

Susquehanna River Trail Feasibility Study:

The City of Williamsport to
Jersey Shore Borough

Submitted To:



Lycoming County

Prepared By:



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I. Introduction

a. Report Objectives

Lycoming County hired Larson Design Group (LDG) to study the feasibility of developing a family-friendly trail that connects the City of Williamsport and the Borough of Jersey Shore. Ideally the trail would be multi-functional, and would be utilized for both transportation and recreational purposes. Such a trail would serve multiple users, including pedestrians, joggers, bicyclists and others. Connections to residential developments, schools, recreational areas, and any business districts would be essential to the function of this trail. Objectives are as follows:

- Determine the viability and constructability of a trail within a determined corridor.
- Identify various alternatives that take advantage of both the natural landscape and scenic features of the Susquehanna River and surrounding area as well as serves recreational and transportation functions.
- Recommend suitable future connections or trail heads at logical access points along the trail.
- Provide a preliminary construction cost estimate to assist the County in making an informed decision in choosing a corridor that meets both the needs and expectations of the trail users while maintaining an acceptable cost.

A project area location map is shown below. Additional figures, typical sections, and plan details are provided within the report.



b. Scope

This trail study is being performed through a contract with the Lycoming County Planning Commission. The goal of this contract is to provide assistance to the county in planning a pedestrian and bicycle project to meet its objectives of the Statewide Bicycle and Pedestrian Master Plan. This study will help move the trail initiative into the project development stage.

c. Partners

This trail study was initiated through the Lycoming County Planning Commission. Also having a cooperative involvement with the development of this study was: Jerry S. Walls, AICP, Professional Planner; The Our Town 2010 Places Committee, a special committee of the Williamsport Chamber of Commerce; SEDA-COG Joint Rail Authority.

II. Inventory and Analysis

a. Study Methodology

Alternatives for a corridor alignment were identified based on the recommendations of the Lycoming County Planning staff and consultants, aerial mapping / photography, and field views. The field views helped to identify geographical features, area property uses, environmental issues and other factors that will affect the construction of this project. Cultural and natural resource investigations were not involved in this study. Instead of determining a preferred alternative, an evaluation of several potential alternatives has been completed with the idea that a preferred alternative will be determined later in the design process based on the most appropriate trail facility, and a rational approach for construction based on funding, available right-of-way, and environmental considerations.

The alternatives for the corridor were broken up into a series of nodes and links. Individual cost estimates were developed for each link, which allows for a user-friendly way of estimating various alternatives with consideration given to phasing segments that can develop as stand-alone projects. A series of figures have been developed to help demonstrate the findings of this study. An alternative analysis matrix which summarizes the various segments is also included and is intended to be used as an analysis tool.

In accordance with AASHTO'S development of bicycle facilities guide, there are four types of bicycle facilities. The trail will utilize a combination of these based on the most appropriate facility for the area the trail is passing through. Descriptions of the various types of facilities are as follows:

- **Share the Road**
 - Utilizes an existing roadway or street designated by bicycle signs
 - Signage along this type facility makes the motorist aware of bicyclists in the area and helps to designate a preferred route through a high demand corridor
 - Facility needs to be well maintained by the responsible municipality

- **Bicycle Lane**
 - Separates the bicyclist from the motorist by designating a separate area creating adequate space on the roadway
 - Generally used in high demand areas where a distinct need can be served by their use
 - Bicycle safe drainage facilities, smooth roadway surfaces and traffic signals need to be bicycle user friendly with roadway maintenance being a top priority



- Shared Use Path
 - Independent trail facility on a separate alignment
 - Intended to serve the needs of both pedestrians and bicyclist
 - Usually constructed along rivers, historic canals, former or active right-of-ways, campuses, parks and other existing or planned recreational facilities.
 - Should encourage the users to operate according to the rules of the road.

- Rails-With-Trails
 - Specific type of shared use path
 - Located on or adjacent to an active or abandoned rail alignment
 - Fencing, concrete barrier or other divisor should be provided as a positive separation depending on the distance from the rails
 - Attractive option because it utilizes a corridor that is already in place
 - Transforms abandoned railroad corridors from a wasted space into a usable resource for the community
 - Railroad owners are sometimes hesitant to go into agreements for a rail-with-trail because it is seen as a safety liability. However, many rails-with-trails across the country can be used as case studies for demonstrating how these two entities can coexist safely.



Trail Bridges and Crossings

Crossings of roadways, waterways and other physical obstacles can present some of the most challenging and expensive portions of a trail project due to permitting, design and construction issues. Waterway crossings can present permitting issues depending on the classification of waters and the environmental footprint the proposed structure will create. The necessary permits required will depend on the number of Federal, State and Local agencies having jurisdiction in the area. These permits can vary from minor applications to in-depth hydraulic models requiring coordination with the Federal Emergency management Agency (FEMA) to determine flood plain impacts.

Typical methods proposed for trail project waterway crossings:

- Low flow pipe culverts
- Metal arch or Concrete box culverts
- Pre-fabricated structure
- Custom design structure



Low flow pipe culverts are a series of parallel pipes placed within the stream banks and covered with fill material to permit the stream to flow through. Although this type crossing utilizes a simple design being suitable for small creeks and streams it does not consider the blocking of the smaller pipe opening with debris. This type trail crossing will require greater maintenance.

Culverts constructed of either metal or concrete can be a more effective crossing because of their larger openings. Being more suitable for medium to larger waterways this type crossing permits most debris to flow through the culvert not blocking the opening therefore having better waterway maintenance. Prefabricated culverts are also available, which keep installation time and cost to a minimum.

Pre-fabricated structures are becoming the choice for many trails due to being more readily available and having a variety of different composition materials to select from to best blend with the site. These structures are suitable for small or very large spans where the waterway opening must be maintained. Although a foundation is required, this type crossing minimizes impacts to wetlands and other sensitive areas.

There could be special situations that may require a custom design structure usually constructed of steel or concrete beams with concrete deck. This type crossing is typical of very long spans and can be very expensive.

b. Corridor Analysis

Currently, it is virtually impossible for a bicyclist to navigate from the Pine Creek Trail in Jersey Shore to either the Bicycle PA Route J or Lycoming Creek Bikeway in Williamsport. Connecting these facilities with a trail would not only provide continuity to the regional trail system and the Greenway initiative, but it would also create access points and improve ridership for the trails. The limits of this study do not include the entire area of Jersey Shore that incorporates the Pine Creek Trail, but it does reach an area of Jersey Shore that may be easily connected to the Pine Creek Trail in the future (a detailed feasibility study of the Jersey Shore area was already completed by Simone Collins). Upon investigation of this corridor, the challenges involved in constructing a shared-use-path from Williamsport to Jersey Shore include:

- Topography
- Lack of Collector Roadways
- Right-of-Way

The existing terrain that lies north of SR 220 is very hilly. It would likely pose challenges to some trail users to navigate a route that follows this terrain. Slopes create a potentially unsafe situation and make the trail more arduous for the user and therefore may discourage people from using the trail. This constrains the potential trail limits to the area primarily between the Susquehanna River and SR 220, which in certain areas becomes narrow.

Collector roadways can be utilized by bike trails because they generally have shoulders that can be turned into bike lanes. In many cases, utilizing roadways also eliminates the costly need to acquire right-of-way. Although this corridor does not have collector roadways that parallel the river, SR 220 is a highway that does provide certain areas for the trail to utilize.

Right-of-way is perhaps the most important hurdle of all for any trail study. All routes that are not along the state road system will require acquisition of right-of-way. The flattest and most scenic trail locations would follow the shoreline of the Susquehanna River and the Lycoming Valley Railroad alignment. With the exception of pinch points such as structures and other obstacles, all trail facilities on this project that run parallel to the railroad would be entirely outside of the existing railroad right-of-way, thereby encroaching on private property.

A figure has been created to rate the ridability of each alternative (Tab 3). The ridability rating of a segment is based on three metrics: comfort, safety and atmosphere. Comfort is an evaluation of whether or not a family would feel comfortable riding on the trail. This metric considers grade, the type of trail facility, and potential bicycle/vehicle conflicts. Safety refers to how well the trail facility will follow the design guidelines set forth in AASHTO's *Guide for the Development of Bicycle Facilities*. A facility that provides more than the minimum requirements is safer than one that does not. Also taken into consideration is the fact that certain trail facilities are inherently safer than others based on their ability to separate the trail user from potential conflicts. A trail facility along a road may be considered safe but not be considered comfortable to ride on (i.e., a bike lane along a busy road may meet safety guidelines, but may not be considered comfortable for families to ride on). Atmosphere is the third metric, and it takes into consideration the quality of user experience and the scenic value of the trail. Specifically, this judges whether or not the aesthetics of a trail segment would attract people to it. All of these metrics are subjective. Future public input should be sought to determine more precise values for the comfort and atmosphere of each trail segment.

For the purpose of this study, this corridor will be divided into five segments and referred to as the Susquehanna River Trail between Williamsport and Jersey Shore.

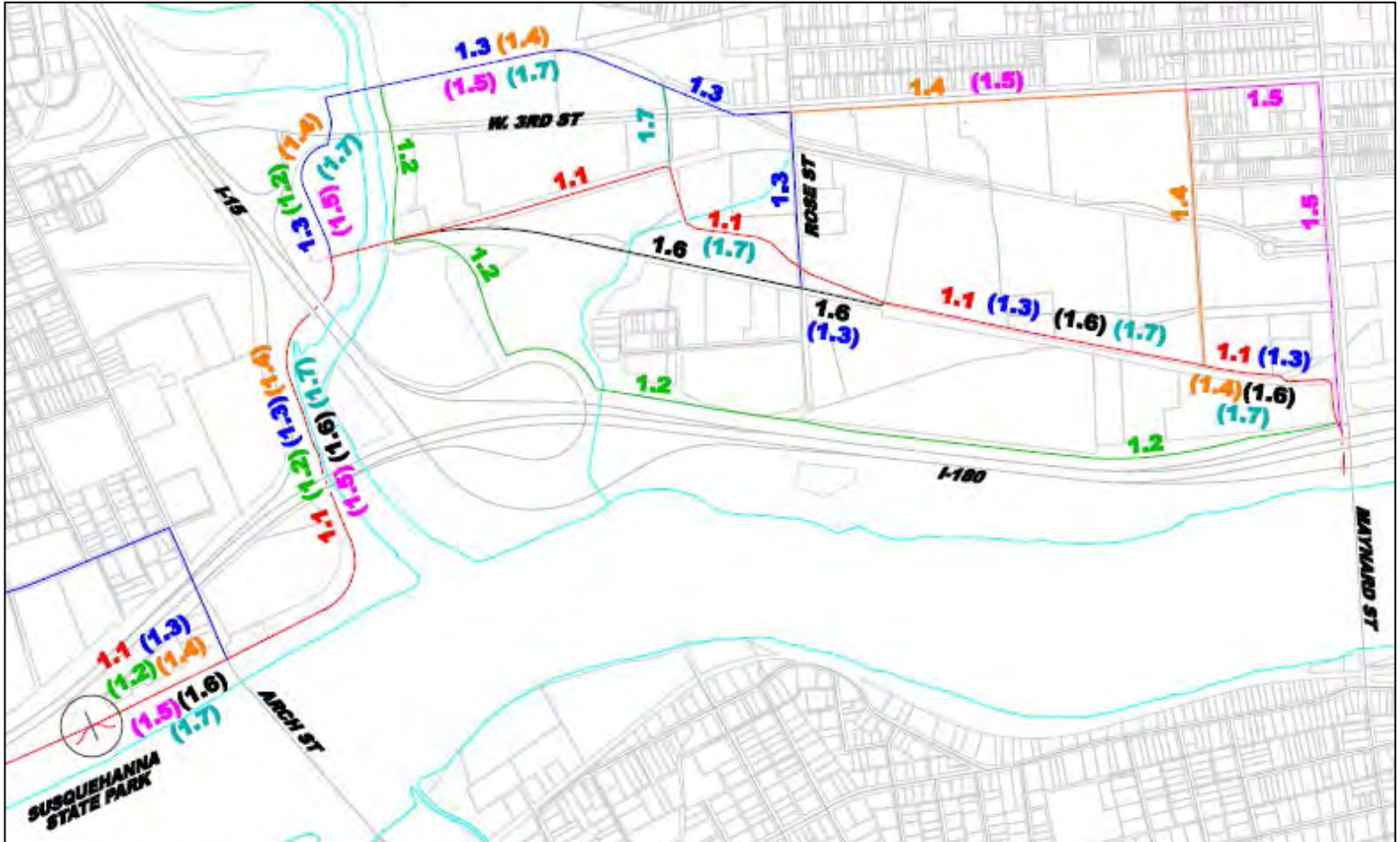
Susquehanna River Trail between Williamsport and Jersey Shore:

The primary focus of this corridor study is the analysis of various proposed alternative multi-use trail facilities that would connect the City of Williamsport to the Borough of Jersey Shore. Either combination of these alternatives could be the main trail corridor running parallel to the north shoreline of the West Branch of the Susquehanna River. This corridor would expand the opportunities of the general public to further enjoy the natural resources of the Susquehanna Valley. The trail will consist of various segments with varying trail construction types as outlined in this study. The study is divided into the following segments that were determined by the physical terrain features and probable entrance and exit facilities. Each of these segments has alternatives that can be used interchangeably with the other segments.

- SEGMENT I:
 - Maynard Street to Susquehanna State Park
- SEGMENT II:
 - Susquehanna State Park to Pennsylvania Fish & Boat Commission (PFBC) Linden Access
- SEGMENT III:
 - PFBC Linden Access to Woodward Township School
- SEGMENT IV:
 - Woodward Township School to Level Corners
- SEGMENT V:
 - Level Corners to Jersey Shore

Each segment in this report contains a location map that shows the various trail alternatives for the segment. Each alternative has an Alternate ID Number associated with it, which relates each description with the location map. Below each location map are the plan sheet numbers from Tab 6 which correspond to the segment. The Alternate ID Numbers shown in the report are also shown on the plan sheets. The Alternatives Analysis Matrix (Tab 2) associates the Alternate ID Number to the links that make up each alternative. These links correspond to the cost estimate in Tab 4, and are graphically displayed in the Bicycle Route Alternatives Location Map in Tab 3. The Bicycle Routes Alternatives Costs Map in Tab 3 utilizes the Alternate ID Numbers to visually display costs associated with each alternative.

SEGMENT I



(Tab 6 Plan Layout Sheets 15, 16, 20)

There are many ways in which a trail can navigate from the Maynard Street Bridge to Susquehanna State Park. Described below are several alternatives which accomplish this. However, various more alternatives could be created by connecting segments differently. Although not every possible alternative has been described in this report, the length and cost associated with every possible alternative can be created by adding up the individual links from the link estimates. Every Alternative will connect to the future Susquehanna River Walk at Maynard Street.

Maynard Street to Susquehanna State Park via Maynard Street, Railroad, Penn College, Brown Field and Levee:

(Alternate 1.1) The first segment of the Susquehanna River Trail will start in the City of Williamsport at the northern end of the Susquehanna River Walk trail near the northwest corner of the Maynard Street Bridge. The proposed trail will begin as a Shared Use Path facility with the use of appropriate signage, paved variable 10’ to 8’ in width, and will run under the west end of the I-180 bridges parallel to Maynard Street. The existing concrete barrier and slope wall under the I-180 structures will need to be reconstructed to facilitate the trail. Removal of the barrier, slope wall and providing positive separation between highway traffic and trail users will need to be coordinated with PennDOT. The trail will proceed along the west side of Maynard Street for approximately 0.1 miles (600’) to the north side of the Lycoming Valley



Railroad facility. The path will then assume a shared-use-path configuration, paved 10' in width, and proceed westerly between the railroad and Penn College Campus grounds for approximately 0.5 miles (2900') before veering away from the railroad and weaving through a brown field for approximately 0.7 miles (3585') and crossing over Lycoming Creek at the existing twin railroad bridge to the levee on the west side. An alternative to crossing through the brown field would be to continue along the railroad for another 0.6 miles (3190') to Lycoming Creek. Once at Lycoming Creek, the following solutions could be implemented in constructing a trail crossing:

- Independent Trail Bridge
- Cantilevered Structure attached to downstream side of existing railroad bridge.
- Existing Abandoned Railroad Structure on upstream side of active line bridge.

The trail will then proceed left onto the levee where it will become a Shared Use Path, 10' in width, and continue southerly approximately 0.8 miles (4240') along Lycoming Creek under the Route 15 and I-180 structures, crossing under the future Arch Street Bridge and terminating at Susquehanna State Park (see typical). Access to and from the park on the levee will be by special ramps constructed along the face of the levee embankment.

Benefits of this trail segment:

- Connectivity to downtown Williamsport, Penn College, Susquehanna State Park.
- Access to food with public restrooms, lodging, and points of interest for trail users.

The total length of this segment is Approximately 2.2 miles.

Maynard Street to Susquehanna State Park via Maynard Street, I-180 WB Slope and Levee:

(Alternate 1.2) This alternative of the Susquehanna River Trail will begin at the northern end of the Susquehanna River Walk trail at the northwest corner of the Maynard Street Bridge. Again, the proposed trail will begin as a Shared Use Path, paved 10' to 8' in width, and will run parallel to Maynard Street under the west end of the I-180 bridges a short distance of approximately 340' to the opposite side of the Maynard Street/I-180 on ramp. At this point the trail will continue as a Shared Use Path, 10' width, proceeding westerly along the I-180 WB slope for approximately 4860' until reaching the levee near the Route 15 NB ramps area. This will require a portion of limited access right-of-way along I-180 to be changed to regular right-of-way to prevent the trail from encroaching onto limited access right-of-way. The trail will then follow the top of the levee for approximately 2150' crossing over Lycoming Creek, at the existing twin railroad bridge, to the levee on the west side. The trail will then proceed left onto the levee, continuing southerly approximately 4240' along Lycoming Creek, passing under the Route 15 / I-180 structures and crossing under the north end of the Arch Street Bridge terminating at Susquehanna State Park. Two railroad crossings are anticipated in this alternative.



Benefits of this trail segment:

- Connectivity to downtown Williamsport, Susquehanna State Park.

Drawbacks of this trail segment:

- User experience would be subjected to loud noises of traffic and be less scenic as it passes along unsightly industrial areas.

The total length of this segment is Approximately 2.6 miles.

Maynard Street to Susquehanna State Park via Maynard Street, Railroad, Rose Street, Abandoned Railroad and Levee:

(Alternate 1.3) This alternative will again start at the north end of the Susquehanna River Walk trail near the northwest corner of the Maynard Street Bridge. The proposed trail will begin as a Shared Use Path facility, paved variable 10' to 8' in width, and will run under the west end of the I-180 bridges parallel to Maynard Street. The trail will proceed along the west side of Maynard Street for approximately 0.1 miles (600') to the north side of the Lycoming Valley Railroad facility. The path will then assume a shared-use-path configuration, paved 10' in width, and proceed westerly between the railroad and Penn College Campus grounds for approximately 3450' to the south end of Rose Street. The trail will then assume a Share The Road configuration proceeding north on Rose Street a distance of approximately 1150' to West 3rd Street where it continues west another 360' where an abandoned railroad grade exists. At this point the trail will cross West Third Street, continuing northwesterly on the old railroad grade as a paved Rails-With-Trails facility a distance of approximately 2700' before crossing Lycoming Creek on the abandoned railroad truss bridge to the levee on the west side.



Proposed Trail Location under I-180

Benefits of this trail segment:

- Connectivity to downtown Williamsport, Penn College, residential neighborhoods, and Susquehanna State Park.
- Access to food with public restrooms, lodging, and points of interest for trail users.

The total length of this segment is Approximately 2.6 miles.

Maynard Street to Susquehanna State Park via College Avenue, West Third Street, Abandoned Railroad, and Levee:

(Alternate 1.4) This alternative follows a similar route to the previous alternative (1.1). The difference between the two occurs on the Lycoming Valley Railroad facility. The trail will follow the railroad as previously described for approximately 800' until it reaches College Avenue. The trail will then follow College Avenue as a shared roadway facility through the Penn College campus for approximately 1800' and reach Third Street. Once on Third Street, the trail will continue west for approximately 2900' before crossing Third Street and continuing along the old railroad grade as previously described.



Proposed Trail Location at Levee in Susquehanna State Park

Benefits of this trail segment:

- Connectivity to downtown Williamsport, Penn College, residential neighborhoods, and Susquehanna State Park.
- Access to food with public restrooms, lodging, and points of interest for trail users.

The total length of this segment is Approximately 2.7 miles.

Maynard Street to Susquehanna State Park via Maynard Street, West Third Street, Abandoned Railroad and Levee:

(Alternate 1.5) In this alternative, the trail will stay on Maynard Street for approximately 2550' and reach Third Street. Once on Third Street, the trail will proceed west for approximately 3770' before crossing over and continuing along the old railroad grade as previously described. While on Maynard Street and Third Street the trail may either take on a bike lane configuration or a shared-use-path. Creating bike lanes on these roads would require adjusting the existing lane widths and restriping. Converting the existing sidewalks to a shared-use-path would require widening the sidewalks to an appropriate width. Further investigation would be required during final design to determine the most appropriate option for this area.

Benefits of this trail segment:

- Connectivity to downtown Williamsport, Penn College, residential neighborhoods, and Susquehanna State Park.
- Access to food with public restrooms, lodging, and points of interest for trail users.

The total length of this segment is Approximately 2.8 miles.

Maynard Street to Susquehanna State Park via Maynard Street, Railroad and Levee:

(Alternate 1.6) In this alternative, the trail will travel on Maynard Street and then the railroad as previously described *(1.1)*. However, in this alternative the trail will continue along the railroad for approximately 1.2 miles (6,100') to Lycoming Creek. The trail then crosses over Lycoming Creek and continues along the levee to Susquehanna State Park as previously described.

Benefits of this trail segment:

- Connectivity to downtown Williamsport, Penn College, residential neighborhoods, and Susquehanna State Park.
- Access to food with public restrooms, lodging, and points of interest for trail users.

The total length of this segment is Approximately 2.0 miles.

Maynard Street to Susquehanna State Park via Maynard Street, Railroad, Brown Field, Abandoned Railroad, and Levee:

(Alternate 1.7) In this alternative, the trail will travel on Maynard Street and then the railroad as previously described *(1.1)*. Once on the railroad, the trail will continue to the brown field and weave through the brown field until reaching West Third Street. The trail then crosses West Third Street and continues along the old railroad grade and then the levee as previously described.

Benefits of this trail segment:

- Connectivity between downtown Williamsport and Susquehanna State Park.
- Access to public restrooms at Susquehanna State Park.

The total length of this segment is Approximately 2.4 miles.

SEGMENT II



(Tab 6 Plan Layout Sheets 12, 13, 14, 15)

Susquehanna State Park to PFBC Linden Access Via Levee, South Reach Road, and Antlers Lane:

(Alternate 2.1) The second segment of this facility will continue as a Shared Use Path configuration, paved 10' in width, beginning at the Susquehanna State Park area and proceeding westerly approximately 0.8 miles (4000') on the levee to the Industrial Park Interchange area where it will intercept South Reach Road. From this point the trail will become a Share the Road facility and continue along South Reach Road to a point at the base of the north side of the levee a distance of approximately 0.9 miles (4968'). The trail will continue over the levee, maintaining a Share the Road configuration and proceed upriver on a private gravel roadway approximately 0.6 miles (3020') to a break where Daugherty Run crosses. There is no trail crossing over Daugherty Run.

The following solutions could be implemented in constructing a trail crossing over Daugherty Run:

- Independent Trail Bridge (see typical).
- Large pipe

The trail will then continue upriver from Daugherty Run crossing an additional 0.5 miles (2580') on the private gravel road as a Share the Road facility to a point where the roadway becomes paved at Antlers Lane. There is a 36" corrugated metal pipe within this gravel portion that will need replaced. From this point the trail will continue to assume a Share the Road configuration on a paved surface. The trail will continue upriver on Antlers Lane for approximately 0.5 miles (2488') where it will end at the PFBC Linden Access.



Proposed Trail Location at South Reach Road



Proposed Trail Location at South Reach Road



Proposed Trail Location at Daugherty Run

Benefits of this trail segment:

- Connectivity between Susquehanna State Park and PFBC Linden Access.
- Access to public restrooms at Susquehanna State Park and port-a-pots at PFBC Linden Access.
- Scenic river corridor with low volume traffic will enhance trail user experience.

The total length of this segment is approximately 3.2 miles.

Susquehanna State Park to PFBC Linden Access via Levee, Arch Street, Reach Road, Factory Drive, SR 220 SB Slope, Railroad, and Antlers Lane:

(Alternate 2.2) This alternative connects to the first segment at Arch Street and continues northerly along Arch Street as a shared roadway facility for approximately 930' to Reach Road. The trail will proceed along Reach Road for approximately 1.7 mi (8950') and then continue along Factory Drive until reaching the slope of SR 220 SB. Once on the slope of SR 220 SB, the trail will transition to a 10'-wide paved shared use path and travel westerly for approximately 1.4 miles (7200') before utilizing the railroad facility to cross under SR 220. The trail will then proceed along Antlers Lane for approximately 900' to the PFBC Linden Access.



Proposed Trail Location at South Reach Road & Levee

Benefits of this trail segment:

- Connectivity to Reach Road Industrial Park with a non-motorized trail.
- Access to Newberry neighborhoods, will pass within one block of ball fields on Arch Street.
- Access to public restrooms at Susquehanna State Park and port-a-pots at PFBC Linden Access.

Drawbacks of this trail segment:

- User experience would be subjected to traffic and be less scenic as it passes along industrial areas.

The total length of this segment is approximately 3.7 miles.

Susquehanna State Park to PFBC Linden Access via Levee, SR 220 NB Slope, Railroad, and Antlers Lane:

(Alternate 2.3) This alternative will begin as a Shared Use Path configuration, paved 10' in width, beginning at the Susquehanna State Park area and proceeding westerly approximately 0.8 miles (4000') on the levee to the Industrial Park Interchange area where it will intercept South Reach Road. From this point the trail will travel in a grassy area between South Reach Road and the tree line for approximately 1 mile and then cross over South Reach Rd and continue for approximately 425' to the slope of SR 220 NB. At this point, the trail will follow westerly along the slope of SR 220 for approximately 1.2 miles (6520') before proceeding along the railroad facility and Antlers Lane to the PFBC Boat Launch.



Proposed Trail Location Near PFBC Linden Access Area

Benefits of this trail segment:

- Connectivity between Susquehanna State Park and PFBC Linden Access.
- Access to public restrooms at Susquehanna State Park and port-a-pots at PFBC Linden Access.
- Scenic river corridor with low volume traffic will enhance trail user experience.

The total length of this segment is approximately 3.3 miles.



An additional connection (2.4) can be made by following an existing stream through farm fields, which would connect alternatives 2.1 and 2.3. Utilizing this 670' connection would allow the trail to alter its route and use portions of each alternative should an obstacle prevent the use of an entire route.

SEGMENT III



(Tab 6 Plan Layout Sheets 10, 11, 12)

PFBC Linden Access to Woodward Township School via Antlers Lane and Railroad:

(Alternate 3.1) The third segment of the trail will begin as a Share the Road facility proceeding northerly for approximately 0.2 mile (1200') to the near side of the Lycoming Valley Railroad facility. The trail will then take on a Rails-With-Trails configuration, limestone siftings 10' in width, turning left and continuing westerly along the south side of the railroad. The trail will follow the railroad alignment for approximately 2.2 miles (11,712') and terminate near the Woodward Township School. A minimum of two cross pipes and a crossing over Quenshukeny Run will need to be installed within this portion of the trail.

The following solutions could be implemented in constructing a trail crossing over Quenshukeny Run:

- Independent Trail Bridge (see typical)
- Extend the existing Stone Arch Culvert
- Shared Railroad structure



Proposed Trail Location along Railroad

Future access to and from the trail in this area could be accomplished by doing the following:

- Construct an access entrance across the tracks and along the hillside via ramps and switchbacks to the Woodward Township School property.



Proposed Trail Location along Railroad

Benefits of this trail segment:

- Connectivity between PFBC Linden Access and Woodward Township School.
- Access to port-a-pots at PFBC Linden Access.
- Scenic river corridor with low volume traffic will enhance trail user experience.

Drawbacks of this trail segment:

- Trail is on opposite side of tracks from residential area of Linden.

The total length of this trail segment is approximately 2.4 miles.

PFBC Linden Access to Woodward Township School via Antlers Lane, Lower Water Street and Toe of Railroad Slope:

(Alternate 3.2) This alternative will begin as a Share the Road facility proceeding northerly for approximately 0.2 mile (940') to Lower Water Street. The trail will then proceed west on Lower Water Street as a shared-use-path for approximately 1 mile (5130') until it reaches the toe of slope for the railroad facility. At this point, the trail will continue westerly along the toe of slope as previously described for approximately 1.3 miles (7125') to the Woodward Township School.



