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May 8, 1997

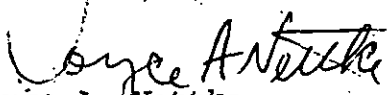
Scott Wyland, Esq.  
Malatesta Hawke and McKeon  
100 N. Tenth Street  
P.O. Box 1778  
Harrisburg, PA 17105

Re: Application of Consolidated Rail Corporation for the  
abolition of thirty-one crossings of the Enola Branch, LC:201323,  
MP 3.5 to MP 27.0, Sub. No. 1095X, Harrisburg Division, Lancaster  
County, Pennsylvania - Docket No. A-00111016

Dear Scott:

Please find enclosed the responses of Friends of the Atglen-  
Susquehanna Trail, Inc.'s to the discovery requests addressed to  
FAST, by Sadsbury, Bart, Providence, Martic and Conestoga  
Townships, which are hereby served upon you.

Sincerely,

  
Joyce A. Nettke,  
Attorney at Law

JN

cc: service list  
John G. Alford, Secretary (cover letter only)

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PROTECTOR'S OFFICE

FAX MEMO

FROM THE OFFICE OF:  
JOYCE A. NETTKE, ATTORNEY AT LAW

Date: May 7, 1997

To: Louis G. Cocheres, Administrative Law Judge  
Pennsylvania Public Utility Commission

**DOCKETED**  
MAY 12 1997

Re: Application of Consolidated Rail Corporation for the abolition of thirty-one crossings of the Enola Branch, LC:201323, MP 3.5 to MP 27.0, Sub. No. 1095X, Harrisburg Division, Lancaster County, Pennsylvania - Docket No. A-00111016

Re: Application for Subpoena

I am hereby applying for a Subpoena for Brenda Barrett, Director of the Pennsylvania Historical and Museum Commission to testify at hearing in the above-referenced case. FAST has already filed, prior to the earlier hearing dates, written direct testimony by Ms. Barrett. However, she recently informed me that for her to appear, her office will require her to be subpoenaed. The scope of her testimony is as submitted. The relevance is the historic significance of the crossings and line, the "Section 106 Process" as it relates to this rail line, and the funding available from her office for rehabilitaion of the Martic Forge Bridge.

Thank you for your attention to this matter.

cc: parties of record

CERTIFICATE OF SERVICE

I hereby certify that I have this day served a copy of the within document upon the parties of record by mailing a copy first-class U.S. mail post paid, along with the mailing making service upon the parties of Testimony of Charles A. ("Chuck") Flink.

Dated: May 8, 1997

**DOCUMENT  
FOLDER**

*Joyce A. Nettke*  
Joyce A. Nettke, Attorney  
for FAST

Joyce A. Nettke  
ATTORNEY AT LAW

97 MAY 12 PM 12:17

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May 8, 1997

Administrative Law Judge Louis G. Cocheres  
Public Utility Commission  
P.O. Box 3265  
Harrisburg, PA 17105-3265

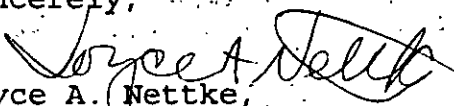
In Re: Application of Consolidated Rail Corporation for the  
abolition of thirty-one crossings of the Enola Branch, LC:201323,  
MP 3.5 to MP 27.0, Sub. No. 1095X, Harrisburg Division, Lancaster  
County, Pennsylvania - Docket No. A-00111016

Dear Judge Cocheres:

Enclosed please find written direct testimony of FAST's  
witness, Mr. Flink. By copy of this letter, I am also informing  
the parties of a phone conference call Mr. Wyland and I had with  
you concerning Scott's informally expressed objections to my  
earlier filing. In that phone call you made it clear I needed to  
re-do the testimony if I wanted to offer it, and Mr. Wyland stated  
he would not object on grounds of lateness if I filed the testimony  
promptly.

Also enclosed is a copy of the FAXMEMO I sent your office  
requesting a subpoena for Ms. Barrett.

Sincerely,

  
Joyce A. Nettke,  
Attorney for FAST

cc: service list  
John G. Alford, Secretary

BEFORE THE PENNSYLVANIA PUBLIC UTILITY COMMISSION

Re: Application of Consolidated Rail Corporation for the abolition of thirty-one crossings of the Enola Branch, LC:201323, MP 3.5 to MP 27.0, Sub. No. 1095X, Harrisburg Division, Lancaster County, Pennsylvania - Docket No. A-00111016

TESTIMONY OF CHARLES A. ("CHUCK") FLINK, ASLA

Attached is a copy of a document which FAST submitted in October 1995, marked Exhibit A - Flink, summarizing your education and work experience. Was that summary true and correct in October, 1995?

Yes.

Please update the record with your additional experience from October, 1995 until the present.

Projects since 1995:

- the South Rim of the Grand Canyon, a 21-mile \$25 million dollar project with the National Park Service; the North Rim and Grand Canyon Village;
- just completed a Trails Master Plan for Oklahoma City, designing one hundred sixty miles of trails;
- trail projects in Dallas, Texas and Austin, Texas;
- I'd like to mention the Cardinal Greenway in Indiana, a sixty-mile trail through rural Indiana going through several small towns, in very similar country to the Atglen-Susquehanna corridor.

Do you have affiliations, publications and other work which may not have been included previously:

Yes.

Affiliations:

- former Board Chair of American Trails, a national non-profit trail organization based in Washington, D.C.;
  - two time gubernatorial appointee to the North Carolina Greenway Commission;
  - member of North Carolina Trails Association;
  - member of the Rails to Trails Conservancy;
  - member of American Society of Landscape Architects;
- Registered as a Landscape Architect in North Carolina, South Carolina, Virginia and Delaware.

Publications:

- Co-author "Greenways: a Guide to Planning, Design and Development" - recipient of award from American Society of Landscape Architects;
- Co-Author with Rails to Trails Conservancy "Trails for the 21st Century".

Other work:

Co-sponsor of the "Symms Act" (named for Senator Symms of Idaho). This was the National Recreational Trails Fund Act of 1991, the one major set-aside of funds for trails, which became part of the Intermodal Surface Transportation Enhancement Act (ISTEA).

Greenways Inc has worked in twenty-one states and more than seventy-five communities.

Greenways Inc. was hired (1993) by the Federal Highways Administration to undertake two studies on bicycling and walking as legitimate forms of transportation.

Greenways Inc. also worked extensively on the Federal Highways Administrations' revisions to the AASHTO Guide, compiling the comments by the various state bicycle and pedestrian coordinators.

Did you prepare the attached " Atglen-Susquehanna Trail Master Park Plan" at the request of FAST ?

Yes.

Of the projects you've worked on, approximately how many of them are rail-trails?

Over the last decade about forty percent have been rail-trails.

Of these rail-trail projects, can you say approximately how many are completed, and how many are under construction?

Of the forty percent, about one half are completed; many of the others are in the development stage.

Are you aware of the trends in development of rail trails nationwide?

Yes, I am very cognizant of the individual trails being developed around the country. There are now ten thousand (10,000) miles of rail trails completed. The Rails-to-Trails Conservancy had about five employees in 1987. Now they have branch offices in several states and about forty employees just in their Washington office, and a four to five million dollar annual budget.

Were you engaged to speak at the Pennsylvania Governor's Conference on Greenways and Trails sponsored by PADOT and Department of Conservation and Natural Resources, held April 27, 28, and 29, 1997 in Harrisburg, PA?

Yes.

What was the subject of your presentation?

The marketing and selling of greenways and trails.

Can you say approximately how many persons attended, and what was the mix of agency people, private citizens and/or local officials?

Yes, there were five hundred sixty-five attending. In my session there were seventy-five people - approximately sixty percent agency people and the other forty percent a mix of private and corporate would be my guess.

As a result of your experience at that Conference did you become aware of any concerns or particular considerations expressed regarding rail-trail development in Pennsylvania?

Mostly, I was struck by how much progress has been made - actually, much more progress than in 1994 when we started planning for the Atglen-Susquehanna project. This was one of the best-attended state Rail-Trails conferences I have seen.

Based on your knowledge, do the abandoned rail lines that potentially could become rail-trails in Pennsylvania have a greater number of bridge structures than in other states?

Without question. You would be hard-pressed to find one like Atglen-Susquehanna anywhere with as many bridges. I find this to be one of the most unique assets of this project.

Did you personally travel to Lancaster County and view the subject corridor prior to and/or during preparation of the Plan?

Yes. I made about ten trips to Lancaster County during the planning process. I recall that on each of trip I went out to look at least some part of the corridor.

What, if anything, did you observe concerning condition and use of the corridor at that time?

The corridor was in excellent condition for conversion to a trail. I did not see anything that would make me feel it should not be converted to a trail. The bridges made it unique. I did see some areas of dumping, but not as bad as I have seen some other places.

In the introduction page (preceding the title page) to the Master Park Plan, you say: "I can honestly state that this project is one of the most important and exciting rail-trail greenways in the nation." What was the basis for your making that statement?

Lancaster County is a unique county here in the Northeast for the way it has retained its rural character. Also, this Low Grade line is very important in American Transportation History, and the

fact this twenty-three mile corridor had not been broken up was a wonderful aspect. Also, this trail would be of tremendous economic benefit to the small rural communities through which it passes, and would be a tremendous opportunity not only for the local people but also for visitors.

Is there a typical process you use when requested to create a plan for a rail-trail?

Yes. The hallmark of Greenways, Inc. is our very successful public participation process. We are known for this and I believe that is why we are hired so often to plan projects. We conduct public meetings, and seek public comment into the planning process.

Was that the process you used when FAST requested you to create a Master Park Plan?

Yes, it was.

Did you meet with local Township officials, County Planning Commission staff and the general public as part of the process?

Yes. See Appendix A, Pages Appendix I-II of the Master Park Plan.

Did you attempt to gauge public support/and or concerns about the potential trail?

Yes. Please refer to Appendix B, pages Appendix IV through VI where we have diagrammed the public input we received.

As part of the process, did you identify constraints and opportunities and then make recommendations?

Yes. Please refer to the Executive Summary page and the recommendations throughout the Master Park Plan.

On page 43 you explain that the Atglen-Susquehanna trail would be developed in four phases over five years. Is it typical for a trail to be developed in phases?

Absolutely. I'd say ninety percent of trail projects are done in phases, especially with a trail of this length.

How long is a typical length of time for a rail-trail project of comparable scope to reach completion?

After completion of the planning process, about two years is average. Sometimes, it has taken five years or more.

On Page 7 of the Plan you begin a section entitled "Analysis of Existing Bridges" followed on pages 8 and 9 by two Tables called "summary Matrix: Bridge Inventory". How were those Tables prepared?

They were prepared by the structural engineer for Pennoni Associates, and we included them as part of the Plan.

Other than the proposed Atglen-Susquehanna Trail, have you designed rail-trails on corridors with bridge structures carrying a public road over the trail, carrying the trail over a public road, or both?

All the time, including over several federally-controlled interstate highways such as I-40 and I-70. There is hardly a trail that does not have some such bridges.

What are the main design factors for creating a safe public trail in these types of crossing situations?

A grade-separated crossing is the safest for both motoring public and trail user. An at-grade crossing is the least safe. Where there is an at-grade crossing the most critical factor is the sight line. You must be able to see the intersecting traffic whether it is the driver seeing the trail user or the other way around. You need a sight line of at least one hundred feet.

If an at-grade crossing must be created where a bridge is removed, are the safety considerations the same or different from a grade-crossing which occurs where the road and rail line (trail) are on the same level? Please explain.

Again, the sight distance is what is important.

Have you seen trails in use that were not properly designed where this was not adequately taken into account?

Yes, I have.

On Page 19 you discuss Americans with Disabilities Act ("ADA") considerations applicable to the Atglen-Susquehanna Trail. Are any of these concerns applicable to configuration of a crossing when a bridge is removed? Please explain.

You have to have a grade no steeper than five percent. For some of the bridges on the Atglen-Susquehanna that are very high above the roadway, this would require extensive grading back of the land. In fact, in some cases this becomes just about impossible.

On Page 19 you also discuss AASHTO standards. Are these standards generally used in designing rail trail facilities?

Yes, they are. (AASHTO is the acronym for American Association of State Highway Officials.)

In addition to ADA are there other federal design standards and or criteria for bicycle and pedestrian crossings which are applicable to a trail crossing? Please explain.

The United States Department of Transportation Manual on Uniform Traffic Control and Devices is also used. In addition, any environmental permitting criteria and other state criteria apply. Pennsylvania now has design criteria in its Bicycle Plan. (These guidelines were not available when we started the Master Park Plan.) In fact, Greenways Inc. contributed significantly to the preparation of this guide. We came in after the contract had been let to another firm, but that firm contracted with us and we are noted in the guide as a significant contributor.

Are there certain types of railings and other safety mechanisms typically used for bridge approaches and bridge railings? Please explain.

The aesthetics are part of the planning. AASHTO is used; also, these must conform to local building codes.

In your Master Plan Section "Restoration and Retrofit of Bridges" you refer to the recommendations of a consultant. Who was that consultant?

Pennoni Associates, Inc.

Did you adopt the engineering recommendations of Pennoni Associates when preparing the Master Park Plan?

Yes.

Did you make general design recommendations for the stone arch bridges?

Yes. See p. 21

Did you make general recommendations concerning steel girder bridges?

Yes. See p. 21

What trail surface have you recommended for the Atglen-Susquehanna Trail? Please explain in detail.

We recommended several and that remains open for further review. First choice was crushed stone applied on top of the ballast.

Why is it important to leave the ballast?

This is important for drainage considerations and structural support.

Would the same trail surface be continuous where the trail crosses a bridge? Please explain the considerations.

Yes, again for drainage and structural support. We recommended temporarily removing ballast off of the bridge decks for inspection and repair, and then replacing it.

On Page 21 you show a "typical design detail" (Figure 4 Restoration of Bridges - Stone Masonry) and on page 22 a typical design detail (Figure 5 - Restoration of Bridges - Steel Girder), along with a narrative section. Are these drawings and the narrative "typical" in terms of the design recommendations for the proposed Atglen-Susquehanna Trail?

Yes they are.

Are the recommendations in this section also typical of those you have made or seen in use for other trails at similar types of crossings?

Absolutely.

On Page 23 you discuss and provide a design detail for the Martic Forge trestle bridge, which includes restoring and keeping the bridge, (same recommendation on Page 10). Have you seen structures of comparable length and height anywhere else incorporated into a trail? If so, please discuss.

Yes. The Virginia Creeper Trail in southwestern Virginia and northwestern North Carolina has several structures of comparable size or larger. This trail has been open to the public for about ten years and there have not been any problems with the structures carrying the trail.

Apparently you do not recommended placing a "cage" around the bridge? Please explain.

After discussion with the consultant, we were concerned about the structural ability of the bridge to support a cage. Also, a factor was that the separation between the bridge and the roadway is so extremely high.

Please explain how traffic volume on the public road affects your design of a proposed trail crossing?

Very high volume affects the ability to create an at-grade crossing at all. You might have to divert the traffic up and over the road at a different place but this is not always possible.

Does the Master Park Plan recommend creating any at-grade crossings?

Yes, three. (See pp. 34,35,36) Bushong Rd, Fairview Rd., and Rt. 324.

On Page 36, you mention the Route 222 highway crossing where removal of the bridge had been recommended by PA DOT. Here, you recommend a pedestrian bridge instead of an at-grade. Please explain.

The high traffic volume on route 222 coming into Quarryville makes an at-grade crossing impossible at that site. The trail is high above the road. To divert trail traffic to another location would be very difficult.

On Page 37 you have discussed "Typical At-Grade Intersections" and provided a typical design detail. Can you explain more fully what a "gap-analysis" is and how it is done?

Traffic engineers do it on sight using traffic counts either by sight or by using a meter. They analyze the flow of traffic and determine the gap of time, reduced to seconds, that a trail user would have to get across the highway in an uncontrolled intersection. If the gap is too short, the option is to use a traffic light.

In Section One of the Master Park Plan at page 5 and 6, you discuss topography and drainage considerations as well as soil types found along the proposed trail corridor. Are these considerations applicable to removal of a bridge and reconfiguration of a crossing or only to the corridor between the bridges? Please explain.

This railroad was built to create grade-separation from traffic. When it was engineered they put in all of the drainage systems that were needed. Removing a crossing takes these drainage systems away and you have the water going down into the crossing. Our soil investigation was not deep enough to determine the extent of the problem at each crossing, but the main concern is drainage and erosion problems.

On Page 41 of the Master Park Plan you quote sections from the Pennsylvania Rails to Trails Act. Are you aware that another section of that Act requires this Commission to consider the effects of its decisions upon a proposed trail?

Yes.

Other than the proposed Atglen-Susquehanna Trail, have you designed any rail-trails that pass through multiple local governmental jurisdictions?

All of them.

Of the rail-trails you have designed, were most of them sponsored by private groups or by governmental entities?

About forty percent private and sixty percent government.

Of the completed trails you have designed, and other trails you are familiar with that are now open to the public, are you aware of whether these trails are "successful" in terms of safety, community economic benefit and quality of life as reported by residents of the communities? Please explain.

All of the above. These trails add immeasurable economic benefit, recreational and alternative transportation value for the local communities. They boost local economies, bring revenue, provide a high quality of recreation along with health and fitness benefits; they link communities with safe and effective transportation routes.

Have you in your experience and travel, observed any abandoned rail corridors that have not been turned into trails?

Yes.

What, if anything, have you observed about the typical use and condition of such corridors?

They become seriously neglected derelict pieces of property. They will doubtless be used, even without permission, and in an unsafe fashion without any monitoring, by people walking on them, riding motorcycles and the like. Adjacent landowners often use them as dumps.

Please discuss the ways, if any, in which the current Intermodal Surface Transportation Enhancements Act (ISTEA) differs from past federal transportation policy.

ISTEA promotes multi-modalism and more emphasis on biking and walking. It has been a large source of funding for trails in the last five years.

In preparing this testimony, have you reviewed the Master Park Plan to refresh your memory?

Yes.

Are there any corrections you wish to make at this time?

No.

Submitted on behalf of Friends of the Atglen-Susquehanna Trail, Inc. ("FAST")

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# Charles A. Flink, ASLA

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*President, Greenways Incorporated*



Chuck Flink is founder and owner of Greenways Incorporated, and is recognized as a leading national authority for the planning, design and implementation of greenway and trail systems and facilities. He has worked on greenway projects in 50 communities and 15 States. He has also worked on greenway projects in Japan and Canada. Chuck has shared his extensive knowledge on greenway design development as a featured and keynote speaker at more than 50 national and international conferences.

Chuck is co-author of *Greenways. A Guide to Planning, Design and Development*, a nationally acclaimed "how-to" book on greenway creation, published by Island Press in 1993. The publication received a 1994 Merit Award in Communications from the American Society of Landscape Architects. He is also a contributing author to the Rails-to-Trails Conservancy for *Trails for the Twenty-First Century*.

Chuck has worked on riverfront greenway plans in North Carolina, Tennessee, Alabama and Toronto, Canada.

## **Education**

Bachelor of Environmental Design in Landscape Architecture  
North Carolina State University - Cum Laude

## **Professional Registrations**

Registered Landscape Architect  
North Carolina #524, South Carolina #515, Virginia #414

## **Selected Projects**

- Louisville & Jefferson County Greenway Plan, KY
- Cahaba River Greenways Strategy, AL
- Stones River Greenway, Murfreesboro, TN
- Greater Toronto Area Greenway Waterfront Trail, Canada
- French Broad Riverfront Master Plan, NC
- Greenville Comprehensive Greenway Plan, NC
- Jacksonville Trails & Greenways Plan, NC
- High Point Open Space Plan, NC
- Durham County Open Space Plan, NC
- Seminole County Trail Plan, FL
- Capital Area Greenway Plan, Raleigh, NC
- Portland Metro Bicycle and Pedestrian Plan, ME
- Anne Springs Close Greenway, Fort Mill, SC
- West Orange Greenway, Orlando, FL
- Swift Creek Recycled Greenway, Cary, NC
- Mesabi Iron Range Trail, Duluth, MN
- Atglen-Susquehanna Trail, Lancaster, PA
- Cardinal Greenway, Muncie, IN
- University/Parks Trail, Toledo, OH
- Third Creek Greenway, TN

## **Appointments**

Adjunct Professor of Landscape Architecture, NC State University  
Governor's Appointee: North Carolina Greenway Advisory Panel  
3-Term Chairman of the Board, American Trails (1988-1991)  
Director, North Carolina Rail-Trails Incorporated (1990-1992)  
Director, North Carolina Trails Association (1988-1992)

EXHIBIT  
A - FLINK

CERTIFICATE OF SERVICE

I hereby certify that I have served a copy of the written direct Testimony of Chuck Flink, Greenways Inc. and the Atglen-Susquehanna Trail Master Park Plan upon the parties of record (except that the Master Park Plan has not been served upon those parties already provided with a copy, marked \* ), by mailing post-paid U.S. Mail addressed:

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~~H. Joseph Little Chairman~~  
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Chairman, Conestoga Township Supervisors  
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Conestoga, PA 17516

Ray Marvin, Chairman ★  
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West Chester, PA 19382

*Joyce A. Nettke* 5-8-97  
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PO Box 27, Strasburg PA 17579  
(717) 687-9311  
I.D. 45706

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# Atglen-Susquehanna Trail Master Park Plan



Prepared For:  
**Friends of the Atglen-Susquehanna Trail, Inc.**  
Quarryville, Pennsylvania

Prepared By:  
**GREENWAYS**  
**INCORPORATED**  
Bicycle & Pedestrian Planning  
Environmental Design  
Landscape Architecture

December, 1994

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# Atglen-Susquehanna Trail Master Plan

December 1, 1994

Ms. Julie Nettke, Project Director  
Friends of the Atglen-Susquehanna Trail, Inc.  
Post Office Box 146  
Quarryville, Pennsylvania 17566

**Final Master Park Plan  
Atglen-Susquehanna Trail**

Dear Julie:

I am pleased to submit this Final Master Park Plan for the Atglen-Susquehanna Trail. This Plan represents many years of hard work, thorough investigations and planning by Friends of the Atglen-Susquehanna Trail, Inc. My company, Greenways Incorporated, has carefully evaluated the work of FAST, its subcontractors and work on this rails-to-trails project that was completed by Lancaster County. Based on more than 10 years of experience with the creation of rails-to-trails projects throughout the United States, I can honestly state that this project is one of the most important and exciting rail-trail greenways in the nation.

This Plan defines the inventory and analysis work that was completed by Greenways Incorporated and subcontractors Pennoni Associates and TWO Architects. Our recommendations for the conversion of this Conrail corridor into a recreational trail are provided in sections 2, 3 and 4. Additionally, we conducted several public workshops throughout our planning process and provide a summary of these meetings in section 5.

We commend and applaud the work that FAST has completed in bringing this project to life. We thank you for the opportunity to provide your organization with expert planning and design development services. Best wishes to you and your organization as you work toward future trail development activities within this historic transportation corridor.

Sincerely,



Charles A. Flink, ASLA  
President  
Greenways Incorporated

---

# **ATGLEN-SUSQUEHANNA TRAIL**

Lancaster County, Pennsylvania

## **Master Park Plan**

Prepared for:

**Friends of the Atglen-Susquehanna Trail, Inc.**

Post Office Box 146  
Quarryville, PA 17566

Prepared by:

**Greenways Incorporated**

Cary, North Carolina

In Association With:

**Pennoni Associates** (Engineering)

**Tippetts-Weaver and Others Architects** (Historical)

## **December 1994**

*This Master Park Plan was made possible by a grant from the Lancaster County Foundation, Inc.*

---

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# Acknowledgements

# Atglen-Susquehanna Trail Master Plan

The vision, planning and design of the Atglen-Susquehanna Trail has been a complex task that has been sponsored principally by a citizen-based, not-for-profit organization known as Friends of the Atglen-Susquehanna Trail. Many individuals were involved in this effort, and we would like to take this opportunity to acknowledge and thank those who share the vision, and have worked hard to make this Master Plan possible.

A special thank you is extended to the Lancaster County Foundation whose grant award made the production of this Master Park Plan possible.

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Martic Hills Watershed Association  
Lancaster County Wildlife Center  
Columbia Riding Club  
Octoraro Watershed Association  
Conestoga Valley Association  
The Lancaster Environmental Alliance  
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Pennsylvania Department of Transportation  
Pennsylvania Department of Community Affairs  
Pennsylvania Historical and Museum Commission  
Pennsylvania Public Utility Commission

### Federal:

National Park Service  
Federal Highway Administration - ISTEPA Enhancements Program

# Atglen-Susquehanna Trail

## Master Plan

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# Executive Summary



## Executive Summary

### Section 1: Corridor Evaluation

The Consultant and representatives of Friends of the Atglen-Susquehanna Trail have thoroughly examined the abandoned Conrail Enola Branch rail corridor in order to identify opportunities and constraints which would serve to guide trail development, which are as follows:

#### Opportunities include:

- Ideal location accessible to populations of Lancaster and Chester Counties
- Twenty-three miles of continuous railroad bed in good condition for the development of a natural surface trail
- Additional miles of abandoned corridor at both ends of the proposed trail for the option of extending the trail
- Grade separation and vegetative buffer along the majority of the corridor to protect the privacy of adjacent landowners
- Numerous adjacent nature preserves, farms, rivers, creeks and wetlands to provide scenic interest
- Almost all road crossings are grade separated by bridge.
- Bridges are historic and the majority are in good condition and upgrade is economically feasible.
- The corridor is already suitably designed for a trail. Grades are approximately 1%, making grading and other major trail preparation unnecessary.
- 850 acres of natural lands can be enhanced for wildlife corridor.

#### Constraints include:

- Several narrow, constricting rights-of-way within the trail corridor
- Catenary poles that run on either side of the corridor and establish the present maximum working width for the future trail
- Martie Forge Bridge in need of rehabilitation and modification for trail use

#### Recommendations:

- Preserve all existing trees.
- Preserve historic bridges.

- As trail development progresses, create buffer by planting native vegetation, or widen existing buffer.
- Work with Lancaster County Planning Commission to develop land use criteria such as setbacks and buffer requirements to preserve views and protect the scenic and rural character of the area.

### Section 2: Conceptual Master Plan

Phase One of the trail is proposed as a model or pilot project for the development of the multi-user trail. Phase One would begin at milepost 15.00, just west of Quarryville, and extend to milepost 10.00 at Hollow Road. Two undeveloped parking areas will be available for trail users south of the trail off Bushong Road and north of the trail at Hollow Road. These parking areas will consist of a few parking spaces with minimal amenities. In addition, two developed parking area will be available north of the trail at Hollow Road, and north of the trail at Fairview Road. These developed parking area will consist of a gravel or paved surface, signage, landscaping, and provide access to the trail for persons with disabilities.

Bicycle and pedestrian access will be available from Oak Bottom Road, North Church Street, Pumping Station Road, and Bushong Road.

Development of the Atglen-Susquehanna Trail will occur in a series of phases during the next five years. Total project build out is anticipated to be completed by the year 2000. The project is currently divided into four separate phases.

Phase One extends from mile post 15.00 to mile post 10.00, a total distance of 5.0 miles. Phase Two extends from mile post 23.00 to mile post 27.00, a total distance of 4.0 miles. Phase Three extends from mile post 15.00 to mile post 23.00, a total distance of 8.0 miles. Phase Four extends from mile post 10.00 to mile post 4.00, a total distance of 6.0 miles.

The trail is being built to serve a variety of trail users including hikers, bikers, joggers, horseback riders, and cross-country skiers.

A signage plan will inform trail users about trail access, safety, points of interest, and connections to other communities.

#### Recommendations

- Develop trail maps and brochures to promote and inform the public about the trail
- Work with local towns to provide sidewalks and other pathways from the trail to community activity centers such as schools, pools, ballfields, churches and parks
- Utilize recycled materials for trail development, including trail surface, signage, benches, bollards, and kiosks.

### Section 3: Management and Maintenance

The Management and Maintenance Plan discusses trail management, hours of operation, trail rules and regulations, patrol and emergency response systems, risk management, and costs associated with trail maintenance and management.

#### Recommendations

- Manage the trail similar to other County park facilities, as related to hours of operation and enforcement of trespass violations.
- Maintain the trail to provide for the safety of trail users.
- Establish emergency response agreements between FAST and the County, the Boro of Quarryville, Bart and Conestoga for law enforcement and emergency response.
- Develop and implement a safety and security program for the trail consisting of safety and security policies, designation of responsible agencies, public education, and local community coordination.
- Review all design and construction documents to ensure that the proposed designs meet County expectations, as well as local, state and federal standards.
- Provide for adequate funding for operations and maintenance, as well as capital equipment needs.

# Atglen-Susquehanna Trail

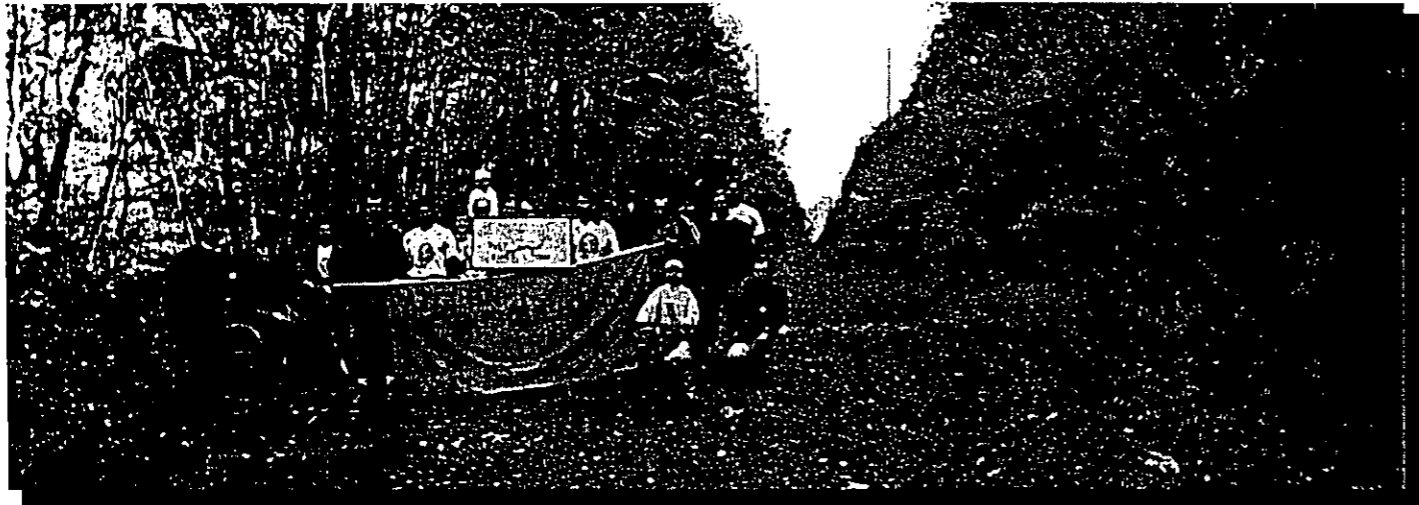
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## Master Plan

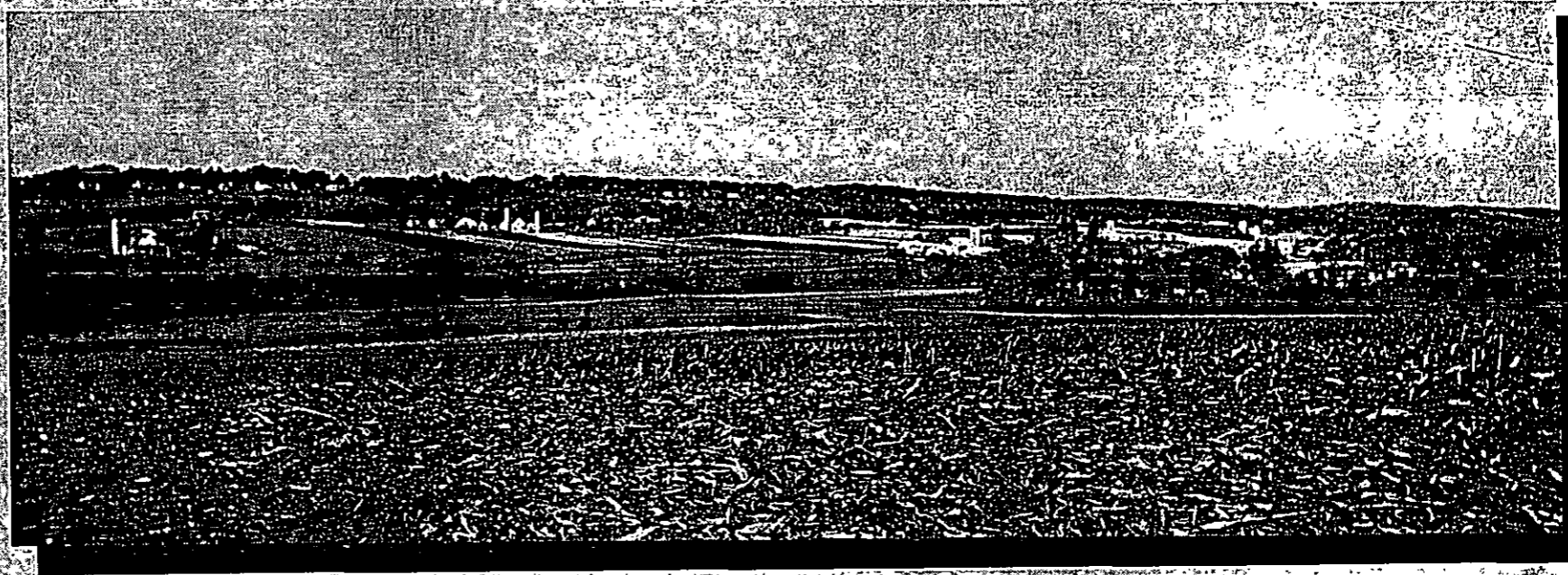
### Section 4: Implementation

FAST has secured \$781,000 to build the Atglen-Susquehanna Trail. FAST proposes a five year build out for the entire 23-mile trail project. Completion of the trail is scheduled for the year 2000. The total cost for developing Phase One of the trail project is estimated at \$505,668. The total cost for 23.0-miles of trail development is currently estimated at \$1,131,000. Total operating costs to manage and maintain the entire 23-mile trail are estimated at approximately \$147,000 per year.

*The Atglen-Susquehanna Rail-Trail Corridor and Supporters*



# Project Overview



# Atglen-Susquehanna Trail Master Plan

## Introduction

The Atglen-Susquehanna Trail is a rails-to-trails conversion project located in Southern Lancaster County, Pennsylvania. The project proposes to make use of an abandoned Consolidated Rail Corporation Inc. (Conrail) corridor that extends roughly from Atglen to Safe Harbor, Pennsylvania, a total distance of 23 miles. FAST is acquiring this property for conversion to a recreational and non-motorized trail. The purpose of this Master Park Plan is to describe the existing conditions of this rail corridor and surrounding landscape, social and economic issues, and physical and fiscal concerns that must be resolved in order to convert this rail corridor to a greenway trail. This Master Park Plan is not intended to be used as a blueprint for constructing any portion of the trail, nor any facilities or amenities associated with the trail. Construction documents will be developed after this Plan has been reviewed by public agencies, local governments, local organizations, and approved and accepted by FAST.

## Friends of the Atglen-Susquehanna Trail

In the Spring of 1990 a coalition of recreation and conservation groups, adjacent landowners and interested individuals formed the advocacy group "Friends of the Atglen-Susquehanna Trail" (FAST). FAST officially incorporated as a non-profit organization in June 1993, and was formed specifically to acquire and convert the Conrail corridor into a recreational trail. FAST is committed to preserving the historical and natural resources of this corridor and to developing a multiple-use greenway for non-motorized transportation and recreation that will be accessible and enjoyable for all residents of Lancaster County. FAST is supported in this endeavor by numerous community organizations and individuals throughout Lancaster County.

## Scope of this Master Park Plan

In February, 1994, FAST received a grant award from the Lancaster County Foundation to prepare a Master Park Plan for the Atglen-Susquehanna Trail. On April, 4, 1994, FAST employed Greenways Incorporated of Cary, North Carolina to

lead a team of professionals and prepare this Master Plan. Other professionals employed by FAST to prepare the Plan included Pennoni Associates, of Camp Hill, Pennsylvania and TWO Architects, of Lancaster, PA.

The project corridor study area extends east to west across Lancaster County, beginning at the Chester County border, one mile west of the town of Atglen (see Figure 1). The abandoned rail corridor, part of the Enola Low Grade line,

## Location Map

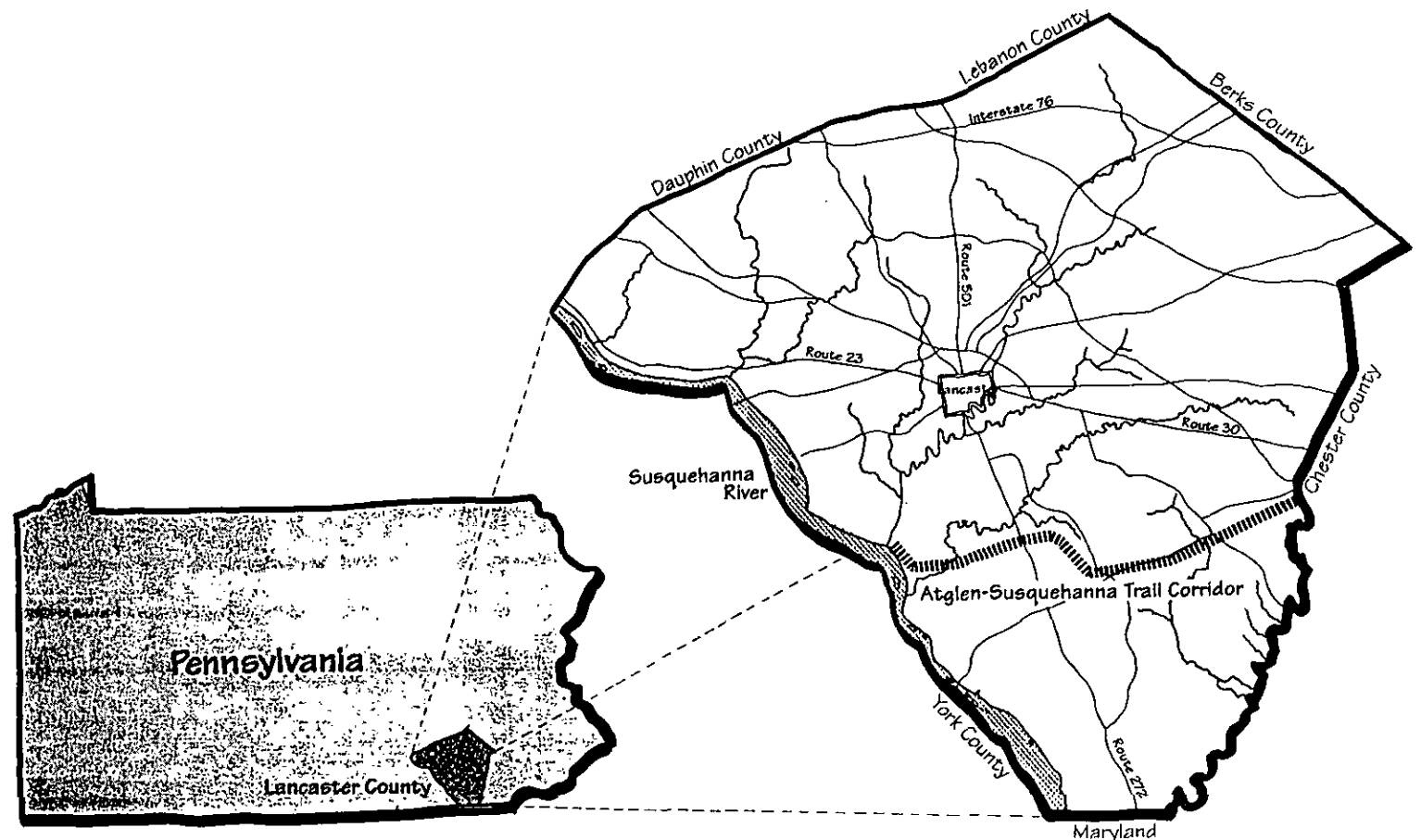


Figure 1

# Atglen-Susquehanna Trail Master Plan

passes through Quarryville and terminates along the Susquehanna River, one half mile south of Safe Harbor. The Master Park Plan addresses the corridor of the former rail line, an irregular contiguous parcel of land that is a minimum of 200 feet wide and contains significant adjacent natural lands, totaling 850 acres in size.

## Future Extensions

FAST is now in the process of acquiring 23 miles of the abandoned line from mile post 4.0 to milepost 27.0. However, the line has been abandoned from mile post 0 to mile post 33.0. The opportunity to extend the trail to include these additional miles should be pursued.

### Eastern Extension to Atglen (Chester County)

Recently SEPTA (Southeastern Pennsylvania Transportation Authority) purchased the eastern segment of the line from Parksburg to the Chester/Lancaster County border. FAST should explore the feasibility of a possible future extension of the trail to the Atglen area. A lease agreement with SEPTA may be one possibility. Chester County is currently developing rail-trail and greenway projects. FAST should work with Chester County, West Sadsbury Township, and the Boro of Atglen to study the feasibility of this extension and possible connections with other Chester County Trails. After crossing the Octoraro Creek the rail line is more level with the surrounding grade. Access to the trail from a developed trail head or parking area would be more readily developed than at the current trail terminus area at Noble road. The trail would then connect to an additional town and provide recreation for an even larger population.

### Susquehanna River Extension

Extension of the Atglen-Susquehanna trail north along the Susquehanna River to Washington Boro is an opportunity that FAST should pursue. The remaining six miles of the abandoned rail corridor are elevated along the cliffs and ridges of the river hills and offer fantastic views. The abandoned rail corridor is separated by elevation from the still active Conrail

line that runs along the Susquehanna River, so a conflict with that active rail line would not occur.

The Lancaster County Open Space Plan and the Inter-Municipal Greenway Committee Plan call for the development of a Susquehanna Greenway and cite this goal as a high priority. Future connections to other greenways and trails along the river, north and south of this segment, could also be realized.

A direct connection to this segment of abandoned rail corridor would necessitate the rehabilitation of the Safe Harbor bridge. This impressive historic structure is over a thousand feet long and overlooks the Conestoga River and the Safe Harbor Dam. Because it may be some time before funding is available for repair of this structure, a detour route around the bridge should be explored. FAST should pursue with Conrail the possibility of leasing this River section if purchase is not feasible. FAST should also work with Manor Township and other municipalities that comprise the Inter-Municipal Committee toward a possible future partnership so that this important opportunity is not lost.

## History of the Railroad Corridor

The construction of the Enola Low Grade Line has been recognized as one of the most significant engineering accomplishments of the Pennsylvania Railroad. Built between the years of 1903 and 1906 in Lancaster County, the Low Grade was designed to have no contact with other vehicular routes, and to run almost completely level and in a straight line. This concept would allow for more efficient movement of goods by train. The elevation of the Low Grade does not exceed a one degree slope, and the radius of curves in the track are never greater than a gentle two degrees. The new rail line was a significant improvement over the conditions of the east-west freight line which had a slope as high as six percent, and difficult sharp curves which required the trains to significantly reduce their speed. It was the engineering of the Low Grade Line that distinguished this line from other rail corridors of the time.

The Low Grade Line was only a small part of a larger vision, originally conceived in the late 1800's by Pennsylvania Railroad president, J. Edgar Thomson, for the exclusive movement of freight between the east and the mid-west. The new line was to provide a more efficient way of moving freight, relieving traffic from the existing less direct and over scheduled combined passenger and freight lines. Later, Pennsy Railroad president AJ Cassatt was responsible for the implementation of a part of the original plan. Cassatt built two segments of the Low Grade in southcentral and southeastern Pennsylvania, and another smaller segment in Ohio.

The contractors and members of the community who were responsible for the construction of the Low Grade Line faced great physical challenges, since both laborers and heavy equipment had to be brought into relatively inaccessible remote country areas. To accomplish the construction of track with



# Atglen-Susquehanna Trail Master Plan

little change in grade, the land had to be significantly altered by cutting and filling. Cuts for the submerged portions of the rail line were only achieved through powerful and dangerous blasts, while fills for the elevated portions of the track were accomplished through thoughtful engineering. Elevated portions of the track were initially raised and supported by heavy wood piers, to one hundred and fifty feet in height in some areas. Train cars, carrying fill, traveled on the elevated track, dumping their load from above to raise the level of the earth to eventually encase the piers.

Marked decline of the Low Grade Line started with damage caused to the piers of the Shocks Mill Bridge by Hurricane Agnes in 1972. Bankruptcy courts took several years to authorize the reconstruction of this important bridge. In 1976, when Conrail took over the line, they were assessed high fees for the use of Amtrak's overhead electric lines along the Low Grade. In order to avoid the payment of these high fees, Conrail made the decision to use diesel engines. Later Conrail rerouted freight traffic onto its main northern line, gradually reducing the amount of rail traffic on the Low Grade. In 1988, after eighty years in operation, the Low Grade Line serviced its last regularly scheduled train.

The importance of the Low Grade Line has been noted by numerous national organizations and nationally recognized authors. The corridor and the promise it holds as a rail-trail greenway captured the attention of prominent writer for *The New Yorker* and author Tony Hiss. He describes his first look at the corridor in his most recent book *The Experience of Place*, remarking:

*"When I . . . looked down, I was jarred to find myself staring at a wide, well maintained two-track freight-railroad right-of-way running along a deep, straight cut in the ground eighteen feet below the bridge. . . . As soon as I stepped off the bridge and walked a few feet down the road, I was no longer aware of being anywhere near a railroad." (Hiss, pp. 168)*

Hiss was told of the line by Richard R. Gardner, a land use expert with the National Oceanic and Atmospheric Administration, who feels that the Low Grade line is not only

a valuable asset from our nation's past, but also represents a significant design philosophy for the future of rural America. The American Farmland Trust also views the Low Grade line as an important asset for the future conservation of the "Valley" and the agricultural way of life that immediately surrounds it.

