

Indiana County Regional Trail Connectivity Study

Located In

Blairsville, PA

Prepared For

**Indiana County
Office of Planning and Development**

In Partnership with: **Allegheny Ridge Corporation
Pittsburgh-to-Harrisburg Main Line Canal Greenway**

Prepared By

L.R. Kimball

July 2011

Indiana County Regional Trail Connectivity Study

Table of Contents

Contents

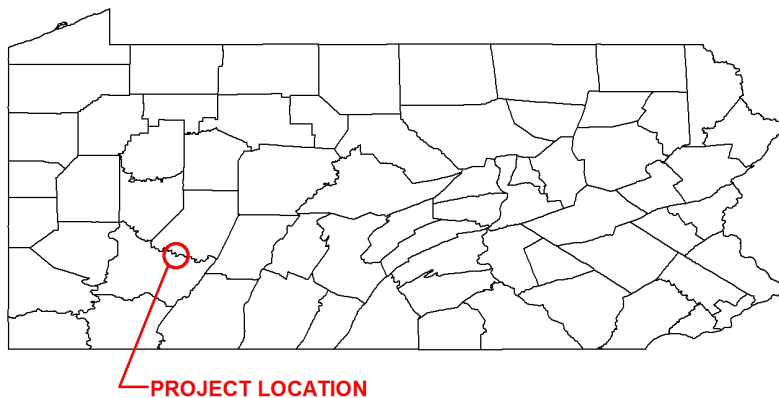
Executive Summary	4
Purpose and Scope.....	12
Background.....	13
Route Overview	13
Hoodlebug Connection	13
West Penn Corridor	14
Route Analysis	15
Hoodlebug Corridor	15
Section 1 – Cornell Rd	15
Section 2 – Cornell Rd to Hunter Rd (Red)/Club Ln (Purple/Green)	16
Section 3 – Hunter/Club to Villa	20
Section 4 – Villa to Ridge View	22
Section 5 – Ridge View to Evans	24
Section 6 – Evans to North Morrow.....	25
Section 7 – North Morrow to Loop Trail.....	26
West Penn Corridor	28
Section 8 – Newport Rd Trailhead to Airport Road	28
Section 9 – Airport Rd to West Poplar Alley	30
Section 10– West Poplar Alley to Loop Trail	33
Cost Comparison	35
Operation and Maintenance.....	36
Public Participation.....	37
Recommendations	38
Hoodlebug Connection	38
West Penn Connection	39

Appendices

- Appendix A – Maps
 - Map 1 - Overall Map
 - Map 2 - Hoodlebug Connection
 - Map 3 - West Penn Connection
- Appendix B – Site Photos
 - Photo Index Maps (3)
 - Photos by Section
- Appendix C – Typical Sections and Details
 - Cornell Road Cross Section
 - Wal-Mart Cross Section
 - Norfolk Southern Cross Sections (6)
 - US 22 Underpass Cross Section
 - US 22/Ramp Pedestrian Bridge Cross Section
- Appendix D – Cost Estimates
- Appendix E – Property Impacts
- Appendix F – Regulatory Responses
 - PHMC
 - PNDI
- Appendix G – Public Participation
 - Committee List
 - Key Person Interviews
 - Meeting Minutes
 - Committee meeting 7/14/09
 - PennDOT workshop 8/13/09
 - Committee meeting 10/1/09
 - Committee meeting 11/5/09
 - Public Meeting of March 30 & April 3, 2010
 - Public meeting attendee lists
 - Public meeting PowerPoint presentation
 - Survey summary
 - Public Meeting of June 8, 2011
 - Public meeting attendee list

**Indiana County Regional Trail Connectivity Study
Hoodlebug, Ghost Town, and West Penn Trails
Blairsville Borough and Burrell Township, Indiana County**

EXECUTIVE SUMMARY



Prepared by: **L.R. Kimball**
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Hoodlebug, Ghost Town, and West Penn Trails

Blairsville Borough and Burrell Township, Indiana County

Executive Summary

Blairsville has the potential to serve as a major hub for trail users accessing area trails consisting of The Ghost Town and Hoodlebug Trails to the east, the West Penn and Westmoreland Heritage Trails to the west and the local Loop Trail within the Borough. These trails provide nearly 70 miles of trail separated by a roughly five mile gap through this more densely developed area, with Blairsville in the middle.

Although the existing trails occupy a network of abandoned railroads, no such facility of dedicated corridor is present through this gap. This Study has evaluated numerous alignments comprised of a mix of on-street and off-road routes to weave separate east and west corridors to connect to those adjoining networks. Primary obstacles to these connections consist of the crossing of US 22 to the east and terrain/owner approvals to the west. Mapping of the alignments considered is attached, with the recommended routes highlighted in yellow. Enlarged versions of the mapping are available in Appendix A of the overall report.

The recommended alignment for the eastern connection overcomes the physical obstacles through an overhead crossing of US 22 near the US 119 interchange. Implementation is subject to acquisition of 20 owner approvals, three of which are critical to the entire corridor, and funding acquisition in the estimated amount of \$2.8M. The primary funding need is for a pedestrian bridge crossing US 22. The route will generally consist of a mix of on-street routes on local roads and raw construction of dedicated off-road corridors through the commercial and undeveloped segments. This route will include the Blairsville School District and Wyotech campuses, the Excelsa Health site, and



the rear of the Wal-Mart commercial site in the off street trail segments. Other than Cornell Road on-road routes will generally follow local streets located between US 22 and Old William Penn Highway.

The recommended alignment for the western corridor overcomes the terrain issues primarily through the use of the service roads and adjacent areas owned by Norfolk Southern. While initial meetings indicated that the railroad was open to considering this configuration, a definitive review of the proposed alignments by the railroad has been elusive. Alternatives avoiding the railroad have been dismissed due to other technical or acquisition issues. Therefore the feasibility of connecting to the West Penn Trail is completely dependent upon the outstanding acquisition of a positive response from Norfolk Southern (NS). Besides the required NS occupancy between Ranson Avenue and Airport Road, this would extend east across the Walnut Street overpass, through the Wye area to the Blairsville Borough Building and off-street along Newport Road to the trailhead in the west. If occupancy approval is secured, this connection could be completed at an estimated cost of \$725K.



Next Steps

- As the resources of the organizations recommended for ultimate operation of these respective trail extensions, Indiana County Parks and Trails and the Conemaugh Valley Conservancy, are each strained by existing responsibilities, a trail advocacy group or groups of interested local citizens should be formed to shepherd ongoing trail development efforts and to assist with subsequent trail maintenance.
- In addition to Norfolk Southern approval, ongoing efforts must consist of acquisition of initial Memorandums of Understanding (MOU) with the three critical property owners of the eastern corridor followed by coordination with key property owners near the US 22/119 interchange to facilitate the bike/ped bridge and MOU's for the remaining impacted properties. The MOU's would address the conceptual alignments with specific alignments and acquisition needs subject to final design.
- The advocacy group(s) could also pursue avenues for funding that will then need to be secured for both design and construction. Grantwriting staff associated with Blairsville Borough and the Pittsburgh-to-Harrisburg Main Line Canal Greenway™ are available to assist in pursuing these funding options for next steps, however, it should be noted that formation of the local advocacy group is critical to funding



pursuits. Among the potential funding sources that should be explored for acquisition, design, engineering and construction are:

- Transportation Investment Generating Economic Recovery (TIGER) – Federal funds; planning and construction eligible; no match required in certain circumstances, but local match strengthens the application.
- Congestion Mitigation/Air Quality (CMAQ) – Federal funds administered by state; planning and construction eligible; 80/20 match required.
- Pennsylvania Community Transportation Initiative (PCTI) – State funds; planning and construction eligible; no match required but local match strengthens the application.
- Safe Routes To School (SRTS) - The Federal SRTS Program is managed and administered by each state Department of Transportation (DOT)
- PA Department of Conservation and Natural Resources, Community Conservation Partnership Program (DCNR, C2P2) – State funds; design and engineering, construction funds eligible in separate applications; 50/50 match required.
- Local businesses, services and municipalities

Acknowledgements

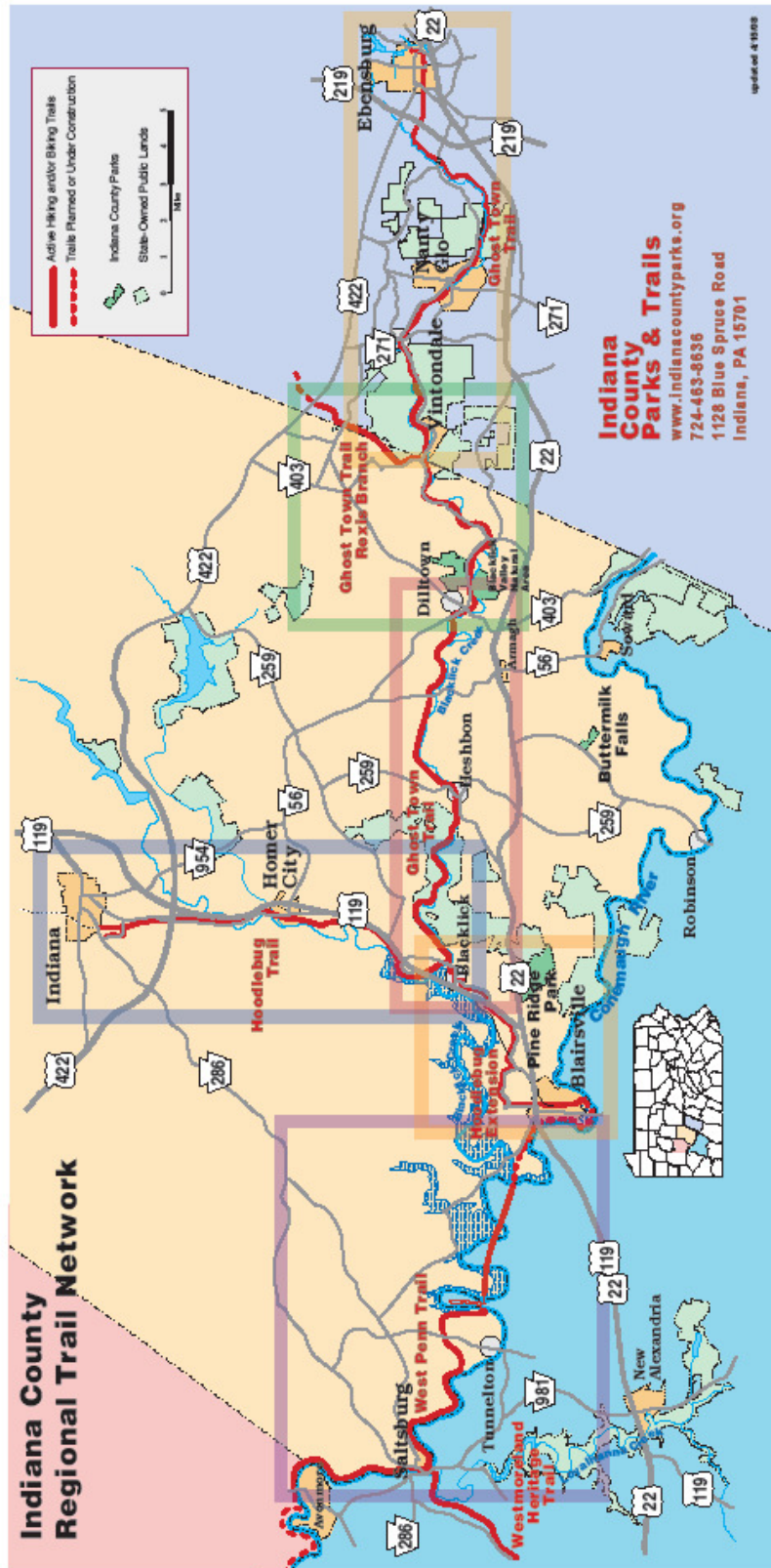
The Indiana County Regional Trail Connectivity Study was produced with financial assistance from the Pennsylvania Department of Conservation and Natural Resources Bureau of Recreation and Conservation, Community Conservation Partnerships Program, Keystone Recreation, Park and Conservation Fund. Financial support was also provided through an Indiana County Community Development Block Grant.

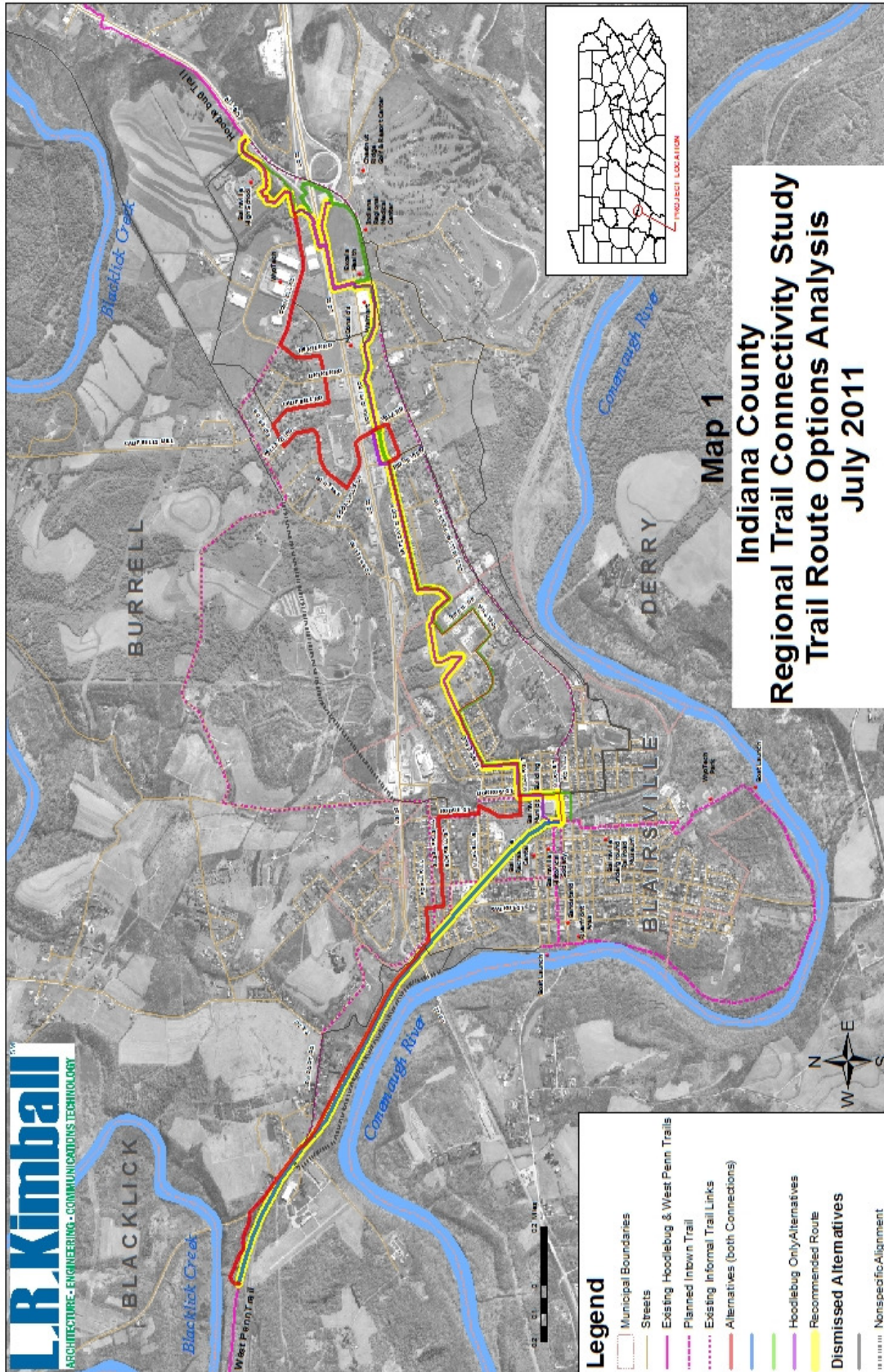
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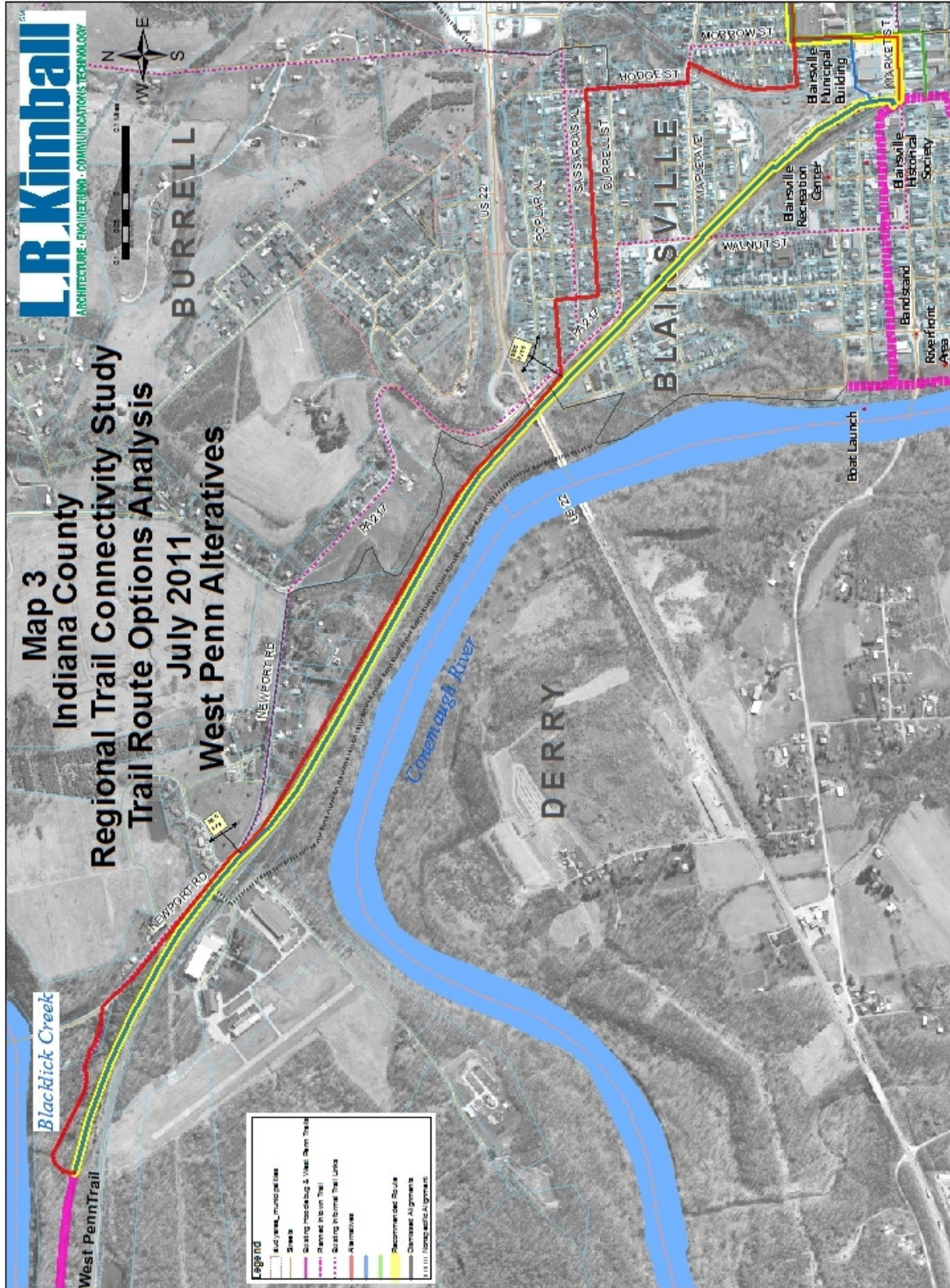
Special thanks are extended to Indiana County GIS Coordinator Dan Silvis.

Extensive in-kind support was also provided by Indiana County Parks and Trails through the services of their AmeriCorps member. Special thanks are extended to Ed Patterson and Patrick McKinney.

Allegheny Ridge Corporation provided project management services to Indiana County Office of Planning and Development through the Pittsburgh-to-Harrisburg Main Line Canal Greenway™ Kiski-Conemaugh Cluster Greenway Coordinator.







Purpose and Scope

The purpose of this Study was to examine and evaluate the legal, geographical, and financial feasibility of all potential routes and rights-of-way (ROW) for connecting the West Penn Trail to the Hoodlebug and Ghost Town Trails through Blairsville, PA as a hub of the regional trail system. Both of these trails are primarily utilized by casual walkers and bicyclists. Neither is open to motorized or equestrian use. The extension of these two trails will be in a manner consistent with that usage. In addition to providing local residents safer and more convenient access routes to the more rural sections of these trails, it is also desired to provide trail through users with a logical defined route to follow between the two trails. This link is an important part of the Pittsburgh-to-Harrisburg Main Line Canal Greenway™.

Both trail extensions will connect to the Loop Trail presently in development within downtown Blairsville.

The eastern study area begins at the terminus of the Hoodlebug Trail at the intersection of US Route 119 (Old William Penn Highway) and Cornell Road. The corridor under consideration extended as far north as Country Lane Road and as far south as the Norfolk Southern main line tracks. The nearest defined trailhead is approximately 2.5 miles back the Hoodlebug Trail in the community of Black Lick. The primary obstacle along this route is projected to be the crossing of US Route 22.

It is important to note that popular routes presented at least one insurmountable barrier, despite showing great promise elsewhere.

The western study area begins at the existing developed Newport Road Trailhead of the West Penn Trail. The corridor under consideration extended from PA Route 217 to the northeast and the Conemaugh River to the southwest. The primary obstacle along this corridor is projected to be the crossing and/or proximity to the Norfolk Southern mainline tracks.

As the potential alignments, particularly for the eastern corridor, are numerous and intertwined, the project scope was refined to provide for selection of up to three routes on either side of Blairsville for detailed evaluation. The list of routes selected for final review was refined from comments and preliminary investigations completed by the Committee, the Consultant, and various other Stakeholders. The preliminary investigations consisted of review of existing tax mapping, initial field views, and extensive contact with potentially impacted property owners, and feedback provided through the initial round of public comment.

Background

The Indiana County Regional Trail Network presently consists of three existing trails along with an additional trail in development. Various components are operated by different organizations who are each interested in developing the recreational opportunities in the area.

The Ghost Town and Hoodlebug Trails are operated and maintained by Indiana County Parks and Trails. The Ghost Town is a 36 mile trail extending east to Ebensburg, Pennsylvania from the community of Black Lick. In Black Lick, it intersects the 10 mile Hoodlebug, which extends 2.5 miles south of the junction to its terminus at Cornell Road. Development of these trails began in 1991 and 2000, respectively.

The 17 mile West Penn Trail is operated and maintained by the Conemaugh Valley Conservancy (CVC). This trail currently extends west from its Newport Road trailhead to just downstream of Saltsburg. The CVC recently completed the Q-Span Bridge over the Conemaugh River, bringing the final $\frac{3}{4}$ mile leg back into Indiana County.

The Loop Trail in downtown Blairsville is under development. This 2.1 mile trail will consist of a mix of off-road trail along the Conemaugh River on US Army Corps of Engineers land and on-street routing through the downtown area. This facility will be constructed by Blairsville Borough with funding from DCED and DCNR and turned over to Indiana County Parks and Trails who will be responsible for operations and maintenance. The Borough of Blairsville has a 99 year lease agreement with the ACOE, the current property owner, to construct and operate the trail within their property.

Route Overview

Numerous routes or braids of various alternates were considered during the initial planning process. The list of routes selected for final review was refined from comments and preliminary investigations completed by the Committee, the Consultant, and various other Stakeholders. The preliminary investigations consisted of review of existing tax mapping, initial field views, and extensive contact with potentially impacted property owners, and feedback provided through the initial round of public comment.

Those considered are illustrated on Maps 2 and 3. The routes were dismissed for a variety of reasons. A brief description of obstacles and their locations follows.

Hoodlebug Connection

The Norfolk Southern branch line from Blairsville to Black Lick was viewed as the most desirable corridor as it would be a true rail-trail configuration. Although the tracks have been removed and the corridor is not presently used east of Campbells Mill Road, Norfolk Southern indicated that they have no intentions of abandoning this corridor (solid gray). The track west of that location (undesignated) is heavily used for the Robindale coal loading facility. Ownership, trail safety, and heavy train usage, in conjunction with the narrow underpass beneath US Route 22, would preclude consideration for use of this portion of the corridor as a rail-with-trail configuration.

On-street routes following Country Lane Road (dashed pink) and Old William Penn Highway (dashed pink), along with surface crossings of US Route 22 at Campus Drive (solid gray) and at Cornell Road (undesignated) were dismissed due to grades, site distances, traffic volumes, and/or other safety concerns. While these routes may be negotiable by experienced thru-riders, these conditions are not generally compatible with the casual user profile targeted under the trail connection project.

The off-road route segments between Country Lane Road to Lear Road (dashed gray), north of the Blairsville school campus (solid gray), along Old William Penn Highway between Campbell Street and Grandview Avenue (dashed gray), and between Strangford Road and Grandview Avenue (dashed gray) were dismissed due to a combination of terrain issues and property owner objections. A stated objective of the Study was that any property impacts would be resolved cooperatively as opposed to use of eminent domain.

It is important to note that popular routes presented at least one insurmountable barrier, despite showing great promise elsewhere.

These efforts narrowed the routes to the three alignments presented on Map 2, in red (R), purple (P), and green (G). These routes remain braided, crossing or sharing alignments at various times. This configuration will allow the final alignment to mix and match individual segments of different routes described herein. The overall corridor is broken into seven segments that are described in more detail in the Route Analysis section that follows. These segments are described beginning at the existing Hoodlebug Trail and proceeding inbound to Blairsville.

West Penn Corridor

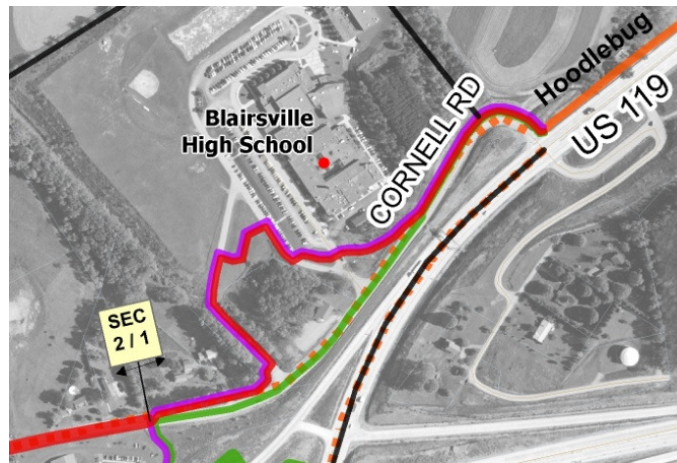
Several alternatives were initially considered for the West Penn connection. One of these was a “share-the-road” route along Newport Road and PA Route 217. This route was dismissed as incompatible with the typical rail-trail users due to the roadway grades, level of traffic, and limited shoulder widths along this winding alignment. A second alternative, extending off-road from the Newport Road/ PA 217 intersection and continuing along the top edge of the slope overlooking the railroad tracks was considered. But after the property owner objections raised during initial discussions, this route was removed from consideration. A third alignment was field viewed by the Committee between the Norfolk Southern tracks and the Conemaugh River, which would have tied in to the end of the off-road alignment of the Loop Trail. This was dismissed due to the narrow, steep hillside between the tracks and the river, the high, steep hillside that would need to be climbed to reach Airport Road, and the questionable stability of these slopes. An interconnection between the latter route and alternatives on the north side of the tracks considered reconstruction of the Ranson Avenue Bridge as a bike/pedestrian crossing of the railroad tracks. This interconnection was dismissed due to the timing of the then pending removal of the abutments of the former bridge and anticipated objections of the railroad.

These efforts narrowed the routes for the West Penn connection to the two alignments also as presented on Map 3, in red (R) and blue (B). These routes remain braided, crossing alignments at various times, but were completely dependent on the cooperation of Norfolk Southern in allowing occupancy of their right-of-way. This configuration will allow the final alignment to mix and match individual segments of different routes described herein. The overall corridor is broken into three segments that are described in more detail in the Route Analysis section that follows. These segments are also described in an inbound direction beginning at the existing Newport Road Trailhead of the West Penn Trail.

Route Analysis

Hoodlebug Corridor – The connection to the Hoodlebug is broken down into seven segments presenting the potential for changing alignments at the start of each segment. The routes are numbered and described proceeding westbound from the Cornell Road terminus of the Hoodlebug Trail.

Section 1 – This Section extends from the existing terminus of the Hoodlebug Trail to the proposed crossing of Cornell Road adjacent to the Indiana County Development Corporation (ICDC) property. All three routes would follow a common alignment along Cornell Road from the existing terminus of the Hoodlebug Trail at US Route 119. Cornell is a local street. The route will follow the westbound shoulder across a private road/drive. The red and purple routes would then begin climbing the cut slope onto the Blairsville High School site by benching into the cut slope. The green route would continue as share the road.



- Topography – topography is generally compatible with rail-trail type usage with the exception of the sidehill climb from Cornell Road to the school campus on the red and purple routes. Sufficient area is available to construct this to an ADA compatible slope, as a “ramp” (slope in excess of 5%) without excessive excavation into the hillside and further impact to electrical poles. Due to the proposed 6% slope of this transition, and the access isolation behind the proposed barrier, it is recommended that the surfacing of this portion of the section be asphalt to minimize maintenance efforts.
- Historical – PHMC has indicated that there may be historical structures and/or high probability archaeological areas within the overall project area, but based on the project scope, it will have no impact on these resources.
- ADA – The slope of Cornell Road itself conforms to ADA slope limitations, but as noted above, the sidehill transition could be compatible with ADA slope limitations if constructed as a ramp.
- Environmental
 - Wetland – None apparent.
 - Endangered species – PNDI search revealed No Known Conflicts.
- Traffic – eastbound users would be traveling against traffic when in the Cornell Road shoulder; therefore, a barrier such as along Route 119 is recommended. Mast arm signage is recommended where eastbound users of the green route would cross Cornell Road.
- Permitting – Erosion controls associated with grading operations would need to be covered under the project’s NPDES permit.
- Operation and Maintenance – O&M would be similar to that experienced for the existing trail along 119.

- Legal – easement for trail occupation is needed from the school district for the red and purple routes. A slope excavation easement is required from Campbell property for all routes.

Advantages/Disadvantages

All

- Advantages
 - Roadside cross section configuration consistent with that along US 119.
- Disadvantages
 - Cost of excavation and separation barrier.

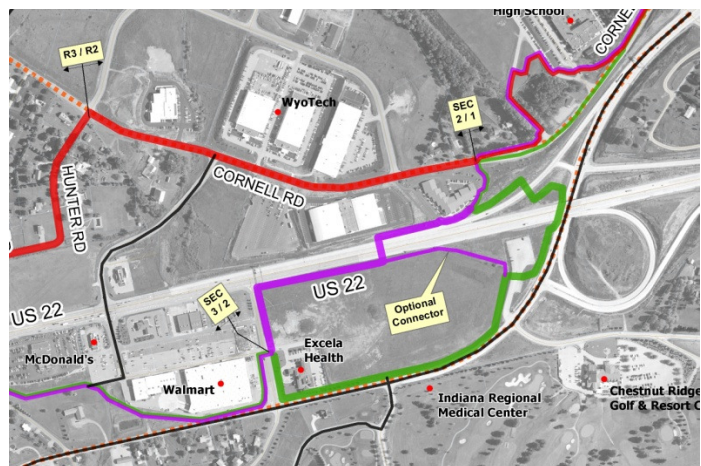
Red/Purple

- Advantages
 - Diverts trail users out of traffic from an area of high traffic /low visibility.
 - Provides more direct access for school campus.
- Disadvantages
 - Grade to climb Cornell Rd sideslope.
 - Potential conflicts with school traffic.

Green

- Advantages
 - Lower surfacing cost.
 - More direct route.
- Disadvantages
 - Exposure to high traffic (speed/volume).
 - Poor visibility location at EB crossing point on Cornell Rd.
 - Installation and maintenance costs for crossing signage.

Section 2 – Sections 2 and 3 extend from the proposed crossing of Cornell Road adjacent to the Indiana County Development Corporation (ICDC) property to the intersection of Villa and McKnight Roads. Each route would need to be followed through both segments consecutively; however, the Green and Purple routes follow a common alignment for Segment 3 that is presented as a single description.



Red - Sections 2 and 3 of the red route are sequential without intersection the other alternatives. This is a “share the road” configuration using streets of various usage levels. Section 2 would extend along Cornell Road from the end of Section 1 to the intersection of Hunter Rd.

- Topography – wide but coarse surfaced shoulders with a steeper climb approaching Hunter. Limited site distance approaching Hunter, but adequate for crossing from the shoulder; EB crossing at Section 1 provides greatest site distance, but is in close proximity to school entrance.
- Historical – This section is through a relatively new business park with no excavation proposed. Therefore, there should be no historical impacts.
- ADA – Slopes generally appear consistent with ADA limits, but there is no separation from traffic.
- Environmental
 - Wetland – This segment is all on existing hard surface. No wetlands are present.
 - Endangered species – As this follows existing streets with no excavation work, there would be no impact.
- Traffic – heavy traffic with numerous commercial driveways (particularly Wyotech), no separation from traffic.
- Permitting – No permitting would be required in conjunction with this segment.
- Operation and Maintenance – O&M would be limited to signage maintenance.
- Legal – No legal issues are apparent for this segment.

Purple – This section would cross Cornell Road at the terminus of Section 1 and wind through the Indiana County Development Corporation (ICDC) and Wyotech parcels to the Excelsa Health site. The route will require a 175 foot two-span pedestrian bridge to cross US Route 22 at this location to get to the Excelsa Health site. Both approaches will need elevated to provide necessary underclearance and will require ADA accessible approach ramps. Once on the south side of US 22, the alignment would proceed off-street, westward, parallel to US 22, turning along the east side of Club Lane to the entrance of the Health Center, where it would connect with the Green Route.

- Topography – Topography generally consists of gradual grades with the steepest being the climb from Cornell to the ICDC parking lot along with the bridge ramps. The initial climb would need to skirt the ICDC depression to avoid any drainage impacts.
- Historical - PHMC has indicated that there may be historical structures and/or high probability archaeological areas within the overall project area, but based on the project scope, it will have no impact on these resources.
- ADA – Sufficient area appears to be available to construct the trail alignment to ADA required slopes.
- Environmental
 - Wetland – no apparent wetlands are present along the alignment.
 - Endangered species - PNDI search revealed No Known Conflicts.
- Traffic – Users would be exposed to traffic crossing Cornell Road at the beginning of this segment. Mast arm signage is recommended where users would cross. Users would also be exposed to commercial traffic in the ICDC parking area. Due to the proximity of users to the eastbound US 22 traffic, it is recommended that a barrier and fence be erected along this area between the bridge crossing and Club Lane.
- Permitting - Erosion controls associated with grading operations would need to be covered under the project's NPDES permit. A highway occupancy permit would be required for construction of a pedestrian bridge over US 22. This crossing scenario must be coordinated with PennDOT prior to finalizing this Study. Federal Highway Administration input will also be required in combination with PennDOT approval.

- Operation and Maintenance – O&M is expected to be similar to typical rail-trail efforts. Concentrated efforts will need to be focused on the bridge crossing, but this should also be similar to that of new bridges on the Ghost Town Trail below Dilltown.
- Legal – Easements will need to be secured from ICDC, Wyotech, and Excelsa Health along with permitting issues noted above.

Green – The Green route would cross Cornell Road and climb the grade on the Indiana site as the Purple Route. At the top of this grade, however, the alignment would cross the US 22 west entrance ramp from US 119. This would require a shorter (130') bridge than the Purple route but would only reach the interchange island area. Appropriate ADA accessible transition ramps would be needed to reach existing grade in the island for the route to pass along US 119 in the US 22 underpass. The underpass configuration would require vertical extension of the single faced barrier to a level that will provide the necessary trail width without further excavation into the rock cut slope supporting the bridge abutment to avoid PennDOT concerns over such excavation. The fill configuration with wall extension will still need PennDOT concurrence. A small pocket of apparent wetlands along the northern edge of the Park-n-Ride site would likely preclude wrapping the trail around the US 22 embankment without a more costly retaining wall. Instead, the route would ramp down and follow along the east side of the Park-n-Ride site toward Old William Penn Highway and follow the top of embankment to the Excelsa Health site, wrapping along Club Lane to the entrance to the Wal-Mart site, where it would merge with the Purple route. This alignment would present direct access to the Park-n-Ride site which could double as a trailhead during non-peak weekend periods.

- Topography – With the exception of the ramp crossing and the US 22 underpass, topography consists of gentle grades and no substantial drainage issues.
- Historical - PHMC has indicated that there may be historical structures and/or high probability archaeological areas within the overall project area, but based on the project scope, it will have no impact on these resources.
- ADA – This segment can readily be constructed to comply with ADA requirements. This would require substantial ramps to descend to the interchange island and at the south side of the US 22 underpass.
- Environmental
 - Wetland – A pocket of apparent wetland is present along upslope side of Park-n-Ride facility at the base of the US 22 embankment.
 - Endangered species - PNDI search revealed No Known Conflicts.
- Traffic – As with the Purple route, users would encounter traffic crossing Cornell Road at the start of the Section. The bridge over the US 22W entrance ramp would separate users from direct conflict, but the trail placement within the interchange island would necessitate fencing to discourage users from diverging along the roadways. Users would also encounter Park-n-Ride traffic when crossing the entrance drive for that facility. Alignment along Old William Penn Highway would be positioned at the top of the roadway side slope away from traffic. Minor impacts within the Excelsa Health parking area would be encountered to avoid removal of the site's mature landscaping.
- Permitting – Erosion controls associated with grading operations would need to be covered under the project's NPDES permit. Extensive Highway Occupancy permitting would be required in conjunction with crossing the entrance ramp, crossing beneath the underpass, and passing along their Park-n-Ride facility.

