



TOWN OF PHILLIPSBURG
Riverfront Heritage Trail

Design & Implementation Manual

June 11, 2015

The Phillipsburg Riverfront Heritage Trail Project is a participant in the National Park Service Rivers, Trails and Conservation Assistance Program.



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Town of Phillipsburg, NJ



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CONTENTS

1. Introduction.....page 1
2. Trail Logos.....page 2
3. Trail Routes.....page 3
4. Sign Program.....page 8
5. Trail Enhancements.....page 13
6. Acquisition Program.....page 14
7. Norfolk Southern Bridge.....page 16

1. INTRODUCTION

Two prior reports – one prepared in June of 2013 another in October 2014 – established the basis for the Phillipsburg Riverfront Heritage Trail. The “trail” is actually an interconnected *system* of existing and proposed local, regional, and bi-state trails that provides unique eco-heritage and recreation tourism opportunities to support Phillipsburg’s downtown revitalization efforts. The 2013 and 2014 reports provide a detailed inventory of existing trails, plans, and points of interest in the region and outline potential trail alignments and representative concepts for trail signage and amenities.



With the assistance of the **National Park Service RTCA** program, a project committee was established with representatives from local government, the business community, historical societies, and residents. The committee has been working on advancing the framework for the trail system by refining and prioritizing trail routes, identifying potential amenities and signage schemes, and establishing a trail identity through a branding program. The Committee also hosted an invitational stakeholder meeting in October 2014.

This report – the *Design & Implementation Manual* – summarizes the findings of the first two reports and provides more specific guidance regarding the official trail logo, trail alignments and improvements, and signage. The manual is intended to set the stage for the ongoing development of the trail system. It is expected that certain elements of the program may be revised over time as new opportunities and/or constraints materialize.



2. TRAIL LOGOS



The Phillipsburg Riverfront Heritage Trail (PRHT) logo will be included on all signage, banners, letterheads, and paraphernalia associated with the trail.



The official Trail Blaze (the oval portion of the logo) will be utilized to provide additional guidance along the trails and on select promotional items.



Logos for interconnecting trails and partner or sponsor organizations will be displayed as needed. At a minimum they will include the Morris Canal Greenway, Warren-Highlands Trail, Delaware & Lehigh Trail and the National Park Service.



3. TRAIL ROUTES

The Riverfront Heritage Trail system consists of four main trails, three spurs, and one loop trail – eight trails in total. Each trail is described in more detail below and in the following tables and map.

Main Trails

- A. The **Riverbank Trail** is based on the *Bike and Pedestrian Path Alternatives Analysis* prepared in 2002 by Cherry Weber & Associates. The primary purpose of the Riverbank Trail is to provide a scenic path along the riverbank connecting the Boat Ramp to the Lopatcong Creek and generally increasing access to the Morris Canal Arch and the riverbank.
- B. The **Morris Canal Trail** implements portions of the *Morris Canal Greenway 25 Year Action Plan* prepared by Warren County in 2012. The Phillipsburg Riverfront Heritage Trail utilizes the historic route of the Morris Canal whenever possible with alternative routes to bypass inaccessible sections or provide linkages to other trails, historic sites and attractions. This portion of the greenway stretches from the vicinity of the Canal Arch to Lock Street.
- C. The **Rail-Trail** utilizes the abandoned Norfolk Southern right-of-way between McKeen Street and the Delaware River including the rail bridge crossing the river to Easton, PA. The Rail-Trail greatly expands the reach of the Phillipsburg trail system by linking the Riverfront Heritage Trail to the *Delaware & Lehigh National Heritage*

Corridor in Pennsylvania. This is a unique component of the Riverfront Heritage Trail that will substantially increase the trail's tourism and economic development potential.

- D. The **Highlands Connector Trail** is an on-road wayfinding system beginning at Union Square and directing trail users along Town streets to the Warren-Highlands trailhead at Marble Hill in Lopatcong Township. The main Highlands Trail is a cooperative effort of trail and conservation organizations, state and local governments, and local businesses that when completed, will extend over 150 miles from Storm King Mountain on the Hudson River in New York, south to Riegelsville, New Jersey on the Delaware River. The Warren-Highlands portion of the trail enters Warren County in Allamuchy and proceeds south for 32 miles to Phillipsburg.

