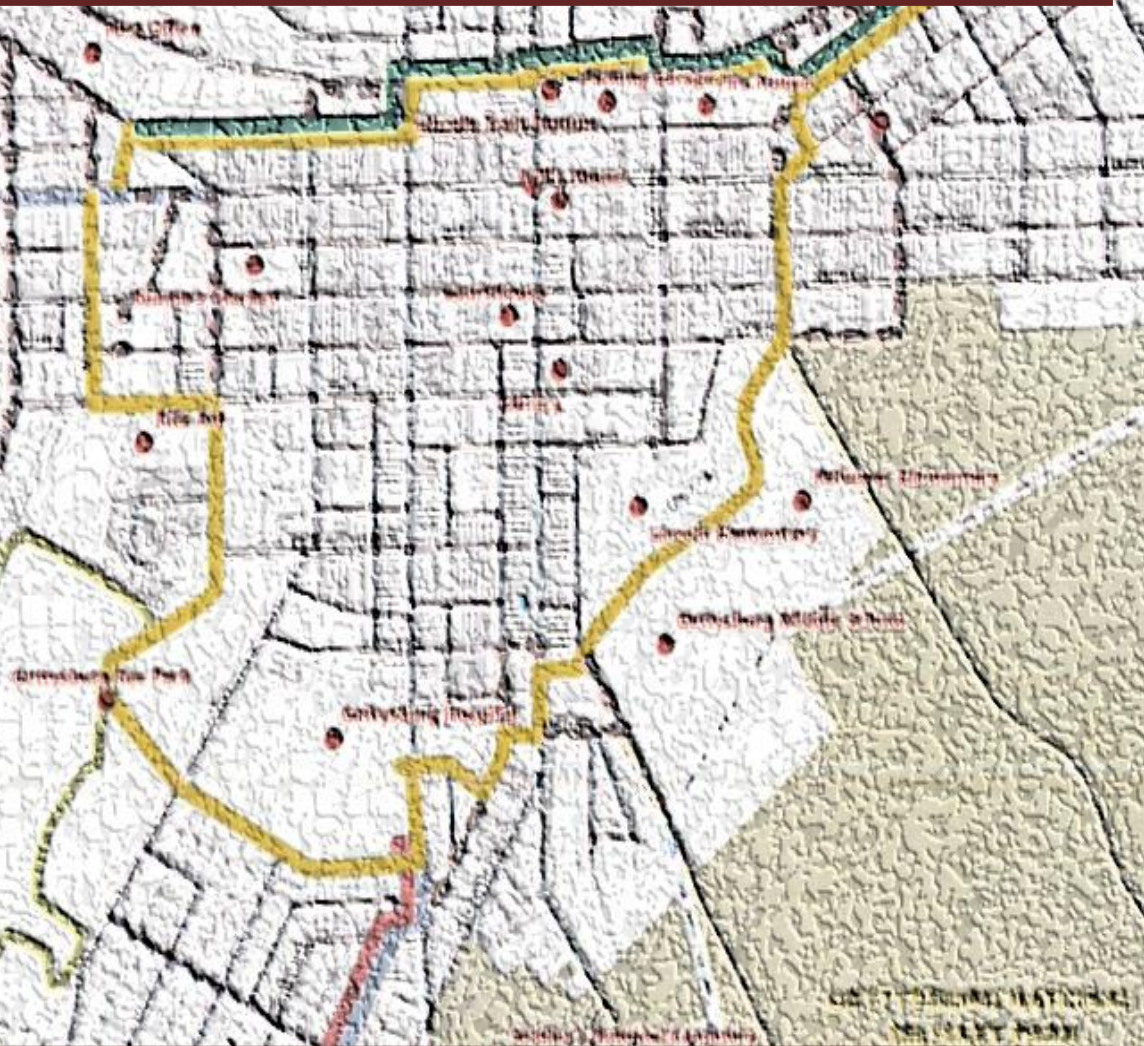


HEALTHY ADAMS BICYCLE PEDESTRIAN, INC.

GETTYSBURG INNER LOOP GREENWAY MASTER PLAN

Final Presented: October 2013

Revised: March 2019



PREPARED BY:



C.S. Davidson, Inc.

Excellence in Civil Engineering



PUHL, EASTMAN & THRASHER
ATTORNEYS AT LAW

**CT
&C**

Acknowledgement

Project Description

Purpose

Process

Legend

General Engineering and Design Requirements

Phase A1 Green Way Connectors - West Street, High Street, Reynolds Street, Springs Avenue, and Stevens Run Crossing

Phase A2 Buford Avenue including Crossing to Reynolds Street

Phase B1 Racehorse Alley

Phase B2 North Washington Street

Phase C Railroad Street and Carlisle Street Crossing

Appendix A Details, Specifications and Construction Materials

- Bench
- Bike Rack
- Fence
- Light Pole
- Parking Meter Light Pole Combo
- Permeable Paver General Section
- Rain Garden
- Sharrow
- Signage
- Speed Tables
- Trash Receptacles

Appendix B Traffic Count Summary

Appendix C Greenway Questionnaires and Studies

Appendix D Cost Estimates

Appendix E Letters of Support

Appendix F CSX and Rail Road Street Right of Way

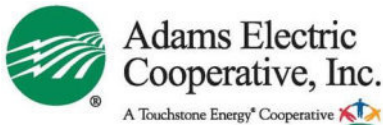
Appendix G Trail Benefits

Appendix H PennDOT Correspondence

Acknowledgements



**ADAMS COUNTY OFFICE
OF PLANNING &
DEVELOPMENT**



**AND MANY PRIVATE
INDIVIDUALS**

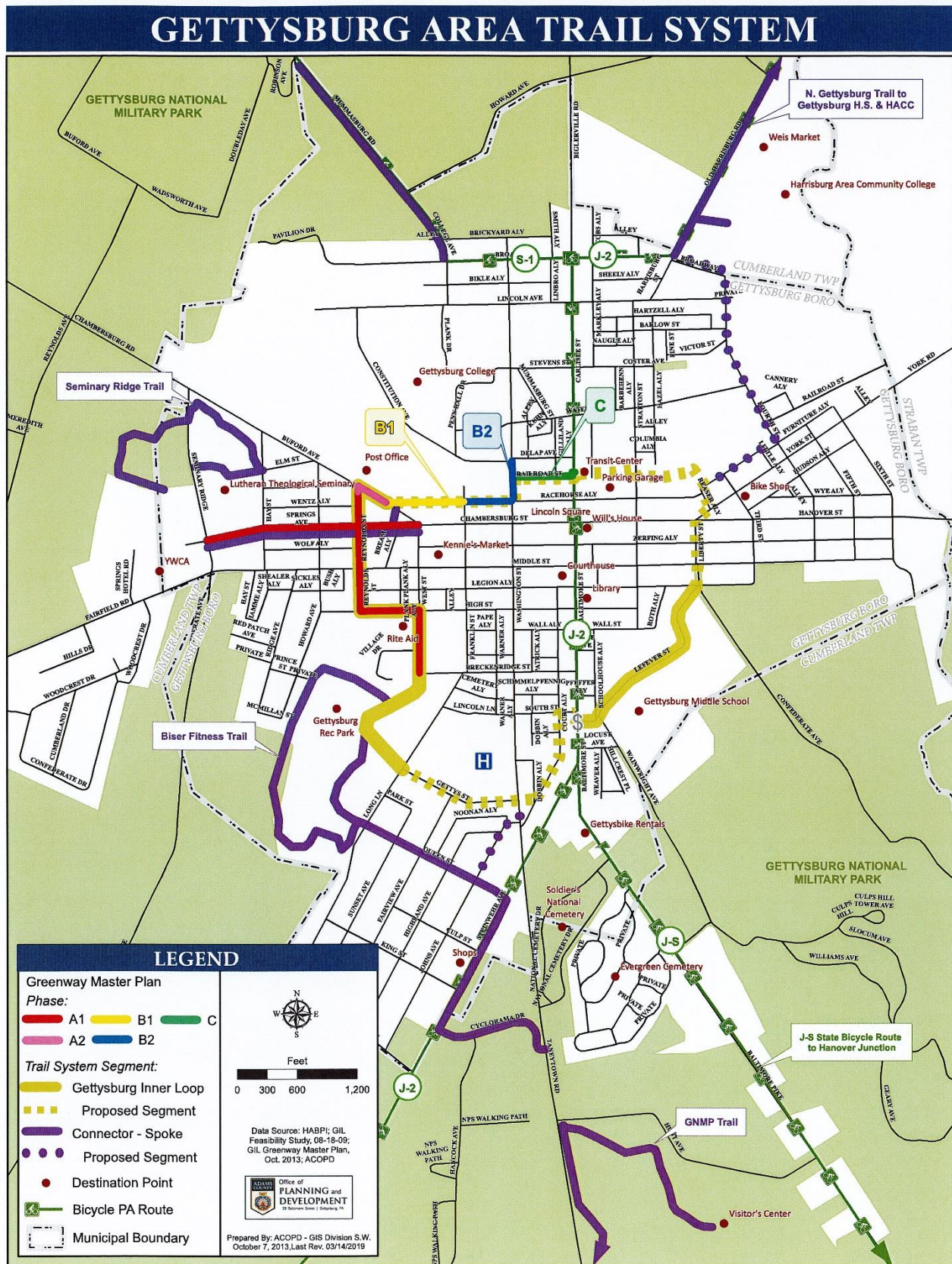
The Greenway Master Plan was financed in part by a grant from the Community Conservation Partnerships Program, Environmental Stewardship Fund, under the administration of the PA Department of Conservation and Natural Resources, Bureau of Recreation and Conservation. HABPI is a partner of the South Mountain Partnership, an alliance of organizations working to preserve and enhance the cultural and natural assets of the South Mountain Landscape in Central Pennsylvania. This project was awarded through the South Mountain Partnership with management oversight of the Appalachian Trail Conservancy.

Other partners committing cash or in-kind services for the Master Plan include:

- Gettysburg Hospital
- Thrivent
- Gettysburg Convention and Visitors Bureau
- Main Street Gettysburg
- Gettysburg College
- Healthy Adams County
- Adams County Office of Planning & Development
- Rails to Trails Conservancy
- South Mountain Partnership
- Gettysburg Borough
- HAPBI



The Greenway and the GIL are part of a greater Gettysburg Area Trail System as can be seen on the following map.



The purpose of this plan is to:






























- To progress the project from visionary stages to sketch plan stage
- To provide sketch plans and renderings to help conceptualize the project
- To provide a list of typical construction materials and appurtenance for consistency with Borough amenities
- To collect and compile data obtained by various groups
- To provide clear guidance to the design engineer when the project progresses to design phase
- To assist with the applications for funding the project
- To provide opinions of probable cost
- To identify potential hurdles at an early stage prior to beginning detailed design
- To identify existing rights-of-way and easements
- To provide sketches to regulatory authorities identifying permitting requirements and feasibility including PennDOT, CSX Railroad, and the Borough
- To inform and gain concurrence from property owners and stake holders such as businesses and the Gettysburg College on design concepts.

The Master Plan for the Gettysburg Inner Loop – Greenway, incorporated many different elements, design practices, and processes to provide detailed images, mapping, and design descriptions of the proposed bike and pedestrian trail through down town Gettysburg. The Team performed the following tasks to prepare this Master Plan:

- Base mapping was created which showed the existing conditions of the streets and sidewalks for the locations of the proposed Gettysburg Inner Loop. This was completed by performing in the field survey of the areas, overlaying aerial mapping database, and overlaying Light Detecting and Ranging (LIDAR) aerial images. These Base Maps were then used to as the platform to prepare the sketch plans.
- Two-dimensional sketch plans were prepared showing the proposed bike and pedestrian path improvements.
- Three-dimensional images were prepared to conceptualize before and after improvements along the Gettysburg Inner Loop – Greenway Master Plan. Full plans and images can be found in individual sections through the Master Plan.
- Design manuals and reference documents were consulted when performing the layout. A list of these documents can be found in the General Engineering and Design Requirements section of this Master Plan.
- Descriptions of proposed features including Engineering and Design Considerations as well as recommendations of traffic flow are provided with each trail section.
- Evaluations were completed to analyze the relocation of the parking on North Washington Street including interviews with the Public Works Department.
- Three Steering Committee meetings were held.
- Stake holders such as the prior Borough Manager and Zoning Officer, Gettysburg College Representatives, property owners etc. were interviewed and suggestions were incorporated into the plan.
- A survey was conducted to get stake holder input by distributing a questionnaire. Survey results were tallied and can be found in Appendix C.
- With the assistance of the County Planning Department, traffic counts have been performed on Racehorse Alley. The results were tallied and summarized to show key elements. The summary table can be found in Appendix B.

- An opinion of probable cost was prepared, and they can be found in Appendix D.
- The Pennsylvania Department of Transportation (PennDOT) has been consulted for review of proposed improvements within the PennDOT Right-of-Way. A pre-application meeting occurred on April 1st.
- Research was conducted to determine the available Rights-of-Way on Racehorse Alley, North Washington Street, and Railroad Street. Additionally, research is ongoing to further define the appropriateness of the design along Railroad Street with relation to the CSX rail way including: reviewing valuation mapping; interviews with previous borough staff; review of the previously completed Rail Road Street Streetscape Project. Additional description and reporting on this topic can be found with the section description for Phase C and supporting documentation can be found in Appendix F.
- The team has researched construction and materials standards to be used on the project. Photographs of existing appurtenances in the Borough such as benches, lights, trash receptacles, and fencing have been included which should be used in the design phase and provide consistency through the Borough. A list of these materials has been included in Appendix A.
- The Master Plan for the connectors of the “Greenway” was funded separately.

LEGEND

<u>EXISTING</u>	<u>PROPOSED INFRASTRUCTURE PRELIMINARILY LOCATED</u>	
		STREET TREE WITH/WITHOUT GRATE
		SMALL STREET TREE OR SHRUB
		CURB
		PERMEABLE PAVER
		STAMPED ASPHALT/DR PERMEABLE PAVER DIFFERENT COLOR
		REINFORCED CONCRETE/SIDEWALK
		PLANTING AREA/RAIN GARDEN
		LIGHT
		PARKING METER
		SHARROW
	<p>NOTE: THE FOLLOWING PROPOSED INFRASTRUCTURE INCLUDED IN THE COST ESTIMATE IS NOT LOCATED ON THE PLAN DRAWING (THE LOCATION IS TO BE DETERMINED DURING DESIGN): BENCHES, TRASH RECEPTACLE, HISTORY SIGNAGE, TRAFFIC AND SAFETY SIGNAGE, SPEED TABLES, STORMSEWERS AND GRATES, RESTORATION OUTSIDE OF RIGHT-OF-WAY, FLASHING WARNING DEVICES. RENDERINGS (3D AND PLAN) PROVIDE DIFFERENT CONCEPTUAL IDEAS ON HOW FINAL DESIGN MAY BE COMPLETED. QUANTITIES FOR ITEMS SUCH AS TREES, SHRUBS AND GRATES MAY DIFFER SLIGHTLY BETWEEN PLANS AND THE COST ESTIMATE. A FEASIBLE/EXPECTED QUANTITY OF THESE ITEMS WAS INCLUDED IN THE COST ESTIMATE AS A PLACE HOLDER WHERE THE FINAL QUANTITIES AND LOCATIONS WILL NEED TO BE DETERMINED DURING DESIGN.</p>	
		
		
		
		
		
		
		
		

NOTE: THIS LEGEND IS INTENDED TO SERVE AS A KEY FOR ALL PLAN VIEW RENDERINGS PROVIDED IN THE REPORT. ALL ITEMS IN THE KEY MAY NOT BE PRESENT IN ALL DRAWINGS. EXISTING ITEMS NOT SHOWN ON DRAWINGS SHOULD NOT BE TAKEN AS AN INDICATION THAT THE ITEM IS NOT PRESENT.

General Engineering and Design Requirements

While specific guidance for each trail segment has been provided along with known design issues, it will be the responsibility of the designer to consider final layout, grading, materials, specifications, and construction requirements based on field conditions, required authorizations and as approved by the Borough. The following general considerations shall be taken into account during the design of the GIL Greenway.

- All layout, design and specifications shall be in accordance with MUTCD, PennDOT Design Manual Part 2, PennDOT Design Manual Part 3, Guide for the Development of Bicycle Facilities (Fourth Edition, 2012) published by AASHTO, The Manual on Uniform Traffic Control Devices (latest edition), NACTO Urban Bikeway Design Guide published by the National Association of City Transportation Officials, and ADA requirements by the Department of Justice.
- All design shall be in compliance with State, County, and Borough laws and ordinances as required. The designer will be responsible for obtaining all necessary permits and approvals for construction. This may include, but is not limited to, erosion and sediment pollution control, NPDES, PennDOT HOP, PA DEP Chapter 105 designs, plans, and permits.
- Topographic, boundary, and utility survey will be necessary.
- The trail system shall be designed considering the use of environmentally sustainable infrastructure. The final decision for materials used for the path surface and stormwater treatment will be made by the designer in conjunction with HABPI and the Gettysburg Borough. Two options for design consider permeable pavers and stamped asphalt, both with temporary subsurface storage. The recommended design presented in this report is to utilize permeable pavers, which must incorporate the latest in design construction standards from ASCE or other reliable sources and studies. An alternate design would be to consider stamped asphalt with subsurface storage. This design should consider pretreatment of stormwater prior to entry into temporary subsurface storage. Rain Gardens should be incorporated where possible. Appropriate geotechnical testing shall be completed for all improvements where vehicular loading is present. These recommendations shall be incorporated into the design.

- A different color paver should be utilized for the trail at intersections and higher use driveway entrances (to be established in design). The coloration transitions are intended to provide a warning to both traffic and trail users of potential travel conflicts. Vehicles shall yield to trail users. Appropriate signage shall be provided.
- Curbing (depressed or faced as necessary) will be utilized on the edge of all improvements.
- All areas where work occurs may require additional construction easements for work in and matching to existing conditions outside of the right-of-way, the extent of which is to be determined during design. Preparation of a temporary construction easement plan and coordination with property owners will be required.
- Existing drainage flow paths will be considered such that drainage problems are not created and in cases are rectified. Where drainage area improvements are made, a full hydraulic and hydrologic analysis is required.
- Generally speaking, adjustments and relocations of existing utilities will be required. Coordination for relocations is the responsibility of the designer.
- The Borough or its designee shall review and approve all plans and specifications.
- A maintenance plan and reserve study specifying expected maintenance revenues shall be developed for all improvements.



PHASE A1

GREENWAY CONNECTORS

Phase A1

Phase A1 identified in the initial publication of the Gettysburg Inner Loop - Green Way Master Plan as the Greenway Connectors was completed in the Spring of 2018. The Greenway Connectors Phase are the segments of the Gettysburg Inner Loop Western Section that connect the Greenway Portion of the trail to the Borough Rec Park and other local attractions such as the YWCA and Lutheran Theological Seminary. These segments include Reynolds Street, High Street, West Street, Springs Avenue, and Steven's Run Crossing which will allow users to connect to the completed Phase A2 of the multi-use trail and downtown Gettysburg. The project was mostly funded by a combination of the following four grants:

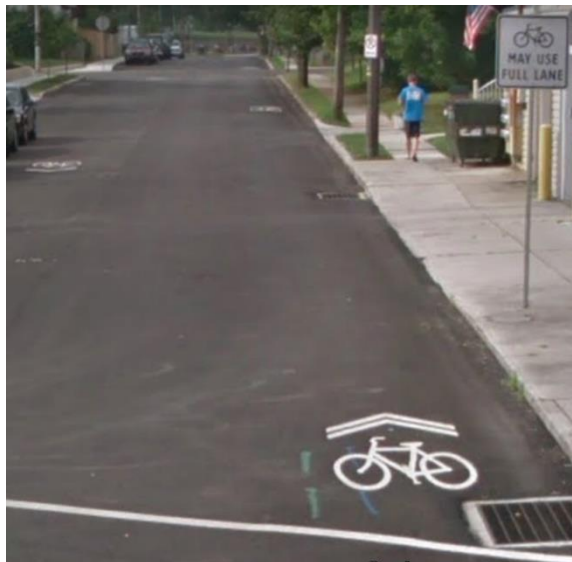
- Community Conservation Partnerships Program (C2P2) Grant from DCNR
- Congestion Mitigation and Air Quality (CMAQ) Grant
- Transportation Alternatives Program (TAP) Grant
- County Green Space Grant

Greenway Connectors

Phase A1 begins at the north end of the Gettysburg Recreation Park by the recent completion of this Gettysburg Inner Loop segment which connects bicycle and pedestrian traffic to the Park from the intersection of West Street and High Street.



Along High Street, West Street, Reynolds Street, and Springs Avenue sharrows have been installed to increase awareness to motorists to share the road with bicyclists while pedestrian traffic continues to utilize the existing sidewalks. Signage has also been installed warning motorists that bicyclist may utilize the full lane.



Existing storm drain covers were replaced with bicycle safe grates along the designated Gettysburg Inner Loop routes.



BEFORE STORM DRAIN



AFTER BICYCLE SAFE GRATES

Sidewalks and curb ramps have been added and/or improved along these routes to accommodate pedestrian traffic and more importantly to improve mobility for pedestrians with disabilities. Curb ramps throughout these routes have been made ADA compliant with the addition of warning domes.



SIDEWALK BEFORE

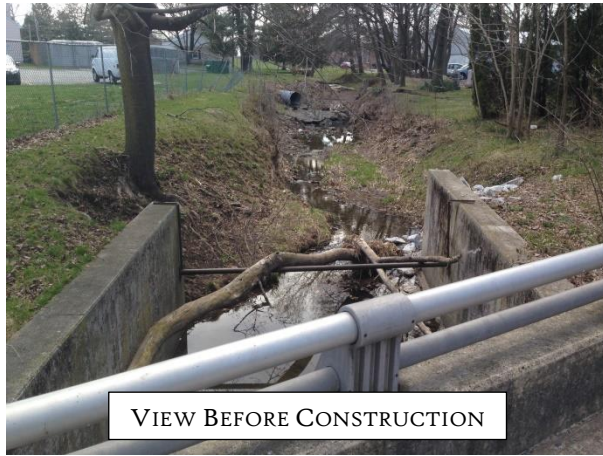


SIDEWALK & CURB RAMPS AFTER



Of the most notable features of Phase A1 was the crossing of Stephens Run. This crossing included the addition of a bicycle and pedestrian only bridge along with improvements to the stream embankments of Stephens Run. A small rest area was added which includes a bench, bike rack, and trash receptable. The overall area received updated pedestrian lighting, fencing around the stream crossing, and landscaping. This area also drew attention to the historic railroad track-part of a historic train ridge tourist attraction – a train that transported visitors to the battlefield from the train station in Gettysburg. Historic markers were added to provide a narrative recognizing the historic train ride, as well as, stamped concrete sections that resemble the railroad ties that once existed in this location.





Phase A1 included the addition of two signalized crosswalks for pedestrian traffic to use to safely cross State Route 116 and State Route 30. Both of these crosswalks included the addition of Rectangular Rapid Flashing Beacons, which when activated, warns motorists of pedestrians in the crosswalk. During the construction of these crosswalks, a significant amount of storm drainage improvements were also completed at both of these State Route Crossings.





PHASE A2

BUFORD AVENUE

Phase A2

Phase A2 identified in the initial publication of the Gettysburg Inner Loop - Green Way Master Plan as Buford Avenue was completed in the Spring of 2018. This Phase connects Racehorse Alley to the intersection with Reynolds Avenue (a distance of approximately 400 feet) which will allow users to connect to the completed Phase A1 of the multi-use trail. The project was mostly funded by a combination of the following four grants:

- Community Conservation Partnerships Program (C2P2) Grant from DCNR
- Congestion Mitigation and Air Quality (CMAQ) Grant
- Transportation Alternatives Program (TAP) Grant
- County Green Space Grant

Buford Avenue

Phase A2 included the widening of the sidewalk along State Route 30, also known as Buford Avenue, to allow for both bicycle and pedestrian traffic to safely be able to travel away from motorized vehicles in the street through the use of an 8-foot-wide red colored concrete sidewalk designated to be shared by both bicycles and pedestrians.



