



Feasibility Study for the **Frackville**

Section of the Schuylkill River Trail
Schuylkill County, Pennsylvania



THE SCHUYLKILL RIVER TRAIL STARTS HERE!

Looking north over Broad Mountain from the site of the proposed Frackville Trailhead, the norther terminus of the Schuylkill River Trail.



Photo: SRG

A Feasibility Study for the Frackville Section of the Schuylkill River Trail

Prepared by Schuylkill River Greenways
Schuylkill River National Heritage Area
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For the Schuylkill River Trail
Frackville Section Steering Committee

Funding provided by:
Schuylkill County
National Park Service, National Heritage Area Program
PA Department of Conservation and Natural Resource

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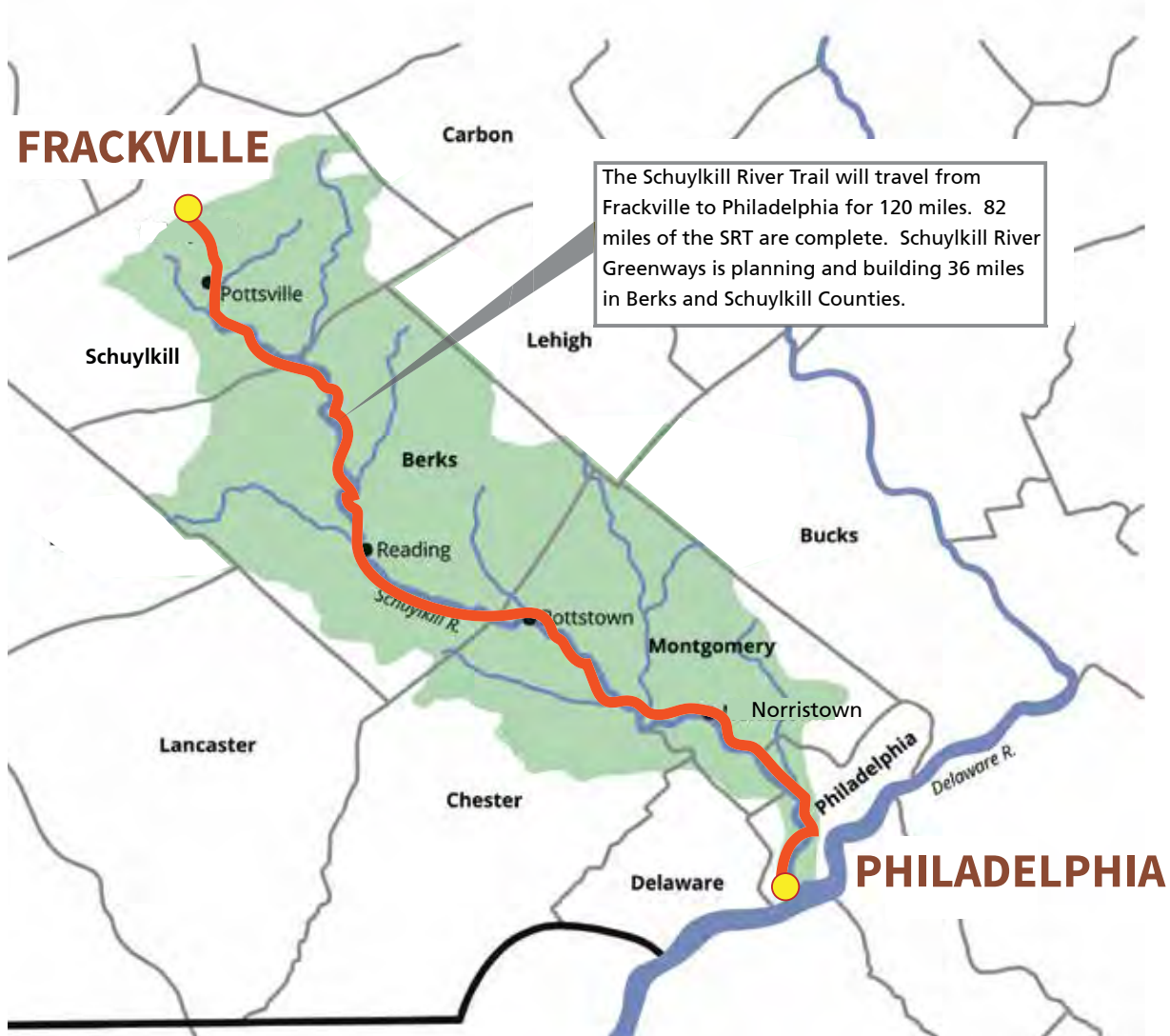
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The Schuylkill River Trail

The 120-mile Schuylkill River Trail (SRT) is the spine of the Schuylkill River National Heritage Area and will be complete through Philadelphia, Montgomery and Chester Counties in early 2025. 82 miles of the SRT are now complete. Schuylkill River Greenways and other trail partners are planning and building the remaining 38 miles in Philadelphia, Berks and Schuylkill Counties. About half of the proposed trail miles in Berks and Schuylkill Counties are built in several sections.

The SRT is a non-motorized, multi-use trail for walkers, bikers, skiers, and equestrians. It is designed to be an ADA accessible trail that serves the local and regional communities. The opening of the Mill Creek and Frackville Sections of the SRT will add 6.8 miles to the Schuylkill River Trail in Schuylkill County. The SRT is a priority trail for the PA Department of Conservation and Natural Resources.



The Schuylkill River Greenways NHA and SRG



Photo: Walt Hug

The Schuylkill River National Heritage Area

The SRT is the spine of the Schuylkill River National Heritage Area. A National Heritage Area is a place designated by the United States Congress where natural, cultural, historic and recreational resources combine to form a cohesive, nationally distinctive landscape. The Schuylkill River Heritage Area celebrates the Schuylkill River watershed as one of America's most significant cultural, historical and industrial regions. The boundaries of the Heritage Area cover the Schuylkill River watershed in Schuylkill, Berks, Chester, Montgomery, and Philadelphia Counties. This region is nationally significant for the role that its people, places, and events played in the American, Industrial, and Environmental Revolutions. The Heritage Area is home to over 3.2 million people.



Schuylkill River Greenways

Schuylkill River Greenways (SRG) manages the Schuylkill River National Heritage Area and is working with municipalities and community partners to revitalize and restore the region through natural and cultural resource preservation, education, recreation, community revitalization, and heritage tourism. Building and managing the Schuylkill River Trail in Berks and Schuylkill Counties is a priority project for SRG.

The region's rail and industrial heritage are highlighted in the National Heritage Area. Much of the SRT is a rail-trail.



Photo: SRG

The Schuylkill River Greenways NHA and SRG

In Philadelphia, Chester, and Montgomery Counties, the SRT is built and managed by the local counties, several boroughs, and other trail partners. In Berks and Schuylkill Counties, Schuylkill River Greenways builds and manages the trail. The opening of the Mill Creek and Frackville Sections of the SRT will add 6.8 miles to the Schuylkill River Trail in Schuylkill County.

SRT **Schuylkill Banks** Philadelphia



Photo: SRCD

SRT **Valley Forge** Montgomery and Chester Counties



Photo: VFNHP

SRT **Thun Trail** Berks County



Photo: SRG

SRT **Auburn Gap** Schuylkill County



Photo: Wilson Group

The completion of the SRT Frackville Section project supports the goals of local and regional plans including:

- The NEPA MPO 2045 Long Range Transportation Plan
- Schuylkill County's Comprehensive Plan
- Schuylkill County's Open Space and Greenway Plan
- (Re)Turn to the River, the Schuylkill River National & State Heritage Area, 2017-2026 Strategic Plan
- The PA Department of Conservation and Natural Resources' Pennsylvania Outdoor Recreation Plan.
- The SRT is a priority trail for the PA Department of Conservation and Natural Resources.

SRT Frackville Section Steering Committee

The Steering Committee convened in February 2023 to prepare a Feasibility Study for the Schuylkill River Trail Frackville Section. The Steering Committee included Frackville Borough residents, Frackville Borough Council, Schuylkill River Trail users, business owners, and Schuylkill River Greenways. This study was produced for the Steering Committee by Schuylkill River Greenways.

Thank you to everyone who served on the Steering Committee, shared their local Frackville knowledge, and guided the recommendations in the Feasibility Study!