Existing Stone Arch Culvert over Quenshukeny Run

Benefits of this trail segment:

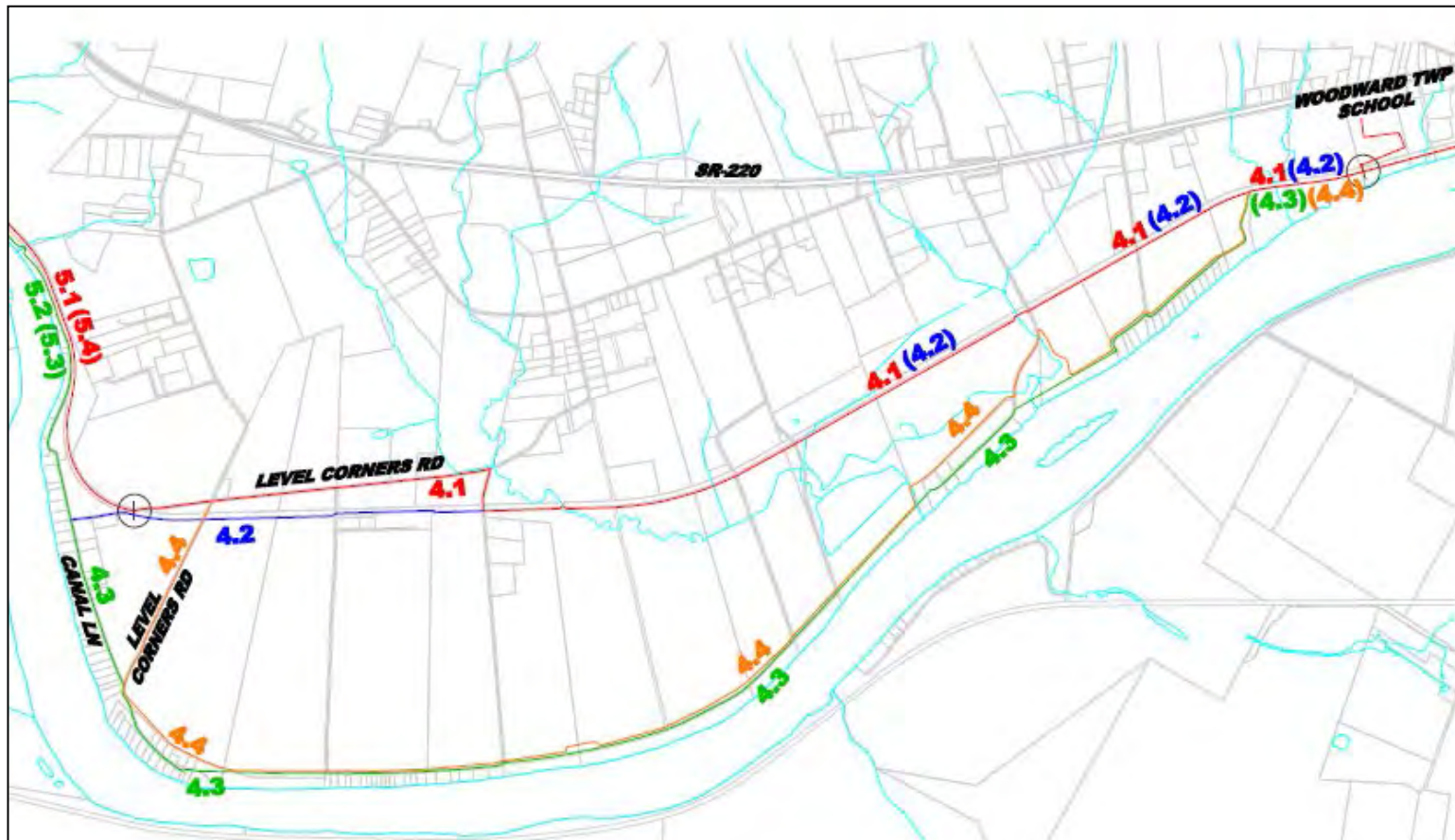
- Connectivity between PFBC Linden Access and Woodward Township School.
- Access to port-a-pots at PFBC Linden Access.
- Scenic river corridor with low volume traffic will enhance trail user experience.

Drawbacks of this trail segment:

- Trail is on opposite side of tracks from residential area of Linden.

The total length of this trail segment is approximately 2.5 miles.

SEGMENT IV



(Tab 6 Plan Layout Sheets 6, 7, 8, 9, 10)

Woodward Township School to Level Corners via Railroad, Windswept Drive, Level Corners Road and Schoolhouse Road:

(Alternate 4.1) The fourth segment will maintain a Rails-With-Trails configuration, limestone siftings 10' in width, and continue westerly along the south side of the railroad corridor for a distance of approximately 2.3 miles (12,120') where it intersects a private right-of-way. A minimum of one cross pipe and a crossing over Pine Run will need installed within this portion of the trail.

The following solutions could be implemented in constructing a trail crossing over Pine Run:

- Independent Trail Bridge (see typical)
- Extend the existing Stone Arch Culvert
- Shared Railroad structure

The trail will now assume a signed Share the Road configuration turning right and proceeding northerly within the right-of-way a distance of approximately 0.1 mile (480') to its intersection with Level Corners Road. Maintaining the Share the Road configuration the trail will turn left and continue westerly on Level Corners Road and Schoolhouse Road a distance of 0.8 miles (4320') to where it intersects the north side of the Lycoming Valley Railroad facility at Level Corners. Future access to and from the trail in this area could be accomplished by doing the following:

- Construct an access area in association with a parking facility

Benefits of this trail segment:

- Connectivity between Woodward Township School and Level Corners.
- Scenic trail corridor with minimal traffic conflicts.

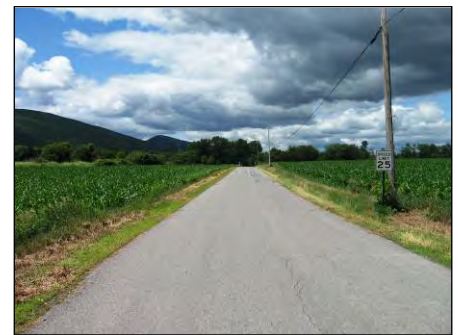
Drawbacks of this trail segment:

- Trail needs connector routes to tie into residential developments.

The total length of this segment is approximately 3.4 miles.

Woodward Township School to Level Corners via Railroad Slope and Schoolhouse Road:

(Alternate 4.2) This alternative begins along the railroad toe of slope as described in the previous alternative. However, instead of veering from this alignment, the trail will continue along the railroad for an additional 0.8 miles (4380') past Windswept Drive to the railroad crossing with Schoolhouse Road. This point will serve as the termination point for this segment.



Proposed Trail Location
along Level Corners Road

Benefits of this trail segment:

- Connectivity between Woodward Township School and Level Corners.
- Scenic trail along river corridor with minimal traffic conflicts.

Drawbacks of this trail segment:

- Distance from residential areas.
- Trail needs connector routes to tie into residential developments.

The total length of this segment is approximately 3.3 miles.

Woodward Township School to Level Corners via Railroad Slope, Water Street, Browns Lane, Windswept Drive and Schoolhouse Road:

(Alternate 4.3) This alternative runs along the railroad toe of slope as described in the previous alternative for approximately 0.4 miles (1960'). The trail will then continue along Water Street as a shared-use-path for approximately 0.6 miles (3375') and then cut through a wooded area for approximately 800' to Browns Lane. The trail will follow Browns Lane for approximately 1660' and cross over a small stream and continue along Windswept Drive and Canal Lane for approximately 2.5 miles (13370') to Schoolhouse Road. The trail will then travel northeasterly along Schoolhouse Road for 750' to the termination point for this section.

Benefits of this trail segment:

- Connectivity between Woodward Township School and Level Corners.
- Scenic trail corridor with minimal traffic conflicts.

Drawbacks of this trail segment:

- Trail needs connector routes to tie into residential developments.

The total length of this segment is approximately 4.0 miles.

Woodward Township School to Level Corners via Railroad slope, Along Field Edges, Canal Lane and Schoolhouse Road:

(Alternate 4.4) This alternative runs along the railroad toe of slope as described in the previous alternative for approximately 0.4 miles (1960'). The trail will then continue along the field edges parallel to Water Street for approximately 0.6 miles (3375') and then follow the tree line in a northwesterly direction for approximately 660' to Browns Lane. The trail will follow Browns Lane for approximately 850' and then cut through an existing farm field and continue along the edges of farm fields for approximately 2.5 miles (13000') to Level Corners Road. At this point, the trail will proceed approximately 0.5 miles (2550') along Level Corners Road to Schoolhouse Road. The trail will then travel southwesterly along Schoolhouse Road for 900' to the termination point for this section.

Benefits of this trail segment:

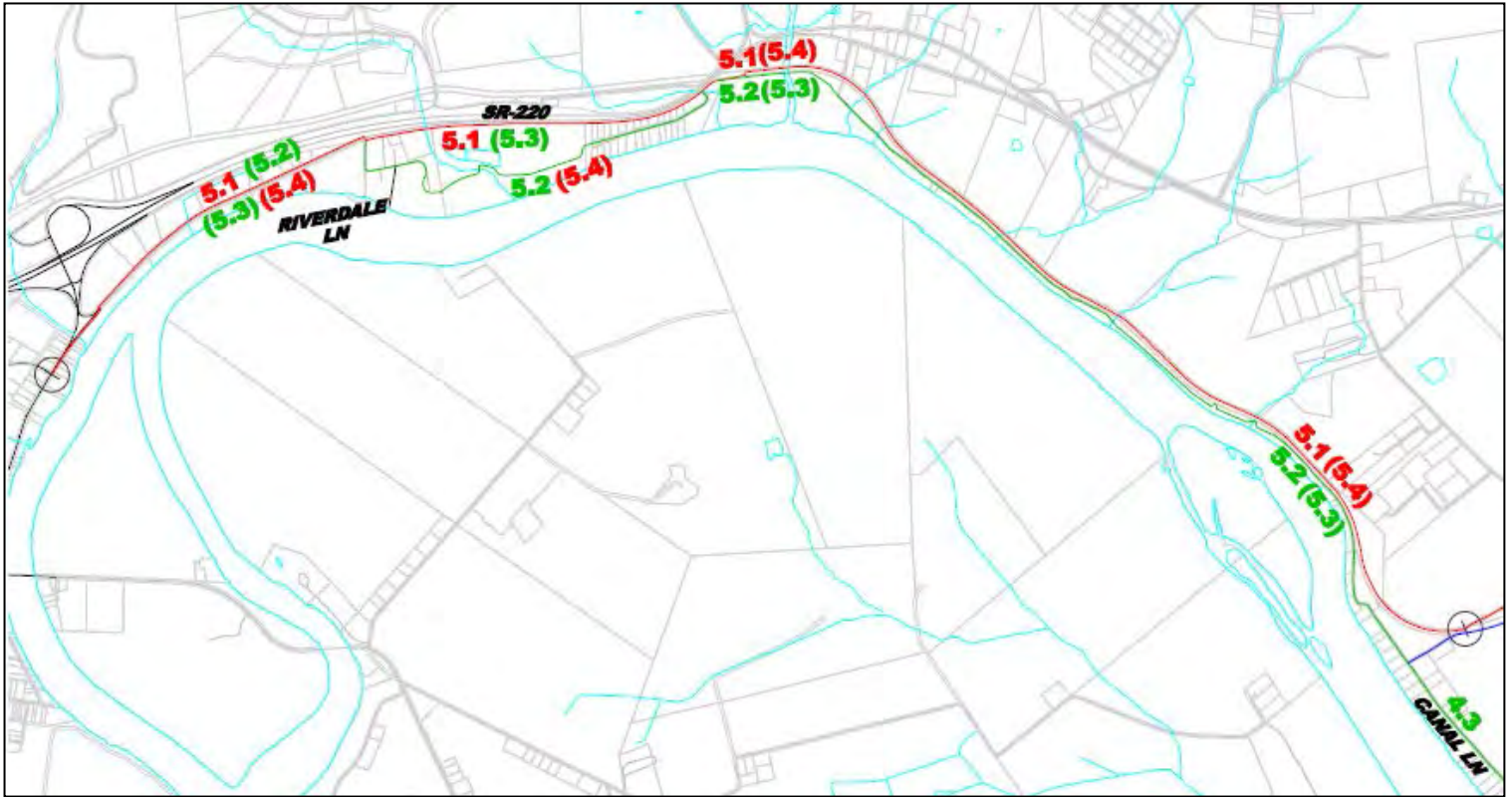
- Connectivity between Woodward Township School and Level Corners.
- Scenic trail corridor with minimal traffic conflicts.

Drawbacks of this trail segment:

- Trail needs connector routes to tie into residential developments.

The total length of this segment is approximately 4.2 miles.

SEGMENT V



(Tab 6 Plan Layout Sheets 2, 3, 4, 5, 6)

Level Corners to Jersey Shore via Railroad, NB SR 220 Slope, and North Main Street:

(Alternate 5.1) The fifth and final segment of this trail is the most difficult to locate due to the area being confined between the river and steep hillsides. The trail in this area will begin as a Rails-With-Trails configuration, on limestone siftings 10' in width, and continue westerly along the north side of the railroad facility a distance of approximately 2.0 miles (10,360') to a point where it will cross the Railroad tracks to the south side. A crossing over Larry's Creek will need installed within this portion of the trail.

The following solutions could be implemented in constructing a trail crossing over Larry's Creek:

- Independent Trail Bridge (see typical)
- Custom Structure attached to side of existing railroad structure
- Shared Railroad structure



After crossing the railroad the trail will take on a Shared Use Path configuration, paved 10' in width, and proceed approximately 0.1 mile (380') down a ramp constructed along the railroad embankment slope immediately east of the railroad overpass structure on State Route 220. As the trail reaches the base of the ramp it will intercept the toe of slope of Route 220 northbound. The trail will then continue along the south embankment of the limited access highway towards the Borough of Jersey Shore a distance of approximately 0.8 miles (4240') until it reaches a point along the old Route 220 on ramp, across from Riverdale Lane. At this point the trail will change to a Share the Road facility and continue westerly along old Route 220 a distance of approximately 0.7 mile (3680') until it becomes North Main Street in the Borough of Jersey Shore. Due to inadequate roadway width and poor sight distance, the shoulder areas along both sides of this roadway will need adequate width paved shoulders constructed prior to running any bicycles along this section of the corridor. Construction of these shoulders will need to be coordinated with PennDOT. The trail will be combined at a point where North Main Street intercepts Route 220 on ramps and will continue westerly along the south side of North Main Street where it again will take on a Shared Use Path configuration, 10' in width. The trail will follow along the existing paved shoulder on the south side of North Main Street for approximately 0.2 miles (1000') terminating directly across from Baer Street in the Borough of Jersey Shore.



Benefits of this trail segment:

- Connectivity between Level Corners and Jersey Shore.
- Access to food with public restrooms, lodging and points of interest in Jersey Shore.
- Potential connectivity to Pine Creek Trail via the Jersey Shore trailhead.
- Sections of scenic river corridor with low volume traffic to Larry's Creek will enhance trail user experience.

Drawbacks of this trail segment:

- User experience would be subjected to traffic and be less scenic as it parallels Route 220.

The total length of this segment of trail is approximately 3.7 miles.

Level Corners to Jersey Shore via Schoolhouse Road, Old Canal Path, Toe of Railroad Slope, Riverdale Lane, and North Main Street:

(Alternate 5.2) This alternative will begin along Schoolhouse Road for approximately 800' and then continue between the railroad and the Susquehanna River in a northwesterly direction for approximately 2.1 miles (11350') to the vicinity of Route 220. During this stretch, the trail will utilize Bouganville Road, the old canal path, the toe of the railroad slope, and Susquehanna Drive. The trail will have to cross Larry's Creek as previously described. Once the trail reaches Route 220, the trail will continue for approximately 200' and veer onto Bolins Landing Road. The trail will follow Bolins Landing Road for approximately 1550' and continue as a 10' wide paved shared-use-path once the road ends. The path will proceed along the tree line and ponds for approximately 2500' before reaching Riverdale Lane. The trail will follow Riverdale Lane for approximately 1160' until it reaches Old Route 220. The trail will then continue to North Main Street as previously described.



Benefits of this trail segment:

- Connectivity between Level Corners and Jersey Shore.
- Access to food with public restrooms, lodging and points of interest in Jersey Shore.
- Potential connectivity to Pine Creek Trail via the Jersey Shore trailhead.
- Farther removed from Route 220, and connects to residential areas.
- Scenic river corridor with low volume traffic will enhance trail user experience.

The total length of this segment is approximately 4.2 miles.

Level Corners to Jersey Shore via Schoolhouse Road, Old Canal Path, Toe of Railroad slope, NB SR 220 and North Main Street:

(Alternate 5.3) This alternative will begin along Schoolhouse Road for approximately 800' and then continue between the railroad and the Susquehanna River in a northwesterly direction for approximately 2.1 miles (11350') to the vicinity of Route 220. During this stretch, the trail will utilize Bouganville Road, the old canal path, the toe of the railroad slope, and Susquehanna Drive. The trail will have to cross Larry's Creek as previously described and continue to Route 220. The trail will then continue along the south embankment of the limited access highway towards the Borough of Jersey Shore a distance of approximately 0.8 miles (4240') until it reaches a point along the old Route 220 on ramp, across from Riverdale Lane. At this point the trail will change to a Share the Road facility and continue westerly along old Route 220 a distance of approximately 0.7 mile (3680') until it becomes North Main Street in the Borough of Jersey Shore.

Benefits of this trail segment:

- Connectivity between Level Corners and Jersey Shore.
- Access to food with public restrooms, lodging and points of interest in Jersey Shore.
- Potential connectivity to Pine Creek Trail via the Jersey Shore trailhead.
- Farther removed from Route 220, and connects to residential areas.
- Scenic river corridor with low volume traffic will enhance trail user experience.

The total length of this segment is approximately 4.2 miles.

Level Corners to Jersey Shore via Railroad, NB SR 220 Slope, Riverdale Lane, and North Main Street:

(Alternate 5.4) This alternative will begin as a Rails-With-Trails facility along the railroad similarly to the first alternative (5.1) described for this segment. This alternative will differ after the trail crosses over Larry's Creek and begins to follow Route 220. Once the trail reaches Route 220, the trail will continue for approximately 200' and veer onto Bolins Landing Road. The trail will follow Bolins Landing Road for approximately 1550' and continue as a 10' wide paved shared-use-path once the road ends. The path will proceed along the tree line and ponds for approximately 2500' before reaching Riverdale Lane. The trail will follow Riverdale Lane for approximately 1160' until it reaches Old Route 220. The trail will then continue to North Main Street as previously described.

Benefits of this trail segment:

- Connectivity between Level Corners and Jersey Shore.
- Access to food with public restrooms, lodging and points of interest in Jersey Shore.
- Potential connectivity to Pine Creek Trail via the Jersey Shore trailhead.
- Farther removed from Route 220, and connects to residential areas.
- Scenic river corridor with low volume traffic will enhance trail user experience.

The total length of this segment is approximately 4.1 miles.

c. Weighted Project Construction and Cost Analysis

A programming cost estimate, weighted trail rating analysis chart, and associated figures, shown on the following pages, has been developed to aid the county in applying for grant applications and planning for this project. The following assumptions were made when developing this estimate:

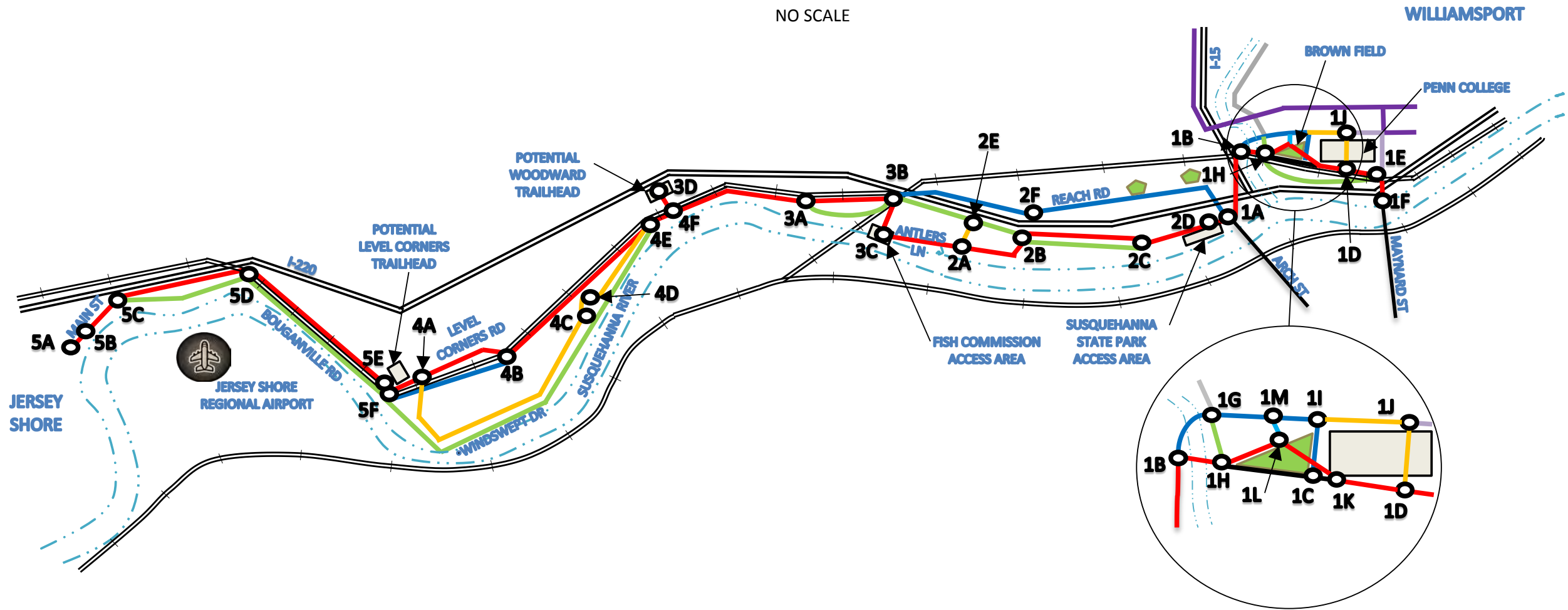
- Shared Use Path areas of the corridor will be constructed with a bituminous concrete base and surface.
- The Rails-With-Trails portion of the trail will be stabilized by constructing limestone siftings on subbase material.
- Any portion of trail within a flood zone will be constructed with a bituminous concrete base and surface.
- Shared Roadway Bicycle areas will have paved shoulder areas constructed where the pavement is not wide enough or has inadequate sight distance. Existing paved roadways with adequate width will not have pavement modifications.
- Minor waterway crossings will consider pipe installations.
- Major waterway crossings will consider pressure treated wood with the structure type being determined from information available on right-of-way, existing structure utilization, or new structure cost.
- Right-of-Way costs were developed based on a range of property values obtained for both commercial property in the City of Williamsport and tillable farmland in Jersey Shore Borough.

A 25% contingency has been added for unforeseen costs and final design items that were not evaluated for this study, such as the placement of bicycle-safe grates, mailbox relocations, etc. A 7% escalation per year has been used to cover increasing costs of material and labor. The total estimated cost for this trail corridor ranges from \$6,065,000 to \$8,753,000.







Segment Number	Segment Location	Segmented Section Information					Land Use Considerations					Potential Environmental Concerns	Trail Structure					Construction Cost Estimate with 7% Yearly Assumed Inflation							Weighted Trail Ratings				Comments		
		Alternate ID	Beginning Location	Ending Location	Links	Section Length (LF)	Potential Accesses	Number of Properties Impacted	Number of Railroad Crossings	Length of Railroad Shared Facility (LF)	Length of Roadway Shared Facility (LF)		Type of Surface	Assumed Excavation Quantity (CY)	Length of Fencing / Barrier (LF)	Number of Pipe Extensions	Number and Type of Structures	2008	2009	2010	2011	2012	2013	2014	2015	Safety / Comfort Rating (High = Best)	Probability Rating (High = Easier to Build)	Cost Rating (High < \$1m, \$1m < Med < \$2m, Low > \$2m)		Overall Rating (Low, Low-Med, Med-Low, Med, Med-High, High-Med, High)	
1	Maynard Street Bridge to Susquehanna Park	1.1	Maynard Street Bridge	Susq. State Park Access Area (via Maynard St., RR, Brown Field & levee)	1E-1F, 1D-1E, 1K-1D, 1L-1H, 1L-1K, 1B-1H, 1A-1B, 2D-1A	11865	3	2	2	460	360	Major Railroad Bridge Rehabilitation	Asphalt	4390	6545			\$2,523,000	\$2,700,000	\$2,889,000	\$3,091,000	\$3,307,000	\$3,538,000	\$3,786,000	\$4,051,000	High	High	Low	Med-High		
		1.2	Maynard Street Bridge	Susq. State Park Access Area (via Maynard St., L-180 WB slope & levee)	1E-1F, 1H-1E (GREEN), 1G-1H, 1B-1G, 1A-1B, 2D-1A	14190	3	1	2		360	Major Railroad Bridge Rehabilitation	Asphalt	5250	3285		1 (Trail Decking Plank)	\$2,536,000	\$2,714,000	\$2,904,000	\$3,107,000	\$3,324,000	\$3,557,000	\$3,806,000	\$4,072,000	High	High	Low	Med-High		
		1.3	Maynard Street Bridge	Susq. State Park Access Area (via Maynard St., RR, Rose St., abandoned RR & levee)	1E-1F, 1D-1E, 1K-1D, 1C-1K, 1I-1C, 1G-1M, 1M-1I, 1B-1G, 1A-1B, 2D-1A	13895	4	2	2		2060	Major Railroad Bridge Rehabilitation	Asphalt	4368	8555		1 (Trail Decking Plank)	\$2,656,000	\$2,842,000	\$3,041,000	\$3,254,000	\$3,482,000	\$3,726,000	\$3,987,000	\$4,266,000	High	High	Low	Med-High		
		1.4	Maynard Street Bridge	Susq. State Park Access Area (via College Ave., W. 3rd St., abandoned RR & levee)	1E-1F, 1D-1E, 1J-1D, 1I-1J, 1G-1M, 1M-1I, 1B-1G, 1A-1B, 2D-1A	14440	4	2	2		5160	Major Railroad Bridge Rehabilitation	Asphalt	3382	5890		1 (Trail Decking Plank)	\$2,430,000	\$2,600,000	\$2,782,000	\$2,977,000	\$3,185,000	\$3,408,000	\$3,647,000	\$3,902,000	High	High	Low	Med-High		
		1.5	Maynard Street Bridge	Susq. State Park Access Area (via Maynard St., W. 3rd St., abandoned RR & levee)	1E-1F, 1J-1E, 1I-1J, 1G-1M, 1M-1I, 1B-1G, 1A-1B, 2D-1A	14570	4	4	2		6350	Major Railroad Bridge Rehabilitation	Asphalt	3067	5040		1 (Trail Decking Plank)	\$1,983,000	\$2,122,000	\$2,271,000	\$2,430,000	\$2,600,000	\$2,782,000	\$2,977,000	\$3,185,000	High	High	Medium	High-Med		
		1.6	Maynard Street Bridge	Susq. State Park Access Area (via Maynard St., RR, abandoned RR & levee)	1A-1B, 1B-1H, 1C-1H, 1C-1K, 1K-1D, 1D-1E, 1E-1F, 2D-1A	11515	3	2	2	460	360	Major Railroad Bridge Rehabilitation	Asphalt	4261	6825			\$2,400,000	\$2,568,000	\$2,748,000	\$2,940,000	\$3,146,000	\$3,366,000	\$3,602,000	\$3,854,000	High	High	Low	Med-High		
		1.7	Maynard Street Bridge	Susq. State Park Access Area (via Maynard St., RR, Brownfield, abandoned RR & levee)	1A-1B, 1L-1K, 1B-1G, 1G-1M, 1L-1M, 1K-1D, 1D-1E, 1E-1F, 2D-1A	13650	4	3	2				Major Railroad Bridge Rehabilitation	Asphalt	5051	9460		1 (Trail Decking Plank)	\$2,820,000	\$3,017,000	\$3,228,000	\$3,454,000	\$3,696,000	\$3,955,000	\$4,232,000	\$4,528,000	High	High	Low	Med-High	
2	Susquehanna Park to PFBC Linden Access	2.1	Susquehanna State Park Access Area	PFBC Linden Access (via levee, S. Reach Rd. & Antlers Ln.)	2C-2D, 2B-2C (RED), 3C-2B	17620	3	5		13260			Asphalt	6519		1	1 (Independent Trail Structure)	\$670,000	\$717,000	\$767,000	\$821,000	\$878,000	\$939,000	\$1,005,000	\$1,075,000	High	Medium	High	High-Med		
		2.2	Susquehanna State Park Access Area	PFBC Linden Access (via levee, Arch St., Reach Rd., Factory Dr., SR 220 SB Slope, RR & Antlers Lane)	2F-1A (BLUE), 3B-2F, 3B-3C	21480	3	1			11400			Asphalt	3656	9880			\$775,000	\$829,000	\$887,000	\$949,000	\$1,015,000	\$1,086,000	\$1,162,000	\$1,243,000	Medium	High	High	High-Med	
		2.3	Susquehanna State Park Access Area	PFBC Linden Access (via levee, SR 220 NB slope, RR & Antlers Lane)	2C-2D, 2B-2C (GREEN), 3B-2B, 3B-3C	18190	2	4						Asphalt	4732	8730			\$1,133,000	\$1,212,000	\$1,297,000	\$1,388,000	\$1,485,000	\$1,589,000	\$1,700,000	\$1,819,000	High	Medium	Medium	High-Med	
3	PFBC Linden Access to Woodward Twp School Building	3.1	PFBC Linden Access	Woodward Township School (via Antlers Lane & RR)	3B-3C, 3A-3B (RED), 4F-3A, 3D-4F	14320	2	24	2	11700	1130	Floodplain, Potential Wetlands, Archaeology	Crushed Stone and Asphalt	4880	13190			\$1,252,000	\$1,340,000	\$1,434,000	\$1,534,000	\$1,641,000	\$1,756,000	\$1,879,000	\$2,011,000	High	Low	Medium	Medium		
		3.2	PFBC Linden Access	Woodward Township School (via Antlers Lane, Lower Water St. & toe of RR slope)	3B-3C, 3A-3B (GREEN), 4F-3A, 3D-4F	14770	2	24	2	7060	6100	Floodplain, Potential Wetlands, Archaeology	Crushed Stone and Asphalt	3164	8550			\$1,346,000	\$1,440,000	\$1,541,000	\$1,649,000	\$1,764,000	\$1,887,000	\$2,019,000	\$2,160,000	High	Low	Medium	Medium		
4	Woodward Township School Building to Level Corners	4.1	Woodward Access Area	Level Corners Access Area (via RR, Windswept Dr., Level Corners Rd. & Schoolhouse Rd.)	4E-4F, 4B-4E, 5E-4B	17010	2	12	1	12200			Crushed Stone and Asphalt	4507	12180			\$675,000	\$722,250	\$772,808	\$826,904	\$884,787	\$946,722	\$1,012,993	\$1,083,902	High	Low	High	High-Med		
		4.2	Woodward Access Area	Level Corners Access Area (via along RR slope & Schoolhouse Rd.)	4E-4F, 4B-4E, 5F-4B	17180	2	16	1	16530			Asphalt	6357	17180			\$1,006,000	\$1,076,420	\$1,151,769	\$1,232,393	\$1,318,661	\$1,410,967	\$1,509,735	\$1,615,416	High	Low	Medium	Medium		
		4.3	Woodward Access Area	Level Corners Access Area (via along RR slope, Water St., Browns Ln., Windswept Dr. & Schoolhouse Rd.)	4E-4F, 5F-4E	21180	3	11	1	2000	18020	Floodplain, Potential Wetlands, Archaeology	Asphalt	7837	1980		1 (Independent Trail Structure)	\$1,288,000	\$1,378,160	\$1,474,631	\$1,577,855	\$1,688,305	\$1,806,487	\$1,932,941	\$2,068,247	High	Low	Medium	Medium		
		4.4	Woodward Access Area	Level Corners Access Area (via along RR slope, along field edges, Canal Ln. & Schoolhouse Rd.)	4E-4F, 4D-4E, 4C-4D, 4A-4C	22380	3	17	1	2000	6065	Floodplain, Potential Wetlands, Archaeology	Asphalt	8281	1980		1 (Independent Trail Structure)	\$1,206,000	\$1,290,420	\$1,380,749	\$1,477,402	\$1,580,820	\$1,691,477	\$1,809,881	\$1,936,572	High	Low	Medium	Medium		
5	Level Corners to Jersey Shore Trail	5.1	Level Corners Access Area	Jersey Shore (via RR, NB SR 220 slope & N Main St.)	5D-5E, 5C-5D (RED), 5B-5C, 5A-5B	22270	3	2	1	11200	11070		Crushed Stone and Asphalt	6849	18510			\$1,594,000	\$1,705,580	\$1,824,971	\$1,952,719	\$2,089,409	\$2,235,667	\$2,392,164	\$2,559,616	Medium	High	Medium	High-Med		
		5.2	Level Corners Access Area	Jersey Shore (via Schoolhouse Rd., old canal path, toe of RR slope, Riverdale Ln. & N. Main St.)	5D-5F, 5C-5D (BLUE), 5B-5C, 5A-5B	23580	3	8	1		15376	Floodplain, Potential Wetlands, Archaeology	Asphalt	7333	11330	1	1 (Independent Trail Structure)	\$2,058,000	\$2,202,060	\$2,356,204	\$2,521,138	\$2,697,618	\$2,886,451	\$3,088,503	\$3,304,698	High	Low	Low	Low-Med		
		5.3	Level Corners Access Area	Jersey Shore (via Schoolhouse Rd., old canal path, toe of RR slope, NB SR 220 & N. Main St.)	5D-5F, 5C-5D (RED), 5B-5C, 5A-5B	22400	3	4	1		11070	Floodplain, Potential Wetlands, Archaeology	Asphalt	6897	18640	1	1 (Independent Trail Structure)	\$2,166,000	\$2,317,620	\$2,479,853	\$2,653,443	\$2,839,184	\$3,037,927	\$3,250,582	\$3,478,123	Medium	Medium	Low	Med-Low		
		5.4	Level Corners Access Area	Jersey Shore (via RR, NB SR 220 slope, Riverdale Ln. & N Main St.)	5D-5E, 5C-5D (BLUE), 5B-5C, 5A-5B	23450	3	6	1					Asphalt	7285	12140			\$1,485,000	\$1,588,950	\$1,700,177	\$1,819,189	\$1,946,532	\$2,082,789	\$2,228,585	\$2,384,585	High	Low	Medium	Medium	

