

August 2008

Cumberland Valley Rail Trail

Newville to Carlisle Link
Preliminary Corridor Assessment



Submitted to
Cumberland County
Planning Department

Submitted by

RETTEWSM

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Introduction

This report provides a preliminary assessment and evaluation of the physical and environmental conditions of the approximately 8.25 mile segment of the former right-of-way of the historic Cumberland Valley Railroad, later the Pennsylvania Railroad, from Allen Road in North Middleton Township and continuing in a westerly direction through West Pennsboro Township and terminating at Centerville Road in Newville Borough. Please refer to the attached Location and Index Map. The purpose of the report is to document the general condition/suitability of the corridor for a potential rail trail. Except where noted, the evaluation was conducted by walking the entire length of the corridor during the “leaves off” season.

At one time, the railroad extended from the Borough of Carlisle through the Borough of Newville and the village of Oakville to its junction with the mainline in Shippensburg Borough. Following Conrail’s formal abandonment of the right-of-way, the portion of the corridor that is the subject of this report was conveyed, in part, to PPL Corporation. PPL subsequently conveyed 2 parcels to adjoining landowners. Ownership of 2 areas appears to have reverted to the original parent tracts.

A 10.75 mile section of the right-of-way, extending from Newville Borough to Shippensburg Borough, was conveyed to the Cumberland Valley Rails-to-Trails Council, Inc., for development of a rail trail. The Council has completed construction of a dual tread trail including a dedicated pedestrian/bicycle trail and a dedicated equestrian trail from Newville Borough to the Shippensburg Township Park. Formal trailheads, with parking and restroom facilities, were constructed at McFarland Street in Newville Borough and the Shippensburg Township Park.

For the purpose of this report, the corridor evaluation is described beginning at the west side of Allen Road and heading in a westerly direction to Centerville Road in Newville Borough. The proposed trail configuration would mirror the trail recently constructed by the Cumberland Valley Rails-To-Trails Council, Inc., by providing a dedicated pedestrian/bicycle trail tread ten (10) feet in width and a dedicated equestrian trail tread six (6) to eight (8) feet in width. Construction of this section of trail would provide an approximate 19 mile trail connecting the boroughs of Carlisle, Newville and Shippensburg and the village of Oakville.

Mapping of the corridor is provided via an overall Location and Index Map showing the general location of the corridor. Specific corridor width and ownership details, bypass and alternative trail locations and the locations of herein described and photo-documented features are provided on five separate maps of the corridor. Please refer to the Location and Index Map for the location(s) of the detailed maps

PPL uses and maintains the corridor as an overhead electrical transmission line corridor from the substation located along the east side of Centerville Road (SR0233) to Carlisle Borough. Use of the corridor as an overhead electrical transmission line corridor will impact, but not prohibit, the construction of a trail. The trail, if designed and constructed properly, can be a compatible use with the overhead electrical transmission line.

The report contains an evaluation and photo-documentation of the visible condition of the structures (culverts, underpasses, etc) along the corridor. The report does not include a structural evaluation or determination of adequacy for a potential trail or any other use.

The corridor is bisected by two (2) active streams. No potential stream or wetland impacts were observed at these crossings during our preliminary evaluation. If further detailed evaluations reveal the need to perform work in or along any jurisdictional water courses, the stream and wetland impacts may need to be reevaluated. The report does not include any delineation of any waters of the Commonwealth or the United States.

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The ownership information cited in this report is based on the PPL Plan & Profile dated January 4, 1990 and preliminary legal study completed by ARRO Engineering for Cumberland County in 2006. The preliminary study determined four (4) property owners appear to have a fee simple interest in the corridor. Trail design may identify the need for the acquisition of additional right-of-way or fee simple land to accommodate trail. A definitive field boundary determination of PPL property will need to be completed to prevent trail construction encroachment onto adjoining properties, identify any existing encroachments, and to determine the need to acquire additional land for construction.

Allen Road to McAllister Church Road (See Map 1)

Allen Road

The intersection of the rail bed with Allen Road marks the eastern limits of this evaluation as the rail line east of Allen Road remains active. The width of the area owned fee simple by PPL west of Allen Road to the Garrity property appears to vary between one hundred seventy-five (175) feet to two hundred fifty (250) feet. The portion of the rail bed from the western limits of the PPL property to McAllister Church Road is owned fee simple by Garrity. Garrity did not express an interest in participating in the development of a trail and the portion of the corridor owned by Garrity is not included in this evaluation.

