



North Warren Trail Feasibility Study

Warren County, Pennsylvania

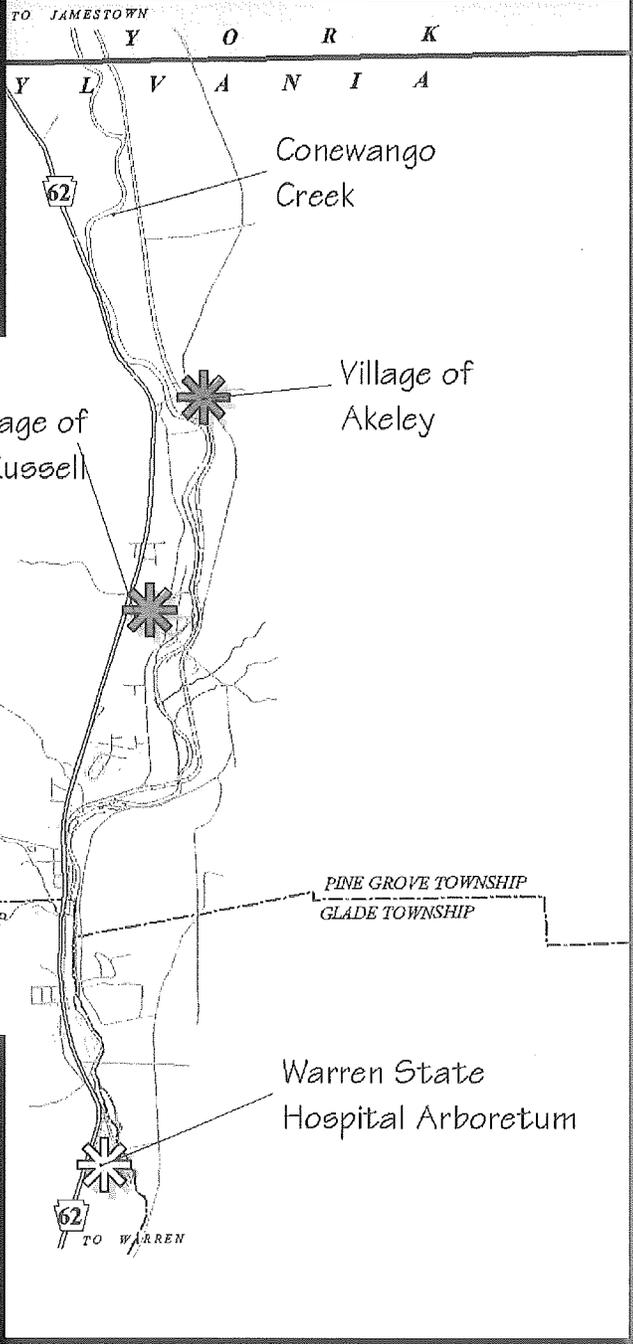


ON TOWNSHIP
PINE GROVE TOWNSHIP

ANGO

TOWNSHIP

PINE GROVE TOWNSHIP
GLADE TOWNSHIP



Acknowledgments

The following individuals and groups are recognized for their insight and meaningful input into this study:

Warren County Commissioners

James P. Hunter, Chairman
John M. Zavinski, Vice-Chairman
Howard C. Brush, Secretary

Warren County Planning Department

Daniel H. Glotz, Director
Lori Dunlap, Grant Administrator
Carol Ives, Secretary

PennDOT District 1-0

Dean Collins

Study Group Members

Jack Angove, Pine Grove Township
Robert L. Hansen, Jr., Member at Large
Jim Fincher, Chatauqua Rails-to-Trails, Inc.
Art Sager, Pine Grove Township Recreation Authority
Jim Ostergard, Member at Large
Buster Godden, Warren Mall Manager

This study was financed in part by a grant from the Keystone Recreation, Park and Conservation Fund, under the administration of the Pennsylvania Department of Conservation and Natural Resources, Bureau of Recreation and Conservation and in part by Warren County.

May 14, 2002

Table of Contents

Introduction	<u>1</u>
Benefits of Trails	<u>2</u>
Study Boundaries	<u>4</u>
Citizen Participation	<u>5</u>
Study Group Meeting One	<u>5</u>
Compatibility with Adjacent Land Uses	<u>7</u>
Physical Inventory	<u>7</u>
Physiographic Analysis	<u>7</u>
Natural Features Inventory	<u>7</u>
Floodplains	<u>7</u>
Wetlands	<u>8</u>
Wildlife Analysis	<u>9</u>
Structures Analysis	<u>9</u>
Infrastructure and Utilities	<u>12</u>
Intersections, Bridges, and Access Points	<u>12</u>
Environmental Hazards	<u>13</u>
Analysis Maps	<u>23</u>
Analysis	<u>35</u>
Financial Feasibility	<u>35</u>
Alignment One	<u>37</u>
Alignment Two	<u>38</u>
Alignment Three	<u>40</u>
Economic Impact of Trails	<u>42</u>
Financial Feasibility Conclusion	<u>43</u>
Legal Feasibility	<u>44</u>
Railroad Corridor Ownership	<u>44</u>
Summary of Interviews	<u>46</u>
Legal Feasibility Conclusion	<u>46</u>
Adjacent Private Property	<u>51</u>
Alignment One	<u>51</u>
Alignment Two	<u>51</u>
Alignment Three	<u>52</u>
Corridor Interest and Adjacent Property Owner Maps	<u>53</u>
Usage Feasibility	<u>67</u>
Trail Alignments	<u>68</u>
Alignment One	<u>68</u>
Alignment Two	<u>70</u>
Alignment Three	<u>73</u>
Proposed Trail Alignments Maps	<u>77</u>
Public Input Session One	<u>91</u>
Rail-Trails, are They Safe?	<u>91</u>
Preferred Trail Alignment	<u>94</u>
Narrative of Proposed Trail Segments	<u>94</u>
Auxiliary Facilities	<u>97</u>
Focus Group Meeting	<u>97</u>

Warren County Commissioner's Update	<u>97</u>
Public Input Session Number Two	<u>98</u>

Recommendations	<u>99</u>
Trail Concept Plan	<u>99</u>
Property Acquisition	<u>99</u>
Pedestrian Improvements to Hatch Run Road	<u>117</u>
Trail Operation, Maintenance and Security	<u>121</u>
Basis for Operation	<u>121</u>
Organizational Structure	<u>122</u>
Liability	<u>123</u>
Trail Management and Maintenance Budget	<u>124</u>
Trail Construction	<u>129</u>
Trail Width	<u>129</u>
Trail Grade	<u>129</u>
Trail Materials and Trail Cross-Section	<u>129</u>
Trail Barriers	<u>130</u>
Trail Identity and Character	<u>131</u>
Trail Access	<u>131</u>
Trail Signage	<u>133</u>
Hours of Operation	<u>133</u>
Code of Conduct	<u>133</u>
Security and Emergency Response	<u>135</u>
Implementation Strategies	<u>136</u>
Short Term Goals	<u>136</u>
Medium Term Goals	<u>139</u>
Long Term Goals	<u>140</u>
Funding Opportunities	<u>142</u>
Fund Raising	<u>148</u>

Appendices

Appendix One	- History of the New York Central Valley Line
Appendix Two	- Guide to Railroad Records at the National Archives
Appendix Three	- Meeting Minutes and Trail Petitions
Appendix Four	- Newspaper Articles
Appendix Five	- Description of Adjacent Wetlands
Appendix Six	- Property Owners Adjacent to Proposed Alignments
Appendix Seven	- Pennsylvania Rails-to-Trails Act
Appendix Eight	- Pennsylvania Recreation Use Statute
Appendix Nine	- Pennsylvania Political Subdivision Tort Act
Appendix Ten	- Rails to Trail Conservancy Fact Sheets
Appendix Eleven	- Quit Claim Deeds and Valuation Maps for Property Transferred from United Rail Corporation
Appendix Twelve	- Memorandum of Understanding and By-Laws of the Regional Trail Corporation
Appendix Thirteen	- Sample Trail Easement
Appendix Fourteen	- Warren County Businesses

Executive Summary

Goal

The goal of this study is to determine the feasibility of extending the North Warren Trail northward, to the New York State border, where it will join the Chautauqua Rails-to-Trails. The proposed extension is approximately eight and one-half miles long. This summary will highlight the high priority recommendations of this study. A thorough analysis and detailed description of the resulting recommendations is documented in the study.

Key Observations

During the course of the study several key observations were made. These include the following:

- ▶ There is support for the trail from the community and current trail users.
- ▶ Residents who use the trail prefer future extensions of the trail to be on the former railroad corridor. Alternatives that place the trail adjacent to local roadways is not acceptable to them due to safety concerns.
- ▶ Property owners adjacent to the proposed trail between the Warren State Hospital and the intersection of State Route 62 and the Warren Jamestown Road support extension of the trail
- ▶ The majority of the property owners adjacent to the proposed trail between the intersection of State Route 62 and the Warren Jamestown Road and State Game Lands 282 oppose extension of the trail, especially if it were to be adjacent to or through their property.
- ▶ Some adjacent residents have concerns with extension of the trail. These concerns include trespassing, littering, vandalism, robbery and mugging.
- ▶ To date two parallel efforts to extend the trail have taken place. One by Warren County and the other by Pine Grove Township. Based on feedback received from residents during the course of this study the efforts are sometimes contradictory and are not well coordinated, especially those efforts by Pine Grove Township. These efforts are upsetting potential land donors and causing them to reconsider whether it is in their best interest to donate or sell their property for future trail extension.

Findings and Recommendations

Before implementing any recommendations of this study, the issue of property ownership for the northern section should be further researched and resolved. It is understood there is a desire to expend resources to lengthen the trail as soon as feasibly possible. However, it is more important to understand what ultimate goal is going to be achieved. Property that may be acquired today, may not always be available in the future. Furthermore, in acquiring property for the trail, continuity of the trail should be the highest priority, above all others. Therefore, flexibility must be maintained in the negotiation process. And by all means acquisition should be accomplished in a manner that responds to concerns of adjacent property owners. Therefore, if a property owner is willing to donate a portion along the edge of his property to ensure continuity of the trail it should be accepted. As opposed to holding out for the owner to donate the former rail corridor which may be bisecting their property.

Trail Alignment

The study analyzed three potential alignments. Alignment One follows the existing rail corridor for its entire length, Alignment Two leaves the rail corridor between Kopf's Point and Russell to avoid property acquisition and the construction of three bridges, and Alignment Three follows Big Four Road on the eastern side of the Conewango Creek.

Based on public input, it is apparent Alignment One is the most desirable alignment for the proposed trail extension. Alignment One follows the former railroad corridor for its entire length. This alignment was selected because it provides the highest degree of safety for pedestrians and cyclists, the route maintains the historic character of the Dunkirk, Allegheny Valley and Pittsburgh Railroad, and the route follows the scenic Conewango Creek valley. The physical inventory, legal feasibility, and financial analysis indicate use of the former rail corridor would be possible to the intersection of Kopf's Point (near the intersection of State Route 62 and Warren Jamestown Road). And, should property concerns of the northern section not be resolved Alignment Two will ensure the trail will reach the village of Russell.

If property issues related to the northern section are resolved amicably, then further extension of the trail, approximately 5.98 miles northward, could be realized.

Warren State Hospital to Intersection of State Route 62 and the Warren to Jamestown Road Segment

This study has concluded it is feasible to extend the trail between Warren State Hospital and intersection of State Route 62 and the Warren Jamestown Road. A distance of approximately 2.45 miles. The key person interviews of property owners in this segment have verbally indicated their willingness to dedicate an easement, or property, for the proposed trail. This study recommends this section be developed in a series of phases over the next five years. The cost associated with constructing this section could be as much as \$865,000 if the project is publicly bid utilizing prevailing wage rates. However, a significant savings could be realized utilizing in-kind services, donated services and volunteer labor.

Further extension of the trail is questionable at this time due to the following property ownership issues.

State Route 62 and the Warren to Jamestown Road to the New York State Line Segment

Several segments of this corridor have been purchased by private individuals. Other sections were sold via Quit Claim Deed to Pine Grove Township and the Chataqua Rails-to-Trail, Inc. Some of the adjacent property owners dispute the fact that land within the former rail corridor was actually sold. Instead, their position is that the land had reverted back to the adjacent land owners. Several of these individuals indicated they would consider granting an easement or property for the proposed trail while others have indicated they would not.

Prior to purchasing any additional interest in the corridor additional research must be conducted on the fifty-seven properties involved in this section. First, railroad records held at the National Archives should be reviewed. Should the National Archives research prove unsuccessful in determining form of ownership, a Title Search should be conducted for the parcels involved. This search should begin with the a grantee index search for the railroad who purchased the property. The grantee index search of the New York Railroad's Valley Line predecessors, including the Dunkirk, Allegheny Valley, and Pittsburgh Railroad, may give some insight on the type of interest being purchased.

Once the research has been completed and a preliminary determination of ownership is made it is recommended the County, or purchaser, retain an attorney who specializes in railroad corridor acquisition. The role of the attorney should be to review the research collected, provide a professional opinion as to the current ownership of the property and to ensure best interests of the County are kept in mind if and when a purchase of the former railroad corridor is made.

Unless the interest in the corridor was purchased by the original railroad company on a fee simple basis it is likely the corridor may have reverted back to the adjacent property owners. Should the research indicate that a right-of-way interest was purchased in the former railroad corridor, it is likely the interest has actually reverted back to the adjacent land owners as well. Therefore, no interest was actually conveyed in the transaction.

If this has occurred, several options exist to obtain ownership of the former railroad corridor. These include:

- ▶ obtaining consensual easements from adjacent property owners or purchasing the property on a fee simple bases from willing sellers
- ▶ condemnation through eminent domain

Consensual easements can be obtained if the adjacent property owner(s) agree, by consent, to grant an easement through their property for a specific purpose, in this case a multi-use recreation trail. There are a variety of types of easements that can be granted. A conservation easement may be appealing to the grantor due to the opportunity to write off a portion of the donation for tax purposes. Several adjacent property owners have indicated they may be willing to consider selling a portion of their property for the proposed trail corridor.

As a last resort the municipalities have the authority to take the property through eminent domain. If successful the municipality 'taking' the property is required to pay fair market value to the current property owner. Pine Grove Township Supervisor and the Warren County Commissioners have stated they would not use these powers.

During any property negotiation process it is recommended that continuity of the proposed corridor be given the highest priority. Therefore, should a property owner be interested in granting or selling property on the perimeter of her or his land, as opposed to the former rail corridor which may have bisected their property, this compromise should be an acceptable substitution. The more flexible one can be in the negotiation process the greater the likelihood an agreement can be reached between parties.

Trail Management and Operations

The success of the North Warren Trail, including existing and proposed portions, is dependent upon the abilities of those responsible for it's management and operations. Currently, the Warren County Planning and Zoning Commission has been charged with the task of overseeing the day to day management and operations of the trail. However, the Commission acknowledges it does not have the staff, nor the resources, to continue to do so if the trail is expanded.

Therefore, a formal organization should be established to take over the management and operations of the trail. This organization should also be commissioned to support future extensions of the trail. The organization should be established as a not-for-profit organization to capitalize on private giving that may not be accessible to public entities. It is recommended the participating municipalities and the County sign a memorandum of understanding to commit funds to support the operations of this organization.

Usage Feasibility

The existing trail is well used for recreational and commuter purposes. Based on input received from the public, the use of the trail either with Alignment One, or Alignment Two will increase as the trail is extended to concentrations of residential dwellings and as it passes more destinations which trail users will have a desire or need to reach. In addition, if a regional trail can be realized by extending the trail to the New York State line it is anticipated the trail will become a tourist destination itself.

Financial Feasibility

Alignment One preferred by the public, will be the most costly to construct because reconstruction of three major bridges would be required. The projected cost to develop the trail between the Warren State Hospital and the New York state line is \$98.85 a lineal foot which equates to \$522,000 per mile for a total cost of \$4,515,520. The study group and the Warren County Commissioners have indicated that should the legal feasibility be addressed allowing the trail to remain on the former rail corridor from Kopf's Point to Russell and if the financial resources are available to construct Alignment One, then it is recommended it be done, given it is the route preferred by the public. However, if the legal feasibility cannot be addressed, or

financing cannot be obtained, then it is recommended Alignment Two constructed to ensure the trail would reach the Village of Russell.

Continued Public Input

The public input received for this study should be the beginning of public involvement in the trail extension process. It is recommended the County continue to receive input as it considers to implement the recommendations of this study. In particular, when the County begins final design for various segments of the trail additional focus group meetings should be conducted with adjacent residents. The purpose of these meetings should be to provide a forum for those residents to express their concerns so they are understood and so they can be appropriately addressed in the design process.

Introduction

Seven years ago, a group of Warren County residents had a vision of a developing a regional trail along the former Penn Central Valley Branch Line. This line provided freight service to the Jamestown, New York area to the north and the Warren with the Oil City / Franklin area to the south. This vision for alternative modes of transportation is becoming a reality. Today, residents regularly use the three mile segment of the North Warren Trail. The trail begins at the intersection of Seventh Avenue and East Street in the center of the City, on the west bank of the Conewango Creek. It extends through the northern portion of the City, near the State Hospital's Arboretum, located at the intersection of State Route 62 and State Street.



Three phases of the trail have been constructed to date, these include:

- ▶ *Phase I* - begins at Seventh Avenue and East Street and ends at the intersection of Route 62 and State Street. There is a trail access point at Seventh Avenue and East Street which consists of a parking area to accommodate approximately five cars.
- ▶ *Phase II* - begins at State Street and ends at Jackson Run Road.
- ▶ *Phase III* - the third phase, built in July of this year, takes the trail from Jackson Run Road to the intersection of North State Street, near the Warren State Hospital Arboretum where existing parking lots are used as trail access points.



The cost of the third phase is \$ 105,000, excluding the bridge which was constructed through an agility agreement between PennDOT, the County and Conewango Township. The agreement consisted of the County providing the materials for the bridge, Conewango Township agreeing to mow along state routes, and PennDOT providing the labor and equipment to construct the bridge. Construction of the bridge was completed in the Spring of 2001.

The existing trail is eight feet wide, and the surface is bituminous. Many modes of transportation are accommodated on the trail including: walking, running, bicycling, cross country skiing and roller blading.

In 2000, the Warren County Planning Commission applied for, and received, a grant to prepare a feasibility study to determine whether it is feasible to extend the trail from its current location, to Russell, approximately four miles north of the trail's current point.

This study follows the scope of work required by the Department of Conservation and Natural Resources (DCNR) which includes:

Citizen participation:

- ▶ a citizen study committee
- ▶ public meetings
- ▶ key person interviews

Analysis of the following:

1. legal feasibility
2. usage feasibility
3. site constraints
4. financial feasibility
5. financial options

Benefits of Trails

Nationally, more bicycles are sold than cars; the most popular recreation activity in the United States is walking, with more than 100,000,000 walking two to three times a week. In 2000, there were 4,739 pedestrian fatalities and 78,000 pedestrian injuries resulting from traffic crashes. In 2000, there were 690 bicycling fatalities and 51,000 bicycling injuries resulting from traffic crashes in the United States.

Therefore, it is only appropriate that communities plan to accommodate activities in a safe environment. In addition to having safer places to walk, jog, and bicycle, trails provide many other benefits.

Providing Alternative Forms of Transportation

Trails offer an alternative to single occupant vehicle use. As alternative routes of transportation, they can provide pathways for commuting to and from work, school and other community activities. These facilities should receive even greater attention when considering their dual value as both recreational trails and transportation alternatives which improve air quality, save energy and reduce congestion.

Supporting Economic Prosperity

Along with environmental advantages, trails are economically beneficial. It has been found that there is a direct relationship between an increase in property value and the proximity to a trail or greenway. Therefore, trails increase property values. Trails also help generate revenue for industry. For example, a multi-use trail creates a need for bicycles and related equipment once completed. The local bicycle businesses reap the benefits. Trail users need a place to stay, if on an over night trip, as well as places to eat and fuel their automobile, further stimulating the local economy.

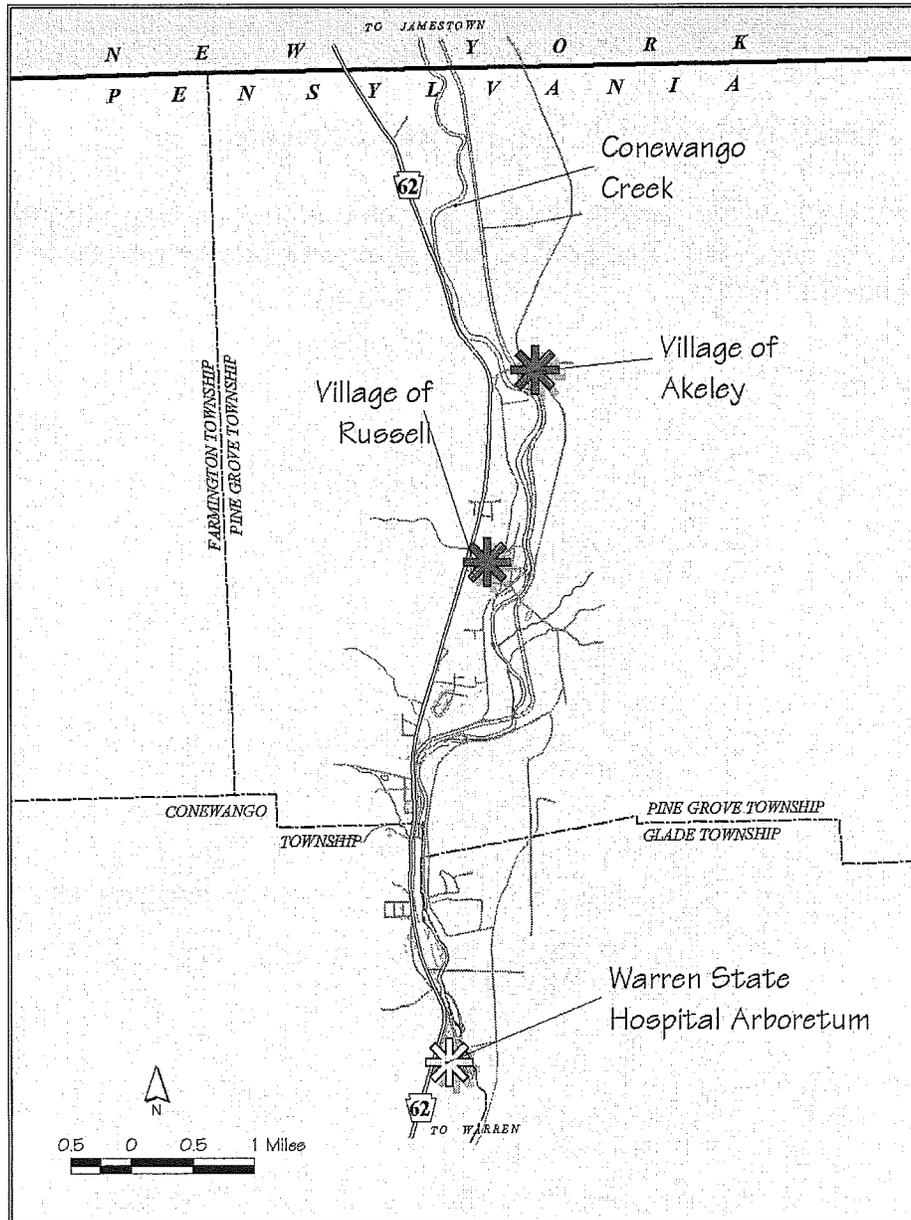
Enhancing Quality of Life

Adding to the recreation mix offered in a community raises it's quality of life. When looking for employment opportunities many also evaluate communities for social, cultural and recreational offerings which they can enjoy after work.

Fostering Public Recreation, Health and Fitness

The number one public health problem according to the U.S. Surgeon General is the lack of physical activity among adults. Trails offer diverse forms of recreational opportunities conducive to mental and physical health.

Study Boundaries



The proposed trail will begin where the existing North Warren Trail ends, near the intersection of State Street and State Route 62. It was the intent of this study to determine if it is feasible to extend the trail north, to the village of Russell in Pine Grove Township. However, upon realizing the potential availability of the former railroad corridor northward to the New York border the study was expanded. The total length of the study area is approximately 8.5 miles.

The former Penn Central railroad corridor is physically intact for the majority of this length. The exception being in the area of the Warren Mall. In this area the mall parking lot is now located over the former railroad corridor. The ownership of the rail corridor at the mall is in question.

Citizen Participation

During the course of this study several venues were established to solicit participation from the public. These venues included:

- ▶ Public Input Sessions
- ▶ Key Person Interviews
- ▶ Study Group Meetings

A detailed description of each event can be found in this study as it relates to the point in the study when the event occurred.

Study Group Meeting One

During the inventory phase of work the consultant met with the study group to gain the following:

- ▶ establish the expectations of the feasibility study further knowledge into the project
- ▶ develop an understanding of concerns and desires with respect to this project
- ▶ become familiar with the project background, site, location and history

Nine individuals were present at the kick-off meeting. During the course of the meeting the following project information was obtained:

- Trail development began approximately seven years ago when the County applied for and received a grant to begin development of the trail. Over the past seven years approximately \$500,000 to \$600,000 has been received from a variety of grant programs to fund development of the Warren Trail.
- Currently, three phases of the trail have been constructed. The third phase, constructed in the summer of 2001 extends the trail to the intersection of North State Street, near the Warren State Hospital Arboretum, where a second trail access point will be constructed. The cost of the third phase is \$ 105,000, excluding the bridge which was constructed through an agility agreement between PennDOT, the County and Conewango Township.

To date, the County has been the sponsor of the North Warren Trail and has prepared and administered the grants. The County has also managed the construction of each of the phases.

Initially there was resistance from the public when the County wanted to construct the first segment. However today most of the residents would like the trail to be further developed.

The study group identified key issues related to extending the trail northward. The primary concern is how to safely cross the intersection of Route 62 and Hatch Run Road.

It was indicated the owners of the Warren Mall appear to be receptive to allowing the trail to extend through their property, between the out parcels and their parking lot. Pine Grove officials indicated that they would consider converting Big Four Road to a multi-use trail given the limited amount of traffic it receives. This alternate route would run from Route 62, along Hatch Run Road to Conewango Avenue Extension, from Conewango Avenue Extension to Big Four Road. From Big Four Road the trail would need to head west, across private property and cross the Conewango Creek in two places to get back to the rail corridor. Pine Grove officials indicated several of the property owners in this area may oppose the trail.

A number of cultural resources are located near the corridor and should be considered for potential connections:

- ▶ Conewango Valley Country Club
- ▶ Farm Colony Ballfield Complex
- ▶ Farm Colony Industrial Park
- ▶ Carl Werner Memorial Field
- ▶ Green Briar Circle Neighborhood
- ▶ Warren Mall
- ▶ Village of Russell
- ▶ Lairmer Park, located in Russell
- ▶ Village of Akeley
- ▶ State Game Land 282



The study group questioned how trails are being maintained once they are constructed. We indicated that once a trail begins to cross municipal boundaries it is typical to create a regional trail association. This association typically becomes the manager of the trail corridor, overseeing and coordinating the operations and maintenance of the trail. The following components are typical of a trail association:

- ▶ provide support to local trails
- ▶ consist of a volunteer board
- ▶ secure service agreements
- ▶ manage operations and maintenance of the trail
- ▶ funding is generally provided for in the agreement and consists of contributions from local governments involved in the trail

Given the desire to connect the trail with the Greenbriar neighborhood, the study group concluded that keeping the trail on the west side of Conewango Creek is the preferred alignment at this point.

When asked who should be interviewed for the key person interviews, the group concluded it would be best to interview key property owners along the preferred trail alignment once it is identified.

Compatibility with Adjacent Land Uses

The proposed trail corridor is located between the vehicular roadway and the Conewango Creek. For the most part the corridor is undeveloped, with commercial and residential development occurring on the opposite side of the roadway. An exception to this is where the trail parallels Old Jamestown Warren Road in southern Pine Grove Township where several residential properties are adjacent to the corridor. The location and proximity to these properties is such that no adverse impacts would be created if the trail were to be constructed. Once the corridor passes through Russell, it bisects residential and agricultural properties until it reaches State Game Land 282.

Although it is compatible with the adjacent land uses, many of the adjacent property owners may object to its location due to the fact it may bisect their property. For further detail on this issue refer to the public participation summaries and the trail alignment discussions found later in this study.

Physical Inventory

In order to determine the feasibility of extending the existing North Warren Trail further north it is important to have an understanding of the existing physical characteristics of the corridor. These characteristics will influence trail alignment, location of trail access points, and opportunities for connectivity, as well as development costs.

Physiographic Analysis

The abandoned rail corridor begins, at an elevation of 1230 feet above sea level, adjacent to the Warren State Hospital property at the intersection of State Route 62 and State Street. The corridor parallels Route 62, heading northward approximately 24,835 feet. This study ends at the New York State Border where the corridor reaches an elevation of 1240 feet above sea level. Over the length of the corridor, along the rail road right-of-way, the corridor climbs 10 feet vertically. This equates to a negligible slope of 0.0004 percent along the former rail corridor.

Natural Features Inventory

Floodplains

Generally, the former rail bed is located immediately adjacent to the 100 year flood plain. However, there are several instances in which the rail corridor projects into the floodplain, including:

- between the Conewango Country Club and Kopf's Point
- between Bridge over Akeley Run and Akeley Hollow Road

- through State Game Lands Number 282 (locally referred to as Akeley Swamp)

The one hundred year flood plains are shown on the site analysis. The information was obtained from the Federal Emergency Management Agency's Flood Insurance Rate Maps, Township of Conewango, Pennsylvania, Warren County, Panel Numbers Two and Five.

Wetlands

The United States Fish and Wildlife Service defines jurisdictional wetlands as areas of land that have the three following basic characteristics:

1. Presence of water on the surface during all, or part of the year;
2. Presence of hydrophytic vegetation;
3. Presence of hydric soils.



The U.S. Fish and Wildlife Service has mapped jurisdictional wetlands which have been identified through photo interpretation. Based on a review of the U.S Fish and Wildlife Service National Wetland Inventory maps for Warren, PA, Russell, PA, and Scandia, PA we have determined there are twelve wetlands immediately adjacent to the corridor.

Although many jurisdictional wetlands have been mapped in the vicinity of the railroad corridor a field review by the Consultant indicates the railroad bed was constructed through the wetland, therefore, bisecting them. The twelve wetlands immediately adjacent to the corridor which must be taken into consideration when locating trail side amenities.

The most significant wetland is State Game Lands Number 282, also known as Akeley Swamp, located along the New Your State Border. The wetlands are shown on the Site Analysis. A detailed description of each wetland can be found in the appendix.

Also of note are the wetlands identified on the site analysis as numbers one and two. These are located between the former rail corridor and the Greenbriar Circle neighborhood. During the field view of potential trail alignments, this area has the potential to accommodate a multi-use trail spur to serve the Greenbriar Circle neighborhood.

Before, the County, or the participating municipalities prepare construction documents for future trail segments, a Wetland Scientist should be retained to walk the proposed segment to determine if the proposed trail will impact a wetland, and, if necessary, recommend an alternative route.



Wildlife Analysis

During site visits to the trail corridor during the summer of 2001, the following wildlife was observed:

- ▶ Turkey
- ▶ Black Squirrels
- ▶ Red Squirrels
- ▶ Blue Herron
- ▶ Cottontail Rabbits
- ▶ Ground Hogs
- ▶ Red winged Black Birds
- ▶ Baltimore Orioles
- ▶ Warblers

Also noted during the site visits were numerous deer tracks and paths. Given the rural characteristics of the land which the corridor passes, no adverse impacts to the wildlife are anticipated.

In addition to the field view, the Pennsylvania Natural Diversity Inventory was reviewed. PER Number 11412 for the segment from existing trail to Russell, and PER Number 12154 for the segment from Russell to the New York State line. The Pennsylvania Natural Diversity Inventory documents locations of rare or endangered flora and / or fauna in Pennsylvania. The Pennsylvania Department of Conservation and Natural Resources Bureau of Forestry indicated there is not any rare or endangered flora and fauna located in, or near, the corridor between the existing trail and Russell. However they did indicate there may be a threatened plant located in the corridor segment which goes from Russell to the New York State line. In all likelihood the threatened plant is located in Akeley Swamp.

Before establishing the final alignment of this segment, a field review must be conducted by a qualified botanist to determine whether or not the endangered plant species is present. If it is present, then the plant colony must be evaluated to determine if the proposed trail would have an adverse impact to it. Based on the field review conducted for this study it doesn't appear the proposed trail would impact the endangered plant. The plant prefers boggy woods and swamps and the proposed trail is located on the existing elevated rail bed.