Spur & Loop Trails

- A. The **Railroad Heritage Spur** showcases Phillipsburg's rail heritage. This interpretive trail links the rail museum and miniature railroad at Cross Street, the signal tower at the Black Bridge, Union Station, and the Bel-Del excursion train. A key long-term element of the trail is the proposed gateway pocket park on South Main Street next to Union Station that would allow the trail to parallel the railroad tracks from one end to the other. The interim route directs users further down South Main Street to Market Street.

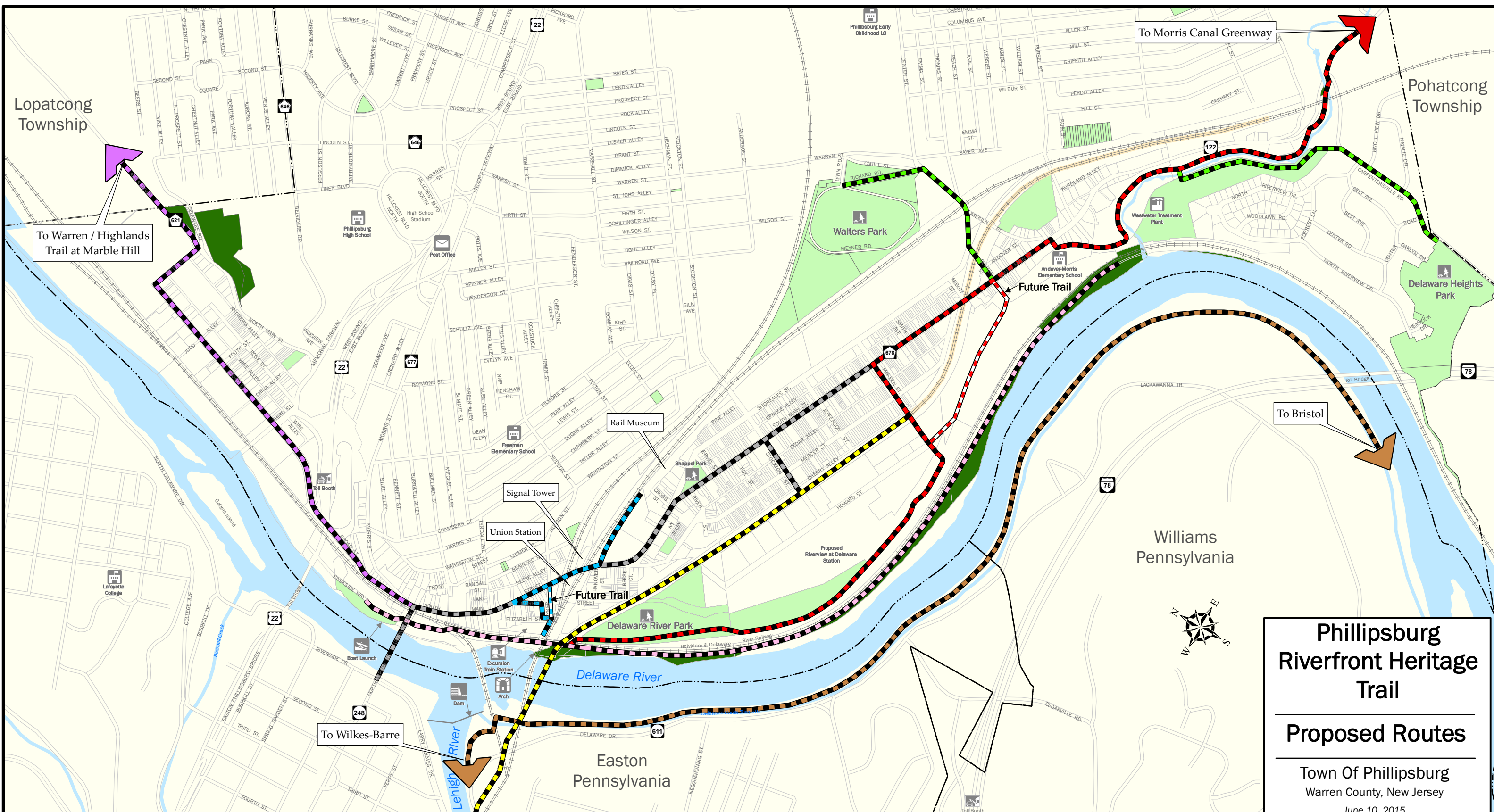
- B. The **Walters Park Spur** provides a connection from the Morris Canal Trail to Walters Park. The trail will follow Center Street from South Main Street to the park.
- C. The **Delaware Heights Park Spur** connects the Morris Canal Trail to Delaware Heights Park. The trail would begin on South Main Street, cross the bridge to the wastewater treatment plant, and then proceed uphill via a former access road to Carpentersville Road where it would continue on to the park.
- D. The **South Main Loop** will function as the “service road” for the trail system. Trail users will be directed to South Main Street for food, goods and services. The loop will basically run from Union Square to McKeen Street with connections to the Highlands Trail, Rail-Trail, Morris Canal Trail, and the Railroad Heritage Spur. As an interim measure, the South Main loop can be extended across the Northampton Street Bridge to connect to the D&L Trail until the rail-trail crossing is established.