BICYCLE ROUTE ALTERNATIVES LOCATION MAP

NO SCALE

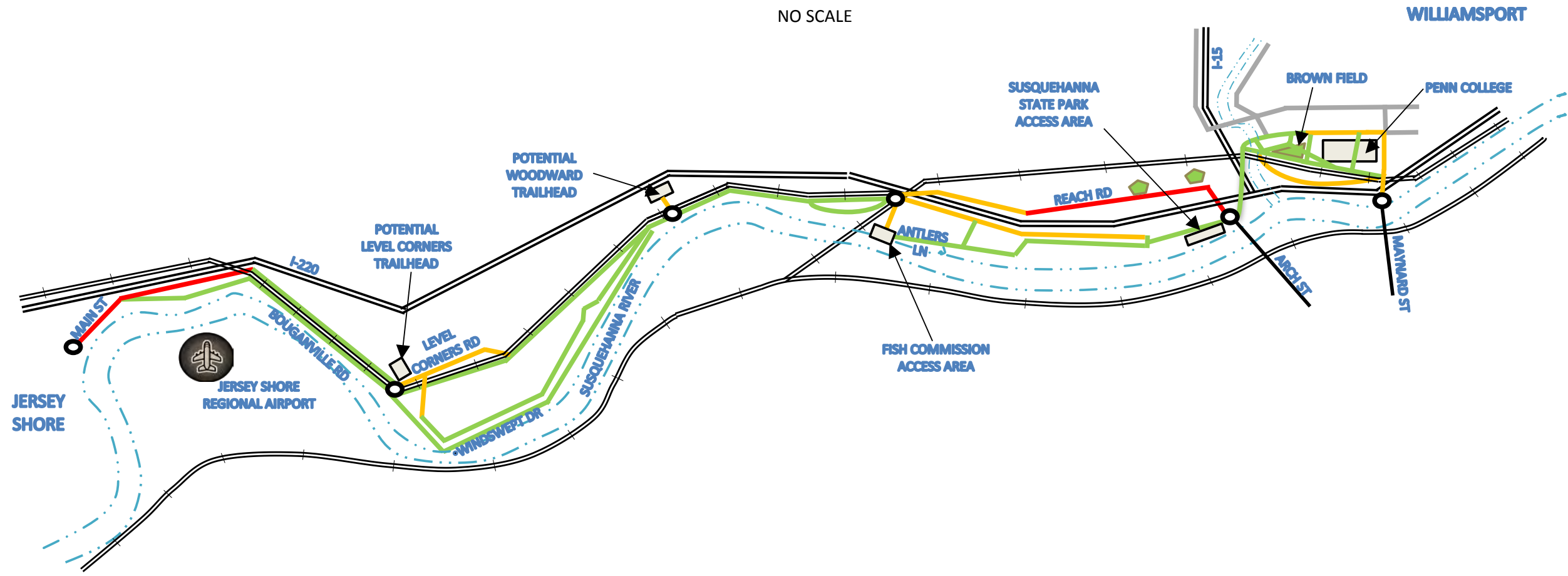


LEGEND

-  - ALTERNATE ROUTES
-  - BICYCLE PA ROUTE J
-  - LYCOMING CREEK BIKEWAY
-  - POTENTIAL TRAILHEAD AREA
-  - PARK
- 5B**  - NODE/ IDENTIFYING NUMBER

BICYCLE ROUTE RIDABILITY RATINGS MAP

NO SCALE



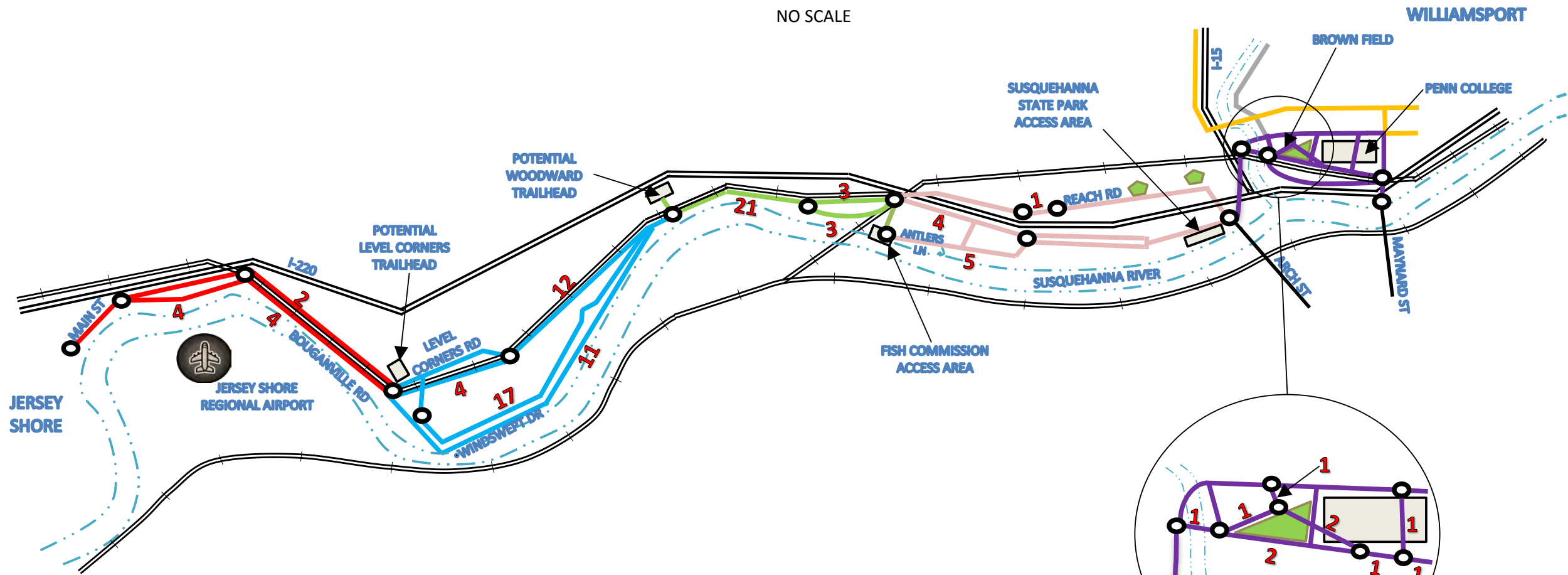
RIDABILITY RATING

(COMFORT, SAFETY, ATMOSPHERE)

- - HIGH (ALL 3 FACTORS)
- - MODERATE (2 OF 3 FACTORS)
- - LOW (1 OR 0 FACTORS)

BICYCLE ROUTE AFFECTED PARCELS MAP

NO SCALE



LEGEND

- - SEGMENT 1
- - SEGMENT 2
- - SEGMENT 3
- - SEGMENT 4
- - SEGMENT 5
- - BICYCLE PA ROUTE J
- - LYCOMING CREEK BIKEWAY
- 3 - # OF AFFECTED PARCELS ON LINK

**LOCATION MAP DESIGNATION 5A-5B
TRAIL ALONG NORTH MAIN STREET**

FROM BAER STREET ALONG NORTH MAIN STREET SHOULDER
TO SR 220 RAMP CROSSING

FACILITY TYPE	ITEMS	UNIT	UNIT PRICE	QUANT/ 1000'	PRICE/ 1000'	USED? (Y=1/N)
SHARED USE PATH	PAINT					
	W/6"	LF	\$1.50	1000	\$1,500.00	1
	BIKE LEGEND	EACH	\$200.00	1	\$200.00	1
	ARROW LEGEND	EACH	\$125.00	1	\$125.00	1
	RR CROSSING LEGEND	EACH	\$300.00	0	\$0.00	N
	SIGNS					
	BIKE ROUTE	SF	\$15.00	5	\$75.00	1
	DESTINATION	SF	\$15.00	1	\$15.00	1
	ARROW	SF	\$15.00	1.095	\$16.43	1
	SHARE THE ROAD	SF	\$15.00	0	\$0.00	N
	PAVEMENT	SY	\$28	1111.11	\$31,111.08	1
	CRUSHED STONE AGG. (8" DEPTH)	SY	\$15	0	\$0.00	N
	EXCAVATION	CY	\$10	600	\$6,000.00	1
	FOREIGN BORROW EXCAVATION	CY	\$15	5000	\$75,000.00	1
	ROCK SLOPE PROTECTION (R-6)	CY	\$38	800	\$30,400.00	1
	CLEARING AND GRUBBING	LS	\$2,000	1	\$2,000.00	1
	ROW	LS	\$3,673	1	\$3,673.09	1
	BARRIER	LF	\$85	0	\$0.00	N
	FENCING	LF	\$10	1000	\$10,000.00	1
					\$160,115.60	
	STRUCTURE	LS		0	\$0.00	N
	TRAFFIC SIGNAL UPGRADE	LS		0	\$0.00	N
	RAILROAD SIGNAL UPGRADE	LS		0	\$0.00	N
	OTHER (54" PIPE)	LS	\$6,000	1	\$6,000.00	1
					\$6,000.00	

Approximate Link Length: 940 LF
 Cost of Trail: \$150,508.66
 Additional Costs: \$6,000.00
 25% Contingency: \$39,127.17
TOTAL COST OF LINK: \$195,635.83

LOCATION MAP DESIGNATION 5B-5C
TRAIL ALONG NORTH MAIN STREET
 FROM SR 220 RAMP CROSSING TO RIVERDALE LANE

FACILITY TYPE	ITEMS	UNIT	UNIT PRICE	QUANT/ 1000'	PRICE/ 1000'	USED? (Y=1/N)	
SHARE THE ROAD	PAINT						
	W/6"	LF	\$1.50	1000	\$1,500.00	1	
	BIKE LEGEND	EACH	\$200.00	1	\$200.00	1	
	ARROW LEGEND	EACH	\$125.00	1	\$125.00	1	
	RR CROSSING LEGEND	EACH	\$300.00	0	\$0.00	N	
	SIGNS						
	BIKE ROUTE	SF	\$15.00	5	\$75.00	1	
	DESTINATION	SF	\$15.00	1	\$15.00	1	
	ARROW	SF	\$15.00	1.095	\$16.43	1	
	SHARE THE ROAD	SF	\$15.00	6.25	\$93.75	1	
	PAVEMENT	SY	\$28	0	\$0.00	N	
	CRUSHED STONE AGG. (8" DEPTH)	SY	\$15	0	\$0.00	N	
	EXCAVATION	CY	\$10	0	\$0.00	N	
	FOREIGN BORROW EXCAVATION	CY	\$15	0	\$0.00	N	
	ROCK SLOPE PROTECTION (R-6)	CY	\$38	0	\$0.00	N	
	CLEARING AND GRUBBING	LS	\$2,000	0	\$0.00	N	
	ROW	LS	\$3,673	0	\$0.00	N	
	BARRIER	LF	\$85	0	\$0.00	N	
	FENCING	LF	\$10	0	\$0.00	N	
						\$2,025.18	
	STRUCTURE	LS		0	\$0.00	N	
	TRAFFIC SIGNAL UPGRADE	LS		0	\$0.00	N	
RAILROAD SIGNAL UPGRADE	LS		0	\$0.00	N		
OTHER	LS		0	\$0.00	N		
					\$0.00		

Approximate Link Length:	3760	LF
Cost of Trail:	\$7,614.66	
Additional Costs:	\$0.00	
25% Contingency:	<u>\$1,903.66</u>	
TOTAL COST OF LINK:	<u><u>\$9,518.32</u></u>	

LOCATION MAP DESIGNATION 5C-5D (RED)

TRAIL ALONG SR 220

FROM RIVERDALE LANE ALONG SR 220 NORTH SLOPE
TO RAILROAD OVERPASS STRUCTURE CROSSING

FACILITY TYPE	ITEMS	UNIT	UNIT PRICE	QUANT/ 1000'	PRICE/ 1000'	USED? (Y=1/N)
SHARED USE PATH	PAINT					
	W/6"	LF	\$1.50	1000	\$1,500.00	1
	BIKE LEGEND	EACH	\$200.00	1	\$200.00	1
	ARROW LEGEND	EACH	\$125.00	1	\$125.00	1
	RR CROSSING LEGEND	EACH	\$300.00	1	\$300.00	1
	SIGNS					
	BIKE ROUTE	SF	\$15.00	5	\$75.00	1
	DESTINATION	SF	\$15.00	1	\$15.00	1
	ARROW	SF	\$15.00	1.095	\$16.43	1
	SHARE THE ROAD	SF	\$15.00	0	\$0.00	N
	PAVEMENT	SY	\$28	1111.11	\$31,111.08	1
	CRUSHED STONE AGG. (8" DEPTH)	SY	\$15	0	\$0.00	N
	EXCAVATION	CY	\$10	370	\$3,700.00	1
	FOREIGN BORROW EXCAVATION	CY	\$15	980	\$14,700.00	1
	ROCK SLOPE PROTECTION (R-6)	CY	\$38	0	\$0.00	N
	CLEARING AND GRUBBING	LS	\$2,000	1	\$2,000.00	1
	ROW	LS	\$2,755	0	\$0.00	N
	BARRIER	LF	\$85	0	\$0.00	N
	FENCING	LF	\$10	1000	\$10,000.00	1
					\$63,742.51	
	STRUCTURE	LS		0	\$0.00	N
	TRAFFIC SIGNAL UPGRADE	LS		0	\$0.00	N
	RAILROAD SIGNAL UPGRADE	LS		0	\$0.00	N
	OTHER	LS		0	\$0.00	N
					\$0.00	

Approximate Link Length: 6370 LF
 Cost of Trail: \$406,039.76
 Additional Costs: \$0.00
 25% Contingency: \$101,509.94
TOTAL COST OF LINK: \$507,549.70

LOCATION MAP DESIGNATION 5C-5D (BLUE)

TRAIL THROUGH MOBIL HOME PARK AND RIVER CAMP SITES
FROM OLD ROUTE 220 ALONG RIVERDALE LANE
TO BOLINS LANDING ROAD INTERSECTION WITH SR 220

FACILITY TYPE	ITEMS	UNIT	UNIT PRICE	QUANT/ 1000'	PRICE/ 1000'	USED? (Y=1/N)
SHARED USE PATH	PAINT					
	W/6"	LF	\$1.50	1000	\$1,500.00	1
	BIKE LEGEND	EACH	\$200.00	1	\$200.00	1
	ARROW LEGEND	EACH	\$125.00	1	\$125.00	1
	RR CROSSING LEGEND	EACH	\$300.00	0	\$0.00	N
	SIGNS					
	BIKE ROUTE	SF	\$15.00	5	\$75.00	1
	DESTINATION	SF	\$15.00	1	\$15.00	1
	ARROW	SF	\$15.00	1.095	\$16.43	1
	SHARE THE ROAD	SF	\$15.00	0	\$0.00	N
	PAVEMENT	SY	\$28	1111.11	\$31,111.08	1
	CRUSHED STONE AGG. (8" DEPTH)	SY	\$15	0	\$0.00	N
	EXCAVATION	CY	\$10	370	\$3,700.00	1
	FOREIGN BORROW EXCAVATION	CY	\$15	0	\$0.00	N
	ROCK SLOPE PROTECTION (R-6)	CY	\$38	0	\$0.00	N
	CLEARING AND GRUBBING	LS	\$2,000	1	\$2,000.00	1
	ROW	LS	\$2,755	1	\$2,754.82	1
	BARRIER	LF	\$85	0	\$0.00	N
	FENCING	LF	\$10	0	\$0.00	N
					\$41,497.33	
	STRUCTURE	LS		0	\$0.00	N
	TRAFFIC SIGNAL UPGRADE	LS		0	\$0.00	N
	RAILROAD SIGNAL UPGRADE	LS		0	\$0.00	N
	OTHER (54" PIPE)	LS	\$6,000	1	\$6,000.00	1
					\$6,000.00	

Approximate Link Length:	7550	LF
Cost of Trail:	\$313,304.81	
Additional Costs:	\$6,000.00	
25% Contingency:	\$79,826.20	
TOTAL COST OF LINK:	\$399,131.01	

LOCATION MAP DESIGNATION 5D-5E

TRAIL ALONG RAILROAD

FROM SR 220 RAILROAD OVERPASS STRUCTURE TRAIL CROSSING
TO LEVEL CORNERS ACCESS AREA

FACILITY TYPE	ITEMS	UNIT	UNIT PRICE	QUANT/ 1000'	PRICE/ 1000'	USED? (Y=1/N)
RAILS WITH TRAILS	PAINT					
	W/6"	LF	\$1.50	0	\$0.00	N
	BIKE LEGEND	EACH	\$200.00	0	\$0.00	N
	ARROW LEGEND	EACH	\$125.00	0	\$0.00	N
	RR CROSSING LEGEND	EACH	\$300.00	0	\$0.00	N
	SIGNS					
	BIKE ROUTE	SF	\$15.00	5	\$75.00	1
	DESTINATION	SF	\$15.00	1	\$15.00	1
	ARROW	SF	\$15.00	1.095	\$16.43	1
	SHARE THE ROAD	SF	\$15.00	0	\$0.00	N
	PAVEMENT	SY	\$28	0	\$0.00	N
	CRUSHED STONE AGG. (8" DEPTH)	SY	\$15	1111.11	\$16,666.65	1
	EXCAVATION	CY	\$10	2000	\$20,000.00	1
	FOREIGN BORROW EXCAVATION	CY	\$15	0	\$0.00	N
	ROCK SLOPE PROTECTION (R-6)	CY	\$38	0	\$0.00	N
	CLEARING AND GRUBBING	LS	\$2,000	0	\$0.00	N
	ROW	LS	\$2,755	1	\$2,754.82	1
	BARRIER	LF	\$85	0	\$0.00	N
	FENCING	LF	\$10	1000	\$10,000.00	1
					\$49,527.90	
	STRUCTURE (Larry's Creek Rehab)	LS	\$150,000	1	\$150,000.00	1
	TRAFFIC SIGNAL UPGRADE	LS		0	\$0.00	N
	RAILROAD SIGNAL UPGRADE	LS		0	\$0.00	N
	OTHER	LS		0	\$0.00	N
					\$150,000.00	

Approximate Link Length: 11200 LF
 Cost of Trail: \$554,712.43
 Additional Costs: \$150,000.00
 25% Contingency: \$176,178.11
TOTAL COST OF LINK: \$880,890.54

**LOCATION MAP DESIGNATION 5D-5F
TRAIL ALONG SUSQUEHANNA DR**

FROM SR 220 RAILROAD OVERPASS STRUCTURE TO SCHOOLHOUSE ROAD

FACILITY TYPE	ITEMS	UNIT	UNIT PRICE	QUANT/ 1000'	PRICE/ 1000'	USED? (Y=1/N)
SHARED USE PATH	PAINT					
	W/6"	LF	\$1.50	1000	\$1,500.00	1
	BIKE LEGEND	EACH	\$200.00	1	\$200.00	1
	ARROW LEGEND	EACH	\$125.00	1	\$125.00	1
	RR CROSSING LEGEND	EACH	\$300.00	0	\$0.00	N
	SIGNS					
	BIKE ROUTE	SF	\$15.00	5	\$75.00	1
	DESTINATION	SF	\$15.00	1	\$15.00	1
	ARROW	SF	\$15.00	1.095	\$16.43	1
	SHARE THE ROAD	SF	\$15.00	0	\$0.00	N
	PAVEMENT	SY	\$28	1111.11	\$31,111.08	1
	CRUSHED STONE AGG. (8" DEPTH)	SY	\$15	0	\$0.00	N
	EXCAVATION	CY	\$10	370	\$3,700.00	1
	FOREIGN BORROW EXCAVATION	CY	\$15	640	\$9,600.00	1
	ROCK SLOPE PROTECTION (R-6)	CY	\$38	50	\$1,900.00	1
	CLEARING AND GRUBBING	LS	\$3,700	1	\$3,700.00	1
	ROW	LS	\$2,755	1	\$2,754.82	1
	BARRIER	LF	\$85	0	\$0.00	N
	FENCING	LF	\$10	1000	\$10,000.00	1
					\$64,697.33	
	STRUCTURE (Larry's Creek & 2 streams)	LS	\$430,000	1	\$430,000.00	1
	TRAFFIC SIGNAL UPGRADE	LS		0	\$0.00	N
	RAILROAD SIGNAL UPGRADE	LS		0	\$0.00	N
	OTHER	LS		0	\$0.00	N
					\$430,000.00	

Approximate Link Length: 11330 LF
 Cost of Trail: \$733,020.70
 Additional Costs: \$430,000.00
 25% Contingency: \$290,755.18
TOTAL COST OF LINK: \$1,453,775.88

LOCATION MAP DESIGNATION 5E-4B

TRAIL ALONG LEVEL CORNERS RD

FROM LEVEL CORNERS ACCESS AREA ALONG LEVEL CORNERS ROAD
TO RAILROAD CROSSING AT WINDSWEPT DRIVE

FACILITY TYPE	ITEMS	UNIT	UNIT PRICE	QUANT/ 1000'	PRICE/ 1000'	USED? (Y=1/N)
SHARE THE ROAD	PAINT					
	W/6"	LF	\$1.50	1000	\$1,500.00	1
	BIKE LEGEND	EACH	\$200.00	1	\$200.00	1
	ARROW LEGEND	EACH	\$125.00	1	\$125.00	1
	RR CROSSING LEGEND	EACH	\$300.00	1	\$300.00	1
	SIGNS					
	BIKE ROUTE	SF	\$15.00	5	\$75.00	1
	DESTINATION	SF	\$15.00	1	\$15.00	1
	ARROW	SF	\$15.00	1.095	\$16.43	1
	SHARE THE ROAD	SF	\$15.00	6.25	\$93.75	1
	PAVEMENT	SY	\$28	0	\$0.00	N
	CRUSHED STONE AGG. (8" DEPTH)	SY	\$15	0	\$0.00	N
	EXCAVATION	CY	\$10	0	\$0.00	N
	FOREIGN BORROW EXCAVATION	CY	\$15	0	\$0.00	N
	ROCK SLOPE PROTECTION (R-6)	CY	\$38	0	\$0.00	N
	CLEARING AND GRUBBING	LS	\$2,000	0	\$0.00	N
	ROW	LS	\$3,673	0	\$0.00	N
	BARRIER	LF	\$85	0	\$0.00	N
	FENCING	LF	\$10	0	\$0.00	N
					\$2,325.18	
	STRUCTURE	LS		0	\$0.00	N
	TRAFFIC SIGNAL UPGRADE	LS		0	\$0.00	N
	RAILROAD SIGNAL UPGRADE	LS		0	\$0.00	N
OTHER	LS		0	\$0.00	N	
				\$0.00		

Approximate Link Length:	4830	LF
Cost of Trail:	\$11,230.60	
Additional Costs:	\$0.00	
25% Contingency:	\$2,807.65	
TOTAL COST OF LINK:	\$14,038.24	

LOCATION MAP DESIGNATION 5F-4B

TRAIL ALONG RAILROAD

FROM SCHOOLHOUSE ROAD TO WINDSWEPT DRIVE

FACILITY TYPE	ITEMS	UNIT	UNIT PRICE	QUANT/ 1000'	PRICE/ 1000'	USED? (Y=1/N)
RAILS WITH TRAILS	PAINT					
	W/6"	LF	\$1.50	0	\$0.00	N
	BIKE LEGEND	EACH	\$200.00	0	\$0.00	N
	ARROW LEGEND	EACH	\$125.00	0	\$0.00	N
	RR CROSSING LEGEND	EACH	\$300.00	0	\$0.00	N
	SIGNS					
	BIKE ROUTE	SF	\$15.00	5	\$75.00	1
	DESTINATION	SF	\$15.00	1	\$15.00	1
	ARROW	SF	\$15.00	1.095	\$16.43	1
	SHARE THE ROAD	SF	\$15.00	0	\$0.00	N
	PAVEMENT	SY	\$28	0	\$0.00	N
	CRUSHED STONE AGG. (8" DEPTH)	SY	\$15	1111.11	\$16,666.65	1
	EXCAVATION	CY	\$10	370	\$3,700.00	1
	FOREIGN BORROW EXCAVATION	CY	\$15	1300	\$19,500.00	1
	ROCK SLOPE PROTECTION (R-6)	CY	\$38	0	\$0.00	N
	CLEARING AND GRUBBING	LS	\$1,600	1	\$1,600.00	1
	ROW	LS	\$3,673	1	\$3,673.09	1
	BARRIER	LF	\$85	0	\$0.00	N
	FENCING	LF	\$10	1000	\$10,000.00	1
					\$55,246.17	
	STRUCTURE	LS		0	\$0.00	N
	TRAFFIC SIGNAL UPGRADE	LS		0	\$0.00	N
	RAILROAD SIGNAL UPGRADE	LS		0	\$0.00	N
OTHER	LS		0	\$0.00	N	
				\$0.00		

Approximate Link Length: 5000 LF
 Cost of Trail: \$276,230.85
 Additional Costs: \$0.00
 25% Contingency: \$69,057.71
 TOTAL COST OF LINK: \$345,288.56

**LOCATION MAP DESIGNATION 4B-4E
TRAIL ALONG RAILROAD**

FROM WINDSWEPT DRIVE TO CARPENTER MOBIL HOME PARK

FACILITY TYPE	ITEMS	UNIT	UNIT PRICE	QUANT/ 1000'	PRICE/ 1000'	USED? (Y=1/N)
RAILS WITH TRAILS	PAINT					
	W/6"	LF	\$1.50	0	\$0.00	N
	BIKE LEGEND	EACH	\$200.00	0	\$0.00	N
	ARROW LEGEND	EACH	\$125.00	0	\$0.00	N
	RR CROSSING LEGEND	EACH	\$300.00	0	\$0.00	N
	SIGNS					
	BIKE ROUTE	SF	\$15.00	5	\$75.00	1
	DESTINATION	SF	\$15.00	1	\$15.00	1
	ARROW	SF	\$15.00	1.095	\$16.43	1
	SHARE THE ROAD	SF	\$15.00	0	\$0.00	N
	PAVEMENT	SY	\$28	0	\$0.00	N
	CRUSHED STONE AGG. (8" DEPTH)	SY	\$15	1111.11	\$16,666.65	1
	EXCAVATION	CY	\$10	370	\$3,700.00	1
	FOREIGN BORROW EXCAVATION	CY	\$15	700	\$10,500.00	1
	ROCK SLOPE PROTECTION (R-6)	CY	\$38	0	\$0.00	N
	CLEARING AND GRUBBING	LS	\$392	1	\$392.00	1
	ROW	LS	\$3,673	1	\$3,673.09	1
	BARRIER	LF	\$85	0	\$0.00	N
	FENCING	LF	\$10	1000	\$10,000.00	1
					\$45,038.17	
	STRUCTURE (Utilize exist. RR bridge)	LS		0	\$0.00	N
	TRAFFIC SIGNAL UPGRADE	LS		0	\$0.00	N
	RAILROAD SIGNAL UPGRADE	LS		0	\$0.00	N
	OTHER (24" PIPE)	LS	\$3,000	1	\$3,000.00	1
					\$3,000.00	

Approximate Link Length: 10200 LF
 Cost of Trail: \$459,389.33
 Additional Costs: \$3,000.00
 25% Contingency: \$115,597.33
TOTAL COST OF LINK: \$577,986.66

**LOCATION MAP DESIGNATION 4A-4C
TRAIL ALONG RIVER FIELD EDGES**

FROM SCHOOLHOUSE ROAD ALONG CANAL LANE AND RIVER FIELD EDGES
TO BROWNS LANE

FACILITY TYPE	ITEMS	UNIT	UNIT PRICE	QUANT/ 1000'	PRICE/ 1000'	USED? (Y=1/N)
SHARED USE PATH	PAINT					
	W/6"	LF	\$1.50	1000	\$1,500.00	1
	BIKE LEGEND	EACH	\$200.00	1	\$200.00	1
	ARROW LEGEND	EACH	\$125.00	1	\$125.00	1
	RR CROSSING LEGEND	EACH	\$300.00	1	\$300.00	1
	SIGNS					
	BIKE ROUTE	SF	\$15.00	5	\$75.00	1
	DESTINATION	SF	\$15.00	1	\$15.00	1
	ARROW	SF	\$15.00	1.095	\$16.43	1
	SHARE THE ROAD	SF	\$15.00	0	\$0.00	N
	PAVEMENT	SY	\$28	1111.11	\$31,111.08	1
	CRUSHED STONE AGG. (8" DEPTH)	SY	\$15	0	\$0.00	N
	EXCAVATION	CY	\$10	370	\$3,700.00	1
	FOREIGN BORROW EXCAVATION	CY	\$15	0	\$0.00	N
	ROCK SLOPE PROTECTION (R-6)	CY	\$38	0	\$0.00	N
	CLEARING AND GRUBBING	LS	\$2,000	1	\$2,000.00	1
	ROW	LS	\$3,673	1	\$3,673.09	1
	BARRIER	LF	\$85	0	\$0.00	N
	FENCING	LF	\$10	0	\$0.00	N
					\$42,715.60	
	STRUCTURE (Pine Run wetland trench)	LS	\$60,000	1	\$60,000.00	1
	TRAFFIC SIGNAL UPGRADE	LS		0	\$0.00	N
	RAILROAD SIGNAL UPGRADE	LS		0	\$0.00	N
	OTHER	LS		0	\$0.00	N
					\$60,000.00	