Structures Analysis

There are five existing structures located within the segment under study including:

- ▶ Valentine Run Bridge, approximately seventy-five feet in length
- ▶ Conewango Creek Bridge, approximately three hundred feet in length
- ▶ three small bridges over drainage ways in State Game Land 282, each being approximately twenty feet in length

In addition, there are four locations in which bridges have been removed in their entirety and

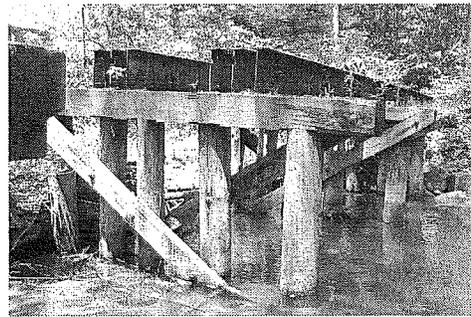
would need to be reconstructed to provide continuity along the trail. These are:

- ▶ Akeley Hollow Run, requiring a span of approximately two hundred feet in length
- ▶ North Branch of Akeley Hollow Run, requiring a span of approximately two hundred and fifty feet in length
- ▶ Drainageway Crossing South of Cider Mill Road
- ▶ Akeley Swamp, construction of a wetland crossing south of Martin Road approximately one hundred and fifty feet in length

The first existing structure occurs along State Route 62, across from the Conewango Country Club. At this point Valentine Run flows under a vehicular bridge carrying State Route 62. The remains of the former railroad bridge are located approximately fifty feet downstream of Route 62. The second structure is the railroad bridge which, at one point, crossed Conewango Creek. The third, fourth and fifth structures are minor crossings of drainageways over Akeley Swamp in State Game Land 208..

Railroad Bridge Crossing Valentine Run

The former railroad bridge which crossed Valentine Run is in poor condition. The decking has been removed, however, the posts and beams remain. Several of the posts appear to have lost some structural ability due to effects of debris pushing on the piers during periods of flooding. The required deck span is approximately seventy-five feet in length.

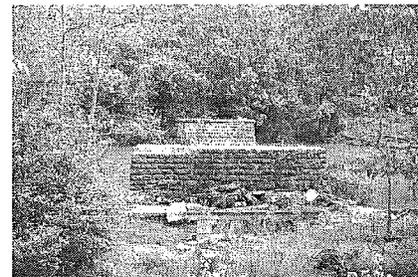


To determine the capability of the bridge the bridge should be evaluated for inventory and operating load capacities in accordance with AASHTO Manual for Condition Evaluation of Bridges. The style of structure requires routine maintenance inspections to determine if obstructions need to be removed from the upstream side of the bridge.

Should the maintenance inspections and actual removal of obstructions be beyond the capability of the County it is recommended the structure be removed and a clear span bridge be constructed in its place.

Conewango Creek

This bridge was removed, and the scrap salvaged by the railroad upon abandonment of the railroad corridor. The only remains include the stone piers, which supported the beams and decks for each of the bridges. Should this study recommend the trail remain on the rail corridor as it crosses this bridge, a detailed engineering study will be required to determine if the existing piers could be re-used. The required span is approximately three hundred feet in length.



Akeley Run and North Branch of Akeley Run Railroad Bridges

These bridges were removed in their entirety. Should this study recommend the trail remain on the rail corridor as it crosses each of these bridges, pre-engineered pedestrian and bicycle bridges should be considered as a cost effective way of providing continuity through the corridor. The required for crossing Akeley Run is approximately two hundred feet in length and the span required for the North Branch of Akeley Run is approximately two hundred and fifty feet in length.

Drainageway Crossing South of Cider Mill Road

One small bridge over and unnamed tributary to the Conewango Creek, just south of Cider Mill Road, was removed in its entirety. It is recommended pre-engineered pedestrian and bicycle bridge be considered as a cost effective way of providing continuity through the corridor in this location. The span required to complete the crossing in this location is approximately seventy five feet in length.

Wetland Crossings South of Martin Road

One bridge over Akeley swamp was removed its entirety. It is recommended pre-engineered pedestrian and bicycle bridge be considered as a cost effective way of providing continuity through the corridor in this location. The span required to complete the crossing in this location is approximately one hundred and fifty feet in length.

Bridges Over Drainageways in State Game Land 282

There are three bridges located in State Game Land 282. Each bridge being approximately twenty feet in length. The decking of the bridges was removed by the railroad company. The Pennsylvania Game Commission has replaced the decking to make the corridor accessible to their vehicles. The Game Commission used 2" x 10" planks. This surface is not ADA compliant, nor is it appropriate for pedestrian and bicycle trails. This study recommends the decking of these bridges be upgraded to meet current ADA and multi-use trail standards.

Infrastructure and Utilities

Generally, there are few utilities associated with the former rail bed. However, it appears an overhead electric line follows the corridor. In addition, a sewer lift station has been constructed, by the Pine Grove Township Municipal Authority, in the center of the corridor at the end of Willow Lane and a dry hydrant has been located near Kopf's Point. However, the limited extent of these facilities will allow the proposed trail to avoid these utilities.

A call to the PA One Call System, serial number 2680789, indicated the following companies and organizations provide utilities in Pine Grove Township. Prior to completing design work for proposed segments of the trail these companies should be contacted to determine if the trail may impact their existing facilities.

North Warren Trail Utility Providers

Verizon Pennsylvania Inc.
Strawberry Square 11th Floor
Harrisburg, PA 17101
Attn: Daurice Dailey

Kiantone Pipeline Corporation
Bradley St, Po Box 780
Warren, PA 16365
Attn: Larren Dosser

National Fuel/national Fuel Supply-Warren
25 Conewango Ave
Warren, PA 16365
Attn: James P Grosch

G P U Energy
1600 West First Street
Oil City, PA 16301
Attn: John Forbes

Charter Communications VI LLC
14 Biddle Street
Warren, PA, 16365
Attn: Rick Himes

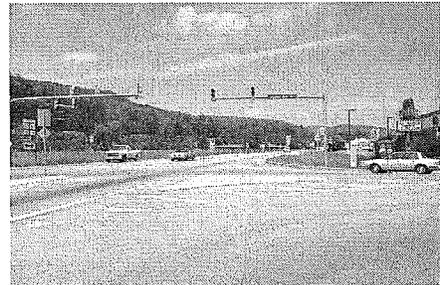
Intersections, Bridges, and Access Points

Intersections

Depending on the final trail alignment selected, the number of intersection crossings will vary.

Potential Intersection Crossings include:

- ▶ State Route 62 and Hatch Run Road
- ▶ State Route 62 and Old Warren Jamestown Road
- ▶ Main and Liberty Streets
- ▶ Intersection of Cable Hollow and Cider Mill Road



If Alignment Three (Big Four Road route) is chosen, the following intersection crossings would be required:

- ▶ State Route 62 and Hatch Run Road
- ▶ Hatch Run Road and Conewango Avenue Extension
- ▶ Conewango Avenue Extension and Big Four Road
- ▶ Big Four Road and Akeley Hollow Road
- ▶ Intersection of Cable Hollow and Cider Mill Road

Bridges

If the Alignment One is selected nine crossings will be required, including:

- reconstruction of a bridge across Valentine Run
- construction of a bridge across Conewango Creek
- construction of a bridge across Akeley Hollow Run
- construction of a bridge across North Branch of Akeley Hollow Run
- construction of a bridge at the unnamed tributary to Conewango Creek, south of Cider Mill Road
- construction of a wetland crossing south of Martin Road - over Akeley Swamp
- bridge deck replacement for three bridges over drainage ways in State Game Land 282

If Alignment Two the following six crossing improvements would be required, including:

- reconstruction of a bridge across Valentine Run
- construction of a bridge at the unnamed tributary to Conewango Creek, south of Cider Mill Road
- construction of a wetland crossing south of Martin Road - over Akeley Swamp
- bridge deck replacement for three bridges over drainage ways in State Game Land 282

If the Alignment Three is selected no bridges shall be required.

Access Points

The construction of the third phase of trail this past summer provided trail parking and access, for the public, at the Warren State Hospital. Ten additional access points were identified along the proposed trail alignments during the course of this study.

Potential Access Points and Trail Linkages

- ▶ Warren Mall
- ▶ Conewango Valley County Club
- ▶ Farm Colony Industrial Park
- ▶ Carl Werner Memorial Field
- ▶ Greenbriar Circle Neighborhood
- ▶ Village of Russell
- ▶ Lairmer Park
- ▶ Pine Grove Township Public Works Garage
- ▶ Village of Akeley
- ▶ State Game Lands 282

Environmental Hazards

To complete the environmental investigation of the proposed trail corridor, Pashek Associates contracted W.J. Smith & Associates, Inc. (WJS), a firm providing environmental and safety services to complete an environmental investigation of the proposed extension to the Warren Trail.

The purpose of this investigation is to determine whether environmental concerns are present within the corridor, and, if so, recommend an appropriate course of action to resolve them.. In Pennsylvania environmental concerns are regulated by the Solid Waste Management Act, the Pennsylvania Clean Streams Law, the Land Recycling and Environmental Remediation

Standards Act. In addition, federal regulations published by the U.S. Department of Environmental Protection govern environmental concerns. In Pennsylvania it is the responsibility of the land owner to identify and remediate environmental concerns that exceed state and federal limits.

Approximately nine miles was visually covered during November 6th and 7th, 2001 by Tim Coldren, Environmental Specialist with WJS. Issues pertaining to environmental impacts or hazards associated with the extension of the trail were photographed and recorded. An Environmental Data Search Report was also completed by EDR, Inc. for the purpose of referencing governmental data bases and historical site uses which may not have been discovered during the field work. The investigation identified eighteen sites along the proposed corridor that are of an environmental interest. Due to difficulty discerning parcel boundaries during the field work, references to parcel numbers should be used as a general locator only. The exact location with regard to property ownership should be verified.

Of the eighteen site identified most of the environmental concerns can be easily managed by simply removing trash and associated debris. Permitted landfills in the area include Lake View Landfill in Erie, PA, McKean County Landfill in Mt. Jewett, PA and County Environmental Landfill in Leeper, PA. However, three of the sites will require further investigation. These sites are as follows:

- Site ID Number 3
- Site ID Number 4
- Site I Number 17

The extent of further investigations will be defined by the final location of the trail as established in the preparation of construction documents, and based upon materials discovered in further exploration of each site.

The locations of the sites are documented on the site analysis drawings contained in this study. Their locations are noted with an identification number (ID #) and correspond to the following descriptions.

ID # 1 - Small Quantity Hazardous Waste Generator

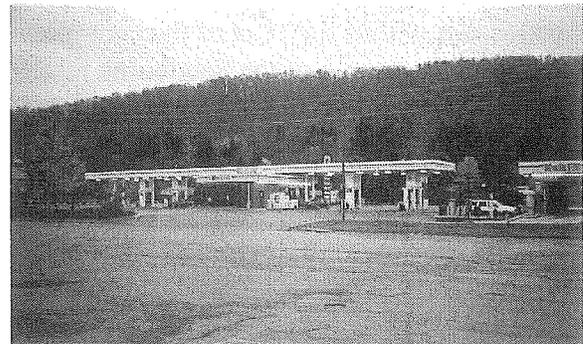
Ed Shults of Warren, Inc.
1658 North Market Street
Warren, PA 16365
814/726-3150



Ed Shults of Warren, Inc. is located on Route 62 in front of the Warren Mall and is a Chrysler, Dodge and Jeep automobile dealership with sales and service capabilities. The facility is listed as a small quantity generator of hazardous waste under the ID # PAD987333390. Additional information is provided by the EDR Report on page 16-3 of 5. Wastes generated include paint and solvent wastes. The site is not expected to have an impact on the extension of the trail.

ID # 2 - Registered Underground Storage Tanks - Kwik Fill M 371

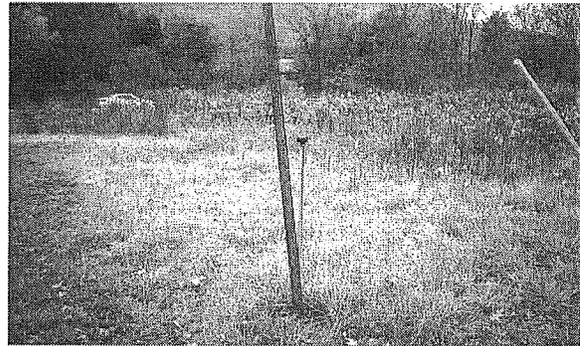
United Refinery Company of Pennsylvania
Kwik Fill M 371
1664 North Market Street
Warren, PA 16365
814/723-6035



Kwik Fill M 371 is located on Route 62 approximately 150 feet north of Ed Shults of Warren. The facility is listed as having registered underground storage tanks to dispense motor fuels. The facility has been issued the ID # 62-91314 and has five (5) registered storage tanks. Additional information is provided by the EDR Report on page 16-2 of 5. The site is not expected to have an impact on the extension of the trail.

ID # 3 - Potential Underground Storage Tank

North West Corner of the Video Update Store



The Video Update Store is located on Route 62 approximately 250 feet north of the Kwik Fill Gas Station. During the site visit a potential vent pipe for an underground storage tank was observed approximately 20 feet from the north west corner of the Store. There were no other visible signs of a possible storage tank. The EDR Report did not note the existence of a tank in this location. It appears the location of the possible tank is such that it will not be affected by the final location of the trail. Therefore, no further action may be required. However, if the trail will be located within fifty feet of the vent pie, further investigation will be required. This should begin with a search of the Sandborne Fire Insurance Maps to determine past use of the site, metal detection to determine extent of buried metal objects, and if warranted, excavation of the site to verify existence and extent of tank. If a tank is discovered it must be removed by an underground tank removal service, certified by the Pennsylvania Department of Environmental Protection.

ID # 4 - Former Warren Mall Landfill Site

The EDR Report noted the existence of a former landfill in the area of the Warren Mall and adjacent properties to the north. Ms. Diane Neukum of the PADEP North Warren District Office was interviewed in regards to the former landfill. She explained that during excavation for the mall building lot, municipal and industrial wastes were uncovered in this area. Historically, the area was filled in to bring the grade to level. During mall construction, a substantial amount of waste was moved to the Kenneth E and Cynthia Bury parcel which is north of the Warren Mall complex. This site is listed as a CERCLIS-NFRAP site by the USEPA. This basic designation indicates that the site was investigated for containing disposed hazardous wastes and that remedial actions may or may not be required. The NFRAP designation indicates that No Further Remedial Action is Planned at this time. According to Ms. Neukum, the PADEP is aware of the site but no regulatory actions are being taken at this time. The site is undeveloped and lightly vegetated. The site is listed as an orphan (unmappable) site in the EDR Report. The proposed trail will impact the site. Final design of the trail should be limited to constructing the trail in fill conditions, as to not disturb and expose buried materials.

However, before preparing final construction documents for the trail in this area, the Northwest Regional Office of the Pennsylvania Department of Environmental Protection should be contacted to determine if there are any further limitations on constructing a trail through this site.

Mr. John Guth Waste Management Division Pennsylvania Department of Environmental Protection 230 Chesnut Street, Meadville, PA 16335 (814) 332-6848
--

ID # 5 - Trash Pile (paper, wood, plastic)

A trash pile was noted near the center of the Bury Parcel north of the Video Update Store. The pile was small and consisted of paper, cardboard, plastic containers, and wood waste. It is recommended that the pile be cleaned up and disposed of at a permitted disposal facility.

ID # 6 - Trash Pile (computer equipment)

Parcel # 5-1196
N/F Conewango Valley Country Club



A trash pile was observed just south of Valentine Run along the right-of-way. The pile consisted of junk computer equipment (cases, monitors and keyboards). It is recommended that the wastes be cleaned up and disposed of at a permitted disposal facility.

ID # 7 - Trash Pile (aluminum siding)

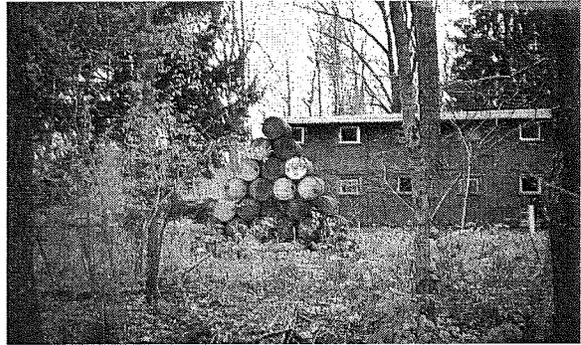
Parcel # 512-3973
N/F Stone, Gary and Rebecca D.



A trash pile was observed on the right-of-way along the western side of Willow Lane. The pile consisted of scrap aluminum siding. It is recommended that the siding be cleaned up and recycled at a permitted recycling facility.

ID # 8 - Twenty-Eight Empty Drums

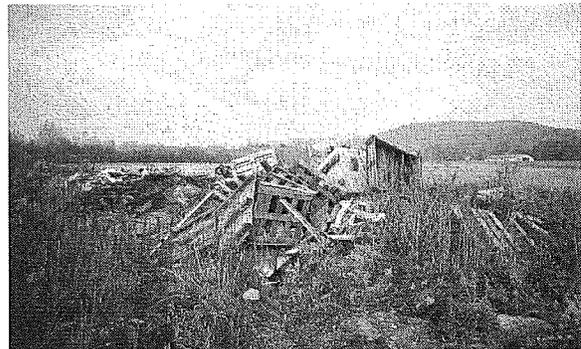
Parcel # 287-167
N/F Mazzu, Thomas C. and Karen W.



Twenty-eight (28) empty drums were noted in a portion of a yard along the right-of-way. The drums were stacked neatly and appeared in good condition. Their location was approximately 50 feet from the north western edge of the right-of-way, on private property. There were no visible signs of environmental degradation caused by the existence if these drums. The drums appeared in good condition. Depending on the contents and the means of storage, there may a violation of local or state laws. Local code enforcement officials should be notified and asked to investigate.

ID # 9 - Burn Pile (wood waste)

Parcel # 2-8463
N/F Shield, Raymond C.

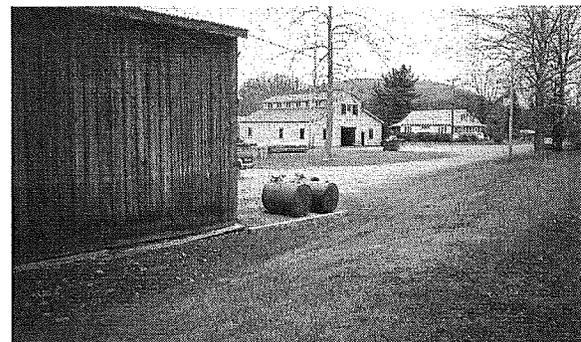


A burn pile was observed on the right-of-way during the site visit. The pile was quite large and consisted of lumber, trees and wooden pallets. The waste materials should be cleared from the area and disposed of at a permitted disposal facility.

ID # 10 - Two 250 gallon above ground storage tanks by garage

Parcel # 284-233

Two (2) 250 gallon aboveground storage tanks were observed along the western edge of the right-of-way approximately 700 feet south of Akeley Hollow Road. The tanks were in use at an individuals garage and were in good condition (No Recommendation).



ID # 11 - Trash Pile (wood, plastic, tires)

Parcel # 281-9732
N/F Keister, Steven C. and Cynthia M.
Parcel # 281-896
N/F Martin, Roy H. and Jane E.



Two trash piles were noted along the eastern edge of the right-of-way approximately 600 feet south of Akeley Hollow Road. Each pile contained wood waste, plastic containers and a few tires. The trash was piled up against the former rail bed and should be removed for proper disposal at a permitted disposal facility.

ID # 12 - Drum Storage for Pine Grove Twp. Building

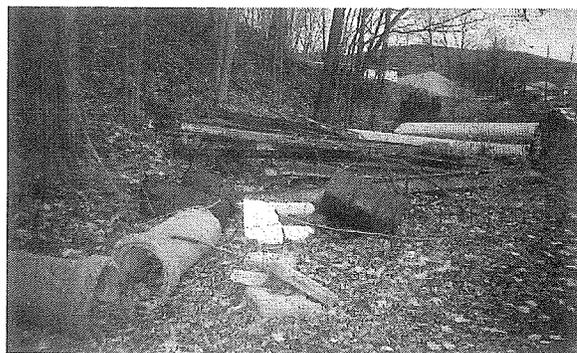
Pine Grove Municipal Building
Russell, PA 16345
814/757-8521 (Pine Grove Township)



Several drums were observed on the right-of-way directly across from the Pine Grove Township Municipal Building. The drums appeared in good condition but were not labeled for content. These drums should be moved to a secure location by Pine Grove Township Authorities.

ID # 13 - Empty Drum Storage for Pine Grove Twp. Building

Pine Grove Municipal Building
Russell, PA 16345
814/757-8521 (Pine Grove Township)



Three empty drums were observed on the right-of-way approximately 60 feet north of the drums noted in ID # 12. The drums were in very poor condition and should be removed for proper disposal.

ID # 14 - Junk car bodies and appliances

Parcel # 2-5848
N/F Sheets, Chester H. and Marilyn



A large pile of junk car bodies and appliances were noted along the eastern edge of the right-of-way. The pile was located approximately 50 feet from the former rail bed. Appliances should be tested to determine if they contain Freon. If the appliances do the Freon must be removed in a legal manner before the appliances can be disposed on in a land fill. The trash should be removed for proper disposal at a permitted disposal facility.

ID # 15 - Scrap metal

Parcel # 251-979
N/F Lawson, Margaret A.



Two piles of scrap metal were observed along the western edge of the former rail bed on the Lawson parcel. It was undetermined as to the origin of the material. The steel was located very close to the edge of the rail bed and should be removed for recycling.

ID # 16 - Pipe Scrap

Parcel # 251-979
N/F Lawson, Margaret A.

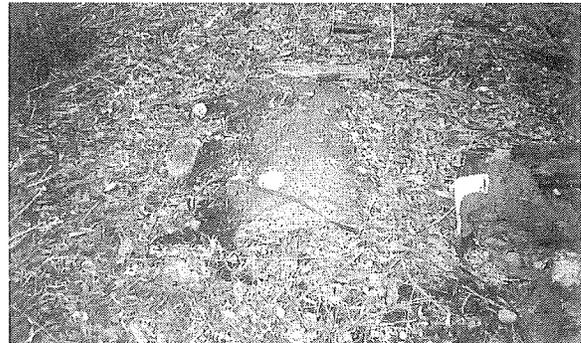


A large pile of pipe scrap was observed approximately 25 feet north of the scrap metal noted in ID # 15. The pipe was located within 10 feet of the western edge of the rail bed and should be removed for recycling.

ID # 17 - Partially buried drums and metal scrap

Parcel # 251-979
N/F Lawson, Margaret A.

Two partially buried drums were observed at the rear of the vacant building which is located south of Akeley Corners. The drums and several pieces of scrap metal were semi-buried in earth along the eastern edge of the rail bed. The drums were in severely poor condition. The historical contents of the drums could not be determined. If development of the proposed trail extension occurs, caution should be used while excavating in this area. The area appears to have been light industrial in nature and may contain more buried drums and/or other materials.



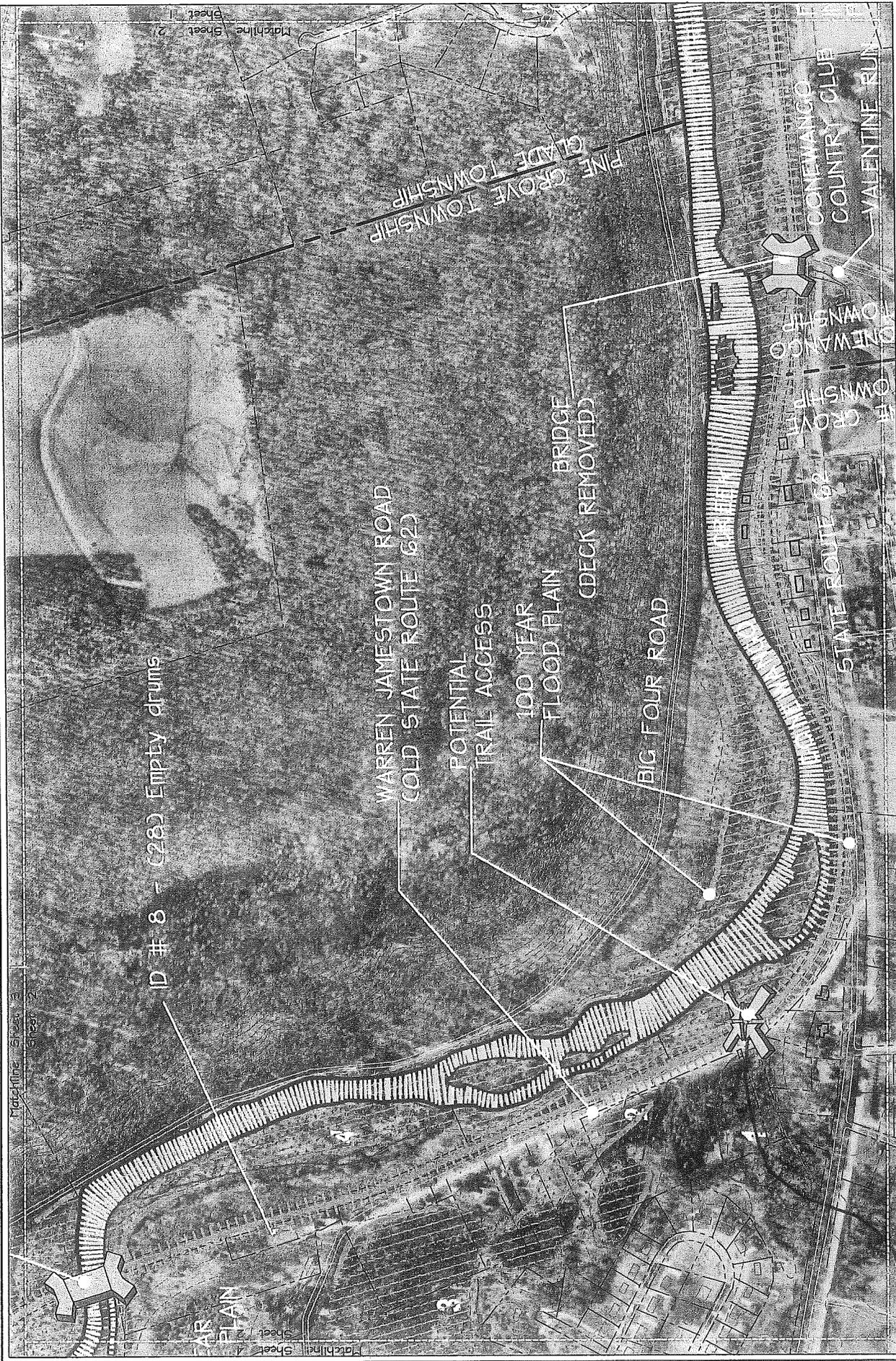
At least two drums were observed semi-buried under soil and brush. Due to their relative closeness to the proposed trail, additional drums may be encountered. This area should be reviewed closely prior to on-site construction. The structural integrity of the drums is non-existent. Therefore, further investigation should include Toxicity Characteristic Leaching Procedure testing, following EPA Method SW-846, to determine if metals, violates and semi-violates are present in the soils. If the clearance testing indicates the presence of these materials in quantities above regulatory limits, site remediation will be required.

ID # 18 - Trash Pile (tires, metal scrap, appliances, empty drums)



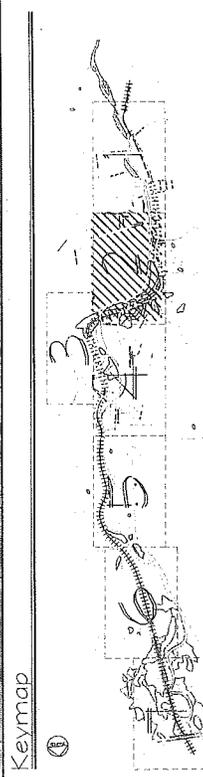
Approximately 900 feet north of Akeley Corners, two trash piles were observed on the eastern and western edges of the former rail bed. The trash piles consisted of tires, scrap metal, appliances, and an empty drum. The wastes appeared to be household wastes disposed of over many years. Due to the relative closeness of these wastes to the proposed trail, the materials should be cleaned up and disposed of at a permitted disposal facility.

Insert Site Analysis Maps



Legend

- Municipal Boundary
- Roadedge
- Parcel Line
- Building Footprint
- River/Stream
- Index Contour - 50'
- Interval Contour - 10'
- Railroad
- Matchline
- Wetlands
- Floodplain
- Metland No. 8 (Refer to Narrative for Description)

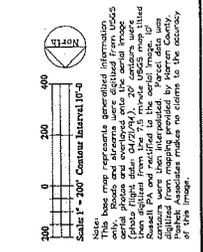
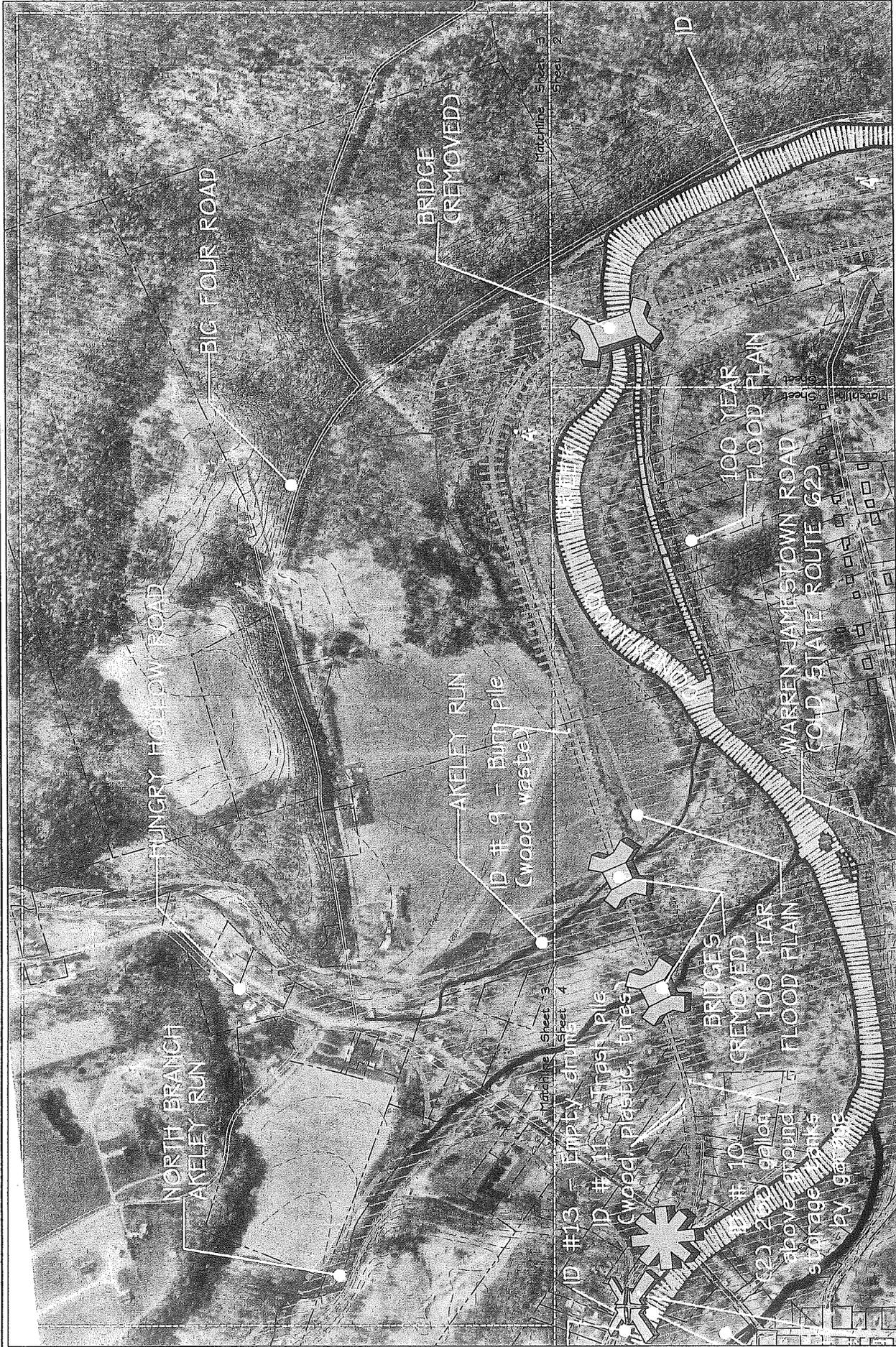


Note:
 This map was prepared by PASHK Associates, Inc. using aerial photos and overlaid with the aerial image. The map was prepared using the 7.5 minute USGS map files. Contours were then interpolated. Parcel data was obtained from the Warren County Assessor's Office. PASHK Associates makes no claim to the accuracy of this image.