It is our understanding that a property or properties south of, and adjoining the portion of the rail bed owned by Garrity, may be under consideration for future development. The properties in this area need to be monitored for opportunities to secure an area for an alternative trail corridor to allow the connection from the western limits of the PPL property to McAllister Church Road.

Allen Road to McAllister Church Road

The area immediately west of Allen Road adjoins a mobile home park. It appears several tenants of the park are using a portion of the rail bed. The PPL Plan & Profile dated January 4, 1990 indicates that some of the mobile homes appear to encroach upon the corridor. The rail bed enters Allen Road very close to the intersection of Allen Road and Newville Road (SR0641). Sight distance to the north, the grade of Allen Road and the lack of pedestrian facilities all need to be studied and adequately addressed.

The rail bed from the mobile home park to the Garrity property is used and criss-crossed by off-road vehicles. The rail bed is weedy and with some brush. No other limitations on the general condition/suitability of the corridor for a potential trail were observed from Allen Road to the eastern limits at the Garrity property.

Approximately five hundred (500) feet south of the rail bed's intersection with Allen Road, there is a second corridor (perhaps the former rail bed) that joins the rail bed evaluated under this report approximately one thousand (1000) feet east of Alexander Spring Run. A portion of this corridor is a "cut" situation with wooded banks and closed tree canopy. This area has a more "natural feel" than the rail bed next to the mobile home park and should be evaluated as a viable alternative location.

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Alexander Spring Run crosses the rail bed approximately two thousand (2000) feet west of Allen Road. Due to seasonal high water conditions, a close-up stream level observation was not possible. The entire arch structure is constructed from cut stone and appears sound and in good visual condition. Noting the above mentioned limitations, no evidence of undermining was observable. Vegetation is starting to encroach upon the structure and should be cleared/removed to prevent further penetration into the structure.



On rail bed looking east to Allen Road



Looking northeast from rail bed to Allen/Newville Roads



Mobile home park North of rail bed



Off-road vehicle damage



At Garrity property looking west



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McAllister Church Road to Springview Road (See Map 2)

McAllister Church Road

The width of the area owned fee simple by PPL west of McAllister Church Road appears to be approximately fifty (± 50) feet. PPL conveyed the north portion of the corridor on the west side of McAllister Church Road to the adjoining Rockwell property. Additional property and/or an easement may need to be acquired to access the corridor due to visible rock outcrops on the south portion of the corridor. The width of the area owned by PPL west of the Rockwell property appears to be approximately one hundred twenty five (± 125) feet.

The area east of this crossing is on property owned fee simple by Garrity. Garrity did not express an interest in participating in the development of a trail and the portion of the corridor owned by Garrity is not included in this evaluation.

The crossing at McAllister Church Road is at an approximately eighty-five (85) degree skew. The crossing at McAllister Church Road was formerly a railroad overpass. The bridge carrying the railroad over the road has been removed. The remaining road banks are approximately fifteen (15) feet high with considerable bedrock exposed in the road cut. PPL has constructed driveways to access the rail bed from both sides of the road.

Sight distance on the west side of the road appears to be adequate, however there is some bedrock to the south that could obstruct the required sight distance.

The slope of the driveway to the west varies from twelve (12) to fifteen (15) percent. A concrete structure is located to the immediate north of the driveway and is currently used as a platform for stacking firewood. This structure does not appear to be a part of PPL's property. It needs to be noted that the location of the concrete structure and the tower and guy wire on the immediate west side of the road could pose an obstruction for the grading required to meet ADA requirements. Due to the visible rock outcrops and the location of the tower and the guy wire, this crossing may, if access is granted by Garrity at some time in the future, be a good candidate for a pedestrian bridge.

McAllister Church Road to Greason Road

The grade of the rail bed approximately seventy five (75) feet west of McAllister Church Road is approximately ten (10) feet higher than the surrounding grade and there appears to be excess fill pushed to the north. It is possible that the remnants of the bridge may be buried in this area. Approximately three hundred (300) feet west of the road the area transitions to a single width trail with heavy brush, honeysuckle and small trees lining the rail bed.

