answer is: **1. 0 acres**

Q2: "Will the entire project (including any discharge) occur in or on an existing building, parking lot, driveway, road, road shoulder, street, runway, paved area, railroad bed, maintained (periodically mown) lawn, crop agriculture field or maintained orchard?"
 Your answer is: **1. Yes**

3. AGENCY COMMENTS

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

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

PA Game Commission

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

PA Department of Conservation and Natural Resources

RESPONSE: Conservation Measure: Please avoid the introduction of invasive species in order to protect the integrity of nearby plant species of special concern. Voluntary cleaning of equipment/vehicles, using clean fill and mulch, and avoiding planting invasive species (<http://www.dcnr.state.pa.us/forestry/invasivetutorial/index.htm>) will help to conserve sensitive plant habitats.

DCNR Species: (Note: The PNDI tool is a primary screening tool, and a desktop review may reveal more or fewer species than what is listed below. After desktop review, if a botanical survey is required by DCNR, we recommend the DCNR Botanical Survey Protocols, available here: http://www.gis.dcnr.state.pa.us/hgis-er/PNDI_DCNR.aspx)

Scientific Name: Amelanchier humilis
Common Name: Serviceberry
Current Status: Special Concern Species*
Proposed Status: Endangered

PA Fish and Boat Commission

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

U.S. Fish and Wildlife Service

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

* Special Concern Species or Resource - Plant or animal species classified as rare, tentatively undetermined or candidate as well as other taxa of conservation concern, significant natural communities, special concern populations (plants or animals) and unique geologic features.
** Sensitive Species - Species identified by the jurisdictional agency as collectible, having economic value, or being susceptible to decline as a result of visitation.

4. DEP INFORMATION

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5. ADDITIONAL INFORMATION

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

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

6. AGENCY CONTACT INFORMATION

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

U.S. Fish and Wildlife Service
Endangered Species Section
315 South Allen Street, Suite 322, State College, PA.
16801-4851
NO Faxes Please.

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

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

7. PROJECT CONTACT INFORMATION

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

8. CERTIFICATION

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

applicant/project proponent signature

date

1. PROJECT INFORMATION

Project Name: **PVRT CENTRE HALL TO SPRING MILLS 2**
 Date of review: **7/9/2013 9:48:49 AM**
 Project Category: **Recreation,Rails-to-Trails**
 Project Length: **15844.1** feet
 County: **Centre** Township/Municipality: **Potter, Gregg**
 Quadrangle Name: **SPRING MILLS ~ ZIP Code: 16828,16875**
 Decimal Degrees: **40.852903 N, -77.609563 W**
 Degrees Minutes Seconds: **40° 51' 10 N, W**



2. SEARCH RESULTS

Agency	Results	Response
PA Game Commission	No Known Impact	No Further Review Required
PA Department of Conservation and Natural Resources	Potential Impact	FURTHER REVIEW IS REQUIRED, See Agency Response
PA Fish and Boat Commission	No Known Impact	No Further Review Required
U.S. Fish and Wildlife Service	No Known Impact	No Further Review Required

As summarized above, Pennsylvania Natural Diversity Inventory (PNDI) records indicate there may be potential impacts to threatened and endangered and/or special concern species and resources within the project area. If the response above indicates "No Further Review Required" no additional communication with the respective agency is required. If the response is "Further Review Required" or "See Agency Response," refer to the appropriate agency comments below. Please see the DEP Information Section of this receipt if a PA Department of Environmental Protection Permit is required.

RESPONSE TO QUESTION(S) ASKED

Q1: How many acres of tree removal, tree cutting or forest clearing will be necessary to implement all aspects of this project? [Round acreages up to the nearest acre (e.g., 0.2 acres = 1 acre).]
 Your answer is: **1. 0 acres**

Q2: "Will the entire project (including any discharge) occur in or on an existing building, parking lot, driveway, road, road shoulder, street, runway, paved area, railroad bed, maintained (periodically mown) lawn, crop agriculture field or maintained orchard?"
 Your answer is: **1. Yes**

3. AGENCY COMMENTS

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

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

PA Game Commission

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

PA Department of Conservation and Natural Resources

RESPONSE: Further review of this project is necessary to resolve the potential impacts(s). Please send project information to this agency for review (see WHAT TO SEND).

DCNR Species: (Note: The PNDI tool is a primary screening tool, and a desktop review may reveal more or fewer species than what is listed below. After desktop review, if a botanical survey is required by DCNR, we recommend the DCNR Botanical Survey Protocols, available here: http://www.gis.dcnr.state.pa.us/hgis-er/PNDI_DCNR.aspx)

Scientific Name: Amelanchier humilis
Common Name: Serviceberry
Current Status: Special Concern Species*
Proposed Status: Endangered

Scientific Name: Anemone cylindrica
Common Name: Long-fruited Anemone
Current Status: Endangered

Proposed Status: Endangered

Scientific Name: Bouteloua curtipendula
Common Name: Tall Gramma
Current Status: Threatened
Proposed Status: Threatened

Scientific Name: Bromus kalmii
Common Name: Brome Grass
Current Status: Special Concern Species*
Proposed Status: Threatened

Scientific Name: Elymus trachycaulus
Common Name: Slender Wheatgrass
Current Status: Special Concern Species*
Proposed Status: Special Concern Species*

Scientific Name: Erynnis lucilius
Common Name: Columbine Duskywing
Current Status: Special Concern Species*
Proposed Status: Special Concern Species*

Scientific Name: Glaucopsyche lygdamus lygdamus
Common Name: Silvery Blue
Current Status: Special Concern Species*
Proposed Status: Special Concern Species*

Scientific Name: Linum sulcatum
Common Name: Grooved Yellow Flax
Current Status: Endangered
Proposed Status: Endangered

Scientific Name: Onosmodium molle var. hispidissimum
Common Name: False Gromwell
Current Status: Endangered
Proposed Status: Endangered

Scientific Name: Dichanthelium oligosanthes
Common Name: Heller's Witchgrass
Current Status: Special Concern Species*
Proposed Status: Threatened

Scientific Name: Ranunculus fascicularis
Common Name: Tufted Buttercup

Current Status: Endangered
Proposed Status: Endangered

Scientific Name: Side-oats gramma calcareous grasslan
Common Name:
Current Status: Special Concern Resource*
Proposed Status: Special Concern Resource*

Scientific Name: Solidago rigida
Common Name: Hard-leaved Goldenrod
Current Status: Special Concern Species*
Proposed Status: Endangered

PA Fish and Boat Commission

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

U.S. Fish and Wildlife Service

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

* Special Concern Species or Resource - Plant or animal species classified as rare, tentatively undetermined or candidate as well as other taxa of conservation concern, significant natural communities, special concern populations (plants or animals) and unique geologic features.

** Sensitive Species - Species identified by the jurisdictional agency as collectible, having economic value, or being susceptible to decline as a result of visitation.

WHAT TO SEND TO JURISDICTIONAL AGENCIES

If project information was requested by one or more of the agencies above, send the following information to the agency(s) seeking this information (see AGENCY CONTACT INFORMATION).

Check-list of Minimum Materials to be submitted:

- SIGNED copy of this Project Environmental Review Receipt
- Project narrative with a description of the overall project, the work to be performed, current physical characteristics of the site and acreage to be impacted.
- Project location information (name of USGS Quadrangle, Township/Municipality, and County)
- USGS 7.5-minute Quadrangle with project boundary clearly indicated, and quad name on the map

The inclusion of the following information may expedite the review process.