Approximate Link Length: 15480 LF
 Cost of Trail: \$661,237.48
 Additional Costs: \$60,000.00
 25% Contingency: \$180,309.37
TOTAL COST OF LINK: \$901,546.85

**LOCATION MAP DESIGNATION 4C-4D
TRAIL ON BROWNS LANE**

FROM FIELD EDGES AT BROWNS LANE ALONG BROWNS LANE TO FIELD DRIVE

FACILITY TYPE	ITEMS	UNIT	UNIT PRICE	QUANT/ 1000'	PRICE/ 1000'	USED? (Y=1/N)
SHARE THE ROAD	PAINT					
	W/6"	LF	\$1.50	1000	\$1,500.00	1
	BIKE LEGEND	EACH	\$200.00	1	\$200.00	1
	ARROW LEGEND	EACH	\$125.00	1	\$125.00	1
	RR CROSSING LEGEND	EACH	\$300.00	0	\$0.00	N
	SIGNS					
	BIKE ROUTE	SF	\$15.00	5	\$75.00	1
	DESTINATION	SF	\$15.00	1	\$15.00	1
	ARROW	SF	\$15.00	1.095	\$16.43	1
	SHARE THE ROAD	SF	\$15.00	6.25	\$93.75	1
	PAVEMENT	SY	\$28	0	\$0.00	N
	CRUSHED STONE AGG. (8" DEPTH)	SY	\$15	0	\$0.00	N
	EXCAVATION	CY	\$10	0	\$0.00	N
	FOREIGN BORROW EXCAVATION	CY	\$15	0	\$0.00	N
	ROCK SLOPE PROTECTION (R-6)	CY	\$38	0	\$0.00	N
	CLEARING AND GRUBBING	LS	\$2,000	0	\$0.00	N
	ROW	LS	\$3,673	1	\$3,673.09	1
	BARRIER	LF	\$85	0	\$0.00	N
	FENCING	LF	\$10	0	\$0.00	N
					\$5,698.27	
	STRUCTURE	LS		0	\$0.00	N
	TRAFFIC SIGNAL UPGRADE	LS		0	\$0.00	N
	RAILROAD SIGNAL UPGRADE	LS		0	\$0.00	N
	OTHER	LS		0	\$0.00	N
					\$0.00	

Approximate Link Length:	860	LF
Cost of Trail:	\$4,900.51	
Additional Costs:	\$0.00	
25% Contingency:	\$1,225.13	
TOTAL COST OF LINK:	\$6,125.64	

LOCATION MAP DESIGNATION 4D-4E

TRAIL ALONG RIVER FIELD EDGES

FROM BROWNS LANE ALONG FIELD DRIVE AND RIVER FIELD EDGES
TO CARPENTER MOBIL HOME PARK

FACILITY TYPE	ITEMS	UNIT	UNIT PRICE	QUANT/ 1000'	PRICE/ 1000'	USED? (Y=1/N)
SHARED USE PATH	PAINT					
	W/6"	LF	\$1.50	1000	\$1,500.00	1
	BIKE LEGEND	EACH	\$200.00	1	\$200.00	1
	ARROW LEGEND	EACH	\$125.00	1	\$125.00	1
	RR CROSSING LEGEND	EACH	\$300.00	0	\$0.00	N
	SIGNS					
	BIKE ROUTE	SF	\$15.00	5	\$75.00	1
	DESTINATION	SF	\$15.00	1	\$15.00	1
	ARROW	SF	\$15.00	1.095	\$16.43	1
	SHARE THE ROAD	SF	\$15.00	0	\$0.00	N
	PAVEMENT	SY	\$28	1111.11	\$31,111.08	1
	CRUSHED STONE AGG. (8" DEPTH)	SY	\$15	0	\$0.00	N
	EXCAVATION	CY	\$10	370	\$3,700.00	1
	FOREIGN BORROW EXCAVATION	CY	\$15	0	\$0.00	N
	ROCK SLOPE PROTECTION (R-6)	CY	\$38	0	\$0.00	N
	CLEARING AND GRUBBING	LS	\$2,000	1	\$2,000.00	1
	ROW	LS	\$3,673	1	\$3,673.09	1
	BARRIER	LF	\$85	0	\$0.00	N
	FENCING	LF	\$10	0	\$0.00	N
					\$42,415.60	
	STRUCTURE	LS		0	\$0.00	N
	TRAFFIC SIGNAL UPGRADE	LS		0	\$0.00	N
	RAILROAD SIGNAL UPGRADE	LS		0	\$0.00	N
	OTHER	LS		0	\$0.00	N
					\$0.00	

Approximate Link Length: 4060 LF
 Cost of Trail: \$172,207.33
 Additional Costs: \$0.00
 25% Contingency: \$43,051.83
TOTAL COST OF LINK: \$215,259.17

LOCATION MAP DESIGNATION 5F-4E
TRAIL ALONG CANAL LN, WINDSWEEP DR, BROWNS LN, & WATER ST
 FROM SCHOOLHOUSE ROAD TO CARPENTER MOBIL HOME PARK

FACILITY TYPE	ITEMS	UNIT	UNIT PRICE	QUANT/ 1000'	PRICE/ 1000'	USED? (Y=1/N)
SHARED USE PATH	PAINT					
	W/6"	LF	\$1.50	1000	\$1,500.00	1
	BIKE LEGEND	EACH	\$200.00	1	\$200.00	1
	ARROW LEGEND	EACH	\$125.00	1	\$125.00	1
	RR CROSSING LEGEND	EACH	\$300.00	0	\$0.00	N
	SIGNS					
	BIKE ROUTE	SF	\$15.00	5	\$75.00	1
	DESTINATION	SF	\$15.00	1	\$15.00	1
	ARROW	SF	\$15.00	1.095	\$16.43	1
	SHARE THE ROAD	SF	\$15.00	0	\$0.00	N
	PAVEMENT	SY	\$28	1111.11	\$31,111.08	1
	CRUSHED STONE AGG. (8" DEPTH)	SY	\$15	0	\$0.00	N
	EXCAVATION	CY	\$10	370	\$3,700.00	1
	FOREIGN BORROW EXCAVATION	CY	\$15	0	\$0.00	N
	ROCK SLOPE PROTECTION (R-6)	CY	\$38	0	\$0.00	N
	CLEARING AND GRUBBING	LS	\$420	1	\$420.00	1
	ROW	LS	\$3,673	1	\$3,673.09	1
	BARRIER	LF	\$85	0	\$0.00	N
	FENCING	LF	\$10	0	\$0.00	N
					\$40,835.60	
	STRUCTURE (Pine Run wetland trench)	LS	\$60,000	1	\$60,000.00	1
	STRUCTURE (Pine Run crossing)	LS	\$120,000	1	\$120,000.00	1
	TRAFFIC SIGNAL UPGRADE	LS		0	\$0.00	N
	RAILROAD SIGNAL UPGRADE	LS		0	\$0.00	N
	OTHER	LS		0	\$0.00	N
					\$180,000.00	

Approximate Link Length: 19200 LF
 Cost of Trail: \$784,043.51
 Additional Costs: \$180,000.00
 25% Contingency: \$241,010.88
TOTAL COST OF LINK: \$1,205,054.39

LOCATION MAP DESIGNATION 4E-4F
TRAIL ALONG TOP OF RAILROAD SLOPE

FROM CARPENTER MOBIL HOME PARK TO WOODWARD ACCESS AREA

FACILITY TYPE	ITEMS	UNIT	UNIT PRICE	QUANT/ 1000'	PRICE/ 1000'	USED? (Y=1/N)
RAILS WITH TRAILS	PAINT					
	W/6"	LF	\$1.50	0	\$0.00	N
	BIKE LEGEND	EACH	\$200.00	0	\$0.00	N
	ARROW LEGEND	EACH	\$125.00	0	\$0.00	N
	RR CROSSING LEGEND	EACH	\$300.00	0	\$0.00	N
	SIGNS					
	BIKE ROUTE	SF	\$15.00	5	\$75.00	1
	DESTINATION	SF	\$15.00	1	\$15.00	1
	ARROW	SF	\$15.00	1.095	\$16.43	1
	SHARE THE ROAD	SF	\$15.00	0	\$0.00	N
	PAVEMENT	SY	\$28	0	\$0.00	N
	CRUSHED STONE AGG. (8" DEPTH)	SY	\$15	1111.11	\$16,666.65	1
	EXCAVATION	CY	\$10	0	\$0.00	N
	FOREIGN BORROW EXCAVATION	CY	\$15	0	\$0.00	N
	ROCK SLOPE PROTECTION (R-6)	CY	\$38	0	\$0.00	N
	CLEARING AND GRUBBING	LS	\$2,000	0	\$0.00	N
	ROW	LS	\$3,673	1	\$3,673.09	1
	BARRIER	LF	\$85	0	\$0.00	N
	FENCING	LF	\$10	1000	\$10,000.00	1
					\$30,446.17	
	STRUCTURE	LS		0	\$0.00	N
	TRAFFIC SIGNAL UPGRADE	LS		0	\$0.00	N
	RAILROAD SIGNAL UPGRADE	LS		0	\$0.00	N
	OTHER (54"PIPE EXTENSION)	LS	\$6,000	1	\$6,000.00	N
					\$6,000.00	

Approximate Link Length:	1980	LF
Cost of Trail:	\$60,283.42	
Additional Costs:	\$6,000.00	
25% Contingency:	\$16,570.85	
TOTAL COST OF LINK:	\$82,854.27	

LOCATION MAP DESIGNATION 3D-4F
TRAIL CONNECTION TO WOODWARD TWP SCHOOL
 FROM CARPENTER MOBIL HOME PARK TO WOODWARD ACCESS AREA

FACILITY TYPE	ITEMS	UNIT	UNIT PRICE	QUANT/ 1000'	PRICE/ 1000'	USED? (Y=1/N)	
RAILS WITH TRAILS	PAINT						
	W/6"	LF	\$1.50	1000	\$1,500.00	1	
	BIKE LEGEND	EACH	\$200.00	1	\$200.00	1	
	ARROW LEGEND	EACH	\$125.00	1	\$125.00	1	
	RR CROSSING LEGEND	EACH	\$300.00	1	\$300.00	1	
	SIGNS						
	BIKE ROUTE	SF	\$15.00	5	\$75.00	1	
	DESTINATION	SF	\$15.00	1	\$15.00	1	
	ARROW	SF	\$15.00	1.095	\$16.43	1	
	SHARE THE ROAD	SF	\$15.00	0	\$0.00	N	
	PAVEMENT	SY	\$28	1111.11	\$31,111.08	1	
	CRUSHED STONE AGG. (8" DEPTH)	SY	\$15	0	\$0.00	N	
	EXCAVATION	CY	\$10	370	\$3,700.00	1	
	FOREIGN BORROW EXCAVATION	CY	\$15	5520	\$82,800.00	1	
	ROCK SLOPE PROTECTION (R-6)	CY	\$38	5520	\$209,760.00	1	
	CLEARING AND GRUBBING	LS	\$2,000	1	\$2,000.00	1	
	ROW	LS	\$3,673	1	\$3,673.09	1	
	BARRIER	LF	\$85	1000	\$85,000.00	1	
	FENCING	LF	\$10	1000	\$10,000.00	1	
						\$430,275.60	
	STRUCTURE	LS		0	\$0.00	N	
	TRAFFIC SIGNAL UPGRADE	LS		0	\$0.00	N	
	RAILROAD SIGNAL UPGRADE	LS		0	\$0.00	N	
	OTHER (54"PIPE EXTENSION)	LS		0	\$0.00	N	
					\$0.00		

Approximate Link Length: 1500 LF
 Cost of Trail: \$645,413.40
 Additional Costs: \$0.00
 25% Contingency: \$161,353.35
TOTAL COST OF LINK: \$806,766.75

LOCATION MAP DESIGNATION 4F-3A
TRAIL ALONG TOP OF RAILROAD SLOPE
 FROM WOODWARD ACCESS ARE TO GLOSSER ROAD

FACILITY TYPE	ITEMS	UNIT	UNIT PRICE	QUANT/ 1000'	PRICE/ 1000'	USED? (Y=1/N)	
RAILS WITH TRAILS	PAINT						
	W/6"	LF	\$1.50	0	\$0.00	N	
	BIKE LEGEND	EACH	\$200.00	0	\$0.00	N	
	ARROW LEGEND	EACH	\$125.00	0	\$0.00	N	
	RR CROSSING LEGEND	EACH	\$300.00	0	\$0.00	N	
	SIGNS						
	BIKE ROUTE	SF	\$15.00	5	\$75.00	1	
	DESTINATION	SF	\$15.00	1	\$15.00	1	
	ARROW	SF	\$15.00	1.095	\$16.43	1	
	SHARE THE ROAD	SF	\$15.00	0	\$0.00	N	
	PAVEMENT	SY	\$28	0	\$0.00	N	
	CRUSHED STONE AGG. (8" DEPTH)	SY	\$15	1111.11	\$16,666.65	1	
	EXCAVATION	CY	\$10	0	\$0.00	N	
	FOREIGN BORROW EXCAVATION	CY	\$15	0	\$0.00	N	
	ROCK SLOPE PROTECTION (R-6)	CY	\$38	0	\$0.00	N	
	CLEARING AND GRUBBING	LS	\$2,800	0	\$0.00	N	
	ROW	LS	\$3,673	1	\$3,673.09	1	
	BARRIER	LF	\$85	0	\$0.00	N	
	FENCING	LF	\$10	1000	\$10,000.00	1	
	\$30,446.17						
	STRUCTURE (Utilize RR Bridge)	LS		0	\$0.00	N	
	TRAFFIC SIGNAL UPGRADE	LS		0	\$0.00	N	
	RAILROAD SIGNAL UPGRADE	LS		0	\$0.00	N	
	OTHER (2- Pipe Extentions)	LS	\$6,000	0	\$0.00	N	
	\$0.00						

Approximate Link Length: 7050 LF
 Cost of Trail: \$214,645.50
 Additional Costs: \$0.00
 25% Contingency: \$53,661.37
 TOTAL COST OF LINK: \$268,306.87

LOCATION MAP DESIGNATION 3A-3B (RED)
TRAIL ALONG TOP OF RAILROAD SLOPE
 FROM GLOSSER RD TO ANTLERS LN

FACILITY TYPE	ITEMS	UNIT	UNIT PRICE	QUANT/ 1000'	PRICE/ 1000'	USED? (Y=1/N)
RAILS WITH TRAILS	PAINT					
	W/6"	LF	\$1.50	0	\$0.00	N
	BIKE LEGEND	EACH	\$200.00	0	\$0.00	N
	ARROW LEGEND	EACH	\$125.00	0	\$0.00	N
	RR CROSSING LEGEND	EACH	\$300.00	0	\$0.00	N
	SIGNS					
	BIKE ROUTE	SF	\$15.00	5	\$75.00	1
	DESTINATION	SF	\$15.00	1	\$15.00	1
	ARROW	SF	\$15.00	1.095	\$16.43	1
	SHARE THE ROAD	SF	\$15.00	0	\$0.00	N
	PAVEMENT	SY	\$28	0	\$0.00	N
	CRUSHED STONE AGG. (8" DEPTH)	SY	\$15	1111.11	\$16,666.65	1
	EXCAVATION	CY	\$10	0	\$0.00	N
	FOREIGN BORROW EXCAVATION	CY	\$15	0	\$0.00	N
	ROCK SLOPE PROTECTION (R-6)	CY	\$38	0	\$0.00	N
	CLEARING AND GRUBBING	LS	\$2,000	0	\$0.00	N
	ROW	LS	\$3,673	1	\$3,673.09	1
	BARRIER	LF	\$85	0	\$0.00	N
	FENCING	LF	\$10	1000	\$10,000.00	1
					\$30,446.17	
	STRUCTURE	LS		0	\$0.00	N
	TRAFFIC SIGNAL UPGRADE	LS		0	\$0.00	N
	RAILROAD SIGNAL UPGRADE	LS		0	\$0.00	N
	OTHER	LS		0	\$0.00	N
					\$0.00	

Approximate Link Length: 4640 LF
 Cost of Trail: \$141,270.23
 Additional Costs: \$0.00
 25% Contingency: \$35,317.56
TOTAL COST OF LINK: \$176,587.78

LOCATION MAP DESIGNATION 3A-3B (GREEN)

TRAIL ALONG LOWER WATER ST

FROM GLOSSER RD TO ANTLERS LN

FACILITY TYPE	ITEMS	UNIT	UNIT PRICE	QUANT/ 1000'	PRICE/ 1000'	USED? (Y=1/N)
SHARED USE PATH	PAINT					
	W/6"	LF	\$1.50	1000	\$1,500.00	1
	BIKE LEGEND	EACH	\$200.00	1	\$200.00	1
	ARROW LEGEND	EACH	\$125.00	1	\$125.00	1
	RR CROSSING LEGEND	EACH	\$300.00	0	\$0.00	N
	SIGNS					
	BIKE ROUTE	SF	\$15.00	5	\$75.00	1
	DESTINATION	SF	\$15.00	1	\$15.00	1
	ARROW	SF	\$15.00	1.095	\$16.43	1
	SHARE THE ROAD	SF	\$15.00	0	\$0.00	N
	PAVEMENT	SY	\$28	1111.11	\$31,111.08	1
	CRUSHED STONE AGG. (8" DEPTH)	SY	\$15	0	\$0.00	N
	EXCAVATION	CY	\$10	370	\$3,700.00	1
	FOREIGN BORROW EXCAVATION	CY	\$15	0	\$0.00	N
	ROCK SLOPE PROTECTION (R-6)	CY	\$38	0	\$0.00	N
	CLEARING AND GRUBBING	LS	\$2,000	1	\$2,000.00	1
	ROW	LS	\$3,673	1	\$3,673.09	1
	BARRIER	LF	\$85	0	\$0.00	N
	FENCING	LF	\$10	0	\$0.00	N
					\$42,415.60	
	STRUCTURE	LS		0	\$0.00	N
	TRAFFIC SIGNAL UPGRADE	LS		0	\$0.00	N
	RAILROAD SIGNAL UPGRADE	LS		0	\$0.00	N
OTHER	LS		0	\$0.00	N	
				\$0.00		

Approximate Link Length: 5090 LF
 Cost of Trail: \$215,895.40
 Additional Costs: \$0.00
 25% Contingency: \$53,973.85
TOTAL COST OF LINK: \$269,869.25

LOCATION MAP DESIGNATION 3B-3C

TRAIL ALONG ANTLERS LN

FROM RAILROAD CROSSING AT ANTLERS LANE
TO PA FISH COMMISSION ACCESS AREA

FACILITY TYPE	ITEMS	UNIT	UNIT PRICE	QUANT/ 1000'	PRICE/ 1000'	USED? (Y=1/N)
SHARE THE ROAD	PAINT					
	W/6"	LF	\$1.50	0	\$0.00	N
	BIKE LEGEND	EACH	\$200.00	0	\$0.00	N
	ARROW LEGEND	EACH	\$125.00	0	\$0.00	N
	RR CROSSING LEGEND	EACH	\$300.00	1	\$300.00	1
	SIGNS					
	BIKE ROUTE	SF	\$15.00	5	\$75.00	1
	DESTINATION	SF	\$15.00	1	\$15.00	1
	ARROW	SF	\$15.00	1.095	\$16.43	1
	SHARE THE ROAD	SF	\$15.00	6.25	\$93.75	1
	PAVEMENT	SY	\$28	0	\$0.00	N
	CRUSHED STONE AGG. (8" DEPTH)	SY	\$15	0	\$0.00	N
	EXCAVATION	CY	\$10	0	\$0.00	N
	FOREIGN BORROW EXCAVATION	CY	\$15	0	\$0.00	N
	ROCK SLOPE PROTECTION (R-6)	CY	\$38	0	\$0.00	N
	CLEARING AND GRUBBING	LS	\$2,000	0	\$0.00	N
	ROW	LS	\$0	0	\$0.00	N
	BARRIER	LF	\$85	0	\$0.00	N
	FENCING	LF	\$10	0	\$0.00	N
					\$500.18	
	STRUCTURE	LS		0	\$0.00	N
	TRAFFIC SIGNAL UPGRADE	LS		0	\$0.00	N
	RAILROAD SIGNAL UPGRADE	LS		0	\$0.00	N
	OTHER	LS		0	\$0.00	N
					\$0.00	

Approximate Link Length: 1130 LF
 Cost of Trail: \$565.20
 Additional Costs: \$0.00
 25% Contingency: \$141.30
TOTAL COST OF LINK: \$706.50

**LOCATION MAP DESIGNATION 3C-2B
TRAIL ALONG ANTLERS LANE**

FROM PA FISH COMMISSION ACCESS AREA TO SOUTH REACH ROAD

FACILITY TYPE	ITEMS	UNIT	UNIT PRICE	QUANT/ 1000'	PRICE/ 1000'	USED? (Y=1/N)
SHARE THE ROAD	PAINT					
	W/6"	LF	\$1.50	1000	\$1,500.00	1
	BIKE LEGEND	EACH	\$200.00	1	\$200.00	1
	ARROW LEGEND	EACH	\$125.00	1	\$125.00	1
	RR CROSSING LEGEND	EACH	\$300.00	0	\$0.00	N
	SIGNS					
	BIKE ROUTE	SF	\$15.00	5	\$75.00	1
	DESTINATION	SF	\$15.00	1	\$15.00	1
	ARROW	SF	\$15.00	1.095	\$16.43	1
	SHARE THE ROAD	SF	\$15.00	6.25	\$93.75	1
	PAVEMENT	SY	\$28	1111.11	\$31,111.08	1
	CRUSHED STONE AGG. (8" DEPTH)	SY	\$15	0	\$0.00	N
	EXCAVATION	CY	\$10	370	\$3,700.00	1
	FOREIGN BORROW EXCAVATION	CY	\$15	0	\$0.00	N
	ROCK SLOPE PROTECTION (R-6)	CY	\$38	0	\$0.00	N
	CLEARING AND GRUBBING	LS	\$2,000	1	\$2,000.00	1
	ROW	LS	\$3,673	1	\$3,673.09	1
	BARRIER	LF	\$85	0	\$0.00	N
	FENCING	LF	\$10	0	\$0.00	N
					\$42,509.35	
	STRUCTURE (Daugherty Run Trail Bridge)	LS	\$40,000	1	\$40,000.00	1
	TRAFFIC SIGNAL UPGRADE	LS		0	\$0.00	N
	RAILROAD SIGNAL UPGRADE	LS		0	\$0.00	N
	OTHER (48" Pipe)	LS	\$5,000	1	\$5,000.00	1
					\$45,000.00	

Approximate Link Length:	7820	LF
Cost of Trail:	\$332,423.11	
Additional Costs:	\$45,000.00	
25% Contingency:	\$94,355.78	
TOTAL COST OF LINK:	<u>\$471,778.89</u>	

LOCATION MAP DESIGNATION 3B-2B
TRAIL ALONG NORTHBOUND LANES OF SR 220 AND LEVEE
 FROM ANTLERS LANE TO SOUTH REACH ROAD

FACILITY TYPE	ITEMS	UNIT	UNIT PRICE	QUANT/ 1000'	PRICE/ 1000'	USED? (Y=1/N)	
SHARED USE PATH	PAINT						
	W/6"	LF	\$1.50	1000	\$1,500.00	1	
	BIKE LEGEND	EACH	\$200.00	1	\$200.00	1	
	ARROW LEGEND	EACH	\$125.00	1	\$125.00	1	
	RR CROSSING LEGEND	EACH	\$300.00	1	\$300.00	1	
	SIGNS						
	BIKE ROUTE	SF	\$15.00	5	\$75.00	1	
	DESTINATION	SF	\$15.00	1	\$15.00	1	
	ARROW	SF	\$15.00	1.095	\$16.43	1	
	SHARE THE ROAD	SF	\$15.00	0	\$0.00	N	
	PAVEMENT	SY	\$28	1111.11	\$31,111.08	1	
	CRUSHED STONE AGG. (8" DEPTH)	SY	\$15	0	\$0.00	N	
	EXCAVATION	CY	\$10	370	\$3,700.00	1	
	FOREIGN BORROW EXCAVATION	CY	\$15	1120	\$16,800.00	1	
	ROCK SLOPE PROTECTION (R-6)	CY	\$38	0	\$0.00	N	
	CLEARING AND GRUBBING	LS	\$2,000	1	\$2,000.00	1	
	ROW	LS	\$0	0	\$0.00	N	
	BARRIER	LF	\$85	0	\$0.00	N	
	FENCING	LF	\$10	1000	\$10,000.00	1	
						\$65,842.51	
	STRUCTURE	LS	\$40,000	1	\$40,000.00	1	
	TRAFFIC SIGNAL UPGRADE	LS		0	\$0.00	N	
	RAILROAD SIGNAL UPGRADE	LS		0	\$0.00	N	
	OTHER (2 pipes)	LS	\$10,000	1	\$10,000.00	1	
					\$50,000.00		

Approximate Link Length: 7600 LF
 Cost of Trail: \$500,403.04
 Additional Costs: \$50,000.00
 25% Contingency: \$137,600.76
 TOTAL COST OF LINK: \$688,003.80

LOCATION MAP DESIGNATION 3B-2F
TRAIL ALONG SOUTHBOUNB LANES OF SR 220
 FROM ANTLERS LANE TO FACILITY DRIVE AT END OF REACH ROAD

FACILITY TYPE	ITEMS	UNIT	UNIT PRICE	QUANT/ 1000'	PRICE/ 1000'	USED? (Y=1/N)
SHARED USE PATH	PAINT					
	W/6"	LF	\$1.50	1000	\$1,500.00	1
	BIKE LEGEND	EACH	\$200.00	1	\$200.00	1
	ARROW LEGEND	EACH	\$125.00	1	\$125.00	1
	RR CROSSING LEGEND	EACH	\$300.00	0	\$0.00	N
	SIGNS					
	BIKE ROUTE	SF	\$15.00	5	\$75.00	1
	DESTINATION	SF	\$15.00	1	\$15.00	1
	ARROW	SF	\$15.00	1.095	\$16.43	1
	SHARE THE ROAD	SF	\$15.00	0	\$0.00	N
	PAVEMENT	SY	\$28	1111.11	\$31,111.08	1
	CRUSHED STONE AGG. (8" DEPTH)	SY	\$15	0	\$0.00	N
	EXCAVATION	CY	\$10	370	\$3,700.00	1
	FOREIGN BORROW EXCAVATION	CY	\$15	1070	\$16,050.00	1
	ROCK SLOPE PROTECTION (R-6)	CY	\$38	0	\$0.00	N
	CLEARING AND GRUBBING	LS	\$2,000	1	\$2,000.00	1
	ROW	LS	\$0	1	\$0.00	1
	BARRIER	LF	\$85	0	\$0.00	N
	FENCING	LF	\$10	1000	\$10,000.00	1
					\$64,792.51	
	STRUCTURE	LS	\$40,000	1	\$40,000.00	1
	TRAFFIC SIGNAL UPGRADE	LS		0	\$0.00	N
	RAILROAD SIGNAL UPGRADE	LS		0	\$0.00	N
	OTHER (2 pipes)	LS	\$10,000	1	\$10,000.00	1
					\$50,000.00	

Approximate Link Length: 8750 LF
 Cost of Trail: \$566,934.42
 Additional Costs: \$50,000.00
 25% Contingency: \$154,233.60
 TOTAL COST OF LINK: \$771,168.02

**LOCATION MAP DESIGNATION 2B-2C (RED)
TRAIL ALONG SOUTH REACH RD**

FACILITY TYPE	ITEMS	UNIT	UNIT PRICE	QUANT/ 1000'	PRICE/ 1000'	USED? (Y=1/N)
SHARE THE ROAD	PAINT					
	W/6"	LF	\$1.50	0	\$0.00	N
	BIKE LEGEND	EACH	\$200.00	0	\$0.00	N
	ARROW LEGEND	EACH	\$125.00	0	\$0.00	N
	RR CROSSING LEGEND	EACH	\$300.00	0	\$0.00	N
	SIGNS					
	BIKE ROUTE	SF	\$15.00	5	\$75.00	1
	DESTINATION	SF	\$15.00	1	\$15.00	1
	ARROW	SF	\$15.00	1.095	\$16.43	1
	SHARE THE ROAD	SF	\$15.00	6.25	\$93.75	1
	PAVEMENT	SY	\$28	0	\$0.00	N
	CRUSHED STONE AGG. (8" DEPTH)	SY	\$15	0	\$0.00	N
	EXCAVATION	CY	\$10	0	\$0.00	N
	FOREIGN BORROW EXCAVATION	CY	\$15	0	\$0.00	N
	ROCK SLOPE PROTECTION (R-6)	CY	\$38	0	\$0.00	N
	CLEARING AND GRUBBING	LS	\$2,000	0	\$0.00	N
	ROW	LS	\$0	0	\$0.00	N
	BARRIER	LF	\$85	0	\$0.00	N
	FENCING	LF	\$10	0	\$0.00	N
					\$200.18	
	STRUCTURE	LS		0	\$0.00	N
	TRAFFIC SIGNAL UPGRADE	LS		0	\$0.00	N
	RAILROAD SIGNAL UPGRADE	LS		0	\$0.00	N
	OTHER	LS		0	\$0.00	N
					\$0.00	

Approximate Link Length:	5740	LF
Cost of Trail:	\$1,149.00	
Additional Costs:	\$0.00	
25% Contingency:	\$287.25	
TOTAL COST OF LINK:	\$1,436.26	