Trail Surfaces

The Riverfront Heritage Trail is envisioned as a multipurpose bike/pedestrian system designed to accommodate as many users as possible at all ability levels. With a few exceptions, all of the trails in the system will be paved (generally eight feet wide) or traverse public streets and sidewalks. The primary exception is the Riverbank Trail, which will have a compacted dirt or cinder surface given its location and associated environmental constraints. In order to open as much of the trail system as soon as possible, some of the trail segments may have temporary surfaces of compacted dirt, stone or cinders.

MAIN TRAILS			
Trail	Route Description	Issues	Current Ownership
A. Riverbank			
<i>Segment 1: Boat Ramp to Canal Arch</i>	Connects the existing boat ramp at Riverside Way to the Canal Arch via a dirt/cinder path under the Northampton Street Bridge. The path will be minimally improved with clearing of vegetation and installation of signage.	<ul style="list-style-type: none"> • Located in floodway/flood zone. • NJDEP permits. • High river flow could temporarily close trail. 	Phillipsburg; NJDEP; Bel-Del RR; (potential Kobble)
<i>Segment 2: Canal Arch to Lopatcong Creek</i>	A meandering pedestrian path along the riverbank between the Bel-Del tracks and the river from the canal arch to an overlook at the Lopatcong Creek outfall. This is an “out-and-back” trail.		
B. Morris Canal			
<i>Segment 1: NS Bridge to McKeen Street</i>	Begins at a new entrance at the northernmost end of Delaware River Park and continues through the park as a paved bike/ped path; then continues south through the Riverview development to the intersection of McKeen and Howard Streets.	<ul style="list-style-type: none"> • Need easement from developer. 	Phillipsburg; Peron Const.
<i>Interim Segment 2: McKeen Street to Center Street</i>	Follows McKeen Street to South Main street then south to Center Street.	<ul style="list-style-type: none"> • None 	Town Streets
<i>Future Segment 2: McKeen Street to Center Street</i>	Follow southerly extension of Howard Street along historic canal route to Center Street at South Main Street.	<ul style="list-style-type: none"> • Requires property acquisition between McKeen and Center Streets. 	L1.Mazza; L9.Worman
<i>Segment 3: Center Street to Lopatcong Creek at WTP</i>	Continue along South Main Street to Morris Canal Way; follow MCW and cross over Sawmill then enter WTP grounds to Lopatcong Creek.	<ul style="list-style-type: none"> • Controlled access to WTP grounds. 	Town Streets
<i>Segment 4: WTP to Green’s Bridge</i>	Follow Lopatcong Creek to Green’s Bridge and South Main Street	<ul style="list-style-type: none"> • Access through WTP grounds 	Phillipsburg
<i>Segment 5: Green’s Bridge to Lock Street</i>	Cross under Green’s Bridge then cross over South Main Street at Carpentersville Road; continue south to Lock Street.	<ul style="list-style-type: none"> • Little or no room for bike/ped passage under Green’s Bridge. • Crossing South Main Street at Carpentersville Road. 	Phillipsburg; NJDEP; Warren Co; NJ Transit.
C. Rail-Trail			
<i>Segment 1: McKeen Street to NS bridge on Norfolk Southern ROW</i>	Constructed on abandoned NS ROW from McKeen Street to the NS bridge. Intersects with Morris Canal Trail at McKeen St. and at new park entrance.	<ul style="list-style-type: none"> • Negotiating with NS. 	Norfolk Southern
<i>Segment 2: Norfolk Southern Bridge/D&L Connector</i>	Abandoned NS bridge across Delaware River linking to the D&L National Heritage Corridor in Easton, PA.	<ul style="list-style-type: none"> • Negotiating with NS. • Bridge Improvements. • Bridge Ownership. 	Norfolk Southern
D. Highlands Trail Connector			
Union Square to Marble Hill in Lopatcong Twp.	An on-road wayfinding system starting at Union Square then north along Broad Street, to Fifth Street, to North Main. Install sign directing users north to the Warren-Highlands trailhead at Marble Hill in Lopatcong Township.	<ul style="list-style-type: none"> • None 	Town streets