Scale: 1" = 200' Contour Interval: 10'

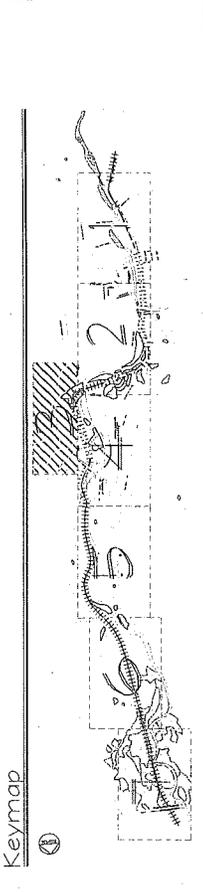
0 100 200

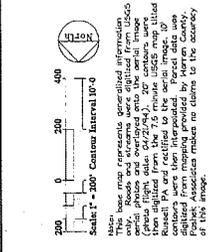
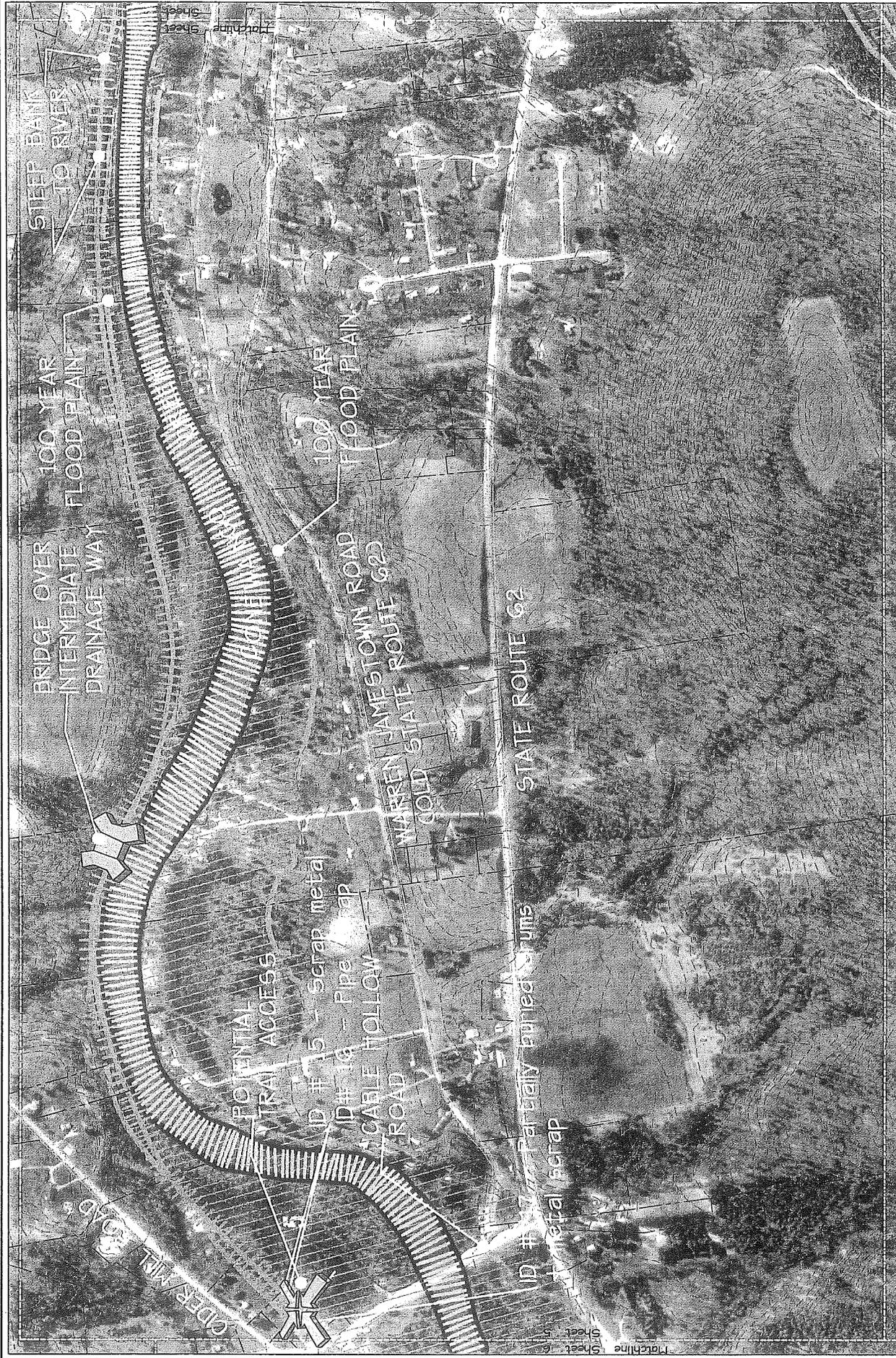
North



Note: This map was prepared by Pashek Associates, Inc. based on aerial photography and ground truthing. Roads and structures were digitized from GIS data. Photos and drawings were overlaid on the aerial imagery. Contours were derived from the 10' interval digital map listed above. The map is not a survey. It is a site analysis map. The map is not a survey. It is a site analysis map. The map is not a survey. It is a site analysis map.

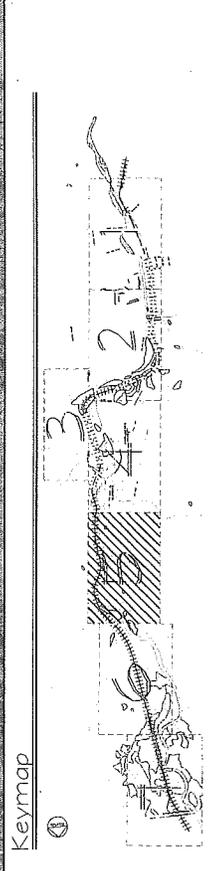
- Legend**
- Municipal Boundary
 - Roadway
 - Parcel Line
 - Building Footprint
 - River/Stream
 - Index Contour-50'
 - Interval Contour-10'
 - Railroad
 - Matchline
 - Wetlands
 - 100 Year Floodplain
 - 8 Wetland No. (Refer to Narrative for Description)

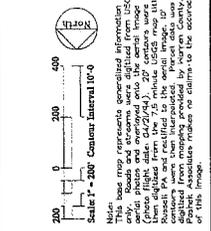
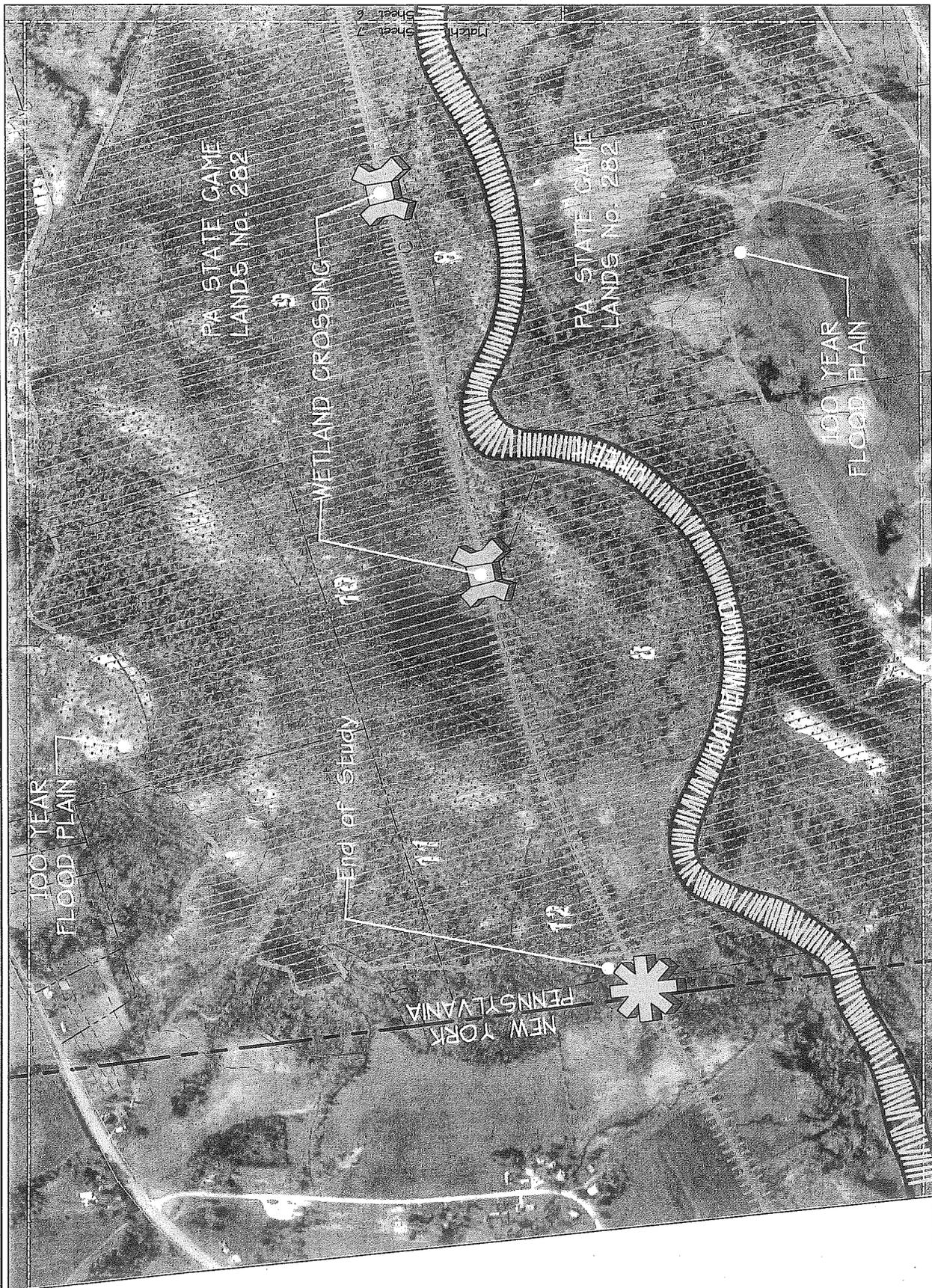




This base map represents generalized information and is not intended to be used for engineering or other professional purposes. It is not a warranty, representation, or endorsement of any kind. The user assumes all liability for any use of this information. The base map was prepared by the Pennsylvania Department of Transportation, Harrisburg, PA, and is based on the aerial imagery provided by the Pennsylvania Department of Transportation. The base map is not a warranty, representation, or endorsement of any kind. The user assumes all liability for any use of this information.

- Legend**
- Municipal Boundary
 - Roadedge
 - Parcel Line
 - Building Footprint
 - River/Stream
 - Index Contour - 50'
 - Interval Contour - 10'
 - Railroad
 - Matchline
 - Wetlands
 - Floodplain
 - Wetland No. 8 (Refer to Narrative for Description)

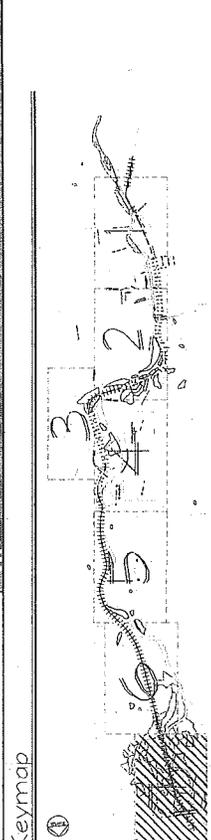




Note:
 This base map represents generalized information
 derived from aerial photography, topographic maps,
 and other sources. It is not intended to be used
 for engineering or construction purposes. The
 user should verify the accuracy of the information
 presented on this map. The user should also
 consult the appropriate regulatory agencies for
 any restrictions on the use of this map. The
 information on this map is not to be construed
 as a warranty or guarantee of accuracy.

Legend

Municipal Boundary	-----	Wetland No. 8	(Same as Narrative for Description)
Roadedge	-----		
Parcel Line	-----		
Building Footprint	-----		
River/Stream	-----		
Index Contour - 50'	-----		
Interval Contour - 10'	-----		
Railroad	-----		
Machine	-----		
Wetlands	-----		



Analysis

The purpose of the analysis is to review the data collected in the inventory phase, determine the financial and legal feasibility of the proposed trail alignments, and define the opportunities and constraints associated with each trail alignment presented herein. This information will serve as the basis for developing recommendations, and implementation strategies if warranted.

Financial Feasibility

Each trail alignment was broken down into segments. The segments are logical portions of the corresponding alignment. Each segment was further broken down into subsegments to assist in estimating the probable construction costs. The subsections used herein are those identified in the pedestrian and bicycle guidelines established by the American Association of Highway and Transportation Officials "Guidelines for the Development of Bicycle Facilities". These subcategories include:

Trail Categories	
I	Rail Trail Conversion - minimal earthwork and clearing
II	Rail Trail Conversion - light earthwork and clearing
III	Rail Trail Conversion - moderate earthwork and clearing
IV	Multi-Use Trail parallel but separate from existing road
V	Multi-Use Trail parallel with edge of existing road
VI	On-Road Bicycle Lane

To assist in the financial analysis, construction costs for each category were estimated. These costs are based upon the average amount of work required to construct the proposed improvements in the particular segment. The following table indicates the costs which were established for the purposes of this study.

North Warren Trail		
Trail Cost Categories		
I	minimal earthwork and clearing	\$ 20 / lineal foot
II	light earthwork and clearing	\$ 35 / lineal foot
III	moderate earthwork and clearing	\$ 45 / lineal foot
IV	multi-use trail parallel to road, no barrier required	\$ 35 / lineal foot
V	multi-use trail parallel to road, barrier required	\$ 150 / lineal foot
VI	on-road bicycle lane	\$ 15 / lineal foot

These costs are based on a publicly bid project which is required to utilize prevailing wage rates. Many opportunities exist to lower these costs include:

- ▶ utilizing volunteer labor to construct segments of the trail
- ▶ purchase materials while utilizing local municipal or county workforces and equipment, as a matching source for State grants, to construct the improvements
- ▶ participating PennDOT Agility Agreements by providing materials and PennDOT providing labor and equipment to construct the improvements

By capitalizing on these opportunities construct costs may be reduced by 50% or more.

Site Constraints are indirectly factored into the financial feasibility analysis. This is accomplished by virtue of the fact the more difficult it is to build the trail, the higher the construction costs.

In addition, the estimates of probable construction costs take the following into consideration:

- ▶ The condition of the corridor at the time of construction would be similar to it's condition in 2001.
- ▶ Property acquisition costs have not been incorporated into the estimate of probable construction costs.
- ▶ The estimates of probable construction costs are based upon 2001 construction figures, should projects be considered in future years an additional 4% per year should be factored in for inflation.
- ▶ Projects would be bid through a competitive, public bidding process utilizing state and / or federal wage rates.
- ▶ Estimates of probable costs should be confirmed / or revised upon completion of preliminary design.
- ▶ For budget purposes, ten percent should be added to the total project amount as a contingency to ensure funds are available to appropriately address unknown conditions that arise during construction.

Alignment One

Alignment One follows the former railroad corridor for its entire length.

This alignment is 8.65 miles in length. The following analysis indicates this alignment should cost approximately \$522,000 per mile to construct, which equates to approximately \$98.85 per lineal foot. Therefore, to construct the total length of 8.24 miles, it would cost approximately \$4,515,520.

North Warren Trail Alignment One - Estimate of Probable Construction Costs				
<i>Segment</i>	<i>Length</i>	<i>Cost Category</i>	<i>Cost / L.F.</i>	<i>Subtotal</i>
A ¹	1,250	II	\$35	\$43,750
A ²	920	Ekey Property	\$35	\$32,200
		Intersection Improvements	\$150,000	\$150,000
A ³	2,170	III	\$45	\$97,650
A ⁴	3,270	II	\$35	\$114,450
A ⁵	75	Bridge Repair*	\$735	\$55,125
A ⁶	750	III	\$45	\$33,750
A ⁷	4,520	II	\$35	\$158,200
B ¹⁻¹	3,200	II	\$20	\$64,000
B ¹⁻²	300	Bridge Replacement	\$2,400	\$720,000
B ¹⁻³	3,460	I	\$20	\$69,200
B ¹⁻⁴	200	Bridge Replacement	\$2,400	\$480,000
B ¹⁻⁵	630	I	\$20	\$12,600
B ¹⁻⁶	250	Bridge Replacement	\$2,400	\$600,000
B ¹⁻⁷	1,250	I	\$20	\$25,000
C ¹	3,960	II	\$35	\$138,600
C ²	3,950	II	\$35	\$138,250
C ³	75	Bridge Replacement	\$735	\$55,125
C ⁴	3,100	II	\$35	\$108,500

North Warren Trail Alignment One - Estimate of Probable Construction Costs				
Segment	Length	Cost Category	Cost / L.F.	Subtotal
D ¹	3,900	III	\$45	\$175,500
D ²	150	Bridge Replacement	\$735	\$110,250
D ³	1,460	III	\$45	\$65,700
E ¹	1,100	I	\$20	\$22,000
E ²	20	Deck Replacement	\$480	\$9,600
E ³	1,460	I	\$20	\$29,200
E ⁴	20	Deck Replacement	\$480	\$9,600
E ⁵	2,050	I	\$20	\$41,000
E ⁶	20	Deck Replacement	\$480	\$9,600
E7	2,170	I	\$20	\$43,400
<i>Subtotal</i>	<i>45,680</i>			<i>\$3,612,250</i>
<i>10% Contingency</i>				<i>\$361,225</i>
<i>15% Design and Engineering</i>				<i>\$541,838</i>
<i>Total</i>				<i>\$4,515,313</i>

* For estimating purposes it was assumed a twelve foot wide, prefabricated, multiple span structure would be built.

Alignment Two

Alignment Two follows the former railroad corridor to the vicinity of the dry hydrant at which point it diverts from the corridor to the Greenbriar neighborhood, paralleling Werner Road to Warren Jamestown Road which takes the trail to Russell. From the Greenbriar neighborhood to Russell the trail will be located within the right-of-way of the Warren Jamestown Road. In Russell the trail will rejoin the former railroad corridor. From this point the trail will remain within the former corridor to the New York State line.

This alignment is 8.84 miles in length. The following analysis indicates this alignment should cost approximately \$336,500 per mile to construct, which equates to approximately \$63.72 per lineal foot. Therefore, to construct the total length of 8.84 miles, it would cost approximately \$2,974,660.

North Warren Trail Alignment Two - Estimate of Probable Construction Costs				
Segment	Length	Cost Category	Cost / L.F.	Subtotal
A ¹	1,250	II	\$35	\$43,750
A ²	920	Ekey Property	\$35	\$32,200
		Intersection Improvements	\$150,000	\$150,000
A ³	2,170	III	\$45	\$97,650
A ⁴	3,270	II	\$35	\$114,450
A ⁵	75	Bridge Repair*	\$735	\$55,125
A ⁶	750	III	\$45	\$33,750
A ⁷	4,520	II	\$35	\$158,200
B ¹	975	II	\$35	\$34,125
B ²	1,300	n/a	n/a	n/a
B ³	1,600	I	\$20	\$32,000
B ⁴	4,100	V	\$150	\$615,000
B ⁵	1,125	IV	\$35	\$39,375
B ⁶	1,200	VI	\$15	\$18,000
C ¹	3,960	II	\$35	\$138,600
C ²	3,950	II	\$35	\$138,250
C ³	75	Bridge Replacement	\$735	\$55,125
C ⁴	3,100	II	\$35	\$108,500
D ¹	3,900	III	\$45	\$175,500
D ²	150	Bridge Replacement	\$735	\$110,250
D ³	1,460	III	\$45	\$65,700
E ¹	1,100	I	\$20	\$22,000
E ²	20	Deck Replacement	\$480	\$9,600
E ³	1,460	I	\$20	\$29,200
E ⁴	20	Deck Replacement	\$480	\$9,600

North Warren Trail Alignment Two - Estimate of Probable Construction Costs				
Segment	Length	Cost Category	Cost / L.F.	Subtotal
E ⁵	2,050	I	\$20	\$41,000
E ⁶	20	Deck Replacement	\$480	\$9,600
E7	2,170	I	\$20	\$43,400
<i>Subtotals</i>	<i>46,690</i>			<i>\$2,379,950</i>
10% Contingency				\$237,995
15% Design and Engineering				\$356,993
Total				\$2,974,938

* A visual analysis was conducted to establish these costs. Prior to allocating funds for this project an engineering analysis should be completed to determine the structure's inventory and operating load capacities in accordance with AASHTO Manual for Condition Evaluation of Bridges.

Alignment Three

As noted earlier, Pine Grove Township officials acknowledged that Big Four Road, located just east of the Conewango River, is seldom traveled and could potentially serve as the trail.

This alignment is 9.51 miles in length. The following analysis indicates this alignment should cost approximately \$386,300 per mile to construct, which equates to approximately \$73.15 per lineal foot. Therefore, to construct the total length of 9.51 miles, it would cost approximately \$3,673,713.

North Warren Trail Alignment Three - Estimate of Probable Construction Costs				
Segment	Length	Cost Category	Cost / L.F.	Subtotal
A ¹	1,250	II	\$35	\$43,750
A ²	920	Ekey Property	\$35	\$32,200
A ³		Intersection Improvements	\$150,000	\$150,000
Alt ¹	2,700	V	\$150	\$405,000
Alt ²	1,900	V	\$150	\$285,000
Alt ³	3,820	V	\$150	\$573,000
Alt ⁴	10,700	II	\$35	\$374,500

North Warren Trail Alignment Three - Estimate of Probable Construction Costs				
<i>Segment</i>	<i>Length</i>	<i>Cost Category</i>	<i>Cost / L.F.</i>	<i>Subtotal</i>
Alt ⁵	1,170	II	\$35	\$40,950
Alt ⁶	2,510	II	\$35	\$87,850
Alt ⁷	1,850	V	\$150	\$277,500
C ¹	3,960	II	\$35	\$138,600
C ²	3,950	II	\$35	\$138,250
C ³	75	Bridge Replacement	\$735	\$55,125
C ⁴	3,100	II	\$35	\$108,500
D ¹	3,900	III	\$45	\$175,500
D ²	150	Bridge Replacement	\$735	\$110,250
D ³	1,460	III	\$45	\$65,700
E ¹	1,100	I	\$20	\$22,000
E ²	20	Deck Replacement	\$480	\$9,600
E ³	1,460	I	\$20	\$29,200
E ⁴	20	Deck Replacement	\$480	\$9,600
E ⁵	2,050	I	\$20	\$41,000
E ⁶	20	Deck Replacement	\$480	\$9,600
E7	2,170	I	\$20	\$43,400
<i>Subtotals</i>	<i>50,255</i>			<i>\$2,941,075</i>
10% Contingency				\$294,108
15% Design and Engineering				\$441,161
<i>Total</i>				<i>\$3,676,344</i>

Economic Impact of Trails

In addition to analyzing the costs associated with developing the trail it is important to understand the financial benefits it will bring to the local economy. Over the years, a number of studies have been completed to estimate the revenue brought into the local economy due to trail development. These studies indicate there is a positive economic impact on the local economy. This impact should not be under estimated. Trail use generates additional spending, which positively impacts local businesses. As businesses become more productive new jobs and tax revenues follow.

Of these studies, the most recent, and the most applicable to this study due to its geographic proximity is the study completed in 1999 by the Allegheny Trail Alliance.

- In 1999, the Allegheny Trail Alliance released an Economic Impact Study for the Pittsburgh to Cumberland Trail. The study was a joint project between the Pittsburgh Economic League and Stephen Farber, Ph.D. of the Graduate School of Public and International Affairs at the University of Pittsburgh.

Approximately 3000 mail-in surveys were distributed at trailheads from July 1 through October 1 of 1998. The survey response rate was high, at 47%.

The results of the survey indicate a correlation between distance traveled and spending per trip. Based on the data presented in the study, one can project trails which attract people from a larger radius will generate more revenue.

Pittsburgh to Cumberland Trail Economic Impact Analysis			
<i>Trailhead</i>	<i>Average Spending per Trip</i>	<i>Median Distance Traveled</i>	<i>Percent from other Counties</i>
Ohiopyle	\$20.62	50	90%
Rookwood	\$21.27	25	60%
Connellsville	\$12.98	26	80%
Montour	\$14.96	8	5%
Boston	\$9.73	12	17%
West Newton	\$7.52	15	71%
<i>Average</i>	<i>\$14.51</i>	<i>22.6</i>	<i>53.83%</i>

Another study of relevance was completed in 1992 for the Oil Creek Bike Trail.

- A study of the Oil Creek Bike Trail conducted in 1992 by the Pennsylvania State University revealed the average visitor spends \$25.85 per day. This was broken down into \$9.09 for food, \$6.27 for transportation, \$2.56 for lodging (many visitors camp) and \$7.94 for equipment and other activities.

Other studies include:

- Impact of Rail Trails, Rivers, Trails and Conservation Assistance Program of the National Park Service, 1992

A study of three existing trails, twenty-six mile Heritage Trail located in rural Iowa, sixteen mile St. Marks Trail in Florida and Lafayette Moraga Trail in California

Results of this study indicate the following:

The Impact of Rail-Trails: A Study of the Users and Property Owners from Three Trails, National Park Service, 1991			
<i>Trail</i>	<i>State</i>	<i>Trail Length</i>	<i>Average Daily Expenditure</i>
Heritage Trail	Iowa	26 miles	9.21
Tallahassee – St. Marks Trail	Florida	16 miles	11.02
Lafayette – Moraga Trail	CA	20 Miles	3.97
<i>Average</i>			<i>8.07</i>

- Ghost Town Trail, Indiana and Cambria Counties, Pennsylvania: A study conducted by the Pennsylvania State University in 1996 indicated average daily expenditures for trail users ranged from \$4.33 to \$9.28.
- North Central Railroad Trail, Maryland: A study conducted in 1993 indicated users had an average daily expenditure of \$6.03 per visit.
- Elroy-Sparta Bike Trail, Wisconsin: A study conducted in 1993 indicated users spent between \$2.68 and \$53.20 per day.
- Little Miami Scenic Trail, Ohio, 1998: A study conducted recent study by the Ohio-Kentucky-Indiana Regional Council of Governments in 1998 indicates users spent an average of \$13.54 per day, mainly of food and gasoline.

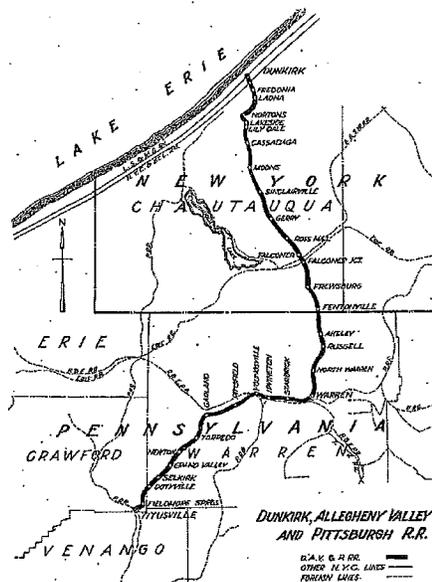
Assuming a modest revenue of \$ 5.00 per visit, and a conservative estimate of 30,000 users annually, it is estimated the Warren Trail will generate at least \$150,000 annually to the local economy.

Financial Feasibility Conclusion

The financial analysis conducted indicates Alignment Two will be the most feasible alignment to construct, with Alignment Three being the next most feasible, and Alignment One being the least feasible.

Legal Feasibility

To determine the legal feasibility, meaning the right to develop, operate and maintain the proposed trail, the Consultant performed research to determine the ownership status of the former Penn Central rail corridor and well as the impact to private properties. In addition, key person interviews were conducted with key property owners along the proposed corridor to determine whether they support the trail and, if they would be willing to grant an easement for its development.



Railroad Corridor Ownership

In 1966 Penn Central railroad abandoned its Valley Branch line. This line is approximately 11 miles long, extending from northern Warren, Pennsylvania to the New York State line. Research indicated that United Railroad Corporation (URC), a subsidiary of American Premier Underwriters, Inc., (APU) Penn Central's corporate successor, retains control of some of the former Penn Central real estate. A call to APU revealed the following information with respect to the former Valley Branch Line. This information is graphically shown on the Adjacent Property Ownership drawings:

- ▶ Beginning at the property conveyed to Mr. George D. Zamias noted above, south for an approximate distance of approximately 830 feet was acquired through a Quit Claim Deed in 1989 by Mr. Robert C. Ekey.
- ▶ Mr. George D. Zamias acquired by Quit Claim Deed, in 1978 the property beginning at the URC property noted above, south for a distance of approximately 2320 feet to southern side of Hatch Run Road for a distance of approximately 1050 feet.
- ▶ Beginning at the property conveyed to Mr. James V. and Mrs. Patricia B. Mazzu noted above, south for an approximate distance of approximately 1.7 miles is currently owned by United Railroad Corporation (URC), successor to Penn Central.
- ▶ The railroad corridor beginning at the Pine Grove Township property noted above, south for a distance of approximately 2250 feet was acquired through a Quit Claim Deed in 1987 by a Mr. James V. and Mrs. Patricia B. Mazzu.
- ▶ Pine Grove Township acquired by Quit Claim Deed, in 1989 the property beginning at the property conveyed to Mr. Willard Weatherby, south for a distance of approximately 5050 feet to the south shore of the Conewango Creek.
- ▶ The railroad corridor beginning at the Pine Grove Township property noted above, south for a distance of 565 feet was acquired by Mr. Willard Weatherby in 1988 through a Quit Claim Deed.

- ▶ Pine Grove Township acquired by Quit Claim Deed, in 1989 the property beginning at the URC property noted above, south for a distance of approximately 1500 feet to Akeley Hollow Road in the Village of Russell.
- ▶ Beginning at the property conveyed to Mrs. Margaret Lawson noted above, south for an approximate distance of 1.5 miles is currently owned by United Railroad Corporation.
- ▶ The railroad corridor from Cable Hollow Road, south a distance of 1000 feet was acquired by Mrs. Margaret Lawson through a Quit Claim Deed in 1991.
- ▶ The Chautauqua Rails to Trails Corporation acquired a Quite Claim Deed, in 1995, for the northern most portion of this line, extending from the New York border, through State Game Land 282, to the south to Cable Hollow Road (SR 1015) in the Village of Akeley. The total distance being approximately 2.48 miles.

The above information was graciously provided, for this study, by Ms. Connie Stacey, Real Estate Department, American Premier Underwriters, Inc., 580 Walnut Street, 9W, Cincinnati, Ohio, 45202, (513) 579-6856, fax (513) 369-3839. Ms. Stacey indicated United Railroad Corporation (URC) is a wholly owned subsidiary of American Premier Writers, Inc. The Pine Grove Township Recreation Board contacted URC to determine if they are willing to sell their interest in the corridor. In addition the Recreation Board asked what the cost would be to purchase their interest. Mr. Jim Lawrence, United Railroad Corporation, 1615 Beacon Street, Cincinnati, OH 45230, (513) 231-0856 indicated there are a total of 28 acres for which URC retains interest. Mr. Lawrence said URC prefers to sell their interest to public organizations whose purpose is to retain the corridor for public use of some type. He indicated URC's asking price is \$750.00 per acre, for a total of \$21,000. Based on discussions with trail organizations in rural areas the asking price appears to be high. Typically trail organizations in rural areas are paying \$100 to \$200 per acre, or \$2,800 to \$5,600 for the twenty-eight acres.

Of the total corridor length of 8.43 miles, rail corridor interest is broken down as follows:

<i>Rail Corridor Interest</i>	<i>Length in Miles</i>	<i>Percent of Total</i>
Publicly Held	1.25	14.83%
Chautauqua Rails-to-Trails, Inc.	2.48	29.42%
United Rail Corporation	3.20	37.96%
Privately Held	1.50	17.79%
<i>Total</i>	<i>8.43</i>	<i>100.00%</i>

To determine whether purchasers of rail corridor interest are amenable to considering to grant an easement through their respective property key person interviews were held with the property owners.

Summary of Interviews with Key Property Owners along Railroad Corridor

Mr. Bill Southwell Mr. Southwell owns the property between the Warren State Hospital Arboretum and Mr. Ekey's property. He favors extension of the trail and is willing to grant a consensual easement allowing the trail to cross his property.
Parcel No.
Wn-519-1899

Mr. Bob Ekey A phone interview was conducted with Mr. Ekey, owner of Ekey's Nursery located just south of the intersection of State Route 62 and Hatch Run Road. Mr. Ekey indicated he would be willing to allow the trail across his property. He would prefer to see it located near State Route 62. He indicated that once the details of crossing Hatch Run Road are finalized he would be willing to grant a consensual easement through his property for the trail.
Parcel No.
Wn-519-4496

Dan Cassamento Mr. Cassemento owns the commercial property immediately south of the State Route 62 and Hatch Run Road intersection. He favors extension of the trail and is willing to grant a consensual easement allowing the trail to cross his property.
Parcel No.
Wn-518-6362

Mr. Maurice Godden Mr. Godden is the property manager for the Warren Mall. He has indicated that the mall owners would be receptive to granting a consensual easement through the mall property, for the trail.
Parcel No.
Wn-5-1914

Arby's Mr. Barry George A phone interview was conducted with Mr. George. He indicated the business is owned by Toby Food Group, Rimmersburg, PA. He stated it is difficult for him to come to Warren for a meeting. He stated they would be willing to grant a consensual easement allowing the trail to cross their property if necessary.
Parcel No.
Wn-518-3981

Mr. Jim Mazzu Mr. Mazzu owns the property where the former railroad corridor crosses the Conewango Creek. Mr. Mazzu indicated he purchased the interest of the former railroad corridor that crosses his property. He stated he is not willing to grant an easement or sell his interest in the corridor for use as a trail. He suggested alternate routes (i.e. along Conewango Creek), but was concerned that area is flood prone. He suggested the trail follow along the edge of old Route 62.
Parcel No.
Wn-287-42

Mr. Ray Shield Mr. Shields owns the agricultural land south of the Village of Akeley. Mr. Shields said he would consider locating the trail through his property only if no other alternative route can be identified. He is concerned that three major railroad bridges in the area had been removed and would be costly to replace. He would prefer to the trail be located on the west side of the Conewango Creek identified.
Parcel No.
Wn-2-8463

Another issue to be aware of are the recent changes to the Pennsylvania State Game Commission management policies which may affect the trail as it passes through State Game Land 282. The Commission's concern is that expanding populations and urban sprawl continue to put increasing pressure on the Game Lands. Continued unrestricted use of the lands will continue to cause habitat degradation, soil erosion and water pollution that are detrimental to wildlife. Continued unrestricted use, not specifically related to fish and wildlife resource management of the State Game Lands may put federal funding in jeopardy.

