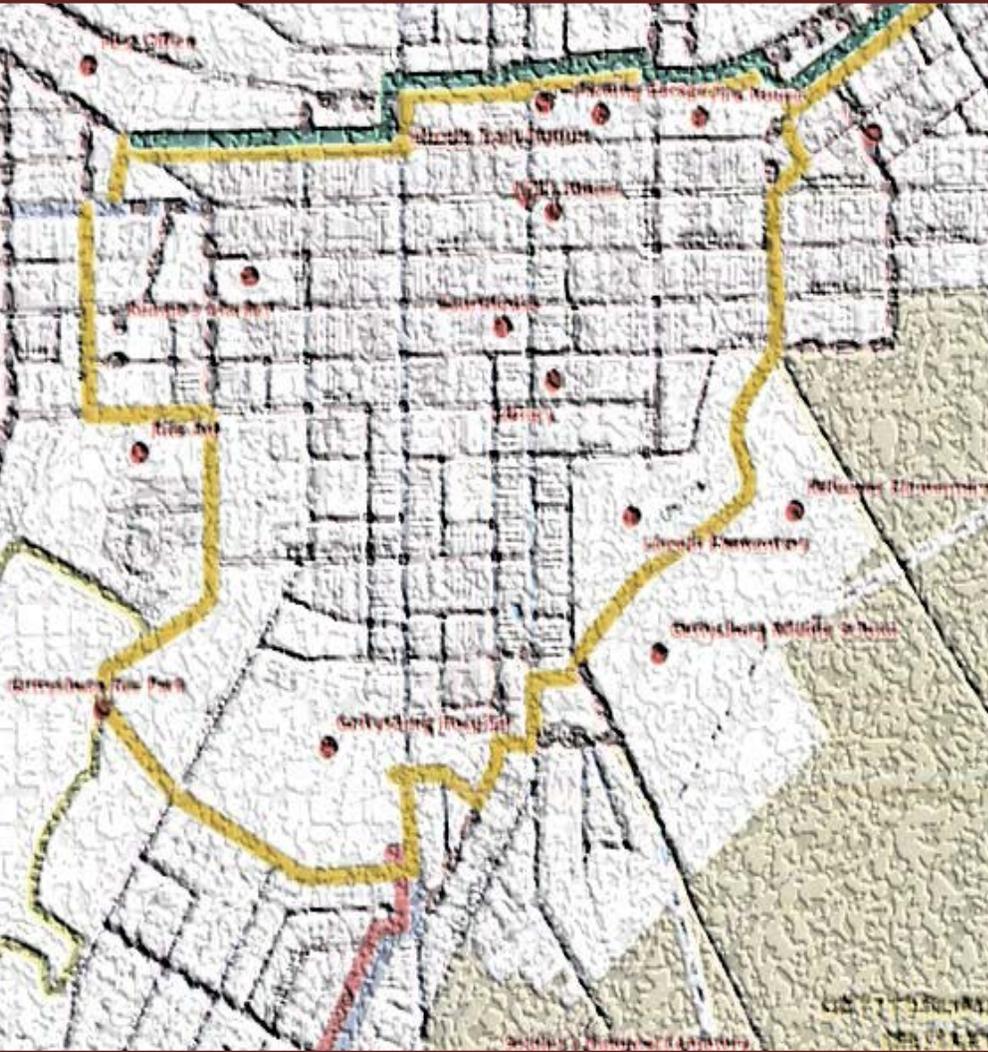


HEALTHY ADAMS BICYCLE PEDESTRIAN, INC.

GETTYSBURG INNER LOOP GREENWAY MASTER PLAN

Final Presented: October 2013



PREPARED BY:



C.S. Davidson, Inc.

Excellence in Civil Engineering



**PUHL, EASTMAN & THRASHER
ATTORNEYS AT LAW**

**CT
&C**

Acknowledgement

Project Description

Purpose

Process

Legend

General Engineering and Design Requirements

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

Phase A2 Buford Avenue including Crossing to Reynolds Street

Phase B1 North Washington Street

Phase B2 Racehorse Alley

Phase C Railroad Street and Carlisle Street Crossing

Appendix A Details, Specifications and Construction Materials

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

Appendix B Traffic Study Summary

Appendix C Greenway Questionnaires and Studies

Appendix D Cost Estimates

Appendix E Letters of Support

Appendix F CSX and Rail Road Street Right of Way

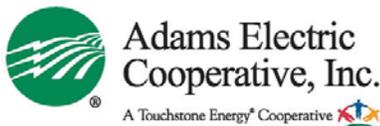
Appendix G Trail Benefits

Appendix H PennDOT Correspondence

Acknowledgements



**ADAMS COUNTY OFFICE
OF PLANNING &
DEVELOPMENT**



**AND MANY PRIVATE
INDIVIDUALS**

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

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

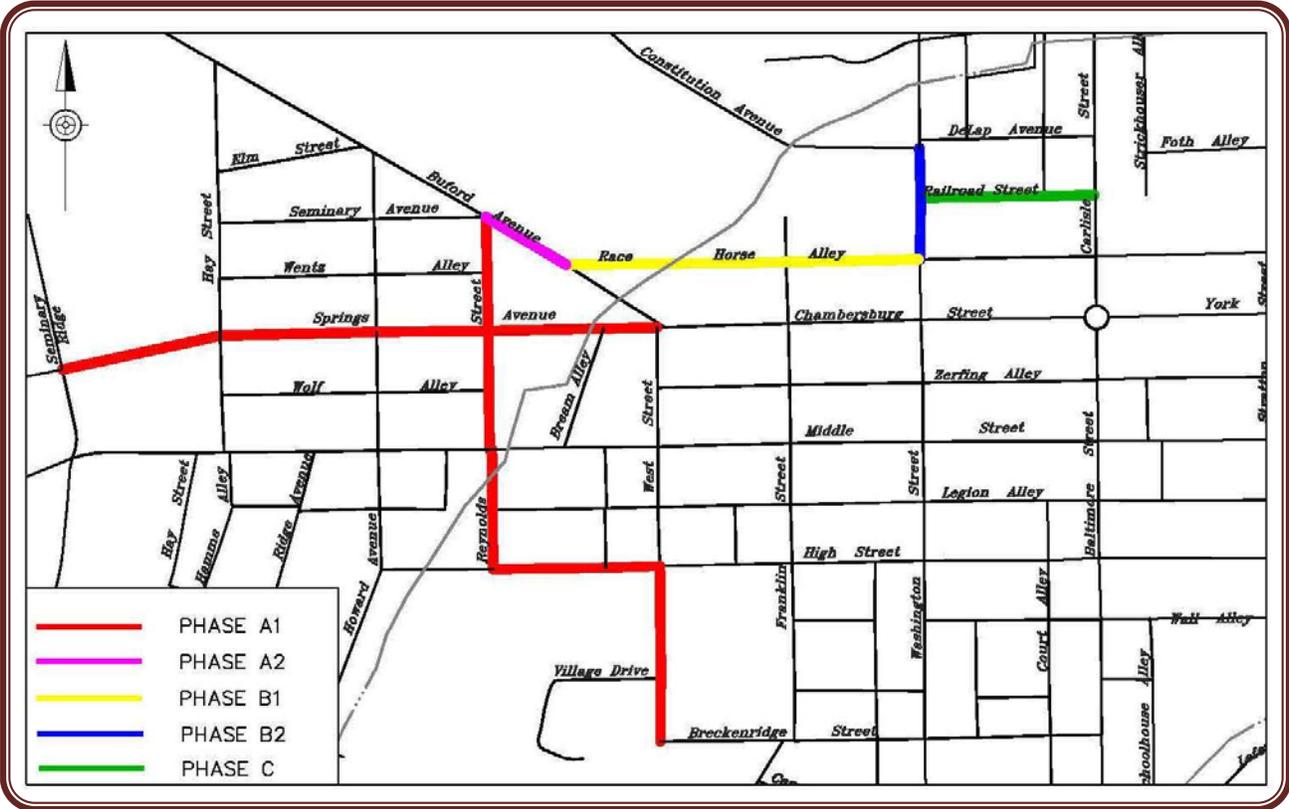
- Gettysburg Hospital
- Thrivent
- Gettysburg Convention and Visitors Bureau
- Main Street Gettysburg
- Gettysburg College
- Healthy Adams County
- Adams County Office of Planning & Development
- Rails to Trails Conservancy
- South Mountain Partnership
- Gettysburg Borough
- HAPBI



C.S. Davidson, Inc. has teamed with the Healthy Adams Bicycle/Pedestrian Inc., Campbell Thomas & Company, and Puhl, Eastman & Thrasher Attorneys, described herein as the “Team” to provide a scope of services that emphasize expertise in all specific aspects of trail planning and design for the creation of the Gettysburg Inner Loop – Greenway Master Plan.

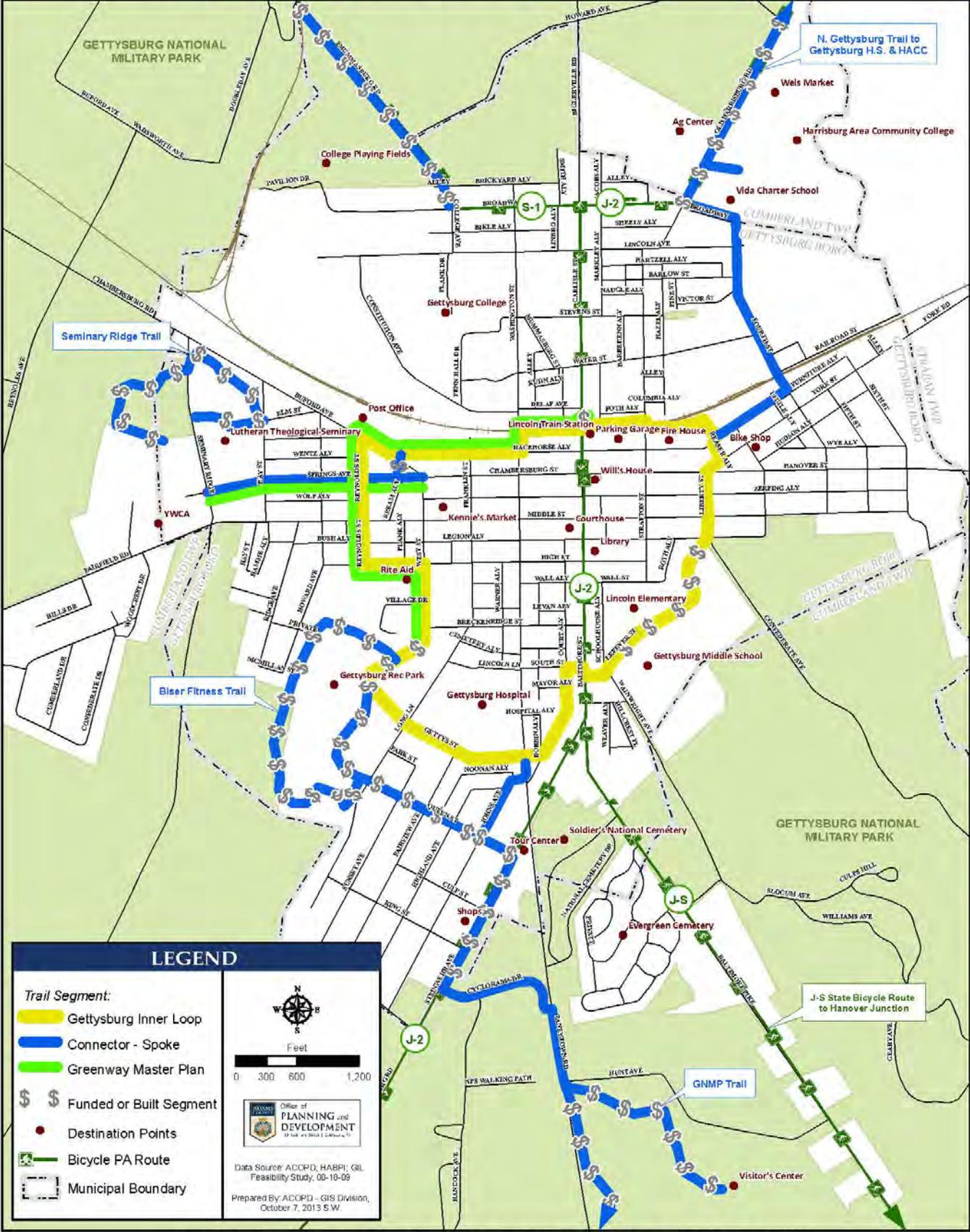
The General Alignment of the Gettysburg Inner Loop (GIL) has been previously prepared by HABPI as part of their feasibility study dated September 2010. The area of focus for this master plan starts on page 22 of this study.

This master plan further breaks this focus area into 5 Phases as shown on the map below.



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

GETTYSBURG AREA TRAIL SYSTEM



LEGEND

Trail Segment:

- Gettysburg Inner Loop
- Connector - Spoke
- Greenway Master Plan

Funded or Built Segment
 Destination Points
 Bicycle PA Route
 Municipal Boundary

North
 Feet: 0, 300, 600, 1,200

Office of PLANNING and DEVELOPMENT
 Data Source: ACOPD, HABPI, GIL Feasibility Study, 06-10-09
 Prepared By: ACOPD - GIS Division, October 7, 2013 S.W.

A project of regional governments and institutions, with assistance from the National Park Service Rivers and Trails Program and HABPI.

The purpose of this plan is to:

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

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

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

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

LEGEND

<u>EXISTING</u>	<u>PROPOSED INFRASTRUCTURE PRELIMINARILY LOCATED</u>
 GAS VALVE	 STREET TREE WITH/WITHOUT GRATE
 WATER VALVE	 SMALL STREET TREE OR SHRUB
 UTILITY POLE	 CURB
 PROPERTY MARKER	 PERMEABLE PAVER
 STREET CENTERLINE	 STAMPED ASPHALT/DR PERMEABLE PAVER DIFFERENT COLOR
 CURB LINE	 REINFORCED CONCRETE/SIDEWALK
 RAIL ROAD	 PLANTING AREA/RAIN GARDEN
 PROPERTY BOUNDARY	 LIGHT
 STORM SEWER	 PARKING METER
 STORM INLET	 SHARROW
 STREET TREE	
 STREET LIGHT	
 SANITARY SEWER	
 SANITARY MANHOLE	
 WATER LINE	
 GAS LINE	
 EXISTING CONTOUR MINOR 1' INTERVAL	
 EXISTING CONTOUR MAJOR 5' INTERVAL	
 FENCE	

NOTE: THE FOLLOWING PROPOSED INFRASTRUCTURE INCLUDED IN THE COST ESTIMATE IS NOT LOCATED ON THE PLAN DRAWING (THE LOCATION IS TO BE DETERMINED DURING DESIGN): BENCHES, TRASH RECEPTACLE, HISTORY SIGNAGE, TRAFFIC AND SAFETY SIGNAGE, SPEED TABLES, STORMSEWERS AND GRATES, RESTORATION OUTSIDE OF RIGHT-OF-WAY, FLASHING WARNING DEVICES. RENDERINGS (3D AND PLAN) PROVIDE DIFFERENT CONCEPTUAL IDEAS ON HOW FINAL DESIGN MAY BE COMPLETED. QUANTITIES FOR ITEMS SUCH AS TREES, SHRUBS AND GRATES MAY DIFFER SLIGHTLY BETWEEN PLANS AND THE COST ESTIMATE. A FEASIBLE/EXPECTED QUANTITY OF THESE ITEMS WAS INCLUDED IN THE COST ESTIMATE AS A PLACE HOLDER WHERE THE FINAL QUANTITIES AND LOCATIONS WILL NEED TO BE DETERMINED DURING DESIGN.

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

General Engineering and Design Requirements

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

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

where vehicular loading is present. These recommendations shall be incorporated into the design.

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

PHASE A1

GREENWAY CONNECTORS

Phase A1

Greenway Connectors

- General Engineering and Design Requirements

Reynolds Street, High Street, West Street & Springs Avenue

- General Description
- Engineering and Design Requirements
- Plans

Steven's Run Crossing

- General Description
- Engineering and Design Requirements
- Plan
- Existing and Proposed
- Bridge Options
- Historic Train Map
- Floodway Data
- Deed Plot
- Codori Deed
- Foursquare Church Deed

Greenway Connectors

The Greenway Connectors are the segments of the Gettysburg Inner Loop Western Section that connect the Greenway Portion of the trail to the Borough Rec Park and other local attractions such as the YWCA and Lutheran Theological Seminary. These segments include Reynolds Street, High Street, and West Street, Springs Avenue and Steven's Run Crossing. The Greenway Connectors were added to the Greenway Master Plan and are included in the design and construction costs as they are part of the Gettysburg Inner Loop Western Section for which funding is being sought. The documents were completed for the same purpose and using the same process as described in the Greenway Master Plan. The design of this portion of the trail shall consider the "General Engineering and Design Requirements" as specified in the Gettysburg Inner Loop Greenway Master Plan.

Reynolds Street, High Street, West Street, and Springs Avenue

General Description:

Bicycle traffic will be located on-road while pedestrian traffic will utilize existing sidewalks.

Upon crossing Buford Avenue, the trail will continue down Reynolds Street, crossing Springs Avenue and connecting to West Middle Street. A depressed curb connecting with the existing entrance for what is currently Codori Memorials was installed on the south side of West Middle Street during recent improvements by PennDOT however expansion may be required.

The required connection for the trail between West Middle Street and Legion Alley is through an existing easement for Reynolds Street and over Steven's Run (the urban stream that flows through Gettysburg). Additional information about the Steven's Run Crossing is provided later in this description

The GIL will then continue on Reynolds Street from Legion Alley to West High Street, on West High Street from Reynolds Street to West Street and on West Street from West High Street to Breckenridge Street. This section ends at the connection of the recently finished trail section which runs through the Rec Park and on to Steinwehr Avenue via Long Lane where a proposed path is to be designed and constructed.

Springs Avenue will be utilized to connect the Greenway to local attractions such as the YWCA and Lutheran Theological Seminary from the intersection of Buford Avenue and Springs Avenue to the intersection of West Confederate Avenue and Springs Avenue.

Engineering and Design Requirements:

- Design of sharrows, signs and other road markings should be coordinated with pavement preparation and any required sidewalk repairs.
- Inlet grates and storm sewer catch basins will need to be analyzed for compatibility with bicycle traffic
- ADA accessible ramps at crossings and around entrances shall be designed and installed along the route.
- Crossing West Middle Street -Crossing included 10' stamped walk, warning lights, ADA Ramps, Signage. Traffic control to be completed by designer.
- Crossing West High Street - Crossing included 10' stamped walk, warning lights, ADA Ramps, Signage. Traffic control to be completed by designer.
- The Borough may consider design for additional lighting along the route in particular along West High Street and Reynolds Street.
- The Borough may consider removing a portion of Reynolds Street between Legion Alley and West High Street to maximize green space. This would result in additional curb work potential for drainage improvements and modification to one existing driveway.



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C.S. Davidson, Inc.

Excellence in Civil Engineering

IN PARTNERSHIP WITH:

**CT
&C**

PUHL, EASTMAN & THRASHER
ATTORNEYS AT LAW

GETTYSBURG BOROUGH

**GREENWAY CONNECTOR
REYNOLDS STREET**

GETTYSBURG BOROUGH

ADAMS COUNTY, PENNSYLVANIA

GETTYSBURG INNER LOOP



1 INCH = 50 FT



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**CT
&C**

PUHL, EASTMAN & THRASHER
ATTORNEYS AT LAW

GETTYSBURG BOROUGH

**GREENWAY CONNECTOR
REYNOLDS STREET AND WEST HIGH STREET**

GETTYSBURG BOROUGH

ADAMS COUNTY, PENNSYLVANIA

GETTYSBURG INNER LOOP



1 INCH = 60 FT



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Excellence in Civil Engineering

IN PARTNERSHIP WITH:

**CT
&C**

PUHL, EASTMAN & THRASHER
ATTORNEYS AT LAW

GETTYSBURG BOROUGH

**GREENWAY CONNECTOR
WEST STREET**

GETTYSBURG BOROUGH

ADAMS COUNTY, PENNSYLVANIA

GETTYSBURG INNER LOOP



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**CT
&C**

PUHL, EASTMAN & THRASHER
ATTORNEYS AT LAW

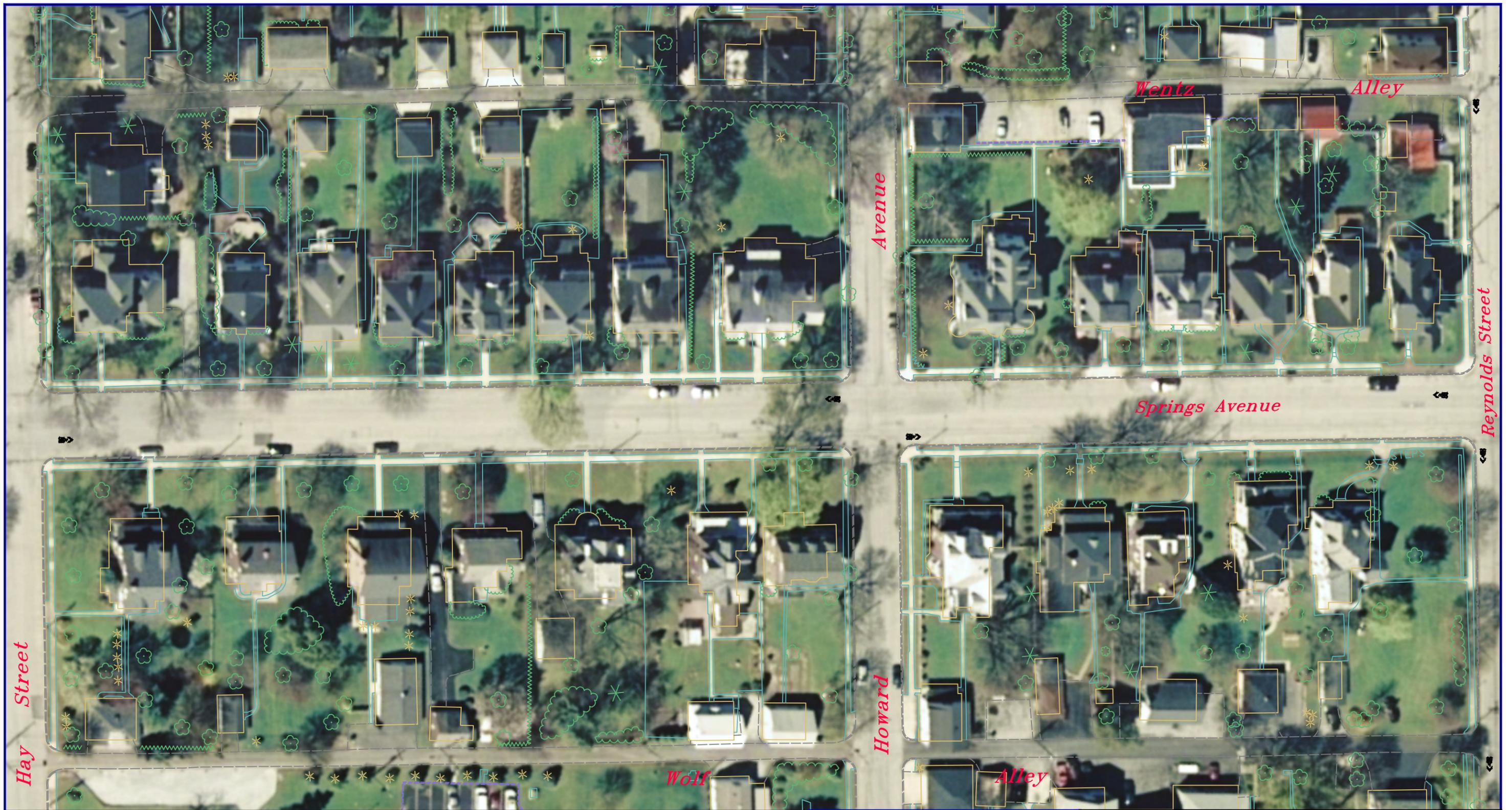
GETTYSBURG BOROUGH

**GREENWAY CONNECTOR SPRINGS AVENUE
BETWEEN BUFORD AVE. AND REYNOLDS ST.**

GETTYSBURG BOROUGH

ADAMS COUNTY, PENNSYLVANIA

GETTYSBURG INNER LOOP



1 INCH = 60 FT



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C.S. Davidson, Inc.