SPUR AND LOOP TRAILS			
Trail	Route Description	Issues	Current Ownership
A. Railroad Heritage Spur			
<i>Segment 1:</i> Rail Museum to South Main Street	Starting at the rail museum – a paved path paralleling the tracks connecting to South Main Street via an existing or new ramp just south of the Black Bridge (includes view of signal tower).	<ul style="list-style-type: none"> Improving NJ Transit lot for parking and trailhead. 	Phillipsburg; NJ Transit; Housing Authority
<i>Segment 2:</i> Black Bridge to Union Station	Continue north on South Main Street to pedestrian crossing at Hudson Street; cross over South Main; turn left to Union Station.	<ul style="list-style-type: none"> None 	Town streets
<i>Interim Segment 3:</i> Union Station to Excursion Train	Continue north on South Main to Market Street then through the parking lot to the excursion train.	<ul style="list-style-type: none"> Indirect route. 	Town streets
<i>Future Segment 3:</i> Union Station to Excursion Train	Direct access to Stryker Street and excursion train via gateway pocket park on South Main Street.	<ul style="list-style-type: none"> Requires land acquisition for gateway park. 	Lekco Inc; Town streets
B. Walters Park Spur			
South Main Street to Walters Park	Connects Morris Canal Trail at South Main Street to Walters Park via Center Street.	<ul style="list-style-type: none"> None 	Town streets
C. Delaware Heights Park Spur			
<i>Segment 1:</i> WTP bridge entrance to Carpentersville Road	Connects Morris Canal Trail at South Main Street to Delaware Heights Park via former access road uphill to Carpentersville Road.	<ul style="list-style-type: none"> Access through WTP grounds. 	Phillipsburg
<i>Segment 2:</i> Carpentersville Road to Park	Continues south along Carpentersville Road to Delaware Heights Park.	<ul style="list-style-type: none"> Gaps in sidewalk. 	Phillipsburg; Town streets
D. South Main Street Loop			
Riverside Way/Union Square to McKeen Street	Provides loop through historic business district connecting to all the major trails in the system. Follows South Main Street from Union Square to McKeen Street.	<ul style="list-style-type: none"> None 	Town streets



Lopatcong Township

Pohatcong Township

To Morris Canal Greenway

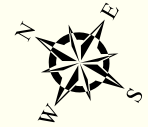
To Warren / Highlands Trail at Marble Hill

To Bristol

To Wilkes-Barre

Williams Pennsylvania

Easton Pennsylvania



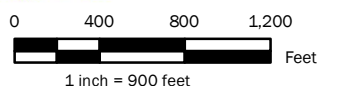
Phillipsburg Riverfront Heritage Trail

Proposed Routes


Town Of Phillipsburg
Warren County, New Jersey
June 10, 2015



Riverfront Heritage Trail



Data Sources:
Town of Phillipsburg, NGIN 2011 ModVI Data, NJDEP, NJDOT, NJ Highlands Council, PADOT, PAPSU And Other Data: Warren County GIS



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Legend

	Active Railroad		Open Space		Proposed Trails		Spur / Loop
	Inactive Railroad		NJDEP Open Space		Main		Park Spur
	Tax Parcels				Riverbank		South Main Loop
	Municipal Boundary				Morris Canal		
	Road				Rail Trail		
	Water Body				Highlands Connector		

Proposed Trails

Main

Spur / Loop

Open Space

Proposed Trails

Spur / Loop

Van Cleef ENGINEERING ASSOCIATES

1 inch = 900 feet

4. SIGN PROGRAM

The sign program provides guidance for the placement and content of the various trail signs. The precise location and content of each sign will be determined in the field. More or less signage may be necessary as trail use patterns are established. Each trail sign should contain the base information outlined in the table below. The Phillipsburg Riverfront Heritage Trail logo, and where appropriate the logos of interconnecting trails and partner or sponsor organizations, should be displayed on all signs. More specific information or directions may be added as recommended in the Sign Location Table on the following page. Directional signs will be two-sided as necessary to show reverse routes.