Therefore, the Commission is contemplating revisions to ensure the protection of these significant wildlife resources and to ensure funding opportunities will not be jeopardized.

If corridor interest secured for the trail is not through an easement or fee simple acquisition, then these proposed policies could limit the use, or altogether prohibit the use of the corridor for trail purposes if the Commission is not willing to cooperate.

To determine whether the Game Commission would consider and support the development of a trail through State Game Land 282 a call was placed to the Pennsylvania Game Commission's Northwest Region Office located in Franklin, PA. The call was referred to Mr. George Miller, Land Management Officer responsible for State Game Land 282. Mr. Miller indicated that the recent revisions to the State Game Commission management policies will require the Game Commission to identify and mark trail opportunities, within the lands, for recreational use by the general public. Mr. Miller said the new regulations are effective February 2003. Therefore, he anticipates the trail opportunities will be identified this Fall. Therefore he recommended the County meet with him to review and discuss the proposed route. He indicated the former rail corridor is currently being used by hikers and bicyclists therefore he does not anticipate any problems with the County's proposal for the trail.

Proposed Game Commission Policy Changes

Except with the written permission of the Director or the person in charge of the lands, it shall be unlawful to:

- ▶ Ride a non-motorized vehicle, conveyance, or animal except on roads normally opened to the public travel (except roads only opened to foot travel) or designated routes as posted, or while lawfully engaged in hunting, trapping, or fishing.
- ▶ Ride a non-motorized vehicle, conveyance or animal from September 15 to January 15 and April 15 to May 31 inclusive, except while lawfully engaged in hunting, trapping, or fishing.
Exception: a non-motorized vehicle, conveyance or animal may be used on roads normally opened to public travel (except roads open to foot travel only) or on posted or designated routes on Sundays from September 15 to January 15 and April 15 to May 31.

Contact

Mr. George Miller, Land Management Officer
Pennsylvania State Game Commission
P.O. Box 31
Franklin, PA 16323
(814) 432-3188

Adjacent Private Property

For this analysis the consultant collected parcel information for land adjacent to the former railroad corridor. This information was obtained from the Warren County Assessment Office. The information was assembled digitally on the base maps created for this project. The locations of the parcels are approximate and should be verified prior to pursuing additional planning or land acquisition work. Appendix V contains a detailed list of adjoining property owners for each of the three alignments considered herein.

Alignment One

There are one hundred property owners adjacent to the proposed trail corridor in Alignment One. Several of the property owners north of Russell have indicated they would prefer to grant an easement along the banks of the Conewango Creek, in lieu of having the trail bisect their property. This would be an acceptable alternative to provide continuity for the length of the trail should this option be accepted.

Alignment Two

Our analysis indicates there are one hundred and ninety-three property owners adjacent to the alignment being proposed for the preferred route.

There are three properties where Alignment Two would require the acquisition of an easement, or the property. The acquisition of an easement for a multi-use trail would provide access to the Greenbriar Circle residents. In 1996, the owners of these properties have granted Pine Grove Township a twenty foot wide right-of-way to accommodate the installation of a water line for the purposes of fire protection. Prior to this agreement, the right-of-way was granted for the construction of a sewer line. Property ownership has changed hands since the original agreement was signed. It is recommended the County approach the current property owners to determine if they would be receptive to amending the current easement / right-of-way for the proposed trail.

The affected properties include the following:

Alignment Two Direct Impact to Adjacent Property Owners				
No.	Parcel Number	Owner and Address	Assessed Value	Location
43	Wn-279-4255	Kylander, Jeanne 708 Jackson Ave. Ext Warren, PA, 16365	\$14,945	OJWR-w
44	Wn-279-1829	Eadie, Randy & Kay 1230 Greenbriar Circle Russell, PA, 16345	\$43,598	OJWR-w

Alignment Two Direct Impact to Adjacent Property Owners				
<i>No.</i>	<i>Parcel Number</i>	<i>Owner and Address</i>	<i>Assessed Value</i>	<i>Location</i>
45	Wn-279-1915	Thomas, Dean M & Karen L 32 Greenbriar Circle Russell, PA, 16345	\$47,905	OJWR-w

Alignment Three

Our analysis indicates there are ninety-three property owners adjacent to the alignment being proposed for Alignment Three. Because this route follows the Big Four Road right-of-way, it is anticipated there would be little opposition to this alignment from a property rights viewpoint.

Legal Feasibility Conclusion

There are two significant findings related to Legal Feasibility of the potential trail corridor. These include:

Warren State Hospital to Intersection of State Route 62 and the Warren to Jamestown Road Segment

The key person interviews of property owners in this segment have verbally indicated their willingness to dedicate an easement, or property, for the proposed trail.

State Route 62 and the Warren to Jamestown Road to the New York State Line Segment

Several segments of this corridor have been purchased by private individuals. Several of these individuals indicated they would consider granting an easement or property for the proposed trail while others have indicated they would not. In addition, the ownership of several sections is in dispute. Pine Grove Township and the Chatauqua Rails-to-Trail, Inc. claim ownership of the property they obtained by quit claim deed while adjacent land owners claim the property reverted back to them when the railroad operations ceased to exist.

There are many unanswered questions surrounding what ownership of the corridor entails. The quit claim deeds obtained from APU do not indicate whether the railroad sold the interests in the right-of-way, or if the property is owned out right on a fee simple. The United Railroad Corporation was unable to produce the deeds which document the original railroad transaction.

Prior to purchasing any additional interest in the corridor additional research must be conducted. The first step would be to review railroad records held in the National Archives, College Park Maryland Campus. A review of land acquisition forms, 1914-39, in the records of the Bureau of Valuation, Records of the Interstate Commerce Commission (Record Group 134) are the best source of land title information.

National Archives
National Archives at College Park
8601 Adelphi Road
College Park, MD 20740-6001
(301) 713-7250

The land acquisition forms detail the acquisition of parcels of land that the railroad uses for common-carrier purposes that are part of the right-of-way. The forms are best used in conjunction with the railroad valuation maps which show the location of each parcel. We believe the Valuation Maps provided by URC are the maps which will be found in the National Archives. The forms noted above may provide further insight.

Additional useful records include the grant schedules, 1914-28, which record grants to railroads by the federal, state, or local governments, corporations, and individuals, and the leasing schedules, 1914-23, which record leases of railroad-owned land to individuals, corporations, and municipalities.

Should the National Archives research prove unsuccessful in determining form of ownership, a Title Search should be conducted for the parcels involved. This search should begin with the a grantee index search for the railroad who purchased the property. The grantee index search of the New York Railroad's Valley Line predecessors may give some insight on the type of interest being purchased.

The history of the New York Central system, published in the 1913 Annual Report of the New York Central System gives some insight into who may have initially constructed the Valley Branch Line. This history indicates the Valley Line originated from the Dunkirk, Allegheny Valley and Pittsburgh Railroad Company (DAVP) which leased the line to New York Central and Hudson River Valley Railroad Company on January 3, 1873. The DAVP was formed by the consolidation of the Warren and Venango Railroad Company, incorporated in October 6, 1871, and the Dunkirk, Warren and Pittsburgh Railway Company. The Dunkirk, Warren and Pittsburgh Railway Company had been formed on May 14, 1870, by the consolidation of the Dunkirk, Warren and Pittsburgh Railroad Company, incorporated on March 14, 1867, and the Conewango Valley Railroad Company Incorporated on March 24, 1870.

Once the research has been completed and a preliminary determination of ownership is made it is recommended the County, or purchaser, retain an attorney who specializes in railroad corridor acquisition. The role of the attorney should be to review the research collected, provide a professional opinion as to the current ownership of the property and to ensure best interests of the County are kept in mind if and when a purchase of the former railroad corridor is made.

Unless the interest in the corridor was purchased by the original railroad company on a fee simple basis it is likely the corridor may have reverted back to the adjacent property owners. Should the research indicate that a right-of-way interest was purchased in the former railroad corridor, it is likely the interest has actually reverted back to the adjacent land owners as well. Therefore, no interest was actually conveyed in the transaction.

If this has occurred, several options exist to obtain ownership of the former railroad corridor. These include:

- ▶ obtaining consensual easements from adjacent property owners or purchasing the property on a fee simple bases from willing sellers
- ▶ condemnation through eminent domain

Consensual easements can be obtained if the adjacent property owner(s) agree, by consent, to grant an easement through their property for a specific purpose, in this case a multi-use recreation trail. There are a variety of types of easements that can be granted. A conservation easement may be appealing to the grantor due to the opportunity to write off a portion of the donation for tax purposes. Refer to the Appendix for a Model Easement for trail development.

Adjacent property owners may also be willing to consider selling a portion of their property for the proposed trail corridor. These are the preferred methods of securing interest in the corridor when property ownership cannot be resolved.

As a last resort the municipalities and the County have the authority to take the property through eminent domain. If successful the municipality 'taking' the property is required to pay fair market value to the current property owner.

During any property negotiation process it is recommended that continuity of the proposed corridor be given the highest priority. Therefore, should a property owner be interested in granting or selling property on the perimeter of her or his land, as opposed to the former rail corridor which may have bisected their property, this compromise should be an acceptable substitution. The more flexible one can be in the negotiation process the greater the likelihood an agreement can be reached between parties.



PASHK ASSOCIATES
 4110 AND
 FAX 412-333-1100
 412-333-1100
 PHOENIX, PA 15112

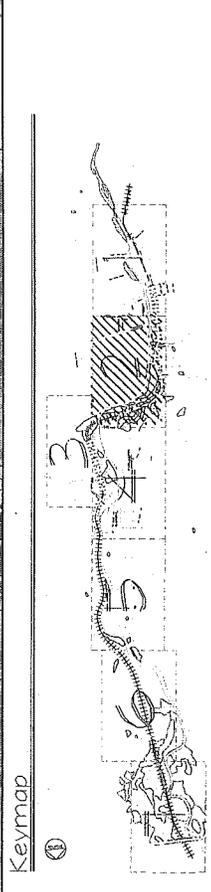
North Warren Trail Feasibility Study
 Warren County, Pennsylvania
 Adjacent Property Owners

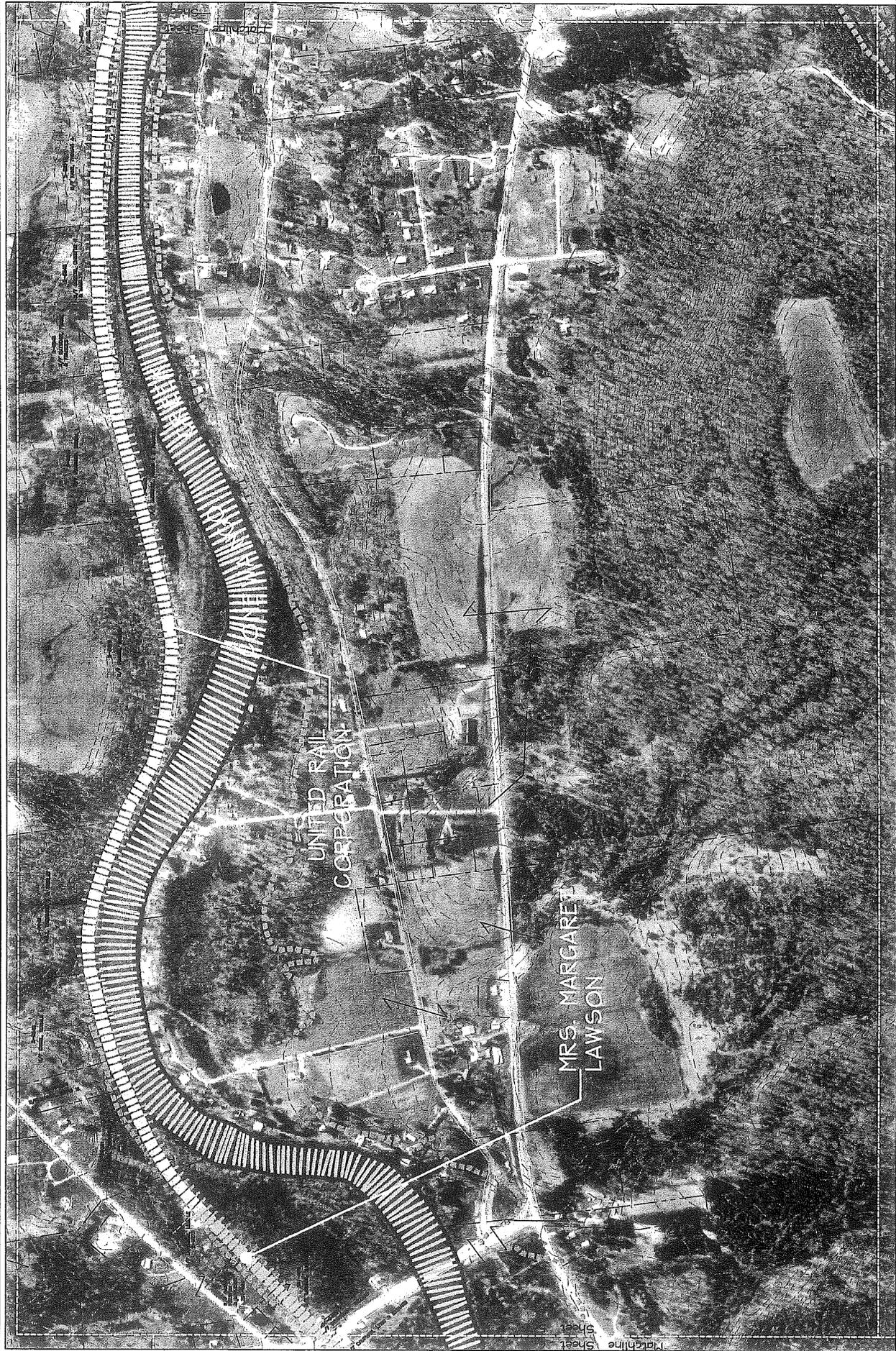
Project Number:	01028
Date:	11/2/01
Sheet Number:	2 of 7

Scale: 1" = 200' Contour Interval: 10'-0"
 Note: This map represents generalized information and is not intended to be used for legal purposes. It is based on aerial photos and overlaid with the aerial image. The map is not a survey and should not be used for legal purposes. The map is not a survey and should not be used for legal purposes. The map is not a survey and should not be used for legal purposes.

Railroad Corridor Interest
 Public/Quasi Public
 Railroad
 Private

- Legend**
- Municipal Boundary
 - Roadway
 - Parcel Line
 - Building Footprint
 - River/Stream
 - Index Contour-50'
 - Interval Contour-10'
 - Railroad
 - Matchline
 - Wetlands





Legend

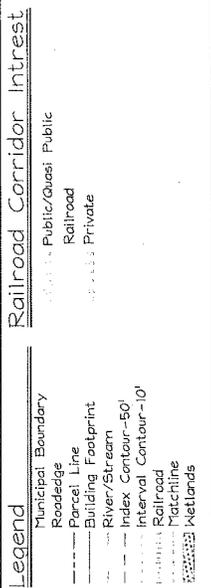
- Municipal Boundary
- Roadedge
- Parcel Line
- Building Footprint
- River/Stream
- Index Contour-50'
- Interval Contour-10'
- Railroad
- Right-of-Way
- Wetlands

Railroad Corridor Interest

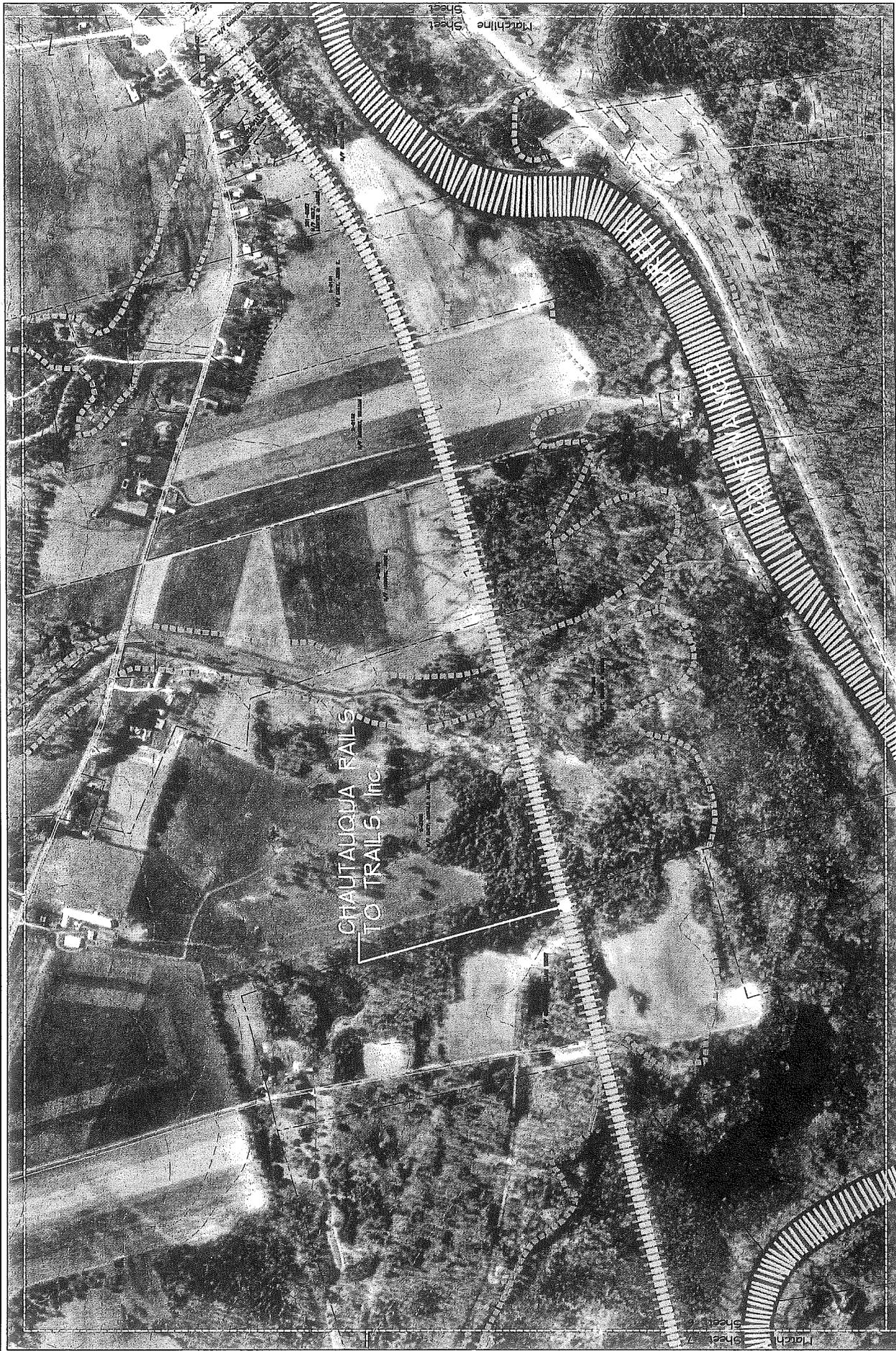
- Public/Quasi Public Railroad
- Private Railroad

Scale 1" = 200' Contour Interval 10'-0"

Note:
 This base map represents generalized information derived from aerial photography, satellite imagery, and other sources. It is not intended to be used for engineering or other purposes. The map is based on data provided by the Pennsylvania Department of Transportation. The map is not a warranty, representation, or guarantee of accuracy. The map is provided for informational purposes only. The map is not to be used for any purpose other than that for which it was prepared. The map is not to be used for any purpose other than that for which it was prepared. The map is not to be used for any purpose other than that for which it was prepared.



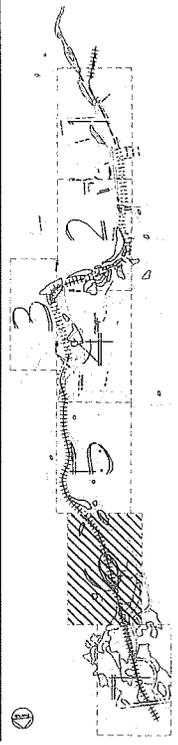
Matchline Sheet 5



Legend

- Municipal Boundary
 - Roadage
 - Parcel Line
 - Building Footprint
 - River/Stream
 - Index Contour--50'
 - Interval Contour--10'
 - Railroad
 - Matchline
 - Wetlands
-
- Public/Quasi Public
 - Railroad
 - Private

Keymap



Note: This base map represents generalized information. It is not intended to be used for engineering or other professional purposes. The user should verify all data and information shown on this map with the appropriate authorities. The user should also verify the accuracy of the data and information shown on this map with the appropriate authorities. The user should also verify the accuracy of the data and information shown on this map with the appropriate authorities.



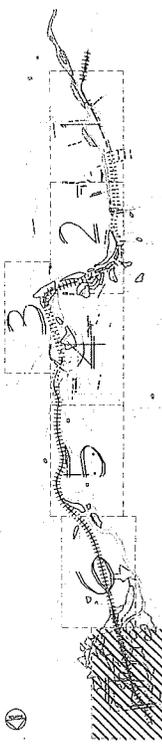
Railroad Corridor Interest

- Public/Quasi Public
- Railroad
- Private

Legend

- Municipal Boundary
- Roadage
- Parcel Line
- Building Footprint
- River/Stream
- Index Contour-50'
- Interval Contour-10'
- Railroad
- Matchline
- Wetlands

Keymap



This base map represents generalized information. It is not intended to be used for engineering or other professional purposes. The user assumes all responsibility for the accuracy of the information shown on this map. Pashek Associates makes no claims to the accuracy of this map.

Usage Feasibility

There is a common saying “If you build it, they will come”. Although this is frequently true with trail projects there is more to it. The three alignments proposed herein offer destinations along the corridor to entice a variety of users. They include the recreational user, the commuter who might use the trail to travel to and from school, work at the mall, the Conewango Country Club, or to grab a bite to eat in North Warren, Warren Mall or in Russell. Current usage of earlier phases of the trail appear to confirm this thought. In addition, a trail, by virtue of it’s alignment, can provide access to neighborhoods, schools and parks. This exposes a greater number of potential users to it, and, hopefully will increase the trail’s usage.

People tend to walk, stroll, bicycle and roller blade as a means to get from one point to another. The more destinations there are along a trail corridor, the greater the likelihood it will be used. In addition, different destinations invite a different frequency of use. For instance, a commuter who uses the trail to get to and from his place of employment is likely to use the trail more frequently than a person who would use the trail to visit the local grocery store.

For this reason, Alignment Three provides for very poor usage. Other than allowing a pedestrian to travel from North Warren to Russell, this route does not provide any other destination opportunities. And, because of the rural character of the surrounding land use, this route does not provide connections to residential neighborhoods, as do Alignments One and Two. Although Alignment Three is financially feasible, it is feared that if constructed, this route will not be utilized.

Another aspect of usage that must be analyzed is that of safety. The general perception is that multi-use trails are safe and bicycle lanes are unsafe. To the uneducated, the multi-use trail is safer because it is removed from the vehicular network. However, they often fail to realize that a multi-use trail, can in fact, be more dangerous than a bicycle lane if not properly designed. For instance, a multi-use trail with a substandard width presents a variety of hazards to its users. The primary, and most serious hazard is the conflict between various travel modes on the trail.

Another factor often overlooked is the fact that individuals are currently walking and bicycling on the existing road network. Providing bicyclists with a space of their own not only increases safety but raises awareness to the motor vehicle drivers that bicycles are legitimate vehicles on the roadways.

Trail Alignments

Several trail alignments were identified early on through the public input process. These alignments include:

Alignment One

- ▶ The proposed trail will stay on the former railroad corridor for its entire length to the New York State Line. This alignment is indicated in red on the Proposed Trail Alignment drawings.



The study group indicated this alignment is the most desirable, but recognizes they may not be able to secure an easement to cross the Conewango Creek (from the dry hydrant north) as the railroad has sold its interest to that section of corridor.

Members of the Pine Grove Township Parks and Recreation Board recommended the trail rejoin the existing rail bed just north of the mall property and remain on the existing rail bed until it reaches Russell.

North Warren Trail Alignment One	
<i>Subsegment</i>	<i>Description</i>
<i>Section A</i>	
A ¹	Intersection of State Route 62 and Old Warren Jamestown Road (near State Hospital) to Ekey Property
A ²	Ekey Property to intersection of State Route 62 and Hatch Run Road
	State Route 62 and Hatch Run Road Intersection
A ³	Route 62 / Hatch Run Road Intersection through Mall Property
A ⁴	From Mall property to Valentine Bridge
A ⁵	Valentine Bridge
A ⁶	from to Valentine Bridge to Dry Hydrant on Old Jamestown Warren Road
A ⁷	from Valentine Run to dry hydrant right-of-way
<i>Section B</i>	

North Warren Trail Alignment One	
<i>Subsegment</i>	<i>Description</i>
B ¹⁻¹	from Dry Hydrant on Old Jamestown Warren Road to Mazzu Property
B ¹⁻²	350' Bridge across Conewango River
B ¹⁻³	from B ¹⁻² to B ¹⁻⁴
B ¹⁻⁴	200' Bridge across Conewango River
B ¹⁻⁵	from B ¹⁻⁴ to B ¹⁻⁶
B ¹⁻⁶	250' Bridge across Akeley Hollow
B ¹⁻⁷	from B ¹⁻⁶ to intersection of Big Four Road and Akeley Hollow Road
<i>Section C</i>	
C ¹	from Conewango Bridge on Akeley Hollow Road north approximately 3900 feet
C ²	from C ¹ north approximately 3950 feet to intermittent drainage way
C ³	intermittent drainage way - requires bridge
C ⁴	from bridge over intermittent drainage way to Cable Hollow Road
<i>Section D</i>	
D ¹	from Cable Hollow Road north approximately 3900 feet to Akeley Swamp crossing
D ²	Akeley Swamp crossing - requires bridge
D ³	from Akeley Swamp crossing to Martin Road
<i>Section E</i>	
E ¹	from Martin Road north approximately 1100 feet to existing wetland crossing
E ²	existing wetland crossing - deck replacement required
E ³	from above wetland crossing north 1460 feet to existing wetland crossing
E ⁴	existing wetland crossing - deck replacement required
E ⁵	from above wetland crossing north 2050 feet to existing wetland crossing
E ⁶	existing wetland crossing - deck replacement required
E ⁷	from above wetland crossing north 2170 feet to existing wetland crossing
NEW YORK STATE LINE	

The following opportunities and constraints were noted for Alignment One:

<i>Opportunities</i>	<i>Constraints</i>
Location is convenient to mall, may encourage commuter use of trail.	Potential issues with management regulations for State Game Land 282
Utilizes road right-of-way to avoid acquisition of private property associated with the former rail bed.	Adjacent property owners may object to locating trail in former railroad corridor
Serves the population base in North Warren, Greenbriar Circle neighborhood and the Village of Russell	
Avoids PennDOT coordination with roadway right-of-ways	

Alignment Two

- ▶ Follow the former railroad corridor to the vicinity of the dry hydrant on Warren Jamestown Road. The study group ask the consultant to explore the possibility of extending the trail to the Greenbriar Circle area, continuing along Werner Drive and Sunset Lane to Warren Jamestown Road at which point the trail may be able to be located in the right-of-way of the Warren Jamestown Road (Old State Route 62). This alignment is shown in red, yellow and red on the Proposed Trail Alignment drawings.

This route is desirable not only because it can provide continuity for the trail around the private interest in the former rail corridor, but also connects the trail to a significant residential population where, it is anticipated, many of the trail users are located.

<i>North Warren Trail Alignment Two</i>	
<i>Subsegment</i>	<i>Description</i>
<i>Section A</i>	
A ¹	Intersection of State Route 62 and Old Warren Jamestown Road (near State Hospital) to Ekey Property
A ²	Eckey Property to intersection of State Route 62 and Hatch Run Road
	State Route 62 and Hatch Run Road Intersection
A ³	Route 62 / Hatch Run Road Intersection through Mall Property
A ⁴	From Mall property to Valentine Bridge
A ⁵	Valentine Bridge
A ⁶	from to Valentine Bridge to Dry Hydrant on Old Jamestown Warren Road
A ⁷	from Valentine Run to dry hydrant right-of-way
<i>Section B</i>	

North Warren Trail Alignment Two	
<i>Subsegment</i>	<i>Description</i>
B ¹	from dry hydrant right-of-way to Greenbriar Circle
B ²	from Greenbriar Circle to unopened street south of Werner Drive
B ³	from uopened street to Jamestown Warren Road
B ⁴	from unopened street to Warren County School District Sidewalk on Jamestown Warren Road
B ⁵	from Warren County School District sidewalk on Jamestown Warren Road to Liberty Street
B ⁶	from Liberty Street to Conewango Bridge on Akeley Hollow Road
<i>Section C</i>	
C ¹	from Conewango Bridge on Akeley Hollow Road north approximately 3900 feet
C ²	from C ¹ north approximately 3950 feet to intermittent drainage way
C ³	intermittent drainage way - requires bridge
C ⁴	from bridge over intermittent drainage way to Cable Hollow Road
<i>Section D</i>	
D ¹	from Cable Hollow Road north approximately 3900 feet to Akeley Swamp crossing
D ²	Akeley Swamp crossing - requires bridge
D ³	from Akeley Swamp crossing to Martin Road
<i>Section E</i>	
E ¹	from Martin Road north approximately 1100 feet to existing wetland crossing
E ²	existing wetland crossing - deck replacement required
E ³	from above wetland crossing north 1460 feet to existing wetland crossing
E ⁴	existing wetland crossing - deck replacement required
E ⁵	from above wetland crossing north 2050 feet to existing wetland crossing
E ⁶	existing wetland crossing - deck replacement required
E ⁷	from above wetland crossing north 2170 feet to existing wetland crossing
NEW YORK STATE LINE	

The following opportunities and constraints were noted for Alignment Two:

<i>Opportunities</i>	<i>Constraints</i>
Location is convenient to mall, may encourage commuter use of trail.	Adjacent property owners may object to locating proposed trail in road right-of-way, outside of currently paved areas, adjacent to Warren Jamestown Road
Serves the population base in North Warren, Greenbriar Circle neighborhood and the Village of Russell	Potential issues with management regulations for State Game Land 282

An important aspect to be considered for Alignment Two is the safety of the trail user when it is placed within the road right-of-way. Ideally, the multi-use trail would parallel the existing roadway. There should be a minimum separation between the roadway fall line and the multi-use path of five feet.

To establish the final alignment of the trail, consideration was given to ensuring that the trail users are afforded the highest level of safety possible. The AASHTO Guide for the Development of Bicycle Facilities indicates that when bicycle use occurs on, or immediately adjacent to a road, then the facility shall conform to the requirements of the motor vehicle code. This means bicycle lanes should be established on immediately adjacent to the rightmost lane of travel in a given direction. In addition, the AASHTO guide recommends bicycle lanes be a minimum of five feet wide, and appropriately marked with signs and paint.

The existing right-of-way width for the Warren Jamestown Road is fifty feet. However, the actual physical right-of-width is narrower in many locations due to topographic or physical constraints. The following table illustrates the available multi-use trail width given the constraints surrounding segments B⁴, B⁵ and B⁶ of the proposed alignment.

<i>Road</i>	<i>Right-of-Way Width</i>	<i>Available Right-of-Way Width</i>	<i>Pavement Width</i>	<i>Multi-use Trail Separation</i>	<i>Available Multi-Use Trail Width</i>
Warren Jamestown Road in the vicinity of the Eagle Property	50'	42'	19'	5'	6.5'
Warren Jamestown Road in the vicinity of the School Sidewalk	50'	44'	20'	5'	7.0'

Although the available width for the multi-use trail is below the recommended width, it provides for a higher level of safety for its users than providing an on-road bicycle lane. Therefore, should

this alignment be considered the trail should maintain a minimum of five feet of separation from the roadway, and, where possible, maintain a minimum width of eight feet.

The Village of Russell maintains the main street approach to its layout. Current pedestrian and bicycle facility standards do not approve of utilizing elevated concrete sidewalks for multi-use trail purposes. In fact, the use of bicycles on elevated sidewalks should be prohibited. Based on the physical layout of Liberty Street a five foot sidewalk can be constructed on each side, while allowing for an eight foot wide bicycle lane in each direction. This will provide the highest level of safety for the bicyclist and the pedestrian in this environment.

Alignment Three

- ▶ The final alignment considered in an alternate to the former railroad corridor, between Hatch Run Road and the Village of Russell. This alignment is shown in red, blue and red on the Proposed Trail Alignment drawings.



As with the prior route this alignment provides continuity for the trail around the private interest in the former rail corridor, however, it is somewhat removed from the population who will use the trail. This route would however, provide continuity without having to go through the Warren Mall Property.