- Operation and Maintenance - O&M is expected to be similar to typical rail-trail efforts. Concentrated efforts will need to be focused on the bridge crossing, but this should also be similar to that of new bridges on the Ghost Town Trail below Dilltown.
- Legal – easements would be required from ICDC and Excelsa Health along with permitting issues noted above.

Advantages/Disadvantages

Red

Advantages

- Lowest cost.
- Presents more direct access to Wyotech facilities.

Disadvantages

- Exposure to high traffic (speed/volume).
- Coarse shoulder surface.
- Additional cost for shoulder upgrade if a smoother surface is desired.

Purple

Advantages

- Prominent/High visibility crossing of US 22.
- Access for Wyotech parking needs.
- Most direct grade-separated crossing of US 22.
- Cornell Road crossing visibility.
- Minimized user/traffic conflicts.

Disadvantages

- Bridge cost.
- Parking lot conflicts on ICDC property.
- Aesthetics of route along south side of US 22 and Club Lane.
- Impact on potential development of Excelsa Health site.
- Impact to US 22 traffic during construction.

Green

Advantages

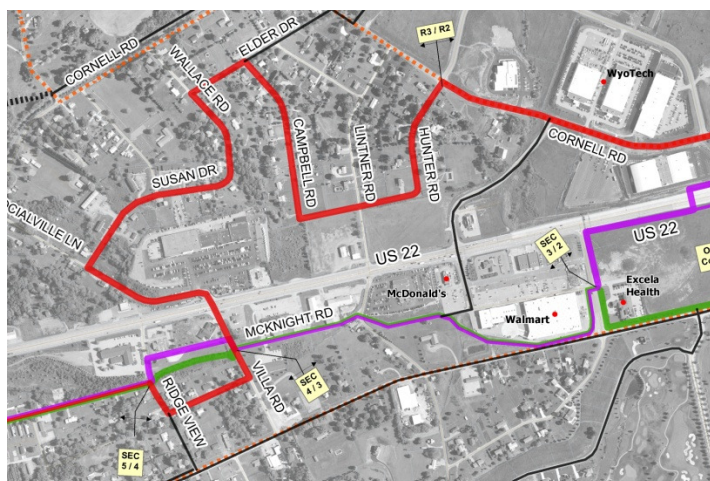
- Trailhead potential of Park-n-Ride.
- Minimized user/traffic conflicts.
- Avoids mainline US 22 conflicts during construction.
- Proximity to lodging.

Disadvantages

- Bridge cost.
- Absence of cost savings over Purple route.
- Impact to US 22W entrance ramp traffic.
- PennDOT reluctance associated with underpass.

Section 3 – This Section presents the common alignment of the Green and Purple routes and the independent alignment of the Red route.

Purple/Green – These alignments would follow a common route through this Section. The route would cross Club Lane, south of the Wal-Mart garden center parking lot entrance and continue along Club behind guiderail on the Wal-Mart site, wrapping along the north side of Old William Penn. This area would be located on a narrow, steep cut slope requiring a retaining wall to support an elevated trail without impacting the service area of Wal-Mart's pavement. The route would exit the cut slope and follow at grade along the rear of stores and retaining wall, following along the gas line, crossing drainage swale associated with the stormwater detention facilities, wrap above the church septic system to the power line right-of-way. The position of the alignment presents a potential stub to connect to the shopping center parking area behind McDonalds. The route would then follow the power line right-of-way to the intersection of McKnight and Lintner Roads. It would continue along McKnight to the Villa Road intersection with the Red route.



- Topography – With the exception of the steep sidehill area in the southeastern corner of the Wal-Mart site, grades along the route are relatively gentle. One small drainageway would be crossed behind the shopping center. The utility line presence present additional occupancy approval challenges.
- Historical - PHMC has indicated that there may be historical structures and/or high probability archaeological areas within the overall project area, but based on the project scope, it will have no impact on these resources.
- ADA - This segment can readily be constructed to comply with ADA requirements.
- Environmental
 - Wetland – No apparent wetlands are present along the route.
 - Endangered species - PNDI search revealed No Known Conflicts.
- Traffic – Users would encounter significant commercial traffic crossing Club Lane accessing Wal-Mart, Excelsa Health and traveling to Old William Penn. Crossing signage would be required here, and inlaid concrete crosswalk surfacing is recommended. Users would travel along Wal-Mart delivery traffic along Old William Penn and fencing separating the users from the Wal-Mart service area would be required where the trail profile matches the grade of that site. Less intense local commercial/residential traffic would be encountered on McKnight.
- Permitting - Erosion controls associated with grading operations would need to be covered under the project's NPDES permit. A stream encroachment general permit would be required for crossing of the drainageway associated with the commercial development's stormwater management facilities. Highway occupancy permitting would be required along William Penn Highway where the trail alignment is within PennDOT right-of-way.

- Operation and Maintenance - O&M is expected to be similar to typical rail-trail efforts. Concentrated efforts will need to be focused on the fencing atop the retaining wall to assure user safety and along the rear of Wal-Mart to maintain positive relations with the property owner. As part of the alignment would follow existing utility easements, trail restoration following any necessary utility work will be the responsibility of the trail operator.
- Legal – easements would be required from the impacted property owners. Owners of commercial properties have generally been noncommittal. Wal-Mart has actively objected to trail users having access to their rear service drive. Both easement and construction configuration approvals would be needed from the owners of the utilities whose existing easements would be co-occupied.

Red – This alignment would follow residential streets of Hunter Road, Smith Avenue, Campbell Road, Elder Drive, and Susan Drive to its intersection with Socialville Lane. The route would then follow the narrower and more heavily traveled Socialville, crossing US Route 22 at the signalized intersection, to then follow Villa Road to its intersection with McKnight Road and the Purple and Green Routes.

- Topography – These streets generally present mild slopes that would be compatible with typical rail-trail users.
- Historical – Most of this segment follows existing roadways where no excavation is proposed. Excavation along Socialville Lane is included in the request for review by PaHMC. PHMC has indicated that there may be historical structures and/or high probability archaeological areas within the overall project area, but based on the project scope, it will have no impact on these resources.
- ADA - Slopes generally appear consistent with ADA limits, but there is no separation from traffic.
- Environmental
 - Wetland – Excavation required along Socialville Lane is immediately adjacent to the existing roadway pavement and no potential wetland conditions were observed.
 - Endangered species - PNDI search revealed No Known Conflicts.
- Traffic – Light residential traffic until Socialville Road. Eastbound route will need shoulder and drainage improvements to provide space for casual users. Limited space along westbound route will require advanced signage and possible speed limit reductions in addition to shoulder improvements where space allows. Substantial safety concerns have been expressed for surface crossing of Route 22 due to stop light violations. A detailed traffic study would need to be completed prior to implementing this crossing. Such crossing would likely need pedestrian button activation of signal, advanced signage, and rectangular rapid flash beacon (RRFB) crossing signage incorporated into the existing signal configuration. Users would still need to exercise caution and be alert to see that traffic has in fact yielded to them.
- Permitting – Highway occupancy permitting would need to be acquired for modification to the signalization at Socialville and US 22. Erosion controls associated with grading operations would need to be covered under the project's NPDES permit.
- Operation and Maintenance- Pavement and drainage improvements along Socialville Lane would become part of the Township's infrastructure. The operator would remain responsible for maintenance of the signage as needed and would likely need to participate in the maintenance of the additional signal facilities.
- Legal – As this portion of the alignment would follow existing streets, no easements would be required.

Advantages/Disadvantages

Purple/Green

Advantages

- Supports the grade separated alternatives of Section 2.
- Mostly off-street alignment.
- Access from commercial facilities, including food.

Disadvantages

- Costs associated with retaining wall to the rear of Wal-Mart.
- Property impacts.
- Traffic conflicts on Club Lane.

Red

Advantages

- Lowest cost crossing of US 22.
- Low cost of construction.
- Local residential access to the trail route.

Disadvantages

- Safety concerns associated with US 22 crossing.
- Width limitations on Socialville Road.
- Meandering route for through riders.

Section 4 – This Section extends from the Villa/McKnight Road intersection to the Ridge View/Maple Ave Extension intersection. Beginning at Villa, the three alternates diverge for the one block segment.

The Red route would continue south on Villa turning on Hazel, turning north on Ridge View Ave, rejoining Purple and Green at Maple Ave Extension. The Purple route would turn north on Villa from McKnight to a private road owned by Christine Malcotti behind the gas station and Dairy Queen to Ridgeview, turning south to Maple Ave Extension. Green crosses Villa to undeveloped parcel owned by Lotus Hospitality on the south side of the private road, to Ridgeview and Maple Ave Extension.



- Topography – This section climbs gently from east to west with the off-street Green route presenting the most abrupt grades immediately adjacent to Villa and Ridgeview.
- Historical - PHMC has indicated that there may be historical structures and/or high probability archaeological areas within the overall project area, but based on the project scope, it will have no impact on these resources.
- ADA – This segment can readily be constructed to comply with ADA requirements.

- Environmental
 - Wetland – No apparent wetland areas are present along this segment.
 - Endangered species - PNDI search revealed No Known Conflicts.
- Traffic – The Purple route would encounter the most substantial traffic concerns for this segment, competing with rear exiting gas station traffic and the Dairy Queen drive-thru. This drive-thru is positioned on the private road and oriented facing into typical opposing traffic. As drivers approach the order screen, they may not be expecting trail users approaching within the same corridor. The Red route would be exposed to one block of higher traffic of Villa before turning into light residential traffic. The Green route would only be exposed to traffic with the crossings of Villa and Ridgeview.
- Permitting – Erosion controls associated with grading operations of the Green route would need to be covered under the project's NPDES permit.
- Operation and Maintenance - O&M is expected to be similar to typical rail-trail efforts. The Green route would present an isolated effort of mowing activity.
- Legal – easements would be required from Lotus Hospitality along with permitting issues noted above for the Green route. The Purple route would need approval from the owner of the private road.

Advantages/Disadvantages

Purple

Advantages

- Access to commercial facilities, including food.
- Closest to lodging.
- Minimal cost of development on roadway.

Disadvantages

- General exposure to commercial traffic, particularly conflicting Dairy Queen drive-thru.

Green

Advantages

- Minimizes exposure to traffic.
- Still relatively accessible to food and lodging.
- Potential staged development. A lower cost on-street alignment could be implemented to complete the minimum passable corridor while additional funds are acquired to complete enhanced segments.

Disadvantages

- Higher cost to development.

Red

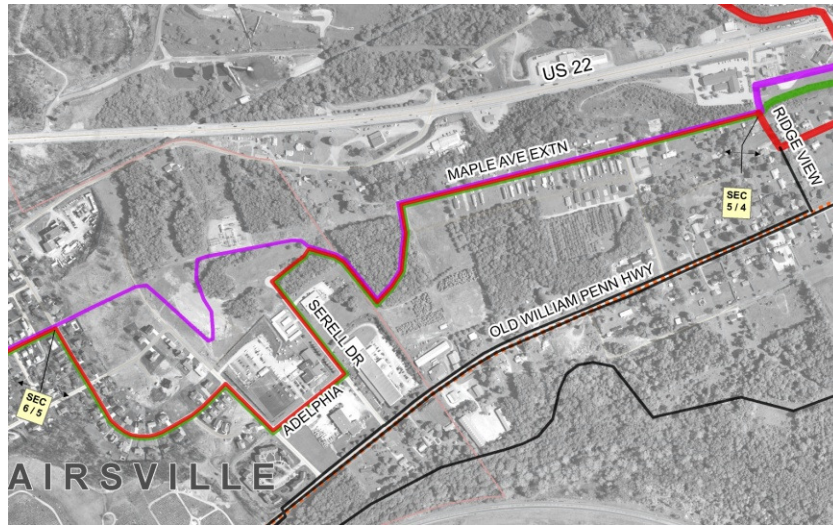
Advantages

- Traffic exposure is generally light residential.
- Minimal cost of development on roadway.
- Still relatively accessible to food and lodging.

Disadvantages

- Traffic exposure.

Section 5 – This Section would extend from the Ridge View/Maple Avenue Extension intersection to the Maple/Evans Avenue intersection. Although Maple Avenue is common to both ends of the segment, Maple Avenue is discontinuous. All three alignments would follow a common alignment through the first off-street area. The Red and Green routes would then split off to follow other streets to reach the end intersection. The Purple route would continue through other undeveloped property.



The initial merged alignments would follow Maple Ave Extension to its terminus. An off-road alignment would continue along an existing wooded ATV path through the Campbell property turning north along its western boundary along/across FMC Management properties to Serrell Drive. Red/Green would follow on road down Serrell to Adelphia Dr, Bentley, and Evans to Maple Ave. Purple would follow a meandering route down the steeper slope of the undeveloped Serwinski property directly to the Maple/Evans Ave intersection. This route may be adjusted to avoid the FMC properties at a slightly longer alignment, but all routes will need to pass through the Campbell property. Specific routing through the Serwinski property is subject to the proposed development configuration.

- Topography – This section generally descends from east to west along mostly gentle grades. The irregular route through the Campbell property is intended to skirt a broad, steep ravine to reach the industrial park area. Portions of Serrell Drive and Evans Ave, on the Red/Green routes, exceed ADA slope limits. Slopes through the Serwinski property have not been determined as the route is subject to the roadway configurations of the proposed development.
- Historical - PHMC has indicated that there may be historical structures and/or high probability archaeological areas within the overall project area, but based on the project scope, it will have no impact on these resources.
- ADA – This segment is generally consistent with ADA requirements with the exception of short segments of Serrell and Evans, as noted above.
- Environmental
 - Wetland – No apparent wetland areas are present along this segment.
 - Endangered species - PNDI search revealed No Known Conflicts.
- Traffic – Users would typically be exposed to light residential traffic along the on-street routes presented. Additional commercial/industrial traffic would be encountered through the industrial park area along Serrell and Adelphia. This would likely be limited to short durations as only a few businesses front on this route.
- Permitting – Erosion controls associated with grading operations would need to be covered under the project's NPDES permit.
- Operation and Maintenance - O&M is expected to be similar to typical rail-trail efforts.

- Legal – easements would be required from Campbell, FMC, and Serwinski properties along with permitting issues noted above.

Advantages/Disadvantages

Purple

Advantages

- Offer of Developer participation in trail construction.
- Minimizes traffic exposure.
- Potential staged development. A lower cost on-street alignment could be implemented to complete the minimum passable corridor while awaiting developer timetable.

Disadvantages

- Trail construction time schedule and configuration subject to those of associated land development.

Red/Green

Advantages

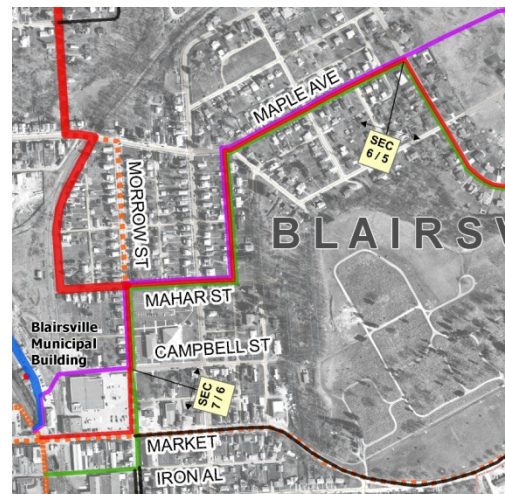
- On-street route of western end is immediately available.

Disadvantages

- Exposure to periodic commercial/industrial traffic.
- Steeper sections of isolated segments of existing roadway.

Section 6 – This Section extends from the Maple/Evans Avenue intersection to the East Campbell/North Morrow intersection. All three alignments follow a common on-street route.

The again merged alignments would continue along Maple to Burrell, Maher, and N Morrow to E Campbell. Adjoining streets were also evaluated during the field views, however, other alternatives were found to present similar topographic challenges, while also typically presenting increased traffic exposure.

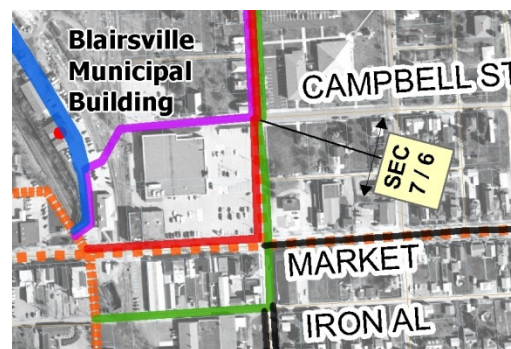


- Topography – The route mostly presents gentle grades through residential development with short sections of Maple Ave and Mahar exceeding allowable ADA slopes.
- Historical – This section requires no excavation, therefore, there should be no historical impacts.
- ADA – This route utilizes existing developed roadways. Short sections of two of the streets exceed allowable ADA slopes. No alternative routes avoiding these obstacles appear available.
- Environmental
 - Wetland – This segment is all on existing hard surface. No wetlands are present.
 - Endangered species – As this follows existing streets with no excavation work, there would be no impact.

- Traffic – Users would be exposed to light residential traffic along the entire route. The route was selected to minimize this exposure. Westbound users will need to exercise caution at the intersection of Maple and Burrell due to an oververtical street profile at this location. Intersection grade transitions one half block west at North Brady slows to the oncoming traffic approaching this location. Better visibility is provided for eastbound users entering Maple from Burrell.
- Permitting - No permitting would be required in conjunction with this segment.
- Operation and Maintenance - O&M would be limited to signage maintenance.
- Legal – No legal issues are apparent for this segment.

Section 7 – This Section extends from the East Campbell/North Morrow intersection to the Loop Trail (Pink) crossing of Market Street.

The final leg of this segment has braided alternatives of E Campbell, crossing the branch of NS railroad to the Borough/Bank parking area (Purple) and continuing to the Loop Trail, or continuing along N Morrow to E Market, turning west to meet Loop Trail (Red), or continuing further along S Morrow to Iron Alley and again crossing the NS branch line (Green). This short segment addresses the densely commercialized downtown section of Blairsville Borough and connection to the route of the Loop Trail. The minimal development (Red) route entirely uses existing streets. Market Street however presents



a high volume of traffic in a narrow corridor lined with metered parallel parking serving the commercial establishments fronting on Market. Elimination of the parallel parking and designating these areas as bike lanes would be the safest configuration for bikers, especially with children. However, elimination of these spaces would likely be detrimental to local businesses. Biking on the sidewalks in this area would present alternate safety concerns for both the users and business customers. Use of this corridor would likely necessitate requiring bikers to dismount and walk their bikes through this area. Use of the north side sidewalk is recommended as much of this fronts on the BiLo parking lot rather than store entrances that have more limited visibility. The Red alignment does however allow users to utilize the existing Market Street railroad crossing over the Norfolk Southern branch line. Although vehicle crossing arms are present, no barrier obstructs sidewalk pedestrians from stepping into the path of an oncoming train. As this is a PUC regulated crossing, it is assumed under this Study that the PUC has dismissed the need for such barriers. Trail users would be intermixed with the existing pedestrian traffic and should not change that formal determination, but additional warning signage should be installed along the sidewalk.

As alternatives to these conflicts, the use of adjacent streets north or south of Market was considered. An existing private maintenance crossing of the Norfolk Southern branch line is present to the north, and illicit crossing activity appears to occur at both locations, but no approved public crossings exist. Development of such crossings with appropriate signage, signals, and other controls would improve safety of these locations; however, Norfolk Southern has expressed intent to formally oppose the creation of any new crossings in this area. In view of the more critical need for the cooperation of Norfolk Southern on the West Penn corridor, it is recommended that the new crossings in this area not be pursued.

- Topography – Grades through this area are gentle. Constrictions in this area are generally associated with the limited space available in this densely developed area.
- Historical - This section requires no excavation, therefore, there should be no historical impacts.
- ADA – Grades are generally compatible with ADA requirements. (Red)
- Environmental
 - Wetland - This segment is all on existing hard surface. No wetlands are present.
 - Endangered species – As this follows existing streets with no excavation work, there would be no impact.
- Traffic – As described above, users would be exposed to higher levels of commercial vehicle and pedestrian conflicts (Red). Due to user safety, it would be recommended that bicyclists dismount and walk their bikes along Market St.
- Permitting – Signage along Market Street (Red) will require a Highway Occupancy Permit for installation and a maintenance agreement.
- Operation and Maintenance – O&M would be similar to that of other sections of share the road configuration (Red). The alternate routes (Purple and Green) would require more intense and documented maintenance of the railroad crossings, including routine inspections by specialized consultants.
- Legal – Besides Highway Occupancy Permitting noted above, the alternate routes (Purple and Green) would need PUC approval for the establishment of new railroad crossings. Norfolk Southern has expressed their intent to object to any such approval.

Advantages/Disadvantages

Red

Advantages

- Avoids need for independent approval from Norfolk Southern.
- Utilizes existing railroad crossing controls, eliminating construction and maintenance responsibility.
- Utilizes existing streets and sidewalks minimizing construction cost.

Disadvantages

- Vehicle and pedestrian conflicts on Market Street.
- Need for cyclists to dismount while using sidewalks.
- Business impact of eliminating meters and establishing exclusive bike lane.

Purple

Advantages

- Avoids vehicle/pedestrian conflicts on Market Street.
- Improves safety over existing illicit crossings of the railroad.
- Connection to northern segment of Loop Trail without encountering Market Street traffic.

Disadvantages

- Norfolk Southern objection to establishment of a new crossing.
- Cost of construction and ongoing maintenance.
- Conflicts with Bank parking lot traffic.

Green

Advantages

- Avoids vehicle/pedestrian conflicts traveling along Market Street.
- Improves safety over existing illicit crossings of the railroad.
- Crossing of Market Street redirected to a signalized intersection.
- Least traffic conflicts.

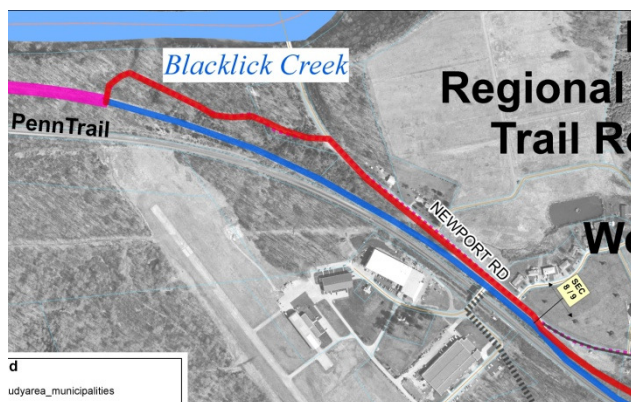
Disadvantages

- Norfolk Southern objection to establishment of a new crossing.
- Cost of construction and ongoing maintenance.

West Penn Corridor - This trail connection consists of two alternative alignments. Both of these are fully dependent upon the approval of Norfolk Southern for occupancy of their property. Other routes considered for this connection were deemed to have too high of traffic, limited site distances, high sustained grades, unstable grades, and/or property owner opposition. The alignments are described beginning from the existing Newport Road Trailhead, proceeding eastward into Blairsville.

Section 8 – This Section extends from the existing Newport Road Trailhead of the West Penn Trail eastward to the area of the Newport/Airport Road intersection. Alternatives consist of a newly developed alignment between Newport Road and the Norfolk Southern tracks or a share-the-road option.

Blue - This section of trail would exit the opposite end of the trailhead parking area along the alignment of the former track and follow the sewer alignment to climb a gradual slope to Newport Road just west of Airport Road. The trail alignment along Newport would be separated from the pavement. This section would serve exclusively as trail traffic. As this would be separate from traffic, users would need to yield to vehicles at Airport Road. Gates should be installed at this crossing to prevent vehicles from mistakenly entering the trail rather than Newport Road and to draw user's attention to the crossing condition. Land ownership is undetermined in this area, as plots of referenced deeds do not match the tax mapping boundaries. Based on railroad valuation maps, it is likely that the ground east of USACOE property remains owned by Norfolk Southern.



- Topography – Grades through this area are relatively gentle, but present a more substantial eastbound climb to Newport Road. As this is the location where the track of the West Penn Trail alignment tied to the current railroad alignment, the abandoned railbed gets progressively closer to the active rail line requiring a physical barrier and subject to Norfolk Southern approval.
- Historical - PHMC has indicated that there may be historical structures and/or high probability archaeological areas within the overall project area, but based on the project scope, it will have no impact on these resources.

- ADA – Alignment may need to be adjusted climbing to Newport Road to keep grades within ADA limits.
- Environmental
 - Wetland - No apparent wetlands are present along this segment.
 - Endangered species – PNDI search revealed No Known Conflicts.
- Traffic – As described above, users would be generally separated from roadway traffic but would need to yield at the Airport Road crossing.
- Permitting – Signage along Newport Road will require a Highway Occupancy Permit for installation and a maintenance agreement. Erosion controls associated with grading operations would need to be covered under the project's NPDES permit.
- Operation and Maintenance – O&M is expected to be similar to typical rail-trail efforts.
- Legal – Besides Highway Occupancy Permitting noted above, modification of the USACOE agreement would need to be modified to address additional alignment east of the trailhead. In addition, more detailed investigation of land ownership would need to be completed and an easement likely from Norfolk Southern would be required, covering most of the alignment from the trailhead to and along Newport Road. Norfolk Southern may object to this segment to discourage extended use of their service road, under the Airport Road Bridge, to shortcut the climbs to Newport Road.

Red – This alignment would follow the trailhead access drive to Newport Road and on towards Airport Road as a “share-the-road” configuration.

- Topography –Newport Road curves to the right, limiting site distance for westbound users crossing into the trailhead driveway and for vehicles approaching users from behind. Grades through this area are gentle.
- Historical - This section requires no excavation, therefore, there should be no historical impacts.
- ADA – Grades are generally compatible with ADA requirements, but there are no shoulders on this more rural road. Site distance issues noted above would also impact ADA users crossing at the trailhead driveway.
- Environmental
 - Wetland - This segment is all on existing hard surface. No wetlands are present.
 - Endangered species – PNDI search revealed No Known Conflicts.
- Traffic – As described above, westbound users would be most exposed to traffic issues due to limited visibility at the trailhead drive road crossing. As this extension would increase trail traffic towards Blairsville, increased traffic conflict would occur on the narrow trailhead driveway.
- Permitting –A Highway Occupancy Permit for installation and a maintenance agreement would be required for signage on Newport Road.
- Operation and Maintenance – O&M would be similar to that of other sections of share the road configuration.
- Legal – As this segment would be completely within public roadways or existing easement only a Highway Occupancy Permitting noted above would be required.

Advantages/Disadvantages

Blue

Advantages

- Isolation from traffic, except for that in the immediate trailhead area.
- Configuration similar to typical rail-trail.

Disadvantages

- Higher cost.
- Need for modification of USACOE agreement.
- Likely need for Norfolk Southern easement and approval.

Red

Advantages

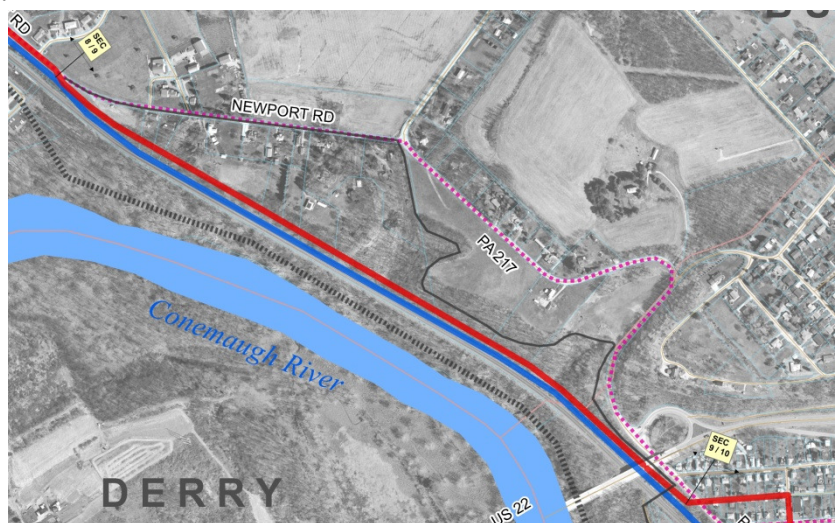
- Lower cost with use of existing roadways.
- Avoidance of Norfolk Southern involvement.

Disadvantages

- Exposure to traffic, particularly with conflict at trailhead driveway entrance.

Section 9 – This Section extends from near the Newport/Airport Road intersection to the US 22 underpass. Both routes would drop over the edge of the railroad cut slope down toward the Norfolk Southern (NS) service road along their second tier mainline. Extensive sidehill grading would be required to transition down this 40' high hillside at a reasonable grade. Both alignments are proposed to occupy the NS right-of-way. However, NS has expressed reservations about allowing the public within their right-of-way and has been unresponsive to a request for a field view of the site. The connection to the West Penn is completely dependent on Norfolk Southern cooperation on the project.

Blue – The Blue route would descend the entire way to the service road at the bottom of the slope. The route would then follow the service road to a point south of the US Route 22 Bridge. The service road is elevated slightly above the grade of the tracks and the isolation distance varies. A continuous fence barrier, similar to that along the existing trailhead, would likely be required by NS. Provisions will be required to facilitate NS maintenance traffic while preventing trail users from continuing along the service road beyond the approved occupancy corridor. As this alignment is an existing service road, the base is stabilized. Development as a trail surface would require minor surface grading and placement of finer aggregate to provide a smoother surface. It is recommended that this surface be seal coated (tar and chip) to minimize disturbance by rail maintenance traffic. The trail operator would be responsible for



short notice replacement of the separation barrier in the event of a rail incident that requires NS to breach the barrier.

- Topography – With exception of the hillside grade transition at the western end of this segment, the grades are nearly level. The gas line corridor at the edge of the right-of-way complicates this transition for the Blue route. Sections of retaining wall will be necessary to facilitate the transition without impacting the gas line.
- Historical – Proposed excavation will be limited to the immediate vicinity of the existing railroad cut so no historical impact is anticipated. PHMC has indicated that there may be historical structures and/or high probability archaeological areas within the overall project area, but based on the project scope, it will have no impact on these resources.
- ADA – sufficient space is available to construct an ADA compatible ramp along the grading transition.
- Environmental
 - Wetland – no apparent wetlands were observed along the proposed corridor.
 - Endangered species - PNDI search revealed No Known Conflicts.
- Traffic – This alignment is isolated from public traffic but is exposed to periodic rail maintenance traffic. Minimal conflict would be expected except in the event of a rail incident. Should such occur, the trail would likely be closed until the breach in the separation barrier is restored by the trail operator.
- Permitting - Erosion controls associated with grading operations would need to be covered under the project's NPDES permit.
- Operation and Maintenance - O&M is expected to be similar to typical rail-trail efforts except in the event of a potential rail incident in which the trail operator would be responsible for quick restoration of the separation barrier.
- Legal – Development of this segment is wholly dependent upon approval of Norfolk Southern and execution of associated agreements.

Red – The Red route would also descend the steep hillside on the western end of this segment, but only as far as the gas line easement. The gas line follows a bench within, but at the edge of, the railroad right-of-way. As the alignment progresses eastward, the hillside steepens and the bench diminishes. Development of this alignment will require extensive retaining walls to create a bench at these steeper areas without altering the finished grade covering the gas line. Walls will be necessary on both sides of the trail at one of the ravine crossings where slopes drop away on both sides of the gas line. At the two other major ravines, the trail would need to descend to the service road level but would be separated from the service road traffic. A separation barrier would still be needed over the full length of this segment, but being between the trail and the service road, it would not interfere with maintenance or incident access to the rails.

- Topography – The corridor generally follows a steep sidehill, a portion of which is occupied by a relatively narrow gas line bench. Much of the corridor will require retaining walls to support the trail while maintaining cover over the gas line.
- Historical - PHMC has indicated that there may be historical structures and/or high probability archaeological areas within the overall project area, but based on the project scope, it will have no impact on these resources.

- ADA - sufficient space is available to construct an ADA compatible ramp along the grading transition and along the sidehill alignment.
- Environmental
 - Wetland – No apparent wetlands were observed along the corridor as described. If the alignment were to diverge away from the railroad into the base of the ravines, further investigation of those areas would be warranted.
 - Endangered species - PNDI search revealed No Known Conflicts.
- Traffic – This alignment would be separated from both public and rail maintenance traffic.
- Permitting - Erosion controls associated with grading operations would need to be covered under the project's NPDES permit.
- Operation and Maintenance - O&M is expected to be similar to typical rail-trail efforts, however, maintenance vehicle access may be limited by the available trail width.
- Legal - Development of this segment is wholly dependent upon approval of Norfolk Southern and execution of associated agreements. It is also subject to approval of the gas company.

Advantages/Disadvantages

Blue

Advantages

- Lower cost with use of existing service road.
- Existing stabilize base.

Disadvantages

- Increased Norfolk Southern concern over closer proximity to tracks.
- Conflict with Norfolk Southern maintenance traffic.
- Obstruction of continuous Norfolk Southern maintenance access to their adjacent tracks.
- Absence of a response from Norfolk Southern.

Red

Advantages

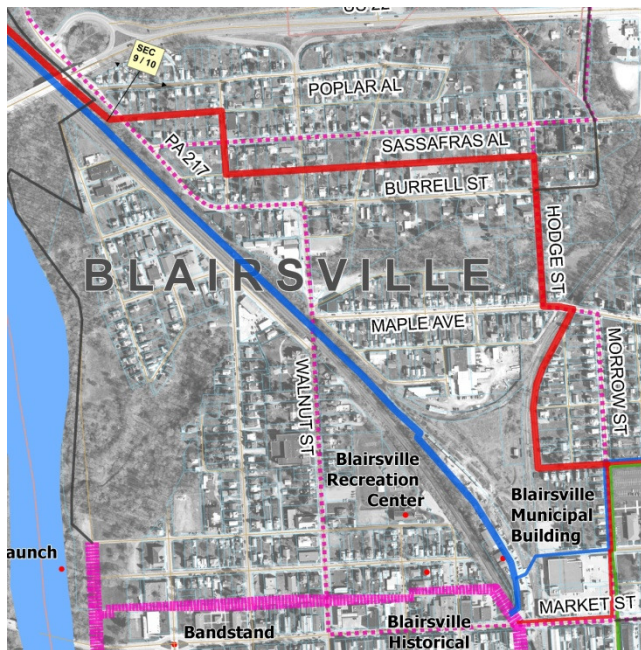
- Greater isolation from railroad tracks.
- Separation from Norfolk Southern maintenance traffic.

Disadvantages

- Severe topography.
- Substantial cost of retaining walls.
- Narrower trail corridor.
- Gas line conflict and need for approval.
- Absence of Norfolk Southern response.

Section 10 – This Section extends from the US 22 underpass to downtown Blairsville. Alternatives consist of the Norfolk Southern service road (Blue) or a share-the-road alignment (Red)

The Blue route would follow the NS service road along the unused wye branch track that enters into town. This would cross N Walnut Street on what remains of the railroad bridge over this street. Although PennDOT removed two track-widths of the bridge to improve underclearance for trucks using PA 217, two additional track widths remain. One inactive track occupies the alignment closest to the mainline. The alignment would cross both western legs of the wye to connect to the northern end of the Borough Building site, passing through the Borough/Bank parking lots to connect to the Loop Trail. A dormant crane car is parked near the western switch of the wye and is overgrown with brush. Brush also covers the southern leg of the wye beyond this crane, but this leg appears to remain active from its eastern end. The trail alignment is proposed to cross this leg between the crane and the active portion to reach the Borough property.



- Topography – Grades along this segment parallel the adjacent rails and are therefore consistent with typical rail-trails.
- Historical - PHMC has indicated that there may be historical structures and/or high probability archaeological areas within the overall project area, but based on the project scope, it will have no impact on these resources.
- ADA – the alignment is readily ADA compliant
- Environmental
 - Wetland – no apparent wetlands were observed along the corridor.
 - Endangered species - PNDI search revealed No Known Conflicts.
- Traffic – This alignment is isolated from public traffic but is exposed to periodic rail maintenance traffic. No separation barrier is proposed from the inactive rail, but this is subject to discussions with Norfolk Southern.
- Permitting - Erosion controls associated with grading operations would need to be covered under the project's NPDES permit.
- Operation and Maintenance - O&M is expected to be similar to typical rail-trail efforts.
- Legal - Development of this segment is wholly dependent upon approval of Norfolk Southern and execution of associated agreements.

The Red route would return to a “share-the-road” configuration through use of a surface crossing of PA 217 at W Poplar Alley. It would then follow Poplar, Spring, Sassafras, Hodge, Maple, Railroad, and Maher to the intersection with N Morrow and the Hoodlebug Corridor. Substantial signage would be required at the PA 217 crossing to alert motorists of the presence of trail users. Crossing signage would also be recommended at North Walnut due to the

higher traffic accessing US 22 east from Blairsville. This alignment would connect to Section 6 of the Hoodlebug corridor at the Morrow and Campbell intersection.

- Topography – A short climb will be required to reach PA 217 from the NS service road, but local streets present minimal grade issues.
- Historical - PHMC has indicated that there may be historical structures and/or high probability archaeological areas within the overall project area, but based on the project scope, it will have no impact on these resources.
- ADA – Sufficient space is available to create an ADA compatible transition from the NS service road to PA 217.
- Environmental
 - Wetland - no apparent wetlands were observed along the corridor.
 - Endangered species - PNDI search revealed No Known Conflicts.
- Traffic – Users would be exposed to heavy traffic volumes crossing PA 217 and the traffic seeking US 22 east from Blairsville following North Walnut Street.
- Permitting – Highway occupancy permitting and maintenance agreements would be necessary to address signage at the crossings noted above.
- Operation and Maintenance - O&M would be similar to that of other sections of share the road configuration.
- Legal – The western end of this segment will require Norfolk Southern approval. As the rest of this segment would be completely within public roadways or existing easement only a Highway Occupancy Permitting noted above would be required.

Advantages/Disadvantages

Blue

Advantages

- Consistency with typical rail-trails.
- Low cost with use of existing service road.
- Existing stabilize base.
- Separation from traffic in general, particularly with respect to crossing PA 217.

Disadvantages

- Need for Norfolk Southern approval.
- Potential NS concern over crossing legs of wye tracks.