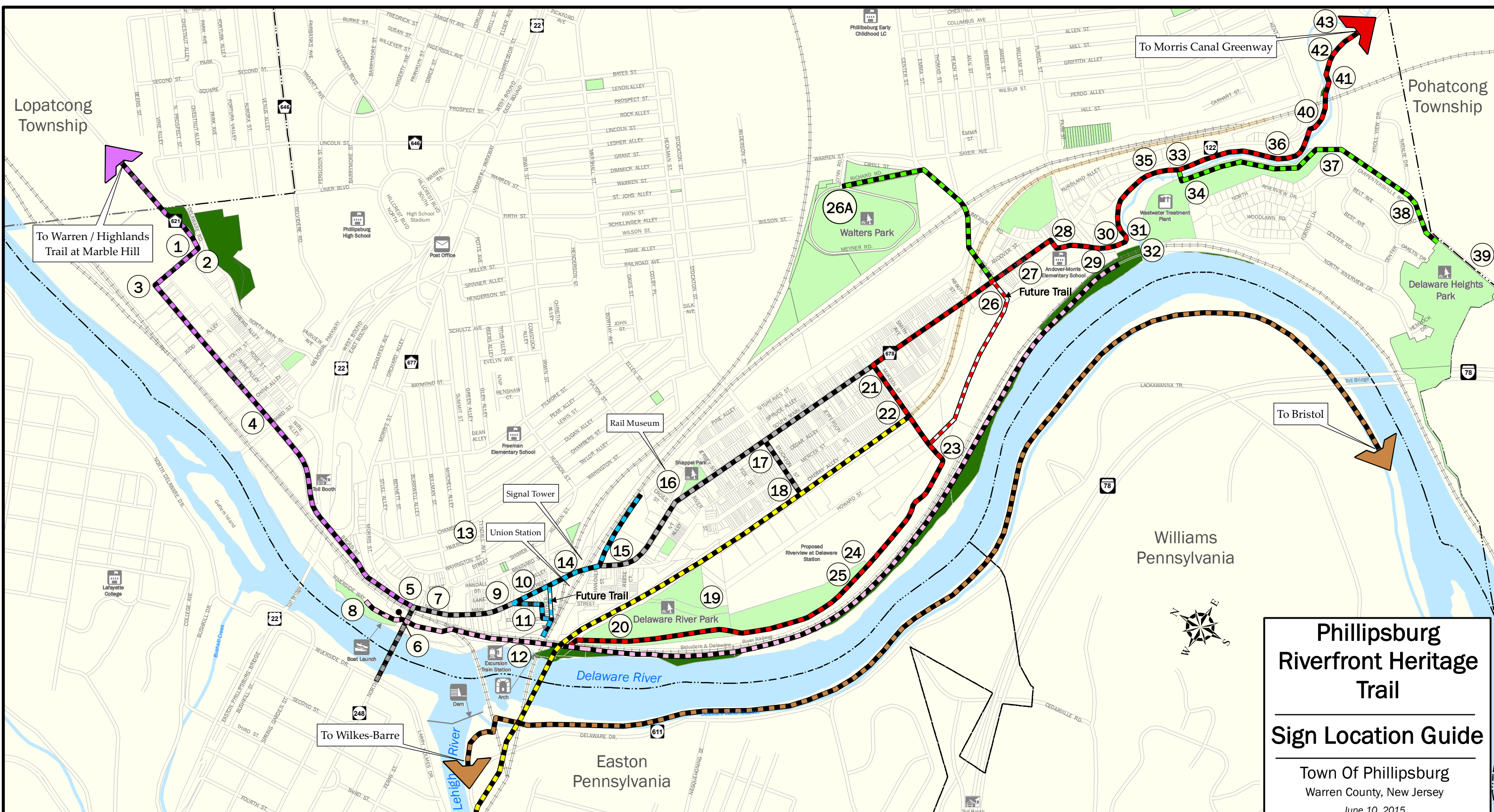
Sign Types
A. Main Entrance
B. Trailhead - Major
C. Trailhead - Minor
D. Directional Blade
E. Directional Signpost
F. Wayside Panel/Interpretive
G. Trail Blaze

Signs will generally conform to the D&L National Heritage Corridor specifications (*Visually Speaking*) found at www.delawareandlehigh.org/index.php/documents-resources.