Jamie Barton - PA House of Representatives
Tim Twardzik - PA House of Representatives
Madison Colaco - Field Director for Congressman Dan Meuser
Tom Gerhart - Former Dir. of Comm. Dev. for Congressman Dan Meuser

Brian Baldwin - St. Clair Borough
Pat Caufield - Executive Director, Schuylkill County Municipal Authority
Patricia Domalakes - Frackville Revitalization Project
Stephen Kuzio - Frackville Borough Council
Helen Miernicki - Former Frackville Council Member
Roland Price - St. Clair Borough
Porcupine Pat McKinney - Schuylkill County Conservancy

Karen Domalakes - Trail Enthusiast
Paul G. Domalakes - Frackville Resident
Jason Kelso - Reading Anthracite Co. Counsel
Peter Oswald - Trail Enthusiast
The Setlock Family - Trail Enthusiast
Stacie Stoppie - Trail Enthusiast
Mary Timpany - Trail Enthusiast
Ryan Twardzik - Trail Enthusiast
Marria Walsh - Trail Enthusiast

Ira Walton - Schuylkill River Greenways Board Member
Elaine Schaefer - Schuylkill River Greenways Executive Director
Tim Fenchel - Schuylkill River Greenways Deputy Director
Julia Hurle - Schuylkill River Greenways Trails Director
Jacob Gardner - Schuylkill River Greenways Trails Program Director



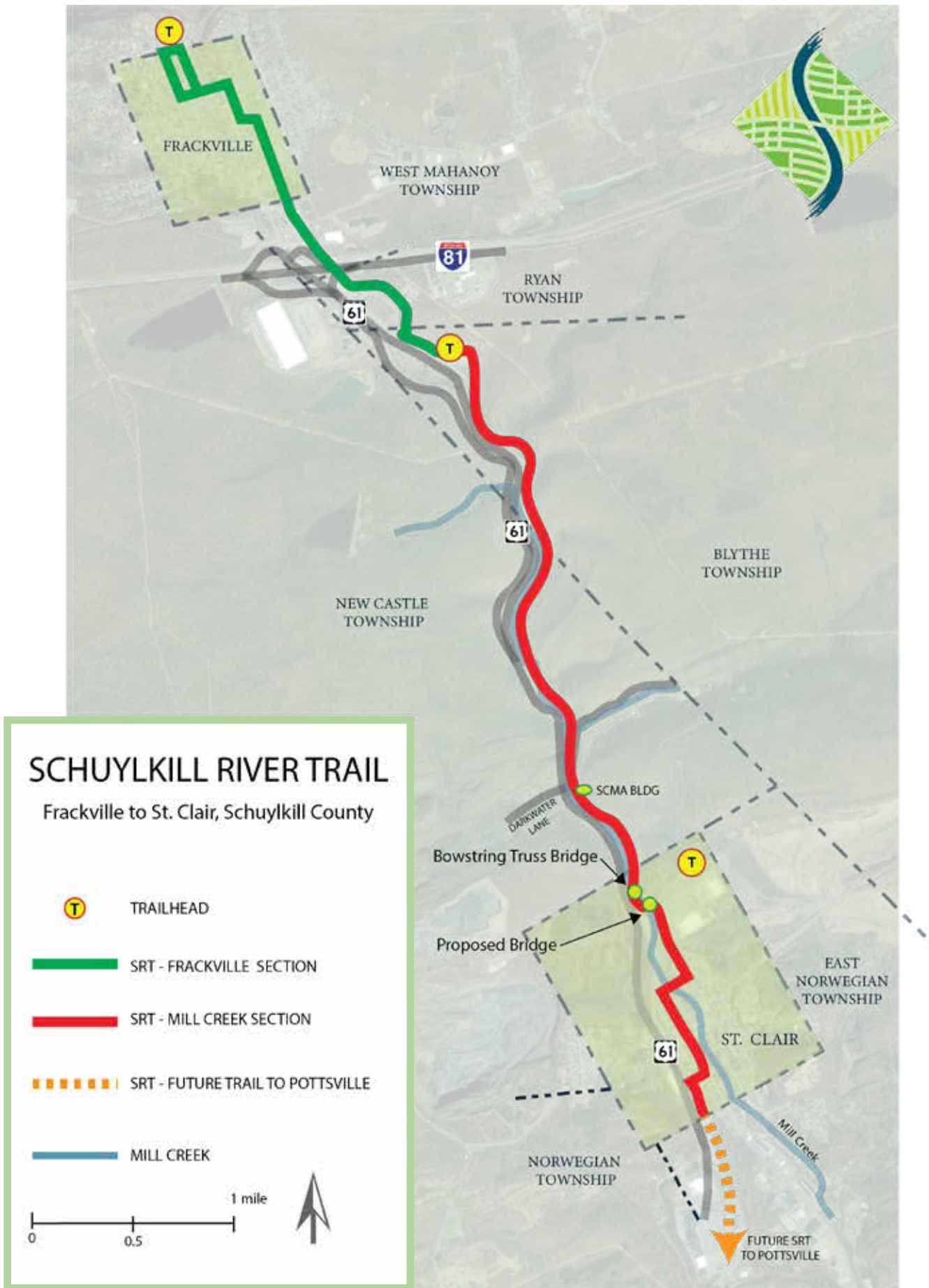
Photo: SRG

SRT Frackville Section Feasibility Study Schedule

Steering Committee Mtg #1	Feb 22, 2023
Key Person Interviews	March-April 2023
Mapping and Field Views	March-April 2023
Steering Committee Mtg #2	May 3, 2023
Steering Committee Site Tour	May 15, 2023
Steering Committee Mtg #3 (virtual)	August 24 & August 26, 2023
Frackville Borough Council Mtg	October 10, 2023
Mapping and Updates	October 2024
Public Meeting	October 24, 2023
Draft Feasibility Study	February 2024
Steering Committee and Council Review	March 2024
Final Feasibility Study	March 2024



Photo: SRG



The Feasibility Study for the Schuylkill River Trail Frackville Section proposes an alignment and development strategy for 2.2 miles of the Schuylkill River Trail between the Frackville Softball Fields and the parking area for PA Game Lands #326 adjacent to Route 61.

The Frackville Section will be the northernmost segment of the Schuylkill River Trail. The proposed trail-head adjacent to the Frackville Softball Fields will be the ultimate terminus of the SRT. The SRT Frackville Section will connect to the SRT Mill Creek Section at the parking area for Game Lands #326.

The SRT Frackville Section connects to the SRT Mill Creek Section at the existing parking area for PA Game Lands #326. The design and engineering for the 4.6-mile Mill Creek Section is underway and will be completed in 2024. Construction of the Mill Creek Section will take place as funding becomes available.

The 1887 Mount Carbon Bowstring Truss Bridge has been relocated by PADOT to carry the SRT over Mill Creek.



Photo: PADOT

The Frackville and Mill Creek SRT sections will connect Frackville and St. Clair to each other and to the Coal Creek Commercial Center.



Photo: Google Image

Part of the SRT Mill Creek Section is on a former rail corridor paralleling the Mill Creek.

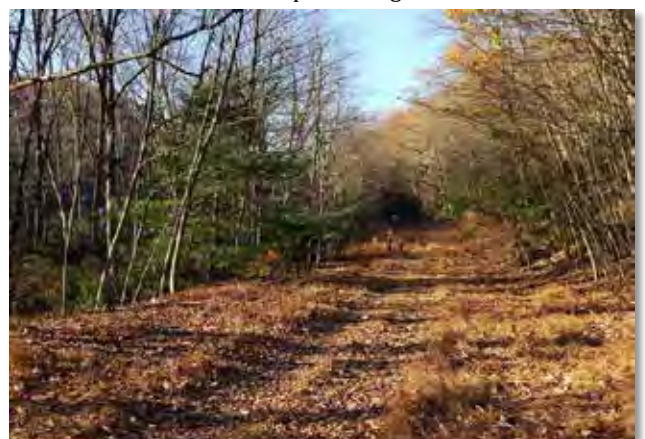


Photo: SRG

Project Area

The SRT Frackville Section will travel through five municipalities in northern Schuylkill County: Gilberton Borough, Frackville Borough, West Mahanoy Township, Ryan Township, Blythe Township and. This area, located on the hilly terrain of Broad Mountain, has a rich history as a coal producing region. Anthracite coal is still actively mined in Schuylkill County in the area around Frackville. The Schuylkill River Trail will connect people to the landscapes of this coal mining heritage and to the expanding environmental and recreational opportunities in the Schuylkill River watershed.

Gilberton Borough

- The proposed Frackville Trailhead is located at the existing Frackville Softball Fields which are located on land owned by Frackville Borough in Gilberton Township.