Red

Advantages

- Avoidance of further Norfolk Southern approvals.
- Access to local neighborhoods.

Disadvantages

- General traffic exposure.
- Traffic conflicts and signage needs associated with crossing PA 217 and North Walnut.
- Grade transition from NS service road to PA 217.

Cost Comparison

Costs associated with the various alignment segments are tabulated below. More detailed breakdowns of these estimates are provided in Appendix D.

The Hoodlebug connection consists of multiple overlapping braids that could be grouped in a large number of combinations. The West Penn segments follow a narrower corridor with less potential combinations. The estimated costs tabulated below are highlighted to correspond with the recommended configuration. Alternate segments could be interchanged to reduce costs in some segments or overcome short or long term acquisition obstacles

Hoodlebug Connection

Segment	Red	Purple	Green	Recommended Route
1	\$303,000	\$303,000	\$165,000	\$303,000
2	\$40,000	\$1,900,000	\$2,300,000	\$1,900,000
3	\$303,000	\$364,000	\$364,000	\$364,000
4	\$5,000	\$6,000	\$36,000	\$36,000
5	\$120,000	\$150,000	\$120,000	\$150,000
6	\$8,000	\$8,000	\$8,000	\$8,000
7	\$5,000	\$120,000	\$120,000	\$5,000
Total	\$784,000	\$2,851,000	\$3,113,000	\$2,766,000

West Penn Connection

Segment	Red	Blue
8	\$5,000	\$175,000
9	\$2,600,000	\$315,000
10	\$45,000	\$235,000
Total	\$2,600,000	\$725,000

Operation and Maintenance

Both Indiana County Parks and Trails (Indiana) and the Conemaugh Valley Conservancy (CVC) are actively involved in the maintenance of their respective trails and are familiar with the typical operation and maintenance needs of rail-trail configurations and associated bridges. Indiana maintains a total of 46 miles of trail the Ghost Town and Hoodlebug Trails along with numerous other trails located in the various County parks using paid staff. Currently 3 full time staff are dedicated to trail maintenance, with 9 additional staff contributing to trail maintenance for a total 3000 hours per year. The CVC maintains 17 miles of the West Penn Trail relying on volunteers. The resources of both organizations are stretched thinly to cover these responsibilities. Both organizations will need to dedicate additional funding and/or manpower to undertake the additional responsibilities presented by these trail extensions. Both are confident of securing those commitments.

From an organizational standpoint, it is most logical for Indiana to manage the Hoodlebug extension into the center of Blairsville where they have also committed to manage the in-town Loop Trail, and have the CVC manage the West Penn extension to the connection in town. As the entire proposed trail segments remain in Indiana County, the Newport Road Trailhead could also serve as a transition point as this is the last access point before the West Penn crosses into Westmoreland County, beyond Indiana's jurisdiction.

Maintenance costs will be subject to the final alignments selected within each Segment. On-street portions will typically be of minimal cost and consist of sign replacements resulting from traffic accidents or vandalism. Additional ongoing electrical costs will be encountered at major crossings that include crossing signals.

With the exception of Sections 9 and 10 along the Norfolk Southern tracks, security issues would be expected to be similar to adjacent existing rail-trails. Gates are recommended at entries to all off-street segments. Ohio style double bollard gates prioritizing convenience of the trail users over maintenance access are recommended. These minimize obstruction to the trail user leaving the traffic areas while providing sufficient obstruction to keep unauthorized vehicles out. In addition to gates, Sections 9 and 10 will require substantial fencing to isolate trail users from the rail traffic yet facilitate rail maintenance traffic through the corridor. Gates will need to be keyed to allow routine Norfolk Southern access.

Gates in other areas should be keyed to allow local police patrols and/or access to other emergency vehicles. Some sections may not accommodate full size vehicles due to bridges or other narrow widths limited by the terrain. It should be noted that all trail segments outside of Blairsville Borough are within the jurisdiction of PA State Police Indiana Barracks, while Blairsville Borough police would respond to incidents for trail segments within the borough. Both Indiana County Parks and Trails and West Penn Trail have established relationships for occasional monitoring and incident response with the state police. West Penn Trail is mapped within the Indiana County Emergency Response system so that trail users who dial 911 can be located by cell phone.

Public Participation

The County relied on a 14 member Project Study Committee to assist the Consultant in development of this Plan. In addition, IUP student interns working through the Office of Planning and Development have been utilized to collect and compile data.

Several Committee meetings were conducted in person and via conference call throughout the project development. Minutes of these meetings are also included in Appendix G. Copies of minutes and data presented were posted to an FTP site for review and comment by any Committee members who were unable to attend specific meetings.

Open public meetings to solicit initial public input were conducted on March 30 and April 3, 2010. Subsequent presentations were made by Allegheny Ridge Corp (ARCorp) to Blairsville Borough and to Burrell Township at meetings of March 16 and March 17 respectively. These meetings helped to narrow down the numerous potential routes initially under consideration.

ARCorp coordinated directly with numerous property owners. Key person interviews conducted by ARCorp identified further relationships to some impacted property owners. These relationships facilitated further contact with some outstanding owners with mixed results. Input from the property owners that would be directly impacted by the some of the proposed alignments has been directly solicited by mail. The ARCorp received 13 formal responses to the approximately 80 inquiries. At least seven individual residential property owners objected to trail development across their properties. The County had established a policy that they would only develop this trail through cooperative property owners without the use of eminent domain. Therefore, this objection precludes the development of the associated trail segment. Commercial property owners have generally been unresponsive or noncommittal. Key support has been offered by Wyotech and by Mr. Sewinski. Wyotech expressed interest in assisting with the bridge over US 22 to access parking facilities associated with their operation. Mr. Sewinski has offered to assist with construction of the surface trail across his property in Section 5. More specific information related to the responses is provided in Appendix G.

ARCorp also solicited user input in the form of paper surveys distributed at the public meetings and on-line surveys. As each of the preliminarily considered alignments was desirable to differing user bases (i.e. rail-trail vs. road riders), no clear preference was identified.

After review of the Draft report by the Trail Advisory Committee, ARCorp presented the findings to Blairsville Borough and Burrell Township at their regular meetings of May 24 and May 17, 2011 respectively. The report was then published to a publicly accessible FTP site. Instructions for access to this FTP site were made available to the stakeholders and the general public. A follow-up public meeting was held on June 8, 2011 to present the findings of this Plan and was attended by 17 people. Comments presented at the meeting included desire for family-friendly conditions, particularly for the on-road routes, identification of parties to handle ongoing advocacy/maintenance, and suggestion of alternate routes that bypass Blairsville. No further public comments were received.

Recommendations

As connections to the Hoodlebug Trail and the West Penn Trail can be constructed independently, recommendations are presented separately for each of these areas.

Either extension will require additional manpower, not only for physical maintenance of the completed trails but also for preconstruction efforts including ongoing planning, property owner approvals, funding acquisition, and trail advocacy. It is recommended that interested citizens form a single or separate advocacy groups to support the recommended trail operators with the legwork to implement the above efforts and maintain project enthusiasm.

Grantwriting staff associated with Blairsville Borough and the Pittsburgh-to-Harrisburg Main Line Canal Greenway™ are available to assist in pursuing these funding options for next steps, however, it should be noted that formation of the local advocacy group is critical to funding pursuits.

Among the potential funding sources that should be explored for acquisition, design, engineering, and construction are:

- Transportation Investment Generating Economic Recovery (TIGER) – Federal funds; planning and construction eligible; no match required in certain circumstances, but local match strengthens the application.
- Congestion Mitigation/Air Quality (CMAQ) – Federal funds administered by state; planning and construction eligible; 80/20 match required.
- Pennsylvania Community Transportation Initiative (PCTI) – State funds; planning and construction eligible; no match required but local match strengthens the application.
- Safe Routes To School (SRTS) - The Federal SRTS Program is managed and administered by each state Department of Transportation (DOT)
- PA Department of Conservation and Natural Resources, Community Conservation Partnership Program (DCNR, C2P2) – State funds; design and engineering, construction funds eligible in separate applications; 50/50 match required
- Local businesses, services and municipalities

Hoodlebug Connection

No clear unimpeded alignment was identified for extending the Hoodlebug Trail into Blairsville. Therefore, the recommendations presented herein are subject to resolution of various outstanding issues noted.

The primary physical obstruction to this connection is the crossing of US 22. Due to the safety concerns of a surface crossing of this highway a grade separated crossing is recommended for long term use. This alternative is however dependent on substantial funding acquisition. The overall recommendation is to follow the Purple route for Sections 1 to 3, Green Section 4, Purple Sections 5 & 6 and the Red route for Section 7 based on the key advantages outlined in the individual section descriptions and as summarized below. The total estimated cost for this combination of segments is \$2.8 million.

Advantages

- Separation from traffic. (1, 2, 3, 4, 5)
- School access. (1)
- Grade separated crossing of US 22. (2)
- Positive feedback from impacted property owner(s). (5)

- Potential property owner participation in construction. (2, 5)
- Avoidance of Norfolk Southern impacts. (7)

Recommendations are subject to conditions listed below.

- Property owner approvals
 - Key approvals for development of the overall connection include Campbell (10-007-130)(Sec 1), Campbell (10-004-160)(Sec 5) and FMC Management (06-006-100.03E)(Sec 5).
 - Individual section specific implementation requires specific acquisitions to make that section viable. These are listed in Appendix E.
 - General Memorandums of Agreement should be executed with impacted property owners, as approvals are progressively acquired pending detailed design configurations.
- PennDOT Highway Occupancy approvals, particularly for the overhead approval of the US 22 crossing. (Sec 2)
- Utility approvals – gas and electric. (Sec 3)
- Funding acquisition.

With the exception of the key approvals that are critical to the whole corridor, all or portions of the Red route could be implemented to overcome obstacles if any of the noted conditional issues are found to be insurmountable or create an intolerable delay in the implementation schedule. Sections 4, 5, and 6 of the Red route could be developed with minimal capital cost if awaiting acquisition or development of off-street routes. The on-street Section 3 of the Red route, with concurrent use of Section 2, could be developed to overcome acquisition or funding shortfalls. Although much of this would require minimal investment, the US 22 crossing and Socialville upgrades would include significant costs and would require increased user education with respect to US 22 crossing safety.

West Penn Connection

Due to the complete reliance of this connection on approval from Norfolk Southern to occupy their right-of-way in some manner and in view of their consistent unresponsiveness, this connection cannot be deemed viable at this time.

Of the alignments considered however, the Blue route would be recommended for its full length (Sections 8, 9, & 10) based upon the technical and financial issues outlined. The estimated construction cost for this overall alignment is approximately \$725K. Primary factors include:

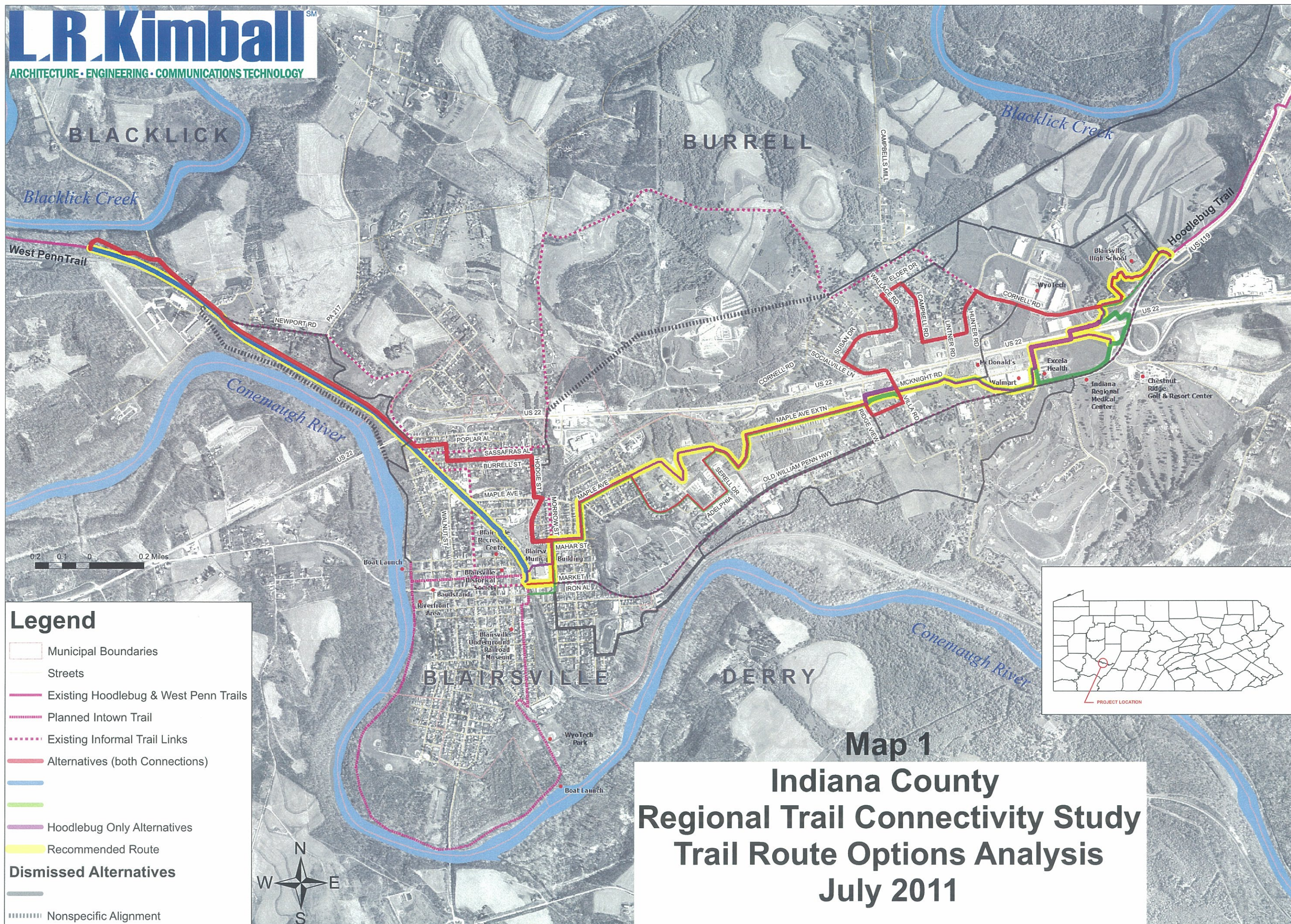
- Rail-trail format with respect to grades and separation from traffic.
- Existing stabilized base.
- Physical availability of dormant railroad crossing of PA 217 and dormant track entering the west end of the Wye.

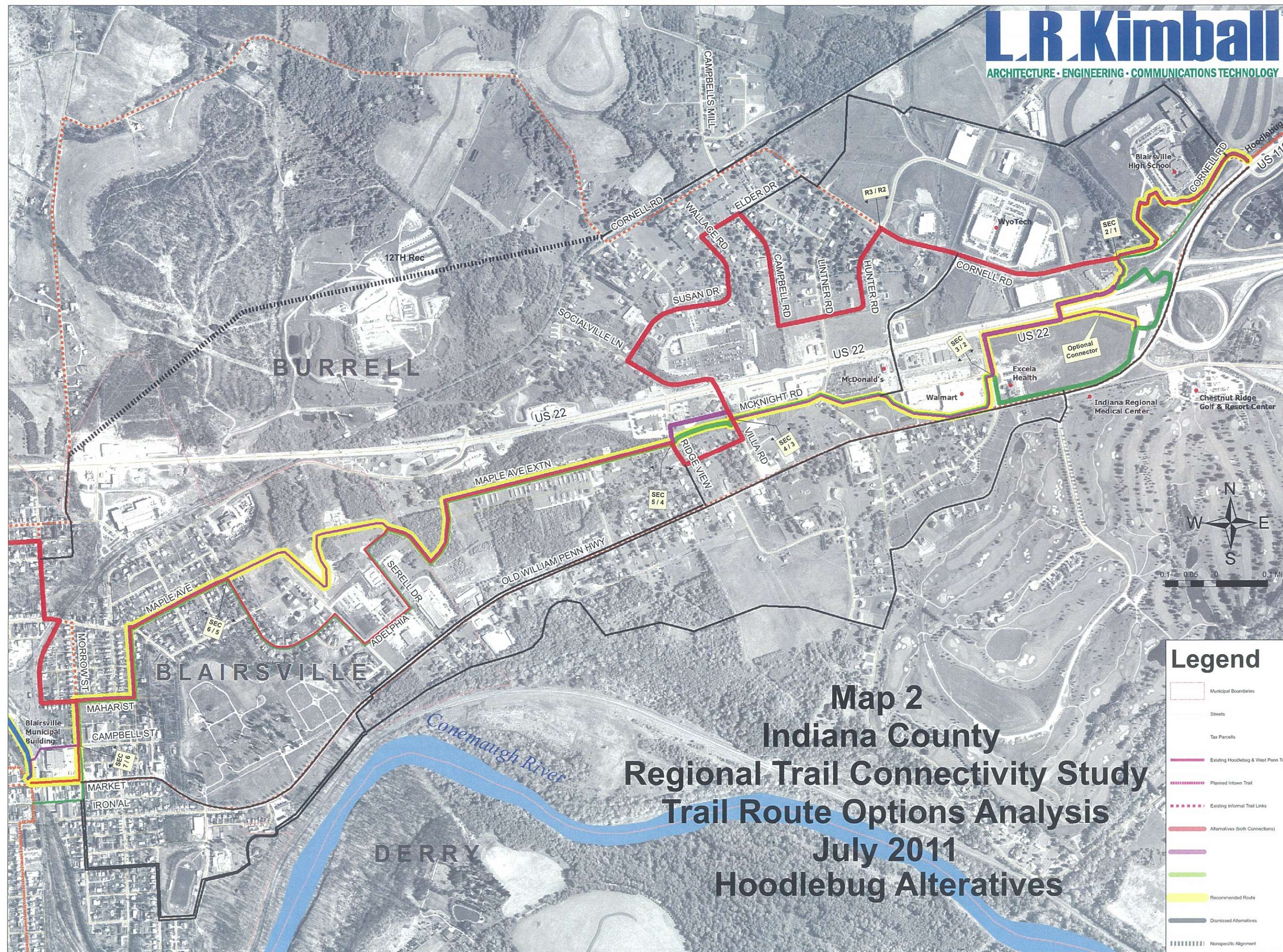
Recommendations are subject to conditions listed below.

- Norfolk Southern approval.
- Property owner identification and approval for northern portion of parcel 10-002-145, west of the Airport Road Bridge.

APPENDIX A

MAPS

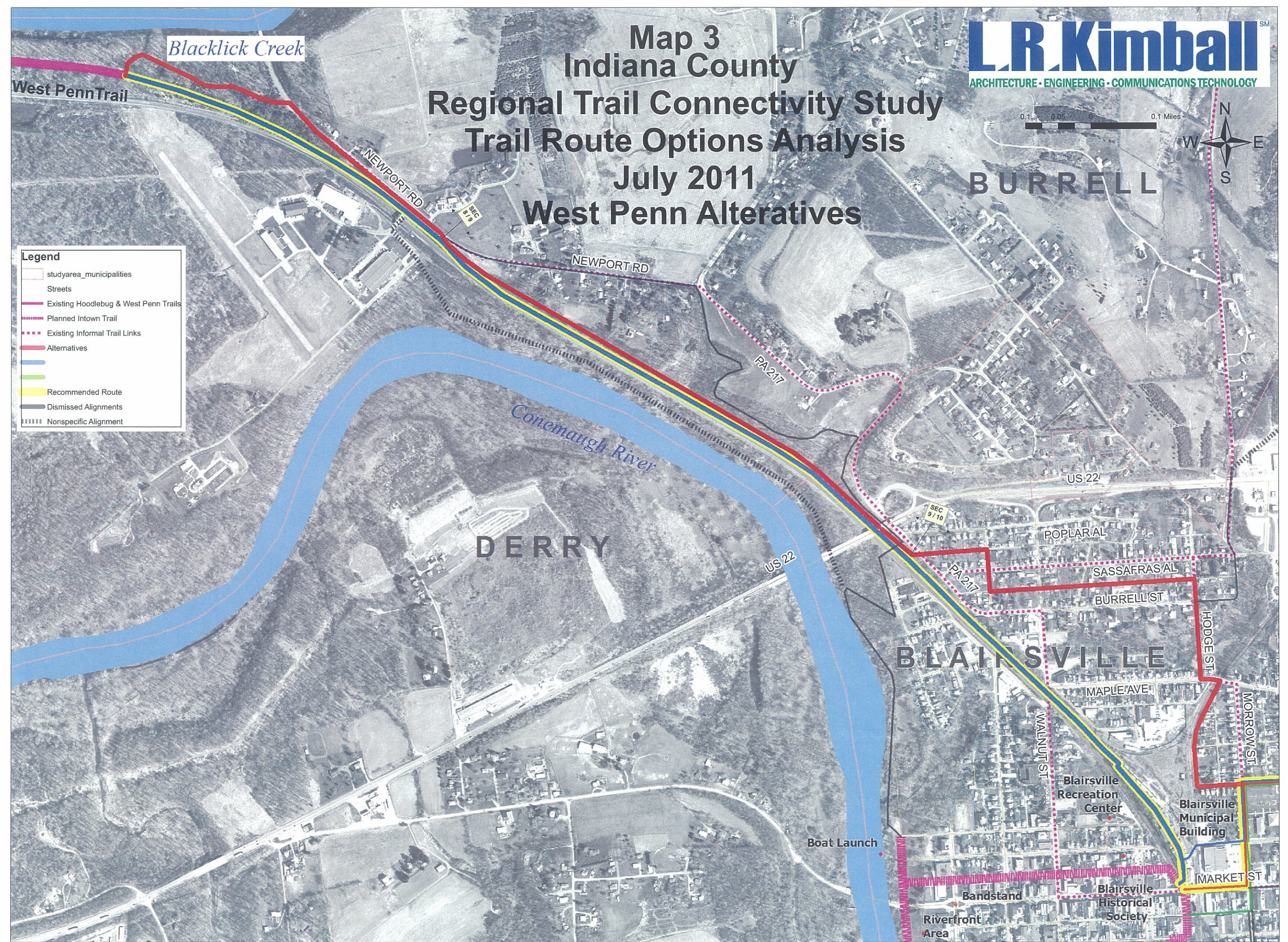




Map 3
Indiana County
Regional Trail Connectivity Study
Trail Route Options Analysis
July 2011
West Penn Alternatives



- Legend**
- studyarea_municipalities
 - Streets
 - Existing Hoodlebug & West Penn Trails
 - Planned Intown Trail
 - Existing Informal Trail Links
 - Alternatives
 - Recommended Route
 - Dismissed Alignments
 - Nonspecific Alignment



APPENDIX B

SITE PHOTOS

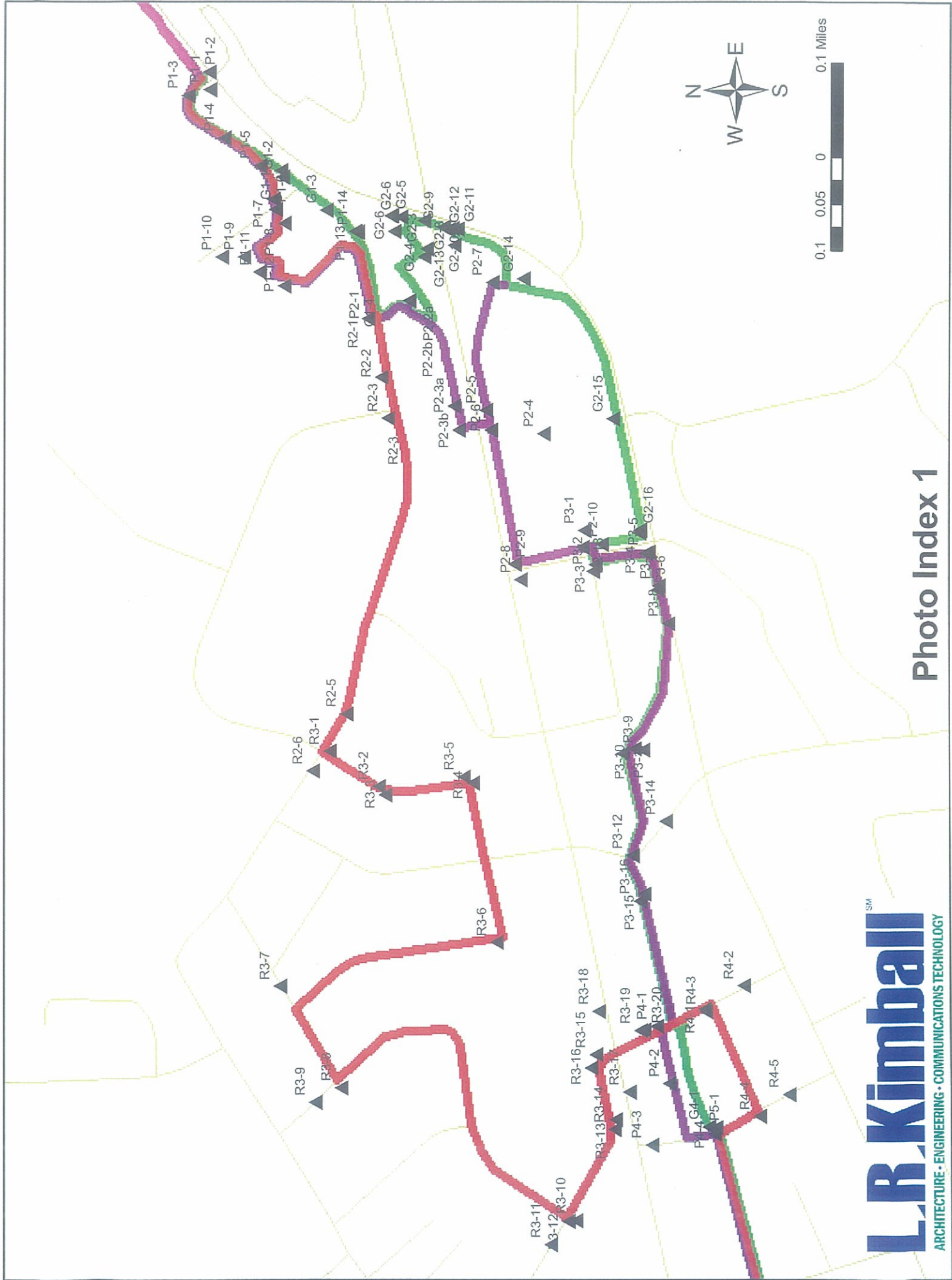


Photo Index 1

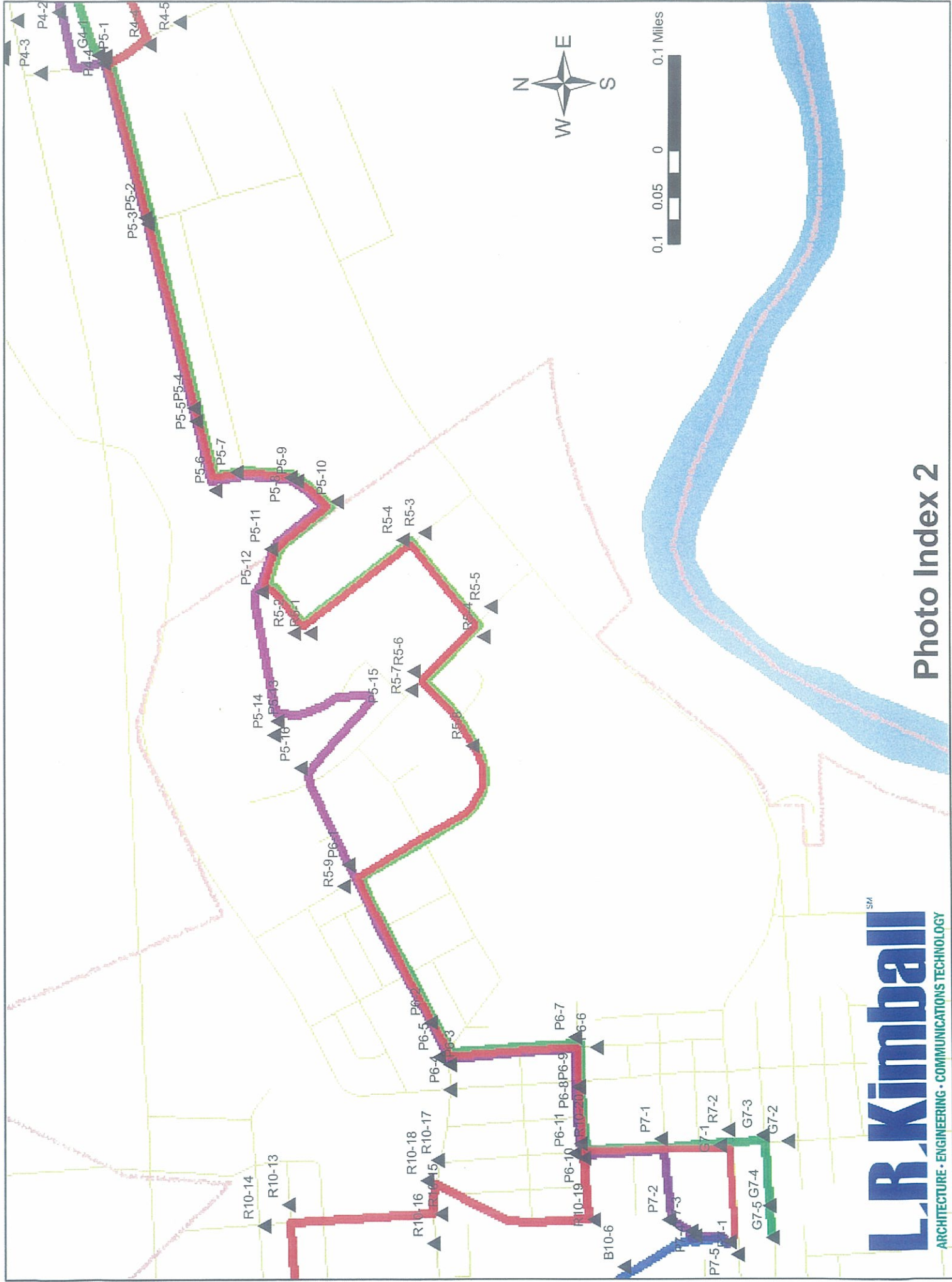
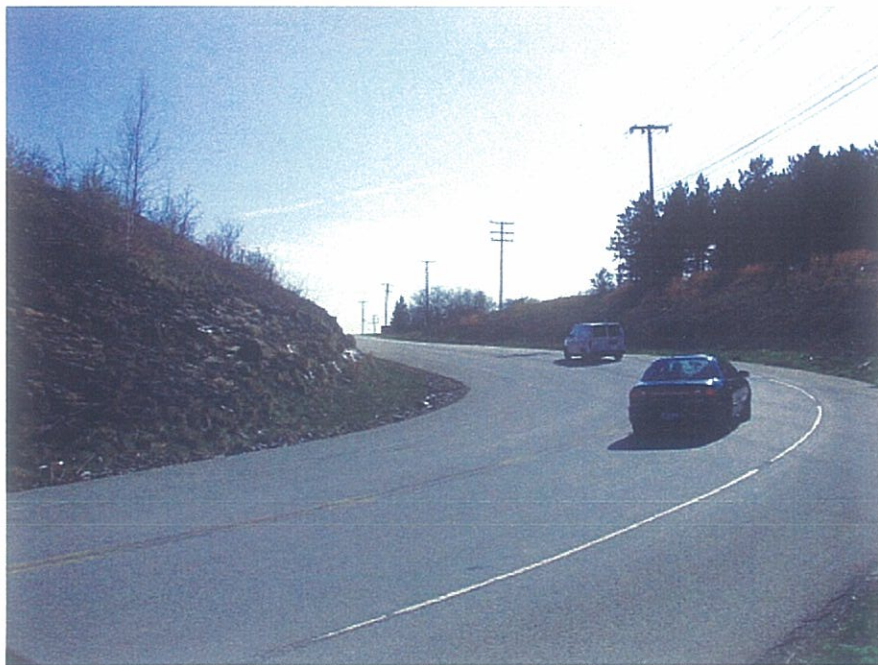


Photo Index 2

Section 1 Photos
Purple Alignment



P1-1 End of existing Hoodlebug Trail at Cornell Road



P1-2 Cornell Road from US 119



P1-3 US 119 from Cornell Road



P1-4 Base of sidehill cut to school campus



P1-5 Top of sidehill cut facing school campus



P1-6 Facing east across school entrance drive



P1-7 Facing west across school entrance drive



P1-8 Facing northeast adjacent to school parking area



P1-9 Facing southwest through school parking area



P1-10 Island area between school drives



P1-11 Bus drive facing south



P1-12 Bus drive facing school



P1-13 Bus drive from Cornell Road



P1-14 Cornell Road, west of school's bus entrance



G1-1 Cornell Road crossing near US 119, facing east



G1-2 Cornell Road at school entrance



G1-3 Cornell Road at bus entrance facing west



G1-4 Cornell Road facing east from crossing

Section 2 Photos
Red Alignment



R2-1 Cornell Road



R2-2 Cornell Road shoulder - westbound



R2-3 ICDC driveway along Cornell Rd



R2-4 Cornell Road facing west



R2-5 Cornell Rd shoulder eastbound



R2-6 Cornell at Hunter facing east

Section 2 Photos
Purple Alignment



P2-1 Cornell Road Crossing



P2-2a Interchange Center parking area



P2-2b US 22 Crossing, north approach from east



P2-3a US 22 Crossing, north approach from west



P2-3b US 22 Crossing, north approach, north abutment



P2-4 US 22 Crossing from beyond south abutment



P2-5 Southern approach to US 22 crossing



P2-6 Optional Park-n-Ride connector from west



P2-7 Optional Park-n-Ride connector from east



P2-8 Eastbound along US 22



P2-9 283 Southbound along Club Lane



P2-10 286 Northbound along Club Lane

Section 2 Photos
Green Alignment



G2-1 US 22 On-ramp crossing approach, from west



G2-2 US 22 On-ramp crossing, north abutment location



G2-3 Ramp crossing from south



G2-5 US 22/119 island area, facing west



G2-7 US 22/119 island area, facing south



G2-7 US 22/119 Underpass facing south



G2-8 US 22 underpass, facing south from US 199



G2-9 US 22 underpass, facing north from US 22 abutment



G2-10 US 22 underpass, facing north from US 119 pavement



G2-11 US 119 south of US 22 underpass



G2-12 US 119 south of US 22 underpass



G2-13 Alignment across Park-n-Ride site



G2-14 Park-n-Ride area on a weekend, facing north



G2-15 Old Wm Penn At Fairway Lane, facing east



G2-16 South lawn of Excelsa Health from Club Lane



G2-17 Crossing of Club Lane at Old Wm Penn (not proposed)



G2-18 #285 Facing South along Club Lane and Excelsa Health

Section 3 Photos
Purple Alignment



P3-1 Club Lane Crossing facing west



P3-2 Club Lane Crossing facing east



P3-3 SE corner of Walmart, Club Lane elevated on left



P3-4 Wal-Mart slope along Club, facing north



P3-5 Wal-Mart slope along Wm Penn, facing west



P3-6 SE corner of Wal-Mart, Club Lane elevated in background



P3-7 Rear of Walmart along Old Wm Penn, facing west. Fencing needed on right



P3-8 Rear of Walmart along Old Wm Penn, facing west.
Trail follows gas line at base of retaining wall



P3-9 Rear of Walmart/Rite Aid along Old Wm Penn, facing east



P3-10 Optional connection to McDonalds parking area



P3-11 Gas & Electric R/W, facing west toward Lintner Road



P3-12 Gas & Electric R/W, facing east from Lintner Road



P3-13 McKnight/Lintner intersection facing south on Lintner



P3-14 McKnight/Lintner intersection facing northwest on Lintner



P3-15 McKnight/Lintner intersection facing east on McKnight



P3-16 Facing east toward Villa on McKnight

Section 3 Photos
Red Alignment



R3-1 Hunter Road from Cornell



R3-2 Hunter Road facing Cornell



R3-3 Hunter Rd facing south



R3-4 Hunter Road facing north from Smith



R3-5 Smith Ave facing east from Hunter



R3-6 Smith Ave from Campbell



R3-7 Elder/Campbell intersection facing southeast on Elder



R3-8 Elder Drive facing northeast from Wallace



R3-9 Wallace Road facing southeast from above Elder



R3-10 Susan Drive from Socialville



R3-11 Socialville Lane from beyond Susan Drive



R3-12 Socialville Road from Susan, facing southeast



R3-13 Socialville Road facing northwest from bend



R3-14 Socialville Road facing east from bend



R3-15 Socialville Road facing east from US 22 intersection



R3-16 US 22 crossing from Socialville Road



R3-17 Traffic approach to US 22 crossing, eastbound



R3-18 Traffic approach to US 22 crossing, westbound



R3-19 US 22 crossing, facing north



R3-20 Villa Road, facing south

Section 4 Photos
Red Alignment



R4-1 Villa Road from Hazel, facing north



R4-2 Villa/Hazel intersection from south



R4-3 Hazel Road from Villa, facing west



R4-4 Hazel Street from Ridgeview



R4-5 Ridgeview Avenue facing northwest below Hazel



P4-1 Unnamed service road from Villa



P4-2 Dairy Queen drive-through lane from Unnamed service road



P4-3 Ridgview facing south from US 22



P4-4 Ridgeview Avenue facing north from Maple Ave Extn



G4-1 Grade transition at Villa



G4-2 Off-street alignment facing east near Ridgeview

Section 5 Photos
Red Alignment



P5-1 Maple Avenue Extn from Ridgeview



P5-2 Maple Avenue Extn facing east from Sharps Hill Rd



P5-3 Maple Avenue Extn facing west from Sharps Hill Rd



P5-4 End of Maple Ave Extn, facing east



P5-5 End of Maple Ave Extn, facing west



P5-6 End of Maple Ave Extn, facing east



P5-7 Existing ATV trail trough wooded area at end of
Maple Ave Extension, facing south



P5-8 Existing ATV trail, facing north



P5-9 Existing ATV trail, facing southwest



P5-12 Undeveloped FMC parcel, facing east



P5-13 Top of hill on Serwinski property, facing west



P5-14 Top of Serwinski hillside



P5-15 Base of Serwinski hillside



P5-17 Serwinski property from Maple Ave, facing northeast



R5-1 FMC parcel facing northeast from Serell Drive cul-de-sac



R5-2 Serell Drive from cul-de-sac



R5-3 Serell Drive facing northwest from Adelphia



R5-4 #211 Adelphia Drive facing southwest from Serell



R5-4 Adelphia Drive facing northeast from Bentley



R5-5 Bentley Drive facing northwest from Adelphia



R5-6 Bentley Drive facing southeast from Evans



R5-7 Evans Avenue facing southeast from Bentley



R5-8 Evans Avenue facing Bentley



R5-9 Evans Avenue from Maple

Section 6 Photos
Red Alignment



P6-1 Maple Ave from Bentley



P6-2 Maple/Burrel intersection facing west



P6-3 Maple/Burrel intersection facing east



P6-4 Maple/Burrel intersection facing east from Brady



P6-5 Burrell Alley from Maple



P6-6 Burrell Alley from Mahar



P6-7 Mahar Street from Burrell



P6-8 Mahar St from N Brady, facing east



P6-9 Mahar St from N Brady, facing west



P6-10 Mahar Street from N Morrow



P6-11 N Morrow Street from Mahar

Section 7 Photos
Purple Alignment



P7-1 Sugar Alley from Morrow



P7-2 Maintenance crossing of RR from Sugar Alley



P7-3 Existing maintenance crossing north of Market



P7-4 Bank Parking area and Boro Building Drive



P7-5 Connection to Market Street from P7 and B10
Through Bank parking area



R7-1 Market St, facing west from Morrow



R7-2 Market St, facing east from RR crossing



G7-1 Morrow, facing south from Market



G7-2 Morrow, facing north from Iron



G7-3 Iron Alley facing west from Morrow



G7-4 Iron Alley crossing of NS track (fenced) facing west



G7-5 Iron Alley crossing of NS track (fenced) facing east

Section 8 Photos
Blue Alignment



B8-1 Existing Newport Rd trailhead facing east



B8-2 Facing east from Newport trailhead



B8-3 Facing west from NS tracks



B8-4 Facing east from NS tracks



B8-5 Off-Street west of Airport Rd,
“steep” section of on-street route also visible



B8-6 Eastbound connection to Airport Rd, facing west



B8-7 View of approaching Airport Rd traffic from eastbound connection



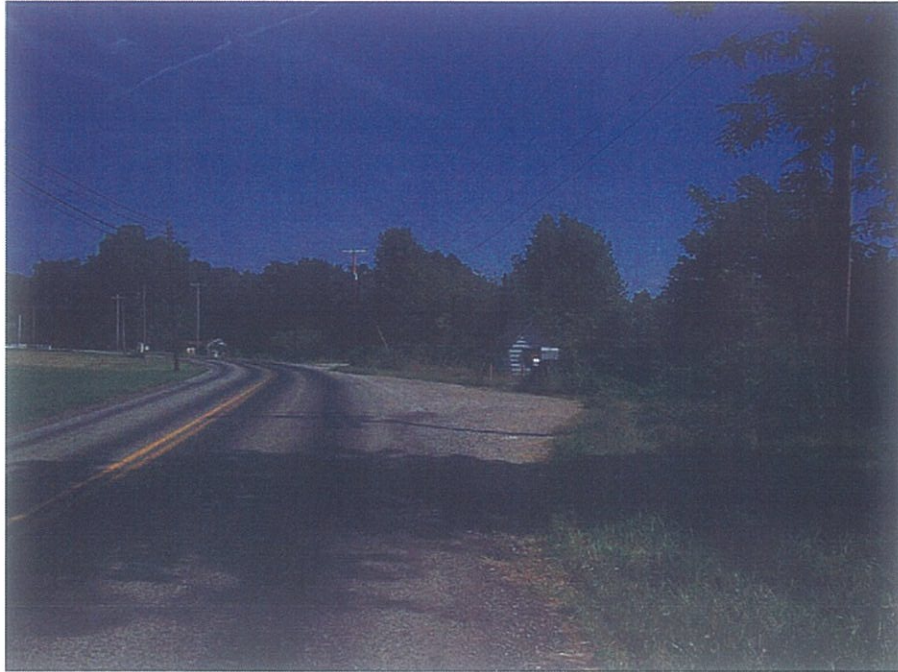
B8-8 Westbound connection to Airport Rd, facing east



B8-9 View of approaching Airport Rd traffic from westbound connection



B8-10 Off-street east of Airport Rd



B8-11 Red and Blue at transition point to railroad

Section 6 Photos
Purple Alignment



R8-1 Trailhead entrance road



R8-2 Trailhead entrance road at Newport, facing east



R8-2 Trailhead entrance road at Newport, facing west



R8-4 Newport Road facing trailhead entrance from west



R8-5 Newport Road facing trailhead entrance from east

Section 9 Photos
Blue Alignment



B9-1 Railroad cut slope that both routes must descend,
facing east from Airport Rd Bridge



B9-2 Facing west near base of descent



B9-3 Midway, facing east, note elevation difference to tracks



B9-4 Service road wet areas, just west of US 22



B9-5 Facing west near US 22 underpass

Section 9 Photos
Red Alignment



R9-1 Exposed gas line near western end.