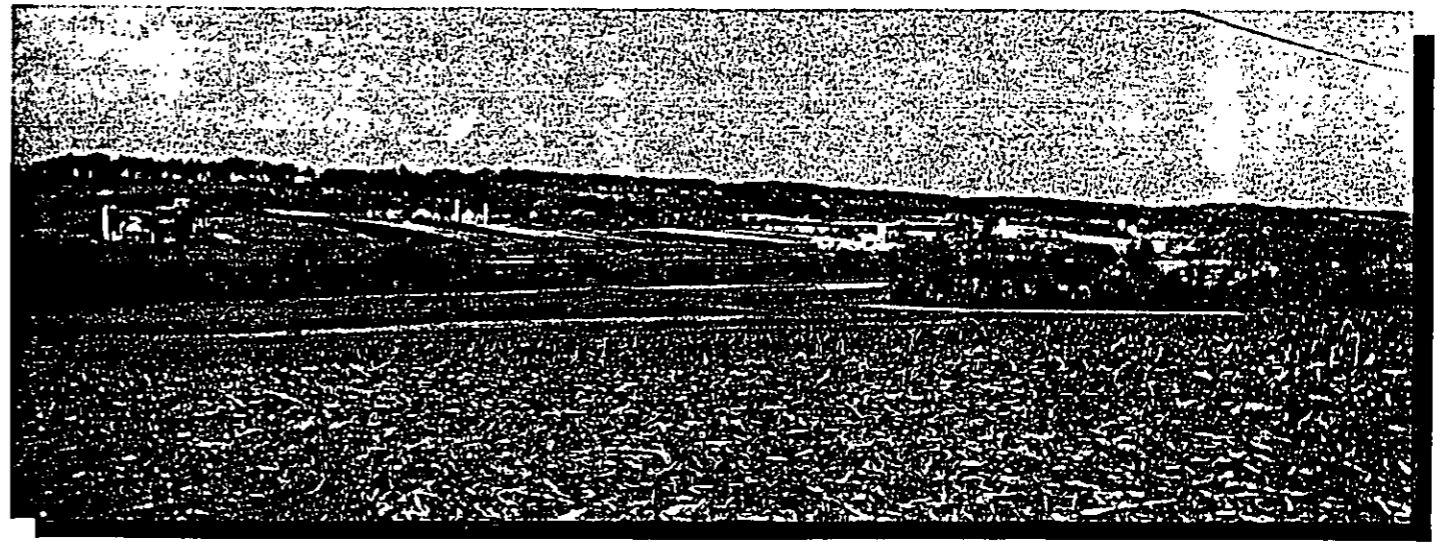
The rail corridor, 28 of its bridges and other amenities are now eligible for listing with the National Register of Historic Places. Converting the Low Grade line to a trail is the only viable option available to preserve this important part of American transportation history.

The Low Grade line offers an excellent opportunity for conversion to a recreational and non-motorized trail. Because it is flat, with broad sweeping curves and very limited intersection with other vehicle routes, a variety of trail users can enjoy uninterrupted continuous use of the corridor. The trail will be especially important to families with small children who are looking for a safe, accessible and close to home linear recreation experience.

## Preservation Actions

In recognition of the importance of the historic linear rail corridor and associated structures along the Low Grade Line, FAST has taken the initiative to pursue nomination of the Low Grade Line to the National Register of Historic Places. The National Register, administered by the National Park Service, is a list of resources of national significance that contribute "to an understanding of the historical and cultural foundations of the nation." Early in 1994, the Pennsylvania Historical and Museum Commission recognized the national significance of the Low Grade Line, and determined the Low Grade eligible for nomination to the National Register of Historic Places.

In writing its determination, the Pennsylvania Historical and Museum Commission recognized the importance of the Low Grade, first, for its contribution to the development of the eastern railway system; and second, for its engineering and method of construction. The determination of eligibility was the first of four steps in the nomination process in the state of Pennsylvania. The four steps are listed on the following page:



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1. Preparation and submission of the Historic Resource Survey Forms, for review by the Bureau for Historic Preservation of the Pennsylvania Historical and Museum Commission. The Bureau for Historic Preservation makes a recommendation for determination of eligibility for nomination to the National Register of Historic Places.
2. Preparation and completion of the National Register Forms, including all research and documentation of the resource(s), a physical description, and a statement of significance.
3. Review by the Historic Preservation Board and Nomination by the State Historic Preservation Officer.
4. Review by the National Park Service and listing in the National Register.

The second step commenced in the Spring of 1994, with meetings of FAST representatives at private and public libraries to gather historical background information pertaining to the Low Grade. In addition, to conducting research, several representatives from FAST met with staff members from the Bureau for Historic Preservation in June of 1994 to review the scope, acceptable format and approach to documentation of the Low Grade Line, for the purpose of completing the National Register Forms.

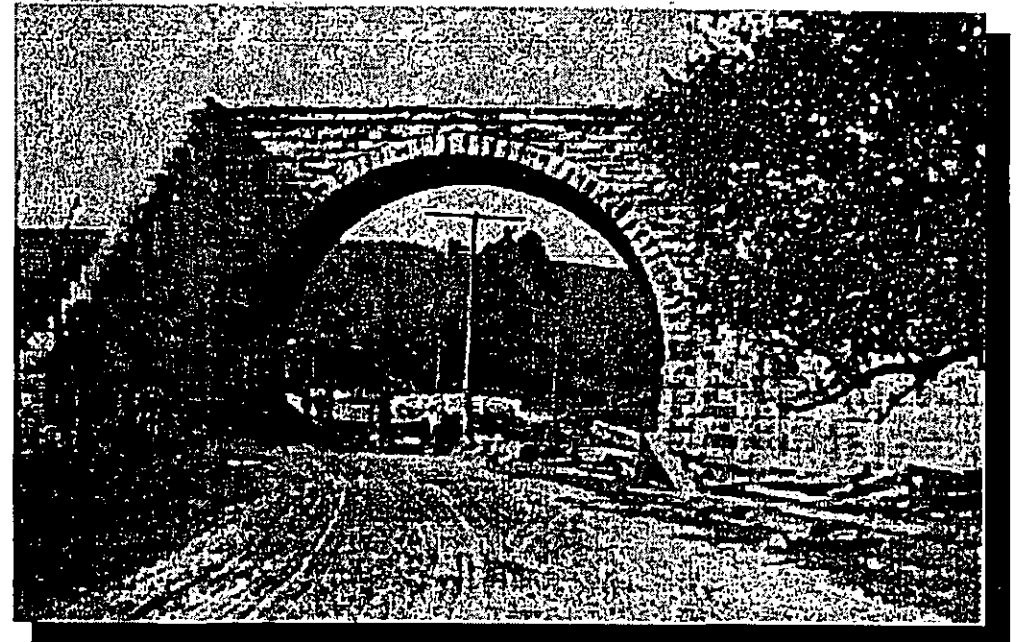
## Recommendations for Preserving Historic Character of the Trail

1. Implementation of sensitive planning and zoning regulations, specifically developed to assure the preservation of historic small towns, rural landscapes, settlement patterns and visual corridors (views), along the rail corridor. Should development occur along the corridor, it could have an adverse impact on the trail. Citizens who support the efforts of FAST, and members of FAST should appeal to their Boro or Township to take action on the development of sensible planning and zoning regulations, in cooperation with the Lancaster County Planning Commission and its Comprehensive Plan.

2. Recommendations for "Trail Facility Design Elements" should be reviewed by the State Historic Preservation Officer ("SHPO") of the Pennsylvania Historical and Museum Commission. The SHPO will review the proposed work to determine compatibility with the historic linear resource. This is an important step for three reasons: A. To assure that the work is in keeping with the character of the historical resource. B. To assure that any physical work done to the trail and associated structures does not place the nomination to the National Register of Historic Places in jeopardy. C. Federal or state funds for rehabilitation of structures along the line may need to be reviewed by the SPHO for the release of funding.

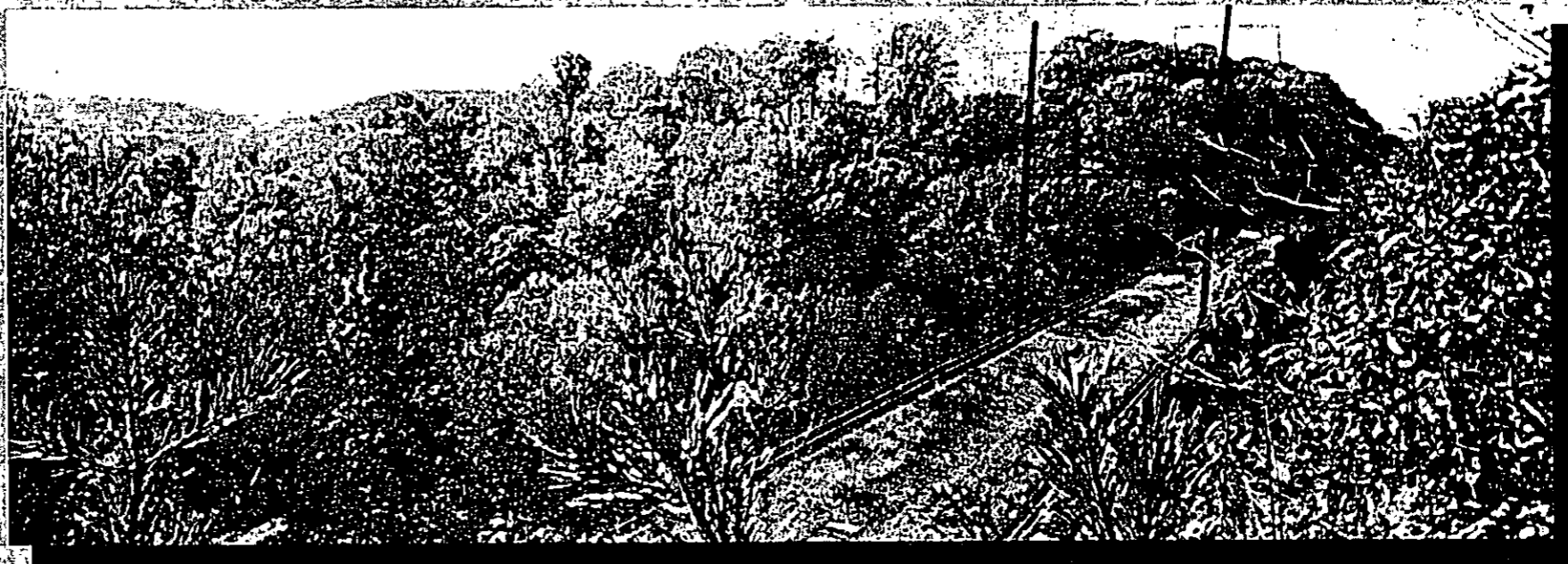
3. Specific recommendations for the "Restoration and Retrofit of Bridges:

- a. Preservation of individual structures along the Low Grade Line is crucial to the preservation of the entire rail one as a continuous, unbroken element, passing through four counties in central Pennsylvania.
- b. All repairs to the existing structures to be executed in compliance with the Secretary of the Interior's Standards of Rehabilitation; for example, regrouting of joints in masonry walls should match in composition, texture, color and tooling.



*Historic Photo of 64-foot Stone Arch Bridge Near Christiana, PA*

# Section 1: Corridor Evaluation



# Section 1: Corridor Evaluation

## Topography and Drainage

The rail-trail corridor is located in the Piedmont zone of the eastern United States between the Appalachian Mountains and the Atlantic Coastal Plain.

The western half of the corridor passes through the Susquehanna River hills which range from 250 to 500 feet above sea level. The eastern portion of the corridor crosses an area that sits between hills up to 750 feet high that extend on either side of the rail corridor area. This gives the eastern portion of the corridor the appearance of sitting in a huge valley that runs for miles. This may be why the area is simply known as "The Valley" (see Map A, Page 15).

The trail corridor crosses over numerous creeks, by way of bridge or culvert. Several of these creeks have been named in the Lancaster County Open Space Plan as Greenway Corridors. Others have been listed as important habitat for rare species within Lancaster County. Still others are small and not even known by an established name, yet serve an irreplaceable function for wildlife within the County. The creeks that cross under the corridor, from west to east, are as follows:

Mile Post	
27.00	unnamed stream
26.52	unnamed stream
26.33	unnamed stream
25.34	Grub Hollow Run (P)
23.75	Pequea Creek (GH)
21.54	Trout Run (P)
21.02	Climber Run
20.72	Climber Run
20.15	unnamed stream
18.50	unnamed stream
18.11	unnamed stream
17.65	Little Beaver Creek
16.32	Big Beaver Creek

15.42	Big Beaver Creek
14.73	South Fork of Big Beaver Creek
13.65	unnamed stream
11.55	Bowery Run
10.90	unnamed stream
9.15	Meetinghouse Creek
8.44	Mines Run
7.52	Valley Run (H)
6.43	unnamed stream
4.03	East Branch of the Octoraro River (G)

Creeks and Rivers which directly abut the trail corridor are the East Branch of Octoraro Creek (G) and the Susquehanna River. (GH). Lancaster County Greenway corridors are marked with a (G), habitat lands are marked by an (H). Preserves are marked with a (P).

Several quarry sites exist adjacent to the project corridor. These quarries were mined in the early 1800's up until the mid-20th century and have since been abandoned. Two prominent quarry sites exist within Providence Township. One area is located at milepost 15.4. Three small quarries exist north of the corridor, and one lies south of the corridor. These quarries were used to mine iron ore during the early 1800's. Several quarries lie within Quarryville Borough, north of the project corridor. One quarry is fairly large, and was used for mining limestone up until the mid-1900's. This quarry is noted for its clear water. Most of these quarries have since filled with water, and have become wetland habitats. Typical wetland vegetation grows from the water and the banks of these newly formed ponds which are surrounded by deciduous trees. Numerous species of fish, turtles, frogs, and snakes use the ponds for habitat; in addition a variety of waterfowl use the quarries for nesting and feeding sites. All quarries are on private land and are not accessible to the public.

## Soils

As determined by the US Department of Agriculture, Soil Survey of Lancaster County, the southern portion of the county is considered to be Piedmont Upland. There is one major soil association in this portion of Lancaster County, the Manor-Chester-Glenelg association, which is derived from mica schist, granitized schist, quartzite and gneiss. The majority of this land is used for agriculture. A small section of the corridor in Conestoga/Martic Townships is the Letort-Pequea-Conestoga soil association. These soils are nearly level to very steep, well drained on side slopes of ridges; formed in residuum from graphite and micaceous limestone and schist.

Since the entire trail will be built on existing rail ballast, soils are not defined as a restriction to trail construction.

Soils may act as a constraint to trailhead development. The trailheads planned for the Atglen-Susquehanna Trail are listed below. The soil type and any constraints to development are also described.

The proposed trailhead at Colemanville Road contains Manor soils which are very stony silt loam, with slopes of 25-60%. The proposed trailheads at Pennsy Road and Brenner Hollow Road also contains Manor soils. The Bushong Road Trailhead contains soils of Newark Silt Loam. The seasonal high water table is at a depth of 6-18 inches. The proposed trailhead at Hollow Road contains Chester Silt Loam soils with slopes of 3-8%.

The types of soil that may be encountered during trail development are shown in the chart on the next page.

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Abbreviation	Name	Slope
CbB	Chester Silt Loam	3-8%
GbC	Glenelg Silt Loam	8-15%
GbD	Glenelg Silt Loam	15-25%
LaB	Lansdale Loam	3-8%
LaC	Lansdale Loam	8-15%
MaB	Manor Silt Loam	3-8%
MaC	Manor Silt Loam	8-15%
MaD	Manor Silt Loam	15-25%
MbD	Manor very stony silt loam	8-25%
MbF	Manor very stony silt loam	25-60%
Nc	Newark Silt Loam	0-3%
PeC	Pequea silt loam	8-15%
PeD	Pequea silt loam	15-25%
PeE	Pequea silt loam	25-50%

## Vegetation

According to the Natural Areas Inventory of Lancaster County, the county is located in the Oak-Chestnut Forest Region of the US. Due to the Chestnut blight introduced into America in 1904, almost all of the chestnuts in America have been destroyed. In addition to the destruction of Chestnut trees, agriculture and logging have drastically altered the species composition of the forests in Lancaster County. The forest canopy has been opened to encourage growth of species requiring bright sunlight and ample physical space to grow. The Tulip Poplar (*Liriodendron tulipifera*) has taken advantage of the growing conditions available and, along with a variety of Oak species, has come to be co-dominant in Lancaster County forests. Several other plant communities also occur within Lancaster County:

### Floodplain Forest

The floodplain forests can be found along larger streams and rivers in the project corridor, such as the Susquehanna River, and Pequea and Octoraro Creeks, where a large valley bottom has developed. Plant species found in floodplain forests vary considerably depending upon the valley substrate, drainage patterns and the length of flooding. Dominants include silver maple (*Acer saccharinum*), river birch (*Betula nigra*), Ash (*Fraxinus sp.*), sweet-gum (*Liquidambar styraciflua*), American Sycamore (*Platanus occidentalis*) and American Elm (*Ulmus americana*).

### Mixed Hardwood Forest

The mixed hardwood forests are the majority forest type in Lancaster County. Before the Chestnut blight of 1904, this forest type was dominated by Chestnuts; however it has since been replaced by the Tulip Poplar. Dominants include: Tulip Poplar (*Liriodendron tulipifera*), Northern White Oak (*Quercus alba*), Scarlet Oak (*Quercus coccinea*), Chestnut Oak (*Quercus prinus*), and Black Oak (*Quercus velutina*).

### Mixed Mesophytic Forest

The richest and most diverse forest type occurring in the project area. Found in the steep-sided ravines of the Susquehanna River. Dominants include sugar maple (*Acer saccharum*), American Beech (*Fagus grandifolia*), American Ash (*Fraxinus americana*), Eastern Hemlock (*Tsuga canadensis*), and Tulip Poplar (*Liriodendron tulipifera*).

### Xeric Hardwood-Conifer Forest

The xeric hardwood-conifer forest can be found at the higher elevations within the project area, and on the rocky outcrops above the Susquehanna River. This forest type is found in the greater project area, but rarely abuts the corridor. Dominants include Scrub Oak (*Quercus ilicifolia*), Pitch Pine (*Pinus rigida*), Table Mountain Pine (*Pinus pungens*), Scrub Pine (*Pinus virginiana*), Black Cherry (*Prunus serotina*), Sassafras (*Sassafras albidum*), and Chestnut Oak (*Quercus montana*).

### Naturally Occurring Wetlands

The two most significant wetlands in the area are associated with the floodplains of Valley Run in Sadsbury Township and Meetinghouse Creek in Bart Township. These wetlands are dominated by emergent vegetation and hardwood forests and are listed with the Pennsylvania Natural Diversity Inventory Data System.

Other significant wetlands occur south of the trail corridor at Pumping Station Road, and north of the trail corridor at Octoraro Creek. Several small forested wetland tracts occur north of Quarryville Boro. Many small wetlands occur in Providence Township, Palustrine emergent and palustrine forested being the dominant types. These wetlands are not within the trail corridor, therefore development of the trail is not expected to impact nearby wetlands.

Riverine wetlands are those associated with creeks and rivers. All creeks and rivers listed previously could be expected to have one or more wetlands associated with them.

### Human-made Wetlands

The natural drainage patterns of the land surrounding the project corridor was significantly altered during the construction of the Low Grade Line. One result of this is that where cuts or fills in the corridor were made, new drainage ways have formed. These drainage ditches exist over approximately 1/8th of the project corridor. Wetland specific vegetation has begun to grow there, and frogs, turtles and other wetland animals have been spotted in these ditches. Formal wetland delineation of these ditches has not been undertaken; however, it is likely that they would be classified as palustrine emergent wetlands.

## Pennsylvania Natural Diversity Inventory Data System

In 1982, the Pennsylvania Natural Diversity Inventory Data System was created by The Pennsylvania Department of Environmental Resources, the Western Pennsylvania

Conservancy, and The Pennsylvania Science Office of the Nature Conservancy. Information from the PND Inventory was used as the foundation for a more detailed study, "The Natural Areas Inventory," prepared by The Nature Conservancy in 1990. The goal of this inventory was to plan for the wise use of Lancaster County's natural features by systematically inventorying Lancaster County's natural communities, sensitive plant and animal species, and heron rookeries. According to the Nature Conservancy, 85-90% of the biological diversity in Lancaster County can be found within the areas inventoried for the Natural Areas Inventory. These areas must be protected, and in some cases can be enhanced for use as plant and animal habitat, and as wildlife migratory routes. The following describes the type and location of these significant landscapes (See Map A, Page 15).

## **Natural Areas of State-Wide Importance**

### Conowingo Islands

The Conowingo Islands, and all adjacent riverside areas of the Lower Susquehanna River, possess an excellent riverside outcrop community. The islands are home to the largest concentration of species of concern in Lancaster County. Several fair examples of Mesic Central Forest exist in surrounding uplands.

### Red Hills

The Red Hills is a large forested tract with two plant species of concern and several disjunct open-space recreation areas. The tract is currently subject to pressure due to surrounding land use development. The site is considered one of the most significant in Lancaster County for receiving or enhancing protection. This area was recently purchased by Martic Township as a regional preserve. Three populations of two species of special concern are located in the Red Hills area. One of these species is considered to be a state-wide rare species, and another is considered to be globally rare.

According to the Natural Areas Inventory of Lancaster County, a strategy for protecting the integrity of these areas is to "connect these protected lands with a 'green-belt' corridor along the waterways and ravines." By connecting these sites, they would then function as one large, regional preserve.

The Atglen-Susquehanna Trail will connect the Red Hills preserve area with the Hauer-Trout Run preserve and help to prevent the isolation of these two irreplaceable communities. By planting native vegetation along the trail, and widening the corridor, where possible, this connection can be enhanced and will help to protect the rare animals and plants within these nature preserves.

### Urey/Weise Islands

The Urey/Weise Islands and all adjacent riverside areas of Susquehanna River harbor excellent populations of several plant species of concern.

## **Sites of Local Significance**

### Valley Run

The Valley Run wetlands provide valuable lowland wildlife habitat as well as serve to improve the water quality of East Octoraro Creek.

No plant or animal species of special concern in the county have been documented here.

### Meetinghouse Creek Wetlands

The Meetinghouse Creek Wetlands provide valuable lowland wildlife habitat as well as serving to improve the water quality of West Octoraro Creek. No plant or animal species of special concern in the county have been documented here.

Protecting these wetlands from encroaching development, as well as protecting the vegetative buffer on wooded slopes will help to protect the water quality of Octoraro Creek.

## **Prominent Views**

A variety of views are encountered throughout the trail corridor and are noted on Conceptual Design Map B, on page 16 of this Master Plan report. Some of the most striking views along the corridor occur along the Susquehanna River from milepost 27 to milepost 26, and from the 130 foot tall Martic Forge Bridge. Other areas with scenic views occur from the Route 272 overpass, and Fairview Road elevated areas. The eastern portion of the trail is dominated by numerous views of working

Amish farms, from sites around Pumping Station, Valley Run, and Meetinghouse Creek and at the trail terminus at the "64-foot arch" over the East Octoraro Creek.

There are few less than pleasant views along the corridor. These views are limited to the industrial areas of Quarryville, where a metal processing plant and scrap yard are located south of the trail at milepost 13.65, and an oil tank yard is located north of the trail at milepost 13.32. An important aspect of the views analysis is that many of these views are not protected from encroaching development.

## **Analysis of Existing Bridges**

The proposed trail corridor will make use of forty-three bridges throughout its length. All of the bridges within the corridor span roads and streams, with the exception of pedestrian culverts to be built at Mount Pleasant Road and Lamparter Road, which enable roads to cross over the tunneled rail corridor (See Map A, page 15). The following Bridge Inventory matrix (Table 1 and 2) contains information about all the bridges throughout the corridor, and summarizes recommended treatments for each.

Pennoni Associates, an engineering firm based in Camp Hill, Pennsylvania, evaluated 14 bridges for the project that cross over public roads and 3 steel structures that cross over Meeting House Creek, Mines Run, and an abandoned rail line. Pennoni supplied FAST with recommendations and cost estimates for repair and modifications for trail use for each of these structures, which is illustrated in Table 3.1 and 3.2, on pages 24 and 25.

Recommendations and cost estimates on the remaining stone masonry arch bridges are provided in Table 4, on page 26.

# Atglen-Susquehanna Trail Master Plan

## Summary Matrix: Bridge Inventory

Table 1

M.P.	Bridge Name	Township	Type	Historic	Span	Clear	Width	Built	Angle	Abutments	Condition	Recommendation	Intersection
4.03	Noble Road Bridge	Sadsbury	Stone masonry arch	?	64'	38'	29'	1905	N/A	Stone masonry	Good	Rehabilitate	SR 2009
4.70**	Orchard Buck Rd. Bridge	Sadsbury	Steel truss span	Yes	91'	12' 3"	N/A	1904	90°	Stone masonry	Marginal	Minor repairs	T - 974
5.77	Brick Mill Rd. Bridge	Sadsbury	Steel thru girder	No	29'	11'	26'	1904	90°	Stone/concrete	Fair	Rehabilitate	T - 970
6.35	White Oak Rd. Bridge	Sadsbury	Steel thru girder	No	34' 6"	14'	26'	1904	63°	Stone/concrete	Fair	Rehabilitate	LR 36079
6.43	Unnamed Stream	Sadsbury	Brick arch culvert	Yes	10' 8"	12' 9"	56'	1904	90°	Stone masonry	Good	Repair	
7.20	Quaker Ch. Rd. Bridge	Bart	Steel thru girder	No	29' 2"	13' 1"	26'	1903	72°	Stone/concrete	Fair	Rehabilitate	T - 778
7.52	Valley Run Bridge	Bart	Conc. arch culvert	No	14'	11'	96'	1943	90°	Concrete	Good	Minor repairs	
7.61	Vintage Road Bridge	Bart	Stone masonry arch	Yes	31'	14'	31' 7"	1903	75°	Stone masonry	Fair	Rehabilitate	T - 766
8.44	Mines Run Bridge	Bart	3-span thru girder	No	N/A	15'	26'	1903	46°	Stone/concrete	Fair	Rehabilitate	
8.78**	Lamparter Rd. Bridge	Bart	3-span steel truss	?	@86'	@23'	N/A	1904	90°	Stone masonry	Poor	Remove/Install culvert	
9.15	Meetinghouse Creek	Bart	3-span steel girder	No	201'	8'	25'	1905	45°	Stone/concrete	Fair	Rehabilitate	
10.68	Bushong Rd. Bridge	Eden	Steel thru girder	No	29'	10' 8"	26'	1904	90°	Stone/concrete	Marginal	Remove/at-grade xing	T - 740
10.90	Unnamed Stream	Eden	Stone masonry arch	Yes	19' 6"	14'	73'	1904	90°	Stone masonry	Good	Minor repairs	
11.55	Bowery Run Bridge	Eden	Stone masonry arch	Yes	19' 6"	18'	30'	1903	90°	Stone masonry	Fair	Minor repairs	
11.68	Pumping Station Rd.	Eden	Stone masonry arch	Yes	30'	15' 3"	30' 6"	1904	78°	Stone masonry	Fair	Rehabilitate	LR 36086
13.54	N. Lime St. Bridge	Quarryville	Steel girder	No	40'	14' 8"	25' 6"	1903	90°	Stone/concrete	Fair	Rehabilitate	T - 726
13.65	Unnamed Stream	Quarryville	Brick arch culvert	Yes	12'	8'	79'	1903	90°	Stone masonry	Good	Minor repairs	
13.79	Rail Spur Bridge	Quarryville	Steel thru girder	No	32'	22'	43' 6"	1903	73°	Stone/concrete	Fair	Rehabilitate	
13.83	Church St. Bridge	Quarryville	Ribbed arch stone	Yes	38' 7"	16' 8"	29'	1904	40°	Stone masonry	Fair	Rehabilitate	LR 36086
14.46	Oak Bottom Road	Providence	Stone masonry arch	Yes	22' 10"	11' 8"	48'	1905	90°	Stone masonry	Fair	Rehabilitate	T - 482
14.62	SR 222 Bridge	Providence	Stone masonry arch	Yes	23' 6"	10-14'	115'	1903	N/A	Stone masonry	Fair	?	FAP 136
14.73	Big Beaver Creek Bridge	Providence	Stone arch culvert	Yes	19' 6"	17' 4"	122'	1904	90°	Stone masonry	Fair	Rehabilitate	

## Summary Matrix: Bridge Inventory

Table 2

M.P.	Bridge Name	Township	Type	Historic	Span	Clear	Width	Built	Angle	Abutments	Condition	Recommendation	Intersection
15.00**	Fairview Road Bridge	Providence	Steel truss span	No	95'	N/A	19'	1904	90°	Stone masonry	Poor	Remove/at-grade xing	LR-36172
15.42	Unnamed Stream	Providence	Brick arch culvert	?	11' 8"	12' 3"	107'	1904	90°	Stone masonry	Good	Minor repairs	
16.32	Unnamed Stream	Providence	Stone arch culvert	Yes	17' 6"	17' 6"	105'	1904	90°	Stone masonry	Good	Rehabilitate	
17.56	Unnamed Stream	Providence	Stone arch culvert	Yes	20'	13'	200'	1904	90°	Stone/concrete	Fair	Rehabilitate	
18.08	Hollow Road Bridge	Providence	Stone arch culvert	Yes	23' 9"	14' 8"	58'	1904	90°	Stone masonry	Good	Repairs/signage	T-498
18.11	Unnamed Stream	Providence	Brick arch culvert	Yes	7'	7' 8"	200'	1904	90°	Stone masonry	Good	Minor repairs	
18.50	Unnamed Stream	Providence	Brick arch culvert	Yes	9' 9"	7' 3"	72'	1905	90°	Stone masonry	Fair	Minor repairs	
19.03	Private Farm Lane Bridge	Providence	Stone arch culvert	Yes	19' 6"	15' 8"	74'	1903	90°	Stone masonry	Good	Minor repairs	
19.48	SR 272 Northbound	Providence	Stone masonry arch	Yes	39' 6"	21' 3"	219'	1903	N/A	Stone/concrete	Fair	Rehabilitate	LR-36007
19.61	SR 272 Southbound	Providence	Stone masonry arch	Yes	50"	26'	160'	1903	N/A	Stone masonry	Good	Minor repairs	LR-36025
20.15	Unnamed Stream	Providence	Brick arch culvert	Yes	6'	2' 3"	70'	1904	90°	Stone masonry	N/A	Minor repairs	
20.72	Climber Run Bridge	Providence	3 30" iron pipes	No	N/A	N/A	50'	1905	Skew	Stone masonry	Poor	Replace	
21.02	Sigman Road Bridge	Providence	Steel thru girder	No	30'	11' 3"	26'	1905	72°	Stone/concrete	Marginal	Rehabilitate	T-500
21.54	Trout Run Bridge	Martic	Stone arch culvert	Yes	20'	15'	102'	1905	90°	Stone masonry	Good	Rehabilitate	
23.04	SR 324 Bridge	Martic	Stone masonry arch	Yes	23'	13' 7"	43'	1916	45°	Stone/concrete	Fair	Retain/at-grade xing	SR 324
23.75	Martic Forge Bridge	Mart-Cones	Steel truss/girder	Yes	588.8'	@130'	23.3'	1905	90°	Stone masonry	Satisfactory	Rehabilitate	T-440
24.40	Unnamed Stream	Conestoga	Brick arch culvert	?	9' 6"	16'	138'	1905	90°	Stone masonry	Good	Minor repairs	
24.98	Unnamed Stream	Conestoga	Brick arch culvert	Yes	6'	8'	30'	1905	90°	Stone masonry	Good	Minor repairs	
25.34	Unnamed Stream	Conestoga	Brick arch culvert	Yes	12'	12'	302'	1905	90°	Stone masonry	Fair	Minor repairs	
25.73	Green Hill Rd. Bridge	Conestoga	Stone masonry arch	Yes	24'	17' 6"	206'	1905	N/A	Stone masonry	Good	Minor repairs	T-418
26.33	Unnamed Stream	Conestoga	Brick arch culvert	Yes	10'	10'	258'	1905	90°	Stone masonry	Good	Minor repairs	
26.52	Unnamed Stream	Conestoga	Brick arch culvert	Yes	10'	10'	197'	1905	90°	Stone masonry	Good	Minor repairs	
27.00	Unnamed Stream	Conestoga	Brick arch culvert	?	6'	6'	222'	1905	90°	Stone masonry	Good	Minor repairs	

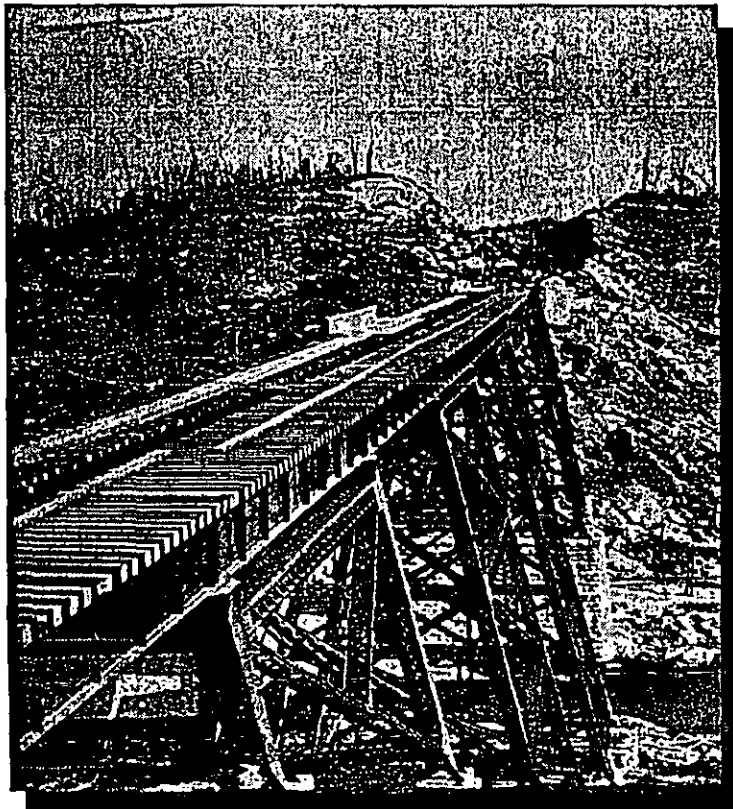
\*new state and local roadway bridges over the proposed trail are not included in this matrix  
\*\*indicates structures that carry roads over the proposed trail

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## At-grade Crossings

One at-grade crossing currently exists within the rail corridor, at Hollow Road in Bart Township. Trail users will have to stop and yield the right-of-way to vehicular traffic. Additional at-grade crossings are proposed at Route 324, Fairview Road, and Bushong Road. See Figures 12, 13, 14 and 15 on pages 33-36. Special design considerations will need to occur at these points.

*Historic Photo of Martic Forge Bridge Under Construction*



## Martic Forge Bridge

Pennoni Associates has previously conducted an in-depth inspection and evaluation of the Martic Forge Bridge for the county. This inspection found the bridge to be in satisfactory condition and recommended that the bridge be rehabilitated. The Martic Forge Bridge is the only major bridge structure along the corridor. The bridge was constructed in 1905 by the Pennsylvania Railroad Company and was rehabilitated in 1946.

The Atglen and Susquehanna Line Transportation Corridor Analysis lists the following specifications for the Martic Forge Bridge:

- Bridge length of 634 feet, consisting of 10 girder spans and one main deck truss span
- The deck is constructed of ballast on top of wooden timbers.
- The bridge deck is approximately 120 feet above the surface of Pequea Creek
- Towers that support Amtrak transmission lines are attached to the bridge.

In November of 1994, Pennoni Associates, Inc., engineers evaluated the Martic Forge Bridge and made recommendations to FAST for the treatment of the bridge. Rehabilitation is the recommended option rather than removal or replacement.

The Consultant recommends that this bridge be restored. The existing steel safety railing should be removed. The ballast should be temporarily removed so that the timber deck can be refurbished and sealed. The entire superstructure of the bridge needs to be cleaned per the recommendations of a structural engineer. The ballast needs to be replaced and topped with a 4-inch layer of crushed screenings as is typical of the remainder of the trail corridor. New safety railing and approach rails need to be installed as shown in Figure 7, page 28. Included in this evaluation are recommendations to rehabilitate and modify the Martic Forge Bridge for trail use. ( See Figure 6, page 23)

## Public Access

Public access to the rail corridor is available at numerous intersecting roads along the trail, in the form of maintenance access roads that lead up to the railbed surface. (See Figures 8 and 9 on pages 29 and 30 within this report) The following roads are planned to have public access for bicycles and pedestrians:

- Green Hill Road
- Pennsy Road
- Sawmill Road
- Hollow Road (Providence Township)
- Truce Road
- Cinder Road
- Oak Bottom Road
- North Church Street
- Pumping Station Road
- Bushong Road
- Mount Pleasant Road
- Lamparter Road
- Route 896
- Vintage Road
- Brick Mill Road
- Noble Road

In addition, there is one at-grade crossing which will provide trail access at Hollow Road (Bart Township). Two additional at-grade crossings are planned for Fairview Road and Route 324. Trail users would be required to stop and yield to traffic at these intersections. The Typical Intersection treatment on page 37 would apply to these intersections.

## Non-Motorized Vehicle Use in Lancaster County

The Old Order Amish and Old Order Mennonite people of Lancaster County travel mainly by bicycle or carriage. To safely accommodate this population and others who travel by bicycle, the Lancaster County Planning Commission published

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a non-motorized vehicle study in February of 1993, and recommended that a non-motorized vehicle network be established with special modifications made to roads for carriage and bicycle travel (See Map A, page 15). Three roads that intersect with the Atglen-Susquehanna Trail are included within this non-motorized vehicle network. The consultant recommends establishing bicycle connections to two of these non-motorized vehicle network roads. The first connection would be at Fairview Road, 1/4 mile west of Route 222. The second connection would be at highway 896, which crosses the trail corridor and runs North to Strasburg and south to Newark.

Special signage or marking of bicycle access will need to be designed for these intersections, in order to ensure that the Atglen-Susquehanna Trail can serve as a vital link in the non-motorized vehicle network. Carriage travel will not be allowed on the trail, as the carriage wheels will heavily damage the trail surface, and present a danger to other trail users.

## Connection with the Conestoga Trail

The Conestoga trail is a valuable connection point that should be established after the development of the Atglen-Susquehanna Trail.

## Land Use

The majority of southern Lancaster county is rural with agriculture being the predominant land use (See Map A, page 15). Farms produce mostly dairy products, corn, tobacco, and soybeans. Southern Lancaster County has a rich history related to farming. The area has been settled primarily by the Old Order Amish and Mennonite in the Townships east of Quarryville. The Amish have been farming the land in the county so successfully that the productivity of the soil is actually greater than when they first arrived some 250 years ago. The result of this is that agriculture is Lancaster County's largest business, bringing the county almost three quarters of a billion dollars in 1988.

Two urban growth boundary areas are connected by the corridor (See Map A, page 15). Residential, commercial and

industrial areas occur within the two rural communities of Quarryville (population 1,642) and Christiana (population 1,045). Other land uses include roads, railroads, and abandoned quarries. Limited areas of natural communities occur in scattered locations. The total population for the townships and boroughs through which the trail corridor runs is 20,463 people.

In addition to agriculture, the Lancaster County Future Land Use map designates two additional types of land within the county limits. These land types are categorized as Resource Conservation areas and Resource Preservation Areas, and many are located in the Townships west of Quarryville (See Map A, page 15). Resource Preservation Areas are those areas within the county that are currently owned and managed as parks, greenways or nature preserves, and lands that the County would like to see preserved within this system. Many of the County's rivers and streams, and the floodplains associated with them, such as Pequea Creek, Conestoga River, and Octoraro Creek are included within these Resource Preservation Areas. The proposed trail corridor is also included as a Resource Preservation Area.

Resource Conservation areas are those lands, which because of their sensitive environmental features, the County would like to see protected by special zoning or conservation easements. Areas of the County that are dominated by Resource Conservation Areas include: Providence Township, Martic Township and Conestoga Township. See Map A, page 15.

## Community Facilities

### Schools

Providence Elementary school is located adjacent to the corridor on Truce Road. Two other public schools, Quarryville Elementary, and Smith Middle School are located less than 1/2 mile from the trail in Quarryville. Numerous private one room Amish schools are located close to the trail at Truce Pumping Station, Mount Pleasant and Valley Roads (See Map B, page 16). Coordination with the Townships should occur to ensure that sidewalks and bicycle paths are available between the schools and the trail.

## Recreational Resources

### Trails and Greenways

#### Conestoga Trail

The Conestoga Trail extends from its intersection with the Horseshoe Trail in northern Lancaster County to the Susquehanna River. The trail intersects with the Atglen-Susquehanna Trail underneath the Martic Forge Bridge on the east bank of Pequea Creek. The Conestoga Trail is part of the Appalachian Trail system and links several of the Recreation Areas and Preserves listed below (See Map B, page 18).

The Atglen-Susquehanna Trail is designated as the highest priority greenway in the Lancaster County Open Space Plan. Other proposed greenways that would eventually link to the trail are: the Pequea Creek Greenway, which extends from the Welsh Mountains to the Susquehanna River along Pequea Creek; the Conestoga River greenway from Lancaster City to the Susquehanna River at Safe Harbor; the Susquehanna River greenway along the River from Susquehannock State Park to Marietta; and the Octoraro greenway that follows the Lancaster/Chester County border.

### Recreation Areas and Preserves

#### State Game Lands

This 200-acre outdoor recreation area is managed by the Pennsylvania Game Commission for hunting and other forms of compatible outdoor recreation. It is located on the east bank of Pequea Creek between route 324 and Colemanville. The Conestoga Trail also passes through this land.

#### Pequea Creek Recreation Area

This recreation area is located less than a mile east of Martic Forge, via the Conestoga Trail or route 324. The facility offers a campground, playground, and picnic area.

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### Silver Mine Regional Park

Located and developed by Pequea Township, this new park is located along Pequea Creek north of the trail.

### Lancaster Boys Club

Located north of the trail in Martic Township.

### Red Hills Preserve

Recently purchased and preserved by Martic Township, this 300-acre area is located south of the trail in the Route 324 area.

### Hauer-Trout Run Preserve

Owned and managed by the Lancaster County Conservancy, this preserve is located south of and adjacent to the trail in Martic Township.

### Shenks Ferry Wildflower Preserve

Owned and managed by Pennsylvania Power and Light Co., located adjacent to the west end of the trail on the Susquehanna River.

### Safe Harbor Park

Owned and managed by Safe Harbor Power Company located 1/2 mile north of the trail at Safe Harbor.

### Infrastructure

The project corridor extends through the predominantly rural landscapes of Lancaster County, most of which are served by local wells for water and septic systems for sanitary sewer. This means that any developed public facilities for the trail will need to be located in Quarryville, in close proximity to electrical power, telephone service, municipal water supply, and gravity feed municipal sanitary sewer services.

Stormwater drainage is already accommodated throughout the corridor by virtue of the preexisting railroad ballast and parallel ditches. Some of these ditches are clogged with trash and debris from Amtrak vegetation clearing operations. These will need to be cleaned out and maintained for future drainage.

## Issues of Concern

A series of public workshops was held by FAST during the preparation of this Master Plan to present the concept of the trail to the general public and discuss issues relevant to future development. From these meetings, a few key issues of public concern were raised which deserve further consideration in this report.

### **Proximity of the trail to Adjacent Private Land**

Landowners whose property abuts an abandoned railroad corridor will often initially define a position in opposition to the development of a rail-trail greenway. Most of this opposition is based on the belief that a proposed trail will have a negative impact on the lifestyle, privacy and security of adjacent residential homes. Advocates of the Atglen-Susquehanna Trail have a high regard for the concerns of adjacent landowners, and want to provide the following useful facts related to trespassing, criminal activity, litter, noise, loss of privacy and lowered property values. Several local, regional and national studies have been utilized to provide up-to-date, useful and factual information:

- **The Impacts of Rail-Trails: A Study of Users and Nearby Property Owners from Three Trails.** Produced in 1992 by The Pennsylvania State University and the U. S. Department of the Interior. (Referred to below as the "Penn State" study)
- **The Economic Impacts of Protecting Rivers, Trails and Greenway Corridors: A Resource Book.** Produced in 1991 by the U. S. Department of the Interior. (Referred to below as the "National Park Service" study)
- **Converted Railroad Tracks: The Impact on Adjacent Property.** Prepared in 1988 by Leonard P. Mazour, Kansas State University. (Referred to as the "Kansas State" study)
- **Trails as Economic Development Tools.** Produced in 1991 by Uel Blank, The HTR Group, University of Missouri. (Referred to below as the "Missouri" study)

- **Greenway Use and Users: An Examination of Raleigh and Charlotte Greenways.** Prepared in 1990 by Owen J. Furuseth and Robert E. Altman, University of North Carolina at Charlotte. (Referred to below as the "North Carolina" study)

### **Who Uses a Rail-Trail?**

First and foremost, who uses rail-trail greenways, and why? A number of greenway and rail-trail user studies have been completed during the last four years which provide definitive empirical data that describes a typical greenway/trail user.

In North Carolina, a University of North Carolina study used an "intercept method" (actual interviews with trail users) to survey several hundred greenway users in Raleigh and Charlotte. The greenways in these studies are in urban and suburban settings and are narrow linear corridors that abut private land, surrounded by suburban residential, commercial, office, institutional and industrial land uses. The purpose of the study was to conduct face-to-face interviews with trail users in order to better understand the type of users, patterns of use, likes and dislikes of the users, and problems or concerns associated with trail use. The study concludes that approximately 60% of surveyed trail users originated from local neighborhoods, and 90% traveled to the greenway from areas of the community within 10 miles of the facility. In essence, trail users are in fact local residents from local neighborhoods. Further, these users are educated, adult, middle aged and elderly, or are employed in high skilled, high wage jobs. In Raleigh, 53% of users were women, while in Charlotte 52% were men. The majority of users enjoyed walking, jogging or biking along the trail. Most users were frequent visitors to the trails.

The Kansas State study describes two rail-trails in Minnesota, one a rural trail and the other a suburban trail. The study defines the attitudes of adjacent property owners prior to the development of a rail-trail, and after the rail-trail had been in place for a couple of years. The study illustrates that adjacent landowners often anticipate concerns such as crime,

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trespassing, and lowered property values, which in fact never materialize once the rail-trail has been completed. Data was collected from adjacent landowners, law enforcement officials, trail managers, real estate agents and local politicians. With respect to typical rail-trail users, an estimated 88% of adjacent landowners, many of whom were originally opposed to the rail-trail projects, now make use of the facility for bicycling, hiking, jogging and cross country skiing.

The Penn State study defines three rail-trails in different parts of the country, one in rural Iowa, a second in suburban Florida, and a third in urban California. The study examines the impact of rail-trails on both trail users and nearby property owners. A profile of trail users is one of the results of the study. Data was collected by surveying 1075 trail users, 663 property owners and 71 Realtors and appraisers. The study concludes that most users live near the trail, within 5 miles or less of the facility, and use the facility frequently. Use was divided equally among men and women. The majority of user activities on the trails were walking, jogging and bicycling.

The average age of the users was between 35 and 50. Most users were employed and the majority reported household incomes of \$20,000 and higher, with one-fourth making more than \$80,000 per year.

The Missouri study, which defines the economic potential of rail-trails, states that in 1982 the proposed 4.5-mile MKT Parkway rail-trail, in suburban Columbia, Missouri, was vigorously opposed by adjacent property owners who feared misuse and mismanagement of the abandoned rail corridor. Today, the trail is the most popular facility in the city's parks system, and is frequently used by many of the people who originally opposed the trail. From these studies, it is evident that rail-trail greenways are most often used by residents from the residential, commercial, industrial and institutional lands that surround the trail corridor.