Trail users now can cross Buford Avenue from the multi-use trail on the north side, to Reynolds Street at the marked crosswalk. This crosswalk has been permitted with a Rectangular Rapid Flashing Beacon to warn motorists of bicycle and pedestrian traffic in the crosswalk.



The widening of the sidewalk was accomplished by gradually narrowing approximately 400 feet of Buford Avenue between the intersection of Racehorse Alley to the Reynolds Avenue intersection by approximately 6 feet. The narrowing of the cartway width has created a safer crossing distance of 30 feet for bicyclists and pedestrian traffic. Also, incorporated along this segment of Buford Avenue is pedestrian street lighting allowing for improved safety for those traveling by bicycle and/or by foot.



Also incorporated into Phase A2 is a wayside rest area equipped with two historic kiosks, a bench, bike rack, and trash receptacle. This rest area provides visitors of the multi-use trail a place to rest in between visiting Phase A1 and Phase B1.



Phase A2 ends at the intersection with Racehorse Alley where Phase B1 begins. The new curb line on the north side of Buford Avenue now extends across the intersection with Racehorse Alley. That way, motor vehicles turning from Buford Avenue onto Racehorse Alley would cross a depressed concrete curb and sidewalk, to create a traffic-calming transition that motorists will notice as they enter the Alley which is a shared use path for motorists, bicycles, and pedestrians.



Buford Avenue Before



Buford Avenue After





PHASE B1

RACEHORSE ALLEY

Racehorse Alley

Phase B1 consists of the western part of Racehorse Alley from Buford Avenue to North Franklin Street. Racehorse Alley between North Washington Street and the entrance to Creekside Condominiums is proposed to be signed for one-way traffic. Changing Racehorse Alley to one-way would make it safer and more accommodating for bicycle and pedestrian use. A short distance of Racehorse Alley (approximately one hundred feet) from the entrance of Creekside Condominiums to Buford Avenue will remain open to two-way traffic.

At the present time, asphalt parking areas adjoins much of the asphalt alley with little or no distinction between public right-of-way and adjacent paved areas. The existing cut-through motor vehicle traffic utilizes both indiscriminately. Adjacent property owners should be encouraged to remove pavement along the alley where possible (while still maintaining their vehicular access), replacing the asphalt with appropriate landscaping / plantings such that green space is maximized.

At a point approximately 40 feet west of North Franklin Street, a utility pole within the alley right-of-way narrows the available cartway to 9 feet. This utility pole should be removed or a new location found for it.

At a point 170 feet west of Racehorse Alley's intersection with North Franklin Street, the alley right-of-way increases in width from 12 feet to 18 feet. From this point to the entrance to Creekside Condominiums -- a distance of approximately 400 feet -- the existing 18 foot wide asphalt should be reduced to a 12 foot wide section. Thus six feet of right-of-way (3' on each side) could serve as a vegetated buffer that reduces impervious coverage and creates a more visually appealing edge to the greenway. This also provides space for freestanding pedestrian-scale lighting (matching the light fixtures on the north side of Railroad Street).

The final short stretch of Racehorse Alley would retain its current width, with the existing asphalt pavement replaced by the porous pavers. Two-way traffic would be allowed here, in order to allow motor vehicle access to Creekside Condominiums.

Engineering and Design Requirements:

Buford Avenue To North Franklin Street

- Appropriate design and signage to indicate two-way, local traffic only up to entrance of Creekside Apartments and protect pedestrians and bicyclist
- Speed tables to be used to calm traffic to speed of 15 MPH
- The design shall consider no fill or changes to the FEMA floodway will occur. Assuming no change to floodway, PA DEP GP-11 for work over bridge and a GP-4 for new outlets for storm sewers will be required however FEMA authorizations would not be needed.
- Utility pole and signage may need to be relocated. Consider “bundling” of existing communication wires to power poles and remove communication poles.
- Gettysburg Inner Loop and history signage
- Access to North Franklin Street must be able to accommodate snowplow and trash truck.
- All alleys intersections with streets to be defined by depressed concrete curb extended across alley per Borough guidance
- Traffic control and access during construction must be coordinated with property owners
- Design to analyze where impervious connections to alley can be reduced or a separation created for the purpose of optimizing green space within the area where 18' Right-of-Way is present such that a buffer to the alley is created. Coordination with property owners will be required during design.
- Lighting shall be designed by a lighting designer and installed to provide light levels adequate for the intended use of the multi-use trail, as feasible using the Borough specified light fixture and with a preferred spacing of 50'-75' as typical for other recently completed street projects.
- Coordinate with property owner for existing fence in the right of way at the northwest corner of North Franklin Street and Racehorse Alley.
- Street trees and shrub landscaping where feasible for maximization of green space

- Utility verification (potentially field verification by excavation) /modifications / replacements to water and gas lines
- Modification/relocate/redesign existing storm sewer facility, inlet, etc. as feasible

Racehorse Alley Before



Racehorse Alley After





PHASE B2

**NORTH WASHINGTON STREET &
RACEHORSE ALLEY TO
NORTH FRANKLIN STREET**

North Washington Street

Two crosswalks will convey trail users across North Washington Street: one in line with the north sidewalk of Railroad Street, and one in line with the south sidewalk of Railroad Street. A curb bump-out on the west side of North Washington Street, in line with the north sidewalk of Railroad Street, will shorten the crossing distance at that crosswalk.

Between Railroad Street and Racehorse Alley, the travel lanes of North Washington Street will each be reduced to 11 feet wide. This will allow the west curb-line of North Washington Street to be moved out into the street by a distance of 7 feet. Six metered parking spaces on the west side of North Washington Street will be removed. A multi-use trail / wide sidewalk will be constructed on the west side of North Washington Street between Constitution Avenue and Racehorse Alley to provide a connection to Gettysburg College. A three foot wide planting strip with the trail surface extending to the curb in locations for light installations and street access will buffer trail users from the motor vehicle traffic on North Washington Street, leaving space for a ten foot wide pedestrian and bicycle path in front of the buildings on the west side of North Washington Street. Additional landscaping should be added along the buildings where possible, maximizing green space.

The new curb line will continue as a depressed curb across the intersection with Racehorse Alley. Motor vehicles turning from North Washington Street onto Racehorse Alley will cross a depressed curb while the surface changes from North Washington Street's existing asphalt to Racehorse Alley's new brick pavers. Such a transition can be an effective traffic-calming measure.

Engineering and Design Requirements:**North Washington Street to Racehorse Alley**

- Consider appropriate transitions of street into trail at both ends along with adjusted centerline of street.
- The design and improvements shall incorporate street preparation.
- Gettysburg Inner Loop and history signage
- Planters or planting beds with trees, shrubs, landscaping and potentially an aesthetic fence along edges of adjacent macadam parking lots. Street trees and shrub landscaping where feasible. Coordination with property owners may be required to determine if disconnection from impervious surfaces outside the Right-of-Way is feasible
- Railroad crossing permitting as required
- Crossing North Washington Street in two locations-Crossing included 10' stamped walk, warning lights, ADA Ramps, Signage. Traffic control to be completed by designer.
- Entrances and steps to exiting college facilities and housing shall remain the same.
- Parking relocated to Racehorse Alley
- Street trees and shrub landscaping where feasible
- Lighting shall be designed by a lighting designer and installed to provide light levels adequate for the intended use of the multi-use trail, as feasible using the Borough specified light fixture and with a preferred spacing of 50'-75' as typical for other recently completed street projects. The designer shall account for lighting on the Gettysburg College Complex Ice House along with consideration of operation times throughout the year. (Are the lights on when the College is not in session.)
- Design of permeable surface should incorporate protection of existing basements as required
- Utility modifications to water and gas valves
- Modification/relocate/redesign existing storm sewer facility, inlet, etc. as feasible

Racehorse Alley

Changing Racehorse Alley between North Washington Street and North Franklin Street to one-way would make it safer and more accommodating to pedestrian and bicycle traffic. Another option to further improve safety of pedestrians and bicycle traffic is to make this section one-way westbound. With this option, vehicle traffic on both blocks of Racehorse Alley will turn south onto North Franklin Street, which after one block intersects with Chambersburg Street (U.S. Route 30) at a signalized intersection. The effect would discourage cut-through traffic while still allowing motor vehicle access to the rears of all properties.

Four new metered parking spaces will be created on the north side of Racehorse Alley just west of the intersection with North Washington Street. These will replace four of the six metered parking spaces removed from North Washington Street. Vehicular access to a driveway to College property and to a rubbish dumpster enclosure will be maintained.

Two hundred feet west of the intersection with North Washington Street, the right-of-way narrows from 24 feet wide to 12 feet wide. A 12 foot wide alley with the paver surface described above continues west from this point. In order not to take up space within the 12 foot width of the alley, pedestrian-scale lighting should be attached to existing utility poles rather than placed on new poles (new poles require wider bases).

At the present time, asphalt parking areas adjoins much of the asphalt alley with little or no distinction between public right-of-way and adjacent paved areas. The existing cut-through motor vehicle traffic utilizes both indiscriminately. Adjacent property owners should be encouraged to remove pavement along the alley where possible (while still maintaining their vehicular access), replacing the asphalt with appropriate landscaping / plantings such that green space is maximized.

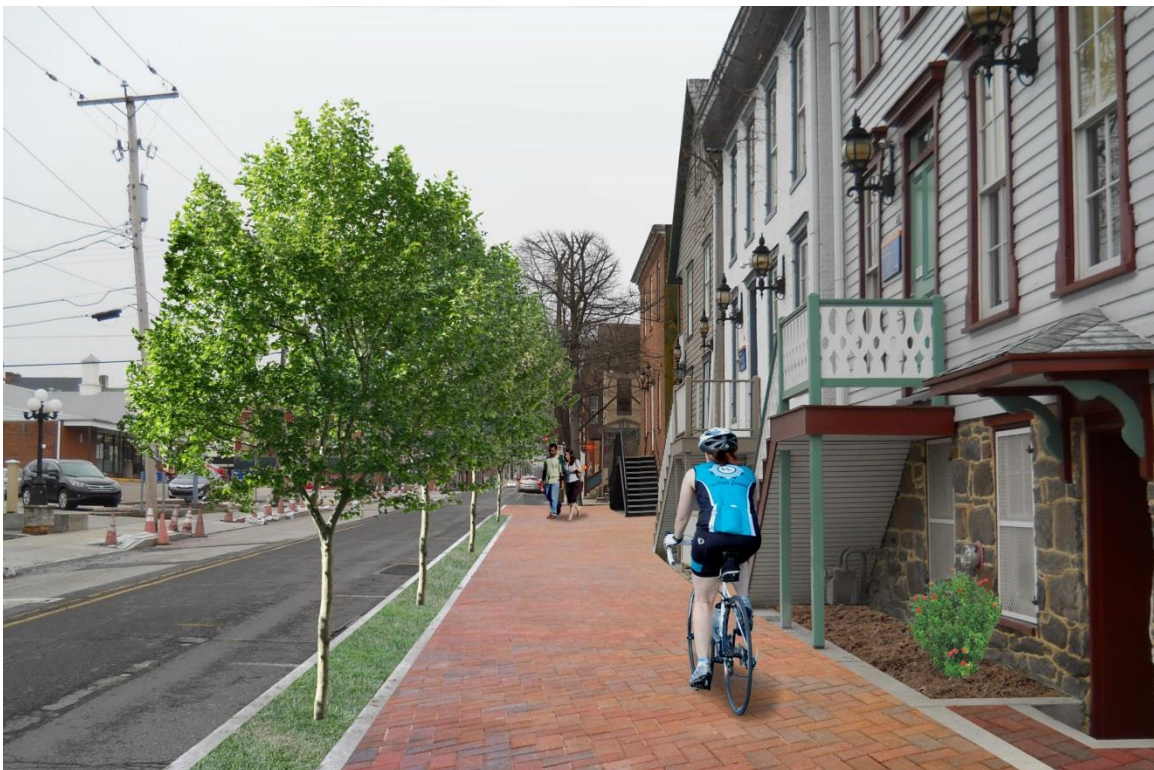
Engineering and Design Requirements:**North Franklin Street to North Washington Street**

- Layout of parking and trail such that all improvements are contained within the right-of-way (No acquisition of permanent right-of-way is proposed.) 4 spaces are being moved from North Washington Street
- Utility pole and signage may need to be relocated.
- Utility verification (potentially field verification by excavation)
- Access to North Franklin Street must be able to accommodate snowplow and trash truck.
- All alleys intersections with streets to be defined by depressed concrete curb extended across alley per Borough guidance
- Lighting shall be designed by a lighting designer and installed to provide light levels adequate for the intended use of the multi-use trail, as feasible using the Borough specified light fixture and with a preferred spacing of 50'-75' as typical for other recently completed street projects.
- Address grading issues
- Street trees and shrub landscaping where feasible for maximization of green space.
- Traffic control and access during construction must be coordinated with property owners.
- Utility verification (potentially field verification by excavation) / modifications / replacements to water and gas lines
- Modification/relocate/redesign existing storm sewer facility, inlet, etc. as feasible


North Washington Street Before



North Washington Street After





  <p>K:\238347100\dwg\Civil\530290100_B.dwg</p>	<div data-bbox="1709 1673 2113 1743"> C.S. Davidson, Inc. Excellence in Civil Engineering</div> <div data-bbox="1709 1743 2113 1794">IN PARTNERSHIP WITH:</div> <div data-bbox="1709 1794 1864 1915">CT & C</div> <div data-bbox="1895 1824 2175 1874">PUHL, EASTMAN & THRASHER ATTORNEYS AT LAW</div>	<div data-bbox="2299 1673 2890 1723">GETTYSBURG BOROUGH</div> <div data-bbox="2191 1723 3014 1854">PHASE B2 N. WASHINGTON STREET N. FRANKLIN ST. TO CONSTITUTION AVE. GETTYSBURG BOROUGH ADAMS COUNTY, PENNSYLVANIA</div> <div data-bbox="2191 1864 3014 1915">GETTYSBURG INNER LOOP - GREENWAY MASTER PLAN</div>
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PHASE C

RAILROAD STREET & CARLISLE
STREET CROSSING

Railroad Street and Carlisle Street Crossing

The alignment of the Inner Loop in the region of the Railroad Tracks along Railroad Street is complicated by the shared right of way by both the Borough of Gettysburg and CSX Railway. Through meetings with railroad officials it is implied that the Borough of Gettysburg will have no issues with improving the street and sidewalk facilities which it has owned and operated for well over 100 years. However, the Railroad Company may not allow the sidewalk or street facilities within 15 feet on either side of the railway to be upgraded for use by bicycle traffic. If this is the case then an alternate route may need to be chosen for the bicycle traffic. The preferred alignment along with options for an alternate alignment is listed below. The Plan and Before/After Renderings are included herein for the preferred route only.

Preferred Route:

A new crosswalk is proposed on the north side of Railroad Street, across Carlisle Street, connecting to an already built segment of the GIL at the Bus Transfer Center.

Westbound bicyclists will be accommodated by the addition of sharrow paint markings on Railroad Street and Gettysburg Inner Loop signage

Pedestrians and eastbound bicyclists will be accommodated by an eight-foot wide multi-use trail constructed on the location of the existing south sidewalk on Railroad Street

The north side of Railroad Street shall remain unchanged with exception that the installation of sharrows and potential for additional landscaping shall be analyzed and signage shall be added.

Alternate Alignments:

If the bicycle traffic is not permitted within 15' of the railroad tracks then an alternate route would need to be selected. The following are a few alternate alignments discussed by the steering committee that could be selected.

1. Bikes on the North Side of Railroad Street with change in direction of vehicle traffic: - Change the direction of vehicular traffic from East to West, to West to East. Install sharrows along the northern curb line of Railroad Street for east bound bicycle traffic. West bound bicycle traffic would use the existing brick sidewalk on the north side of Railroad Street. The crossing of Carlisle Street would stay the same as the Preferred Route.
2. Bikes on the North Side of Railroad Street Opposing Traffic - Keep the vehicular traffic as is and install sharrows along the northern curb line of Railroad Street for west bound bicycle traffic. The existing north side sidewalk would be shared by east bound bicycle traffic and pedestrians. The crossing of Carlisle Street would stay the same as the Preferred Route.
3. Move the GIL to Delap Avenue – While this is slightly “out of the way” the advantage of this alignment is that Delap Ave. lines up with Constitution Ave. which is where the GIL runs to on Washington Street. With this option the avenue would receive similar treatments as Racehorse Alley. If this option is chosen then the crossing of Carlisle Street may need to move north to match up with Delap Avenue. If this is the case then the bicycle track would run along the east side of Carlisle Street to connect with the already completed segment of the GIL at the Bus Transfer Center.

Regardless of which option is used, the steering committee promotes the replacement of the sidewalk and lights on the south side of the railroad tracks because of the poor condition of the sidewalk, lights, and drainage conditions.

Engineering and Design Requirements:

- Val maps included in appendix F suggest that the CSX Right-of-Way (ROW) is 50' along Railroad Street. It is implied that the Railroad Right of Way would be 30 feet centered on the railroad tracks any place where it is not otherwise indicated.
Gettysburg Borough's right to own and operate a street and sidewalk for the use of the general traveling public within either of these rights-of-way is not clear. Prior to start of design this item needs to be finalized and agreed to by both the Borough and CSX.
- Other supporting documentation regarding the right-of-way is attached in Appendix F.
- During any construction within the CSX right of way a full time Construction Inspector employed by CSX will need to be on site. The cost for this inspector will be burdened by the applicant.
- Railroad crossing permitting and authorization for work along the railroad as required.
- Gettysburg Inner Loop and History signage should be included.
- Planters or planting beds with trees, shrubs, landscaping, and potentially an aesthetic fence along edges of adjacent macadam parking lots. Street trees and shrub landscaping where feasible. Coordination with property owners may be required to determine if disconnection from impervious surfaces outside the ROW is feasible
- HOP for crossing Carlisle Street-Crossing included 10 feet stamped walk, warning lights, ADA ramps, and signage. Traffic control to be completed by designer.
- A utility pole and guide wires on the east side of Carlisle Street as well as one utility pole located in the area of the proposed south side bike trail that supports a cobra-head light illuminating existing parking outside of the right-of-way will need to be relocated.
- Modification/relocation/redesign of a storm sewer outlet on Carlisle Street at the proposed crossing and at the entrance of the Lincoln Dinner Parking Lot (from Railroad Street)
- Additional storm drainage facilities will be incorporated into the design on the south side trail.

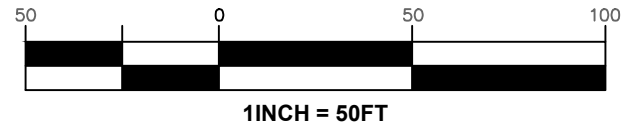
- Lighting shall be designed by a lighting designer and installed to provide light levels adequate for the intended use of the multi-use trail, as feasible using the Borough specified light fixture and with a spacing of approximately 75 feet as typical for other recently completed street projects. The lighting design should consider the existing lights at the South East corner of Washington Street and Railroad Street. It is assumed that these lights are privately owned and by witness of their current condition, it is anticipated that they do not work. (Only the concrete base remains for a few of the lights.) It is recommended that all existing lighting infrastructure be removed as part of this project so as not to conflict with proposed lighting. Coordination with the property owner(s) and construction easements will be required to perform this recommended improvement.
- Utility modifications to water service valves
- The design and improvements shall incorporate street preparation.
- A maintenance agreement may need to be enacted with PennDOT for the crosswalks.
- A small curb is suggested to be utilized along the existing rail road bed to control migration of ballast onto the walk/trail surface.

Railroad Street Before



Railroad Street After





K:\238347100\dwg\Civil\530290100_B.dwg



C.S. Davidson, Inc.

Excellence in Civil Engineering

IN PARTNERSHIP WITH:



PUHL, EASTMAN & THRASHER
ATTORNEYS AT LAW

GETTYSBURG BOROUGH

PHASE C RAILROAD ST.