Trail will need retaining walls on both sides for a short distance here



R9-2 Gas meter on gas line bench



R9-3 Gas line position relative to railroad



R9-4 Depression #2, facing tracks, red line illustrates position of trail



R9-5 Gas valve near US 22



R9-6 Beneath US 22 underpass, facing west

Section 10 Photos
Blue Alignment



B10-1 Section 9/10 transition, facing east



B10-2 Wye track relative to mainline at PA 217 Bridge



B10-3a Alignment across PA 217 Bridge, track to right is dormant
Spans to left have been removed



B10-3b Walnut Street RR overpass with low clearance spans removed



B10-4 Facing west from just inside wye, beside crane car



B10-5 Crane car on southern leg of Wye

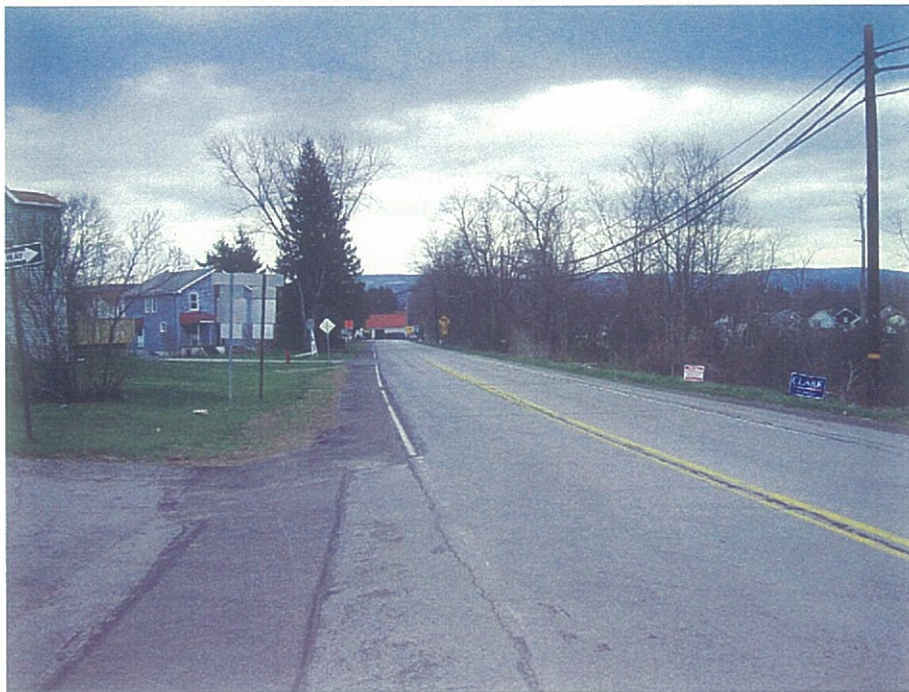


B10-6 Apparent active portion of southern track of wye,
Trail alignment along tree line to left



B10-7 Eastern end of wye
Trail alignment within fence along Borough maintenance garage

Section 10 Photos
Red Alignment



R10-1 PA 217 facing south from Ranson



R10-2 PA 217 crossing facing north



R10-3 PA 217 crossing facing south



R10-4 PA 217 facing north from Chestnut



R10-5 Poplar Alley from Spring



R10-6 Spring Street from Poplar



R10-7 Spring Street From Sassafras



R10-8 Sassafras facing east from Spring



R10-9 Sassafras facing west from Walnut



R10-10 Walnut crossing facing south



R10-11 Walnut crossing facing north



R10-12 Sassafra facing east from Walnut



R10-13 Sassafra facing west from Hodge



R10-14 Hodge, facing south from Sassafra



R10-15 Hodge, facing north from Maple



R10-16 Maple facing east at Hodge



R10-17 Maple facing west at Hodge



R10-18 Railroad, facing south from Maple



R10-19 Railroad, facing north from Mahar



R10-20 Mahar from Morrow

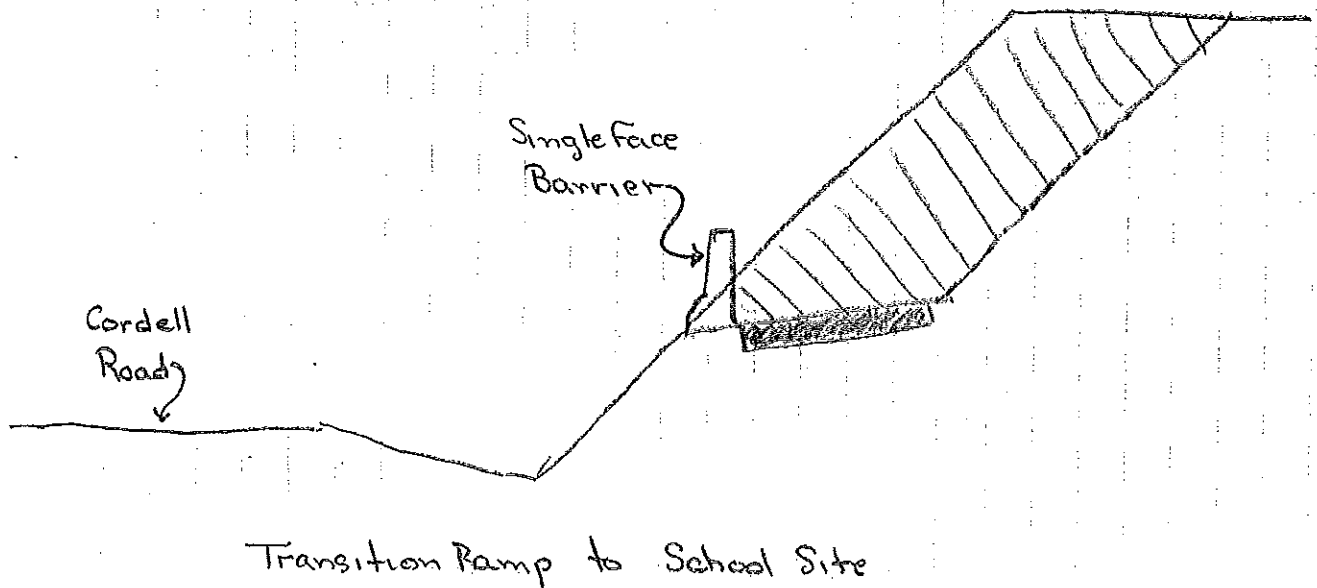
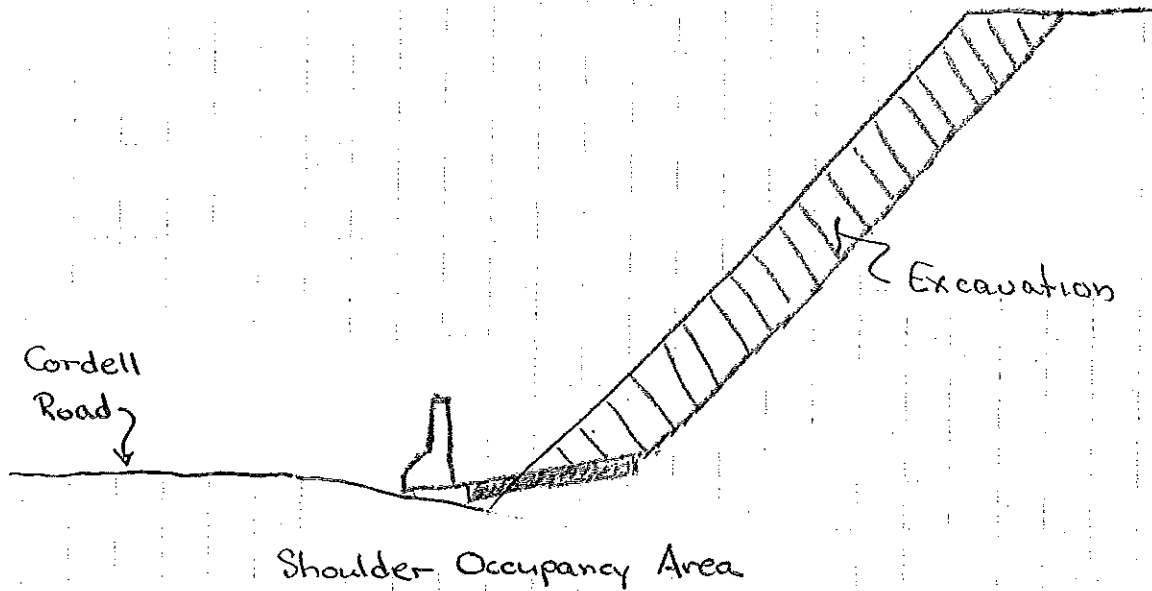
APPENDIX C
TYPICAL SECTIONS AND DETAILS



SUBJECT ICRTCS
Cordell Rd

CHECKED
BY _____ DATE _____
BY _____ DATE _____
SHEET NO. _____ OF _____
JOB NO. _____

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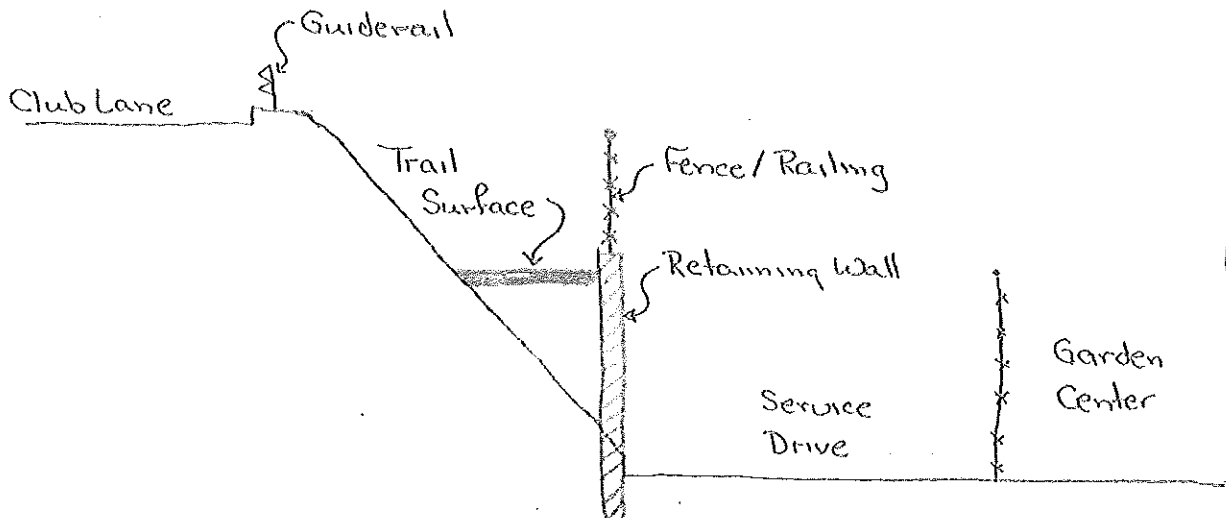




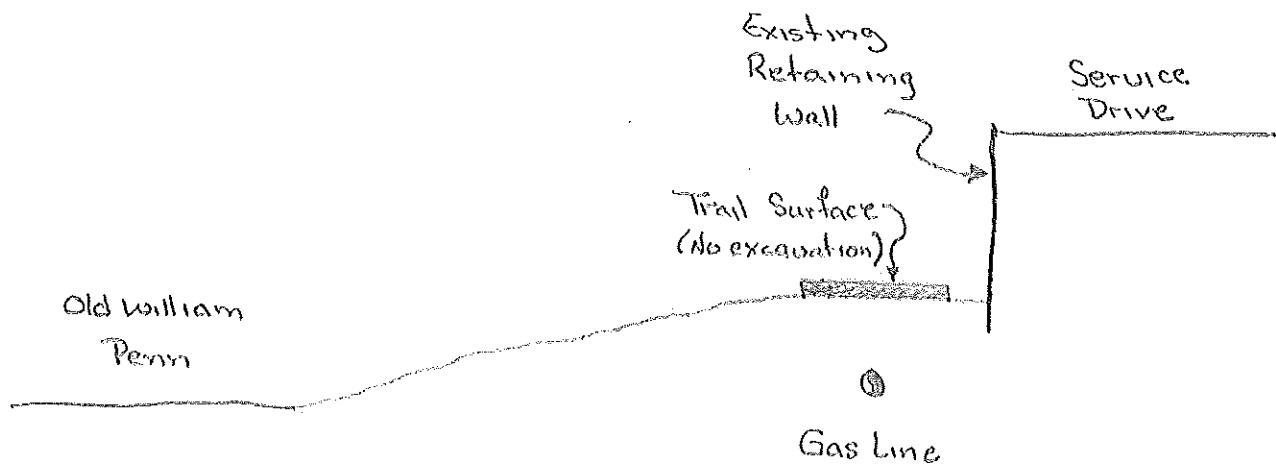
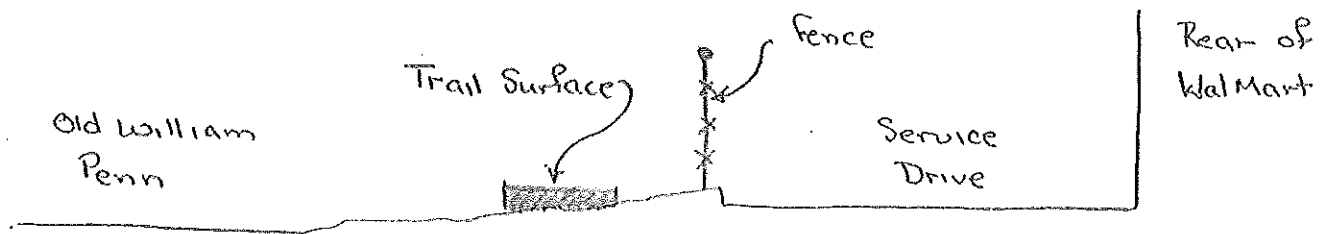
SUBJECT ICRTCS
Walmart Impact Sections

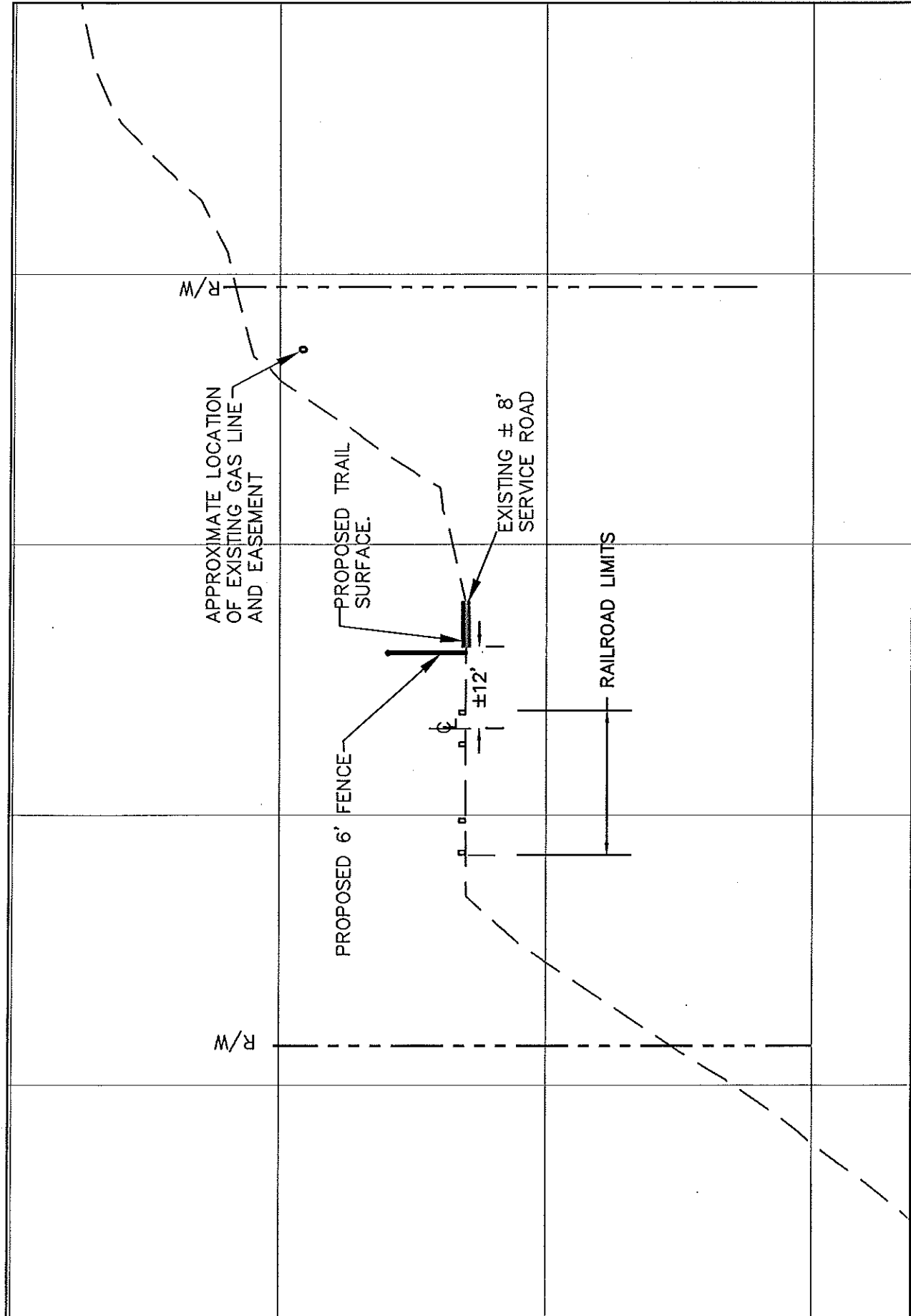
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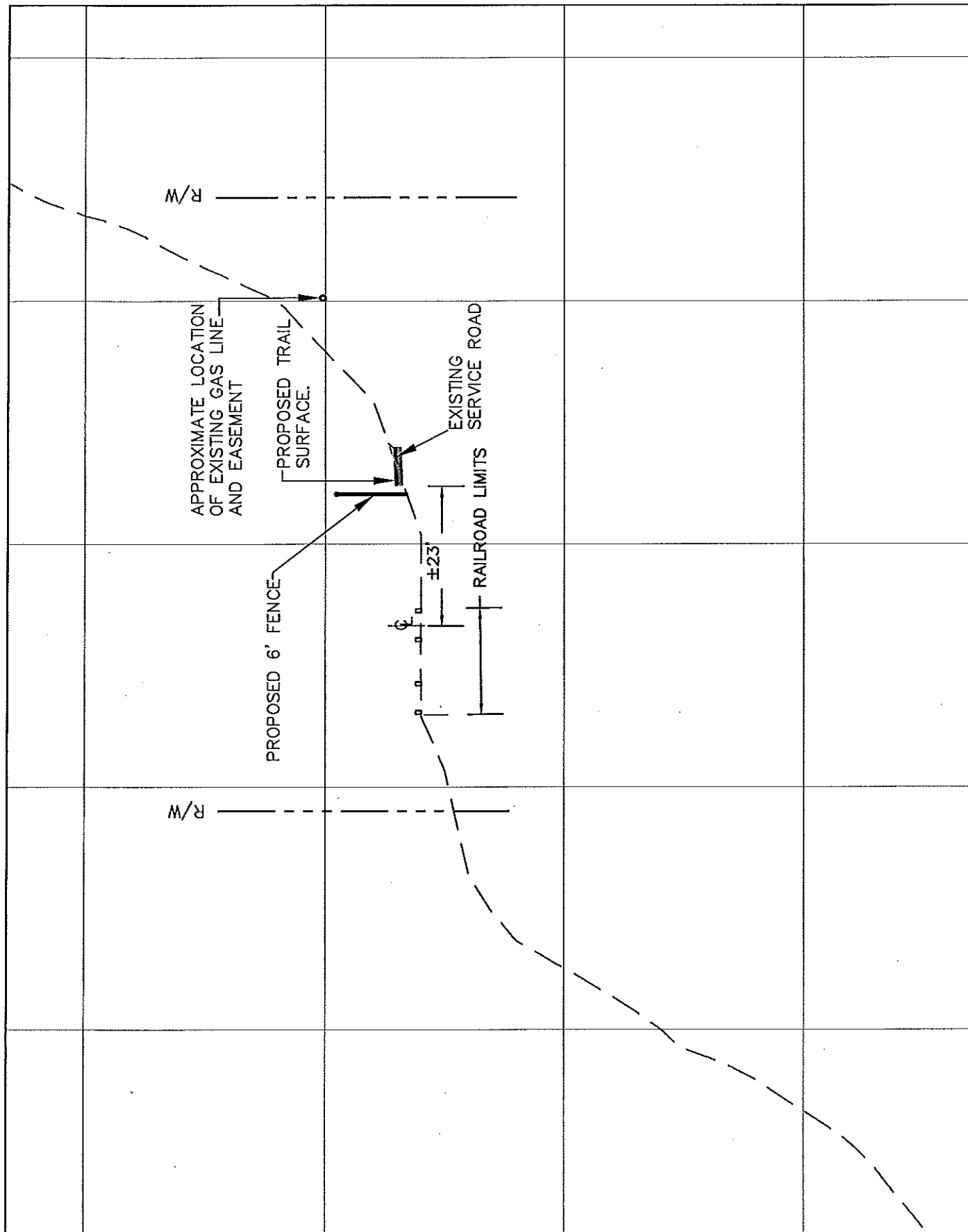