____ A basic site plan (particularly showing the relationship of the project to the physical features such as wetlands, streams, ponds, rock outcrops, etc.)
____ Color photos keyed to the basic site plan (i.e. showing on the site plan where and in what direction each photo was taken and the date of the photos)
____ Information about the presence and location of wetlands in the project area, and how this was determined (e.g., by a qualified wetlands biologist), if wetlands are present in the project area, provide project plans showing the location of all project features, as well as wetlands and streams

4. DEP INFORMATION

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



5. ADDITIONAL INFORMATION

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

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

6. AGENCY CONTACT INFORMATION

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

U.S. Fish and Wildlife Service
Endangered Species Section
315 South Allen Street, Suite 322, State College, PA. 16801-4851
NO Faxes Please.

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

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

7. PROJECT CONTACT INFORMATION

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

8. CERTIFICATION

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

applicant/project proponent signature

date

1. PROJECT INFORMATION

Project Name: **PVRT SPRING MILLS TO ZERBY**
 Date of review: **7/9/2013 9:59:54 AM**
 Project Category: **Recreation,Rails-to-Trails**
 Project Length: **17956.5** feet
 County: **Centre** Township/Municipality: **Penn,Gregg**
 Quadrangle Name: **SPRING MILLS ~ ZIP Code: 16832,16875**
 Decimal Degrees: **40.850047 N, -77.546392 W**
 Degrees Minutes Seconds: **40° 51' 0 N, W**



2. SEARCH RESULTS

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

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

RESPONSE TO QUESTION(S) ASKED

Q1: How many acres of tree removal, tree cutting or forest clearing will be necessary to implement all aspects of this project? [Round acreages up to the nearest acre (e.g., 0.2 acres = 1 acre).]
 Your answer is: **1. 0 acres**

3. AGENCY COMMENTS

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

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

PA Game Commission

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

PA Department of Conservation and Natural Resources

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

PA Fish and Boat Commission

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

U.S. Fish and Wildlife Service

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

4. DEP INFORMATION

The Pa Department of Environmental Protection (DEP) requires that a signed copy of this receipt, along with any required documentation from jurisdictional agencies concerning resolution of potential impacts, be submitted with applications for permits requiring PNDI review. For cases where a "Potential Impact" to threatened and endangered species has been identified before the application has been submitted to DEP, the application

should not be submitted until the impact has been resolved. For cases where "Potential Impact" to special concern species and resources has been identified before the application has been submitted, the application should be submitted to DEP along with the PNDI receipt. The PNDI Receipt should also be submitted to the appropriate agency according to directions on the PNDI Receipt. DEP and the jurisdictional agency will work together to resolve the potential impact(s). See the DEP PNDI policy at <http://www.naturalheritage.state.pa.us>.



5. ADDITIONAL INFORMATION

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

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

6. AGENCY CONTACT INFORMATION

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

U.S. Fish and Wildlife Service
Endangered Species Section
315 South Allen Street, Suite 322, State College, PA. 16801-4851
NO Faxes Please.

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

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

7. PROJECT CONTACT INFORMATION

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

8. CERTIFICATION

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

applicant/project proponent signature

date

1. PROJECT INFORMATION

Project Name: **PBVRT ZERBY TO COBURN**
 Date of review: **7/9/2013 11:18:42 AM**
 Project Category: **Recreation,Rails-to-Trails**
 Project Length: **16090.0** feet
 County: **Centre** Township/Municipality: **Penn**
 Quadrangle Name: **COBURN** ~ ZIP Code: **16832**
 Decimal Degrees: **40.860369 N, -77.494722 W**
 Degrees Minutes Seconds: **40° 51' 37 N, W**



2. SEARCH RESULTS

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

As summarized above, Pennsylvania Natural Diversity Inventory (PNDI) records indicate there may be potential impacts to threatened and endangered and/or special concern species and resources within the project area. If the response above indicates "No Further Review Required" no additional communication with the respective agency is required. If the response is "Further Review Required" or "See Agency Response," refer to the appropriate agency comments below. Please see the DEP Information Section of this receipt if a PA Department of Environmental Protection Permit is required.

RESPONSE TO QUESTION(S) ASKED

Q1: How many acres of tree removal, tree cutting or forest clearing will be necessary to implement all aspects of this project? [Round acreages up to the nearest acre (e.g., 0.2 acres = 1 acre).]
 Your answer is: **2. 1 to 10 acres**

3. AGENCY COMMENTS

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

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

PA Game Commission

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

PA Department of Conservation and Natural Resources

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

PA Fish and Boat Commission

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

U.S. Fish and Wildlife Service

RESPONSE: Avoidance Measure: Cut trees between November 16 and March 31 (this measure is necessary to avoid killing or injuring endangered bats). Where possible, retain shagbark hickory trees, dead and dying trees, and large diameter trees (> 12 inches d.b.h.) to serve as roost trees for bats. Where possible, also retain forested riparian corridors and forested wetlands.

As the project proponent or applicant, I certify that I will implement the above Avoidance Measure:

_____(Signature)

SPECIAL NOTE: If you agree to implement the above Avoidance Measure, no further coordination with this agency regarding threatened and endangered species and/or special concern species and resources is required. If you are not able to comply with the Avoidance Measures, you are required to coordinate with this

agency - please send project information to this agency for review (see "What to Send" section).

WHAT TO SEND TO JURISDICTIONAL AGENCIES

If project information was requested by one or more of the agencies above, send the following information to the agency(s) seeking this information (see AGENCY CONTACT INFORMATION).

Check-list of *Minimum Materials to be submitted:*

- SIGNED copy of this Project Environmental Review Receipt
- Project narrative with a description of the overall project, the work to be performed, current physical characteristics of the site and acreage to be impacted.
- Project location information (name of USGS Quadrangle, Township/Municipality, and County)
- USGS 7.5-minute Quadrangle with project boundary clearly indicated, and quad name on the map

The inclusion of the following information may expedite the review process.

- A basic site plan (particularly showing the relationship of the project to the physical features such as wetlands, streams, ponds, rock outcrops, etc.)
- Color photos keyed to the basic site plan (i.e. showing on the site plan where and in what direction each photo was taken and the date of the photos)
- Information about the presence and location of wetlands in the project area, and how this was determined (e.g., by a qualified wetlands biologist), if wetlands are present in the project area, provide project plans showing the location of all project features, as well as wetlands and streams

4. DEP INFORMATION

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

5. ADDITIONAL INFORMATION

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

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

6. AGENCY CONTACT INFORMATION

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

U.S. Fish and Wildlife Service
 Endangered Species Section
 315 South Allen Street, Suite 322, State College, PA 16801-4851
 NO Faxes Please.

PA Fish and Boat Commission
 Division of Environmental Services
 450 Robinson Lane, Bellefonte, PA 16823-7437
 NO Faxes Please

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

7. PROJECT CONTACT INFORMATION

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

8. CERTIFICATION

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

applicant/project proponent signature

date

1. PROJECT INFORMATION

Project Name: **PVRT Coburn to Ingleby**
 Date of review: **4/15/2015 10:11:47 AM**
 Project Category: **Recreation,Rails-to-Trails**
 Project Length: **14755.7** feet
 County: **Centre Township/Municipality: Haines,Penn**
 Quadrangle Name: **COBURN ~ ZIP Code: 16820,16832**
 Decimal Degrees: **40.854364 N, -77.448673 W**
 Degrees Minutes Seconds: **40° 51' 15.7" N, -77° 26' 55.2" W**



2. SEARCH RESULTS

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

As summarized above, Pennsylvania Natural Diversity Inventory (PNDI) records indicate that while threatened and endangered and/or special concern species and resources are in the project vicinity, no adverse impacts are anticipated. Therefore, based on the information you provided, no further coordination is required with the jurisdictional agencies. However, the jurisdictional agency/agencies recommend the project proponent/applicant follow the Conservation Measures indicated in their entirety. If a DEP permit is required for this project, DEP has the discretion to incorporate one or more Conservation Measures into its permit. This response does not reflect potential agency concerns regarding potential impacts to other ecological resources, such as wetlands.