The studies cited above conclude that the vast majority of adjacent landowners believe that trails do not increase the opportunity for violent crimes. Law enforcement officials and trail managers from these rail-trails support this conclusion based on criminal activity reports.

The Penn State study concludes that trail neighbors experienced few problems as a result of trail development. Most residents (97%) responded that living near to or next to the rail-trail was better than living next to the abandoned rail corridor, and more than 80% of the landowners stated that loss of privacy decreased or did not change since the trail was opened.

## **Economic Impact on Adjacent Property Values**

Finally, a major concern to many landowners who lie adjacent to proposed rail-trails is the impact that greenways have on the value of adjacent private property. Some landowners will tend to view the development of a rail-trail greenway as a negative impact on their quality of life and the real estate value of their property.

The Penn State study, cited earlier within the report, makes a solid and substantial conclusion that rail-trail development does not have adverse effects on property values. Again, the study conducted interviews with 663 property owners and more than 71 Realtors and property appraisers. From these interviews, the study concludes that a majority of property owners believe that the presence of a rail-trail will make their property easier to sell; that the rail trail either had no impact on the appeal of the property, or in fact added resale appeal; and that the rail-trail adds monetary value to their property.

The Kansas State study reveals that 87% of the property owners along the Luce Line rail-trail believe that the trail contributes to an increase in property value, or has no ill-effects on the value. Real estate appraisers in this study cited rail-trails as a positive selling point for suburban residential properties.

In the National Park Service study, a graphic illustrates that the closer a property is to a quality-oriented public park facility, the higher the real estate value. This study also cites the popular and widely used Burke-Gillman Trail in Seattle which indicates that properties near the rail-trail can appreciate by as much as 6 percent over similar properties that are farther away from the trail.

There is ample local, regional and national evidence available to support the claim that rail-trail greenways increase the market value of adjacent properties. Even during the height of the economic recession, we have seen all across the United States that properties near greenways, parks and rail-trails were still appreciating in value, and in some cases were the only properties being sold.

## **Catenaries and Overhead Electrical Power Lines**

The Enola Branch line transported electrified trains for many years, until the mid-1970's. Since then AMTRAK overhead power lines supply electrical power to electrified trains elsewhere. AMTRAK has an easement for its electrification system that will remain in place along the corridor.

A concern raised during the public workshops was the effect, if any, that these electrified lines might have on trail users from Electro-Magnetic Fields (EMF's).

Safe Harbor Power Company, supplier to AMTRAK, tested EMF on its transmission lines which feed AMTRAK lines, and found no cause for concern. In addition, throughout the United States, numerous trail projects have been located under power line without EMF incidents.

A study published in 1989 by the Edison Electric Institute and American Trails surveyed several trails that are built beneath cross country transmission lines. The trails surveyed include:

- Calument Trail, Indiana
- Foothills Trail, South Carolina
- Prairie Path Trail, Illinois
- King County Interurban Trail, Washington
- Redmond City Trail, Washington
- Lenape Trail, New Jersey
- Mason-Dixon Trail, Pennsylvania
- Northfield Mountain Project Trail, Massachusetts
- Washington and Old Dominion Trail, Virginia

# Atglen-Susquehanna Trail

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## Master Plan

The report concluded that there is no evidence that the electrical lines over these trails, some of which have been in existence for more than 20 years, exposed trail users to harmful amounts of EMF's.

be suitable for use by lenders or title insurance companies, or for submission to regulatory agencies if necessary. Any areas of concern will be fully investigated, and if appropriate, remedied prior to acquisition of the property.

### Shared Use of Corridor with Utilities

Increasingly, rail-trail development has provided an opportunity for utility companies to install water, gas, sewer, or cable lines underground along a corridor in a manner that is compatible with trail usage. Fees for easements and leases from utilities can often help offset the yearly costs for maintenance of a trail. The Atglen-Susquehanna Trail will be developed with wide shoulder areas in order to capitalize on any opportunities that may arise in the future to utilize this corridor for underground utilities.

### Environmental Investigations

A concern raised during Master Planning public meetings was hazardous waste present within the corridor, and other environmental impacts. Often, rails-to-trails development results in an improvement to the overall environmental quality of a land corridor, simply through the conversion of the property from industrial to recreational use.

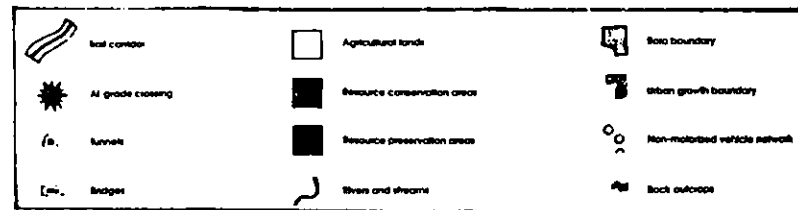
The consultant and FAST have reviewed a previous environmental assessment that was conducted by GemChem for Lancaster County. This property had been used as rail line since the early part of the century, and as with any industrial use of this nature, the possibility exists that prior uses may have impacted portions of the property. The consultant recommends that an additional study be conducted by a qualified environmental consultant in accordance with the American Society of Testing and Materials (ASTM) Standard Practice for Environmental Site Assessments.

This assessment will provide FAST with a complete historical review of prior uses, an on-site investigation, a review of federal, state, and local regulatory agency records and aerial photography. The report generated from this assessment will

## The Atglen-Susquehanna Trail Master Plan



*A Master Plan for a  
Rails to Trails Conversion Project  
from Atglen to the Susquehanna River*



## SITE ANALYSIS

### Map A: Site Analysis

## **Section 2: Corridor Master Plan**



## **Section 2: Corridor Master Plan**

### **Project Goals and Objectives**

The following objectives for the design of the Atglen-Susquehanna Trail were developed by FAST for use in determining the design development philosophy of the Atglen-Susquehanna Trail.

#### **Human Goals**

- To acquire and convert the historic "Low Grade" rail line into a non-motorized transportation and passive recreation trail
- To develop a trail to be used for self-propelled alternative transportation, hiking, walking, jogging, biking, horseback riding, cross-country skiing, rock climbing, picnicking, and environmental education and nature observation
- To provide connections between rural communities of the area and their residents and to connect people with the natural world.
- To pursue connections to the trail with other human-made and ecological systems
- To respect the rights of private property owners
- To preserve and enhance the rural characteristics and historic qualities of the trail and the region
- To create a recreational resource that is easily accessible and can be safely used and enjoyed by people of all ages and physical abilities
- To foster community pride through volunteer and citizen involvement
- To preserve our cultural heritage and educate the public about the people, events, and history of the Low Grade Line
- To increase awareness of the importance of the railroad to the development of our country and of the national importance of preserving these irreplaceable linear corridors

#### **Environmental Goals**

- To develop and manage the trail with environmental sensitivity and to propose development only to the extent that it is really needed
- To recycle as many rail components for trail use as possible
- To avoid major alterations to the natural environment and to enhance the natural or man-made beauty of the landscape and community
- To create, preserve, and enhance the trail for a "non-developed, non-commercialized" quality outdoor experience
- To preserve, restore, and protect the natural resources of the corridor
- To create wildlife habitat and to limit human impact on sensitive natural areas
- To foster appreciation and protection for the trail environment and its wildlife
- To establish a "Green Neighbors" program to promote creation of wildlife habitat on adjacent properties

#### **Implementation Goals**

- To own, operate and manage the trail for all residents of Lancaster County to enjoy
- To coordinate efforts with local municipalities and agencies in order to provide a quality recreational facility for their communities
- To create private/public partnerships with government entities
- To operate a trail that is safe and an asset to the community
- To seek solutions that are not management intensive
- To use wherever possible community groups and volunteers for trail projects

#### **Economic Goals**

- To promote cost-effective solutions for facility and trail development
- To develop a trail that can be easily maintained and can be built in phases as funding becomes available
- To develop the trail from a mix of funding sources
- To apply for appropriate public grants
- To actively seek out private foundations to support trail development
- To seek funding support from corporations and private donors
- To solicit significant contributions from a "grass-roots" fundraising campaign
- To ask trail users to contribute financial support and volunteer services for the trail

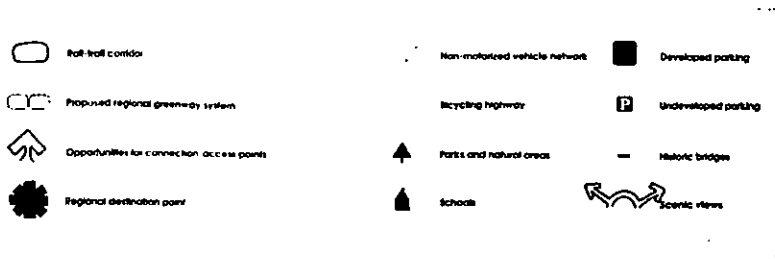
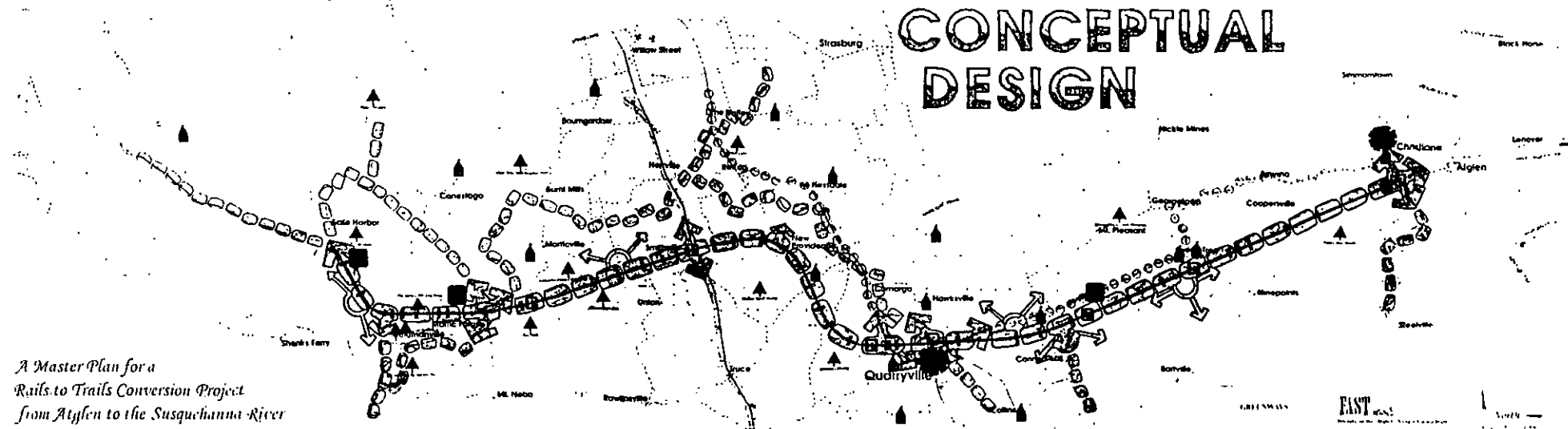
### **Conceptual Design Plan Map**

The Consultant, using information collected during the Site Analysis phase of the rail corridor, goals and objectives prepared by FAST, and information received during public meetings, prepared a Conceptual Design Plan map for the project to illustrate potential development opportunities and constraints. Map B graphically defines the study area that is proposed for trail development, the proposed Lancaster County regional greenway network, possible access points and public parking areas, destinations such as parks, schools, and communities, and scenic views.

This conceptual design plan served as the basis for formulating more specific recommendations for the Atglen-Susquehanna Trail, which are described both graphically and through text on the following pages of this report.

# Atglen-Susquehanna Trail Master Plan

## The Atglen-Susquehanna Trail Master Plan



## Map B: Conceptual Design

## Trail Users

The trail is situated within 10 miles of more than half the population of Lancaster County. The total population for the eight municipalities through which the trail corridor passes is approximately 24,000. Usage is projected at 5,000 to 10,000 per week, or more than 250,000 per year, which means that this will be a moderately used facility when compared to similar trails throughout the nation.

## Non-Winter Usage

The Atglen-Susquehanna Trail will be designed to support hiking, bicycling, horseback riding, running/jogging, rock climbing and other pedestrian and non-motorized uses (See Figure 2). The majority of annual use defined above will be generated during non-winter periods and divided among the above groups. No motorized vehicles, other than maintenance and law enforcement vehicles, will be permitted access and use of the trail.

## Winter Usage

The possible use of the corridor by snow mobiles was raised at the public workshops. Friends of the Atglen-Susquehanna Trail Inc. was incorporated as a non-profit organization for the purpose of converting the Enola Low Grade Line into a trail for non-motorized recreation. After careful consideration, the Board of Directors of FAST decided that allowing snowmobiles to use the trail, during winter months, would be a drastic departure from its mission statement and philosophy. Incompatibility with other winter trail uses, noise, liability insurance cost increases, crossing of public roads, access control, winter policing, speed, disruption of wildlife, adjacent landowner concerns, and most importantly safety issues were some of the concerns also raised. The only exception to this policy may occur if the FAST Board of Directors decides to close the trail to other trail users, upon written request, so that an organized snowmobile group can conduct a special one-day use event. An exception to the non-motorized use of the trail will be made for trail users who utilize a motorized wheelchair. Horse drawn sleighs will be permitted on the trail when snow fall is sufficient for this use. (See Figure 2)

## Typical Design Detail

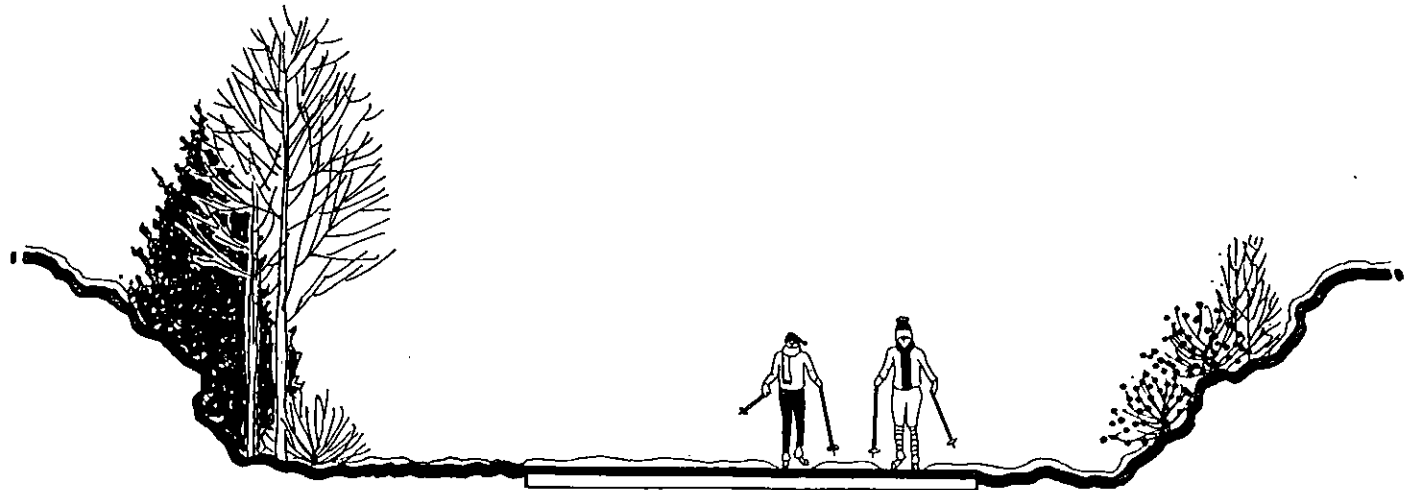
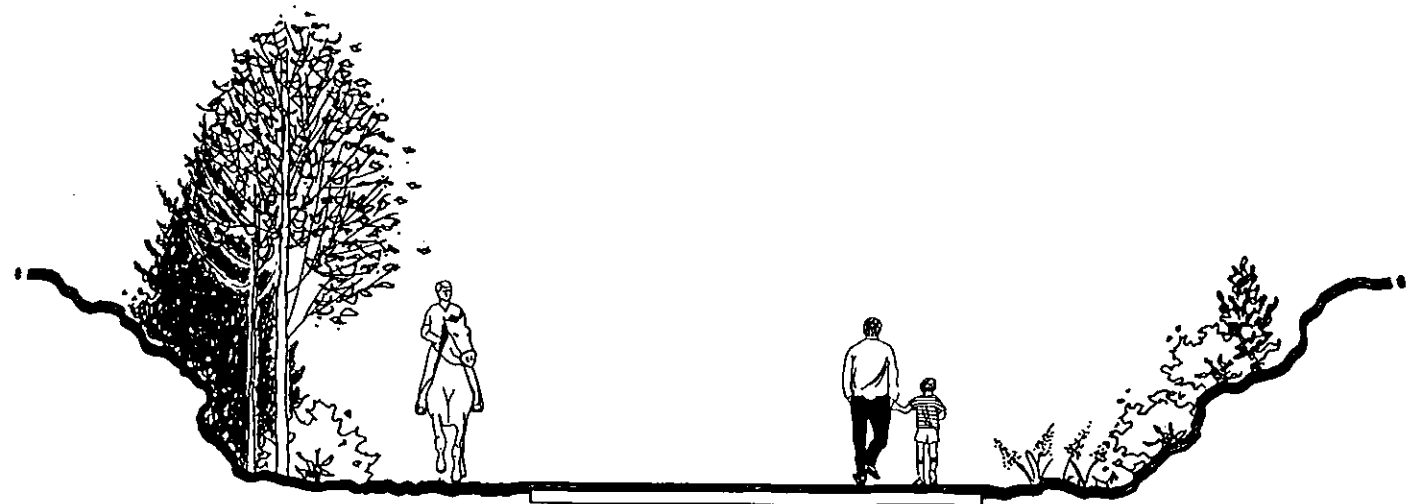


Figure 2: Seasonal Trail Use

# Atglen-Susquehanna Trail

## Master Plan

### Conformity with Federal Laws

#### ADA Requirements

The Americans with Disabilities Act (ADA) requires that the Atglen-Susquehanna Trail be fully accessible to persons with varying motor skills and abilities. Perhaps the best way to comprehend the importance of ADA is to understand that most of us, at some time in our life, will experience a temporary disability which will affect the way in which we make use of outdoor resources. The best examples include: relying on crutches due to a broken leg, limited ambulatory movement due to a sprained muscle, or carrying two sacks of groceries from the car to the front door and not being able to see the ground or stairs below your feet. ADA benefits all Americans by making the outdoor environment more accessible.

For the Atglen-Susquehanna Trail, several important issues related to ADA must be resolved. One of these involves a barrier free "path of travel," which means that from the point where an individual parks their automobile, or from a designated public access point, the path of travel from origin to desired public resource, and throughout the length of that resource, needs to be clearly defined and free of barriers. For persons confined to a wheelchair, this means that parking spaces should be provided in an area that provides optimal service to the Atglen-Susquehanna Trail. Path of travel along the trail should be accommodated through the normal design development process. The Consultant is proposing a 12-foot wide surfaced trail tread, which is wide enough to accommodate a variety of users, including persons who depend on wheelchairs for mobility. The consultant does not foresee circumstances at this time that would require special design resolution to accommodate path of travel along the trail, or within designated trailheads.

Persons whose eyesight has been slightly or totally impaired will require Braille lettered signage in order to gain full appreciation of the resources available along the Atglen-Susquehanna Trail. The edge of trail pavement should be easily detectable by cane due to change in surface from limestone screenings to grass, so special tactile warning strips are probably unnecessary. Care must be taken to ensure

that all overhanging tree limbs and vegetation are trimmed to a minimum height of 10 feet. This will need to be accomplished for cyclists as well. Consideration should be given to the treatment of intersections between the trail and roadways so that blind persons are made aware of the crossing. Some communities have installed special whistles or bells at intersections to alert the blind to the safety of crossing an intersection. FAST may want to consider the installation of these devices at roadway intersections, although these are not specifically required by ADA. Another solution would be to install a detectable warning strip prior to intersection, so that the blind trail user will know to use caution. All such warning strips should be described at the trailhead in Braille lettering, and/or provided in Braille lettered brochures, if these are produced. Additionally, these warning strips must be installed in a uniform manner throughout the project to best serve their intended function.

All buildings, trash containers, bathrooms, water faucets, picnic tables, shelters, bench seating, telephones, and campsites need to be made accessible to all persons. First, this will mean making certain that the path of travel to these facilities is barrier free. Second, these facilities should be marked with appropriate signage. Third, certain height limitations should be observed for the installation of these facilities - the most acceptable reach and use height is 36-inches above finished grade. Fixtures and accessories must have latches, handles and removable parts that are accessible - the acceptable grip diameter is 1.25 to 1.50 inches. Fourth, examine design details to be certain that hazards are not created for certain types of users. For example, use drainage grates that will not result in bicycle or wheelchair wheels becoming jammed between grate openings. All handrails and safety rails along bridges, at overlooks, and across drainage ways must have an accessible handrail installed at a height of 36-inches above finished grade.

#### AASHTO Requirements

The American Association of State Highway Transportation Officials publishes a design manual for on-road and off-road bicycle facilities, called the "Guide for the Development of Bicycle Facilities." This guide was originally published in 1981 and was recently updated in August 1991. It is the legally defensible design manual for bicycle facilities and is used by the consultant to prepare design development recommendations for the Atglen-Susquehanna Trail.

## Trail Facility Design Elements

### Typical Trail Tread

Based on a field review of the rail corridor, meetings with FAST and public workshops held in the Spring of 1994, the consultant recommends that a 12-foot wide multi-use crushed stone trail tread with 5-foot wide grass shoulders be developed along the entire length of the project corridor (See Figure 3). This tread width will provide ample room for a diversity of users to have access to the trail in a manner that is compatible with other users. For at-grade intersections with roads, the trail will be divided into separated eastern movement and western movement travel lanes. Signage and pavement markings on the roadways will help to distinguish direction of travel, separation between user groups and other information that is essential for a safe crossing of the roadway.

Another issue prevalent along the rail corridor is track tie memory - an impression of the wooden track ties that remains in the ballast and supporting soil mass. These indentations in the soil and ballast can prove detrimental to trail development if not properly removed. The best way to remove the "memory" is to re-grade the rail bed. Once grading has been completed, a geotextile fabric should be installed between the subgrade, the native soil mass (or railroad ballast), before the subbase is installed. The geotextile fabric will help to even out remaining indentations, and serve to keep the subbase from migrating into the soft sandy subgrade soils (or ballast).

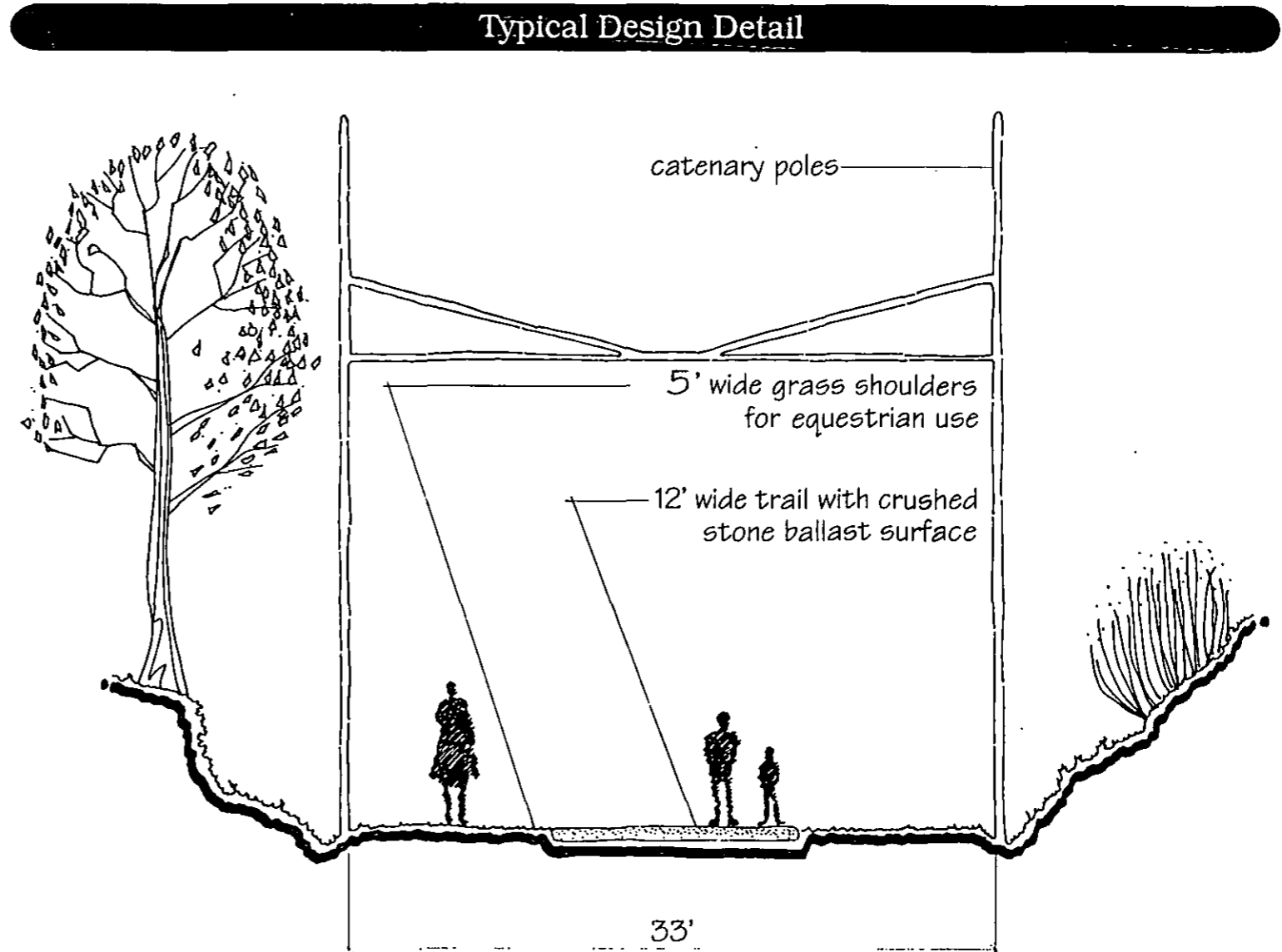


Figure 3: Trail Tread

# Atglen-Susquehanna Trail Master Plan

## Restoration and Retrofit of Bridges

The Atglen-Susquehanna Trail will have to cross 17 bridges that span local, county and state roads and 19 bridges that cross streams. In order to facilitate safe crossings of roads in a manner that is acceptable to the Pennsylvania Department of Transportation, the consultant recommends the following measures for each major bridge type:

### General Recommendations

#### Stone Masonry Arch Bridges:

The Consultant recommends preserving these bridges. They are historic and generally in good condition. They separate trail traffic from motor vehicle traffic making the trail experience safer and more enjoyable. If a bridge is removed the stones should be saved and used for other portions of the trail project. Safety railing and approach rails need to be installed. Some bridges will require installation of a waterproof mat under the trail surface to protect the structure of masonry joints. (See Figure 4)

#### Steel Girder Bridges:

These bridges may need to be rehabilitated and/or raised for local community transportation reasons. For all of these bridges, the existing ballast will need to be removed and temporarily stored. The wood timber deck will need to be refurbished and sealed. Safety railing and approach rails are needed for each bridge. (See Figure 5)

### Specific Recommendations for Bridges

Bridge repair, maintenance and management is an important element of the proposed Atglen-Susquehanna Trail. Pennoni Associates conducted a thorough examination of many of the bridges located within the project corridor and has compiled the following list of recommended Bridge Improvements that will be necessary in order to convert the rail corridor for trail use. This information has been summarized in tabular form and is included in Table 3.1 and 3.2 on pages 24 and 25. Additional information has been summarized from bridge inventory and inspection reports conducted for the County by H. R. G. Engineering, see Table 4 on page 26.

## Typical Design Detail

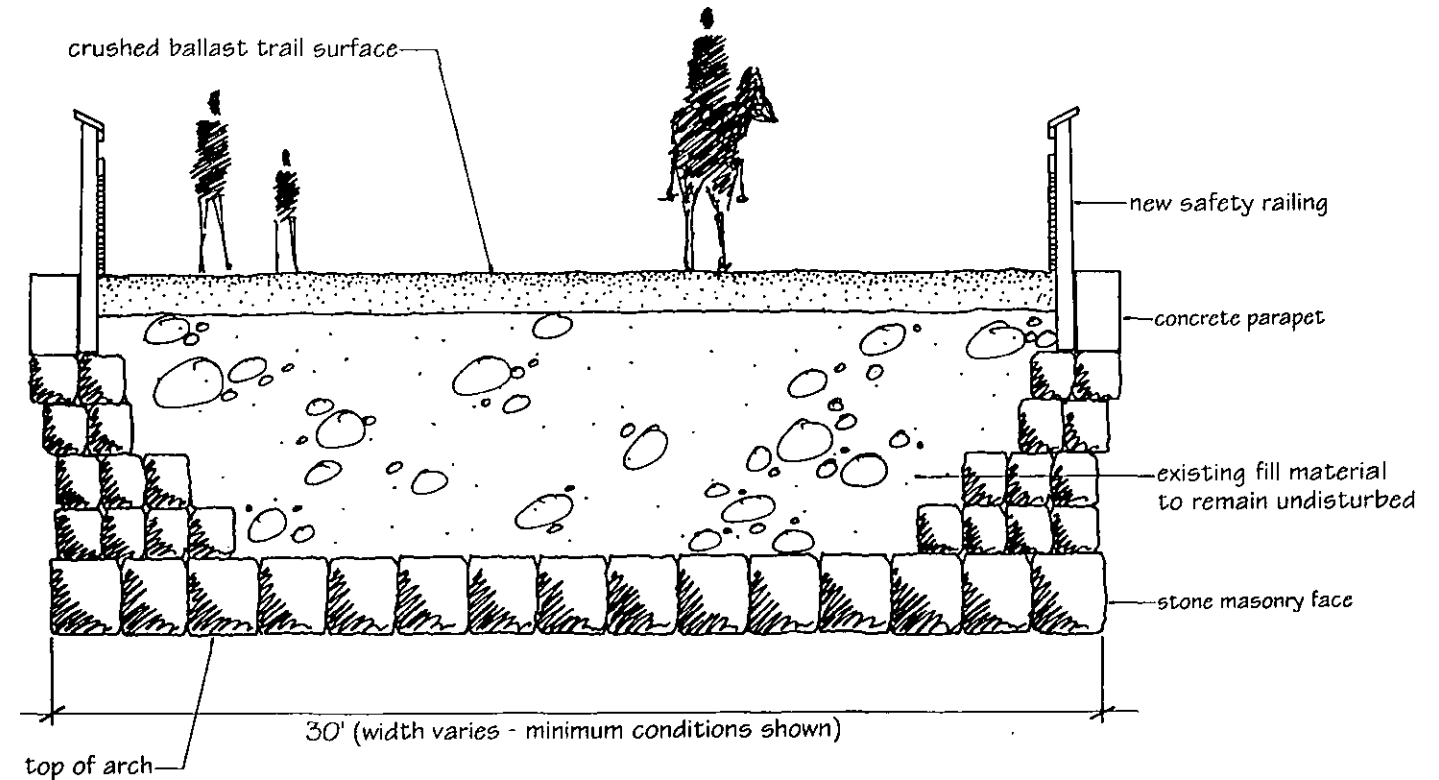


Figure 4: Restoration of Bridges - Stone Masonry

## Maintenance and Traffic Protection

Prior to completing repairs on the bridges, traffic control signing and detours may need to be established to permit work to commence. This will be accomplished in accordance with PennDOT specifications.

## Clear Vegetation from Bridges

Vegetation that is growing on and adjacent to bridge superstructures, including wingwalls, abutments and piers, that may cause damage to the structure, will need to be removed. This work will extend from the end of bridge approach railings.

## Clear Vegetation and Debris in Stream Channels

This work involves the removal of debris from stream channels that run beneath the bridges. Debris includes fallen trees, silt build-up and other foreign material adversely affecting stream flow. Limits of this work will extend to the trail property line.

## Timber Approach/Safety Railings

This work involves the installation of approach/safety railings as required at each end of the bridges to tie into the proposed bridge railings. This railing will also be required for arch structures with substantial fill above the top of the arch ring.

## Bridge Signing

This work involves placement of permanent traffic signing, such as safety & vertical clearance markers, at the bridges. All signing will be done in accordance to current PennDOT standards.

## Repoint Stone Masonry

Includes cleaning and repairing the stone masonry mortar joints. All work will need to be field directed by a structural engineer based on the actual condition of each bridge, and in conjunction with recommendations made by historic preservation specialists. Repairs will not be made solely for aesthetic purposes.

## Concrete Spall Repair

Includes removal of unsound concrete and repair of deteriorated areas as directed by a structural engineer based on field conditions. Generally repairs will be required on bearing abutments and piers.

## Remove Ballast

The existing ballast on each bridge will need to be removed in order to permit access to the deck timbers. Removal of ballast on steel bridges will take place down to the top of the deck timbers. Removal from the stone arch bridges will be done to a depth that will facilitate proposed drainage devices. Also included in this item is the removal of ballast, curbing and planking; and the cleaning of the exposed deck.

## Clean Horizontal Steel Surfaces and Beam Seats

Involves cleaning all steel members using high pressure water. Also included is the collection, handling, containment and disposal of all hazardous waste removed from the bridge during these operations. All work has to be accomplished in compliance with DER and OSHA regulations.

## Typical Design Detail

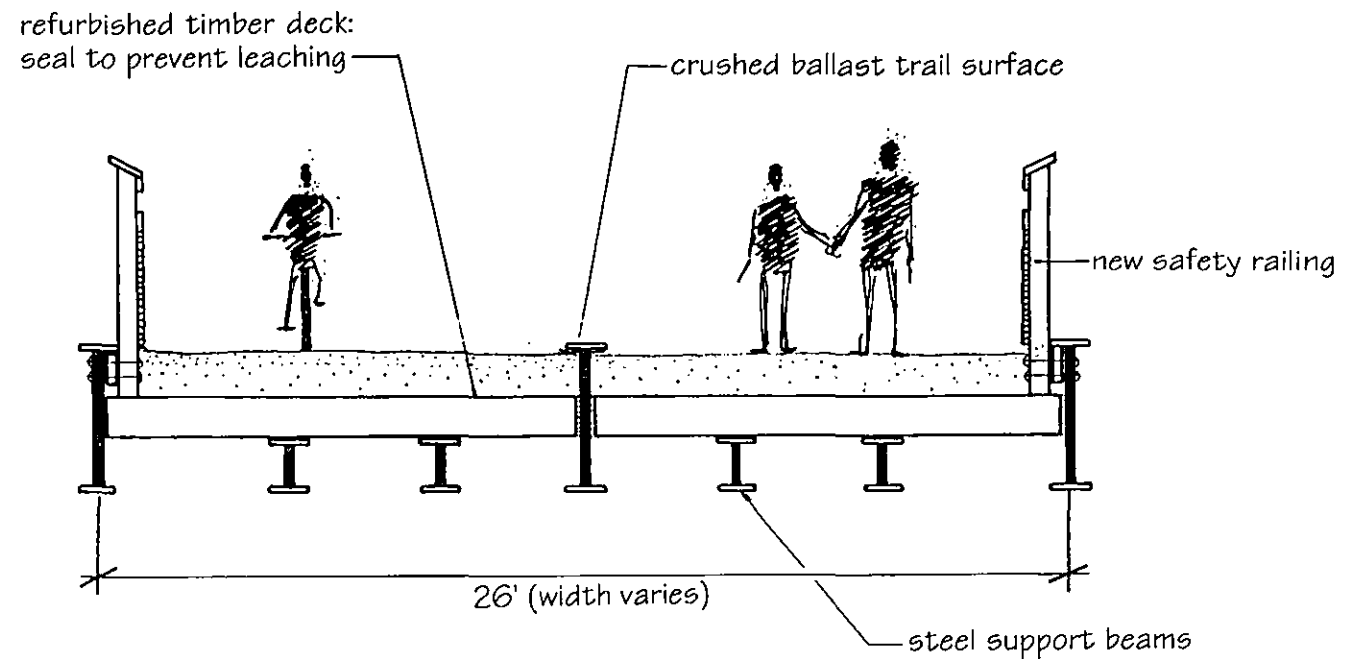
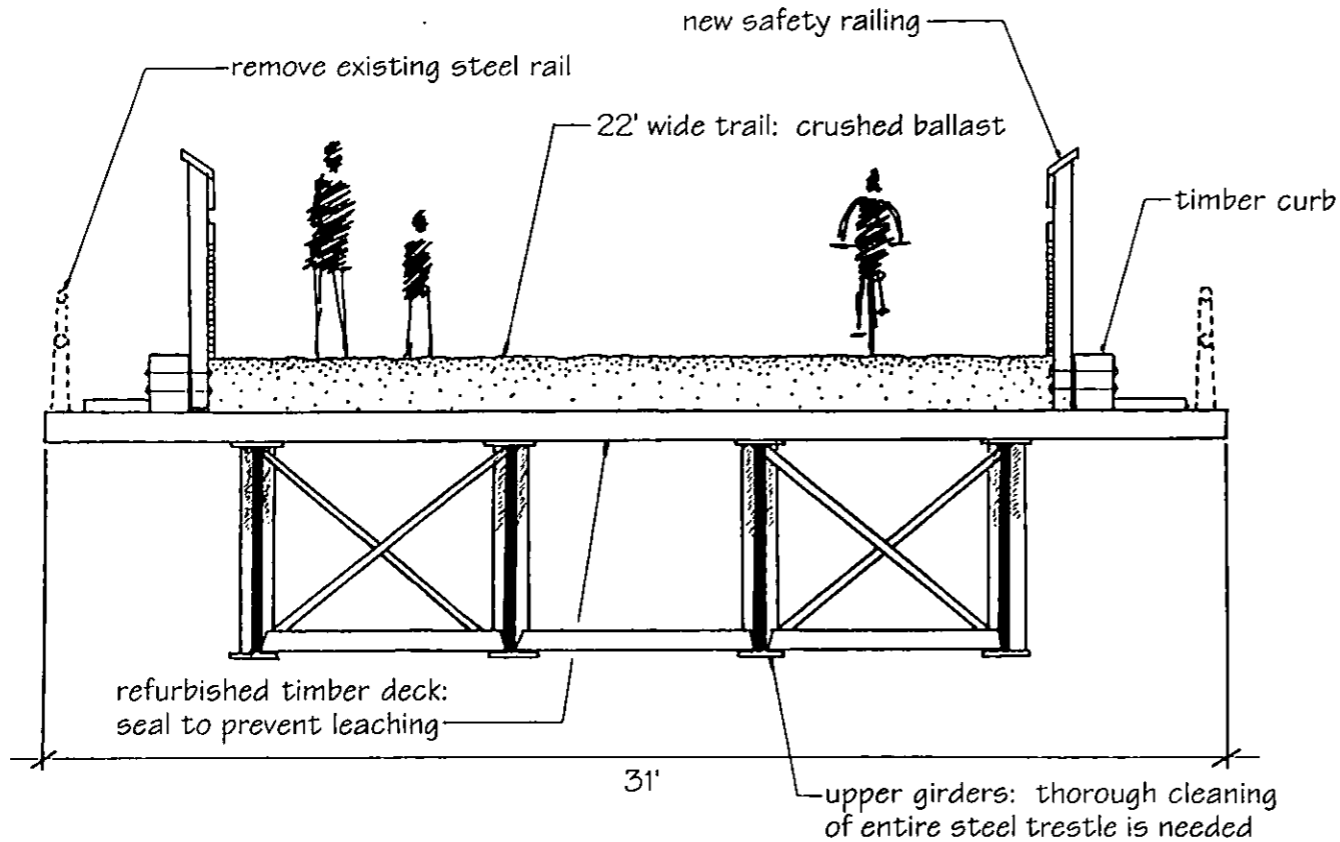


Figure 5: Restoration of Bridges - Steel Girdered

# Atglen-Susquehanna Trail Master Plan

## Typical Design Detail



### Miscellaneous Steel Bars

Involves repairing deteriorated steel members, after the ballast has been removed. After the surface of the steel has been cleaned, a structural engineer will need to identify any areas in need of repair and direct such repairs.

### Remove and Replace Deck Ties

Deteriorated deck timber and ties will need to be removed and replaced with new ones. Certain deck ties will need to be replaced with new ones to provide a sound connection between the proposed railing and curb. Additional deck ties will be needed to span the middle girder bay on deck girdred bridges.

### Deck Drains

Deck drains will need to be installed below the deck ballast for positive deck drainage. The drains will be recessed into the deck ties and grated to prevent the loss of ballast and will collect drainage from the drainage mat under the ballast.

### Timber Curb Ties

Timber curbs will be installed along the edge of some bridges. The curb installation includes a thru-bolt connection between the curb and timber railings, and connections between the curb and deck.

### Deck Waterproofing and Drainage Mat

The decks of all steel bridges will need to be waterproofed after repairs and cleaning have been completed. Waterproofing will need to be done in conjunction with deck railing and curb installation. The waterproofing system will include sealing existing timbers with an approved compound, installation of waterproofing membrane and placement of a drainage mat. The drainage mat will extend from curb to curb and will feed to deck drains.

### Stone Masonry Arch Bridge Waterproofing

Some stone arch bridges will need to be waterproofed with membranes and associated drainage piping. This work will be accomplished after the ballast has been removed from the bridge. The subgrade will need to be sloped towards each end of the structure, where piping will pick up the water and discharge at the toe of earthen embankments.

### Deck Ballast Base Course - 9-inch Depth

After all other work has been completed, new ballast will need to be installed on the bridge decks. A minimum of 9-inches will be required, with a maximum depth of 36-inches at arch structures. This work also includes placement of a geotextile membrane over the ballast prior to placement of the riding course.

### Crushed Deck Ballast Riding Course - 4-inch Depth


The final work item will involve the placement of a crushed stone surface course for trail use (riding course). The minimum depth for this is 4 inches.

Figure 6: Restoration of Bridges - Martic Forge

# Atglen-Susquehanna Trail Master Plan

## Summary Matrix: Bridge Improvement Cost Estimates

Table 3.1


			BRIDGE RELATED TRAIL IMPROVEMENT SUMMARY																				ATGLEN-SUSQUEHANNA TRAIL LANCASTER COUNTY, PA. 14 BRIDGES FROM M.P. 4.03 TO M.P. 25.73			
			GENERAL SITE WORK <sup>(1)</sup>										BRIDGE SUPERSTRUCTURE WORK <sup>(1)</sup>													
			LUMP SUM /BRIDGE	LUMP SUM /BRIDGE	LUMP SUM /BRIDGE	\$15 L.F.	\$200 EA.	\$10 L.F.	\$60 S.F.	\$30 C.Y.	\$8 L.F.	\$20 LBS.	\$20 EA.	\$150 EA.	\$12 L.F.	\$21 S.Y.	\$13 S.Y.	\$15 L.F.	\$25 L.F.	\$1,000 EA.	\$20 L.F.	\$20 C.Y.		\$25 C.Y.		
M.P.	TOWNSHIP BOROUGH	INTERSECTION	MAINTENANCE AND PROTECTION OF TRAFFIC	CLEAR VEGETATION AT THE BRIDGE	CLEAR VEGETATION AND DEBRIS IN STREAM CHANNEL	TIMBER APPROACH RAILING	BRIDGE SIGNING	REPOINT STONE MASONRY	CONCRETE SPALL REPAIR	REMOVE BALLAST	CLEAN HORIZONTAL STEEL AND BEAM SEATS	MISCELLANEOUS STEEL REPAIRS	REMOVE AND REPLACE DECK TIES	DECK DRAINS	TIMBER CURB TIES	DECK WATERPROOFING AND DRAINAGE MAT	ARCH WATERPROOFING AND DRAINAGE	DECK RAILING TYPE 1	DECK RAILING TYPE 2	CONCRETE CURB REPAIRS	DECK RAILING TYPE 3	DECK BALLAST BASE COURSE - 9" DEPTH	CRUSHED DECK BALLAST RIDING COURSE - 4" DEPTH	PER BRIDGE COST		
4.03	SADSBURY	OVER S.R. 2009	QUANTITY	L.S.	L.S.	-	120	-	500	-	215	-	-	-	-	-	-	-	-	-	2	160	118	28	25,010.00	
			COST	1,000.00	2,500.00	-	1,800.00	-	5,000.00	-	6,450.00	-	-	-	-	-	-	-	-	-	2,000.00	3,200.00	2,380.00	700.00		
5.77	SADSBURY	OVER T-970 (BRICK MILL ROAD)	QUANTITY	L.S.	L.S.	-	60	2	200	50	46	87	50	10	4	120	61	-	58	-	-	-	16	7	16,262.00	
			COST	1,000.00	1,000.00	-	900.00	400.00	2,000.00	3,000.00	1,380.00	696.00	1,000.00	200.00	600.00	1,440.00	1,281.00	-	870.00	-	-	-	-	320.00	175.00	
6.35	SADSBURY	OVER S.R. 2021 (WHITE OAK ROAD)	QUANTITY	L.S.	L.S.	-	60	2	200	-	54	104	50	11	4	140	73	-	69	-	-	-	18	8	14,380.00	
			COST	1,000.00	1,000.00	-	900.00	400.00	2,000.00	-	1,620.00	832.00	1,000.00	220.00	600.00	1,880.00	1,533.00	-	1,035.00	-	-	-	-	360.00	200.00	
7.20	BART	OVER T-778 QUAKER CHURCH RD.	QUANTITY	L.S.	L.S.	-	60	2	200	50	58	87	50	10	4	120	61	-	58	-	-	-	16	7	16,622.00	
			COST	1,000.00	1,000.00	-	900.00	400.00	2,000.00	3,000.00	1,740.00	696.00	1,000.00	200.00	600.00	1,440.00	1,281.00	-	870.00	-	-	-	-	320.00	175.00	
7.61	BART	OVER T-766 (VINTAGE ROAD)	QUANTITY	L.S.	L.S.	-	60	2	300	-	111	-	-	-	-	-	165	-	-	2	80	65	14	16,325.00		
			COST	500.00	1,000.00	-	900.00	400.00	3,000.00	-	3,330.00	-	-	-	-	-	2,145.00	-	-	2,000.00	1,600.00	1,100.00	350.00			
11.68	EDEN	OVER S.R. 2015 (PUMPING STA. RD.)	QUANTITY	L.S.	L.S.	-	60	2	300	-	113	-	-	-	-	-	136	-	-	2	80	50	14	15,908.00		
			COST	500.00	1,000.00	-	900.00	400.00	3,000.00	-	3,380.00	-	-	-	-	-	1,768.00	-	-	2,000.00	1,600.00	1,000.00	350.00			
13.54	QUARRYVILLE	OVER N. LIME STREET	QUANTITY	L.S.	L.S.	-	60	2	100	50	50	160	50	70	4	80	71	-	-	80	-	-	18	8	18,091.00	
			COST	1,000.00	1,000.00	-	900.00	400.00	1,000.00	3,000.00	1,500.00	1,280.00	1,000.00	1,400.00	600.00	860.00	1,481.00	-	-	2,000.00	-	-	360.00	200.00		
13.83	QUARRYVILLE	OVER CHURCH STREET	QUANTITY	L.S.	L.S.	-	60	2	300	-	187	-	-	-	-	-	225	-	-	2	104	112	25	21,280.00		
			COST	500.00	1,000.00	-	900.00	400.00	3,000.00	-	6,610.00	-	-	-	-	-	2,925.00	-	-	2,000.00	2,080.00	2,240.00	625.00			
14.46	PROVIDENCE	OVER T-482 (OAK BOTTOM ROAD)	QUANTITY	L.S.	L.S.	-	110	2	200	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5,550.00	
			COST	500.00	1,000.00	-	1,650.00	400.00	2,000.00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
16.08	PROVIDENCE	OVER T-498 (HOLLOW ROAD)	QUANTITY	L.S.	L.S.	-	110	2	300	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6,550.00	
			COST	800.00	1,000.00	-	1,850.00	400.00	3,000.00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
21.02	PROVIDENCE	OVER T-500 (SIGMAN ROAD)	QUANTITY	L.S.	L.S.	-	60	2	100	50	36	90	200	15	4	120	63	-	60	-	-	-	16	7	18,158.00	
			COST	1,000.00	1,000.00	-	900.00	400.00	1,000.00	3,000.00	1,080.00	720.00	4,000.00	300.00	600.00	1,440.00	1,323.00	-	900.00	-	-	-	-	320.00	175.00	
23.04	MARTIC	OVER S.R. 324	QUANTITY	L.S.	L.S.	-	60	2	100	200	-	-	-	-	-	-	-	-	-	-	-	70	-	18	18,850.00	
			COST	1,500.00	1,000.00	-	900.00	400.00	1,000.00	12,000.00	-	-	-	-	-	-	-	-	-	-	-	1,400.00	-	450.00		
23.72	MARTIC/ CONESTOGA	OVER T-440 & PEGUEA CREEK	QUANTITY	L.S.	L.S.	-	240	-	250	100	750	2,356	2,000	1,050	22	1,178	1,145	-	-	1178	-	-	188	125	198,264.00	
			COST	1,000.00	5,000.00	-	3,600.00	-	2,500.00	6,000.00	22,500.00	18,848.00	40,000.00	21,000.00	3,300	14,136.00	24,045.00	-	-	29,450.00	-	-	3,780.00	3,125.00		
25.73	CONESTOGA	OVER T-418 (GREEN HILL ROAD)	QUANTITY	-	-	-	-	-	100	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,000.00	
			COST	-	-	-	-	-	1,000.00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
PER ITEM COST			11,000.00	18,500.00	-	16,800.00	4,400.00	31,500.00	30,000.00	48,600.00	23,072.00	48,000.00	23,320.00	6,300.00	21,098.00	30,954.00	6,838.00	3,875.00	31,450.00	8,000.00	8,880.00	12,140.00	6,625.00	392,050.00 (PROJECT TOTAL)		

(1) SEE TRAIL IMPROVEMENT ITEM DESCRIPTIONS FOR MORE DETAILS.