Excellence in Civil Engineering

IN PARTNERSHIP WITH:

**CT
&C**

PUHL, EASTMAN & THRASHER
ATTORNEYS AT LAW

GETTYSBURG BOROUGH

**GREENWAY CONNECTOR SPRINGS AVENUE
BETWEEN REYNOLDS STREET AND HAY STREET**

GETTYSBURG BOROUGH

ADAMS COUNTY, PENNSYLVANIA

GETTYSBURG INNER LOOP



1 INCH = 60 FT



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C.S. Davidson, Inc.

Excellence in Civil Engineering

IN PARTNERSHIP WITH:

**CT
&C**

PUHL, EASTMAN & THRASHER
ATTORNEYS AT LAW

GETTYSBURG BOROUGH

**GREENWAY CONNECTOR SPRINGS AVENUE
BETWEEN W. CONFEDERATE AVE. AND HAY ST.**

GETTYSBURG BOROUGH

ADAMS COUNTY, PENNSYLVANIA

GETTYSBURG INNER LOOP

Steven's Run Crossing

General Description:

Steven's Run Crossing discusses the connection of the (GIL) trail between the Reynolds Street - West Middle Street Intersection and the Reynolds Street - Legion Alley Intersection. This portion of the trail will be a 10' wide multi-use trail. The trail will cross over Steven's Run, the urban stream that flows through Gettysburg. The goal of this project is to construct a trail as well as provide aesthetic and flood control improvements to the stream.

The site once contained a railroad track-part of a historic train ride tourist attraction – a train that transported visitors to the battlefield from the train station in Gettysburg. Historic markers will provide a narrative recognizing the historic train ride.

The existing stream is an eyesore, highly channelized and exhibiting several problems with erosions and scour due to stormwater associated with urbanization. The floodplain has been diminished by historic development. Steven's Run is in a detailed FEMA Study area; therefore improvements will require a USACE/PA DEP Joint Permit and FEMA CLOMR and LOMR approvals. Plans for mitigation of the stream and surrounding floodplain are proposed in coalition with the GIL's overall goal of providing a sustainable environmental design for the trail.

There is not a detailed boundary or topographic survey of this area. It has been determined that there is sufficient to install necessary improvements without land acquisition. Final design and the extent of the stream improvements shall be based on boundary survey and in coordination with adjoining property owners. An exhibit has been included that shows some deeds and tie-ins that were available from a design project completed close to this location. Based on the visual improvements of the proposed area, support of adjoining property owner is expected.

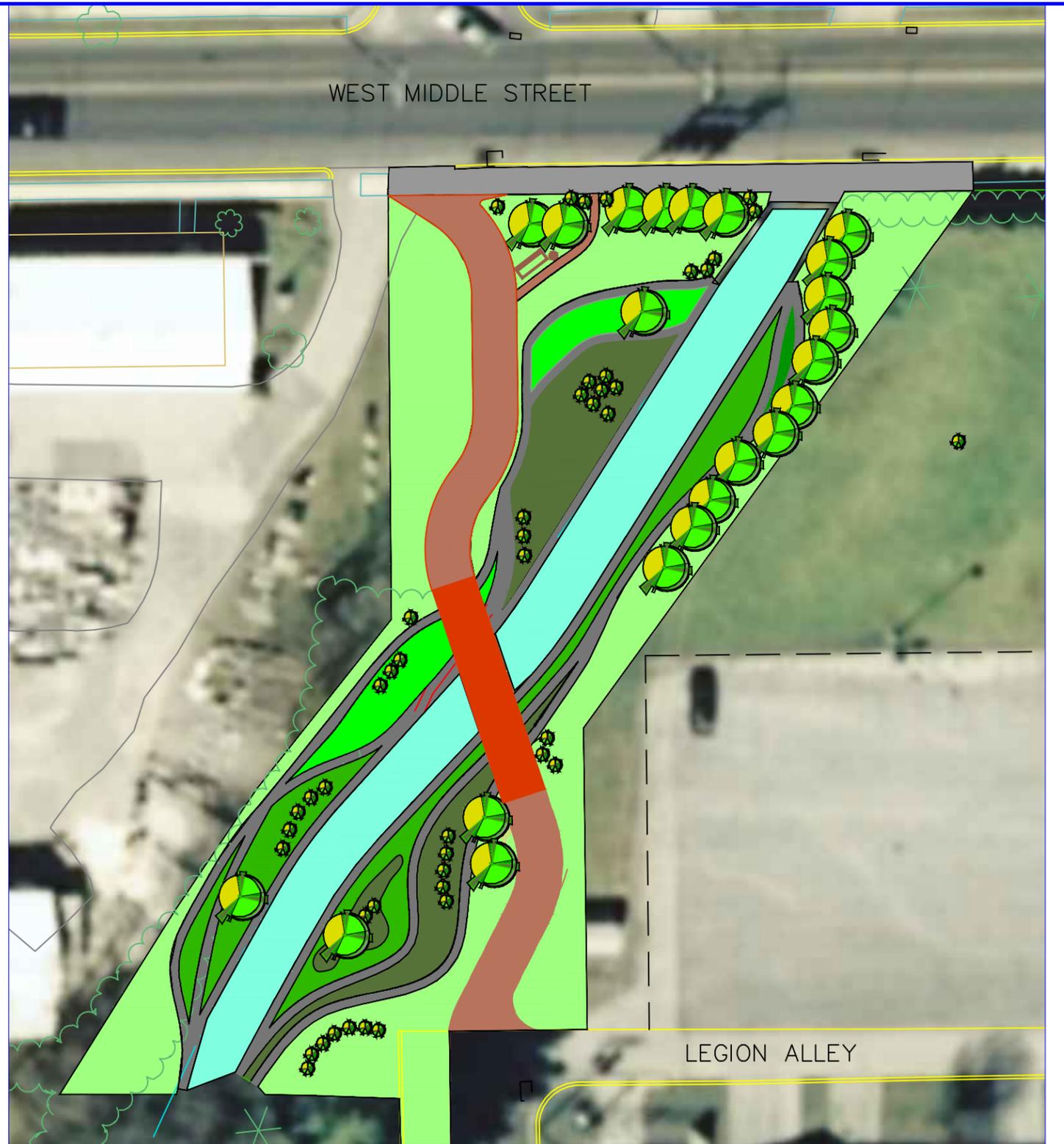
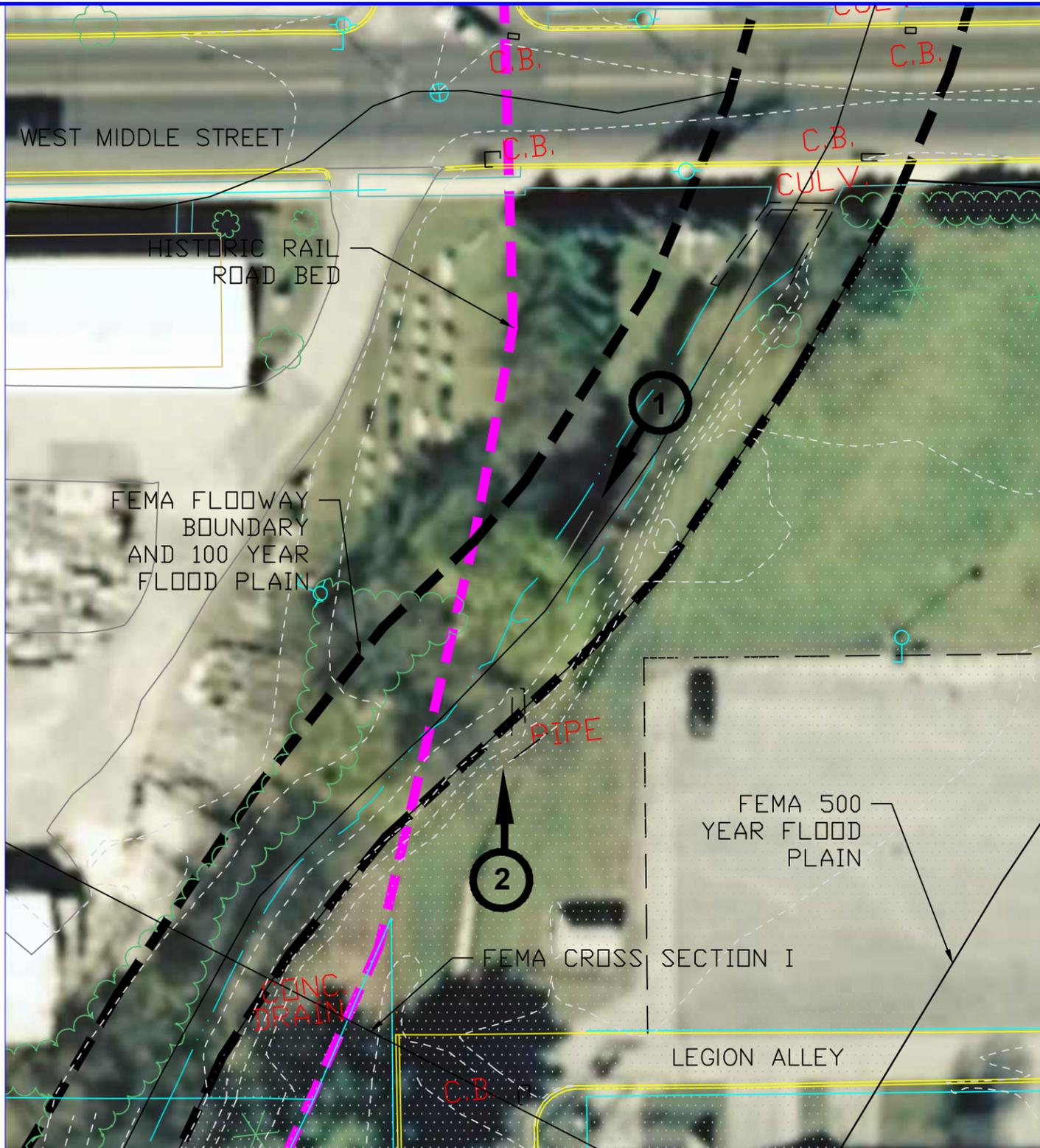
The parcel where the trail will be installed is currently deeded to Codori Memorials with a written clause that states they may use the tract (adjoining there existing facility) without payment to the Borough until such time as the Borough determines to construct Reynolds Street in that location. (Adjoining properties have been included in the exhibits.) A meeting was held with the Codori's to discuss the proposed trail. It was discussed that the area of property used by Codori's to display monuments will be preserved to the extent possible. A fence and shrubbery will be installed to provide separation of their display area from the trail.

Engineering and Design Requirements

- Survey-topographic and boundary
- Redesign and reconfiguration of the exiting 36" stormsewer draining to Steven's Run
- Design shall include a minimum of a 10' wide through-truss bridge designed to meet permitting requirements.
- Lighting shall be designed by a lighting designer and installed to provide light levels adequate for the intended use of the multi-use train, as feasible using the Borough specified light fixture HEC-RAS Study.
- The design shall be developed such that Codori's monument display area is not encroached on the extent possible. An aesthetic fence and landscaping shall be provided between the trail and monument area as a buffer.
- Wetlands Study and Bog Turtle Clearance
- PNHP Clearances
- FEMA CLOMR, DEP Joint Permit, FEMA LOMR Required post construction
- There is a potential for requirements of temporary/permanent easement and/or permanent land acquisition and/or flowage easements.
- Provide Articulated Concrete Block (ACB) blanket stream bottom. In the area outside the base flow elevation, Fill voids in ACB with packed soil and native species grass plantings.
- Utilize aesthetic block retaining wall to increase flood storage and aesthetic appeal of the urban stream.

- Planters or planting beds with trees, shrubs, landscaping and potentially an aesthetic fence along edges of adjacent macadam parking lots. Street trees and shrub landscaping where feasible.
- HEC-RAS Study

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1 INCH = 30 FT



C.S. Davidson, Inc.
Excellence in Civil Engineering

IN PARTNERSHIP WITH:



PUHL, EASTMAN & THRASHER
ATTORNEYS AT LAW

GETTYSBURG BOROUGH

GREENWAY CONNECTOR STEVEN'S RUN CROSSING

GETTYSBURG BOROUGH

ADAMS COUNTY, PENNSYLVANIA

GETTYSBURG INNER LOOP

Steven's Run Crossing Existing Condition



Steven's Run Crossing Existing Condition



Steven's Run Crossing Examples of Proposed Improvements

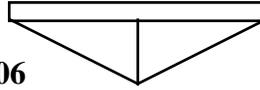


Steven's Run Crossing Examples of Proposed Improvements





E. T. TECHTONICS
P.O. Box 40060
Philadelphia, PA 19106



March 22, 2013

Aaron J. Jolin, P.E.
C.S. Davidson, Inc.
50 West Middle St.
Gettysburg, PA 17325

Re: Fiberglass Pedestrian Bridge Estimate

**I have estimated your proposed fiberglass pedestrian bridge
(live load = 85 psf/light vehicle – 10,000 lbs.) including shipping as follows:**

(1) Fiberglass 50'-0" x 10'-0" bridge	49,400
Shipping (unassembled to Gettysburg, PA)	1,500
Total	\$50,900*

***Does not include any state or local taxes.**

The design will include the following:

- **Fiberglass support trusses**
- **54" railing system**
- **Straight ends**
- **Top cap**
- **Safety midrails (9" max. opening)**
- **A307 Hot dipped galvanized steel bolts**
- **Standard green color**
- **Stainless steel mounting clips**
- **3"x12" #2 Pressure Treated Southern Yellow Pine decking**
- **Dead load camber only**

All fiberglass pieces are lightweight (maximum weight of truss component parts approximately 170 lbs.) and are designed to be person portable and easy to assemble and erect on inaccessible sites. We will provide delivery of the above project within 60 days of placement of the order.

If you have any questions regarding the design and estimate of your proposed bridge either call or email me. We look forward to working with you on your project.

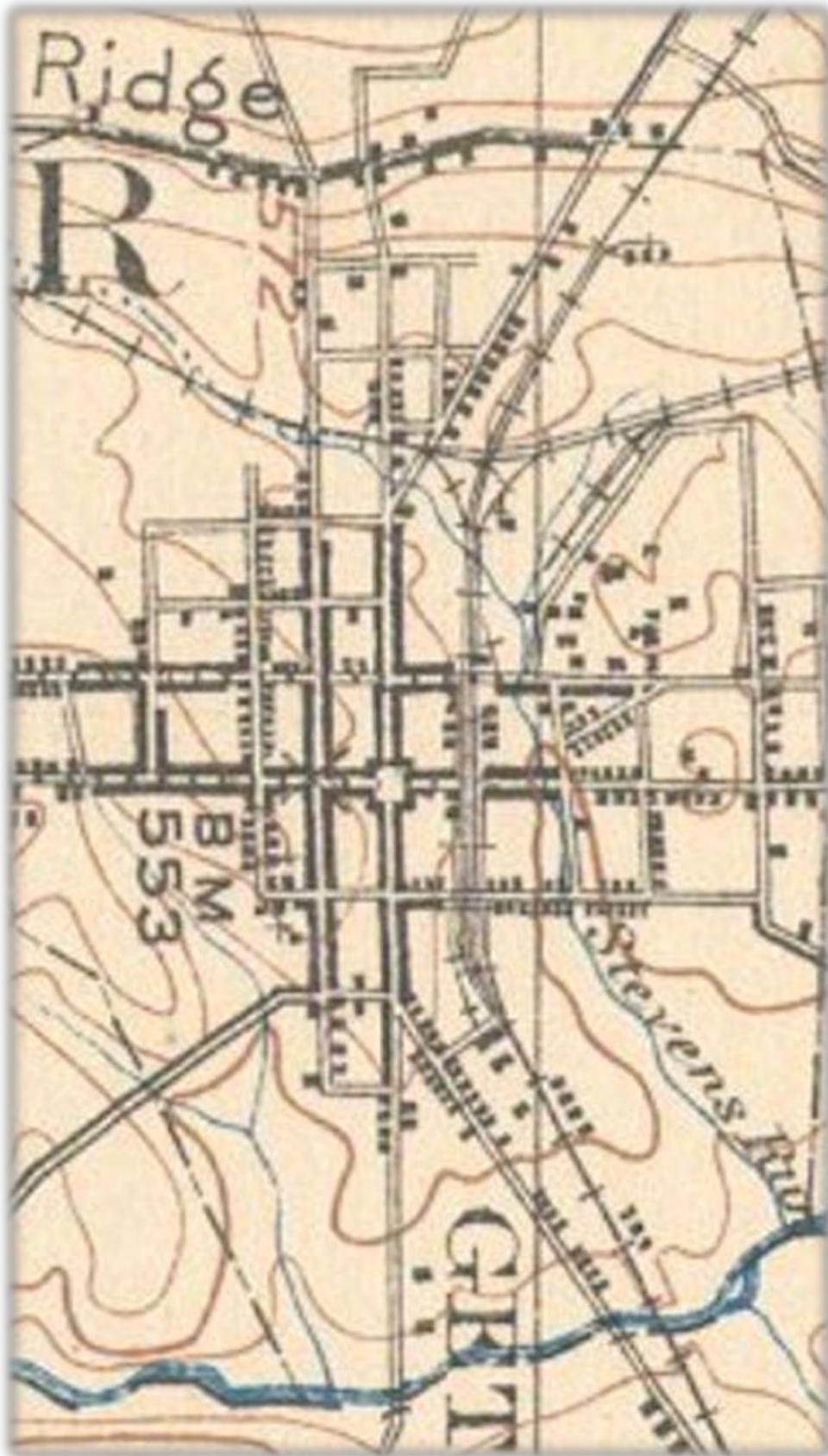
Sincerely,

G. Eric Johansen, P.E.
E.T. Techtonics, Inc.
213 Monroe St.
Philadelphia, PA 19147

Phone/FAX: (215) 592-7620
Cell #: (215) 901-5619
Email: ETTEric@aol.com
Website: www.ettechtonics.com

25000 min abutments
Assembly 4 workers 3 days

HISTORIC TRAIN RIDE MAP



Based on the Gettysburg Survey on NADV29- add 0.65' to the Regulatory Floodway- Regulated Elevation Becomes 517.15

FLOODING SOURCE		FLOODWAY				1-PERCENT-ANNUAL-CHANCE FLOOD WATER-SURFACE ELEVATION (FEET NAVD88)			INCREASE
CROSS SECTION	DISTANCE	WIDTH (FEET)	SECTION AREA (SQUARE FEET)	MEAN VELOCITY (FEET PER SECOND)	REGULATORY	WITHOUT FLOODWAY	WITH FLOODWAY		
STEVENS RUN									
A	1,070 ¹	60	219	4.2	484.8	484.8	485.8	1.0	
B	1,700 ¹	40	162	4.8	489.6	489.6	489.8	0.2	
C	2,283 ¹	26	72	9.9	495.9	495.9	495.9	0.0	
D	2,909 ¹	50	208	3.2	499.4	499.4	500.2	0.8	
E	3,485 ¹	14	54	11.3	503.4	503.4	503.4	0.0	
F	4,160 ¹	100	319	1.7	507.2	507.2	507.2	0.0	
G	4,840 ¹	45	174	2.8	511.6	511.6	511.6	0.0	
H	5,656 ¹	12	100	4.1	515.1	515.1	516.0	0.9	
I	6,280 ¹	25	101	3.5	516.5	516.5	517.0	0.5	
J	6,820 ¹	31	118	2.7	519.2	519.2	519.6	0.4	
K	7,310 ¹	27	58	5.4	521.9	521.9	522.0	0.1	
WEST CONEWAGO CREEK									
A	180 ²	320	3,946	6.9	399.1	399.1	400.1	1.0	
B	1,510 ²	268	3,660	6.8	400.1	400.1	401.1	1.0	
C	2,840 ²	240	3,704	6.8	400.9	400.9	401.9	1.0	
D	3,450 ²	235	3,682	6.8	401.3	401.3	402.3	1.0	
E	3,925 ²	200	3,315	7.5	402.1	402.1	403.1	1.0	
F	4,570 ²	196	3,180	7.9	402.4	402.4	403.4	1.0	
G	5,160 ²	211	3,696	6.8	403.6	403.6	404.3	0.7	
H	5,995 ²	211	3,657	6.8	404.2	404.2	405.0	0.8	
I	6,960 ²	220	3,916	6.4	405.7	405.7	406.6	0.9	