Frackville Borough

The trail will run for 1.48 miles within the Borough of Frackville, using the existing roads and sidewalks. The route for the trail has been designed to bring trail users to, or close to, popular destinations in Frackville Borough including:

- **Community Hubs**
 - o Arch Street Park
 - o Elks Lodge
 - o Frackville Borough Municipal Building
 - o Frackville Memorial Pool
 - o Frackville Public Library
 - o Frackville's Revitalization Area
 - o Lithuanian Museum and Cultural Center
 - o Memorial Park
 - o Pennsylvania Game Lands
 - o Schuylkill Tech Center
- **Churches** Frackville is known for its beautiful churches.
 - o Annunciation Church
 - o Calvary Baptist Church
 - o First United Methodist Church
 - o Holy Ascension Orthodox Church
 - o Living Waters Church of God
 - o St Micheal's Ukrainian Church
 - o Trinity Evangelical Congregational Church
 - o Zion Lutheran Church
- **Historic Sites**
 - o Mahanoy Plane
 - o Saint Claire Fossil Lands



Photo: SRG

- **Restaurants and Services**

- o Altamont Fire Company
- o Black Diamond Pizza
- o Broad Mountain Pet Supply
- o China Panda
- o Compass Rose
- o Dutch Kitchen
- o Econo Lodge
- o Family Dollar
- o Friendship Fire Co. No.1
- o Jimmy O's Sports Bar
- o Little Anthony's
- o Mazz's Corner Café
- o Sweet Pizzz Pizza
- o Turkey Hill Mini Market
- o Original Italian Pizza Restaurant



Photo: SRG

West Mahanoy Township

The trail will run for 0.5 miles across the southwest corner of West Mahanoy Township as an on-road trail on Altamont Boulevard, Bacon Avenue, and S. Garfield Avenue.

- **Services**

- o Exxon Service Station mini-mart
- o Gulf Service Station mini-mart
- o Motel 6

- **Churches**

- o St. Joseph the Worker Catholic Church
- o New Hope Wesleyan Church

Ryan Township

The trail will travel off-road for 0.7 miles across the western tip of Ryan Township through forested, hilly, state-owned land.

Blythe Township

The trail will travel off-road for 0.3 miles across the western portion of Blythe Township through forested, hilly, state-owned land.

Trail Uses - Alternate Transportation

The SRT Frackville Section and the SRT Mill Creek Section together will connect the two boroughs to jobs, shopping, and services in Frackville and St. Clair. As more sections of the Schuylkill River Trail are built in Schuylkill and Berks counties, the connections between communities and the economic development those connections bring will increase. The SRT Frackville Section and the SRT Mill Creek section will also connect trail users to the extensive open spaces and rustic trails of the PA Games Lands east of SR 61.

The proposed Frackville Section and Mill Creek Section of the SRT will provide a safe alternative transportation option for local residents and regional travelers. Once this 6.8-mile trail section is complete, it will connect St. Clair and Frackville boroughs to the commercial centers along Route 61 between the two boroughs. The Coal Creek Commerce Center, north of St. Clair has restaurants, medical offices, services, shopping, a Home Depot and a Walmart. The Coal Creek Plaza also connects to the ATV recreation trails that are north of St. Clair. The development of the Forever Reading Outdoors ATV facilities, and the continuation of the SRT to Frackville will be a boost to the growing recreation and tourism economies of the region.

Together, the Frackville and Mill Creek Trail projects fill a significant active transportation gap. Currently, there is no safe, alternative transportation infrastructure for the SR 61 Corridor between St. Clair and Frackville. SR 61, which is currently being improved by PennDOT, is a high-speed, four lane highway, and is not designed to accommodate pedestrian and bicycle traffic. Because of the mountainous topography, there are not sufficient low-traffic roads through the area to accommodate pedestrians and bicycles. In this economically depressed area, many residents do not have cars. A safe alternative transportation route is needed to allow people to travel to jobs in medical offices, retail stores, restaurants, and future tourism businesses.

The Coal Creek Commerce Center between Frackville and St. Clair

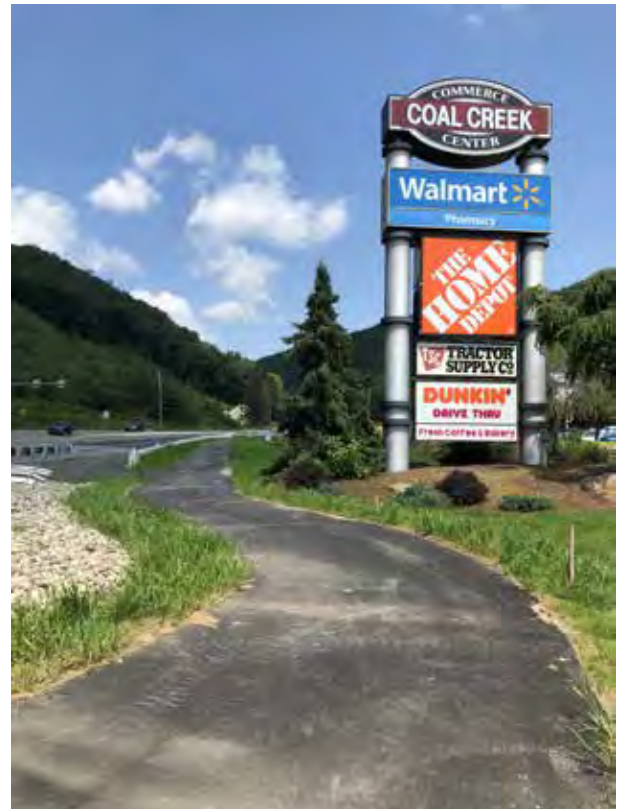


Photo: SRG

The Schuylkill River Trail is open from dawn until dusk year-round. Bicycle riding, walking, running, cross-country skiing, horseback riding, birding, and educational programs, are the chief uses along the trail. The trail is non-motorized: motor vehicles are not permitted on the trail with the exception of Class I ebikes, and approved mobility devices. Organized group activities on the trail include running events, educational hikes, trail clean-ups, and other community activities. For the SRT Frackville Section, Bicycle riding and walking are expected to be the most popular uses.

The existing sections of the Schuylkill River Trail are popular and well-used. The busiest season for trail use is late March to late October. As each new section of trail is built and connected to the existing SRT, use of the trail increases. The SRT Bartram Section that runs for 8.5 miles from Hamburg in Berks County to Auburn in Schuylkill County had over 110,000 user trips in 2023.

The number of trail trips per day at the Kernsville and Tunnel Road Trailheads increased from 330 in 2022 to 375 in 2023. This reflects the growing popularity of the trail. The SRT Bartram Section user numbers are expected to increase significantly in 2024 because the Auburn Gap and Bridge in the center of the Hamburg to Auburn section were completed in 2023.

Community Events on the SRT



Photo: SRG

Education on the SRT



Photo: SRG

Recreation on the SRT



Photo: SRG

Trail Design - On-Road Trail

ON-ROAD TRAIL

The SRT Frackville Section between the Frackville Softball Fields and Altamont Boulevard near the Prison Road intersection will be an on-road trail using the existing sidewalks (for pedestrians) and streets (for bicycles). Since Frackville has a mountainous landscape, the proposed alignment considered the slope of the existing streets and sidewalk to minimize the grade wherever possible. On one-way streets, the trail is also one-way; and returns on a reversed-direction street. The proposed trail alignment follows the direction of the one-way streets. The types of shared path (bicycles sharing streets with cars) design options proposed are detailed in the trail section descriptions.

Pedestrian traffic will use the existing sidewalk network. Bicycle traffic will share the road travel lanes. Schuylkill River Trail directional signs, Share the Road signs, and other wayfinding and safety signs will be installed. The sidewalks proposed to be used for the SRT will be inventoried as part of the engineering work. In areas where the sidewalks are missing or are in poor condition, new ADA accessible sidewalks will need to be installed. Schuylkill River Greenways can assist Frackville Borough in obtaining funding for sidewalk work. The timing of the sidewalk improvements will depend on available funding.

The condition of the roadways to be used for the SRT will also be inventoried. The repaving or reconstruction of existing roadways will not be completed by Schuylkill River Greenways. However, as Frackville Borough or PennDOT perform their regular road maintenance projects, the SRT route should be considered when prioritizing roadway improvement projects.

Examples of Shared Road markings



Photo: Google Image



Photo: Google Image

Example of Sidewalk types in Frackville



Photo: SRG

Trail Design - Off-Road Trail

The Schuylkill River Trail meets the requirements of the Americans with Disabilities Act, wherever possible, to provide a trail that is accessible to everyone. Future trail programming and trail events should also be planned to be inclusive for everyone.

SRT Off-Road sections in hilly terrain



Photo: SRG



Photo: Walt Hug

OFF-ROAD TRAIL

The off-road portions of the trail will travel through mature forests. Unlike most of the off-road sections of the Schuylkill River Trail, this section will not be built on a former railroad corridor. The alignment of the trail through wooded areas will follow the most gently-sloping route. The trail will be designed with a 2-3% slope whenever possible. Due to the hilly landscape the trail passes through, some portions of the trail may be steeper; but should not exceed a 5% slope. These are kept to a minimum; and signage can be used to identify any significant upcoming grade changes. The cross section of the trail will have a maximum 2% slope. The trail will be 10-12-feet wide with 2-foot shoulders on each side.