GETTYSBURG BOROUGH

ADAMS COUNTY, PENNSYLVANIA

GETTYSBURG INNER LOOP - GREENWAY MASTER PLAN

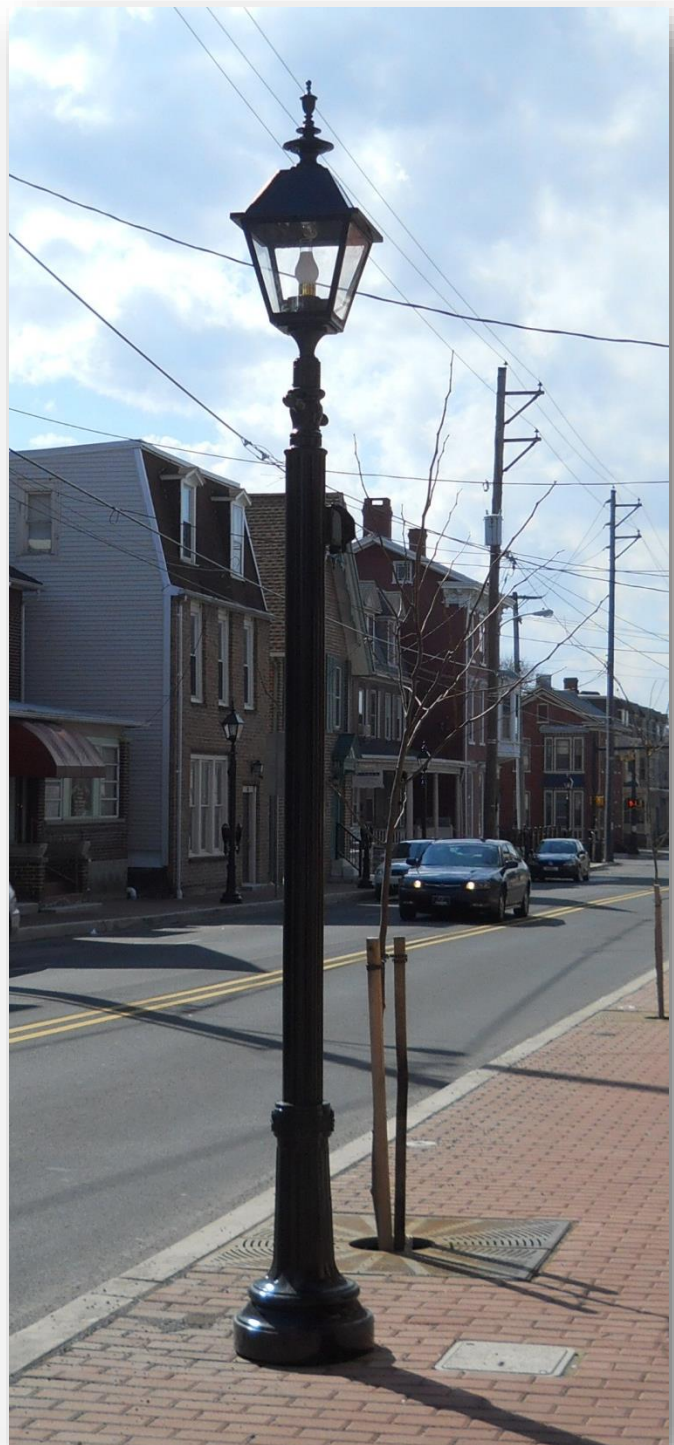
APPENDIX A

DETAILS, SPECIFICATIONS &
CONSTRUCTION MATERIAL





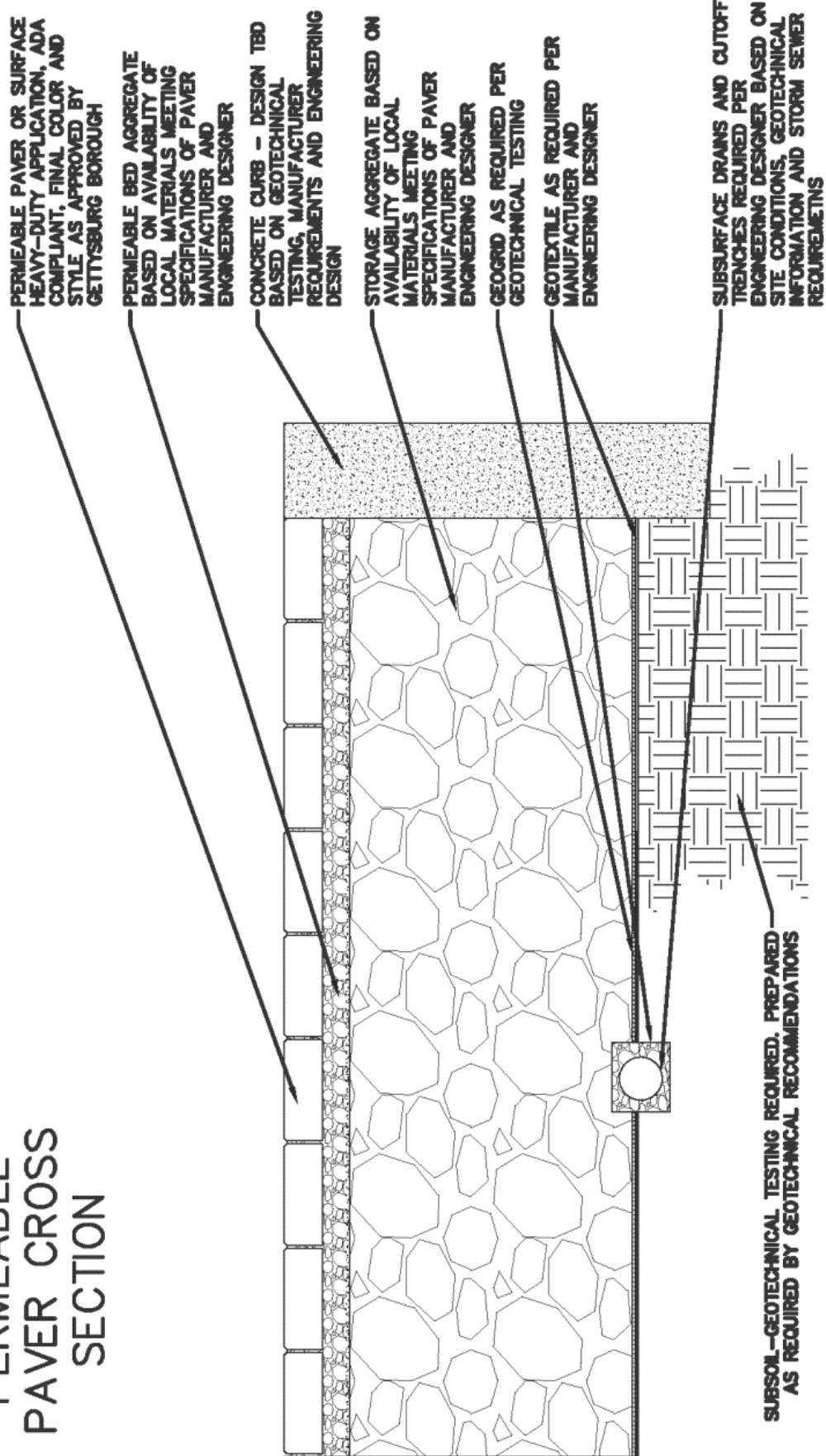


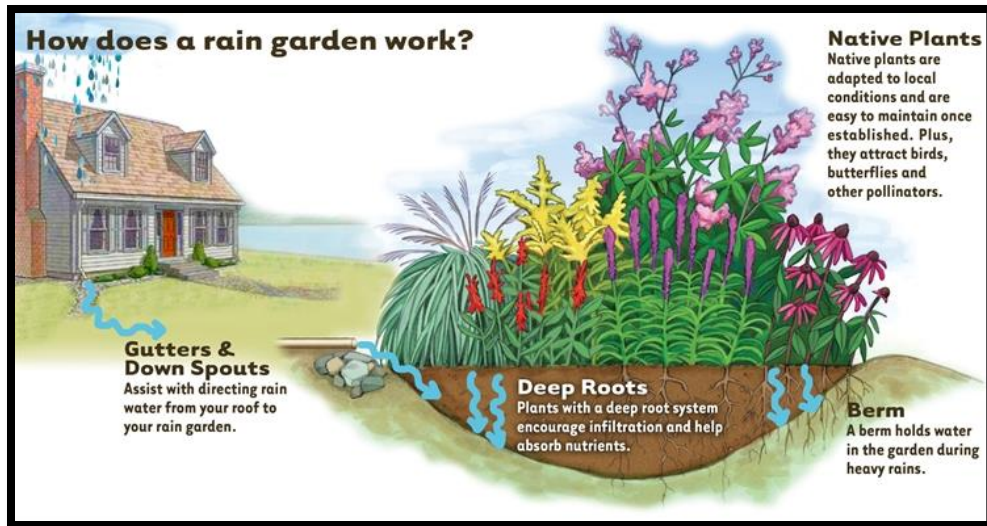


PARKING METERS

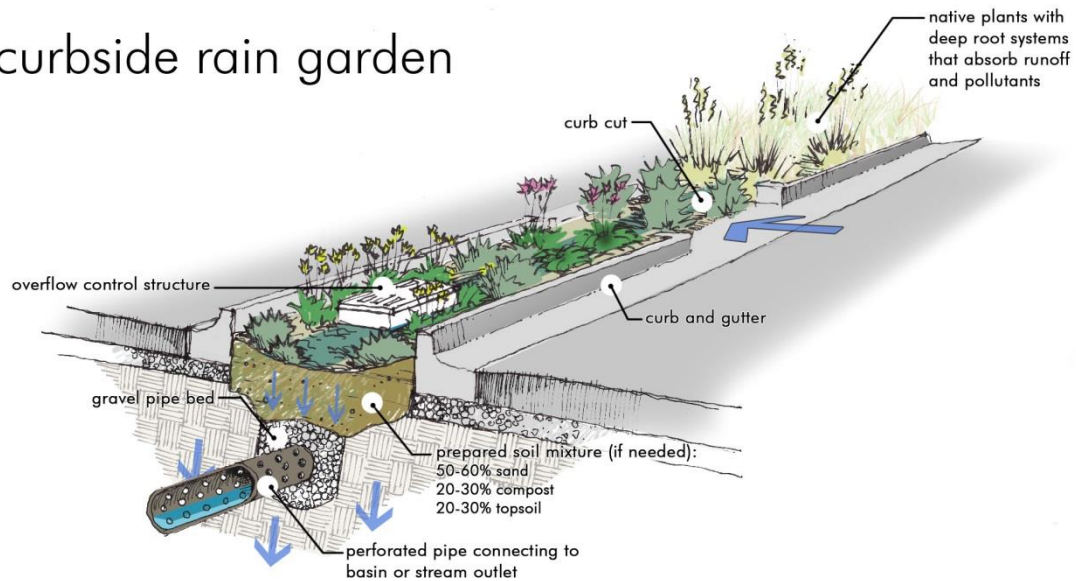


GENERAL PERMEABLE PAVER CROSS SECTION





curbside rain garden







**SAMPLE SIGNAGE FOR
RACEHORSE ALLEY**



**SAMPLE SIGNAGE FOR
RAILROAD STREET, REYNOLDS
STREET, HIGH STREET, WEST
STREET, AND SPRINGS AVENUE**



**SAMPLE SIGNAGE FOR
RAILROAD STREET AND
BUFORD AVENUE**





TRASH & RECYCLING CANS





APPENDIX B

TRAFFIC COUNT SUMMARY

Traffic Speed Summary on Racehorse Alley

From December 1, 2012 at 12:00 am through December 18, 2012 at 11:00 pm

	Members 1st Parking Lot				At Culvert			
Date	85% Speed*	Avg. Speed*	Min.Speed*	Max. Speed*	85% Speed*	Avg. Speed*	Min.Speed*	Max. Speed*
12/1/2012	17.8	14.7	5	43.8	25.9	20.9	5.1	42.0
12/2/2012	18.1	15	6	44.5	26.8	21.4	5.5	34.2
12/3/2012	17.9	14.9	5.3	41.4	26.1	20.8	5.6	49.6
12/4/2012	18.2	15.2	5	40.8	26.6	21.7	5.9	45.8
12/5/2012	18.4	15.4	6.3	80.5	27.1	21.7	5	43.8
12/6/2012	18.6	15.4	5.1	35.9	26.8	21.7	5.3	45.1
12/7/2012	17.7	14.6	5	58.4	25.2	20.6	6.3	37.2
12/8/2012	18.1	15.2	5.4	40.8	26.1	20.9	6.1	40.8
12/9/2012	17.7	14.9	6.1	28.9	25.2	19.4	5.3	37.7
12/10/2012	17.7	14.8	5.3	42.0	25.5	20.4	5.1	45.8
12/11/2012	18.3	15.3	5.1	28.9	26.8	21.9	5.2	42.6
12/12/2012	18.2	15	5.1	42.0	26.8	21.7	5.9	46.5
12/13/2012	18.4	15.3	5.5	45.8	27.1	21.8	5.1	45.8
12/14/2012	17.9	15	5.2	50.5	26.8	21.8	5.1	54.2
12/15/2012	18.1	15.1	5.4	41.4	27.3	21.9	5.5	57.3
12/16/2012	18.2	15.2	5.4	48.8	26.4	21.2	6.4	41.4
12/17/2012	17.7	14.9	5.4	53.2	26.1	21	5.1	48.8
12/18/2012	18.2	15.2	5	39.2	26.6	21.3	5.3	38.7
Average	18.1	15.1	5.4	44.8	26.4	21.2	5.5	44.3

*speeds in miles per hour (mph)

Vehicle Classification Summary on Racehorse Alley
From December 1, 2012 at 12:00 am through December 18, 2012 at 11:00 pm

	Members 1st Parking Lot					At Culvert				
Date	Bike %	Cars & Trailers %	2 Axle Long %	Buses %	>2 Axle 6 tire %	Bike %	Cars & Trailers %	2 Axle Long %	Buses %	>2 Axle 6 tire %
12/1/2012	0.3	82.1	14.7	0.2	2.7	0	87	11	0.1	1.9
12/2/2012	0.1	83.1	14.8	0.4	1.6	0.3	84.1	13.8	0.2	1.6
12/3/2012	0.1	77.2	17.1	0.9	4.7	0.2	81.6	14.2	0.5	3.5
12/4/2012	0.2	78.2	16.4	0.3	4.9	0.2	83.5	13.3	0.6	2.4
12/5/2012	0.1	76.8	18	0.8	4.3	0.1	81.1	15.9	0.4	2.5
12/6/2012	0.1	78.2	16.6	0.8	4.3	0.2	82.4	14.7	0.5	2.2
12/7/2012	0.1	76.4	18.1	0.9	4.5	0.1	80.6	15.7	0.3	3.3
12/8/2012	0.2	81.2	16.3	0.4	1.9	0.1	85.5	12.3	0.4	1.7
12/9/2012	0	82.4	15	0.2	2.4	0.2	84	13.5	0.0	2.3
12/10/2012	0.2	79.3	15.6	0.6	4.3	0.5	83.4	12.6	0.5	3.0
12/11/2012	0.3	79.2	16.6	0.4	3.5	0.1	82.8	13.8	0.5	2.8
12/12/2012	0.4	78.2	16.4	0.9	4.1	0.3	83.9	13.2	0.2	2.4
12/13/2012	0.2	76.2	18.7	0.5	4.4	0.3	80.9	15.9	0.5	2.4
12/14/2012	0.1	77.8	17.6	0.7	3.8	0.1	79.4	17.3	0.7	2.5
12/15/2012	0.1	79.2	17.2	0.4	3.1	0.5	83	13.4	1.0	2.1
12/16/2012	0.3	82.6	14.9	0.7	1.5	0.2	86.9	11.2	0.2	1.5
12/17/2012	0.1	77.6	17.2	0.7	4.4	0.2	82.3	14.6	0.3	2.6
12/18/2012	0.4	78.7	15.6	0.7	4.6	0.3	82.1	13.8	0.3	3.5
Average	0.2	79.1	16.5	0.6	3.6	0.2	83.0	13.9	0.4	2.5

Traffic Volume Summary on Racehorse Alley

From December 1, 2012 at 12:00 am through December 18, 2012 at 11:00 pm

	<u>Members 1st Parking Lot</u>					<u>At Culvert</u>				
Date	Eastbound	Westbound	Combined	EB Pk Hrs	WB Pk Hrs	Eastbound	Westbound	Combined	EB Pk Hrs	WB Pk Hrs
12/1/2012	711	583	1294	11 A.M.,12 P.M.	11 A.M., 8 P.M.	442	452	894	11 A.M.,12 P.M.	11 A.M., 8 P.M.
12/2/2012	451	395	846	11 A.M.,1 P.M.	11 A.M.,2 P.M.	296	282	578	10 A.M.,1 P.M.	10 A.M.,2 P.M.
12/3/2012	905	778	1683	10 A.M.,12 P.M.	10 A.M.,4 P.M.	680	660	1340	9 A.M.,12 P.M.	9 A.M.,5 P.M.
12/4/2012	863	769	1632	9 A.M.,4 P.M.	10 A.M.,5 P.M.	634	662	1296	9 A.M.,4 P.M.	10 A.M.,5 P.M.
12/5/2012	865	805	1670	9 A.M.,12 P.M.	10 A.M.,4 P.M.	641	700	1341	8 A.M.,12 P.M.	9 A.M.,5 P.M.
12/6/2012	869	753	1622	10 A.M.,4 P.M.	11 A.M.,5 P.M.	657	659	1316	8 A.M.,5 P.M.	10 A.M.,5 P.M.
Mon-Fri. Avg.	886.5	769.9	1656.5	10 A.M.,5 P.M.	10 A.M.,4 P.M.	644.7	658	1302.7	9 A.M.,12 P.M.	9 A.M.,5 P.M.
Week Avg.	789.4	683.2	1472.6	10 A.M.,1 P.M.	11 A.M., 4 P.M.	558	569.3	1127.3	9 A.M.,12 P.M.	10 A.M., 5 P.M.
12/7/2012	963	884	1847	9 A.M.,6 P.M.	10 A.M.,5 P.M.	666	712	1378	9 A.M.,5 P.M.	10 A.M.,5 P.M.
12/8/2012	654	578	1232	10 A.M.,12 P.M.	11 A.M., 1 P.M.	440	466	906	11 A.M.,1 P.M.	11 A.M., 12 P.M.
12/9/2012	454	354	808	11 A.M.,2 P.M.	11 A.M., 1 P.M.	293	283	576	11 A.M.,1 P.M.	10 A.M., 3 P.M.
12/10/2012	838	766	1604	10 A.M.,2 P.M.	9 A.M.,5 P.M.	629	637	1266	9 A.M.,4 P.M.	8 A.M.,5 P.M.
12/11/2012	866	794	1660	9 A.M.,5 P.M.	11 A.M.,4 P.M.	644	674	1318	8 A.M.,4 P.M.	9 A.M.,5 P.M.
12/12/2012	856	781	1637	10 A.M.,1 P.M.	10 A.M.,4 P.M.	613	644	1257	8 A.M.,1 P.M.	9 A.M.,4 P.M.
12/13/2012	916	810	1726	11 A.M.,5 P.M.	10 A.M.,4 P.M.	714	676	1390	10 A.M.,1 P.M.	9 A.M.,4 P.M.
Mon-Fri. Avg.	887.8	807	1694.8	10 A.M.,5 P.M.	10 A.M.,4 P.M.	645.6	676.2	1321.8	9 A.M.,4 P.M.	9 A.M.,5 P.M.
Week Avg.	792.4	709.6	1502	10 A.M.,1 P.M.	11 A.M., 4 P.M.	565.9	590	1155.9	9 A.M.,1 P.M.	10 A.M., 3 P.M.
12/14/2012	989	828	1817	9 A.M.,1 P.M.	10 A.M., 5 P.M.	682	701	1383	9 A.M.,5 P.M.	11 A.M., 5 P.M.
12/15/2012	681	539	1220	10 A.M.,12 P.M.	10 A.M.,12 P.M.	441	396	837	11 A.M.,1 P.M.	10 A.M.,12 P.M.
12/16/2012	395	339	734	10 A.M.,3 P.M.	11 A.M.,1 P.M.	269	287	556	10 A.M.,3 P.M.	10 A.M.,5 P.M.
12/17/2012	677	692	1369	10 A.M.,12 P.M.	10 A.M.,5 P.M.	522	525	1047	9 A.M.,12 P.M.	10 A.M.,5 P.M.
12/18/2012	812	802	1614	10 A.M.,4 P.M.	10 A.M.,5 P.M.	596	704	1300	8 A.M.,3 P.M.	9 A.M.,5 P.M.
Average	765	681	1445			548	562	1110		



APPENDIX C

QUESTIONNAIRES & STUDIES



Gettysburg

Gettysburg Inner Loop

Gettysburg Greenway Questionnaire

A master plan is currently being prepared on a proposed Greenway that would run from the Post Office on Buford Avenue to Carlisle Street, using Buford Avenue, West Race Horse Alley, North Washington Street and West Railroad Street. **YOUR INPUT IS IMPORTANT TO US. THANK YOU.**

Do you travel on West Race Horse Alley between North Washington St. and Buford Avenue? ☐ Yes ☐ No

If yes, how do you travel? ☐ By vehicle ☐ Walking ☐ Bicycling ☐ Other ☐ Not applicable

When traveling by vehicle on West Race Horse Alley, which direction do you usually travel?

☐ West Toward Buford Ave ☐ East toward Washington Street ☐ Not applicable

Do you think there is too much traffic on the alley? ☐ Yes ☐ No

If you think there is a traffic congestion problem on West Race Horse Alley between Buford Avenue and North Washington Street, what should be done to relieve congestion? Please write answer on back.

Do you feel safe when using Race Horse Alley? ☐ Yes ☐ No If no, explain.

What is your opinion of the current appearance of Race Horse Alley between Buford Ave. & North Washington St?

☐ pleasing appearance ☐ displeasing appearance ☐ no opinion

If your answer to the above question was "unpleasing appearance" would the appearance of the alley be improved by installing architectural pavers, landscaping and greenery?

☐ yes ☐ no ☐ no opinion ☐ not applicable

Have you observed vehicle traffic on West Race Horse Alley in which traffic heading one direction was delayed because they met traffic coming from the other direction?

☐ yes ☐ no ☐ not applicable

Have you observed vehicle traffic having difficulty entering North Washington St. from West Race Horse Alley?

☐ yes ☐ no ☐ not applicable

Have you observed vehicle traffic having difficulty entering Buford Avenue from Race Horse Alley?

☐ yes ☐ no ☐ not applicable

Have you observed vehicle traffic having difficulty entering West Race Horse Alley from Buford Avenue?

☐ yes ☐ no ☐ not applicable

Have you observed pedestrians using West Race Horse Alley between Buford Avenue and North Washington?

☐ yes ☐ no ☐ not applicable

Have you observed bicyclists using West Race Horse Alley between Buford Avenue and North Washington?

☐ yes ☐ no ☐ not applicable

If Race Horse Alley becomes an attractive greenway, do you think it will promote downtown business?

☐ yes ☐ no ☐ no opinion

Please write any other comments on the back. **THANKS.**



Gettysburg

Gettysburg Inner Loop

Gettysburg Greenway Questionnaire

A master plan is currently being prepared on a proposed Greenway that would run from the Post Office on Buford Avenue to Carlisle Street, using Buford Avenue, West Race Horse Alley, North Washington Street and West Railroad Street. YOUR INPUT IS IMPORTANT TO US. THANK YOU.

Do you travel on West Race Horse Alley between North Washington St. and Buford Avenue? ☒ Yes ☐ No

If yes, how do you travel? ☒ By vehicle ☐ Walking ☐ Bicycling ☐ Other ☐ Not applicable

When traveling by vehicle on West Race Horse Alley, which direction do you usually travel?
☒ West Toward Buford Ave ☒ East toward Washington Street ☐ Not applicable

Do you think there is too much traffic on the alley? ☐ Yes ☒ No
If you think there is a traffic congestion problem on West Race Horse Alley between Buford Avenue and North Washington Street, what should be done to relieve congestion? Please write answer on back.

Do you feel safe when using Race Horse Alley? ☒ Yes ☐ No If no, explain.

What is your opinion of the current appearance of Race Horse Alley between Buford Ave. & North Washington St?
☐ pleasing appearance ☒ unpleasing appearance ☐ no opinion

If your answer to the above question was "unpleasing appearance" would the appearance of the alley be improved by installing architectural pavers, landscaping and greenery?
☒ yes ☐ no ☐ no opinion ☐ not applicable

Have you observed vehicle traffic on West Race Horse Alley in which traffic heading one direction was delayed because they met traffic coming from the other direction?
☒ yes ☐ no ☐ not applicable

Have you observed vehicle traffic having difficulty entering North Washington St. from West Race Horse Alley?
☒ yes ☐ no ☐ not applicable

Have you observed vehicle traffic having difficulty entering Buford Avenue from Race Horse Alley?
☒ yes ☐ no ☐ not applicable

Have you observed vehicle traffic having difficulty entering West Race Horse Alley from Buford Avenue?
☐ yes ☒ no ☐ not applicable

Have you observed pedestrians using West Race Horse Alley between Buford Avenue and North Washington?
☒ yes ☐ no ☐ not applicable

Have you observed bicyclists using West Race Horse Alley between Buford Avenue and North Washington?
☐ yes ☒ no ☐ not applicable

If Race Horse Alley becomes an attractive greenway, do you think it will promote downtown business?
☒ yes ☐ no ☐ no opinion

Please write any other comments on the back. (optional: name, phone and address) THANKS.

Gettysburg Greenway Questionnaire - Results

Sample Size: **11**

1. Do you travel on West Race Horse Alley between North Washington St. and Buford Avenue?

Yes: **11**

No:

If yes, how do you travel?

By vehicle: **11**

Walking: **7**

Bicycling:

Other:

N/A:

2. When traveling by vehicle on West Race Horse Alley, which direction do you usually travel?

West toward Buford Ave: **7**

East toward Washington Street: **10**

N/A:

3. Do you think there is too much traffic on the alley?

Yes: **6**

No: **3**

4. If you think there is a traffic congestion problem on West Race Horse Alley between Buford Avenue and North Washington Street, what should be done to relieve congestion?

- Not sure
- Cars drive on other people's property which alleviates delays
- Yes, limit to property owners
- Will improve appearance of ally plus increase property value and increase downtown business
- Make it one way traffic
- Access to garage is needed
- If possible widen the alley. If not, consider making it one way direction – especially the section from Franklin to Buford

5. Do you feel safe when using Race Horse Alley?

Yes: **6**

No: **4**

If no, explain:

- Too many vehicles going different directions
- I am in favor of making more of the greenway that might promote business and give good look to the town also
- It would be nice to see it look prettier
- Street construction causes lots of inconvenience
- Bad taste in mouth for street construction
- Construction should be done on timely basis. Perhaps provide early completion bonus or other incentives

6. What is your opinion of the current appearance of Race Horse Alley between Buford Ave. & North Washington St?

Pleasing appearance:

Unpleasing appearance: **9**

No opinion: **2**

7. If your answer to the above question was "unpleasing appearance" would the appearance of the alley be improved by installing architectural pavers, landscaping and greenery?

