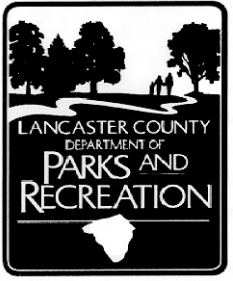
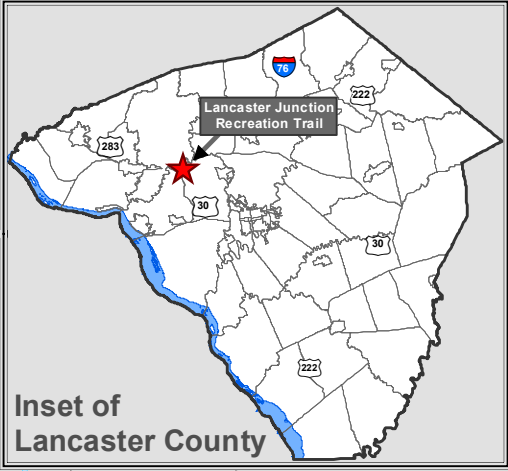


Lancaster Junction Recreation Trail



Legend:

- Bridge
- Building
- Highway
- Lancaster Co. Public Safety Training Center
- Municipality Boundary
- Parking
- Parcel
- Park Boundary
- Railroad Line
- Restroom
- Stream
- Secondary Road
- Water Feature

WEST HEMPFIELD TOWNSHIP

RAPHO TOWNSHIP

PENN TOWNSHIP

Lancaster Junction Recreation Trail
Approx. 2.33 mi.

Lancaster Junction Recreation Trail

In 1987, the County acquired the Lancaster Junction Recreation Trail. This trail, part of the former Reading-Columbia rail line, runs for just over two miles between the hamlet of Lancaster Junction and Route 283. Like the Conewago Trail, Lancaster Junction Trail travels through some of Lancaster County's most scenic farmland and borders Chickies Creek in its northern half.

This trail has well-graded, level surfaces, making it ideal for hiking, jogging, bicycling, horseback riding, and cross-country skiing.

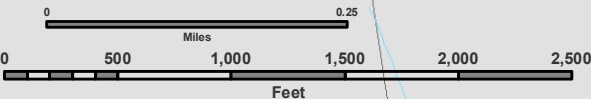
Lancaster County has made a commitment to conserving greenways, including abandoned railroad lines suitable for hiking trails. Because of its rich history of railroading, Pennsylvania is one of the leading states in the establishment of rail trails. In fact, Pennsylvania boasts over one hundred such trails representing more than 900 miles.

These special corridors not only preserve an important piece of our heritage, they also give park users a unique view of the countryside while preserving wildlife.

From the City of Lancaster:
Follow Route 283 West for seven miles and get off at the Spooky Nook Road Exit. Turn right onto Spooky Nook Road for approximately .1 mile and take another right onto Champ Road. Follow this road for one half mile. The trail is located east of Parking Area



By: Joseph P. Simora, 07/11/05
Revised: MDE, 09/26/08, LanJuncTrailRev9.mxd
LANCASTER COUNTY
DEPT. OF PARKS AND RECREATION
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LANCASTER, PA 17602-4624
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LANDBASE SOURCE:
Planimetric and topographic data compiled photogrammetrically to National Map Accuracy Standards for 1" = 200' scale mapping using digital stereoplotters, from aerial photography dated March 1990, controlled analytically from ground points captured using first-order global positioning system equipment. Topographic contours and elevations were derived using a digital terrain model from feature elevations based on the North American Vertical Datum of 1985. Planimetric coordinates were based on the Pennsylvania State Plane Coordinate System South Zone and North American Datum 1983.

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Salunga