**LOCATION MAP DESIGNATION 2B-2C (GREEN)
TRAIL ON TOP OF LEVEE ALONG SOUTH REACH ROAD**

FACILITY TYPE	ITEMS	UNIT	UNIT PRICE	QUANT/ 1000'	PRICE/ 1000'	USED? (Y=1/N)
SHARED USE PATH	PAINT					
	W/6"	LF	\$1.50	1000	\$1,500.00	1
	BIKE LEGEND	EACH	\$200.00	1	\$200.00	1
	ARROW LEGEND	EACH	\$125.00	1	\$125.00	1
	RR CROSSING LEGEND	EACH	\$300.00	0	\$0.00	N
	SIGNS					
	BIKE ROUTE	SF	\$15.00	5	\$75.00	1
	DESTINATION	SF	\$15.00	1	\$15.00	1
	ARROW	SF	\$15.00	1.095	\$16.43	1
	SHARE THE ROAD	SF	\$15.00	0	\$0.00	N
	PAVEMENT	SY	\$28	1111.11	\$31,111.08	1
	CRUSHED STONE AGG. (8" DEPTH)	SY	\$15	0	\$0.00	N
	EXCAVATION	CY	\$10	370	\$3,700.00	1
	FOREIGN BORROW EXCAVATION	CY	\$15	0	\$0.00	N
	ROCK SLOPE PROTECTION (R-6)	CY	\$38	0	\$0.00	N
	CLEARING AND GRUBBING	LS	\$2,000	0	\$0.00	N
	ROW	LS	\$0	0	\$0.00	N
	BARRIER	LF	\$85	0	\$0.00	N
	FENCING	LF	\$10	0	\$0.00	N
					\$36,742.51	
	STRUCTURE	LS		0	\$0.00	N
	TRAFFIC SIGNAL UPGRADE	LS		0	\$0.00	N
	RAILROAD SIGNAL UPGRADE	LS		0	\$0.00	N
OTHER	LS		0	\$0.00	N	
				\$0.00		

Approximate Link Length: 5400 LF
 Cost of Trail: \$198,409.53
 Additional Costs: \$0.00
 25% Contingency: \$49,602.38
TOTAL COST OF LINK: \$248,011.91

LOCATION MAP DESIGNATION 2C-2D
TRAIL ON LEVEE TO SUSQUEHANNA STATE PARK
 FROM SOUTH REACH ROAD TO SUSQUEHANNA STATE PARK

FACILITY TYPE	ITEMS	UNIT	UNIT PRICE	QUANT/ 1000'	PRICE/ 1000'	USED? (Y=1/N)	
SHARED USE PATH	PAINT						
	W/6"	LF	\$1.50	1000	\$1,500.00	1	
	BIKE LEGEND	EACH	\$200.00	1	\$200.00	1	
	ARROW LEGEND	EACH	\$125.00	1	\$125.00	1	
	RR CROSSING LEGEND	EACH	\$300.00	0	\$0.00	N	
	SIGNS						
	BIKE ROUTE	SF	\$15.00	5	\$75.00	1	
	DESTINATION	SF	\$15.00	1	\$15.00	1	
	ARROW	SF	\$15.00	1.095	\$16.43	1	
	SHARE THE ROAD	SF	\$15.00	0	\$0.00	N	
	PAVEMENT	SY	\$28	1111.11	\$31,111.08	1	
	CRUSHED STONE AGG. (8" DEPTH)	SY	\$15	0	\$0.00	N	
	EXCAVATION	CY	\$10	370	\$3,700.00	1	
	FOREIGN BORROW EXCAVATION	CY	\$15	0	\$0.00	N	
	ROCK SLOPE PROTECTION (R-6)	CY	\$38	0	\$0.00	N	
	CLEARING AND GRUBBING	LS	\$2,000	1	\$2,000.00	1	
	ROW	LS	\$0	0	\$0.00	N	
	BARRIER	LF	\$85	0	\$0.00	N	
	FENCING	LF	\$10	0	\$0.00	N	
						\$38,742.51	
	STRUCTURE	LS		0	\$0.00	N	
	TRAFFIC SIGNAL UPGRADE	LS		0	\$0.00	N	
	RAILROAD SIGNAL UPGRADE	LS		0	\$0.00	N	
	OTHER	LS		0	\$0.00	N	
					\$0.00		

Approximate Link Length: 4060 LF
 Cost of Trail: \$157,294.57
 Additional Costs: \$0.00
 25% Contingency: \$39,323.64
TOTAL COST OF LINK: \$196,618.21

LOCATION MAP DESIGNATION 2D-1A

TRAIL ON LEVEE

FROM SUSQUEHANNA STATE PARK ACCESS AREA TO ARCH STREET

FACILITY TYPE	ITEMS	UNIT	UNIT PRICE	QUANT/ 1000'	PRICE/ 1000'	USED? (Y=1/N)
SHARED USE PATH	PAINT					
	W/6"	LF	\$1.50	1000	\$1,500.00	1
	BIKE LEGEND	EACH	\$200.00	1	\$200.00	1
	ARROW LEGEND	EACH	\$125.00	1	\$125.00	1
	RR CROSSING LEGEND	EACH	\$300.00	0	\$0.00	N
	SIGNS					
	BIKE ROUTE	SF	\$15.00	5	\$75.00	1
	DESTINATION	SF	\$15.00	1	\$15.00	1
	ARROW	SF	\$15.00	1.095	\$16.43	1
	SHARE THE ROAD	SF	\$15.00	0	\$0.00	N
	PAVEMENT	SY	\$28	1111.11	\$31,111.08	1
	CRUSHED STONE AGG. (8" DEPTH)	SY	\$15	0	\$0.00	N
	EXCAVATION	CY	\$10	370	\$3,700.00	1
	FOREIGN BORROW EXCAVATION	CY	\$15	0	\$0.00	N
	ROCK SLOPE PROTECTION (R-6)	CY	\$38	0	\$0.00	N
	CLEARING AND GRUBBING	LS	\$2,000	1	\$2,000.00	1
	ROW	LS	\$0	0	\$0.00	N
	BARRIER	LF	\$85	0	\$0.00	N
	FENCING	LF	\$10	0	\$0.00	N
					\$38,742.51	
STRUCTURE	LS		0	\$0.00	N	
TRAFFIC SIGNAL UPGRADE	LS		0	\$0.00	N	
RAILROAD SIGNAL UPGRADE	LS		0	\$0.00	N	
OTHER	LS		0	\$0.00	N	
				\$0.00		

Approximate Link Length:	940	LF
Cost of Trail:	\$36,417.95	
Additional Costs:	\$0.00	
25% Contingency:	\$9,104.49	
TOTAL COST OF LINK:	<u>\$45,522.44</u>	

LOCATION MAP DESIGNATION 2A-2E
TRAIL FROM SR 220 NORTH SLOPE ACROSS FIELD TO ANTLERS LANE
 FROM SUSQUEHANNA STATE PARK ACCESS AREA TO ARCH STREET

FACILITY TYPE	ITEMS	UNIT	UNIT PRICE	QUANT/ 1000'	PRICE/ 1000'	USED? (Y=1/N)
SHARED USE PATH	PAINT					
	W/6"	LF	\$1.50	1000	\$1,500.00	1
	BIKE LEGEND	EACH	\$200.00	1	\$200.00	1
	ARROW LEGEND	EACH	\$125.00	1	\$125.00	1
	RR CROSSING LEGEND	EACH	\$300.00	0	\$0.00	N
	SIGNS					
	BIKE ROUTE	SF	\$15.00	5	\$75.00	1
	DESTINATION	SF	\$15.00	1	\$15.00	1
	ARROW	SF	\$15.00	1.095	\$16.43	1
	SHARE THE ROAD	SF	\$15.00	0	\$0.00	N
	PAVEMENT	SY	\$28	1111.11	\$31,111.08	1
	CRUSHED STONE AGG. (8" DEPTH)	SY	\$15	0	\$0.00	N
	EXCAVATION	CY	\$10	370	\$3,700.00	1
	FOREIGN BORROW EXCAVATION	CY	\$15	2220	\$33,300.00	1
	ROCK SLOPE PROTECTION (R-6)	CY	\$38	0	\$0.00	N
	CLEARING AND GRUBBING	LS	\$2,000	1	\$2,000.00	1
	ROW	LS	\$0	1	\$0.00	1
	BARRIER	LF	\$85	0	\$0.00	N
	FENCING	LF	\$10	0	\$0.00	N
					\$72,042.51	
	STRUCTURE	LS		0	\$0.00	N
	TRAFFIC SIGNAL UPGRADE	LS		0	\$0.00	N
	RAILROAD SIGNAL UPGRADE	LS		0	\$0.00	N
	OTHER	LS		0	\$0.00	N
					\$0.00	

Approximate Link Length: 670 LF
 Cost of Trail: \$48,268.48
 Additional Costs: \$0.00
 25% Contingency: \$12,067.12
TOTAL COST OF LINK: \$60,335.60

LOCATION MAP DESIGNATION 2F-1A

TRAIL ALONG REACH RD

FROM REACH ROAD TO ARCH STREET TRAIL CROSSING

FACILITY TYPE	ITEMS	UNIT	UNIT PRICE	QUANT/ 1000'	PRICE/ 1000'	USED? (Y=1/N)	
SHARE THE ROAD	PAINT						
	W/6"	LF	\$1.50	0	\$0.00	N	
	BIKE LEGEND	EACH	\$200.00	0	\$0.00	N	
	ARROW LEGEND	EACH	\$125.00	0	\$0.00	N	
	RR CROSSING LEGEND	EACH	\$300.00	0	\$0.00	N	
	SIGNS						
	BIKE ROUTE	SF	\$15.00	5	\$75.00	1	
	DESTINATION	SF	\$15.00	1	\$15.00	1	
	ARROW	SF	\$15.00	1.095	\$16.43	1	
	SHARE THE ROAD	SF	\$15.00	6.25	\$93.75	1	
	PAVEMENT	SY	\$28	0	\$0.00	N	
	CRUSHED STONE AGG. (8" DEPTH)	SY	\$15	0	\$0.00	N	
	EXCAVATION	CY	\$10	0	\$0.00	N	
	FOREIGN BORROW EXCAVATION	CY	\$15	0	\$0.00	N	
	ROCK SLOPE PROTECTION (R-6)	CY	\$38	0	\$0.00	N	
	CLEARING AND GRUBBING	LS	\$2,000	0	\$0.00	N	
	ROW	LS	\$0	0	\$0.00	N	
	BARRIER	LF	\$85	0	\$0.00	N	
	FENCING	LF	\$10	0	\$0.00	N	
						\$200.18	
	STRUCTURE	LS		0	\$0.00	N	
	TRAFFIC SIGNAL UPGRADE	LS		0	\$0.00	N	
	RAILROAD SIGNAL UPGRADE	LS		0	\$0.00	N	
	OTHER	LS		0	\$0.00	N	
					\$0.00		

Approximate Link Length:	11600	LF
Cost of Trail:	\$2,322.03	
Additional Costs:	\$0.00	
25% Contingency:	\$580.51	
TOTAL COST OF LINK:	<u>\$2,902.54</u>	

LOCATION MAP DESIGNATION 1A-1B
TRAIL ON LEVEE UNDER SR 220 AND 15 TO RAILROAD
STRUCTURE AT LYCOMING CREEK
 FROM ARCH STREET TO WEST END RAILROAD STRUCTURE
 OVER LYCOMING CREEK

FACILITY TYPE	ITEMS	UNIT	UNIT PRICE	QUANT/ 1000'	PRICE/ 1000'	USED? (Y=1/N)
SHARED USE PATH	PAINT					
	W/6"	LF	\$1.50	1000	\$1,500.00	1
	BIKE LEGEND	EACH	\$200.00	1	\$200.00	1
	ARROW LEGEND	EACH	\$125.00	1	\$125.00	1
	RR CROSSING LEGEND	EACH	\$300.00	1	\$300.00	1
	SIGNS					
	BIKE ROUTE	SF	\$15.00	5	\$75.00	1
	DESTINATION	SF	\$15.00	1	\$15.00	1
	ARROW	SF	\$15.00	1.095	\$16.43	1
	SHARE THE ROAD	SF	\$15.00	0	\$0.00	N
	PAVEMENT	SY	\$28	1111.11	\$31,111.08	1
	CRUSHED STONE AGG. (8" DEPTH)	SY	\$15	0	\$0.00	N
	EXCAVATION	CY	\$10	370	\$3,700.00	1
	FOREIGN BORROW EXCAVATION	CY	\$15	200	\$3,000.00	1
	ROCK SLOPE PROTECTION (R-6)	CY	\$38	190	\$7,220.00	1
	CLEARING AND GRUBBING	LS	\$2,000	1	\$2,000.00	1
	ROW	LS	\$0	0	\$0.00	N
	BARRIER	LF	\$85	0	\$0.00	N
	FENCING	LF	\$10	0	\$0.00	N
					\$49,262.51	
	STRUCTURE	LS		0	\$0.00	N
	TRAFFIC SIGNAL UPGRADE	LS		0	\$0.00	N
	RAILROAD SIGNAL UPGRADE	LS	\$300,000	1	\$300,000.00	1
	OTHER	LS		0	\$0.00	N
					\$300,000.00	

Approximate Link Length: 3250 LF
 Cost of Trail: \$160,103.14
 Additional Costs: \$300,000.00
 25% Contingency: \$115,025.79
 TOTAL COST OF LINK: \$575,128.93

LOCATION MAP DESIGNATION 1H-1E (GREEN)

TRAIL ALONG RAILROAD

FROM WEST END RAILROAD STRUCTURE
OVER LYCOMING CREEK TO MAYNARD STREET

FACILITY TYPE	ITEMS	UNIT	UNIT PRICE	QUANT/ 1000'	PRICE/ 1000'	USED? (Y=1/N)
SHARED USE PATH	PAINT					
	W/6"	LF	\$1.50	1000	\$1,500.00	1
	BIKE LEGEND	EACH	\$200.00	1	\$200.00	1
	ARROW LEGEND	EACH	\$125.00	1	\$125.00	1
	RR CROSSING LEGEND	EACH	\$300.00	1	\$300.00	1
	SIGNS					
	BIKE ROUTE	SF	\$15.00	5	\$75.00	1
	DESTINATION	SF	\$15.00	1	\$15.00	1
	ARROW	SF	\$15.00	1.095	\$16.43	1
	SHARE THE ROAD	SF	\$15.00	0	\$0.00	N
	PAVEMENT	SY	\$28	1111.11	\$31,111.08	1
	CRUSHED STONE AGG. (8" DEPTH)	SY	\$15	0	\$0.00	N
	EXCAVATION	CY	\$10	0	\$0.00	N
	FOREIGN BORROW EXCAVATION	CY	\$15	1060	\$15,900.00	1
	ROCK SLOPE PROTECTION (R-6)	CY	\$38	0	\$0.00	N
	CLEARING AND GRUBBING	LS	\$2,000	1	\$2,000.00	1
	ROW	LS	\$0	1	\$0.00	1
	BARRIER	LF	\$85	0	\$0.00	N
	FENCING	LF	\$10	0	\$0.00	N
					\$51,242.51	
	STRUCTURE	LS	\$75,000	1	\$75,000.00	1
	TRAFFIC SIGNAL UPGRADE	LS		0	\$0.00	N
	RAILROAD SIGNAL UPGRADE	LS	\$300,000	1	\$300,000.00	1
	OTHER	LS		0	\$0.00	N
					\$375,000.00	

Approximate Link Length: 6715 LF
 Cost of Trail: \$344,093.42
 Additional Costs: \$375,000.00
 25% Contingency: \$179,773.36
TOTAL COST OF LINK: \$898,866.78

LOCATION MAP DESIGNATION 1B-1H

TRAIL ALONG RAILROAD

FROM RAILROAD STRUCTURE OVER LYCOMING CREEK TO PARKING LOT AREA

FACILITY TYPE	ITEMS	UNIT	UNIT PRICE	QUANT/ 1000'	PRICE/ 1000'	USED? (Y=1/N)
RAILS WITH TRAILS	PAINT					
	W/6"	LF	\$1.50	1000	\$1,500.00	1
	BIKE LEGEND	EACH	\$200.00	1	\$200.00	1
	ARROW LEGEND	EACH	\$125.00	1	\$125.00	1
	RR CROSSING LEGEND	EACH	\$300.00	0	\$0.00	N
	SIGNS					
	BIKE ROUTE	SF	\$15.00	5	\$75.00	1
	DESTINATION	SF	\$15.00	1	\$15.00	1
	ARROW	SF	\$15.00	1.095	\$16.43	1
	SHARE THE ROAD	SF	\$15.00	0	\$0.00	N
	PAVEMENT	SY	\$28	1111.11	\$31,111.08	1
	CRUSHED STONE AGG. (8" DEPTH)	SY	\$15	0	\$0.00	N
	EXCAVATION	CY	\$10	0	\$0.00	N
	FOREIGN BORROW EXCAVATION	CY	\$15	0	\$0.00	N
	ROCK SLOPE PROTECTION (R-6)	CY	\$38	0	\$0.00	N
	CLEARING AND GRUBBING	LS	\$2,000	1	\$2,000.00	1
	ROW	LS	\$0	0	\$0.00	N
	BARRIER	LF	\$85	0	\$0.00	N
	FENCING	LF	\$10	0	\$0.00	N
					\$35,042.51	
	STRUCTURE	LS	\$350,000	1	\$350,000.00	1
	TRAFFIC SIGNAL UPGRADE	LS		0	\$0.00	N
	RAILROAD SIGNAL UPGRADE	LS		0	\$0.00	N
	OTHER	LS		0	\$0.00	N
					\$350,000.00	

Approximate Link Length: 500 LF
 Cost of Trail: \$17,521.25
 Additional Costs: \$350,000.00
 25% Contingency: \$91,880.31
TOTAL COST OF LINK: \$459,401.57

LOCATION MAP DESIGNATION 1C-1H

TRAIL ALONG RAILROAD

FROM ROSE ST TO COLLEGE AVE

FACILITY TYPE	ITEMS	UNIT	UNIT PRICE	QUANT/ 1000'	PRICE/ 1000'	USED? (Y=1/N)
RAILS WITH TRAILS	PAINT					
	W/6"	LF	\$1.50	1000	\$1,500.00	1
	BIKE LEGEND	EACH	\$200.00	1	\$200.00	1
	ARROW LEGEND	EACH	\$125.00	1	\$125.00	1
	RR CROSSING LEGEND	EACH	\$300.00	0	\$0.00	N
	SIGNS					
	BIKE ROUTE	SF	\$15.00	5	\$75.00	1
	DESTINATION	SF	\$15.00	1	\$15.00	1
	ARROW	SF	\$15.00	1.095	\$16.43	1
	SHARE THE ROAD	SF	\$15.00	0	\$0.00	N
	PAVEMENT	SY	\$28	1111.11	\$31,111.08	1
	CRUSHED STONE AGG. (8" DEPTH)	SY	\$15	0	\$0.00	N
	EXCAVATION	CY	\$10	0	\$0.00	N
	FOREIGN BORROW EXCAVATION	CY	\$15	1546	\$23,190.00	1
	ROCK SLOPE PROTECTION (R-6)	CY	\$38	0	\$0.00	N
	CLEARING AND GRUBBING	LS	\$2,000	1	\$2,000.00	1
	ROW	LS	\$0	1	\$0.00	1
	BARRIER	LF	\$85	0	\$0.00	N
	FENCING	LF	\$10	1000	\$10,000.00	1
					\$68,232.51	
	STRUCTURE	LS		0	\$0.00	N
	TRAFFIC SIGNAL UPGRADE	LS		0	\$0.00	N
	RAILROAD SIGNAL UPGRADE	LS		0	\$0.00	N
	OTHER	LS		0	\$0.00	N
					\$0.00	

Approximate Link Length: 2680 LF
 Cost of Trail: \$182,863.11
 Additional Costs: \$0.00
 25% Contingency: \$45,715.78
TOTAL COST OF LINK: \$228,578.89

**LOCATION MAP DESIGNATION 1L-1H
TRAIL THROUGH BROWNFIELD**

FACILITY TYPE	ITEMS	UNIT	UNIT PRICE	QUANT/ 1000'	PRICE/ 1000'	USED? (Y=1/N)
RAILS WITH TRAILS	PAINT					
	W/6"	LF	\$1.50	1000	\$1,500.00	1
	BIKE LEGEND	EACH	\$200.00	1	\$200.00	1
	ARROW LEGEND	EACH	\$125.00	1	\$125.00	1
	RR CROSSING LEGEND	EACH	\$300.00	0	\$0.00	N
	SIGNS					
	BIKE ROUTE	SF	\$15.00	5	\$75.00	1
	DESTINATION	SF	\$15.00	1	\$15.00	1
	ARROW	SF	\$15.00	1.095	\$16.43	1
	SHARE THE ROAD	SF	\$15.00	0	\$0.00	N
	PAVEMENT	SY	\$28	1111.11	\$31,111.08	1
	CRUSHED STONE AGG. (8" DEPTH)	SY	\$15	0	\$0.00	N
	EXCAVATION	CY	\$10	0	\$0.00	N
	FOREIGN BORROW EXCAVATION	CY	\$15	1546	\$23,190.00	1
	ROCK SLOPE PROTECTION (R-6)	CY	\$38	0	\$0.00	N
	CLEARING AND GRUBBING	LS	\$2,000	1	\$2,000.00	1
	ROW	LS	\$0	1	\$0.00	1
	BARRIER	LF	\$85	0	\$0.00	N
	FENCING	LF	\$10	1000	\$10,000.00	1
					\$68,232.51	
	STRUCTURE	LS		0	\$0.00	N
	TRAFFIC SIGNAL UPGRADE	LS		0	\$0.00	N
	RAILROAD SIGNAL UPGRADE	LS		0	\$0.00	N
	OTHER	LS		0	\$0.00	N
					\$0.00	

Approximate Link Length: 1800 LF
 Cost of Trail: \$122,818.51
 Additional Costs: \$0.00
 25% Contingency: \$30,704.63
TOTAL COST OF LINK: \$153,523.14

**LOCATION MAP DESIGNATION 1L-1M
TRAIL THROUGH BROWNFIELD**

FACILITY TYPE	ITEMS	UNIT	UNIT PRICE	QUANT/ 1000'	PRICE/ 1000'	USED? (Y=1/N)
RAILS WITH TRAILS	PAINT					
	W/6"	LF	\$1.50	1000	\$1,500.00	1
	BIKE LEGEND	EACH	\$200.00	1	\$200.00	1
	ARROW LEGEND	EACH	\$125.00	1	\$125.00	1
	RR CROSSING LEGEND	EACH	\$300.00	0	\$0.00	N
	SIGNS					
	BIKE ROUTE	SF	\$15.00	5	\$75.00	1
	DESTINATION	SF	\$15.00	1	\$15.00	1
	ARROW	SF	\$15.00	1.095	\$16.43	1
	SHARE THE ROAD	SF	\$15.00	0	\$0.00	N
	PAVEMENT	SY	\$28	1111.11	\$31,111.08	1
	CRUSHED STONE AGG. (8" DEPTH)	SY	\$15	0	\$0.00	N
	EXCAVATION	CY	\$10	0	\$0.00	N
	FOREIGN BORROW EXCAVATION	CY	\$15	1546	\$23,190.00	1
	ROCK SLOPE PROTECTION (R-6)	CY	\$38	0	\$0.00	N
	CLEARING AND GRUBBING	LS	\$2,000	1	\$2,000.00	1
	ROW	LS	\$68,871	1	\$68,870.52	1
	BARRIER	LF	\$85	0	\$0.00	N
	FENCING	LF	\$10	1000	\$10,000.00	1
					\$137,103.03	
	STRUCTURE	LS		0	\$0.00	N
	TRAFFIC SIGNAL UPGRADE	LS		0	\$0.00	N
	RAILROAD SIGNAL UPGRADE	LS		0	\$0.00	N
OTHER	LS		0	\$0.00	N	
				\$0.00		

Approximate Link Length: 540 LF
 Cost of Trail: \$74,035.64
 Additional Costs: \$0.00
 25% Contingency: \$18,508.91
 TOTAL COST OF LINK: \$92,544.54

**LOCATION MAP DESIGNATION 1L-1K
TRAIL THROUGH BROWNFIELD**

FACILITY TYPE	ITEMS	UNIT	UNIT PRICE	QUANT/ 1000'	PRICE/ 1000'	USED? (Y=1/N)
RAILS WITH TRAILS	PAINT					
	W/6"	LF	\$1.50	1000	\$1,500.00	1
	BIKE LEGEND	EACH	\$200.00	1	\$200.00	1
	ARROW LEGEND	EACH	\$125.00	1	\$125.00	1
	RR CROSSING LEGEND	EACH	\$300.00	0	\$0.00	N
	SIGNS					
	BIKE ROUTE	SF	\$15.00	5	\$75.00	1
	DESTINATION	SF	\$15.00	1	\$15.00	1
	ARROW	SF	\$15.00	1.095	\$16.43	1
	SHARE THE ROAD	SF	\$15.00	0	\$0.00	N
	PAVEMENT	SY	\$28	1111.11	\$31,111.08	1
	CRUSHED STONE AGG. (8" DEPTH)	SY	\$15	0	\$0.00	N
	EXCAVATION	CY	\$10	0	\$0.00	N
	FOREIGN BORROW EXCAVATION	CY	\$15	1546	\$23,190.00	1
	ROCK SLOPE PROTECTION (R-6)	CY	\$38	0	\$0.00	N
	CLEARING AND GRUBBING	LS	\$2,000	1	\$2,000.00	1
	ROW	LS	\$0	1	\$0.00	1
	BARRIER	LF	\$85	0	\$0.00	N
	FENCING	LF	\$10	1000	\$10,000.00	1
					\$68,232.51	
	STRUCTURE	LS	\$75,000	1	\$75,000.00	1
	TRAFFIC SIGNAL UPGRADE	LS		0	\$0.00	N
	RAILROAD SIGNAL UPGRADE	LS		0	\$0.00	N
	OTHER	LS		0	\$0.00	N
					\$75,000.00	

Approximate Link Length: 1770 LF
 Cost of Trail: \$120,771.53
 Additional Costs: \$75,000.00
 25% Contingency: \$48,942.88
 TOTAL COST OF LINK: \$244,714.42

LOCATION MAP DESIGNATION 1C-1K
TRAIL ALONG RAILROAD
 FROM ROSE ST TO COLLEGE AVE

FACILITY TYPE	ITEMS	UNIT	UNIT PRICE	QUANT/ 1000'	PRICE/ 1000'	USED? (Y=1/N)
RAILS WITH TRAILS	PAINT					
	W/6"	LF	\$1.50	1000	\$1,500.00	1
	BIKE LEGEND	EACH	\$200.00	1	\$200.00	1
	ARROW LEGEND	EACH	\$125.00	1	\$125.00	1
	RR CROSSING LEGEND	EACH	\$300.00	0	\$0.00	N
	SIGNS					
	BIKE ROUTE	SF	\$15.00	5	\$75.00	1
	DESTINATION	SF	\$15.00	1	\$15.00	1
	ARROW	SF	\$15.00	1.095	\$16.43	1
	SHARE THE ROAD	SF	\$15.00	0	\$0.00	N
	PAVEMENT	SY	\$28	1111.11	\$31,111.08	1
	CRUSHED STONE AGG. (8" DEPTH)	SY	\$15	0	\$0.00	N
	EXCAVATION	CY	\$10	0	\$0.00	N
	FOREIGN BORROW EXCAVATION	CY	\$15	1546	\$23,190.00	1
	ROCK SLOPE PROTECTION (R-6)	CY	\$38	0	\$0.00	N
	CLEARING AND GRUBBING	LS	\$2,000	1	\$2,000.00	1
	ROW	LS	\$0	1	\$0.00	1
	BARRIER	LF	\$85	0	\$0.00	N
	FENCING	LF	\$10	1000	\$10,000.00	1
					\$68,232.51	
	STRUCTURE	LS		0	\$0.00	N
	TRAFFIC SIGNAL UPGRADE	LS		0	\$0.00	N
	RAILROAD SIGNAL UPGRADE	LS		0	\$0.00	N
	OTHER	LS		0	\$0.00	N
					\$0.00	

Approximate Link Length: 540 LF
 Cost of Trail: \$36,845.55
 Additional Costs: \$0.00
 25% Contingency: \$9,211.39
TOTAL COST OF LINK: \$46,056.94

LOCATION MAP DESIGNATION 1K-1D
TRAIL ALONG RAILROAD
 FROM COLLEGE AVE TO PARK ST

FACILITY TYPE	ITEMS	UNIT	UNIT PRICE	QUANT/ 1000'	PRICE/ 1000'	USED? (Y=1/N)
RAILS WITH TRAILS	PAINT					
	W/6"	LF	\$1.50	1000	\$1,500.00	1
	BIKE LEGEND	EACH	\$200.00	1	\$200.00	1
	ARROW LEGEND	EACH	\$125.00	1	\$125.00	1
	RR CROSSING LEGEND	EACH	\$300.00	0	\$0.00	N
	SIGNS					
	BIKE ROUTE	SF	\$15.00	5	\$75.00	1
	DESTINATION	SF	\$15.00	1	\$15.00	1
	ARROW	SF	\$15.00	1.095	\$16.43	1
	SHARE THE ROAD	SF	\$15.00	0	\$0.00	N
	PAVEMENT	SY	\$28	1111.11	\$31,111.08	1
	CRUSHED STONE AGG. (8" DEPTH)	SY	\$15	0	\$0.00	N
	EXCAVATION	CY	\$10	0	\$0.00	N
	FOREIGN BORROW EXCAVATION	CY	\$15	1546	\$23,190.00	1
	ROCK SLOPE PROTECTION (R-6)	CY	\$38	0	\$0.00	N
	CLEARING AND GRUBBING	LS	\$2,000	1	\$2,000.00	1
	ROW	LS	\$0	1	\$0.00	1
	BARRIER	LF	\$85	0	\$0.00	N
	FENCING	LF	\$10	1000	\$10,000.00	1
					<u>\$68,232.51</u>	
	STRUCTURE	LS		0	\$0.00	N
	TRAFFIC SIGNAL UPGRADE	LS		0	\$0.00	N
	RAILROAD SIGNAL UPGRADE	LS		0	\$0.00	N
	OTHER	LS		0	\$0.00	N
					<u>\$0.00</u>	

Approximate Link Length: 2125 LF
 Cost of Trail: \$144,994.07
 Additional Costs: \$0.00
 25% Contingency: \$36,248.52
TOTAL COST OF LINK: \$181,242.59