There is a well used farm crossing located nearly mid-way between McAllister Church Road and Greason Road. The trail would need to be built to accommodate this crossing. Storm water culverts may be required to maintain the flow of storm water along this portion of the rail bed.

The PPL gate to control access from Greason Road is located approximately five hundred (500) feet east of Greason Road. From the gate west to Greason Road, the rail bed is well maintained in a lawn condition. Drainage will be critical in this area and the trail will need to be built up above existing grade to provide proper drainage. It appears that the width of the area owned fee simple by PPL narrows to approximately thirty-five (35) feet with an additional thirty-five (35) feet easement for a total corridor width of seventy (70) feet.

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No other limitations on the general condition/suitability of the corridor for a potential trail were observed from McAllister Church Road to Greason Road.



West side of McAllister Church Road
looking southwest



Sight distance looking north along west side of
McAllister Church Road



Sight Distance looking south along west side of
McAllister Church Road



Guy Wire/Firewood Platform



Looking west from McAllister Church Road



West of McAllister Church Road

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Farm crossing looking north



Farm crossing looking south



Approaching Greason Road from east

Greason Road

The width of the area owned fee simple by PPL west of Greason Road appears to be approximately thirty five (35) feet with an easement with an additional thirty five (35) feet for a total width of seventy (70) feet. Approximately eight hundred (800) feet west of Greason Road, the width of the area owned fee simple by PPL appears to widen to be approximately one hundred twenty-five (125) feet.

The crossing at Greason Road appears nearly perpendicular to the road. This is an “at grade” crossing. There are no driveways constructed to access this portion of the rail bed.

Sight distance is unobstructed on the east and west sides to both the north and the south.

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There is a 2 ½ plus story structure on the west side of Greason Road adjacent to the south side of the rail bed. It appears to be an old siding station that was converted to residential use, but it appears unoccupied.



East side of Greason Road looking north



East side of Greason Road looking south



Vacant Structure west side of Greason Road

Greason Road to Springview Road

The area west of Greason Road is mowed the width of the corridor. At the western edge of the first property west of Greason Road, brush is again present underneath the power lines.

The area from the end of the second farm west of Greason Road through to Springview Road has been severely compromised. A portion of the tree line along the north side of the rail bed was cleared and the stumps and debris were pushed onto the ballast area of rail bed. There have been many piles of field stone dumped under the power lines along the rail bed. Closer to Springview Road, there is an active, recently burned, farm dump on the rail bed. The farm dump will need to be cleared/closed in accordance with applicable DEP's solid waste management requirements.

There are several stone culvert headwalls visible on the north side of the rail bed. There is no evidence of culverts on the south side. The above mentioned field stone may have been pushed down over the south side of the rail bed and most likely buried and/or obscured them. The need for these culverts will need to be further evaluated and if necessary, they will need to be cleared/repared or replaced.

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The entire area from the end of the second farm west of Greason Road through to Springview Road is actively used to access the cropland along the corridor. Any future trail will need to accommodate the agricultural uses along the corridor. Storm water and sediment are being directed to the rail bed from the agricultural lands south of the rail bed. This will need to be addressed and redirected along the trail. Proper drainage of the trail will be important through this entire area. While the original rail bed has been severely compromised by the agricultural activities in this area, these impacts can be successfully addressed and/or mitigated during trail design. Additional construction costs will be incurred as a result of these activities.



Trees/debris west of Greason Road



Crossing south side of rail bed, west of Greason Road



Rock Piles



Stone Culvert (typical)



Debris/Drainage



Active Farm Dump

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Springview Road to Crossroad School Road (See Map 3)

Springview Road

PPL fee simple ownership of the corridor extends from the west of Springview Road approximately 200 feet to the Cornman property. The Cornmans own the remaining area of the corridor to Kerrsville Road fee simple. PPL has secured an easement, sixty (60) to eighty (80) feet in width, across the lands of Cornman. The Cornmans have expressed support for a trail but have stated that they are not interested in participating in a trail project at this time. A viable alternate route using local roads is available to bypass the Cornman property. The alternate route would require users to navigate south on Springview Road, west on Clay Road then north on Kerrsville Road to rejoin the corridor.

The crossing at Springview Road is at an approximately seventy-five (75) degree skew. The crossing at Springview Road was formerly a railroad overpass. The bridge carrying the railroad over the road has been removed. The remaining road banks are approximately twenty (20) feet high. PPL has constructed driveways to access the rail bed from both sides of the road. The driveway on the east side of the road is along the south side of the rail bed. The driveway on the west side of the road is along the north side of the rail bed.