Section 3 P & G
Facing Old William Penn

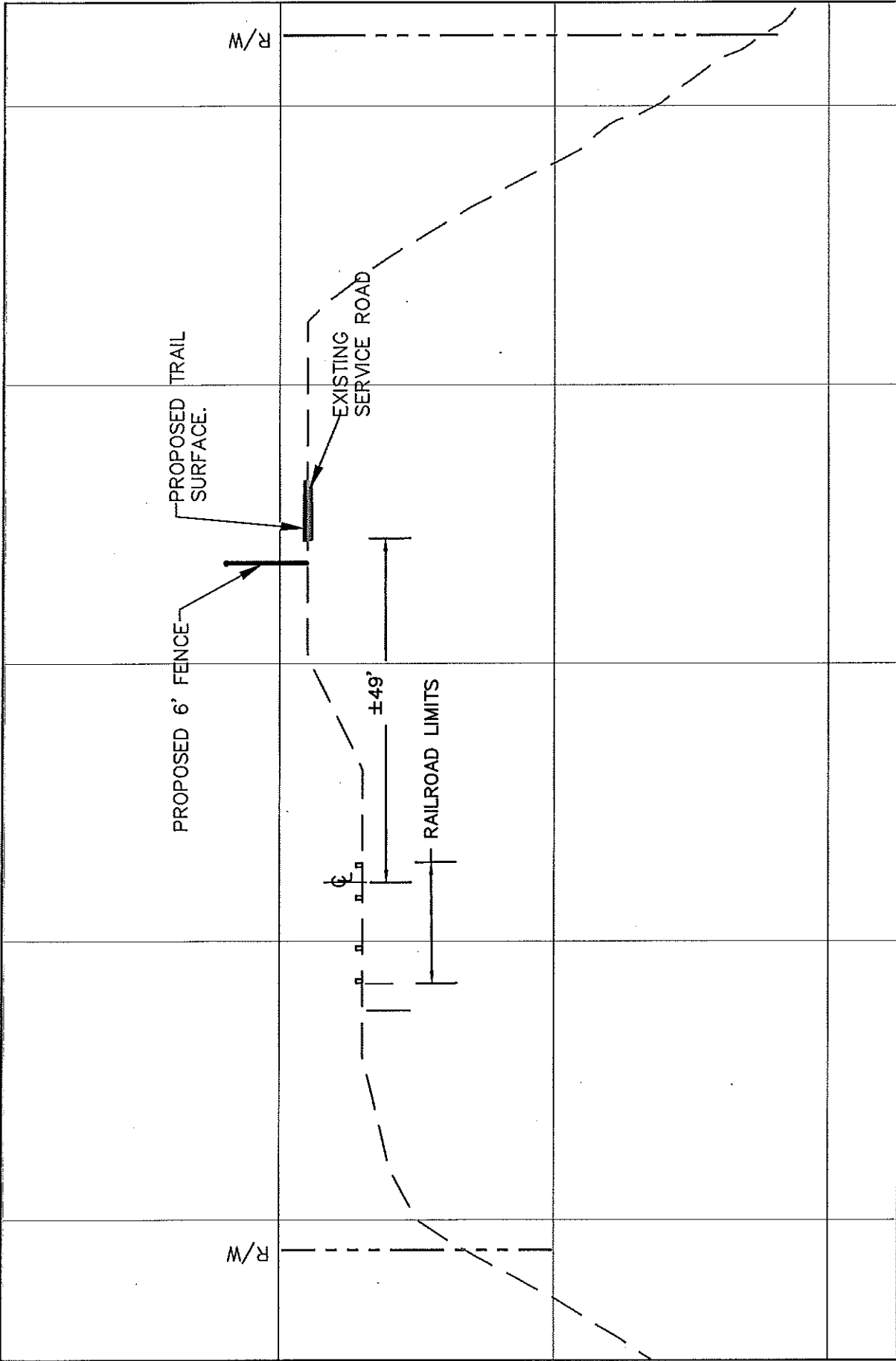




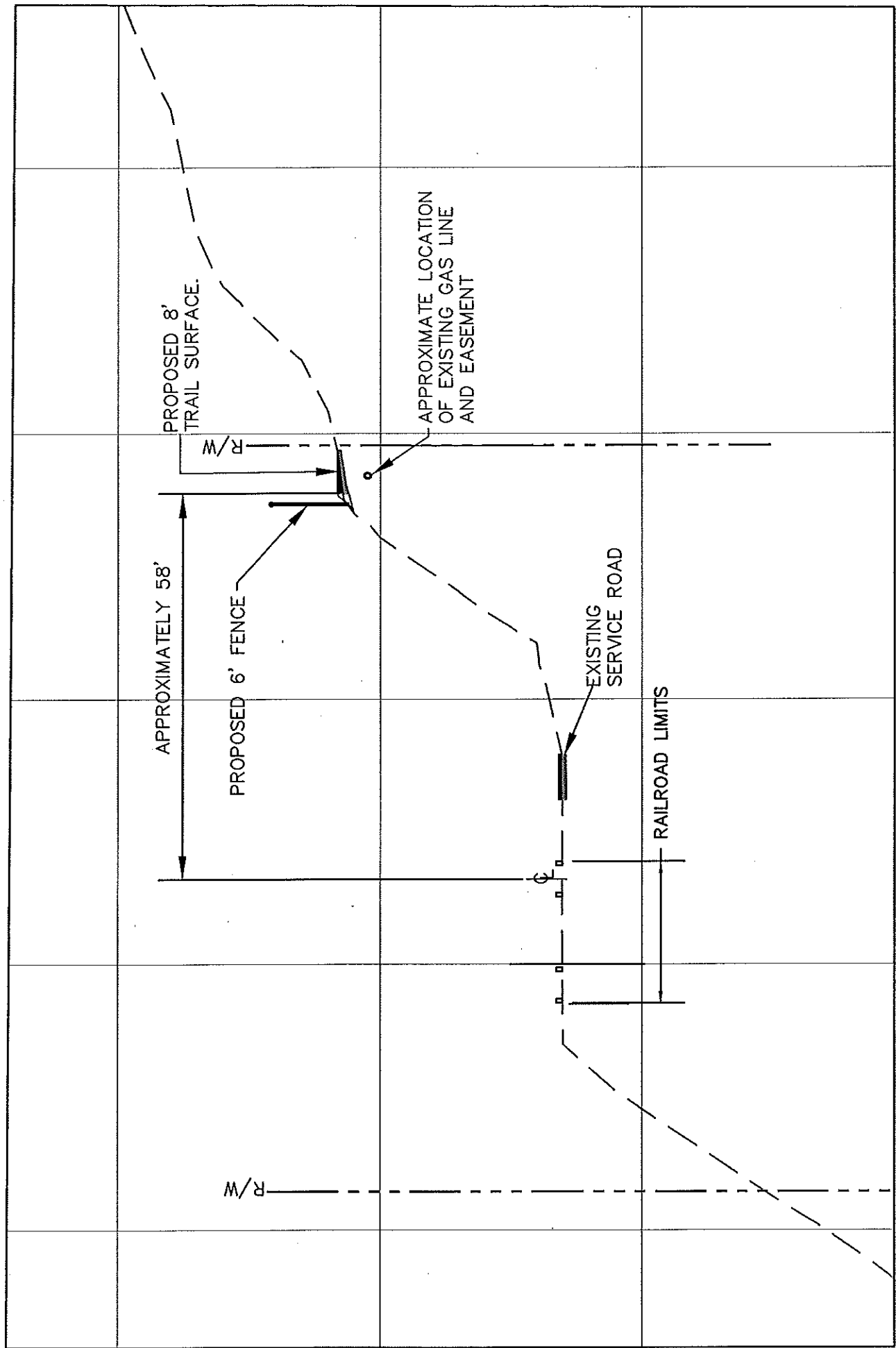
WEST PENN TRAIL CONNECTION, BLUE ALIGNMENT SECTION 9, CROSS SECTION 1



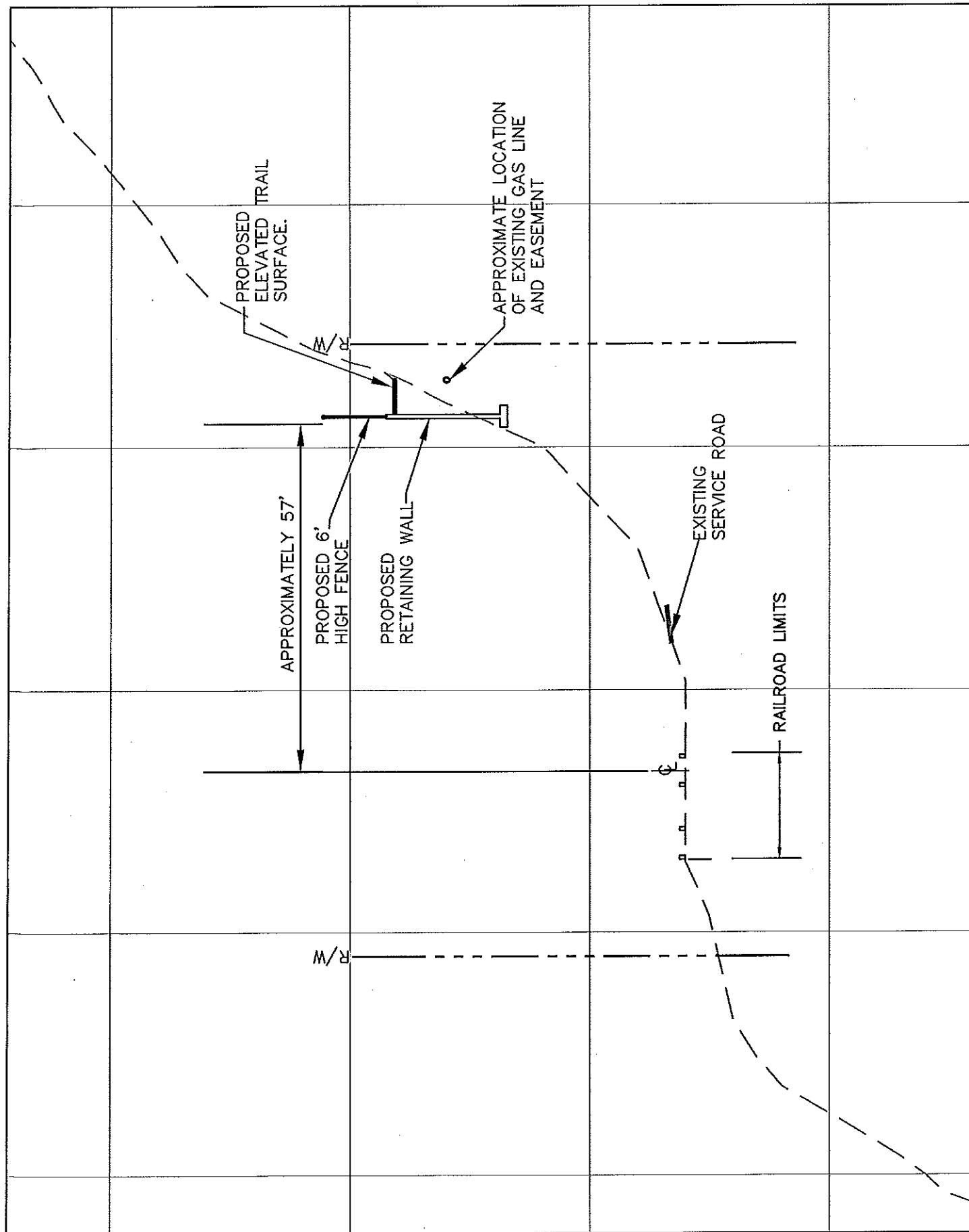
WEST PENN TRAIL CONNECTION, BLUE ALIGNMENT SECTION 9, CROSS SECTION 2



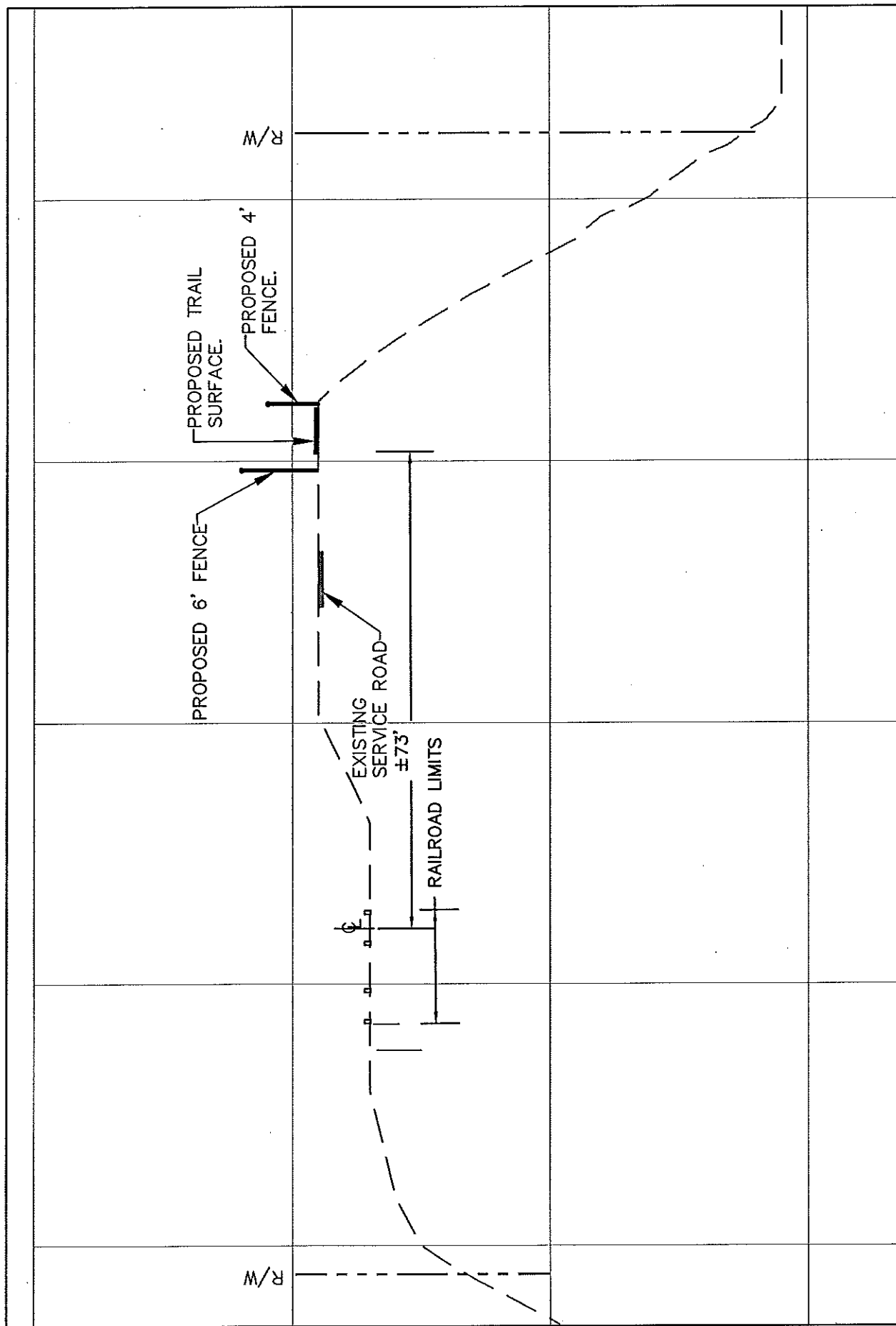
WEST PENN TRAIL CONNECTION, BLUE ALIGNMENT SECTION 9, CROSS SECTION 3



WEST PENN TRAIL CONNECTION, RED ALIGNMENT SECTION 9, CROSS SECTION 1



WEST PENN TRAIL CONNECTION, RED ALIGNMENT SECTION 9, CROSS SECTION 2



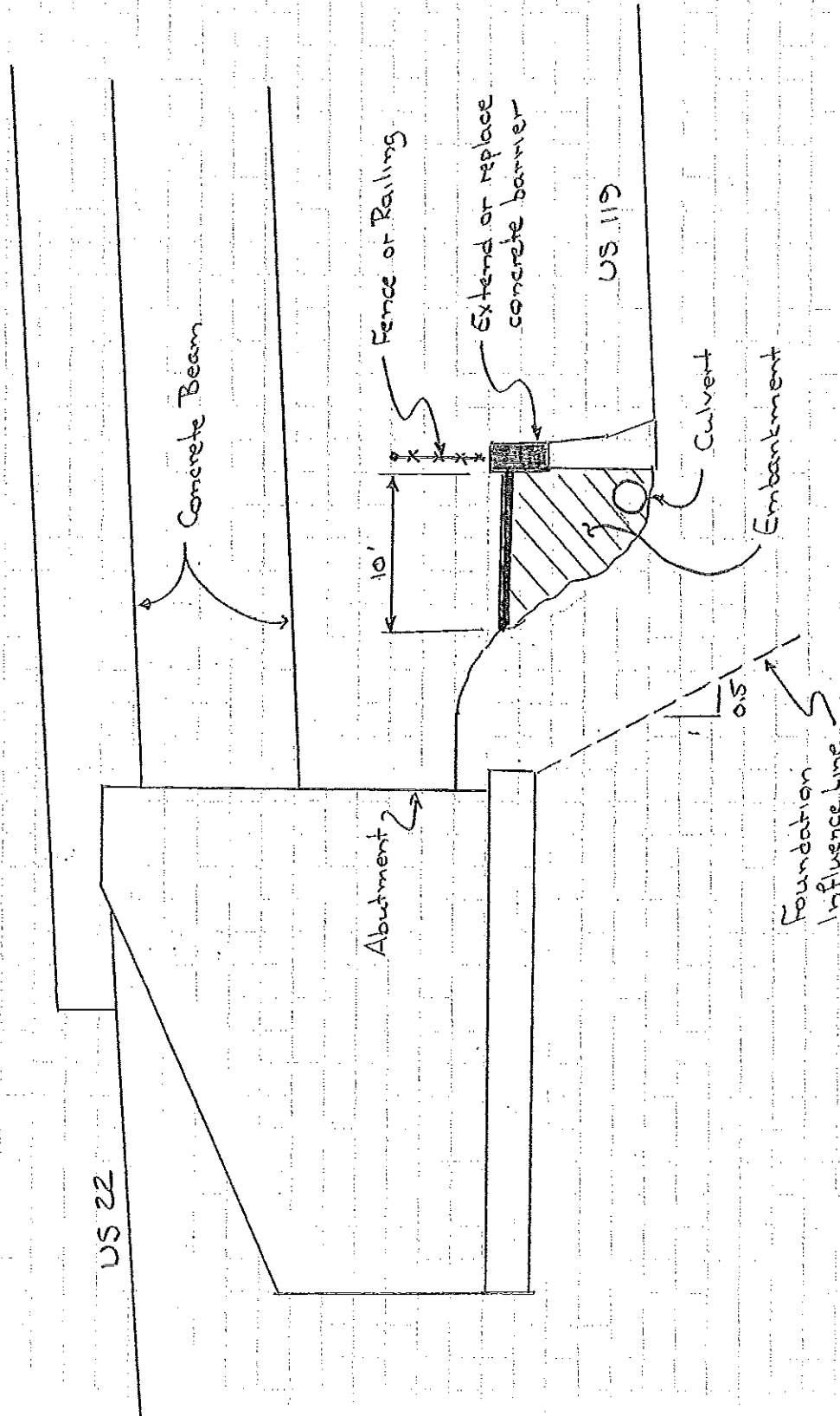
WEST PENN TRAIL CONNECTION, RED ALIGNMENT SECTION 9, CROSS SECTION 3



SUBJECT _____

CHECKED BY _____ DATE _____
BY _____ DATE _____
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SECTION 2 GREEN ALIGNMENT
FACING NORTH

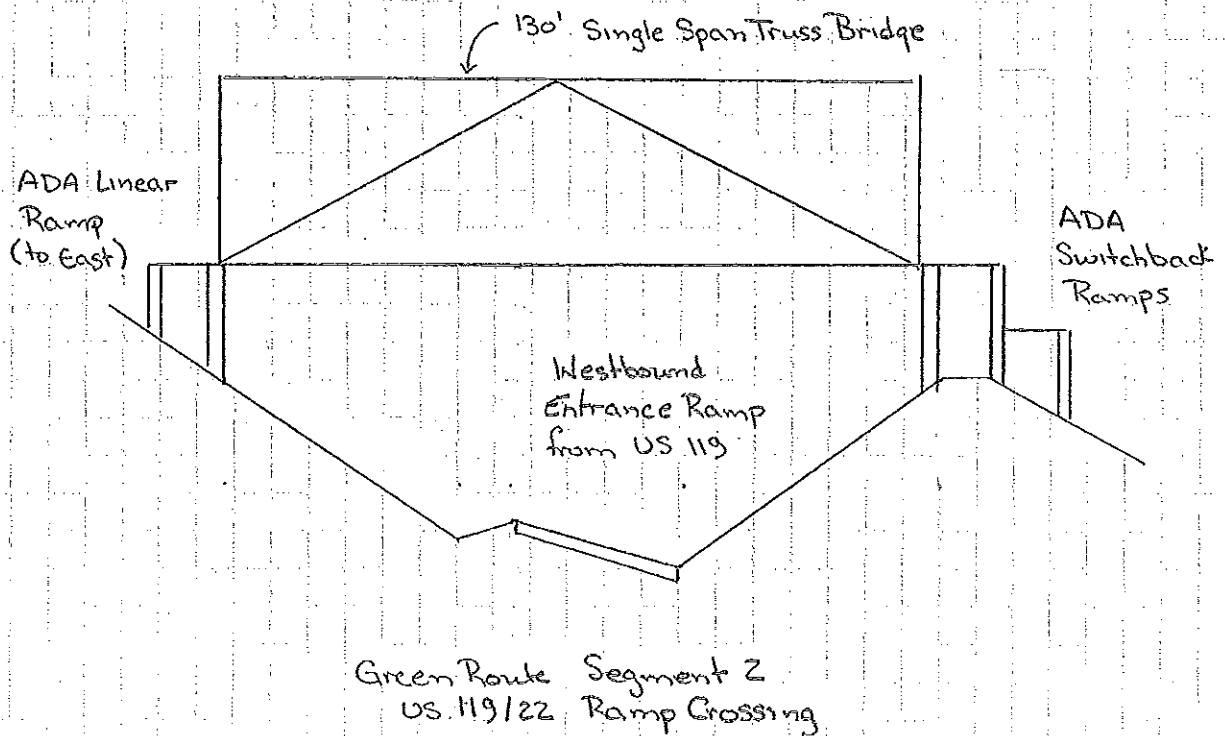
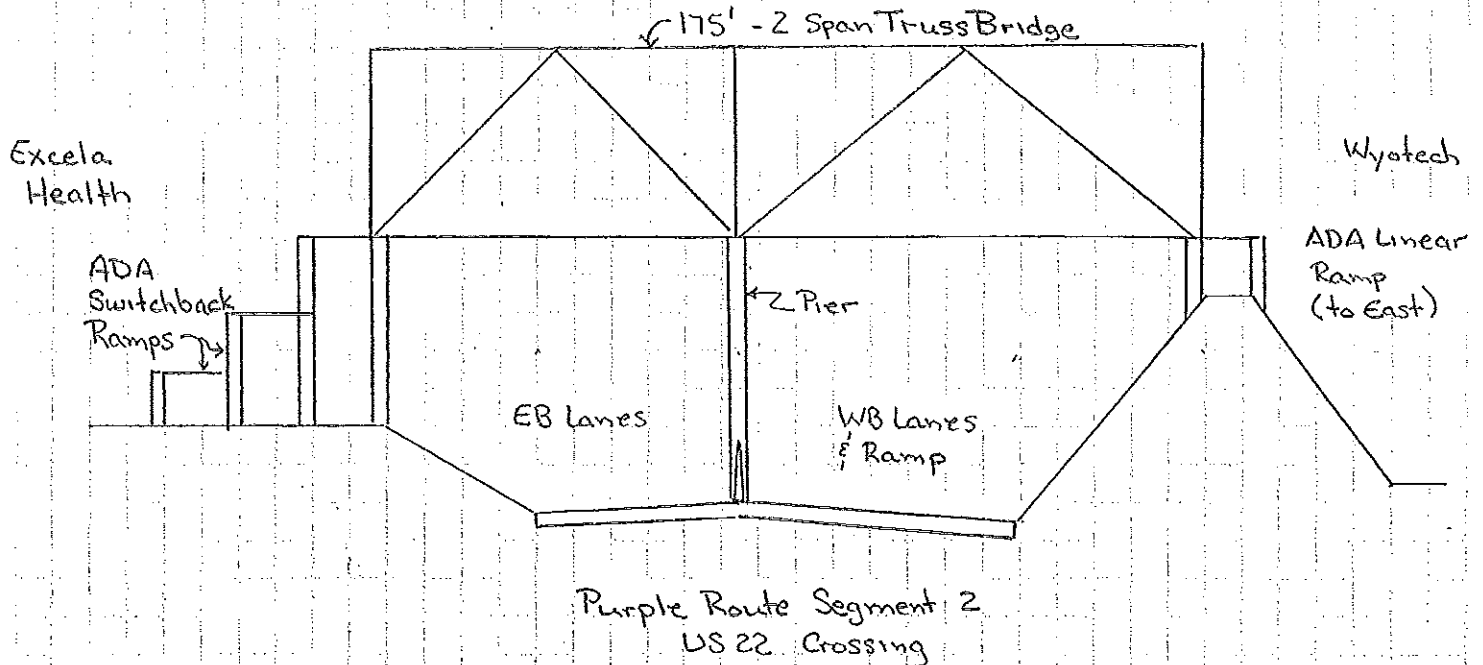
US 22 UNDERPASS



SUBJECT _____

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BY _____ DATE _____
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JOB NO. _____

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APPENDIX D

COST ESTIMATES

Indiana County Regional Trail Connectivity Study

Opinion of Probable Cost

Section 1

Hoodlebug Trail

April 6, 2011

Construction Item	Units	Red Route		Purple Route		Green Route		Comments
		Quantity	Cost	Quantity	Cost	Quantity	Cost	
Clearing, Denuding, Grubbing	Ac	0.75	\$ 2,400.00	0.75	\$ 2,400.00	0.25	\$ 1,000.00	
Seeding, Landscape, Reveg. & Topsoil	Ac	0.25	\$ 1,200.00	0.25	\$ 1,200.00	0.1	\$ 500.00	
Excavation, Earthwork	CY	2100	\$ 32,000.00	2100	\$ 32,000.00	800	\$ 12,000.00	
Drainage; Pipes, Inlets, Structures	LS	1	\$ 9,000.00	1	\$ 9,000.00	1	\$ 9,000.00	
Trail Surfacing & Subbase (1.5 "Asp)	SY	700	\$ 28,000.00	700	\$ 28,000.00	600	\$ 24,000.00	
Trail Surfacing & Subbase (3 "AA#10)	SY	1100	\$ 28,000.00	1100	\$ 28,000.00			
Signs,	EA	20	\$ 8,000.00	20	\$ 8,000.00	8	\$ 4,000.00	
OH Signage	EA					1	\$ 8,000.00	overhead mast arm
Entrance Controls; (B)Bollards, (G)Gate	LS	6	\$ 9,000.00	6	\$ 9,000.00			Bollards
Fencing	LF							
Erosion and Sediment Control	LS	1	\$ 2,500.00	1	\$ 2,500.00	1	\$ 1,000.00	
Vegetation Management	Ac	NA		NA		NA		
Retaining Wall & Jersey Barriers	LF	1000	\$ 100,000.00	1000	\$ 100,000.00	600	\$ 60,000.00	
Contingencies	15%		\$ 33,015.00		\$ 33,015.00		\$ 17,925.00	
Surveying, Legal, Easements, Engineering,	15%		\$ 33,015.00		\$ 33,015.00		\$ 17,925.00	
Construction Admin	7.5%		\$ 16,507.50		\$ 16,507.50		\$ 8,962.50	
Totals			\$ 302,637.50		\$ 302,637.50		\$ 164,312.50	

Indiana County Regional Trail Connectivity Study
Opinion of Probable Cost

Section 2

Hoodlebug Trail

April 6, 2011

Construction Item	Units	Red Route		Purple Route		Green Route		Comments
		Quantity	Cost	Quantity	Cost	Quantity	Cost	
Clearing, Denuding, Grubbing	Ac	NA		1	\$ 4,000.00	1	\$ 4,000.00	
Seeding, Landscape & Revegetation	Ac	NA		0.25	\$ 1,200.00	0.5	\$ 2,500.00	
Earthwork	CY	NA		1300	\$ 20,000.00	2100	\$ 32,000.00	
Inlaid Pattern Concrete 40'	CY	12	\$ 9,000.00	12	\$ 9,000.00	12	\$ 9,000.00	
Drainage; Pipes, Inlets, Structures	LF	NA				300	\$ 23,000.00	
Trail Surface /Shldr. Overlay	SY							Optional shoulder resurfacing - \$45,000 (3467 SY)
Trail Surface /Sub. & Dust	SY			2,700	\$ 68,000.00	3,500	\$ 88,000.00	
Signs,.....	EA	11	\$ 5,000.00	5	\$ 2,000.00	8	\$ 4,000.00	
OH Signage * = MastArm Sign	EA	2	\$ 15,000.00	2	\$ 15,000.00	2	\$ 15,000.00	
Entrance Controls; (B)Bollards (G) Gate	EA	NA		5	\$ 7,500.00	6	\$ 9,000.00	
6' Chain Link Fencing	LF	NA		600	\$ 12,000.00	900	\$ 18,000.00	
Erosion and Sediment Control	LS	NA		1	\$ 5,000.00		\$ 5,000.00	
A. 175' Bridge	Ea			A.	\$ 1,200,000.00			A. 175' Bridge has 1 abutment and 1 ramp.
B. 130' Bridge	Ea					B.	\$ 1,400,000.00	B. 130' Bridge has 1 full ramp and 1 half ramp and 1 full abutment (18'Ht). and 1-1/2 abut.
3.5'Ht Landscape Ret. Wall	LF					300	\$ 45,000.00	
Rails for Wall Below Bridge	LF					300	\$ 15,000.00	
Jersey Barriers	LF			800	\$ 40,000.00			
Contingencies	15%		\$ 4,350.00		\$ 207,555.00		\$ 250,425.00	
Surveying, Legal, Easements, Engineering.	15%		\$ 4,350.00		\$ 207,555.00		\$ 250,425.00	
Construction Admin	7.5%		\$ 2,175.00		\$ 103,777.50		\$ 125,212.50	
Totals			\$ 39,875.00		\$ 1,902,587.50		\$ 2,295,562.50	

Indiana County Regional Trail Connectivity Study
Opinion of Probable Cost

Section 3

Hoodlebug Trail

April 6, 2011

Construction Item	Units	Red Route			Purple Route			Green Route			Comments
		Quantity	Cost		Quantity	Cost		Quantity	Cost		
Clearing	Ac	NA			0.5	\$ 2,000.00		0.5	\$ 2,000.00		
Seeding, Landscape & Revegetation	Ac	NA			0.1	\$ 500.00		0.1	\$ 500.00		
Earthwork	CY	NA			700	\$ 11,000.00		700	\$ 11,000.00		
Inlaid Pattern Concrete 40'	CY				25	\$ 18,000.00		25	\$ 18,000.00		
Drainage; Pipes, Inlets, Culvert	LF	900	\$ 70,000.00		20	\$ 2,000.00		20	\$ 2,000.00		
Trail Surfacing & Subbase	SY				1800	\$ 45,000.00		1800	\$ 45,000.00		
Signs,	EA	25	\$ 25,000.00		9	\$ 3,600.00		9	\$ 3,600.00		
OH Signage * = MastArm Sign	EA	2									
Entrance Controls; (B)Bollards (G) Gate	Ea	NA			G 3	\$ 6,000.00		G 3	\$ 6,000.00		
Pedestrian Signalization	LS	1	\$ 60,000.00								
4' Ht. Fencing	LF	NA			1200	\$ 24,000.00		1200	\$ 24,000.00		
Erosion and Sediment Control	LS	1	\$ 1,500.00		1	\$ 1,500.00		1	\$ 1,500.00		
4' Paved Shoulder each side	SY	1600	\$ 64,000.00		NA			NA			
6' Ht Landscape Ret. Wall	LF	NA			450	\$ 150,000.00		450	\$ 150,000.00		
Contingencies	15%		\$ 33,075.00			\$ 39,540.00			\$ 39,540.00		
Surveying, Legal, Easements, Engineering.	15%		\$ 33,075.00			\$ 39,540.00			\$ 39,540.00		
Construction Admin	7.5%		\$ 16,537.50			\$ 19,770.00			\$ 19,770.00		
Totals			\$ 303,187.50			\$ 362,450.00			\$ 362,450.00		

Indiana County Regional Trail Connectivity Study
Opinion of Probable Cost

Section 4

Hoodlebug Trail

April 6, 2011

Construction Item	Units	Red Route			Purple Route			Green Route			Comments
		Quantity	Cost		Quantity	Cost		Quantity	Cost		
Clearing	Ac	NA			NA			0.25	\$ 1,000.00		
Seeding, Landscape & Revegetation	Ac	NA			NA			0.1	\$ 500.00		
Earthwork	CY	NA			NA			50	\$ 750.00		
Drainage; Pipes, Inlets, Structures	LF	NA			NA			NA			
Trail Surfacing & Subbase	SY	NA			NA			750	\$ 19,000.00		
Signage	EA	8	\$ 3,200.00		10	\$ 4,000.00		4	\$ 1,600.00		
Entrance Controls; (B)Bollards (G) Gate	Ea	NA			NA			2	\$ 3,000.00		
Fencing	LF	NA			NA						
Erosion and Sediment Control	LS	NA			NA						
Vegetation Management	Ac	NA			NA			NA			
Bridge	Ea	NA			NA			NA			
Retaining Wall & Barriers	LF	NA			NA			NA			
Wetland Mitigation	Ac	NA			NA			NA			
Railroad Crossing	Ea	NA			NA			NA			
Signalization	Ea	NA			NA			NA			
Contingencies	15%		\$ 480.00			\$ 600.00			\$ 3,877.50		
Surveying, Legal, Easements, Engineering.	15%		\$ 480.00			\$ 600.00			\$ 3,877.50		
Construction Admin	7.5%		\$ 240.00			\$ 300.00			\$ 1,938.75		
Totals			\$ 4,400.00			\$ 5,500.00			\$ 35,543.75		

Indiana County Regional Trail Connectivity Study
Opinion of Probable Cost

Section 5

Hoodlebug Trail

April 6, 2011

Construction Item	Units	Red Route		Purple Route		Green Route		Comments
		Quantity	Cost	Quantity	Cost	Quantity	Cost	
Clearing	Ac	0.75	\$ 3,000.00	1	\$ 4,000.00	0.75	\$ 3,000.00	
Seeding, Landscape & Revegetation	Ac	0.1	\$ 500.00	0.5	\$ 2,200.00	0.1	\$ 500.00	
Earthwork	CY	1100	\$ 17,000.00	1400	\$ 21,000.00	1100	\$ 17,000.00	
Drainage; Pipes, Inlets, Structures	LF							
Trail Surfacing & Subbase	SY	2000	\$ 50,000.00	2700	\$ 68,000.00	2000	\$ 50,000.00	
Signage	EA	25	\$ 10,000.00	15	\$ 6,000.00	25	\$ 10,000.00	
Entrance Controls; (Bollards (G) Gate	Ea	2	\$ 3,000.00	2	\$ 3,000.00	2	\$ 3,000.00	Bollards
Fencing	LF							
Erosion and Sediment Control	LS	1	\$ 1,000.00	1	\$ 3,000.00	1	\$ 1,000.00	
Vegetation Management	Ac	NA		NA		NA		
Bridge	Ea	NA		NA		NA		
Retaining Wall & Barriers	LF	NA		NA		NA		
Wetland Mitigation	Ac	NA		NA		NA		
Railroad Crossing	Ea	NA		NA		NA		
Signalization	Ea	NA		NA		NA		
Contingencies	15%		\$ 12,675.00		\$ 16,080.00		\$ 12,675.00	
Surveying, Legal, Easements, Engineering.	15%		\$ 12,675.00		\$ 16,080.00		\$ 12,675.00	
Construction Admin	7.5%		\$ 6,337.50		\$ 8,040.00		\$ 6,337.50	
Totals			\$ 116,187.50		\$ 147,400.00		\$ 116,187.50	

Indiana County Regional Trail Connectivity Study
Opinion of Probable Cost

Section 6

Hoodlebug Trail

April 6, 2011

Construction Item	Units	Red Route		Purple Route		Green Route		Comments
		Quantity	Cost	Quantity	Cost	Quantity	Cost	
Clearing	Ac	NA		NA		NA		
Seeding, Landscape & Revegetation	Ac	NA		NA		NA		
Earthwork	CY	NA		NA		NA		
Drainage; Pipes, Inlets, Structures	LF	NA		NA		NA		
Trail Surfacing & Subbase	SY	NA		NA		NA		
Signage	EA	13	\$ 5,200.00	13	\$ 5,200.00	13	\$ 5,200.00	
Entrance Controls	Ea	NA		NA		NA		
Fencing	LF	NA		NA		NA		
Erosion and Sediment Control	LS	NA		NA		NA		
Vegetation Management	Ac	NA		NA		NA		
Bridge	Ea	NA		NA		NA		
Retaining Wall & Barriers	LF	NA		NA		NA		
Wetland Mitigation	Ac	NA		NA		NA		
Railroad Crossing	Ea	NA		NA		NA		
Contingencies	15%		\$ 780.00		\$ 780.00		\$ 780.00	
Surveying, Legal, Easements, Engineering.	15%		\$ 780.00		\$ 780.00		\$ 780.00	
Construction Admin	7.5%		\$ 390.00		\$ 390.00		\$ 390.00	
Totals			\$ 7,150.00		\$ 7,150.00		\$ 7,150.00	

Indiana County Regional Trail Connectivity Study
Opinion of Probable Cost

Section 7

Hoodlebug Trail

April 6, 2011

Construction Item	Units	Red Route		Purple Route		Green Route		Comments
		Quantity	Cost	Quantity	Cost	Quantity	Cost	
Clearing	Ac	NA		NA		NA		
Seeding, Landscape & Revegetation	Ac	NA		NA		NA		
Earthwork	CY	NA		NA		NA		
Drainage; Pipes, Inlets, Structures	LF	NA		NA		NA		
Trail Surfacing & Subbase RR Xing	SY	NA		150	\$ 3,000.00	100	\$ 2,000.00	
Signage	EA	8	\$ 3,200.00	10	\$ 4,000.00	12	\$ 4,800.00	
Entrance Controls; (Bollards) (G) Gate	Ea	NA		2	\$ 3,000.00	2	\$ 3,000.00	Bollards
Fencing	LF	NA						
Erosion and Sediment Control	LS	NA		NA		NA		
Vegetation Management	Ac	NA		NA		NA		
Bridge	Ea	NA		NA		NA		
Retaining Wall & Barriers	LF	NA		NA		NA		
Wetland Mitigation	Ac	NA		NA		NA		
Railroad Crossing	Ea	NA		1	\$ 75,000.00		\$ 75,000.00	
Signalization	Ea	NA		NA		NA		
Contingencies	15%		\$ 480.00		\$ 12,750.00		\$ 12,720.00	
Surveying, Legal, Easements, Engineering.	15%		\$ 480.00		\$ 12,750.00		\$ 12,720.00	
Construction Admin	7.5%		\$ 240.00		\$ 6,375.00		\$ 6,360.00	
Totals			\$ 4,400.00		\$ 116,875.00		\$ 116,600.00	

Indiana County Regional Trail Connectivity Study
Opinion of Probable Cost

Section 8

West Penn Trail

April 6, 2011

Construction Item	Units	Red Route		Blue Route		Comments
		Quantity	Cost	Quantity	Cost	
Clearing	Ac	NA		0.25	\$ 1,000.00	
Seeding, Landscape & Revegetation	Ac	NA				
Earthwork	CY	NA		300	\$ 5,000.00	
Drainage; Pipes, Inlets, Structures	LF	NA				
Trail Surfacing w/Subbase	SY	NA		3000	\$ 75,000.00	
Signage	EA	7	\$ 3,000.00	2	\$ 1,000.00	
Entrance Controls; (B)ollards (G)ate	Ea	NA		3	\$ 1,500.00	
Fencing 8' Ht.	LF	NA		2100	\$ 42,000.00	
Erosion and Sediment Control	LS	NA				
Vegetation Management	Ac	NA		0.5	\$ 1,000.00	
Bridge	Ea	NA		NA		
Retaining Wall & Barriers	LF	NA		NA		
Wetland Mitigation	Ac	NA		NA		
Railroad Crossing	Ea	NA		NA		
Signalization	Ea	NA		NA		
Contingencies	15%		\$ 450.00		\$ 18,975.00	
Surveying, Legal, Easements, Engineering.	15%		\$ 450.00		\$ 18,975.00	
Construction Admin	7.5%		\$ 225.00		\$ 9,487.50	
Totals			\$ 4,125.00		\$ 173,937.50	

Indiana County Regional Trail Connectivity Study
Opinion of Probable Cost
Section 9

West Penn Trail

April 6, 2011

Construction Item	Units	Red Route		Blue Route		Comments
		Quantity	Cost	Quantity	Cost	
Clearing	Ac	3	\$ 12,000.00	0.25	\$ 1,000.00	
Seeding, Landscape & Revegetation	Ac	1	\$ 5,000.00	0.2	\$ 1,000.00	
Earthwork	CY	6,500.00	\$ 100,000.00	1500	\$ 25,000.00	
Drainage; Pipes, Inlets, Structures	LF	NA		NA		
Trail Surfacing No Sub. (B) Tar/Chip	SY			4,600	\$ 21,000.00	Shaping and grading
(A) Trail Surfacing AASHTOW10	SY	4,600	\$ 115,000.00			
1" 2A Top Dressing for Tar & Chip	SY			4,600	\$ 10,000.00	
Signs,	EA	9	\$ 4,000.00	9	\$ 4,000.00	
OH Signage * = MastArm Sign	EA	1	\$ 7,500.00			
Entrance Controls; (B) Bollards (G) Gate	Ea	2	\$ 3,000.00	2	\$ 3,000.00	gates
Fencing 8' Ht.	LF	5,400	\$ 135,000.00	4,600	\$ 115,000.00	
Erosion and Sediment Control	LS	1	\$ 10,000.00	1	\$ 3,000.00	
Vegetation Management	Ac	1	\$ 1,000.00			
Bridge	Ea	NA		NA		
10' & 15' Ht. Retaining Wall	SF	34,000	\$ 1,500,000.00	1000	\$ 45,000.00	
Contingencies	15%		\$ 283,875.00		\$ 34,200.00	
Surveying, Legal, Easements, Engineering.	15%		\$ 283,875.00		\$ 34,200.00	
Construction Admin	7.5%		\$ 141,937.50		\$ 17,100.00	
Totals			\$ 2,602,187.50		\$ 313,500.00	

Indiana County Regional Trail Connectivity Study
Opinion of Probable Cost

Section 10
West Penn Trail
January 19, 2011

Construction Item	Units	Red Route		Blue Route		Comments
		Quantity	Cost	Quantity	Cost	
Clearing	Ac	NA		0.25	\$ 1,000.00	
Seeding, Landscape & Revegetation	Ac	NA		0.1	\$ 1,000.00	
Earthwork	CY	NA				
Initial Pattern Concrete 40'	CY	10	\$ 7,500.00			
(A) Trail Surfacing w/ Sub. (B) Tar/Chip	SY			3000	\$ 75,000.00	
Signs, OH Signage * = MastArm Sign	EA	20	\$ 8,000.00	8	\$ 3,200.00	
Entrance Controls; (B) Bollards (G) Gate	Ea	2	\$ 15,000.00			
		NA		4	\$ 4,000.00	
8' Ht. Fencing	LF	NA		3,000	\$ 75,000.00	
Erosion and Sediment Control	LS	NA		1	\$ 3,000.00	
Vegetation Management	Ac	NA		NA		
Bridge	Ea	NA		NA		
Jersey Barriers	LF	NA		80	\$ 8,000.00	
Wetland Mitigation	Ac	NA		NA		
Railroad Crossing	Ea	NA		NA		
Signalization	Ea			NA		
Contingencies	15%		\$ 4,575.00		\$ 25,530.00	
Surveying, Legal, Easements, Engineering.	15%		\$ 4,575.00		\$ 25,530.00	
Construction Admin	7.5%		\$ 2,287.50		\$ 12,765.00	
Totals			\$ 41,937.50		\$ 234,025.00	

APPENDIX E

PROPERTY IMPACTS

Indiana County Rail Trail Connectivity Study Property Impact Tabulation

Trail Segment	Corridor Critical	Segment Critical	PARCEL	*	NAME	ADDRS2	ADDRS3	STATE	ZIPCODE	DEEDS1	DEEDPG1
1RP		*	10-007-130.01	*	BLAIRSVILLE-SALTSBURG SCHOOL	102 SCHOOL LANE	BLAIRSVILLE PA		15717	787	476
1RP			10-007-125.02		KIDD, JOHN J III	54 CORNELL RD	BLAIRSVILLE PA		15717	1065	35
1RP			10-007-125		LAWRENCE, WAYNE	2714 TUEWIGTOWN RD	COLMAR PA		18915-	1433	169
1RPG	*		10-007-130		CAMPBELL, RANDALL GRAFF UX	10472 RTE 119 HWY S	BLAIRSVILLE PA		15717	511	547
2G		*	10-007-107.01		LATROBE AREA HOSPITAL INC	121 WEST 2ND AVE	LATROBE PA		15650	1104	318
2P		*	10-041-201		WAL-MART REALTY COMPANY	702 S W 8TH ST	BENTONVILLE AR		72716-	180659	2007
2PG		*	10-047-100	*	INDIANA CO DEV CORP	801 WATER ST	INDIANA PA		15701	982	267
2PG		*	10-007-107	*	LATROBE AREA HOSPITAL INC	532 W PITTSBURGH ST	GREENSBURG PA		15601-	179454	2007
3PG		*	10-041-104		ECHO BLAIRSVILLE ASSOCIATES LP	701 ALPHA DR	PITTSBURGH PA		15238-	1287	685
3PG		*	10-041-101		TIANI LP	681 RTE 22 HWY W	BLAIRSVILLE PA		15717-	1171	391
3PG		*	10-041-300	*	TIANI, LP	PO BOX 6200	MURRYSVILLE PA		15668	1526	556
3PG		*	10-041-104.04	*	WAL-MART REAL ESTATE BUSINESS	PO BOX 8050	BENTONVILLE AR		72712-8050	1287	662
3PG		*	R/W		undefined ownership						
3PG		*	R/W		gas R/W						
3PG		*	R/W		elec R/W						
4G		*	10-042-109		LOTUS HOSPITALITY INC	191 MESA DR	FREEPORT PA		16229-	1239	717
4P		*	10-042-109.01		MALCOTTI, CHRISTINE A	29 W MILTON ST	EBENSBURG PA		15931-	181502	2007
5P		*	06-006-100.03	*	SERWINSKI, JOSEPH V	201 HILL ST	BLAIRSVILLE PA		15717-	1073	147
5RG		*	06-006-100.03E		FCM MANAGEMENT LTD	PO BOX 409	IRWIN PA		15642-	1638	347
5RPG	*		10-004-160		CAMPBELL, MICHAEL P	498 HODGE ST	BLAIRSVILLE PA		15717	888	877
5RPG			06-006-100.03C		FCM MANAGEMENT INC	PO BOX 409	IRWIN PA		15642-	1205	791
7P		*	06-002-156.01A		SAVINGS & TRUST CO	PO BOX 190	INDIANA PA	PA	15701	905	884
7P, 10B		*	06-002-156.01A		SAVINGS & TRUST CO	PO BOX 190	INDIANA PA	PA	15701	905	884
8R		*	10-002		Assumed Norfolk Southern						
8R		*	10-002-145		TKT LTD/Assumed Norfolk	PO BOX 310	BLAIRSVILLE PA		15717-	181617	2008
8R		*	10-002-132		U S A				0		
9RB	*		10-002		Assumed Norfolk Southern						
9RB	*		10-002		Assumed Norfolk Southern						
10R		*	06-002-156.01A1		BOROUGH OF BLAIRSVILLE	244 S STEWART ST	BLAIRSVILLE PA		15717	905	904
10R		*	06-002-156		KOVALCHICK SALVAGE CO	1060 WAYNE AVE	INDIANA PA		15701	795	144

* - Multiple Deed Book references and/or additional Address info available in GIS database

APPENDIX F

REGULATORY RESPONSES

JAG/FILE
C2

L.R. Kimball™

TARGETED RESULTS. EXPERTLY MANAGED.
WE STAKE OUR REPUTATION ON IT:

615 W. Highland Avenue
P.O. Box 1000
Ebensburg, PA 15931-1048
Phone: 814-472-7700
Fax: 814-472-7712

LETTER OF TRANSMITTAL

Date: 2/16/2011
Project: 09-1300-0220-1001

Re: Indiana Co Rail-Trail Connectivity Study

TO: PA Historical & Museum Commission
Bureau of Historic Preservation
400 North Street
Commonwealth Keystone Building 2nd Floor
Harrisburg, PA 17120-0093

VIA: ☒ FIRST CLASS MAIL

☐ HAND CARRIED
☐ COURIER SERVICE
DELIVER BY DATE:
DELIVER BY TIME:

• WE ARE SENDING THE ATTACHED •

☐ Shop Drawings ☒ As Listed Below ☐ Drawings ☐ Specifications

Quantity	Description
1 each	Request to Initiate Consultation Form, Project Description Narrative, & Map Location (2)

☐ APPROVED
☐ APPROVED AS NOTED
☐ NOT APPROVED
☐ AS DISCUSSED BY PHONE
☐ OTHER

☐ AS YOU REQUESTED
☒ FOR YOUR FILE
☒ FOR YOUR REVIEW

REMARKS: Please contact us if you have any questions.