The trail surface is 2-3 inches compacted small gravel (ASHTO #10) over 4 to 6 inches of 2A modified gravel. This compacted #10 stone trail surface is suitable for a multi-use trail and for most mobility devices including wheel chairs. In areas where the slope of the trail exceeds 3%, short sections of the trail can be paved where necessary to prevent drainage or erosion problems. The trail surface will include paved (asphalt) roadway approach aprons where it crosses or meets paved roadway surfaces.

In addition to the physical design, several trail elements will be included to make the trail as inclusive and safe as possible including safety and wayfinding signage, a proactive maintenance regimen, and a prepared hazard response.

Signage

All images: SRG



Signage along the Schuylkill River Trail serves many functions. Using a standard style for safety, wayfinding, interpretive and informational signs on the SRT helps to promote and unify the trail and the Heritage Area. Below are examples of signs types that would be used on the SRT Frackville Section. Schuylkill River Greenways has begun to incorporate Spanish language signs and pictorial signs where possible to make the trail more inclusive. In the future, SRG plans to use QR codes on interpretive and informational signs so that the presented information can be available in several languages and with audio recordings.



Typical trailhead map and information signs and interpretive signage:



All images: SRG

Typical signage on ON-ROAD trail sections:



24" x 30" Trailhead Post-Mounted Wayfinding Sign

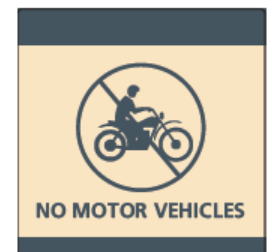
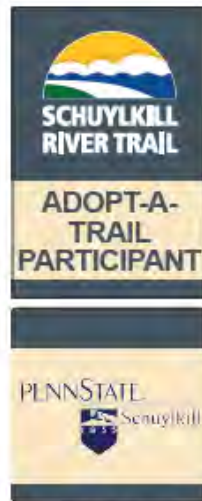


24" x 12" Wayfinding Sign Example for Pedestrians and Cyclists



Typical signage on OFF-ROAD trail sections:

Typical safety and regulations signage:



Economic Impact



Photo:Walt Hug

Regional multi-use trails, like the Schuylkill River Trail, are economic drivers for their communities. The SRT is a nationally significant trail and the spine of the Schuylkill River Greenways National Heritage Area, a part of the National Parks System. As each section of the SRT is completed in Berks and Schuylkill Counties those communities will accrue the economic benefits of the trail that are seen in and along the completed SRT section between Philadelphia and Reading. The SRT Frackville Section is being built in an economically challenged area. It will bring economic benefits to the local community and the region.

Schuylkill County struggles with issues involving health, youth out-migration, poverty and job scarcity. While Schuylkill County economically underperforms Pennsylvania, it is showing signs of improvement. The county is designated as a Keystone Opportunity Zone. The economic impact of trail is greater than trail users spending money in the area. The synergy of the SRT and other regional tourism draws like the Famous Reading Outdoor ATV center, and the increasing use of river access landings on the Schuylkill River Water Trail, will bring more tourism dollars into Schuylkill County. Food, hotels and other guest services will increase, as well as general retail and recreation equipment sales. Property owners near the trail will see an increase in their property values. The Frackville Section will have a unique impact to the local economy because it will connect people who do not drive, or cannot afford a car and gas, to centers of employment in St. Clair and Frackville.

For a recent study on the economic impacts of similar regional multi-use trails see the [Great Allegheny Passage Economic Impact Report](#).

Recommendations

The following proposed alignment maps show the recommended route for the SRT Frackville Section. The route was chosen to accommodate existing conditions and infrastructure such as areas of steep slope or existing traffic signals. Proximity to desirable community assets, businesses, services, and historical sites like the Mahanoy Plane were also considered.

There are 5 alignment maps:

- o Frackville Trailhead
- o Route Map 1 – Frackville Trailhead to East Oak Street
- o Route Map 2 – East Oak Street to Altamont Boulevard
- o Route Map 3 – Altamont Boulevard to Prison Road
- o Route Map 4 – Prison Road to PA Game Lands Trailhead



Photo: SRG

The impressive remnants of the Mahanoy Plane structure lie near the site of the proposed trailhead. Future improvements and the historical interpretation of these ruins would be an amazing addition to the Schuylkill River Heritage Area and the SRT.

MAHANNOY PLANE

Critical to the Pa. anthracite industry, this inclined plane railroad transported coal from the Mahanoy Valley up the Broad Mountain to Frackville. Opened in 1862 as part of the Reading Railroad System, improvements in the early 20th century increased its size and capacity, making it an engineering marvel able to meet national demands. After hoisting hundreds of millions of tons of coal, it closed in 1932. Partial ruins remain nearby.

Text from the existing Historical Marker.

Frackville Trailhead

The Schuylkill River Trail - Frackville Trailhead will be the northern terminus of the Schuylkill River Trail. The southern terminus of the 120-mile trail is in Philadelphia. The Trailhead will be developed adjacent to the Frackville Softball Fields on High Street. This trailhead will be a gathering place for trail events and a parking area for trail users.

From the trailhead, trail users can look out over the valley north of Broad Mountain where coal fields dominated the landscape and economy for the greater part of the 19th and 20th centuries. There are still active coal mines here. The trailhead is sited at the northern edge of Broad Mountain where the Mahanoy Plane hoisted coal from the region up the mountain to be transferred to waiting railcars to be brought down to Philadelphia. This coal fueled the American Industrial Revolution.

The impressive remnants of the Mahanoy Plane structure lie near the site of the proposed trailhead. Future improvements and the historical interpretation of these ruins would be an amazing addition to the Schuylkill River Heritage Area and the SRT.

The design and construction of the trailhead and access drive will not interfere with the existing ballfields. The pavilion, parking lot and other improvements installed for the trailhead will also serve as a community hub for Frackville Borough.



Photo: SRG

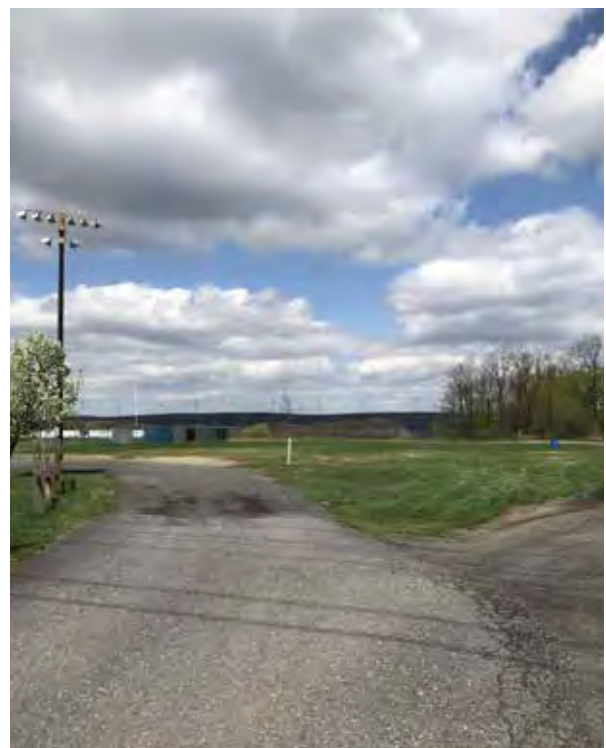


Photo: SRG



This sketch shows a possible layout for the proposed improvements. The actual placement of the Frackville Trailhead components will be determined during the design and engineering phase of trail development.

Improvements proposed:

- 2-sided Trailhead Entrance Sign
- Access Drive, paved or gravel
- Parking Spaces for 20-30 Cars, paved or gravel
- 2 Handicap Van Parking Spaces, paved
- ADA accessible paths
- Pavilion with picnic tables
- Benches
- Restrooms
- 3-Panel Kiosk with:
 - Schuylkill River Trail Map
 - Heritage Area Information
 - Local Map and Information
- Interpretive Panels
- Wayfinding Signage
- Bike Fix-It Station with air pump and tools
- Bike Rack
- Landscaping

Route Map 1 – Frackville Trailhead to East Oak Street

The trail section from the Frackville Trailhead to Oak Street is on-road. A short off-road trail section will be constructed on the north side of High Street between N. Center Street and Nice Street for 390', connecting to the Frackville Trailhead.

To accommodate one-way traffic, the trail creates a loop running north and south on Lehigh Ave., traveling west on W. Spring St., north on Nice Street, west on High Street, south on N. Center Street, and east on W. Frack Street back to Lehigh Avenue.

On W. Spring St., Nice Street, N. Center Street, and W. Frack Street the trail will be an on-road “Share the Road” path. Pedestrian traffic will use the existing sidewalk network.

Lehigh Avenue is a high-traffic route through Downtown Frackville. The trail will run along Lehigh Avenue between W. Spring St. and E. Oak St. It will be off-road on a separated bike lane on the west side of Lehigh Ave. Using the existing excess width of Lehigh Avenue, the road will be redesigned to accommodate two travel lanes, two parking lanes, a barrier strip, and a 10'-wide trail. The existing sidewalks will remain.