# Atglen-Susquehanna Trail Master Plan

## Summary Matrix: Bridge Improvement Cost Estimates

Table 3.2

				BRIDGE RELATED TRAIL IMPROVEMENT SUMMARY																				ATGLEN-SUSQUEHANNA TRAIL LANCASTER COUNTY, PA. 3 BRIDGES FROM M.P. 4.03 TO M.P. 25.73	
				GENERAL SITE WORK (1)										BRIDGE SUPERSTRUCTURE WORK (1)											
				LUMP SUM /BRIDGE	LUMP SUM /BRIDGE	LUMP SUM /BRIDGE	\$15 L.F.	\$200 EA.	\$10 L.F.	\$60 S.F.	\$30 C.Y.	\$8 L.F.	\$20 LBS.	\$20 EA.	\$150 EA.	\$12 L.F.	\$21 S.Y.	\$13 S.Y.	\$15 L.F.	\$25 L.F.	\$1,000 EA.	\$20 L.F.	\$20 C.Y.		
M.P.	TOWNSHIP BOROUGH	INTERSECTION	DESCRIPTION	MAINTENANCE AND PROTECTION OF TRAFFIC	CLEAR VEGETATION AT THE BRIDGE	CLEAR VEGETATION AND DEBRIS IN STREAM CHANNEL	TIMBER APPROACH RAILING	BRIDGE SIGNING	REPOINT STONE MASONRY	CONCRETE SPALL REPAIR	REMOVE BALLAST	CLEAN HORIZONTAL STEEL AND BEAM SEATS	MISCELLANEOUS STEEL REPAIRS	REMOVE AND REPLACE DECK TIES	DECK DRAINS	TIMBER CURB TIES	DECK WATERPROOFING AND DRAINAGE MAT	ARCH WATERPROOFING AND DRAINAGE	DECK RAILING TYPE 1	DECK RAILING TYPE 2	CONCRETE CURB REPAIRS	DECK RAILING TYPE 3	DECK BALLAST BASE COURSE - 9" DEPTH	CRUSHED DECK BALLAST RIDING COURSE - 4" DEPTH	PER BRIDGE COST
8.44	BART	OVER MINES RUN	QUANTITY	-	L.S.	-	50	-	200	100	313	585	100	50	12	780	402	-	390	-	-	-	103	45	55,607.00
			COST	-	1,000.00	-	900.00	-	2,000.00	6,000.00	9,390.00	4,680.00	2,000.00	1,000.00	1,800.00	9,380.00	8,442.00	-	5,850.00	-	-	-	2,000.00	1,125.00	
9.15	BART	OVER MEETING-HOUSE CREEK	QUANTITY	-	L.S.	L.S.	60	-	200	100	197	804	200	350	12	402	424	-	-	402	-	-	100	47	64,495.00
			COST	-	1,000.00	2,500.00	900.00	-	2,000.00	6,000.00	5,910.00	6,432.00	4,000.00	7,000.00	1,800.00	4,824.00	8,904.00	-	-	10,050.00	-	-	2,000.00	1,175.00	
13.79	QUARRYVILLE	OVER ABANDONED RAIL LINE	QUANTITY	-	L.S.	-	60	-	300	50	48	96	50	10	4	128	67	-	64	-	-	-	17	7	16,268.00
			COST	-	1,000.00	-	900.00	-	3,000.00	3,000.00	1,380.00	768.00	1,000.00	200.00	600.00	1,536.00	1,407.00	-	980.00	-	-	-	340.00	175.00	
PER ITEM COST				-	3,000.00	2,500.00	2,700.00	-	7,000.00	15,000.00	16,680.00	11,880.00	7,000.00	8,200.00	4,200.00	16,720.00	18,753.00	-	8,810.00	10,050.00	-	-	4,400.00	2,475.00	136,368.00 (PROJECT TOTAL)

(1) SEE TRAIL IMPROVEMENT ITEM DESCRIPTIONS FOR MORE DETAILS.

All work is assumed to be done in accordance with PennDOT's 408 specifications. Access for AMTRAK maintenance vehicles will be provided as part of the trail plan and this includes provision for adequate structure capacity and geometry.

# Atglen-Susquehanna Trail Master Plan

## Summary Matrix: Stone Arch Bridges Improvement Cost Estimates<sup>1</sup>

## Table 4

M.P.	Township	Stream/Road	Short-term Improvements for Trail Use					Long-term Priorities and Cosmetic Repairs <sup>2</sup>								Long-term subtotal	Total Restoration Cost	
			Bank Stabilization	Vegetation cleared from bridge	Vegetation cleared from stream	Concrete repair	Install railings (\$11 linear foot <sup>3</sup> )	Short-term subtotal	Stream channel stabilization	Epoxy cracks	Repair concrete invert	Reconstruct drainage pipe	Reconstruct wing wall	Repoint stone masonry	Repair missing brick			Repoint brick masonry
6.43	Sadsbury	unnamed		\$200		\$1,500	\$880	\$2,580						\$1,000		\$1,500	\$2,500	\$5,080
7.52	Bart	Valley Run		\$1,00			\$990	\$1,990						\$3,500			\$3,500	\$5,490
10.90	Eden	unnamed		\$1,500			\$1,100	\$2,600		\$500				\$8,000			\$8,500	\$11,100
11.55	Eden	Bowery Run		\$1,500			\$1,100	\$3,080		\$500				\$12,000			\$12,500	\$15,100
13.65	Q-ville	unnamed	\$1,500	\$500	\$200		\$880	\$3,080		\$800				\$5,000			\$5,800	\$8,880
	Providence	Route #222																
14.73	Providence	Big Beav.Cr.	\$1,800	\$1,500			\$1,100	\$4,400		\$6,000				\$11,800			\$17,800	\$22,200
15.42	Providence	Big Beav.Cr.		\$1,000			\$935	\$1,935	\$6,800					\$3,700		\$500	\$11,000	\$12,935
16.32	Providence	Beaver Cr.		\$1,500			\$1,100	\$2,600	\$6,500				\$45,000	\$9,000			\$60,500	\$63,100
17.56	Providence	Beaver Cr.		\$1,000		\$1,100	\$1,100	\$3,200	\$4,200	\$1,800				\$15,000			\$21,000	\$24,200
18.11	Providence	unnamed		\$500			\$880	\$1,380						\$1,700			\$1,700	\$3,080
18.50	Providence	unnamed		\$800			\$880	\$1,680						\$2,400	\$1,200		\$3,600	\$5,280
19.03	Providence	Farm Lane		\$800			\$1,100	\$1,900						\$7,500			\$7,500	\$9,400
19.48	Providence	Route #272		\$2,000			\$6,600	\$8,600		\$1,500				\$10,000			\$11,500	\$99,800
19.61	Providence	Route #272 S		\$2,000			\$6,600	\$8,600		\$1,500				\$12,000			\$13,500	\$22,100
20.15	Providence	unnamed		\$300			\$880	\$1,180						\$1,000			\$4,000	\$2,180
20.72	Providence	Climber Run															\$25,000	\$25,000
21.54	Martic	Trout Run		\$800			\$1,100	\$1,900	\$5,500					\$12,000			\$17,500	\$19,400
24.40	Conestoga	unnamed		\$500			\$880	\$1,380						\$1,000	\$200		\$1,200	\$2,580
24.98	Conestoga	unnamed		\$500			\$880	\$1,380						\$500			\$500	\$1,880
25.34	Conestoga	Grubb Run		\$800	\$500		\$990	\$2,290						\$10,000	\$500		\$10,500	\$12,790
26.33	Conestoga	unnamed		\$1,000			\$880	\$1,880						\$3,600			\$3,600	\$5,480
26.52	Conestoga	unnamed			\$100		\$880	\$980						\$7,000			\$8,000	\$8,980
27.00	Conestoga	unnamed					\$880	\$880		\$4,000				\$500			\$4,500	\$5,380

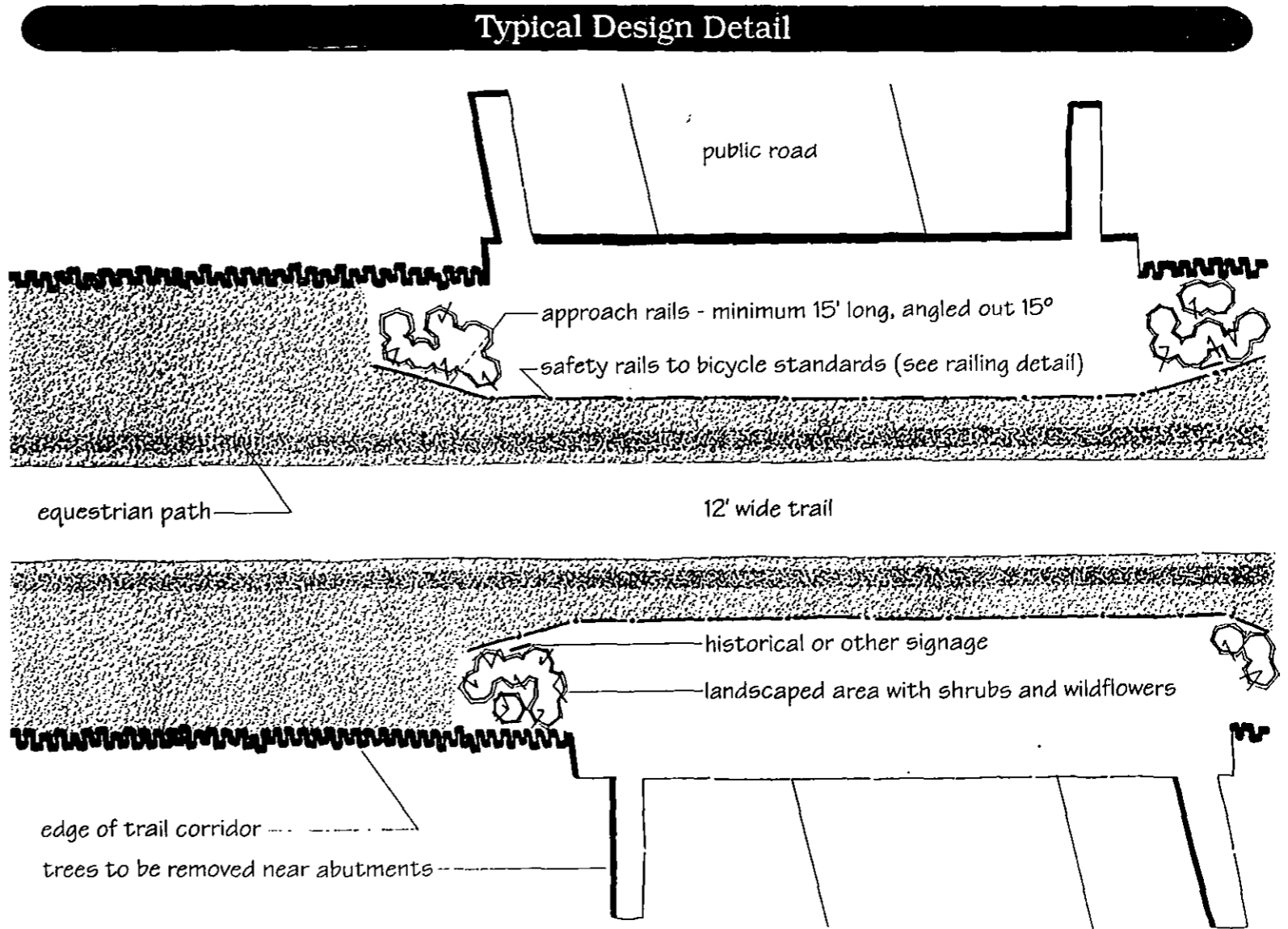
<sup>1</sup> Information from Lancaster County bridge studies  
<sup>2</sup> Repointing and repair to be done by National Park Service Guidelines for Historic Sites  
<sup>3</sup> Linear foot estimate supplied by FAST

# Atglen-Susquehanna Trail Master Plan

## Trail Safety Features

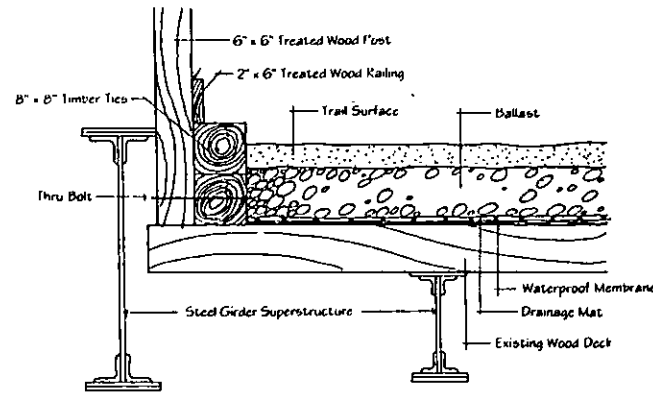
A number of trail amenities and safety features will be installed throughout the Atglen-Susquehanna Trail. These features may include: safety railing, benches, cellular phones, trail bollards, and portable toilets. The trail will have a "pack it in - pack it out" trash policy. Many trails have recently decided this regulation makes for a cleaner trail. Trash receptacles attract wildlife and encourage people to dump trash.

The consultant recommends that safety railing be installed where the distance from edge of trail to top of slope is less than 5 feet, a slope of 2:1 exists, and the drop in elevation is more than 4 feet. Safety railing must be installed on all bridges, and is modeled after a similar railing design on the Youghiogheny River Trail in Pennsylvania. (Figure 7A)



**Figure 7A: Safety Railing**

## Typical Design Detail



### Deck Railing Type 1

Deck railing type 1 will be installed on the thru-girder type bridges. (Figure 7B)

### Deck Railing Type 2

This railing type will be required on deck girder bridges. (Fig. 7B)

### Deck Railing Type 3

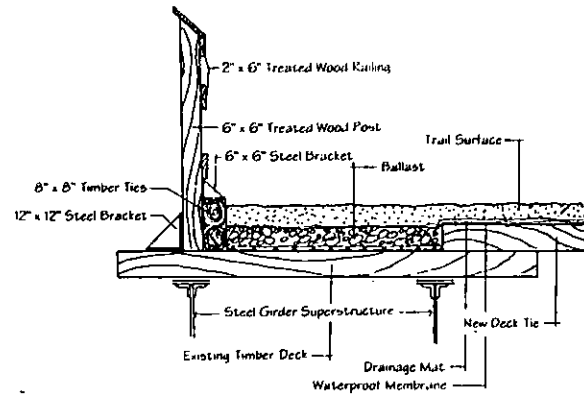
This railing type is required on stone arch bridges. (Fig. 7B)

### Approach Railing

Approach railing is required on all bridges, and shall be installed a minimum distance of 15-feet from the end of each bridge, and on both sides of the bridge. (Fig. 7B)

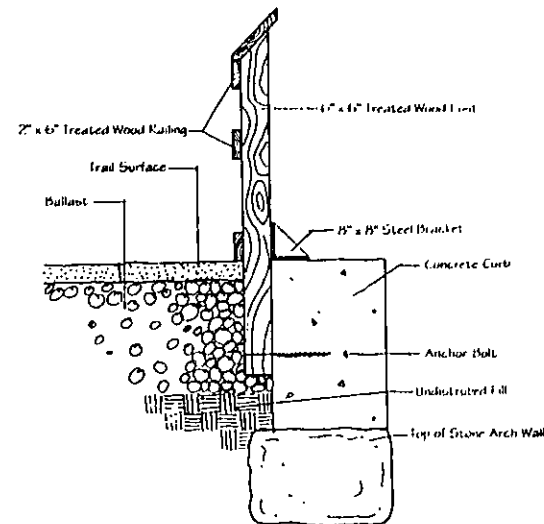
### Concrete Curb Repairs

Existing steel tube railing on arch bridges should be removed so that repairs to concrete curbs can be made. (Fig. 7B)



### Deck Railing Type 2

### Deck Railing Type 1



### Deck Railing Type 3

### Approach Railing

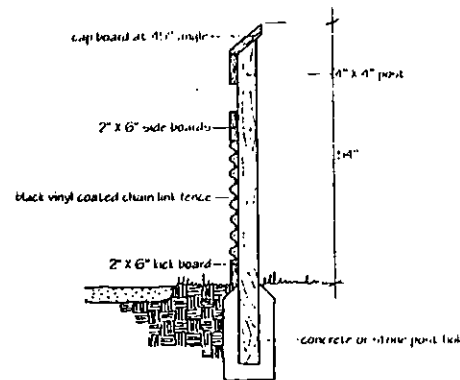


Figure 7B: Safety Railing

# Atglen-Susquehanna Trail Master Plan

## Public Access and Trailheads

For the Atglen-Susquehanna Trail, three different types of public access points and trailheads are required to service the varying needs of trail users. A total of 23 public access points will be available throughout the length of the project, averaging one public access point every mile, and will utilize existing access areas on the trail property formerly used by Conrail.

### Major Trailheads with Parking

Major trailheads are noted on the Conceptual Design Plans with a large P. These areas will provide parking for 12 to 15 cars and 2 handicap spaces. Handicap accessible parking areas are located at Brenner Hollow Road, Colemanville Road, Fairview Road, and Hollow Road (Bart). Three additional parking areas with space to accommodate horse trailers will be located at route 324, Bushong Road, and Hollow Road (Bart). Entry points to the parking lots will be noted with a large sign that is to be made from recycled stone blocks that are recovered from Stone abutments from bridge demolition. A 12-foot wide leader trail will extend from the end of the parking lot to the main trail, where directional and other signage will offer users trail information. A bench, phone, and portable toilet may also be located at this junction. (See Figure 8)

## Typical Design Detail

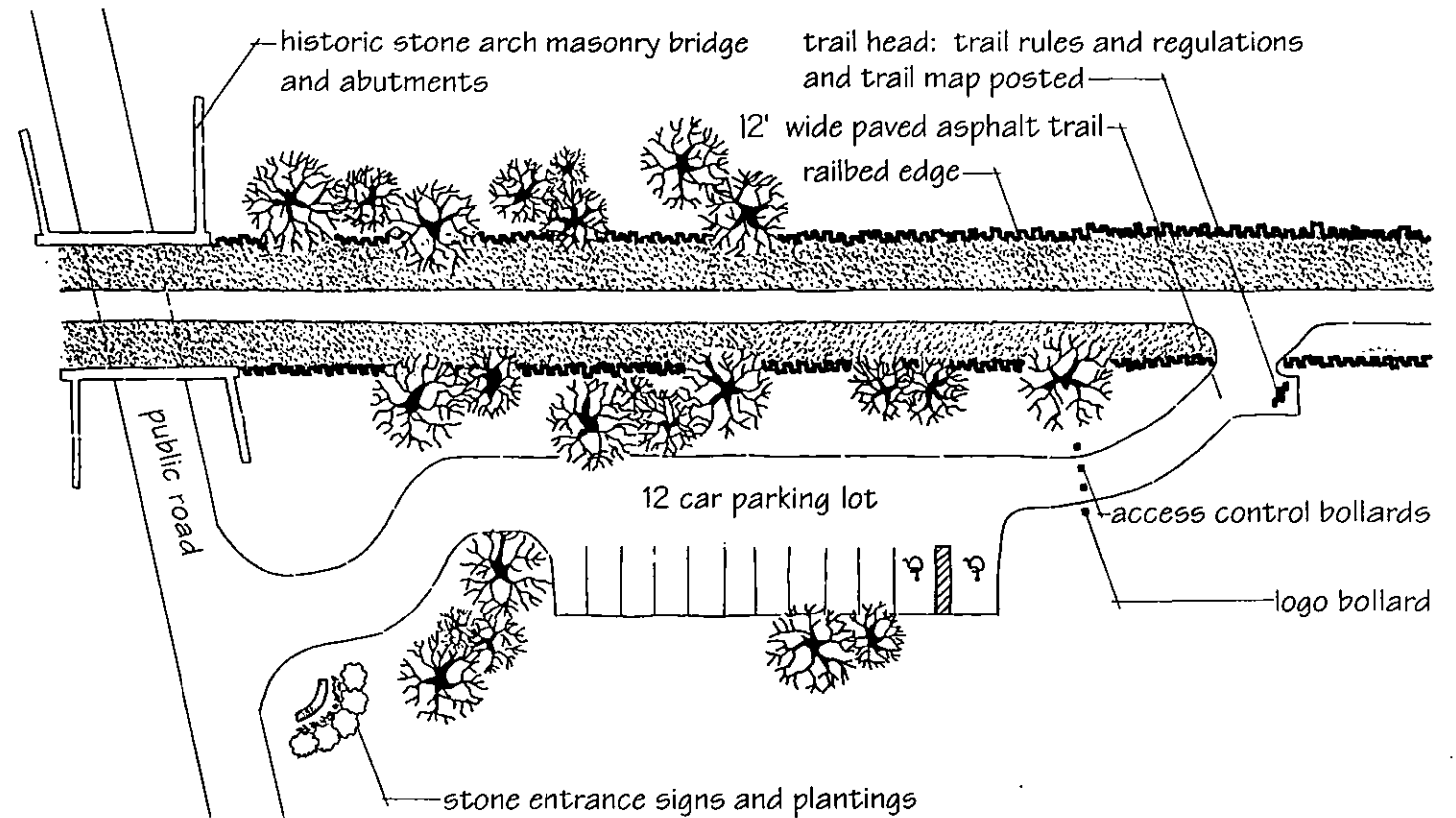
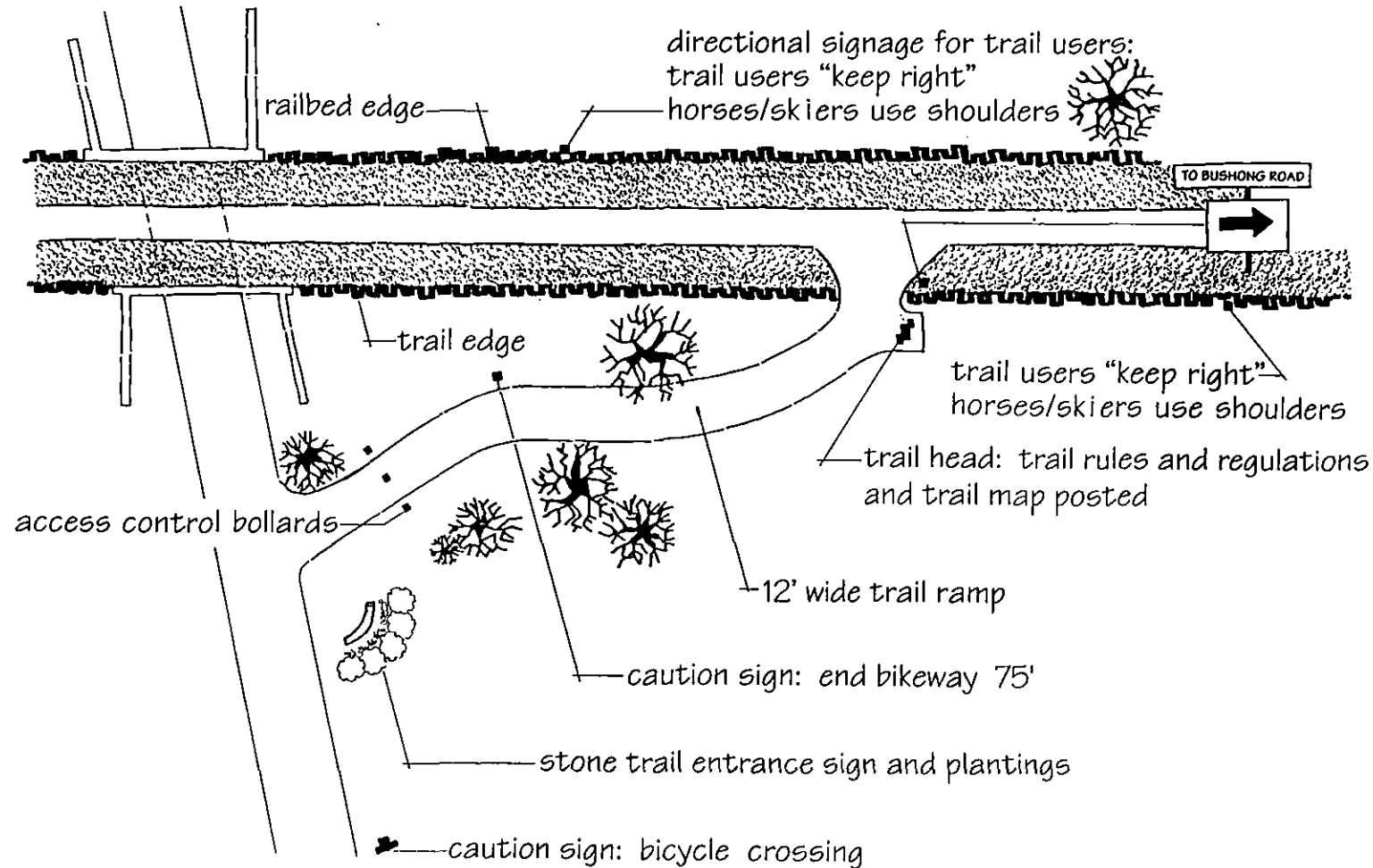


Figure 8: Trail Head with Parking

## Typical Design Detail



### Minor Trailheads No Motorized Access:

Minor trailheads are noted on the Conceptual Design Plans with a large A. These public entry areas will provide a leader trail from the roadway to the main trail. An entry sign will be located near the roadway, to be made from the recycled stone masonry blocks. Bollards will be used to restrict motorized vehicles at these access points. At the junction with the main trail, directional and informational signage will be available for trail users. (See Figure 8)

Figure 9: Minor Trail Head -- No Parking

# Atglen-Susquehanna Trail Master Plan

## Trail Signage

Signage is a critical component of greenway trail facilities. Signage establishes the image for a project and provides important information and educational messages to trail users. Two types of signage are recommended for the Atglen-Susquehanna Trail, local information signage that is to be made from recycled elements of the rail corridor, including stone masonry and railroad ties (See Figure 10); and regulatory signage per the Manual on Uniform Traffic Control Devices (MUTCD) (See Figures 11).

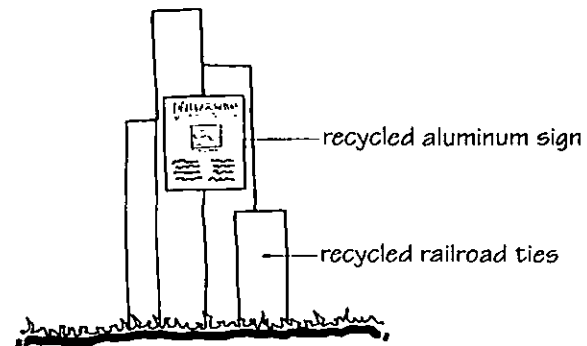
Other information should also be considered for the Atglen-Susquehanna Trail including:

- community identification signs
- trail maps
- mile markers
- educational exhibits and other graphic displays

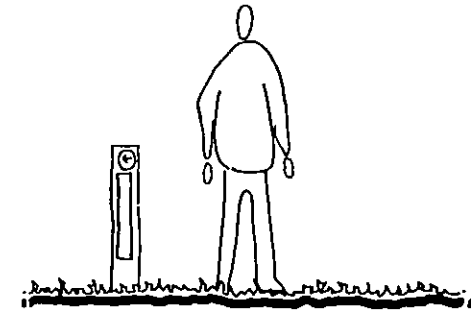
Directional signage will be placed on the trail at each roadway crossing so that users can fully understand their position in a regional or local context to surrounding communities. This signage will also make it easier for law enforcement and emergency response personnel to respond to trail user needs.

## Typical Design Detail

trail rules and regulations and trail map posted



**Trailhead Signage**



**Directional Signage @ Road X-ings**

**Figure 10: Trail Signage**

## Typical Design Detail

### MUTCD Signage

The Manual on Uniform Traffic Control Devices serves as the guide for regulatory signage for the Atglen-Susquehanna Trail. Illustrated on this drawing are some of the typical signs that will be located throughout the project corridor.

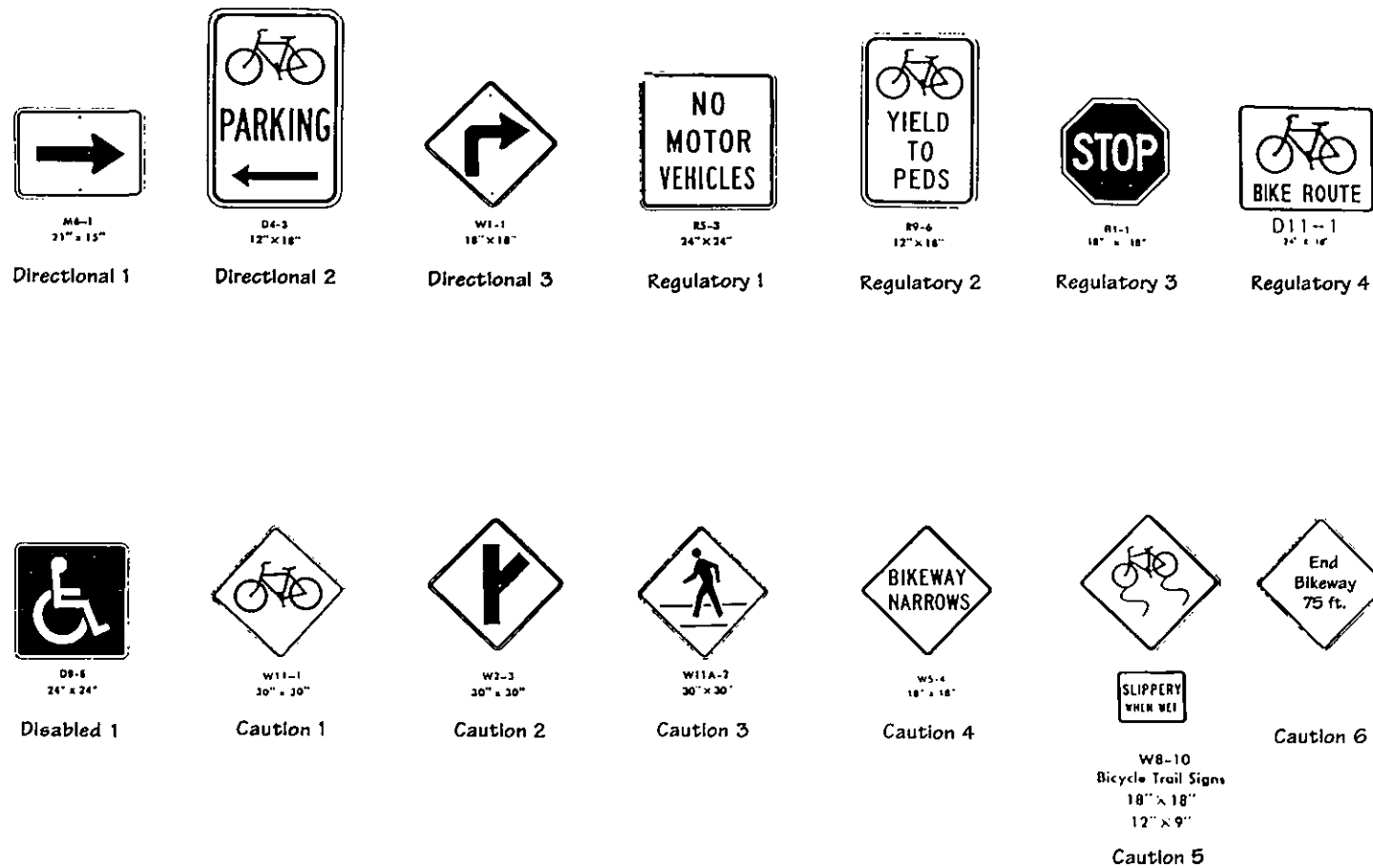


Figure 11: Trail Signage

# Atglen-Susquehanna Trail Master Plan

## Route 324

Realignment of Route 324 east of the Route 324 tunnel, to create an at-grade crossing. This will eliminate a dangerous curve in the road and preserve the 324 historic bridge. A portion of the old road alignment could be expanded and made into a parking area and trail head.

## Typical Design Detail

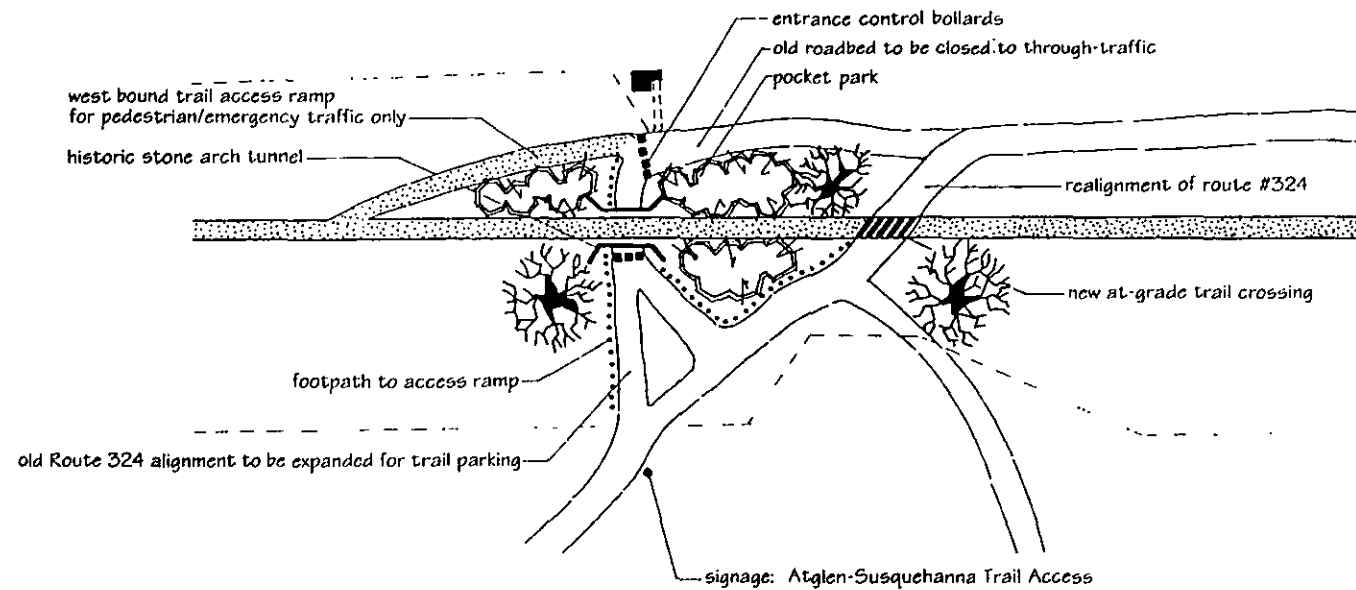


Figure 12: Road/Trail Intersection - Route 324

## Typical Design Detail

### Fairview Road

Removal of the Fairview Road bridge due to its poor condition and a realignment of the road to create an at-grade crossing east of the bridge. FAST recommends that this bridge be removed and a new at-grade crossing be designed east of the old bridge. Removing this bridge also provides an opportunity for a parking area to be built on the old road bed. This parking area would provide for trail users to access the trail by way of a footpath to the at-grade crossing with Fairview Road.

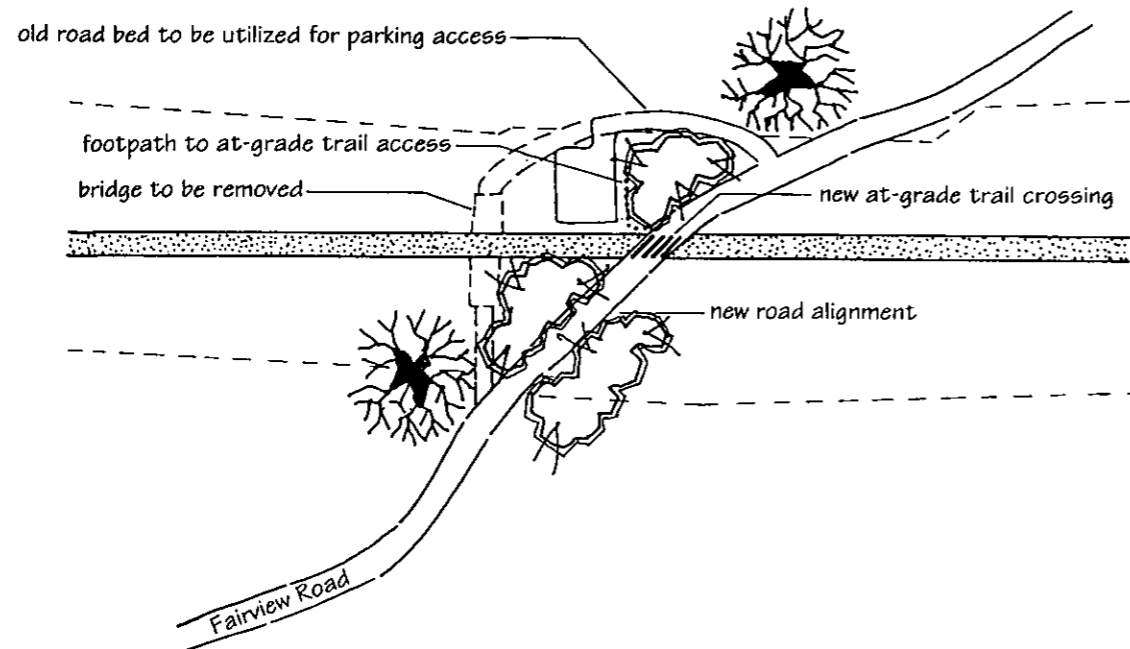


Figure 13: Road/Trail Intersection - Fairview Road

# Atglen-Susquehanna Trail Master Plan

## Typical Design Detail

### Oak Bottom Road

Creation of emergency vehicle access ramps up and over the trail at Oak Bottom Road where a stone tunnel has a low under clearance. Trail users should be warned of the possibility of fire trucks making an emergency crossing prior to this intersection.

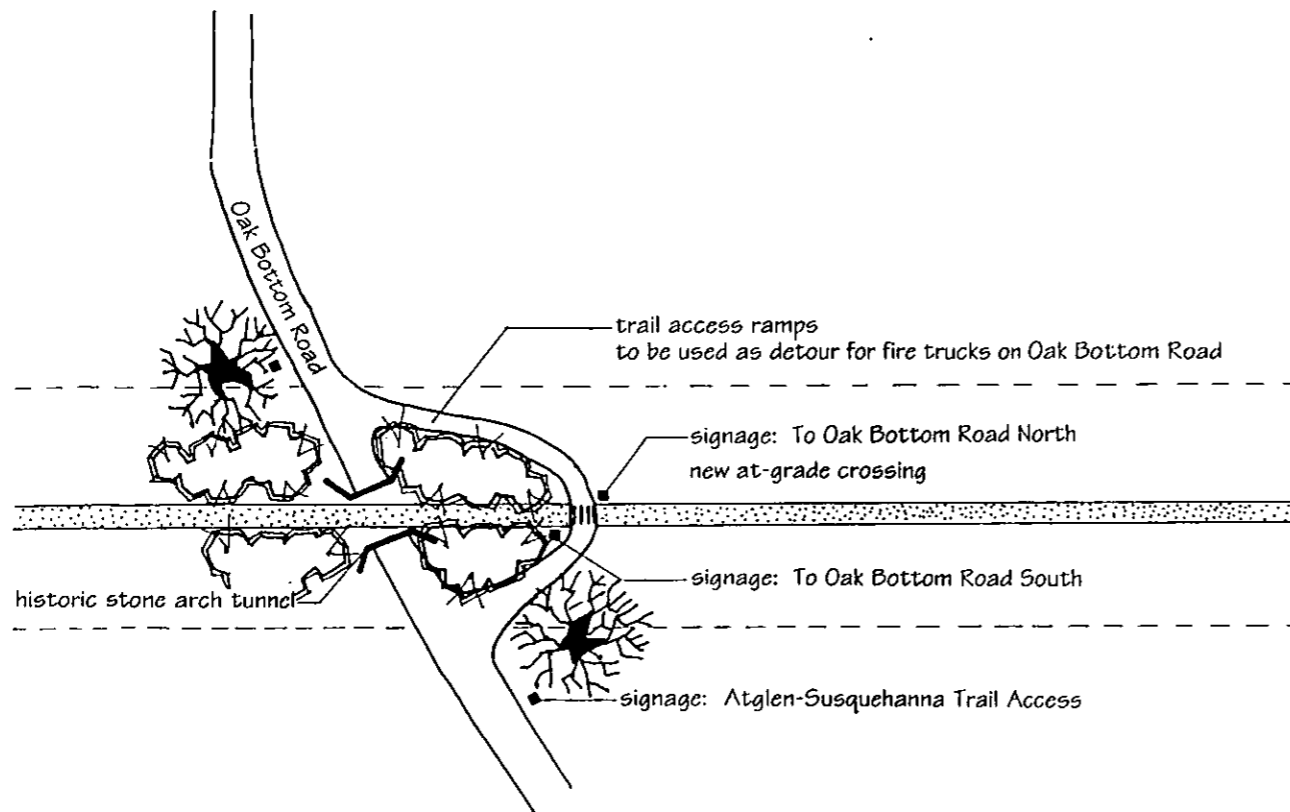
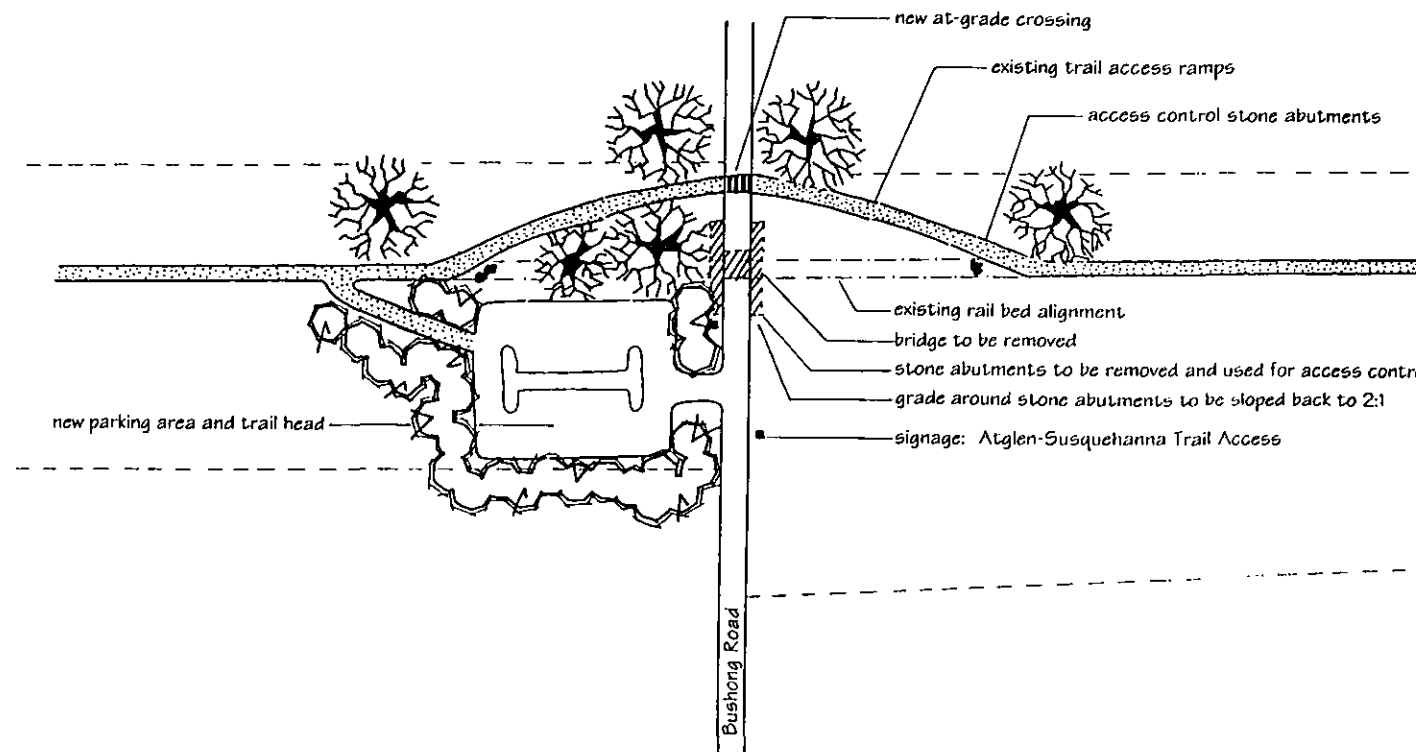


Figure 14: Road/Trail Intersection - Oak Bottom Road

# Atglen-Susquehanna Trail Master Plan

## Typical Design Detail



### Bushong Road

Removal of a short steel girder bridge at Bushong Road due to its poor condition. The bridge is planned to be removed and the trail will cross Bushong Road at an at-grade crossing north of the old bridge. Access ramps are already in place to allow the trail route to swing to the north for this crossing. Additionally, FAST plans to build a parking area and trail access point off Bushong Road.