RESPONSE TO QUESTION(S) ASKED

Q1: How many acres of tree removal, tree cutting or forest clearing will be necessary to implement all aspects of this project? [Round acreages up to the nearest acre (e.g., 0.2 acres = 1 acre).]
 Your answer is: **1. zero acres**

Q2: "Will the entire project (including any discharge) occur in or on an existing building, parking lot, driveway, road, road shoulder, street, runway, paved area, railroad bed, maintained (periodically mown) lawn, crop agriculture field or maintained orchard?"
 Your answer is: **1. Yes**

Q3: Will any forest or woodland areas be disturbed (temporarily or permanently), cut, cleared, inundated (flooded), or sprayed as a result of carrying out any part of this project?
 Your answer is: **2. No**

3. AGENCY COMMENTS

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

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

PA Game Commission

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

PA Department of Conservation and Natural Resources

RESPONSE: Conservation Measure: Please avoid the introduction of invasive species in order to protect the integrity of nearby plant species of special concern. Voluntary cleaning of equipment/vehicles, using clean fill and mulch, and avoiding planting invasive species (<http://www.dcnr.state.pa.us/forestry/invasivetutorial/index.htm>) will help to conserve sensitive plant habitats.

DCNR Species: (Note: The PNDI tool is a primary screening tool, and a desktop review may reveal more or fewer species than what is listed below. After desktop review, if a botanical survey is required by DCNR, we recommend the DCNR Botanical Survey Protocols, available here: http://www.gis.dcnr.state.pa.us/hgis-er/PNDI_DCNR.aspx.)

Scientific Name: *Cyperus houghtonii*
Common Name: Houghton's Flatsedge

Current Status: Endangered
Proposed Status: Endangered

PA Fish and Boat Commission

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

U.S. Fish and Wildlife Service

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

* Special Concern Species or Resource - Plant or animal species classified as rare, tentatively undetermined or candidate as well as other taxa of conservation concern, significant natural communities, special concern populations (plants or animals) and unique geologic features.

** Sensitive Species - Species identified by the jurisdictional agency as collectible, having economic value, or being susceptible to decline as a result of visitation.

4. DEP INFORMATION

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

5. ADDITIONAL INFORMATION

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

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

6. AGENCY CONTACT INFORMATION

PA Department of Conservation and Natural Resources

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

U.S. Fish and Wildlife Service

Pennsylvania Field Office
110 Radnor Rd; Suite 101, State College, PA 16801
NO Faxes Please.

PA Fish and Boat Commission

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

PA Game Commission

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

7. PROJECT CONTACT INFORMATION

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

8. CERTIFICATION

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

applicant/project proponent signature

date

1. PROJECT INFORMATION

Project Name: **PVRT Ingleby to County Line**
 Date of review: **4/15/2015 10:06:55 AM**
 Project Category: **Recreation,Rails-to-Trails**
 Project Length: **11805.5** feet
 County: **Centre,Mifflin** Township/Municipality: **Haines,Armagh**
 Quadrangle Name: **COBURN** ~ ZIP Code: **16820**
 Decimal Degrees: **40.840372 N, -77.407560 W**
 Degrees Minutes Seconds: **40° 50' 25.3" N, -77° 24' 27.2" W**



2. SEARCH RESULTS

Agency	Results	Response
PA Game Commission	Potential Impact	FURTHER REVIEW IS REQUIRED, See Agency Response
PA Department of Conservation and Natural Resources	Potential Impact	FURTHER REVIEW IS REQUIRED, See Agency Response
PA Fish and Boat Commission	Potential Impact	FURTHER REVIEW IS REQUIRED, See Agency Response
U.S. Fish and Wildlife Service	No Known Impact	No Further Review Required

As summarized above, Pennsylvania Natural Diversity Inventory (PNDI) records indicate there may be potential impacts to threatened and endangered and/or special concern species and resources within the project area. If the response above indicates "No Further Review Required" no additional communication with the respective agency is required. If the response is "Further Review Required" or "See Agency Response," refer to the appropriate agency comments below. Please see the DEP Information Section of this receipt if a PA Department of Environmental Protection Permit is required.

RESPONSE TO QUESTION(S) ASKED

Q1: How many acres of tree removal, tree cutting or forest clearing will be necessary to implement all aspects of this project? [Round acreages up to the nearest acre (e.g., 0.2 acres = 1 acre).]
 Your answer is: **1. zero acres**

Q2: "Will the entire project (including any discharge) occur in or on an existing building, parking lot, driveway, road, road shoulder, street, runway, paved area, railroad bed, maintained (periodically mown) lawn, crop agriculture field or maintained orchard?"
 Your answer is: **1. Yes**

Q3: Will any forest or woodland areas be disturbed (temporarily or permanently), cut, cleared, inundated (flooded), or sprayed as a result of carrying out any part of this project?
 Your answer is: **2. No**

3. AGENCY COMMENTS

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

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

PA Game Commission

RESPONSE: Further review of this project is necessary to resolve the potential impacts(s). Please send project information to this agency for review (see WHAT TO SEND).

PGC Species: (Note: The PNDI tool is a primary screening tool, and a desktop review may reveal more or fewer species than what is listed below.)

Scientific Name: Myotis leibii
Common Name: Eastern Small-footed Myotis
Current Status: Threatened

Scientific Name: Sensitive Species**
Common Name:
Current Status: Endangered

PA Department of Conservation and Natural Resources

RESPONSE: Further review of this project is necessary to resolve the potential impacts(s). Please send project information to this agency for review (see WHAT TO SEND).

DCNR Species: (Note: The PNDI tool is a primary screening tool, and a desktop review may reveal more or fewer species than what is listed below. After desktop review, if a botanical survey is required by DCNR, we recommend the DCNR Botanical Survey Protocols, available here: http://www.gis.dcnr.state.pa.us/hgis-er/PNDI_DCNR.aspx.)

Scientific Name: Cicindela ancocisconensis

Common Name: Appalachian tiger beetle

Current Status: Special Concern Species*

Proposed Status: Special Concern Species*

Scientific Name: Cyperus houghtonii

Common Name: Houghton's Flatsedge

Current Status: Endangered

Proposed Status: Endangered

PA Fish and Boat Commission

RESPONSE: Further review of this project is necessary to resolve the potential impacts(s). Please send project information to this agency for review (see WHAT TO SEND).

PFBC Species: (Note: The PNDI tool is a primary screening tool, and a desktop review may reveal more or fewer species than what is listed below.)

Scientific Name: Sensitive Species**

Common Name:

Current Status: Special Concern Species*

U.S. Fish and Wildlife Service

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

* Special Concern Species or Resource - Plant or animal species classified as rare, tentatively undetermined or candidate as well as other taxa of conservation concern, significant natural communities, special concern populations (plants or animals) and unique geologic features.