The Frackville Redevelopment Group, with Derck and Edson Associates, has developed a master plan for the N. Lehigh block between W. Spring St, and W. Frack St. that shows potential arrangements of buildings and uses to revitalize downtown Frackville. The master plan proposes making W. Spring St. and W. Frack St. two-way.

The Redevelopment Group is also considering changes to the existing sidewalks to allow better ADA accessibility for buildings on Lehigh Ave. Many of the existing buildings have stairs at their front entrances. In order to allow at-grade entrances the existing sidewalks may need to be modified to create ramps and landings. Other possible solutions would be to add side entrances with ramps, or, in some cases, build new buildings or remodel older buildings. The design and engineering for the separated trail lane through this area should be coordinated with the design for accessibility improvements.

Looking North on N. Nice Street



Photo: Google Image

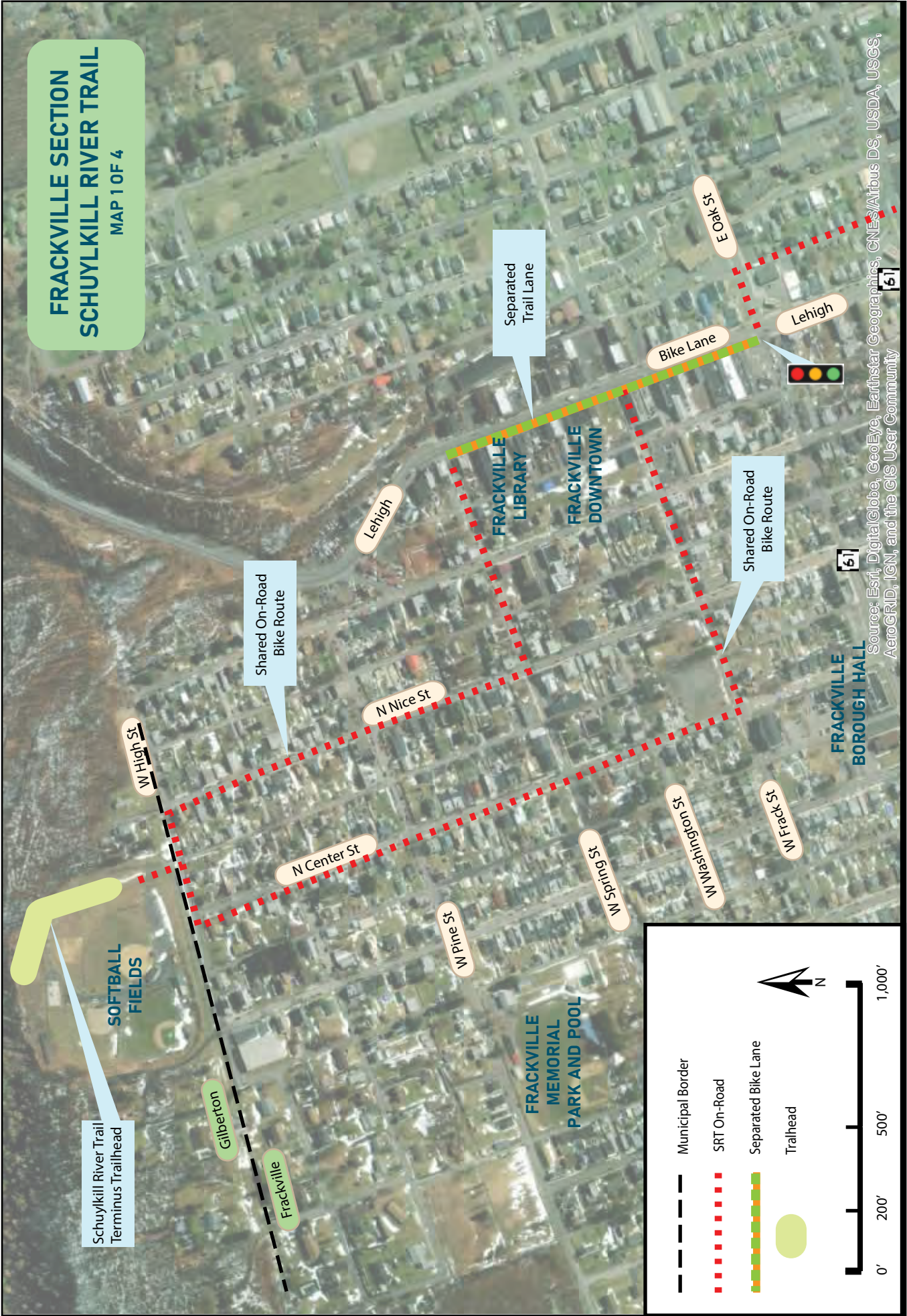
Looking West on West Frack Street



Photo: Google Image

FRACKVILLE SECTION SCHUYLKILL RIVER TRAIL

MAP 1 OF 4



Schuylkill River Trail
Terminus Trailhead

SOFTBALL
FIELDS

Gilberton

Frackville

Shared On-Road
Bike Route

Lehigh

N Nice St

N Center St

W Pine St

FRACKVILLE
MEMORIAL
PARK AND POOL

FRACKVILLE
LIBRARY

FRACKVILLE
DOWNTOWN

Separated
Trail Lane

Bike Lane

Shared On-Road
Bike Route

Lehigh

FRACKVILLE
BOROUGH HALL

Washington St

W Frack St

W Spring St

E Oak St

Legend:

- Municipal Border
- SRT On-Road
- Separated Bike Lane
- Trailhead

Scale: 0' 200' 500' 1,000'

North Arrow

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Route Map 1 – Frackville Trailhead to East Oak Street

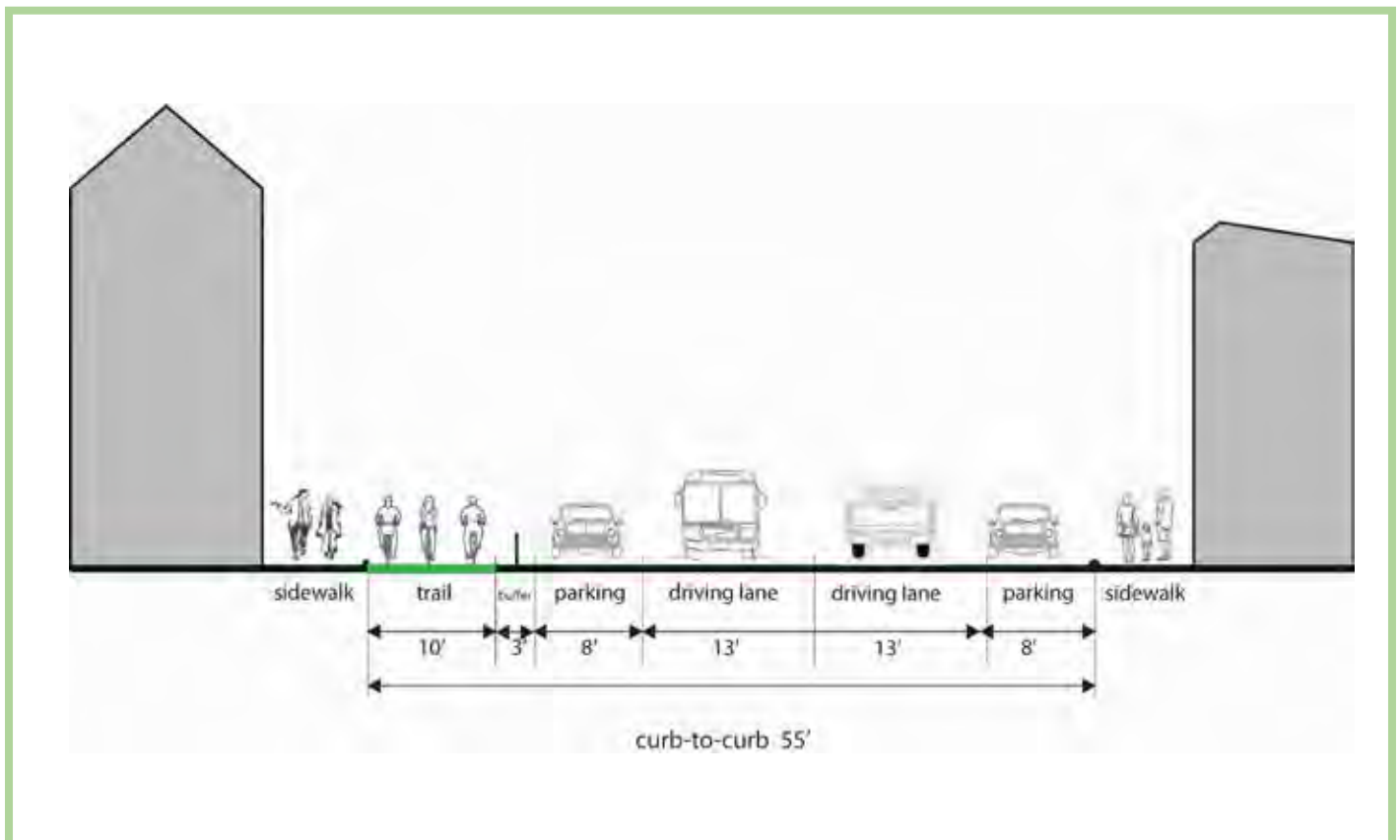
Separated Bike Lane on Lehigh Avenue

Using the existing excess width of Lehigh Avenue, the road will be redesigned to accommodate two travel lanes, two parking lanes, a barrier strip, and a 10'-wide trail.