¹Feet above confluence with Rock Creek

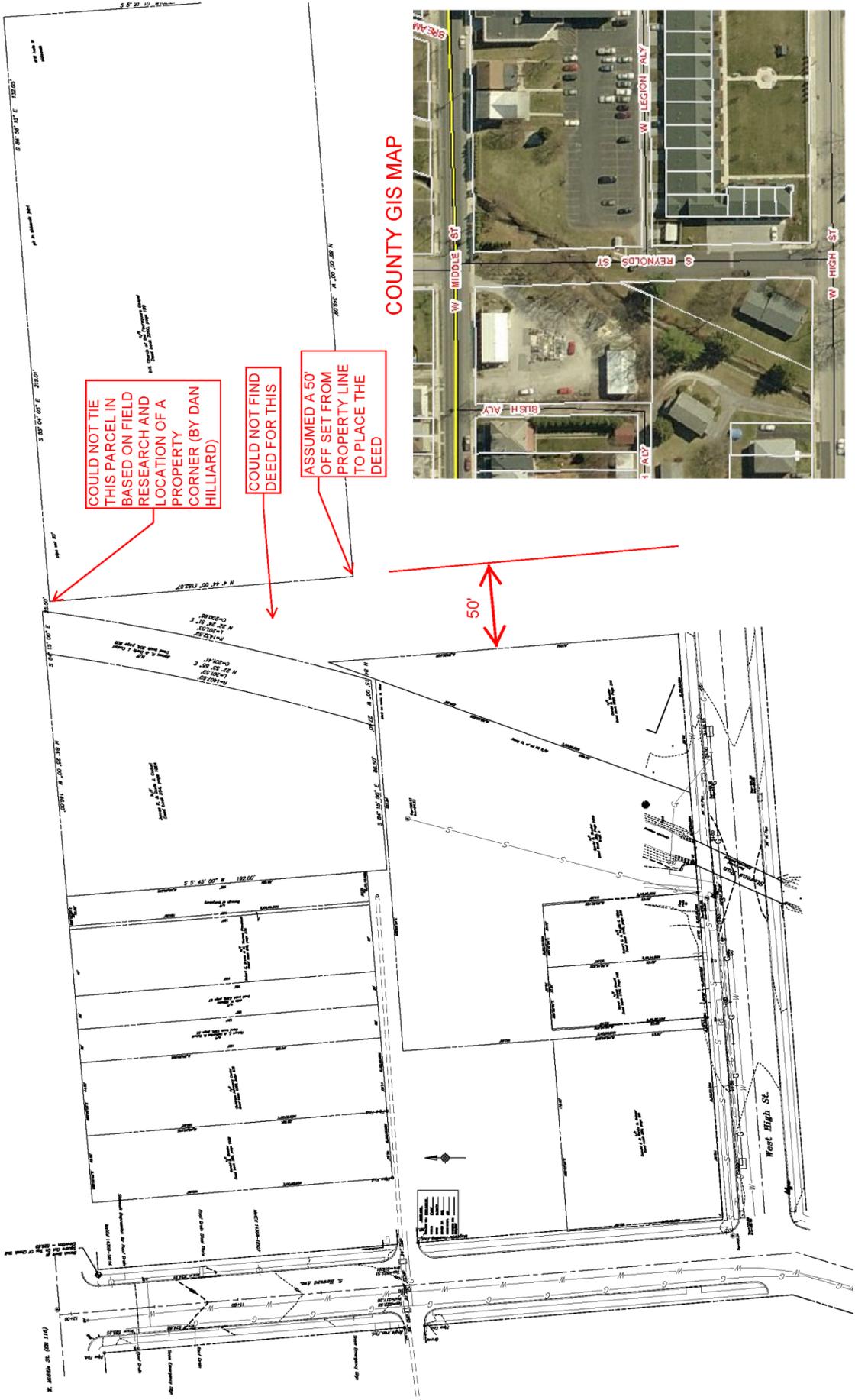
²Feet above Adams - York County Boundary

FEDERAL EMERGENCY MANAGEMENT AGENCY
ADAMS COUNTY, PA
(ALL JURISDICTIONS)

FLOODWAY DATA

STEVENS RUN, WEST CONEWAGO CREEK

TABLE 8

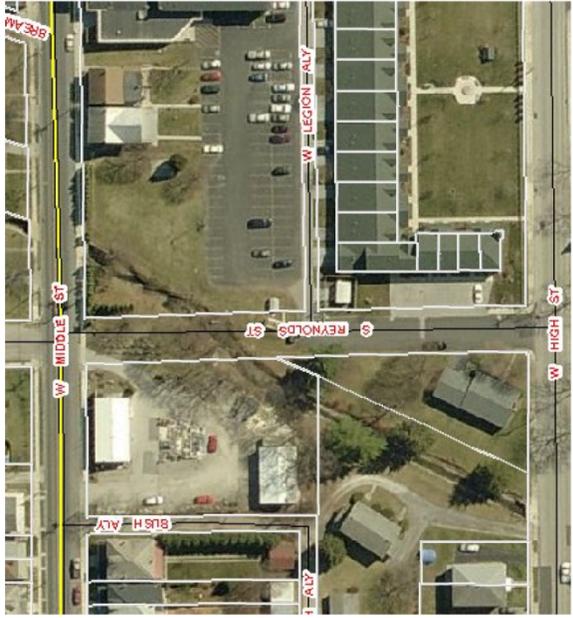


COULD NOT TIE THIS PARCEL IN BASED ON FIELD RESEARCH AND LOCATION OF A PROPERTY CORNER (BY DAN HILLIARD)

COULD NOT FIND DEED FOR THIS

ASSUMED A 50' OFF SET FROM PROPERTY LINE TO PLACE THE DEED

COUNTY GIS MAP



50'

West High St

Tax Assessment Information

Parcel ID	16009-0046---000
Last Name	CODORI
First Name	JAMES R & DORIS
Property Location	400 W MIDDLE ST
Property Location Add'l	
Municipality	GETTYSBURG
School District	G
Sale Price	1
Sale Date	05/10/1973
Deeded Acres	0.55
Deed Book - Page	0306-0907
Property Type	1
Dwelling Type	0
Living Area	
Clean & Green Status	
Land Assessment	65500
Building Assessment	84100
Total Assessment	149600

GIS/Mapping -- Current Mapping Information

Parcel ID	16009-0046---000
Date	5/10/1973
Deed Book	306
Deed page	907
Lot #	
Plat Book &	
Page	
Comments	
COMMENTS_1	

COURT OF COMMON PLEAS OF ADAMS COUNTY, PENNSYLVANIA
(CIVIL ACTION - LAW)

5429

JAMES R. CODORI and DORIS J. CODORI, -----
Plaintiffs,

No. 217 July Term, 1972

vs.

BOROUGH OF GETTYSBURG
Defendant.

Action to Quiet Title

MAY 8 2 41 PM '73

ORDER OF COURT

AT
50
700
Paid

AND NOW, May MA, 1973, upon consideration of the within

Stipulation and upon motion of counsel for the parties hereto, judgment is hereby entered in favor of the Plaintiffs in the within action in accordance with the prayer of the Complaint and the Defendant is forever barred from asserting any right, lien, title or interest in the land hereinafter described inconsistent with the interest or claim of the Plaintiffs as set forth in the

Complaint: ALL that tract of land situate in the Borough of Gettysburg, Adams County, Pennsylvania, described as follows:

BEGINNING at an iron pin set on street right of way line adjacent to old railroad monument at other lands of James Codori and Doris Codori; thence along the street right of way line South 84 degrees 15 minutes East, 25.50 feet to an iron pin set on the center line of the abandoned railroad right of way; thence along the center line of said abandoned railroad right of way by a curve to the right, the radius of which is 1,432.69 feet for an arc distance of 199.01 feet to a point on the center line of said abandoned railroad right of way at lands of Lloyd D. Shealer; thence by said lands North 84 degrees 15 minutes West, 27.40 feet to a point in the Tiber Creek at other lands of James Codori and Doris Codori, said point constituting the westerly boundary of said abandoned railroad right of way; thence along said abandoned railroad right of way by a curve to the left, the radius of which is 1,407.69 feet for an arc distance of 199.31 feet to the place of BEGINNING.

BY THE COURT:

John A. MacPhail
P. J.

May 1973 This being a true and attested copy taken from and compared with the original.
Attest:

Wayne K. Shultz Prothonotary
Deputy

COURT OF COMMON PLEAS OF ADAMS COUNTY, PENNSYLVANIA
(CIVIL ACTION - LAW)

JAMES R. CODORI and DORIS J.
CODORI, -----
Plaintiffs,

No. 217 July Term, 1972

vs.

BOROUGH OF GETTYSBURG, --
Defendant.

Action to Quiet Title

STIPULATION AND MOTION

AND NOW, April 13, 1973, it is stipulated and agreed between the parties hereto that the period of thirty (30) days in which the Defendant may bring an action of ejectment or other appropriate action against the Plaintiffs be waived and the parties move Your Honorable Court that judgment in the above case be entered in favor of the Plaintiffs in accordance with the prayer of the Complaint, and that the Defendant be forever barred from asserting any right, lien, title or interest in the land described in Exhibit A attached to the Complaint inconsistent with the interest or claim of the Plaintiffs as set forth in the Complaint.

May 8, 1973. This being a true and attested copy taken from and compared with the original.
Attest:

Wayne K. Shields, Prothonotary
Deputy

Donald G. Oyler
Donald G. Oyler
Solicitor for Borough of Gettysburg

PYLE AND PHILLIPS

By: H. Thomas Pyle
H. Thomas Pyle
Attorney for Plaintiffs

Now May 2nd 1973 The Defendant has failed to take the action directed in the last order of Court dated April 13, 1973 and that judgment as prayed for by the Plaintiffs was entered by stipulation by the parties thereto.

GEORGE F. WEAVER, PROTONOTARY
By: Wayne K. Shields, Dep. Protonotary

This Deed,

MADE THE 1st day of May in the year
of our Lord one thousand nine hundred seventy-three (1973).

BETWEEN JAMES R. CODORI and DORIS J. CODORI, husband and wife, of
R. D. 6, Gettysburg, Adams County, Pennsylvania 17325, parties of the first
part, -----

----- Grantors ,
and THE BOROUGH OF GETTYSBURG, Adams County, Pennsylvania, party of
the second part, -----

----- Grantee :
WITNESSETH, that in consideration of One (\$1.00)-----

----- Dollars,
in hand paid, the receipt whereof is hereby acknowledged, the said grantors do hereby grant
and convey to the said grantee , ALL that tract of land situate, lying and being in
the Borough of Gettysburg, Adams County, Pennsylvania, bounded and described
as follows:

BEGINNING at an iron pin set on street right of way line adjacent
to an old railroad monument at other lands of James Codori and Doris
Codori; thence along the street right of way line South 84 degrees 15
minutes East, 25.50 feet to an iron pin set on the center line of the
abandoned railroad right of way; thence along the center line of said
abandoned railroad right of way by a curve to the right, the radius of
which is 1,432.69 feet for an arc distance of 199.01 feet to a point on
the center line of said abandoned railroad right of way at lands of Lloyd
D. Shealer; thence by said lands North 84 degrees 15 minutes West,
27.40 feet to a point in the Tiber Creek at other lands of James Codori
and Doris Codori, said point constituting the westerly boundary of said
abandoned railroad right of way; thence along said abandoned railroad
right of way by a curve to the left, the radius of which is 1,407.69 feet
for an arc distance of 199.31 feet to the place of BEGINNING.

Being the tract described as "the land adjoining the Easterly line of the
premises above described, occupied by the aforesaid right of way of the Gettysburg
and Harrisburg Railway Company" which William H. Musser, Jr. and Elizabeth F.
Musser, husband and wife, by their deed dated January 15, 1966, and recorded in
the office of the Recorder of Deeds of Adams County, Pennsylvania, in Deed Book
254 at page 1064, conveyed unto James R. Codori and Doris J. Codori, husband and
wife, the grantors herein named, and being the same tract which was the subject of
an action to quiet title entered to No. 217 July Term, 1972, the final Order of Court
in said action having been made May 7, 1973, and recorded in the
said Recorder's Office in Deed Book 306 at page 906.

RESERVING, HOWEVER, unto the Grantors, or the survivor of them, the right to use the tract of land hereby conveyed in the operation of the business operated by them on the tract of land adjoining the above described premises to the west thereof for as long as they, or the survivor of them, continue to operate a business at said location.

The Borough of Gettysburg, by the acceptance of this deed, agrees that if the said Grantors should convey their said improved tract of land adjoining the hereinabove described tract to the west thereof, the Grantee or Grantees thereof shall be permitted to continue to use the tract of land hereinabove described in connection with the operation of a business by such Grantee or Grantees upon the aforesaid adjoining tract of land, or to use said tract as a lawn, without the payment of any consideration to the Borough of Gettysburg, until such time as the Borough of Gettysburg determines to construct an extension of Reynolds Street on all or a portion of the tract above described.

AND the said grantors hereby covenant and agree that-----they-----
will warrant-----generally---the property hereby conveyed.

FOR AFFIDAVIT OF VALUE
REQUIRED UNDER SECTION
8 OF THE REALTY TRANS-
FER TAX ACT, SEE FILE.

ENTERED FOR RECORD TAX \$ 50
IN RECORDER'S OFFICE
OF ADAMS COUNTY P.C.E.S. 600

MAY 10 2 57 PM '73

AT _____ ASSES \$ 50
RECORD \$ 700
RECORDED _____ PAID

IN WITNESS WHEREOF, said grantors have hereunto set their hands and seals
the day and year first above written.

Signed, Sealed and Delivered
in the Presence of
W. H. [Signature]
Mary Ann Rider
James R. Codori
Doris J. Codori
Doris J. Codori
Doris J. Codori
SEAL
SEAL
SEAL
SEAL

State of Pennsylvania
County of Adams } ss.
On this, the 1st day of May, 1973, before me,
the undersigned officer, personally appeared James R. Codori and Doris J. Codori, hus-
band and wife,
known to me (or satisfactorily proven) to be the persons whose names are subscribed to the
within instrument, and acknowledged that they executed same for the purposes therein
contained.



IN WITNESS WHEREOF, I hereunto set my hand and official seal.

Mary Ann Rider
MARY ANN RIDER
Notary Public, Gettysburg, Berks, Adams Co.
My Commission Expires June 8, 1974
Title of Officer.

do hereby certify that the precise residence and complete post-office address
of the within named grantee is 34 E. Middle St., Gettysburg, Berks 17321

May 10th 1973

Amos DeGh
Attorney for _____

THIS DEED

21175

MADE the 15th day of January, in the year of our Lord one thousand nine hundred and sixty-six (1966) -----

BETWEEN William H. Musser, Jr. and Elisabeth F. Musser, husband and wife, of the Borough of Gettysburg, Adams County, Pennsylvania, parties of the first part, Grantors, -----

A N D

James R. Codori and Doris J. Codori, husband and wife, as tenants of an estate by the entireties, of Gettysburg R. D. #6, Adams County, Pennsylvania, parties of the second part, Grantees, -----

WITNESSETH, that in consideration of the sum of Fifteen Thousand Five Hundred (\$15,500.00) Dollars, in hand paid, the receipt whereof is hereby acknowledged, the said Grantors do hereby grant and convey unto the said Grantees, ALL that improved parcel of land situate in the Borough of Gettysburg, Adams County, Pennsylvania, more particularly bounded and described as follows:

BEGINNING at the point of intersection of the Southerly side of West Middle Street (State Route 116) with the Westerly line of the right of way of the Gettysburg and Harrisburg Railway Company (Round Top Extension); thence along said Southerly side of West Middle Street, North 84-1/4 degrees West, 146 feet to a point; thence along lands now or formerly of Calvin Gilbert, at right angles to said West Middle Street, South 5-3/4 degrees West, 192 feet to a point; thence continuing along said lands now or formerly of Calvin Gilbert, parallel with said West Middle Street, South 84-1/4 degrees East, 86.5 feet to a point on said Westerly line of the right of way of the Gettysburg and Harrisburg Railway Company; thence along said Westerly line of right of way, Northeastwardly 200 feet, more or less, to a point on said Southerly side of West Middle Street, the place of BEGINNING. CONTAINING 83.4 Perches of land, more or less.

AND ALSO all the right, title and interest of Grantor in and to land adjoining the Easterly line of the premises above described, occupied by the aforesaid right of way of the Gettysburg and Harrisburg Railway Company; with the same force and effect as if such portion of land was herein fully described and mentioned as conveyed hereby (subject, however, to the easements and estates if any, of said Railway Company therein).

Being the same tract of land which The Atlantic Refining Company, by its deed dated January 16, 1956, recorded in the Office of the Recorder of Deeds of

Adams County, Pennsylvania, in Deed Book 216 at page 183, sold and conveyed unto William H. Musser, Jr. and Elisabeth F. Musser, husband and wife, parties of the first part, Grantors herein.

AND the said Grantors do hereby covenant that they will warrant generally the property hereby conveyed, except for recorded restrictions and easements, if any.

IN WITNESS WHEREOF, said Grantors have hereunto set their hands and seals on the day and year first above written.

Signed, sealed and delivered in the presence of:

Elizabeth A. Steffen William H. Musser, Jr. (SEAL)
Wm. A. Bigelow Elisabeth F. Musser (SEAL)



Gettysburg Area School District
Adams County, Pennsylvania

*REAL ESTATE AND DEED
TRANSFER TAX OF 1961.

Amount of Tax \$155.00

Received Payment BT Collector

STATE OF PENNSYLVANIA :
: SS.
COUNTY OF ADAMS :

On this, the 15th day of January, 1966, before me, the under-
signed officer in and for said State and County, personally appeared William H.
Musser, Jr. and Elizabeth F. Musser, husband and wife, known to me (or satis-
factorily proven) to be the persons whose names are subscribed to the within
instrument, and acknowledged that they executed the same for the purposes therein
contained.



IN WITNESS WHEREOF; I hereunto set my hand and official seal.

Elizabeth A. Sheffer
Signature of Officer
Notary Public, Adams County, Pa.
My Commission Expires April 11, 1968
Title of Officer
My commission expires _____

Residence Certificate

I do hereby certify that the precise place of residence of the within
named Grantees is Gettysburg R. D. #6, Adams County, Pennsylvania.

Dated January 15, 1966.

Ronald L. O'Leary
Attorney for Grantees

Tax Assessment Information

Parcel ID	16009-0048---000
Last Name	INTERNATIONAL CHURCH OF THE
First Name	
Property Location	344 W MIDDLE ST
Property Location Add'l	342 WEST MIDDLE STREET
Municipality	GETTYSBURG
School District	G
Sale Price	1
Sale Date	04/20/2001
Deeded Acres	1.1
Deed Book - Page	2260-0199
Property Type	R
Dwelling Type	DUPDBL
Living Area	2352
Clean & Green Status	
Land Assessment	183000
Building Assessment	216500
Total Assessment	399500

GIS/Mapping -- Current Mapping Information

Parcel ID	16009-0048---000
Date	4/20/2001
Deed Book	2260
Deed page	199
Lot #	
Plat Book &	
Page	
Comments	
COMMENTS 1	

16350

THIS DEED

22608

MADE the 8th day of January in the
year Two Thousand ^{One} (~~2000~~) (2001)

BETWEEN INTERNATIONAL CHURCH OF THE FOURSQUARE GOSPEL, a Religious Corporation, organized and existing under the laws of the State of California, with its principal place of business at 1910 West Sunset Boulevard, Suite 200, Los Angeles, California 90026, party of the first part, hereinafter referred to as GRANTOR.

AND

INTERNATIONAL CHURCH OF THE FOURSQUARE GOSPEL, a Religious Corporation, organized and existing under the laws of the State of California, with its principal place of business at 1910 West Sunset Boulevard, Suite 200, Los Angeles, California 90026, party of the second part, hereinafter referred to as GRANTEE.

WITNESSETH, That in consideration of ONE (\$1.00) DOLLAR, in hand paid, the receipt whereof is hereby acknowledged, the said Grantor does hereby grant and convey to the said Grantee, ALL of those eight (8) contiguous parcels of land situate on the South side of West Middle Street, in the Borough of Gettysburg, Adams County, Pennsylvania, more particularly described as follows:

BEGINNING at a drill hole at the Northeastern most corner of this lot, which drill hole is located at the Northwestern corner of land now or formerly of Charles Braithwaite; said drill hole also being approximately 10 feet from the Southern curb line of West Middle Street; thence running by land now or formerly of Charles Braithwaite South 05 degrees 21 minutes 15 seconds

CAMPBELL & WHITE
ATTORNEYS AT LAW
112 BULLDOG CIRCLE
WYOMING, WYOMING 82001-1211

BK2260PG0199

West, 182.27 feet to a point on the Northern side of Legion Alley West; thence running by Legion Alley West North 85 degrees 00 minutes 00 seconds West, 349.09 feet to a point in the proposed Reynolds Street right-of-way; thence running in the proposed Reynolds Street right-of-way and crossing Stevens Run North 04 degrees 44 minutes 00 seconds East, 182.07 feet to a point at the building line on West Middle Street; thence running along the building line of West Middle Street and parallel to the curb line and approximately 10 feet therefrom and through an existing pipe set back 25 feet from the start of this course, and crossing Stevens Run, South 85 degrees 04 minutes 05 seconds East, 219.01 feet to an existing p.k. nail in the sidewalk joint; thence continuing along the property line of West Middle Street and running parallel to the curb line and approximately 10 feet therefrom South 84 degrees 58 minutes 15 seconds East, 132.05 feet to a drill hole at the most Northwestern corner of land now or formerly of Charles Braithwaite, the point and place of BEGINNING. CONTAINING 1.465 acres, more or less.