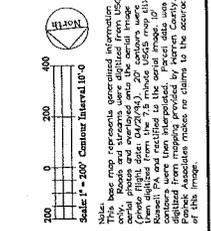
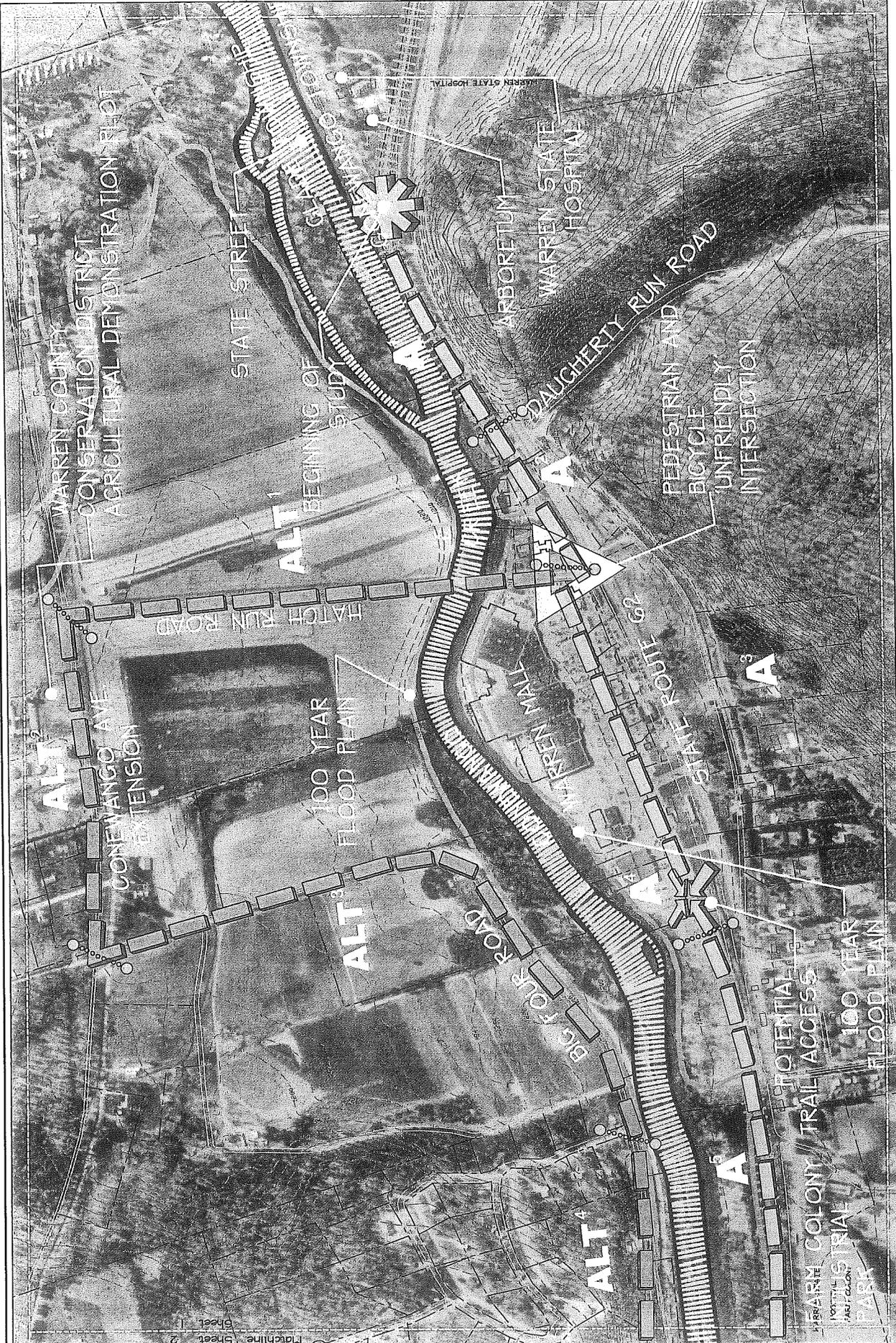
Pine Grove Township officials acknowledged that Big Four Road, located just east of the Conewango Creek, is seldom traveled and could potentially serve as the trail. This alignment would require the trail to be located adjacent to Hatch Run Road, until it's intersection with the Conewango Extension at which point the trail would turn onto Conewango Extension. From the Conewango Extensions the trail would continue south, approximately, 1,925 feet where it would intersect with Big Four Road.

<i>North Warren Trail Alignment Three</i>	
<i>Subsegment</i>	<i>Description</i>
<i>Section A</i>	
A ¹	Intersection of State Route 62 and Old Warren Jamestown Road (near State Hospital) to Ekey Property
A ²	Eckey Property to intersection of State Route 62 and Hatch Run Road
A ³	State Route 62 and Hatch Run Road Intersection
<i>Alternate Route</i>	

North Warren Trail Alignment Three	
<i>Subsegment</i>	<i>Description</i>
Alt ¹	Hatch Run Road to Conewango Extension
Alt ³	Big Four Road to Jennie Lane
Alt ⁴	Jennie Lane to Alt-5
Alt ⁵	from Alt-4 to Alt 6
Alt ⁶	from Alt-5 to Hungry Hollow Road
Alt ⁷	Intersection of Big Four Road and Akeley Hollow Road to Bridge over Conewango River
<i>Section C</i>	
C ¹	from Conewango Bridge on Akeley Hollow Road north approximately 3900 feet
C ²	from C ¹ north approximately 3950 feet to intermittent drainage way
C ³	intermittent drainage way - requires bridge
C ⁴	from bridge over intermittent drainage way to Cable Hollow Road
<i>Section D</i>	
D ¹	from Cable Hollow Road north approximately 3900 feet to Akeley Swamp crossing
D ²	Akeley Swamp crossing - requires bridge
D ³	from Akeley Swamp crossing to Martin Road
<i>Section E</i>	
E ¹	from Martin Road north approximately 1100 feet to existing wetland crossing
E ²	existing wetland crossing - deck replacement required
E ³	from above wetland crossing north 1460 feet to existing wetland crossing
E ⁴	existing wetland crossing - deck replacement required
E ⁵	from above wetland crossing north 2050 feet to existing wetland crossing
E ⁶	existing wetland crossing - deck replacement required
E ⁷	from above wetland crossing north 2170 feet to existing wetland crossing
NEW YORK STATE LINE	

The following opportunities and constraints were noted for Alignment Three:

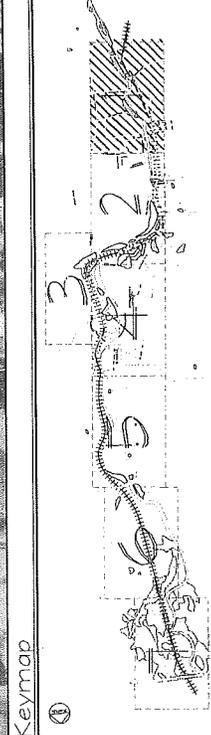
<i>Opportunities</i>	<i>Constraints</i>
Trail could be in place immediately if road is abandoned.	Does not serve the population base.
Eliminates need to cross Mall property which presents opportunities for pedestrian / vehicle conflicts.	Closing Big Four Road may generate opposition to route
	Physically isolated



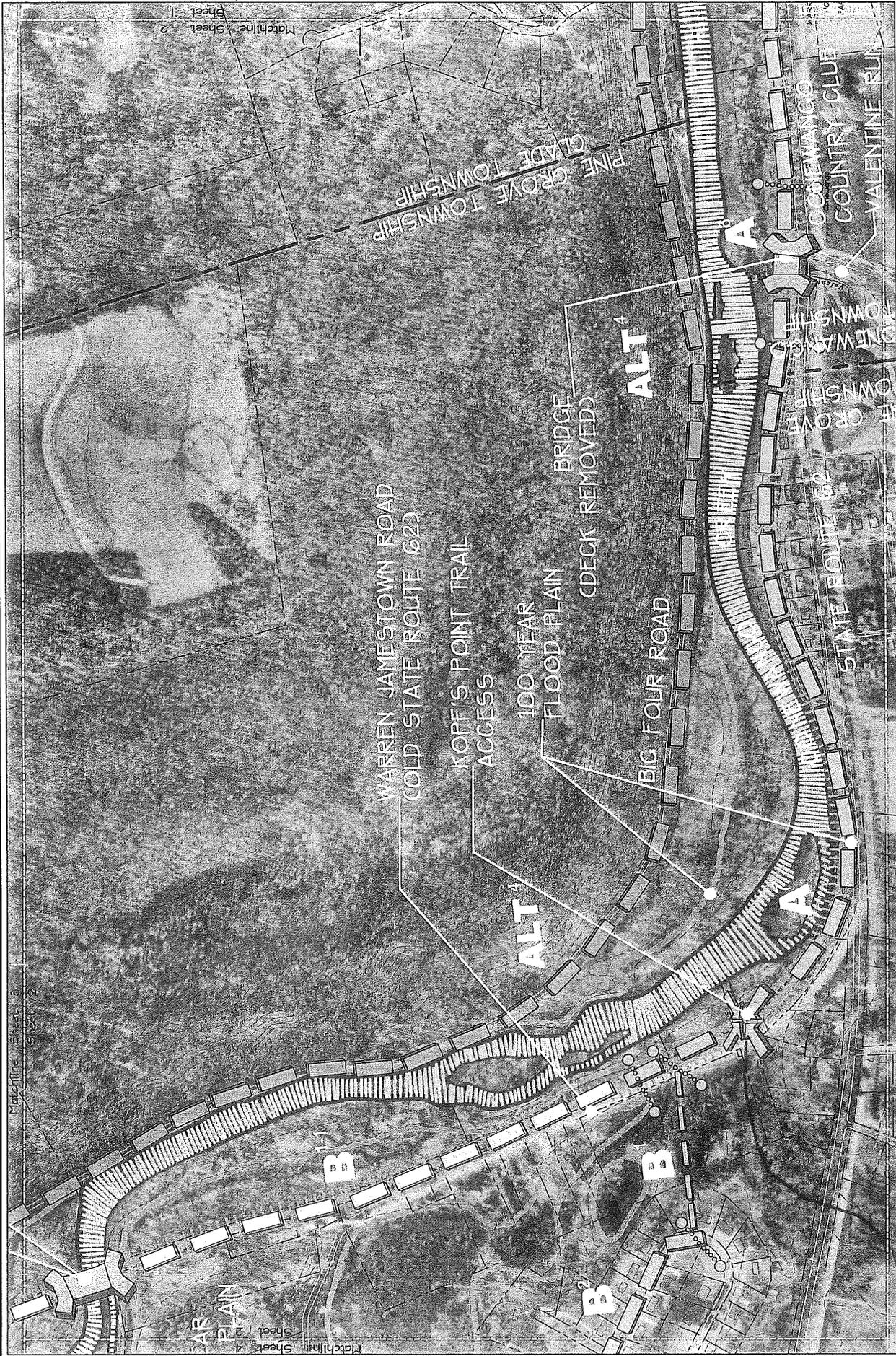
- Note: These maps represent generalized information only. Routes and sections were digitized from USGS Contour Maps (1:25,000). 27 contours were taken from the 15 minute USGS map. All data were then interpolated. Percent data were derived from the 15 minute USGS map. PASHK ASSOCIATES makes no claims to the accuracy of this image.

- Legend**
- Municipal Boundary
 - Roadedge
 - Parcel Line
 - Building Footprint
 - River/Stream
 - Index Contour-50'
 - Interval Contour-10'
 - Railroad
 - Matchline
 - Metcon

- Proposed Trail Alignments**
- Alignment One
 - Alignment Two
 - Alignment Three
 - Trail Subsection
 - Trail Section



Matchline Sheet 2
 Matchline Sheet 1



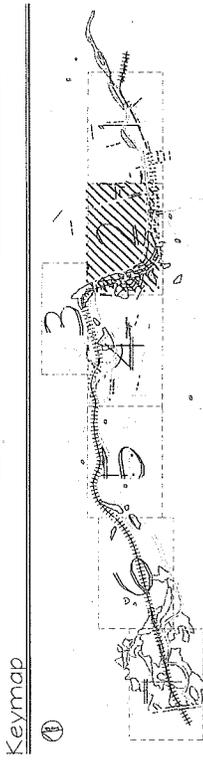
Scale 1" = 200' Contour Interval 10'-0"

North

This book represents generalized information only. Photos and drawings were the result of field work only. Please flight check this project. 250 footers were used for this project. The map was prepared in Warren County, Pennsylvania and is not to be used for any other purpose without the written consent of Pashek Associates. Pashek Associates makes no claims to the accuracy of this map.

- Proposed Trail Alignments**
- Alignment One
 - Alignment Two
 - Alignment Three
 - Trail Subsection A³
 - Trail Section

- Legend**
- Municipal Boundary
 - Roadage
 - Parcel Line
 - Building Footprint
 - River/Stream
 - Index Contour -50'
 - Interval Contour -10'
 - Railroad
 - Matchline
 - Wetlands



Matchline Sheet 4

Matchline Sheet 1

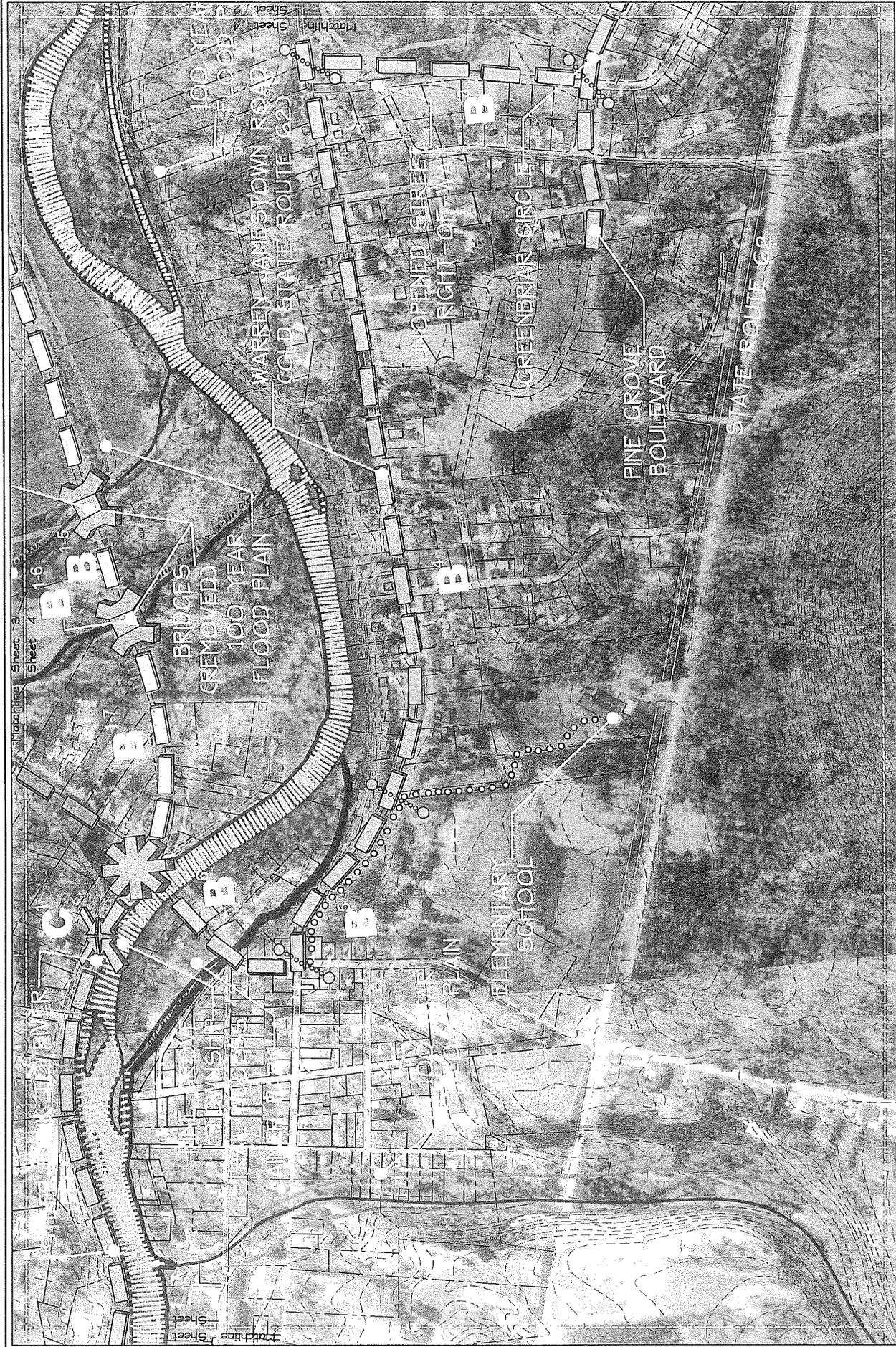
Matchline Sheet 2

North Warren Trail Feasibility Study

Warren County, Pennsylvania

Trail Alignment Options

Project Number	01028
Date	11/21/01
Sheet Number	4 of 7



Proposed Trail Alignments

- Alignment One
- Alignment Two
- Alignment Three
- Trail Subsection
- Trail Section

A

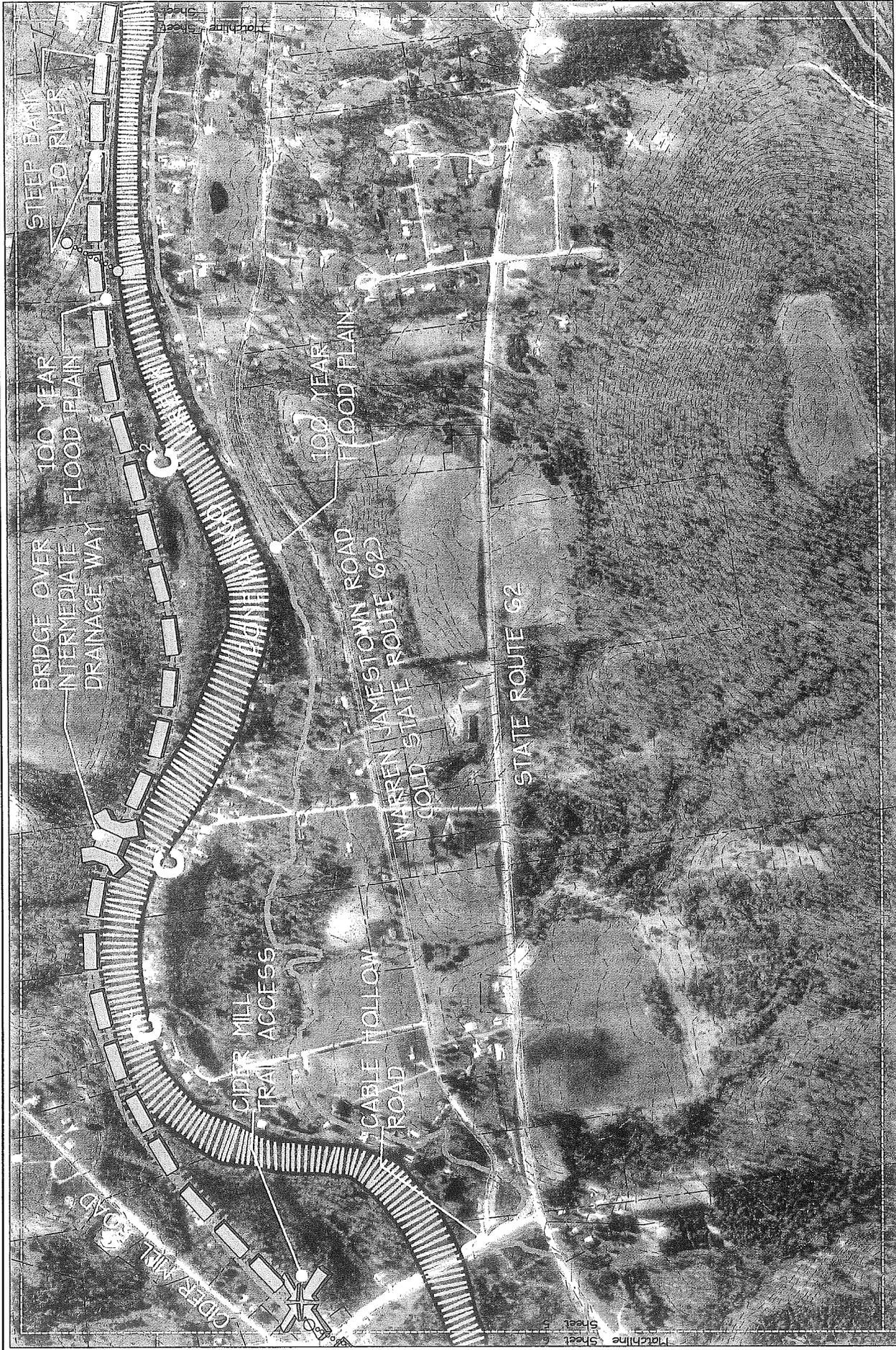
Legend

- Municipal Boundary
- Parcel Line
- Building Footprint
- River/Surround
- Index Contour -50'
- Railroad
- Pritchline
- Metfields

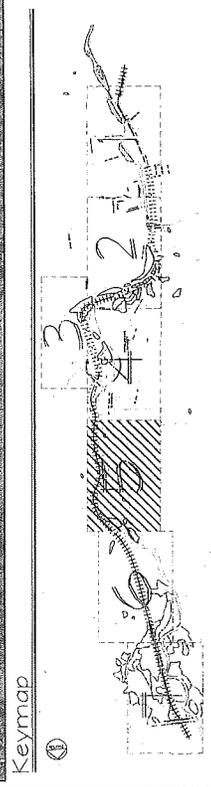
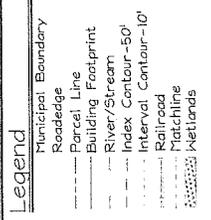
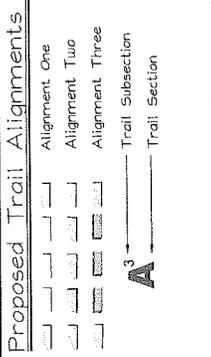
Keymap

The keymap shows a grid of sheets numbered 1 through 6. Sheet 4 is highlighted with a thick border, indicating the current sheet's location within the project area.

Note: This base map represents generalized information. It is not a survey and should not be used for legal purposes. The map was prepared using aerial photography and overlaid onto the aerial image using a Geographic Information System (GIS) from digital data from the 7.5 minute USGS map titled Warren, Pennsylvania. The map was prepared using the National Map Accuracy Standards (NMAS) and is accurate to the nearest foot. The map was prepared using the National Map Accuracy Standards (NMAS) and is accurate to the nearest foot. The map was prepared using the National Map Accuracy Standards (NMAS) and is accurate to the nearest foot.



Note:
 This base map represents general information for reference only. It is not a legal document. The aerial imagery, orthorectified, is derived from the aerial imagery provided by the USGS. The USGS map data was digitized from mapping provided by Warren County. The map data was digitized from mapping provided by Warren County. The map data was digitized from mapping provided by Warren County. The map data was digitized from mapping provided by Warren County.



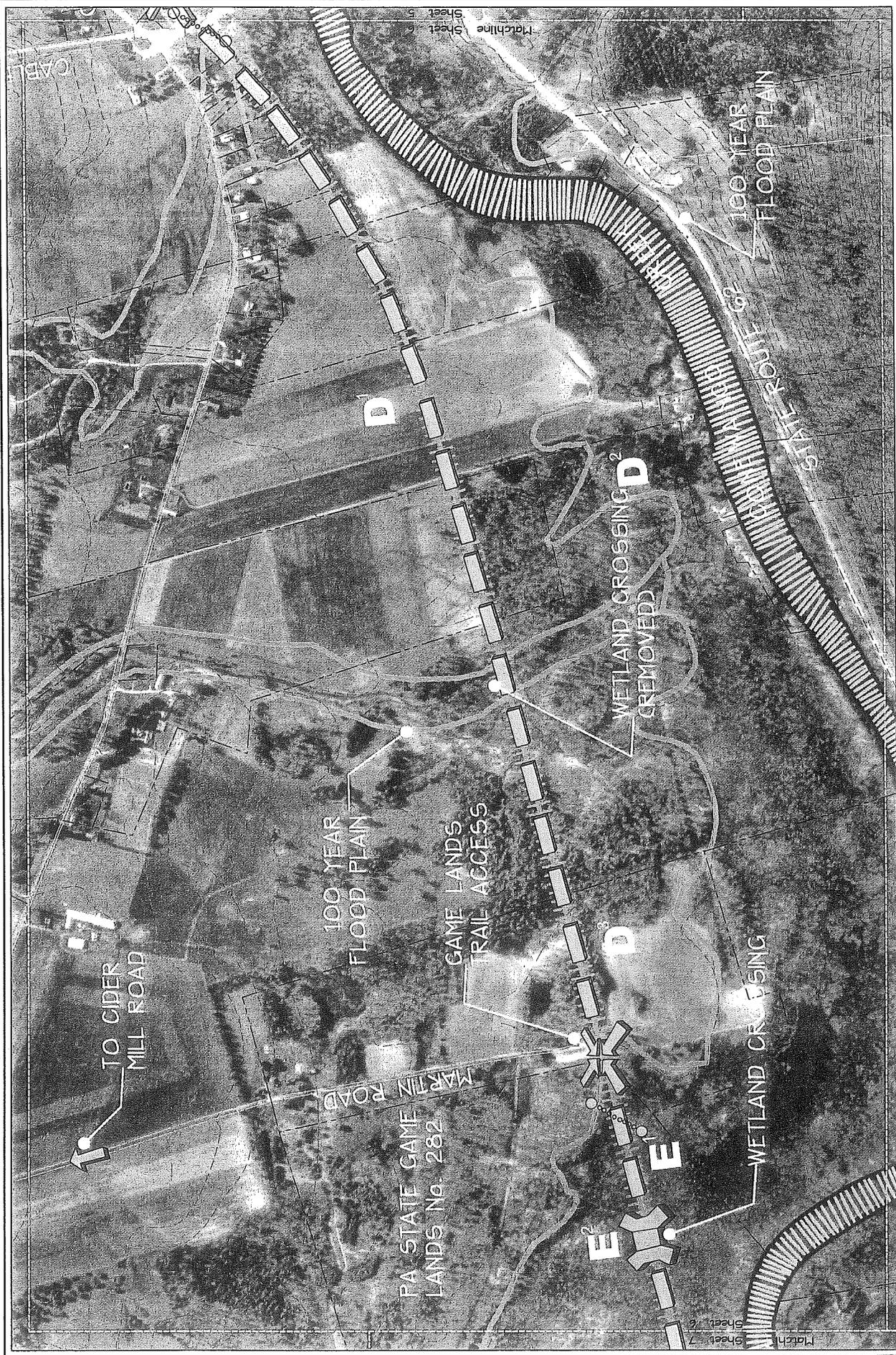
North Warren Trail Feasibility Study Warren County, Pennsylvania

Trail Alignment Options

Date	11/21/01
Project Number	01028
Revisions	

Sheet Number
6 of 7

PASHEK ASSOCIATES
A PROFESSIONAL CORPORATION
1437 Mountain View Road
Warren, PA 15080
Tel: 724-838-1100
Fax: 724-838-1101
© 2001



Legend

- Municipal Boundary
- Roadedge
- Parcel Line
- Building Footprint
- River/Stream
- Index Contour - 50'
- Interval Contour - 10'
- Railroad
- Floodplain
- Matchline
- Wetlands

Proposed Trail Alignments

- Alignment One
- Alignment Two
- Alignment Three
- Trail Subsection A
- Trail Section

Scale 1" = 200' Cassini Interval 10'-0"

Note: This base map represents generalized information. It does not constitute a warranty of accuracy. The user should verify all critical points and overlays with the local jurisdiction. The map was prepared from a 1/8" Private USGS map titled "Warren County, Pennsylvania, 1988". The map was digitized from a map provided by Warren County, Pennsylvania. The user should verify all critical points and overlays with the local jurisdiction. The map was prepared from a 1/8" Private USGS map titled "Warren County, Pennsylvania, 1988". The map was digitized from a map provided by Warren County, Pennsylvania. The user should verify all critical points and overlays with the local jurisdiction.

Keymap

Matchline
Sheet 7

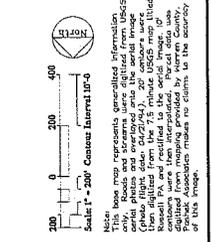
Matchline
Sheet 5

North Warren Trail Feasibility Study

Warren County, Pennsylvania

Trail Alignment Options

Sheet Number	7 of 7
Project Number	01028
Date	11/21/01
Revisions	



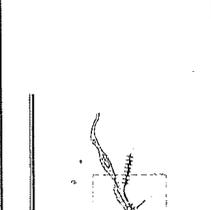
Note:
 This base map represents generalized information. It is not intended to be used for legal purposes. The aerial photos and overlaid data on the aerial image were digitized from the 7.5 minute USGS map. The boundary lines were derived from the aerial photo interpretation. The data was digitized from imagery provided to us by the county of this image.

Proposed Trail Alignments

	Alignment One
	Alignment Two
	Alignment Three
	Trail Subsection A
	Trail Subsection B

Legend

	Municipal Boundary
	Roadedge
	Parcel Line
	Building Footprint
	River/Stream
	Index Contour-50'
	Interval Contour-10'
	Railroad
	Matchline
	Wetlands



Keymap

1

Public Input Session One

At the conclusion of the inventory process a public input session was held to collect thoughts, concerns and ideas from the residents of Warren County, and in particular, residents of the City of Warren, Conewango Township and Pine Grove Township. The meeting was held at the Russell Volunteer Fire Department Social Hall on June 19, 2001 at 7:00 pm. The meeting was attended by more than fifty individuals. In addition to collecting input, the preliminary alignments were presented. A copy of the meeting minutes can be found in Appendix One.

Approximately one quarter of the attendees indicated concern over the development of the trail. Concerns ranged from the proximity of the trail to their property, proximity to their residence, vandalism and property damage concerns, and overall safety concerns. The remaining three quarters of the attendees were supportive of the trail. Many recognized they were originally opposed to the development of a trail, but recognize the success and desire to be located along the trail. Others see the trail and both an opportunity for recreation and an alternative form of transportation.

Rail-Trails, are They Safe?

No public place is crime free. However, rail-trails have an excellent public safety record when compared to other public spaces.

Major Crime	Location (% of Total)			
	Park / Playground / Field	Parking Lot / Garage	Inside your Home	On Street
Rape	(1990)	0.5	3.4	35.0
	(1991)	1.1	4.2	26.8
	(1992)	8.5	6.5	16.3
Robbery	(1990)	3.0	12.7	9.4
	(1991)	3.6	11.9	9.5
	(1992)	6.4	13.6	10.1
Assault	(1990)	4.0	7.9	13.4
	(1991)	4.0	10.7	10.7
	(1992)	4.4	7.3	7.3

In 1998, the Rails-to-Trails Conservancy published "Rail-Trails and Safe Communities: The Experience on 372 Trails".

"The trail has not caused any increase in the amount of crimes reported and the few reported incidents are minor in nature... We have found that the trail brings in so many people that it has actually led to a decrease in problems formerly encountered such as underage drinking along the riverbanks. The increased presence of people of the trail has contributed to this problem being reduced"

Charles R. Tennant, Chief of Police, Elizabeth Township, PA

The following chart compares the FBI's Uniform Crime Reports national averages for major crimes with the results of the Rails-to-Trails Conservancy survey of trails conducted for this study.

Major Crime	Location (percent of Total)					
	1995 National	Rail-Trails	1995 National	Rail-Trails	1995 National	Rail-Trails
Mugging	335	0.53	102	0.00	19	0.00
Assault	531	0.58	293	0.02	203	0.01
Forcible Rape	43	0.04	4	0.01	5	0.01
Murder	11	0.04	4	0.01	5	0.01

According to the Rail-to-Trails Conservancy study findings, only 25% of the rail-trail managers reported any type of minor crime. Those who did report these crimes also noted problems such as graffiti and littering were quickly corrected as part of routine trail management. With regards to minor crimes, the study reported the following:

- The national burglary rate in rural areas is 687 incidents per 100,000 inhabitants; only three of the rural trails responding to this study reported a break-in to adjacent property.
- 4% of rural trails report trespassing.
- 12% of those representing rural trails reported graffiti.
- 25% of those representing rural trails reported littering.

Letters from law enforcement officials attest that the actual volume of incidents such as graffiti, littering and trespassing were minimal.

Of the three alignments presented, the majority of the attendees preferred Alignment One. In this alternative the trail is proposed to remain on the existing rail bed for the majority of its length. Many were concerned Alignment Two presented safety concerns due to pedestrian / bicyclists and vehicular conflicts. Alignment Three was also not favorable because it is isolated from those the trail is meant to serve. Several articles appeared in the Times Observer following the meeting, refer to Appendix Two.

Subsequent to the public input session a petition was delivered to the Warren County Commissioners. The petition indicated opposition to the bike-hike trail being placed from the

point that the railroad grade crosses the creek north to Russell, on either side of Old Route 62. The petition was signed by thirty residents, with thirteen of the signers indicating they were in favor of the trail, just not in favor of the proposed location along Old Route 62. In addition, there were five properties in which the petition was signed by more than one of its residents. Of the thirty signatures, seventeen oppose the trail (including the multiple signatures for a property), and thirteen are in favor of the trail as long as its not located within the right-of-way of Old State Route 62, which indicates they would favor Alignment One.