Sight distance along the east side of the road looking south appears adequate. The sight distance to the north is blocked by the fill that was placed to build the railroad. There are no PPL towers in this immediate vicinity. Sight distance should be able to be obtained by removing a portion of the railroad fill. Sight distance along the west side of the road looking south is partially obstructed by brush and a small tree. With minor brush clearing, adequate sight distance should be able to be obtained. The sight distance to the north appears adequate although the impact of a dip in the cartway of Springview Road north of the rail bed will need to be further evaluated.



East side of Springview Road looking south



East side of Springview Road looking north



Existing driveway on the east side of Springview Road



Existing driveway on the west side of Springview Road

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West side of Springview Road, looking north,
note DIP in road



West side of Springview Road looking south

Springview Road to Kerrsville Road

The rail bed west of Springview Road is actively used to access the cropland along the corridor. There are at least two (2) field access points along the north side of the rail bed. A local farmer was observed using the corridor to haul manure to one of the adjoining fields. Any future trail will need to accommodate the agricultural uses along the corridor. The tower line is weedy but not brushy. In addition, an informal target/shooting range was observed on the Cornman property on the south side of the corridor.



Looking west from Springview Road

Stone/Concrete Arch Culvert

Approximately two hundred (200) feet west of Springview Road, Mount Rock Spring Creek passes under the rail bed through a concrete/stone arch culvert. The flow is from south to north. The north side is a concrete arch culvert with no evidence of spalling or undermining. The south side is a cut stone arch with a concrete cap. Minor deterioration of this concrete was observed but overall appears to be in good condition. The culvert appears to be cut stone for approximately half it's distance from south to north. The interior of the structure looks sound at the south side with no evidence of undermining of the wing walls or the abutments but this could not be verified. The stone work will require minor re-pointing. Vegetation is starting to encroach upon the structure and should be cleared/removed to prevent further penetration into the structure.

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North side of Stone/Concrete arch culvert



South side of Stone/Concrete arch culvert

The residents of the dwelling on the east side of Kerrsville Road and the north side of the rail bed appear to use the rail bed as part of their driveway. They have a U-shaped driveway with a second access to Kerrsville Road north of the rail bed. There also appears to be a seldom used crossing from the Cornman property on the south side of the rail bed to the dwelling located north of the rail bed.



Approach from the east side of Kerrsville Road,
note driveway



From Kerrsville Road looking east, note driveway

Kerrsville Road

The width of the area owned fee simple by PPL west of Kerrsville Road appears to be approximately forty (40) feet. In addition, PPL has acquired an easement, thirty five (35) feet in width for a total width of seventy-five (75) feet.

The crossing at Kerrsville Road is at an approximately eighty-five (85) degree skew. It appears that this crossing may have been five (5) to six (6) feet lower than the road. PPL has constructed driveways to access the rail bed from both sides of the road. These driveways can be regraded to meet ADA requirements.

Sight distance on the east side of Kerrsville Road is unobstructed to the north and somewhat limited by roadway

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geometry to the south. Sight distance on the west side of Kerrsville Road is partially obstructed to the north by the road bank and is somewhat limited by roadway geometry to the south. The available sight distance will need to be further evaluated during trail design to determine what, if any, measures will be required to provide adequate sight distance.



East side of Kerrsville Road looking south



East side of Kerrsville Road looking north

Kerrsville Road to Goodyear Road

Behind the first house located west of Kerrsville Road and on the south side of the rail bed, there is a low area of storm water drainage which will need to be accommodated by a future trail. Monuments were observed that indicate that the properties along the south side of the rail bed appear to own the southern half of the rail bed. PPL records and field observations indicate PPL to own the north half of the rail bed. The width of the portion of the rail bed owned by PPL, as measured from a concrete monument found in or near the center of the rail bed to the north crest of slope, is approximately twenty (20) feet. The width of the pedestrian and equestrian trail treads may need to be reduced to accommodate the first three (3) towers west of Kerrville Road, the guy wires and two (2) separate trail treads. An easement for additional width south of the tower line may be required in this area if full width trail treads are desired.