** Sensitive Species - Species identified by the jurisdictional agency as collectible, having economic value, or being susceptible to decline as a result of visitation.

WHAT TO SEND TO JURISDICTIONAL AGENCIES

If project information was requested by one or more of the agencies above, send the following information to the agency(s) seeking this information (see AGENCY CONTACT INFORMATION).

Check-list of *Minimum Materials to be submitted:*

SIGNED copy of this Project Environmental Review Receipt

Project narrative with a description of the overall project, the work to be performed, current physical characteristics of the site and acreage to be impacted.

Project location information (name of USGS Quadrangle, Township/Municipality, and County)

USGS 7.5-minute Quadrangle with project boundary clearly indicated, and quad name on the map

The inclusion of the following information may expedite the review process.

A basic site plan (particularly showing the relationship of the project to the physical features such as wetlands, streams, ponds, rock outcrops, etc.)

Color photos keyed to the basic site plan (i.e. showing on the site plan where and in what direction each photo was taken and the date of the photos)

Information about the presence and location of wetlands in the project area, and how this was determined (e.g., by a qualified wetlands biologist), if wetlands are present in the project area, provide project plans showing the location of all project features, as well as wetlands and streams

4. DEP INFORMATION

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

5. ADDITIONAL INFORMATION

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

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

6. AGENCY CONTACT INFORMATION

PA Department of Conservation and Natural Resources

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

U.S. Fish and Wildlife Service

Pennsylvania Field Office
110 Radnor Rd, Suite 101, State College, PA 16801
NO Faxes Please.

PA Fish and Boat Commission

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

PA Game Commission

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

7. PROJECT CONTACT INFORMATION

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

8. CERTIFICATION

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

_____ _____
applicant/project proponent signature date

APPENDIX G. MODEL TRAIL
EASEMENT (short form)

Prepared by:
Name:
Address:
Telephone:

Return to:
Name:
Address:

Tax Parcel(s):

TRAIL EASEMENT AGREEMENT

THIS TRAIL EASEMENT AGREEMENT ("this Agreement") dated as of _____ (the "Agreement Date") is by and between _____ ("the undersigned Owner or Owners") and _____ (the "Holder").

Article I. Background

1.01 Property

The undersigned Owner or Owners are the sole owners in fee simple of the property identified below and more fully described in Exhibit "A" (the "Property").

Street Address:

Municipality:

Parcel Identifier:

County:

State: Pennsylvania

1.02 Easement Area

The portion of the Property that is subject to this Agreement (the "Easement Area") is shown on the plan attached as Exhibit "B" (the "Easement Plan").

1.03 Purposes

The purposes of this Agreement are to set forth the terms under which the Trail Facilities described in Article II can be established and maintained for activities and uses by the general public described in Article III.

1.04 Consideration

The undersigned Owner or Owners acknowledge receipt of the sum of \$1.00 in consideration of the grant of easement to Holder under this Agreement.

Article II. Grant of Easement for Trail Facilities

2.01 Grant

The undersigned Owner or Owners, intending to be legally bound, grant and convey to Holder the perpetual right to create the Trail identified below; to enter the Easement Area at any time to construct, install, maintain and repair any one or more of the items (collectively, with the Trail, the "Trail Facilities") described in paragraph (a) of this section; and, subject to the prior written consent of Owners, those described in paragraph (b) of this section.

(a) Trail Facilities

- (i) A trail not to exceed approximately ___ feet in width together with steps, railings, and other surface structures which, as to wet areas, may include bridges and culverts (collectively, the "Trail").
- (ii) Signs to mark the Trail, to provide information related to the Trail and for interpretive purposes.
- (iii) Fencing, gates, and barriers to control access.

- (b) **Trail Facilities Requiring Prior Written Consent of Owners**
Benches, picnic tables, wastebaskets, and bicycle racks.

2.02 Exercise of Rights

Creation of the Trail and other construction, installation, maintenance and repair of the Trail Facilities may include installation of signage; mowing, cutting or removal of soil, rock or vegetation; application of gravel, crushed stone, wood chips or paving; or other means of creating the Trail surface (if any) and/or identifying the Trail's path. These activities may include vehicular use.

Article III. Grant of Easement for Public Access

3.01 Grant of Easement

The undersigned Owner or Owners, intending to be legally bound, grant to Holder the right to make available to the public a perpetual easement and right-of-way over the Trail and the right to use Trail Facilities for the purposes ("Permitted Trail Uses") described in paragraph (a) and, subject to the prior written consent of Owners, those described in paragraph (b) of this section:

(a) Permitted Trail Uses

Use of the Trail as a right-of-way for (i) walking, hiking, jogging, bicycling, horseback riding, bird watching, nature study; (ii) power-driven mobility devices for use by persons who have mobility impairments; and (iii) emergency vehicles in the case of emergency within the Easement Area.

(b) Uses Requiring Prior Written Consent of Owners

Recreational vehicular use such as snowmobiling; events such as "runs" or competitive races; programmatic use by schools, clubs or other groups; or any use of Trail for purposes other than as a right-of-way for passage over the Property such as picnicking or other stationary activities.

3.02 No Charge for Access

No Person is permitted to charge a fee for access to the Trail or use of the Trail Facilities.

Article IV. Rights of Owners

4.01 Owner Improvements

Owners must not construct, install or maintain any facility or improvement within the Easement Area except the following (collectively, "Owner Improvements"): (i) items existing within the Easement Area as of the Easement Date and listed in the schedule (if any) attached to this document entitled "Existing Owner Improvements"; (ii) items listed in the schedule (if any) attached to this document entitled "Permitted Owner Improvements"; (iii) fencing along the boundary of the Easement Area not impeding access to the Easement Area for the purposes described in Articles II and III; and (iv) items to which Holder, without any obligation to do so, gives its consent in writing.

4.02 Owner Uses and Activities

Owners have the rights accorded to the general public to use the Trail Facilities as well to exercise any one or more of the following rights with such notice to Holder as is reasonable under the circumstances:

(a) Mitigating Risk

Cut trees or otherwise disturb resources to the extent reasonably prudent to remove or mitigate against an unreasonable risk of harm to Persons on or about the Easement Area.

(b) Hunting; Forestry

Close access to the Easement Area for public safety reasons (i) for up to forty (40) days per year so as to accommodate hunting by or under control of Owners; and (ii) for up to sixty (60) days within any ten (10) year period to accommodate forestry activities.

(c) Resource Management

Mow, cut or remove vegetation, or plant vegetation, within the Easement Area but only in accordance with guidelines set forth in the schedule (if any) attached to this document entitled "Permitted Resource Management" and any additions to or modifications of that schedule requested by Owners and approved by Holder in writing, or in the absence of a schedule, in accordance with guidelines approved by Holder in writing.

(d) Grants to Others

Grant leases, licenses, easements and rights-of-way affecting the Easement Area to Persons other than Holder but only for (i) permitted Owner Improvements; (ii) activities and uses that Owners are permitted to engage in under this Agreement; or (iii) other items that Holder, without any obligation to do so, approves after review.

(e) Enforcement Rights

Remove or exclude from the Property any Persons who are (i) in locations other than the Trail or other Trail Facilities or (ii) not engaged in Permitted Trail Uses.

Article V. Enforcement; Liability Issues

5.01 Enforcement

Holder may, in addition to other remedies available at law or in equity, compel Owners to make the Easement Area available for the purposes set forth in Article II and Article III by exercising any one or more of the following remedies, without any need to show that a civil action for damages is not available to furnish compensation:

(a) Injunctive Relief

Seek injunctive relief to specifically enforce the terms of this Agreement; to restrain present or future violations of this Agreement; and/or to compel restoration of Trail Facilities or other resources destroyed or altered as a result of the violation.