The description was taken from a draft of survey of J. Riley Redding, R.S., dated December 12, 2000.

IT BEING A CONSOLIDATION OF EIGHT (8) CONTIGUOUS TRACTS OF LAND which became vested in the International Church of the Foursquare Gospel by virtue of deeds recorded in Adams County Deed Book 159 at Page 489, Deed Book 194 at Page 530, Deed Book 164 at Page 406, and in Adams County Record Book 756 at Page 34.

THIS IS A DEED OF CONSOLIDATION OF TRACTS OWNED BY THE GRANTOR AND IS THEREFORE EXEMPT FROM TAXES.

CAMPBELL & WHITE
ATTORNEYS AT LAW
OF MISSOURI

-2-

BK 2260 PG 0200

SUBJECT to rights-of-way and conditions of record.

AND the said Grantor does hereby covenant that it will warrant specially the property hereby conveyed.

IN WITNESS WHEREOF, said Grantor has hereunto set its hand and seal the day and year first above written.

ATTEST:

Herbert E. Schneid
~~Herbert E. Schneid, Jr.~~
Secretary

INTERNATIONAL CHURCH
OF THE FOURSQUARE GOSPEL
Paul C. Rissel
Paul C. Rissel, President

H	22668
04-20-01 10:37BRENDA	01205288
FEEB	\$13.00
AFFRD HOUS	\$11.50
WRIT TAX	\$0.50
RECORDS MGT.	\$2.00
BT	\$27.00
CHK	\$27.00
CO	\$0.00
RECORDER OF DEEDS	
ADAMS CO #1	
GETTYSBURG, PA 17323	
PATSY S. COCHENAUER	
CHK	\$27.00
04-20-01 10:37BRENDA	01205288

CAMPBELL & WHITE
ATTORNEYS AT LAW
111 S. WASHINGTON STREET
GETTYSBURG, PA 17325

-3-

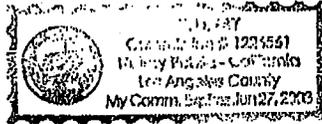
BK 2260PG0201

STATE OF CALIFORNIA :
: SS:
COUNTY OF LOS ANGELES :

On this, the 10th day of January, ²⁰⁰¹ ~~2000~~, before me, a Notary Public, the undersigned officer, personally appeared Paul C. Risser, who acknowledged herself/himself to be the President of International Church of the Foursquare Gospel, a corporation, and that she/he as such President, being duly authorized to do so, executed the foregoing instrument for the purposes therein contained by signing the name of the corporation by herself/himself as President.

IN WITNESS WHEREOF, I hereunto set my hand and official seal.

H. D. Eby
Notary Public



(SEAL)

I do hereby certify that the precise place of ^{business} residence of the within Grantee is: 1910 West Sunset Boulevard, Suite 200, Los Angeles, California 90026.

H. D. Eby
K. D. Eby

Dated: January 10, 2001

**Deed preparation only, no search.

CAMPBELL & WHITE
ATTORNEYS AT LAW
112 1/2 WILSON BLVD
LOS ANGELES, CALIF. 90017

-4-

BK2260PG0202

REV-183 BK (5-98)



REALTY TRANSFER TAX STATEMENT OF VALUE

See Reverse for Instructions

22668

RECORDER'S USE ONLY	
State Tax Paid	0
Book Number	22668
Page Number	199
Date Recorded	4-20-01

Complete each section and file in duplicate with Recorder of Deeds when (1) the full value/consideration is not set forth in the deed, (2) when the deed is without consideration, or by gift, or (3) a tax exemption is claimed. A Statement of Value is not required if the transfer is wholly exempt from tax based on: (1) family relationship or (2) public utility easement. If more space is needed, attach additional sheet(s).

A CORRESPONDENT - All inquiries may be directed to the following person:

Name: Robert E. Campbell Telephone Number: _____
 Area Code (717) 1334-9278
 Street Address: 112 Baltimore Street City: Gettysburg State: Pa Zip Code: 17325

B TRANSFER DATA

Grantor(s)/Lessor(s)	Grantee(s)/Lessee(s)
<u>International Church of the Foursquare Gospel</u>	<u>International Church of the Foursquare Gospel</u>
Street Address: <u>1910 West Sunset Boulevard Suite 200</u>	Street Address: <u>1910 West Sunset Boulevard Suite 200</u>
City: <u>Los Angeles</u> State: <u>CA</u> Zip Code: <u>90026</u>	City: <u>Los Angeles</u> State: <u>CA</u> Zip Code: <u>90026</u>

C PROPERTY LOCATION

Street Address: West Middle Street City, Township, Borough: Gettysburg Baro
 County: Adams School District: Gettysburg Tax Parcel Number: 9#45 and 9#52

D VALUATION DATA

1. Actual Cash Consideration	2. Other Consideration	3. Total Consideration
<u>None</u>	<u>+</u>	<u>0</u>
4. County Assessed Value	5. Common Level Ratio Factor	6. Fair Market Value
<u>Various assessments</u>	<u>x (lots being consolidated)</u>	<u>=</u>

E EXEMPTION DATA

1a. Amount of Exemption Claimed	1b. Percentage of Interest Conveyed
<u>100%</u>	<u>None</u>

2. Check Appropriate Box Below for Exemption Claimed

- Will or Intestate succession _____ (Name of Decedent) _____ (Estate File Number)
- Transfer to Industrial Development Agency.
- Transfer to a trust. (Attach complete copy of trust agreement identifying all beneficiaries.)
- Transfer between principal and agent. (Attach complete copy of agency/straw party agreement.)
- Transfers to the Commonwealth, the United States and Instrumentalities by gift, dedication, condemnation or in lieu of condemnation. (If condemnation or in lieu of condemnation, attach copy of resolution.)
- Transfer from mortgagor to a holder of a mortgage in default. Mortgage Book Number _____, Page Number _____
- Corrective or confirmatory deed. (Attach complete copy of the prior deed being corrected or confirmed.)
- Statutory corporate consolidation, merger or division. (Attach copy of articles.)
- Other (Please explain exemption claimed, if other than listed above.)
This is a deed of consolidation for land development purposes. No interest transferred + no consideration received.

BK 22668 PG 0203

Under penalties of law, I declare that I have examined this Statement, including accompanying information, and to the best of my knowledge and belief, it is true, correct and complete.

Signature of Correspondent or Responsible Party <u>Robert E. Campbell</u>	Date <u>4/20/01</u>
--	------------------------

FAILURE TO COMPLETE THIS FORM PROPERLY OR ATTACH APPLICABLE DOCUMENTATION MAY RESULT IN THE RECORDER'S REFUSAL TO RECORD THE DEED.

PHASE A2

BUFORD AVENUE

Buford Avenue

From the intersection with Racehorse Alley to the intersection with Reynolds Avenue (a distance of approximately 400 feet) the total existing roadway width of Buford Avenue of 36' will be narrowed to 30'. This will enable replacement of the existing concrete sidewalk on the north side of Buford Avenue with a 10-foot multi-use trail. Surface, lighting and signage would be the same as that specified for the south side of Railroad Street.

The new curb line on the north side of Buford Avenue would extend across the intersection with Racehorse Alley. That way, motor vehicles turning from Buford Avenue onto Racehorse Alley would cross a depressed concrete curb, with the surface changing from the existing asphalt on Buford Avenue to the new colored-brick paver surface on Racehorse Alley. Such a transition can be an effective traffic-calming measure.

There are several businesses including grocery stores, restaurants and a hotel that would create pedestrian and bicycle crossing of Buford Ave. at the intersection of Racehorse Alley and Buford Ave. A cross walk will be installed on the North Side of the Racehorse Alley across Buford Ave to the sidewalk on the south side of the street.

At the present time, the automotive business located at the corner of Buford Avenue and Racehorse Alley has paved all the way to the edge of the existing sidewalk. The owner should be encouraged to remove a strip of asphalt adjacent to the existing sidewalk / proposed trail, and replace that with appropriate vegetation.

Trail users will cross Buford Avenue from the multi-use trail on the north side, to Reynolds Street at a marked crosswalk. Sight lines here are excellent but prevailing speeds tend to be high. Because the north curb line of Buford Avenue has been moved thus narrowing the cartway, the length of the crossing is a safer 30 feet.

From the sidewalk at the southeast corner of Buford Avenue and Reynolds Street, trail users on foot would continue south on the sidewalk, while trail users riding bicycles would enter the roadway and continue south on Reynolds Street.

Engineering and Design Requirements:

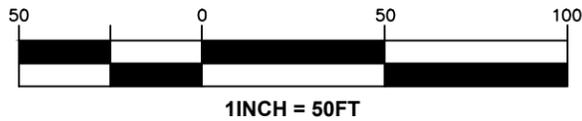
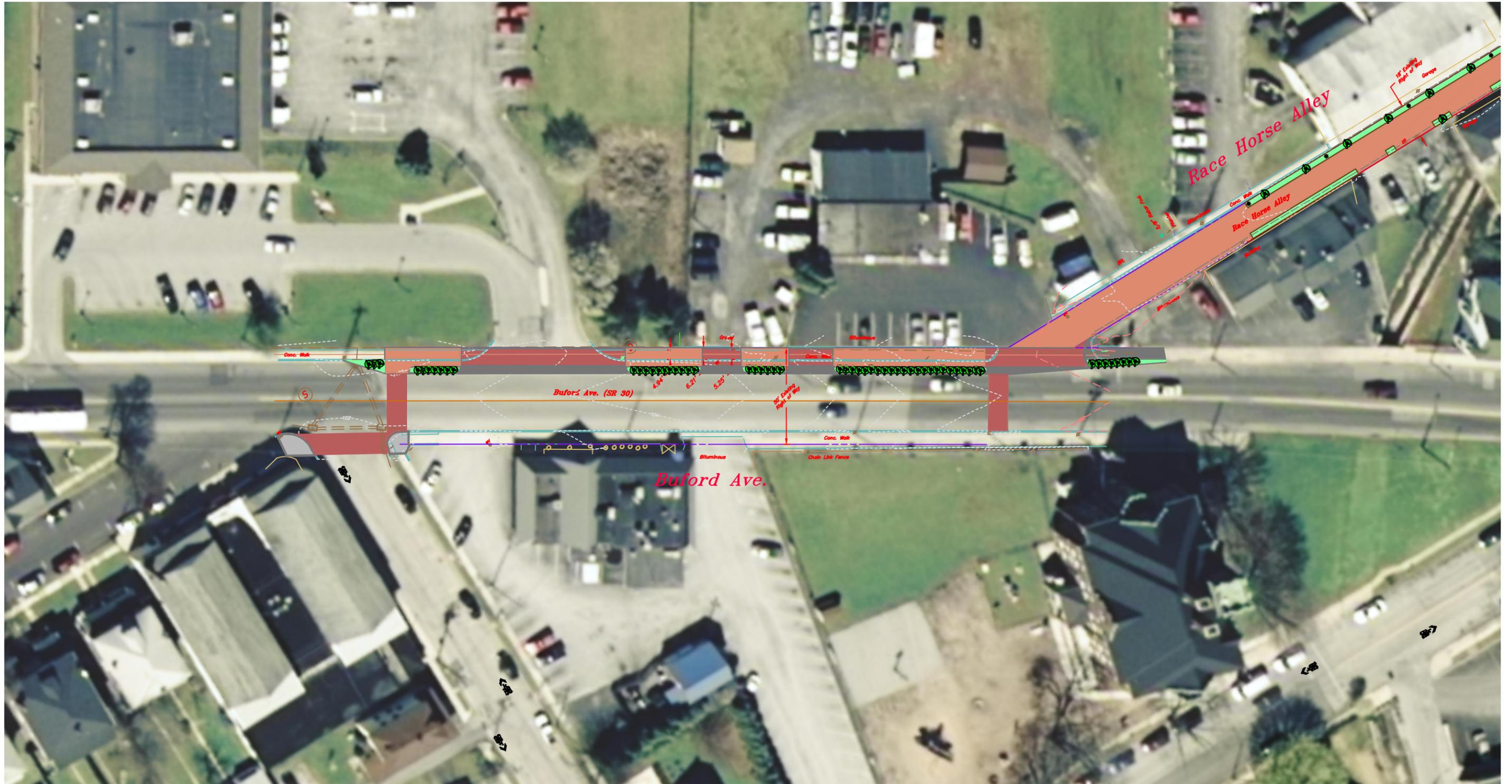
- HOP for Crossing of Buford Ave in two locations at the intersection of Racehorse Alley and Reynolds Street- Crossing included 10-12' stamped walk, warning lights, ADA Ramps, Signage, etc. Traffic control to be completed by designer
- A preliminary plan meeting took place April 1, 2013 at the PennDOT District 8 Office. The design for Buford Avenue was presented. The agenda and meeting minutes are included in Appendix I. Further correspondence and presentation of a preliminary plan will need to occur during the design as PennDOT could not provide definitive comments on the proposed plan at this time.
- Gettysburg Inner Loop and history signage
- Utility verification (potentially field verification by excavation) /modifications/ replacements to water and gas lines
- Modify/relocate/redesign existing storm sewer facility, inlet, etc. as feasible. Mapping of the existing system was studied and local property owners, who witness flooding during large storm events, were interviewed. From the cursory research that was done, it is anticipated that the existing system will need to be replaced. Generally speaking the existing interceptor that connects inlets at Reynolds Street to Steven's Run at the Buford Culvert would be abandoned and replaced with a new pipe that would be installed such that it would discharge at the Racehorse Alley Culvert. This new configuration should be designed to alleviate ponding in Racehorse Alley. It is important to note that no hydraulics and hydrology engineering has been done for this collection and conveyance system as part of this Master Plan. A significant amount of engineering will be necessary to properly size the system, obtain PennDOT permits, obtain DEP permits and coordinate with other underground utilities. An estimated cost for this system was added as a lump sum line item to the cost estimate however the cost may vary greatly depending on the final solution.

- The Borough would like improvements (in particular the transitions to the narrower lanes) to be completed such that PennDOT will not require the Borough to plow the snow through this section of Buford Avenue. A 1:12 transition where the trail starts and the westbound travel lane narrows is proposed. This should provide adequate transition allowing for PennDOT to maintain snow removal. A concrete rumble street and or slightly raised table top may be utilized at the entrance to Racehorse Alley within the transition zone. This will serve to provide visual and tactile means of alerting drivers of the transition and will calm traffic entering the multiuse alley.
- Crossing of existing access driveways including the United States Postal Service entrance/exit may require driveway and signage modification. To date, no correspondence with the USPS has been completed. The design should analyze where impervious connections to Route 30 can be reduced or a separation created between right of way and existing properties for the purpose of optimizing green space. Coordination with property owners will be required during design.
- Utility poles and signage may need to be relocated.
- Lighting should be installed as required based on analysis of existing conditions. Lighting shall be designed by a lighting designer and installed to provide light levels adequate for the intended use of the multi-use trail, as feasible using the Borough specified light fixture and with a preferred spacing of 50'-75' as typical for other recently completed street projects.
- Street trees and shrub landscaping should be added where feasible for maximization of green space. The vegetation will be located within the variable width 3' to 4' landscaping between the trail and Buford Avenue west bound travel lane.
- A maintenance agreement may need to be enacted with PennDOT for the crosswalks.

Alternate Alignment Considerations

General Description:

Considerations were made for the Crossing of Buford Avenue at the intersection of Racehorse Alley instead of at the intersection of Reynolds Street. It was found that the preferred crossing would be at Buford Avenue for several reasons including: It does not connect to the Post Office; and it forces the GIL to an awkward alignment either down Springs Avenue or down Bream Alley and West Middle Street. While this is not the preferred option, this arrangement was considered if the preferred crossing would become unfeasible at some point. Reasons for infeasibility would include PennDOT noncompliance with the proposed design or the infeasibility of the crossing of Stevens Run on Reynolds Street Extended (not included in this master plan). If in the future it was found that crossing Buford Avenue at the intersection of Racehorse Alley became preferred, then the similar design and construction and materials standards could be copied for the crossing at the alternate location. Also the Borough has acquired a 10' easement across the property which is now the Federal Pointe Inn at Gettysburg which could be used for the GIL.



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GETTYSBURG BOROUGH

BUFORD AVENUE

GETTYSBURG BOROUGH

ADAMS COUNTY, PENNSYLVANIA

GETTYSBURG INNER LOOP - GREENWAY MASTER PLAN

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Buford Avenue Before



Buford Avenue After



PHASE B1

NORTH WASHINGTON STREET

Washington Street

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

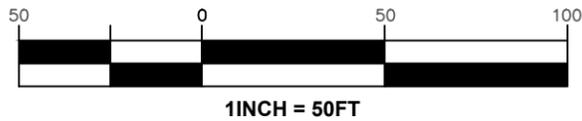
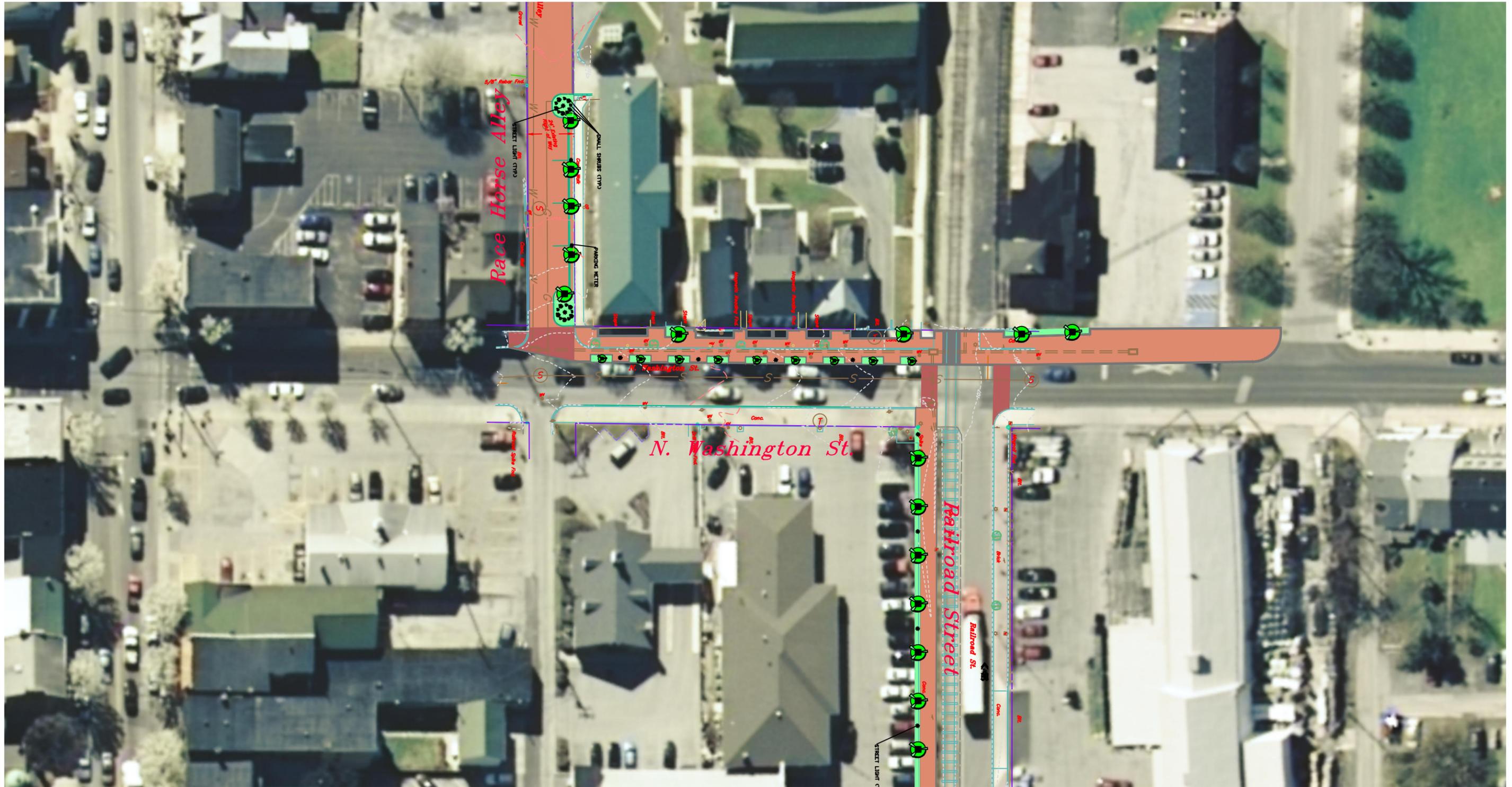
Between Railroad Street and Racehorse Alley, the travel lanes of Washington Street will each be reduced to 11 feet wide. This will allow the west curb-line of Washington Street to be moved out into the street by a distance of 7 feet. Six metered parking spaces on the west side of Washington Street will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

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

Engineering and Design Requirements:

- Consider appropriate transitions of street into trail at both ends along with adjusted centerline of street.
- The design and improvements shall incorporate street preparation.
- Gettysburg Inner Loop and history signage
- Planters or planting beds with trees, shrubs, landscaping and potentially an aesthetic fence along edges of adjacent macadam parking lots. Street trees and shrub landscaping where feasible. Coordination with property owners may be required to determine if disconnection from impervious surfaces outside the ROW is feasible

- Railroad crossing permitting as required
- Crossing Washington Street in two locations-Crossing included 10' stamped walk, warning lights, ADA Ramps, Signage. Traffic control to be completed by designer.
- Entrances and steps to exiting college facilities and housing shall remain the same.
- Parking relocated to Racehorse Alley
- Street trees and shrub landscaping where feasible
- Lighting shall be designed by a lighting designer and installed to provide light levels adequate for the intended use of the multi-use trail, as feasible using the Borough specified light fixture and with a preferred spacing of 50'-75' as typical for other recently completed street projects. The designer shall account for lighting on the Gettysburg College Complex Ice House along with consideration of operation times throughout the year. (Are the lights on when the College is not in session.)
- Design of permeable surface should incorporate protection of existing basements as required
- Utility modifications to water and gas valves
- Modification/relocate/redesign existing storm sewer facility, inlet, etc. as feasible



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ATTORNEYS AT LAW

GETTYSBURG BOROUGH

N. WASHINGTON ST.

GETTYSBURG BOROUGH

ADAMS COUNTY, PENNSYLVANIA

GETTYSBURG INNER LOOP - GREENWAY MASTER PLAN

North Washington Street Before



North Washington Street After



PHASE B2

RACEHORSE ALLEY

Racehorse Alley

Racehorse Alley between Washington Street and the entrance to Creekside Condominiums will be signed for one-way traffic. A short distance of Racehorse Alley (approximately one hundred feet) from the entrance to Creekside Condominiums to Buford Avenue will remain open to two-way traffic.