### Route 222 Tunnel

Currently, removal of a historic stone arch tunnel at Route 222 is being proposed by PADOT. This tunnel now functions as the "Gateway" to Quarryville and is restrictive to tractor-trailer trucks. If the tunnel is removed FAST should consider installation of a pedestrian bridge to allow trail users to safely cross this highway.

Figure 15: Road/Trail Intersection - Bushong Road

# Atglen-Susquehanna Trail Master Plan

## Typical At-Grade Intersections

For other at-grade intersections the following design detail can be used as a guide for the development of specific intersection treatments. Normally, a traffic engineer should be consulted to prepare a gap-analysis -- which defines the amount of crossing time that a pedestrian would have to cross the road during a variety of typical travel periods within a given day.

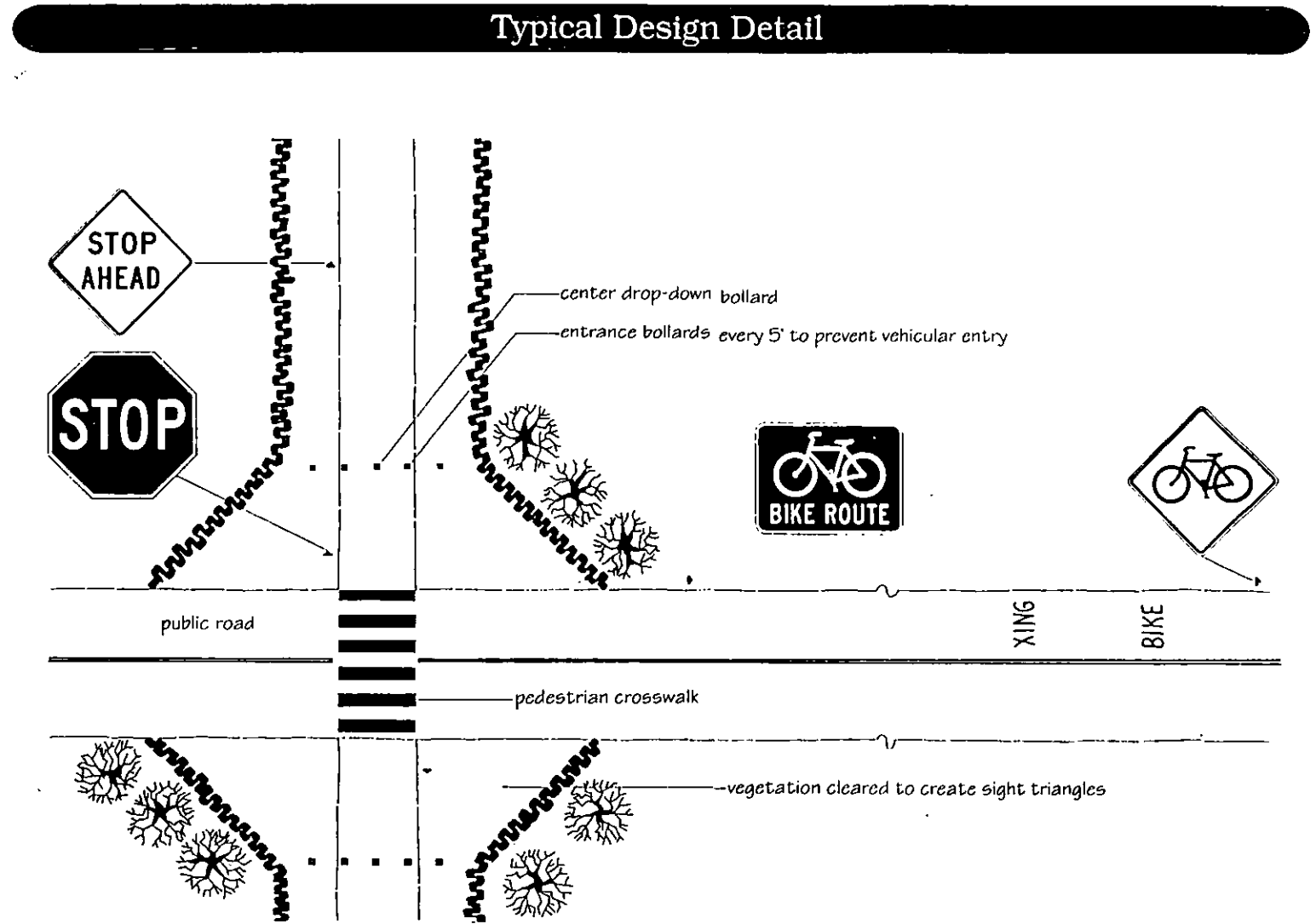
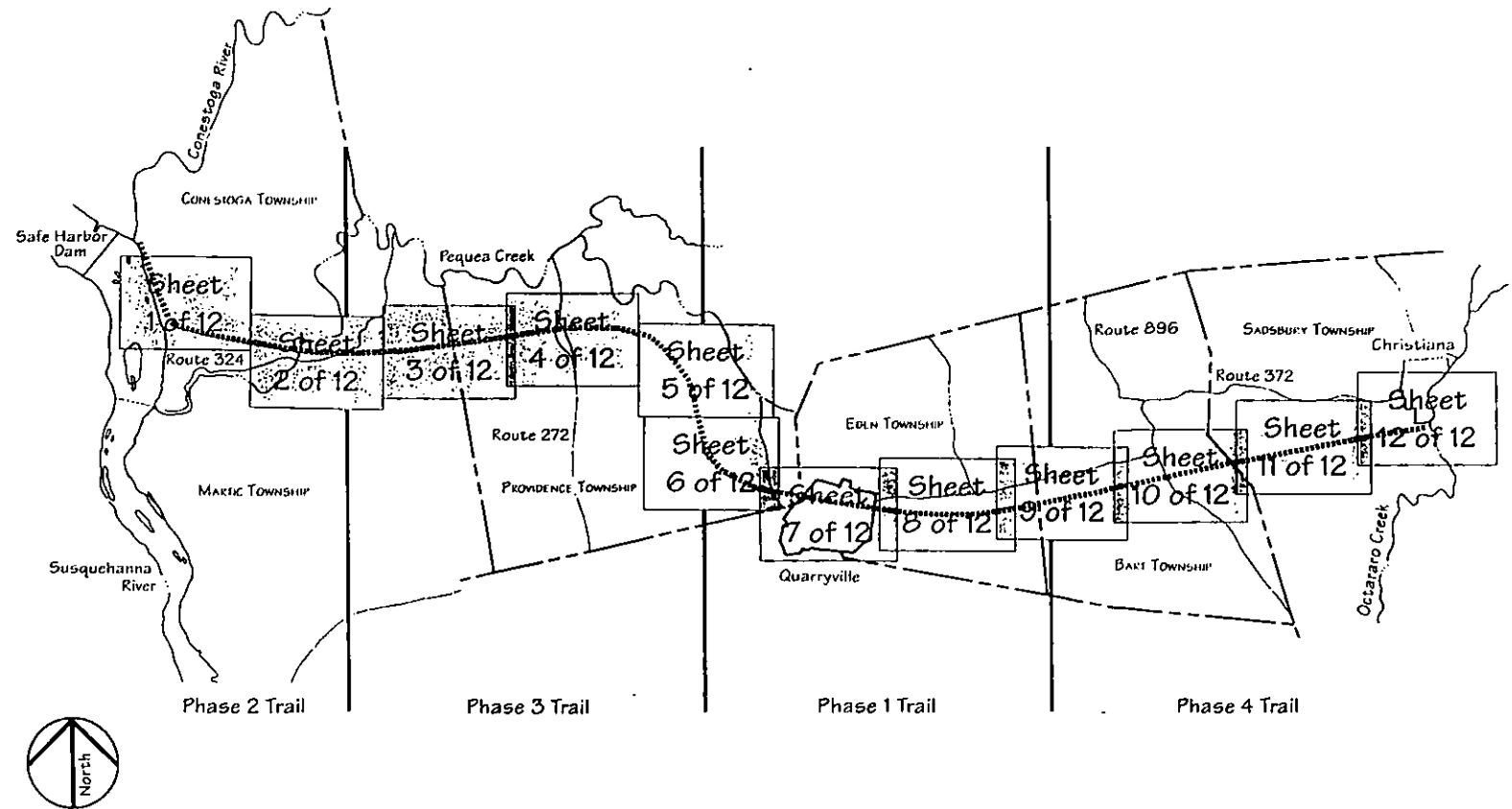


Figure 16: Typical Road/Trail At-Grade Intersection

## Key to Specific Conceptual Design Maps

### Specific Conceptual Design Maps

The following maps provide more specific design development recommendations for the Atglen-Susquehanna Trail. Map C provides a Key to the location of a specific drawing along the corridor. Each drawing illustrates the location of the project corridor, Township boundaries, significant views, public entry and parking areas, and future access points to the proposed Atglen-Susquehanna Trail.












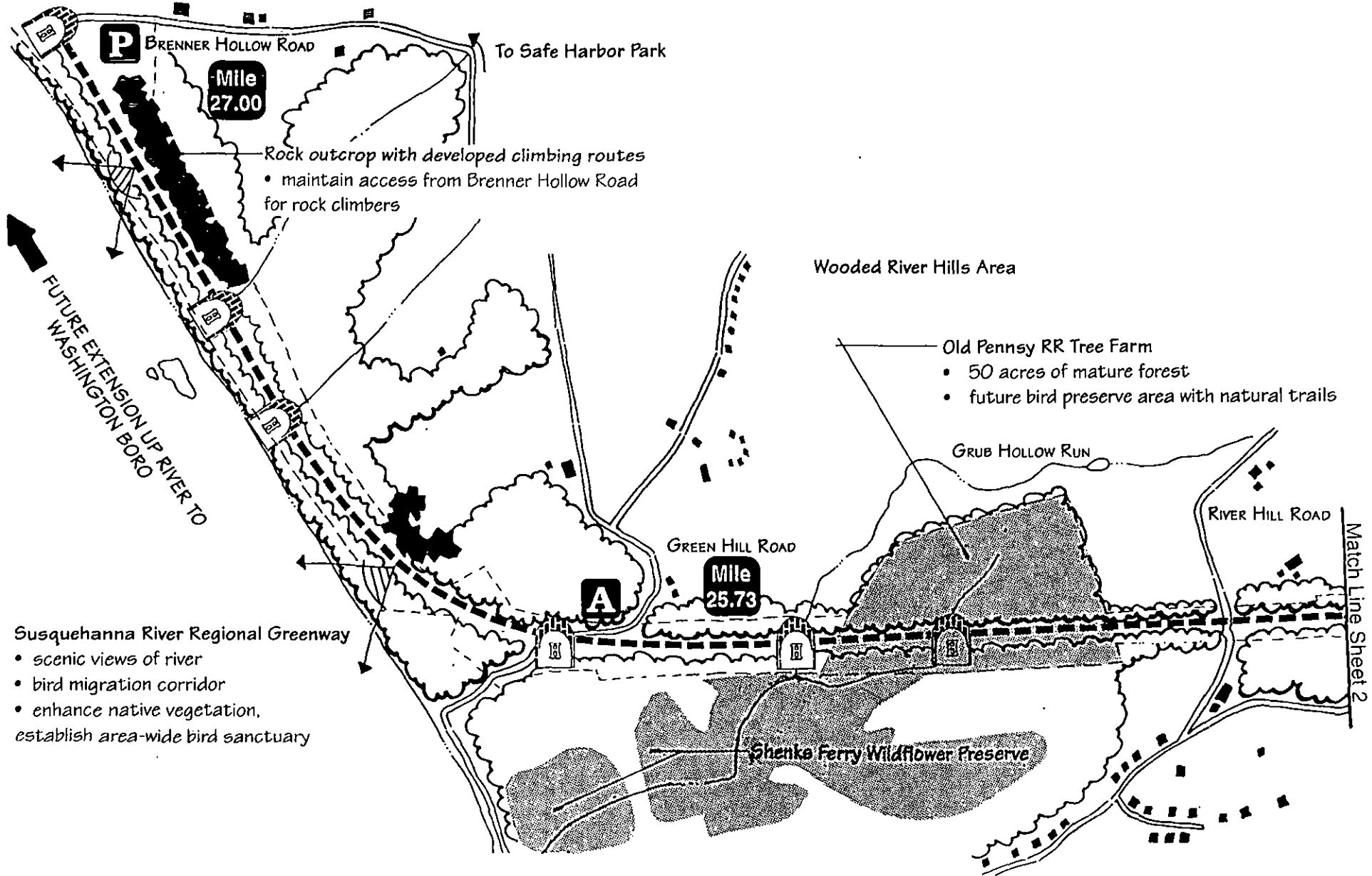
## Map C

Safe Harbor Dam ↗

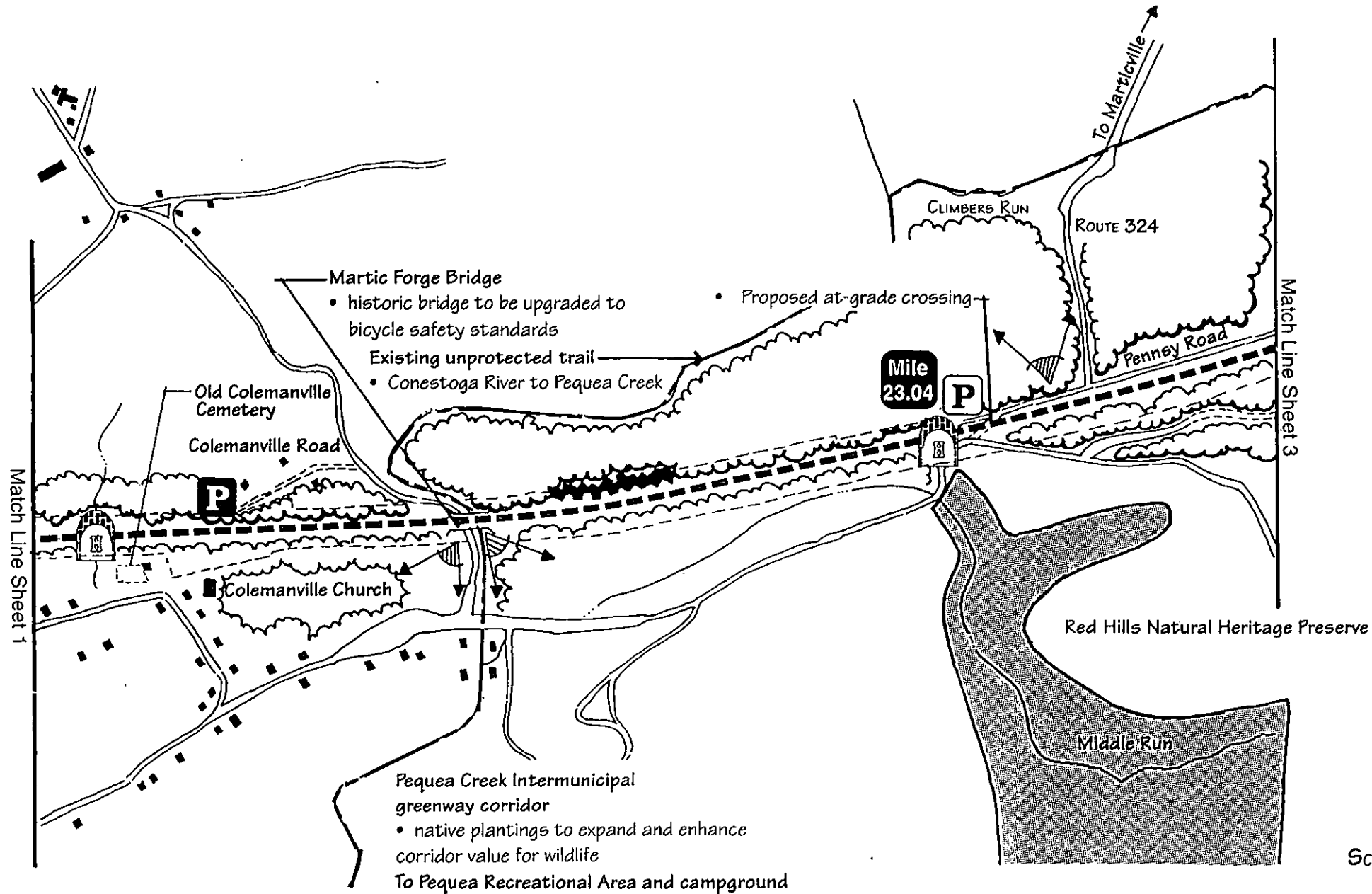
Western origin/terminus of trail

# LEGEND

-  tree canopy
-  significant views
-  trail surface
-  Township boundaries
-  built structures
-  access points
-  developed parking with handicapped spaces
-  developed parking with horse trailer spaces
-  historic bridges












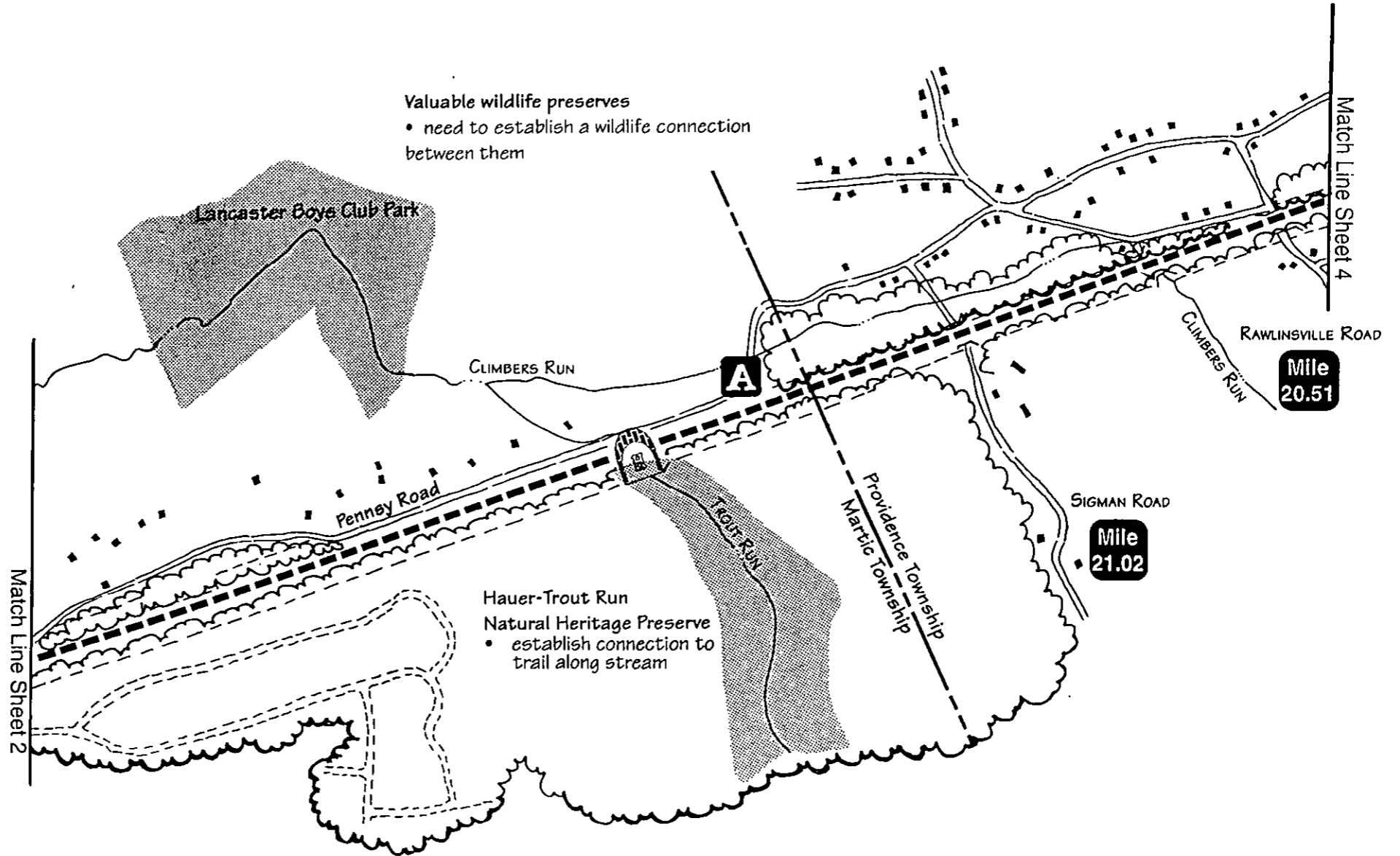
# Atglen-Susquehanna Trail Master Plan Report



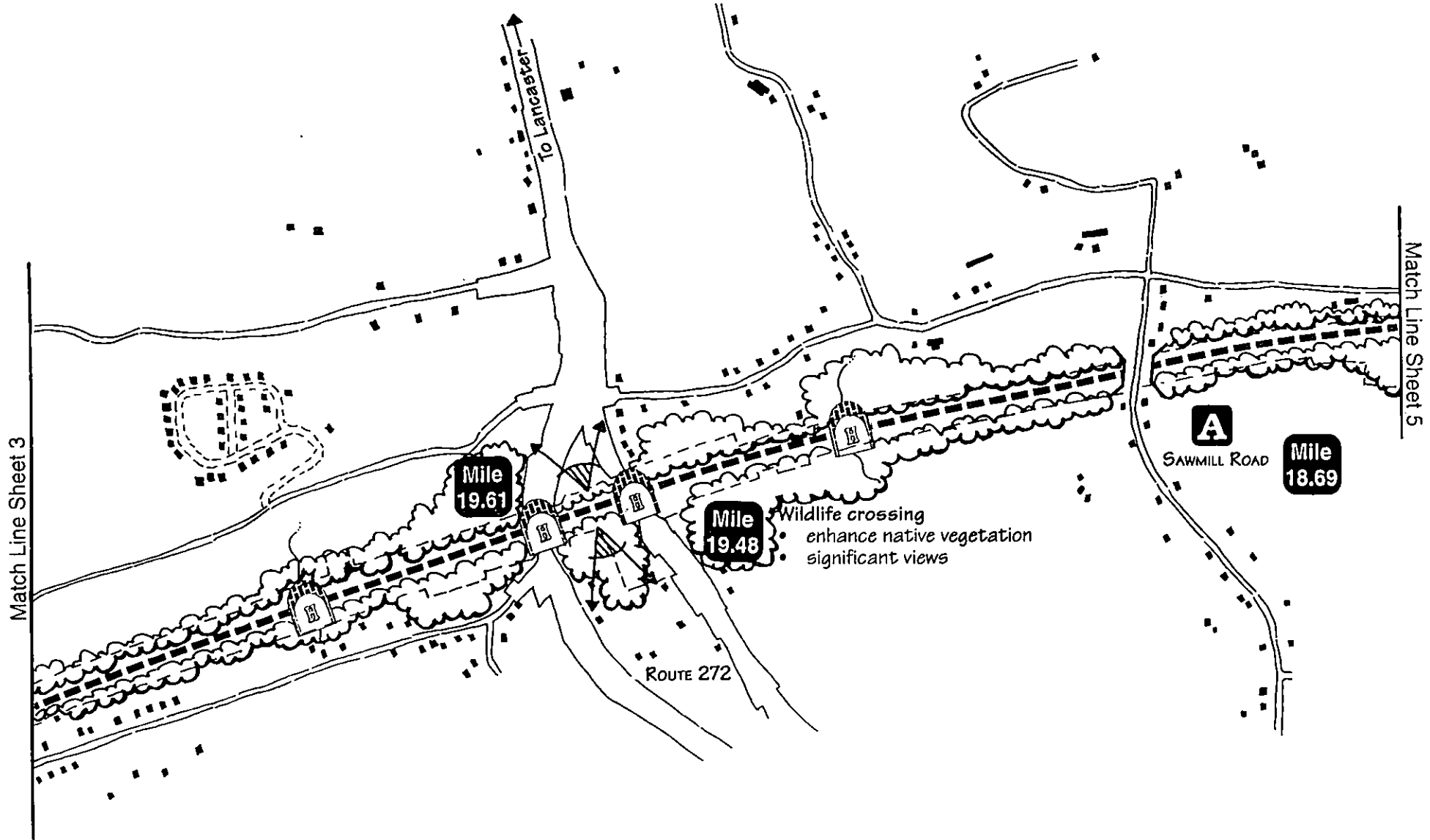
SCALE: 1" = APPROX. 800'

# LEGEND

-  tree canopy
-  significant views
-  trail surface
-  Township boundaries
-  built structures
-  access points
-  developed parking with handicapped spaces
-  developed parking with horse trailer spaces
-  historic bridges



# Atglen-Susquehanna Trail Master Plan Report












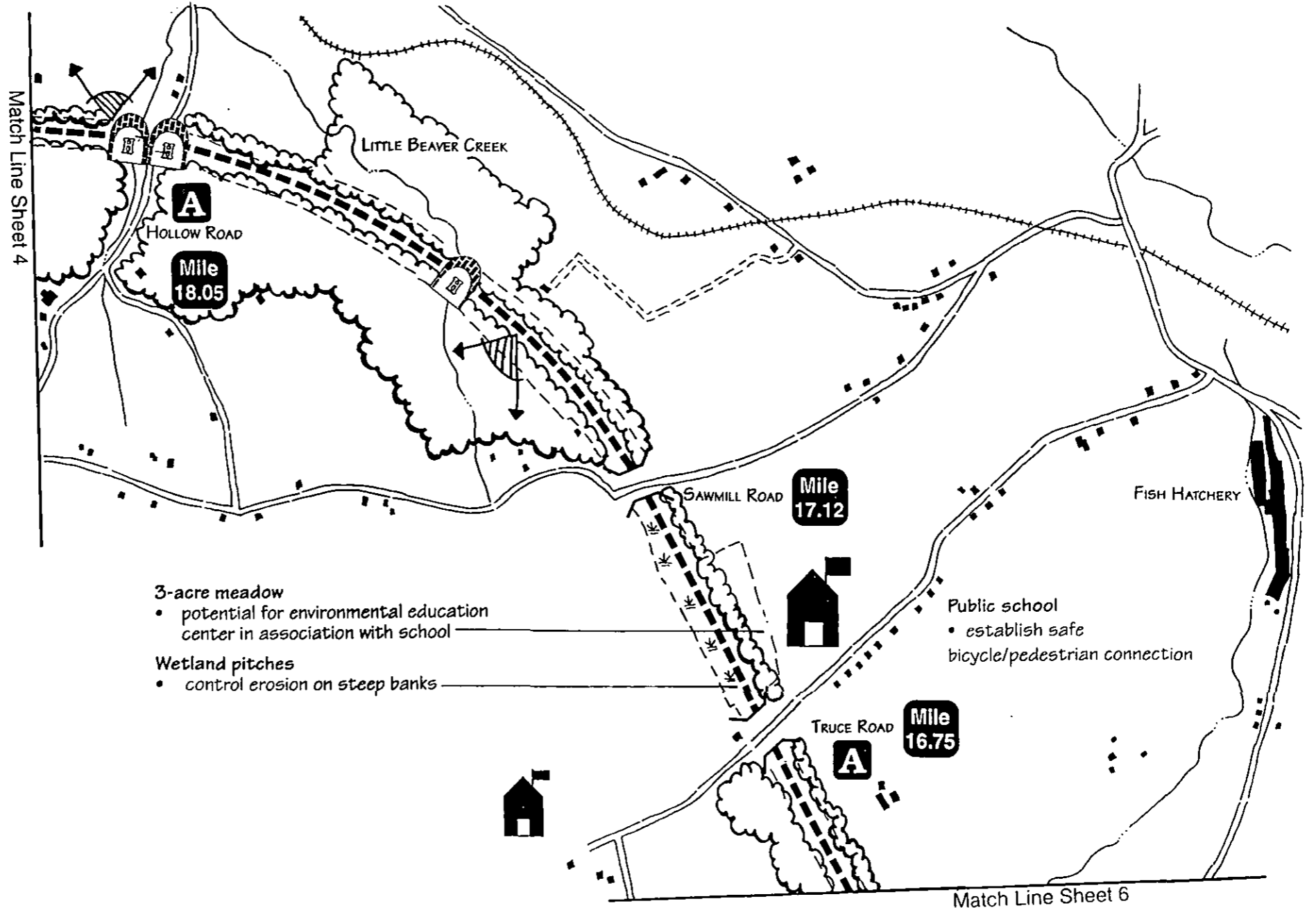
SCALE: 1" = APPROX. 800'

Mile 20.4 to Mile 18.3 in Providence Township

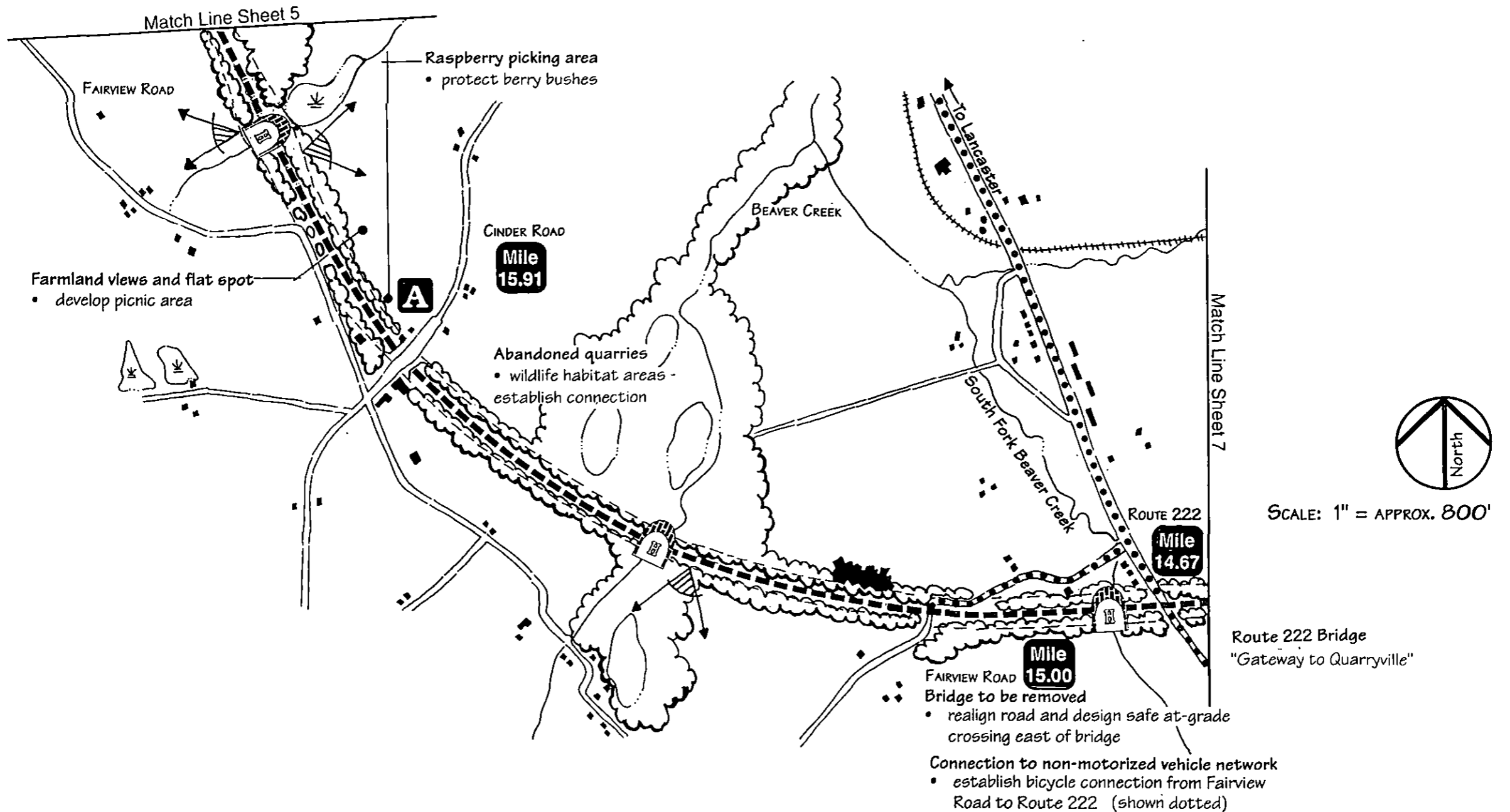
## Conceptual Design Map 4

# LEGEND

-  tree canopy
-  significant views
-  trail surface
-  Township boundaries
-  built structures
-  access points
-  developed parking with handicapped spaces
-  developed parking with horse trailer spaces
-  historic bridges












# Atglen-Susquehanna Trail Master Plan Report

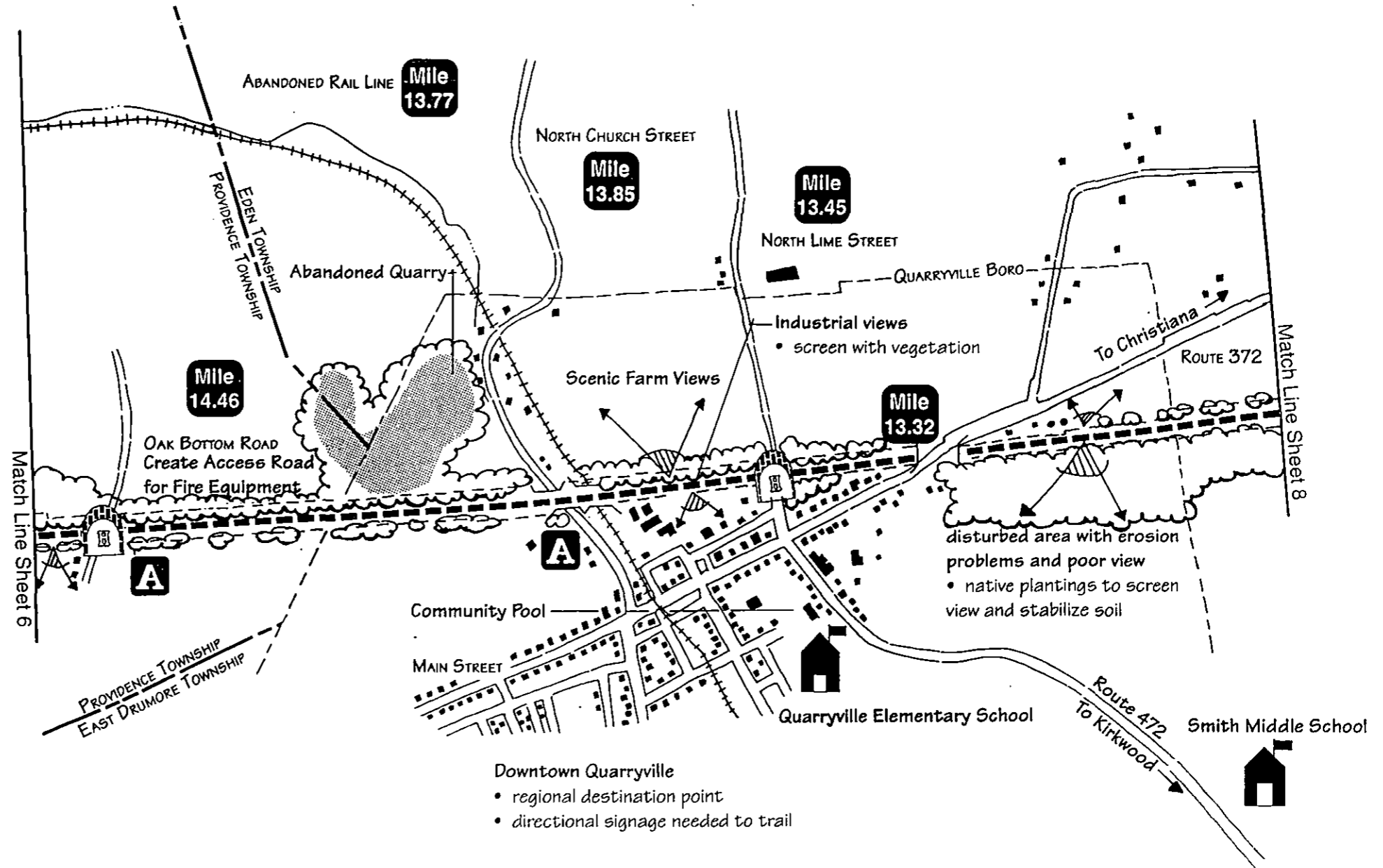


Mile 16.6 to Mile 14.55 in Providence Township

## Conceptual Design Map 6

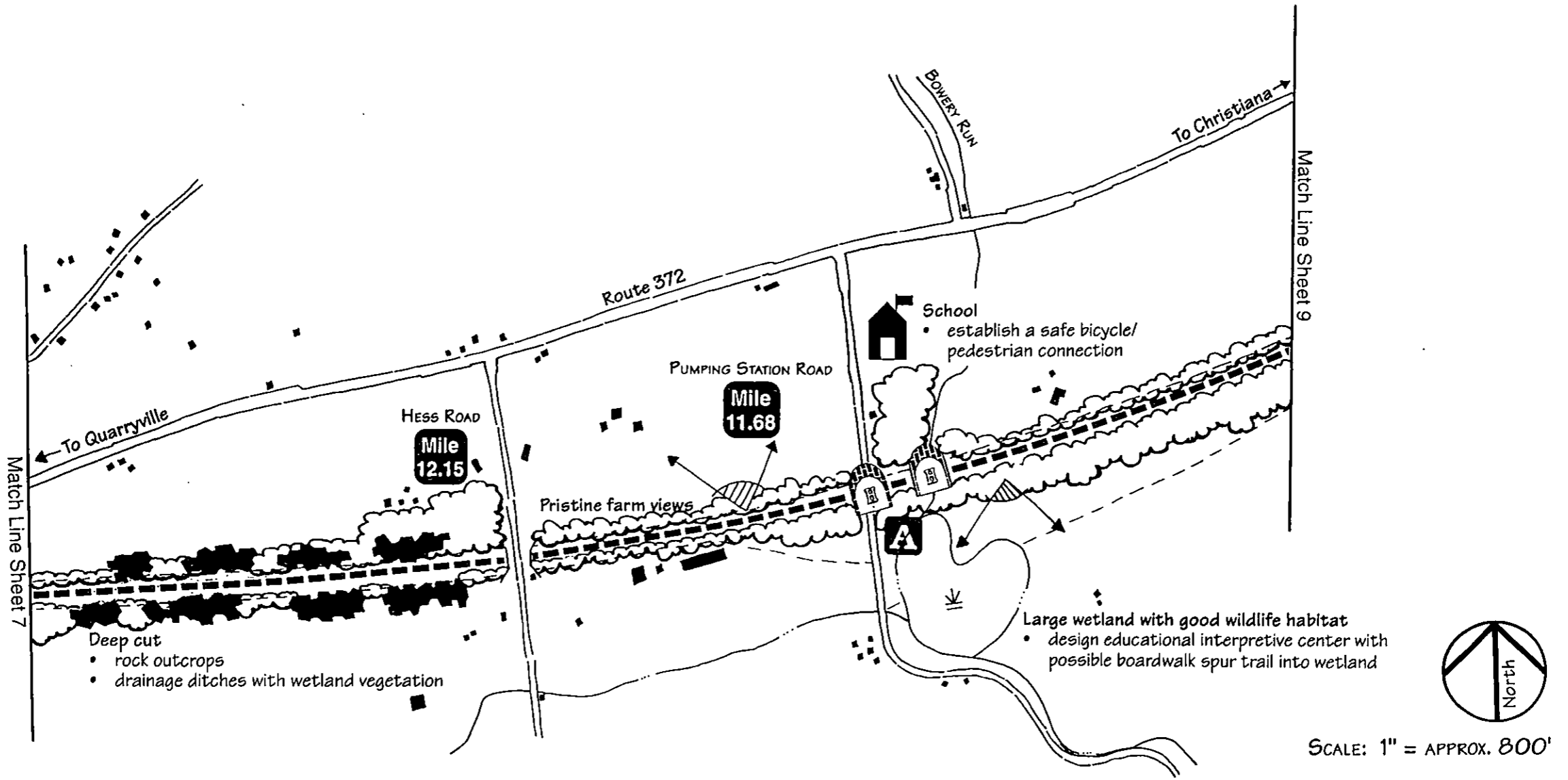
# LEGEND

-  tree canopy
-  significant views
-  trail surface
-  Township boundaries
-  built structures
-  access points
-  developed parking with handicapped spaces
-  developed parking with horse trailer spaces
-  historic bridges



Downtown Quarryville  
 • regional destination point  
 • directional signage needed to trail










# Atglen-Susquehanna Trail Master Plan Report

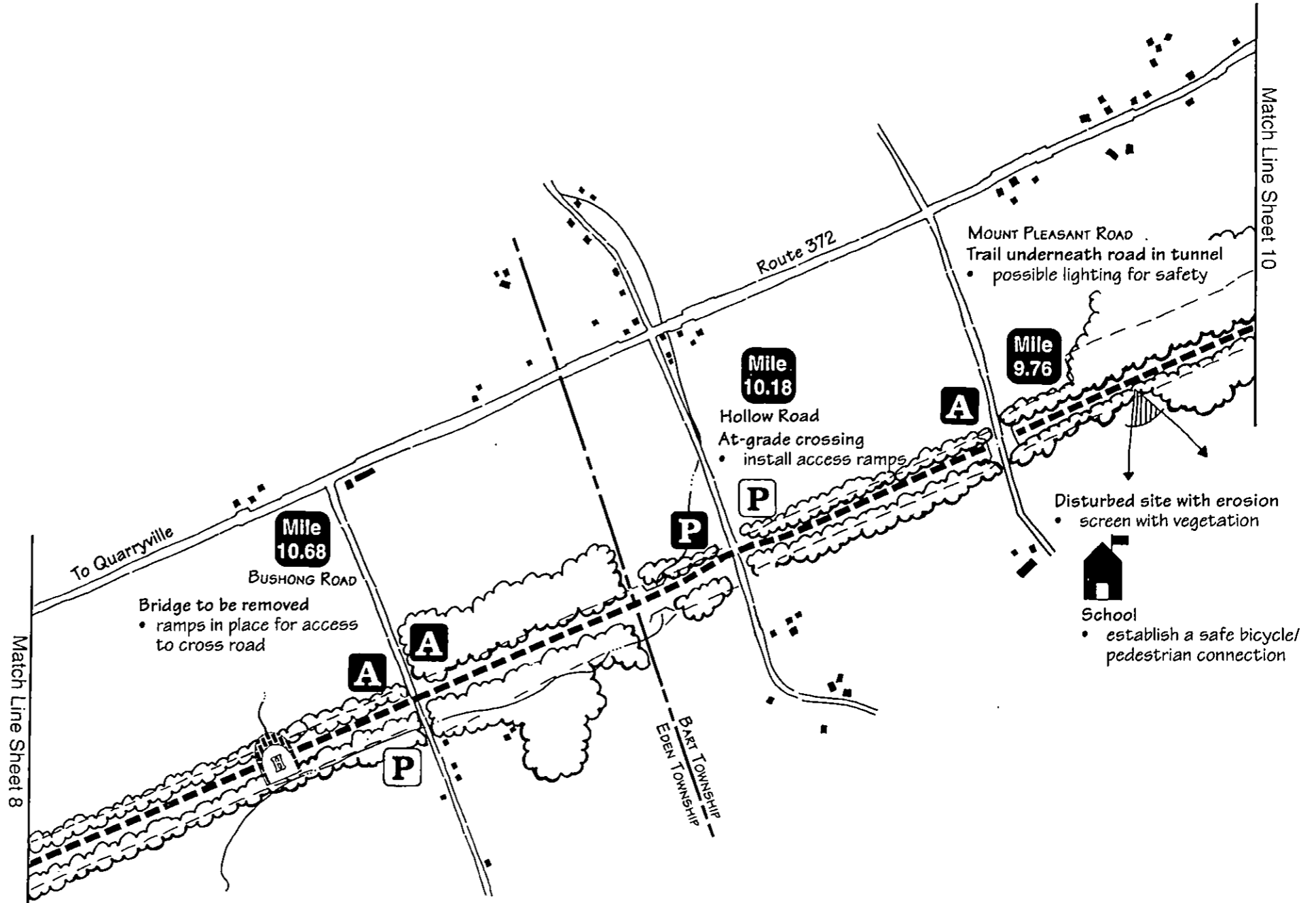


Mile 12.9 to Mile 11.0 in Eden Township

**Conceptual Design Map 8**

# LEGEND

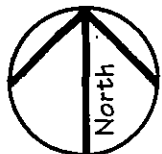
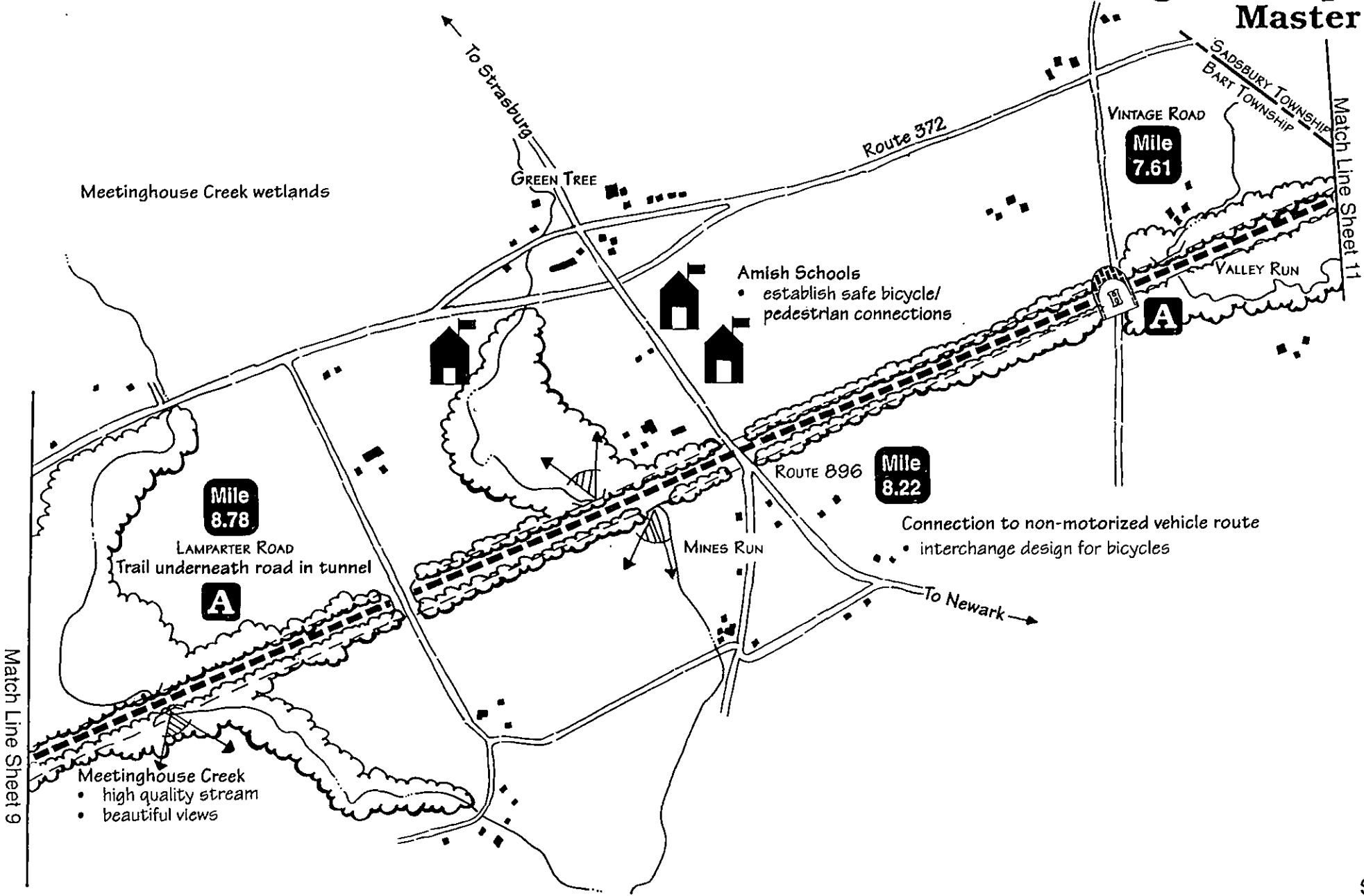
-  tree canopy
-  significant views
-  trail surface
-  Township boundaries
-  built structures
-  access points
-  developed parking with handicapped spaces
-  developed parking with horse trailer spaces
-  historic bridges