(b) Self Help

Enter the Property to remove any barrier to the access provided under this Agreement and do such other things as are reasonably necessary to protect and preserve the rights of Holder under this Agreement.

5.02 Warranty

The undersigned Owner or Owners warrant to Holder that:

(a) Liens and Subordination

The Easement Area is, as of the Agreement Date, free and clear of all Liens or, if it is not, that Owners have obtained and attached to this Agreement as an exhibit the legally binding subordination of any mortgage, lien, or other encumbrance affecting the Easement Area as of the Agreement Date.

(b) Existing Agreements

No one has the legally enforceable right (for example, under a lease, easement or right-of-way agreement in existence as of the Agreement Date) to prevent the installation of Trail Facilities or the use of Trail Facilities for Permitted Trail Uses.

(c) Hazardous Materials

To the best of Owner's knowledge, the Easement Area is not contaminated with materials identified as hazardous or toxic under applicable law (collectively, "Hazardous Materials") and no Hazardous Materials have been stored or generated within the Easement Area.

5.03 Immunity under Applicable Law

Nothing in this Agreement limits the ability of Owners and Holder to avail themselves of the protections offered by any applicable law affording immunity to Owners and Holder including, to the extent applicable, the Recreational Use of Land and Water Act, Act of February 2, 1966, P.L. (1965) 1860, No. 586, as amended, 68 P.S. §477-1 *et seq.* (as may be amended from time to time).

5.04 Public Enters at Own Risk

Use of any portion of the Easement Area by members of the general public is at their own risk. Neither Holder nor Owners by entering into this Agreement assume any duty to or for the benefit of the general public for defects in the location, design, installation, maintenance or repair of the Trail Facilities; for any unsafe conditions within the Easement Area; or for the failure to inspect for or warn against possibly unsafe conditions; or to close the Trail Facilities to public access when unsafe conditions may be present. Holder will endeavor to repair damaged Trail Facilities but has no duty to do so unless and until Holder receives actual notice given in accordance with Article VI of this Agreement of the need to repair an unreasonably dangerous condition.

5.05 Costs and Expenses

All costs and expenses associated with Trail Facilities are to be borne by Holder except for items included in Owner Responsibility Claims (defined below in this Article).

5.06 Responsibility for Losses and Litigation Expenses

(a) Public Access Claims; Owner Responsibility Claims

If a claim for any Loss for personal injury or property damage occurring within the Easement Area after the Agreement Date (a "Public Access Claim") is asserted against either Owners or Holder, or both, it is anticipated that they will assert such defenses (including immunity under the Recreational Use of Land and Water Act) as are available to them under applicable law. The phrase "Public Access Claim" excludes all claims (collectively, "Owner Responsibility Claims") for Losses and Litigation Expenses arising from, relating to or associated with (i) personal injury or property damage occurring prior to the Agreement Date; (ii) activities or uses engaged in by Owners, their family members, contractors, agents, employees, tenants and invitees or anyone else entering the Property by, through or under the express or implied invitation of any of the foregoing; or (iii) structures, facilities and improvements within the Easement Area (other than improvements installed by Holder).

(b) Indemnity

If immunity from any Public Access Claim is for any reason unavailable to Owners, Holder agrees to indemnify, defend and hold Owners harmless from any Loss or Litigation Expense if and to the extent arising from a Public Access Claim. Owners agree to indemnify, defend and hold the Holder harmless from any Loss or Litigation Expense if and to the extent arising from an Owner Responsibility Claim.

(c) Loss; Litigation Expense

- (i) The term "Loss" means any liability, loss, claim, settlement payment, cost and expense, interest, award, judgment, damages (including punitive damages), diminution in value, fines, fees and penalties or other charge other than a Litigation Expense.
- (ii) The term "Litigation Expense" means any court filing fee, court cost, arbitration fee or cost, witness fee and each other fee and cost of investigating and defending or asserting any claim of violation or for indemnification under this Agreement including in each case, attorneys' fees, other professionals' fees and disbursements.

Article VI. Miscellaneous

6.01 Beneficiaries and Agents

The rights of Holder under this Agreement may be exercised by Holder, any Person identified by Holder as a beneficiary of this Agreement and who accepts this designation by recordation in the Public Records of a joinder to this Agreement (a "Beneficiary"), or any of the contractors, agents, and employees of Holder or Beneficiary.

6.02 Binding Agreement

This Agreement is a servitude running with the land binding upon the undersigned Owner or Owners and, upon recordation in the Public Records, all subsequent Owners of the Easement Area or any portion of the Easement Area are bound by its terms whether or not the Owners had actual notice of this Agreement and whether or not the deed of transfer specifically referred to the transfer being under and subject to this Agreement. Subject to such limitations (if any) on Holder's right to assign as may be set forth in this Agreement, this Agreement binds and benefits Owners and Holder and their respective personal representatives, successors and assigns.

6.03 Governing Law

The laws of the Commonwealth of Pennsylvania govern this Agreement.

6.04 Definition and Interpretation of Capitalized and Other Terms

The following terms, whenever used in this Agreement, are to be interpreted as follows:

- (i) "Owners" means the undersigned Owner or Owners and all Persons after them who hold any interest in the Easement Area.
- (ii) "Person" means an individual, organization, trust, or other entity.

- (iii) "Public Records" means the public records of the office for the recording of deeds in and for the county in which the Easement Area is located.
- (iv) "Including" means "including, without limitation".
- (v) "May" is permissive and implies no obligation; "must" is obligatory.

6.05 Incorporation by Reference

Each exhibit or schedule referred to in this Agreement is incorporated into this Agreement by this reference.

6.06 Amendments; Waivers

No amendment or waiver of any provision of this Agreement or consent to any departure by Owners from the terms of this Agreement is effective unless the amendment, waiver or consent is in writing and signed by an authorized signatory for Holder. A waiver or consent is effective only in the specific instance and for the specific purpose given. An amendment must be recorded in the Public Records.

6.07 Severability

If any provision of this Agreement is determined to be invalid, illegal or unenforceable, the remaining provisions of this Agreement remain valid, binding, and enforceable. To the extent permitted by applicable law, the parties waive any provision of applicable law that renders any provision of this Agreement invalid, illegal, or unenforceable in any respect.

6.08 Counterparts

This Agreement may be signed in multiple counterparts, each of which constitutes an original, and all of which, collectively, constitute only one agreement.

6.09 Entire Agreement

This is the entire agreement of Owners, Holder and any Beneficiary pertaining to the subject matter of this Agreement. The terms of this Agreement supersede in full all statements and writings between Owners, Holder, and others pertaining to the transaction set forth in this Agreement.

6.10 Notices

Notice to Holder under this Agreement must be in writing and given by one of the following methods: (i) personal delivery; (ii) certified mail, return receipt requested and postage prepaid; or (iii) nationally recognized overnight courier, with all fees prepaid. In an emergency, notice may be given by phone (_____) or electronic communication (_____) followed by one of the methods in the preceding sentence.

INTENDING TO BE LEGALLY BOUND, the undersigned Owner or Owners and Holder, by their respective duly authorized representatives, have signed and delivered this Agreement as of the Agreement Date.