Racehorse Alley between Washington Street and Franklin Street will be signed one-way westbound. Racehorse Alley between Franklin Street and the entrance to Creekside Condominiums traffic will be signed one-way eastbound. Traffic on both blocks of Racehorse Alley will turn south on Franklin Street, which after one block intersects with Chambersburg Street (U.S. Route 30) at a signalized intersection. The effect will be to discourage cut-through traffic while still allowing motor vehicle access to the rears of all properties.

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

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

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

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

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

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

Engineering and Design Requirements:

Buford Avenue To Franklin Street

- Appropriate design and signage to indicate two way, local traffic only up to entrance of Creekside Apartments and protect pedestrians and bicyclist
- Speed tables to be used to calm traffic to speed of 15 MPH
- The design shall consider no fill or changes to the FEMA floodway will occur. Assuming no change to floodway, PA DEP GP-11 for work over bridge and a GP-4 for new outlets for storm sewers will be required however FEMA authorizations would not be needed.
- Utility pole and signage may need to be relocated. Consider "bundling" of existing communication wires to power poles and remove communication poles.
- Gettysburg Inner Loop and history signage
- Access to Franklin Street must be able to accommodate snowplow and trash truck.
- All alleys intersections with streets to be defined by depressed concrete curb extended across alley per Borough guidance

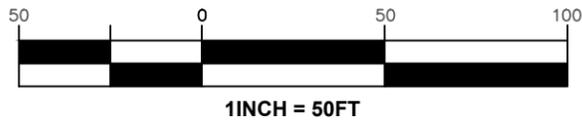
- Traffic control and access during construction must be coordinated with property owners
- Design to analyze where impervious connections to alley can be reduced or a separation created for the purpose of optimizing green space within the area where 18' ROW is present such that a buffer to the alley is created. Coordination with property owners will be required during design.
- Lighting shall be designed by a lighting designer and installed to provide light levels adequate for the intended use of the multi-use trail, as feasible using the Borough specified light fixture and with a preferred spacing of 50'-75' as typical for other recently completed street projects.
- Coordinate with property owner for existing fence in the right of way at the northwest corner of Franklin Street and Racehorse Alley.
- Street trees and shrub landscaping where feasible for maximization of green space
- Utility verification (potentially field verification by excavation) / modifications / replacements to water and gas lines
- Modification/relocate/redesign existing stormsewer facility, inlet, etc. as feasible

Franklin to North Washington

- Layout of parking and trail such that all improvements are contained within the right of way (No acquisition of permanent ROW is proposed.) 4 spaces are being moved from Washington Street
- Utility pole and signage may need to be relocated.
- Utility verification (potentially field verification by excavation)
- Access to Franklin Street must be able to accommodate snowplow and trash truck.
- All alleys intersections with streets to be defined by depressed concrete curb extended across alley per Borough guidance
- Lighting shall be designed by a lighting designer and installed to provide light levels adequate for the intended use of the multi-use trail, as feasible using the Borough specified light fixture and with a preferred spacing of 50'-75' as typical for other recently completed street projects.
- Address grading issues

- Street trees and shrub landscaping where feasible for maximization of green space.
- Traffic control and access during construction must be coordinated with property owners.
- Utility verification (potentially field verification by excavation) / modifications / replacements to water and gas lines
- Modification/relocate/redesign existing stormsewer facility, inlet, etc. as feasible

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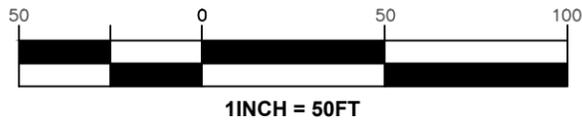
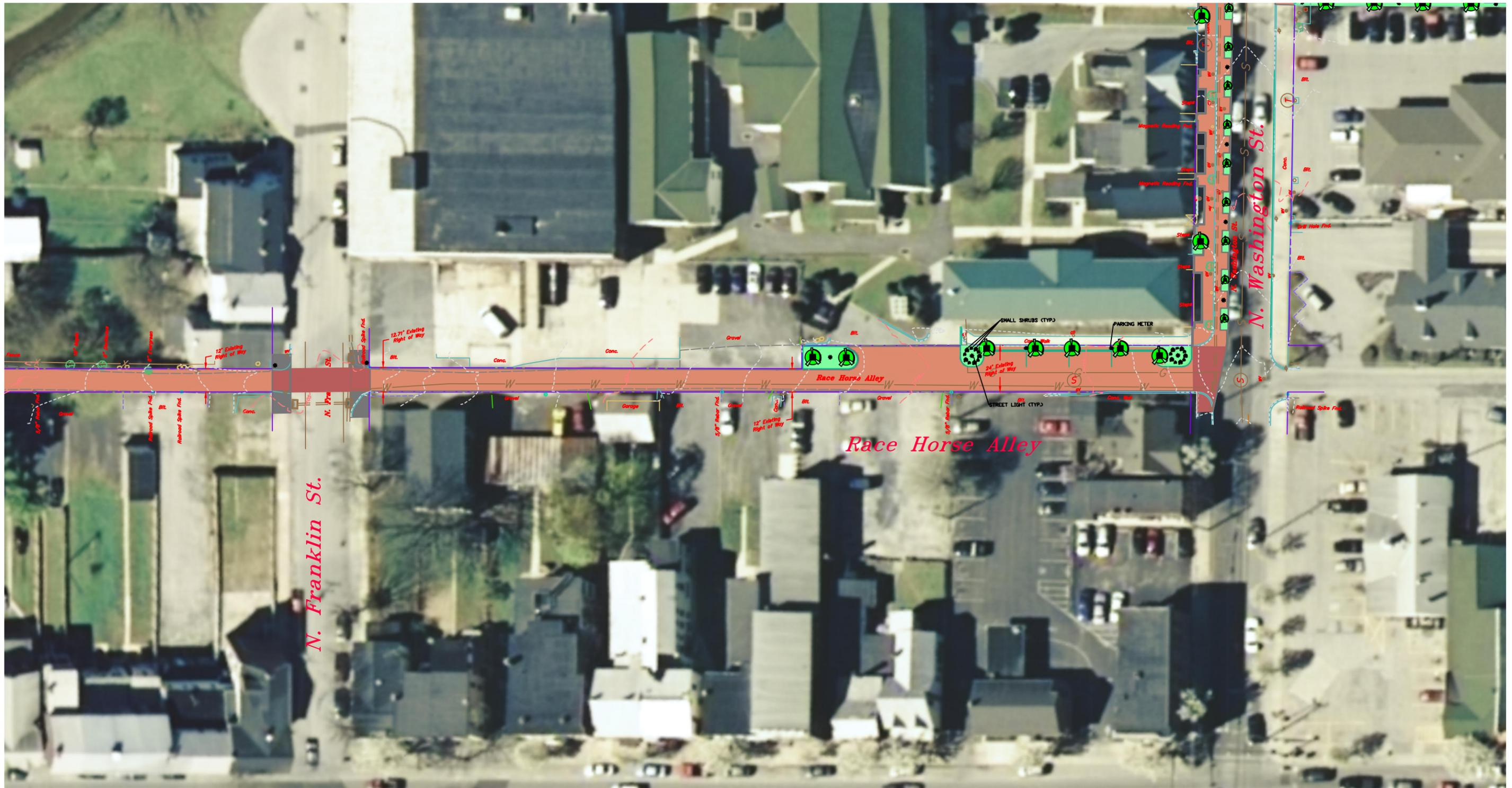
GETTYSBURG BOROUGH

RACE HORSE ALLEY

GETTYSBURG BOROUGH

ADAMS COUNTY, PENNSYLVANIA

GETTYSBURG INNER LOOP - GREENWAY MASTER PLAN



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GETTYSBURG BOROUGH

RACE HORSE ALLEY

GETTYSBURG BOROUGH

ADAMS COUNTY, PENNSYLVANIA

GETTYSBURG INNER LOOP - GREENWAY MASTER PLAN

Racehorse Alley Before



Racehorse Alley After



PHASE C

RAILROAD STREET & CARLISLE
STREET CROSSING

Railroad Street and Carlisle Street Crossing

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

Preferred Route:

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

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

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

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

Alternate Alignments:

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

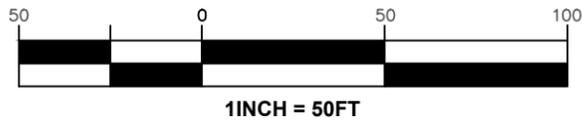
1. Bikes on the North Side of Railroad Street with change in direction of vehicle traffic: - Change the direction of vehicular traffic from East to West, to West to East. Install sharrows along the northern curb line of Railroad Street for east bound bicycle traffic. West bound bicycle traffic would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

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

Engineering and Design Requirements:

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

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



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ATTORNEYS AT LAW

GETTYSBURG BOROUGH

RAILROAD ST.

GETTYSBURG BOROUGH

ADAMS COUNTY, PENNSYLVANIA

GETTYSBURG INNER LOOP - GREENWAY MASTER PLAN

Railroad Street Before



Railroad Street After



APPENDIX A

DETAILS, SPECIFICATIONS &
CONSTRUCTION MATERIAL



03.19.201

BIKE RACK



FENCING

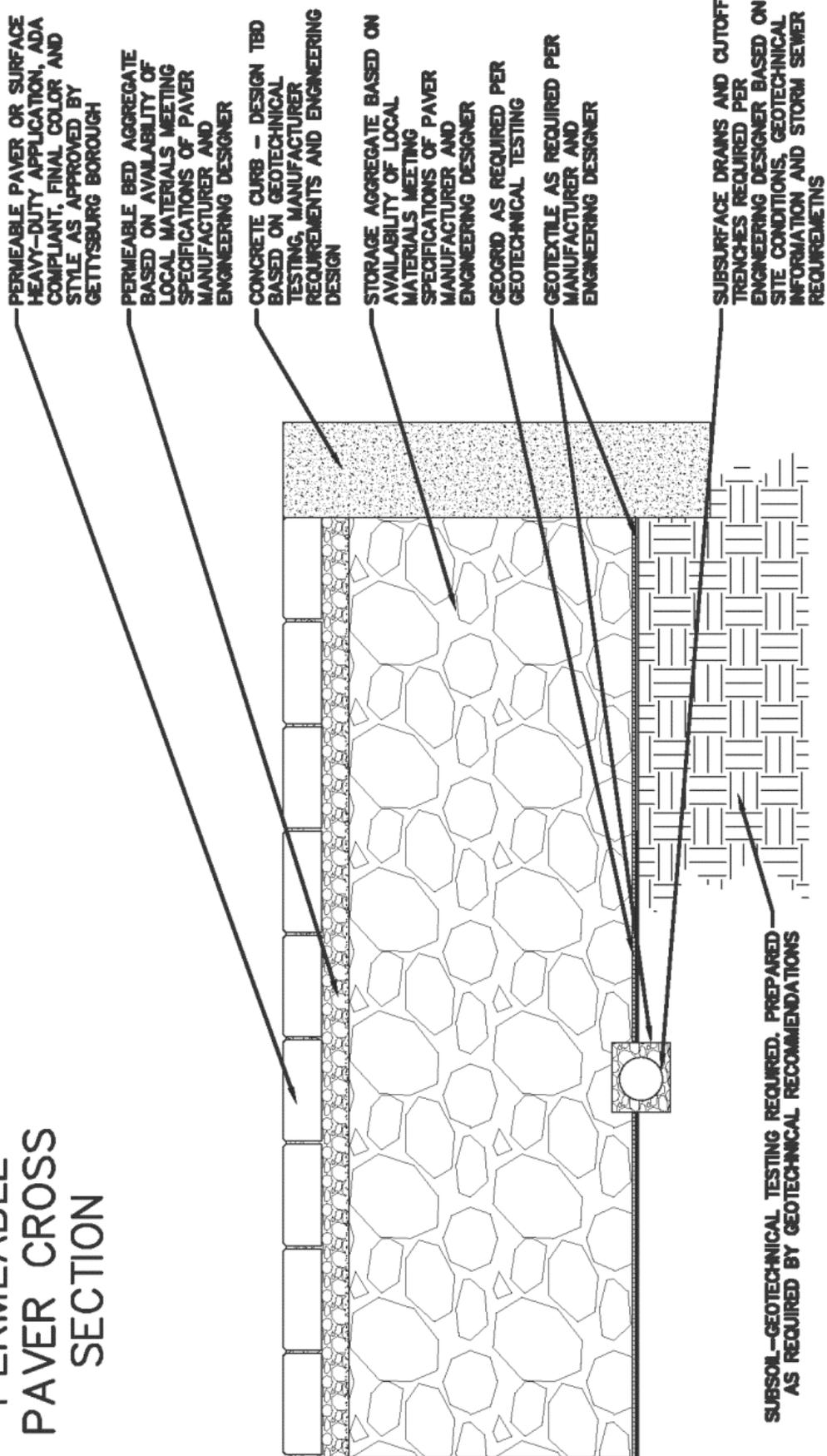


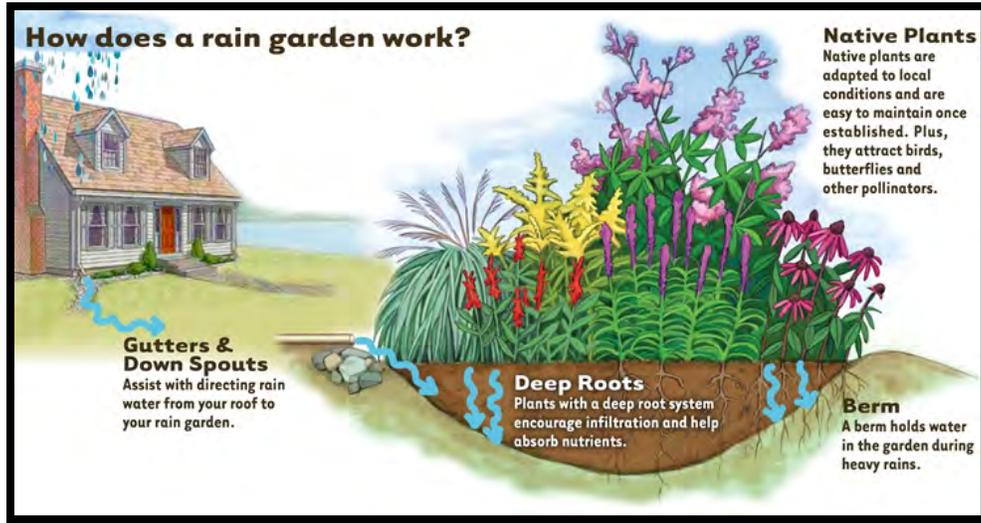


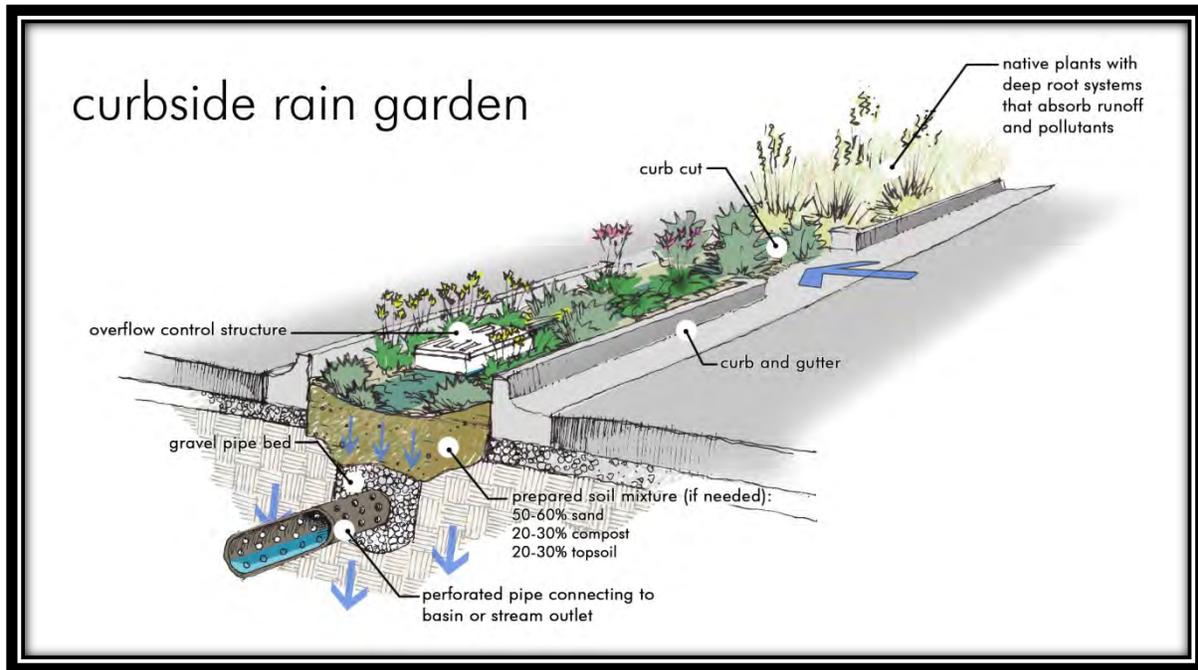
PARKING METERS



GENERAL
PERMEABLE
PAVER CROSS
SECTION











SAMPLE SIGNAGE FOR RACEHORSE ALLEY



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



SAMPLE SIGNAGE FOR RAILROAD STREET AND BUFORD AVENUE

Share the Trail

Be a responsible trail user.

- Don't block the trail
- Keep dogs under control – 6' leash maximum
- Travel at a safe speed
- Pass with care
- Bicyclists keep right except to pass
- Pedestrians keep left to face oncoming cyclists

www.roseville.ca.us/ShareTheTrail



TRASH & RECYCLING CANS



APPENDIX B

TRAFFIC STUDY SUMMARY

Traffic Speed Summary on Racehorse Alley

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

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

*speeds in miles per hour (mph)

Vehicle Classification Summary on Racehorse Alley

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

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

Traffic Volume Summary on Racehorse Alley

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

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

APPENDIX C

QUESTIONNAIRES & STUDIES



Gettysburg

Gettysburg Inner Loop

Gettysburg Greenway Questionnaire

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



Gettysburg

Gettysburg Inner Loop

Gettysburg Greenway Questionnaire

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Gettysburg Greenway Questionnaire - Results

Sample Size: **11**

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

Yes: **11**

No:

If yes, how do you travel?