Yes: **9**

No:

No opinion:

N/A:

8. Have you observed vehicle traffic on West Race Horse Alley in which traffic heading one direction was delayed because they met traffic coming from the other direction?

Yes: **9**

No: **2**

N/A:

9. Have you observed vehicle traffic having difficulty entering North Washington St. from West Race Horse Alley?

Yes: **9**

No: **2**

N/A:

10. Have you observed vehicle traffic having difficulty entering Buford Avenue from Race Horse Alley?

Yes: **6**

No: **5**

N/A:

11. Have you observed vehicle traffic having difficulty entering West Race Horse Alley from Buford Avenue?

Yes: **6**

No: **5**

N/A:

12. Have you observed pedestrians using West Race Horse Alley between Buford Avenue and North Washington?

Yes: **9**

No: **2**

N/A:

13. Have you observed bicyclists using West Race Horse Alley between Buford Avenue and North Washington?

Yes: **6**

No: **5**

N/A:

14. If Race Horse Alley becomes an attractive greenway, do you think it will promote downtown business?

Yes: **7**

No: **4**

No opinion:

Tabulated: 02/21/13

Brian Devost



APPENDIX D

COST ESTIMATES

Description	Unit	PHASE B1 Race Horse Alley (Buford Ave. to N. Franklin St.)			PHASE B2 N. Washington Street Racehorse Alley (N. Franklin St. to N. Washington St.)			PHASE C Rail Road Street and Carlisle Street Crossing			TOTAL PROJECT COST		
		Unit Price	Quantity	Cost	Unit Price	Quantity	Cost	Unit Price	Quantity	Cost	UNIT COST	TOTAL UNITS	TOTAL COST
SITE WORK													
Mobilization	LS	\$13,000.00	1	\$ 13,000.00	\$20,000.00	1	\$ 20,000.00	\$13,000.00	1	\$ 13,000.00	\$ 46,000.00	1	\$ 46,000.00
Maintenance and Protection of Traffic	LS	\$ 8,000.00	1	\$ 8,000.00	\$14,000.00	1	\$ 14,000.00	\$20,000.00	1	\$ 20,000.00	\$ 42,000.00	1	\$ 42,000.00
Excavation/Remove existing infastructure (sidewalks, stormsewer, etc)	LS	\$50,000.00	1	\$ 50,000.00	\$90,000.00	1	\$ 90,000.00	\$40,000.00	1	\$ 40,000.00	\$180,000.00	1	\$ 180,000.00
Finish Grading, Seeding and Stabilization	SY	\$ 12.00	150	\$ 1,800.00	\$ 12.00	70	\$ 840.00	\$ 12.00	150	\$ 1,800.00	\$ 12.00	370	\$ 4,440.00
SOIL EROSION & SEDIMENTATION CONTROL													
Erosion and Sediment Control	LS	\$10,000.00	1	\$ 10,000.00	\$ 5,000.00	1	\$ 5,000.00	\$ 5,000.00	1	\$ 5,000.00	\$ 20,000.00	1	\$ 20,000.00
TRAIL CONSTRUCTION													
Street Preparation/Paving	LS	\$ -	0	\$ -	\$22,000.00	1	\$ 22,000.00	\$10,000.00	1	\$ 10,000.00	\$ 32,000.00	1	\$ 32,000.00
Driveway Restoration Paved	SY	\$ 30.00	100	\$ 3,000.00	\$ 30.00	100	\$ 3,000.00	\$ 30.00	100	\$ 3,000.00	\$ 30.00	300	\$ 9,000.00
Permeable Paver System including Aggregate Bed, Geotextile, and Geogrid	SF	\$ 15.00	9,200	\$ 138,000.00	\$ 15.00	7,000	\$ 105,000.00	\$ 15.00	4,750	\$ 71,250.00	\$ 15.00	20950	\$ 314,250.00
Reinforced Concrete 6-8" thick	SF	\$ 15.00	225	\$ 3,375.00	\$ 15.00	225	\$ 3,375.00	\$ 15.00	750	\$ 11,250.00	\$ 15.00	1200	\$ 18,000.00
Curb (For Permeable Paver Restraint or Including Street Restoration)	LF	\$ 35.00	2,500	\$ 87,500.00	\$ 35.00	975	\$ 34,125.00	\$ 35.00	1,300	\$ 45,500.00	\$ 35.00	4775	\$ 167,125.00
Stamped Crosswalk	SY	\$ -	0	\$ -	\$ 150.00	41	\$ 6,150.00	\$ 150.00	83	\$ 12,450.00	\$ 150.00	124	\$ 18,600.00
Brick/Paver Sidewalk	SF	\$ -	0	\$ -	\$ 15.00	5,400	\$ 81,000.00	\$ -	0	\$ -	\$ 15.00	5400	\$ 81,000.00
STORMWATER CONTROL													
Base Drains, Yard Inlets, Storm Connections and Revisions	LS	\$15,000.00	1	\$ 15,000.00	\$15,000.00	1	\$ 15,000.00	\$40,000.00	1	\$ 40,000.00	\$ 70,000.00	1	\$ 70,000.00
MISCELLANEOUS													
Signage & Pavement Markings Including Historic Component	LS	\$30,000.00	1	\$ 30,000.00	\$30,000.00	1	\$ 30,000.00	\$25,000.00	1	\$ 25,000.00	\$ 85,000.00	1	\$ 85,000.00
Double Parking Meter Housing	EA	\$ -	0	\$ -	\$ 3,500.00	2	\$ 7,000.00	\$ -	0	\$ -	\$ 3,500.00	2	\$ 7,000.00
Landscaping	LS	\$25,000.00	1	\$ 25,000.00	\$20,000.00	1	\$ 20,000.00	\$40,000.00	1	\$ 40,000.00	\$ 85,000.00	1	\$ 85,000.00
Street Lights	EA	\$ 5,000.00	10	\$ 50,000.00	\$ 5,000.00	8	\$ 40,000.00	\$ 5,000.00	8	\$ 40,000.00	\$ 5,000.00	26	\$ 130,000.00
Benches	EA	\$ 2,500.00	2	\$ 5,000.00	\$ 2,500.00	2	\$ 5,000.00	\$ 2,500.00	2	\$ 5,000.00	\$ 2,500.00	6	\$ 15,000.00
Trash Receptacle Unit	EA	\$ 2,700.00	1	\$ 2,700.00	\$ 2,700.00	2	\$ 5,400.00	\$ 2,700.00	2	\$ 5,400.00	\$ 2,700.00	5	\$ 13,500.00
Flashing Warning Device	EA	\$ -	0	\$ -	\$ 4,000.00	2	\$ 8,000.00	\$ 4,000.00	2	\$ 8,000.00	\$ 4,000.00	4	\$ 16,000.00
Fence	LF	\$ 35.00	350	\$ 12,250.00	\$ -	0	\$ -	\$ 35.00	250	\$ 8,750.00	\$ 35.00	600	\$ 21,000.00
Electrical (Includes wire, junction box, conduit)	LS	\$15,000.00	1	\$ 15,000.00	\$15,000.00	1	\$ 15,000.00	\$15,000.00	1	\$ 15,000.00	\$ 45,000.00	1	\$ 45,000.00
Phase Totals				\$ 469,625.00			\$ 529,890.00			\$ 420,400.00			\$ 1,419,915.00
15% Construction Contingency				\$ 70,443.75			\$ 79,483.50			\$ 63,060.00			\$ 212,987.25
TOTAL ESTIMATED CONSTRUCTION COST				\$ 540,068.75			\$ 609,373.50			\$ 483,460.00			\$ 1,632,902.25

Phase	Phase Description	Design Costs			Construction Costs				Phase Totals
		Project Management, Survey, Design, Permitting, Estimates, Construction Specifications ¹	Bidding specification and process ²	PennDOT and CSX Permitting	Construction	Overhead Utility Relocations	Construction Inspection and Management ³	CSX Inspector ⁴	
B1	Racehorse Alley (Buford Ave. to N. Franklin St.)	\$81,010.31	\$27,003.44		\$540,068.75	\$20,000.00	\$81,010.31		\$749,092.81
B2	N. Washington St. (Racehorse Alley to ConstitutionAve.) Racehorse Alley (N. Franklin St. to N. Washington St.)	\$140,155.91	\$30,468.68	\$10,000.00	\$609,373.50		\$91,406.03	\$15,000.00	\$896,404.11
C	Rail Road Street and Carlisle Street Crossing	\$120,865.00	\$24,173.00	\$25,000.00	\$483,460.00	\$20,000.00	\$72,519.00	\$50,000.00	\$796,017.00
Subtotal		\$342,031.22	\$81,645.11	\$35,000.00	\$1,632,902.25	\$40,000.00	\$244,935.34	\$65,000.00	
		Total Design Costs \$458,676.33			Total Construction Costs \$1,982,837.59				

Total Project Expenses: \$2,441,513.92

1. Project costs are based on a percentage of the construction costs which reflect already completed effort (15% for Phase B1; 23% for Phase B2; and 25% for Phase C). Phase B1 already has survey and preliminary design for storm sewer components and Phase B2 already has some survey completed.

2. Project costs are based on five percent (5%) of the construction costs.

3. Project costs are based on fifteen percent (15%) of the construction costs.

4. A full time inspector, employed by CSX Railroad, will need to be on site while working within the railroad right of way in addition to the General Construction Inspector during Phase C and maybe with Phase B2.



APPENDIX E

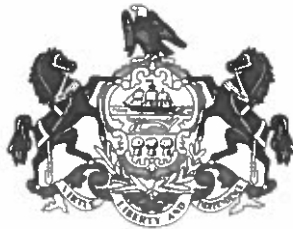
LETTERS OF SUPPORT

DAN MOUL, MEMBER
91st LEGISLATIVE DISTRICT

PO BOX 202091
G-32 IRVIS OFFICE BUILDING
HARRISBURG, PA 17120-2091
717-783-5217

30 WEST MIDDLE STREET
GETTYSBURG, PA 17325
717-334-3010
TOLL-FREE: 1-866-646-4915

WWW.REPMOUL.COM



House of Representatives
Commonwealth of Pennsylvania
Harrisburg

March 28, 2014

COMMITTEES

CHILDREN & YOUTH
VICE CHAIRMAN
GAME & FISHERIES
AGRICULTURE & RURAL AFFAIRS
TOURISM & RECREATIONAL
DEVELOPMENT, SUBCOMMITTEE
ON TRAVEL PROMOTION

Mr. Scott Dellett, Planning Director
Gettysburg Borough
59 E. High Street
Gettysburg, PA 17325

Dear Mr. Dellett,

I am writing in full support of Healthy Adams Bicycle/Pedestrian, Inc.'s (HABPI) application, project number 1008057, to the Department of Conservation and Natural Resources (DCNR) for the Gettysburg Inner Loop segments A1 and A2.

The completion of these segments will allow individuals to safely travel from the Gettysburg Recreation Park, to the post office and the Lutheran Seminary. This project will not only encourage individuals and families to get out of their cars to get to these destinations, but also benefit them physically and health wise. Gettysburg is a small town that is rich in history and home to one of the most famous battle grounds during the Great Civil War, the Battle of Gettysburg. As such, Gettysburg experiences millions of visitors each year from across the United States and around the world. This increase in motor traffic also increases traffic congestion, noise levels and carbon emissions. The completion of this project will benefit the citizens and visitors of Gettysburg with reduced emissions and an overall increase in the quality of life. This is an excellent opportunity for Gettysburg to show not only the residents of Adams County and Pennsylvania, but quite literally the world what "we" have to offer and the ease in which to access Gettysburg.

It is with my full support and recommendation that the proposed Gettysburg Inner Loop segments A1 and A2 project continues to full fruition. If I can be of further assistance, please do not hesitate to contact my office.

Respectfully,

A handwritten signature in cursive script that reads "Dan Moul".

Dan Moul
State Representative
91st Legislative District

DPM/cak

33RD SENATORIAL DISTRICT

☐ 187 MAIN CAPITOL BUILDING
SENATE BOX 203033
HARRISBURG, PA 17120-3033
(717) 787-4651
FAX (717) 772-2753

☐ 37 SOUTH MAIN STREET
SUITE 200
CHAMBERSBURG, PA 17201
PHONE: 717-264-6100
FAX: 717-264-3652

✓ 16-A DEATRICK DRIVE
GETTYSBURG, PA 17325
PHONE: 717-334-4169
TOLL FREE: 866-334-1863
FAX: 717-334-5911



Senate of Pennsylvania
RICHARD ALLOWAY, II
SENATOR

COMMITTEES

GAME & FISHERIES, CHAIRMAN
LAW & JUSTICE, VICE CHAIRMAN
CONSUMER PROTECTION &
PROFESSIONAL AFFAIRS

JUDICIARY
RULES & EXECUTIVE NOMINATIONS
TRANSPORTATION
MAJORITY POLICY

STATE SYSTEM OF HIGHER EDUCATION,
BOARD OF GOVERNORS

WEBSITE ADDRESS
www.senatoralloway.com

INTERNET E-MAIL ADDRESS
alloway@pasen.gov

March 13, 2014

Mr. Scott Dellett
Planning Director – Gettysburg Borough
59 East High Street
Gettysburg, PA 17325

Dear Mr. Dellett:

Please accept this letter as full support for any grant applications to the PA Department of Conservation and Natural Resources seeking C2P2, PennDOT CMAQ and PennDOT TAP funding to help underwrite the Gettysburg Inner Loop project.

The funding would be instrumental in covering costs associated with the development of this project.

Gettysburg is a small town with urban traffic problems because of the visitors we host. Visitors from across the globe come to Gettysburg to witness our rich history. A bicycle and pedestrian system would have a positive impact in this community, by reducing traffic congestion and promoting physical fitness.

I have been following and supporting your efforts since I was first informed of the project in 2010. Please do not hesitate to contact my office if I can be of further assistance to your efforts.

Sincerely,

Rich

Senator Richard Alloway, II

RLA/sp



Office of the Adams County Commissioners

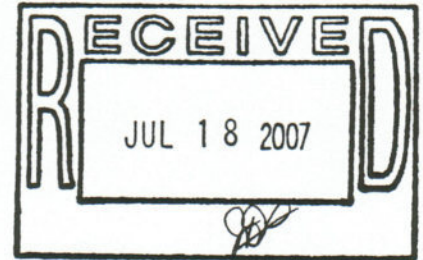
111-117 Baltimore St., Gettysburg, PA 17325 · (717) 337-9820 · FAX (717) 334-2091

Commissioners: R. Glenn Snyder, Lucy Lott, Lisa A. Moreno

Chief Clerk: Paula V. Neiman

Solicitor: John M. Hartzell

July 17, 2007



John Lawver, Manager
Gettysburg Borough
59 East Middle Street
Gettysburg, PA 17325

Dear Mr. Lawver:

The Adams County Commissioners are in support of the joint effort by Gettysburg Borough and Healthy Adams Bicycle/Pedestrian, Inc., to develop a Gettysburg Inner Loop Bicycle Plan. There would be many opportunities to encourage and increase bicycle ridership with the creation of an inner loop bicycle plan. These would include the support and success of the Franklin and West Street commercial area, employees and students bicycling to work and school, and additional the use of the Gettysburg Rec Park by citizens in the borough.

We understand a proposal will be submitted to Rivers, Trails and Conservation Assistance, which is a component of the National Park Service.

You have our support of the mission of a Gettysburg Inner Loop Bicycle Plan and we thank the Gettysburg Borough and Healthy Adams Bicycle/Pedestrian, Inc. for the concern of the health and well-being of Adams County citizens.

Sincerely,

ADAMS COUNTY COMMISSIONERS

A handwritten signature in cursive script, reading "R. Glenn Snyder".

R. Glenn Snyder, Chairman

A handwritten signature in cursive script, reading "Lucy Lott".

Lucy Lott

A handwritten signature in cursive script, reading "Lisa A. Moreno".

Lisa A. Moreno



Adams County Office of Planning & Development

Nick A. Colonna, AICP, Director

19 Baltimore Street, Suite 101

Gettysburg, PA 17325

Tel #: 717-337-9824 ♦ Fax #: 717-334-0786

APR 14 2014

Scott Dellet, Planning Director
Borough of Gettysburg
59 E. High Street
Gettysburg, PA 17325

Dear Mr. Dellett,

The development of the Gettysburg Inner Loop Trail is crucial to enhancing the quality of life for the County as a whole, and it has very strong support residents, business owners, and community leaders. Safe, accessible bicycling and walking infrastructure will help ensure that our community members can utilize this healthy and energy efficient means of transportation and commuting.

Bicycling and walking are not recreational activities reserved just for children. Bicycling and walking are practical and legitimate means for adults to travel and commute to and from work and school, there are many examples of this throughout the country. Accordingly, biking and walking should not be relegated or segregated to recreational parks or nature trails. Development of the Gettysburg Inner Loop will foster continued growth of biking and walking within the County, having a positive effect on the entire community.

The Adams County Office of Planning and Development strongly supports the efforts by the Gettysburg Borough Planning Office to implement this trail. The Continued development of this trail is crucial to Adams's County future as note both in the County Comprehensive Plan and The County Trails Plan. It provides more transportation options, reduces congestion (a benefit for motorists), increases people's health and well-being, and provides much needed transportation flexibility and well as indirect economic development potential.

Please let me know what other means of support we can provide.

Sincerely,

Nick A. Colonna, AICP
ACOPD, Director



ADAMS COUNTY ARTS COUNCIL

Cultivating an arts-rich community

125 South Washington Street

Gettysburg PA 17325

717-334-5006 • fax 717-338-2041 • info@adamsarts.org

www.adamsarts.org

March 31, 2015

Re: GIL support

Mr. Charles Gable
Manager Gettysburg Borough
59 East High Street
Gettysburg, PA 17325

Dear Mr. Gable,

We wish to add our support for the Gettysburg Inner Loop Bicycle Trail (GIL). The Arts Council seeks ways to add a wholesome atmosphere to our area, and we see the GIL as also doing that.

We know there are severe health problems in our area, often caused by sedentary life styles. The GIL would help cure that, as people went from A to B on bicycles. But, it is difficult to bicycle now because we lack safe infrastructure. The GIL will solve that problem.

Also, it will promote community togetherness. Far too often, our culture experiences alienation. The automobile has contributed to that problem to a certain degree. Often times we don't get an opportunity to speak to each other and often don't relate at all as we simply pass in an enclosed vehicle.

In other areas where there are trails, it is not unusual to find trail side art work or sculptures. So, we at the Arts Council would like to work with HABPI and the Borough to see if that is a possibility.

The GIL will also promote economic development. Gettysburg Borough must be worried about the draw of the suburban commercial malls, draining enterprise and income from the center of town. This has been a common negative trend in our country. We think the GIL combats that trend and is healthy for Gettysburg.

Thank you for your work and we wish you success.

Sincerely,

Christina Glatfelter
Executive Director

CC: Michael Birkner and Thomas Jolin

Adams County Office For Aging, Inc.

318 West Middle Street
Gettysburg, PA 17325

717-334-9296 / 1-800-548-3240 / FAX: 717-334-4715

May 27, 2008

John Lawver, Manager
Gettysburg Borough
59 East Middle St.
Gettysburg, PA 17325

Dear Mr. Lawver, *John-*

The Adams County Office for Aging, Inc. (ACOFA) would like to take this opportunity to offer our support for the Gettysburg Inner Loop Trail Study. The creation of the Gettysburg Inner Loop would be a very valuable asset for the Borough of Gettysburg. In an era of expensive fuel, this trail would provide an environmentally friendly and very low cost transportation asset to our community.

ACOFA strongly supports healthy, active living for older people and we sincerely believe that the Gettysburg Inner Loop Trail will be a real asset to our older population. They will be able to use the trail for recreation, easy transportation around town, shopping, medical appointments and other routine transportation needs. Studies have shown that many of the trips that we take each day are under a few miles each and these are the kind of trips that lend themselves to bicycle usage.

Please feel free to contact our office if you have any questions about our support for this very important project.

Sincerely,



Steven D. Niebler
Director





1382 Biglerville Road
Gettysburg, PA 17325
Voice 717.334.8151
Fax 717.334.3368
info@gettysburg-chamber.org
www.gettysburg-chamber.org

April 7, 2014

Mr. Scott Dellett, Planning Director
Borough of Gettysburg
59 High Street
Gettysburg, PA 17325

Dear Mr. Dellett:

On behalf of the Board of Directors of the Gettysburg Adams Chamber of Commerce and Adams County's business community, it is my pleasure to provide a letter of support for the life-enhancing initiatives of the Health Adams Bicycle/Pedestrian, Inc. The chamber fully supports projects like the Gettysburg Inner Loop that improve quality of life and provide a healthy environment for everyone who lives, works, visits or plays in our community.

The Gettysburg Inner Loop has already benefited our community. A number of bicyclists are already using the current trail, improving their health and reducing carbon dioxide emissions and traffic congestion. Aside from the environmental and health benefits, the loop improves community safety by designating paths that are safe for bicyclist and motorists.

As the loop is expanded to link other points of interest, more residents and visitors will use it as a convenient and enjoyable travel route. Further development of the loop will also boost the attractiveness of Gettysburg's infrastructure, encouraging new businesses and residents to consider making Gettysburg their home.

Those spearheading the Gettysburg Inner Loop project are capable leaders who have the best interests of the Adams County community in mind. I am pleased to provide support to this project and look forward to the many ways it will continue to enhance our quality of life, environment and economy.

Sincerely,

Carrie Stuart, President
Gettysburg Adams Chamber of Commerce



P.O. Box 3575
GETTYSBURG, PA 17325-0575

October 2, 2008

John Lawver, Borough Manager
Gettysburg Borough
59 East Middle St.
Gettysburg, PA 17325

Dear John,

The Gettysburg Fire Department Board of Officers voted unanimously last evening, to support the Gettysburg Inner Loop Trail Study. Our overarching concern for the health and wellness of our members and the community prompts this support.

In addition to the health benefits, it could provide an opportunity for some of our volunteers to access the fire station without burdening already congested streets. Likewise those who use our community room might find great benefit in walking or bike riding to receptions and dinners as opposed to wasting valuable fuel resources.

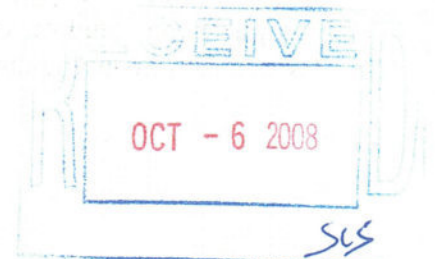
Recently, I met with Tom Jolin to see how the perimeter of the fire department property can possibly work into such a project. With the help of the railroad, this could become a very workable plan.

Good luck with the plan, and please feel free to contact me if we can be of further assistance.

Sincerely,

Timothy E. Braband
President

Cc: Tom Jolin



147 Gettys Street
P.O. Box 3786
Gettysburg, PA 17325-0786
717.334.2121 Tel
www.wellspan.org



March 21, 2014

Mr. Scott Dellett, Planning Director
Gettysburg Borough
59 East High Street
Gettysburg, PA 17325

Dear Mr. Dellett:

Gettysburg Hospital is very grateful for all the work of Gettysburg Borough and HAPBI regarding the GIL. You are creating a culture of "movement" that will generate great health outcomes. Accordingly, Gettysburg Hospital is pleased to commit support of \$10,000. We know you are currently finalizing a budget for Segments A1 and A2, via proposals to DCNR for C2P2, PennDot TAP, PennDot CMAQ and Adams County Act 13 funding. We offer this money as a strong indication of our strong support of the GIL effort.