CC: Laura Hawkins, File
11x10216_pahmc

BY: 
THOMAS GRAY, PE

Pennsylvania Historical & Museum Commission
Bureau for Historic Preservation

BHP Use Only

ER #

Request to Initiate Consultation in Compliance with the State History Code and
Section 106 of the National Historic Preservation Act

Applicant Information (print neatly, this will be used in the return envelope)			
Applicant Name	Tom Gray		
Street Address	615 W. Highland Ave		
City	Ebensburg PA 15931	Phone Number	814-472-7700 X 1391
State/ZIP			

Contact Person to Receive Response (if applicable) (print neatly, this will be used in the return envelope)			
Name/Company	L.Robert Kimball		
Street Address	615 W. Highland Ave		
City	Ebensburg PA	Phone Number	814-472-7700 X 1391
State/ZIP	15931		

Project Information			
Project Title	Indiana County Rail Trail Connectivity Study		
Project Location and/address	Blairsville Boro, Burrel Twp.		
Municipality	See above.	County Name	Indiana County
If this project was ever reviewed before, include previous ER #			

Project Type (Check all that apply)			
Government Funded/Sponsored or On Government Land?			
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Specify Agency and/or Program Name Below			
State Agency:	DCNR	Local:	Indiana County
Federal Agency:		Other:	
Permits or Approvals Required			
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Specify Agency and/or Program Name Below			
Anticipated Permits:			
State Agency:	PADOT & Conservation Dist.	Program:	HOP & NPDES
Federal Agency:		Program:	
Agency Office to Receive Response (Check all that apply)			
Army Corps of Engineers:	<input type="checkbox"/> Philadelphia	<input type="checkbox"/> Baltimore	<input type="checkbox"/> Pittsburgh
DEP Office:	<input type="checkbox"/> Central Office	<input type="checkbox"/> Regional Office:	
<input type="checkbox"/> District Mining Office:		<input type="checkbox"/> Oil & Gas Office:	
<input type="checkbox"/> Other: (provide address)			

Pennsylvania Historical & Museum Commission
Bureau for Historic Preservation

BHP Use Only

ER #

Required Project Information for BHP/SHPO Review

☒ Total Acres in the property under review: Hoodlebug - 8.25Ac
West Penn - 7.5Ac

☒ Total acres of earth disturbance for this proposed activity: 15.75Ac.

☐ Are there any buildings or structures within the project area? ☒ Yes ☐ No
<50 years Approximate age of buildings:

☒ Project located in or adjacent to a historic district? ☒ Yes ☐ No ☐ Unsure

Name of Historic District Ranson St
Historic Dist

Submissions Must Also Include:

☒ MAP LOCATION: A 7.5 USGS Map showing the project boundary and the Area of Potential Effect (APE). The APE should include indirect effects, such as visual and audible impacts. Federal Projects must provide an explanation of how the APE was determined.

☐ PHOTOS: Photos of all buildings or structures in the APE over 50 years old. If the property is over 50 years old submit a Historic Resource Form with this initial request. The forms are available at <http://www.phmc.state.pa.us/bhp/inventories>.

☒ PROJECT DESCRIPTION NARRATIVE: Provide a detailed project description describing the project, any ground disturbance, any previous land use, and age of all effected buildings in the project area. Attach a site map showing the location of all buildings in the project area.

☒ I have reviewed all DEP Permit Exemptions listed on the DEP website www.dep.state.pa.us.

In addition, federal agencies must provide:

☐ Measures that will be taken to identify consulting parties including Native Americans.

☐ Measures that will be taken to notify and involve the public.

The information on this form is needed to determine whether potential historic or archaeological resources are present. Additional historic information or investigation may be requested to determine the significance of the resources or the effects of the project on those resources. Form and attachments must be submitted by mail. Submissions via e-mail will not be accepted.

Signature Block

Applicant's Signature

Date

Please Print and Mail Completed Form and Required Information to:

PA Historical & Museum Commission
Bureau for Historic Preservation
400 North Street
Commonwealth Keystone Building 2nd Floor
Harrisburg, PA 17120-0093

Project Description Narrative

Indiana County Rail-Trail Connectivity Study

L. Robert Kimball is preparing a feasibility study for the Indiana County Office of Planning and Development (ICOPD) called Indiana County Rail Trail Connectivity Study located in Indiana County Pennsylvania. The project area is located on the Bolivar and Blairsville USGS quadrangles.

The goals of the ICOPD are to evaluate the feasibility of connecting downtown Blairsville to the Hoodlebug Trail to its east and the West Penn Trail to its west. These connections would provide nonmotorized access to these trails for local residents and would create a continuous trail corridor for through users.

The trail extensions will be developed as a mix of on-street and off-street alignments. On-street alignments will be a "share-the-road" configuration with no earth disturbance. Four off-street areas are shown on the enclosed mapping for evaluation of potential impact to cultural resources. These are described below.

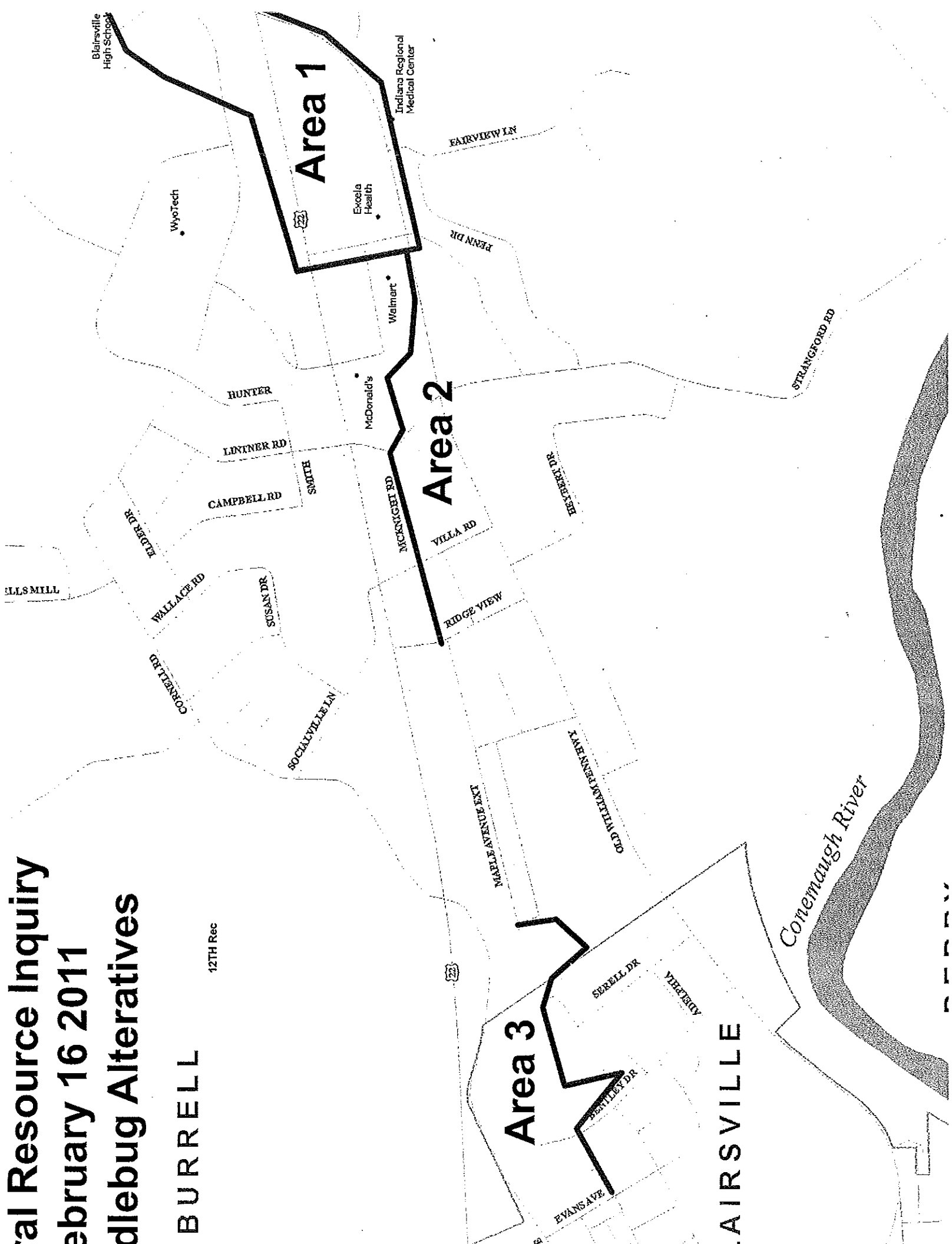
- Area 1 – polygon area that contains multiple alignments extending from the intersection of US 119 and Cornell Road in the northeast to the intersection of Old William Penn Highway and Club Lane. The area has generally been previously disturbed by development of the Blairsville High School campus, Indiana County Business Park, US 22, and Excel Health site developments. (4 ac)
- Area 2 – linear area covering a single alignment from the intersection of Old William Penn Highway and Club Lane to the intersection of Ridgeview and Maple Ave. This has generally been disturbed by commercial development and gas line installation. (1.75 ac)
- Area 3 – linear area covering a single alignment from the end of Maple Ave Extension to the intersection of Locust St and Bently Ave. No significant development has occurred in this area. (2.5 Ac)
- Area 4 – linear area covering a single alignment generally following the Norfolk Southern rail corridor from the existing West Penn Trail trailhead off of Newport Road, eastward to the center of Blairsville. The corridor has generally been disturbed by the railroad excavation and adjacent utility installations (7.5 Ac)

There are no structures immediately along any of the proposed trail alignments under construction that would be impacted by construction.

Environmental Resource Inquiry February 16 2011 Bumblebug Alteratives

BURRELL

12TH REC



**Cultural Resource Inquiry
February 16, 2011
West Penn Alternatives**

0.1 0.05 0

BURREL

(217)

NEWPORT RD

Area 4

Conemaugh River

DERRY

POPLARLY

SASSAER

BURREL

PENN ST

BLAIRSVILLE

MAPLE AV

WALNUT ST

SPRING ST

WATER ST

Blairsville
Recreation
Center



Commonwealth of Pennsylvania
Pennsylvania Historical and Museum Commission
Bureau for Historic Preservation
Commonwealth Keystone Building, 2nd Floor
400 North Street
Harrisburg, PA 17120-0093
www.phmc.state.pa.us

10-1300-0520

21

March 7, 2011

RECEIVED

MAR 09 2011

L.R. KIMBALL
EBENSBURG, PA

L.R. Kimball
Attn: Thomas Gray, P.E.
615 W. Highland Avenue
P.O. Box 1000
Ebensburg, PA 15931-1048

RE: ER# 2011-1127-063-A
DCNR: Proposed Indiana County Rail
Trail Connectivity Study, Blairsville
Borough & Burrell Township, Indiana
County

Dear Mr. Gray:

The Bureau for Historic Preservation has reviewed the above named project under the authority of the Environmental Rights amendment, Article 1, Section 27 of the Pennsylvania Constitution and the Pennsylvania History Code, 37 Pa. Cons. Stat. Section 500 et seq. (1988). This review includes comments on the project's potential effect on both historic and archaeological resources. Our comments are as follows:

We are unable to proceed with our review until the additional information on the attached sheet is provided.

If you have any questions or comments concerning our review for historic resources, please contact Ann Safley at (717) 787-9121. If you have any questions or comments concerning our review for archaeological resources, please contact Kira Heinrich at (717) 705-0700.

Sincerely,

Douglas C. McLearen, Chief
Division of archaeology and Protection.

enclosure

T. Gray



PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION
BUREAU FOR HISTORIC PRESERVATION

INFORMATION REQUEST SHEET

(Revised 4/07)

Please submit checked items for PHMC to proceed with review.

PROJECT INITIATION

A. FUNDING/PERMITTING/LICENSING/APPROVAL PROGRAM

- ☐ 1. Contact person for federal/state/local agency, address, phone number.
- ☐ 2. Letter from federal agency initiating consultation, or a letter from federal agency authorizing an alternate agency or a consultant to initiate consultation.
- ☐ 3. Identify the Federal/State Agency and funding program or permit/license.

B. PROJECT DESCRIPTION

- ☐ 1. Narrative description of the project and related actions resulting from the project.
- ☒ 2. Proposed boundary of the project's Area of Potential Effect (APE) (remember to consider visual impacts)
- ☐ 3. Description and Justification of selection of the Area of Potential Effect
- ☐ 4. Architectural plans of existing conditions (as-built or as-found)
- ☐ 5. Preliminary architectural drawings or plans (floor plans, elevations, specifications)
- ☐ 6. Work write-ups
- ☐ 7. Plans and specifications
- ☒ 8. Site plans of existing conditions
- ☒ 9. Site plans of proposed development

C. PROJECT LOCATION

- ☒ 1. U.S.G.S. 7.5 min. series quadrangle with the **PROJECT LOCATION(S) AND LIMITS CLEARLY MARKED** using a colored pen. Please include name of the quadrangle.
- ☐ 2. U.S.G.S. 7.5 min. series quadrangle with Area of Potential Effect marked (potential area of direct effect can be delineated inside area of indirect effect)
- ☐ 3. Street map (for properties in densely populated areas)
- ☐ 4. Street map showing location and historic district boundaries (if appropriate)
- ☐ 5. Street address of property
- ☐ 6. Municipality in which project is located (not mailing address location)

D. PROJECT SIZE (supply as appropriate for project)

- ☒ 1. Acreage of project area
- ☒ 2. Miles/feet of project and right-of-way width
- ☒ 3. Extent and nature of ground disturbing activities (i.e. grading, trenching, foundation excavation)

(over)



E. PHOTOGRAPHS (no Polaroids, or photocopies. Clear, high resolution digital images accepted.)

- ☒ 1. Exterior of building(s)/structures in project area
- ☐ 2. Interior of building(s) in project area
- ☐ 3. Interior of building(s) illustrating the proposed work areas/features.
- ☐ 4. Buildings, streetscape, setting of features in Area of Potential Effect (APE)
- ☐ 5. Views of project site
- ☐ 6. Other _____

PUBLIC PARTICIPATION

- ☐ 1. Measures which will be/or have been taken to identify consulting parties.
- ☐ 2. List of proposed consulting parties.
- ☐ 3. Measures which will be/or have been taken to notify and involve the public.

RESOURCE IDENTIFICATION, EVALUATION AND PROJECT EFFECT

A. CULTURAL RESOURCE IDENTIFICATION

- ☒ 1. Description of methodology used for identification and sources examined.
- ☐ 2. Plan proposed for identification of historical (including historic districts, buildings, structures, objects) and archaeological resources and proposed methodology to be used.
- ☐ 3. Pennsylvania Historic Resource Survey form(s) for all properties 50 years or older and potentially eligible for the National Register identified in the APE. (See our website at: www.phmc.state.pa.us click on "Preservation Programs" and then "Forms")
- ☐ 4. Historical background/context report/information for historic resources identified.

B. EFFECTS

- ☒ 1. How will the project affect building(s) over 50 years old?
- ☐ 2. National Register listed/eligible property(s) exists in project area, How will the project affect this historic property(s)?

C. Other: _____

File
C2

L.R. KimballSM

TARGETED RESULTS. EXPERTLY MANAGED.
WE STAKE OUR REPUTATION ON IT.

March 14, 2011

Mr. Douglas C McLearn, Chief, Division of Archaeology and Protection
PA Historical and Museum Commission
Bureau for Historic Preservation
Commonwealth Keystone Building, 2nd Floor
400 North Street
Harrisburg PA 17120-0093

Re: ER# 2011-1127-063-A
Indiana County Rail-Trail Connectivity Study
Blairsville Borough and Burrell Township, Indiana County
L.R. Kimball No. 09-1300-0220-1002

Dear Mr. McLearn:

In response to the Bureau's letter of March 7, 2011, we are providing the following supplemental information as outlined on the Bureau's Information Request Sheet. This project is in the feasibility study stage only. Alignments have not been finalized and no detailed design has been prepared.

Project Initiation

B. Project Description

Comment 1: 2. Proposed boundary of the project's Area of Potential Effect (APE).

Response: *This project is linear in nature and consists of multiple potential alignments, only one of which would be constructed. Four sections where the proposed alignments are NOT using existing public roadways were illustrated on the previously submitted GIS mapping. These areas have been superimposed on portions of the Bolivar and Blairsville USGS quadrangles and attached to this letter. The proposed trail development is expected to closely match existing grades with minimized grading. The disturbance width along these alignments is generally expected to be achieved within a 20' wide corridor. Connections to the Hoodlebug and West Penn Trails from Blairsville may occur concurrently or as independent project at different times.*

Comment 2: 8&9. Site Plans of existing and proposed conditions.

Response: *As this project is only in the feasibility stage, detailed site plans are not being prepared. As a feasibility study, the current goal is to identify any areas of concern with the intent of modifying the project to avoid impacts.*

C. Project Location

Comment 3: 1. USGS 7.5 min quadrangle.

Response: *As noted above, portions of the Bolivar and Blairsville USGS quadrangles are enclosed with the alignments of concern superimposed. Neither map illustrates the current scope of development and the interchange of US 22/119N has been substantially reconstructed.*

D. Project Size

Comment 4: 1. Acreage of project area.

Response: *The Hoodlebug connection may impact 5 to 5.57 acres of off-street area depending on route selection. The West Penn connection may impact up to four acres of off-street area depending on route selection.*

Comment 5: 2. Miles/feet of project and right of way width.

Response: *The Hoodlebug connection may impact 11,000 to 12,000 feet of off-street corridor depending on route selection. The West Penn connection may impact up to 9,000 feet of off-street corridor depending on route selection. Right-of-way widths are generally anticipated to 20' in width.*

Comment 6: 3. Extent and nature of ground disturbing activities.

Response: *The proposed trail development is expected to closely match existing grades with minimized grading. The disturbance width along these alignments is generally expected to be achieved within a 20' wide corridor.*

E. Photographs

Comment 7: 1. Exterior of buildings/structures in the project area.

Response: *No direct impact to any buildings is proposed as part of the project. The alignment segments of concern are located in areas of relatively newer development. Four photos are attached showing structures in proximity to the proposed alignments. Their locations are noted in blue on the mapping. These photos were not taken with the specific intent of showing these buildings.*

Resource Identification, Evaluation, and Project Effect

A. Cultural Resource Identification

Comment 8: 1. Description of methodology used for identification and sources examined.

Response: *No investigation of cultural resources has been conducted. As a feasibility study, the current goal is to identify any areas of concern with the intent of modifying the project to avoid impacts. The initial inquiry of February 16 identified areas where excavation is proposed for the project for the Bureau's identification of potential conflicts. If any are identified, then further investigation methodology will be reviewed with the Bureau if the potential conflict areas cannot be avoided outright.*

B. Effects

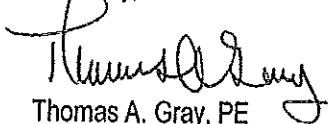
Comment 9: 1. How will project affect building(s) over 50 years old?

Response: *The areas of concern are off street in areas of relatively recent development. No research has been conducted to identify the specific construction dates any structures. Other proposed trail segments will utilize existing public street pavements where no physical construction will occur. The project will not physically impact any existing structures along the entire route.*

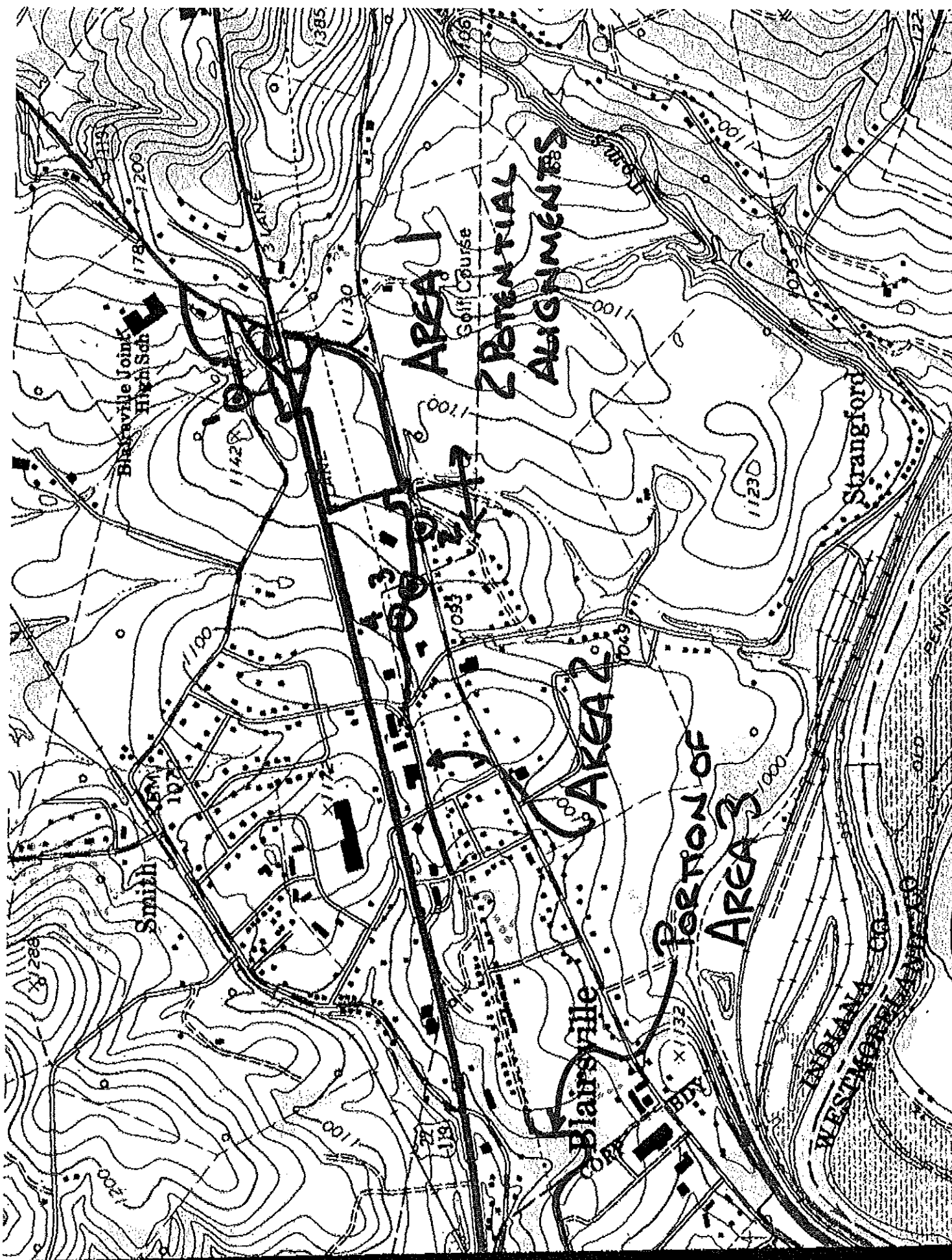
We are requesting your review of this supplemental data so that the alignments may be modified to avoid any potential impacts to resources of concern.

Thank you for your assistance. Should you have any questions, please contact me at 814-472-7700, Ext. 1391.

Sincerely,


Thomas A. Gray, PE

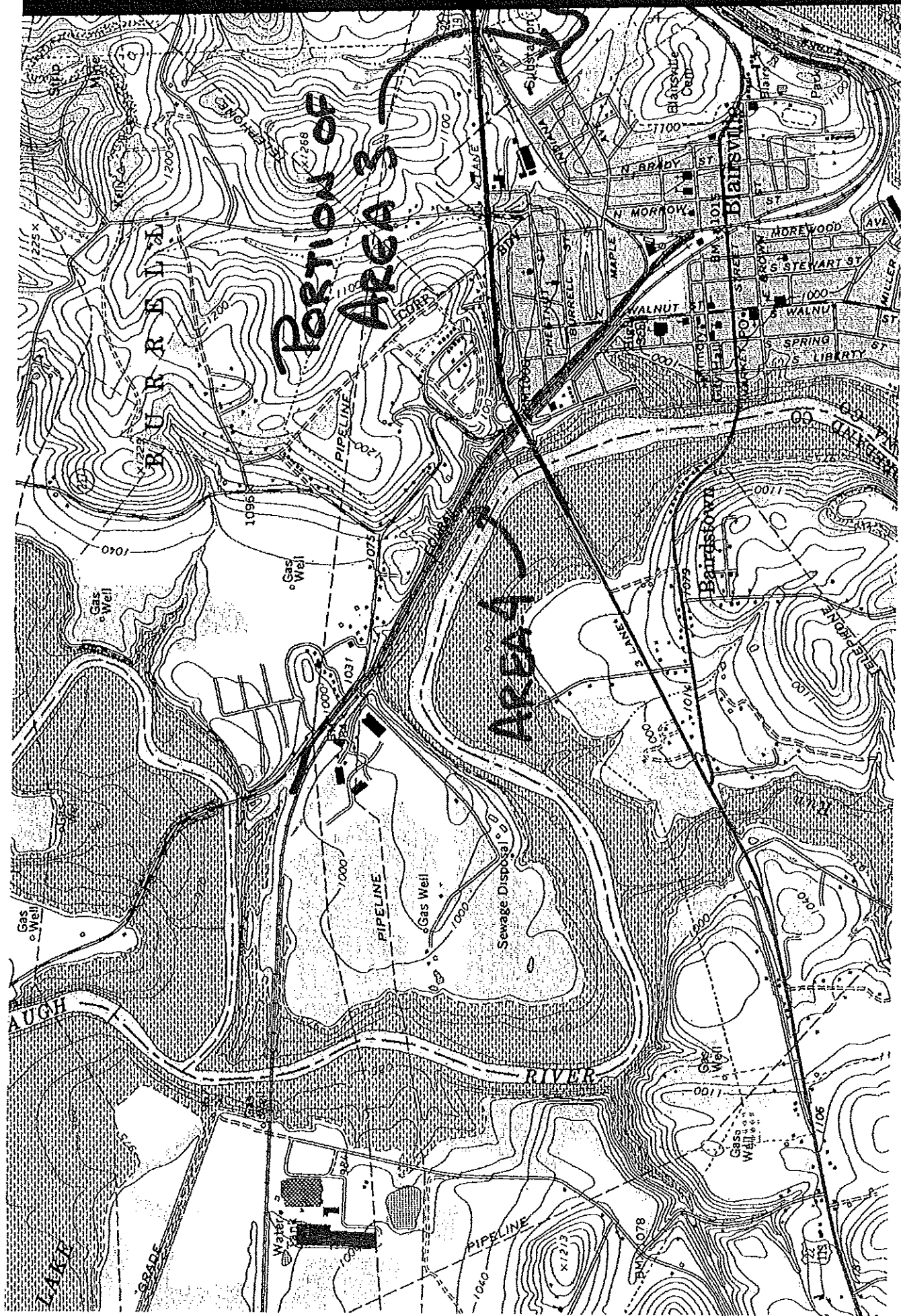
Attachments



Blairsville

Smith

Strangford



BLAIRSVILLE QUAD

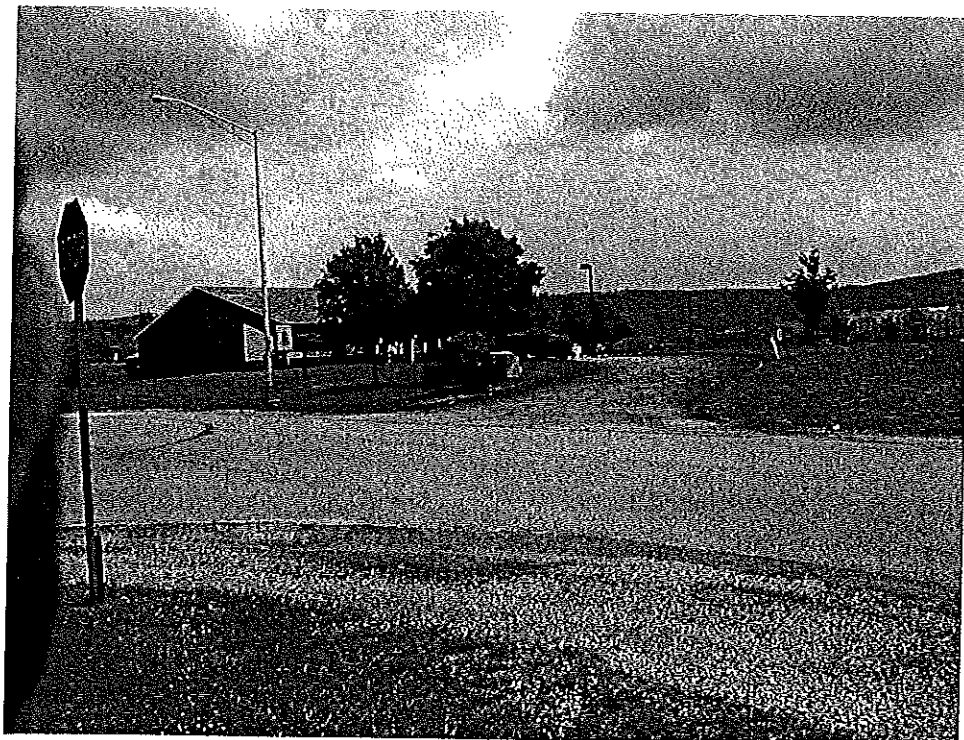


Figure 1 ICDC office building, facing south

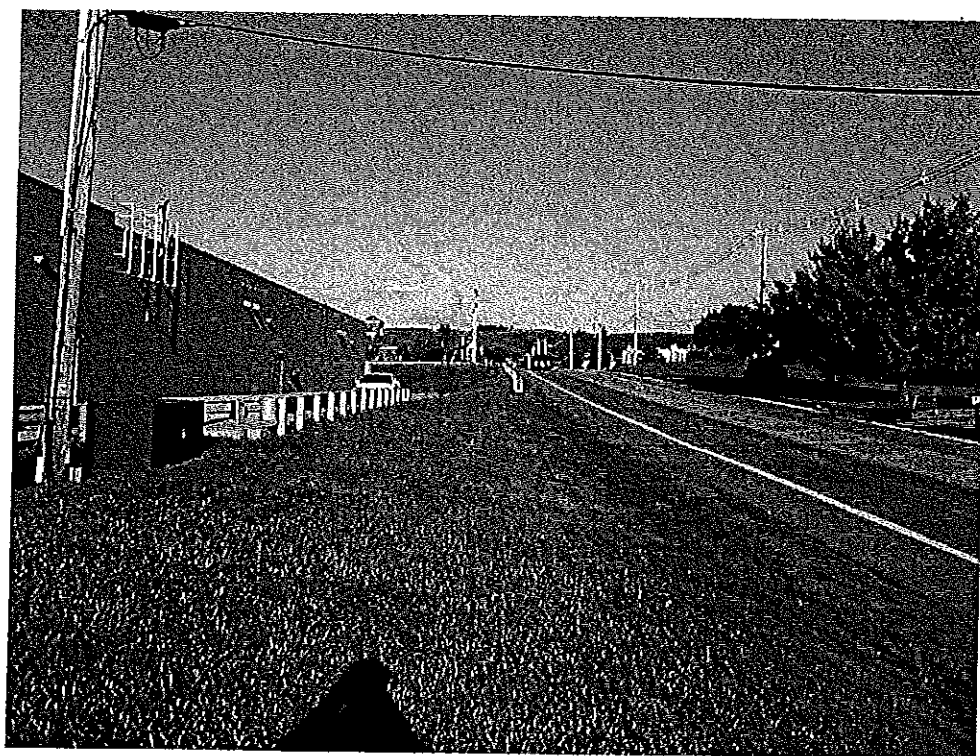


Figure 2 -Rear of Walmart with the newer Excela Health site in left background (facing east)

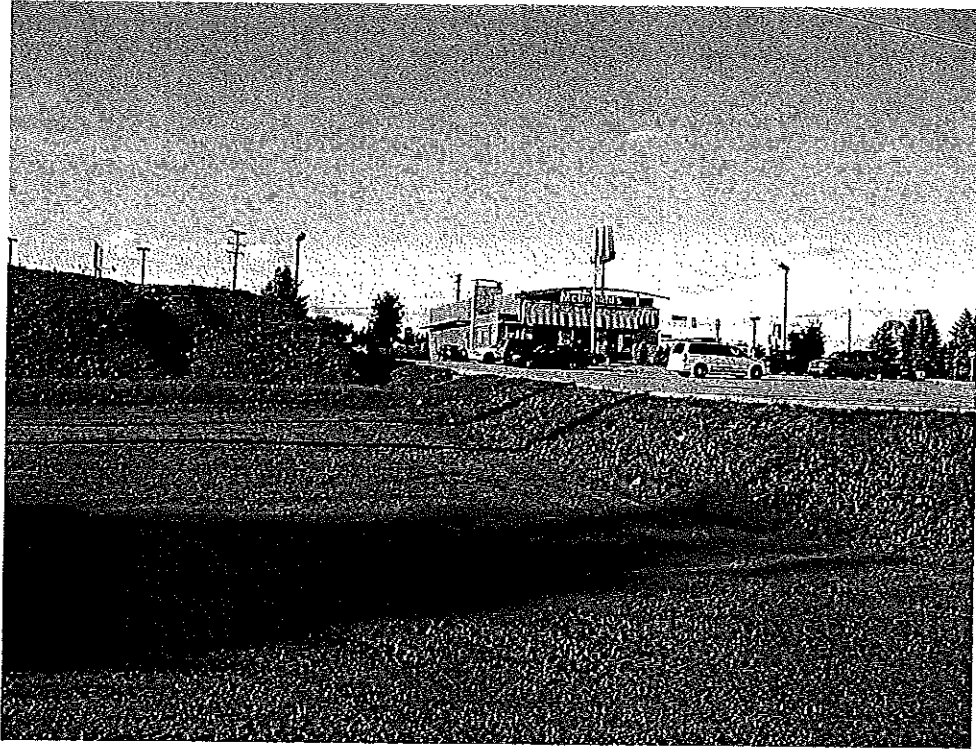


Figure 3 McDonalds, facing north

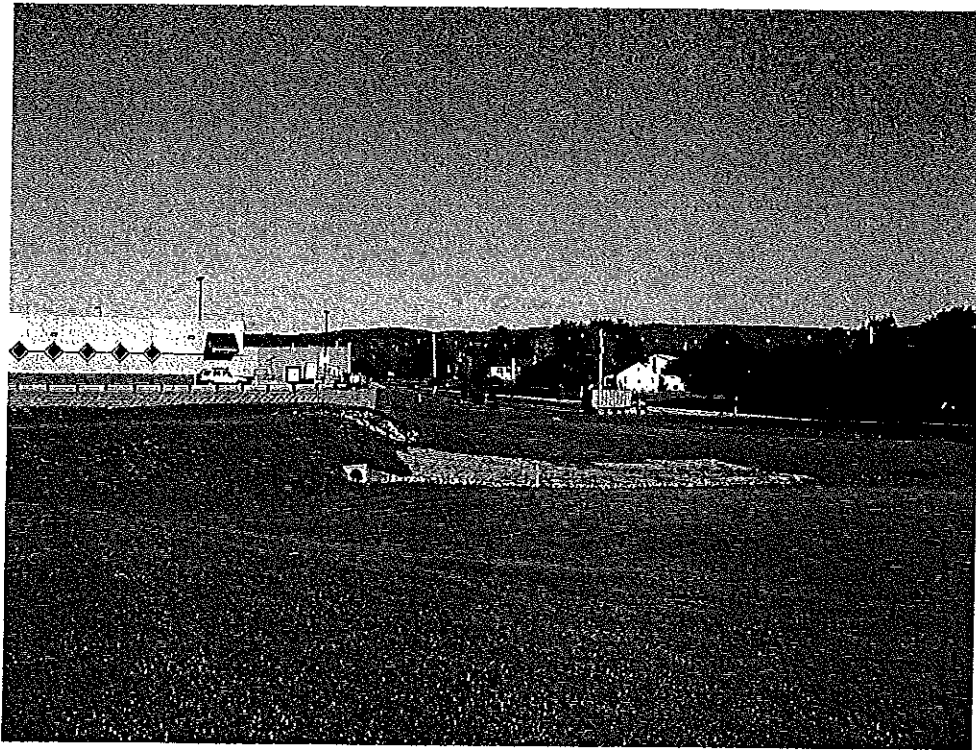


Figure 4 Rear of Walmart and adjacent shopping center, facing east

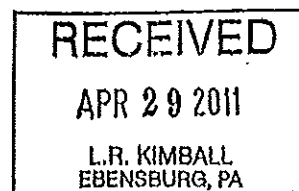


Commonwealth of Pennsylvania
Pennsylvania Historical and Museum Commission
Bureau for Historic Preservation
Commonwealth Keystone Building, 2nd Floor
400 North Street
Harrisburg, PA 17120-0093
www.phmc.state.pa.us

April 22, 2011

Thomas A. Gray, PE
L. R. Kimball
615 West Highland Avenue
P.O. Box 1000
Ebensburg, PA 15931-1048

TO EXPEDITE REVIEW USE
BHP REFERENCE NUMBER



Re: / File No. ER 2011-1127-063-B
DCNR: Indiana County Rail-Trail Connectivity
Study, Blairsville Borough & Burrell Twp., Indiana
Co.

Dear Mr. Gray:

The Bureau for Historic Preservation has reviewed the above named project under the authority of the Environmental Rights amendment, Article 1, Section 27 of the Pennsylvania Constitution and the Pennsylvania History Code, 37 Pa. Cons. Stat. Section 500 et seq. (1988). This review includes comments on the project's potential effect on both historic and archaeological resources.