By vehicle: **11**

Walking: **7**

Bicycling:

Other:

N/A:

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

West toward Buford Ave: **7**

East toward Washington Street: **10**

N/A:

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

Yes: **6**

No: **3**

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

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

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

Yes: **6**

No: **4**

If no, explain:

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

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

Pleasing appearance:

Unpleasing appearance: **9**

No opinion: **2**

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

Yes: **9**

No:

No opinion:

N/A:

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

Yes: **9**

No: **2**

N/A:

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

Yes: **9**

No: **2**

N/A:

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

Yes: **6**

No: **5**

N/A:

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

Yes: **6**

No: **5**

N/A:

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

Yes: **9**

No: **2**

N/A:

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

Yes: **6**

No: **5**

N/A:

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

Yes: **7**

No: **4**

No opinion:

Tabulated: 02/21/13

Brian Devost

APPENDIX D

COST ESTIMATES



Budgetary Cost Estimate for Gettysburg Inner Loop (GIL) Greenway

Phase	Phase Description	Design Costs			Construction Costs			Phase Totals
		Project Management, Survey, Design, Permitting, Estimates, Construction Specifications (15%) ¹	Bidding specification and process (5%) ¹	Construction	Overhead Utility Relocations	Construction and Management (15%) ¹ (20%) ^{1,2}	FEMA LOMR	
A1	West Street, High Street, Reynolds Street, Springs Avenue, and Stevens Run Crossing	\$130,458.47	\$43,486.16	\$869,723.15	\$0.00	\$130,458.47	\$15,000.00	\$1,189,126.25
A2	Buford Avenue	\$57,554.63	\$19,184.88	\$383,697.50	\$60,000.00	\$57,554.63	\$0.00	\$577,991.63
B1	North Washington Street	\$55,704.22	\$18,568.07	\$371,361.45	\$0.00	\$55,704.22	\$0.00	\$501,337.96
B2	Race Horse Alley	\$123,913.65	\$41,304.55	\$826,091.00	\$20,000.00	\$123,913.65	\$0.00	\$1,135,222.85
C	Railroad Street and Carlisle Street Crossing	\$69,546.83	\$23,182.28	\$463,645.50	\$40,000.00	\$92,729.10	\$0.00	\$689,103.70
	Subtotal	\$437,177.79	\$145,725.93	\$2,914,518.60	\$120,000.00	\$460,360.07	\$15,000.00	
		Total Design Costs		Total Construction Costs		Total Construction Costs		
			\$582,903.72			\$3,509,878.67		

Total Project Expenses

\$4,092,782.39

1. Project costs are based on a percentage (shown) of the construction costs

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



PRELIMINARY CONSTRUCTION COST ESTIMATE

TOTALS OF ALL GREEN WAY SECTIONS, GREENWAY CONNECTORS, AND STEVEN'S RUN CROSSING

Healthy Adams Bicycle and Pedetrian Inc. (HABPI)

Gettysburg Borough

C.S. Davidson's Project Number 5302.9.01.00

Description	Unit	PHASE A1 Reynolds St, High St, West St, Springs Ave, and Steven's Run Crossing			PHASE A2 Buford Avenue			PHASE B1 North Washington Street			PHASE B2 Race Horse Alley			PHASE C Rail Road Street and Carlisle Street Crossing			TOTAL GREENWAY PROJECT COST		
		Unit Price	Quantity	Cost	Unit Price	Quantity	Cost	Unit Price	Quantity	Cost	Unit Price	Quantity	Cost	Unit Price	Quantity	Cost	TOTAL UNITS	UNIT COST	TOTAL COST
SITE WORK																			
Mobilization	LS	\$ 24,250.00	1	\$ 24,250.00	\$ 10,500.00	1	\$ 10,500.00	\$ 9,800.00	1	\$ 9,800.00	\$ 21,000.00	1	\$ 21,000.00	\$ 13,000.00	1	\$ 13,000.00	1	\$ 78,550.00	\$ 78,550.00
Maintenance and Protection of Traffic	LS	\$ 2,000.00	1	\$ 2,000.00	\$ 20,000.00	1	\$ 20,000.00	\$ 10,000.00	1	\$ 10,000.00	\$ 12,000.00	1	\$ 12,000.00	\$ 20,000.00	1	\$ 20,000.00	1	\$ 64,000.00	\$ 64,000.00
Remove existing infrastructure (sidewalks, stormsewer, etc)	LS	\$ 50,000.00	1	\$ 50,000.00	\$ 40,000.00	1	\$ 40,000.00	\$ 40,000.00	1	\$ 40,000.00	\$ 100,000.00	1	\$ 100,000.00	\$ 40,000.00	1	\$ 40,000.00	1	\$270,000.00	\$ 270,000.00
Reclamation, Finish Grading, Seeding and Stabilization	SY	\$ 12.00	650	\$ 7,800.00	\$ 12.00	150	\$ 1,800.00	\$ 12.00	20	\$ 240.00	\$ 12.00	200	\$ 2,400.00	\$ 12.00	150	\$ 1,800.00	1170	\$ 12.00	\$ 14,040.00
SOIL EROSION & SEDIMENTATION CONTROL																			
Erosion and Sediment Control	LS	\$ 15,000.00	1	\$ 15,000.00	\$ 5,000.00	1	\$ 5,000.00	\$ 5,000.00	1	\$ 5,000.00	\$ 10,000.00	1	\$ 10,000.00	\$ 5,000.00	1	\$ 5,000.00	1	\$ 40,000.00	\$ 40,000.00
TRAIL CONSTRUCTION																			
Street Preparation	LS	\$ 100,000.00	1	\$ 100,000.00	\$ -	0	\$ -	\$ 22,000.00	1	\$ 22,000.00	\$ -	0	\$ -	\$ 4,000.00	1	\$ 4,000.00	1	\$126,000.00	\$ 126,000.00
Permeable Paver	SF	\$ 7.00	1,550	\$ 10,850.00	\$ 7.00	3,250	\$ 22,750.00	\$ 7.00	5,400	\$ 37,800.00	\$ 7.00	15,750	\$ 110,250.00	\$ 7.00	4,750	\$ 33,250.00	30700	\$ 7.00	\$ 214,900.00
Geotextile	SF	\$ 0.85	1,550	\$ 1,317.50	\$ 0.85	3,250	\$ 2,762.50	\$ 0.85	5,400	\$ 4,590.00	\$ 0.85	15,750	\$ 13,387.50	\$ 0.85	4,750	\$ 4,037.50	30700	\$ 0.85	\$ 26,095.00
Geogrid	SF	\$ 1.67	1,550	\$ 2,588.50	\$ 1.67	3,250	\$ 5,427.50	\$ 1.67	5,400	\$ 9,018.00	\$ 1.67	15,750	\$ 26,302.50	\$ 1.67	4,750	\$ 7,932.50	30700	\$ 1.67	\$ 51,269.00
Filter Stone	SF	\$ 1.00	1,550	\$ 1,550.00	\$ 1.00	3,250	\$ 3,250.00	\$ 1.00	5,400	\$ 5,400.00	\$ 1.00	15,750	\$ 15,750.00	\$ 1.00	4,750	\$ 4,750.00	30700	\$ 1.00	\$ 30,700.00
Storage Aggregate (assume 24")	SF	\$ 4.00	1,550	\$ 6,200.00	\$ 4.00	3,250	\$ 13,000.00	\$ 4.00	5,400	\$ 21,600.00	\$ 4.00	15,750	\$ 63,000.00	\$ 4.00	4,750	\$ 19,000.00	30700	\$ 4.00	\$ 122,800.00
Reinforced Concrete 6-8" thick	SF	\$ 15.00	155	\$ 2,325.00	\$ 15.00	1,164	\$ 17,460.00	\$ 15.00	0	\$ -	\$ 15.00	450	\$ 6,750.00	\$ 15.00	750	\$ 11,250.00	2519	\$ 15.00	\$ 37,785.00
Driveway Restoration Paved (Outside of ROW)	SY	\$ 30.00	0	\$ -	\$ 30.00	100	\$ 3,000.00	\$ 30.00	0	\$ -	\$ 30.00	100	\$ 3,000.00	\$ 30.00	100	\$ 3,000.00	300	\$ 30.00	\$ 9,000.00
Curb (For Permeable Paver Restraint or Including Street Restoration)	LF	\$ 35.00	400	\$ 14,000.00	\$ 35.00	1,150	\$ 40,250.00	\$ 35.00	975	\$ 34,125.00	\$ 35.00	2,500	\$ 87,500.00	\$ 35.00	1,300	\$ 45,500.00	6325	\$ 35.00	\$ 221,375.00
Stamped Crosswalk	SY	\$ 150.00	60	\$ 9,000.00	\$ 150.00	115	\$ 17,250.00	\$ 150.00	41	\$ 6,150.00	\$ 150.00	41	\$ 6,150.00	\$ 150.00	83	\$ 12,450.00	340	\$ 150.00	\$ 51,000.00
10' x 50' Bridge and Abutments	LS	\$ 150,000.00	1	\$ 150,000.00	\$ -	0	\$ -	\$ -	0	\$ -	\$ -	0	\$ -	\$ -	0	\$ -	1	\$150,000.00	\$ 150,000.00
STORMWATER CONTROL																			
Base Drains, Yard Inlets, Storm Connections and Revisions	L.S.	\$ 80,000.00	1	\$ 80,000.00	\$ 60,000.00	1	\$ 60,000.00	\$ 30,000.00	1	\$ 30,000.00	\$ 60,000.00	1	\$ 60,000.00	\$ 40,000.00	1	\$ 40,000.00	1	\$270,000.00	\$ 270,000.00
MISCELLANEOUS																			
Signage & Pavement Markings Including Historic Component	LS	\$ 55,000.00	1	\$ 55,000.00	\$ 15,000.00	1	\$ 15,000.00	\$ 25,000.00	1	\$ 25,000.00	\$ 35,000.00	1	\$ 35,000.00	\$ 25,000.00	1	\$ 25,000.00	1	\$155,000.00	\$ 155,000.00
Double Parking Meter Housing	EA	\$ 3,500.00	0	\$ -	\$ 3,500.00	0	\$ -	\$ 3,500.00	0	\$ -	\$ 3,500.00	2	\$ 7,000.00	\$ 3,500.00	0	\$ -	2	\$ 3,500.00	\$ 7,000.00
Install Street Trees	EA	\$ 450.00	30	\$ 13,500.00	\$ 450.00	10	\$ 4,500.00	\$ 450.00	14	\$ 6,300.00	\$ 450.00	32	\$ 14,400.00	\$ 450.00	18	\$ 8,100.00	104	\$ 450.00	\$ 46,800.00
Tree Grates	EA	\$ 1,000.00	0	\$ -	\$ 1,000.00	10	\$ 10,000.00	\$ 1,000.00	14	\$ 14,000.00	\$ 1,000.00	16	\$ 16,000.00	\$ 1,000.00	18	\$ 18,000.00	58	\$ 1,000.00	\$ 58,000.00
Install Street Shrubs	EA	\$ 200.00	50	\$ 10,000.00	\$ 200.00	20	\$ 4,000.00	\$ 200.00	20	\$ 4,000.00	\$ 200.00	50	\$ 10,000.00	\$ 200.00	50	\$ 10,000.00	190	\$ 200.00	\$ 38,000.00
Street Lights	EA	\$ 5,000.00	4	\$ 20,000.00	\$ 5,000.00	2	\$ 10,000.00	\$ 5,000.00	4	\$ 20,000.00	\$ 5,000.00	10	\$ 50,000.00	\$ 5,000.00	8	\$ 40,000.00	28	\$ 5,000.00	\$ 140,000.00
Benches	EA	\$ 2,500.00	2	\$ 5,000.00	\$ 2,500.00	2	\$ 5,000.00	\$ 2,500.00	1	\$ 2,500.00	\$ 2,500.00	2	\$ 5,000.00	\$ 2,500.00	2	\$ 5,000.00	9	\$ 2,500.00	\$ 22,500.00
Trash Receptacle Unit	EA	\$ 2,700.00	1	\$ 2,700.00	\$ 2,700.00	1	\$ 2,700.00	\$ 2,700.00	1	\$ 2,700.00	\$ 2,700.00	2	\$ 5,400.00	\$ 2,700.00	2	\$ 5,400.00	7	\$ 2,700.00	\$ 18,900.00
Flashing Warning Device	EA	\$ 4,000.00	2	\$ 8,000.00	\$ 4,000.00	4	\$ 16,000.00	\$ 4,000.00	2	\$ 8,000.00	\$ 4,000.00	2	\$ 8,000.00	\$ 4,000.00	2	\$ 8,000.00	12	\$ 4,000.00	\$ 48,000.00
Fence	LF	\$ 35.00	100	\$ 3,500.00	\$ 35.00	0	\$ -	\$ 35.00	0	\$ -	\$ 35.00	350	\$ 12,250.00	\$ 35.00	250	\$ 8,750.00	700	\$ 35.00	\$ 24,500.00
Electrical (Includes wire, junction box, conduit)	LS	\$ 7,600.00	1	\$ 7,600.00	\$ 4,000.00	1	\$ 4,000.00	\$ 4,700.00	1	\$ 4,700.00	\$ 17,800.00	1	\$ 17,800.00	\$ 9,950.00	1	\$ 9,950.00	1	\$ 44,050.00	\$ 44,050.00
Aesthetic Block Retaining Wall	SF	\$ 30.00	3,750	\$ 112,500.00	\$ -	0	\$ -	\$ -	0	\$ -	\$ -	0	\$ -	\$ -	0	\$ -	3750	\$ 30.00	\$ 112,500.00
Articulated Concrete Blanket Bottom	SF	\$ 16.00	2,600	\$ 41,600.00	\$ -	0	\$ -	\$ -	0	\$ -	\$ -	0	\$ -	\$ -	0	\$ -	2600	\$ 16.00	\$ 41,600.00
Phase Totals		\$ 756,281.00			\$ 333,650.00			\$ 322,923.00			\$ 718,340.00			\$ 403,170.00			\$ 2,534,364.00		
15% Construction Contingency		\$ 113,442.15			\$ 50,047.50			\$ 48,438.45			\$ 107,751.00			\$ 60,475.50			\$ 380,154.60		
TOTAL ESTIMATED CONSTRUCTION COST		\$ 869,723.15			\$ 383,697.50			\$ 371,361.45			\$ 826,091.00			\$ 463,645.50			\$ 2,914,518.60		

APPENDIX E

LETTERS OF SUPPORT

DAN MOUL, MEMBER
91st LEGISLATIVE DISTRICT

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

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

WWW.REPMOUL.COM

February 27, 2013

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



House of Representatives
Commonwealth of Pennsylvania
Harrisburg

COMMITTEES

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

MAR - 1 2013

Dear Ms. Ford,

I am writing in full support of Health Adams Bicycle/Pedestrian, Inc. (HABPI) regarding the proposed plan to transform Race Horse Alley into a community "greenway". I would also like to take this opportunity to thank you for your continued support of the Gettysburg inner Loop Bicycle Trail. Recently I met with members of HABPI to discuss HABPI's project, including cost, expectation of the completed project, etc. I feel that this project is essential to area residents and visitors alike in having an alternative method and route of travel than the usual modes of transportation.

The conversion of Race Horse Alley into a "greenway" will help beautify an unattractive area, as well as encourage individuals and families to get out of their cars in order to get to their destination. With increased pedestrian and bicycle traffic, Gettysburg will benefit with reductions in carbon emissions and traffic congestion, a safe alternative mode of travel, assist with storm-water management by utilizing permeable pavers and planting of vegetation, not to mention the health benefits and overall increased quality of life realized by those utilizing the "greenway". This is an excellent opportunity for Gettysburg to show not only Adams County and Pennsylvania, but quite literally, the world what "we" have to offer and the ease in which to access Gettysburg.

It is with my full support and recommendation that the proposed Race Horse Alley greenway project continues to full fruition.

Respectfully,

A handwritten signature in black ink that reads "Dan Moul".

Dan Moul
State Representative
91st Legislative District

DPM/cak

Copy: Mr. Dennis Hicketier, President Healthy Adams Bicycle/Pedestrian, Inc.

33RD SENATORIAL DISTRICT

- SENATE BOX 203033
HARRISBURG, PA 17120
(717) 787-4651
FAX: (717) 772-2753
- 37 SOUTH MAIN STREET, SUITE 200
CHAMBERSBURG, PA 17201
(717) 264-6100
FAX: (717) 264-3652
- 237 EAST MAIN STREET
WAYNESBORO, PA 17268
(717) 762-9222
FAX: (717) 749-5649
- 53 EAST MIDDLE STREET
GETTYSBURG, PA 17325
(717) 334-4169
TOLL FREE: (866) 334-1863
FAX: (717) 334-5911



Senate of Pennsylvania

RICHARD ALLOWAY, II
SENATOR

COMMITTEES

GAME AND FISHERIES, CHAIRMAN
LAW AND JUSTICE, VICE CHAIRMAN
AGING AND YOUTH
JUDICIARY
LOCAL GOVERNMENT
MAJORITY POLICY
RULES AND EXECUTIVE NOMINATIONS

WEBSITE ADDRESS
www.senatoralloway.com

INTERNET E-MAIL ADDRESS
alloway@psen.gov

February 28, 2013

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

Dear Mr. Dellett:

Please accept this letter as fully supporting your proposal to the Department of Conservation and Natural Resources for C2P2 funding for design and engineering funds associated with the Gettysburg-Inner Loop. I have been following and supporting your efforts since I was first informed of the project in 2010.

Gettysburg is a small town with big city traffic problems because of the visitors we host. Visitors from across the United States and the world come to Gettysburg to see its rich history. A good bicycle system would have a positive impact in this community.

I am aware of the many benefits the bicycle loop would promote: reduction of automobile congestion, air and noise pollution, oil dependency reduction, town-center revitalization, personal health, convenience and a better quality of life. As part of the project, a 'greenway' will be developed in the center of town and I think this is a wonderful idea. Also, the Adams County Transportation Planning Organization supports the project.

I admire your work on the project and please rest assured, I whole-heartedly support your efforts. Please do not hesitate to contact my office if I can be of further assistance to your efforts.

Sincerely,

Rich

Senator Richard Alloway, II

RLA/sp



18 Carlisle Street • Suite 203
Gettysburg, PA 17325
Voice 717.334.8151
Fax 717.334.3368

www.gettysburg-chamber.org

February 20, 2013

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

Dear Ms. Ford:

I recently met with Mr. Dennis Hicketier from Healthy Adams Bicycle/Pedestrian, Inc. regarding the enhancement of Race Horse Alley into a community "greenway". I am happy to provide this letter of support for this initiative on behalf of the Board of Directors of the Gettysburg Adams Chamber of Commerce.

All agreed that for safety reasons alone, this project is very worthwhile, not to mention the enhancement for pedestrians and bicyclists in navigating around town with ease. It is important that there be alternative, safe modes of transportation if we are to continue to maintain the charm Gettysburg has to offer.

This is a project the Chamber is pleased to support and ask that you continue working together toward the creation of a greenway for the benefit of all who live, work and visit the Borough of Gettysburg.

Sincerely,

Carrie S. Stuart

Carrie Stuart
President

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

FEB 28 2013

Dear Ms. Ford:

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

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

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

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

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

**eliminating racism
empowering women**

ywca

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

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

December 12, 2012

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

DEC 17 2012

Dear Flo:

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

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

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

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

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

Sincerely,


Deb Geesey
Executive Director

Cc: Tom Jolin



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

March 6, 2013

MAR 11 2013

Dear Ms. Ford:

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

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

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

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

Respectfully,

Leonard Loski
GARMA President

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



January 15, 2013

JAN 16 2013

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

Re: Race Horse Alley Conversion to Bicycle Greenway

Dear Ms. Ford,

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

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

Very truly yours,



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

cc: Tom Jolin

Enc: Gettysburg Greenway Questionnaire

From: [Kathy](#)
To: ["Ford, Flo"](#)
Subject: Gettysburg Inner Loop - Racehorse Alley
Date: Friday, December 28, 2012 8:16:37 AM

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

Hi Flo,

I was given some information from Healthy Adams Bicycle/Pedestrian, Inc about Race Horse Alley being converted into part of the Inner Loop. I have been at many of the meetings that have been held on this subject. I own property that backs up to Race Horse Alley and as I understand it, It would turn the alley into an area that would be upgraded and be made to be safe and attractive not only to property owners, but to those using the alley for walking, bicycling and running, etc.

I am in full agreement that this is a project that should be allowed to continue and I would like to encourage you and the borough to work towards making this a reality.

My property address that backs to Race Horse Alley is 221 Chambersburg St. This is where Gettysburg Day Spa is located and I am interested in doing what I can to help make this project move forward.

Feel free to contact me if you have any questions about my support of the HABPI and Gettysburg Inner Loop Trail.

Sincerely,

Kathy L Gilbert
39 South St
Gettysburg, PA 17325
garretkathy@comcast.net
717-253-3168

No virus found in this message.

Checked by AVG - www.avg.com

Version: 2013.0.2805 / Virus Database: 2637/5977 - Release Date: 12/21/12

APPENDIX F

CSX & RAILROAD STREET
RIGHT-OF-WAY



BOROUGH OF GETTYSBURG

ADAMS COUNTY, PENNSYLVANIA

59 EAST HIGH STREET

GETTYSBURG, PA 17325

717-334-1160

FAX 717-334-7258

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

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

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

July 1, 2003

Re: Borough Walkway Project
TEA-21 Transportation Enhancement

Dear Laura,

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

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

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

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

Thank you for you continued cooperation.

Sincerely,

Charles W. Sterner
Borough Manager

Clabaugh, Chad M.

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

Hello All,

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

Here are the Minutes of the July 22 Greenway meeting.

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

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

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

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

Options:

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

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

Assignments:

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

Many thanks, tom

March 12, 1938.

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

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

Mr. Myers: About 55 years or 57 years.

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

Mr. Myers: 1881.

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

Mr. Myers: I have.

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

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

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

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

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

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

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

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

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

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

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

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

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

RECORDED BY

8 18 3

RECORDED BY SOCIETY
 YDANE COMILLA

Clabaugh, Chad M.

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

To All:

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

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

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

Susan

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

Hello All,

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

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

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

1888 Railway Deed:

WESTERN MARYLAND RAILROAD - FREIGHT STATION, Gettysburg

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

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

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

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

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

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

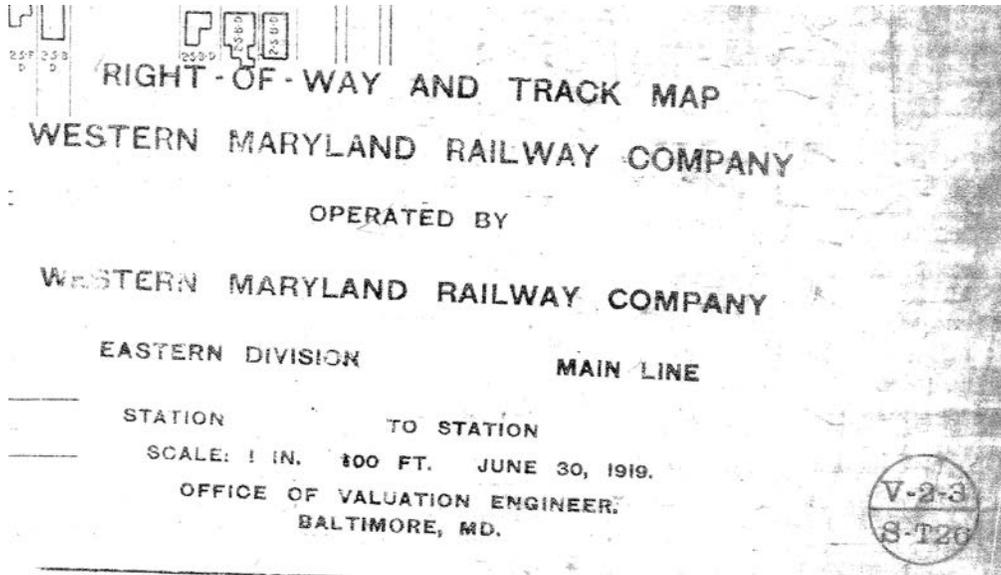
The Western Maryland R. R. has purchased from Samuel Herbst, three lots adjoining the Wolf warehouse property for \$400 and three lots from Hon. S. R. Russell for \$600.

Property of

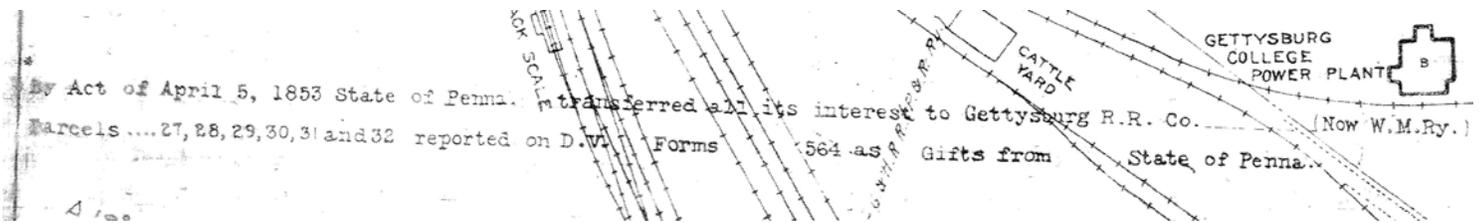
Adams County Historical Society

Gettysburg, Penna.