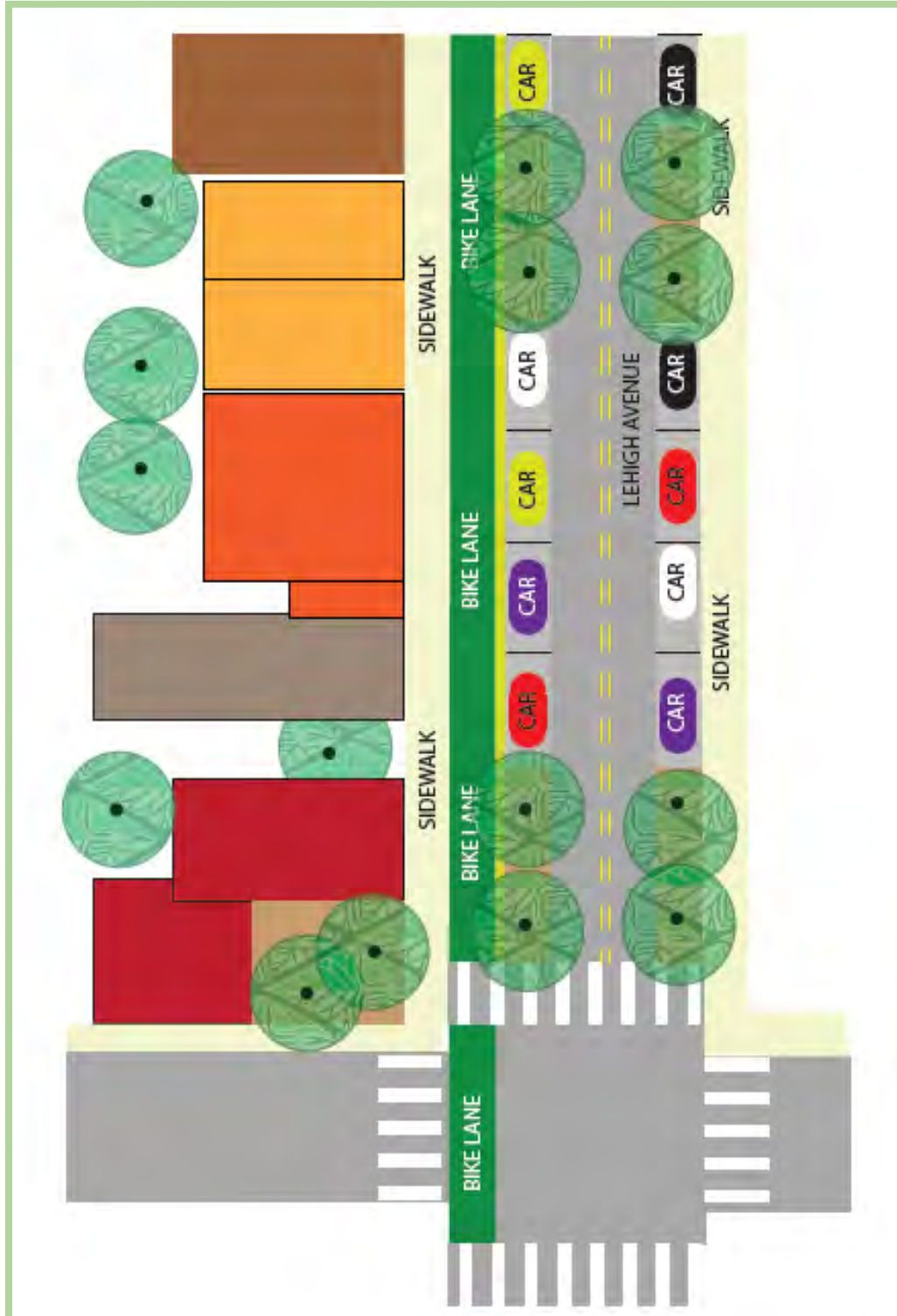
Looking North on Lehigh Avenue



Photo: Google Image



Route Map 1 – Frackville Trailhead to East Oak Street



Base Map: Derck & Edson

Route Map 2 – East Oak Street to Altamont Boulevard

Route Map 2 – East Oak Street to Altamont Boulevard

The SRT will cross Lehigh Avenue at an existing pedestrian crossing at the signalized intersection at E. Oak St. From this point, the pedestrian and bicycle trails will split. Pedestrians will follow the existing sidewalk on the east side of Lehigh Ave. (Rt 61) to Altamont Blvd.

Bicycle traffic will share the road travel lanes as a ‘Share the Road’ trail for a short distance on E. Oak St. to S. Mahanoy St. The trail will follow S. Mahanoy St. to E. Chestnut St. and then proceed onto S. Middle St. which becomes S. Garfield Ave. At the end of S. Garfield Ave., the trail will follow Bacon Ave for a short distance to Altamont Boulevard, where it will rejoin the pedestrian route.

Looking South on South Middle Street



Photo: Google Image

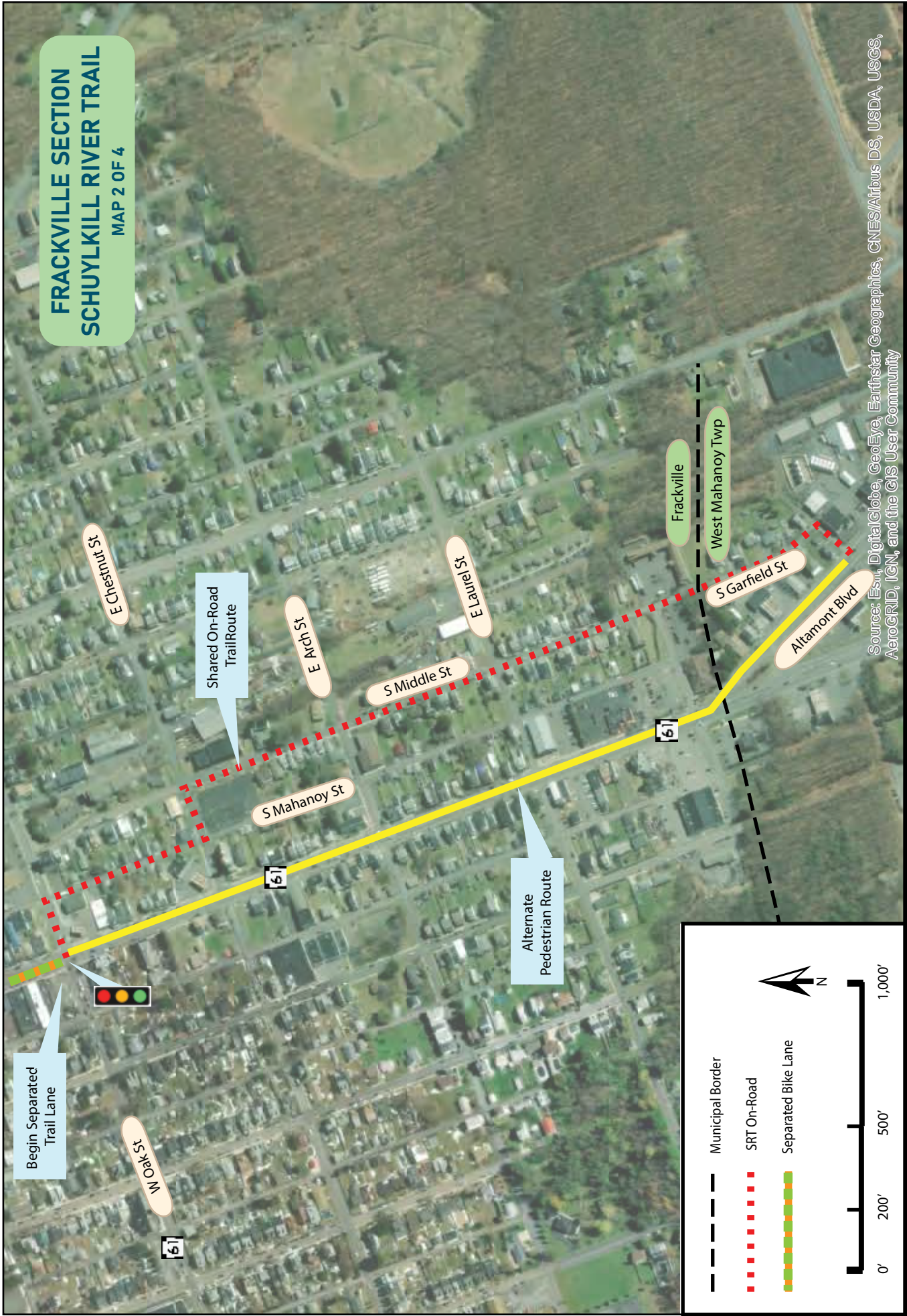
Looking South on South Mahanoy Street



Photo: Google Image

FRACKVILLE SECTION SCHUYLKILL RIVER TRAIL

MAP 2 OF 4



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Route Map 3 – Altamont Boulevard to Prison Road

The trail will follow Altamont Blvd., a wide, low-traffic road, for 1/3 mile between Bacon Ave. (aka Coal St.) and Prison Road. Altamont Boulevard and the proposed trail pass under a bridge for US I-81. The SRT will be on one or two separated trail lanes on Altamont Blvd. The trail lanes will be designated with painted lines or symbols and trail signage.