The GIL will certainly make us a healthier community. As I understand it, Segments A1 and A2 will build the alignment from the Rec Park to the Post Office to Racehorse Alley, in addition to all of Springs Avenue. This is tremendous connectivity. Because other parts of the GIL are completed or funded, the following would be connected by bicycle without interruption: Colt Park neighborhood; Springs Avenue neighborhood, Gettysburg Hospital, Steinwehr Avenue, The Gettysburg National Military Park, The Rec Park and heavily used Biser trail, the West Street/West Middle Street business district, Post Office, YWCA, Lutheran Theological Seminary and the new historic trail at the Seminary. The final result will provide a safe bicycle transportation system for residents and tourists, resulting in a fitness opportunity that allows for improved personal health. This work aligns well with our continued focus on assuring we have a healthy community.

Again, thank you for your work on this important endeavor.

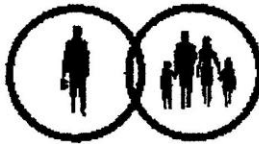
Sincerely,

A handwritten signature in cursive script that reads "Jane Hyde".

Jane E. Hyde,
President, Gettysburg Hospital

GETTYSBURG FAMILY PRACTICE, INC.

DWIGHT I. MICHAEL, M.D.
ADAM I. WASSERMAN, M.D.
PAUL J. ZESHONSKY, M.D.



DOUGLAS E. EYER, M.D.
WILLIAM J. ADAIR, M.D.
JENNIFER E. ROTH, P.A.-C

May 7, 2015

Charles Gable, Manager
Gettysburg Borough
59 E. High St.
Gettysburg PA 17325

Dear Mr. Gable:

In my years of practice in my office, as a hospitalist, and in the emergency department as well as in my role as physician for the Gettysburg Area Middle and High School, I have often seen the consequences of lack of exercise. These consequences include obesity, diabetes, and cardiovascular disease. I also feel that an active lifestyle can be helpful in patients with depression. The current exercise trail running from the Lutheran Village into town has been a great addition for our area. It seems to get a lot of use, and allows residents to exercise who might otherwise not have done so. I think the proposed Inner Loop bicycle trail would do even more for our community. It would allow greater access to our citizens, who would clearly benefit from more exercise. South central Pennsylvania suffers from major amounts of obesity, and this would be a step in the right direction. In the town in which I went to medical school, Charlottesville, Virginia, it is amazing to see the progress made in the fitness of the community in recent years through increasing access to the citizens of exercise trails. There is a large network of walking and biking trails, and at this point a bike sharing system has started. It is refreshing to return there and see how many people are now involved with exercise compared to the years I was there. There is no reason we could not see such improvement here. The benefits in terms of cleaner air and less crowding of the roads would also be substantial.

Gettysburg has a wonderful YWCA, and the Battlefield is a wonderful place to exercise. I think we can do more, however, through the proposed plan by allowing people to exercise while going to work on a daily basis. Many more people would be tempted to do this if they did not have concerns about riding in traffic. As a lifelong exercise enthusiast and endorser of healthy lifestyles, I hope you'll continue to work with HABP Inc. to make this project a reality.

Sincerely,

Adam Wasserman, M.D.



United States Department of the Interior
NATIONAL PARK SERVICE

GETTYSBURG NATIONAL MILITARY PARK EISENHOWER NATIONAL HISTORIC SITE
Gettysburg, PA 17325 Gettysburg, PA 17325



9.A

April 10, 2014

Scott Dellett, AICP
Planning Director
Borough of Gettysburg
59 East High Street
Gettysburg, Pennsylvania 17325

Dear Mr. Dellett:

Gettysburg National Military Park (GETT) and Eisenhower National Historic Site (EISE) continue to enthusiastically support the efforts of the Healthy Adams Bicycle/Pedestrian, Inc. (HABPI) and the Gettysburg Inner Loop Bicycle Trail Project (GIL). Providing alternative venues, such as bicycle and pedestrian tour routes, that link the Borough of Gettysburg and our parks is an interest and action we both share.

Over the next year GETT and EISE will begin a comprehensive trail planning project that will include community wide stakeholders and incorporate the efforts achieved by HABPI and GIL. We'll continue to work together to apply creative solutions to meet the changing needs of both visitors and residents who seek a more active way to explore and live in our communities.

We look forward to working with these groups in the future and you have our continued support.

Sincerely,

Ed Clark
Superintendent

TAKE PRIDE[®]
IN AMERICA



Healthy Adams Bicycle/Pedestrian, Inc.

85 Bittern Drive

Gettysburg, PA 17325

717-337-2932 tdhickethier@comcast.net



Working to develop trails and roads for healthy living

April 7, 2014

Mr. Scott Dellett, Planning Director
Gettysburg Borough
59 East High Street
Gettysburg, PA 17325

Dear Mr. Dellett,

This letter is to reaffirm our ongoing commitment to Gettysburg Borough for development of the Gettysburg Inner Loop (GIL) Trail. We have been partners in this venture since 2007. Together we have obtained support of the GIL from over 20 local organizations, and produced a Feasibility Study, a Greenway Master Plan, and widening of the Biser Fitness Trail.

The GIL has truly moved from concept to actuality. Several segments are built or funded: Bus Hub on Carlisle Street; North Gettysburg Trail Section; Steinwehr Avenue Phase 2; Queen Street; Lefever Street off-road segment; Recreation Park segment, and the Federal Point Connector. The Adams County Transportation and Planning Organization (ACTPO) has now placed Segments A1 and A2 of the GIL on the Transportation Improvement Plan, virtually securing construction funding. It is important that we obtain a C2P2 grant for the engineering/design/bidding to match the ACTPO construction commitment.

We support the GIL because it will reduce automobile congestion, air pollution, oil dependency, and noise pollution while providing economic development, town center revitalization, more opportunity for exercise, alternative transportation for residents and visitors and a better quality of life for all residents of Gettysburg Borough.

We pledge our continued assistance with fund raising, proposal writing, technical assistance, citizen outreach, and public presentations. From our point of view, we are very grateful for all the Borough has done and is doing to bring the GIL to fruition. Without a shadow of a doubt, we make a great team. Please accept this letter as fully supporting the Borough's work on the GIL.

Sincerely,

Dennis Hickethier

President

Healthy Adams Bicycle/Pedestrian, Inc.

HEALTHY



424 S. Washington Street

Gettysburg, PA 17325

Office: 717-337-4137

Fax: 717-337-3817

July 6, 2007

To Whom It May Concern:

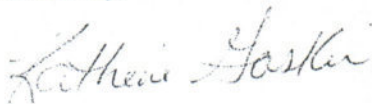
On behalf of Healthy Adams County I am writing this letter to support a joint effort by Gettysburg Borough and Healthy Adams Bicycle/Pedestrian, Incorporated to develop a Gettysburg Inner Loop Bicycle Plan.

Healthy Adams County is a collaborative partnership of over 600 community members dedicated to continuing assessment, development, and promotion of efforts toward improving physical, mental and social well-being. Healthy Adams Bicycle/Pedestrian, Incorporated originated as a committee of the Physical Fitness Task Force which is an affiliate of Healthy Adams County.

This initiative to create a safe Gettysburg Bicycle Inner Loop would certainly meet our organization's mission and would mirror many of our hopes for a healthier community. A Bicycle Loop in Gettysburg would encourage people of all ages to ride bicycles to their destinations and reduce the number of vehicles on the road. During the summer this would be very convenient and would help alleviate some of the congestion in the downtown areas. This initiative while encouraging active living, which is sorely needed in today's society, would also help to reduce energy consumption and environmental damage, which is also paramount. The Loop would facilitate access to the Recreational Park in Gettysburg and therefore encourage greater use of the park and its resources that promote a healthier lifestyle.

Healthy Adams County is happy to support this project and the benefits the community would inherit through its completion. Thank you for your consideration.

Sincerely,



Katherine Gaskin
Executive Director



VISION STATEMENT:

Healthy Adams County seeks to create a higher quality of life throughout our community by improving physical, mental, and social well-being.

MISSION STATEMENT:

Healthy Adams County is a collaborative partnership of community members dedicated to continuing assesment, development and promotion of efforts toward improving physical, mental and social well-being.



A nonprofit organization committed to preserving and revitalizing Historic Gettysburg

116 Baltimore St. | Gettysburg, PA 17325 | phone: 717.337.3491 | fax: 717.337.2495 | mainstreetgettysburg.org

March 18, 2014

Mr. Scott Dellett, Planning Director
Gettysburg Borough
59 East High Street
Gettysburg, PA 17325

MAR 25 2014

Dear Mr. Dellett,

Please accept this letter in support of your proposal to DCNR for C2P2 funding for design/engineering/bidding for the Gettysburg Inner Loop (GIL) Segments A1 and A2. Main Street Gettysburg has supported the GIL from the beginning.

The GIL will contribute significantly to our quality of life, complimenting Main Street efforts. It is wonderful that the GIL will provide bicycle access to several of our focus efforts, including: Historic Gettysburg Train Station, Wills House where President Lincoln stayed, Steinwehr Revitalization Project, and our Street Façade Improvement Program.

We are constantly grappling with traffic congestion during tourist season. The blessing is that the multitude of tourists provides substantial economic development. However, we need to make improvements on our transportation system. The GIL is sometimes referred to as an interior by-pass. Indeed, it certainly will provide easy, safe, hassle free transportation to the locals and tourists.

In fact, a safe bicycling system has many benefits: automobile congestion reduction, economic development, air pollution reduction, noise pollution reduction, oil dependency reduction, town center revitalization, personal health, convenience and a better quality of life.

The Borough and HABPI have worked a long time on this. Your sustained drive to complete this worthy endeavor is very admirable.

We completely support your efforts. Please do not hesitate to contact me if I can be of further assistance.

Sincerely,

Deborah L. Adamik, President

GETTYSBURG

CONVENTION & VISITORS BUREAU

July 10, 2007

John Lawver, Manager
Borough of Gettysburg
59 East High Street
Gettysburg, PA 17325

Dear Mr. Lawver,

On behalf of the membership of the Gettysburg Convention Visitors Bureau, I write in support of the development of the Gettysburg Inner Loop Bicycle Plan.

We feel that this would add, yet another component to our over all Tourism product, bringing additional visitors and revenue to the community.

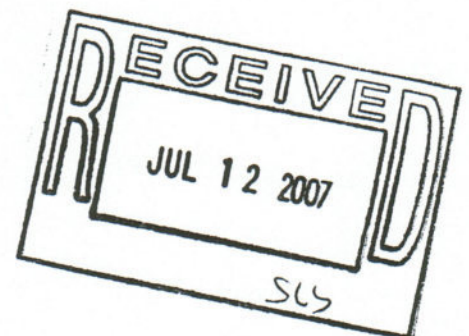
Thank you for your assistance in this matter.

Sincerely,



Norris L. Flowers, CTP
President

cc: Thomas Jolin, President
Healthy Adams Bicycle/Pedestrian, Inc.



571 West Middle Street Gettysburg, Pennsylvania 17325
Tel. 717.334.6274 www.gettysburgcvb.org Fax 717.334.1166

YWCA Gettysburg
& Adams County
909 Fairfield Road
Gettysburg, PA 17325

T: 717-334-9171
F: 717-334-8797
ywcagettsburg.org

December 12, 2012

Ms. Flo Ford, Manager
Gettysburg Borough
59 East Middle St.
Gettysburg, PA 17325

DEC 17 2012

Dear Flo:

I met recently with Tom Jolin who brought me up to date on the Gettysburg Inner Loop Trail. I wanted to tell you that first and foremost, the YWCA Gettysburg & Adams County supports the efforts of Healthy Adams Bicycle/Pedestrian, Inc. (HABPI).

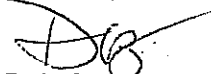
It is exciting to hear about the possibility of HABPI converting the Race Horse Alley into a community 'greenway'. I know many people use the alley daily in traveling from the west side of town to the northern areas. The YWCA uses it to do their banking every day. Currently it is unattractive and not particularly safe. The proposal would definitely beautify the area and would most likely entice our community neighbors to use it.

As a large community organization dedicated to improving the physical, spiritual and emotional well-being of county residents, we believe the success of this effort is an important step in realizing our mission. A well-planned bicycle trail will improve opportunities for safe, outdoor physical fitness, while reducing reliance on automobiles for in-town travel.

Each car trip replaced by a bicycle trip represents a reduction in air and noise pollution within the community, and an increase in cardio-vascular fitness for the cyclist. With each trip, all benefit.

The YWCA Gettysburg & Adams County encourages the Borough of Gettysburg to approve the upgrade of Race Horse Alley into a community greenway that would provide safe, easy access to many locations in and around Gettysburg.

Sincerely,



Deb Geesey
Executive Director

Cc: Tom Jolin

GETTYSBURG AREA RECREATION AUTHORITY

545 Long Lane
Gettysburg, PA 17325-2530

Board Members:

John Bream "Jack"
Chairperson

Jacob Schindel
Vice-Chairperson

Steve Toddes
Treasurer

Michael Cooper-White
Secretary

Mary Miner

Dewaine Finkenbinder

Michael Williams

Executive Director
Brian J. Devost, M.S.Ed.
bdevost@gettysburg-pa.gov

717.334.2028 (office)
717.334.3367 (fax)

www.GARA-RECPARK.info

*Enriching the quality of community life
through People, Parks, and Programs.*

March 24, 2014

Mr. Scott Dellett, Planning Director
Gettysburg Borough
59 East High Street
Gettysburg, PA 17325

Dear Mr. Dellett,

Please accept this letter of support for the proposed engineering, designing, bidding, and construction phases (C2P2, CMAQ and TAP funding) of the Gettysburg Inner Loop (GIL) Segments A1 and A2.

The Gettysburg Area Recreation Authority (GARA) is very thankful for all the work that HABPI and the Borough of Gettysburg have done on the GIL. Needless to say, their on-going work has helped to propel our vision to improve the quality of community life.

Since completing the Biser Trail portion of the GIL, we have seen a large amount of adults and children biking throughout the "Rec Park". Furthermore, we have noticed that many parents now bring their children to the park to enjoy safe cycling. With segments A1 and A2 connecting our park to several neighborhoods, we anticipate an even larger number of the population bicycling to all of our recreational venues. In this way, completing segments A1 and A2 is extremely important to the idea of "safety" and "community connectivity".

Given our current health status, Americans need all the help they can get to stay healthy. One sure way to promote a health is to provide "active transportation". To substantiate this point, Dr. Kevin Mosser, Past President and CEO of WellSpan is quoted as saying: "As a nation, we are facing tremendous adverse health conditions associated with decreased physical activity." This notion is also supported by the CDC and the Surgeon General.

With people in our country being 4 times more obese than people in the Netherlands, we can no longer expect to sustain our path to prosperity. Unless effective population-level interventions are put in place, we can expect a steady rise in obesity, chronic disease and mortality... and this is not an acceptable outcome for the greatest country on earth.

Please let me know how GARA can be of further assistance.

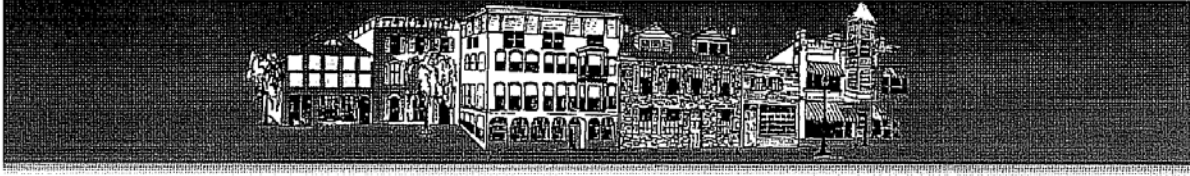
Sincerely,



Brian J. Devost, Executive Director
Gettysburg Area Recreation Authority

MISSION: To grow our community with wholesome, safe, and sustainable parks and recreation programs.

VISION: Enhance the well-being of our community through partnerships.



Borough Manager Florence Ford
Borough of Gettysburg
59 East High Street
Gettysburg, PA 17325

March 6, 2013

MAR 11 2013

Dear Ms. Ford:

The Gettysburg Area Retail Merchants' Association (GARMA) Board of Directors has reviewed the proposal set forth by Healthy Adams Bicycle Pedestrian, Inc (HABPI) to develop a master plan for the western side of the Gettysburg Inner Loop Bicycle Trail (GIL) and has voted to endorse the proposal.

Plans for the GIL include benefits for the entire community and take into account improvements to traffic management, safety, security, beautification, and storm water management along the entire corridor under consideration. GARMA believes the GIL will be a positive addition to the future economy of Gettysburg Borough and will provide residents and visitors alike with more reasons to enjoy time in the community and to partake in all the community has to offer.

In fact, the GARMA Board has circulated information about the GIL to its entire membership encouraging all members to become familiar with the project and the positive impact it could have on their individual businesses, especially those members who may be located adjacent to the pathway. The Board recommended to its members to contact HABPI directly to have their questions addressed and to learn more about participation in planning for the GIL.

GARMA is delighted with the progress already made by HABPI to get the project on PennDot's Adams County's Long Range Transportation Plan and its work with the Borough to prepare a grant application for funds. We support continued pursuit of these activities.

Respectfully,

Leonard Loski
GARMA President

GETTYSBURG AREA RETAIL MERCHANTS ASSOCIATION
P.O. Box 4914, Gettysburg, PA 17325



March 25, 2014

Mr. Scott Dellett, Planning Director
Gettysburg Borough
59 East High Street
Gettysburg, PA 17325

Dear Mr. Dellett,

We would like to add our support to your proposal to DCNR for C2P2 funding for design/engineering/bidding for the Gettysburg Inner Loop (GIL) Segments A1 and A2. As you know, Federal Pointe is right on the proposed GIL.

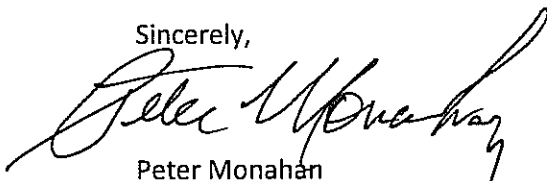
Federal Pointe and the GIL have mutual things in common, including preserving our historic culture. Federal Pointe is an old historic building that we completely rehabbed into a luxurious boutique hotel within the past two years. We think our guests (93% approval rating) would take advantage of the GIL and bicycle to the many historic sites of Gettysburg.

When Segments A1 and A2 are built, our guests will have safe, complete connectivity to the Gettysburg National Military Park on Steinwehr Avenue. This is would truly be a quality of life amenity. Such bicycling opportunities exist in other parts of the USA, such as Sanibel Island, Florida or at the Bavarian Inn (Shepardstown, MD) on the C and O Canal. Many people look for safe bicycling when choosing their vacations. So, we are delighted that Gettysburg is developing such infrastructure. It's good for our economy. According to the Rails to Trails Conservancy, in the months following the opening of the Mineral Belt Trail in Leadville, Colorado, the city reported a 19 percent increase in sales tax revenues.

As a citizen that wants to contribute to my community, I'm concerned about our health. A bicycling system would greatly help. Here is a quote from Dr. Kevin Mosser, Past President and CEO of Wellspan "As a nation, we are facing tremendous adverse health conditions associated with decreased physical activity. The USA has nearly 4 times the obesity rate as The Netherlands. (World Health Organization 2005: Netherlands obesity rate 10.4% men and 11.5% women verses USA: obesity rate 36.5% men and 41.8% women) It is no deep mystery as to what their primary success secret is: they bicycle...and we ride in cars. Years ago they developed a safe bicycle system".

We hope you are successful with your DCNR proposal.

Sincerely,



Peter Monahan

Ms. Flo Ford
Gettysburg Borough Manager
59 East High Street
Gettysburg, PA 17325

FEB 28 2013

Dear Ms. Ford:

Our co-op has considered points brought to our attention by Healthy Adams Bicycle/Pedestrian, Inc (HABPI) pertaining to a community "greenway" and its probable location through Race Horse Alley. The following was explained to us via HABPI Representatives:

- *the existing surface of the alley would be removed and replaced with attractive permeable pavers,
- *well defined areas for walking and bicycling would be created, along with a travel lane for motorized vehicles,
- *tree, shrubs, and other foliage would be planted as allowed where space permits,
- *attractive safety lighting would be installed along the greenway, and
- *the project would NOT use borough funds.

As a gallery and business in downtown Gettysburg, we support the constant changes taking place to improve our town for residents, college students, and visitors. We see this greenway as a welcomed change to an area of town that is often overpopulated with traffic; both pedestrian & motor vehicle. The creation of such a greenway would not only enhance the aesthetics of this area, but also persuade visitors to extend their visit past the square, which often times appears as simply an end stop on a tour of town (despite the renovations of the Historic Gettysburg Railroad Station). In addition, we believe that such a greenway will entice more visitors to bike our historic downtown and local businesses safely rather than limit them to the battlefields.

We are aware that the Gettysburg Borough and HABPI are working together to convert Race Horse Alley into a greenway and we encourage you to continue these efforts until agreement, for the benefit of all who travel downtown.

Sincerely,
Bluebrick Gallery
18 North Washington Street
Gettysburg, PA 17325
bluebrickgallery.com
717.420.0103



GETTYSBURG AREA SCHOOL DISTRICT

900 Biglerville Road • Gettysburg, Pennsylvania 17325-8007
Telephone 717-334-6254 • FAX 717-334-5220
www.gettysburg.k12.pa.us

April 8, 2008

Mr. John Lawver, Manager
Gettysburg Borough
59 East Middle Street
Gettysburg, PA 17325

Dear Mr. Lawver:

Please accept our support for the Gettysburg Inner Loop Trail Study. This trail would be a tremendous asset for the Gettysburg Borough, providing environmentally friendly, hassle-free transportation. We note that many cities of the nation and world have had great success with bicycling and walking trails. We think the time is right for Gettysburg to join that list.

Here are some of the many benefits a trail would provide:

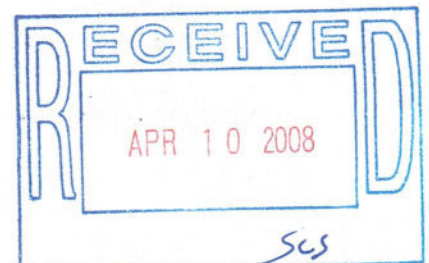
- It would help tourists/residents more easily access downtown and other historic areas.
- It would encourage success of the Franklin/West Street commercial area and Third Ward improvement efforts.
- It would reduce the number of cars on streets. Also, during summer time congestion (and other peak times) bicycle travel is more convenient than automobile.
- Students and employees could bicycle to school.
- It is patriotic and would help residents and visitors reduce energy consumption.
- It would encourage greater use of the Gettysburg Rec Park.
- It would encourage healthier living in our community. Our unhealthy habits have now produced a generation with reduced life expectancy.

Good luck with this venture. Please contact us if we can be of assistance.

Sincerely,

A handwritten signature in black ink, appearing to read 'William H. Hall', is written over the word 'Sincerely,'.

William H. Hall, Ed.D.
Superintendent of Schools





Office of the President
300 North Washington Street
Pennsylvania Hall
Campus Box 418
Gettysburg, Pennsylvania 17325 -1400

717.337.6010
717.337.6008 fax
www.gettysburg.edu

April 8, 2014

Mr. Scott Dellett
Planning Director
Gettysburg Borough
59 East High Street
Gettysburg, PA 17325

Dear Mr. Dellett,

Gettysburg College is very grateful for the work of the Borough and others on the good progress that is being made on the Gettysburg Inner Loop, known as the GIL. We are delighted to learn that Segments A1 and A2 of the Loop have secured construction funding, and support your application to the Pennsylvania DCNR for the amount of \$250,684 to support the design, engineering, and bidding portion of this project.

The College first supported the concept of the GIL back in 2007 with a letter from my predecessor, Katherine Will. Since then several segments have been funded or built. In 2009, our staff assisted Healthy Adams Bicycle/Pedestrian, Inc. with the GIL Environmental Benefits Study. Later, in 2012, we were happy to provide a \$5,000 grant and guidance from our Facilities and Government and Community Relations offices to help conduct the GIL Greenway Master Plan.