Type	Purpose	Main Features
A. Main Entrance	Used at the entrance to a specific place or attraction, e.g. Delaware River Park.	Name of venue; hours of operation; sponsors.
B. Trailhead - major	Indicates major trail entrances and provides global orientation to the trail system.	Brief description of trail system and significant sites; system map; photos; partner logos.
C. Trailhead - minor	Indicates secondary entrance or starting point. Provides map of system and directions to strategic locations.	Trail map; directional arrows with distance to sites and trails; partner logos.
D. Directional Blade	Narrow monument signs (“blades”) placed along the trail to indicate directions and distance to locations and sites.	Name of sub-trail. Directional arrows and distance; partner logos.
E. Directional Signpost	Pole-mounted directional signs used on streets.	Directional arrows.
F. Interpretive Wayside Panel	Used to describe significant places and events along the trail.	Photos, text and graphics as applicable.
G. Trail Blaze	Small plastic signs affixed to 4x4 posts or poles at semi-regular intervals along a trail in between major sign points.	PRHT Oval

RECOMMENDED SIGN LOCATIONS			
Key	Location	Type	Additional Information
1	North Main/Fifth	B	Directional arrows and distance to boat launch, South Main Loop, Rail Trail, Morris Canal, RR Heritage Trail, and the D&L Trail.
2	North Main/Fifth	D	Directional arrow and distance to Warren Highlands Trail at Marblehead.
3	Broad/Fifth	E	PRHT directional arrow
4	Broad/Third	E	PRHT directional arrow
5	North Main/Union Square	E	Directional arrows to boat launch, South Main Loop, RR Heritage trail; Rail Trail and Morris Canal.
6	Riverside Way/Union Square	B	Directional arrows and distance to boat launch, Riverbank Trail, Morris Canal Arch, Highlands Trail, South Main Loop, Rail-Trail, Morris Canal, RR Heritage Trail, and the D&L Trail.
7	South Main/Union Square	E	Directional arrows to boat launch, Highlands Trail, South Main Loop, RR Heritage trail, Rail Trail and Morris Canal.
8	Boat Ramp	F & D	Interpretive Sign (existing); Blade marking Riverbank Trail entrance with distance to Canal Arch and end of trail; Caution signs regarding trail conditions, possible high water, out-and-back. Additional signage regarding use of boat launch.
9	South Main/Market	E	Directional arrow to RR Heritage Trail and excursion train.
10	Market	E	Directional arrow to excursion train.
11	Excursion Train	F	Interpretive sign as appropriate, e.g. Canal Arch and RR bridges.
12	Morris Canal Arch	F	Interpretive sign.
13	Union Station	F	Interpretive sign.
14	South Main/Hudson	E	Directional arrow to RR Heritage Trail.
15	Black Bridge	C & F	Directional arrow to RR Heritage Trail and museum. Interpretive sign for signal tower.
16	RR Museum/Miniature RR	B & F	Directional arrows and distance to boat launch, Riverbank Trail, Highlands Trail, South Main Loop, Rail-Trail, Morris Canal, RR Heritage Trail, and the D&L Trail. Interpretive sign for RR structures & equipment.
17	South Main/Stockton	E	Directional arrows and distance to Rail Trail, Morris Canal, RR Heritage Trail, and Highlands Trail.
18	Stockton/Rail Trail	B	Directional arrows and distance to Rail Bridge, Morris Canal, South Main Loop, Highlands Trail, and the D&L Trail.
19	Mt. Parnassus	F	Interpretive sign.
20	Rail Trail/Morris Canal	A, B & F	Park Entrance. Directional arrows to Morris Canal, Rail-Trail, South Main Loop (w/distance). Canal interpretive sign.
21	South Main/McKeen	E	Directional arrows to Rail-Trail, Morris Canal, South Main Loop, and RR Heritage Trail.
22	Rail Trail/McKeen	D	Directional arrows to Rail-Trail, Rail Bridge, and D&LNHC.
23	Morris Canal/McKeen	D	Directional arrows to Morris Canal, Rail-Trail and South Main Loop.