Witness/Attest:

Owner's Name:

Owner's Name:

[NAME OF HOLDER]

By: _____
Name of signatory:
Title of signatory:

This document is based on the Model Trail Easement Agreement (9/11/2010 edition) provided by the Pennsylvania Land Trust Association.

The model on which this document is based should not be construed or relied upon as legal advice or legal opinion on any specific facts or circumstances. It should be revised under the guidance of legal counsel to reflect the specific situation.

COMMONWEALTH OF PENNSYLVANIA:

COUNTY OF _____ :

ON THIS DAY _____, before me, the undersigned officer, personally appeared _____, known to me (or satisfactorily proven) to be the person(s) whose name(s) is/are subscribed to the within instrument, and acknowledged that he/she/they executed the same for the purposes therein contained.

IN WITNESS WHEREOF, I hereunto set my hand and official seal.

_____, Notary Public

Print Name:

COMMONWEALTH OF PENNSYLVANIA:

SS

COUNTY OF _____ :

ON THIS DAY _____ before me, the undersigned officer, personally appeared _____, who acknowledged him/herself to be the _____ of _____, a Pennsylvania non-profit corporation, and that he/she as such officer, being authorized to do so, executed the foregoing instrument for the purposes therein contained by signing the name of the corporation by her/himself as such officer.

IN WITNESS WHEREOF, I hereunto set my hand and official seal.

_____, Notary Public

Print Name:

APPENDIX H. SAMPLE TRAIL ORGANIZATION BYLAWS

BY-LAWS OF
REGIONAL TRAIL CORPORATION
(a Pennsylvania Nonprofit Corporation)

ARTICLE I – NAME

The name of this Pennsylvania nonprofit corporation shall be the Regional Trail Corporation.

ARTICLE II – PURPOSE

Regional Trail Corporation is formed to promote the conversion of the following abandoned railroad rights-of-way into recreational trails:

- A. Rights-of-way in Allegheny, Westmoreland, Fayette and such other counties as the Board of Directors shall determine.
- B. This Corporation shall also promote the preservation and protection of the natural resources found along these rights-of-way and the preservation of the history of these rights-of-way. The Corporation's secondary objective is the acquisition of adjacent properties for the purpose of conservation and preservation of open space, park lands or natural areas for the public benefit. *
- C. The term of existence of the corporation shall be perpetual. However, should the corporation dissolve, either voluntarily or involuntarily, any assets remaining in the corporation shall be distributed only to the counties of Allegheny, Westmoreland, and Fayette, and any other county or counties which may hereafter be represented on the Board of Directors at the time of dissolution. This article shall not be subject to amendment.

ARTICLE III - OFFICES

Section 1. Registered Office. The initial registered office of this Corporation shall be located at 2310 Grant Building, Pittsburgh, PA 15219.

Section 2. Offices. This Corporation may also have offices at such other places as the Board of Directors may from time to time determine.

ARTICLE IV – MEMBERSHIP

Section 1. Qualifications. Any individual or organization which supports the purpose of this Corporation and pledges to uphold its By-Laws shall become a Member upon payment of the required dues.

Section 2. Rights. Governmental, Association-Corporation and Individual members shall have the right to vote, to constitute a quorum, to be eligible for election or appointment to the Board of Directors, to initiate petitions to the Board of Directors, and to otherwise participate fully in the activities of the Corporation. Governmental, Association/Corporate, and Individual members shall be entitled to one vote at the membership meeting to elect or remove at large directors.

*amended on 4/19/00, 11/14/07

Section 3. Types. The categories of membership and dues will be as follows:

Individual	\$ 25.00
Associate/Corporate	\$ 250.00
Governmental	\$1,000.00

Section 4. Denial or Revocation of Membership. An application for membership may be denied or membership revoked, for cause, by a majority vote of the Board of Directors upon notice by the Membership Chairperson.

Section 5. Membership Year. The membership year shall begin January 1 and end December 31.

ARTICLE V – BOARD OF DIRECTORS

Section 1. Responsibilities. All ordinary business of the Corporation shall be under the sole care and management of a Board of Directors. The Board shall plan and implement the programs and activities of the Corporation. The Board shall annually present to the Members a report on the state of the Corporation.

Section 2. Powers. The Board of Directors may exercise all the powers of the Corporation, including the authority to conduct its business and to contract for services on behalf of the Corporation and its members. The Board's power shall rest in the group meeting in regular session; as individuals, Board members shall hold no special authority.

Section 3. Size. The Board of Directors shall consist of eighteen (18) members* comprised of three (3) representatives each to be appointed by the Board of County Commissioners from Allegheny, Westmoreland, and Fayette Counties; and nine persons* to be elected at large by the membership. Such members to be elected or appointed two (2) months prior to taking office.

Section 4. Terms of Office. The Directors shall be elected by and from the eligible membership by the procedure outlined in Article XI. The Board of Directors shall have six (6) Directors that will serve for a one (1) year term, six (6) Directors that will serve for a two (2) year term and six (6) Directors that will serve for a three (3) year term. Allegheny, Westmoreland, and Fayette Counties will each appoint one Director to serve a one (1) year term, one Director to serve a two (2) year term and one Director to serve a three (3) year term. Thereafter, the Directors shall serve terms of three (3) years for a maximum of two consecutive terms. Their terms shall be arranged so that one-third of the actual number of Directors' terms expire each year. The Directors shall serve without compensation.

Section 5. Vacancies and Removals—County Directors. The County appointing a Director shall have the power to fill a vacancy on the Board created by the resignation of its appointee, and the person so appointed shall serve until the expiration date of the unexpired term. Any appointee may be removed from the Board of Directors by the County appointing that Director. If at any time, the Board has fewer than the maximum number of eighteen (18) Directors*, the Board may, at its option, appoint members to increase its size within that limit. An appointment to fill a vacancy created by a Director not appointed by the County shall be made by the Board at the next Board of Directors meeting occurring after such a vacancy occurs.

Section 6. Removal—At Large Directors. Any at large member of the Board of Directors, including the Officers, may be removed from office, for cause, by two-thirds

vote of the membership at a special Meeting convened in the manner specified in Article IX, Section 2. If a member of the Board of Directors shall absent himself from three (3) consecutive Board meetings, unless detained by sickness or absent due to reasonable cause communicated to the Board, he shall automatically forfeit Board membership.

ARTICLE VI – OFFICERS

Section 1. Officers. The Officers of the Corporation shall include a President, three Vice Presidents (one from Allegheny County, one from Westmoreland County, and one from Fayette County), a Secretary, and a Treasurer. The officers shall be elected annually as specified in Section 6. They shall serve without compensation; however, the Board of Directors may reimburse the Officers for reasonable, necessary, and documented expenses incurred on behalf of the Corporation.

Section 2. President. The President shall be the spokesperson of the Corporation and shall preside at all meetings of the Corporation and of its Board of Directors and its Executive Committee except as provided in Article IX, Section 4. The President shall exercise all of the powers and perform all of the duties normally pertaining to the office of President of a corporation; shall recommend to the Board of Directors such policies and actions as are deemed likely to be useful in carrying out the program and purposes of the Corporation; shall, with Board concurrence, appoint Chairpersons of Committees; and shall be a ex-officio member of all committees except the Nominating Committee.

Section 3. Vice Presidents. The Vice Presidents shall act in the absence or disability of the President and when so acting shall have the powers of the President. The Vice Presidents shall also perform such other duties as may be assigned by the President with the concurrence of the Board.