**Conceptual Design Map 9**

Mile 11.0 to Mile 9.5 in Eden/Bart Townships

# Atglen-Susquehanna Trail Master Plan Report












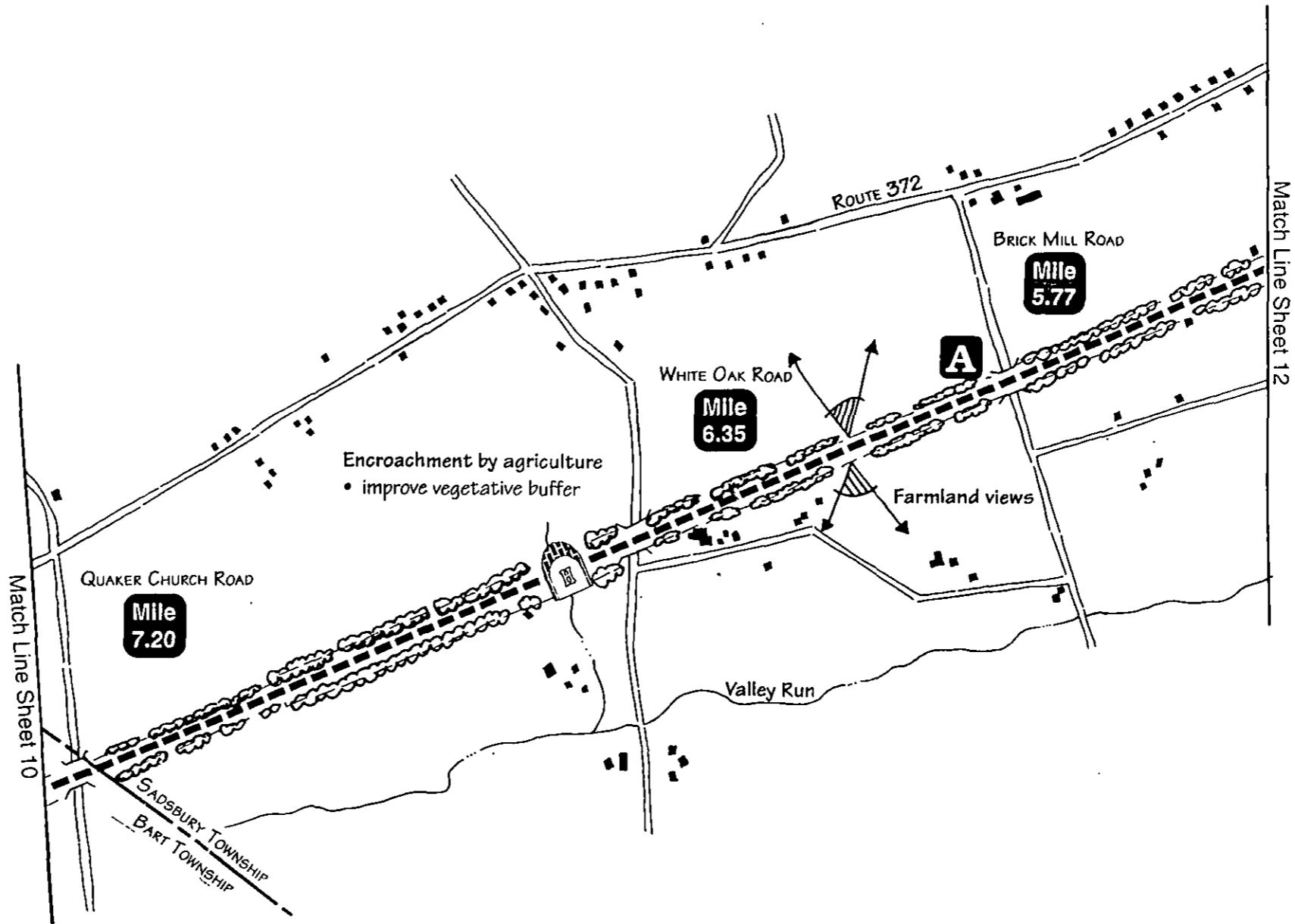
SCALE: 1" = APPROX. 800'

Mile 9.5 to Mile 7.3 in Bart Township

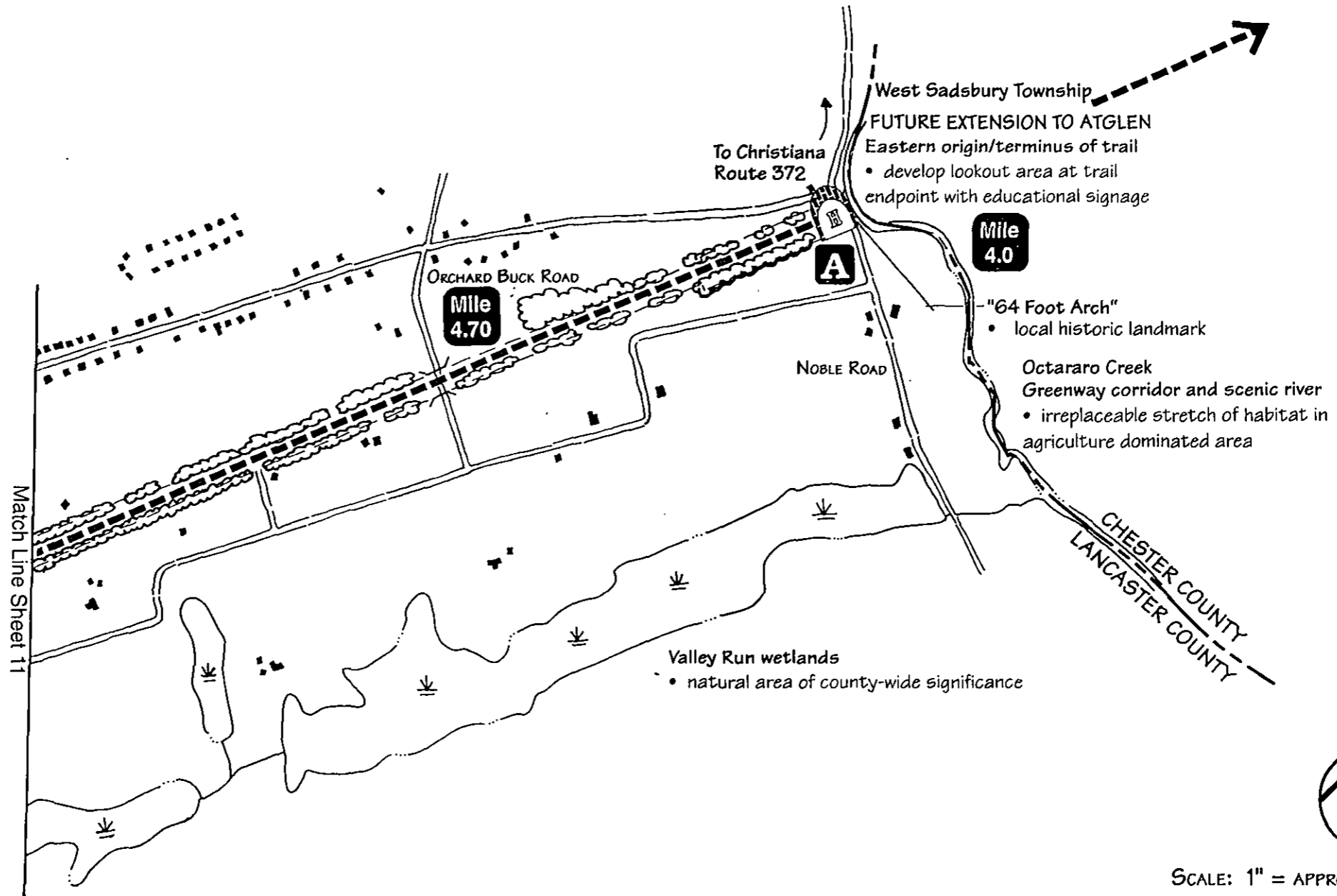
## Conceptual Design Map 10

# LEGEND

-  tree canopy
-  significant views
-  trail surface
-  Township boundaries
-  built structures
-  access points
-  developed parking with handicapped spaces
-  developed parking with horse trailer spaces
-  historic bridges



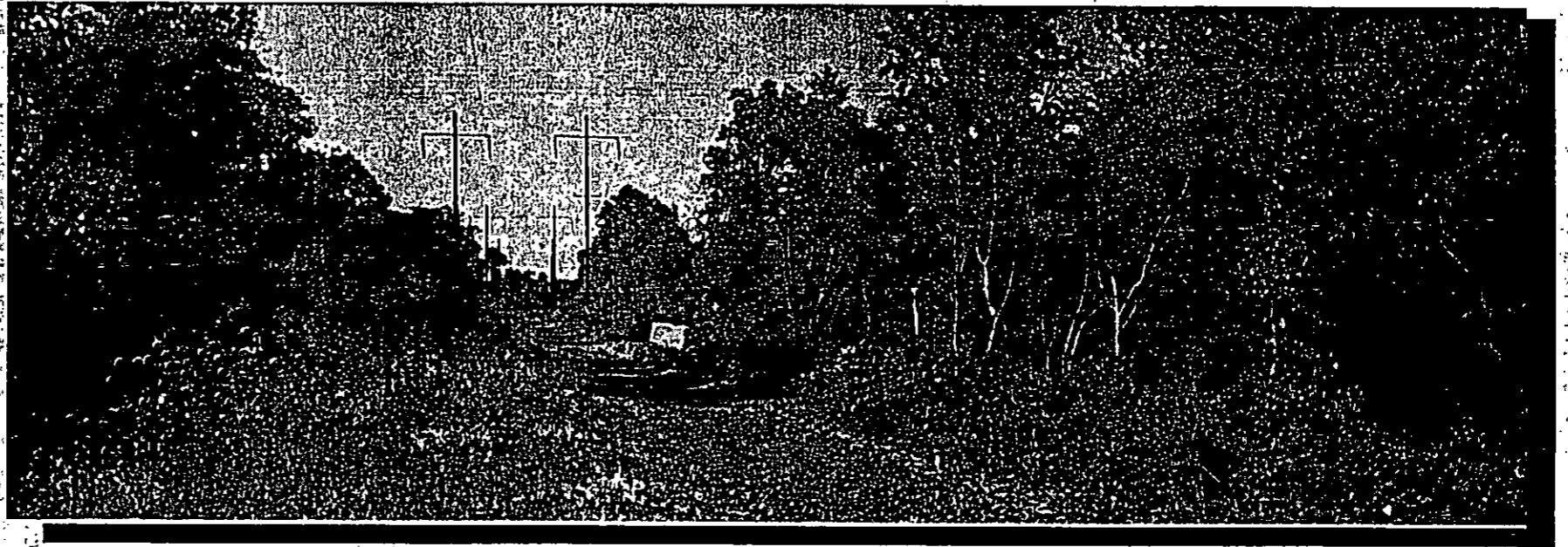
# Atglen-Susquehanna Trail Master Plan Report



Mile 5.4 to Mile 4.0 in Sadsbury Township

**Conceptual Design Map 12**

## **Section 3: Trail Management**



## Section 3: Management and Maintenance

### Hours of Operation/Trail Etiquette

The consultant recommends that the Atglen-Susquehanna Trail be operated similar to Lancaster County park and recreation facilities, open for public use from sunrise to sunset 365 days a year, except as specifically designated. The consultant recommends that individuals who are found to be using these facilities after dusk and before dawn should be deemed in violation of these hours of operation and treated as trespassers. The consultant recommends three levels of enforcement for trespass violations for the Atglen-Susquehanna Trail. Level One Violation, is a first occurrence in which the violator is provided a written warning. Level Two is a second occurrence in which the violator is suspended for 30 days from using the facility. Level Three is a multiple occurrence in which the violator is suspended for life from using the facility.

### Trail User Rules and Regulations

One of the emerging issues in greenway and rail-trail planning, design and development is multi-user conflict. Typically, these conflicts are caused by overuse of a trail; however, other factors may include poorly designed and engineered trail alignments, user behavior, or inadequate facility capacity. The most effective use management plan is a well conceived program that provides the individual user with a Code of Conduct for the trail, sometimes called a Trail Ordinance. Several multi-use trail systems across the United States have adopted such ordinances for public use. The consultant recommends that the following Rules and Regulations be implemented for the Atglen-Susquehanna Trail. These rules should be displayed in brochures and on information signs throughout the trail. The Consultant recommends that these rules and regulations be reviewed and adopted by the appropriate authorities.

**Be Courteous:** All trail users, including bicyclists, joggers, walkers, individuals in wheelchairs, skateboarders and skaters, should be respectful of other users regardless of their mode of travel, speed or level of skill. Never spook animals, as this can be dangerous for you and other users. Respect the privacy of adjacent landowners - **STAY ON THE TRAIL!**

**Keep Right:** Always stay to the right as you use the trail, or stay in the lane that has been designated for your user group. The exception to this rule occurs when you need to pass another user.

**Pass on the Left:** Pass others going in your direction on their left. Look ahead and behind to make sure that your lane is clear before you pull out and around the other user. Pass with ample separation. Do not move back to the right until you have safely gained distance and speed on the other user. Faster traffic should always yield to slower and on-coming traffic.

**Give Audible Signal When Passing:** All users should give a clear warning signal before passing. This signal may be produced by voice, bell or soft horn. Voice signals might include "Passing on your left!" or "Cyclist on your left!" Always be courteous when providing the audible signal - profanity is unwarranted and unappreciated.

**Be Predictable:** Travel in a consistent and predictable manner. Always look behind before changing position on the trail, regardless of your mode of travel.

**Control Your Bicycle:** Inattention, even for a second, can cause disaster - always stay alert! Maintain a safe and legal speed at all times.

**Don't Block the Trail:** When in a group, which may or may not include pets, use no more than half the trailway, so as

not to block the flow of other users. If your group is approached by users from both directions, form a single line, or stop and move to the far right edge of the trail to allow safe passage by these users.

**Yield when Entering or Crossing Trails:** When entering or crossing a trail at uncontrolled intersections, yield to traffic already using the other trail.

**Use Lights at Dusk/Dawn:** When using a trail after dawn or before dusk be equipped with proper lights. Cyclists should have a white light that is visible from five hundred feet to the front, and a red or amber light that is visible from five hundred feet to the rear. Other trail users should use white lights (bright flashlights) visible two hundred fifty feet to the front, and wear light or reflective clothing.

**Don't Use this Trail Under the Influence of Alcohol or Drugs:** It is illegal to use this trail if you have consumed alcohol in excess of the statutory limits, or if you have consumed illegal drugs. Persons who use a prescribed medication should check with their doctor or pharmacist to ensure that it will not impair their ability, safely to operate a bicycle or other wheeled vehicle.

**Clean-up Your Litter:** Please keep this trail clean and neat for other users to enjoy. Do not leave glass, paper, cans or any other debris on or near the trail. Please clean up after your pets. Pack out what you bring in - and remember to always recycle your trash.

**Keep Pets on Leashes:** All pets must be kept on secure and tethered leash. Failure to do so may result in fines.

**Share the Trail!**

Always exercise due care and caution when using the trail!

# Atglen-Susquehanna Trail

## Master Plan

### Trail Management

FAST should develop a trail management plan for the Atglen-Susquehanna Trail that includes community groups and organizations who support the development and operation of the trail as partners in managing the trail. Trail lands should be maintained in a natural condition to the largest extent possible, so that they may fulfill multiple functions — passive recreation, alternative transportation, stormwater management and wildlife habitat. Vegetation management will require close coordination with AMTRAK, which holds a lease over the entire corridor for maintenance of the Catenaries and power lines.

Routine maintenance should include the removal of debris, trash, litter, incompatible human-made structures, and other foreign matter. Removal of native vegetation should be done with discretion; removal of exotic species should be accomplished in a systematic and thorough manner. The objective in controlling the growth of vegetation should be to maintain clear and open lines of sight along the edge of the trail, and eliminate problems that could occur due to natural growth, severe weather or other unacceptable conditions.

All vegetation should be clear cut a minimum distance of three (3) feet from each edge of the trail. Selective clearing of vegetation should be conducted within a zone that is defined as being between three (3) to ten (10) feet from each edge of the trail. At any point along the trail, a user should have a clear, unobstructed view, along the centerline of the trail, 300 feet ahead and behind his/her position. The only exception to this policy should be where terrain or curves in the trail serve as the limiting factor. Appropriate agencies will be responsible for the cutting and removal of vegetation. Removal of vegetation by individuals other than those persons employed by designated agencies should be deemed unlawful and subject to fines and/or prosecution.

All trail surface should be maintained in a safe and usable manner at all times. The developed trail tread surface from Fairview Road to Hollow Road should be maintained so that rough edges, severe bumps or depressions, and volunteer vegetation occurring in the tread of the trail should be removed

so that the trail surface is maintained as a continuous, even and clean surface. The less developed trail surface that extends from Fairview Road west to Brenner Hollow Road and from Hollow Road east to Noble Road should be maintained to accommodate trail patrolling, emergency and Amtrak maintenance vehicles. Bridge railings should be in place before these sections are open for public use. Trail design will aim to minimize the number of areas where ponding water occurs.

### Police/Park Ranger Patrol and Emergency Response System

FAST representatives and the consultant met with Quarryville Chief of Police Wassmer and Bart Chief of Police Mowrer to discuss safety, security and emergency response issues associated with the proposed Atglen-Susquehanna Trail. This meeting took place on June 23, 1994 at the Quarryville Borough Police station. Many items were discussed at this meeting, including the current operations of each police department, inter-municipal (township) agreements, State Police assistance, Emergency 911 response, and potential criminal activities. From this meeting the following is a recommended strategy for the Atglen-Susquehanna Trail.

In order to provide effective patrol and emergency response to the needs of trail users and adjacent property owners, the consultant recommends that a Mutual Aid, or Inter-Agency Agreement be established by and between FAST, the County of Lancaster, the Quarryville Borough Police Department, the Conestoga Police Department, and the Bart Township Police. The primary objective of this agreement is to assure that the public's health, safety and security are protected during normal use of the trail.

These agencies should work together, through this Agreement, to develop a specific patrol and emergency response plan for the Atglen-Susquehanna Trail. This plan should define a cooperative law enforcement strategy for the trail based on jurisdictional considerations, capabilities of different agencies and services typically needed for such a facility.

FAST should work with the cooperating agencies to deliver a site plan that illustrates points of access to the trail, provide design details for making these access points safe, secure and accessible to law enforcement officials, and define where a system of cellular-type emergency phones could be located. FAST should also work with appropriate officials to define and install other mechanisms or project elements that will aid local law enforcement agencies in managing the trail in a safe and secure manner.

FAST and local agencies should also define an emergency response system in conjunction with appropriate local Fire Stations and Paramedical units. An emergency response system will define which agencies should respond to 911 calls, and should provide easy to understand routing plans and access points for emergency vehicles. Local hospitals should be appraised of these routes. The entire trail system will be designed and developed to support a minimum gross vehicle weight of 6.5 tons. Emergency Access to the trail will be provided for at the following locations:

- milepost 27.00 Brenner Hollow Road
- milepost 26.00 Green Hill Road
- milepost 24.26 Colemanville Road
- milepost 23.04 Route 324
- milepost 21.25 Pennsy Road
- milepost 18.69 Saw Mill Road
- milepost 15.91 Cinder Road
- milepost 15.00 Fairview Road
- milepost 14.46 Oak Bottom Road
- milepost 13.79 Spur Line
- milepost 11.68 Pumping Station Road
- milepost 10.68 Bushong Road
- milepost 10.18 Hollow Road
- milepost 8.78 Lamparter Road
- milepost 8.22 Route 896
- milepost 5.77 Brick Mill Road

Chief Wassmer suggested that because of Quarryville's central location along the trail route, and due to the sophisticated equipment at the Borough Police station, his office could act as a clearinghouse for law enforcement activities, but this would require additional manpower. Therefore FAST should assume that the cost of the salary for (at a minimum) one part time police officer will be needed yearly.

## Pennsylvania Rails-to-Trails Act

Pennsylvania state statutes exist to encourage landowners to make land and water areas available to the public for recreational use by limiting liability to private property owners.

Specifically relating to rails-to-trails projects the Rails to Trails Act of 1990 provides a limitation on the liability of persons who provide property for public recreational trail use. Section 5621 (see below) also extends this protection to those who own land adjoining a rail-trail. It is important to note that this protection is only extended after a trail is developed and does not apply to those who own land adjoining an abandoned rail corridor.

"Section 5621. Limitation on liability of persons making land available for trail use.

"(a) General Rule. - Except as specifically recognized or provided in subsection (d) an owner or lessee who provides the public with land for use as a trail under this act or who owns land adjoining any trail developed under this act owes no duty of care to keep the land safe for entry or use by others for recreational purposes, or to give any warning to persons entering or going on that trail land of a dangerous condition, use, structure, or activity thereon.

"(b) Owner.- Any person, public agency or corporation owning an interest in land utilized for recreational trail purposes pursuant to this act shall be treated as an "owner" for purposes of the act of February 2, 1966 (1965 P.L. 1860, No. 86), entitled "An act encouraging landowners to make land and water areas available to the public for recreational purposes by limiting liability in connection therewith, and repealing certain acts.

"(c) Specific limitations on liability - except as specifically recognized by or provided in subsection (d), an owner or lessee who provides the public with land under this act shall not, by providing that trail or land:

- (1) be presumed to extend any assurance that the land is safe for any purpose;
- (2) incur any duty of care toward a person who goes on that land; or

- (3) become liable for any injury to persons or property caused by an act or an act of omission or a person who goes on that land.

"(d) Exception -

- (1) This section shall not apply to the owner or lessee of the land used as a trail if there is any charge made or usually made for entering or using the trail or land, or any part thereof.
- (2) This section shall not apply to the owner of land adjoining a trail if there is any charge made or usually made by the owner of such adjoining land for using the trail or land, or any part thereof, or if any commercial or other activity relating to the use of the trail whereby profit is derived from the patronage of the general public is conducted on such adjoining land, or any part thereof, provided, however, that nothing in this section shall be construed to authorize an adjoining land owner claiming an interest in an available railroad right-of-way as a recreational trail.
- (3) Nothing in this act limits in any way any liability which otherwise exists for willful or malicious failure to guard or warn against a dangerous condition, use, structure or activity."

## Risk Management and Liability

The design, development and management of the Atglen-Susquehanna Trail is intended be carefully executed to provide a resource that is adequate for its intended uses. The consultant recommends that FAST have in operation the following measures prior to opening the first segment of the trail:

- 1) an adequate maintenance program;
- 2) a risk management plan;
- 3) comprehensive working knowledge of public use laws and recent case history applicable in Pennsylvania, and the 1990 Pennsylvania Rails-to-Trails Statute.

Public use of the Atglen-Susquehanna Trail should be covered under FAST's liability umbrella policy. For other agencies with trail responsibilities, agreements should be executed that clearly define responsibilities of all parties.

FAST should exercise reasonable care in the design and construction of all trail facilities. The trail should be available for public use as defined under the Hours of Operation Policy, individuals found using the trail outside the hours of operation should be treated as a trespasser.

FAST should develop and implement a Safety and Security Program for the trail. This program should consist of well defined safety and security policies; the identification of trail management, law enforcement, emergency and fire protection agencies; the proper posting, notification and education of the trail user policies; and a system that offers timely response to public concerns. FAST will need to coordinate the safety and security of the rail-trail with local law enforcement officials, Adopt-a-Greenway/Trail organizations, and others.

Important components of the Safety and Security Program should include:

- 1) FAST should work with the County, Quarryville police, Bart Township police, and Conestoga police to establish a Safety and Security Committee that can meet as needed to trail issues.
- 2) FAST should prepare a Trail Safety Manual and distribute this to emergency management agencies and post it at all major trail heads.
- 3) FAST should post User Rules and Regulations at all public access points to the trail.
- 4) FAST should work with the law enforcement and emergency management agencies to develop Emergency Procedures
- 5) FAST should prepare a Safety Checklist for the trail, and utilize it monthly during field inspection of trail facilities.
- 6) FAST should prepare a Trail User Response Form for complaints and complements.
- 7) FAST should work with law enforcement and emergency management agencies to develop a system for accident reporting and analysis.
- 8) FAST should conduct a regular Maintenance and Inspection Program.

# Atglen-Susquehanna Trail

## Master Plan

- 9) FAST should institute a Site Design and Facility Development Review Panel, made up of local law enforcement and emergency management agencies so that design development recommendations can be reviewed prior to installation.
- 10) FAST should coordinate other Public Information Programs that provide information about trail events and activities that County residents can participate in.
- 11) FAST should have an ongoing Evaluation of trail program objectives. It would be best to have this evaluation conducted by trail managers from other facilities in close proximity to the Atglen-Susquehanna Trail.

FAST should always discourage the general public from using any segment of the trail that is under construction. The trail segments should not be considered officially opened for public use until such time as a formal dedication ceremony and official opening has been completed. Individuals who use trail segments that are under construction, without written permission from FAST, should be deemed in violation of the Hours of Operation Policy and treated as a trespasser.

### Liability Insurance Coverage

The consultant has reviewed several documents that address the issue of liability as related to rail-trails and greenways. One such study was prepared by Mr. Timms Fowler, Esq. of Colorado, and is entitled "Private Landowner Liability and Urban Trail Development in Colorado." This is one of the most comprehensive reports on the subject of liability as related to trail development, and offers FAST some guidelines for the development of the Atglen-Susquehanna Trail. The Consultant has also reviewed information from the Frontier Insurance Company in New York, which underwrites Commercial General Liability Coverage for private organizations that sponsor rail-trail projects. The Consultant recommends that FAST have their insurance company review all design and construction documents.

### Trail Management Costs

The consultant provides the following personnel, operations and capital cost requirements for the Atglen-Susquehanna Trail. Based on national averages for similar facilities, the Consultant prepared the following cost estimates based on the duties, or typical work associated with managing and maintaining greenways and rail-trails, and using bridge maintenance information supplied by Pennoni Associates.

#### Typical Rail-Trail Maintenance Activities

- Drainage channel maintenance (4 x per year)
- Removing debris from trail tread (24 x per year)
- Mow 5-foot grass safe zone along trail (18 x per year)
- Pick-up and removal of trash and debris (24 x per year)
- Weed control and vegetation management (6 x per year)
- Minor repairs to furniture and safety features (as needed)
- Police officer patrol (weekly)
- Supplies for labor force (annual)
- Coordination of local and regional activities (annual)
- Equipment fuel, repairs and replacement parts (annual)
- Bridge inspection and maintenance activities (annual)

Estimated total cost	\$147,300.00
Cost per mile (divided by 23 miles)	\$6,400.00

FAST anticipates employing strategies that have been successfully used by other public and private rails-to-trails organizations throughout the United States to offset the costs of annual maintenance. These fund raising strategies include bike rodeos, marathons and races, National Trails Day and other local events. Additionally, FAST is considering other measures to raise management funds including, and not limited to, user fees, concession permit fees, utility lease fees and endowments for maintenance.

### Equipment Needs

The following equipment would be typically required to maintain and manage the Atglen-Susquehanna Trail. This list is provided to assist FAST in defining necessary trail management equipment needs. The equipment that would be used on a regular basis includes

- Ford Model 3910 Tractor with mower implement
- Kawasaki Model 2510 "Mule"
- All Terrain 4-Wheel Motorcycle
- Multi-speed off-road bicycle

## Section 4: Implementation



## Section 4: Implementation

The Atglen-Susquehanna Trail will provide 850 acres of recreational land to the citizens of Lancaster County. The County Open Space Plan calls for the development of a new County park facility to meet the regional needs of southern Lancaster County. The Atglen-Susquehanna Trail is ideally suited to meet this need. Toward this goal, it is a logical step that FAST and the County work together to develop and maintain the trail. This mutually beneficial approach would be the most cost effective way of developing a southern Lancaster County recreation facility.

### Partnerships

The Atglen-Susquehanna Trail will become a reality as a result of the public-private partnership that is currently being initiated by the Friends of the Atglen-Susquehanna Trail. Throughout the United States, public-private partnerships are becoming the preferred method for implementing complex local and regional land use and community projects. Rail-trail greenways owe their existence to the tremendous interest that local residents have in preserving these important community corridors. Teaming with corporations, such as Conrail, clubs and individuals, and with local, county, state and federal government entities, the Atglen-Susquehanna Trail can be transformed from abandoned rail corridor to public trail within a reasonably short period of time.

FAST should also pursue similar partnerships with local governments and non-profit organizations to manage and maintain the project corridor. FAST should consider offering maintenance contracts to local townships for mowing and other tasks that can be a source of additional revenue for the townships, while maintaining the trail at a reasonable cost. FAST can also hire its own staff, or contract out to a private firm for trail maintenance.

### Project Phasing

Development of the Atglen-Susquehanna Trail will occur in a series of phases during the next five years. Total project build out is anticipated to be completed by the year 2000. The project is currently divided into four separate phases.

Phase One extends from Fairview Road, in Providence Township, to Hollow Road, east of Quarryville a total distance of 5.0 miles.

Phase Two extends from Route 324 to Safe Harbor, south of Brenner Hollow Road in Conestoga Township, a total distance of 4.0 miles.

Phase Three extends from Fairview Road, in Providence Township to the Route 324 in Martic Township, a total distance of 8.0 miles.

Phase Four extends from Hollow Road, east of Quarryville, to Noble Road, south of Christiana, a total distance of 6.2 miles.

### Project Funding Sources

FAST has been building a broad and diverse base of support for the construction and operation of the Atglen-Susquehanna Trail. Currently, several sources of funding have been secured to begin development of the trail, which include:

Lancaster County Community Park Initiative CPI Grant in the amount of \$250,000. Intermodal Surface Transportation Efficiency Act Enhancements Award of \$500,000 from the Pennsylvania Department of Transportation. A \$30,000 grant from the Lancaster County foundation for development of the trail master plan. A \$1,000 grant from the American Greenways Program of The Conservation Fund. The total funding secured to date for the project totals \$781,000.

### Implementation Cost Estimates

Estimated cost for constructing the Atglen-Susquehanna Trail are based on local industry costs and compared against national averages for similar size and length rails-to-trails conversion projects throughout the nation. The following is an estimate of these costs per major design element.

#### Construction of Trail Surface

Crushed stone surface (prepared 5 miles)	\$271,390.00
Natural Surface (less developed 18 miles)	\$ 28,800.00

#### Restoration and Retrofit of Bridges

Retrofit Existing Bridges (includes safety rail)	\$562,583.00
Install Pedestrian Bridge	\$100,000.00

#### Public Access/Trailhead Development

Developed Parking Lots (4 assumed)	\$ 18,544.00
Undeveloped Parking Lots (3 assumed)	\$ 3,865.00
Developed Pedestrian/Bike Access (1 assume)	\$ 2,570.00
Undeveloped Ped/Bike Access (13 assumed)	\$ 5,253.00

#### Landscaping

Cleanup of corridor and drainage channels	\$ 24,200.00
Landscaping/restoration	\$ 62,482.00

#### Signage

Trail Signage	\$ 18,736.00
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#### Fencing and Safety Railing (other than bridges)

River section of trail	\$ 9,391.00
Observation Areas	\$ 1,750.00

#### Site Furnishings

Comfort Stations	\$ 5,392.00
Phones, Benches and Picnic Tables	\$ 12,800.00

#### Permits for development

\$ 3,450.00

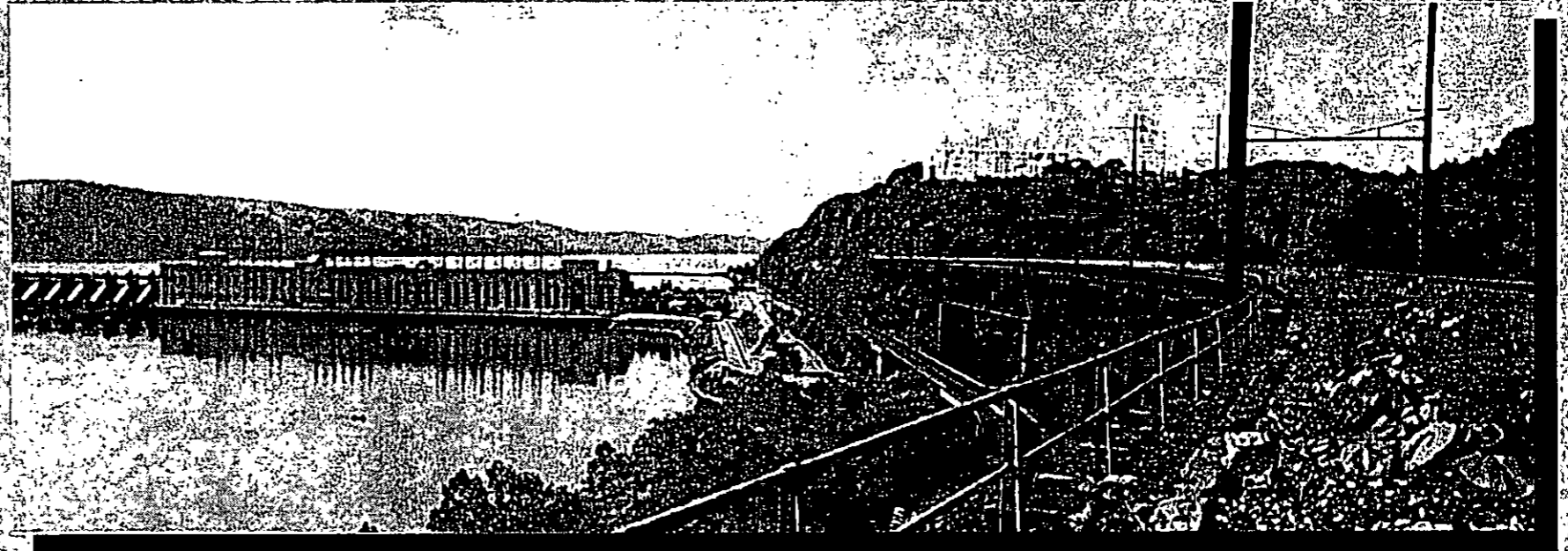
#### Total Project Costs

**\$1,131,206.00**

#### Total Projected Costs By Phases:

Phase One: MP 15.00 to MP 10.00 (5 miles)	\$505,668.00
Phase Two: MP 23.00 to MP 27.00 (4 miles)	\$258,778.00
Phase Three: MP 15.00 to MP 23.00 (8 miles)	\$108,964.00
Phase Four: MP 10.00 to MP 4.00 (6 miles)	\$257,796.00

## Section 5: Appendicies



# Atglen-Susquehanna Trail Master Plan

## Appendix A: Community Workshop Attendees

### April 14, 1994

Nicholas Yoder	Sadsbury Township Board of Supervisors	Clifford Shelly	211 West State Street	F.A.S.T.
Robert Findley	Providence Township Board of Supervisors	Tom Becker	806 Locust Street	
Gerald Duvall	Providence Township Board of Supervisors	Levi Rhoads	300 A West Chestnut Street	F.A.S.T.
Richard Sensenig	Providence Township Board of Supervisors	John Symonds	PO Box 716	Lancaster Co. Con.
John Wilker	Conestoga Township Board of Supervisors	Sue Wilson	735 Sandstone Road	
Bob Hershey	Conestoga Township Board of Supervisors	Ken Eberso	2 Reservoir Road	Penn. State Snowmobile Assoc.
Frank Pfeiffer	Martic Township Board of Supervisors	J. and E. Niezyporu	5 Waterfront Estates	
Herb Marsh	Quarryville Boro Council	John Fuller	305 Schoolhouse Road	
Joseph Little	Eden Township Board of Supervisors	Sally Patterson	335 North Charlotte Street	
Kirk Beane	Bart Township Board of Supervisors	Al Peinhardt	3800 Willow Street Pike	
Scott Standish	Lancaster County Planning Commission	Nicky Roth	2201 Lincoln Highway	

### June 1, 1994

Carol Pelmaski	Lancaster County Planning Commission	Bonnie and Bob Boule	71 Oak Bottom Road	
Dick Sessenig	Providence Township Board of Supervisors	Terri D'Ignazio	552 Mt Vernon Road	
Bob Findley	Providence Township Board of Supervisors	Pat Fasano	Forge Road	
Gerald Duvall	Providence Township Board of Supervisors	Beth Morrison	47 Pumping Station Road	
Frank Abel	Quarryville Boro Council	Margery Shelton	262 Pumping Station Road	
Herbert Marsh	Quarryville Boro Council	LaVerne Singleton	2704 Willow Street Pike	
Bill Scaffer	Quarryville Boro Council	Paul Beiga	PO BOX 274	Brandywine Bicycle Club
Jim Hinder	Martic Township Planning Commission	Jim Davis	140 North Church Street	F.A.S.T.
Frank Pfeiffer	Martic Township Planning Commission	G. David Enck	15 Blackburn Road	
Joe Duff	Martic Township Planning Commission	G. Rohrer	1054 Dry Wells Road	
Guy Campbill	Martic Township Planning Commission	Douglas Gibson	1719B Fernglen Drive	snowmobiler
Bob Denglinger	Bart Township Planning Commission	Gregory Newswanger	1719B Fernglen Drive	snowmobiler
John Blad	Bart Township Planning Commission	Phil Taylor	28 North Lime Avenue	
Robert Patterson	Quarryville Boro Council	Walter Koch	91 Bushong Road	
Scott Standish	Lancaster County Planning Commission	Bob Findley		TUP
Michael Domin	Lancaster County Planning Commission	Barbara Boldt	734 Denver Road	
KipVan Blarcom	Lancaster County Planning Commission	Thomas Boldt	734 Denver Road	F.A.S.T.
Jim McLaughlin	107 Circle Road	Ashley Honenwarter	376 Truce Road	
Linda Lillery	275 Walnut Hill Road	Angie Honenwarter	376 Truce Road	
Jane Schreffler	1548 Zarke Road	Scott Hoenwarter	388 Truce Road	
Arthur Garzon	222 Circle Drive	Mildred Groff	764 White Oak Road	
Greg Hohenwarter	376 Truce Road	Harold Groff	764 White Oak Road	
David Ellenburg	172 Bethesda Church	Roy Gamber	2 Mill Ridge Court	
Wilma Jones	104 West Chestnut Street	Dale Gamber	2 Mill Ridge Court	
Julie Nettke	315 Fairview Road	Dick Hackman	45 West Boehm Road	
Brian Longenecker	163 Sawmill Road	Richard Herr	1028 Dry Wells Road	
Barry Longenecker	315 Fairview Road	Preston LeFevre	716 Kirkwood Pike	landowner
Doug Brossman	407 Brossman Road	Vickie LeFevre	716 Kirkwood Pike	
		David Read	1798 Slate Hill Road	

# Atglen-Susquehanna Trail Master Plan

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Menno Stoltzfus	65A Hess Road	
Addison Wienard	374 Frogtown Road	F.A.S.T
Jonathon Johnson	519 Truce Road	
Bob Perda	44 Sheffield	Access Fund
Christine Brubaker	22 Leaf Pank	F.A.S.T
Keith Miller	710 D Millersville Road	
Luke Lillion		
Dean Enck	15 Blackburn Road	
John Long	2025 Cherry Hill Road	
Annie Goeke	730 Hamilton Street	

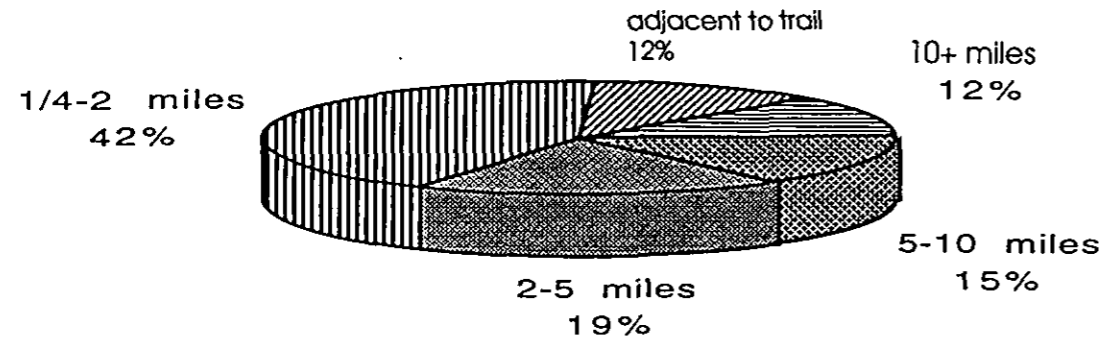
## June 23, 1994

Clifford Shelly	211 West Road	F.A.S.T.
Levi Rhoads	300 A West Chestnut Street	F.A.S.T.
Pat and Phil Kinsey	17 Kinsey Lane	F.A.S.T.
D. and S. Brenner	117 Wynwood Drive	
Vickie Shertzer	257 Stoney Hill Road	
Michael Johnson	98 Loop Road	
Patricia Walters	31 Scheller Road	F.A.S.T.
Shirley Bubb	73 West Roseville Road	
Rick Shoup	35 Pilgrim Drive	
Donna Tout	127 Miller Road	
Marilyn Robbins	503 Noble Road	F.A.S.T.
Greg Hoenwarter	376 Truce Road	
Chris Anthony	624 Laurel Lane	
Barb Pareitt	14 Upper Valley Road	
Joe Woodfield	8 Batt Avenue	
Geri Roland	773 White Oak Road	F.A.S.T
Harold Baughman	1706 Vallette Drive	
Walter Koch	91 Bushong Road	
Gerald Rohrer	1054 Dry Wells Road	
Bob Bledsoe	436A Camargo Road	
Gerry Lipka	606 Valley Road	
Jim Davis	140 North Church Street	F.A.S.T
Debbie LaBerge	69B Homeville Road	OATS
Bud Herr	471 King Pen Road	
John Fuller	30 Schoolhouse Road	
Henry Walters	31 Scheller Road	

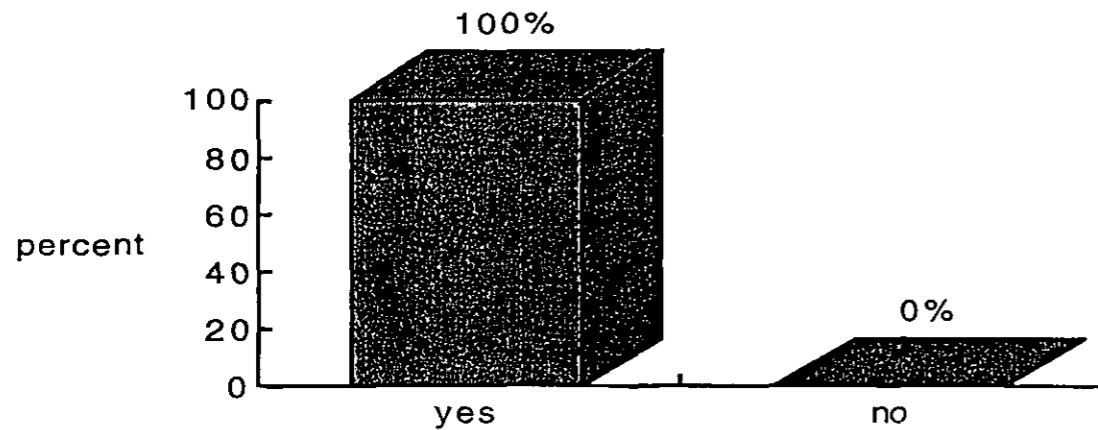
## Appendix B: Results of Community Survey

Survey based on the results of two public meetings held on July 2 and July 22, 1994. Twenty-seven surveys were returned. Percentages may not always add up to 100%.