LOCATION MAP DESIGNATION 1D-1E

TRAIL ALONG RAILROAD

FROM PARK ST TO MAYNARD STREET RAILROAD CROSSING

FACILITY TYPE	ITEMS	UNIT	UNIT PRICE	QUANT/ 1000'	PRICE/ 1000'	USED? (Y=1/N)
RAILS WITH TRAILS	PAINT					
	W/6"	LF	\$1.50	1000	\$1,500.00	1
	BIKE LEGEND	EACH	\$200.00	1	\$200.00	1
	ARROW LEGEND	EACH	\$125.00	1	\$125.00	1
	RR CROSSING LEGEND	EACH	\$300.00	1	\$300.00	1
	SIGNS					
	BIKE ROUTE	SF	\$15.00	5	\$75.00	1
	DESTINATION	SF	\$15.00	1	\$15.00	1
	ARROW	SF	\$15.00	1.095	\$16.43	1
	SHARE THE ROAD	SF	\$15.00	0	\$0.00	N
	PAVEMENT	SY	\$28	1111.11	\$31,111.08	1
	CRUSHED STONE AGG. (8" DEPTH)	SY	\$15	0	\$0.00	N
	EXCAVATION	CY	\$10	0	\$0.00	N
	FOREIGN BORROW EXCAVATION	CY	\$15	1500	\$22,500.00	1
	ROCK SLOPE PROTECTION (R-6)	CY	\$38	0	\$0.00	N
	CLEARING AND GRUBBING	LS	\$2,000	1	\$2,000.00	1
	ROW	LS	\$0	1	\$0.00	1
	BARRIER	LF	\$85	0	\$0.00	N
	FENCING	LF	\$10	1000	\$10,000.00	1
					\$67,842.51	
	STRUCTURE	LS		0	\$0.00	N
	TRAFFIC SIGNAL UPGRADE	LS		0	\$0.00	N
	RAILROAD SIGNAL UPGRADE	LS	\$300,000	1	\$300,000.00	1
	OTHER	LS		0	\$0.00	N
					\$300,000.00	

Approximate Link Length:	850	LF
Cost of Trail:	\$57,666.13	
Additional Costs:	\$300,000.00	
25% Contingency:	\$89,416.53	
TOTAL COST OF LINK:	\$447,082.66	

LOCATION MAP DESIGNATION 1B-1G
TRAIL ALONG ABANDONED RAILROAD
 FROM SUSQUEHANNA STATE PARK TO ROSE ST

FACILITY TYPE	ITEMS	UNIT	UNIT PRICE	QUANT/ 1000'	PRICE/ 1000'	USED? (Y=1/N)
SHARED USE PATH	PAINT					
	W/6"	LF	\$1.50	1000	\$1,500.00	1
	BIKE LEGEND	EACH	\$200.00	1	\$200.00	1
	ARROW LEGEND	EACH	\$125.00	1	\$125.00	1
	RR CROSSING LEGEND	EACH	\$300.00	0	\$0.00	N
	SIGNS					
	BIKE ROUTE	SF	\$15.00	5	\$75.00	1
	DESTINATION	SF	\$15.00	1	\$15.00	1
	ARROW	SF	\$15.00	1.095	\$16.43	1
	SHARE THE ROAD	SF	\$15.00	0	\$0.00	N
	PAVEMENT	SY	\$28	1111.11	\$31,111.08	1
	CRUSHED STONE AGG. (8" DEPTH)	SY	\$15	0	\$0.00	N
	EXCAVATION	CY	\$10	370	\$3,700.00	1
	FOREIGN BORROW EXCAVATION	CY	\$15	0	\$0.00	N
	ROCK SLOPE PROTECTION (R-6)	CY	\$38	0	\$0.00	N
	CLEARING AND GRUBBING	LS	\$2,000	1	\$2,000.00	1
	ROW	LS	\$0	0	\$0.00	N
	BARRIER	LF	\$85	0	\$0.00	N
	FENCING	LF	\$10	1000	\$10,000.00	1
					\$48,742.51	
	STRUCTURE (RR Bridge re-hab.)	LS	\$350,000	1	\$350,000.00	1
	TRAFFIC SIGNAL UPGRADE	LS		0	\$0.00	N
	RAILROAD SIGNAL UPGRADE	LS		0	\$0.00	N
	OTHER	LS		0	\$0.00	N
					\$350,000.00	

Approximate Link Length: 1645 LF
 Cost of Trail: \$80,181.42
 Additional Costs: \$350,000.00
 25% Contingency: \$107,545.36
 TOTAL COST OF LINK: \$537,726.78

LOCATION MAP DESIGNATION 1G-1M
TRAIL ALONG ABANDONED RAILROAD
 FROM SUSQUEHANNA STATE PARK TO ROSE ST

FACILITY TYPE	ITEMS	UNIT	UNIT PRICE	QUANT/ 1000'	PRICE/ 1000'	USED? (Y=1/N)
SHARED USE PATH	PAINT					
	W/6"	LF	\$1.50	1000	\$1,500.00	1
	BIKE LEGEND	EACH	\$200.00	1	\$200.00	1
	ARROW LEGEND	EACH	\$125.00	1	\$125.00	1
	RR CROSSING LEGEND	EACH	\$300.00	0	\$0.00	N
	SIGNS					
	BIKE ROUTE	SF	\$15.00	5	\$75.00	1
	DESTINATION	SF	\$15.00	1	\$15.00	1
	ARROW	SF	\$15.00	1.095	\$16.43	1
	SHARE THE ROAD	SF	\$15.00	0	\$0.00	N
	PAVEMENT	SY	\$28	1111.11	\$31,111.08	1
	CRUSHED STONE AGG. (8" DEPTH)	SY	\$15	0	\$0.00	N
	EXCAVATION	CY	\$10	370	\$3,700.00	1
	FOREIGN BORROW EXCAVATION	CY	\$15	0	\$0.00	N
	ROCK SLOPE PROTECTION (R-6)	CY	\$38	0	\$0.00	N
	CLEARING AND GRUBBING	LS	\$2,000	1	\$2,000.00	1
	ROW	LS	\$68,871	1	\$68,870.52	1
	BARRIER	LF	\$85	0	\$0.00	N
	FENCING	LF	\$10	1000	\$10,000.00	1
					\$117,613.03	
	STRUCTURE (RR Bridge re-hab.)	LS		0	\$0.00	N
	TRAFFIC SIGNAL UPGRADE	LS		0	\$0.00	N
	RAILROAD SIGNAL UPGRADE	LS		0	\$0.00	N
	OTHER	LS		0	\$0.00	N
					\$0.00	

Approximate Link Length: 1900 LF
 Cost of Trail: \$223,464.75
 Additional Costs: \$0.00
 25% Contingency: \$55,866.19
TOTAL COST OF LINK: \$279,330.94

LOCATION MAP DESIGNATION 1M-1I
TRAIL ALONG ABANDONED RAILROAD
 FROM SUSQUEHANNA STATE PARK TO ROSE ST

FACILITY TYPE	ITEMS	UNIT	UNIT PRICE	QUANT/ 1000'	PRICE/ 1000'	USED? (Y=1/N)
SHARED USE PATH	PAINT					
	W/6"	LF	\$1.50	1000	\$1,500.00	1
	BIKE LEGEND	EACH	\$200.00	1	\$200.00	1
	ARROW LEGEND	EACH	\$125.00	1	\$125.00	1
	RR CROSSING LEGEND	EACH	\$300.00	0	\$0.00	N
	SIGNS					
	BIKE ROUTE	SF	\$15.00	5	\$75.00	1
	DESTINATION	SF	\$15.00	1	\$15.00	1
	ARROW	SF	\$15.00	1.095	\$16.43	1
	SHARE THE ROAD	SF	\$15.00	0	\$0.00	N
	PAVEMENT	SY	\$28	1111.11	\$31,111.08	1
	CRUSHED STONE AGG. (8" DEPTH)	SY	\$15	0	\$0.00	N
	EXCAVATION	CY	\$10	370	\$3,700.00	1
	FOREIGN BORROW EXCAVATION	CY	\$15	0	\$0.00	N
	ROCK SLOPE PROTECTION (R-6)	CY	\$38	0	\$0.00	N
	CLEARING AND GRUBBING	LS	\$2,000	1	\$2,000.00	1
	ROW	LS	\$68,871	1	\$68,870.52	1
	BARRIER	LF	\$85	0	\$0.00	N
	FENCING	LF	\$10	1000	\$10,000.00	1
					\$117,613.03	
	STRUCTURE (RR Bridge re-hab.)	LS		0	\$0.00	N
	TRAFFIC SIGNAL UPGRADE	LS		0	\$0.00	N
	RAILROAD SIGNAL UPGRADE	LS		0	\$0.00	N
	OTHER	LS		0	\$0.00	N
					\$0.00	

Approximate Link Length: 865 LF
 Cost of Trail: \$101,735.27
 Additional Costs: \$0.00
 25% Contingency: \$25,433.82
TOTAL COST OF LINK: \$127,169.09

**LOCATION MAP DESIGNATION 1E-1F
TRAIL ALONG MAYNARD STREET**

FROM MAYNARD STREET RAILROAD CROSSING TO MAYNARD STREET BRIDGE

FACILITY TYPE	ITEMS	UNIT	UNIT PRICE	QUANT/ 1000'	PRICE/ 1000'	USED? (Y=1/N)
SHARED USE PATH	PAINT					
	W/6"	LF	\$1.50	1000	\$1,500.00	1
	BIKE LEGEND	EACH	\$200.00	1	\$200.00	1
	ARROW LEGEND	EACH	\$125.00	1	\$125.00	1
	RR CROSSING LEGEND	EACH	\$300.00	1	\$300.00	1
	SIGNS					
	BIKE ROUTE	SF	\$15.00	5	\$75.00	1
	DESTINATION	SF	\$15.00	1	\$15.00	1
	ARROW	SF	\$15.00	1.095	\$16.43	1
	SHARE THE ROAD	SF	\$15.00	0	\$0.00	N
	PAVEMENT	SY	\$28	1111.11	\$31,111.08	1
	CRUSHED STONE AGG. (8" DEPTH)	SY	\$15	0	\$0.00	N
	EXCAVATION	CY	\$10	370	\$3,700.00	1
	FOREIGN BORROW EXCAVATION	CY	\$15	0	\$0.00	N
	ROCK SLOPE PROTECTION (R-6)	CY	\$38	0	\$0.00	N
	CLEARING AND GRUBBING	LS	\$2,000	1	\$2,000.00	1
	ROW	LS	\$68,871	1	\$68,870.52	1
	BARRIER	LF	\$85	285.71	\$24,285.35	1
	FENCING	LF	\$10	0	\$0.00	N
					\$132,198.38	
	STRUCTURE	LS	\$250,000	1	\$250,000.00	1
	TRAFFIC SIGNAL UPGRADE	LS		0	\$0.00	N
	RAILROAD SIGNAL UPGRADE	LS		0	\$0.00	N
OTHER	LS		0	\$0.00	N	
				\$250,000.00		

Approximate Link Length: 630 LF
 Cost of Trail: \$83,284.98
 Additional Costs: \$250,000.00
 25% Contingency: \$83,321.24
TOTAL COST OF LINK: \$416,606.22

**LOCATION MAP DESIGNATION 1G-1H
TRAIL ALONG MAYNARD STREET**

FROM LYCOMING CREEK TRAIL AT RAILROAD ALONG LEVEE TO RAILROAD

FACILITY TYPE	ITEMS	UNIT	UNIT PRICE	QUANT/ 1000'	PRICE/ 1000'	USED? (Y=1/N)
SHARED USE PATH	PAINT					
	W/6"	LF	\$1.50	1000	\$1,500.00	1
	BIKE LEGEND	EACH	\$200.00	1	\$200.00	1
	ARROW LEGEND	EACH	\$125.00	1	\$125.00	1
	RR CROSSING LEGEND	EACH	\$300.00	1	\$300.00	1
	SIGNS					
	BIKE ROUTE	SF	\$15.00	5	\$75.00	1
	DESTINATION	SF	\$15.00	1	\$15.00	1
	ARROW	SF	\$15.00	1.095	\$16.43	1
	SHARE THE ROAD	SF	\$15.00	0	\$0.00	N
	PAVEMENT	SY	\$28	1111.11	\$31,111.08	1
	CRUSHED STONE AGG. (8" DEPTH)	SY	\$15	0	\$0.00	N
	EXCAVATION	CY	\$10	370	\$3,700.00	1
	FOREIGN BORROW EXCAVATION	CY	\$15	0	\$0.00	N
	ROCK SLOPE PROTECTION (R-6)	CY	\$38	0	\$0.00	N
	CLEARING AND GRUBBING	LS	\$2,000	1	\$2,000.00	1
	ROW	LS	\$0	0	\$0.00	N
	BARRIER	LF	\$85	0	\$0.00	N
	FENCING	LF	\$10	1000	\$10,000.00	1
					\$49,042.51	
STRUCTURE	LS		0	\$0.00	N	
TRAFFIC SIGNAL UPGRADE	LS		0	\$0.00	N	
RAILROAD SIGNAL UPGRADE	LS		0	\$0.00	N	
OTHER	LS		0	\$0.00	N	
				\$0.00		

Approximate Link Length: 1010 LF
 Cost of Trail: \$49,532.93
 Additional Costs: \$0.00
 25% Contingency: \$12,383.23
TOTAL COST OF LINK: \$61,916.16

LOCATION MAP DESIGNATION 1I-1J
TRAIL ALONG 3RD STREET
 FROM ROSE ST TO COLLEGE AVE

FACILITY TYPE	ITEMS	UNIT	UNIT PRICE	QUANT/ 1000'	PRICE/ 1000'	USED? (Y=1/N)
SHARE THE ROAD	PAINT					
	W/6"	LF	\$1.50	0	\$0.00	N
	BIKE LEGEND	EACH	\$200.00	0	\$0.00	N
	ARROW LEGEND	EACH	\$125.00	0	\$0.00	N
	RR CROSSING LEGEND	EACH	\$300.00	0	\$0.00	N
	SIGNS					
	BIKE ROUTE	SF	\$15.00	5	\$75.00	1
	DESTINATION	SF	\$15.00	1	\$15.00	1
	ARROW	SF	\$15.00	1.095	\$16.43	1
	SHARE THE ROAD	SF	\$15.00	6.25	\$93.75	1
	PAVEMENT	SY	\$28	0	\$0.00	N
	CRUSHED STONE AGG. (8" DEPTH)	SY	\$15	0	\$0.00	N
	EXCAVATION	CY	\$10	0	\$0.00	N
	FOREIGN BORROW EXCAVATION	CY	\$15	0	\$0.00	N
	ROCK SLOPE PROTECTION (R-6)	CY	\$38	0	\$0.00	N
	CLEARING AND GRUBBING	LS	\$2,000	0	\$0.00	N
	ROW	LS	\$0	0	\$0.00	N
	BARRIER	LF	\$85	0	\$0.00	N
	FENCING	LF	\$10	0	\$0.00	N
					\$200.18	
	STRUCTURE	LS		0	\$0.00	N
	TRAFFIC SIGNAL UPGRADE	LS		0	\$0.00	N
	RAILROAD SIGNAL UPGRADE	LS		0	\$0.00	N
	OTHER	LS		0	\$0.00	N
					\$0.00	

Approximate Link Length: 2560 LF
 Cost of Trail: \$512.45
 Additional Costs: \$0.00
 25% Contingency: \$128.11
TOTAL COST OF LINK: \$640.56

**LOCATION MAP DESIGNATION 1J-1E
TRAIL ALONG 3RD ST AND MAYNARD ST**

FROM COLLEGE AVENUE TO MAYNARD STREET RAILROAD CROSSING

FACILITY TYPE	ITEMS	UNIT	UNIT PRICE	QUANT/ 1000'	PRICE/ 1000'	USED? (Y=1/N)
SHARE THE ROAD	PAINT					
	W/6"	LF	\$1.50	0	\$0.00	N
	BIKE LEGEND	EACH	\$200.00	0	\$0.00	N
	ARROW LEGEND	EACH	\$125.00	0	\$0.00	N
	RR CROSSING LEGEND	EACH	\$300.00	0	\$0.00	N
	SIGNS					
	BIKE ROUTE	SF	\$15.00	5	\$75.00	1
	DESTINATION	SF	\$15.00	1	\$15.00	1
	ARROW	SF	\$15.00	1.095	\$16.43	1
	SHARE THE ROAD	SF	\$15.00	6.25	\$93.75	1
	PAVEMENT	SY	\$28	0	\$0.00	N
	CRUSHED STONE AGG. (8" DEPTH)	SY	\$15	0	\$0.00	N
	EXCAVATION	CY	\$10	0	\$0.00	N
	FOREIGN BORROW EXCAVATION	CY	\$15	0	\$0.00	N
	ROCK SLOPE PROTECTION (R-6)	CY	\$38	0	\$0.00	N
	CLEARING AND GRUBBING	LS	\$2,000	0	\$0.00	N
	ROW	LS	\$0	0	\$0.00	N
	BARRIER	LF	\$85	0	\$0.00	N
	FENCING	LF	\$10	0	\$0.00	N
					\$200.18	
	STRUCTURE	LS		0	\$0.00	N
	TRAFFIC SIGNAL UPGRADE	LS		0	\$0.00	N
RAILROAD SIGNAL UPGRADE	LS		0	\$0.00	N	
OTHER	LS		0	\$0.00	N	
				\$0.00		

Approximate Link Length:	2780	LF
Cost of Trail:	\$556.49	
Additional Costs:	\$0.00	
25% Contingency:	\$139.12	
TOTAL COST OF LINK:	\$695.61	

LOCATION MAP DESIGNATION 1I-1C
TRAIL ALONG ROSE ST
 FROM 3RD ST TO RAILROAD

FACILITY TYPE	ITEMS	UNIT	UNIT PRICE	QUANT/ 1000'	PRICE/ 1000'	USED? (Y=1/N)	
SHARE THE ROAD	PAINT						
	W/6"	LF	\$1.50	0	\$0.00	N	
	BIKE LEGEND	EACH	\$200.00	0	\$0.00	N	
	ARROW LEGEND	EACH	\$125.00	0	\$0.00	N	
	RR CROSSING LEGEND	EACH	\$300.00	0	\$0.00	N	
	SIGNS						
	BIKE ROUTE	SF	\$15.00	5	\$75.00	1	
	DESTINATION	SF	\$15.00	1	\$15.00	1	
	ARROW	SF	\$15.00	1.095	\$16.43	1	
	SHARE THE ROAD	SF	\$15.00	6.25	\$93.75	1	
	PAVEMENT	SY	\$28	0	\$0.00	N	
	CRUSHED STONE AGG. (8" DEPTH)	SY	\$15	0	\$0.00	N	
	EXCAVATION	CY	\$10	0	\$0.00	N	
	FOREIGN BORROW EXCAVATION	CY	\$15	0	\$0.00	N	
	ROCK SLOPE PROTECTION (R-6)	CY	\$38	0	\$0.00	N	
	CLEARING AND GRUBBING	LS	\$2,000	0	\$0.00	N	
	ROW	LS	\$0	0	\$0.00	N	
	BARRIER	LF	\$85	0	\$0.00	N	
	FENCING	LF	\$10	0	\$0.00	N	
						\$200.18	
	STRUCTURE	LS		0	\$0.00	N	
	TRAFFIC SIGNAL UPGRADE	LS		0	\$0.00	N	
	RAILROAD SIGNAL UPGRADE	LS		0	\$0.00	N	
	OTHER	LS		0	\$0.00	N	
						\$0.00	

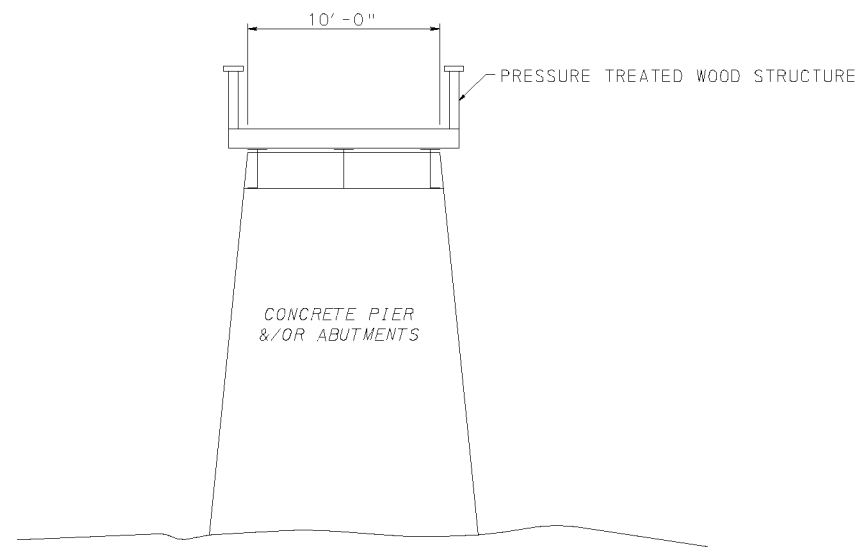
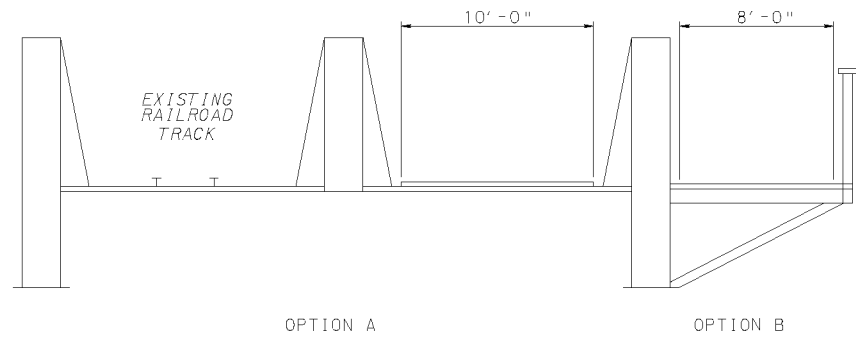
Approximate Link Length: 1150 LF
 Cost of Trail: \$230.20
 Additional Costs: \$0.00
 25% Contingency: \$57.55
TOTAL COST OF LINK: \$287.75

LOCATION MAP DESIGNATION 1J-1D
TRAIL ALONG COLLEGE AVE
 FROM 3RD ST TO RAILROAD

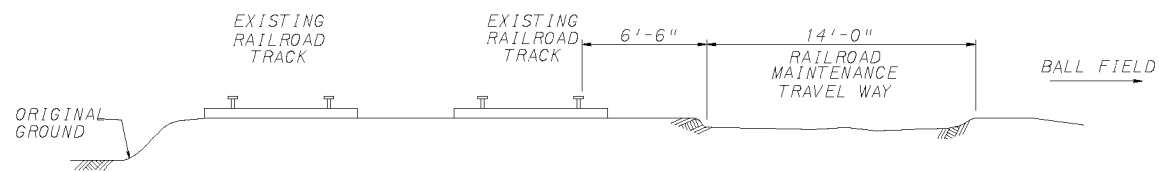
FACILITY TYPE	ITEMS	UNIT	UNIT PRICE	QUANT/ 1000'	PRICE/ 1000'	USED? (Y=1/N)	
SHARE THE ROAD	PAINT						
	W/6"	LF	\$1.50	0	\$0.00	N	
	BIKE LEGEND	EACH	\$200.00	0	\$0.00	N	
	ARROW LEGEND	EACH	\$125.00	0	\$0.00	N	
	RR CROSSING LEGEND	EACH	\$300.00	0	\$0.00	N	
	SIGNS						
	BIKE ROUTE	SF	\$15.00	5	\$75.00	1	
	DESTINATION	SF	\$15.00	1	\$15.00	1	
	ARROW	SF	\$15.00	1.095	\$16.43	1	
	SHARE THE ROAD	SF	\$15.00	6.25	\$93.75	1	
	PAVEMENT	SY	\$28	0	\$0.00	N	
	CRUSHED STONE AGG. (8" DEPTH)	SY	\$15	0	\$0.00	N	
	EXCAVATION	CY	\$10	0	\$0.00	N	
	FOREIGN BORROW EXCAVATION	CY	\$15	0	\$0.00	N	
	ROCK SLOPE PROTECTION (R-6)	CY	\$38	0	\$0.00	N	
	CLEARING AND GRUBBING	LS	\$2,000	0	\$0.00	N	
	ROW	LS	\$0	0	\$0.00	N	
	BARRIER	LF	\$85	0	\$0.00	N	
	FENCING	LF	\$10	0	\$0.00	N	
						\$200.18	
	STRUCTURE	LS		0	\$0.00	N	
	TRAFFIC SIGNAL UPGRADE	LS		0	\$0.00	N	
	RAILROAD SIGNAL UPGRADE	LS		0	\$0.00	N	
	OTHER	LS		0	\$0.00	N	
					\$0.00		

Approximate Link Length:	1800	LF
Cost of Trail:	\$360.32	
Additional Costs:	\$0.00	
25% Contingency:	\$90.08	
TOTAL COST OF LINK:	<u>\$450.39</u>	

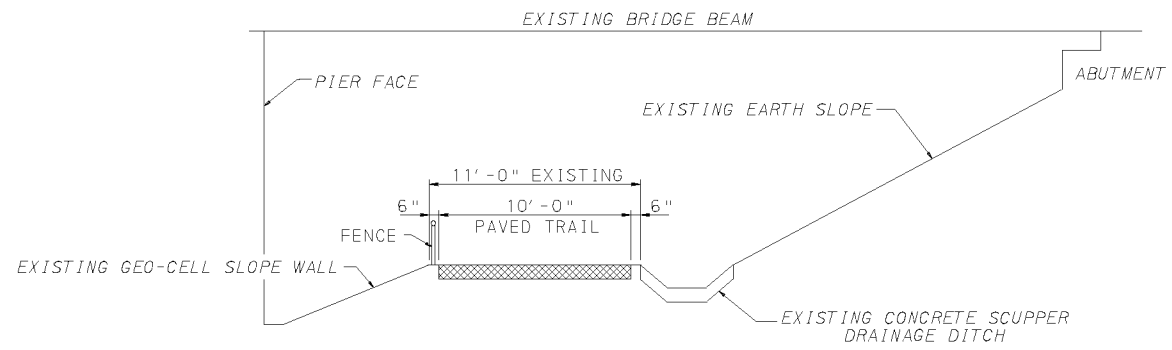
WILLIAMSPORT TO JERSEY SHORE: SEGMENT I



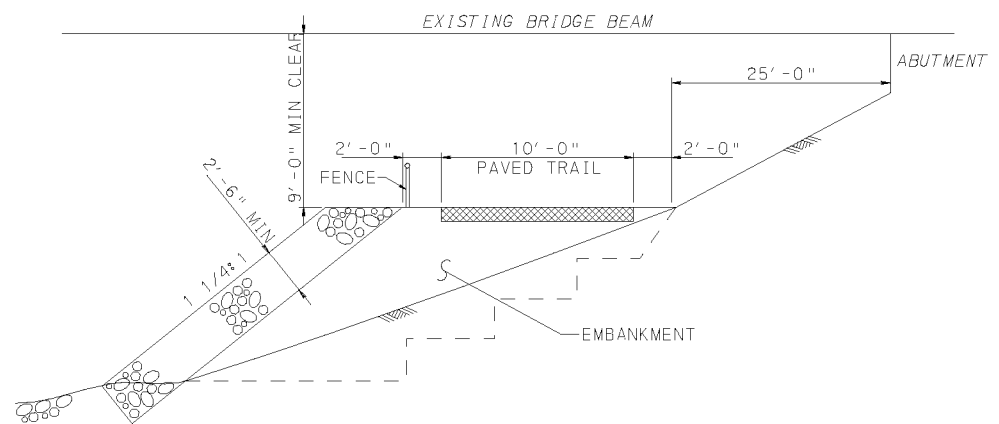
OPTION C
PROPOSED RAILS-WITH-TRAILS FOR LYCOMING CREEK CROSSING



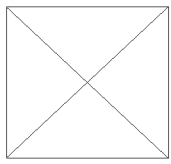
TYPICAL @ RAILROAD TRACKS ACROSS FROM SIMON BROTHERS



PROPOSED SHARED USE PATH UNDER ROUTE 15 OVERHEAD TWIN STRUCTURES



PROPOSED SHARED USE PATH UNDER ROUTE I-180 OVERHEAD TWIN STRUCTURES



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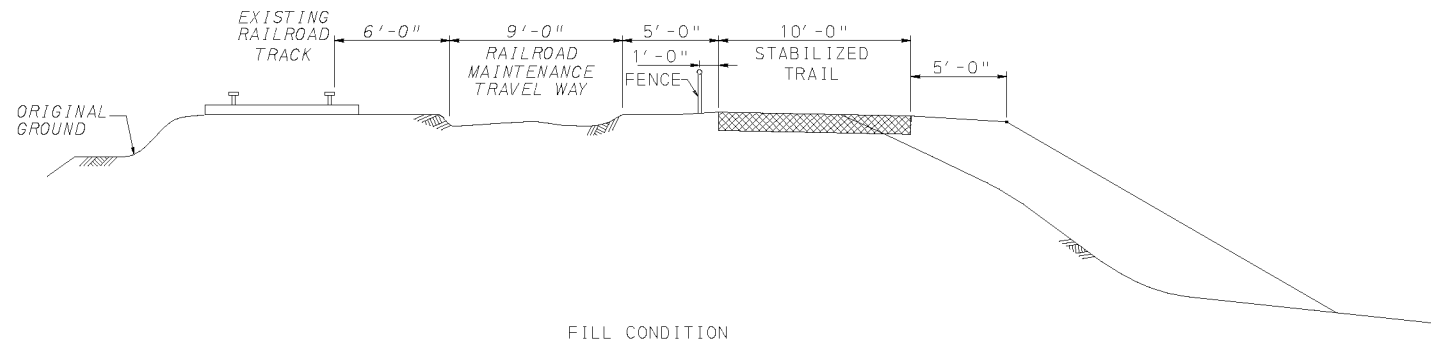
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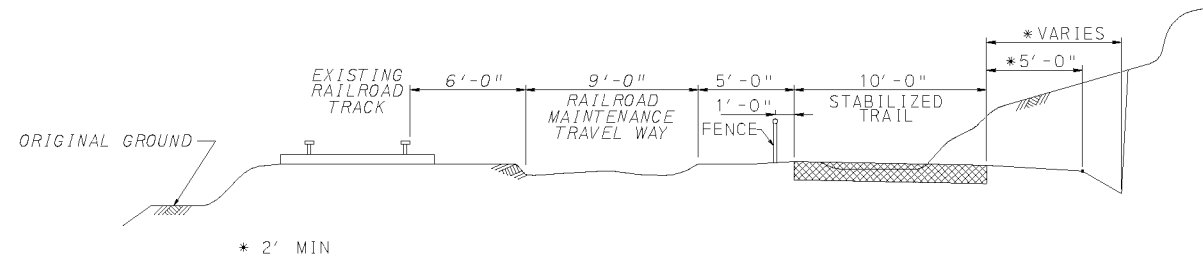
BIKEWAY FEASIBILITY STUDY
TRAIL ALTERNATE MAPPING
JERSEY SHORE TO WILLIAMSPORT
LYCOMING COUNTY, PA