Section 4. Secretary. The secretary shall act as secretary at all meetings of the Corporation and of the Board of Directors and of the Executive Committee; shall perform all of the duties normally pertaining to the secretary of a corporation; and shall be custodian of the Corporation records and correspondence. The Secretary shall see that all notices are duly given in accordance with the provision of these By-Laws.

Section 5. Treasurer. The Treasurer shall be responsible for the receipt and disbursement of the funds of the Corporation; shall have custody of all funds and securities of the Corporation; shall be responsible for collecting dues and other receipts; shall maintain records of the Corporation's fiscal affairs for the current year; and shall make reports to the Board of Directors at each Board meeting and to the Members annually. The Treasurer shall also ensure filing of such financial reports as tax returns and other statements that the Corporation may be required by law to file.

Section 6. Elections. The Officers of the Corporation shall be elected annually from among the members of the Board of Directors by majority vote of the new Board of Directors at the first Board meeting following the election of Directors, which shall be held one (1) month before the officers take office.

Section 7. Terms of Office. The term of the first officers of the corporation shall commence upon election and continue until December 31 of the following year. Thereafter, the Officers shall serve for terms of one year beginning on January 1 of each year, or until replacement or resignation. Their terms shall begin immediately upon

election. A maximum of three consecutive terms may be held by an individual in any office.

Section 8. Vacancies. An appointment to fill a vacancy in any office shall be made by the Board at the next Board of Directors meeting occurring after such a vacancy occurs.

Section 9. Removal. Any Officer may be removed from office for due cause by two-thirds vote of the Board of Directors. The resulting vacancy shall be filled as specified in Section 8.

ARTICLE VII – EXECUTIVE COMMITTEE

Section 1. Responsibility. The Executive Committee shall manage the day to day business of the Corporation between meetings of the Board and recommend policy matters for the Board of Directors to consider. It may execute all powers of the Board of Directors of a routine, usual, or emergency nature except for the appropriation of funds. The Executive Committee shall be convened by the President upon his direction or upon request of any three (3) of its members. Three of the Executive Committee members shall constitute a quorum.

Section 2. Composition. The Officers of the Corporation and the immediate past-president shall constitute the Executive Committee.

ARTICLE VIII – STANDING AND SPECIAL COMMITTEES

Section 1. Standing Committees. All continuing functions of the Corporation, with the exception of those of the Officers and Directors, shall be administered by Standing Committees. The President shall, subject to Board of Directors approval, appoint Chairs of Standing Committees that may be necessary to carry out the program of the Corporation. Each Standing Committee Chair shall select such Members as are qualified and willing to serve on the Committee.

Section 2. Special Committees. The Board of Directors may establish Special Committees to conduct special activities or functions of the Corporation. The President shall, subject to Board of Directors approval, appoint Chairs of Special Committees. The Chair shall serve for the term of existence of the Special Committee or until removal or resignation.

Section 3. Authority. It shall be the function of Committees to investigate and make recommendation. They shall report in writing to the Board of Directors. No Special or Standing Committee shall represent the Corporation in advocacy of or opposition to any project without the specific confirmation of the Board of Directors.

Section 4. Formation of Chapters. The Board of Directors may form chapters in other cities, towns, and boroughs in Pennsylvania, as the Board deems necessary.

ARTICLE IX – MEMBERSHIP MEETINGS

Section 1. Annual Meetings. The first annual membership meeting of the corporation shall be held in November of the year following incorporation. Thereafter, the annual membership meeting of the Corporation shall be held in November of each

year at a date, time, and place designated by the Board of Directors. The Secretary shall ensure that written notice is sent to each Member at least fifteen (15) days in advance of each Annual Meeting.

Section 2. Special Meetings. Special meetings of the membership may be called by the Board of Directors or the President. A Special Meeting must also be called by the Board of Directors upon receipt of a petition signed by ten (10%) percent or more of the Members to consider those questions stated on the petition. The Secretary shall ensure that written notice of such meeting is sent to each Member at least eight (8) days in advance. The business transacted at said meeting shall be confined to the purpose stated in the notice.

Section 3. Quorum. Twenty (20%) percent of the Members or fifteen (15) Members, whichever is less, shall constitute a quorum for the transaction of business at any annual or special meeting of the Corporation. Except as prescribed in Article XII, a motion shall require for adoption a simple majority of the Members present at such meeting.

Section 4. Chair Pro-tem. The President or the Board of Directors may designate any Member to preside as Chair Pro-Tem for any part or all of such meeting.

Section 5. Voting. A Member may vote either in person or by proxy, executed in writing by the Member.

ARTICLE X – MEETINGS OF THE BOARD OF DIRECTORS

Section 1. Regular Meetings of Directors. The Board of Directors shall hold regular monthly meetings; the date, time, and place of which shall be fixed from time to time by the Board. The President may, for cause, cancel, or postpone a Board meeting.

Section 2. Special Meetings of Directors. Special meetings of the Board of Directors may be called by either the President or a majority of the Board of Directors.

Section 3. Open/Executive. Session. All meetings of the Board of Directors shall be open to Members except when the Board, in its sole discretion, votes to meet in executive session, which may be required to deal with confidential matters.

Section 4. Notice. At least seven (7) days prior to each Board meeting, the Secretary shall convey notice, either personally or by mail to each Director of the date, time, and place of the meeting.

Section 5. Quorum. A majority of the total number of Directors, present in person or represented by proxy, shall constitute a quorum at all meetings of the Board of Directors. The vote of a majority of the Directors present at a meeting at which a quorum is present will be the act of the Board of Directors unless a greater number is required under the provisions of the Nonprofit Corporation Law of 1988, the Articles of Incorporation of this Corporation, or any provision of these By-Laws.

ARTICLE XI – ELECTION OF AT LARGE BOARD MEMBERS

Section 1. Nominating Committee. At the regular Board of Directors meeting two (2) months before the Annual Meeting of each year, the President shall appoint a Nominating Committee, subject to Board approval, consisting of not less than three (3) consenting persons. The members of this Committee shall be selected from the

Corporation membership at large, except that this Committee shall be chaired by a Member who is serving currently or has served previously on the Board.

Section 2. Procedure for Selecting Candidates. The Nominating Committee shall prepare a list of names of at least one (1) consenting candidate for each at large vacancy to be filled on the Board of Directors in the ensuing election. Candidates shall be selected from the current membership at large but shall be at least twenty-one (21) years of age. Membership on the Nominating Committee will not disqualify a person for any nomination. The Secretary shall ensure that all Members are notified at least fifteen (15) days prior to the Annual Meeting of the full list of candidates submitted by the Nominating Committee.

Section 3. Election Procedure. Prior to the Annual meeting, the Secretary shall prepare printed ballots bearing the names of the candidates selected. The new Directors shall be elected by a vote conducted at the Annual Meeting by secret ballot. Nominations shall also be accepted from the floor at the time of the election, but no Member shall be nominated without his consent. Each Member present shall cast as many votes as there are Director positions to be filled. Those nominees receiving the highest number of votes shall be declared elected. A tie vote shall be resolved by another ballot confined to the resolution of the tie.

Section 4. County Directors. The names of all County appointees will be made available by the County Board of Commissioners at the annual meeting.

ARTICLE XII – AMENDMENT OF BY-LAWS

Section 1. Proposals. Proposed amendments to the By-laws of this Corporation may be initiated by the Board of Directors or by a petition signed by twenty-five (25%) percent of the Members and submitted in writing to the Board of Directors for approval.

Section 2. Amendment. These by-laws may be altered, amended, repealed or added to by an affirmative vote of two-thirds (2/3) of all the Board of Directors, provided written notice of the amendment is given two (2) weeks in advance of the meeting.