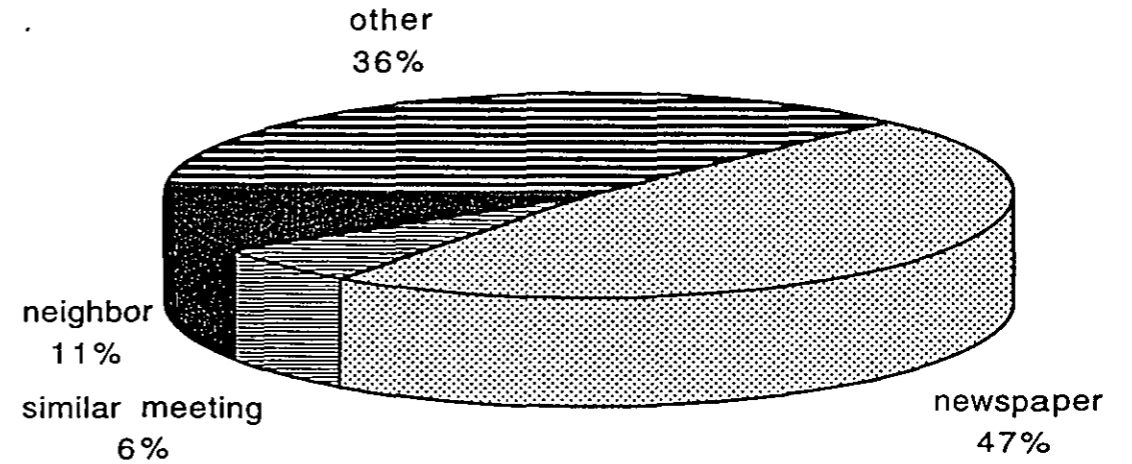
**How far do you live from the proposed Atglen-Susquehanna Trail?**



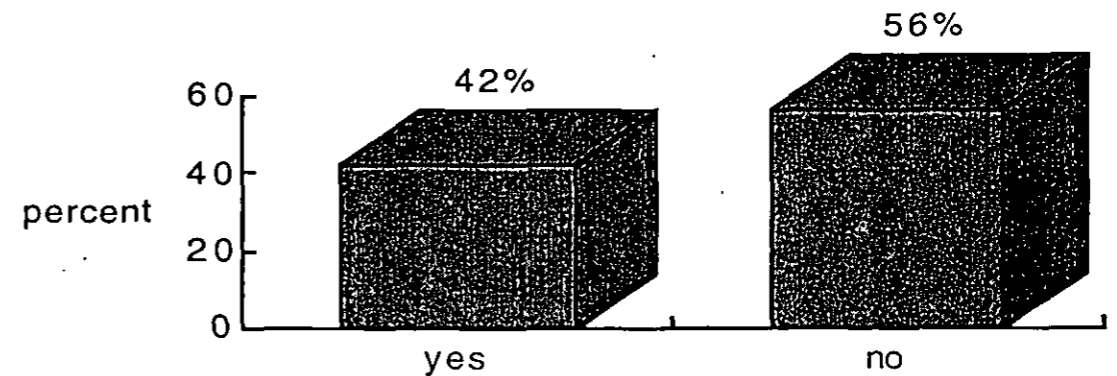
**Prior to attending this meeting, had you been made aware of the proposed Atglen-Susquehanna Trail?**



**How did you find out about the trail?**

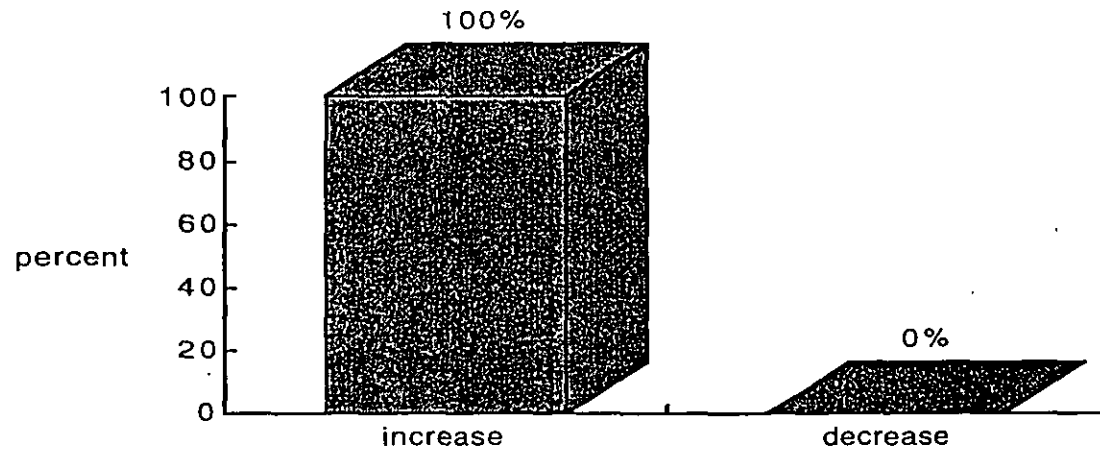


**Have you ever been on a rail-trail greenway before?**

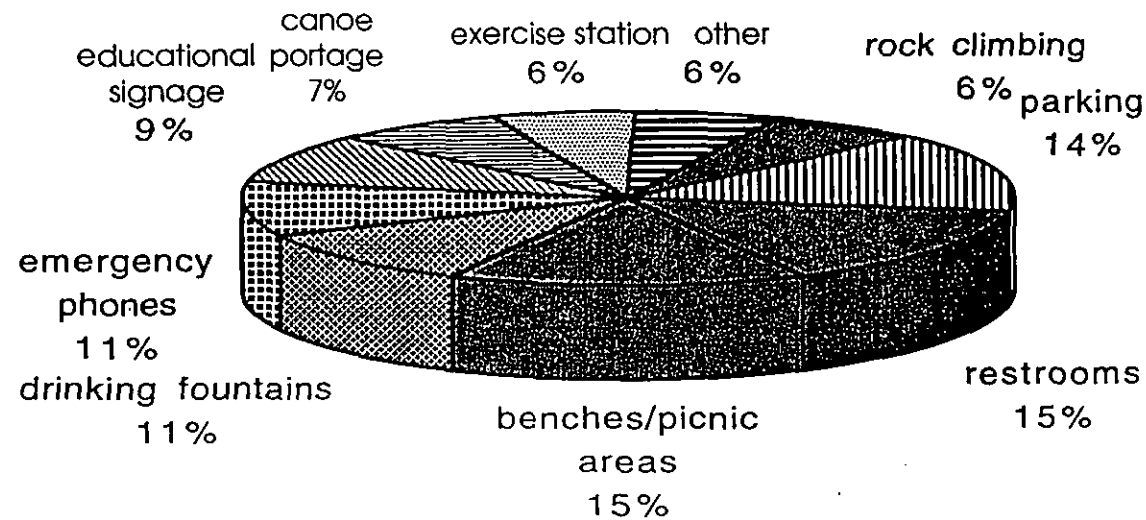


# Atglen-Susquehanna Trail Master Plan

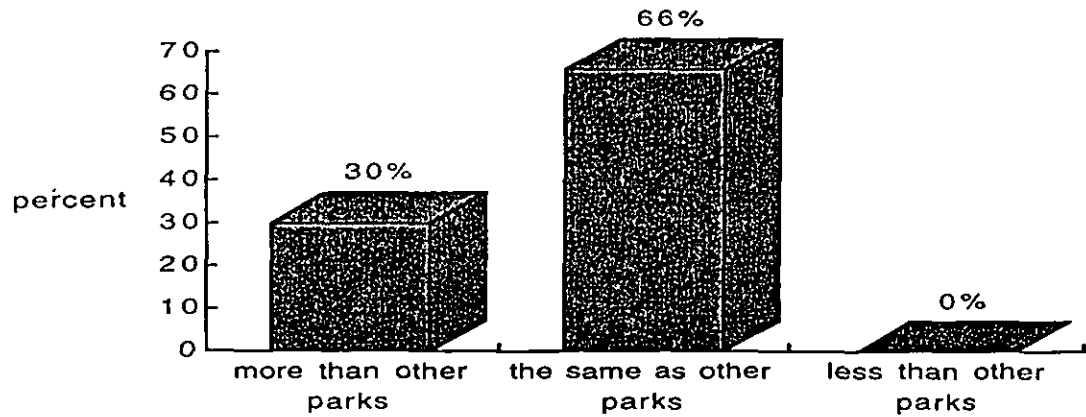
Based on the presentation tonight, do you feel that development of the Atglen-Susquehanna Trail will increase or decrease the quality of life in your community?



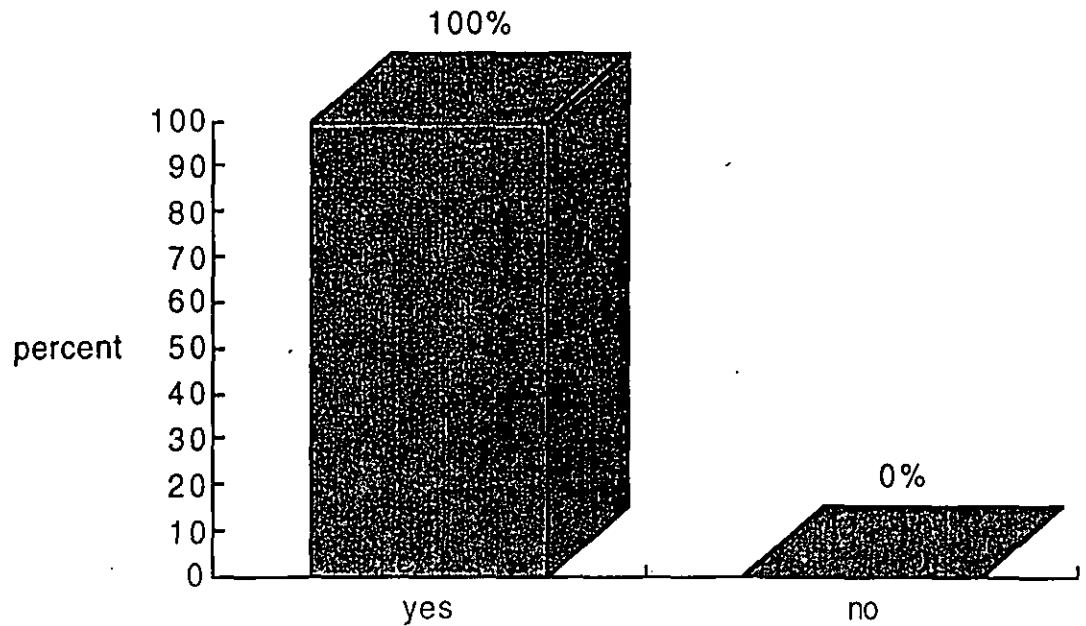
What type of amenities would you like to see on the Atglen-Susquehanna Trail?



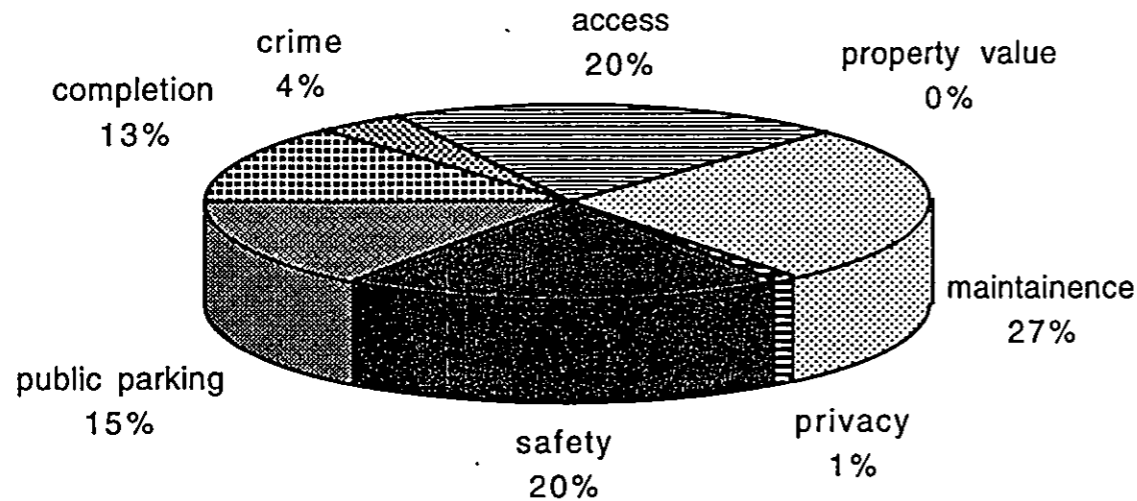
Compared with other types of parks in Lancaster County, how do you feel that the Atglen Susquehanna Trail would be used:



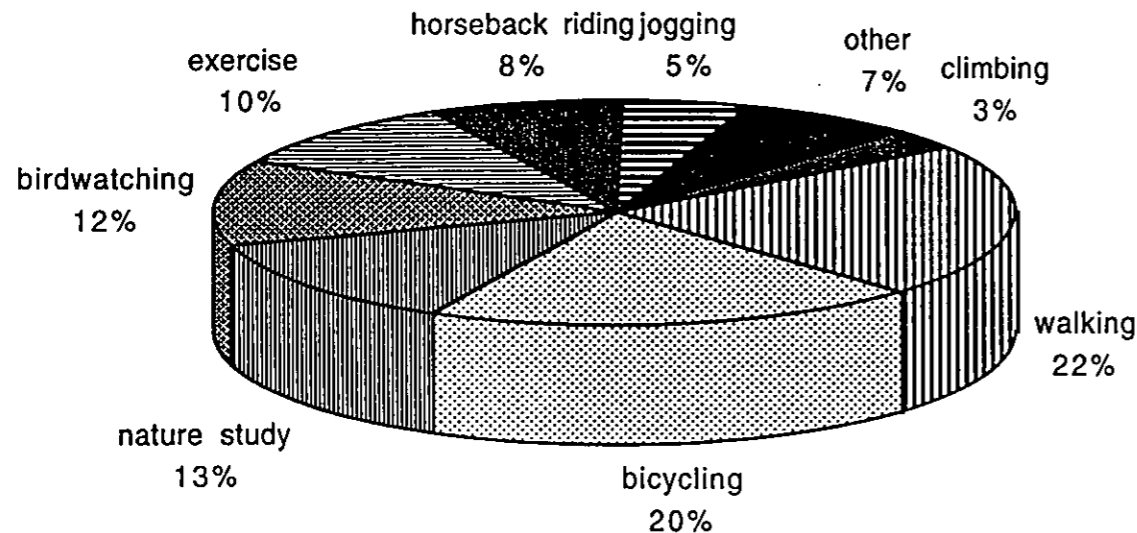
Would you support spending existing public money to develop and operate the Atglen-Susquehanna Trail?



Please rank the top three concerns you have regarding the development of the Atglen-Susquehanna Trail.



What types of activities would you enjoy doing on the trail?



## Citizen Comments

Can we use recycled materials whenever possible? re: tires for the surface or perhaps quarry dust? What can Lancaster recycling plant offer?

Can we get the schools involved? If they support us and the kids we (can get) involved they may influence the parents.

Does FAST have a plan to attract users (Tourism) from greater than 5-10 miles? The low population around the trail- does it really justify it?  
What are local historical points of interest along the trail?  
How can the rural heritage become part of the trail - demonstrations of farming practices.

Motorized vehicles - I can agree to "seasonal" snowmobile use; but not motorized 2 wheel or 3 wheel etc. vehicles that are "year round" from River to Atglen.

Phases - please save the river corridor for non-snowmobile use (it's just too narrow for multiple uses of cross country skiing with fast moving machines) when and if you own or lease it from Pequea to Turkey Hill.

As proposed at the meeting (June 23, 1994):

Solanco Fair

- staffed info. booth
- continuous running VCR presentation
- display maps (well lighted)
- a free raffle of a new mountain bike
- This will be a good source for a mailing list and will generate local support that our politicians will not be able to ignore.

I am very concerned about the noise and speed of snowmobiles if they are on the trail. Would they endanger or otherwise threaten cross-country skiers? Would they leave the trail and trespass on adjoining farms, damaging the reputation of good legitimate trail users? An area of solitude would be destroyed, I believe with motorized vehicles.

It was mentioned that perhaps because the trail is 200' wide, snowmobiles would be able to share the trail. The rail bed is 50-60' wide, the trenches for drainage are another 50', then the 50' easement on each side. Do you really have plans to level off the entire 200' for a trail? I

# Atglen-Susquehanna Trail

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## Master Plan

understood, or assumed, only the rail bed would be the actual trail. I am opposed to motorized vehicles on the trail.

During the FAST meeting on June 23rd, I was informed that the use of mountain bikes on areas outlying the vicinity of the trail had become a major concern. Although cycling on the trail had been mentioned as not being a problem, a fear of mine and many other mountain biking enthusiasts is that mountain bikes would be restricted from the trail so that damage to areas outlying the trail could be avoided.

Mr. Flink suggested the best solution to the problem: educate mountain biking enthusiasts. For the past several years, cycling publications have been writing articles advocating environmentally friendly use of trail corridors.

There is a large movement supporting "rider responsibility". Local bicycle clubs and shops are very willing, or already have been educating riders about their environmental responsibilities. Signs could be placed along the trail informing users to what kind of damage they can inflict on the environment by trampling outlying areas. Or to settle the cravings of some mountain bikers; maybe challenging trails could be created in an outlying area.

I will not support FAST in the future if motorized vehicles of any type are permitted to use any part of the trail. My reasons for the statement are endless - motorized vehicles just don't mix with all the other types of recreational uses.

I represent a local group - "Octoraro Trail Society" - or OATS, Inc. We started the organization in 1991 - we have members representing Cecil County, Chester County, Lancaster County. We have focused our interest on the Octoraro corridor for Andrews Bridge area to the Susquehanna. We are trying to preserve trails in existence today. We have met monthly at the Nottingham Inn and have had speakers from many trail groups and government bodies. At this point we are continuing our efforts on local townships - we are requesting ordinance adoption to protect existing trails - when developers change the open nature of the land.

From my experience, walking is the most efficient exercise for maintaining fitness. However, it is becoming more dangerous all the time with motor vehicle traffic increasing at such a rapid rate. For me bicycling, while not as efficient as walking, is far more enjoyable because it is possible to travel much farther. But, bicycling is much more dangerous than walking because it is necessary to ride on the improved portion of the road. Another problem with bicycling particularly in Southern Lancaster County is the hilly terrain. I find that one hill takes as much effort as riding about five miles on level roads. The proposed trail would eliminate all these problems, thus making walking and bicycling more enjoyable and very much safer.

We think this is a wonderful idea! There are very few (if any) roads fit for walking and biking in the Southern end and this would provide a safe place for both. The rest of the county seems to get plenty of park/recreation areas but assumes because our area is rural we have no need. I'm tired of driving to Muddy Run and Susquehannock (20-25 minutes). We would just like a safe place to bike without having to haul our bikes to it!

My husband and I feel the trail should be restricted to non motorized vehicles (including Snowmobiles). This would be an ideal spot for cross-country skiing and we think that the two do not mix. Also the noise of the snowmobiles ruins the peace and quiet! My husband grew up with snowmobiles and feels there are too many people who would drive in a manner putting other people at risk (speeding). Yes, most people are respectable, but the few who aren't (and you always have them) could put people on foot in danger. Plus - have you ever gone to Muddy Run for a picnic only to have someone come near you with a radio set loud enough for the whole park? We have - many times! It's gotten so we don't go there anymore in the summer. Snowmobiles have the same effect. Keep this stuff off the trail and retain the tranquility of nature! No noise but birds and footsteps!



COMMONWEALTH OF PENNSYLVANIA  
PENNSYLVANIA PUBLIC UTILITY COMMISSION  
P.O. BOX 3265, HARRISBURG, PA 17105-3265

IN REPLY PLEASE  
REFER TO OUR FILE

May 12, 1997

In Re: **C-00913256, A-00111016**

(See letter of 2-25-97)

**C-00913256**  
**Board of Supervisors of Bart Township**  
v.  
**Consolidated Rail Corporation,**  
**Pennsylvania Department of Transportation and Lancaster County, et al.**

Alleges unsafe bridge carrying Township Road T-774 (Lamparter Road) over and above the tracks of Conrail, Bart Township requests respondents immediately make repairs. Respondents are: Consolidated Rail Corporation, Pennsylvania Department of Transportation and County of Lancaster.

**A-00111016 Application of Consolidated Rail Corporation**

For the abolition of 31 crossings of the Enola Branch, LC:201323, MP 3.5 to MP 27.0, Sub No. 1095X, Harrisburg Division, Lancaster County.

**Hearing Notice**

This is to inform you that a hearing on the above-captioned case will be held as follows:

Types, Dates:           **Further hearing - Wednesday, June 11, 1997**  
                                  **Further hearing - Thursday, June 12, 1997**

Time:                   **10:00 a.m.**

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MAY 13 1997

MAY 13 1997

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MAY 13 1997

Location:

In available hearing room  
Ground Floor  
North Office Building  
North Street and Commonwealth Avenue  
Harrisburg, Pennsylvania

Presiding Officer:

**Administrative Law Judge Louis G. Cocheres**  
P.O. Box 3265  
Harrisburg, PA 17105-3265  
Telephone: (717) 783-5452

If any party intends to offer prepared written testimony, the testimony must be served on the presiding officer and each party at least **20 days prior** to the hearing unless a different schedule has been ordered by the presiding officer.

Except for those individuals representing themselves, the Commission's rules require that all parties have an attorney; therefore, you should have an attorney of your choice file an entry of appearance before the scheduled hearing.

If you are a person with a disability, and you wish to attend the hearing, we may be able to make arrangements for your special needs. Please call Norma Lewis at the Public Utility Commission:

- Scheduling Office: 717-787-1399
- AT&T Relay Service number for persons who are deaf or hearing impaired:  
1-800-654-5988.

pc: Judge Cocheres  
John Frazier - BPL Rm. 101  
Dave Hart - T&S Rail Division  
Norma Lewis  
Susan Licon, Scheduling Officer  
Beth Plantz  
Docket Section  
Calendar File

ORIGINAL

Joyce A. Nettke  
ATTORNEY AT LAW

P.O. Box 27, Strasburg, PA 17579

PHONE (717) 687-9311

FAX (717) 687-6749

June 4, 1997

John Alford, Secretary  
Pennsylvania Public Utility Commission,  
P.O. Box 3265  
North Office Building  
Harrisburg, PA 17120

Re: Application of Consolidated Rail Corporation for the abolition of thirty-one crossings of the Enola Branch, LC:201323, MP 3.5 to MP 27.0, Sub. No. 1095X, Harrisburg Division, Lancaster County, Pennsylvania - Docket No. A-00111016 and consolidated case re Lamparter Road in Lancaster County, Docket No. C-00913256

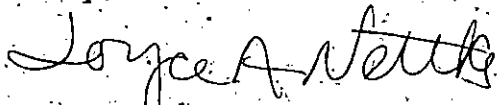
Dear Secretary Alford:

Please find enclosed for filing in the above-referenced consolidated case, two Motions:

- Motion for Continuance, and
- Motion Regarding Subpoena for Brenda Barrett, Director of the Pennsylvania Historical and Museum Commission.

Thank you for your attention to this matter.

Sincerely,



Joyce A. Nettke,  
Attorney at Law

JN

cc: Judge Cocheres; parties of record

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JUN 05 1997

PA PUBLIC UTILITY COMMISSION  
PROTHONOTARY'S OFFICE

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62

ORIGINAL

BEFORE THE  
PENNSYLVANIA PUBLIC UTILITY COMMISSION

Re: Application of Consolidated Rail Corporation for the abolition of thirty-one crossings of the Enola Branch, LC:201323, MP 3.5 to MP 27.0, Sub. No. 1095X, Harrisburg Division, Lancaster County, Pennsylvania - Docket No. A-00111016, and consolidated case vs. Lamparter Road, Bart Township, Docket No. C-00913256. RECEIVED

MOTION FOR CONTINUANCE

JUN 05 1997

NOW COMES Friends of the Atglen-Susquehanna Trail, Inc., and moves the Administrative Law Judge to continue the hearing scheduled for June 11 and 12, 1997, in the above-captioned consolidated cases for the following reasons: PA PUBLIC UTILITY COMMISSION PROthonotary's OFFICE

1. On April 27, 28, and 29, 1997, the Governor's Conference on Greenways and Trails ("the Conference") was held in Harrisburg, sponsored by, inter alia, the Pennsylvania Governor's Office, Department of Conservation and Natural Resources ("DCNR"), Pennsylvania Department of Transportation ("PADOT"), and attended by five-hundred sixty-five government, corporate and citizen participants.

2. A prominent topic at the Conference was the Governor's initiative for the protection of abandoned rail line structures for future trail use, which Governor Ridge had announced in October, 1996.

3. Conference presenters from DCNR, PADOT and others stressed that a severe problem exists in trying to implement the Governor's policy in that no criteria or uniform standards exist for the Public Utility Commission to use in evaluating grade-separated crossings which are proposed to be recycled for recreational trail use.

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4. Since the Conference, the Governor's Office has been seeking to addressing the complex issues surrounding bridge-preservation by bringing the appropriate agency people together, and on information and belief this effort will continue in the coming months.

5. At the Conference, participants agreed that first and foremost there should be a moratorium on proceedings in all rail line abandonment cases where there are grade-separated crossing structures with the potential to be recycled for recreational trail use, including pending cases.

6. At this time, a proposal is being prepared by proponents of the Governor's policy, for an eighteen-month moratorium, which upon information and belief will be presented for formal action by this Commission within approximately thirty days.

7. FAST submits that the proposed moratorium is likely to be enacted, given the importance of the issues involved.

8. In addition, DCNR and PADOT have contracted with Penn State University for production of a manual on bridge preservation issues, with a target completion date of June, 1998.

9. Any new standards, criteria or policies developed during the moratorium period will affect the instant case.

10. It makes good sense not to spend the time and money, to hold hearings June 11 and 12, 1997 in light of the above.

11. Parties will not be prejudiced by granting the requested continuance; in fact they will benefit from not proceeding in the knowledge that new procedures or standards may require additional hearings or rehearings.

WHEREFORE, FAST requests the Administrative Law Judge to continue the hearings in the instant case indefinitely, pending the outcome of the issues raised herein, shortening the response time for objections to the within Motion in light of the trial schedule, or, alternatively, issuing an Order continuing the hearings upon the Administrative Law Judge's own Motion; or to take whatever other action the Administrative Law Judge deems appropriate.

Joyce A. Nettke  
Joyce A. Nettke,  
P.O. Box 27  
Strasburg, PA 17579  
(717)687-9311  
I.D. No. 45706  
Attorney for Friends of the  
Atglen-Susquehanna Trail, Inc.

#### VERIFICATION

I, the undersigned, verify that the statements made in the foregoing Motion are true and correct to the best of my knowledge, information, and belief. I understand false statements made herein are subject to the penalties for unsworn falsification to authorities as provided in 18 P.S. Section 4904.

6-4-97  
Date signed

Julie Nettke  
Julie Nettke,  
Project Director, FAST

CERTIFICATE OF SERVICE

I hereby certify that I have this day served a copy of the foregoing document upon the parties of record and upon the Administrative Law Judge by placing a copy in the United States regular mail, post paid to the addresses shown below, and by faxing a copy to the Administrative Law Judge and counsels of record.

Christopher Arkaa, Esquire  
Bell Atlantic-PA, Inc.  
Law Department  
One Parkway 16th Floor  
Philadelphia, PA 19102

Thomas L. Whiteman, Esquire  
Solicitor's Office  
Chester County Courthouse  
2 North High Street, Suite 7  
West Chester, PA 19380-3070

Robert Chambers, Construction Engineer  
Sute Hinbach  
Suburban Cable Company of Lancaster  
P.O. Box 120  
Lancaster, PA 17608

Brian MacEwen  
Coatesville Water Authority  
114 E. Lincoln Highway  
Coatesville, PA 19320

John Chase  
Quarryville Water Authority  
300 Saint Catherine Street  
Quarryville, PA 17566

Samuel Morris, Vice President  
Suburban Cable Company  
Legal Department  
202 Shoemaker Road  
Pottstown, PA 19464

Daniel Mylin, Borough Manager  
Borough of Quarryville  
300 St. Catherine Street  
Quarryville, PA 17566

Nicholas Yoder, Chairman  
Sadsbury Township Supervisors  
185 Schoolhouse Road  
Christiana, PA 17509

Robert Findley  
Secretary/Treasurer  
Providence Township  
200 Mount Airy Road

Gina D'Alfonso, Esq.  
Assistant Counsel in Charge  
PA Department of Transportation  
Office of Chief Counsel - 9th Floor  
Forum Place - 555 Walnut ST.  
Harrisburg, PA 17101-1900

W.D. Pickering, Utility Engineer  
PA Department of Transportation  
509 Transportation & Safety Bldg.  
Harrisburg, PA 17120

David Dulick, Esquire  
Pennsylvania Power & Light Co.  
2 North High Street  
Suite 512  
West Chester, PA 19380-3066

John S. Halsted, Esquire  
Kate Connor-Barand, Esquire  
Solicitor, West Sadsburg Township  
20 North Church Street  
West Chester, PA 19380

James Landis, Chairman  
West Sadsburg Township  
Board of Supervisors  
R.D. 1  
Parkesburg, PA 19365

~~H. Joseph Little Chairman~~  
Eden Township Board of Supervisors  
489 Stony Hill Road  
Quarryville, PA 17566

Dennis Moore  
National Railroad Passenger Corporation  
60 Massachusetts Avenue, NE  
Washington, DC 20002

Scott K. Wasserkrug, Esquire  
Consolidated Rail Corporation  
2001 Market Street 16A  
P.O. Box 41416  
Philadelphia, PA 19101-1416

Roger Fickes, Director  
Bureau of State Parks  
P.O. Box 8551  
Harrisburg PA 17105-8551

David A. Salapa, Esquire  
PA PUC Legal Division  
Bureau of Transportation & Safety  
P.O. Box 3265  
Harrisburg, PA 17105-3265

Martha R. Smith, Esquire  
Department of Conservation and Natural Resources  
9th Floor RCSOB  
P.O. Box 8767  
Harrisburg, PA 17105-8767

David C. Eaton, Esquire  
Consolidated Rail Corporation  
Nauman, Smith, Shissler and Hall  
18th Floor, 200 N. Third Street  
P.O. Box 840  
Harrisburg, PA 17108-0840

Kenneth Zielonis, Esquire  
Lancaster County  
Stevens and Lee  
208 N. 3rd Street, Suite 310  
Harrisburg, PA 17108

Carol K. Palmoski  
Lancaster County Planning Commission  
50 N. Duke Street  
Lancaster, PA 17608

Scott T. Wyland, Esquire  
Susan J. Smith, Esquire  
Malatesta Hawke & McKeon  
P.O. Box 1778  
Harrisburg, PA 17105

Joseph Duff, Chairman  
Martic Township Supervisors  
1173 Rivert Road  
Holtwood, PA 17532

John Wiker  
Chairman, Conestoga Township Supervisors  
P.O. Box 98  
Conestoga, PA 17516

Ray Marvin, Chairman  
Bart Township Supervisors  
46 Quarry Road  
Quarryville, PA 17566

Louis G. Cocheres,  
Administrative Law Judge  
Public Utility Commission  
P.O. Box 3265  
Harrisburg, PA 17105-3265

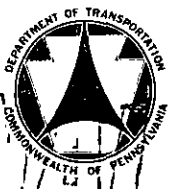
Alan P. Novac, Esquire  
Conrad, O'Brien, Gellman & Rohn  
Coatesville Water Authority  
11-13 South High Street  
West Chester, PA 19382

*Joyce A. Nettke* 6-4-97  
Joyce A. Nettke, Attorney for FAST  
PO Box 27, Strasburg PA 17579  
(717) 687-9311  
I.D. 45706

COMMONWEALTH OF PENNSYLVANIA  
DEPARTMENT OF TRANSPORTATION

Office of Chief Counsel  
Forum Place  
555 Walnut Street - 9th Floor  
Harrisburg, Pennsylvania 17101-1900  
Telephone No. (717) 787-3128  
Fax No. (717) 772-2741

ORIGINAL



June 6, 1997

Prothonotary  
Pennsylvania Public Utility Commission  
P.O. Box 3265  
Harrisburg, PA 17105-3265

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97 JUN -6 PM 2:54  
PA.P.U.C. OFFICE  
PROTHONOTARY'S OFFICE

Re: Application Docket No. A-00111016

Dear Prothonotary:

Enclosed for filing please find the original and three (3) copies of the Department's Response to the Motion for Continuance in the captioned matter.

I hereby certify that a copy of the Department's Petition has been sent to all parties of record, as indicated on the Certificate of Service.

Very truly yours,

Gina M. D'Alfonso  
Assistant Counsel in Charge

2200/GMD:sls

cc: William D. Pickering, P.E. (Attn: Harvey I. Cassell)  
District 8-0 (Attn: Raymond W. Britcher)  
Parties of Record

A:\A111016M.WPD

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BEFORE THE  
PENNSYLVANIA PUBLIC UTILITY COMMISSION

**ORIGINAL**

**DOCKETED**

**JUN 10 1997**

In Re: Application of : Docket No. A-00111016  
Consolidated Rail Corporation : Docket No. C-00913256  
for the abolition of thirty- :  
one crossings of the Enola :  
Branch, LC:201323, MP 3.5 to :  
MP 27.0, Sub. No. 1095X, :  
Harrisburg Division, Lancaster: :  
County, Pennsylvania and :  
consolidated case re: :  
Lamparter Road, Bart Township :

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PA.P.U.C.  
PROTHONOTARY'S OFFICE

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RESPONSE OF THE DEPARTMENT OF TRANSPORTATION  
TO THE MOTION OF CONTINUANCE REQUEST BY FAST

AND NOW, comes the Commonwealth of Pennsylvania, Department of Transportation (Department), by and through its counsel, Gina M. D'Alfonso, Assistant Counsel in Charge and offers the following response to the request for continuance in the above-captioned matter:

1. The Department of Transportation is opposed to the request for continuance and respectfully requests that the hearing continue as scheduled on June 11 and 12, 1997.

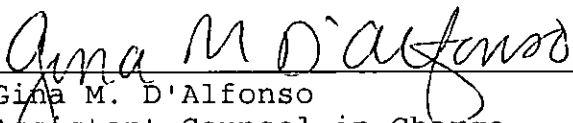
2. This matter has been pending for a number of years and has been scheduled for hearing at least twice before these June dates.

3. FAST alleges in its request for continuance that it is likely that a moratorium is to be enacted by the Commission. This allegation is speculative and not supported by fact.

4. Even if the Commission were to enter a moratorium, the moratorium could be enacted after evidence is taken in a given proceeding.

5. The Department respectfully requests that this matter proceed to a hearing. If a moratorium is entered by the Commission, the Department requests that the Commission take appropriate action regarding this proceeding at that time.

Respectfully submitted,

  
\_\_\_\_\_  
Gina M. D'Alfonso  
Assistant Counsel in Charge  
Commonwealth of Pennsylvania  
Department of Transportation  
Office of Chief Counsel-9th Floor  
Forum Place, 555 Walnut Street  
Harrisburg, Pennsylvania 17101-1900  
Telephone No. (717) 787-3128  
Fax No. (717) 772-2741

Dated: June 6, 1997

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97 JUN -6 PM 2:54  
F.A.P.U.C.  
PROTHONOTARY'S OFFICE

CERTIFICATE OF SERVICE

I hereby certify that a true and correct copy of the Response to the Motion for Continuance, was served upon the parties listed below by first class mail, postage prepaid this 6th day of June, 1997.

HAND DELIVERED

Honorable Louis Cocheres  
Pennsylvania Public Utility Commission  
P.O. Box 3265  
Harrisburg, PA 17105-3265

FIRST CLASS MAIL

David A. Salapa, Esquire  
PA PUC Legal Division  
Bureau of Transportation & Safety  
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Harrisburg, PA 17105-3265

Martha R. Smith, Esquire  
Department of Conservation and Natural Resources  
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West Sadsburg Township  
Board of Supervisors  
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H. Joseph Little Chairman  
Eden Township Board of Supervisors  
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Barbara Tollinger, Secretary  
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330 St. Catherine Street  
Quarryville, PA 17566

Nicholas Yoder, Chairman  
Sadsbury Township  
1077 White Oak Road  
Christiana, PA 17509

John Wiker, Chairman  
Conestoga Township Supervisors  
P.O. Box 98  
Conestoga, PA 17516

Ray Marvin, Chairman  
Bart Township Supervisors  
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Alan P. Novac, Esquire  
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28 Penn Square  
Lancaster, PA 17603

Frank Peiffer, Chairman  
Martic Township  
370 Steinman Farm Road  
Pequea, PA 17565

Gerald Duvall, Chairman  
Providence Township Supervisors  
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Lancaster, PA 17604-4686

*Gina M. D'Alfonso*

Gina M. D'Alfonso  
Assistant Counsel in Charge  
Commonwealth of Pennsylvania  
Department of Transportation  
Office of Chief Counsel-9th Floor  
Forum Place, 555 Walnut Street  
Harrisburg, Pennsylvania 17101-1900  
Telephone No. (717) 787-3128  
Fax No. (717) 772-2741

Dated: June 6, 1997

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# ORIGINAL

THE LAW FIRM OF

## MALATESTA HAWKE & McKEON LLP

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 WILLIAM T. HAWKE  
 KEVIN J. McKEON  
 LOUISE A. KNIGHT  
 THOMAS J. SNISCAK  
 NORMAN JAMES KENNARD  
 LILLIAN SMITH HARRIS  
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 HARRISBURG, PA 17105

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 97 JUN -6 PM 4: 14  
 PROTHONOTARY'S OFFICE  
 P.A.P.U.C.

June 6, 1997

James McNulty, Prothonotary  
 Pennsylvania Public Utility Commission  
 P.O. Box 3265  
 Room 206, North Office Building  
 Harrisburg, PA 17105-3265

RE: Application of Consolidated Rail Corporation for the Abolition of 31 Crossings of the Enola Branch, LC: 201323, MP 3.5 to MP 27.0, Sub. No. 1095X, Harrisburg Division, Lancaster County, Docket No. A-00111016 and C-00913256;  
**OBJECTIONS TO FAST'S MOTIONS**

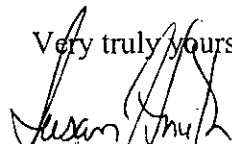
Dear Prothonotary McNulty:

Enclosed, for filing with the Commission, are the original and three (3) copies of Bart, Conestoga, Martic, Providence and Sadsbury Townships' Objections to the Motions of FAST for Continuance and Regarding the Subpoena For Brenda Barrett in the above-captioned matter.

As indicated on the Certificate of Service, copies of these Objections have been served on all parties of record. A copy of these Objections has also been served upon the presiding officer, Administrative Law Judge Louis G. Cocheres.

Thank you for your attention to this matter. Please direct any questions regarding the foregoing to me.

Very truly yours,

  
 Scott T. Wyland  
 Susan J. Smith

Counsel for Bart, Conestoga, Martic  
 Providence, and Sadsbury Townships

BTL

Enclosures  
 cc: All active parties

DOCUMENT  
 FOLDER

95

**ORIGINAL**

**BEFORE THE  
PENNSYLVANIA PUBLIC UTILITY COMMISSION**

In Re: Application of Consolidated Rail Corporation :  
for the Abolition of 31 Crossings of the Enola :  
Branch, LC: 201323, MP 3.5 to MP 27.0, Sub. : Docket No. A-00111016  
No. 1095X, Harrisburg Division, Lancaster :  
County :

---

**OBJECTION OF BART, CONESTOGA, MARTIC, PROVIDENCE AND SADSBU  
TOWNSHIPS TO FAST'S MOTION FOR CONTINUANCE**

---

Pursuant to 52 Pa. Code §5.61, Bart, Conestoga, Martic, Providence and Sadsbury Townships ("Townships") hereby object to FAST's Motion for Continuance in the above-captioned matter.

1. On June 4, 1997, FAST filed a Motion for Continuance on the basis that (i) an unspecified request for a moratorium on proceedings in all rail line abandonment cases was being prepared by unnamed proponents for presentation to the Public Utility Commission and (ii) the Department of Conservation and Natural Resources and the Pennsylvania Department of Transportation had contracted with Penn State University for the production of a manual on bridge preservation issues.

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2. The Townships object to FAST's Motion for Continuance for the following reasons:

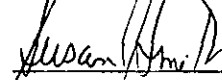
- a. First, the Townships submit that this request is merely a further effort to unduly delay a proceeding initiated upon filing by Conrail of its Application on September 24, 1993. The Motion was filed a mere week before hearings scheduled for June 11 and 12, 1997. Notably, the referenced Governor's Conference was conducted in April 1997. The Townships submit that FAST's untimely request for a continuance of scheduled hearings should be recognized as merely another tactic to delay an already-protracted proceeding.
- b. Second, the moratorium is a matter of pure speculation both as to its potential scope and timing. FAST's Motion is unaccompanied by a draft of the alleged moratorium request. Even if the moratorium request is "presented" to the Commission (by parties FAST fails to identify) within thirty days, as alleged by FAST, there is no certainty as to when or if the Commission would act on the matter at any time or in any manner relevant to this proceeding.
- c. Third, the hearings scheduled for June 11 and 12, 1997 are for the purpose of taking testimony on whether the proposed Stipulation of Settlement is in the

public interest. All facts relevant to the disposition of this issue presently can be ascertained and would be unaffected by any alleged moratorium.

- d. Fourth, with reference to the proposed “manual,” the Townships note that neither the Pennsylvania Department of Transportation nor the Department of Conservation and Natural Resources, the public agencies identified by FAST with reference to the development of the manual, apparently deems the manual of such significance as to warrant a continuation of this proceeding.
  
- e. Finally, as indicated by FAST in response to Interrogatories propounded by the Townships, FAST presently has no cognizable property interest in the Enola Low Grade Line or financial ability to implement any plans it may have for the development of the Line for trail purposes. The Townships submit that FAST lacks sufficient standing in this proceeding to seek a further delay in the hearings.

WHEREFORE, Bart, Conestoga, Martic, Providence and Sadsbury Townships respectfully request that FAST's Motion for Continuance be denied or dismissed in its entirety.

Respectfully submitted,



\_\_\_\_\_  
Scott T. Wyland

Susan J. Smith

Malatesta Hawke & McKeon

100 N. 10<sup>th</sup> Street

P. O. Box 1778

Harrisburg, PA 17105-1778

(717) 236-1300

DATED: June 6, 1997

Counsel for Bart, Conestoga, Martic,  
Providence and Sadsbury Townships

**BEFORE THE  
PENNSYLVANIA PUBLIC UTILITY COMMISSION**

**RECEIVED**  
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In Re: Application of Consolidated Rail Corporation :  
for the Abolition of 31 Crossings of the Enola :  
Branch, LC: 201323, MP 3.5 to MP 27.0, Sub. : Docket No. A-00111016  
No. 1095X, Harrisburg Division, Lancaster :  
County :

---

**OBJECTION OF BART, CONESTOGA, MARTIC, PROVIDENCE AND SADBURY  
TOWNSHIPS TO FAST'S MOTION REGARDING SUBPOENA  
FOR BRENDA BARRETT, DIRECTOR OF THE  
PENNSYLVANIA HISTORIC AND MUSEUM COMMISSION**

---

Pursuant to 52 Pa. Code §5.61, Bart, Conestoga, Martic, Providence and Sadsbury Townships ("Townships") hereby object to FAST's Motion Regarding Subpoena for Brenda Barrett, Director of the Pennsylvania Historic and Museum Commission in the above-captioned matter.

1. On June 4, 1997, FAST filed a Motion seeking, in effect, a waiver of the procedural requirements of the Commission's Rules and Regulations relating to subpoenas, 52 Pa. Code §§ 5.421 and 5.373 , and a modification of Your Honor's May 7, 1997 Order.

2. Although the Townships are not directly affected by the Motion, the Townships object to the Motion for the following reasons:

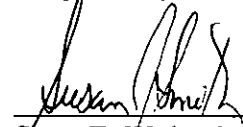
a. First, the Townships submit that FAST's Motion demonstrates a continuing effort to avoid compliance with Commission regulations and with Your Honor's orders in this proceeding. The procedures relating to subpoenas set forth in 52 Pa. Code §5.373 and 5.421, and the reference to those Sections set forth in footnote number 1 of Interim Order No. 7 dated May 7, 1997, are clear and easily complied with. These requirements were discussed during the telephonic conference, requested by FAST's counsel, conducted before Your Honor on April 29, 1997. There is no supporting rationale - - and FAST has cited none - - for FAST to be exempted from Commission regulations and Your Honor's order relating to the subpoena for Brenda Barrett. The fact that Ms. Barrett and PHMC's counsel have indicated that Ms. Barrett is willing to appear is of no consequence where both have advised FAST that she will do so only upon the receipt of a formal subpoena and neither have addressed the waiver of applicable procedural requirements.

b. Second, as indicated by FAST in response to Interrogatories propounded by the Townships, FAST presently has no cognizable property interest in the Enola Low Grade Line or financial ability to implement any plans it may have for the development of the Line for trail purposes. The Townships

submit that FAST lacks sufficient standing in this proceeding, let alone standing to seek a waiver from the Commission's procedural rules.

WHEREFORE, Bart, Conestoga, Martic, Providence and Sadsbury Townships respectfully request that Your Honor deny FAST's Motion.

Respectfully submitted,



---

Scott T. Wyland  
Susan J. Smith  
Malatesta Hawke & McKeon  
Harrisburg Energy Center  
100 N. 10<sup>th</sup> Street  
P. O. Box 1778  
Harrisburg, PA 17105-1778  
(717) 236-1300

Counsel for Bart, Conestoga, Martic,  
Providence and Sadsbury Townships

DATED: June 6, 1997

**CERTIFICATE OF SERVICE**

I hereby certify that I have this day served a copy of the Bart, Conestoga, Martic, Providence and Sadsbury Townships' Objections to FAST's Motion for Continuance and Motion Regarding the Subpoena of Brenda Barrett upon the persons named and in the manner indicated below.