1/6/2009 L:\Highway\5039-105 Bikeway Study - PART 1\423 - Schematic Trail Design and Details\typical.s.dgn

WILLIAMSPORT TO JERSEY SHORE: SEGMENT III

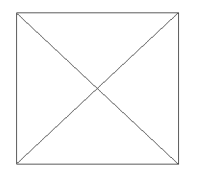


FILL CONDITION



CUT CONDITION

TYPICAL RAILS-WITH-TRAILS PATH



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DATE: XXXXX XXX

SCALE: 1" = 10'

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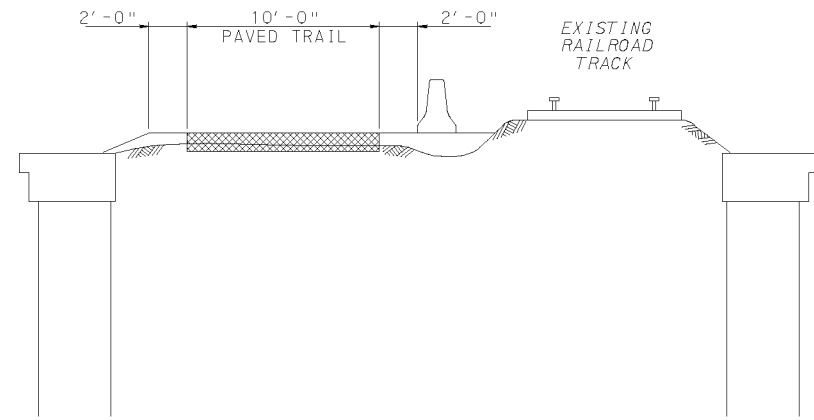
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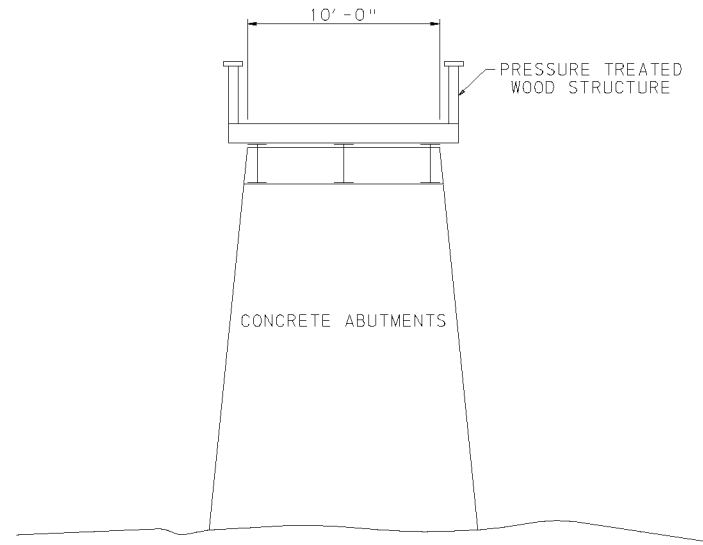
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TRAIL ALTERNATE MAPPING
JERSEY SHORE TO WILLIAMSPORT
LYCOMING COUNTY, PA

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WILLIAMSPORT TO JERSEY SHORE: SEGMENT IV

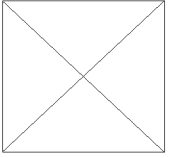


OPTION A



OPTION B

PROPOSED RAILS-WITH-TRAILS @ PINE RUN STONE
ARCH RAILROAD STRUCTURE



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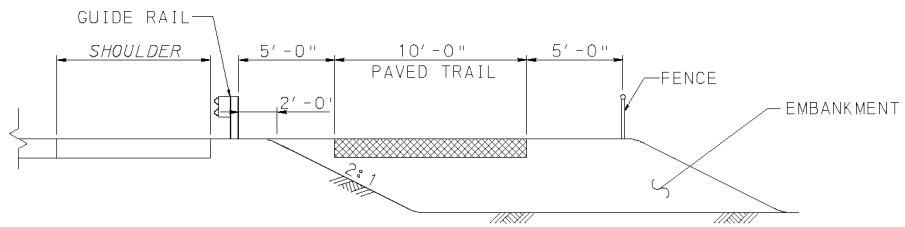
BIKEWAY FEASIBILITY STUDY

**TRAIL ALTERNATE MAPPING
JERSEY SHORE TO WILLIAMSPORT
LYCOMING COUNTY, PA**

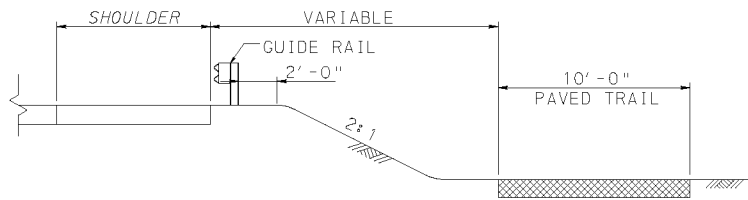
SHEET 5 OF 6

PROJECT NO:
XXXX-XXX

WILLIAMSPORT TO JERSEY SHORE: SEGMENT V



OPTION A

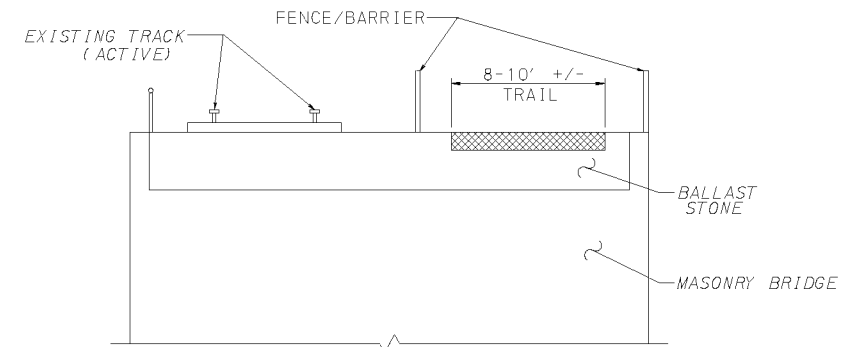


OPTION B

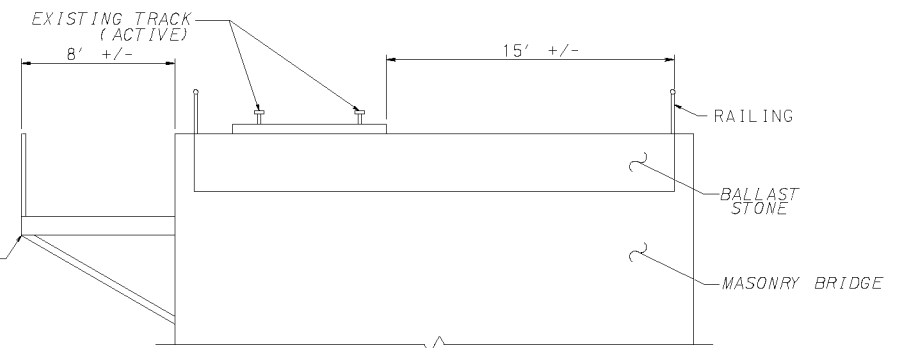
PROPOSED SHARED USE PATH FOR SR 220 AREA

SUSQUEHANNA RIVER TRAIL	
FISH COMMISSION	9.9 MI
BOAT LAUNCH	
SUSQUEHANNA RIVER	13.1 MI
STATE PARK	
WILLIAMSPORT	15.3 MI

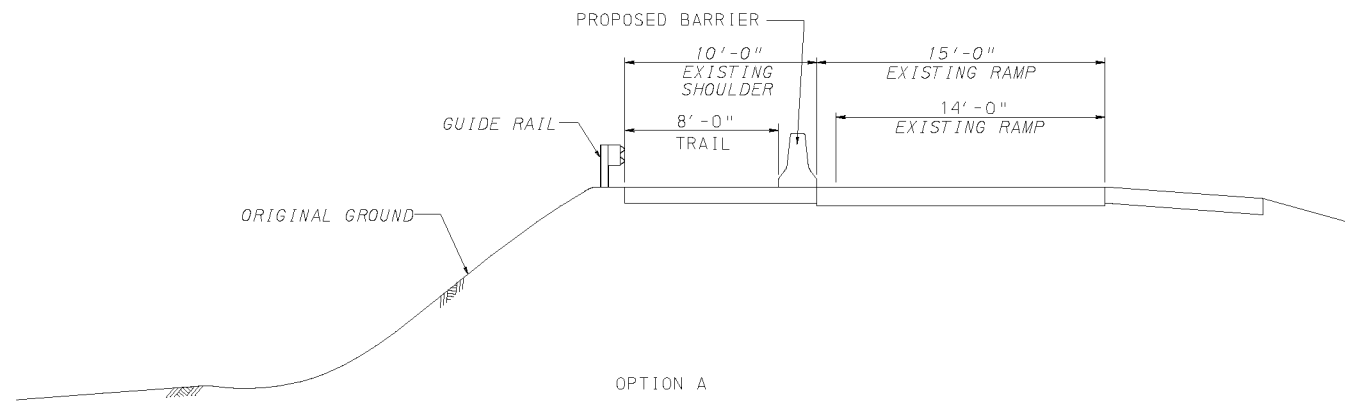
POTENTIAL DESTINATION SIGN
AT MAIN STREET IN JERSEY SHORE



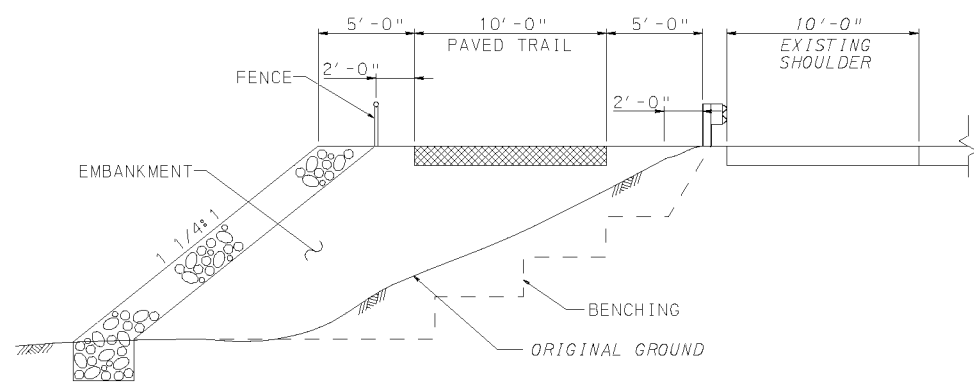
OPTION A



OPTION B

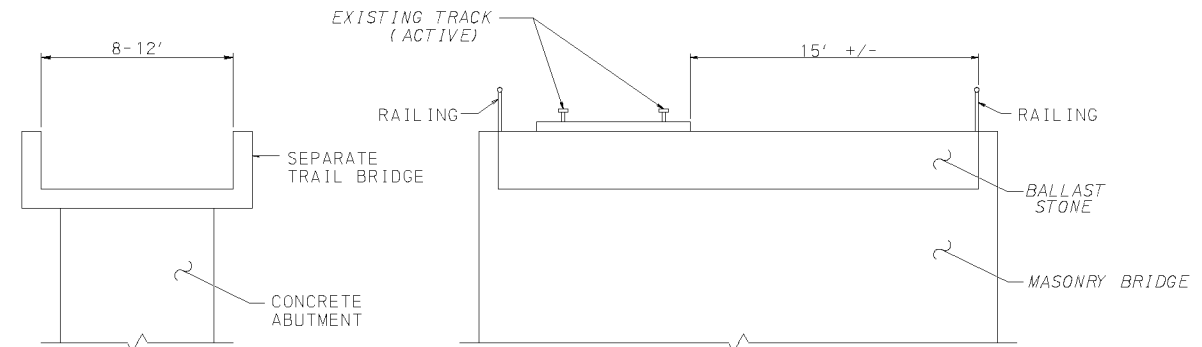


OPTION A



OPTION B

PROPOSED SHARED USE PATH ALONG NORTH MAIN STREET,
JERSEY SHORE



OPTION C

PROPOSED RAILS WITH TRAILS FOR LARRY'S CREEK CROSSING

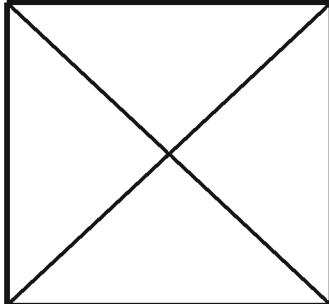
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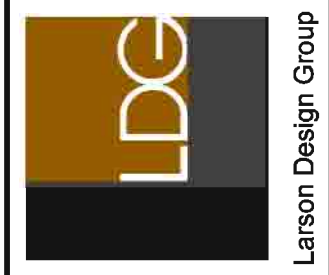
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JERSEY SHORE TO WILLIAMSPORT
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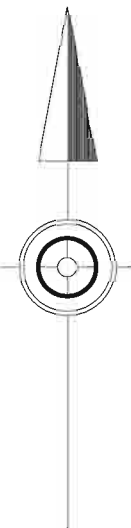
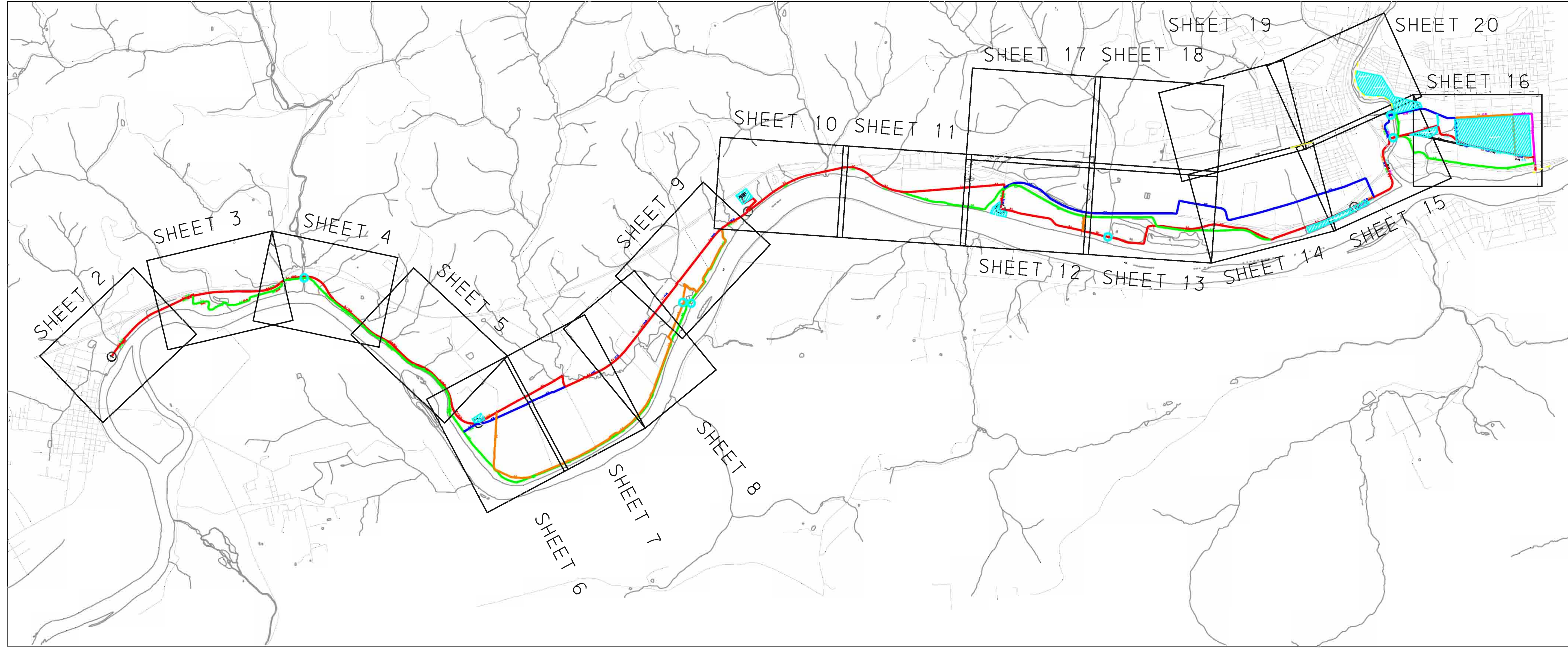
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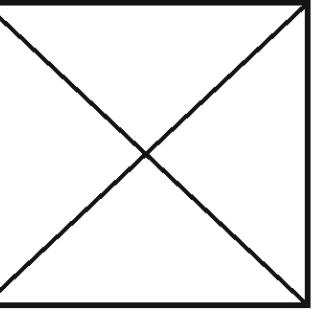
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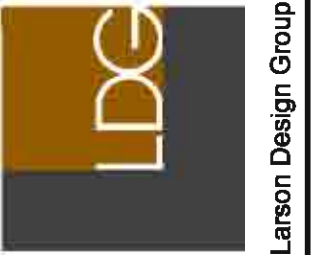
SEE SHEET 3



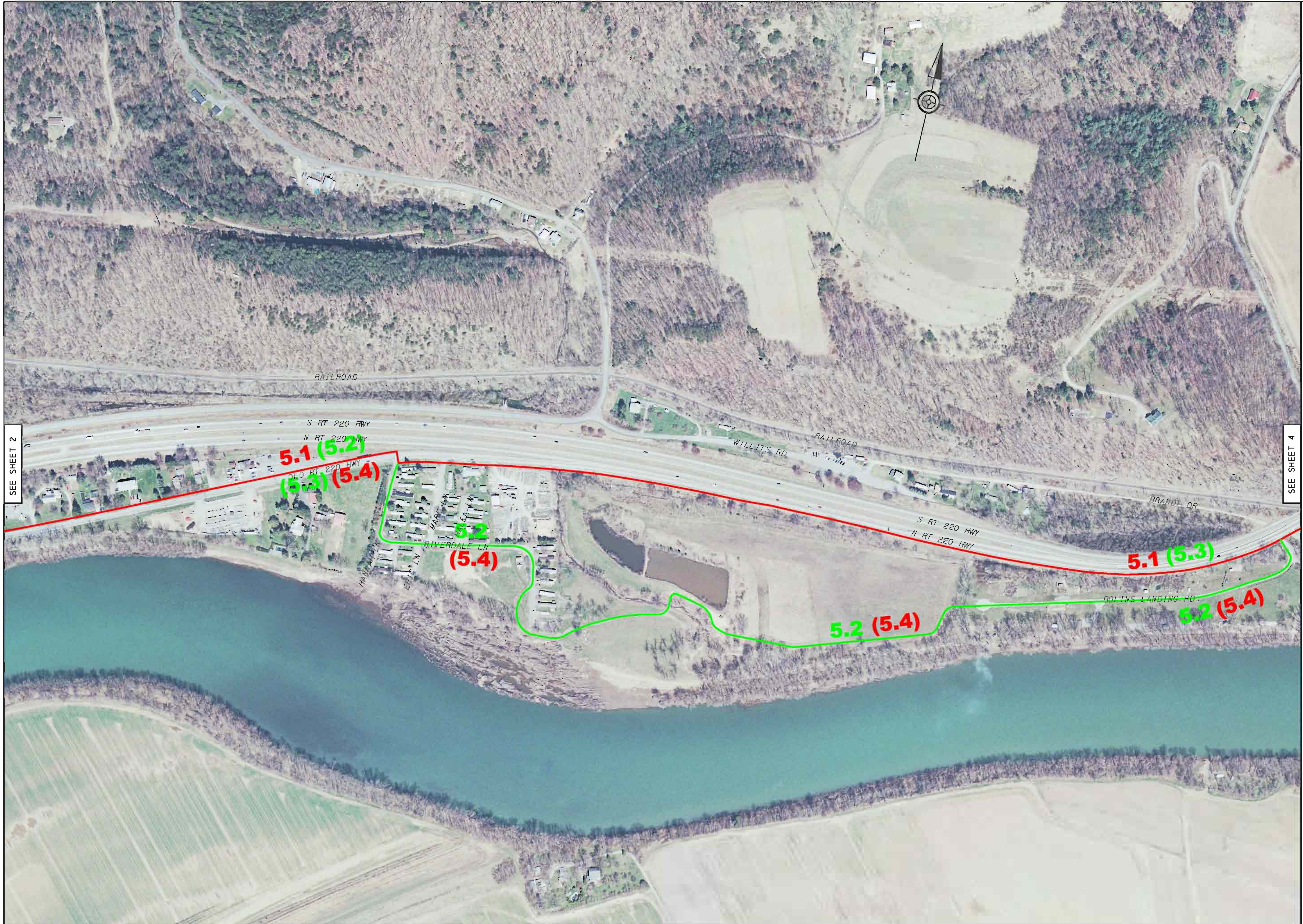
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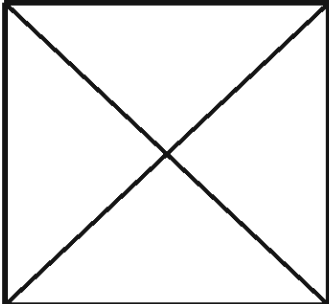


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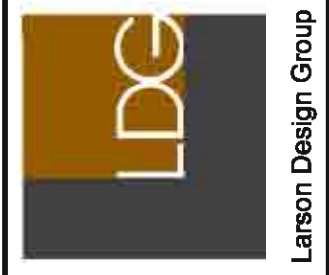
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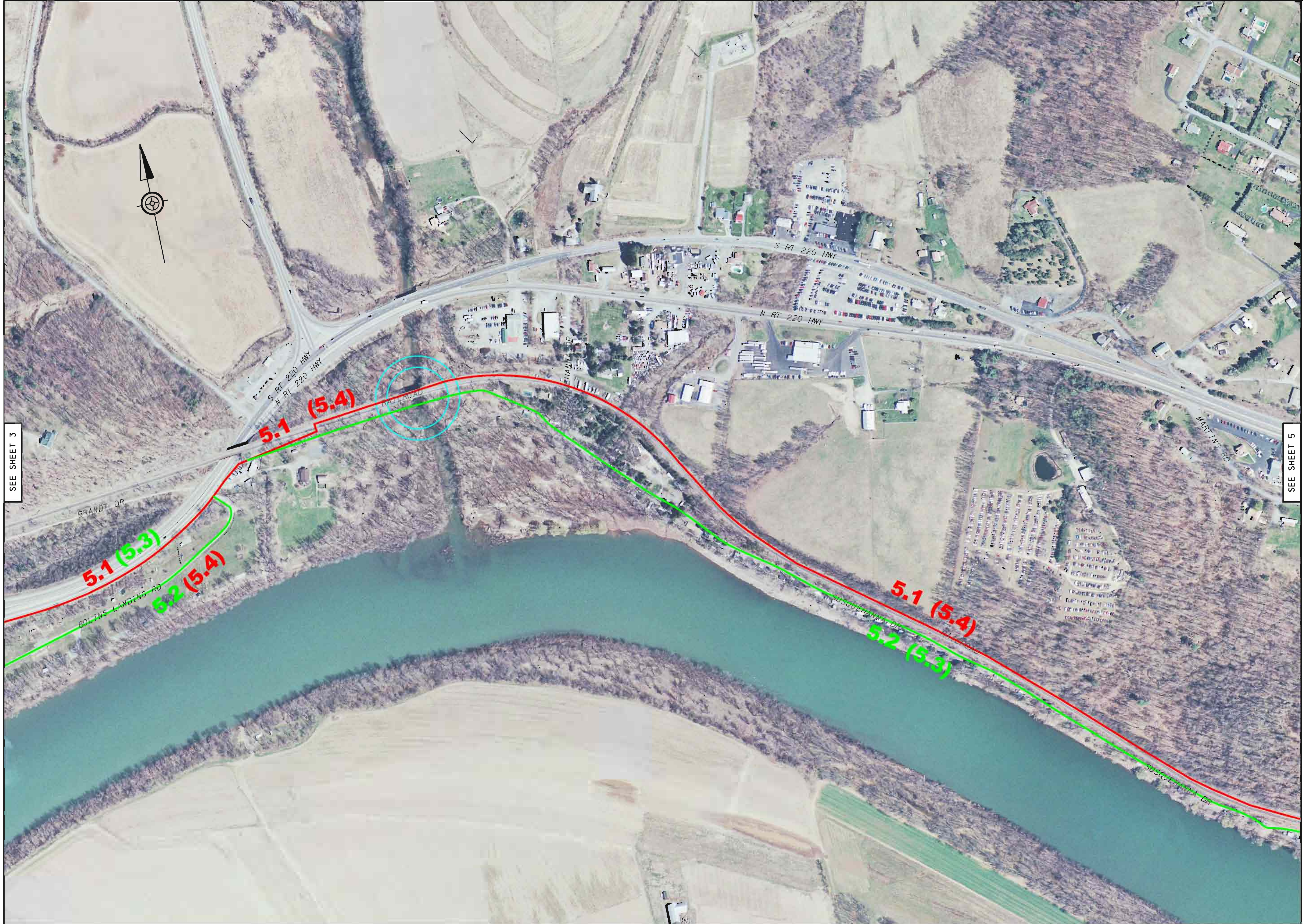
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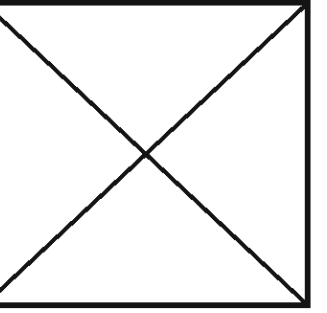


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SEE SHEET 3

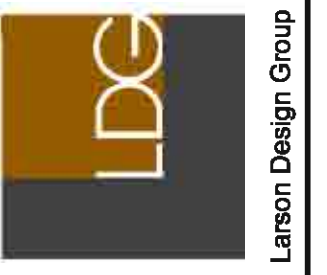
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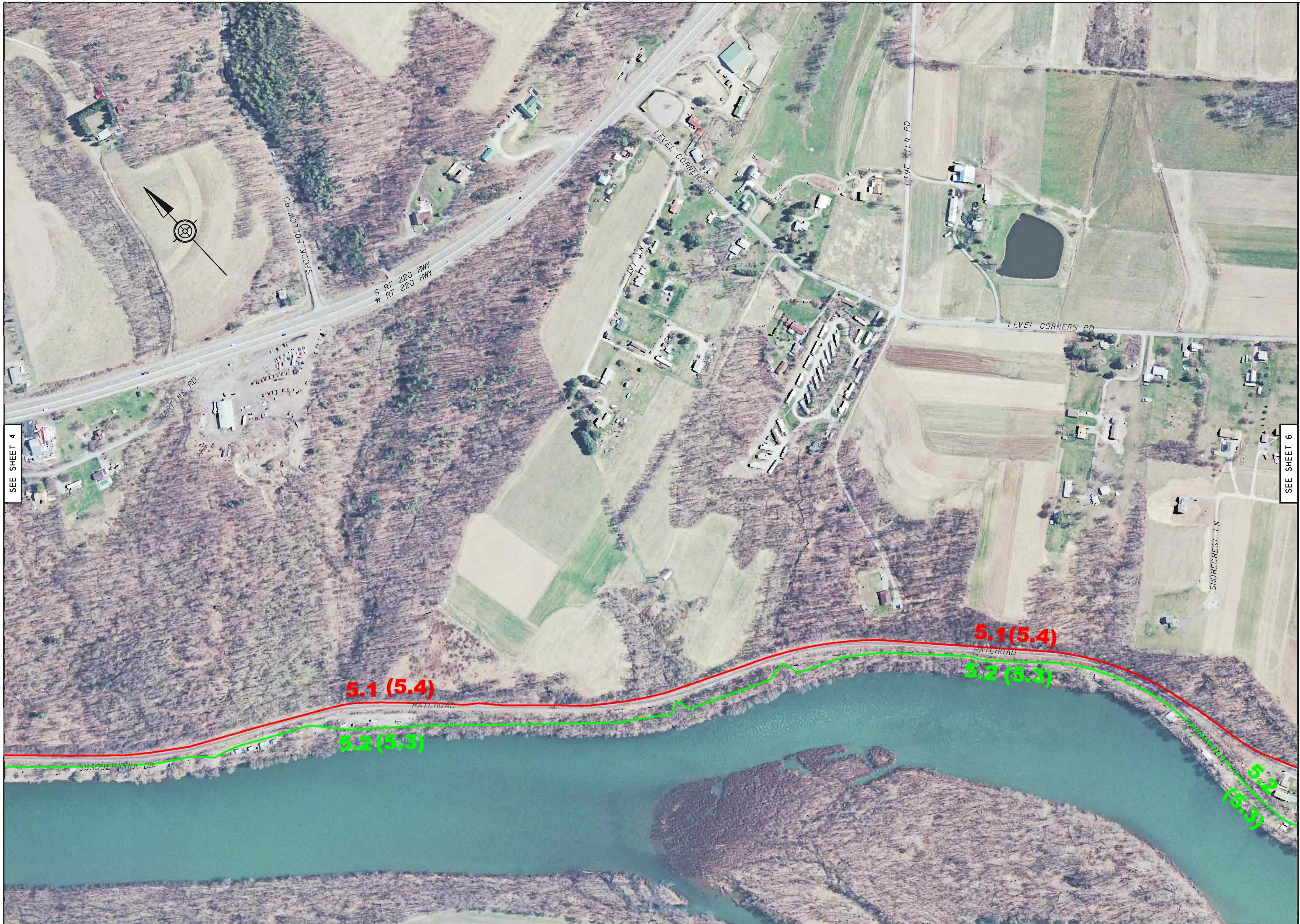
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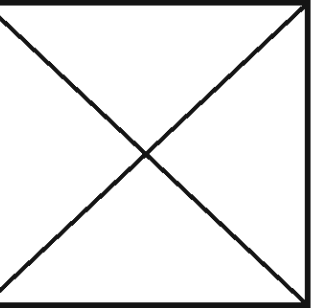