There may be historic buildings, structures, and/or archaeological resources located in the project area. In our opinion the activities described in your proposal should have no effect on these resources. Should you become aware, from any source, that unidentified historic buildings, structures, and or archaeological resources are located at the project site, or that the project activities will have an effect on these properties, the Bureau for Historic Preservation should immediately be contacted.

If you need further information regarding archaeological survey please contact Kira Heinrich at (717) 705-0700. If you need further information concerning historic structures please consult Ann Safley at (717) 787-9121.

Sincerely,

Douglas C. McLearen, Chief
Division of Archaeology &
Protection

T. Gray

DCM/tmw

1. PROJECT INFORMATION

Project Name: **Blue Line**

Date of review: **3/14/2011 11:34:49 AM**

Project Category: **Transportation, Railroads (track, bridge, roadway crossing - new, maintenance, removal)**

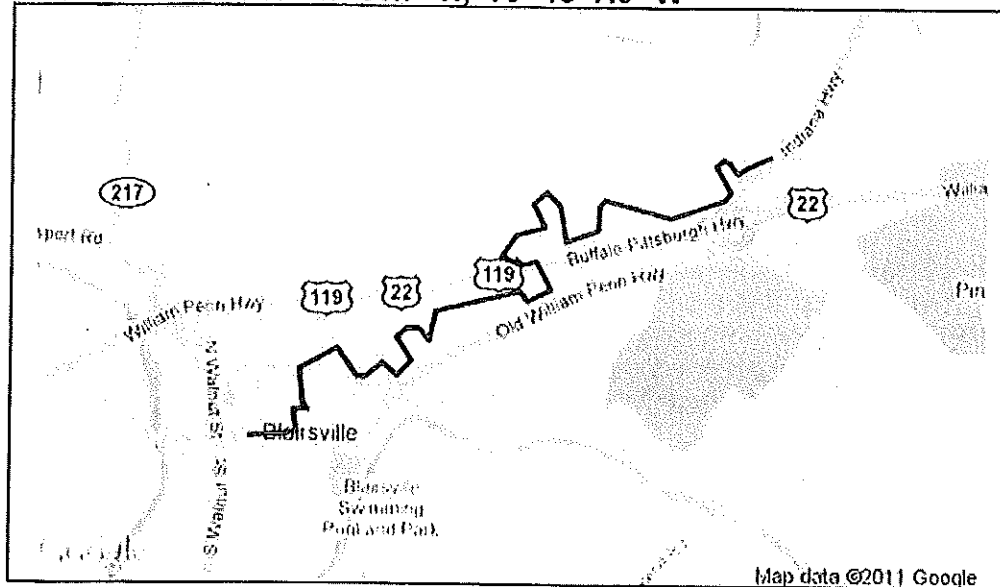
Project Length: **25618.7 feet**

County: **Indiana Township/Municipality: Burrell, Blairsville**

Quadrangle Name: **BLAIRSVILLE ~ ZIP Code: 15717**

Decimal Degrees: **40.433261 N, -79.252109 W**

Degrees Minutes Seconds: **40° 25' 59.7" N, -79° 15' 7.6" W**



2. SEARCH RESULTS

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

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

3. AGENCY COMMENTS

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

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

PA Game Commission

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

PA Department of Conservation and Natural Resources

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

PA Fish and Boat Commission

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

U.S. Fish and Wildlife Service

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

4. DEP INFORMATION

The Pa Department of Environmental Protection (DEP) requires that a signed copy of this receipt, along with any required documentation from jurisdictional agencies concerning resolution of potential impacts, be submitted with applications for permits requiring PNDI review. For cases where a "Potential Impact" to threatened and endangered species has been identified before the application has been submitted to DEP, the application should not be submitted until the impact has been resolved. For cases where "Potential Impact" to special concern species and resources has been identified before the application has been submitted, the application should be submitted to DEP along with the PNDI receipt, a completed PNDI form and a USGS 7.5 minute quadrangle map with the project boundaries delineated on the map. The PNDI Receipt should also be submitted to the appropriate agency according to directions on the PNDI Receipt. DEP and the jurisdictional agency will work together to resolve the potential impact(s). See the DEP PNDI policy at

<http://www.naturalheritage.state.pa.us>.

5. ADDITIONAL INFORMATION

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

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

6. AGENCY CONTACT INFORMATION

PA Department of Conservation and Natural Resources

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

U.S. Fish and Wildlife Service

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

PA Fish and Boat Commission

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

PA Game Commission

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

7. PROJECT CONTACT INFORMATION

Name: William Degaffray
Company/Business Name: Indiana County Office of Planning + Development
Address: 801 Ogfer St
City, State, Zip: Indiana PA 15701
Phone: (724) 465-3870 Fax: (724) 465-3163
Email: bdegaffray@eco.co.indiana.pa.us

8. CERTIFICATION

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

William Degaffray 7/27/11
applicant/project proponent signature date

1. PROJECT INFORMATION

Project Name: **Green Line**

Date of review: **3/14/2011 11:41:58 AM**

Project Category: **Transportation, Railroads (track, bridge, roadway crossing - new, maintenance, removal)**

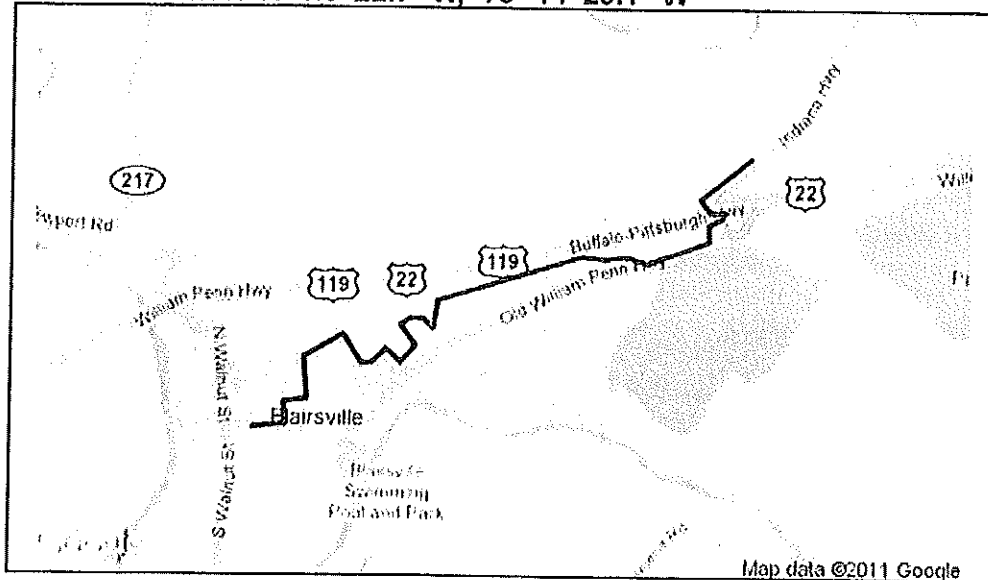
Project Length: **19955.6 feet**

County: **Indiana Township/Municipality: Blairsville, Burrell**

Quadrangle Name: **BLAIRSVILLE ~ ZIP Code: 15717**

Decimal Degrees: **40.439631 N, -79.241423 W**

Degrees Minutes Seconds: **40° 26' 22.7" N, -79° 14' 29.1" W**



2. SEARCH RESULTS

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

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

3. AGENCY COMMENTS

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

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

PA Game Commission

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

PA Department of Conservation and Natural Resources

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PA Fish and Boat Commission

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

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<http://www.naturalheritage.state.pa.us>.

5. ADDITIONAL INFORMATION

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

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

6. AGENCY CONTACT INFORMATION

PA Department of Conservation and Natural Resources

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

U.S. Fish and Wildlife Service

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

PA Fish and Boat Commission

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

PA Game Commission

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

7. PROJECT CONTACT INFORMATION

Name: William Deguffrey
Company/Business Name: Indiana County Office of Planning + Development
Address: 801 Water St.
City, State, Zip: Indiana PA 15701
Phone: (724) 465-3870 Fax: (724) 465-3163
Email: bddeguffrey@coo.co.pa.us

8. CERTIFICATION

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

William Deguffrey
applicant/project proponent signature

7/27/11
date

1. PROJECT INFORMATION

Project Name: **Purple Line**

Date of review: **3/14/2011 11:54:06 AM**

Project Category: **Transportation, Railroads (track, bridge, roadway crossing - new, maintenance, removal)**

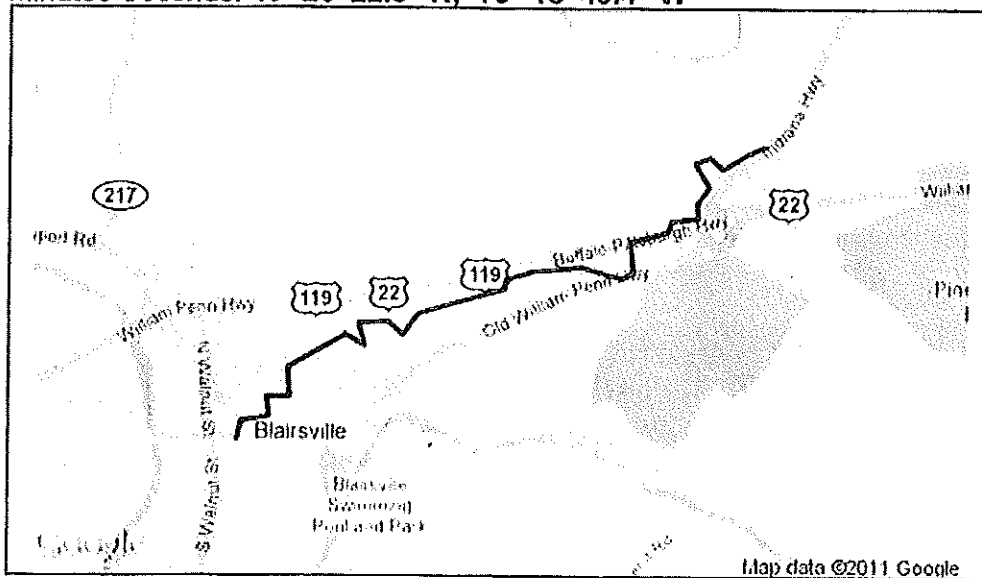
Project Length: **20068.7 feet**

County: **Indiana Township/Municipality: Burrell, Blairsville**

Quadrangle Name: **BLAIRSVILLE ~ ZIP Code: 15717**

Decimal Degrees: **40.439533 N, -79.230394 W**

Degrees Minutes Seconds: **40° 26' 22.3" N, -79° 13' 49.4" W**



2. SEARCH RESULTS

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

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

3. AGENCY COMMENTS

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

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

PA Game Commission

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

PA Department of Conservation and Natural Resources

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

PA Fish and Boat Commission

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

U.S. Fish and Wildlife Service

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

4. DEP INFORMATION

The Pa Department of Environmental Protection (DEP) requires that a signed copy of this receipt, along with any required documentation from jurisdictional agencies concerning resolution of potential impacts, be submitted with applications for permits requiring PNDI review. For cases where a "Potential Impact" to threatened and endangered species has been identified before the application has been submitted to DEP, the application should not be submitted until the impact has been resolved. For cases where "Potential Impact" to special concern species and resources has been identified before the application has been submitted, the application should be submitted to DEP along with the PNDI receipt, a completed PNDI form and a USGS 7.5 minute quadrangle map with the project boundaries delineated on the map. The PNDI Receipt should also be submitted to the appropriate agency according to directions on the PNDI Receipt. DEP and the jurisdictional agency will work together to resolve the potential impact(s). See the DEP PNDI policy at

<http://www.naturalheritage.state.pa.us>.

5. ADDITIONAL INFORMATION

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

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

6. AGENCY CONTACT INFORMATION

PA Department of Conservation and Natural Resources

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

U.S. Fish and Wildlife Service

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

PA Fish and Boat Commission

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

PA Game Commission

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

7. PROJECT CONTACT INFORMATION

Name: William Aguffray
Company/Business Name: Indiana County Office of Planning & Development
Address: 801 Water St.
City, State, Zip: Indiana PA 15601
Phone: (724) 465-3870 Fax: (724) 465-3163
Email: baguffray@coo.co.indiana.pa.us

8. CERTIFICATION

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

William C. Aguffray 7/27/11
applicant/project proponent signature date

1. PROJECT INFORMATION

Project Name: **Blairsville Trail Connectivity**

Date of review: 3/14/2011 11:26:20 AM

Project Category: **Transportation, Railroads (track, bridge, roadway crossing - new, maintenance, removal)**

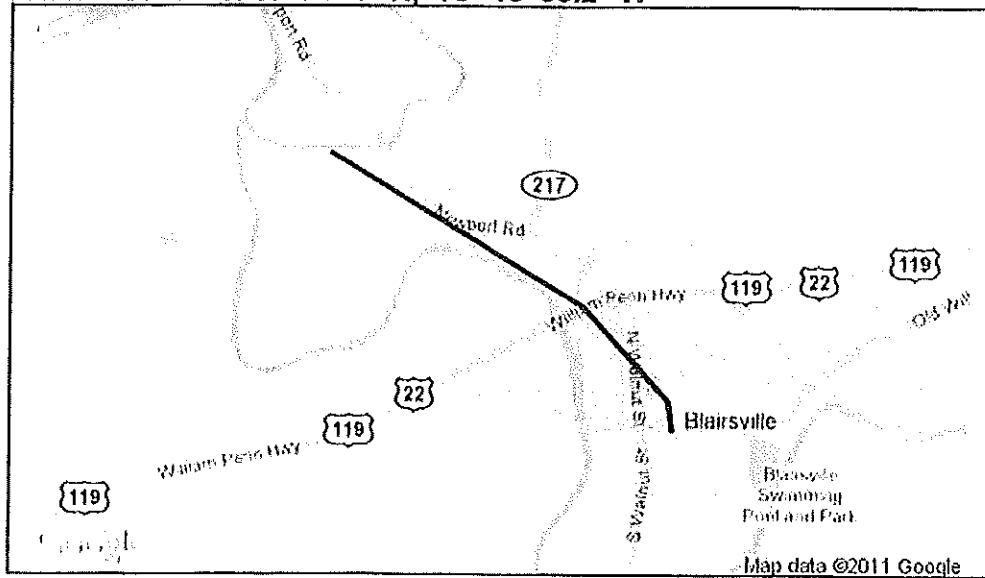
Project Length: **11425.9 feet**

County: **Indiana Township/Municipality: Blairsville, Burrell**

Quadrangle Name: **BLAIRSVILLE ~ ZIP Code: 15717**

Decimal Degrees: **40.433620 N, -79.264769 W**

Degrees Minutes Seconds: **40° 26' 1" N, -79° 15' 53.2" W**



2. SEARCH RESULTS

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

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

3. AGENCY COMMENTS

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

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PA Game Commission

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PA Department of Conservation and Natural Resources

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<http://www.naturalheritage.state.pa.us>.

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PA Game Commission

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

7. PROJECT CONTACT INFORMATION

Name: William Deguffroy
Company/Business Name: Indiana County Office of Planning & Development
Address: 801 Water Street
City, State, Zip: Indiana PA 15601
Phone: (724) 465-3870 Fax: (724) 465-3163
Email: bdguffroy@ced.co.indiana.pa.us

8. CERTIFICATION

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William Deguffroy
applicant/project proponent signature

7/27/11
date

APPENDIX G
PUBLIC PARTICIPATION

Indiana County Regional Trail Connectivity Study Project Study Committee

Name	Representing
John Benhart	IUP Department of Geography and Regional Planning – Interns
James Carmo	Blairsville Downtown Main Street Program
Ed Davis	Burrell Township Resident
Laurie Lafontaine	Cambria/Indiana Trail Council
Jack Maher	West Penn Trail Council/Conemaugh Valley Conservancy
Jeff Marshall	Blairsville Borough Council
Rocco Panucci	Chestnut Ridge Golf and Conference Center
Ed Patterson	Indiana County Parks and Trails
Larry Sedlemeyer	Indiana regional Medical Center
Jerry Seitz	West Penn Trail Council/Conemaugh Valley Conservancy
John Shields	Burrell Township Supervisors
Byron Stauffer	Indiana County Office of Planning and Development
Laura Hawkins	Allegheny Ridge Corporation, Main Line Canal Greenway
Jeff Raykes	Indiana County Office of Planning and Development

Indiana County Regional Trail Connectivity Study
Key Person Interviews and Solicited Property Owner Input

Representative Dave Reed and Senator Don White – 9/2/10

-provided overview of the project and background documentation illustrating necessity of access to NS ROW for western link; prepped for meeting in Harrisburg with NS, facilitated by Representative Rick Geist

Jim Garvin – 5/7/10 and 6/10/10 – local resident and borough engineer

-Mr. Garvin is a personal friend of the family owning the key parcel needed to get to the Lear Road/northern route; we provided training and orientation and supporting documentation for his personal request for the family to reconsider; the family was unmoved

Jim Friedline – 12/9/10 – local resident and Wyotech Staff

-as facilities manager at Wyotech (campus adjacent to Jr and Sr High, and Rt. 119/22 interchange), Mr. Friedline expressed an interest in developing a bike/ped bridge over Rt. 22 to connect campus to parking and commercial opportunities on southern side of 22; Mr. Friedline organized a meeting with the County Office of Planning and Development, Burrell Township, and PennDOT a few weeks prior to our meeting to discuss this

-Wyotech very interested in seeing this happen, and expressed a willingness to commit dollars toward the project

Joe Sewinski – 1/6/11 – local resident and developer/contractor; owns open property at end of Maple Ave. Extension to residential streets into borough

- Mr. Sewinski has a long history of developing community infrastructure along with his residential and commercial developments
- shared his residential development plans for the open parcels between Maple Ave. Extension and current residential area; he is willing to incorporate trail development into those plans and even do some of trail development work as part of his residential infrastructure work

Byron Stauffer – 3/2/11 – Executive Director, Indiana County Office of Planning and Development

-Mr. Stauffer provided information regarding a safety audit and transportation study that is scheduled for the Wyotech and Rt. 22 corridor; we want to make sure trail consideration are included as part of these efforts

-we provided an overview of study results to date, and focused on the suggestion from Wyotech to pursue a bike/ped bridge over Rt. 22; Mr. Stauffer indicated an interest in learning more about the design and costs associated with such a bridge

-Mr. Stauffer indicated several property owners and businesses along the middle/RED/PURPLE route who could possibly contribute toward matching dollars for design/engineering/construction of this trail route, and his connections and opportunities to explore those partnerships

Indiana County Regional Trail Connectivity Study
Key Person Interviews and Solicited Property Owner Input

Mailings

Letters were mailed to key property owners along all evaluated routes prior to the Public Input Sessions, to encourage attendance and provide alternate means of input. The following results are noted:

EASTERN

- Northern and southern borders of Old William Penn Highway – approximately 50 letters were mailed in this section; only those associated with the southern/GREEN route responded. The 6 property owners who responded owned the lots between Old William Penn and the ridge to the River. Letters included a request to consider acquisition/easements for trail development in the back yards of these properties. While 2 of the property owners responded positively, the remaining owners either opposed the route or did not respond.
- Northern or RED route – approximately 10 letters were sent to property owners of lots where off-road routes were being evaluated behind the High School, along an old rail line, and/or through properties off of Cornell Road to access 12th Rec/Rosebud property and get to Leer Road, where an existing Rt. 22 underpass would have provided safe trail crossing to the borough. While 4 of the property owners in this area were fairly open to considering acquisition/easement for trail development, one key property owner was resolute against access through their property. Alternatives around this key parcel were not possible – road conditions were unsafe to share the road and landscape and terrain made it impossible to get through off road.
- Middle or PURPLE/RED route – Approximately 10 letters were sent to property owners between Old William Penn Highway and Rt. 22. Follow up phone calls and/or meetings with Excelsa Health, Walmart, Echo Development and local community contact with non-responsive private citizens resulted in mixed responses. One local property owner of the key lot at the western end of the Maple Ave. Extension agreed to pursuing trail development only after a local community member interceded. Excelsa Health property was in the process of being put on the market during the time of the evaluation. Walmart was not supportive of trail development behind the store.

WESTERN

- Approximately 10 letters were sent to property owners between Newport Road, Rt. 217 and the Norfolk Southern line. Two property owners responded positively, but later changed their minds and determined they were not interested in trail development on their property.

Indiana County Regional Trail Connectivity Study
Key Person Interviews and Solicited Property Owner Input

Key Person Interviews

Russell Bonariggo – 4/15/10 – owner of open acreage at southern/GREEN route; owner of property just north of Rt. 22 at Lear Road.

- interested in idea of trail development in his acreage south of Old William Penn but did not give a definitive yes; his intention is to implement residential development in that acreage; we provided information re: integrating trails into residential developments

- intends to implement commercial developments in area behind his current office building at Rt. 22 (across from Dean's Diner and adjacent to Lear Road; interested in hearing more about opportunities for trail development and commercial opportunities but did not give a definitive yes

Gary Stuchal – 4/15/10 – manager of 12th Rec, including acreage now sold to Rosebud Mining, adjacent to Lear Road.

- provided tour of terrain around 12th Rec/Rosebud Mining that was being evaluated for potential connection to Lear Road on far northern route; terrain very rough in most spots with exception of roadways that is and will be used by trucks

- provided tour of terrain owned by Mr. Bonariggo, and area adjacent to river and rail below the cliff near the southern or GREEN route

provided tour of terrain at Maple Ave. Extension to Mr. Sewink's property

Michael Lamantia – 4/27/10 – Blairsville Community Redevelopment Authority Board; Blairsville-Saltsburg Area School District Board; local business owner

- described safety concerns about all lighted intersections on Rt. 22 for at-grade crossing, also concerned about safety on Old William Penn Highway and around Chestnut Ridge but would like to see link to Chestnut Ridge

- highest priority would be bring trail through northern route, avoid residential areas by using "inactive" rail line (NS expressed no desire to release this rail line, so this option was not available); focus on connecting to Lear Road; wants to pursue personal contacts from local community members to the key property owner who refuses trail crossing that is an absolute necessity to get the northern route to Lear Road to work

- opposed to trail coming in to Walmart

- he will facilitate meeting with School Board when we are ready to provide a presentation/request

- on western end, described route across unused rail bridge (parallel to active bridge), behind borough building to Market Street bridge over rail line (where rail goes under Market) as a means to getting trail to the other side of town, toward riverside development area at Bairdstown bridge

Indiana County Regional Trail Connectivity Study Kick-off Meeting

Tuesday, July 14, 2009; 6:00-8:00 PM

Present: Tom Gray, Laura Hawkins, Patrick McKinney

Agenda items:

- reviewing the Scope of Work identified in contract to clarify roles of consultant, committee members/other in-kind support, and project coordinator;
- review opportunities, challenges and strategies for western end;
- review opportunities and challenges for eastern end;
- determine timeframe for next steps.

All ACTION ITEMS below are to be completed prior to Friday, August 14.

SCOPE of WORK

1. "Kimball will conduct a meeting with the Committee to review alignments for acceptance and solicit suggestions and recommendations...once routes have been approved by committee, Kimball will begin feasibility analysis for each route...subsequent evaluation will be limited... changes to routes by committee during feasibility analysis phase will constitute a change to our scope and result in amendment to contract for additional services"
 - a. Laura wants to be sure committee is aware of this issue and that we highlight when we arrive at this juncture.
2. "Committee collection of preliminary field measures... site distances at intersections, road crossings, ... vertical/horizontal isolation/clearance of any issues of concern identified"
 - a. Laura asked if this work will require a special skill set, i.e. engineering, surveying. Tom indicated that there was mention of IUP students being able to assist with field work including items like wetland delineation. Laura asked that when we need this kind of work that we be given very clear expectations of the skill set so that we can identify students who can assist with this work. Patrick indicated that Dr. Okey from Geography and Regional Planning may be good contact. Other contacts could include the Biology Department.
3. Operation, Maintenance and Security
 - a. The RFP indicated that this is an area that the committee and the project coordinator can complete, but it appears in the contract's scope as a Kimball

Indiana County Regional Trail Connectivity Study Kick-off Meeting

Tuesday, July 14, 2009; 6:00-8:00 PM

function. Laura indicated that we could shift these responsibilities to committee members to allow Kimball to focus time on other areas of study if needed.

4. "As an additional services, Kimball can prepare photographic enhanced renderings depicting 'before and after images'
 - a. Laura indicated that the committee felt that we could probably produce renderings ourselves, possibly through IUP students, but we may want Kimball to provide guidance and direction to be effective with these illustrations. Potential uses include illustrations of design concepts on the western end to show Norfolk Southern how a rail with trail could work and meet their security standards. Could also be used for pedestrian bridge over Route 22 if this is determined a feasible route.
5. The general plan of action is to research and prioritize potential routes, contact property owners on prospective routes and in specific neighborhoods where share the road options might exist, then hold public meetings for feedback on routes. DCNR should review routes prior to public meetings.

Indiana County Regional Trail Connectivity Study Kick-off Meeting

Tuesday, July 14, 2009; 6:00-8:00 PM

WESTERN END

1. Norfolk Southern

- a. Our aim is to have a game plan before talking with NS about western corridor that includes specific mechanisms and design elements that would be proposed to meet their security standards, questions, viewpoints. This should include how the trail would be constructed, access for construction personnel and vehicles, maintenance of the trail, in addition to location of the trail.
- b. We would also like to access political influence prior to any meeting with the consultant. We have potential support in both the PA House and Senate Transportation Committees through Rep Rick Geist and Cheryl Hicks, who we met with previously. They are aware of the project and have long standing relationships with NS.
- c. Tom asked if we can clarify some missing property and ROW information in this corridor.
 - i. At Route 22 crossing of Conemaugh River, there is a gap in this data. What is ACOE, NS, and/or Penn DOT property?
 - ii. How can we obtain railroad ROW information?

ACTION ITEM: Jeff was going to contact county tax office to see if we can get more specific detail about NS ROW in this area. Laura will check the status.

ACTION ITEM Dave Petrosky has NS RR maps. Tom will ask him to provide more information.

- d. Utility Corridor in Western Edge
 - i. Multiple committee members mentioned a utility corridor above RR tracks on hillside in western edge
 - ii. This corridor should be physically inspected and photographed, to see if it could potentially work
 - iii. If it already exists, perhaps property owners would be more open to it being utilized for a trail

ACTION: Laura and Patrick will get photos of this area in the next few weeks.

Indiana County Regional Trail Connectivity Study Kick-off Meeting

Tuesday, July 14, 2009; 6:00-8:00 PM

EASTERN END

1. Tom reviewed a map of possible routes he had scouted by bike a few weeks ago.
 - a. These routes did not include any options of area north of (or above, behind) 12th Rec/Bonariggo property that the committee scouted on July 2nd. Tom indicated that Dave Petrosky et al had examined this area very thoroughly in 2002-03 and did not find any good options.
 - b. Tom wanted input from the committee about their priority user group for the trail, as this might help prioritize the routes that get most closely examined for feasibility. The Route labeled A is just the current unmarked share the road route.
 - i. Connect Hoodlebug users into Blairsville by any means necessary (Route B)
 - ii. Connect Blairsville residents to trail for family etc. use (Route B, C)
 - iii. Establish connector trail that has potential for stand alone draw. (Route C). One option in this route passes along the viewscape to Packsaddle Gap and could connect through and to Chestnut Ridge Conference Center would serve this purpose, but it involves many private property owners who are not likely to surrender their back yard view to Packsaddle.
2. Tom's maps will be available for the committee to review at an FTP site he has established for the project. The documents will be up on the site for one week then removed, so committee members need to get there to review them asap. Laura also has printed versions of the maps to meet with committee members for their input.
 - a. Committee members can login and review on line or download and print maps
 - b. <ftp.kimballcorp.com> ; login 090220FTP; password 090220FTP (same)

ACTION ITEM: Tom will email instructions on accessing and using the FTP site.

ACTION ITEM: Laura will get input from committee members re: route preferences from Tom's maps; Laura will also meet with specific committee members to discuss property owners' perspectives.

Indiana County Regional Trail Connectivity Study
Meeting with PennDOT – 8.13.09

Present: Alicia Kavulic, PennDOT Enhancement Coordinator; Dave Cook, PennDOT Planning and Programming; Jim Vautar, PennDOT Bike/Ped Coordinator; Jeff Raykes, Indiana Office of Planning and Development, Senior Planner; Patrick McKinney, AmeriCorps Member, Indiana County Parks and Trails; Tom Gray, Project Engineer, Kimball Corporation; Gary Hoover, Project Manager, Kimball Corporation; Laura Hawkins, Greenway Coordinator, Allegheny Ridge Corporation.

A. Project Description

1. Laura reviewed roles: Indiana County OPD received a grant from DCNR to implement a trail feasibility study; Indiana County Parks and Trails is providing mapping and other in-kind support services to the project via Patrick; Laura is providing contract and project management support to the county for the implementation of the grant; Kimball was selected as the consultant to implement the study.
2. The goal of the Indiana County Regional Trail Connectivity Study is to evaluate the feasibility of connecting the West Penn Trail and the Hoodlebug/Ghost Town Trails through Blairsville. Tom Gray reviewed maps of potential routes and the project overall:
 - a. The intent is to find ways to bring both trail systems together in the borough of Blairsville and connect with planned loop trail and riverfront developments.
 - b. A loop trail between Bairdstown bridge and Wyotech Park area (near Walnut Street/217 bridge) has already been designed and engineered and approved for construction by the ACOE. An application to DCNR is pending for construction of the trail and improvements to ball fields.
 - c. The West Penn Trail currently ends 1.5 miles east of the newly constructed Q Span pedestrian bridge. An active Norfolk Southern line is the primary challenge on the 1.5 mile corridor between the trail and Blairsville's Bairdstown bridge riverfront area. There are also steep slopes, loose soil and drainage issues.
 - d. Dedicated trail for the Hoodlebug ends at Rt. 119/Cornell Road near the Blairsville High School. The primary challenge on this end of the study corridor is finding a safe and feasible crossing of Rt. 22 – a bridge or underpass may be a long term option, and very expensive. A shakey and unmarked share the road route to Blairsville currently exists, following Cornell Road to Country Lane Road to Lear Road where an existing underpass under Rt. 22 goes directly into town.

B. Western End/West Penn Trail to Blairsville

1. Dave: there was a plan to redo intersection of 22 and 217 but no funds are available. He does not see this project become a priority for funding in the future.
2. Alicia: there probably would not be an issue from PennDOT's standpoint in going under the Rt. 22 underpass if the trail can get there.
3. Tom: may need to reconstruct ped bridge at Ranson Ave. to get over RR tracks once in town, or go across 217 at-grade at Ranson or Chestnut to get to Walnut St. to Maple Ave. underpass. Signed at-grade crossing of 217 would likely be necessary, either way, to provide trail access for residents of that neighborhood.
4. Dave: PennDOT has a project to increase the clearance of the existing underpass of SR 217 (Walnut Street) under the Norfolk Southern tracks to give more room for trucks to pass, thus reducing truck traffic on Blairsville's Main Street, Market.
 - a. The project is many years away from being implemented.
 - b. If there are existing sidewalks on both sides they will have to accommodate sidewalks for the underpass.
 - c. While this might create an opportunity for bike/ped accommodation, the project is also geared toward increasing truck traffic here so the two uses may not be compatible.
5. There is project underway at the intersection of Rt. 217 and Newport Road involving

Indiana County Regional Trail Connectivity Study
Meeting with PennDOT – 8.13.09

grading to improve visibility, but Jim indicated that there is not enough ROW to accommodate any kind of bike lane. Signage may be an option. Although this is not a preferred route for the trail link, road riders use this route all the time. Also, it is possible that we may not be able to bring the trail down to Blairsville along the Norfolk Southern line for many years if at all. **Alicia will set up a meeting with the project engineers to discuss signage options.**

C. Eastern End/Hoodlebug Trail to Blairsville

1. Alicia: discussion with PennDOT Traffic Engineers
 - a. **Crossing the off ramp at Rt. 119 to Rt. 22 near Cornell Road** would not be a preferred route by the Department. Doing anything there would require Federal Highway review, many levels of bureaucracy and chances for a “no” at different levels over several years.
 - i. This option would have us crossing only one lane of traffic rather than four or more at intersections on 22.
 - ii. An accommodation under the Rt. 119 Rt. 22 overpass would be required. How this would be accomplished would depend on a number of questions related to the design of the bridge and retaining wall.
 - iii. **Alicia will try to locate the design plans for that project and provide them to Laura for Kimball to review to see if this would even be a physically feasible option.**
 - iv. Once these plans have been reviewed by Kimball, if it seems like a physically feasible accommodation could be constructed here, a site visit with the Traffic Engineer and District Bridge Engineer may be scheduled.
 - b. **PennDOT would entertain a crossing at the signaled intersection of Rt. 22 and Corporate Campus Road.** This would need permitting and Burrell Township would have to be the applicant to PennDOT. This crossing would create an opportunity for increased pedestrian access from the school and Wyotech to McDonalds and other business and services and possibly reduce some of the dangerous, high speed auto traffic at this intersection.
 - c. **PennDOT would also entertain a crossing at Lintner Rd. or Socialville Dr.** for the same reasons, although this would be less likely to reduce auto traffic from Wyotech/High School. Either of these options would require a traffic study.
 - i. If we end up more closely evaluating the two signaled crossings, this would be a good item for a public input meeting to see which intersection township and borough residents would prefer.
 - d. At the conclusion of the discussion of the three crossings, PennDOT agreed that each crossing had merit and that none of the crossing were deemed unfeasible although the crossings at the existing traffic lights would require less permitting and could be approved locally without involving the FHWA. A field view with the District traffic engineer will help determine which of the three crossing is the safest.
2. Tom's route preferences depend on the primary intended users.
 - a. The route labeled C is preferred for scenic purposes. This would also bring users through the golf course area to the Resort. The most direct way to take this route would be to use the Rt. 119/22 overpass, but share the road spurs could be created for portions of this route using another 22 crossing. There are slope and private property issues along this route.
 - b. Route B may better meet the goal of connecting neighborhoods and neighborhood users to the trail.
3. Laura asked if there might be further consideration given to finding another way to get to the existing Lear Rd. underpass.

Indiana County Regional Trail Connectivity Study
Meeting with PennDOT – 8.13.09

- i. Several committee members thought that it might be possible to have 12th Rec reconsider their previous refusal to entertain the possibility of bringing a trail through some of their property near the road.
 - ii. Would it be possible to construct a cantilevered walk/bike way beside Rt. 22 in the area around where Indiana Ave. crosses 22 to get to the Bonariggo property?
- 4. Laura asked if jersey barriers could be used along the share the road route if it stays along any portions of Cornell Road, due to the high rate and speed of traffic. PennDOT did not think that there is enough room. Openings for every driveway or road with protective barriers would be required.
- 5. Laura and committee members will meet with a few key community members and discuss some of these options with private property owners before we dig in too much on any one crossing option.

Indiana County Regional Trail Connectivity Study
Project Committee Meeting 10-01-09

Present: Laura Hawkins, Tom Gray, Jeff Raykes, Laurie Lafontaine, Patrick McKinney, Ed Patterson.

Research done to date was reviewed by Laura, Patrick and Tom.

1. Western Corridor:

- a. The area on the river or western side of the rail road tracks has very steep slopes and loose soil.
- b. The area on the road or eastern side of the track is really the only option for trail construction in this corridor. The primary obstacles are the Norfolk Southern line, the gas line (which could also be an opportunity as there is an existing ATV track either on or along it) and private property owners.
- c. This area also has two significant ravines between the Newport Road area and the Rt. 22 bridge that would have to be bridged if we cannot use the ATV/NS access road. The ravines also have steep slope faces that would have to be either cut into or worked around.
- d. A gas pumping station also exists between one of the slopes and the rail line.
- e. Closer to town, following the NS access road brings you to 2 RR bridges over Walnut St. One of these is not in use. If we were able to use this bridge it would provide a trail crossing over 217 and bring users into an area behind and around the borough building and provide an opportunity to cross the RR tracks at Market. Users could then travel along an alley past the Historical Society and Rec/Community Center to town, as well as encounter Market Street. This also may be our only chance to get over the RR tracks.
- f. It is unclear if NS wants to retain this bridge for future use – their interest in retaining the line to Blacklick may not extend around the curve in the triangle behind the borough building to this bridge.

ACTION ITEM: Laura and Jeff will contact PennDOT project manager regarding current TIP project that will impact these bridges to advocate for the retention of the inactive bridge for bike/ped use. Jeff suggested that the Blairsville borough manager should be involved in this discussion.

g. Laura and Tom contacted Dominion Gas about the low pressure gas line and ROW near trailhead on Newport Rd.

- gas company does not want roads built parallel to gas lines
- access and easements are considered on case by case basis
- will consider putting trail parallel to gas line
- would not do if it was a high pressure line

h. Laura has contacted Derry Borough Mayor who has recently had success in getting NS to agree to a fence and the construction of a pedestrian bridge over tracks in Derry, possibly as a result of the pedestrian death that occurred there this summer.

i. The Derry project may impact our strategy with NS, as our idea is to use fencing between NS line and trail - could be attractive to NS as increased safety option.

i. Laura asked when we will be ready to approach NS. Tom asked about topography on

Indiana County Regional Trail Connectivity Study
Project Committee Meeting 10-01-09

West end pinch points - we should minimize the impact on the railroad by continuing to investigate options, including going farther above the rail line into private property.

ACTION ITEMS:

- Laura will provide photographs of the Western Corridor to Tom.
- Patrick and Ed will provide mapping for the Blairsville Loop Trail to Tom, including current configuration of street routes through town.
- Laura will contact property owners between Newport Road and the rail line.

2. Eastern Corridor:

a. Central Route

- PennDOT expressed an interest in traffic studies at signaled lights on Rt. 22, with the idea that bike/ped improvements could be made. No community members interviewed so far have supported this concept, and the Corporate Campus road crossing dumps you in to Walmart etc. parking lot = chaos.

- Tom discussed benching in trail at 119/22 bridge abutments. Jeff relayed that PennDOT will not allow any removal of overburden in the area of the abutments. Kimball considers the underpass trail a viable option from engineering standpoint, but will not spend more time on this at this point until options are narrowed and PennDOT gives a more positive response.

