



First Issue Welcome

Features in this Issue:

First Issue Welcome	1
Allegheny National Trail	2
Used Steel Culverts	3
LVRT-Featured Trail	4

Upcoming PRPS Trail Training:

- March 20-24, 2004
PRPS Conference
Seven Springs
- April 22, 2004
Trail 101
Harrisburg
- April 23, 2004
Trail 101
Valley Forge
- May 13-14, 2004
Universal Trail
Assessment
Process (UTAP)
Kings Gap
- May 26, 2004
Statewide Water
Trail Workshop
Harrisburg

To register or for more information on these workshops, please phone the PRPS Office at:

814-234-4272

The *Trails To You* newsletter is being initiated by PRPS with the support of our Park Resource Branch and the DCNR Bureau of Recreation & Conservation as a free service to our members and to the trail community in Pennsylvania. Our goals are to share information on training and education programs that we are sponsoring and to facilitate the sharing of similar information among groups and partners across Pennsylvania.

As most of us know, trails are the most popular recreation areas in Pennsylvania. This is clear whenever there is a study done such as the 2003 surveys supporting the PA State Recreation Plan. The majority of our PRPS members and many others are involved in planning, developing, managing and maintaining trails of all types, and we are dedicated to providing the best

information to support these planning and management efforts. Each issue of *Trails To You* will feature a couple of articles with useful information and a featured trail. There will also be a list of upcoming trail training events for all the organizations that wish to participate.

We are definitely looking for "trail training partners" to help support this effort to share training and educational information. We've worked with many organizations in the past and look forward to continuing and improving these relationships. We plan to list our partners in future issues of *Trails To You* and to link website information. We are also open to working with other organizations to offer additional workshops. If your organization would like to become a "trail training partner," please email us at

prpsinfo@prps.org. We'd like to have the organization name, contact person, mailing address, phone number, email address, website information, and a list of any training opportunities that you would like to see listed in the next issue.

The deadline for input to the next issue is March 1, 2004. The distribution will be in April 2004.

The editor and coordinator for this newsletter is Lisa Litz. One of Lisa's jobs is to coordinate trails related training for PRPS. She may be contacted at the PRPS Office at 814-234-4272 or by email at llitz@prps.org.

We hope you will find this newsletter to be useful, and we welcome your comments and input.

Sincerely,
Bob Griffith
PRPS Executive Director

Special Thanks

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Supported by the Park Resources Branch of PRPS

Allegheny National Trail Improved

By Janeal Hedman
Rural Development Coordinator,
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Building on a previous grant of \$128,000 written by Mike Babusci and awarded to the Three Rivers Competition Riders in 1999 to reconstruct portions of the Marienville ATV and Motorcycle Trail, Mike again applied for and was awarded nearly \$87,000 on behalf of TRCR to reconstruct another portion of the Marienville Trail known as the Penoke Boardwalk.

Unlike the 1999 grant project, where the Forest Service acted as the lead agency and TRCR functioned in the support role, Mike Babusci and the TRCR agreed to prepare, administer and award the Penoke Boardwalk contract as well as provide in-

kind services to meet the labor match.

This represented the first time the Forest Service has partnered with a volunteer trail user group to prepare, administer and award a construction contract on a Forest Service facility. Mike was asked to interface directly with the Pennsylvania Department of Conservation and Natural Resources (DCNR) on behalf of the Forest Service regarding the administration of the grant. Mike was also responsible (subject to the supervision and approval of the Forest Service) for developing the construction specifications, preparing the contract bid documents, awarding the bid, managing the contract, and conducting the final construction inspection.

This unprecedented level of involvement is a testament to the close working relationship that Mike Babusci and the TRCR has been able to forge with the Forest Service over the many years of providing volunteer trail maintenance service. The Forest Service lent its support and guidance in resolving some of the technical issues and they met their matching obligation by purchasing the construction material for the project.

Being short of working capital, TRCR found it necessary to seek financial assistance for project start-up money.

The Forest Service contacted the Northern Allegheny Conservation Association (NACA). The NACA was able to provide initial start-up money to

get the project underway.

The boardwalk was completed ahead of schedule and significantly under budget in November 2001. The DCNR has agreed to re-allocate the remaining funds left in the Penoke Boardwalk project for trail reconstruction along the approaches to the boardwalk.

Under Mike's leadership, this improvement project on the Marienville ATV and Motorcycle Trail is a clear example of how interagency cooperation combined with active trail user participants can lead to successful, environmentally sensitive, trail implementation projects.

This coalition of two public agencies, a philanthropic organization, and a trail user group succeeded in upgrading 14 miles of trail which represents more than 25 percent of the largest ATV/Motorcycle trail facility in the state. Nearly \$270,000 was allocated to this improvement project.

This project proved to be successful on several different levels. The re-

routed trail is providing users with a more enjoyable recreational experience. The reconstruction of the trail tread, the installation of soil stabilization blocks, and the reconstruction of Penoke Boardwalk will minimize the future maintenance needs for the Forest Service.