Goodyear Road

The width of the area owned fee simple by PPL west of Goodyear Road appears to be approximately forty (40) feet. In addition, PPL has acquired an easement, thirty five (35) feet in width for a total width of seventy-five (75) feet. PPL records and field observations indicate that PPL owns the north half of the rail bed.

The crossing at Goodyear Road appears nearly perpendicular to the road. It appears that this crossing may have been two (2) to three (3) feet lower than the road. PPL has constructed driveways to access the rail bed from both sides of the road. These driveways can be regraded to meet ADA requirements. Sight distance is unobstructed on the east and west sides to both the north and the south.

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Goodyear Road to Crossroad School Road

The second tower west of Goodyear Road is ten (10) feet plus or minus from the top of the bank on the north side of the rail bed. This tower's guy wire configuration (there are four (4) guy anchors) may require the width of the pedestrian and equestrian trail treads to be reduced to accommodate the tower and guy wires.



Goodyear Road looking north



Goodyear Road looking south



Looking west, west of Goodyear Road

Crossroad School Road to Mount Rock Road (See Map 4)

Crossroad School Road

The crossing at Crossroad School Road is at an approximately seventy (70) degree skew. This is an “at grade” crossing; there are no driveways constructed to access this portion of the rail bed.

Sight distance is currently unobstructed on the east and west sides to both the north and the south, however, if the field on the west side of the road is planted in a corn or similar height crop, it will obstruct the sight distance to the south. The geometry of the roadway will help to control the speed of the traffic heading in a northerly direction.

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Crossroad School Road to Green Hill Road

PPL does not appear to own the property through the Leid farm. PPL has secured an easement, seventy (70) feet in width, for the transmission line. The Leid's farm buildings are located directly to the north of the rail bed. The Leids have stated that they do not support the trail in the area of their farm buildings, but have indicated they would consider allowing a trail to be constructed along the perimeter of their property. The area along the southern boundary is approximately 4,500 feet in length, with a heavily wooded tree line and bisected by several wide and shallow drainage courses. The area along the northern boundary is approximately 2,300 feet in length, is generally open (few trees) and little to no cross-trail drainage. If the perimeter trail option is explored, a single tread trail (to minimize encroachment on to productive agricultural land) should be located along the Leid's northern boundary. The trail should extend from the rail bed in a northwesterly direction along the east side of Crossroad School Road. At the place of optimal sight distance, the trail should cross from the east to the west side of Crossroad School Road and continue in a northwesterly direction along the west side of Crossroad School Road to the Leid's northern boundary. At this location, the trail should then head in a southwest direction along the Leid's northern boundary to rejoin the rail bed at the Leid's western property boundary.



Crossroad School Road looking south



Crossroad School Road looking north



Crossroad School Road looking west to
Leid Farm

At the Leid's western boundary, it appears that PPL owns the corridor fee simple for a width of one hundred (100) feet and expands to one hundred twenty-five (125) feet at Green Hill Road.

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The area of the rail bed along the next farm west of the Leid farm has been disturbed and it is difficult to tell where the most recent rail line was located. It appears that the rail line was located in the woody and brushy area in line with the PPL towers, however the grading indicates that it could have also been on the south side in the thicker brushy area. A well used tractor path runs along the north side of the tower line. Any future trail will need to accommodate the agricultural uses along the corridor.



West side of the Leid Farm looking west

Green Hill Road

The width of the area owned fee simple by PPL west of Green Hill Road appears to be approximately one hundred twenty-five (125) feet.

The crossing at Green Hill Road is at an approximately seventy-five (75) degree skew. The crossing at Greenhill Road was formerly a railroad overpass. The bridge carrying the railroad over the road has been removed. The remaining road banks are approximately fifteen (15) feet high. PPL has constructed driveways to access the rail bed from both sides of the road. These driveways may be able to be regraded to meet ADA requirements.



East side of Green Hill Road



West side of Green Hill Road

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Green Hill Road to Mount Rock Road

The rail bed in the area immediately west of Green Hill Road is regularly mowed and maintained. A private target (shooting) range is located along the north side of the rail bed, west of Green Hill Road. There are bench rests, and at least three (3) target backstops. This will conflict with the use of the rail bed as a trail. The area west of the shooting range is maintained but not to the level of the area immediately west of Green Hill Road. The Wax farm, a county preserved farm, adjoins the north side of the trail, east of Mount Rock Road. The agricultural conservation easement will not allow granting any easement or right-of-way for a trail.