Looking North on Altamont Boulevard



Photo: SRG

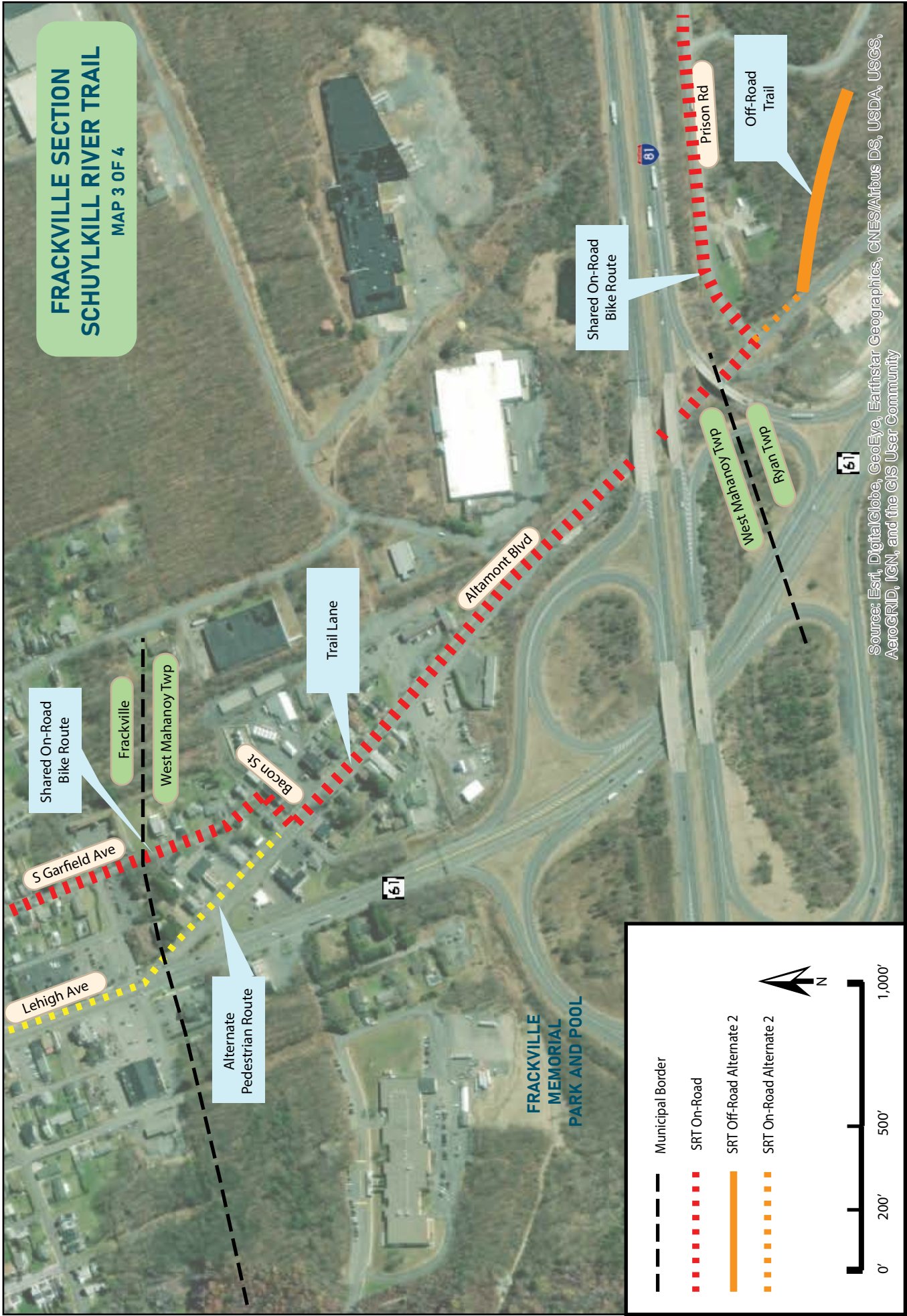
Bike Lane on Altamont Boulevard



Photo: SRG

FRACKVILLE SECTION SCHUYLKILL RIVER TRAIL

MAP 3 OF 4



Shared On-Road Bike Route

Frackville

West Mahanoy Twp

S Garfield Ave

Bacon St

Trail Lane

Altamont Blvd

Shared On-Road Bike Route

Prison Rd

Off-Road Trail

West Mahanoy Twp

Ryan Twp

Alternate Pedestrian Route

Lehigh Ave

FRACKVILLE MEMORIAL PARK AND POOL

- - - Municipal Border
 - - - SRT On-Road
 - - - SRT Off-Road Alternate 2
 - - - SRT On-Road Alternate 2

0' 200' 500' 1,000'

N
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Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Route Map 4 – Prison Road to PA Game Lands Trailhead

From Altamont Boulevard and Prison Road to the PA Game Lands Trailhead, the trail will be off-road. Two route alternatives are shown on Map 4. The Design and Engineering for the trail will determine if the trail can pass on the east or the west side of the existing PennDOT facility. The preferred route will be determined through discussions with PennDOT, SCI Frackville, and the PA Dept of General Services.

Alternate Route 1 (the red line)

On the east side of the PennDOT facility the trail runs on or parallel to Prison Road for a short distance, and then travels through the wooded area between the PennDOT facility and the SCI Frackville Prison using existing dirt road corridors or a new trail path through the woodlands. The trail will cross under the existing power lines. The trail would maintain a 200' buffer to the prison facility. Fencing and vegetation could be used to screen the trail from the prison facility.

Alternate Route 2 (the orange line)

On the west side of the PennDOT facility there is a steep slope between the PennDOT facility and the Route 61 ramp. The trail would need to be built along the top of that slope immediately adjacent to the PennDOT yard. This would require fencing to protect trail users for the slope as well as fencing between the trail and the PennDOT facility.