June 30, 1919 Maps:

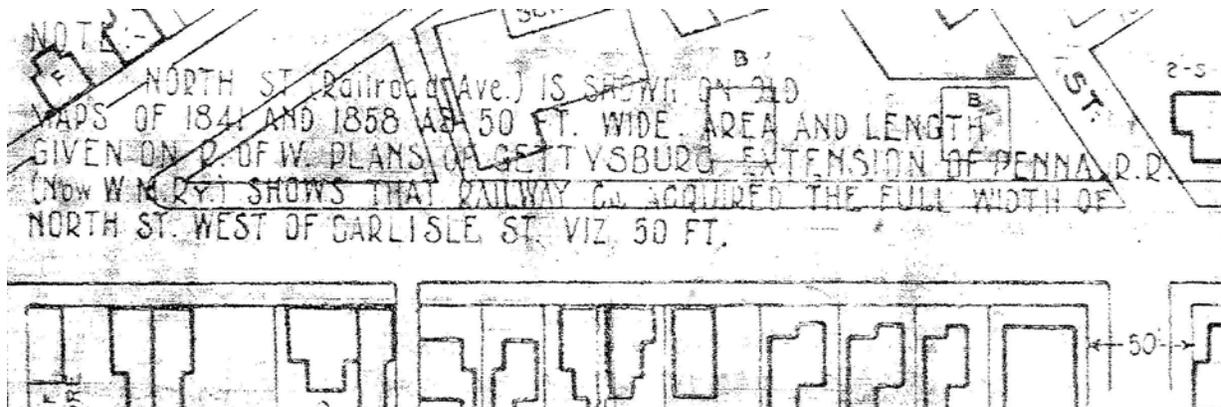


Act of 1853 as Noted on June 30, 1919 Map:



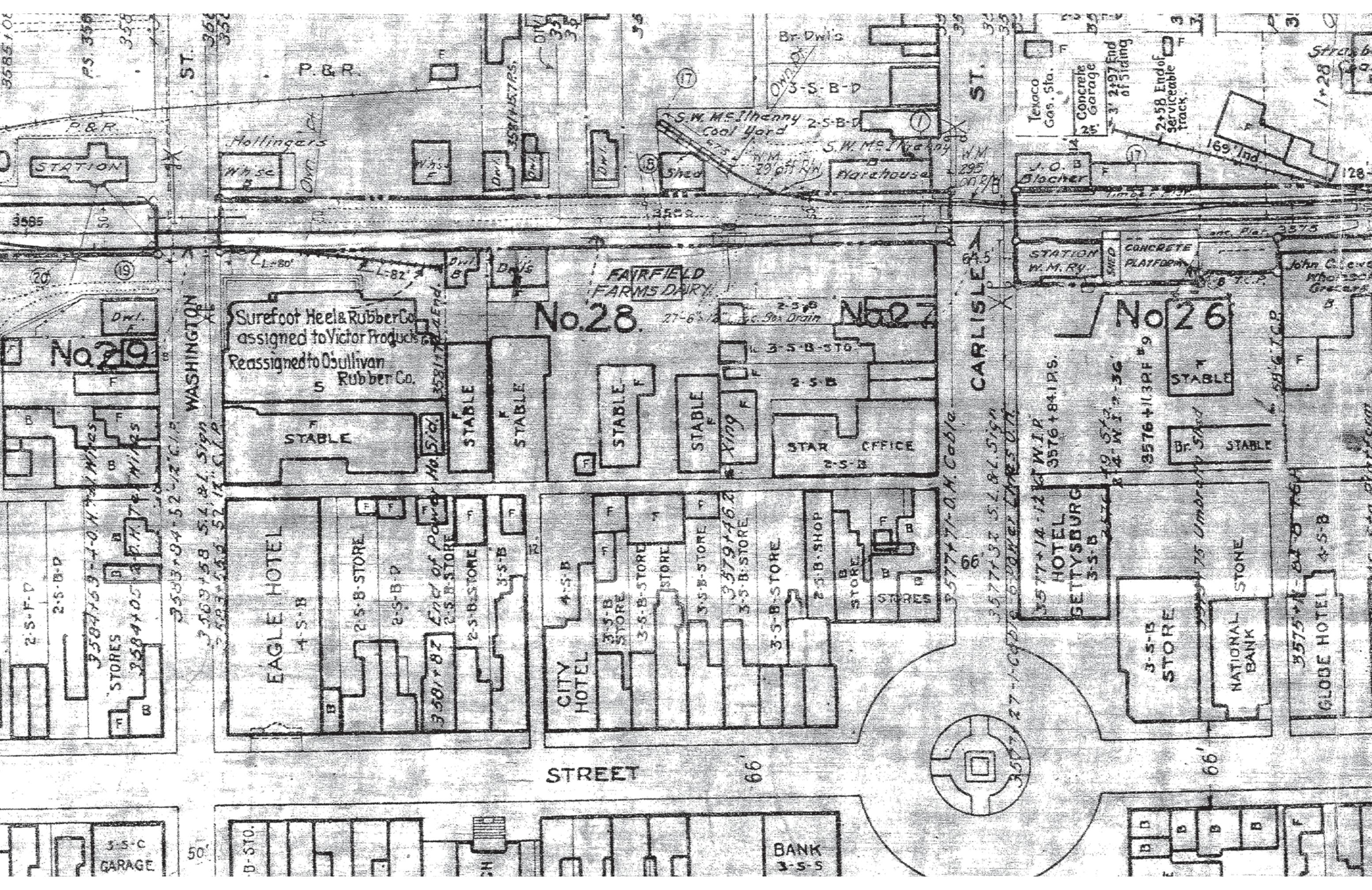
Note on June 30, 1919 Map:

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



SCHEDULE OF PROPERTY

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



WASHINGTON

CARLISLE

STREET

66

66

Surefoot Heel & Rubber Co.
assigned to Victor Products
Reassigned to Osullivan
Rubber Co.

FAIRFIELD
FARMS DAIRY

No. 28

No. 27

No. 26

EAGLE HOTEL

CITY HOTEL

HOTEL
GETTYSBURG

NATIONAL
STONE
BANK

GLOBE HOTEL

STATION

J. O. B.
Blocher

STATION
W. M. RY.

S. W. McIlhenny
Cool Yard

Warehouse

Texaco
Gas. Sta.

Concrete
Garage

2+58 End of
servicable
track.

No. 29

2-S-F-D

2-S-B-D

STORES

STABLE

STABLE

STABLE

STABLE

STABLE

STAR OFFICE

STABLE

STABLE

B-STO.

3-S-C
GARAGE

BANK
3-S-S

B

B

B

B

F

3585

50'

3503+04-52-12 C.P.

3503+58-51-21 Sign

3503+58-52-14 S.C.P.

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P.B.R.

P.B.R.

Br. Dw's

3-S-B-D

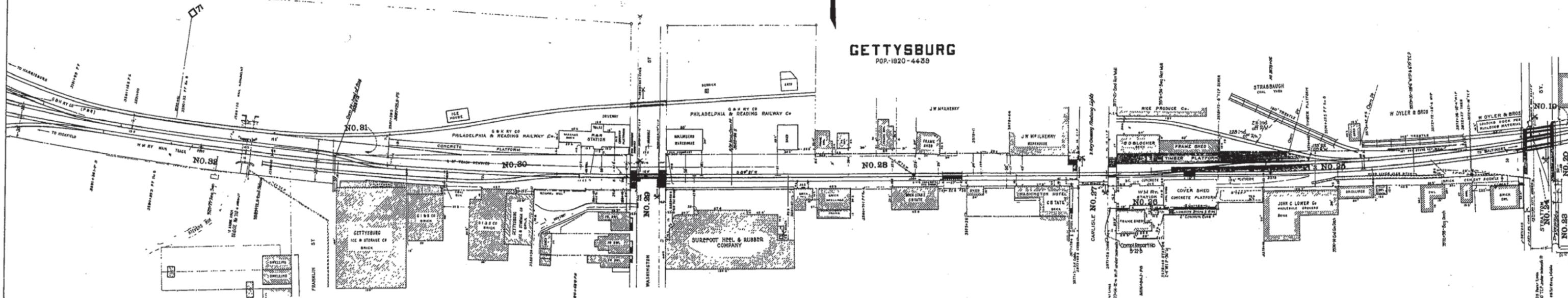
2-S-B-D

W.H.S.C.

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

GETTYSBURG
POP. 1820-4438

STATION	CONTR. NO.	DATE CONTL.	DATE PUT ON MAP	KIND OF CHANGE
35771	5-22-D	Sept 12, 1921	January 10, 1923	Leak Paving Carlisle St
3582+39	17-24-D	Oct 13, 1924	September 10, 1925	Change in Building
35771-14	29-24-D	Sept 11, 1924	January 4, 1926	Removal of Signs, etc
3554+36-3	60-22-D	Oct 18, 1922	November 8, 1926	Removal of No 6 Turnout
3582+36-3	68-27-D	Dec 31, 1927	December 3, 1927	Stocks from H. B. & Co
Station Street	47-27-A	Feb 15, 1924	March 10, 1925	Work by W. P. Brown & Co
35771-12, 1553+55	92-37-D	Nov 30, 1927	June 27, 1929	New Heavy Crossing Signs
35771-12	29-39-D	Oct 6, 1924	Dec 20, 1941	Rest 715 Shop and Signs
35771-16	7-48-A	Jan 7, 1945	Jan 29, 1946	Refire sliding 90'



NO.	REVISION	REFERENCE	PLOTTED	FILED BY
1	Issued under the direction of the Chief Engineer	Map No. 1544-1571	2-28-1928	J. H. B.

NOTE:-
NORTH ST (Railroad Ave.) IS SHOWN ON OLD MAPS OF 1841 AND 1846 AS 50' W. OF THE TRACKS AND LOCATED ON A SET OF PLANS OF GETTYSBURG, PENNSYLVANIA, DATED 1841 (See N.M.R.V.) SHOWS THAT RAILWAY CO. ACQUIRED THE FULL WIDTH OF NORTH ST WEST OF CARLISLE ST. VIZ. 50 FT.

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

THIS MAP WAS PLOTTED
DATE: 12-2-1
TIME: 10:30 AM
NOTE: MAPS OLDER THAN 6 MONTHS SHOULD BE DESTROYED

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

EASTERN DIVISION MAIN LINE V21341
STATION 3571 + 00 TO STATION 3582 + 75
SCALE: 1 IN. = 40 FT. JUNE 30, 1919.
OFFICE OF VALUATION ENGINEER,
BALTIMORE, MD.

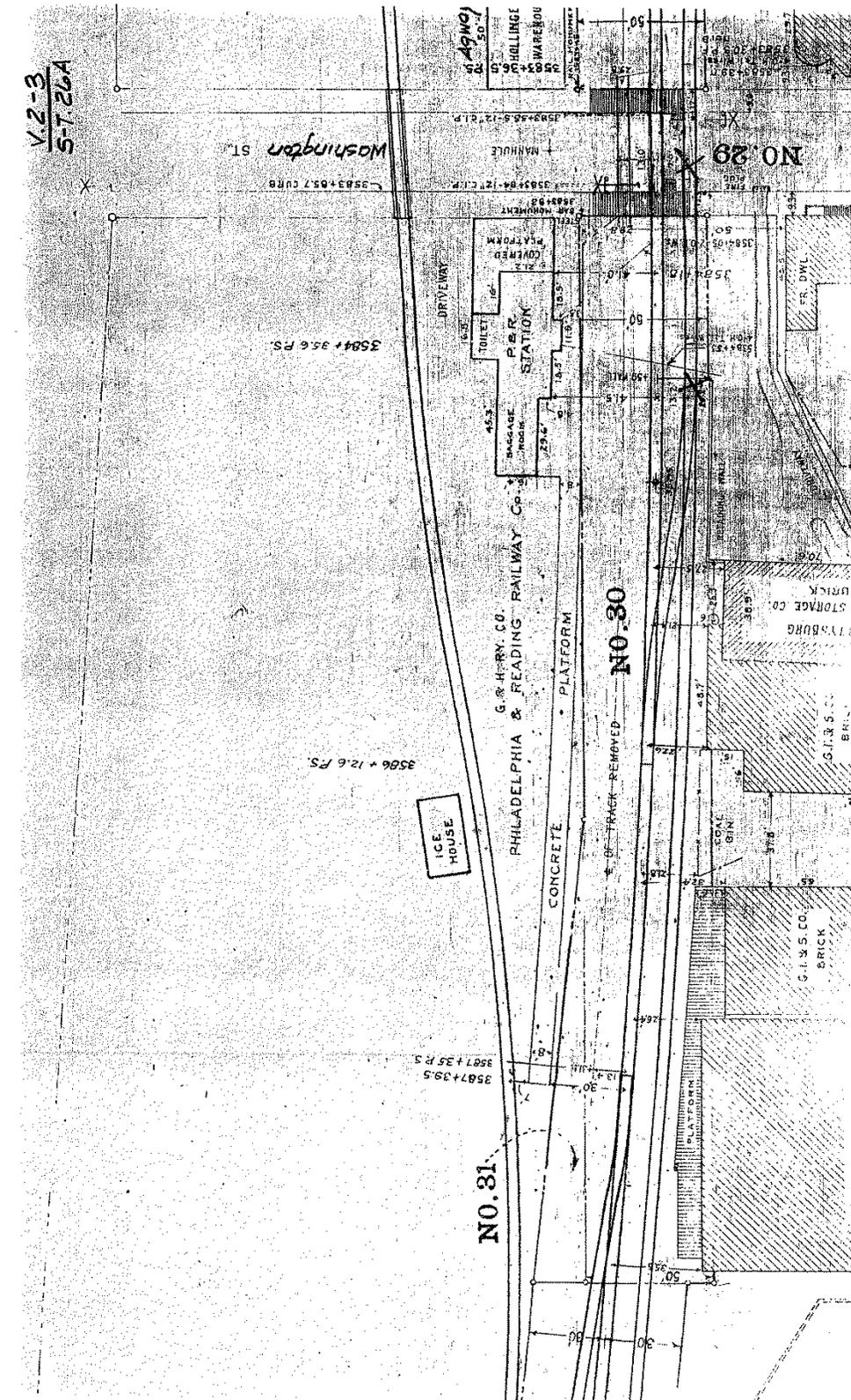
SUPPLEMENTARY SHEET NO. 47 32 A IN A SERIES OF 11 SHEETS OF WESTERN MARYLAND RAILWAY COMPANY FROM SURVEY STATION 357000 TO SURVEY STATION 358700

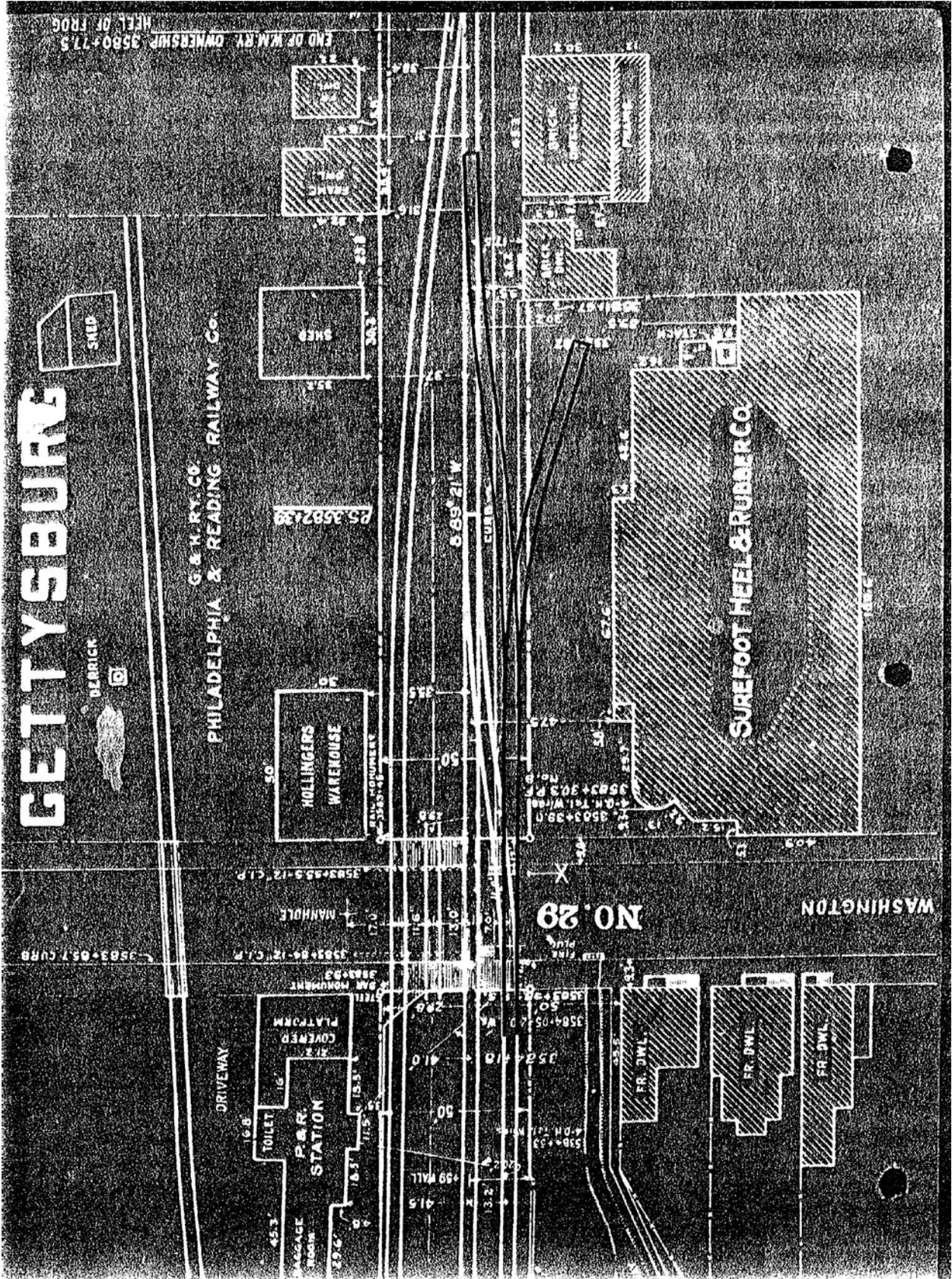
C. O. G. G. G.
VALUATION ENGINEER

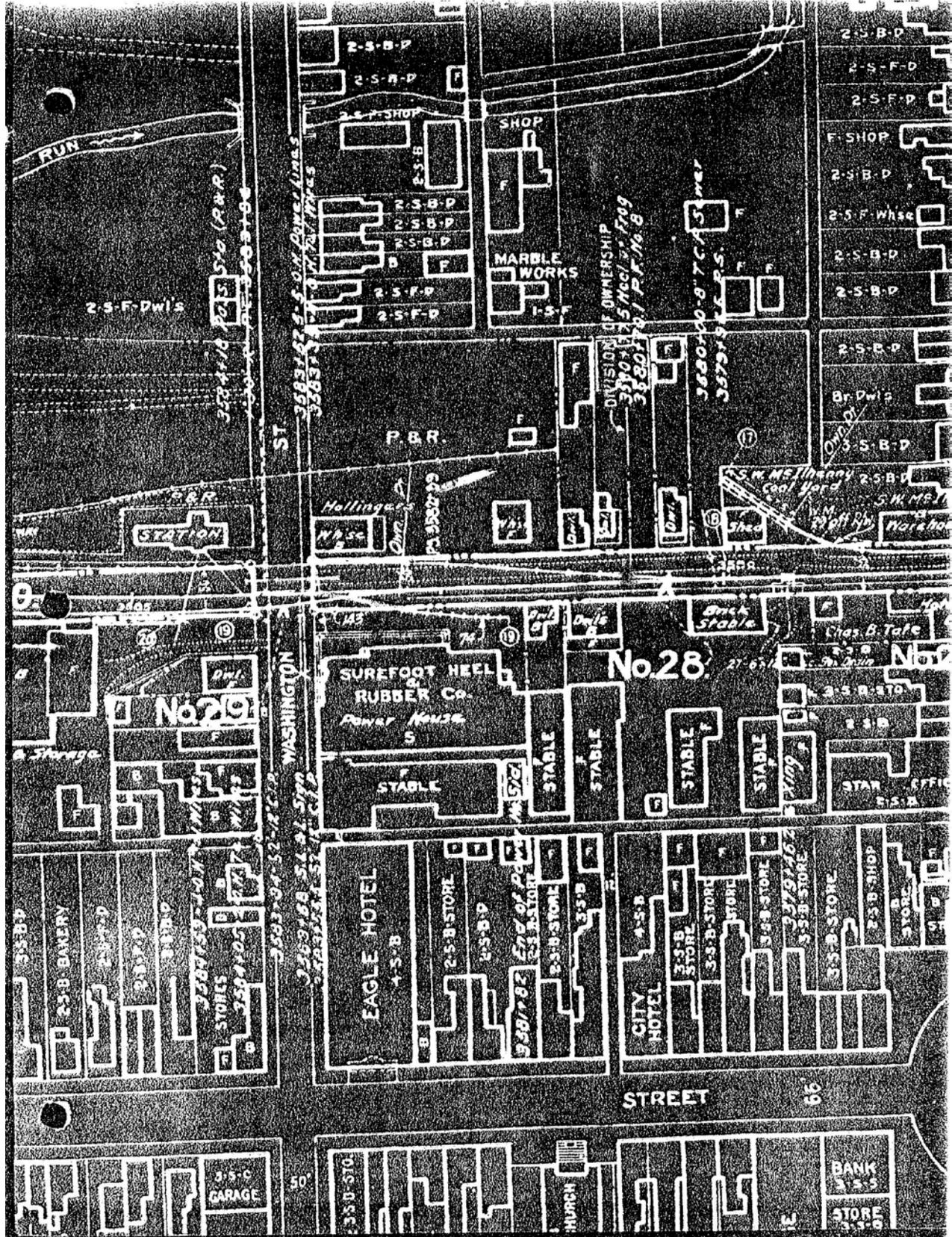
23 x 34 1/2
V2-3
5-7-26

June 30, 1919 Map:

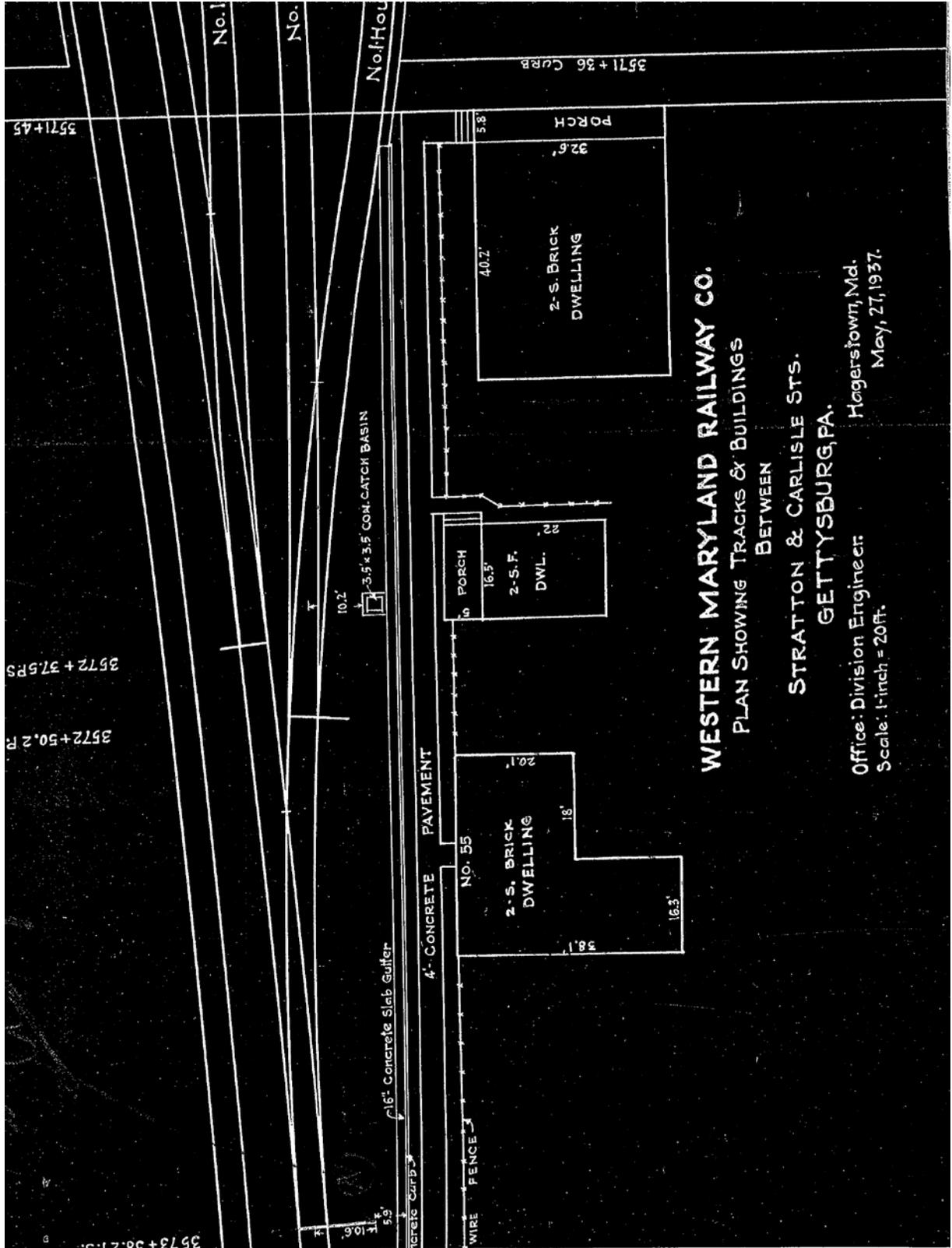
Section of Railroad from today's Franklin Street to North Washington Street.



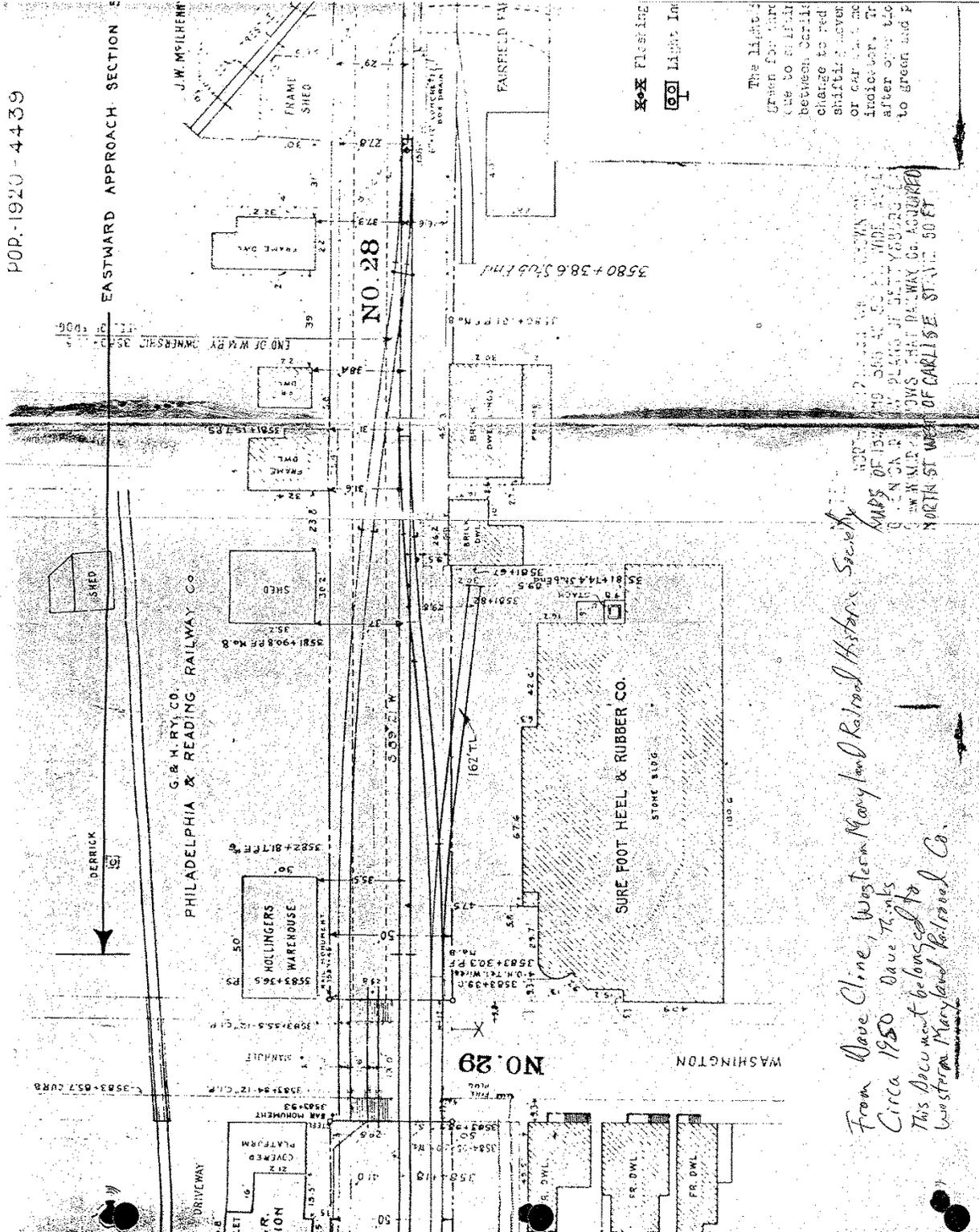




1937 Maps:



1950 Map with Right of Way:



POP. 1920 - 4439

EASTWARD APPROACH SECTION

G. & H. RY. CO. PHILADELPHIA & READING RAILWAY CO.

NO. 29

NO. 28

SURE FOOT HEEL & RUBBER CO. STONE BLDG.

HOLLINGERS WAREHOUSE

DERRICK

⊗ Floorings
⊞ Light In

The lights are Green for cars Green for cars the to shift between Carls change to red shift to green or car to the indicator. Tr after one to to Green and F

From Dave Cline, Western Maryland Railroad Historic Society
Circa 1950 Dave Tanks
This document belongs to Western Maryland Railroad Co.

APPENDIX G

TRAIL BENEFITS



Gettysburg Inner Loop

Below are excerpted statements from a study by the Rails-to-Trails Conservancy (RTC) regarding economic benefits of trails and greenways.

1. Trails and greenways can increase perceived quality of life in a community, and consequently attract new businesses.
2. Pittsburgh Mayor Tom Murphy, testifying at a Congressional hearing, credited trail construction for contributing significantly to a dramatic downtown revitalization.
3. The Great Allegheny Passage Economic Impact Study (Campos, 2009) attributed 2008 revenue of \$40,677,299 and it was projected that businesses distributed \$7,500,798 in wages.
4. In the months following the opening of the Mineral Belt Trail in Leadville, Colorado, the city reported a 19 percent increase in sales tax revenues.

Another RTC study titled “Trails and Economic Development” provides these statements.

1. Trails, according to a National Association of Homebuilders study cited by *The New York Times*, are the number one amenity potential homeowners cite when they are looking at moving into a new community.
2. In Minneapolis, the Midtown Greenway has spurred development of new housing and businesses to take advantage of the desirable location adjacent to the trail.
3. The evidence of the positive impact of green space on adjacent land values became “conventional wisdom” (Crompton 2001, p. 9) for park planners and was used to fuel the early park movement in communities around the country.
4. Lindsey et al (2003) found that proximity to a greenway generally has a statistically significant, positive effect on property values.
5. A 1993 survey of 38 businesses along the Cape Cod Rail Trail in Massachusetts found that 24 percent of the business owners cited the rail-trail as one reason they opened or acquired their business

It goes without saying that greenways reduce pollution and provide healthy environments for exercise, recreation and travel. Links to other studies which discuss the benefits of greenways and trails can be found on the HABPI website at <http://www.habpi.org/pages/links.php>.



Gettysburg Inner Loop

Health Benefits of Bicycling and Walking

From the Wellspan 2012 Adams County Community Health Needs Assessment:

- Chronic Disease rates are plaguing our community, much like other communities nation-wide
- 74% of Adams County residents are overweight or obese, a cause of diabetes and heart problems
- 44% reported having high cholesterol
- 40% reported having high blood pressure.
- 12% of respondents advised that they were diabetic
- 13% reported they had heart disease, a heart attack or stroke
- These chronic disease rates are likely attributable to root causes related to lifestyle and health behaviors
- Only 16% reported exercising 30 minutes or more on five days in the past week

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

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

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

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

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

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

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

-Dr. Kevin Mosser, President and CEO of Wellspan

-\$190 billion..... Annual American health bill caused by obesity (Rails to Trails Conservancy Fall 2013)

APPENDIX H

PENNDOT CORRESPONDENCE

Project: Gettysburg Inner Loop Master Plan

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

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

Location:

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

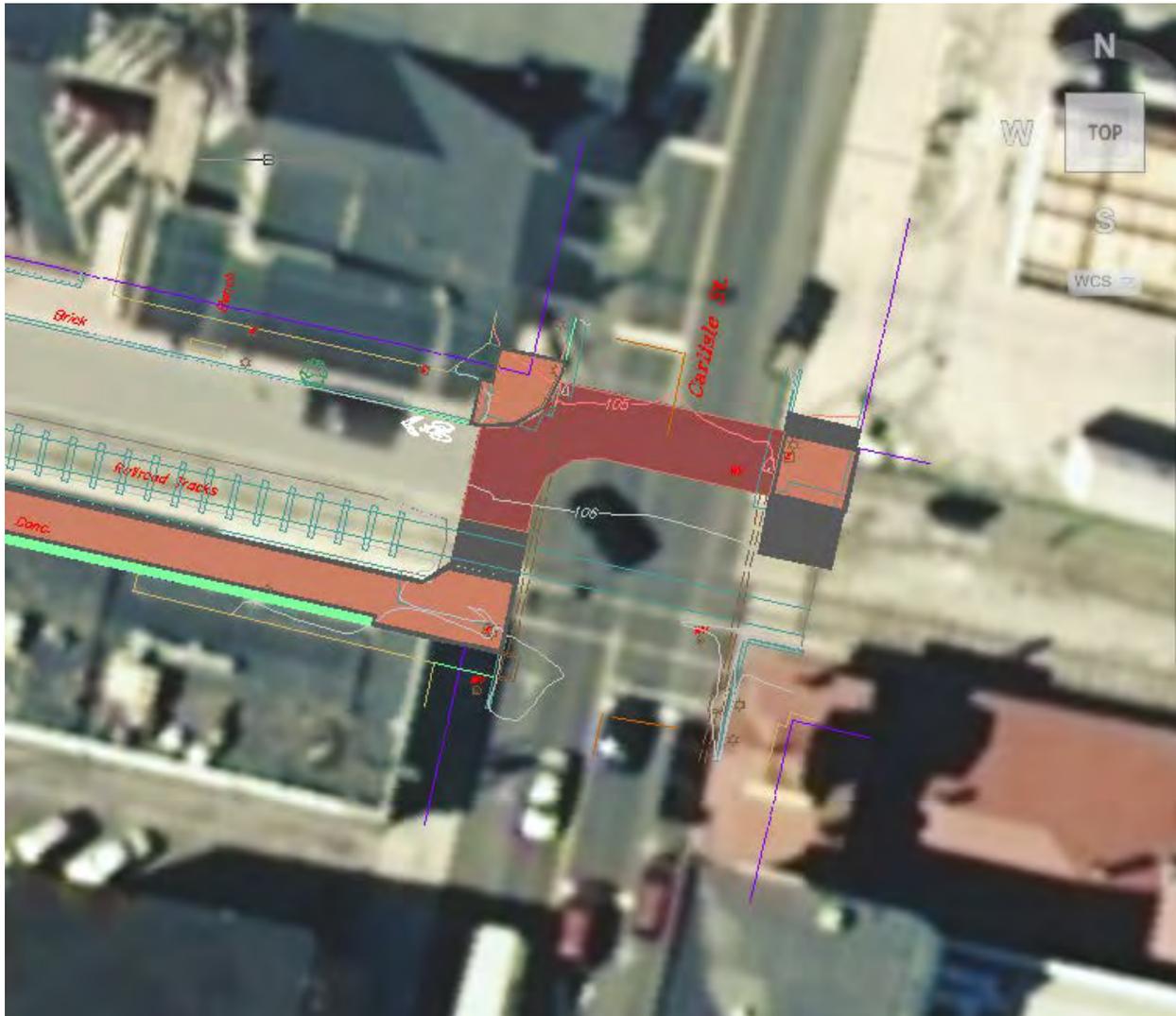
Attendees:

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

Preliminary Plan Meeting Discussion Points:

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

1.) Carlisle Street Improvements:



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

Traffic control requirements:

Permitting Requirements:

2.) Buford Avenue (Route 30) Improvements: (See 11x17)

- Trail expansion along Route 30, west bound lane- take total road width from 36' to 30', leaving existing east bound lane as 16' and reducing west bound lane from 20' to 14' keeping the center line the same.
- 10' stamped walk, warning lights, ADA ramps and signage in two locations at intersection of Race Horse Alley with Buford and Reynolds Street and Buford
- Modify/relocate/redesign existing storm sewer facility, inlet, etc. as feasible. Mapping of the existing system was studied and local property owners, who witness flooding during large storm events, were interviewed. From the cursory research that was done, it is anticipated that the existing system will need to be replaced. Generally speaking the existing interceptor that connects inlets at Reynolds Street to Steven's Run at the Buford Culvert would be abandoned and replaced with a new pipe that would be installed such that it would discharge at the Race Horse Alley Culvert. This new configuration should be designed to alleviate ponding in Race Horse Alley. It is important to note that no hydraulics and hydrology engineering has been done for this collection and conveyance system as part of this Master Plan. A significant amount of engineering will be necessary to properly size the system, obtain PennDOT permits, obtain DEP permits and coordinate with other underground utilities. An estimated cost for this system was added as a lump sum line item to the cost estimate however the cost may vary greatly depending on the final solution.
- The Borough would like improvements (in particular the transitions to the narrower lanes) to be completed such that PennDOT will not require the Borough to plow the snow through this section of Buford Avenue. A 1:12 transition where the trail starts and the westbound travel lane narrows is proposed. This should provide adequate transition allowing for PennDOT to maintain snow removal. A concrete rumble street and or slightly raised table top may be utilized at the entrance to Race Horse Alley within the transition zone. This will serve to provide visual and tactile means of alerting drivers of the transition and will calm traffic entering the multiuse alley.
- Crossing of existing access driveways including the United States Postal Service entrance/exit may require driveway and signage modification. To date, no correspondence with the USPS has been completed. The design should analyze where impervious connections to Route 30 can be reduced or a separation created between right of way and existing properties for the purpose of optimizing green space. Coordination with property owners will be required during design.
- Utility poles and signage may need to be relocated.

- Lighting should be installed as required based on analysis of existing conditions. Lighting shall be designed by a lighting designer and installed to provide light levels adequate for the intended use of the multi-use trail, as feasible using the Borough specified light fixture and with a preferred spacing of 50'-75' as typical for other recently completed street projects.
- Street trees and shrub landscaping should be added where feasible for maximization of green space. The vegetation will be located within the variable width 3' to 4' landscaping between the trail and Bufford Avenue west bound travel lane.
- A maintenance agreement may need to be enacted with PennDOT for the crosswalks.

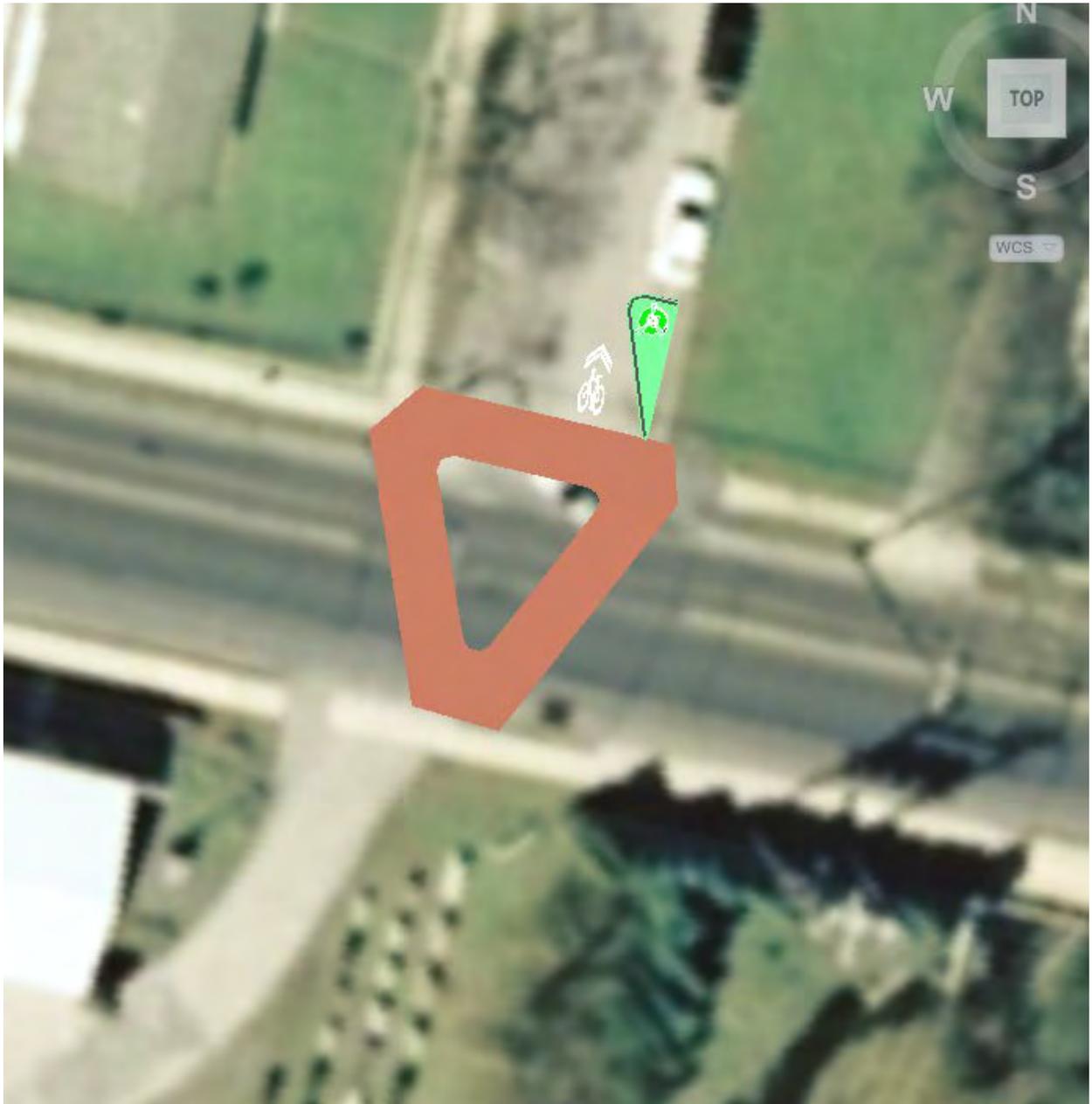
Traffic control requirements:

Permitting Requirements:





3.) West Middle Crossing:



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

Traffic control requirements:

Permitting Requirements:

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

Attendees:

Rickey Barnett (PennDOT - Traffic Control Specialist)

Rich Alandar (PennDOT - Assistant Permit Manager)

Edward Johnson (PennDOT - HOP Supervisor)

Aaron Jolin (C.S. Davidson, Inc. – Project Engineer)

General Talking Points:

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

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

Carlisle Street Crossing

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

Buford Ave

- PennDOT commented that storm drainage issues should be rectified with the proposed plan (prior to installing the trail and as proposed). Any drainage improvements will require a separate HOP submitted separately through EPS.

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

West Middle Street

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