Looking west from the west side of Green Hill Road, note shooting range on right

Stone/Concrete Arch Culvert

Approximately three hundred and fifty (350) feet west of Green Hill Road, a large drainage area flows from south to north under the rail bed through a fourteen (14) foot by twelve (12) foot arch stone and concrete culvert. No active flow was observed during our evaluation. There is evidence of minor seepage throughout the structure and minor concrete spalling. There is a portion of the southeast wing wall where the concrete parget has deteriorated and exposed the original cut stone of the structure. The wingwalls on the north side of the culvert are much more stable with very minor spalling. Vegetation is starting to encroach upon the structure and should be cleared/removed to prevent further penetration into the structure. The hand railings are intact on both sides.



Stone/Concrete Arch Culvert looking west to Mount Rock Road



South side of Culvert west of Green Hill Road

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North side of Culvert west of Green Hill Road

There is what appears to be a detention facility/diversion channel located at the southwest corner of the culvert. It extends from the culvert west along the rail bed to Mount Rock Road.



Detention Facility/Diversion Channel east of Mount Rock Road

There is an approximately twenty four (24) inch by twenty four (24) inch stone and concrete box culvert just east of Mount Rock Road. The culvert is partially obstructed in the middle but is open all the way through. Flow appears to go from north to south and discharge into the diversion channel on the south side of the rail bed.



24" x 24" Stone/Concrete Culvert east of Mount Rock Road

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Mount Rock Road to Centerville Road (See Map 5)

Mount Rock Road

The width of the area owned fee simple by PPL west of Mount Rock Road appears to be approximately one hundred twenty-five (125) feet.

The crossing at Mount Rock Road is at an approximately sixty (60) degree skew. It appears that this crossing may have been an overpass. PPL has constructed driveways to access the rail bed from both sides of the road. These driveways may be able to be regraded to meet ADA requirements.

Along the east side of Mount Rock Road, sight distance to the north is unobstructed to a point north of the entrance to the Big Spring High School campus. Sight distance to the south is partially obstructed by the embankment of the rail bed. Minor grading should correct the sight distance deficiency.

Along the west side of Mount Rock Road, sight distance is clear and unobstructed in both directions. The Heberlig farm, a county preserved farm, adjoins the south side of the trail, east of Mount Rock Road. The agricultural conservation easement will not allow granting any easement or right-of-way for a trail.



East side of Mount Rock Road looking west



East side of Mount Rock Road looking south, note partial sight distance obstruction by embankment

Mount Rock Road to Centerville Road (SR 0233)

The rail bed in the area immediately west of Mount Rock Road is not regularly mowed or maintained. Unrestricted passage is limited to a narrow one lane track.



Looking west from Mount Rock Road

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Stone/Concrete Culvert

Approximately five hundred and fifty (550) feet west of Mount Rock Road, a large drainage area flows from south to north under the rail bed through a thirteen (13) by twelve (12) foot culvert at an approximately fifteen (15) or twenty (20) degree skew from the rail bed alignment. There is evidence of minor seepage throughout the structure and minor concrete spalling on the bottom of the deck with some rebar exposed at various places.

The wing walls are a combination of cut stone capped with concrete and concrete. The handrail on the north side of the culvert is damaged and will need to be repaired. There was one (1) sanitary sewer manhole found (by Stephanie Williams) in the approximate center of the north side of the culvert. Vegetation is starting to encroach upon the structure and should be cleared/removed to prevent further penetration into the structure.



South side of Stone/Concrete Culvert west of Mount Rock Road



North side of Stone/Concrete Culvert looking south

Centerville Road

The approaches at Centerville Road (SR 0233) are the result of the road overpass being removed and the area of the overpass filled to the grade of the highway. The fill for the highway is approximately fifteen (15) to eighteen (18) feet deep. There is also a twenty-four (24) inch concrete pipe that crosses under Centerville Road (SR0233) to conduct storm water from the east side to the west side. Additional fill will need to be placed on both sides of the highway to provide a crossing that meets ADA requirements.

Sight distance is unobstructed (excluding the existing guiderail) on the east and west sides of Centerville Road (SR0233) to both the north and the south.

The west-most tower on the PPL power line, adjacent to the substation on the south side of the rail bed, appears to be located more or less in the middle of the rail bed and could require a dual use trail to be split north and south of the tower.