Requiring the contractor to use equipment that left a minimal "footprint" helped the areas adjacent to the trail to recover quicker from the effects of construction, thereby minimizing the impacts to the Forest's ecosystem.

Permitting a volunteer to take the administrative lead on a portion of the project helped relieve some of the workload of the public staff.

Finally, having a user group actively participate in the project gave them a sense of ownership and pride in the trail and it provided them a way by which they could feel they were able to "give something back" to the trail community.

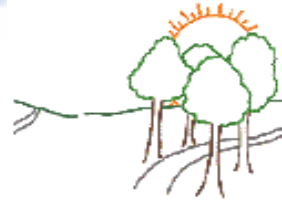
Pennsylvania Recreation & Park Society, Inc.

This newsletter is published 4 times a year as a service to its members and other interested persons. Opinions expressed are those of the listed authors. The editors encourage submissions reflecting on educational information for Trails. You are encouraged to submit your article for review on disc or by e-mail to: PRPS

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Used Steel Culverts



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We trail managers spend a lot of time and energy helping water to cross our trails without softening the trail tread. A common trail crossing structure for small watercourses or intermittent streams is a culvert, which totally separates the trail use and the water. Culverts can be made out of rocks or treated lumber, or they can be obtained already formed using corrugated metal pipe (CMP), plastic, or steel casing. This article will discuss the advantages of used steel casings as culverts on trails.

The major problem with structures on our trails is getting the materials back into the location where they are needed. We often spend as much money for transportation and labor for our structures as the materials cost. Therefore, we should be using the material that will be the easiest to transport, and will last the longest. In

the world of culverts the used steel casing wins on both these points.

The lifespan of a 1/4-inch thick steel casing used as a culvert will be over fifty years in any climate or location; this is more than double the life of other culverts. To transport a steel casing down the trail our contractors often cut a small hole in the casing (see the casing below) to catch a hook at the end of a chain. This way they can drag 5 or 6 casings at a time down the trail behind a dozer, mini excavator, or any other piece of equipment. The casings are indestructible! They can also be cut and welded into desired lengths using common acetylene torches and arc welders that most contractors have.

The price of used steel casings, when bought in truckloads, is approximately 20% more than comparable aluminized CMP culverts (market

availability and prices vary). Since the steel casings are heavier the trucking costs are greater.

The other advantage with used steel casings is how easy they are to set in place. It is important to ensure that culverts are set with the bottom of the culvert in contact with the soil so the water will all flow through the culvert and not below it. A steel casing can be set by driving the equipment right on top of it to force it into good soil contact. Lighter casings tend to move or roll out of the trench when backfilling over the culvert. Steel casings, being heavier, are much less prone to move. A mini excavator will sometimes sit with a track holding the casing down while placing the fill over the rest of the steel casing.

You might wonder where used steel casings come from. The natural gas and oil transmission lines in our

country use steel casings with plastic and tar coverings to protect the steel casing from rust and corrosion. The pipeline company tests the condition of the pipeline and when they need to be replaced the old pipeline becomes "used steel casing", usually transported in 25-foot lengths.

The next time you need some culverts on your trail try used steel casings. You'll like them!

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WE'RE ON THE WEB!
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Featured Trail – Lebanon Valley Rail-Trail

Created from the former Cornwall-Lebanon Railroad built by iron ore magnate Robert H. Coleman in the 1880s, the Lebanon Valley Rail-Trail (LVRT) follows a route rich with social and economic history. In days gone by, special passenger trains carried visitors to the popular summer resort community of Mt. Gretna. At the turn-of-the-century the railroad provided transport to the Pennsylvania National Guard training encampment near Mt. Gretna. Eventually, passenger service ceased, and the line was acquired by the Pennsylvania Railroad. Freight service continued until Hurricane Agnes washed out sections of the track in 1972. In December 1999, LVRT acquired the corridor to develop a multiple use trail.



The most unique aspect of the Lebanon Valley Rail-Trail is that all fundraising, construction management, trail maintenance and public relations are performed by an extremely dedicated core group of volunteers.

- Currently, the trail is continuous between the Lebanon/Lancaster county line and Route 72, a distance of 9 miles.
- Trail will be 12 miles when Phase 3 is complete in Spring 2004 (+5 Miles of Conewago Trail in Lancaster Co.).
- Surface is crushed stone w/ parallel equestrian path – surface is smooth enough for narrow tire bikes.
- Snowmobiles are permitted from the Lancaster County line to the Horseshoe Trail.
- Parking areas are located at Cornwall (Route 419), Colebrook (Route 117) and Lawn (Lawn Road).

LVRT monthly meeting held 1st Wed. of the month at Cornwall Borough Hall – 7:00 PM Volunteers Welcome!
LVRT contact: John B. Wengert at jbweng@comcast.net.