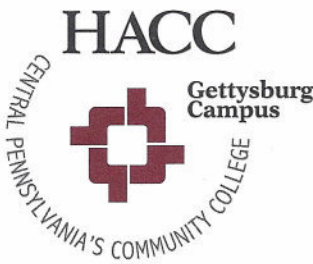
Over the past few years, we have seen a significant upsurge in bicycle use by our students, faculty, and staff. This bicycling culture traffic benefits both our campus and the local community—gradually improving both our local environment and the wellness of our campus community members. We believe strongly that improved bicycling and pedestrian trails will ultimately ensure a greater quality of life for all members of the Gettysburg community. Since a local bicycling culture starts with safe infrastructure, we are grateful for the time and effort put forth by you and your colleagues in seeing through this project's implementation.

We send our best wishes for continued success.

Sincerely,

A handwritten signature in dark ink, appearing to read "Janet Morgan Riggs", written in a cursive style.

Janet Morgan Riggs
President



731 Old Harrisburg Road, Gettysburg, PA 17325-3403

T:717.337.3855

F:717.337.3015

www.hacc.edu

April 7, 2014

Mr. Scott Dellett, Planning Director
Gettysburg Borough
59 East High Street
Gettysburg, PA 17325

Dear Mr. Dellett,

HACC is very pleased that the Gettysburg Inner Loop (GIL) is becoming a reality. Please accept this letter in full support of your proposal to the Pennsylvania Department of Conservation and Natural Resources (DCNR) for C2P2 funding for design, engineering, bidding and construction of the Gettysburg Inner Loop Segments A1 and A2. It is our understanding that you have secured \$1,182,198 for construction funding already. The DCNR funding would be for \$250,684.

HACC has fully supported the GIL since June 2007, the very beginning of the process. We are proud to have contributed to the effort. Our faculty, staff and students assisted with a GIL Environmental Benefits Study back in 2009. In addition, we share the GIL mission of promoting health and public recreational opportunities and alternate transportation through safe bicycling and pedestrian activities. This spring HACC will officially open the pedestrian/bicycle crosswalk needed to provide the missing "bridge" to seamlessly link the North Gettysburg Trail from one side of the road to the other and connect not only four educational entities (Gettysburg College, HACC, Gettysburg Area High School and Adams County Tech Prep), but also the surrounding community. Gettysburg Borough residents as well as residents of neighboring developments (Twin Oaks, for example), especially those without transportation, will have safe access to basic living needs, such as ACNB, the Weis grocery store and the Freedom Transit system, in addition to HACC's Gettysburg Campus resources, such as the library, computer labs and community events as a result of this much needed crosswalk.

To further illustrate HACC's commitment to promoting health through safe bicycling, HACC's President, John J. "Ski" Sygielski, Ed.D, will be bicycling over 150 miles to visit each of HACC's five campuses in celebration of the College's 50th anniversary. We fully endorse bicycle transportation and Dr. Ski will affirm that with his Dr. Ski's Miles of Gratitude –Tour de HACC event. During the celebration, HACC will be giving away scholarships, bicycles and bicycle equipment.

I admire your work on the GIL and please know HACC completely supports your efforts. Please do not hesitate to contact us if we can be of further assistance to your efforts.

Sincerely,

A handwritten signature in black ink that reads "Shannon Harvey". The signature is written in a cursive, flowing style.

Shannon Harvey
Campus vice president

Gettysburg SEMINARY



Office of the
President

61 Seminary Ridge
Gettysburg, PA 17325

Phone 717-334-6286
Fax 717-334-3469

A Seminary of the
Evangelical Lutheran
Church in America

March 27, 2014

Mr. Scott Dellett, Planning Director
Gettysburg Borough
59 East High Street
Gettysburg, PA 17325

Dear Mr. Dellett,

Please receive this letter in full support for your proposal to DCNR for C2P2 funding for design/engineering/bidding for the first two segments of the Gettysburg Inner Loop (GIL) project.

The Seminary has been involved with a new museum and recently opened a popular one mile loop, multi-use trail that was designed to relate to other parts of the Borough through such bicycle trail developments. The completion of these two segments would create welcomed bicycle connectivity to our historic institution, including the new off road trail.

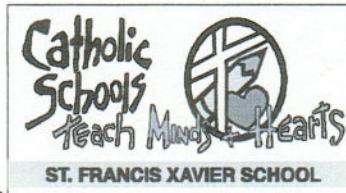
A safe bicycling system has many benefits: automobile congestion reduction, economic development, air pollution reduction, noise pollution reduction, oil dependency reduction, town center revitalization, personal health, convenience and a better quality of life. Seminary students are increasingly using bicycle transportation in town, and a few of our international students are highly dependent upon such transportation.

It is our understanding that ACTPO will be committing construction funding for these segments. I know the Borough and HABPI have worked a long time on this. Your sustained drive to complete this worthy endeavor is very admirable.

We completely support your efforts. Please do not hesitate to contact my office if I can be of further assistance to your efforts.

Sincerely,

The Rev. Michael L. Cooper-White, D.D.
President, Lutheran Theological Seminary at Gettysburg



45 West High Street
Gettysburg, PA 17325
717-334-4221 fax: 717-334-8883
Sister Phyllis, R.S.M.
Principal

April 25, 2008

Mr. John Lawver, Manager
Gettysburg Borough
59 East Middle St.
Gettysburg, PA 17325

Dear Mr. Lawver,

I am writing this letter in support for the Gettysburg Inner Loop Trail Study. This would be a tremendous asset for Gettysburg Borough, providing environmentally friendly, hassle free transportation. Many cities throughout our country have had success with bicycling trails and it would be wonderful for Gettysburg to join that list.

Here are some benefits a trail would provide:

1. It would encourage success of the Franklin/West St. commercial area.
2. Students could bicycle to school.
3. Employees could bicycle to work.
4. It would encourage the success of the third ward improvement effort.
5. It would relieve the stress of having so many cars on the road.
6. It encourages active living that is healthy.
7. Tourists/residents could easily access downtown and other historic areas.

Good luck with this venture.

Sincerely yours,

Sister Phyllis, RSM

Sister Phyllis Simmons, RSM (Principal)





Gettysburg United Methodist Church

30 West High Street
Gettysburg, Pennsylvania 17325

717-334-3032
Fax 717-334-3572

email: gettysburgumc@gmail.com
www.gettysburgumc.org

June 25, 2010

Gettysburg Borough Council
59 East High Street
Gettysburg, Pennsylvania 17325

Dear Folks,

It has recently come to our attention that Healthy Adams Bicycle/Pedestrian Initiative is **working** to design, develop and implement a bicycle and walking trail within the borough and the surrounding area. The vision is for a safe facility for all ages and levels of physical capacity which would link numerous destinations in this area.

We believe such a trail would provide multiple benefits to individuals, churches, schools, businesses, government and the environment. As you are aware, motor vehicle traffic, pollution and parking are major concerns to us all. We believe a Gettysburg inner loop bicycle/pedestrian trail would greatly relieve these concerns as well as contribute to the overall health and physical wellbeing of area residents.

Such a project requires the support and cooperation of Borough Council to be attainable. Accordingly, we, the Church Council of Gettysburg United Methodist Church ask and encourage you as a body to fully endorse and support the efforts of HAB/PI in creating this trail.

Sincerely, William W. Woolston, Chairman - Gettysburg UMC Church Council

Cc: Healthy Adams Bicycle/Pedestrian Initiative





ST. JAMES LUTHERAN CHURCH

P.O. Box 4596, 109 York Street, Gettysburg, PA 17325-4596

Phone: (717) 334-2012 Fax: (717) 334-3596

Web Page: www.stjamesgettysburg.org

E-mail: office@stjamesgettysburg.org

"We respond to God's abundant grace by being hearers, proclaimers and doers of the Word."

1 December 2009

John Lawver, Manager
Gettysburg Borough
59 East Middle St.
Gettysburg, PA 17325

Dear Mr. Lawver:

I am writing as Senior pastor of St. James Lutheran Church, York St., Gettysburg. As pastor to one of the most active and community-involved congregations in the Gettysburg area, I wish to voice my strong support for the Gettysburg Inner Loop Trail.

I am aware of the long and intense hours that have gone into this study over the past several years. I am also aware of the dedicated and informed work that has brought this project to where it is today. I am writing to give my voice of encouragement that this project must continue to move to completion.

This project, including the additional network of trails, speaks to the commitment by our community to provide environmentally friendly and healthy, alternative forms of transportation. Although countless benefits of the Gettysburg Inner Loop Trail have been listed by numerous persons throughout the community, I believe its completion would become an asset in ways we do not yet understand and anticipate.

As a community we can be proud of such a bold stance to create this practical and, at the same time, invaluable addition to the ongoing work by so many groups, both within the Borough of Gettysburg and surrounding communities, to become more welcoming to the thousands of visitors we embrace each year. Please let's not let this venture falter at this exciting stage of development!

I join with many members of St. James congregation to make clear the strong support and encouragement to all those who have the responsibility to keep this project moving towards its completion. May you be blessed in this good work!

Sincerely,

The Rev. Michael E. Allwein, Senior pastor
St. James Lutheran Church, Gettysburg



SOUTH MOUNTAIN
PARTNERSHIP

www.southmountainpartnership.org

Mr. Scott Dellett
Planning Director, Gettysburg Borough
59 East High Street
Gettysburg, PA 17325

April 4, 2014

Dear Mr. Dellett,

The South Mountain Partnership is pleased to support the Borough of Gettysburg's grant application to the Department of Conservation and Natural Resources for C2P2 funding to prepare the design and engineering of Phase A1 and Phase A2 of the Gettysburg Inner Loop Greenway Master Plan.

Gettysburg is a gateway community to the broader South Mountain landscape. While visitors flock to the Borough for its storied Civil War legacy, the natural, cultural, recreational, and agricultural resources of the surrounding landscape are waiting to be explored and enjoyed. Initiatives such as the Gettysburg Inner Loop enrich the lives of the local residents and introduce residents and visitors to a diversity of the resources that make the South Mountain landscape unique.

The South Mountain Partnership believes the Gettysburg Inner Loop is a valuable project because it supports alternative transportation, outdoor recreation and health, environmental protection, the interpretation of historical sites, and community and economic development. Indeed, the Partnership has awarded multiple Mini-Grants to advance various aspects of the project:

- In 2011, a Partnership Mini-Grant enabled the Borough of Gettysburg to improve the Biser Fitness Trail, which serves as a critical component of the Inner Loop;
- In 2012, a Partnership Mini-Grant enabled the Healthy Adams Bicycle/Pedestrian Action Coalition to complete a Gettysburg Inner Loop Greenway Master Plan, in which Phases A1 and A2 were identified.

The Partnership is confident that the Gettysburg Inner Loop will bring much benefit to the local community and to the broader South Mountain landscape. As such, we are pleased to support the Borough of Gettysburg in its efforts to realize this important project.

Sincerely,

Jonathan S. Peterson
South Mountain Partnership Co-Lead/Environmental Planner
Appalachian Trail Conservancy



SOUTH MOUNTAIN
PARTNERSHIP

The South Mountain Partnership / www.southmountainpartnership.org
Contact: Jon Peterson, Co-Lead, Appalachian Trail Conservancy
jpeterson@appalachiantrail.org / ph: 717.258.5771 / fax: 717.258.1442
4 East First St., Boiling Springs, PA 17007-0625



WWW.LHHC.ORG

3435 STATE ROUTE 30 EAST • LATROBE, PA 15650 • PHONE: 724.879.4241 • FAX: 724.879.4354

March 31, 2014

APR - 2 2014

Gettysburg Borough
ATTN: Mr. Scott Dellett, Planning Director
59 East High Street
Gettysburg, PA 17325

Dear Mr. Dellett,

As you may know, the Lincoln Highway Heritage Corridor is one of twelve designated heritage areas in the Commonwealth. It is the only state-designated heritage in Adams County, following the historical alignment of the Lincoln Highway through Cashtown, McKnightstown, Gettysburg, New Oxford and Abbottstown.

This letter of support for the Borough's grant application to the PA Department of Conservation and Natural Resources to further the design and engineering documents for the Gettysburg Inner Loop Trail is the next important step needed for Phase One of construction. Mr. Tom Jolin tells me that part of the route follows the Lincoln Highway, and that historical markers and interpretive exhibits are planned that will include historic photos of the Highway and other historic structures.

This is terrific news and I look forward to being a part of that planning process once the Inner Loop is closer to construction.

Again, I wish you good luck with this important project that will connect people (residents and visitors) with the outdoors, as well as alleviate some of the heavy traffic within the Borough.

Sincerely,

Olga A. Herbert
Executive Director

Kristopher G. Accardi, Esquire
Gettysburg Optimist Club President
PO BOX 3035 Gettysburg, PA 17325
717 220 3416
GettysburgOptimist@gettysburgoptimist.com

May 18, 2015

Charles Gable, Manager
Gettysburg Borough
59 East High Street
Gettysburg, Pa 17325

Dear Mr. Gable:

We are the Optimist Club of Gettysburg, a community service organization that donates approximately \$30,000 each year to local organizations and programs that "Bring out the Best in Kids." We are in support of the proposed Gettysburg Inner Loop bicycle trail.

In April, 2015, Mr. Tom Jolin from Healthy Adams Bicycle/Pedestrians Inc. (HABPI) attended our evening meeting and presented the plan to develop a path throughout the Gettysburg area for citizens to walk, run or bike, as well as long-term plans to connect this path with other paths in the area.

We could not think of a better way to "Bring out the Best in Kids" than through physical activity and getting outside, especially if they are doing it with family and friends. Due to the infrastructure in the Gettysburg Area, not all families and children have access to areas where they can run or bike in a safe manner. The goal of HABPI would help in part to overcome this challenge.

Furthermore, adding walking and biking paths is a great benefit not only to the families that live here, but also to the families that travel through each year visiting our great town. It tells families thinking of moving to the area that there is an emphasis placed on community, health, and family.

The Gettysburg Optimist Club would encourage the Gettysburg Borough Municipal Government to support the development of the Gettysburg Inner Loop.

Please feel free to contact us if you have any concerns or questions. Thank you for your time and attention to this matter.

Sincerely,

Kristopher G. Accardi, Esquire
President, Optimist Club of Gettysburg



Gettysburg Optimist Club
"Bringing Out the Best in Kids!"

www.gettysburgoptimist.com/

717 220 3416

www.facebook.com/OptimistClubofGettysburg

Unitarian Universalists of Gettysburg

136 South Stratton Street
Gettysburg, PA 17325

(717)334-2920
www.uugettysburg.org



Healthy Adams Bicycle/Pedestrian Action Coalition, Inc.
C/O Tom Jolin
596 Orchard Road
Orrtanna, Pa 17353

November 10, 2008

Dear HABPI Board of Directors,

I am writing on behalf of the Board of Directors of the Unitarian Universalists of Gettysburg to express our appreciation of all your efforts to promote the safe use of bicycles in and around Gettysburg.

We recognize that efforts such as yours to promote the safe use of bicycles produce a number of positive effects on our society. With the appropriate safeguards, cycling is a fun and safe form of exercise that can help people get in better shape, thus helping to fight the obesity epidemic and other illnesses resulting from the lack of adequate cardiovascular exercise in our society.

Bicycling is also an extremely efficient form of transportation that helps reduce our reliance on fossil fuels. Bicycling is also an excellent way to see the town and the surrounding countryside. Locals and tourists alike will undoubtedly choose cycling more readily if they know that there are bike lanes, green ways, appropriate signage and other means of improving bike safety. More bikes and fewer cars will have the added benefit of reducing air pollution resulting from all the cars touring our area.

We fully support your plans concerning the Gettysburg Inner Loop Project, and please let us know if there is anything we can do to further support your efforts.

Sincerely,

A handwritten signature in blue ink, reading "Koren Holland Deckman". The signature is fluid and cursive, with a long horizontal stroke at the end.

Koren Holland Deckman, Ph.D.
Chairperson of the Board of Directors
Unitarian Universalists of Gettysburg

January 15, 2013

JAN 16 2013

Ms. Flo Ford
Gettysburg Borough manager
59 East High Street
Gettysburg, PA 17325

Re: Race Horse Alley Conversion to Bicycle Greenway

Dear Ms. Ford,

I am writing this letter to support the bicycle greenway in the area of Race Horse Alley. I support all the concepts listed in earlier correspondence and look forward to the possibility of the trail becoming a reality. I own property at 5, 7, 9, 11 Buford Avenue that "backs up" to the alley. As you probably know, the condition of the alley is not the best and some of the inhabitants of the area do not add to property values. I would think that a bright, well lit roadway will raise the bar in the area and hopefully eliminate some illegal activity in that area. I would encourage the Borough to purchase the building at the corner of the alley and Franklin Street to widen the alley at that point. I would encourage the construction of facilities so that they connect with the very worthwhile bicycle path going out of town on Business 15. I know there are obstacles in the way but if Europe can do it in areas that are 500 years old, we should be able to accomplish something like this in a fairly rural town that is just over 200 years old.

I urge you to continue your work on this project and look forward to its completion. I think it will improve the quality of life in our area and enhance property values as well.

Very truly yours,



Wayne D. Hill, 717-334-2101, wayne@gettysburgconstruction.com

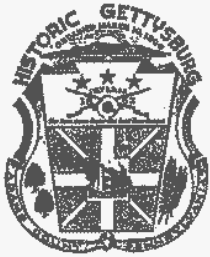
cc: Tom Jolin

Enc: Gettysburg Greenway Questionnaire



APPENDIX F

CSX & RAILROAD STREET
RIGHT-OF-WAY



BOROUGH OF GETTYSBURG

ADAMS COUNTY, PENNSYLVANIA

59 EAST HIGH STREET

GETTYSBURG, PA 17325

717-334-1160

FAX 717-334-7258

William E. Troxell, Mayor
Charles W. Sterner, Treasurer
and Borough Manager

Theodore H. Streeter, President, Council
Jamie P. Fleet, Vice President
Sara L. Stull, Borough Secretary
Harold A. Eastman, Jr., Borough Solicitor

Ms. Laura Giandonato
Project Manager
McCormick, Taylor & Associates, Inc.
Gateway Corporate Center
75 Shannon Road
Harrisburg, PA 17112

July 1, 2003

Re: Borough Walkway Project
TEA-21 Transportation Enhancement

Dear Laura,

This letter is to inform you that all work on the above referenced TEA-21 Transportation Enhancement Project will be performed within existing Borough right of ways. No property acquisition is planned or required to complete this project. No work will be performed within the PennDOT right of way.

A part of the work will occur along Railroad Street, a local street completely owned and ordained by the Borough. That work will consist of removing the existing deteriorated curbs and walks and replacing with brick pavers and concrete curb. We will install a grass plot between the walk and curb, trees, period lighting and street furniture. The street will be narrowed and will be converted to one way traffic. The purpose of this project is to create a more pedestrian friendly atmosphere between the two train stations as well as a connection between Gettysburg College and our downtown. The limit of work will be the PennDOT right of way line along Carlisle Street.

The second part of the work will consist of removing deteriorated concrete sidewalk and curbs along a portion of Baltimore Street and replacing them with brick pavers and new concrete curb. The curb line along this section of Baltimore Street is the PennDOT right of way line.

All work on these projects will be performed by Borough forces under PennDOT specifications. All materials will be bid, again meeting with PennDOT specifications.

Thank you for you continued cooperation.

Sincerely,

Charles W. Sterner
Borough Manager

Clabaugh, Chad M.

From: Thomas Jolin <jolin@pa.net>
Sent: Sunday, August 04, 2013 9:00 PM
To: Dan Hilliard; Scott Dellett; Susan Naugle; Patricia Lawson; Dennis Hickethier; Brian Devost; Clabaugh, Chad M.
Cc: Harry Eastman; Bob Thomas; Florence Ford
Subject: GIL Master Plan/Railroad Street Aug. 22 at 10am

Hello All,

The **next Greenway Master Plan Steering Committee will meet again on August 22, 2013 at 10AM** at the Rec Park. We will review updated recommendations regarding the Railroad St./CSX ROW situation as it impact the GIL Greenway.

Here are the **Minutes of the July 22 Greenway meeting.**

Attendance: Scott Dellett, Susan Naugle, Dan Hilliard, Brian Devost, Chad Clabaugh and Tom Jolin.

Harry Eastman has been unable to find a definitive ROW agreement between the Borough and Railroad originator, since passed down to CSX.

At this point, Railroad Street may be encumbered with potential problems, relative to our original solution, as Bill Aldridge thinks will happen. Bill contacted CSX in Atlanta and verbally says the ROW is 30' or 15' from the center of the tracks. If that's true, we would need permission from CSX to create a trail on the south side of the tracks. Chad and Harry are still working on this a more definitive answer. (Note Bill also said it could be a 50" ROW.)

Even in a worse case scenario, this area will still work for the GIL bicycle corridor and if we receive DCNR C2P2 funding, we will have a working solution ready. That was the purpose of doing the Master Plan.

Options:

1. The original: Use Railroad street, send bicycles west with sharrows and east on a new trail to be developed on the south side of the tracks. Harry and Bill have listed the problems and right of way ambiguities. We may need CSX permission. It may be possible to bring the sidewalk down to 5', thus providing a wider buffer from the tracks. Further, the drainage problem by the tracks could be fixed at that time which would certainly find favor with CSX.
2. Use sharrows for west bound bicycle traffic and the north side sidewalk for east bound bicycle traffic? This was listed in the initial Greenway Master Plan as an alternate
3. Send bicycles west on the north sidewalk and east using a counter flow lane adjacent to north side sidewalk? This is similar to the cycle tracks on Steinwehr.
4. Reverse the motorized vehicle direction to west to east (it is currently east to west). Then send bicycles west on the north sidewalk and east using sharrows.
5. Move the GIL down to Delap Alley, which is directly across from Constitution Ave. have it cross Carlisle at the Carlisle/Delap intersection, then come up to the new Bus Hub on the east side of Carlisle. The advantage is that this will probably work with few problems, although we don't have a field survey of Delap. It intersects directly with the college, which we expect will be be one of the primary users, initially. Delap would be the same cost as a Railroad Street solution, so it would not change the cost.

Regardless of which option is used, it is probably a good idea to work through the process of replacing the sidewalk on the south side of the Railroad St. tracks because the sidewalk is broken, shabby, unsightly and drainage problems exist. This could be a long process with CSX but its current condition is not up to Gettysburg standards. Further, the drainage problem by the tracks could be fixed at that time which would certainly find favor with CSX.

Assignments:

- A. Tom will contact Cathy Litsakas of the Lincoln Diner to see if they have an agreement with CSX and sidewalk use. This might be helpful if one exists.
- B. Susan will check with the Adams County Historic Society to see if the a copy of the original ROW agreement is stored there.
- C. Chad and Harry will consider officially contacting CSX to obtain a copy of the ROW agreement.
- D. Bob Thomas has an associate, Andy Strauss, that specializes in obtaining railroad ROW info. Bob has used him in the past.

Many thanks, tom

March 12, 1938.

Interview by John D. Keith with Charles W. Myers at the offices of Keith & Bigham taken stenographically by Elda Neth.

Mr. Keith: How long have you been connected with the Western Maryland Company, Mr. Myers? Just approximately?

Mr. Myers: About 55 years or 57 years.

Mr. Keith: And that would take it back to 1880?

Mr. Myers: 1881.

Mr. Keith: You have been familiar all during that period with the location of the tracks of the Western Maryland Railroad laterally on North Street and the elevation of such tracks as above the existing surface grade of the footwalks on the South side of the street?

Mr. Myers: I have.

Mr. Keith: Has there been any change in the elevation of the tracks on North Street during all that period?

Mr. Myers: Only slight changes were made to bring the track up to a proper railroad grade.

Mr. Keith: To what extent has that elevation been made in inches?