To determine whether the development of one, or more, of the alignments is feasible several factors must be taken into consideration. These include:

- ▶ financial feasibility
- ▶ legal feasibility
- ▶ usage feasibility

Preferred Trail Alignment

Based upon the site analysis, public input and legal feasibility analysis conducted for this study, Alignment One was selected as the preferred trail alignment by the study group. This alignment was further separated into the following segments, beginning in the south at the end of the existing trail on the Warren State Hospital Property. These segments are also identified on the preliminary trail alignment drawings, figures 8 through 14.

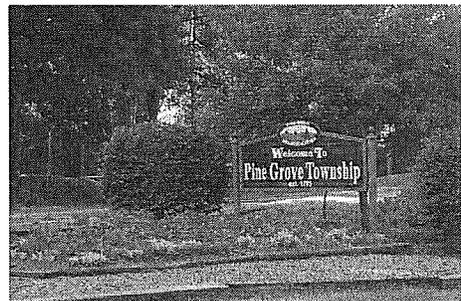
- ▶ Segment 'A' - Intersection of State Street and State Route 62 to Dry Hydrant near Kopf's Point, approximately 2.45 miles in length
- ▶ Segment 'B' - Kopf's Point to the Village of Russell, approximately 1.76 miles in length
- ▶ Segment 'C' - Village of Russell to the intersection of Cable Hollow and Cider Mill Roads, approximately 2.10 miles in length
- ▶ Segment 'D' - Intersection of Cable Hollow and Cider Mill Roads to Martin Road (State Game Lands 282 access road), approximately 1.04 miles in length
- ▶ Segment 'E' - Martin Road to New York State Border, approximately 1.30 miles in length

Narrative of Proposed Trail Segments

Segment 'A' - Intersection of Hospital Drive and State Route 62 to Dry Hydrant near Kopf's Point, approximately 2.45 miles in length

Segment 'A' begins where Phase III of the existing trail ends. The corridor crosses State Street and continues northward paralleling State Route 62. The corridor continues northward, passing through three commercial properties before reaching the Hatch Run Road intersection. The Hatch Run Road intersection serves as the vehicular main access point to the Warren Mall. In addition, the design of the intersection does not incorporate pedestrians and bicyclists movement.

Upon crossing Hatch Run Road the corridor will continue northward on the Warren Mall Property, paralleling the rear of the frontage property along State Route 62. A trail access point, with appropriate trail amenities is proposed on the northern portion of Mall property as the trail leaves the site. In this portion of Segment 'A' the former railroad corridor was sold in various sections, to the adjacent property owners between 1978 and 1993. Each of these adjoining property



owners has verbally agreed to grant an easement to accommodate the trail through their properties.

Upon leaving the mall property, the proposed trail corridor continues northward through an undeveloped parcel and then property owned by the Warren County Development Association and the Conewango Country Club. The interest in the former railroad corridor in this portion of Segment 'A' is currently retained by the United Rail Corporation, successor to the Penn Central Railroad. In addition the adjacent property owners have verbally committed to granting an easement through their respective properties for the proposed trail if required. There was a railroad bridge crossing Valentine Run located opposite the main entrance to the Conewango Valley Country Club. The decking was removed however the beams and timber supports remain in tact. North of the Conewango Country Club the former railroad corridor continues to parallel the west bank of the Conewango Creek, just east of Kopf's Point, near the dry hydrant. The area near the dry hydrant has been identified as a potential trail access point.

Segment 'B' - Kopf's Point to the Village of Russell, approximately 1.76 miles in length

Alignment One would continue to follow the former railroad corridor northward to the Conewango Creek. At this point several obstacle are present. First, 2250 lineal feet of corridor on the southern bank is held by a private individual who is not willing to grant an easement or sell his portion of the former railroad right-of-way. Secondly, upon arriving at the Conewango Creek, the former railroad bridge decking has been removed from it's abutments. The distance on the bridge decking would need to span is approximately 300 feet. This increases the construction costs for this segment significantly.

Should the County not be able to acquire the former railroad corridor property on the southern bank of the Conewango Creek. Alignment Two should be considered from this point to Russell. Alignment Two proposes the trail would leave the former railroad corridor in the vicinity of the dry hydrant on Warren Jamestown Road, cross the Warren Jamestown Road, and connect to the southern end of Greenbriar Circle. This connection will require acquiring easements for the trail through one or more private properties. From this point the trail would follow Greenbriar Circle to the unopened street just south of Sunset Lane. The trail would continue east through the unopened street right-of-way, cross Warren Jamestown Road at which point it would continue northward adjacent to Warren Jamestown Road, to Liberty Street in the Village of Russell. Continuing adjacent to Liberty Street, within the right-of-way, the trail would cross Conewango Creek Bridge where it would rejoin the former railroad corridor.

Segment 'C' - Village of Russell to the intersection of Cable Hollow and Cider Mill Roads, approximately 2.10 miles in length

Segment 'C' begins at the former railroad corridor's intersection with Akeley Hollow Road. From this point northward 1600 feet the interest in the former corridor is retained by Pine Grove Township. The Township has committed to develop the trail in the corridor should it be deemed feasible. The area currently occupied by the Pine Grove Township Public Works Facility has been identified as a potential trail access point. From the end of Pine Township's interest in the former railroad corridor to approximately 1000 feet south of the corridor's intersection with

Cable Hollow Road, approximately 1.5 miles, rights to the corridor are retained by the United Railroad Corporation. The rights to the section of corridor from the United Railroad Corporation interest to Cable Hollow Road is retained by an adjacent property owner. This owner had verbally committed to granting an easement through their respective properties for the proposed trail if required. Additionally the property on the southern side of the intersection was identified as a potential trail access point. This property is privately owned and its availability is unknown at this time.

Segment 'D' - Intersection of Cable Hollow and Cider Mill Roads to Martin Road (State Game Lands 282 access road), approximately 1.04 miles in length

From Cable Hollow Road to Martin Road the interest in the corridor has been secured by Chautauqua Rails to Trails, Inc. A portion of the former railroad corridor has been physically removed by the adjacent property owners who are farming their land, and the land of the former railroad corridor. In addition, there is a wetland crossing approximately 0.28 miles south of the State Game Land property which has been removed. This crossing would need to be reconstructed to maintain continuity of the proposed trail. Martin Road serves as the public access point to State Game Lands 282. This access point can also meet the needs for trail access.

Segment 'E' - Martin Road to New York State Border, approximately 1.30 miles in length

Martin Road serves as the southern access point for State Game Lands 282. State Game Lands Number 282 encompasses the majority of Akeley Swamp. Akeley Swamp is comprised of several jurisdictional wetlands that encompass approximately four hundred and fifty acres. When the railroad constructed its line through this area it elevated the rail bed by raising the grade of the line. As with Segment 'D', the Chautauqua Rails to Trails, Inc. purchased the interest in the railroad corridor from the United Railroad Corporation.

There are three wetland crossings in this section of the corridor. The existing abutments and support beams were left in tact. The decking was removed however it has been replaced by the Pennsylvania Game Commission. The corridor is maintained to provide vehicular access for the Commission's use. The corridor is not opened to the public for motorized use.

Auxiliary Facilities

Four potential locations for trail access and trailhead development were identified in the preferred alignment. These include:

- ▶ Warren Mall Parking lot area - Mall management indicated the best location from the mall's perspective is along the northern edge of the mall parking lot
- ▶ Vicinity of Kopf's Point (intersection of State Route 62 and Old Warren Jamestown Road)
- ▶ Lairmer Park - to serve the Villages of Russell and Akeley
- ▶ Martin Road, at State Game Land 282 Access parking lot

Focus Group Meeting

On November 2, 2001, a focus meeting was held with members of the Pine Grove Recreation Authority. The purpose of this meeting was to review the preliminary recommendations of the study. During the course of the meeting Pine Grove Recreation Authority members indicated they have a strong desire to ensure the proposed trail remains on the former rail corridor. They expressed that this desire is based on safety. They feel the other alignments being considered are less safe, and present more liability. In addition, rail corridor interest was discussed. The consultant presented them with the valuation maps and quit claim deeds provided by American Premier Underwriters. The consultant emphasized that ownership of the rail corridor is in question, and that significant research is required to determine who owns the former rail corridor.

Authority members indicated they had verbal commitments, from several property owners, indicating their willingness to donate an easement for the trail. They also indicate they were close to having a written agreement with those owners. The consultant reminded members of the Authority of the importance of having an attorney, who specializes in crafting easements for trail corridors, review any easement prior to it being executed. The Authority was provided with the name of an attorney in western Pennsylvania who specializes in this type of work. The consultant requested the Authority to provide him with a copy of the easements once they were executed. To date, no easements have been provided to the consultant.

Warren County Commissioner's Update

On January 22, 2001 the consultant met with the Warren County Commissioners to provide them with an update on the study and to present the recommendations of the study prior to making the recommendations public. During the course of the meeting the Commissioners emphasized the impact of this project on the quality of life of Warren County residents, and discussed the positive impacts the project would have on the local economy due to an increase in tourism to the area.

The consultant reviewed the opportunities and constraints of the three alignments identified and indicated that he felt that two alignments proved feasible. Those routes were Alignment One which keeps the proposed trail on the former rail corridor, and Alignment Two which was a variation of Alignment One, taking the trail off of the corridor, into the Greenbriar neighborhood, and then following Old State Route 62 into Russell where it would rejoin the former rail corridor. The Commissioners indicated that although Alignment One is projected to cost more to construct, it was safer, it provided a much more aesthetic environment to walk and bike through, and it maintained the historical integrity of the former railroad line.

The Commissioners expressed their opinion that every effort should be put forth to works towards achieving Alignment One. If roadblocks prevent Alignment One from being realized there would always be the opportunity to fall back onto Alignment Two.

Public Input Session Number Two

At the conclusion of developing recommendations regarding the feasibility of the proposed trail, a public input session was held to review and receive comments on the recommendations from the residents of Warren County, and in particular, residents of the City of Warren, Conewango Township and Pine Grove Township. The meeting was held at the Russell United Methodist Church on February 29, 2001, at 7:00 pm. The meeting was attended by more than forty individuals. A copy of the meeting minutes can be found in Appendix One.

During the course of the meeting the consultant reviewed what they had learned from the first public input session, and indicated how the recommendations of the study were developed to respond to those issues. Much of the discussion at the meeting focused on the question of ownership of the former railroad corridor, particularly on the northern section from the intersection of State Route 62 and the Warren Jamestown Road. The consultant noted that the highest priority recommendation is to conduct the research necessary to determine ownership of the corridor. Once that is resolved, and if it is discovered the property has reverted back to the adjacent property owners then it is recommended that discussions begin to determine if property owners are willing to grant or sell an easement or accept a fee simple purchase of a portion of their property ensure continuity of the proposed trail.

The consultant indicated that the public input process for this study is only the beginning. And it is recommended the County continue to hold public input meetings as they enter into design process for future sections of the trail to ensure that the concerns of adjacent residents, if any, could be addressed.

Recommendations

Trail Concept Plan

Given the desire to provide trail opportunities to the population center of the area, the study group concluded that keeping the trail on the west side of Conewango Creek is the preferred alignment. In addition, given the public opposition to establishing a multi-use trail along Old State Route 62, the study group recommends the Alignment One as described in the Analysis. However, if this alignment fails due to the issues surrounding property and financial concerns associated with Alignment One, then Alignment Two should be pursued.

Property Acquisition

Property that is available today, may not be available in the future. Because it is the desire of the County to ensure a seamless trail experience, the highest priority is to acquire those segments of the former railroad corridor not currently owned. Property acquired today, can sit idle until funding is in place to develop the trail. However, if funding is in place and the property can not be secured all efforts expended to date are of little value.

The acquisition of this property should be performed in accordance with the recommendations presented in the Legal Feasibility section of this study to reduce the chances the acquisition being challenged today, and in the future.

The key person interviews conducted for this study indicate adjacent property owners are willing to grant an easement or property for the trail between Warren State Hospital and the intersection of State Route 62 and Warren Jamestown Road. North of this intersection property ownership has been challenged and many residents oppose extension of the trail if the property has reverted back to the adjacent owners. Therefore, this study recommends further research be conducted on these properties to determine the status of ownership of the former railroad corridor. The fifty-seven properties that should be looked into further include:

<i>Alignment One Parcels Requiring Further Research to Resolve Disputed Ownership</i>				
<i>No.</i>	<i>Parcel Number</i>	<i>Owner and Address</i>	<i>Assessed Value</i>	<i>Location</i>
<i>Sheet 2 of 7</i>				
44	Wn-279-4255	Kylander, Jeanne 708 Jackson Ave. Ext Warren, PA, 16365	\$14,945	OJWR-w
<i>Sheet 3 of 7</i>				

Alignment One Parcels Requiring Further Research to Resolve Disputed Ownership				
No.	Parcel Number	Owner and Address	Assessed Value	Location
45	Wn-287-42	Mazzu, James V Jr & Patricia 75 S. Main St. Russell, PA, 16345	\$3,045	rr-e
46	Wn-287-167	Mazzu, James V Jr & Patricia 77 S. Main St. Russell, PA, 16345	\$36,059	rr-w
47	Wn-2-873	Daugharthy, Aaron Bradley 1264 Francis Ave Baltimore, MD, 21227	\$29,446	rr-e
48	Wn-2-8463	Shield, Raymond C 391 N. Main St. Russell, PA, 16345	\$31,027	rr-e
49	Wn-284-352	Pickering, April D. 50 Liberty St. Ext Russell, PA, 16345	\$6,675	rr-e
50	Wn-284-315	Northern Area Homes, Inc Russell, PA, 16345	\$52,272	rr-e
51	Wn-284-24	Mesmer, Roger & Christina PO Box 606 Russell, PA, 16345	\$100,265	rr-w
52	Wn-281-9758	Cathcart, David & Renee RD 1 Box 1300A Russell, PA, 16345	\$13,874	rr-e
53	Wn-284-233	McJunkin, Lucille I & David H S. Main St. Russell, PA, 16345	\$8,832	rr-w
54	Wn-281-9722	Keister, Steven C. & Cynthia M. 16 Liberty St. Ext Russell, PA. 16345	\$11,470	rr-e
55	Wn-281-887	Lawson, Wayne E. P.O. Box 57 Russell, PA, 16345	\$22,050	rr-w
56	Wn-281-896	Jones, Richard C. & Joan B. 12 Liberty St. Russell, PA, 16345	\$13,439	rr-e

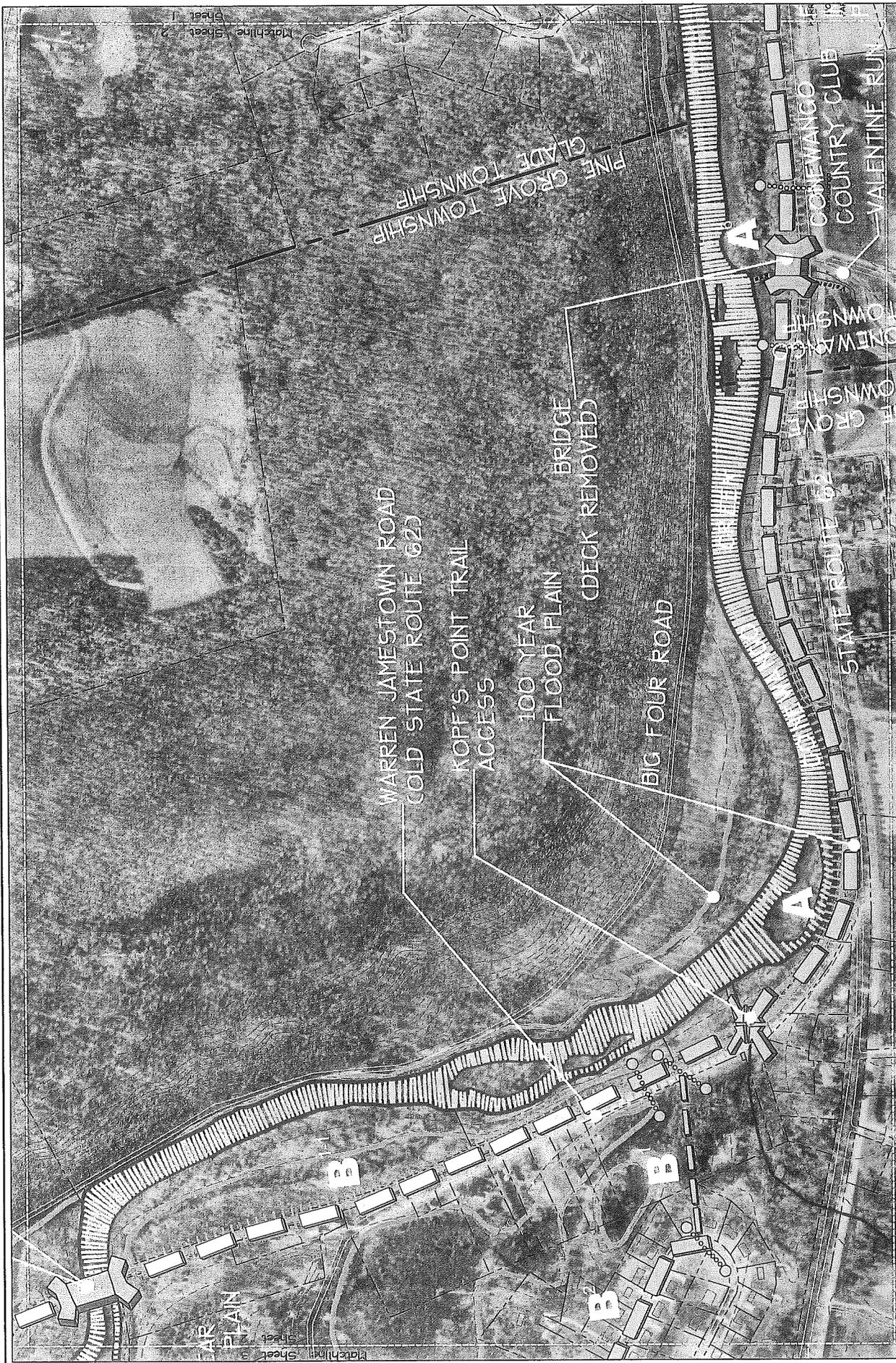
Sheet 4 of 7

Alignment One Parcels Requiring Further Research to Resolve Disputed Ownership				
No.	Parcel Number	Owner and Address	Assessed Value	Location
57	Wn-281-8691	Marin, Roy H. & Jane E. P.O. Boz 283 Russell, PA, 16345	\$8,845	rr-e
58	Wn-281-8628	Weatherby, Willard P.O. Box 308 Russell, PA, 16345	\$8,405	rr-w
59	Wn-281-9424	Pine Grove Twp P.O. Box 125 Russell, PA, 16345	\$0	rr-e
60	Wn-281-9192	Pine Grove Twp P.O. Box 125 Russell, PA, 16345	\$0	rr-e
61	Wn-281-9279	Parmenter, Douglas & Julie Box 55 Cider Mill Hill Rd. Russell, PA, 16345	\$29,602	rr-e
62	Wn-281-9192	Spencer, Joel & Linda RD 2 Box 2923 Russell, PA, 16345	\$17,405	rr-e
63	Wn-281-9233	Spencer, Joel & Linda RD 2 Box 2923 Russell, PA, 16345	\$345	rr-e
64	Wn-281-6946	Ruminski, Randall & Lynn Ann RD 2 Box 2915 Russell, PA, 16345	\$35,214	rr-e
65	Wn-2-8244	Kochan, Thomas S. & Michelle	\$7,324	rr-e
66	Wn-281-6664	Schwank, David & Weilacher, Bonnie RD 2 Box 2911 Russell, PA, 16345	\$21,992	rr-e
67	Wn-281-6389	Byerly, Alan D et ux RD 2 Box 2909 Russell, PA, 16345	\$10,410	rr-e
68	Wn-2-82411	Petrune, Richard N. & Kimberly	\$40,128	rr-e
69	Wn-2-8165	Toaso, Alex A	\$13,126	rr-e
70	Wn-2-8135	Roessler, Laurence M.	\$40,458	rr-e

Alignment One Parcels Requiring Further Research to Resolve Disputed Ownership				
No.	Parcel Number	Owner and Address	Assessed Value	Location
<i>Sheet 5 of 7</i>				
71	Wn-2-5795	Kane, Michael S.	\$4,994	rr-e
72	Wn-2-58719	Kane, Thomas	\$2,650	rr-e
73	Wn-2-5848	Sheets, Chester H. & Marilyn	\$49,308	rr-e
74	Wn-2-5845	Matsock, Frank L. & Frances		rr-e
75	Wn-2-5841	Swanson, Donna L.	\$21,214	rr-e
76	Wn-2-5578	Bimer, Sherry L.	\$54,446	rr-e
77	Wn-2-5648	Holt, Theodore S. & Shirley	\$56,074	rr-e
78	Wn-2-5542	Engel, Ronald L.	\$3,160	rr-e
79	Wn-2-551899	Martin, David M.	\$23,100	rr-e
80	Wn-2-55181	Martin, Christine F.	\$29,860	rr-e
81	Wn-2-5273	Leathers, Lucille RD 2 Box 2552 Russell, PA, 16345	\$34,321	rr-e
82	Wn-251-986	Cathcart, Preston & Marjorie RD 2 Box 2868 Russell, PA, 16345	\$13,645	rr-e
83	Wn-251-979	Lawson, Margret P.O. Box 1001 Warren, PA, 16365	\$36,485	rr-w
<i>Sheet 6 of 7</i>				
84	Wn-251-9488	Weatherby, Willard P.O. Box 308 Russell, PA, 16345	\$15,251	rr-w
85	Wn-251-9437	Caufman, Lynn & Richard RD 2 Box 2862 Russell, PA, 16345	\$11,975	rr-e
86	Wn-251-587	Ekey, John E. RD 2 Box 2580 Russell, PA, 16345	\$16,269	rr-w
87	Wn-251-9188	Blick, Henry III RR 2 Box 2860A Russell, PA, 16345	\$15,690	rr-e

Alignment One Parcels Requiring Further Research to Resolve Disputed Ownership				
No.	Parcel Number	Owner and Address	Assessed Value	Location
88	Wn-251-91763	Gibson, Linda P.O. Box 2673 Vero Beach, FL,32961	\$7,995	rr-e
89	Wn-251-5999	Gibson AKA Bailey, Linda J. P.O. Box 2673 Vero Beach, FL, 32961	\$26,076	rr-e
90	Wn-251-9111	Janotti, Paul & Debra RD 2 Box 2856 Russell, PA, 16345	\$0	rr-e
91	Wn-251-5657	Holt, Lester & James P.O. Box 158 Russell, PA, 16345	\$16,531	rr-e
92	Wn-2-5161	Ekey, John E. RD 2 Box 2580 Russell, PA, 16345	\$4,936	rr-e
93	Wn-2-5132	Barret, William E. et al RD 2 Box 2562 Russell, PA, 16345	\$31,436	rr-e
94	Wn-2-2799	Angove, John L. RD 2 Box 2836 Russell, PA, 16345	\$32,234	rr-e
95	Wn-2-2763	Ekey, Donald & Linda RD 2 Box 2830 Russell, PA, 16345	\$40,720	rr-e
96	Wn-2-1993	Flatt, Denis & Gloria 7 Branch St. Warren, PA, 16365	\$4,470	rr-e
97	Wn-2-2724	Granquist, William Trust Trust Real Estate Department P.O. Box 130 Pittsburgh, PA, 15230-9770	\$9,970	rr-e
<i>Sheet 7 of 7</i>				
98	Wn-2-2452	State Game Lands No. 282		rr-e
99	Wn-2-2441	Chatauqua Trails to Rails P.O. Box 151 Mayville, NY, 14757-0151	\$2,609	rr-e

Alignment One Parcels Requiring Further Research to Resolve Disputed Ownership				
<i>No.</i>	<i>Parcel Number</i>	<i>Owner and Address</i>	<i>Assessed Value</i>	<i>Location</i>
100	Wn-2-136	Commonwealth of Pennsylvania (Game Commission) 2001 Elmerton Ave. Harrisburg, PA, 17110-9797	\$3,300	rr-w



Project Number	01028
Date	02/26/02
Sheet Number	2 of 6
Revisions	

Trail Concept Plan
 North Warren Trail Feasibility Study
 Warren County, Pennsylvania

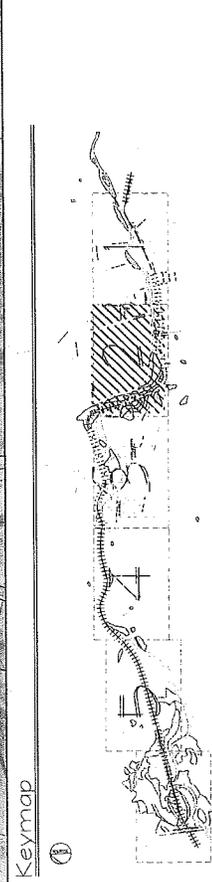
PASCHKE ASSOCIATES
 1000 W. 10th Street
 Erie, PA 16590
 814-833-1234

Proposed Trail Alignments

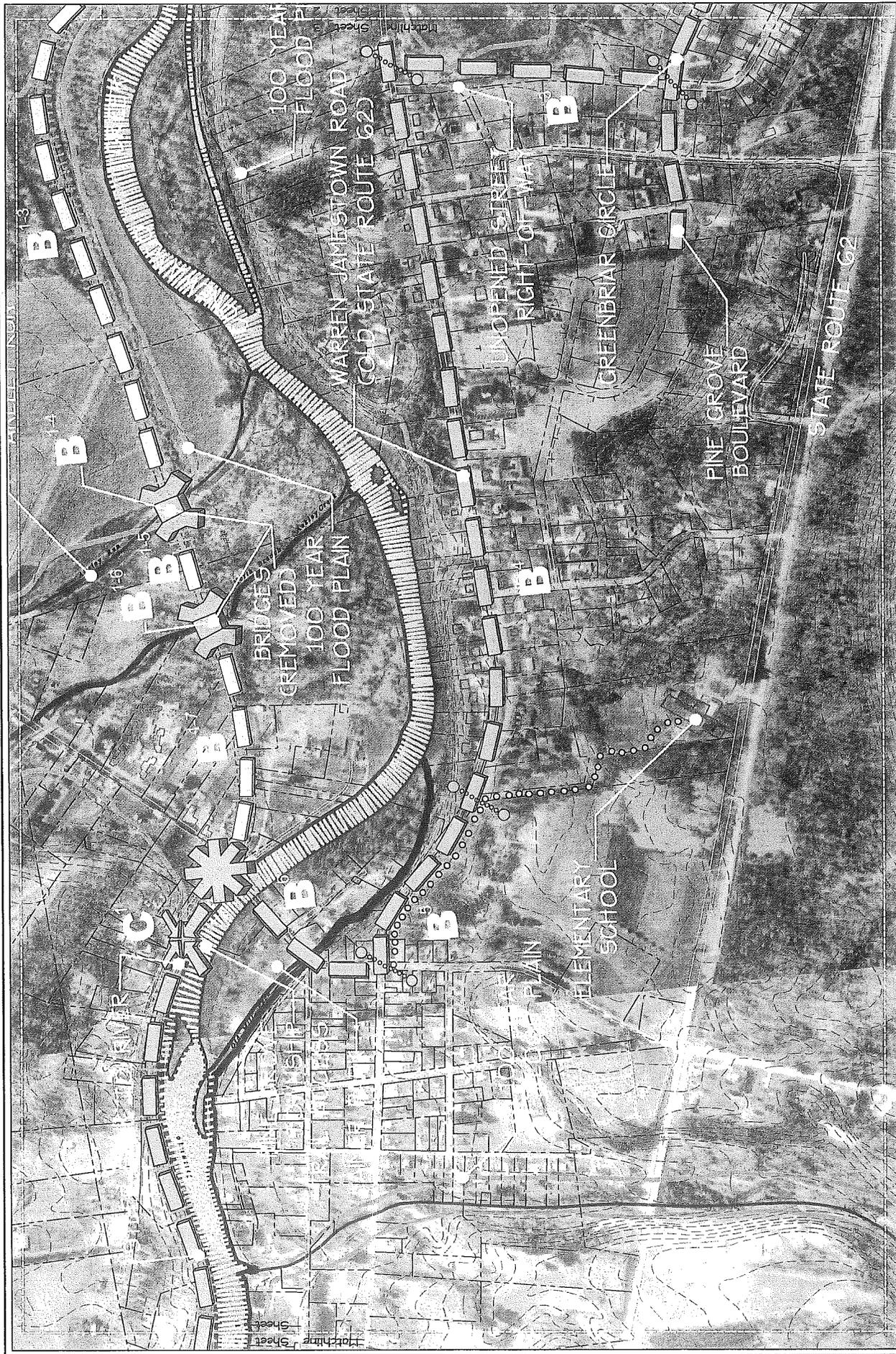
	Alignment One (preferred)
	Alignment Two
	Trail Subsection
	Trail Section

Legend

	Municipal Boundary
	Roadedge
	Parcel Line
	Building Footprint
	River/Stream
	Index Contour -50'
	Interval Contour -10'
	Railroad
	Matchline
	Wetlands

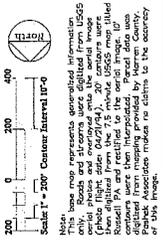
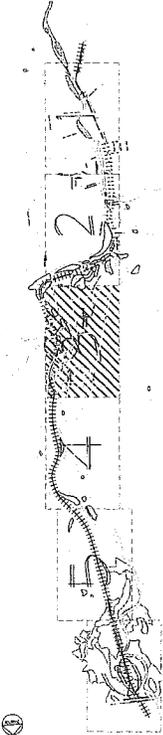


Note: This map represents georeferenced information only. Roads and streams were digitized from USGS aerial photography. The map was created using ArcView (MapInfo, Inc. 2000) software. The map was created using the datum of the original data. The map was created using the datum of the original data. The map was created using the datum of the original data. The map was created using the datum of the original data.

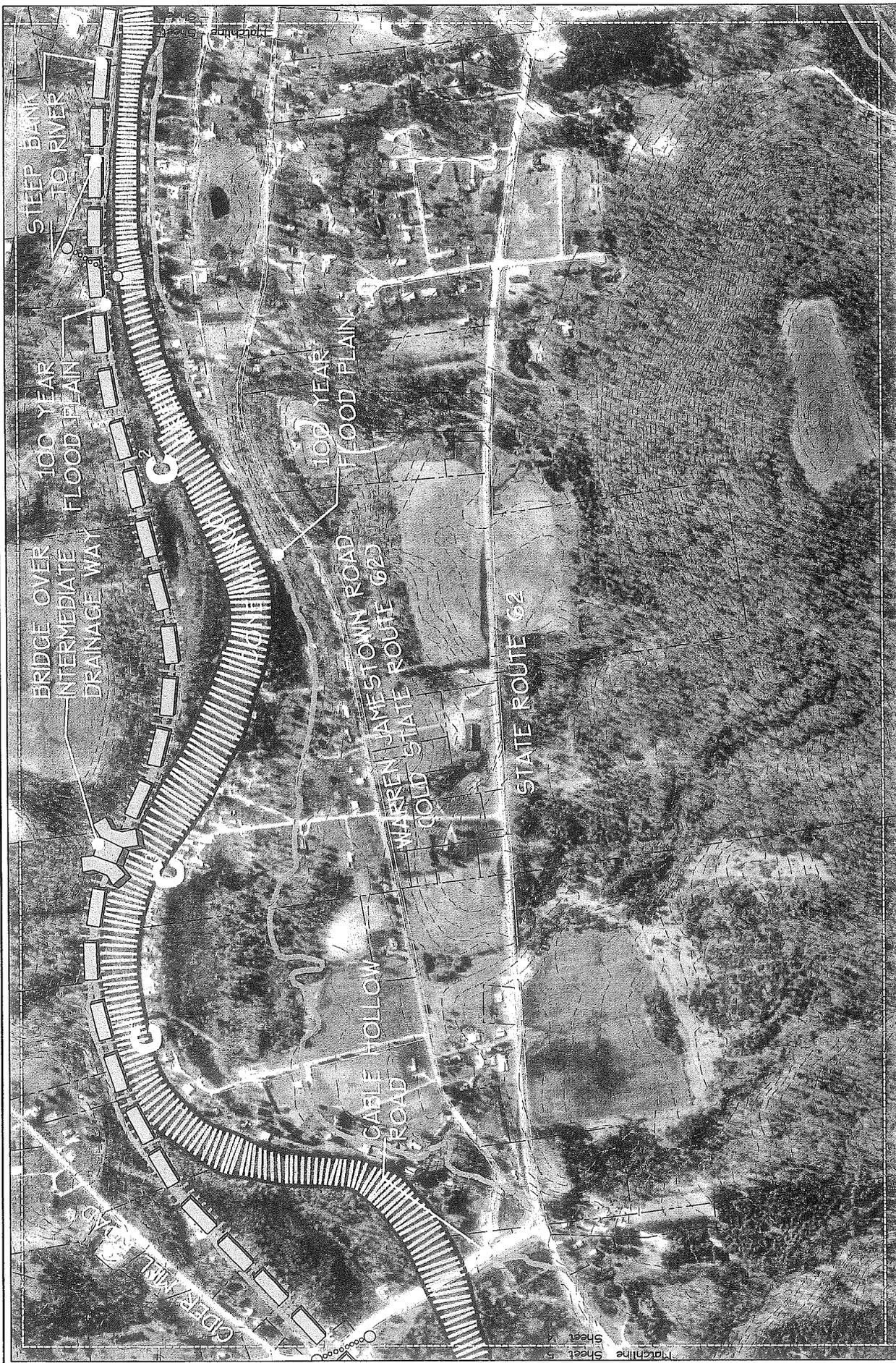


Keymap

- Legend**
- Municipal Boundary
 - Roadedge
 - Parcel Line
 - Building Footprint
 - River/Stream
 - Index Contour-50'
 - Interval Contour-10'
 - Railroad
 - Matchline
 - Wetlands
- Proposed Trail Alignments**
- Alignment One (preferred)
 - Alignment Two
 - Trail Subsection
 - Trail Section



Note: This map was prepared using geographic information system (GIS) data. Roads and stream data were digitized from USGS aerial photos and overlaid onto the aerial image. Data was digitized from the 1:50,000 USGS map titled 'Warren, Pennsylvania'. Parcel data was obtained from the 1:50,000 USGS map titled 'Warren, Pennsylvania'. Aerial data was digitized from the 1:50,000 USGS map titled 'Warren, Pennsylvania'. The map is the property of the County of Warren.