RECOMMENDED SIGN LOCATIONS			
Key	Location	Type	Additional Information
24	Stockton St. Ext./Morris Canal	F	Canal interpretive sign.
25	Morris Canal leaving Delaware River Park	D	Directional arrows to Morris Canal, Rail-Trail, and South Main Loop; and distance to Rail-Trail, and South Main Loop.
26	South Main/Center	E	Directional arrows and distance to Walters Park; arrows to Morris Canal and South Main Loop.
26A	Walters Park	C	Directional arrows and distance to Morris Canal and South Main Loop.
27	Andover Morris School	F	Interpretive sign (existing).
28	South Main/Morris Canal Way	E	Directional arrows to Morris Canal.
29	Morris Canal Way/Saw Mill	F	Interpretive sign (existing).
30	Sawmill	D	Directional arrows to Morris Canal.
31	Lopatcong Creek	C	Directional arrows to Morris Canal and distance to South Main Loop.
32	Lopatcong Creek	F	Interpretive sign.
33	So. Main/WTP Bridge	E	Directional arrows and distance to Delaware Heights Park.
34	Dirt Road	D	Directional arrows and distance to Delaware Heights Park.
35	South Main	F	Interpretive sign (existing).
36	South Main	B	Directional arrows to Morris Canal; Directional arrows and distance to Rail-Trail, Rail Bridge and D&L Trail, South Main Loop, RR Heritage Trail, Highlands Trail, boat launch.
37	Carpentersville Road	D	Directional arrows and distance to Delaware Heights Park.
38	Carpentersville Road	E	Directional arrows and distance to Delaware Heights Park.
39	Delaware Heights Park	C	Directional arrows and distance to Morris Canal.
40	South Main/Green's Bridge	F	Interpretive sign.
41	South Main/Carpentersville	E	Directional arrows to Morris Canal.
42	South Main at Agway	C & F	Directional arrows and distance to Morris Canal, South Main, RR Heritage, Rail-Trail, D&L. Interpretive sign for mill.
43	South Main /Lock	E	Directional arrows to Morris Canal.



Phillipsburg Riverfront Heritage Trail

Sign Location Guide

Town Of Phillipsburg
Warren County, New Jersey
June 10, 2015



Riverfront Heritage Trail



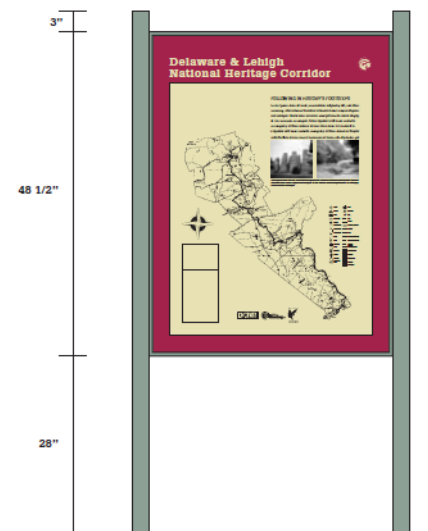
Data Sources:
Town of Phillipsburg, NGIN 2011 ModVI Data, NJDEP, NJDOT, NJ Highlands Council, PADOT, PAPSU And Other Data: Warren County GIS

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Legend

<ul style="list-style-type: none"> Active Railroad Inactive Railroad Tax Parcels Municipal Boundary Road Water Body 	<p>Open Space</p> <ul style="list-style-type: none"> Municipal Open Space NJDEP Open Space 	<p>Proposed Trails</p> <p>Main</p> <ul style="list-style-type: none"> Riverbank Morris Canal Rail Trail Highlands Connector <p>Pennsylvania</p> <ul style="list-style-type: none"> Delaware & Lehigh 	<p>Spur / Loop</p> <ul style="list-style-type: none"> Railroad Heritage Spur Park Spur South Main Loop
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Typical Signs along the Delaware & Lehigh National Heritage Corridor. The Phillipsburg signs will closely resemble these styles but with the PRHT logo and colors. Left to right: Entrance Sign, Trailhead, Directional Blade, Directional Signpost.



5. TRAIL ENHANCEMENTS

Certain improvements will be necessary to make the trails safer, easier to navigate, and more convenient. Some of the features listed in the table are existing, some can be installed in the short-term, and others are seen as long-term improvements. Whenever possible, basic amenities such as benches and trash receptacles should be provided at strategic locations along the trails and clustered at trail heads. The need for and location of additional enhancements may become more evident as trails are developed and user patterns are established.

Pedestrian and bicycle improvements include filling gaps in the sidewalk system, providing *pedestrian crossing* signs and enhanced crosswalks at major trail crossings, and installing *share the road* signs and bike chevrons along Broad Street and South Main Street.