Mr. Myers: Sometimes any where from 3 to 4 inches.

Mr. Keith: Would you say then that at present the top of the rails is not more than 3 inches higher than the top of the rails 50 years ago?

Mr. Myers: The bottom of the rails today is not more than 3 inches higher than the bottom of the rails 50 years ago, but the tops of the rails are higher today by 3 inches plus the difference in the height of the 110 pound rails and the 60 pound rails which would make the tops of the rails today 6 inches higher than they were 50 years ago.

The surface of the footwalks on the South side of North Street between Carlisle and Stratton Streets and East of the depot properties, is higher today than it was 50 years ago by 3 or 4 inches. 50 years ago the footwalk was a plank sidewalk and later a cinder walk and later a cement walk and the difference in the surface of the footwalk is very slight. On the section of North Street West of Carlisle Street the footwalk on the South side of the street has been changed but slightly in elevation.

For the last 50 years the main track throughout North Street has been located at almost the exact spot that it now is located.

Since 1889 there has been a passing siding along North Street and North of the main track with its Western connection slightly West of Carlisle Street and leading thence Eastward across Carlisle Street and Eastwardly along North Street to and across Stratton Street.

From that siding private switches led Northward from a point near the Eastern end of the depot property leading West to the Buehler property. Since 1889 there have been various private sidings leading from the North side of North Street into properties North of North Street and East of Carlisle Street, and another private siding leading Westward to what is now known as the Thompson warehouse.

There has been little if any change in the location and elevation of these sidings in the last 50 years.

At no time within the 50 years has there been sufficient space on North Street East of Carlisle Street on either side of the main track or the passing siding or between the tracks to accommodate vehicular traffic as the street surface has been fully occupied by the main tracks and passing siding of the railroad and the footwalks on the South side of the street. On North Street West of Carlisle Street there has never been sufficient space between the main track and the South side of the street to permit vehicular traffic, but it has during that period always been sufficient unoccupied space on the Northside of the street to accommodate vehicular traffic and it has been so used.

The only access to any property on the South side of North Street throughout its entire length across the main track of the railroad was a private crossing across the main track into the rear of what was formerly the Washington Hotel property and leading from there to the stables lately owned by Dave McCleary along Race Horse alley. This was not a public crossing but a private crossing that was maintained by the railroad for the accommodation of the owners of the Washington Hotel. It crossed the curb line when the foot pavements were built by a cover over the gutter. That private crossing is still in existence but used infrequently.

RECEIVED BY

8 4 2 3

RECEIVED BY
ADAMS COMPANY

Clabaugh, Chad M.

From: Pat and Susan Naugle <psnaugle99@embarqmail.com>
Sent: Thursday, August 08, 2013 12:31 PM
To: 'Thomas Jolin'; 'Dan Hilliard'; 'Scott Dellett'; 'Dennis Hickethier'; Clabaugh, Chad M.; 'Harry Eastman'
Subject: RE: GIL Master Plan/Railroad Street Aug. 22 at 10am
Attachments: Railroad Street Interview 1938.pdf; Railroad Street Interview 1938 pg 2.pdf

To All:

Regarding Railroad Street: I have made 2 trips to the Historical Society. The last one I spoke with Tim Smith who advised that Railroad Street was originally North Street as named when the town was originally laid out. I found the attached document which talks about North Street and the walkways north and south of the rail line. It may be a deposition of some sort regarding the height of the rail bed some 50 years prior which would put that at around 1888. It also talks about the walkways on either side from Stratton to Washington Street. The insurance map at the Borough dated 1886 lists the street as Railroad so the name change must have been made prior to that -maybe as part of the completion of the line along the street.

The rail line was part of the Western Maryland Railway system. I have located information about the construction of the rail way by the Gettysburg Railroad Company from Hanover to the Gettysburg station at Carlisle Street but have not nailed down exactly when or who built West of Carlisle Street. It may have been the Hanover Junction, Hanover and Gettysburg Railroad Company which completed 10 miles of railroad from Gettysburg to Orrtana from 1884 to 1885. Work was completed 5/30/1885. There were two sets of rails and lots of side rails in the early 1900s per a Western Maryland plot plan dated 1937 for the section from Stratton to Carlisle Street. Unfortunately, it only shows a small section west of Carlisle Street.

There is a man in Blue Ridge Summit – Dave Cline - who collects all kinds of Western Md RR information and is considered to be the premier historian on the line. Do any of you know if anyone has been in touch with him? If not I will attempt to contact him to see if he has any documents that might help us with our plan. I understand that Sara has done some research on Council minutes (Tim Smith suggested we check those) and I will talk with her when she returns from vacation.

Susan

From: Thomas Jolin [mailto:jolin@pa.net]
Sent: Sunday, August 04, 2013 9:00 PM
To: Dan Hilliard; Scott Dellett; Susan Naugle; Patricia Lawson; Dennis Hickethier; Brian Devost; Chad M. Clabaugh
Cc: Harry Eastman; Bob Thomas; Florence Ford
Subject: GIL Master Plan/Railroad Street Aug. 22 at 10am

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Harry Eastman has been unable to find a definitive ROW agreement between the Borough and Railroad originator, since passed down to CSX.

1888 Railway Deed:

WESTERN MARYLAND RAILROAD - FREIGHT STATION, Gettysburg

Star & Sentinel, 12 June 1888, p. 3/c. 1 "Local Miscellany"

The Balto. & Harrisburg railroad are making extensive improvements on Railroad street. They are laying several new switches on the street, and are tearing down the old freight depot, which will be rebuilt on the lot purchased from Samuel Herbst, south of the street.

Deed 00/284 David Wills to the Baltimore & Harrisburg Railway Co.;
dated ~~24~~ October 1888.

And Whereas the Western Maryland Railroad Company, desiring to acquire said properties in order to increase its facilities for business by constructing tracks and sidings over ~~XXXX~~ and upon said three tracts of land herein before described and By erecting a freight house thereon applied to David Wills for an advance of thirty seven hundred dollars for that purpose

Note: According to this instrument, Western Maryland became the lessee "of all property of the Baltimore and Harrisburg Railway Company!" The lease was recorded in Deed Book MM/291 et seq. ~~XX~~ and was dated 10/25/1886.

Star & Sentinel, 15 May 1888, p. 3/c. 3 "Sales"

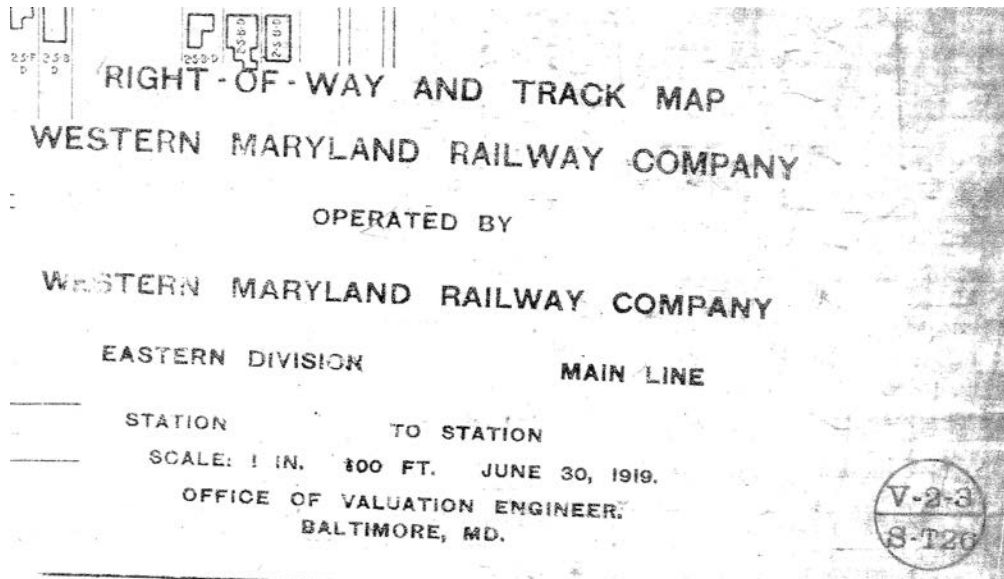
The Western Maryland R. R. has purchased from Samuel Herbst, three lots adjoining the Wolf warehouse property for \$400 and three lots from Hon. S. R. Russell for \$600.

Property of

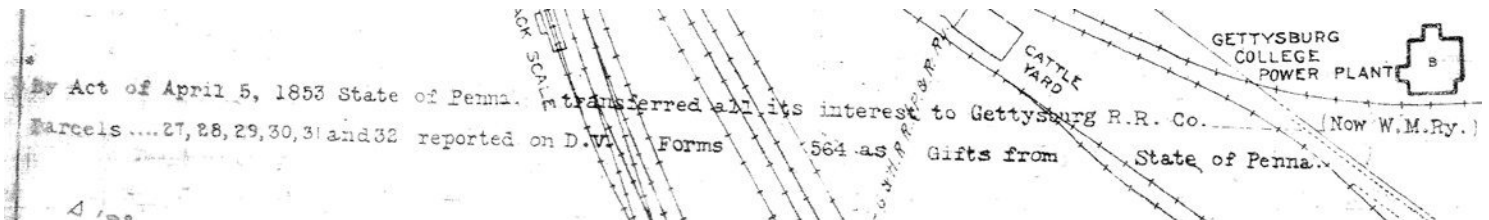
Adams County Historical Society

Gettysburg, Penna.

June 30, 1919 Maps:

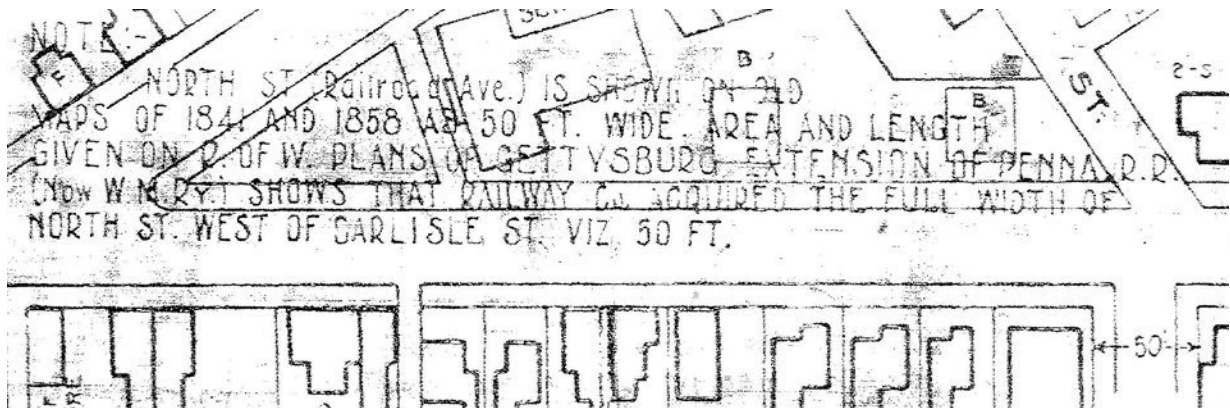


Act of 1853 as Noted on June 30, 1919 Map:



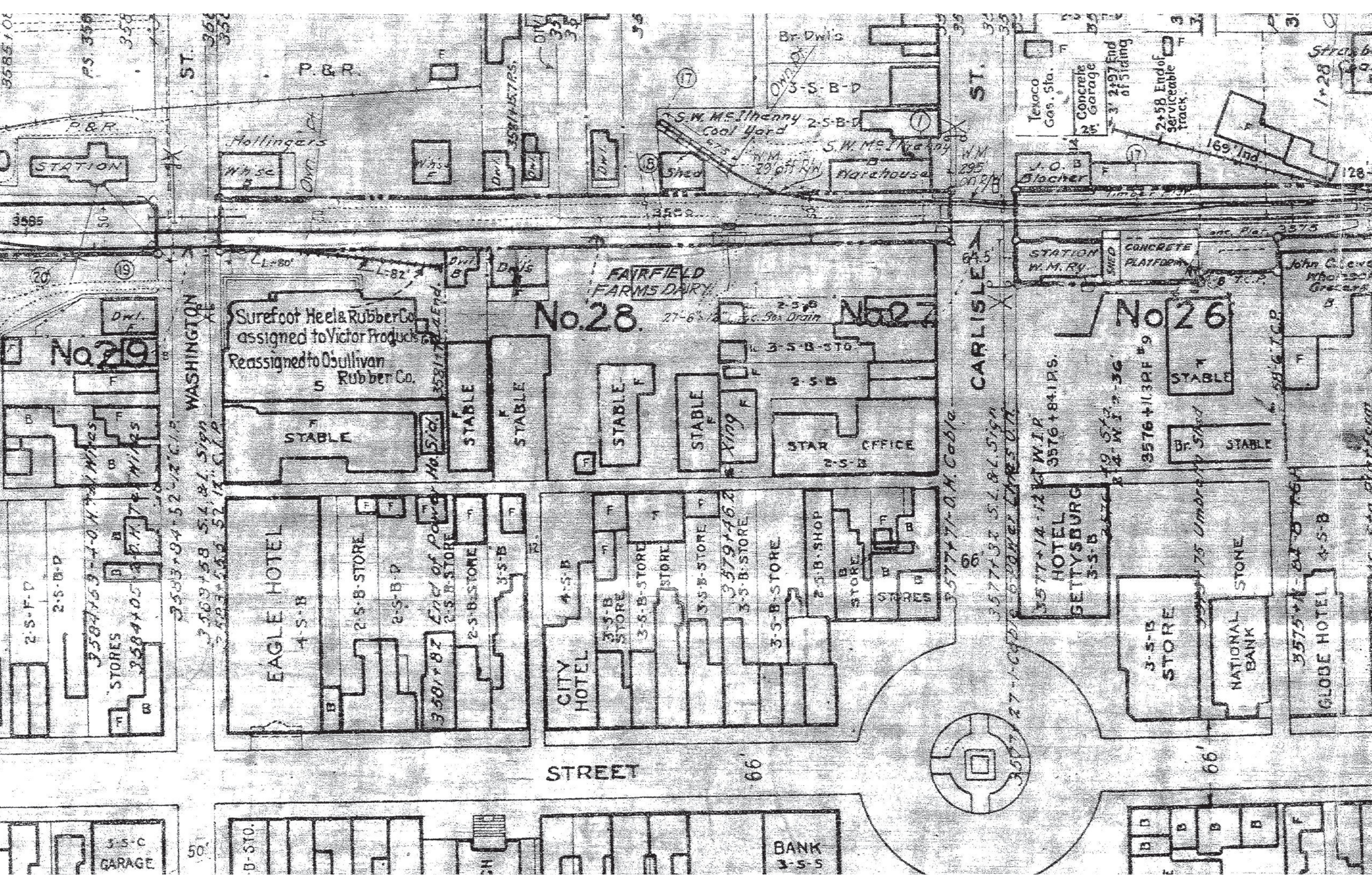
Note on June 30, 1919 Map:

NOTE: North St. (Railroad Ave.) is shown on old maps of 1841 and 1858 as 50 ft. wide area and length given on R. of W. plans of Gettysburg extension of Penna. R. R. (now W.M. Ry.) shows that Railway Co. acquired the full width of North St. west of Carlisle St. viz 50 ft.



SCHEDULE OF PROPERTY

PARCEL No.	CUSTODIAN'S No.	KIND OF INSTRUMENT	DATE OF INSTRUMENT	GRANTOR	GRANTEE	RECORDED			REMARKS
						BOOK	PAGE	DATE	
19	BH 352	Release	Nov 28 1857	Adam Doerson and Nicholas Codori	G RR Co	D	118	Sep 20 1919	Bed of North Street
20-25	BH 353	Charter	Mar 24 1850	State of Pennsylvania	"				
21	BH 354	Deed	Apr 18 1888	Samuel R Russell	David Wills	00	40	May 8 1888	
21-22-40	BH 354	Agreement	Oct 24 1888	David Wills	The B&H Ry Co & The W M RR Co	00	284	Nov 2 1888	
21-22-40	BH 354	Deed	Apr 2 1894	David Wills	The B&H Ry Co	UU	172	Apr 3 1894	
22	BH 354	Deed	Apr 27 1888	Samuel Herbst & Wife	David Wills	00	38	May 8 1888	Crossing Stratton Street No record found
23	BH 355	Deed	Sep 24 1887	S R Russell and Maria Wilson	The B&H Ry Co	NN	174	Sep 24 1887	
23	BH 355	Release	Feb 29 1896	J B McPherson Admr	"	A	552	Feb 29 1896	
24	BH 355 1/2			Crossing Stratton St					
25	BH 353	Release	Jul 31 1889	Adam Etzler	"	UU	311	Nov 18 1889	
26	BH 356	Grant	Nov 28 1857	George W McClellan	G RR Co				Crossing Carlisle St
26	BH 356	Grant	Sep 29 1886	John H McClellan	The B&H Ry Co				
26	BH 356	Agreement	May 23 1890	Simon J Diller	"	QQ	291	May 24 1890	
27	BH 357	Cond	Jan 29 1841	Board of Gettysburg	State of Pa* use of G RR Co	4540 3366			
28	BH 358	Cond	Jan 29 1841	Board of Gettysburg	State of Pa* use of G RR Co	4540 3366			
28	BH 358	Cond	Apr 10 1849	J B McPherson	"				
28	BH 358	Cond	Apr 10 1849	Robert Smith	"	6079			
28	BH 258	Cond	Apr 10 1849	Heirs of Samuel Sloan	"	6079			
						6078			



GETTYSBURG BOROUGH,
CUMBERLAND TWP.,
ADAMS CO.,
PENNSYLVANIA

GETTYSBURG
POP. 1820-4439

STATION	COMPL. REP. NO.	DATE COMPL.	DATE PUT ON MAP	KIND OF CHANGE
35771	5-22-3	Sept. 13, 1931	January 16, 1932	Left-Handing Carlisle St.
35824+39	17-24-3	Oct. 13, 1934	September 10, 1935	Change in Building
35771+16	19-24-3	Sept. 11, 1934	January 16, 1935	Demolish Tiller etc.
35824+36.3	62-22-3	Sept. 18, 1932	November 3, 1933	Demolish No. 5 Turnout
35824+36.3	68-27-3	Dec. 31, 1927	December 3, 1927	Stake downed RT & L Co.
Station Street	47-27-4	Feb. 13, 1931	March 19, 1931	New RT & L Turnout
35771+10, 35824+35	92-27-3	Nov. 30, 1937	June 27, 1939	New Rwy Crossing Signs
35771+42	29-39-3	Oct. 4, 1934	Dec. 20, 1941	Ref. 715 Shub and Sliding
35771+46	7-49-4	Jan. 2, 1945	Jan. 29, 1946	Refire Sliding 90'

NO.	REVISION	REFERENCE	PLOTTED	DATE	BY
1	Revised to include Street Closures, Y. 508	See 3-3544157	4-28-31	1931	W.H.B.

NOTICE: While some utility occupations may be noted on this Valuation Section Map, because of the lapse of time from original construction, the possible interference of tracks, and reliance on third party documents furnished to C&D, persons utilizing these Maps are ADVISED that neither C&D nor C&D's warrant, represent or guarantee that all utility occupations are shown thereon, or the utilities shown thereon are in fact located as shown. Parties utilizing said Maps are FURTHER advised to make independent inquiry of local utilities identified, of other utilities having facilities or operations in the general or immediate vicinity as to such locations, and to make physical inspection and/or survey of the subject areas.

THIS MAP WAS PLOTTED
DATE: 12-3-1
TIME: 10:50
NOTE: MAPS OLDER THAN
6 MONTHS SHOULD BE
DESTROYED

NOTE: NORTH ST (Railroad Ave.) IS SHOWN ON OLD MAPS OF 1841 AND 1855 AS 50 FT. WIDE, AND AS 100 FT. WIDE ON A NEW PLANS OF GETTYSBURG, PENNSYLVANIA, 1920 (See W.M.R. Co. SHOWS THAT RAILWAY CO. ACQUIRED THE FULL WIDTH OF NORTH ST WEST OF CARLISLE ST. VIZ. 80 FT.

SUPPLEMENTARY COPY NO. 12-3-A IN A SERIES OF 11 MAPS OF WESTERN MARYLAND
TOWNSHIP COMPANY FROM SURVEY STATION 101000 TO SURVEY STATION 1000 75