Keymap

- Legend**
- Municipal Boundary
 - Roadedge
 - Parcel Line
 - Building Footprint
 - River/Stream
 - Index Contour -50'
 - Interval Contour -10'
 - Railroad
 - Matchline
 - Wetlands

- Proposed Trail Alignments**
- Alignment One (preferred)
 - Alignment Two
 - Trail Subsection A
 - Trail Section

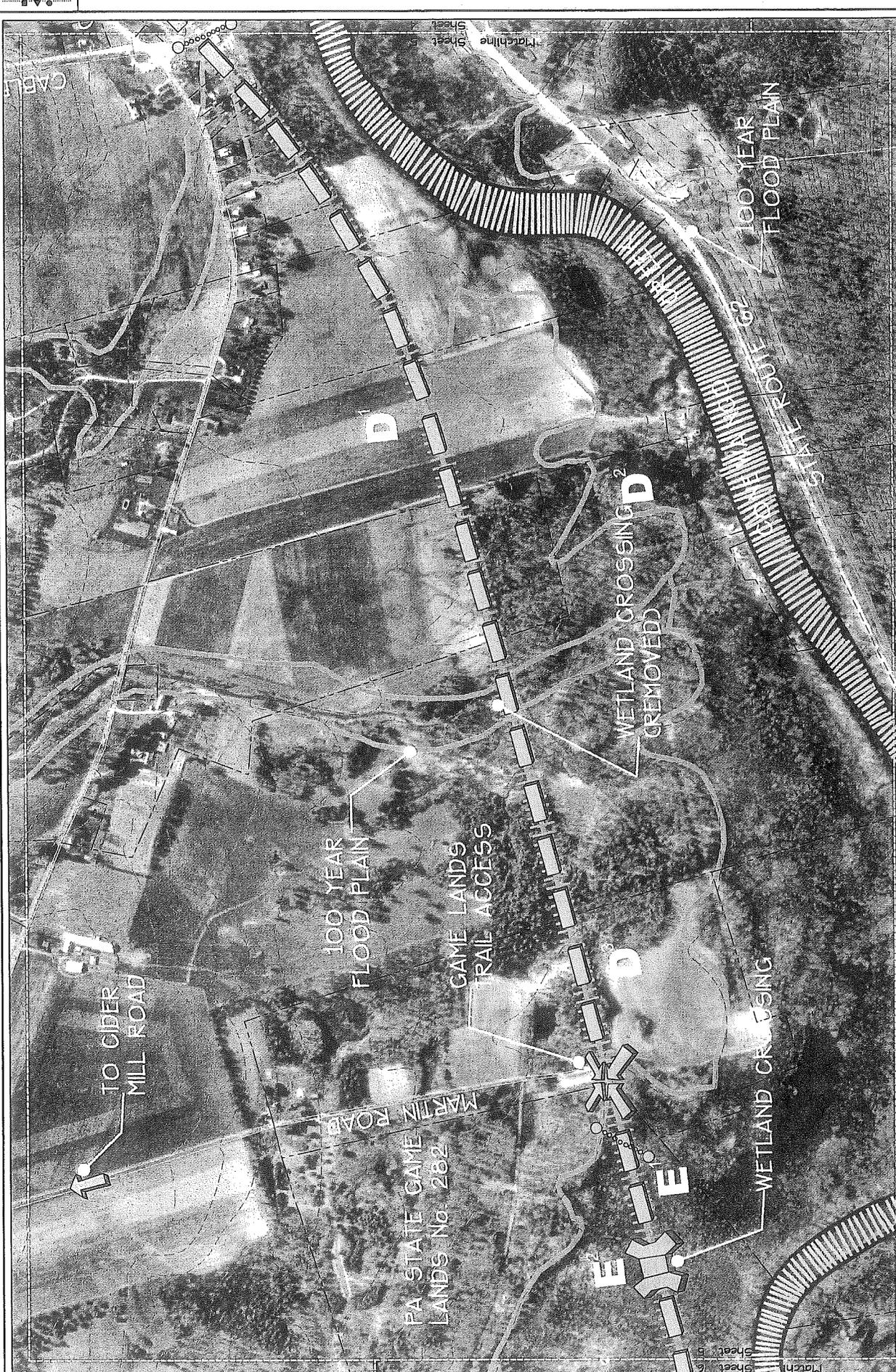
Scale 1" = 200' Contour Interval 10'

North

Note: This map represents geospatial information only. Roads and streams were digitized from USGS (vector files) since 06/27/94. 20' contours were derived from a 10' contour interval. The map was prepared by the Pennsylvania Department of Transportation. The Pennsylvania Department of Transportation is not responsible for any errors or omissions that may appear hereon. The Pennsylvania Department of Transportation is not responsible for any errors or omissions that may appear hereon.

Project Number	01028
Sheet Number	4 of 6

Trail Concept Plan
 North Warren Trail Feasibility Study
 Warren County, Pennsylvania



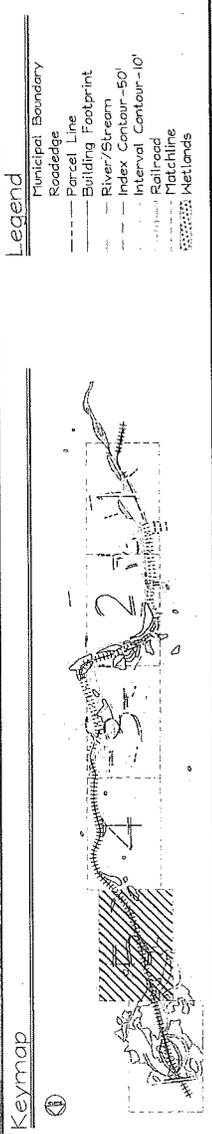
This map represents generalized information for planning purposes only. It is not intended to be used for legal or engineering purposes. The user assumes all responsibility for the accuracy of this map.

Legend

--- Municipal Boundary	--- Roadedge	--- Parcel Line	--- Building Footprint	--- River/Stream	--- Index Contour - 50'	--- Interval Contour - 10'	--- Railroad	--- Matchline	--- Wetlands
------------------------	--------------	-----------------	------------------------	------------------	-------------------------	----------------------------	--------------	---------------	--------------

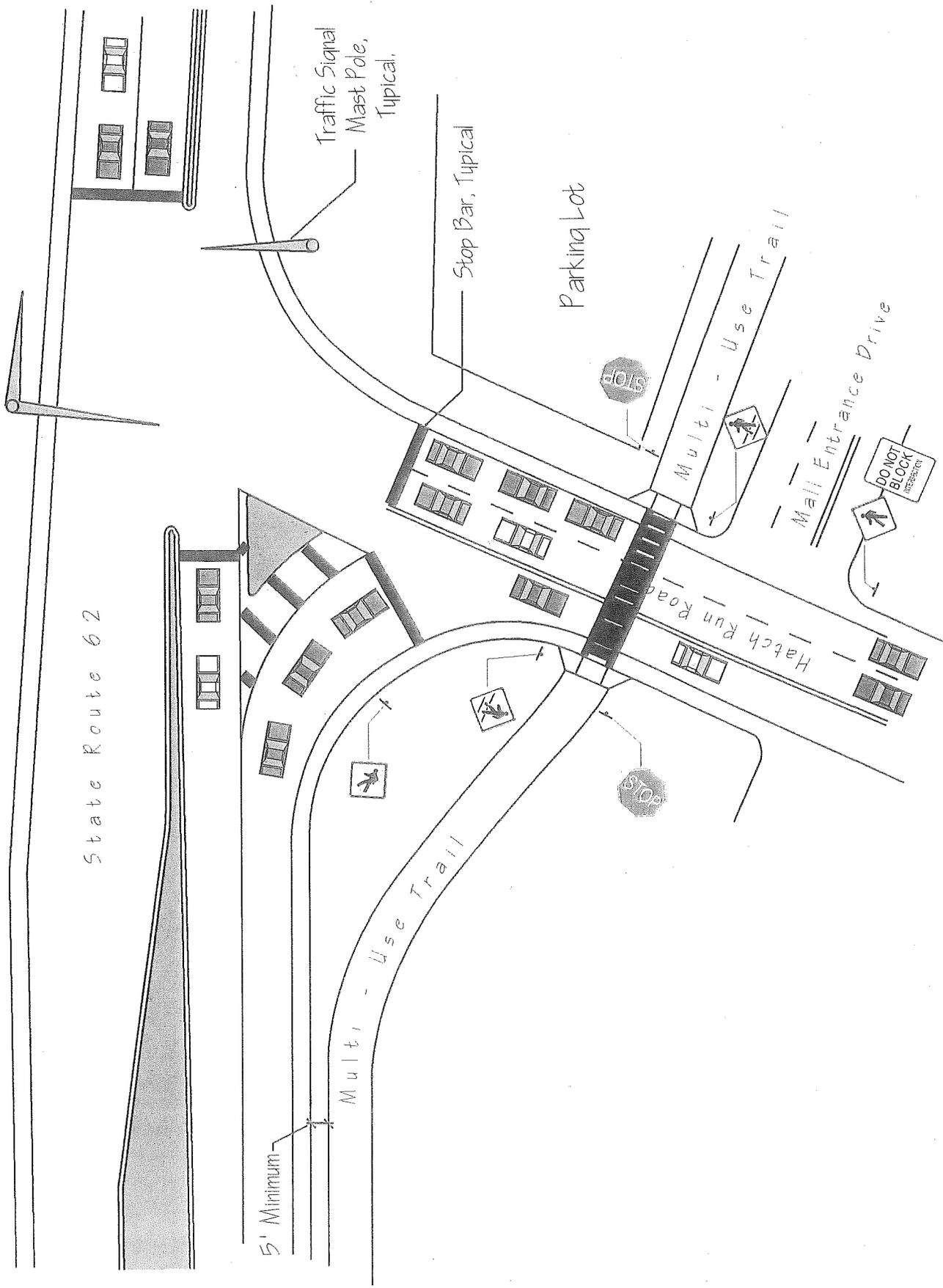
Proposed Trail Alignments

--- Alignment One (preferred)	--- Alignment Two	--- Trail Subsection	--- Trail Section
-------------------------------	-------------------	----------------------	-------------------



Pedestrian Improvements to Hatch Run Road

Of particular concern during this study was the issue of how the trail would cross the intersection of State Route 62 and Hatch Run Road, near the Warren Mall. A review of the intersection indicates there is sufficient room to allow the multi-use trail to continue parallel to State Route 62, provided a minimum of five feet of separation exists between the edge of the trail and the shoulder of the road. We recommend the trail cross Hatch Run Road approximately two hundred feet east of its intersection with State Route 62. Given the existing turning movements into and out of the commercial driveways on Hatch Run Road, particular attention must be given to placing warning signs along both the trail and the roadway. In addition, the timing of the traffic signals should be evaluated to determine if adjustments are required to improve pedestrian and bicycle safety. The diagram on the following page indicates the proposed trail alignment through the intersection. Prior to implementing these recommendations the intersection design proposed should be reviewed in conjunction with a traffic engineer. Also improvements to this intersection would require review and approval from PennDOT.



State Route 62 and Hatch Run Road Intersection Improvements

Trail Operation, Maintenance and Security

Basis for Operation

Currently, the Warren County Planning Department has taken the lead in developing first three phases of the trail, with the consent of the local municipalities. However, with the increase in trail mileage, the Department recognizes it can not provide the management and operation aspects that the trail requires.

The County and the Study Group concur there is a need to create a trail organization whose sole responsibility is to manage, operate, finance and plan for future trail expansion.

This study agrees, and recommends the County Planning Department assist local trail advocates in this endeavor. There are several successful models to follow to create this umbrella organization for the trail. The most appropriate given this project is an intergovernmental cooperation agreement comprising of participating municipalities. Typically, this type of an agreement leaves the day-to-day maintenance and operation activities to the local municipality in which the trail segment is located.

The responsibilities of the organization should be well defined and should include the following:

Trail Organization Responsibilities

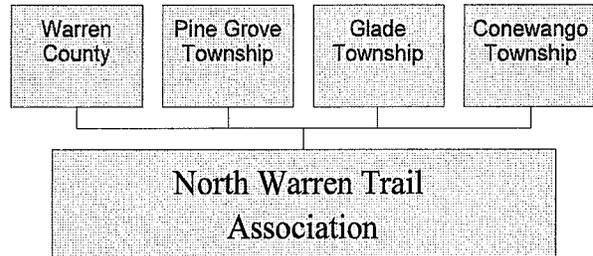
- ▶ advocating and defending the trail when necessary
- ▶ promoting the trail
- ▶ providing physical labor for trail clean-ups
- ▶ providing "eyes and ears" surveillance on the trail
- ▶ fundraising
- ▶ producing maps, newsletters and other information to educate users and improve the trail experience

Should this method of trail operations and management be chosen, the Consultant recommends the County be represented in the organization and, that they financially support the efforts of the organization.

Organizational Structure

This study recommends the study group formed for this project should continue to be an advocate for the trail until a formal organization is established.

The Consultant recommends the proposed North Warren Trail Association be comprised of at least one member appointed by each municipality in which an active trail corridor exists, and one representative appointed by the Warren County Commissioners.



It is recommended this organization be incorporated as a 501.C (3) to capitalize on the benefits of leveraging public and private funding.

NonProfit Resources

www.irs.gov - Charitable Resources
www.pano.org - Forming a Nonprofit
The Pennsylvania Nonprofit Handbook, 5th Edition, by Gary M. Grobman

An excellent example of this type of organization is the Regional Trail Corporation. The Regional Trail Corporation was established in the late 1990's following the adoption of a Memorandum of Understanding adopted by Allegheny, Fayette and Westmoreland Counties. Through the Memorandum of Understanding the Counties agreed to purchase and acquire rights to 40.3 miles of the Youghioghney Branch of the Pittsburgh and Lake Erie Railroad Company. Furthermore, each County agreed to make a financial contribution to support the Regional Trail Corporation, a Pennsylvania Nonprofit Organization formed to promote the conversion of abandon railroad rights-of-ways into recreational trails. A copy of the Memorandum of Understanding between the Counties, and the By-Laws of the Regional Trail Corporation can be found in the Appendix.

Pennsylvania Law provides for additional forms of organizational structure when two or more municipalities want to join forces to provide services and facilities. These include the Area Government and Intergovernmental Cooperation Statute and the Municipal Authorities Act. Prior to formally establishing the organization the parties involved may want to further explore the opportunities and constraints of these forms of organizational structure. Again, it must be emphasized that no matter which form of organizational structure is selected, incorporating as a 501.C (3) is of utmost importance to leverage private giving.

Assistance in developing a formal organization to support, operate and manage the trail may be obtained, at no cost, by submitting a request for assistance to the Western Pennsylvania Field Office of the National Park Service's, Rivers, Trails and Conservation Assistance Program.

Ms. Darla Cravotta
Western Pennsylvania Field Office
**National Park Service's, Rivers, Trails
and Conservation Assistance Program**
338 East 9th Street
Homestead, PA 15120
(412) 464-4459
Fax (412) 464-4459

E-mail: darla_cravotta@nps.gov

Upon establishing the organization which will operate and manage the trail, it is recommended a job description be developed for a full time professional manager. This manager shall be responsible for implementing the implementation strategies identified in this study, as well as the day to day operations and management of the trail and its associated facilities. Once funding and a job description is in place it is recommended a manager be hired. This will lessen the burden on the volunteers serving on the organization's Board of Directors, and will generally allow the implementation strategies to be realized quicker. As with any position, the manager will only be capable to perform within the financial resources at her or his disposal. Therefore, the greater the level of funding, the more that can be accomplished.

Liability

In Pennsylvania there are several statutes that provide some protections for recreational trail development. These include:

- Rails to Trails Act
- Political Subdivision Tort Claims Act
- Recreation Use of Land and Water Act

Statute 1990-188, titled "Rails-to-Trails Act" limits liability of a land owner "who provides the public with land for use as a trail. Or who owns land adjoining any trail developed under this act...." This statute also states the owner or lessee "owes a duty of care to keep land safe for entry or use by others for recreational purposes, or to give any warning to persons entering or going on that trail land of dangerous conditions, use, structure or activity thereon."

Pennsylvania Recreation Use of Land and Water Act

An owner of land who either directly or indirectly invites or permits without charge any person to use such property for recreational purposes does not thereby:

1. Extend any assurance that the premises are safe for any purpose.
2. Confer upon such person the legal status of an invitee or licensee to whom a duty of care is owed.
3. Assume the responsibility for liability for any injury to persons or property caused by an act of omission by such persons.

Exceptions:

Nothing in this act limits in any way the liability which otherwise exists:

1. For willful or malicious failure to guard or warn against a dangerous condition.
2. For injury suffered in any case where the owner of land charges the person or persons who enter the land for recreational use thereof,

Pennsylvania's Political Subdivision Tort Claims Act provides protection to political subdivisions in cases where injury is facilitated or caused by the act of others. An exception is granted to municipal immunity when a plaintiff alleges and can prove that an artificial condition or defect of the land itself causes injuries.

The third Act provided for in Pennsylvania legislation is the Recreation Use of Land and Water Act. The Act provides that, with certain exceptions, an owner of land who directly or indirectly invites or permits without charge any person to use such property for recreational purposes does not extend any assurances that the premises are safe for any purpose, owes no duty of care to those users, and does not incur liability to them caused by an act or omission of such person.

The immunity recognized by this Act covers both publicly owned and privately owned lands. The Pennsylvania Supreme Court has consistently held that owners of unimproved lands are protected, however, subsequent cases have thus far denied immunity for injuries occurring on improved property. Also, immunity is not granted if the landowner wilfully or maliciously fails to guard or warn against a dangerous condition. To date this act has not been challenged with respect to rail-trail development.

Although these Acts provides some protections, this study recommends the interest in the property be given to the county, or other public agency, and be incorporated into the entities umbrella policy for general liability insurance. In addition, the organization created to manage and operate the trail should also purchase liability insurance. This insurance will provide the organization with legal defense, should the need arise.

These Acts can be found in the Appendix.

Trail Management and Maintenance Budget

As noted earlier in this study, the North Warren Trail is currently managed by the Warren County Planning and Zoning Commission. In addition, the Commission has partnered with other county agencies, local municipalities, and the Warren State Hospital to provide maintenance and security for the existing trail.

Currently, the Warren County Probation Office provides litter clean up and shoulder maintenance for the first mile of the trail. Litter patrols are operated through the office's juvenile division and lawn care / shoulder maintenance is provided through the adult division. Conewango Township provides maintenance from the end of mile one, to the Warren State Hospital. And, the Warren State Hospital provides maintenance for the portion of trail adjacent to their property.

Random security patrols are provided by both the Warren County Sheriff's Department and the Conewango Township police department.

These services are provided without the presence of a formal agreement being in place, and without specifically identifying funding for the trail's operation and maintenance. This study recommends that a formal management plan be prepared. This plan should be adopted by the County and all of the municipalities, that it will eventually pass through. The objective of a management plan is to ensure health, safety and welfare of the public are protected within normal operating hours of the trail. A trail should be classified as a linear park and should be maintained in a safe and usable condition like all other public parks within the area. Trails should be maintained in a natural condition so they may fulfill their many functions and require a relatively low level of maintenance.



A management plan should establish a routine maintenance schedule, a preventative maintenance schedule and a risk management inspection schedule. The trail must be kept free from debris, litter and other foreign matter.

Vegetation shall be controlled to ensure clear and open lines of sight and must establish a plan for the systematic removal of invasive plant species. Standard practices are to maintain a clear line of sight for three hundred feet along the trail in both directions from the user and within three to ten feet of each trail edge.

For shared use trails, trails must be maintained for the full width so as not to allow the edges to unravel. Trash receptacles can be placed and maintained at convenient locations or a "pack it in, pack it out" policy can be used so trash receptacles do not have to be maintained along the corridor. Seeded areas in the vicinity of shared use paths should be mowed frequently and snow plowing should occur in the winter months in lieu of de-icing agents which can damage the trails.

A management plan may incorporate a maintenance agreement whereby a specific agency agrees to the responsibility of maintaining the entire trail corridor. Trail surfaces must be maintained in a safe and usable condition at all times. All defects in a trail surface, rough edges, depressions, uneven pavement, etc, must be corrected immediately through removal and replacement or a corrective action which restores the trail surface to a safe and usable condition. All potential hazards must be clearly identified and marked to alert users until they can be repaired.

Failure to properly operate and maintain the trail may result in an unridable trail which has the potential to become a liability to the entities involved.



Costs associated with the operation and maintenance of trails are difficult to project due to volunteer labor, which has not yet been identified, which can help to offset costs. However, operation and maintenance of trails is an ongoing and necessary activity that will ensure the continued use of safe trail facilities.

Typical operation and maintenance tasks associated with a rail-trail include:

- security patrols
- mowing of berms
- weekly maintenance patrol to clear brush, debris and trees from trail surface
- sweeping of paved portions of the trail with a rotary brush to remove leaf litter
- erosion control, repair of drain pipes and cleaning of swales
- rolling of crushed limestone surfaces
- sealing of bituminous surfaces
- patching and re-grading of surfaces
- inspecting, repairing, replacing signs, traffic markers, bollards and gates
- cleaning of culverts, catch basins or other drainage structures
- maintaining, and completing preventative maintenance, on support facilities such as benches, fountains, restroom bicycle racks, etc.
- inspecting trail related structures to ensure they are in safe condition

This study recommends the design of the North Warren Trail continue to be done in a manner sensitive to the maintenance capabilities of those responsible for maintaining the trail.

In the absence of an adopted routine maintenance manual the Consultant has identified maintenance requirements, and projected man-hour estimates to complete each task on a per mile basis. These figures were then multiplied by the number of miles in the proposed trail. This figure was then carried over to the Probable Operation and Maintenance Costs table, multiplied by the number of events required per year, and then multiplied by an average hourly salary.

This analysis assumes allocating existing staff, or hiring new maintenance staff to complete the work. Costs can be substantially reduced if volunteers are available to complete these tasks.

Man hour projections were made in accordance with the guidelines presented in the National Recreation and Park Association's publication titled "Park Maintenance Standards". The standards typically address maintenance requirements for traditional community park land. Therefore the standards were adapted by the Consultant to meet the needs of a trail corridor.

This study recommends monies be set aside to build up financial resources for years when major repairs and / or capital improvements are required. Maintenance is critical and has an effect not only on user safety, but crime and vandalism as well.

Estimate of an Hours per Operation and Maintenance Event

<i>Task</i>	<i>Man Hours per Mile</i>	<i>Number of Miles</i>	<i>Total Man Hours per Event</i>
1. Patrol trail between dusk and dawn	0.30	8.50	2.55
2. Mow berms every other week from April through October	0.66	8.50	5.61
3. Weekly patrol to clear brush and trees from trail surface	4.00	8.50	34.00
4. Sweep trail with rotary brush, once in the spring and summer and weekly September through October	2.00	8.50	17.00
5. Erosion control repair and maintenance of drainage structures	1.50	8.50	12.75
6. Roll crushed limestone trails once in the spring and other times as required	8.00	4.00	32.00
7. Seal bituminous trail once every Fall	50.00	4.50	225.00
8. Plow snow from trail once per week December through March	2.00	8.50	17.00
Total Man Hours Projected			345.91

Estimate of Probable Operation and Maintenance Costs

Task	Man Hours per Event	Number of Events per year	Cost per Man Hour	Total
1. Patrol trail between dusk and dawn	2.50	730.00	\$10.00	\$18,250.00
2. Mow berms every other week from April through October	5.61	24.00	\$7.50	\$1,009.80
3. Weekly patrol to clear brush and trees from trail surface	34.00	52.00	\$7.50	\$13,260.00
4. Sweep trail with rotary brush, once in the spring and summer and weekly September through October	17.00	10.00	\$7.50	\$1,275.00
5. Erosion control repair and maintenance of drainage structures	12.75	10.00	\$7.50	\$956.25
6. Roll crushed limestone trails once in the spring and other times as required	32.00	2.00	\$7.50	\$480.00
7. Seal bituminous trail once every Fall	225.00	1.00	\$7.50	\$1,687.50
8. Plow snow from trail once per week December through March	17.00	12.00	\$7.50	\$1,530.00
Subtotal				\$38,448.55
Contingency @ 10%				\$3,844.86
<i>Total Cost</i>				<i>\$42,293.41</i>
<i>Total Miles</i>				<i>\$8.50</i>
<i>Cost per Mile</i>				<i>\$4,975.69</i>

Many of the operation and maintenance tasks identified herein are variable in nature. During a dry summer berms may only need to be mowed once a month. In the winter, with a heavy snow fall the trail may need to be plowed more than once a week. The estimate of probable maintenance costs is based on the Consultant's experience with similar trails and reasonable climatic projections for western Pennsylvania.

Approximately one half of the operation and maintenance costs are associated with safety and security. The projections are based on recommended patrols to maintain a frequent police presence on the trail. Many communities choose to address security concerns with volunteer trail watch programs which can dramatically reduce the costs associated with this task.

This study recommends maintenance issues be further addressed by preparing a routine maintenance program and maintenance manual. This manual should be developed in conjunction in preparation with the agreement which creates the organizational structure which the trail will be developed, maintained and operated under.

Trail Construction

When discussing trail construction, we must address trail width, trail grade, trail materials, trail cross-section and trail barriers.

Trail Width

The AASHTO "Guideline for the Development of Bicycle Facilities" requires multi-use trails to be a minimum of ten feet wide. The AASHTO Guide also recommends on-road bicycle lanes to be a minimum of five feet wide.

This study recommends the Warren Trail be a multi-use trail, ten feet in width for the trail's entire length. Where the multi-use trail is located immediately adjacent to a road, this study recommends a barrier be placed between the road's shoulder and the trail.

Trail Grade

Trail grades between zero and five percent accommodate children and the typical bicyclist. Experienced and advanced cyclists can accommodate steeper grades and for longer lengths, based on their physical abilities and endurance.

This study recommends all trail segments be constructed with grades of less than five percent. This will be easy to achieve along the existing trail corridor as rail beds generally do not exceed two percent in areas where grade changes are required. Temptation to reduce construction costs by increasing the grade above five percent must be avoided. Doing so would require a more avid cyclist and would frustrate the basic cyclist. Trail grades between zero and five percent will ensure that all users will be accommodated.

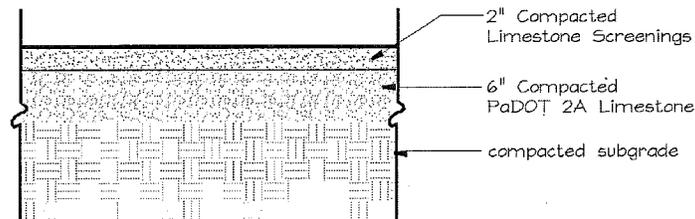
Trail grades also effect the selection of trail surface materials. Trails with grades between zero and two and one half percent can be constructed with a compacted limestone surface. Grades steeper than two and one half percent will cause a compacted limestone trail to washout and the trail will require additional maintenance.

Trail Materials and Trail Cross-Section

This study recommends a bituminous trail cross section for the more urban areas of the trail and a compacted limestone cross section for the rural portions of the trail. The compacted limestone cross-section should be limited to areas located above the flood plain and those areas with a slope of less than two and one-half percent.

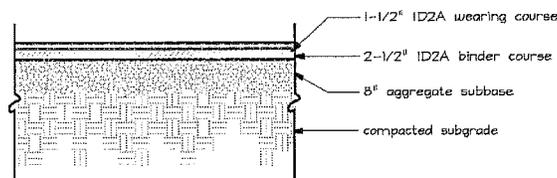
Excavation of the existing rail beds should be kept to a minimum. The existing bed is very stable, due to years of use by the railroad. Areas which are over excavated often continue to settle following construction of the trail, creating problem areas which require additional maintenance on an on-going basis.

In addition, the trail must be designed to support a minimum gross vehicle weight of six and one half tons to allow emergency vehicle access.



Compacted Limestone Trail

Not to Scale



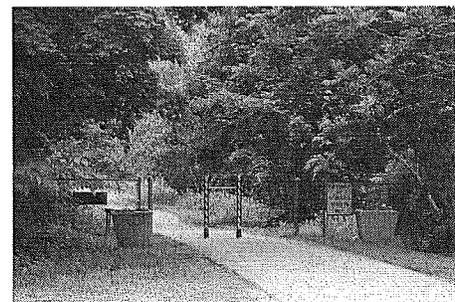
Bituminous Paving

Not to Scale

Trail Barriers

The AASHTO bicycle facility guidelines recommend a barrier be constructed when there is less than five feet from the edge of a trail to the top of a steep slope. The barrier should be a minimum forty-two inches. A barrier will help to guide users along the trail and away from the steep riverbank slope.

This study recommends a vegetative barrier be constructed at the edge of the proposed trail where it will be five feet or less from the top of a slope, which is steeper than three to one. Where there is a desire to provide a barrier between the trail and adjacent private structures it is recommended a split rail fence be installed. The fence should be a minimum of 42 inches high to respond to the AASHTO requirements noted above.



Barriers should also be erected to limit motorized vehicle access when necessary. The current barrier being used on the existing trail is sufficient and meets current bicycle and pedestrian facility planning requirements.

Trail Identity and Character

Trails rich in identity become tourist destinations. For example, the Oil Creek Bike Trail and the Youghiogheny River Trail not only contribute to attracting visitors from the surrounding region, but serve as destinations themselves. The combination of the trails with other tourist destinations nearby also strengthens their position as a destination.

The North Warren Trail serves City of Warren, Conewango Township and Pine Grove Township. Currently there has not been an identity created for the trail. Based on research conducted, for this study the Warren area is rich in railroad history and natural resources. Therefore, interpretative efforts for the trail should focus on the history of the Dunkirk, Allegheny Valley and Pittsburgh Railroad. In addition, the natural resources present in the Conewango Creek environs and Akeley Swamp (Pennsylvania State Game Land 282) provide interesting subject material.

In addition, every effort should be set forth to extend the trail to terminus destinations. For the immediate future, downtown Warren should be the southern terminus. This means a route needs to be identified and signed, from Seventh Avenue to Warren's Central Business District. The Northern terminus should be determined by the feasibility study about to be prepared for the Chautauqua Rails-to-Trails, Inc. Until the northern terminus is identified, the trail head proposed for State Game Lands 282 should function as such.