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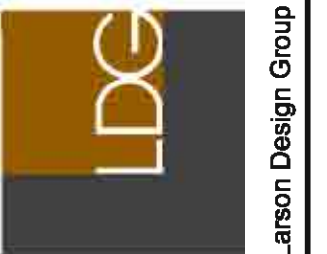
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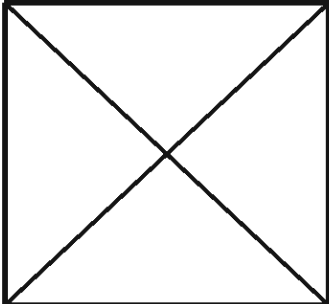
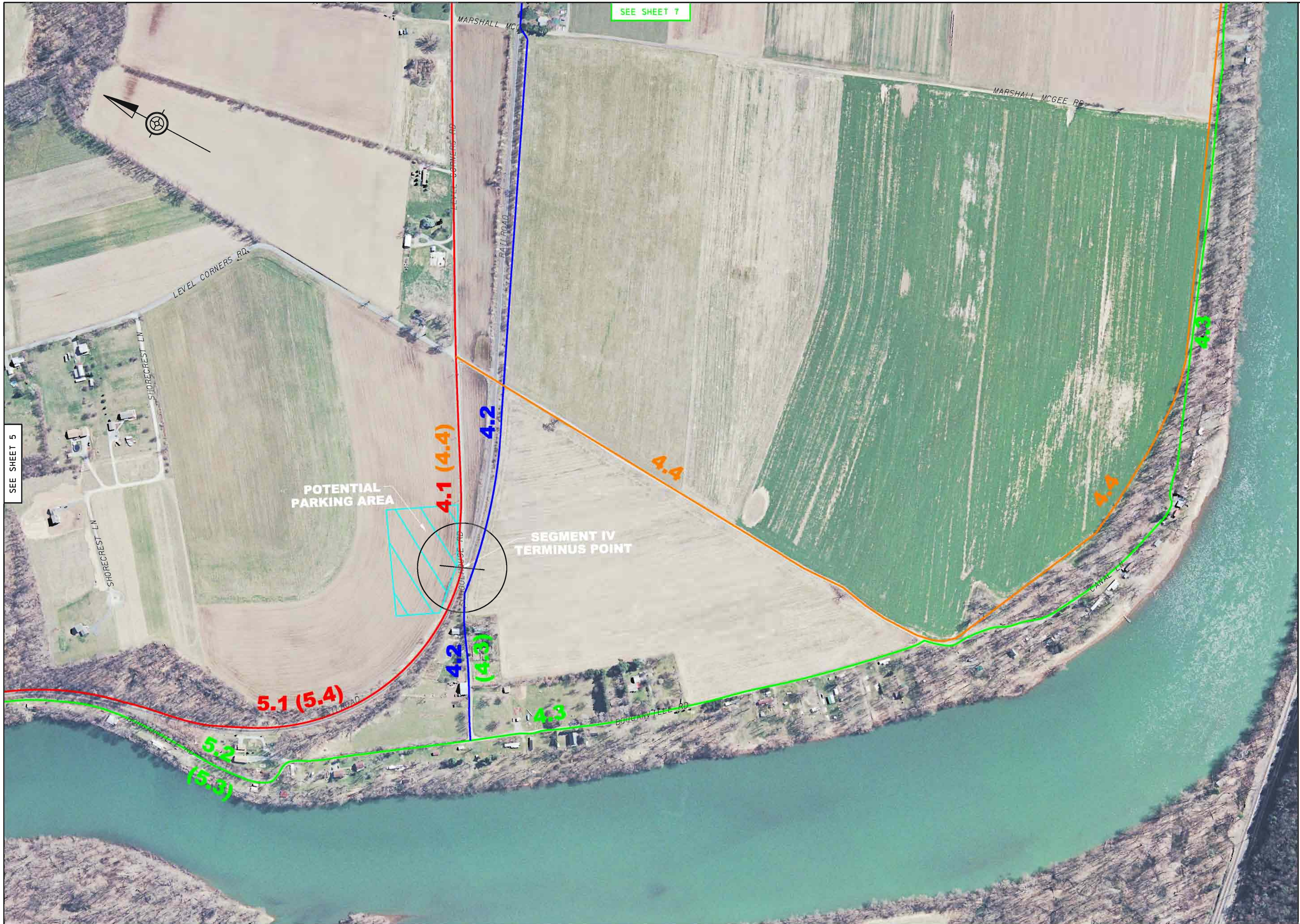
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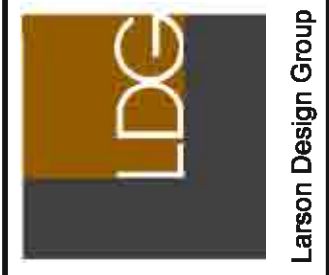


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JERSEY SHORE TO WILLIAMSPORT
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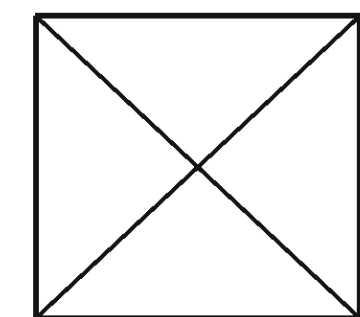
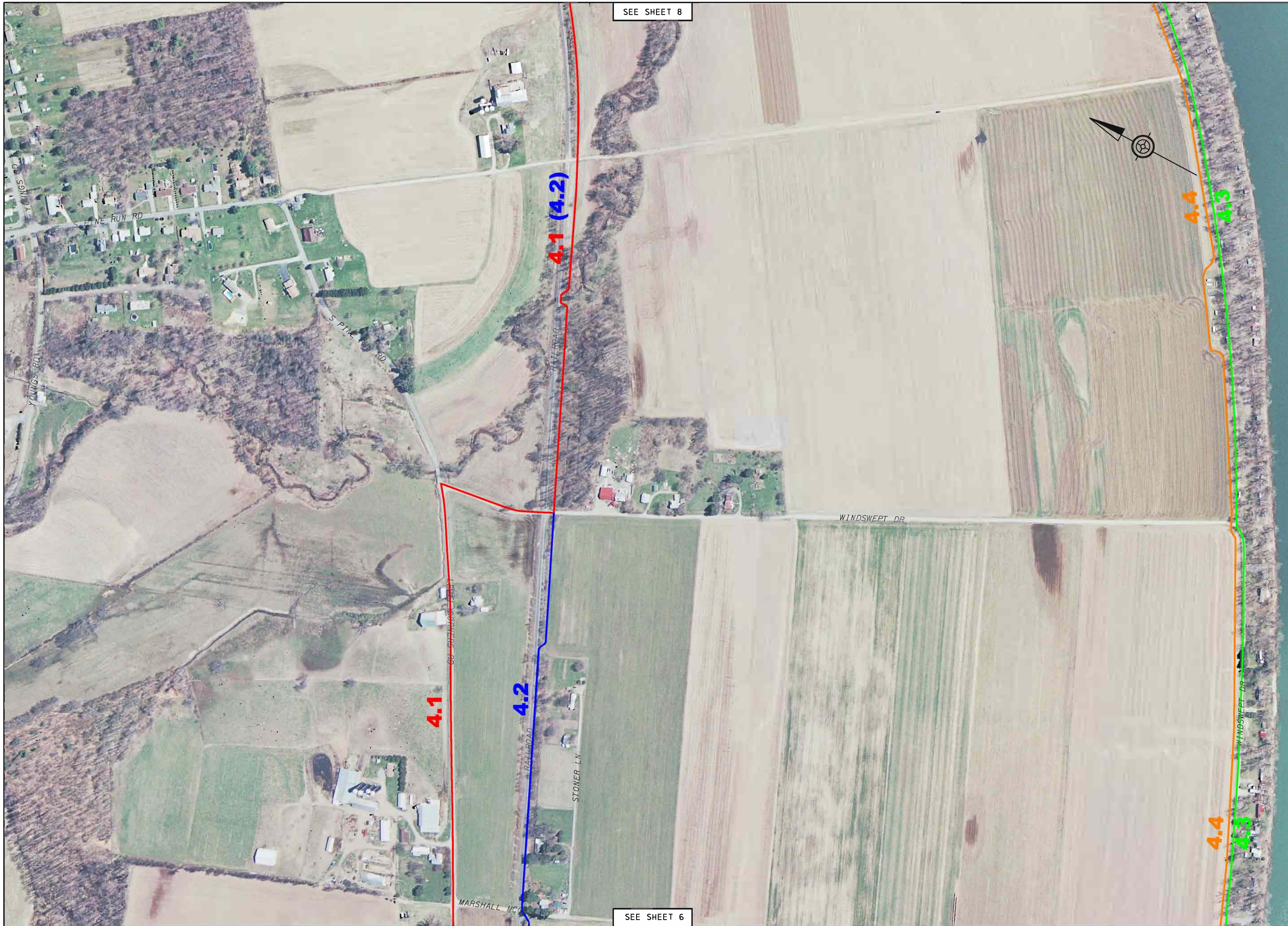


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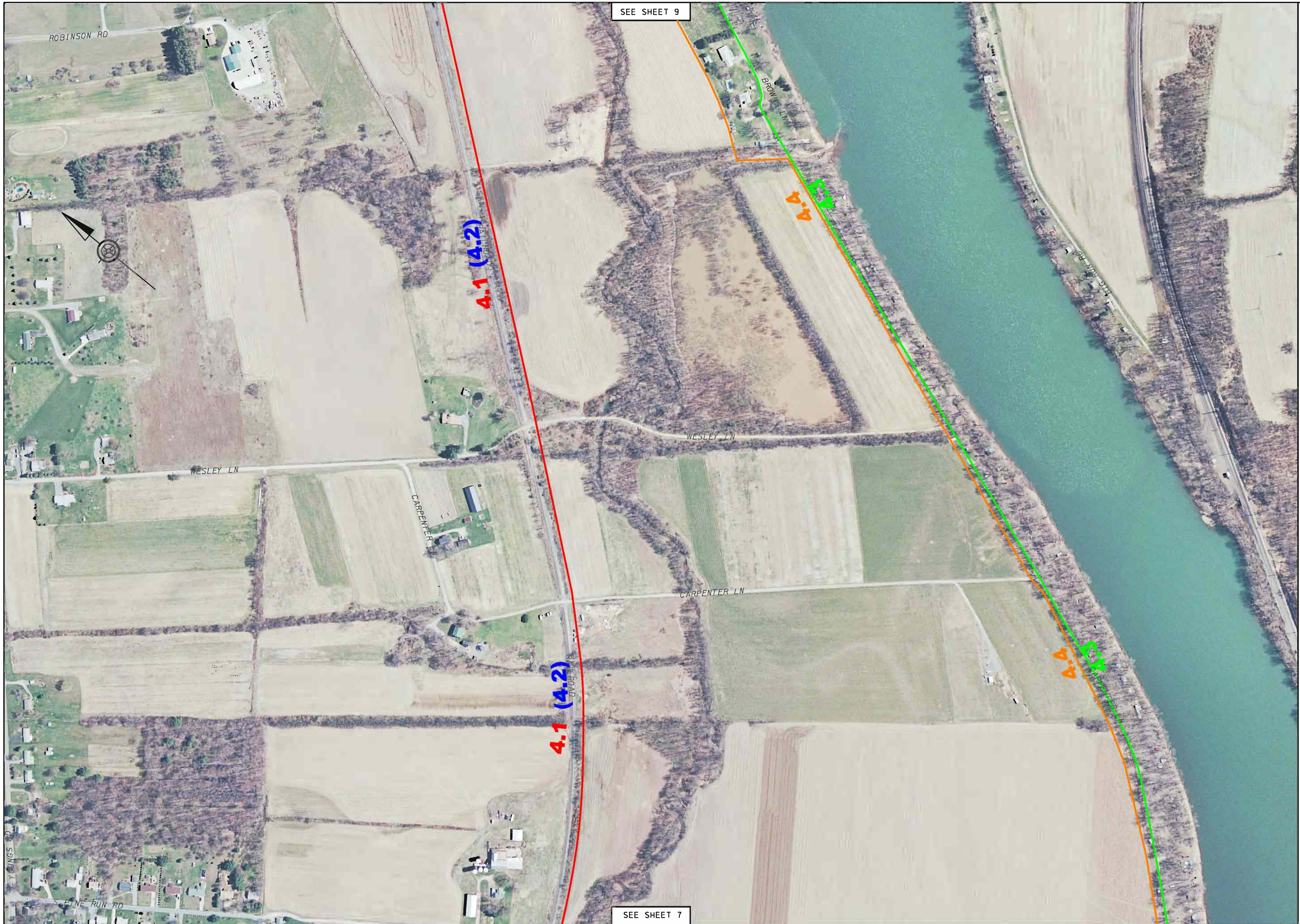
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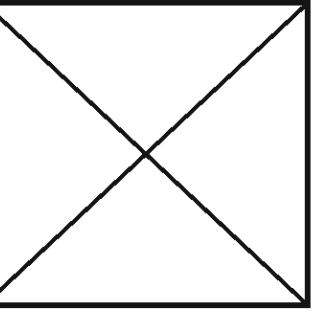
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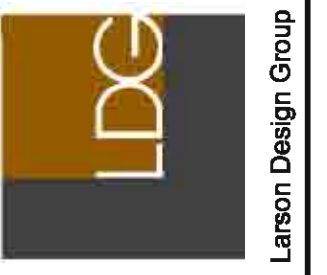
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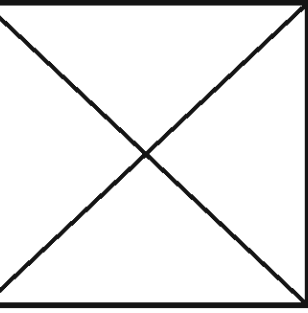
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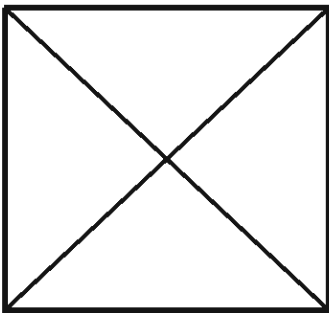


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TRAIL ALTERNATE MAPPING
JERSEY SHORE TO WILLIAMSPORT
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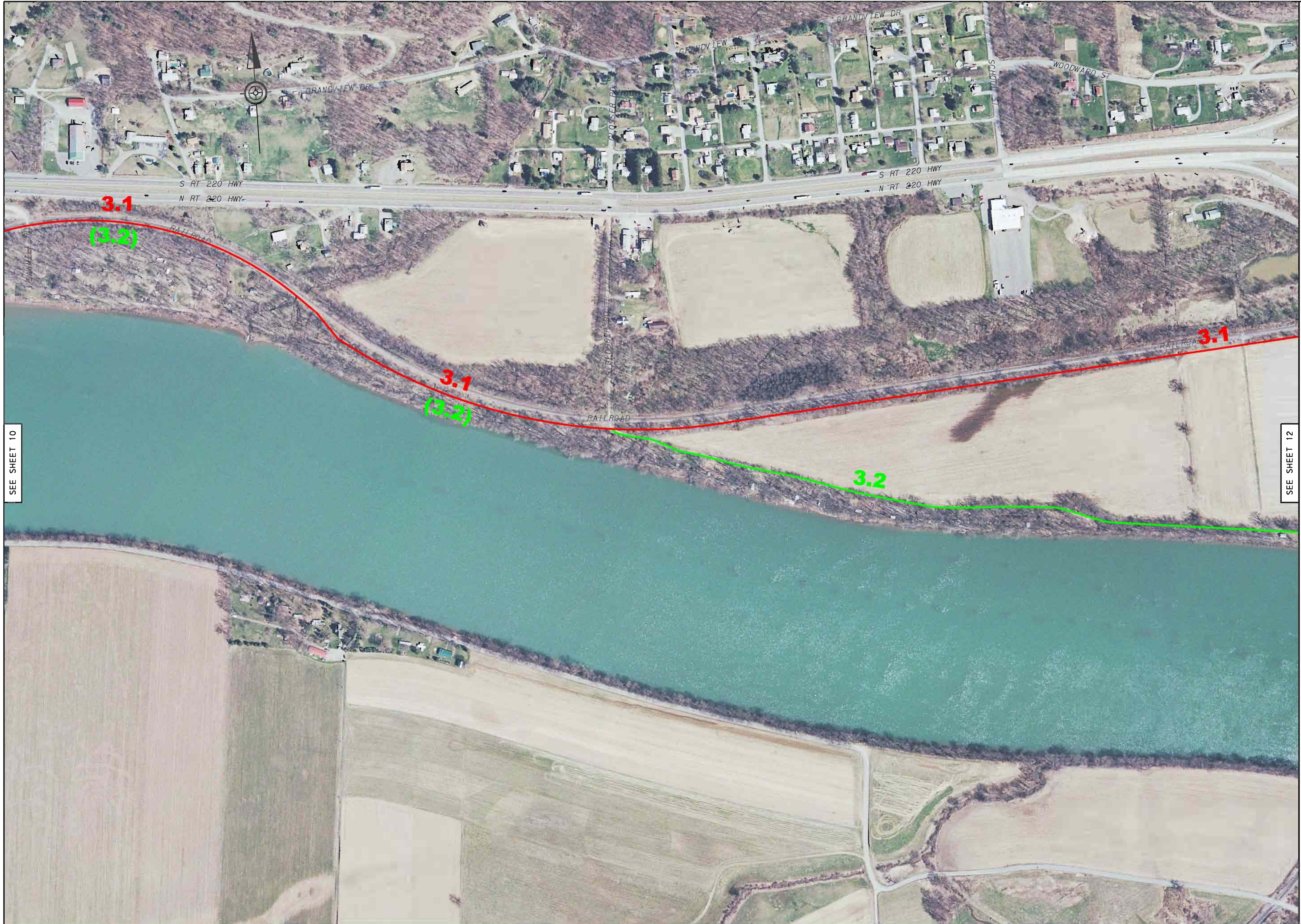
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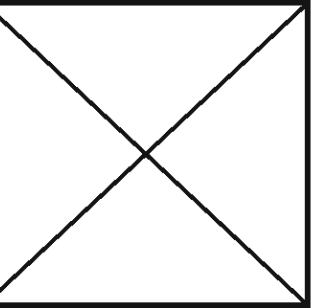


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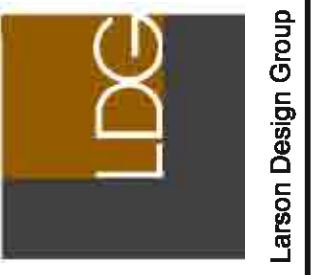
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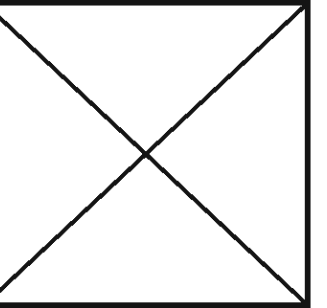


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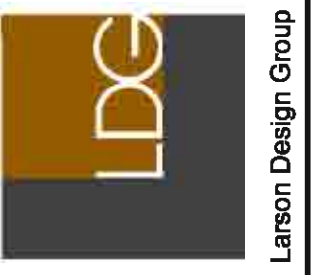
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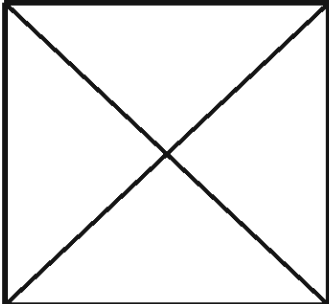
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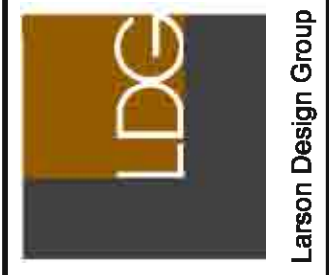


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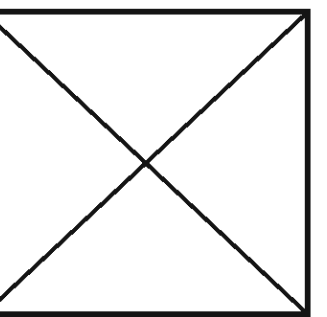


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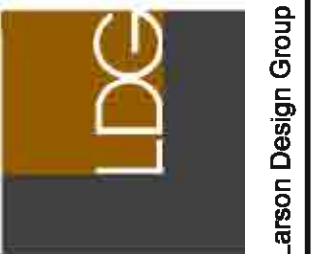
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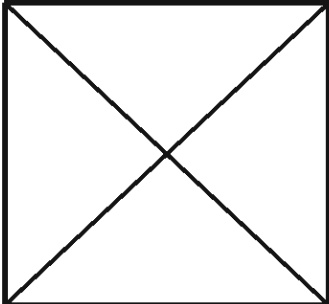
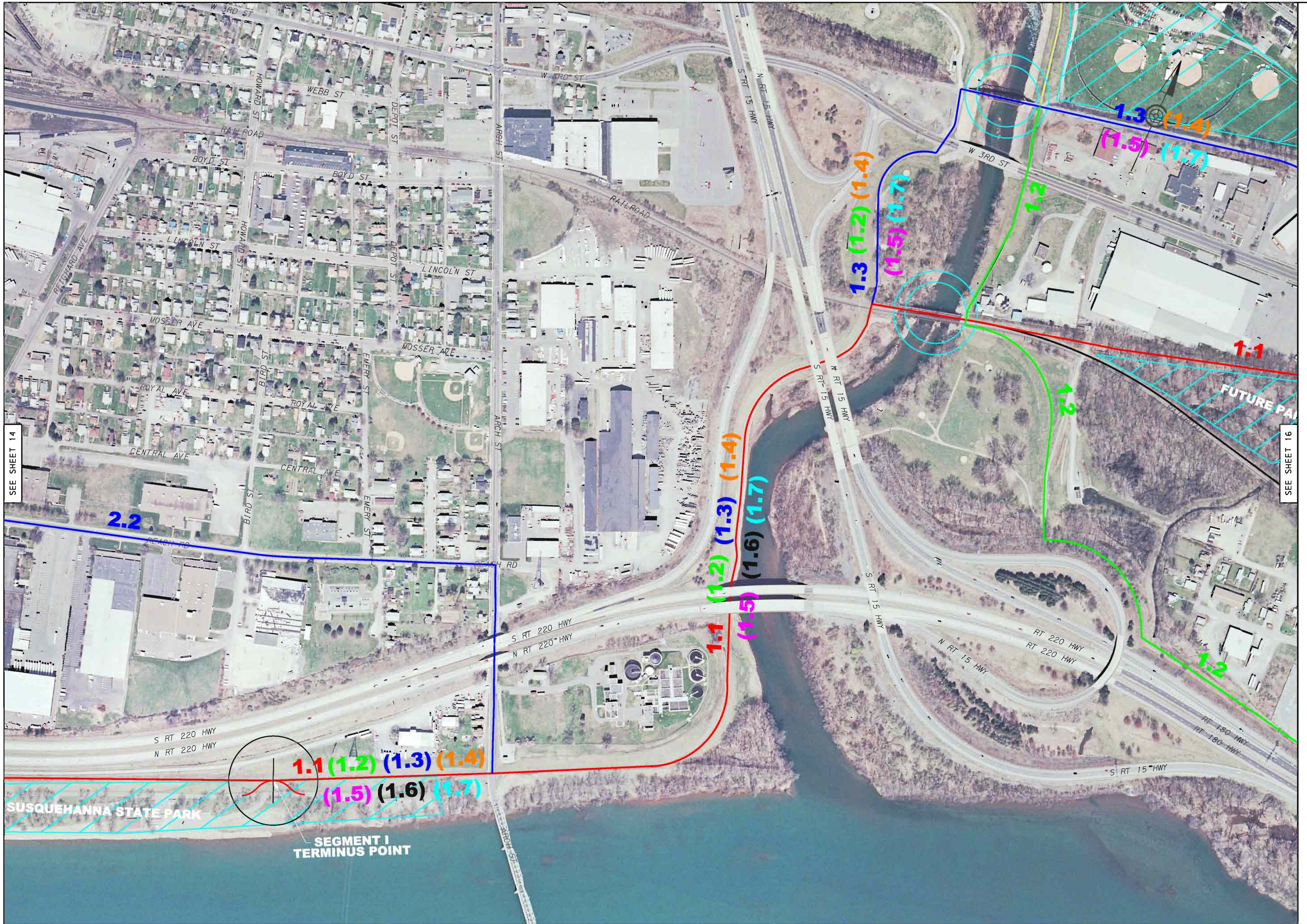
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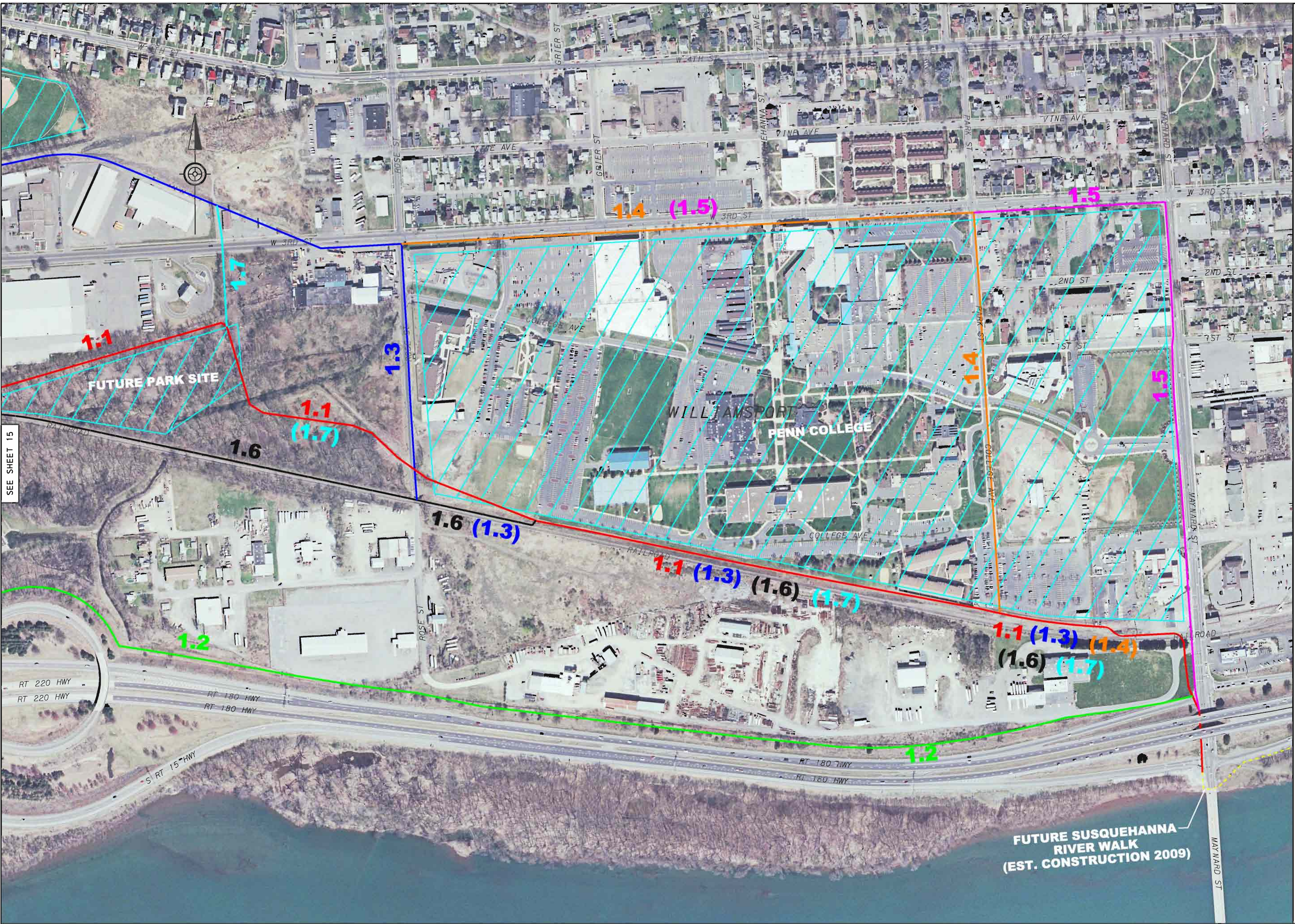
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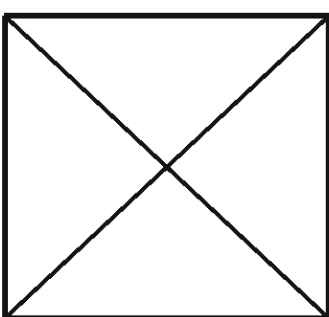
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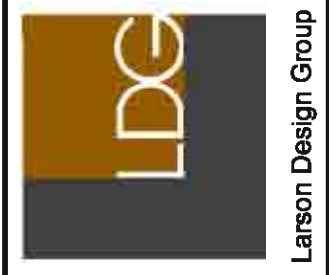
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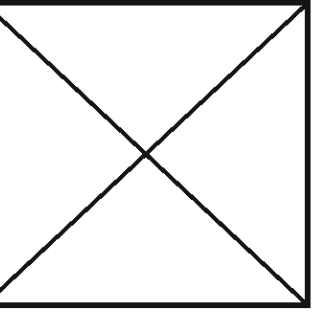
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SHEET 16 OF 20
PROJECT NO:
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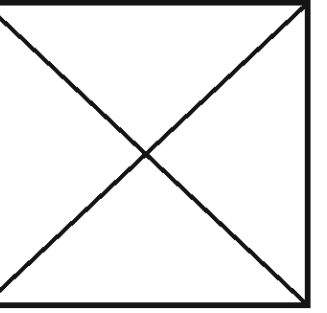
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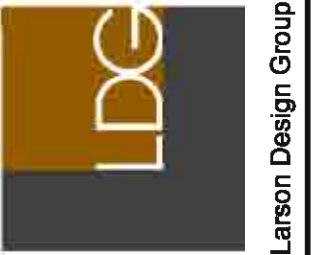
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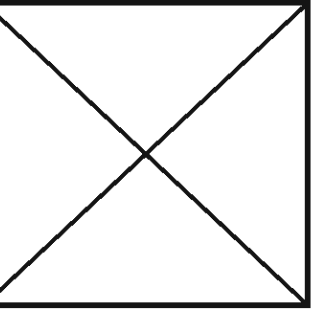
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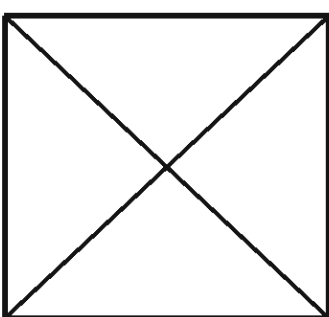
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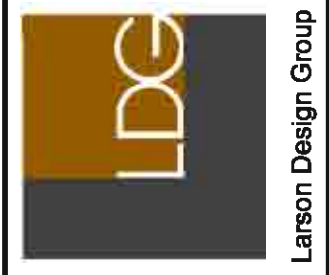
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