Feature	Trailhead	RR Heritage Trailhead	Periodic On-Trail	S. Main St.	Boat Launch	Parks*
Restrooms		✓			✓	✓
Parking		✓		✓	✓	✓
Picnic tables	✓	✓			✓	✓
Information kiosk	✓	✓		✓	✓	✓
Benches	✓	✓	✓	✓	✓	✓
Trash/recycling cans	✓	✓	✓	✓	✓	✓
Bike rack	✓	✓		✓	✓	✓
Dog station (water/waste)	✓	✓				✓

*Delaware River Park, Walters Park, Delaware Heights Park



Recommended Enhanced Pedestrian Crossings:

- Fifth Street & North Main
- Broad & Third Street
- Union Square
- South Main & Hudson Street
- South Main & Center Street
- South Main and Carpentersville Road

6. ACQUISITION PROGRAM

For the most part, and to the greatest extent possible, the trail system utilizes publicly-owned property. There are instances, however, where the addition of privately-owned land would greatly enhance the trail experience aesthetically and historically as well as operationally by providing a more direct route. In cases such as the Rail-Trail, there is no other option but to acquire access over private land.

Both the Morris Canal Trail and the Railroad Heritage Trail would benefit greatly from the acquisition of certain private parcels. Until such time as those particular trail segments are acquired, however, the trail map will show interim routes over public streets to allow the overall trail system to move forward. These interim routes should be seen as short-term alternatives and not replacements for the preferred routes.

Following is an outline of the privately-held trail segments that should be pursued through fee-simple purchase, easement, or donation. An acquisition plan will need to be developed for each parcel detailing possible funding sources, partnerships, lead agencies or organizations, and eventual ownership.

Acquisition of the Norfolk Southern Bridge is discussed in more detail in Section 7 of this report.

PRIVATELY HELD PROPERTIES				
Trail Segment	Property Description	Significance	Alternate Route	Potential Acquisition Method
Riverbank				
Northampton Street Bridge to Canal Arch	<ul style="list-style-type: none"> Block 917 Lot 27: Riverbank property owned by the Bel-Del Railroad. Block 917 Lot 29: Riverbank property owned by Kobble. 	First leg of the riverbank trail. Provides access to the canal arch. The Kobble easement may not be necessary based on the actual surveyed limits of the two properties.	None	Easement
Morris Canal				
Delaware River Park to McKeen Street	Block 2102 Lot 2: Proposed residential development owned by Peron Construction.	Extends trail from Delaware River Park to McKeen Street in close proximity to original canal.	None	Easement obtained through redevelopment agreement
McKeen Street to Center Street	<ul style="list-style-type: none"> Block 2201 Lot1: Commercial property owned by Mazza. Block 2201 Lot 9: Commercial property owned by Worman. 	Follows historic route of the Morris Canal. Would also enable the extension of Howard Street from McKeen Street to Center Street.	McKeen to South Main to Center Street.	Purchase
Rail-Trail				
Entire length including bridge	Abandoned Norfolk Southern ROW starting at McKeen Street and extending to and including the rail bridge across the Delaware River.	Links the Riverfront Heritage Trail to the Delaware & Lehigh National Heritage Corridor in Pennsylvania.	None	Easement/purchase/donation.
Railroad Heritage Spur				
Union Station to excursion train via Stryker Street	Block 919 Lot 8: Gas Station owned by Lekco, Inc.	Enables construction of a gateway park on South Main Street to provide direct access to Stryker Street and the excursion train.	South Main to Market to Stryker Street	Purchase
Source: Phillipsburg tax records/NJ Property Fax				

7. NORFOLK SOUTHERN BRIDGE

Although each of the eight trails makes an important contribution to the overall system, the Rail-Trail, and in particular the rail bridge, is a truly unique component. It is also fair to say that the creation of the Rail-Trail will require the greatest amount of effort and commitment. In order to guide and expedite that effort a detailed plan needs to be developed outlining the necessary steps for the acquisition and eventual ownership of the right-of-way and the bridge.



At a minimum the plan should address the following:

- ***Establish a negotiating entity*** – Acquisition of the right-of-way and bridge will require a concerted effort by a “high-profile” coalition of partner agencies at the municipal, county, state, and federal levels.
- ***Determine eventual ownership*** – It should be clear from the outset which agency or entity will take ownership of the property – especially the bridge. While the ground right-of-way can easily be owned and operated as a traditional park, ownership and maintenance of the bridge will require the special expertise of an agency such as the Delaware River Joint Toll Bridge Commission.
- ***Determine preferred acquisition method*** – The benefits of a fee-simple purchase as opposed to a long-term easement should be discussed. Donations are certainly welcome.
- ***Identify funding sources*** – A list of public and private funding sources should be prepared. Initial contact should be made with the respective agencies or organizations to gauge the project’s eligibility and the likelihood of being funded. The funding should cover not only the acquisition costs but the improvements needed to retrofit the bridge deck for pedestrian and bicycle use as well.