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The area between the west-most tower on the PPL power line, adjacent to the substation on the south side of the rail bed and Centerville Road (SR0233) is overgrown and strewn with woody debris. There has been no maintenance of the area.

Interim Trail Head

The PPL substation property and/or the Masonic Temple property appear to be suitable for an interim trail head location until a formal trail link is completed from Centerville Road (SR0233) to the constructed portion of the trail west of Big Spring Road in Newville Borough.

PPL Substation

Access from the PPL substation property could be provided via an existing graded driveway at the north east corner of the property intersecting with the rail bed approximately two hundred (200) feet east of the last tower of the transmission line. Perpendicular parking for ten (10) to fifteen (15) cars could be provided along the north side of the substation access drive. Screening of the adjoining residential properties would be appropriate for this parking area.



Potential Parking Area at PPL substation access drive



Masonic Temple from rail bed

Masonic Temple

Access from the Masonic Temple property could be provided by using the existing parking area and providing a graded trail from the parking lot to the rail bed. Additional parking could be provided to the rear (east) of the existing parking area. Securing an easement from the Masonic Temple for an interim trail head area may be less problematic than the PPL substation property.

Interim Trail Link

If an interim trail head is not developed east of Centerville Road (SR0233), an interim trail route could be developed to connect the trail from the east to the west side of Centerville Road. The interim trail would leave the rail bed at or near the toe of slope on the east side of Centerville Road (SR0233) and ascend along the fill/cut interface to reach highway grade, cross to the west side of Centerville Road (SR0233) and descend to the rail bed on the west side of Centerville Road (SR0233) along the fill/cut interface then continue in a westerly direction along the existing informal trail to Big Spring Avenue in Newville Borough.

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Potential interim trail link, west side of Centerville Road (SR0233)



Potential interim trail link, west side of Centerville Road (SR0233) along fill/cut interface



From Centerville Road (SR0233) to Big Spring Avenue

Conclusion

Overall, there were no significant general conditions or unsuitable areas identified that would severely impact or restrict future trail construction. As was stated in this report, a definitive field boundary determination, locating, designing and constructing the trail while maintaining compatibility with the overhead electrical transmission line, constructing a trail in a suitable location to cross the Leid farm and mitigating the impacts from the adjoining agricultural operations while simultaneously accommodating the agricultural uses and providing a safe and enjoyable trail along the portions of the corridor with a strong agricultural presence will present the greatest design and construction challenges. Following is a summary, by segment, of our significant findings.

Allen Road to McAllister Church Road (See Map 1)

- There is an active rail line on the east side Allen Road
- The intersection with Allen Road needs further evaluation
- Mobile home park encroachments
- Evaluation of alternative connecting with Allen Road south of the existing corridor
- Evaluation of a bypass south of the Garrity property

McAllister Church Road to Springview Road (See Map 2)

- Evaluation of a bypass south of the Garrity property
- Additional rights of access (fee simple or easement) may need to be obtained from the Rockwell property on the west side McAllister Church Road
- There are areas of debris and stone dumped along the corridor between Greason and Springview Roads

Cumberland Valley Rail Trail

Newville to Carlisle Link

Preliminary Corridor Assessment



August 2008

- There is an active farm dump east of Springview Road
- The corridor is used for agricultural access in this area

Springview Road to Crossroad School Road (See Map 3)

- Evaluation of a bypass south of the Cornman property
- Verify adequate sight distance looking north on west side of Springview Road
- The corridor is used for agricultural access in this area
- Informal target/shooting range on the Cornman property
- Verify adequacy of sight distance at crossing of Kerrsville Road
- The width of PPL fee simple property west of Kerrsville Road may require the acquisition of additional lands (fee simple or easement) for trail construction
- A private target (shooting) range is located on the north side of the corridor west of Green Hill Road

Crossroad School Road to Mount Rock Road (See Map 4)

- Lack of access through the Leid property
- There are areas of debris and earth disturbance west of the Leid farm
- The corridor is used for agricultural access in this area

Mount Rock Road to Centerville Road (See Map 5)

- Additional research needs to be completed to determine the ownership, purpose and potential impacts, if any, of the sanitary manhole found at the stone/concrete culvert west of Mount Rock Road
- There may be a need for an interim trail head along the east side of Centerville Road