Trail Access

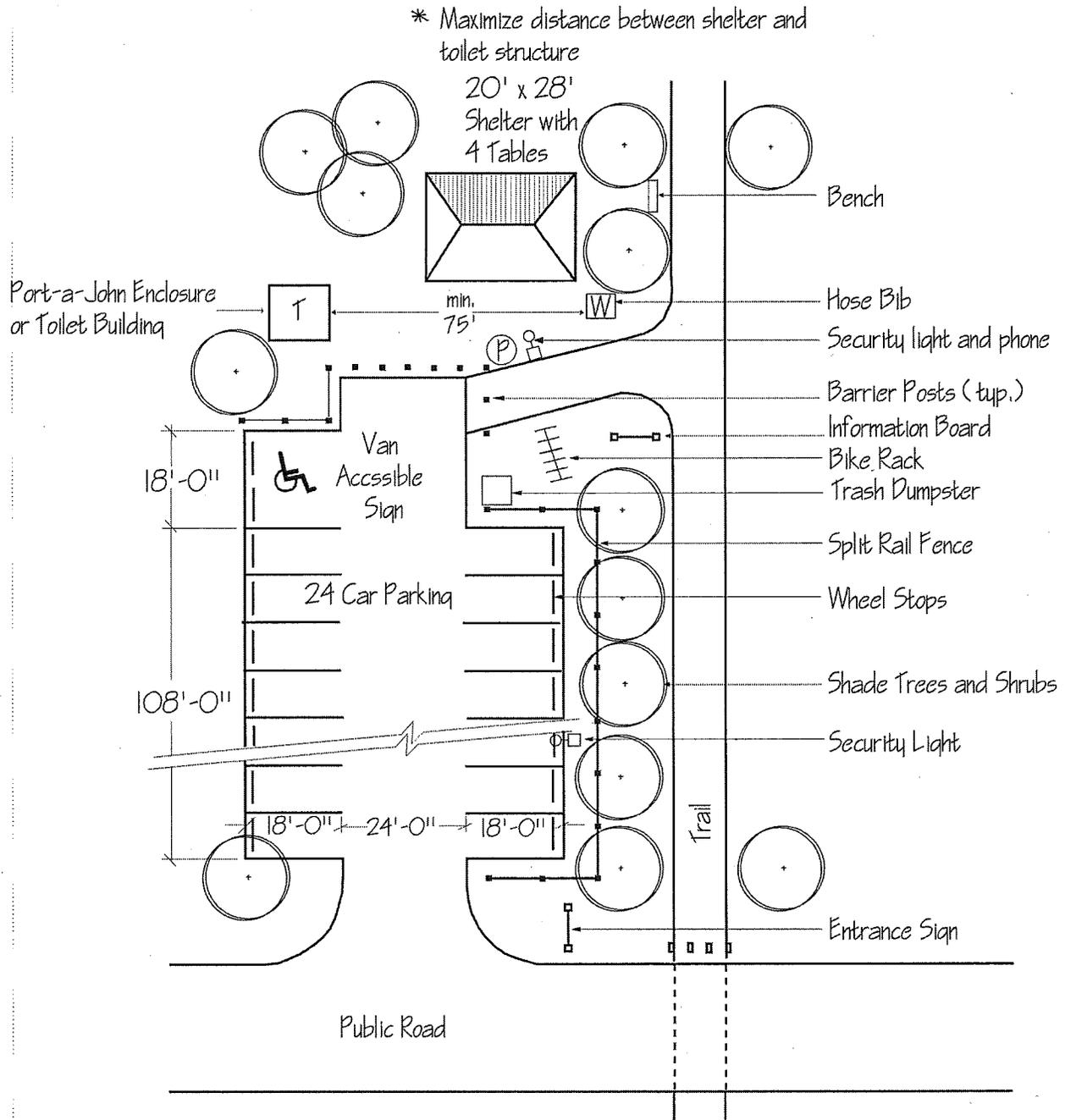
Trail access points generally include full service facilities to tend to the needs of the trail users. A trail access point should be located near a populated area, or near popular destination points. Generally, a trail access point should include parking for a minimum of twenty-three vehicles and one accessible parking space. There should be ample room to expand the parking area if necessary.

- ▶ Warren Mall
- ▶ Kopf's Point
- ▶ Pine Grove Township Public Works Garage- to serve the Village of Russell
- ▶ Intersection of Cable Hollow and Cider Mill Roads
- ▶ Martin Road, at State Game Land 282 Access parking lot

Trail Access Point Facilities

- ▶ parking
- ▶ toilets
- ▶ water
- ▶ shelter
- ▶ security lighting
- ▶ bicycle rack
- ▶ benches and picnic tables
- ▶ trash container
- ▶ trail information board

In addition, it is recommended that a trail be constructed to provide pedestrian access to the Warren County Conservation District's Demonstration area located at the intersection of Hatch Run Road and Conewango Extension.



Typical Trail Access Layout

Trail Signage

Several types of signs are recommended for the study area:

- ▶ Entrance / Trail-Head Signs: must invite trail users and be attractive.
- ▶ Mileage Markers: should be installed in half mile intervals along the trail. Mile markers also assist emergency response personnel in locating trail users who are in need of assistance.
- ▶ Wayfinding Signs: shall be installed in appropriate locations along the trail directing users to other trail segments, as well as attractions in the neighborhood which the trail passes through. In addition, wayfinding signs shall be placed in the adjacent neighborhoods directing potential trail users to trail entrances.
- ▶ Regulatory / Warning Signs: the Manual on Uniform Traffic Control Devices, published by the Federal Highway Administration, establishes regulations for the placement, size, color and symbols on signs and pavement markings.



This study recommends a standard trail signage system be developed, for each type of sign, in conjunction with the regional trail organizations in Warren County. The design of all signs must take into consideration durability, maintenance requirements and replacement costs. All signs must be vandal resistant and low maintenance, and must conform to the requirements established in the U.S. Department of Transportation Federal Highway Administration's "Manual for Uniform Traffic Control Devices".

Hours of Operation

Currently hours of operation have not been established for the trail. To reduce the liability of participating entities including Warren County, Glade Township, Conewango Township and Pine Grove Township it is recommended that the hours of operation officially be established as 'dawn to dusk', 365 days a year. Individuals who are found on the trail between dusk and dawn should be treated as trespassers.

Code of Conduct

The County should strive to define a set of amicable rules and regulations that can be adopted throughout the regional trail system in Warren County to reduce conflict between trail users. The most effective method for reducing user conflict is to establish a Code of Conduct for the trail. Many multi-use trail systems across the country have adopted these codes on public trails. It is recommended the following code of conduct be implemented for the Warren Trail. These rules and regulations must be posted at trail entrances and placed in trail brochures and maps. It is recommended the rules and regulations be adopted by each municipality the trail passes through.

It is important to educate the public so they understand the reasons behind the Code of Conduct. However, most individuals will not take the time to read a verbose description of the Code if placed on signs along the trail. Therefore, this study recommends the following Code of Conduct be published in trail maps and brochures with a very concise version of the Code (i.e. four or five important messages) provided on signage.

TRAIL CODE OF CONDUCT

HOURS OF OPERATION: The Trail is closed from dusk to dawn. Trespassers will be prosecuted!

BE COURTEOUS: All trail users, including bicyclists, joggers, walkers, individuals in wheelchairs, skateboarders and skaters, should be respectful of other users regardless of their mode of travel, speed or level of skill. Respect the privacy of adjacent land owners by staying on the trail.

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

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

GIVE AUDIBLE SIGNAL WHEN PASSING: All users should give a clear warning signal before passing. This signal may be produced by voice, bell or soft horn. Voice signals might include "Passing on your left!" or "Cyclist on your left!" Always be courteous when providing an audible signal.

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

CONTROL YOUR BICYCLE: Inattention, even for a second, can cause disaster. Always stay alert. Maintain a safe and legal speed at all times.

DO NOT BLOCK THE TRAIL: When in a group, which may or may not include pets, use no more than half the trailway, so not to block the flow of other users. If your group is approached by users from both directions, form a single line, or stop and move to the far right edge of the trail to allow safe passage of these users.

YIELD WHEN ENTERING OR CROSSING TRAILS: When entering or crossing a trail at uncontrolled intersections, yield to traffic already using the other trail.

DO NOT USE THIS TRAIL UNDER THE INFLUENCE OF ALCOHOL OR DRUGS: It is illegal to use this trail if you consumed alcohol in excess of statutory limits, or if you have consumed illegal drugs. Persons who use prescribed medication should check with their doctor or pharmacist to ensure it will not impair your ability to safely operate a bicycle or other wheeled vehicle.

CLEAN UP YOUR LITTER: Please keep this trail clean and neat for other users to enjoy. Do not leave glass, paper, cans or any other litter on or near the trail. Please clean up after your pets. Pack out what you bring in and remember, always recycle your trash.

KEEP PETS ON LEASHES: All pets must be kept on secure and tethered leash.

VEGETATION REMOVAL: It is illegal to remove vegetation of any type, size or species from the trail. Please contact the local municipality should you have concerns about noxious weeds, poisonous vegetation, dying or dead vegetation or other concerns about vegetation in the trail corridor.

USE THE BUDDY SYSTEM: Always use the trail with a friend!

SHARE THE TRAIL! ALWAYS EXERCISE DUE CARE AND CAUTION WHEN USING THE TRAIL. FAILURE TO FOLLOW THE ABOVE CODE OF CONDUCT MAY RESULT IN FINES.

Security and Emergency Response

In order to provide effective patrol and emergency response to the needs of trail users and adjacent property owners, this study recommends the local municipalities keep their respective police departments involved and informed about trail development. Typically, rail trails are patrolled similar to the ways streets are patrolled. However, trail patrols must make every effort to maintain an active dialogue with trail users. Therefore, patrols throughout the trail corridor should be conducted on horseback or on bicycle, and generally not from a patrol car.

Coordination with local police departments is necessary to respond to 911 calls from the trail and the dispatch of appropriate emergency vehicles, police car or ambulance instead of a fire truck.

It is recommended that the local police departments train local volunteers as part of a "Trail Watch" program. Many communities and trail organizations have trained volunteers and given them the authority to report misconduct on a regular basis. This type of program has been very successful in other urban areas such as the C & O Canal Trail Washington, D.C. and the B & A Trail in Maryland. By the nature of having "Trail Watch" volunteers on the trail and identifiable through a common dress requirement, typically a T-shirt which identifies the individual as a member of the "Trail Watch", misconduct is generally curbed.

A Trail Watch group also can ensure that the Code of Conduct is followed, they can provide an enhanced level of security for trail users and can distribute maps and carry basic first aid needs.

The design, development, management and operation of a trail must be carefully and accurately executed to provide a resource which protects the health, safety and welfare of the public. Generally, liability issues arise when a trail has been under designed for the intended volume of use, or when unexpected accidents occur because hazardous situations are not identified.

Use of a trail should be regulated under the municipal policies for park and recreation facilities. When constructed reasonable care must be maintained in the construction of all trail facilities to reduce hazardous situations, nuisances and life threatening situations. The trail will be available for public use as defined in an adopted hours of operation policy. Individuals found on the trail outside the hours of operation typically are not covered through municipal insurance policies. Therefore, trespassing policies must be strictly enforced. Also, any trail under construction shall be identified as so, and indicate the trail is not open for public use.

It is recommended that mutual aid agreements, maintenance and policing agreements be developed with adjacent municipalities prior to the construction of the trail. In addition to construction costs, costs associated with the operations, maintenance and security of the trail corridor must be considered in the overall budget for the trail corridor.

Implementation Strategies

To assist in implementing the recommendations of this plan the consultant has organized the recommendations into short, medium and long term implementation strategies. Information collected through both the public input process and the professional assessment was utilized to develop these strategies, which set forth a step-by-step plan for fulfilling the goals set forth by the vision of establishing a regional trail between North Warren and the New York State line.

The implementation strategies are broken down into short, medium and long term tables. The information provided includes categories for strategy priority, responsible party, cost estimate, potential funding sources and a space to record the completion of each strategy. These strategies are intended to provide guidance to those responsible for implementing the recommendations of this study. The successful implementation of these strategies will depend upon the fiscal and political climate in any given year.

Therefore, it is essential that the strategies be monitored, reviewed and prioritized on an annual basis prior to the budgeting process of the participating organizations and municipalities.

Once the short term goals have been completed, the medium and long term goals should be re-evaluated. Political climate, public opinion, property ownership and other factors need to be analyzed to determine if the medium and long term strategies should be re-prioritized.

Short Term Goals

Short Term Goals (one to three years)				
<i>Implementation Strategies</i>	<i>Responsibility</i>	<i>Cost</i>	<i>Funding</i>	<i>Date Completed</i>
1. Have Warren County and local municipalities officially adopt the recommendations of the North Warren Trail Feasibility Study	Director, Warren County Planning and Zoning Commission	\$ 0	n/a	
2. Establish formal organization (North Warren Trail Association) to support, manage and operate the trail	Study Group with assistance from the National Park Service Rivers, Trails and Conservation Assistance Program	\$ 0	n/a	

Short Term Goals (one to three years)				
Implementation Strategies	Responsibility	Cost	Funding	Date Completed
3. Further research property ownership issues and acquire property through consensual easements or purchase of property.	Warren County, until Trail Manager is hired	unknown (\$20,000 to \$50,000 est.)	DCNR Community Conservation Partnership Program Transportation Enhancement Funding Betz Foundation	
4. Develop job description for trail manager	Study Group with assistance from the National Park Service Rivers, Trails and Conservation Assistance Program	\$ 0	n/a	
5. Secure funding for Trail Manager Position	North Warren Trail Association	\$0		
6. Hire Trail Manager	North Warren Trail Association (NWTa)	\$ 40,000	Association's General Fund, annual membership dues, fund raisers, trail events, etc.	
7. Construct trail between end of existing trail and Hatch Run Road Intersection, approximately 0.4 miles in length	NWTA, or Warren County Planning and Zoning Commission and Pine Grove Township until NWTA Trail Manager is in place	\$112,500	DCNR Community Conservation Partnership Program Transportation Enhancement Funding	
8. Improve pedestrian / bicycle crossing opportunities at Hatch Run Road	PennDOT	\$187,500	PennDOT Transportation Enhancement Funding	
9. Determine if proposed trail alignment interferes with suspected underground tank near Video Update, relocate trail or remove tank as required	Responsible Party	unknown	Local Funding	

Short Term Goals (one to three years)				
<i>Implementation Strategies</i>	<i>Responsibility</i>	<i>Cost</i>	<i>Funding</i>	<i>Date Completed</i>
10. Construct trail between Hatch Run Road and northern end of Warren Mall property, approximately 0.4 miles in length	NWTA, or Warren County Planning and Zoning Commission and Pine Grove Township until NWTA Trail Manager is in place	\$140,000	DCNR Community Conservation Partnership Program Transportation Enhancement Funding	
11. Investigate former landfill north of Warren Mall property, remediate if necessary to construct trail	Responsible Party and / or NWTA, or Warren County Planning and Zoning Commission and Pine Grove Township until NWTA Trail Manager is in place	unknown	DEP	
12. Construct trail access facilities and parking on northern end of Warren Mall Property	NWTA, or Warren County Planning and Zoning Commission and Pine Grove Township until NWTA Trail Manager is in place	\$125,000	DCNR Community Conservation Partnership Program Transportation Enhancement Funding Pennsylvania Conservation Corps Local Sponsorship	
13. Construct trail from northern end of Warren Mall property to vicinity of the dry hydrant, approximately 1.63 miles in length	NWTA, or Warren County Planning and Zoning Commission and Pine Grove Township until NWTA Trail Manager is in place	\$452,000 (includes bridge over Valentine Run)	DCNR Community Conservation Partnership Program Transportation Enhancement Funding	

Medium Term Goals

Medium Term Goals (three to five years)				
Implementation Strategies	Responsibility	Cost	Funding	Date Completed
14. Construct trail access facilities and parking area in the vicinity of dry hydrant	NWTA, or Warren County Planning and Zoning Commission and Pine Grove Township until NWTA Trail Manager is in place	\$125,000	DCNR Community Conservation Partnership Program Transportation Enhancement Funding Pennsylvania Conservation Corps Local Sponsorship	
15. Re-evaluate feasibility of continuing trail along former railroad corridor from dry hydrant to Russell	NWTA	\$0	n/a	
16. Conduct capital campaign to fund construction of bridges	NWTA	\$0	n/a	
17. Construct bridges across Conewango Creek, Akeley Hollow Run and North Branch of Akeley Hollow Run	NWTA	\$2,250,000	DCNR Community Conservation Partnership Program Transportation Enhancement Funding PennDOT Fundraising / Capital Campaign Funds	
18. Construct trail to Russell, approximately 1.76 miles in length	NWTA	\$214,000	DCNR Community Conservation Partnership Program Transportation Enhancement Funding	

Long Term Goals

Long Term Goals (five to ten years)				
Implementation Strategies	Responsibility	Cost	Funding	Date Completed
19. Construct trail between Russell and Akeley (in two phases), includes bridge over unnamed tributary, approximately 2.10 miles	NWTA	\$550,600	DCNR Community Conservation Partnership Program Transportation Enhancement Funding	
20. Investigate and remediate drums abandoned on corridor south of Akeley Corners	Responsible Party	unknown	DEP	
21. Construct trail access facilities and parking area at intersection of Cable Hollow and Cider Mill Roads in Akeley	NWTA	\$125,000	DCNR Community Conservation Partnership Program Transportation Enhancement Funding Pennsylvania Conservation Corps Local Sponsorship	
22. Construct trail between Akeley and Martin Road, approximately 1.05 miles in length, in two phases (includes bridge for wetland crossing)	NWTA	\$440,000	DCNR Community Conservation Partnership Program Transportation Enhancement Funding	

Long Term Goals (five to ten years)				
<i>Implementation Strategies</i>	<i>Responsibility</i>	<i>Cost</i>	<i>Funding</i>	<i>Date Completed</i>
23. Construct trail access facilities and parking area at State Game Lands 282 access area off of Martin Road	NWTA	\$125,000	DCNR Community Conservation Partnership Program Transportation Enhancement Funding Pennsylvania Conservation Corps Local Sponsorship	
24. Construct trail between Martin Road and New York State Line, approximately 1.28 miles in length	NWTA	\$231,250	DCNR Community Conservation Partnership Program Transportation Enhancement Funding	

Funding Opportunities

There are many agencies willing to provide grants to assist in providing the financial resources to implement the development of portions of the North Warren Trail. This study recommends each funding opportunity be explored as necessary to generate funds for construction. The following is a brief synopsis of the funding programs available, and who to contact for further information.

<i>Funding and Support Sources</i>	
Community Conservation Partnerships Program - Pennsylvania Recreational Trails	
Agency	PA Department of Conservation and Natural Resources, Bureau of Recreation and Conservation, in consultation with the Pennsylvania Recreational Trails Advisory Board
Program Goals	This program provides funds to develop and maintain recreation trails and trail related facilities for motorized and non-motorized recreation trail use. Federal funding for the program is through the Federal Highway Administration and the Transportation Equity Act for the 21 st Century (TEA 21).
Program Restrictions	Match requirements for Pennsylvania Recreational Trails Program Grants are 80% grant money, up to a maximum of \$100,000 and 20% project applicant money. Credit for donations of funds, materials, services, or new right-of-way is permitted from any project sponsor, whether a private organization or public agency.
Use of Funds or Support	The funds may be used for: maintenance and restoration of existing recreational trails; development and rehabilitation of trailside and trailhead facilities and trail linkages; purchase and lease of recreational trail construction and maintenance equipment; construction of new recreational trails; acquisition easements or property for recreational trails or recreational trail corridors.
Address	Ms. Tracy Robinson Pennsylvania Department of Conservation and Natural Resources Commonwealth of Pennsylvania Room 1405 State Office Building 300 Liberty Avenue Pittsburgh, PA 15222
Phone	(412) 880-0534
Web Site	http://www.dcnr.state.pa.us
Community Conservation Partnerships Program - Planning and Technical Assistance Grants - Rails-to-Trails Grant Program	
Agency	Pennsylvania Department of Conservation and Natural Resources (DCNR)
Program Goals	This program provides grant assistance to municipalities and appropriate nonprofit organizations for the acquisition, planning, and development of abandoned railroad corridors into public recreation trails. Funds also may be used to acquire and develop adjacent land for access or related support facilities. Applications are received during an open application period and projects are selected on a statewide, competitive basis. This program is part of the state's Growing Greener Initiative.
Program Restrictions	Grant funding may not exceed 50% of the eligible costs. Specific restrictions that may apply to a particular project are addressed in the program manual provided in the application package.
Use of Funds or Support	The funds must be used to plan, develop, and rehabilitate abandoned rail corridors and related lands into trails for public recreational use.
Address	Ms. Tracy Robinson Pennsylvania Department of Conservation and Natural Resources Commonwealth of Pennsylvania Room 1405 State Office Building 300 Liberty Avenue Pittsburgh, PA 15222
Phone	(412) 880-0534
Web Site	http://www.dcnr.state.pa.us

Community Conservation Partnerships Program - Planning and Technical Assistance Grants - Community Grant Program	
Agency	Pennsylvania Department of Conservation and Natural Resources (DCNR)
Program Goals	
Program Restrictions	Municipalities are the only eligible applicants. The Department provides funding at a level not to exceed fifty percent of eligible costs except when noted otherwise. A municipality may submit one grant application for one project type listed under this program per funding cycle.
Use of Funds or Support	Project types include: circuit riders; comprehensive recreation, parks and open space plans; conservation/sound land use; feasibility studies; greenways; master site plans; county natural areas inventories; peer-to-peer technical assistance.
Address	Mr. Mark Kulich DCNR Northwest Regional Office 1200 Lovell Place Erie, PA 16503 mkulich@state.pa.us
Phone	(814) 871-4190
Web Site	http://www.dcnr.state.pa.us
Community Conservation Partnerships Program - Acquisition and Development Grants - Community Grants Program	
Agency	Pennsylvania Department of Conservation and Natural Resources (DCNR)
Program Goals	
Program Restrictions	Municipalities are the only eligible applicants. The Department provides grant funding at a level not to exceed fifty percent of eligible costs except for Small Communities/Small Projects type which is 100 percent funding for approved material costs and professional design fees. A Municipality may submit one application for one project type and no more than two applications per funding cycle.
Use of Funds or Support	Use of funds may include: acquisitions, park rehabilitation and development, small communities/small projects.
Address	Mr. Mark Kulich DCNR Northwest Regional Office 1200 Lovell Place Erie, PA 16503 mkulich@state.pa.us
Phone	(814) 871-4190
Web Site	http://www.dcnr.state.pa.us

North Warren Trail Feasibility Study

National Recreational Trails	
Agency	PA Department of Conservation and Natural Resources
Program Goals	The recreational trails program provides funds to develop and maintain recreational trails for motorized and nonmotorized recreational trail users. The program funding represents a portion of the revenue received by the Federal Highway Trust Fund from the federal motor fuel excise tax paid by users of off-road recreational vehicles.
Program Restrictions	Matching requirements for the Pennsylvania Recreational Trails Program Grants are 80% federal money, up to a maximum of \$150,000, and 20% nonfederal money. However, acquisition projects will require a 50/50 match. "Soft match" is permitted from any project sponsor, whether private or public money. ("Soft match" includes credit for donations of funds, materials, services, or new right-of-way.)
Use of Funds or Support	The department must distribute funding among motorized, nonmotorized, and diverse trail use as follows: 40% minimum for diverse trail use, 30% minimum for nonmotorized recreation, and 30% minimum for motorized recreation. The Commonwealth may also use up to 5% of its funds for the operation of educational programs to promote safety and environmental protection related to the use of recreational trails. The department will also consider projects that provide for the redesign, reconstruction, nonroutine maintenance, or relocation of recreational trails to benefit the natural environment.
Address	Vanyla Tierney Environmental Planning Supervisor Bureau of Recreation and Conservation P.O. Box 8475 Harrisburg PA 17105
Phone	(717) 783-2654
Web Site	http://www.dcnr.state.pa.us

Pennsylvania Conservation Corps	
Agency	Pennsylvania Department of Labor and Industry
Program Goals	This program provides work experience, job training, and educational opportunities to young adults while accomplishing conservation, recreation, historic preservation, and urban revitalization work on public lands.
Program Restrictions	The project sponsors receive the services of a Pennsylvania Conservation Corps crew, fully paid, for one year. Sponsors can also receive up to \$20,000 for needed materials and contracted services. Sponsors must provide a 25% cash match on material and contracted services costs.
Use of Funds or Support	Funds may be used for materials and contracted services needed to complete approved projects.
Address	Lou Scott Director 1304 Labor and Industry Building 7th and Forster Streets Harrisburg PA 17120
Phone	(717) 783-6385
Web Site	http://www.crc.state.pa.us/CRC_site/grantopt2.asp?grantcat=7

Shared Municipal Services Program	
Agency	Pennsylvania Department of Community and Economic Development (DCED)
Program Goals	This program provides grants to promote cooperation between neighboring municipalities to discover those municipal functions they can provide more efficiently and effectively together than they can separately.
Program Restrictions	Grants are available for 50% of the cost of the total project. Grantees must match funds with cash, municipal labor, or other in-kind contributions.
Use of Funds or Support	Funds may be used for combined police record administration, joint ownership of municipal equipment, shared data processing operations, joint sign-making, the initial administration of newly formed COGs, or other joint municipal projects.
Address	Fred Reddig Local Government Policy Manager Pennsylvania Department of Community and Economic Development Governor's Center for Local Government Services 325 Forum Building Harrisburg PA 17120
Phone	(888) 223-6837
Web Site	http://www.dced.state.pa.us

Travel and Tourism Office	
Agency	Pennsylvania Department of Community and Economic Development (DCED)
Program Goals	The office manages the Commonwealth's tourism marketing campaign and administers the Regional Marketing Initiative and the Tourism Promotion Agency Matching Grant Program. The Regional Marketing Initiative program provides matching state funds to regional tourism development efforts across the Commonwealth. The Tourism Promotion Agency Matching Grant Program provides state matching funding to tourism promotion agencies with a preference given to regional activities and efforts to market cultural and historic assets of the Commonwealth.
Program Restrictions	Applications must include participation from at least five counties and demonstrate a specified amount of local matching funds. Tourism Promotion Agency Matching Grant Program: This is a closed program limited to properly designated county tourism promotion agencies that currently receive funding from the program.
Use of Funds or Support	Examples of funded projects include the design and publication of an outdoor recreation map for Philadelphia and neighboring counties, a project to package eco-tourism and outdoor recreation in the northcentral region of Pennsylvania, and a marketing program for cultural and historic tourism attractions in the Pittsburgh region
Address	Fritz Smith Director Pennsylvania Department of Community and Economic Development Travel and Tourism Office 404 Forum Building Harrisburg PA 17120
Phone	(717) 787-5453
Web Site	http://www.dced.state.pa.us

North Warren Trail Feasibility Study

Single Application Grants	
Agency	Pennsylvania Center for Local Government Services, Department of Community and Economic Development
Program Goals	Through one application form, applicants can apply for financial assistance from the Department's various funding sources.
Program Restrictions	Applications can be submitted to request 100% of funding for the proposed project. However, applications that can show some match in the form of dollars or services are more likely to be successfully awarded. Funds are allocated to this program annually and are distributed quarterly. Applications can be submitted at any time.
Use of Funds or Support	This program funds a wide variety of municipal projects, including recreational facility improvements and development.
Address	Commonwealth of Pennsylvania 325 Forum Building Harrisburg, PA 17120
Phone	(717) 787-8169 or 1(888) 223-6837
Web Site	http://www.dced.state.pa.us

Environmental Education Grants	
Agency	Pennsylvania Department of Environmental Protection
Program Goals	To develop new environmental education programs or improve the quality of existing programs.
Program Restrictions	A twenty-five percent match is required.
Use of Funds or Support	
Address	Environmental Education Grants Program Office of Program Planning and Development Department of Environmental Protection Commonwealth of Pennsylvania P. O. Box 8475 Harrisburg, PA 17105-8475
Phone	(717) 772-1828
Web Site	http://www/dep.state.pa.us

Rivers Conservation Program	
Agency	DCNR
Program Goals	Conserve and enhance river resources by offering planning grants, technical assistance, implementation grants, development grants, and acquisition grants.
Program Restrictions	
Use of Funds or Support	Planning, implementation
Address	
Phone	717-787-2316
Web Site	http://www/dcnr.state.pa.us

North Warren Trail Feasibility Study

Great Lakes Protection Fund

Agency	Great Lakes Protection, PA Office
Program Goals	Small planning grants and natural resources grants for regional efforts in the Great Lakes area.
Program Restrictions	
Use of Funds or Support	Planning, implementation
Address	Meadville, PA 814-332-6816
Phone	312-201-0660
Web Site	http://www.glpf.org

National Park Service, Rivers, Trails and Conservation Assistance Program

Agency	National Park Service
Program Goals	National Park Service works with communities to conserve land and river resources and provides funding for various projects dealing with the conservation of these resources including the development of trails and greenways.
Program Restrictions	
Use of Funds or Support	Planning, implementation
Address	338 East 9th Street, Homestead, PA 15120
Phone	(412) 464-4459
Web Site	http://www.ncrc.nps.gov/index.html

Kodak American Greenways Awards Program

Agency	The Conservation Fund and Eastman Kodak Company
Program Goals	Provide seed money to stimulate greenway planning and design. Supports pioneering work in linking the nation's natural areas, historic sites, parks and open space.
Program Restrictions	
Use of Funds or Support	Planning, implementation
Address	Leigh Anne McDonald - American Greenways Coordinator The Conservation Fund 1800 North Kent Street, Suite 1120 Arlington, VA 22209
Phone	703-525-6300
Web Site	lmcdonald@conservationfund.org

Fund Raising

To supplement the revenue received by the participating municipalities and successful grant efforts, and to provide additional monies for capital improvements along the trail, it is recommended that six to twelve fund raising events be held annually. These events can prove to be very successful, generating up to \$15,000 per event.

In addition, many individuals across the country have indicated their willingness to contribute, on an annual basis towards the ongoing development, operations and maintenance of trails. Generally this is done by paying annual membership dues to a non-profit organization. Given the local support of this trail we recommend a membership program be instituted in support of this trail.

The opportunity to partner with local businesses and healthcare providers to provide funding for trail construction, operations, and management should be explored. Refer to the Appendix for a comprehensive listing of businesses located in the Warren Area.

Here are some examples of creative fund raising conducted by trail organizations throughout the country:

- ▶ Over \$17,000 were raised for Portland Trails by the group's First Annual Giveaway/Getaway. The Portland (Maine) Marriott ballroom was the setting for food and prizes. Over 300 supporters joined elected officials and the media.
- ▶ The 13th annual KFRX Easy Pickin's Bicycle Tour in Lincoln, NE, raises funds for area trails projects. This year's Corporate Challenge honors the greatest participation by companies, organizations, and clubs. Several hundred riders pay \$12 for the event.
- ▶ The Great Plains Trails Network led the fund raising effort to buy and develop the MoPac East Trail, a 25-mile trail that extends from Lincoln east to Elmwood, NE. GPTN volunteers raised \$500,000 from 4,000 individuals and corporate donors. The project builds on public support from a previous bond issue that passed with a 76% approval rate.
- ▶ Brewers contributed their good spirits and cash to trail projects this year. In Michigan, the smooth, dark Big Ring Ale comes from the Michigan Brewing Company of Webberville. The Michigan Mountain Biking Association's Dwain Abramowski notes this "has opened another much needed source of funding."
- ▶ The Walkabout Comfort Shoe Store held a fundraiser for Portland Trails. For every pair of Dansko clogs, shoes, or sandals sold, Walkabout gave \$3 and Dansko donated \$2. Another local retailer, L. L. Bean, gave a \$500 gift certificate to be given to a Portland Trails member in a random drawing.
- ▶ The Share the Trails Team Triathlon is an annual event that brings equestrians, bicyclists, and hikers together in southwest Colorado.
- ▶ The American Hiking Society has started a National Trails Endowment, a fund to provide grants to hiking clubs for trail development and stewardship. The Sporting Goods Manufacturers Association provided a matching grant of \$50,000. So far, \$26,000 has been raised by just five AHS members. Information: American Hiking Society, 1322 Fenwick Ln., Silver Spring MD 20910.
- ▶ Cyclists can sponsor a mile of the Great Divide Mountain Bike Route from Canada to Mexico. The Trailblazer Fund of Adventure Cycling is raising funds for trail development

at \$100 a mile.

- ▶ The most important tool for raising funds for South Dakota's George S. Mickelson Trail has been the Bridge Builder Program. It allows individuals or businesses to adopt a bridge by helping fund its construction. To date, 72 of the trail's 97 bridges have been adopted. Bridges cost between \$3,000 and \$21,000 depending upon length.
- ▶ "Gift catalogues" are one way to publicize the many ways that trail projects need money. We've received gift catalogues recently from three trail organizations: the Eagle County Trail System and the Cache La Poudre River Trail in Colorado, and the Wood River Trails in Idaho. Contributors can purchase drinking fountains, interpretive signs, trees, wildflowers, or give to the endowment fund. You can also buy a foot of paved trail for \$100 or a mile of parallel equestrian trail for \$5,000. Those who would like to make a bigger impact can also restore an old railroad trestle for \$30,000 or build a serious missing link of trail for \$75,000.
- ▶ A dinner and auction by Trails 2000, an advocacy group in Durango, Colorado, raised \$30,000. This remarkable sum didn't come from selling water bottles. Event organizers came up with many creative donations, from paintings and photographs to airline tickets. A "Romantic Get-Away" in a bed and breakfast also included locally-made chocolates and a gift certificate to a lingerie store.
- ▶ In Iowa, the Amana Refrigeration Company gave \$15,000 to Amana Colonies Trails, Inc., for trail development. The company pledged another \$10,000 in matching funds.
- ▶ \$\$\$ -- Amid much current discussion on fees, the Blaine County Recreation District in Idaho shows that the public will pay significantly for a really good groomed system of cross-country ski trails. Skiers bought over 8,000 day passes and 2,600 season passes (prices range from \$70 for singles to \$130 for a family) for the North Valley Trail System groomed trails. With a ski season of nearly four months, the District also provides a trail condition hotline.
- ▶ A "giant pot of kielbasa" was the star when mountain bike activists in Belfast, Pennsylvania, held a fundraising concert to launch their new organization, the Jacobsburg Trail Volunteer Association.
- ▶ Friends of Central Iowa Biking Bike Garage Sale broke previous records with 43 bikes sold in 8 hours to net about \$550 for advocacy and bikeway development in the community.
- ▶ In Colorado Springs, the Rock Island Rail Trail is being partly funded by the Rustic Hills Improvement Association of local homeowners. Other work on the trail was done by a Boy Scout troop who cleaned up ten miles of left-over railroad ties in the corridor.
- ▶ In Ketchum, Idaho, local bike dealers decided to contribute \$5 from each bike sale and 50¢ from each bike rental to a trail maintenance fund. To insure confidentiality of sales information, dealers send checks monthly to a CPA. The funds are divided equally between the Wood River Trail and the area's back country trails. It has provided good publicity for the shops in addition to helping trails.