- If the 119/22 underpass is utilized, this also has us using Old William Penn as a main route to town, which has mixed responses: Ed likes this as it is probably the route more appealing to the people he has found are most interested in this connection (long distance trail users) and it provides a nice view of town as you are coming in from the east. With a few adjustments and maintenance by Parks and Trails, this is his preferred alignment. People who are envisioning a Ghost Town-type trail are not going to like this, and we'll need to make sure it is clear when we do public meetings that this is a trail link not an abandoned rail-trail project. Tom reminded us that on this side it is most important to know who we are really targeting as users to determine the alignment.

- We would also need to cross the exit ramp from 119 either at grade or with a bridge.

b. Northern Route with focus on getting to Lear Road underpass:

- Laura talked to several property owners along NS Blacklick line. Mr. Kendall is somewhat open but needs to know more; Mrs. Citeroni is hesitant, has 7 kids and the area we would be looking at is legacy land that they would all have to agree to, is used for hunting; Torrance and Kunkle are open to idea; Russell Bonarrigo is open to ideas but not ready to commit at this time, is planning commercial development at his property near 12th Rec

- Tom thinks 12th Rec is going to be reluctant to allow access to lower part their property due to apparent impact to their equipment storage operations – does the committee have a concept of an alignment though here yet?

- This route also means we would have to cross the RR line to get the above referenced properties and NS will not allow a new crossing.

Indiana County Regional Trail Connectivity Study
Project Committee Meeting 10-01-09

- This route takes people out of the way, round about, and away from the focus of the study – access from trail to neighborhoods and downtown.

ACTION ITEMS:

- Laura will talk with two contacts who may be able to influence 12th Rec, and follow up with 12th Rec
- Laura will request a copy of the agreement Mr. Kendall has with NS re: his tractor crossing near Kencove.

c. Southern Route

- Either Old William Penn Highway, braided routes through neighborhoods or extreme southern along backs of properties around Packsaddle Gap viewscape.
- Russell Bonariggo owns a large lot between the beginning of that slope and the current residential development. He intends to do residential development here, and would entertain a trail option but needs to know more – how would it benefit?

ACTION ITEMS:

- Laura will contact property owner at the triangle of wooded bike paths at the end of Maple Avenue extension.
- Laura will contact Russell Bonariggo to see if he can provide a survey plan of his property above Packsaddle slope.
- Laura will contact property owners along Old William Penn Highway whose property abuts the Packsaddle slope.
- Property owners behind Walmart through to Lintner Road need to be contacted.

3. Next Steps

a. Public meetings

- Ed indicated that if local Blairsville residents aren't using neighborhood streets to connect to trails at this point they aren't going to start. People will still get in cars and drive bikes to Saylor Park for trail access.
- Tom's idea is to show a Northern, Central, and Southern Routes for public input session, describe the various challenges and strengths associated with each option as well as the possible target users.
- We will need to make it clear that this is not a rail-trail project and illustrate the differences between a trail link and developing an abandoned rail corridor. We should also illustrate the types of calls Ed gets from long distance trail users.
- Survey tool should be used for input at meetings and ask what kind of trail users/bikers are respondents/attendees; what kind of users do they think will most likely use this link.

b. Next committee meeting Thursday, Nov 5th, 12 noon at Pine Ridge Lodge.

- Since many committee members have not been able to consistently attend evening meetings, we can accommodate the schedules of those who have been able to attend.
- We may conference Tom in on cell phone if he does not need to be physically present.

Indiana County Regional Trail Connectivity Study - BRC-TAG-13.6-595
Project Study Committee Meeting Notes – 11.5.09

Present: Ed Patterson, Jack Maher, Laura Hawkins, Jeff Raykes; Tom Grey (by phone)

1. Western Corridor Update

- a. Letters were sent to property owners @ Newport Rd informing them about the project and asking for consideration if we need to look at a trail alignment that would cut into the back of private property. So far no one has expressed opposition.
- b. Laura met with Derry Borough Mayor re: the borough's efforts to work with Norfolk Southern regarding ped crossing and recent fatal accidents. We will keep each other informed about the progress of each other's projects, and conversations with NS.
- c. Laura, Jeff and Blairsville borough manager Tim Evans have met twice with PennDOT re: possible TIP project to create more space under RR overpass at Walnut Street. Our hope is to be able to either use what is left of an existing but unused rail bridge that is not connected to the active line, or at least the remaining abutments to build a bike/ped bridge. PennDOT expects to know within 3 months (by end of January) the details of the rail bridge construction and whether it can be taken apart in pieces.
- d. Next Steps

- i. **Laura will verify boundaries of ownership at triangle behind borough building at Kavolchick's property.** Ed may know someone that can help interpret deed research. Ed indicated that we should wait until we know exactly what we need and propose that to Mr. Kavolchik if necessary; he will not want to "explore options." Ed also suggested we may want to contact Judy Kavolchik first.
- ii. We can probably go ahead and present the concept at a public meeting without having discussion with Mr. Kavolchik but let him know about the project, the concept and the meetings in advance.
- iii. **Laura will request the plans Jack Maguire developed for the fence above the rail line where West Penn extends past Q-Span toward Newport Road – this was built to meet the specifications of NS.**
- iv. **Laura will further investigate Newport Road parcel boundaries to determine if gas line is on NS or private property.**

2. Easter Corridor Update

- a. Northern Route – we may be close to eliminating this as a feasible option. One key property owner has given a definite "no" for through access twice, and the route to get around this property to the 12th Rec property would meander quite a bit. We would also have to go through the southern portion of what is now 12th Rec property and this option is changing.
 - i. 12th Rec – Gary Stuchal met with Laura today and toured the 12th Rec property. He provided information about changes that are occurring with this property that will make it impossible to access the southern portion. The terrain in the northern portion of the property is very, very bad – steep slopes, deep gouges, swampland.
 - ii. Cornell Rd Traffic Study – Burrell Township is going to be conducting a traffic study on Cornell around Wyotech and the High School to help with enforcement of speed limits. We'll keep informed about the project.

Indiana County Regional Trail Connectivity Study - BRC-TAG-13.6-595
Project Study Committee Meeting Notes – 11.5.09

- b. Central Route(Old 22) – this route features two main options that could be implemented simultaneously: the share the road/bike lane on Old William Penn; the option of pulling off OWP with dedicated trail behind Walmart etc. to Lintner Road to Maple into town.
 - i. Walmart/McDonalds/Park and Ride – **Laura will investigate property owners and discuss the option of bringing a trail off old 22 behind these properties to get to Lintner Road.**
 - ii. Laura mailed a letter to the property owner of the wooded lot at the end of Maple Ave. because no phone number could be found. Have not had a response yet.
 - iii. PennDOT ROW – Laura contacted PennDOT to verify ROW and we don't have as much ROW along OWP as previously thought, not enough to establish a dedicated trail separate to the road without agreement from all property owners along the road to do so.
 - iv. Feedback from property owners – Laura has asked Jeff Marshall, a business owner along this route and borough council member, to review the list of property owners and make contacts to those he knows, give some feedback and direction to Laura with the rest.
- c. Southern Route
 - i. Letters were sent to property owners @ back of slope, from near the Blairsville football field to Heybert Rd. We've had some positive responses, but at least one key lot owner is very opposed.
 - ii. Laura drove around this area with Gary Stuchal this morning as well and he has offered to assist with this area since he lives in the corridor. **Laura will contact Gary to hike the area between the football field and the Chestnut Ridge Golf Course area, along the ridge, with Russell Bonariggo, who owns a large parcel in the area as well. Committee members will be informed when this is scheduled in case anyone else wants to participate.**
- d. Crossing 22 – both the Central and Southern route require creating a Rt 22 crossing, and the Southern route requires crossing OWP as well. **Laura and Jeff will review both the bike/ped bridge over Rt. 22 option and the improvement to the existing 119 underpass option (with a bridge, or at grade crossing, over the 119 exit ramp) at a meeting with the new TEA coordinator today.**

3. Next Steps

- a. **Laura will submit these notes to DCNR as a progress report, along with a summary of in-kind match hours generated to date.**
- b. Other
 - i. Ed wanted to know where the participation from Blairsville residents is for this project. Laura has had conversations with key individuals since we haven't been able to have regular participation in meetings, Tim has participated in 2 meetings with PennDOT re: rail bridge at Walnut St.

4. Next Meeting – Date To Be Determined; Public Meeting Schedule To Be Determined.

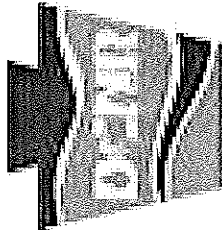
Indiana County Regional Trail Connectivity Study

Public Input Session - March 30, 2010

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Brenda Smither		201 Evans Ave. Blue Pa	724-459-8066	
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Harriet Mellay		" "	" "	
Gloria Orr		342 High Rise Blue	—	
Bill Orr		" "	—	
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Peggy Pings	NPS - RITA	POB 6125 Morgantown WV 26506 64 Brown Rd	304-293-7528	mpings@wvu.edu
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Rich D'Amico		217 N. Morrow BLAIRSVILLE PA	724-459-7867	richard@dic@wvu.edu

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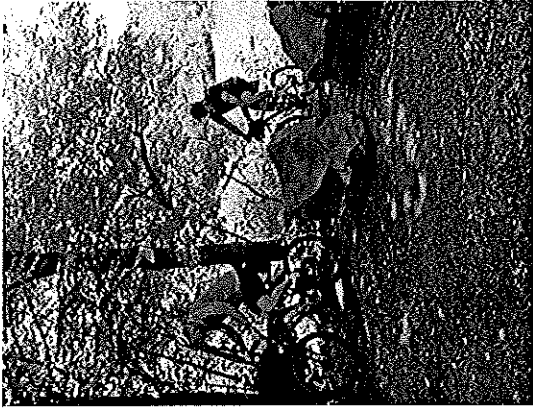
Indiana County Regional Trail Connectivity Study



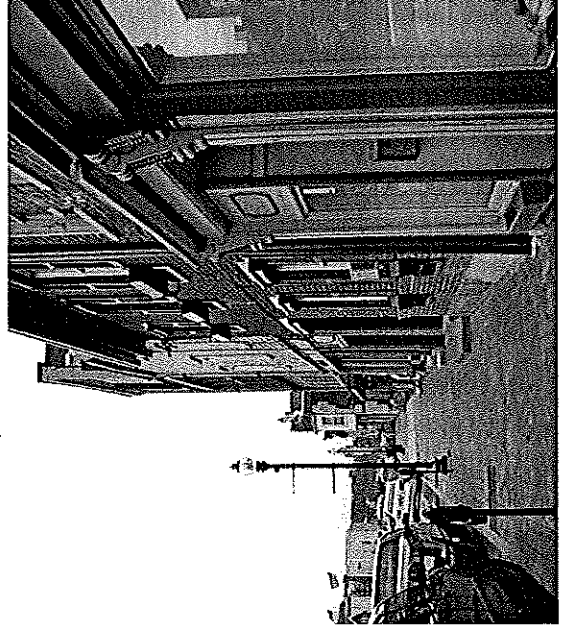
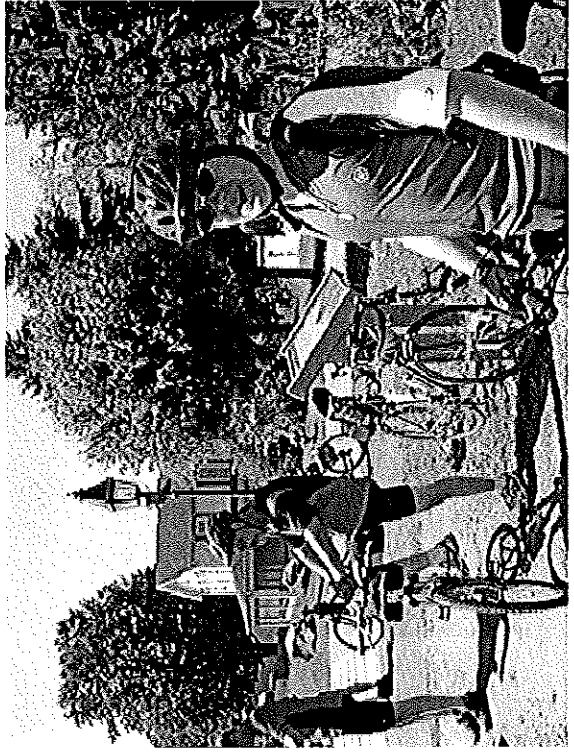
pennsylvania
DEPARTMENT OF CONSERVATION
AND NATURAL RESOURCES

*This project was financed in part by a grant from the
Community Conservation Partnerships Program,
Keystone Recreation, Park and Conservation Fund,
under the administration of the
Pennsylvania Department of Conservation and Natural Resources,
Bureau of Recreation and Conservation.*

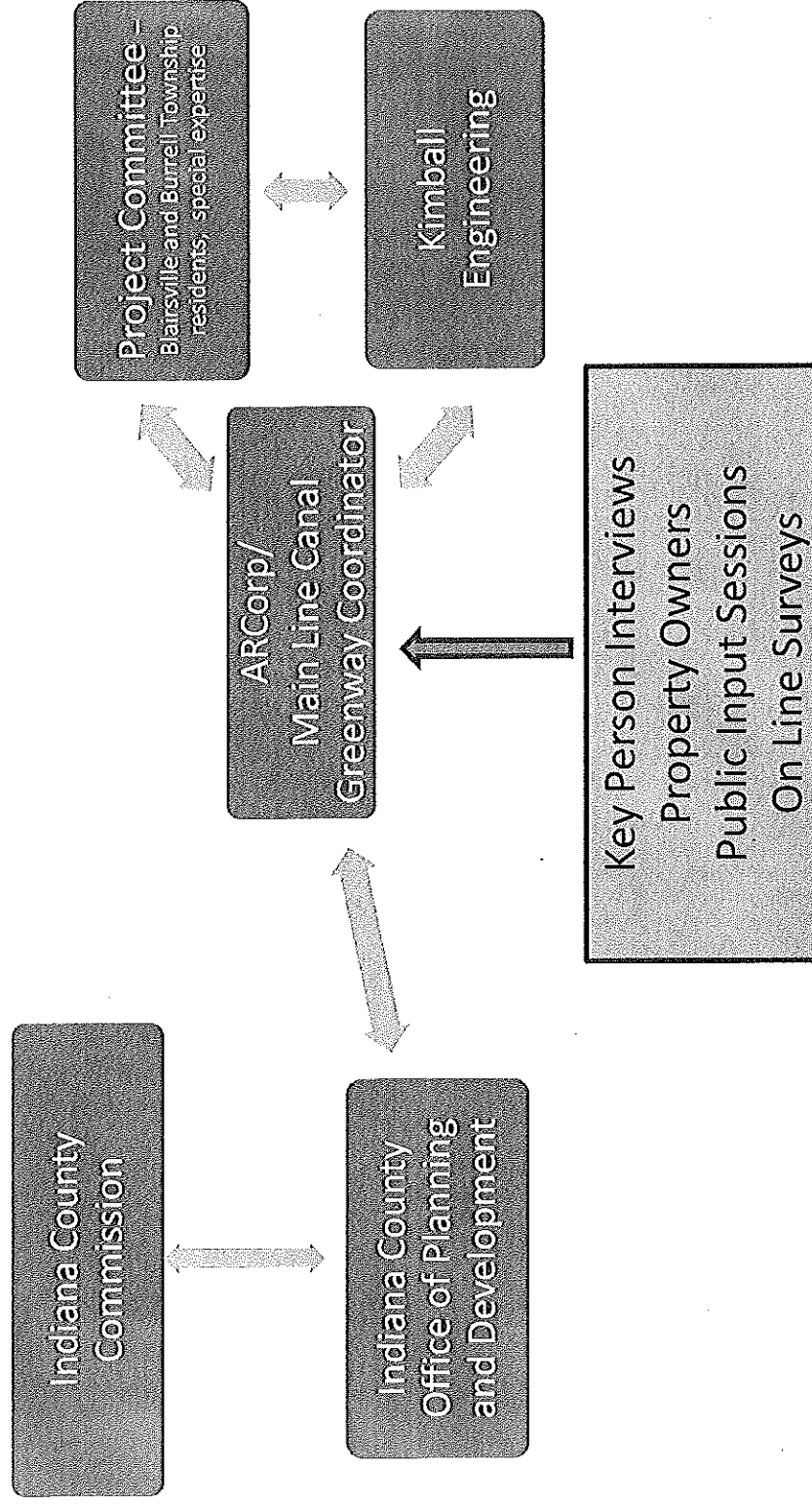
Indiana County Regional Trail Connectivity Study



A feasibility study to identify a safe trail connection through Burrell Township to the Borough of Blairsville between the Hoodlebug/Ghost Town Trail system and the West Penn Trail.



Indiana County Regional Trail Connectivity Study



Study Corridor

This is a detailed topographic map of a mountainous region, likely in the Himalayas. The map features a central valley containing a town, with a river flowing through it. The surrounding terrain is characterized by steep slopes and numerous contour lines. A scale bar at the bottom indicates distances in kilometers (0 to 10) and miles (0 to 10). A north arrow is located in the upper right corner. The map is labeled with various geographical features and coordinates.

Figure 1. Project Location

Indiana County Regional Trail Connectivity Study

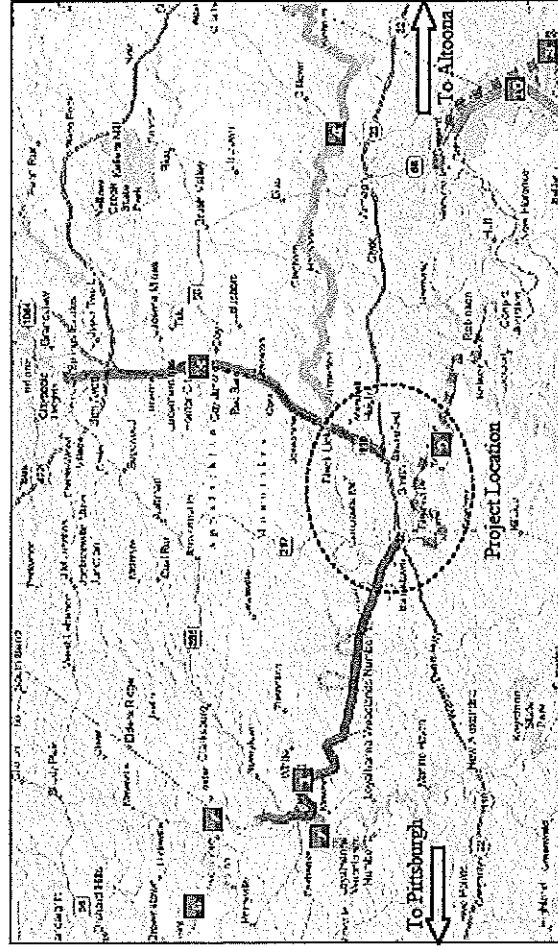
Study
Corridor

Why
Connect
Trails?

DCNR Community Conservation Partnerships Program Grant Application
Indiana County Regional Trail Connectivity Study

September 2007

Regional Trail Network



1. West Penn Trail
2. Westmoreland Heritage Trail
3. Indiana County Regional Trail Network
4. Ghost Town
5. Roaring Run Trail
6. Roaring run (proposed connection)
7. Conemaugh Gap (proposed connection)
8. Pack Saddle Gap (proposed connection)
9. Laurel Ridge Hiking Trail
10. Laurel Ridge Hiking Trail

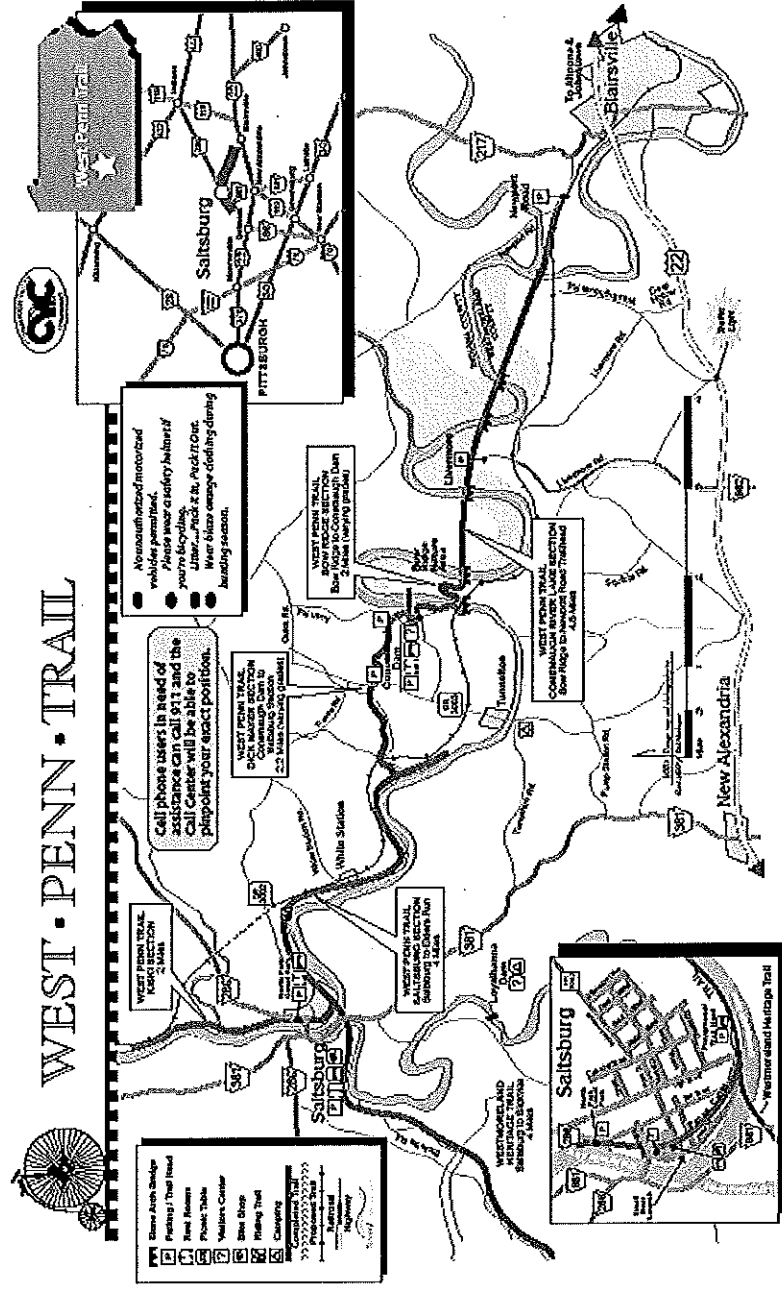
Figure 2. Regional Trail Network

DCNR Community Conservation Partnerships Program Grant Application
Indiana County Regional Trail Connectivity Study

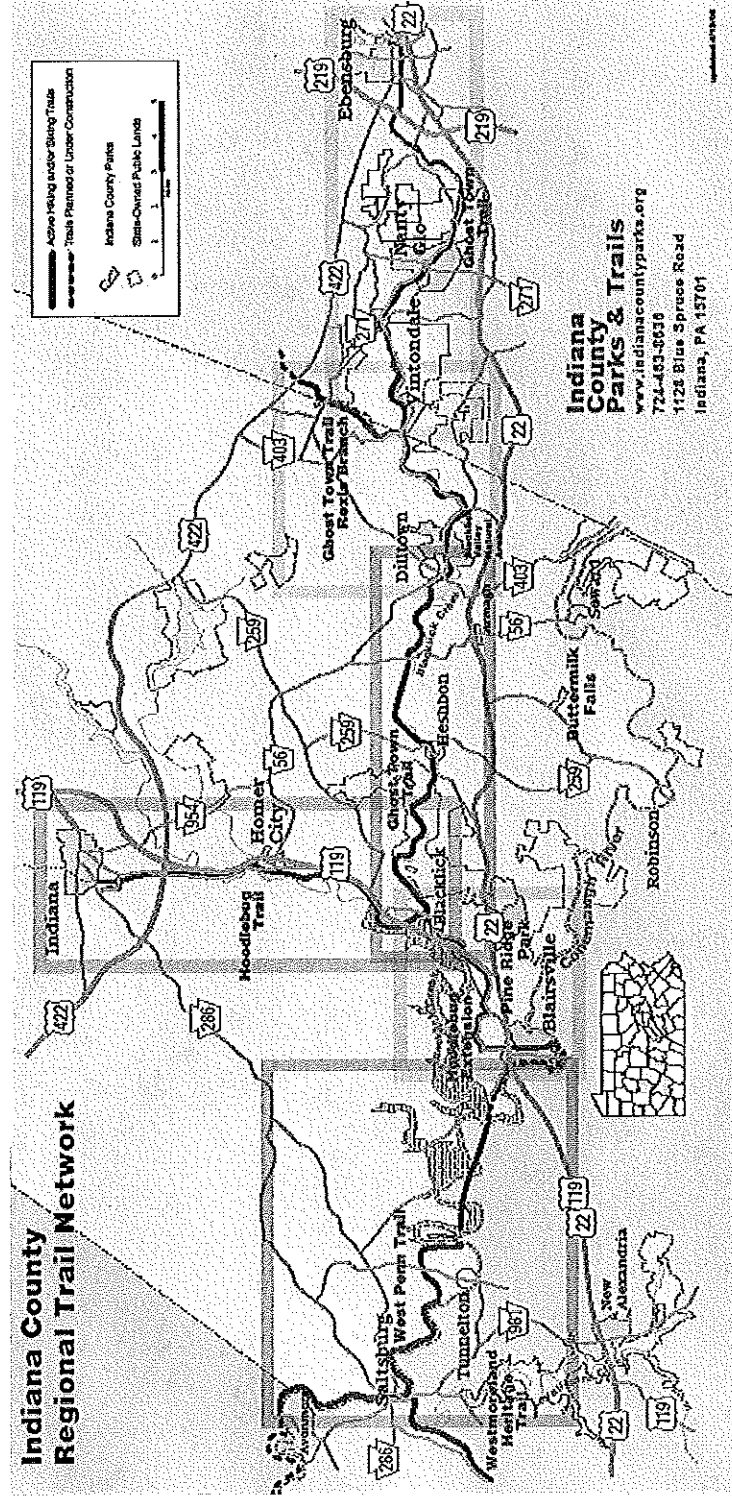
September 2007

Owned and
Operated
by the
Conemaugh
Valley
Conservancy

Maintained
by
volunteers
West Penn
Trail Council



Indiana County Regional Trail Connectivity Study



*Hoodlebug and Ghost Town Trails
 owned, operated and maintained by Indiana Parks and Trails*

Assumptions

- *No abandoned rail to acquire*
- *Have to work within the context of*
 - *geography*
 - *private property issues*
 - *PennDOT, utility and Rail Road ROW*
- *One size does not fit all*

Indiana County Regional Trail Connectivity Study

What's happened so far

- DCNR Grant Agreement, RFP, consultant selection
- Recruitment/training, in-kind services/match
- Physical assessments of possible corridors
- Key person interviews
- Property owner contacts
- Mapping, deed research
- Meetings with PennDOT
- Discussions with utility provider
- Strategies re: possible rail with trail
- Presentations to municipalities

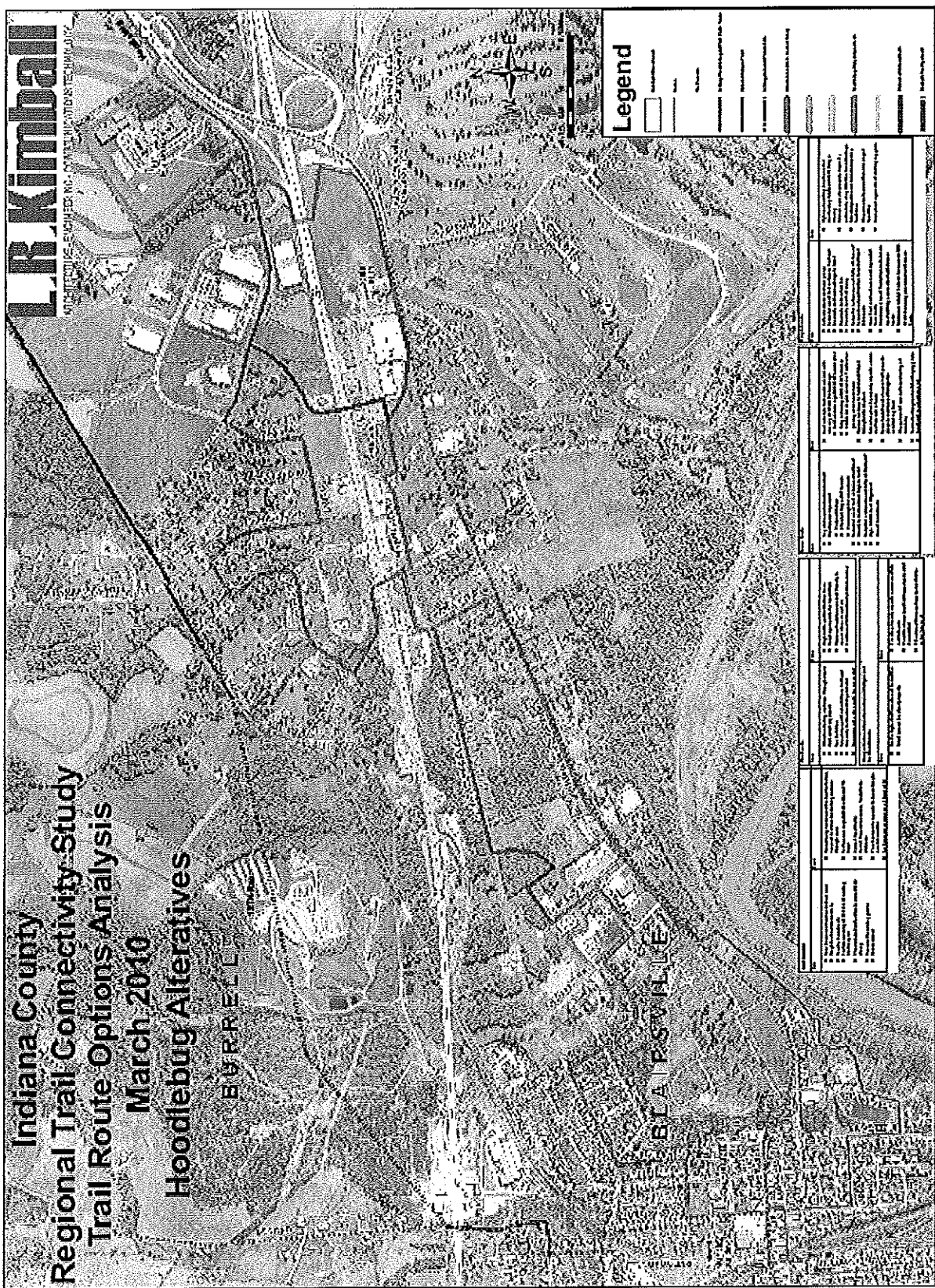
Eastern Corridor

- About 5 miles from dedicated Hoodlebug Trail end at Cornell Road to downtown Blairsville*
- Target users
 - Local access to regional trail*
 - Long distance through users*
 - Stand alone attraction**
- Route 22*
- School, Chestnut Ridge Golf Resort and Conference Center*

**Indiana County
Regional Trail Connectivity Study
Trail Route Options Analysis
March 2010
Hoodiebug Alteratives**

LEADERSHIP

1. The first step is to identify the problem or question that needs to be answered. This involves understanding the context and the specific requirements of the task.

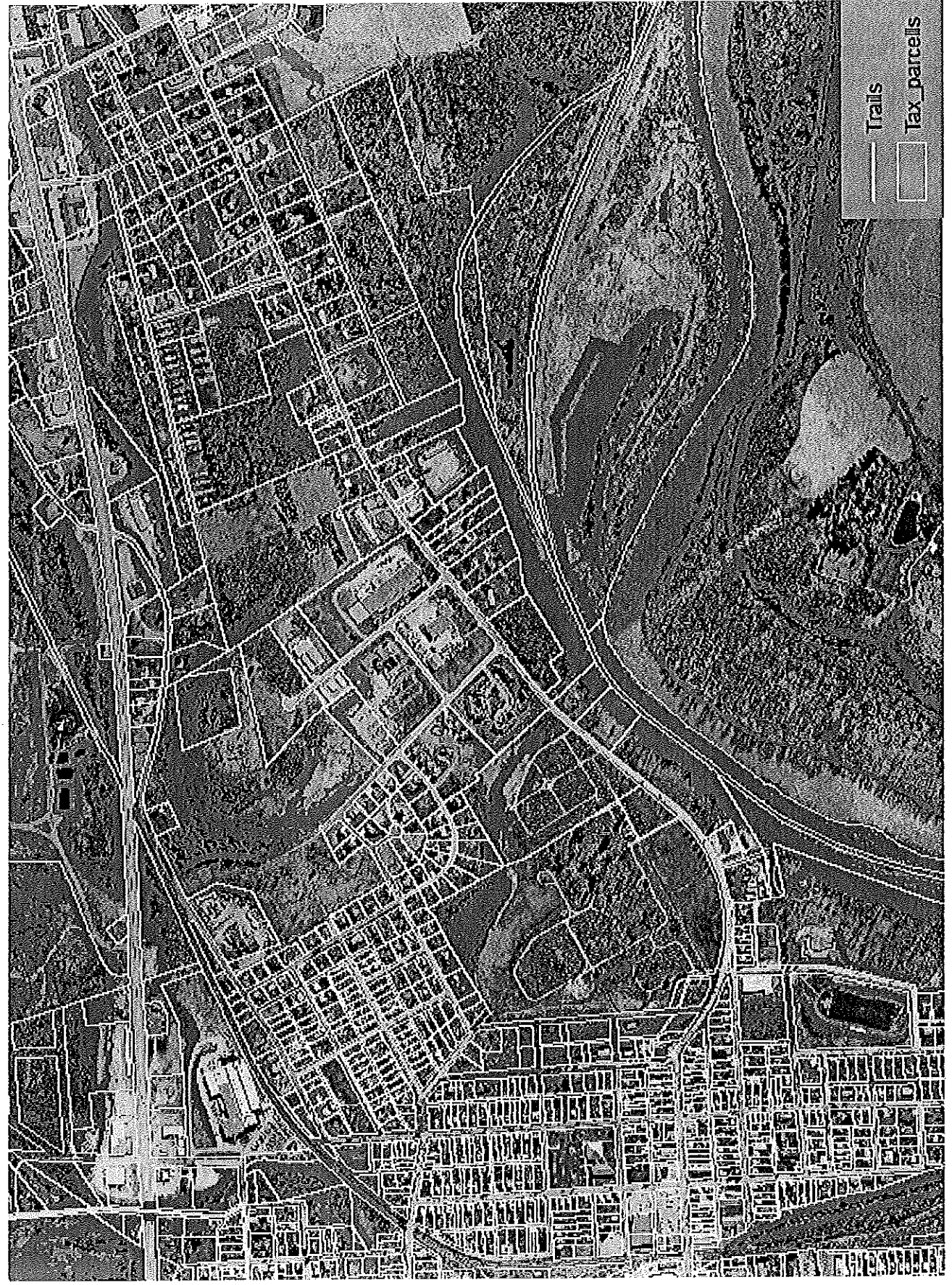


Indiana County Regional Trail Connectivity Study

The Battle for Lear Road

- Existing access under 22 right into the borough
- Routes would likely involve connection to school complex
- Want to stay away from high speed traffic areas
- Challenge of winding through neighborhood roads
- Bad share the road pinch point at turn near Country Lane Road
- Significant, key private property barriers
 - Including change with 12th Rec property

Eastern Corridor Digital Elevation Slope Greater Than 15%



Western End

- 1.5 miles from end of West Penn Trail at Newport Road area to downtown Blairsville*
- Likely to be primary “out and back” route*
- Share the road not considered safe along Rt. 217*
- Route on river side of RR promising at first, but features steep slopes and loose soil conditions*

Blairsville Western Corridor



Indiana County Regional Trail Connectivity Study

Considerations

- Color coded route preferences/surveys*
- Use sticky pads/markers for info on maps*
- Who else should we talk to?*
- How to link to Blairsville River Trail (loop trail)*
- Link bikers to Market Street/downtown amenities?*

Indiana County Regional Trail Connectivity Study

What happens next?

- Analyze public response (on-line through April 6)
- Determine which routes to “dig in”
- Formalize approach/asks to RR, property owners, PennDOT and others
- Draft concept plan with feasible routes
 - Priority routes, phased approach with rationale
 - Lay ground work for acquisition/easements, design, engineering, construction
 - Cost estimates
 - Who applies for what when
 - Operation and maintenance
- Second public input sessions including DCNR review

Indiana County Regional Trail Connectivity Study
Public Input Surveys

Surveys

Surveys associated with preferred routes were distributed as part of the public input process in the spring of 2010. Thirty-eight surveys were completed via Survey Monkey; thirteen printed surveys were completed during input sessions on March 30 and April 3. The following results are noted:

EASTERN CORRIDOR

- On-line surveys indicated a preference for the RED route, a northern route past the schools, through neighborhoods, crossing 22 at a lighted intersection, then out Maple Ave. Extension to neighborhoods and downtown;
- Surveys completed during meetings indicated a preference for the GREEN route, a southern route primarily through scenic open fields that connected to Chestnut Ridge Resort, then crossed both Old William Penn Highway and Rt. 22 (crossing under 22 via 119 underpass);
- Road bike riders indicated a preference for a BLUE route, which followed Old William Penn Highway as share the road and crossed under 22 via the 119 underpass.

WESTERN CORRIDOR

- Most surveys indicated a preference for a RED or BLUE route, both of which hug the active Norfolk Southern line for about 1 mile southeast into town from where West Penn Trail currently ends at Newport Road. The blue route followed streets north of the Walnut Street RR overpass to Indiana Avenue. The red route continued to Walnut Street along the rail line and crossed Walnut on an unused rail bridge that paralleled an active rail bridge, continuing on to behind the borough building and eventually Market Street.

Indiana County Regional Trail Connectivity Study
Final Draft Report Input Session - June 8, 2011

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