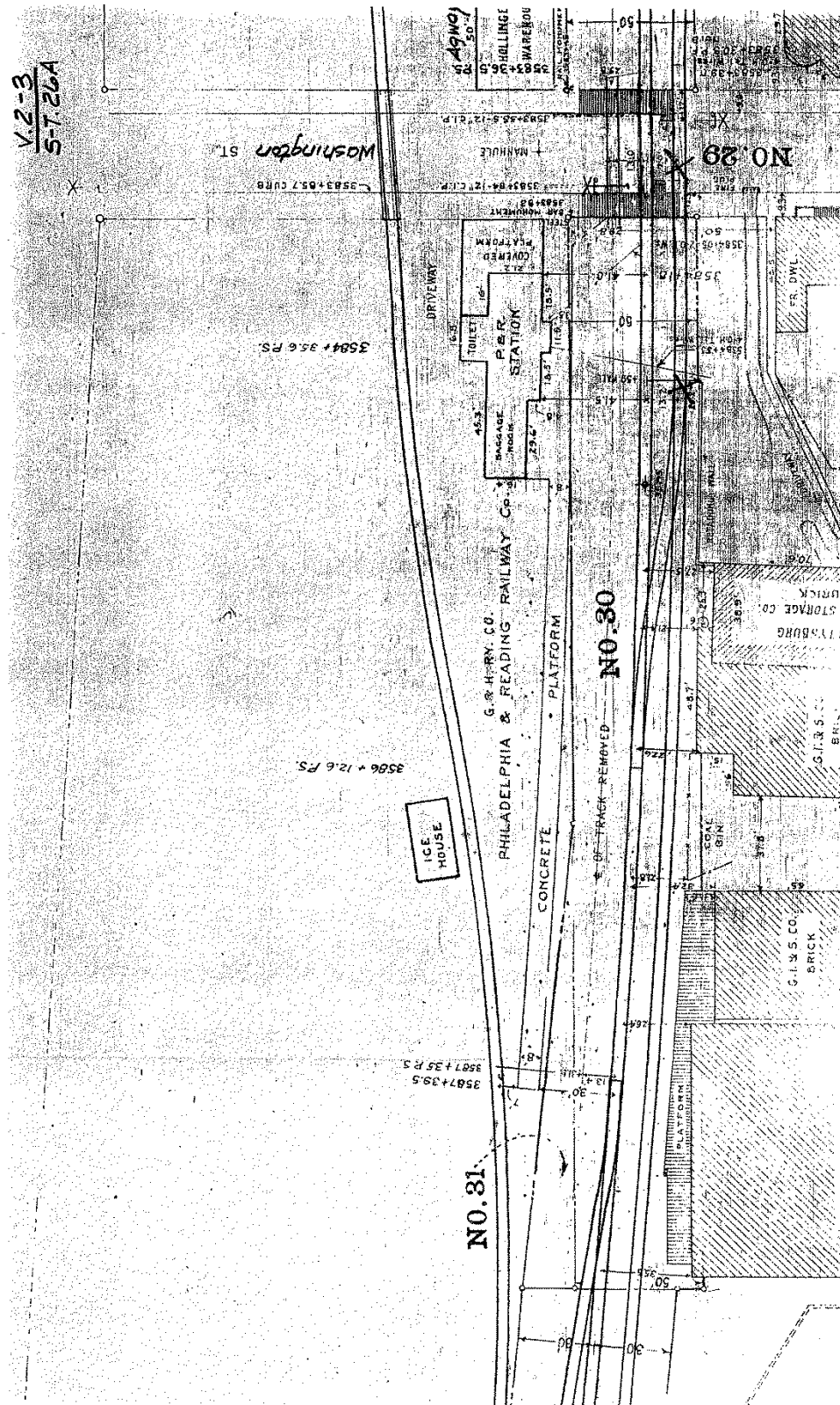
C. O. G. COLLECT
ILLUSTRATION DIVISION

SPECIAL
STATION MAP TRACKS AND STRUCTURES
WESTERN MARYLAND RAILWAY COMPANY
OPERATED BY
WESTERN MARYLAND RAILWAY COMPANY

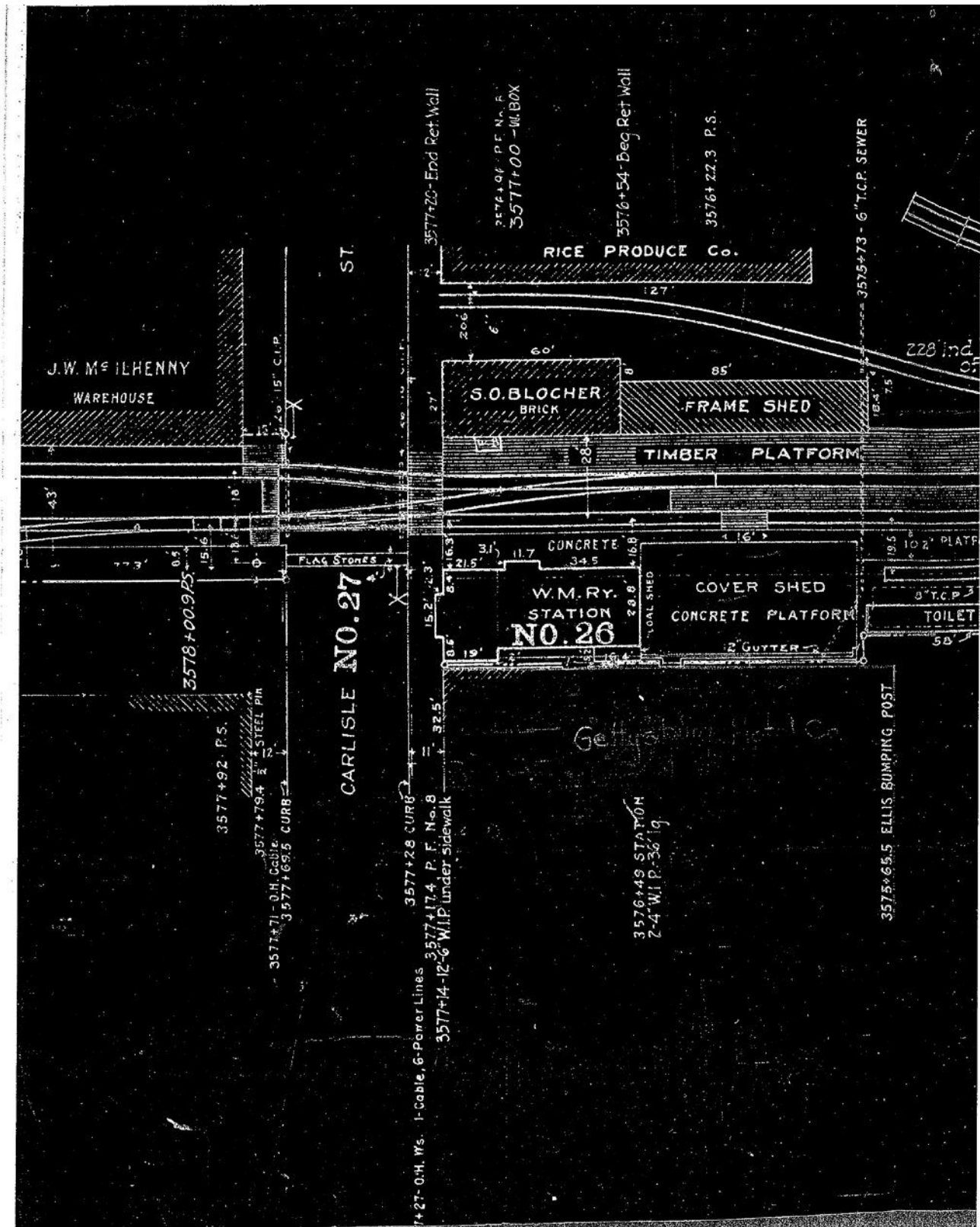
EASTERN DIVISION MAIN LINE V21341

STATION 3571 + 00 TO STATION 3592 + 75
SCALE: 1 IN. = 40 FT. JUNE 30, 1919.
OFFICE OF VALUATION ENGINEER,
BALTIMORE, MD.

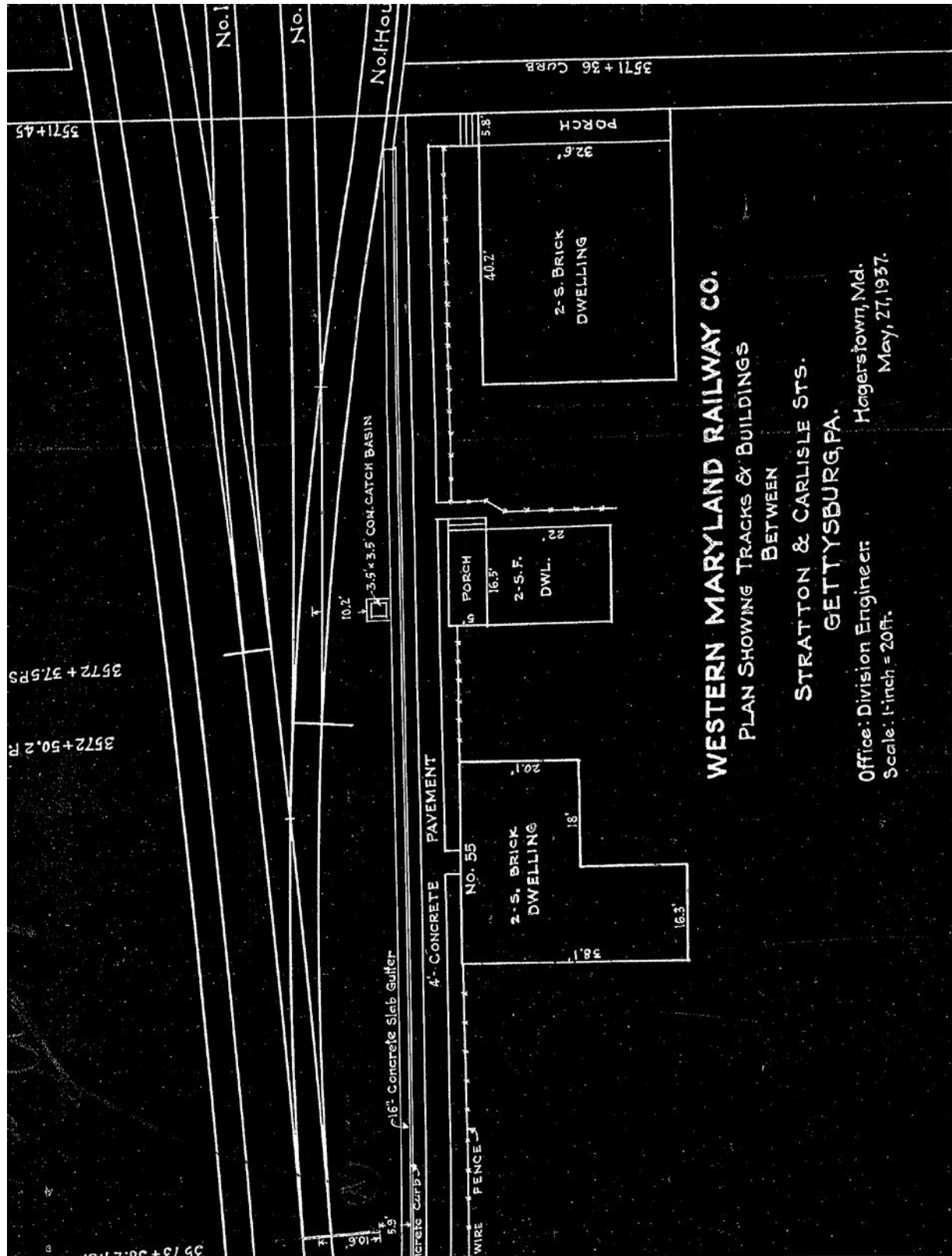
V2-3
5-1264



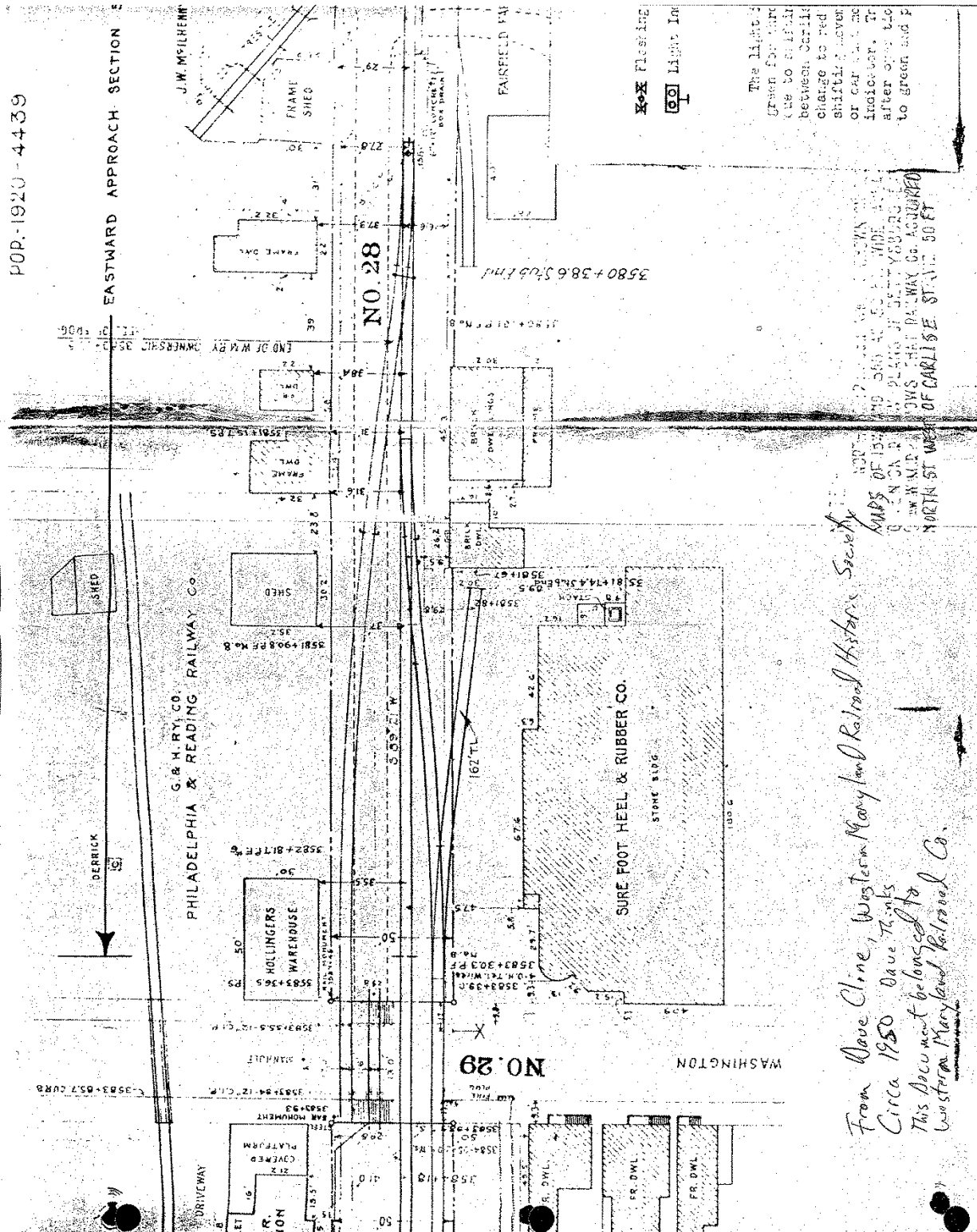
1937 Maps:



1937 Maps:



1950 Map with Right of Way:





APPENDIX G

TRAIL BENEFITS



Gettysburg Inner Loop

Health Benefits of Bicycling and Walking

From the Wellspan 2018 Adams County Community Health Needs Assessment:

- Chronic Disease rates are plaguing our community, much like other communities nation-wide
- 72% of Adams County residents are overweight or obese, a cause of diabetes and heart problems
- 34% reported having high cholesterol
- 41% reported having high blood pressure.
- 13% of respondents advised that they were diabetic
- 9 % reported they had heart disease, a heart attack or stroke
- These chronic disease rates are likely attributable to root causes related to lifestyle and health behaviors
- Only 19% reported exercising 30 minutes or more on five days in the past week

“Unless effective population-level interventions to reduce obesity are developed, the steady rise in life expectancy observed in the modern era may soon come to an end and the youth of today may, on average, live less healthy and possibly even shorter lives than their parents.” (Olshansky et al., *New England Journal of Medicine*, March 17, 2005.)

Young teens who live in neighborhoods where they can safely bike and walk to school and other destinations are significantly less likely to be obese. (*Priedt, R., 2010*)

Commuting physical activity, independent of leisure time physical activity, is associated with a healthier level of most of the cardiovascular risk factors (e.g., HDL cholesterol, LDL cholesterol and triglycerides). (*von Huth Smith, L., et al., 2007*)

Overweight adolescents who participate in bicycling 3 to 4 days per week are 85% more likely to become normal-weight adults. (*Menschik, D., et al., 2008*)

A study of nearly 2,400 adults found that those who biked to work were fitter, leaner, less likely to be obese, and had better triglyceride levels, blood pressure, and insulin levels than those who didn't active commute to work. (*Gordon-Larsen, P., et al., 2009*)

Cyclists on average live two years longer than non-cyclists and take 15% fewer days off work through illness. (*CTC*)

As a nation, we are facing tremendous adverse health conditions associated with decreased physical activity. The USA has nearly 4 times the obesity rate as The Netherlands. (World Health Organization 2005: Netherlands obesity rate 10.4% men and 11.5% women verses USA: obesity rate 36.5% men and 41.8% women) It is no deep mystery as to what their primary success secret is: they bicycle...and we ride in cars. Years ago they developed a safe bicycle system. -Dr. Kevin Mosser, President and CEO of Wellspan, 2009

-\$190 billion.... Annual American health bill caused by obesity (2012 Harvard School of Medicine Study per Rails to Trails Conservancy Fall 2013)



Economic Impact of Trails: Grand History Trail and Gettysburg Inner Loop

Below are excerpted statements from studies by the Rails-to-Trails Conservancy regarding economic benefits of trails and greenways, mainly from their study "Trails and Economic Development." Other sources are cited, as noted.

1. Trails and greenways can increase perceived quality of life in a community, and consequently attract new businesses.
2. Former Pittsburgh Mayor Tom Murphy, testifying at a Congressional hearing, credited trail construction for contributing significantly to a dramatic downtown revitalization.
3. The Great Allegheny Passage Economic Impact Study (Campos, 2009) attributed 2008 revenue of \$40,677,299 and it was projected that businesses distributed \$7,500,798 in wages.
4. In the months following the opening of the Mineral Belt Trail in Leadville, Colorado, the city reported a 19 percent increase in sales tax revenues.
5. As a result of their recent new trail system, Indianapolis, IN has experienced an 11% trail side property value increase as the properties are purchased, rehabbed or developed. -Rails to Trails 2015 Winter Issue
6. Trails, according to a National Association of Homebuilders study cited by *The New York Times*, are the number one amenity potential homeowners cite when they are looking at moving into a new community.
7. In Minneapolis, the Midtown Greenway has spurred development of new housing and businesses to take advantage of the desirable location adjacent to the trail.
8. Lindsey et al (2003) found that proximity to a greenway generally has a statistically significant, positive effect on property values.
9. A 1993 survey of 38 businesses along the Cape Cod Rail Trail in Massachusetts found that 24 percent of the business owners cited the rail-trail as one reason they opened or acquired their business
10. The Heritage Rail Trail County Park (21 miles) in York County, PA cost \$4.5 million dollars to construct (1990-1999). On average over the past 15 years 37% of trail users come from outside of York County. Average annual spending by trail users on consumable goods is \$2.3 million or \$35 million over the past 15 years. -Carl Knoch, Chairperson York County Rail Trail Authority.

Extras: personal health, less pollution, convenient transportation, recreation.... www.habpi.org



APPENDIX H

PENNDOT CORRESPONDENCE

Project: Gettysburg Inner Loop Master Plan

Subject/Purpose:

This meeting is being conducted to determine the feasibility of the preliminary design goals determined during the Greenway Master Plan preparation.

Date/Time: April 1, 2013, 9:00 AM

Location:

PennDOT District Office (York Conference Room)
2140 Herr Street
Harrisburg, PA 17103

Attendees:

- Aaron Jolin C.S. Davidson, Inc.
- Richard Alandar (PennDOT)
- Eric Kinard (PennDOT)
- John Bachma (PennDOT)

Preliminary Plan Meeting Discussion Points:

- 1.) Carlisle Street Crossing
- 2.) Buford Avenue Improvements
- 3.) West Middle Street Crossing

1.) Carlisle Street Improvements:



- 10' stamped walk, warning lights, ADA ramps and signage
- A utility pole and guide wires on the east side of Carlisle Street as well as one utility pole located in the area of the proposed south side bike trail that supports a cobra-head light illuminating existing parking outside of the right-of-way will need to be relocated
- Modification/relocation/redesign of a storm sewer outlet on Carlisle Street at the proposed crossing and at the entrance of the Lincoln Dinner Parking Lot (from Rail Road Street)

Traffic control requirements:

Permitting Requirements:

2.) Buford Avenue (Route 30) Improvements: (See IIX17)

- Trail expansion along Route 30, west bound lane- take total road width from 36' to 30', leaving existing east bound lane as 16' and reducing west bound lane from 20' to 14' keeping the center line the same.
- 10' stamped walk, warning lights, ADA ramps and signage in two locations at intersection of Race Horse Alley with Buford and Reynolds Street and Buford

- Modify/relocate/redesign existing storm sewer facility, inlet, etc. as feasible. Mapping of the existing system was studied and local property owners, who witness flooding during large storm events, were interviewed. From the cursory research that was done, it is anticipated that the existing system will need to be replaced. Generally speaking the existing interceptor that connects inlets at Reynolds Street to Steven's Run at the Buford Culvert would be abandoned and replaced with a new pipe that would be installed such that it would discharge at the Race Horse Alley Culvert. This new configuration should be designed to alleviate ponding in Race Horse Alley. It is important to note that no hydraulics and hydrology engineering has been done for this collection and conveyance system as part of this Master Plan. A significant amount of engineering will be necessary to properly size the system, obtain PennDOT permits, obtain DEP permits and coordinate with other underground utilities. An estimated cost for this system was added as a lump sum line item to the cost estimate however the cost may vary greatly depending on the final solution.
- The Borough would like improvements (in particular the transitions to the narrower lanes) to be completed such that PennDOT will not require the Borough to plow the snow through this section of Buford Avenue. A 1:12 transition where the trail starts and the westbound travel lane narrows is proposed. This should provide adequate transition allowing for PennDOT to maintain snow removal. A concrete rumble street and or slightly raised table top may be utilized at the entrance to Race Horse Alley within the transition zone. This will serve to provide visual and tactile means of alerting drivers of the transition and will calm traffic entering the multiuse alley.
- Crossing of existing access driveways including the United States Postal Service entrance/exit may require driveway and signage modification. To date, no correspondence with the USPS has been completed. The design should analyze where impervious connections to Route 30 can be reduced or a separation created between right of way and existing properties for the purpose of optimizing green space. Coordination with property owners will be required during design.
- Utility poles and signage may need to be relocated.
- Lighting should be installed as required based on analysis of existing conditions. Lighting shall be designed by a lighting designer and installed to provide light levels adequate for the intended use of the multi-use trail, as feasible using the Borough specified light fixture and with a preferred spacing of 50'-75' as typical for other recently completed street projects.
- Street trees and shrub landscaping should be added where feasible for maximization of green space. The vegetation will be located within the variable width 3' to 4' landscaping between the trail and Bufford Avenue west bound travel lane.
- A maintenance agreement may need to be enacted with PennDOT for the crosswalks.

Traffic control requirements:

Permitting Requirements:



3.) West Middle Crossing:



- 10' stamped walk, warning lights, ADA ramps and signage in the configuration shown (transition at a road going from multi-use trail to a on road trail at intersection crossing)

Traffic control requirements:

Permitting Requirements:

Meeting discussing the Gettysburg Inner Loop (GIL) Greenway Master Plan took place at the District 8 office in the York Room at 9:00 AM.

Attendees:

- Rickey Barnett (PennDOT - Traffic Control Specialist)
- Rich Alandar (PennDOT - Assistant Permit Manager)
- Edward Johnson (PennDOT - HOP Supervisor)
- Aaron Jolin (C.S. Davidson, Inc. – Project Engineer)

General Talking Points:

This was an informal meeting where the broad ideas laid out in the master plan were presented and discussed. Based on the presentation of a general overview, PennDOT could not provide a yes or no answer to many items discussed. Further correspondence will need to be presented in the design phase as specifics for plans are developed and as PennDOT has the chance to review technically. General design guidance offered was as follows:

- PennDOT confirmed that the proposed crossings (Carlisle Street at Rail Road Street, Buford Ave at Reynolds Street and Race Horse Alley, and West Middle Street and Reynolds Street) are not mid-block crossings
- All applications will have to be made through EPS
- In addition to a HOP application, All crossings where warning lights are installed will require traffic review which will include at a minimum at TE Form and Flashing Warning Device Permit.
- All materials and specifications for improvements within the right of way will have to be approved by PennDOT.
- Signoff of any design by PennDOT Maintenance Department for all design will be required. PennDOT suggest increasing discussion between Borough Maintenance Department and PennDOT Maintenance Department on the design as it relates to signoff by PennDOT Maintenance Department.

Carlisle Street Crossing:

- Any drainage improvements will require a separate HOP submitted separately through EPS. PennDOT suggests coming back for a meeting when design specifics for the storm sewer modifications are completed. A narrative should be included describing the existing situation and proposed improvements. If possible the storm sewer improvements should be completed such that the system does not discharge to the street.
- For relocation of utilities and for work around the rail road, PennDOT will require documentation and approvals by the impacted entities.

Buford Avenue:

- PennDOT commented that storm drainage issues should be rectified with the proposed plan (prior to installing the trail and as proposed). Any drainage improvements will require a separate HOP submitted separately through EPS.
- Appropriate site distances shall be provided when incorporating trees and shrubs along the street. A maintenance agreement to keep vegetation from blocking site distances may be required.
- PennDOT would like to see the USPS entrance size reduced. An HOP would be required if the entrance size is reduced. If possible, entrances to other properties should be permitted. (This may not be required if the entrances are not being reconfigured.) Sign off from property owners where the trail crosses existing entrances will be required.
- PennDOT suggested using stamped asphalt at the location of Race Horse Alley and driveway entrances. The design/use of the permeable paver system will need to be approved by PennDOT.
- On the issue of snow maintenance, the plan must be designed in such a way to provide adequate visual evidence of any transition at a time when there is snow on the ground. The use of shrubs in the grassy area between the curb and proposed multiuse trail may provide a suitable option. Raising the entrance to the alley above the street may be another option.

West Middle Street:

- PennDOT would prefer that the proposed crossing was “squared up” to cross the street perpendicularly with a single crossing. If the entrance configuration shown is provided for permitting, explanations for the reasoning behind the design will have to be provided and there is no guarantee that the design will be accepted. Planning the crossing as PennDOT prefers with the perpendicular crossing will require the existing curb cut to be relocated and may require modifications to a storm drain grate in the new area.