**VIA Hand-Delivery:**

Honorable Louis Cocheres  
Pennsylvania Public Utility  
Commission  
Room G-08, North Office Building  
Harrisburg, PA 17120

David C. Eaton, Esquire  
Nauman, Smith, Shissler and Hall  
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Gina M. D'Alfonso, Esquire  
Assistant Counsel in Charge,  
Utility Section  
Department of Transportation  
513 Transp. & Safety Building  
Harrisburg, PA 17120

**VIA First Class Mail:**

David Salapa, Esquire  
Pennsylvania Public Utility  
Commission  
Bureau of Transp. & Safety  
Barto Building, 3rd Floor  
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Harrisburg, PA 17105-3265

Martha R. Smith, Esquire  
Commonwealth of Pennsylvania  
DCNR  
400 Market Street, 9th Floor  
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Roger Fickes, Director  
Bureau of State Parks  
Dept. of Environmental Resources  
PO Box 8551  
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W. D. Pickering, Utility Engineer  
Pennsylvania Department of  
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509 Transportation and Safety  
Building  
Harrisburg, PA 17120

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H. Joseph Little, Chairman  
Eden Twp. Board of Supervisors  
489 Stony Hill Road  
Quarryville, PA 17566

Daniel Mylin, Borough Manager  
Barbara Tollinger, Secretary  
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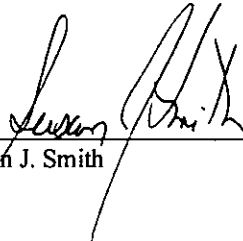
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Morgan, Hallgren, Crosswell & Kane, P.C.  
700 North Duke St.  
Lancaster, PA 17604-4686

  
\_\_\_\_\_  
Susan J. Smith

DATED: June 6, 1997

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BEFORE THE  
PENNSYLVANIA PUBLIC UTILITY COMMISSION

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JUN 10 1997

Application of Consolidated Rail :  
Corporation for the abolition of :  
thirty-one crossings of the Enola :  
Branch, Harrisburg Division, :  
Lancaster County, :

Docket Nos. :  
A-00111016 :

Board of Supervisors of Bart :  
Township :

C-00913256

v. :

Consolidated Rail Corporation :  
and the Pennsylvania Department :  
of Transportation and :  
Commissioners of the County of :  
Lancaster, et al. :

HARRISBURG, PA 17103  
PA PUBLIC UTILITY COMMISSION

PROTHONOTARY'S OFFICE

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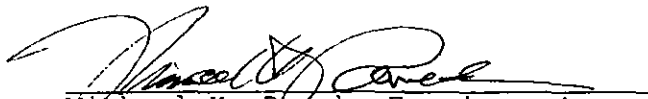
ENTRY OF APPEARANCE

Kindly enter the appearance of the undersigned on behalf of  
The Historic Preservation Trust of Lancaster County in the above-  
captioned matter. I am authorized to accept service on behalf of  
said participant in this matter. On the basis of this notice, I  
request a copy of each document issued by the Commission in this  
matter.

DOCKETED

JUN 16 1997

Respectfully submitted,



Michael H. Ranck, Esquire  
I.D. No. 06991  
Ranck & Ranck  
P.O. Box 1524  
Lancaster, PA 17608-1524  
717-299-6331  
FAX 717-687-8916

BTZ

Counsel for  
The Historic Preservation Trust of  
Lancaster County

DATED: June 6, 1997

CERTIFICATE OF SERVICE

I, Michael H. Ranck, hereby certify that I am this day serving the Entry of Appearance upon the persons and in the manner indicated below, which service satisfies the requirements of Pa. R.C.P. 440(b) and related provisions:

Service by first-class mail addressed to:

David A. Salapa, Esquire  
PA PUC Legal Division  
Bureau of Transportation & Safety  
Barto Building, 3rd Floor  
Box 3265  
Harrisburg, PA 17105-3265

Carol K. Palmoski  
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New Providence, PA 17560

Joseph Duff, Chairman  
Martic Township Supervisors  
1173 River Road  
Holtwood, PA 17532

Ray Marvin, Chairman  
Bart Township Supervisors  
46 Quarry Road  
Quarryville, PA 17566

Alan P. Novac, Esquire  
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11-13 South High Street  
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John Wiker, Chairman  
Conestoga Township  
P.O. Box 98  
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200 Mount Airy Road  
New Providence, PA 17560

Randolph J. Harris  
Executive Director  
The Historic Preservation Trust  
of Lancaster County, PA, Inc.  
123 North Prince Street  
Lancaster, PA 17603

Date: \_\_\_\_\_

6/10/97



Michael H. Ranck, Esquire  
I.D. No. 06991  
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Attorney for The Historic  
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**DOCUMENT  
FOLDER**

June 9, 1997

**HAND DELIVERED**

Robert F. Frazier, Esquire  
Prothonotary  
Pennsylvania Public Utility Commission  
P. O. Box 3265  
Harrisburg, PA 17105-3265

RE: Conrail Enola Branch - PUC  
Docket No. A-00111016  
Our File No. 12607  
Conrail File No. MPAC-486

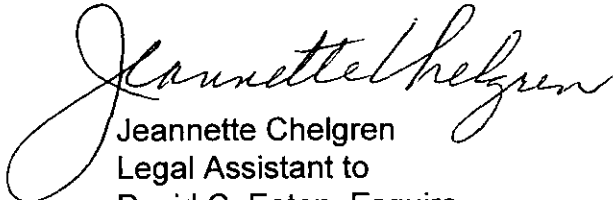
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PA.P.U.C.  
PROTHONOTARY'S OFFICE

Dear Mr. Frazier:

I enclose an original and nine (9) copies of Consolidated Rail Corporation's Answer to Motion of Friends of the Atglen-Susquehanna Trail, Inc. for Continuance Pending Action by the Governor's Office, for filing in the above matter.

In accordance with the accompanying Certificate of Service we have provided copies of the Answer to all active parties of record.

Sincerely yours,

  
Jeannette Chelgren  
Legal Assistant to  
David C. Eaton, Esquire

/jc

Enclosures

cc: All Parties of Record  
ALJ Louis G. Cocheres  
Scott K. Wasserkrug, Esquire

BTL

ORIGINAL

BEFORE THE  
PENNSYLVANIA PUBLIC UTILITY COMMISSION

Application of Consolidated :  
Rail Corporation : Docket No. A-00111016

CERTIFICATE OF SERVICE

I hereby certify that copies of Consolidated Rail Corporation's Answer to Motion of Friends of the Atglen-Susquehanna Trail, Inc. for Continuance Pending Act by the Governor's Office, have been served upon the persons named and in the manner indicated below:

**BY HAND DELIVERED:**

Honorable Louis G. Cocheres  
Administrative Law Judge  
North Office Building  
Harrisburg, PA 17120

**BY FIRST CLASS MAIL:**

John S. Halsted, Esquire  
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West Sadsbury Township  
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Barbara Trollinger, Secretary  
Quarryville Borough  
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Quarryville, PA 17566

Roger Fickes, Director  
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Department of Environmental Resources  
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Carol K. Palmoski  
Lancaster County Planning  
Commission  
50 N. Duke Street  
Lancaster, PA 17608

Joyce A. Nettke, Esquire  
Douglas Brossman, Esquire  
FAST  
P. O. Box 27  
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National Railroad Passenger  
Corporation (AMTRAK)  
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David A. Salapa, Esquire  
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185 Schoolhouse Road  
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DER-Legal Services  
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Right-of-Way & Utility Div.  
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Bart Township Supervisors  
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Eden Township Board of  
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Quarryville, PA 17566

Gerald Duval, Chairman  
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Supervisors  
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James Landis  
West Sadsbury Township  
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Parkesburg, PA 19365

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Quarryville Water Authority  
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Quarryville, PA 17566

John Filipowicz, Esquire  
C-TEC Corporation Counsel  
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David Dulick  
Pennsylvania Power and Light  
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Allentown, PA 18101

Brian P. Novac, Engineer  
Conrad, O'Brien, Gellman & Rohn  
11-13 South High Street  
West Chester, PA 19382

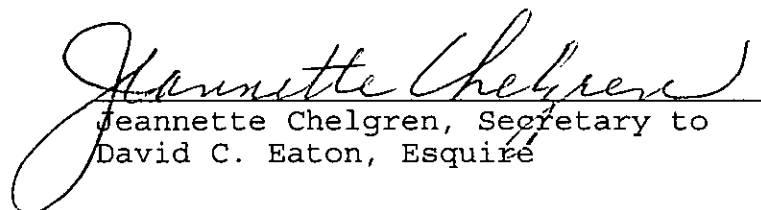
Robert Findley  
Secretary/Treasurer  
Providence Township  
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New Providence, PA 17560

John Wiker, Chairman  
Conestoga Township  
Supervisors  
P.O. Box 98  
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Brian MacEwen  
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Susan Hinbach  
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Lancaster, PA 17608

Samuel Morris, Vice Pres.  
Legal Department  
Suburban Cable Company  
202 Shoemaker Rd.  
Pottstown, PA 19464

  
Jeannette Chelgren, Secretary to  
David C. Eaton, Esquire

Dated: June 9, 1997



property no longer exists and the structures serve no present purpose except those purposes required by use of the property which Conrail may accede to. Conrail has acceded and intends to accede to no use inconsistent with its own corporate purposes so long as it owns the property. Conrail has agreed to convey the property to others and control of the retention or removal of structures will transfer to such others at the time of conveyance. The structures will continue to remain in place only at the convenience of the owners of the property subject only to such restraints as the Public Utility Commission may place upon such owners to promote the public safety.

8-10. After reasonable investigation, Conrail is without knowledge or information sufficient to form a belief as to the truth of the averments of Paragraphs 8 through 10 of the Motion and proof thereof is, if relevant, is demanded.

11. The averments of Paragraph 11 of the Motion are denied. Conrail filed its motion to abolish crossings on the Enola Branch on September 24, 1993, nearly four years ago. Substantial effort has gone into negotiation between Conrail and, sequentially, FAST and the various municipalities through which the Enola Branch passes and PennDOT with the assistance of a mediator appointed by the Administrative Law Judge and through such efforts has been able to reach a resolution acceptable to Conrail, the municipalities (excluding The Borough of Quarryville which has elected not to participate) and PennDOT. That resolution, if approved, will result in transfer of the real estate comprising the Enola Branch extending in the east from the Chester County line to Brenner Hollow Road in Conestoga Township in the west. The agreement reached will preserve a significant number of the highway crossing structures, will not disturb stream crossing structures and

will result in the removal of only the following structures for reasons based upon the requirements of public safety as determined by PennDOT and by the municipalities concerned within their various jurisdictions:

West Sadsbury Township  
Crossing No. 4, White Oak Road

Bart Township  
Crossing No. 7A, Lamparter Road

Eden Township  
Crossing No. 10, Pumping Station Road

Providence Township (Quarryville Borough)  
None

Providence Township  
Crossing No. 15, Oak Bottom Road  
Crossing No. 16, U.S. Route 222  
Crossing No. 17, Fairview Road  
Crossing No. 21, Hollow Road (West)  
Crossing No. 26, Sigmond Road

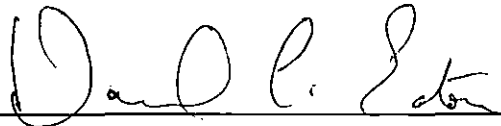
Martic Township  
None

Conestoga Township  
None

Conrail will be prejudiced if the hearing on its application does not go forward as scheduled in light of the extensive negotiations and preparations which have resulted in the consensus which has been reached. Moreover, action which may be ordered by the Commission based upon evidence adduced at hearing will not be required to be undertaken immediately and, while Conrail sees no necessity for delay, action thereon can be stayed by the ALJ if required by competent authority.

WHEREFORE, Consolidated Rail Corporation respectfully requests that the Application of Friends of the Atglen-Susquehanna Trail, Inc. for Continuance be denied.

**NAUMAN, SMITH, SHISLER AND HALL**

by:   
**David C. Eaton, Esquire**  
Supreme Court ID# 07169

**Benjamin C. Dunlap, Jr., Esquire**  
Supreme Court ID # 66283

200 N. Third Street, 18th Floor  
P.O. Box 840  
Harrisburg, PA 17108-0840  
Telephone: 717/236-3010

Counsel for: Consolidated Rail Corporation

Date: June 9, 1997

**ORIGINAL**

ATTORNEYS AT LAW OFFICES OF  
**STEVENS & LEE**  
A PROFESSIONAL CORPORATION

PLEASE RESPOND TO HARRISBURG

June 9, 1997

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James J. McNulty  
Acting Prothonotary  
Pa. Public Utility Commission  
North Office Building  
P.O. Box 3265  
Harrisburg, PA 17105-3265

Re: Application of Consolidated Rail Corporation, Docket No.  
A-00111016

Dear Acting Prothonotary McNulty:

Please find attached an original and three (3) copies of an Answer to Motion for Continuance for filing on behalf of Lancaster County in the above captioned proceeding. As indicated by the attached Certificate of Service, a copy has been served upon the parties indicated thereto.

Should you have any questions or comments, please feel free to contact my office.

Sincerely,

STEVENS & LEE

*Kenneth Zielonis*  
Kenneth Zielonis

/dle

BTL

67

ORIGINAL

BEFORE THE  
PENNSYLVANIA PUBLIC UTILITY COMMISSION

DOCKETED

JUN 11 1997

Application of Consolidated Rail Corporation	:	Docket No. A-00111016
	:	
Bart Township v. Consolidated Rail Corporation, <u>et. al.</u>	:	Docket No. C-00913256
	:	

DOCUMENT  
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ANSWER TO MOTION  
FOR CONTINUANCE

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PROTHONOTARY'S OFFICE

AND NOW COMES, Lancaster County, ("County"), and files, pursuant to Section 5.103 of the Pennsylvania Public Utility Commission's, ("Commission"), Rules of Practice and Procedure, 52 Pa. Code § 5.103, and files this Answer to Motion for Continuance in the above captioned matter, and in support thereof, avers the following:

1. On or about June 5, 1997, the Friends of the Atglen-Susquehanna Trail, Inc., ("FAST"), filed a Motion for Continuance of further evidentiary hearings scheduled for June 11 and 12, 1997 in these consolidated matters. This request for postponement was filed with the Commission less than one week before the initiation of those hearings.

2. FAST advances several grounds for continuance. They

include the following:

- A. A Conference, purportedly initiated under the auspice of Governor Ridge and sponsored by various executive agencies of the Commonwealth, was held in late April 1997 to discuss the issue of the development of Rails-To-Trails projects. Motion at unmarked page 1.
  
- B. Apparently since this Conference, the Governor's Office has held discussions and/or meetings amongst appropriate agency personnel. Motion at unmarked page 2.
  
- C. It is further alleged by FAST that "participants" at the Conference agreed that a moratorium should be instituted in all Commission rail/highway cases involving grade-separated crossings where there is a potential for future trail development. It is alleged that this moratorium would have both a retroactive and prospective effect, i.e., it would apply to both proceedings currently pending before the Commission, as well as any future cases to be processed by the Commission. Id.
  
- D. FAST intimates that "proponents" of this eighteen month moratorium are drafting, apparently, either a recommendation or order for formal Commission consideration. It is not clear, but suspected by the

County, that FAST is referring to a report or order being drafted by the Commission itself. FAST alleges that issuance of a Commission order is imminent. Id.

E. FAST further alleges that this unknown, future Commission order or action "will affect the instant case," i.e., will affect the merits of the case. Id.

3. FAST's request for continuance raises serious questions concerning whether the integrity of the administrative process has been compromised irreparably in this proceeding. While there currently exists no evidence at this time, it is quite apparent that there is at least the appearance of ex parte communications between FAST or a member of the public, and employees or members of the Commission. If this is the case, and the County believes that it is more likely than not, then a violation of the Pennsylvania Public Utility Code, ("Code"), may have occurred.

4. Sections 334(b) and (c) of the Code prohibit ex parte communications. 66 Pa. C.S. § 334(b) and (c). Section 334(b) proscribes as follows:

No employee, appointee, commissioner or official engaged in the service of, or in any manner connected with the commission shall engage in ex parte communications except to the extent permitted by this part.

66 Pa. C.S. § 334(b).

Ex parte communications prohibited by the Code are defined as follows:

Ex parte communications prohibited in this section shall mean any off-the-record communications to or by any member of the commission, administrative law judge, or employee of the commission, regarding the merits or any fact in issue of any matter pending before the commission in any contested on-the-record proceeding.

66 Pa. C.S. § 334(c).

On-the-record proceeding is defined as a proceeding that must be decided on the basis of an evidentiary record and in which parties have protested or intervened. Id. Obviously this proceeding is an on-the-record proceeding as defined by this provision.

5. As noted above, FAST's Motion raises the serious issue of a breach of the Code provision prohibiting ex parte communications. Moreover, the Code prohibition is extremely broad and proscribes any entity's discussion concerning the merits of this case. The County questions how FAST came to the knowledge alleged in its Motion and whether it now possesses "insider information" regarding the Commission's future actions in this proceeding.

6. The County is particularly concerned regarding FAST's

allegation that "proponents" of the Governor's alleged eighteen month moratorium are now drafting some document for Commission action.<sup>1</sup>

7. All of this raises the issue of a serious compromise of this adversarial hearing. It is the duty of administrative boards, such as this Commission, to hold fair and open hearings. See, Byers v. Pa. P.U.C., 176 Pa. Superior Ct. 620, 109 A.2d 232 (1955) and Carol Lines, Inc. v. Pa. P.U.C., 63 Pa. Commonwealth Ct. 428, 439 A.2d 838 (1981). This requires notice and an opportunity to be heard. Byers, supra. Thus adjudicatory action cannot be implemented by an administrative agency except upon hearing so as to allow for submission of substantial evidence upon which the agency's action must be based. These are the rudiments of our American jurisprudence system.

8. This guarantee of due process emanates from a number of historical documents. As the Commonwealth Court has stated, these documents enjoy a long history in this Commonwealth. Lyness v. Commonwealth, State Board of Medicine, 529 Pa. 535, 605 A.2d 1204 (1992). The basic elements of procedural due process are adequate notice, opportunity to be heard and the chance to defend oneself before a fair and impartial tribunal having jurisdiction of the case. Commonwealth v. Thompson, 444 Pa. 312, 281 A.2d 856 (1971).

---

<sup>1</sup>Even more seriously, FAST alleges that the action will be favorable to itself and no other party.

These principles are applicable to adversarial hearings involving administrative proceedings. Lyness, supra.

9. Additionally, a fair, unbiased trial in a fair tribunal is a basic requirement of due process. Dussia v. Barger, 466 Pa. 152, 351 A.2d 667 (1976). This includes an absence of actual bias in the trial of cases. Dussia, supra. If the allegations contained in FAST's Motion are true, there is a serious breach of the requirement of a fair trial conducted by an impartial tribunal because the allegations compel a conclusion of prejudgement.

10. Further, even a hint of bias is sufficient to cloud the legality of the tribunal's action. Something less than actual bias can violate the right to due process. Lyness, supra. As our Supreme Court stated:

Moreover, a predilection to favor one side over the other is not required in order to vitiate a judicial proceeding as being violative of due process. Merely 'a possible temptation to the average man as a judge...not to hold the balance nice, clear, and true' is sufficient.

Schlesinger Appeal, 404 Pa. 584, 598, 172 A.2d 835, 841 (1961).

11. This right to a fair and impartial trial is the cornerstone of our jurisprudence. Lyness, fn. 12. Thus, as our

Supreme Court has said previously:

There is a strong notion under Pennsylvania law that even an appearance of bias or partiality must be viewed with deep skepticism in a system which guarantees due process to each citizen.

Id. Pa. at 541, A.2d at 1208.

12. Thus an administrative body must avoid even the appearance of bias or possible prejudice. Pa. Dept. of Insurance v. American Bankers Insurance Co. of Florida, 26 Pa. Commonwealth Ct. 189, 363 A.2d 874 (1976), aff'd. 478 Pa. 532, 387 A.2d 449 and Park v. Chronister, 151 Pa. Commonwealth Ct. 562, 617 A.2d 863 (1992), appeal denied, 534 Pa. 654, 627 A.2d 731.

13. In the short time necessary to answer FAST's Motion, the County has been unable to find any reported Pennsylvania appellate cases construing the ex parte provisions of the Code. Commonwealth Court, however, has construed a similar statutory provision concerning applications for Certificates of Need reviewed by the Department of Health. In Mercy Regional Health System v. Department of Health, \_\_\_\_ Pa. Commonwealth Ct. \_\_\_\_, 645 A.2d 924 (1992), the court reviewed the ex parte prohibition contained in that statute. That statute provides:

(f)(2). All decisions of the department shall be based solely on the record. No ex parte contact

regarding the application between any employee of the department who exercises responsibilities respecting the application and the applicant, any person acting on behalf of the applicant or any person opposed to the issuance of the certificate of need shall occur after the commencement of a hearing on the application and before a decision is made by the department.

35 P.S. § 448.702(f)(2).

14. As can be seen, there is a striking parallel between this statute and the ex parte provisions of the Code; no discussions with the ultimate arbitrator can occur after the Commission's proceeding becomes adversarial.

15. In Mercy, the court utilized The Black's Law Dictionary definition of ex parte as "one side only, by or for one party.... A judicial proceeding, order, injunction, etc. is said to be ex parte when it is taken or granted at the instance and for the benefit of one party only and without notice to or contestation by any person adversely interested." Black's Law Dictionary, 517 (5th Ed.). There, the court further reasoned that due process requires that administrative decisions of an adjudicatory nature must be based entirely and exclusively on the evidence contained in the formal record developed in the proceeding by the parties and which they have had an opportunity to rebut. Mercy, supra. Anything less is a violation of the right to due process.

16. The Court held that the term "ex parte" must be given its common and approved usage. This was defined as a communication between the decision-maker and one party outside of the record and where the other party does not have notice or the opportunity to contest. Mercy, supra. Clearly, in this instance, some form of communication has occurred between FAST and some other person or entity. If a moratorium is imposed by the Commission, it clearly impacts this case without any basis in the record.

17. There is a final basis for rejection of FAST's Motion. The Code requires that FAST, as a proponent of an Order issued by Your Honor to stay these proceedings, have the burden of proof. 66 Pa. C.S. § 332(a). FAST has not presented any evidence to support the factual allegations contained in its Motion. If and until it does, there is no basis to grant the Motion. (Should FAST present such evidence, the other parties must be provided the opportunity to cross-examine FAST's witnesses.)

18. In summary, FAST's Motion for Continuance must be denied. The factual allegations contained within the pleading raise a serious question of ex parte communications which will impact the merits of this proceeding and which may warrant further investigation. A cloud of partiality and bias has not been raised in this proceeding. At a minimum, this smacks of a due process violation and a tainting of the entire process. Thus, the Motion for Continuance must be denied to maintain the integrity of the

system.

WHEREFORE, for all of the reasons contained herein, FAST's Motion for Continuance should be denied.

Respectfully submitted,

*Kenneth Zielonis*

---

Kenneth Zielonis, Esquire  
STEVENS & LEE  
208 N. 3rd Street, Suite 310  
P.O. Box 12090  
Harrisburg, PA 17108-2090

DATED: June 9, 1997

Attorneys for the County of Lancaster

**IN THE COMMONWEALTH OF PENNSYLVANIA  
BEFORE THE  
PENNSYLVANIA PUBLIC UTILITY COMMISSION**

APPLICATION OF CONSOLIDATED \*  
RAIL CORPORATION \* DOCKET NO. A-00111016  
\*

**CERTIFICATE OF SERVICE**

I hereby certify that, on this 9th day of June, 1997, I have served true and correct copies of the foregoing document upon the persons set forth below by First Class Mail, Postage Prepaid or by hand-delivery or by facsimile transmission, in accordance with 52 Pa. Code Section 1.54:

Honorable Louis G. Cocheres  
Administrative Law Judge  
PA Public Utility Commission  
North Office Building  
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Harrisburg, PA 17105-3265

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Susan J. Smith, Esquire  
Malatesta, Hawke & McKeon  
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Harrisburg, PA 17105-1778

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Eden Township Board of Supervisors  
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Quarryville Borough  
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Assistant Director  
Bureau of Legal Services  
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Friends of Atglen-Susquehanna Trail  
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North Office Building  
P.O. Box 3265  
Harrisburg, PA 17105-3265

  
\_\_\_\_\_  
Kenneth Zielonis, Esquire

**APPEARANCE SHEET**

**ALJ HEARING REPORT**

Docket No. C-00913256, A-00111016

---

Case Name Board of Supervisors of Bart Twp. v.

---

Consolidated Rail Corp., PA Dept. of Trans. and

---

Cnty of Lancaster et al. and Application of

---

Consolidated Rail Corp.

---

Location Harrisburg

---

Date June 11, 1997

---

ALJ Cocheres

---

Reporting Firm Commonwealth

CHECK THOSE BLOCKS WHICH APPLY:

Prehearing held YES \_\_\_ NO

Hearing held YES  NO \_\_\_

Testimony taken YES  NO \_\_\_

Transcript due YES  NO \_\_\_

Hearing concluded YES \_\_\_ NO

Further hearing needed YES  NO \_\_\_

Estimated add'l days already scheduled

RECORD CLOSED YES \_\_\_ NO

DATE \_\_\_\_\_

Briefs to be Filed YES \_\_\_ NO \_\_\_

DATE \_\_\_\_\_

BENCH DECISION YES \_\_\_ NO \_\_\_

REMARKS: \_\_\_\_\_

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DAVID A SALATA Telephone No. 717 783-2840	P.O. Box 3265 City HARRISBURG State PA Zip 17105-3265	PA P.D.C. BUREAU OF TRANSPORTATION & SAFETY
SCOTT T. Wyland SUSAN J. Smith Telephone No. 717-236-1300	P.O. Box 1778 City Harrisburg State PA Zip 17105	Martic, Conestoga, Bart, Prindlence and Sadsbury Townships

CHECK THIS BOX IF ADDITIONAL PARTIES OR COUNSEL OF RECORD APPEAR ON BACK. 6/11 Sandra Miles <sup>BTL</sup>  
REPORTER

NAME and TELEPHONE NUMBER	ADDRESS			APPEARING FOR
Gina M. DALLANZO Telephone No. 717 787 3128	555 Walnut St - 9th Floor City Hbg State PA Zip 17101-1908			Com. of PA, Department of Transportation
MICHAEL H. RANCIK Telephone No. 717-299-6331 (FAX 299-0645)	Box 1524 City LANCASTER State PA Zip 17608-1524			HISTORIC PRESERVATION TRUST OF LANCASTER Co., Inc.
Joyce A. Nettek Telephone No. 717 687-9311 FAX 687-6749	P.O. Box 27 City STRASBURG State PA Zip 17579			F. A. S. T.
MANITA R. SMITH Telephone No. 717-772-4171	9th Fl. RCSOB, P.O. Box 8767 City HBG State PA Zip 17105-8767			D.C.M.R.
DAVID C. EATON Telephone No. (717) 236-3010	200 N. THIRD ST. (PO Box 840) City HBG State PA Zip 17108			CONRAIL
THOMAS L. WHITEMAN Telephone No. (610) 344-6195	2 N. HIGH ST. City WEST CHESTER State PA Zip 19380			COUNTY OF CHESTER
Dennis M. Moore Telephone No. 202-900-2750	60 Massachusetts Ave City Washington State DC Zip 20002			NE National Railroad Passenger Corp. (Amtrak)
Telephone No.	City State Zip			
Telephone No.	City State Zip			
Telephone No.	City State Zip			
Telephone No.	City State Zip			

June 11, 1947

A-00111016

NAME and TELEPHONE NUMBER	ADDRESS			APPEARING FOR
Helen Estenshade 610-701-9100 Telephone No.	11-13 S. High Street City	State PA	Zip 17603	City of Coatesville Authority
Telephone No.	City	State	Zip	
Telephone No.	City	State	Zip	
Telephone No.	City	State	Zip	
Telephone No.	City	State	Zip	
Telephone No.	City	State	Zip	
Telephone No.	City	State	Zip	
Telephone No.	City	State	Zip	
Telephone No.	City	State	Zip	
Telephone No.	City	State	Zip	
Telephone No.	City	State	Zip	

NAME and TELEPHONE NUMBER	ADDRESS			APPEARING FOR
Telephone No.		State	Zip	
Telephone No.		State	Zip	
Telephone No.		State	Zip	
Telephone No.		State	Zip	
Telephone No.		State	Zip	
Telephone No.		State	Zip	<p style="text-align: center;"> <b>RECEIVED</b>            97 JUN 18 AM 9:29            P.A. U.C. OFFICE            PROTHONOTARY'S OFFICE         </p>
Telephone No.		State	Zip	
Telephone No.		State	Zip	
Telephone No.		State	Zip	
Telephone No.		State	Zip	
Telephone No.		State	Zip	

**APPEARANCE SHEET**

**ALJ HEARING REPORT**

Docket No. C-00913256, A-00111016

Case Name Board of Supervisors of Bart Twp. v. Consolidated Rail Corp., PA Dept. of Trans. and Cnty of Lancaster et al. and Application of Consolidated Rail Corp.

Location Harrisburg

Date June 12, 1997

ALJ Cocheres

CHECK THOSE BLOCKS WHICH APPLY:

Prehearing held YES  NO

Hearing held YES  NO

Testimony taken YES  NO

Transcript due YES  NO

Hearing concluded YES  NO

Further hearing needed YES  NO

Estimated add'l days \_\_\_\_\_

RECORD CLOSED YES  NO

DATE 6/24/97

Briefs to be Filed YES  NO

DATE see below

BENCH DECISION YES  NO

Reporting Firm Commonwealth

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COCKFIELD  
JUN 23 1997  
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Briefs to be Filed

BENCH DECISION

REMARKS: Main briefs must be filed 6/24/97. No reply briefs are permitted.

NAMES, ADDRESSES AND TELEPHONE NUMBERS OF PARTIES OR COUNSEL OF RECORD  
PLEASE PRINT CLEARLY  
INCOMPLETE INFORMATION MAY RESULT IN DELAY OF PROCESS

NAME and TELEPHONE NUMBER	ADDRESS	APPEARING FOR
DAVID A. SALAPA Telephone No. (717) 783-2840	P.O. Box 3265 City HARRISBURG State PA Zip 17105-3265	PA. P.U.C. BUREAU OF TRANSPORTATION & SAFETY
SCOTT T. WYLAND SUSAN J. SMITH MARLENE HAWKES & KLEIN Telephone No. (717) 236-1300	100 N. 10th ST. City HARRISBURG State PA Zip 17101	BART, CONESTOGA, MARTEC, PROVIDENCE & SMITHSBURY TOWNSHIPS
Gina M. DiAlfonso Telephone No. 717 787 3128	555 Walnut St - 9th floor City Hbg State PA Zip 17101-1900	Com of PA Dept of Transportation

CHECK THIS BOX IF ADDITIONAL PARTIES OR COUNSEL OF RECORD APPEAR ON BACK.

William J. Hart  
REPORTER

NAME and TELEPHONE NUMBER	ADDRESS			APPEARING FOR
MICHAEL H. RANCK  Telephone No. 717 299 6331 (fx 0645)	BX 1524  City LANC State PA Zip 17608			Historic Preservation Trust of Lancaster Co., Inc.
Joyce A Nettle  Telephone No. 717-687-9311 (fx 6749)	P.O. Box 27  City STRASBURG State PA Zip 17579			FAST
MARTHA R. SMITH  Telephone No. 717-772-4171	94th ACSOB, PO Box 8767  City HANISBURG State PA Zip 17105 8767			DCNR
Kenneth Zielones Stevens & Lee Telephone No. 717-234-1250	208 W. Third St Suite 310  City Hg State PA Zip 17108			Lancaster County
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Telephone No.	City State Zip			
Telephone No.	City State Zip			
Telephone No.	City State Zip			
Telephone No.	City State Zip			
Telephone No.	City State Zip			
Telephone No.	City State Zip			

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Joyce A. Nettke  
ATTORNEY AT LAW

P.O. Box 27, Strasburg, PA 17579

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FAX (717) 687-6749

June 17, 1997

Secretary  
Pennsylvania Public Utility Commission  
North Office Building  
P.O. Box 3265  
Harrisburg, PA 17120

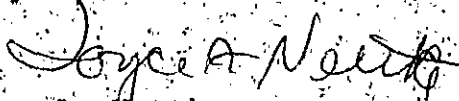
Re: Application of Consolidated Rail Corporation for the abolition of thirty-one crossings of the Enola Branch, LC:201323, MP 3.5 to MP 27.0, Sub. No. 1095X, Harrisburg Division, Lancaster County, Pennsylvania - Docket No. A-00111016

To the Secretary:

Enclosed please find an original Subpoena and Affidavit of Service in the above referenced case. Specifically the Subpoena was for attendance of Ms. Brenda Barrett at hearings held June 11 and June 12, 1997.

Thank you for your attention to this matter.

Sincerely,



Joyce A. Nettke,  
Attorney at Law

JN

cc: Administrative Law Judge Louis G. Cocheres (with copy of enclosure)

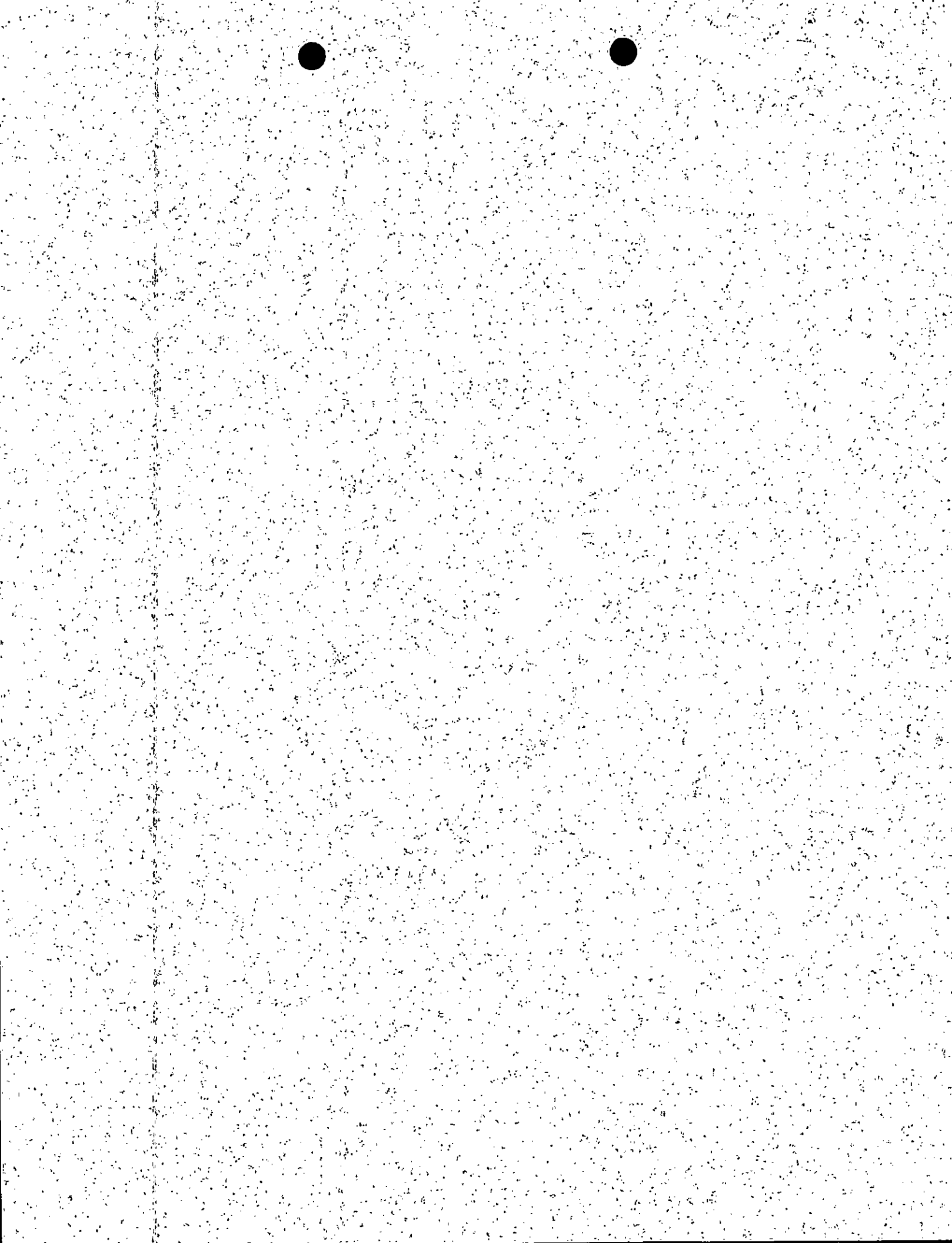
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COMMONWEALTH OF PENNSYLVANIA  
PENNSYLVANIA PUBLIC UTILITY COMMISSION

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In the Matter of:

Docket No. A-00111016

SUBPOENA

To: Brenda Barrett, PA Historical and Museum Commission  
(Name and Address)

Pursuant to the authority of this Commission under §309, 331(d)(2) and 333(j) of the Public Utility Code:

1. YOU ARE ORDERED by the Commission to come to the PA Public Utility  
(place)  
Commission, at Harrisburg  
Pennsylvania, on June 11 & 12, 1997 at 10:00 o'clock a m, in the above  
(date)  
case, to testify on behalf of the FAST and to remain until excused;

2. And bring with you and produce the following: Your file on the Enola  
Low-Grade Line

This subpoena is issued subject to the provisions of 52 Pa. Code §5.421 (with regard to issuance, notice and service) and 52 Pa. Code §5.413 (with regard to witness fees).

BY THE COMMISSION

Date June 11, 1997

Louis G. Cochran  
Administrative Law Judge

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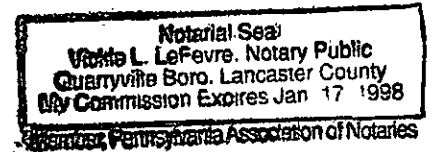
Commonwealth of Pennsylvania )  
County of Lancaster ) SS:

### AFFIDAVIT OF SERVICE

Before me, the undersigned authority, personally appeared JULIE R. NETTKE who, being duly sworn according to law, deposes and says that he (she) served a true and correct copy of the within SUBPOENA upon BRENDA BARRETT by leaving a copy at HER OFFICE AS PREVIOUSLY AGREED ~~by handing the same to him/her~~ at HER OFFICE - PENNA HIST. + MUSEUM on the 11<sup>th</sup> day of JUNE, 19 97 at 11:00A.m. Com.

Julie R. Nettke  
Signature

Sworn to and subscribed before me  
this 16 day of JUNE, 1997



Vickie L. LeFevre  
Notary Public



Pennsylvania Department of Conservation and Natural Resources

9<sup>th</sup> Fl. Rachel Carson State Office Building  
P.O. Box 8767  
Harrisburg, PA 17105-8767

June 20, 1997

MEM

Office of Chief Counsel

(717) 772-4171

John G. Alford  
Secretary  
Pennsylvania Public Utility Commission  
G-23 North Office Building  
P.O. Box 3265  
Harrisburg, PA 17105-3265

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Re: A-00111016, Application of Conrail  
C-00913256, Bart Township v. Conrail

Dear Secretary Alford:

Subsequent to the hearing on June 11 and 12, 1997, Judge Cocheres ordered that all post-hearing briefs in this matter were due by June 24, 1997. Please be advised that the Department of Conservation and Natural Resources will not be filing a brief in this action.

Sincerely,

Martha R. Smith  
Assistant Counsel

cc: All Parties of Record per Attached Certificate of Service  
Larry Williamson

ORIGINAL

**CERTIFICATE OF SERVICE**

I hereby certify that I have this day served a copy of the foregoing document upon the person and in the manner indicated below.

Services by First Class Mail:

Acting, Chief ALJ Christianson  
Pennsylvania Public Utility Commission  
Room G-08,  
North Office Building  
Harrisburg, PA 17120

Gina M. D'Alfonso, Esquire  
PA Department of Transportation  
Forum Place  
555 Walnut Street, 9<sup>th</sup> Floor  
Harrisburg, PA 17105

David Salapa, Esquire  
Pennsylvania Public Utility Commission  
Bureau of Transportation & Safety  
Barto Building, 3<sup>rd</sup> Floor  
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Law Offices of K. L. Shirk, III  
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P.O. Box 98  
Conestoga, PA 17516~~

H. Joseph Little, Chairman  
Eden Twp. Board of Supervisors  
489 Stony Hill Road  
Quarryville, PA 17566

~~Carol K. Palmoski  
Lancaster County Planning Commission  
50 N. Duke Street  
Lancaster, PA 17608~~

Kathie Shirk Gonick, Esquire  
Shirk, Reist and Wagenseller  
132 East Chestnut Street  
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James Landis  
Board of Supervisors  
West Sadsbury Township  
RD 1, Box 404  
Parkesburg, PA 19365

~~Nicholas Yoder, Chairman  
Sadsbury Township  
185 Schoolhouse Road  
Christiana, PA 17509~~

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~~Gerald Duval, Chairman  
Providence Township Supervisors  
216 Clearfield Road  
New Providence, PA 17560~~

~~Joseph F. Duff, III, Chairman  
Martie Township  
1173 River Road  
Holtwood, PA 17532~~

Kenneth Zielonis  
Stevens & Lee  
208 North Third Street, Suite 310  
P.O. Box 12090  
Harrisburg, PA 17108-2090

Daniel Mylin, Borough Manager  
Barbara Tollinger, Secretary  
Quarryville Borough  
330 St. Catherine Street  
Quarryville, PA 17566

~~Ray Marvin, Chairman  
Bart Township  
46 Quarry Road  
Quarryville, PA 17566~~

Dennis Moore  
National Railroad Passenger  
Corp. (AMTRAK)  
60 Massachusetts Avenue, NE  
Washington, D.C. 20002

~~Joseph J. Kenna, Commissioner  
Karen L. Martynick  
Chester County  
2 North High Street  
Suite 512  
West Chester, PA 19380~~

~~W. D. Pickering, Utility Engineer  
PA Department of Transportation  
509 Transportation and Safety Building  
Harrisburg, PA 17120~~

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Solicitor, County of Chester  
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West Chester, PA 19380

Honorable Louis Cocheres  
Administrative Law Judge  
PA Public Utility Commission  
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Harrisburg, PA 17120

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Sue Hinbach  
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**RANCK & RANCK**

**ATTORNEYS AT LAW**

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(717) 299-6331

MICHAEL H. RANCK  
JOHN MILTON RANCK (1909-1992)

LANCASTER, PENNSYLVANIA  
17602

MEM

June 24, 1997

Secretary  
Pennsylvania Public Utility Commission  
North Office Building  
P.O. Box 3265  
Harrisburg, PA 17105-3265

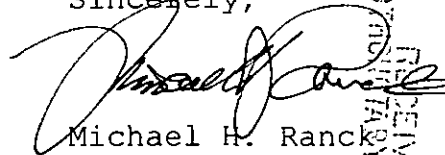
**Re: Application of Consolidated Rail Corporation for the  
Abolition of thirty-one crossings of the Enola Branch,  
LC:201323, MP 3.5 to MP 27.0, Sub. No. 1095X,  
Harrisburg Division, Lancaster County, Pennsylvania -  
Docket No. A-00111016 and consolidated case C-00913256**

To the Secretary:

I am enclosing nine copies of our letter to Judge Cocheres of today's date by which the Historical Preservation Trust of Lancaster County joins in the Brief of "Friends of the Atglen-Susquehanna Trail, Inc. ("FAST"). The original letter is being faxed and mailed to Judge Cocheres today.

Thank you for your attention to this matter.

Sincerely,



Michael H. Ranck

RECEIVED  
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MHR:emn

pc: Mr. John A. Jarvis, President  
Historic Preservation Trust of Lancaster County  
Joyce Nettke, Esquire, FAST

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RANCK & RANCK

ATTORNEYS AT LAW

DUKE & CHESTNUT STREETS

LANCASTER, PENNSYLVANIA  
17602

MICHAEL H. RANCK  
JOHN MILTON RANCK (1909-1992)

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POST OFFICE BOX 1524  
LANCASTER, PA. 17608-1524  
299-6331

002910

June 24, 1997

The Honorable Louis G. Cocheres  
Administrative Law Judge  
Public Utility Commission  
Commonwealth of Pennsylvania  
North Office Building  
P.O. Box 3265  
Harrisburg, PA 17120

Re: A-00111016 - Application of Consolidated Rail  
Corporation for the abolition of 31 crossing of the  
Enola Branch, LC 201323, MP 3.5 to MP 27.0  
Sub. No. 1095X, Harrisburg Division,  
Lancaster County, Pennsylvania

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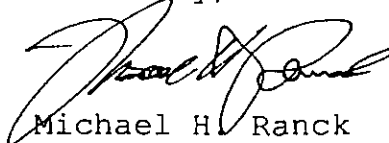
Dear Judge Cocheres:

The Historic Preservation Trust of Lancaster County thanks you for permitting our intervention in the subject proceedings by way of your Interim Order No. 7, dated May 8, 1997.

On behalf of the Trust, as intervenor, I join in the post-hearing brief filed by the Friends of the Atglen-Susquehanna Trail, and dated June 24, 1997. I would appreciate the opportunity to file a brief in reply to the Briefs of Conrail, et al.

Thank you for your attention to this matter.

Sincerely,



Michael H. Ranck

MHR:emn

pc: Mr. John A. Jarvis, President  
Historic Preservation Trust of Lancaster County  
Joyce Nettke, Esquire, FAST

**CERTIFICATE OF SERVICE**

**I hereby certify that I am this date serving the foregoing document upon the persons and in the manner indicated below:**

**SERVICE BY FIRST CLASS MAIL ADDRESSED AS FOLLOWS**

**David A. Salapa, Esquire  
PA PUC Legal Division  
Bureau of Transportation & Safety  
P. O. Box 3265  
Harrisburg, PA 17105-3265**

**James Landis, Chairman  
Board of Supervisors  
West Sadsbury Township  
R. D. 1  
Parkesburg, PA 19365**

002911

**Martha R. Smith, Esquire  
Department of Conservation  
and Natural Resources  
9th Floor RCSOB  
P. O. Box 8767  
Harrisburg, PA 17105-8767**

**Scott T. Wyland, Esquire  
Susan J. Smith, Esquire  
Malatesta Hawke & McKeon  
P. O. Box 1778  
Harrisburg, PA 17105**

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**David C. Eaton, Esquire  
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Harrisburg, PA 17108-0840**

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Quarryville, PA 17566**

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Lancaster County  
Stevens and Lee  
208 N. 3rd Street, Suite 310  
Harrisburg, PA 17108**

**Mr. Dennis Moore  
National Railroad Passenger Corp.  
AMTRAK  
60 Massachusetts Avenue, NE  
Washington, DC 20002**

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**Pennsylvania Power & Light Co.**  
**2 N. High Street, Suite 512**  
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**Thomas L. Whiteman, Esquire**  
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**Chester County Courthouse**  
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**Kate Connor-Barand, Esquire**  
**Solicitor, West Sadsbury Township**  
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**West Chester, PA 19380**

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**Wilkes Barre, PA 18703-3000**

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**114 E. Lincoln Highway**  
**Coatesville, PA 19320**

**Christopher Arfaa, Esquire**  
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**Legal Department**  
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**Gina M. D'Alfonso, Esquire**  
**Department of Transportation**  
**513 Transportation & Safety Building**  
**Harrisburg, PA 17120**

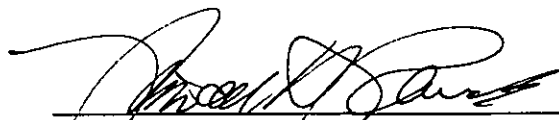
**Alan P. Novac, Esquire**  
**Conrad, O'Brien, Gellman & Rohn**  
**Coatesville Water Authority**  
**11-13 S. High Street**  
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Mr. John Chase  
Quarryville Water Authority  
300 St. Catherine Street  
Quarryville, PA 17566

Kathie Shirk-Gonick, Esquire  
Quarryville Borough  
Shirk, Reist & Wagenseller  
P. O. Box 1552  
Lancaster, PA 17603

DATED: June 24, 1997



---

Michael H. Ranck, Attorney  
P. O. Box 1524  
Lancaster, PA 17603  
I.D. 06991