Woodland image near proposed Off-Road SRT

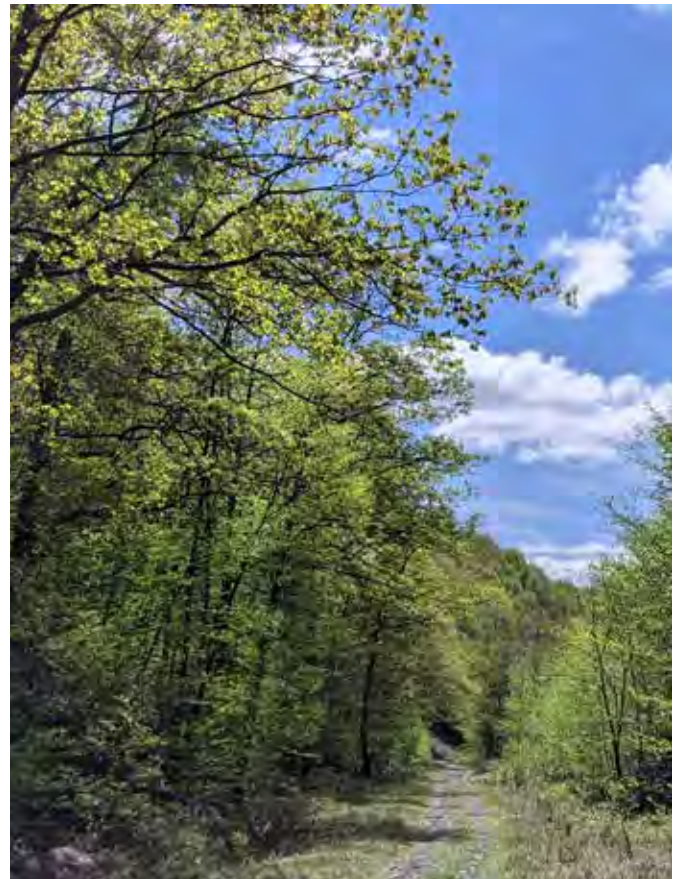
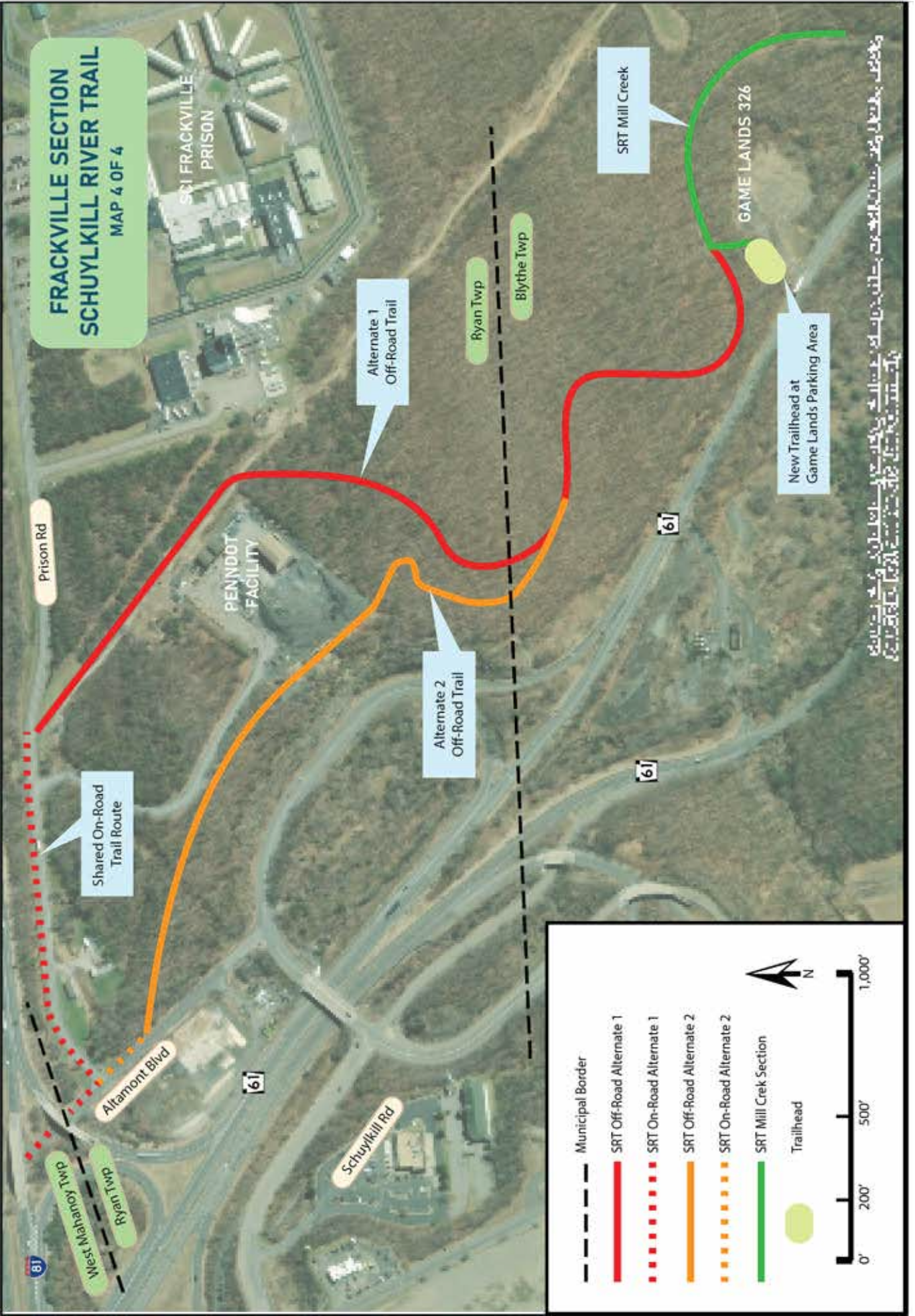


Photo: SRG

**FRACKVILLE SECTION
SCHUYLKILL RIVER TRAIL**
MAP 4 OF 4



Prison Rd

SCI FRACKVILLE PRISON

PENNDOT FACILITY

SRT Mill Creek

GAME LANDS 326

New Trailhead at Game Lands Parking Area

Ryan Twp

Blythe Twp

Alternate 1 Off-Road Trail

Alternate 2 Off-Road Trail

Shared On-Road Trail Route

Alkanton Blvd

Schuylkill Rd

West Main Rd
Luzerne Rd

Municipal Border

SRT Off-Road Alternate 1

SRT On-Road Alternate 1

SRT Off-Road Alternate 2

SRT On-Road Alternate 2

SRT Mill Creek Section

Trailhead



Next Steps

Municipal Adoption

Each of the municipalities the trail is proposed to pass through will be asked to adopt or support the alignment in this feasibility study. The municipalities are crucial partners for moving the project forward and to show community engagement when applying for engineering and construction grant funding.

Trail Agreements

The proposed alignment will require several trail agreements:

- An agreement between Frackville Borough and PennDOT for the trail crossing at Lehigh Avenue.
- An agreement between Frackville Borough and PennDOT for trail signage and pavement markings on PennDOT roads. East Oak Street, West Oak Street, North Lehigh Avenue, South Lehigh Avenue in Frackville Borough and Altamont Boulevard in West Mahanoy Township are PennDOT roads.
- An agreement between Schuylkill River Greenways and the Pennsylvania Game Lands for the trail corridor that crosses game lands property north of the Game Lands #326 parking area.
- There is already an agreement in place between Schuylkill River Greenways and the PA Game Commission for the development of the parking area at PA Game Lands #326 to be used as a trailhead for the Game Lands Trailhead. This agreement was established as part of the SRT Mill Creek Section project.
- An agreement between West Mahanoy Township and Schuylkill River Greenways for trail signs and pavement markings for on-road trail sections on West Mahanoy Township streets.
- An agreement between Frackville Borough and Schuylkill River Greenways for trail signs and pavement markings for on-road trail sections on Frackville streets, and trail signage and heritage area signage at the Frackville Trailhead at the Frackville Softball Fields.

Project Phasing

The On-Road trail section and the Off-Road trail section could be developed separately if funding is not available to do the whole project at one time. The Frackville Trailhead could also be developed as a separate project.

Project Phasing for the development of the SRT Frackville Section will also depend on:

- Acquiring trail agreements for the trail alignment through the Commonwealth-owned parcels
- Other agreements
- Securing funding for design and construction
- Coordination with PennDOT regarding the SR 61 improvement project

Design and Engineering - Funding

Schuylkill River Greenways will apply for grant funding for the design and engineering for the trail. This engineering work will include surveying, analysis of existing conditions, environmental impact studies, permitting, erosion and sedimentation control plans, construction plans and specifications, and cost estimating. SRG will include public input in the design of the trail. The cost to design and engineer the entire SRT Frackville Section is expected to be in the range of \$120,000 to \$170,000.

Design and Engineering funding sources may include:

- PA Dept. of Conservation and Natural Resources, Community Conservation Partnership Program Grants
- PA Dept. of Community and Economic Development, Greenways, Trails, and Recreation Program Grants
- PA Dept. of Community and Economic Development, Local Share Assessment Grants
- Willam Penn Foundation Grant Programs
- Schuylkill County Grant Programs

Construction - Funding

When the design and engineering for the trail is complete, and all necessary rights-of-way and trail agreements are in place, SRG will apply for construction funding to build the trail. The cost to construct the entire SRT Frackville Section, including the Frackville trailhead and the seperated bike lane on Lehigh Avenue but excluding the rebuilding of sidewalks and road resurfacing, is expected to be in the range of \$2,200,000 to \$2,700,000.

Construction funding sources may include:

- All those listed above
- US Office of Surface Mining, Bureau of Abandoned Mine Reclamation
- PA Dept. of Transportation, Transportation Alternatives Set-Aside Program Grants



Management and Maintenance

The Trail Keepers are a skilled trail maintenance volunteer crew.



Photo: SRG

For the Share-the-Road and separated bike lanes for the on-road trail sections, SRG will maintain the trail signs. SRG may also manage repair or construction projects in partnership with Frackville Borough and West Mahanoy Township for the on-road trail in those municipalities. PennDOT requires that the municipalities maintain any road markings on PennDOT roadways.

For the off-road trail sections, SRG will manage and maintain the trail as they do for the other sections of the SRT in Berks and Schuylkill Counties using SRG trails staff and volunteers for normal maintenance, and bringing in contractors for large maintenance project.

Volunteers removing graffiti.



Photo: SRG

Volunteers assembling trailhead signs.



Photo: SRG



Photo: SRG