ARTICLE XIII – SALARIES

The Board of Directors shall hire and fix the compensation of any and all employees which they in their discretion may determine to be necessary in the conduct of the business of the organization.

ARTICLE XIV – INDEMNIFICATION OF DIRECTORS AND OFFICERS

Section 1. Indemnification of Authorized Representative. The Corporation shall indemnify, to the fullest extent now or hereafter permitted by law (including but not limited to the indemnification provided by 42 Pa. Cons. Stat. S8365 of the Directors' Liability Act contained in the Act of November 28, 1986 P.L. 1458, No. 145, as amended 1988, Dec. 21, P.L. 1444, No. 177, S203, effective Oct. 1, 1989), each person who was or is made a party to or a witness in or is threatened to be made a party to or a witness in any threatened, pending or completed action, suit or proceeding, whether civil, criminal,

administrative or investigative, by reason of the fact that such person is or was an authorized representative of the Corporation, against all expenses (including attorneys' fees and disbursements), judgments, fines (including excise taxes and penalties), and amounts paid in settlement actually and reasonably incurred by such person in connection with such action, suit or proceeding.

Section 2. Expenses. The Corporation shall pay expenses (including attorneys' fees and disbursements) incurred by a person referred to in Section 1 hereof in defending or appearing as a witness in any civil or criminal action, suit or proceeding described in Section 1 hereof in advance of the final disposition of such action, suit or proceeding. The expenses incurred by such person shall be paid by the Corporation in advance of the final disposition of such action, suit or proceeding only upon receipt of an undertaking by or on behalf of such person to repay all amounts advanced if it shall ultimately be determined that such person is not entitled to be indemnified by the Corporation for the reason set forth in Section 4 hereof.

Section 3. Indemnification of Unauthorized Representative. The Corporation may, as determined by the Board of Directors from time to time, indemnify to the fullest extent now or hereafter permitted by law, any person who is not an authorized representative of the Corporation if such person was or is a party to or a witness in or is threatened to be made a party to or a witness in any threatened, pending or completed action, suit or proceeding, whether civil, criminal, administrative or investigative, by reason of such person's activities in connection with the Corporation against all expenses (including attorney's fees and disbursements), judgments, fines (including excise taxes and penalties), and amounts paid in settlement actually and reasonably incurred by such person in connection with such action, suit or proceeding. The Corporation may, as determined by the Board of Directors from time to time, pay expenses incurred by any such person by reason of his participation in an action, suit or proceeding referred to in this Section 3 in advance of the final disposition of such action, suit or proceeding upon receipt of an undertaking by or on behalf of such person to repay such amount if it shall ultimately be determined that such person is not entitled to be indemnified by the Corporation for the reason set forth in Section 4 hereof.

Section 4. Prohibition. Indemnification under this Article shall not be made by the Corporation in any case where a court determines that the alleged act or failure to act giving rise to the claim for indemnification is expressly prohibited by the Director's Liability Act, 42 Pa. Con. Stat. SS8361 et seq. contained in the Act of November 28, 1986 P.L. 1458, No. 145, as amended 1988, Dec. 21, P.L. 1444, No. 177, S203, effective Oct. 1, 1989, or any successor statute as in effect at the time of such alleged action or failure to take action.

Section 5. Powers. The Board of Directors shall have the power to borrow money on behalf of the Corporation, including the power to pledge the assets of the Corporation, from time to time, to discharge the Corporation's obligations with respect to indemnification, the advancement and reimbursement of expenses, and the purchase and maintenance of insurance. The Corporation may, in lieu of or in addition to the purchase and maintenance of insurance referred to in Section 6 hereof, establish and maintain a fund of any nature or otherwise secure or insure in any manner its indemnification obligations, whether arising under or pursuant to this Article or otherwise.

Section 6. Insurance. The Corporation shall purchase and maintain insurance on behalf of each Director and officer against any liability asserted against or incurred by such Director or officer in any capacity, or arising out of such Director's or officer's status as such, whether or not the Corporation would have the power to indemnify such Director or officer against such liability under the provisions of this Article. The Corporation shall not be required to maintain such insurance if it is not available on terms satisfactory to the Board of Directors, because either (i) the premium cost of such insurance is substantially disproportionate to the amount of coverage, or (ii) the coverage provided by such insurance is so limited by exclusion that there is insufficient benefit from such insurance. The Corporation may purchase and maintain insurance on behalf of any other person referred to in Sections 1 and 3 hereof against any liability asserted against or incurred by such person in any capacity, whether or not the Corporation would have the power to indemnify such person against liability under the provisions of this Article.

Section 7. Reliance. Each authorized representative of the Corporation shall be deemed to act in such capacity in reliance upon such rights of indemnification and advancement of expenses as are provided in this Article. The rights of indemnification and advancement of expenses provided by this Article shall not be deemed exclusive of any other rights to which any person seeking indemnification or advancement of expenses may be entitled under any agreement, vote of disinterested Directors, statute or otherwise, both as to action in such person's official capacity and as to action in another capacity while acting as an authorized representative of the Corporation, and shall continue as a person who has ceased to be an authorized representative of the Corporation and shall inure to the benefit of the heirs, executors, and administrators of such person. Indemnification and advancements of expenses under this Article shall be provided whether or not the indemnified liability arises or arose from any threatened, pending or completed action by or in the right of the Corporation. Any repeal or modification of this Article by the Board of Directors of the Corporation shall not adversely affect any right or protection existing at the time of such repeal or modification to which any person may be entitled under this Article.

Section 8. Authorized Representative Defined. For the purposes of this Article, the term "authorized representative" shall mean a Director, officer, employee, or agent of the Corporation, or a director, custodian, administrator, committeeman or fiduciary of any employee benefit plan established and maintained by the Corporation, or a person serving another corporation, partnership, joint venture, trust or other enterprise in any of the foregoing capacities at the request of the Corporation.

ARTICLE XV – ELIMINATION OF DIRECTORS' LIABILITY

Section 1. Director Liability. A Director of the Corporation shall not be personally liable for monetary damages for any action taken or any failure to take any action, provided, however, that this provision shall not eliminate or limit the liability of a Director to the extent that such elimination or limitation of liability is expressly prohibited by the Director's Liability Act, 42 Pa. Con. Stat. SS8361 et. seq. contained in the Act of November 28, 1986, P.L. 1458, No. 145, as amended 1988, Dec. 21, P.L.

1444, No. 177 S203, effective Oct. 1, 1989, as in effect at the time of the alleged action or failure to take action by such Director.

Section 2. Modification. Any repeal or modification of this Article by the Members or the Directors of the Corporation shall not adversely affect any right or protection existing at the time of such repeal or modification to which any Director or former Director may be entitled under this Article. The rights conferred by this Article shall continue as to any person who has ceased to be a Director of the Corporation and shall inure to the benefit of the heirs, executors and administrators of such person.

ARTICLE XVI – MISCELLANEOUS

Section 1. Saving Provision. In the event that any portion of these By-laws is held to be invalid by a Court of the Commonwealth of Pennsylvania, the remainder of these By-Laws shall not be affected

Section 2. Order of Precedence. Proceedings of this Corporation shall be governed first by these By-Laws as most recently amended; thereafter by Robert's Rules of Order, latest edition; and, finally, by the Pennsylvania Nonprofit Corporation Law as most recently amended.

* amended from the original by-laws by a majority vote of the Board of Directors