

Shrewsbury Township Official Map Project Narrative

June 28, 2022

The following narrative was included with the 2004 Shrewsbury Township Official map and has been updated, where necessary, to reflect changes as part of this 2022 Official Map Update.

The Shrewsbury Township Official Map, comprising a map, project narrative and ordinance, is prepared and adopted in accordance with Article IV of the Pennsylvania Municipalities Planning Code, Act 247 of 1968 as reenacted and amended, and grants the Shrewsbury Township Board of Supervisors the ability, by ordinance, to designate and preserve (inter alia) existing and proposed public streets; watercourses and public grounds; existing and proposed public parks, playgrounds and open space reservation; pedestrian ways and easements; and flood control and storm water management areas and easements. As adopted by the Township Board of Supervisors on May 3, 2000, and updated in 2009, the Shrewsbury Township Comprehensive Plan, titled Southern York County Regional Comprehensive Plan, recommends a number of actions leading to the adoption of an Official Map.

The Comprehensive Plan sets forth the community's goals among which are "to provide for the safe, efficient and convenient movement of people and goods", "to coordinate with others in future planning efforts that could impact the region", "to conserve and protect important natural resources from degradation", and "to provide for the recreation and open space needs of the community". Additionally, the Board of Supervisors believes that protection of Shrewsbury Township's rural character, scenic beauty and historical features are affected directly and indirectly by the safe and efficient movement of traffic through the township's transportation system. As such, the Official Map further provides vital links between the use of private property for the public good by coordinating various important land use elements and transportation improvements within Shrewsbury Township.

Therefore, adoption of an Official Map provides the Shrewsbury Township Board of Supervisors with an additional land use tool for helping implement elements, features and policies set forth in the Comprehensive Plan. The Official Map is also a means of notification to landowners and residents of the policies and manner in which the Shrewsbury Township Board of Supervisors intend to implement the Comprehensive Plan. Finally, the Official Map provides the Shrewsbury Township Board of Supervisors the right to "reserve for future taking or acquisition for public use" rights in private property within the township. As such, elements and features recommended in the Comprehensive Plan, of which are either specifically identified or implied in Article IV of the MPC and shown on this Official Map, are further described below in this Project Narrative and include transportation and roadway improvement areas and projects, bicycle/pedestrian trails and greenway corridors, sensitive natural features and historic structures, and park, recreation and open space areas.

The 2022 update of the Shrewsbury Township Official Map precedes the 2022-2023 update to the Southern York County Regional Comprehensive Plan, both documents will be updated accordingly to ensure consistency.

Transportation and Roadway Improvements

The following is a list and brief summarization of suggested transportation improvement projects and general roadway improvements:

1. **Interstate 83 and PA Route 851 (Exit 4) Improvements** – Removed due to completion of PENNDOT's I-83 Exit 4 improvement project.

2. **Elm Drive Extension** – This improvement was eliminated due to infeasibility issues associated with site topography. The following has been proposed in its place:

East Tolna Road Extension – a roughly 1500’ road extension beginning slightly before the intersection of East Tolna Road and Warehouse Way and connecting to Windy Hill Road.

3. **Windy Hill Road Realignment** (Inset A)- Per the Southern York County Regional Transportation Study and Official Comprehensive Plan Southern York County Region (2010), Windy Hill Road will be realigned beginning at the intersection with Magnolia Drive on the eastern portion, toward the south-southwest at the existing 4-way signalized intersection with Susquehanna Trail, opposite Campbell Road. Additional improvements at the Campbell/Windy Hill Roads and Susquehanna Trail intersection include providing:
 - a. a northbound right-turn lane on Susquehanna Trail;
 - b. one through lane in each direction on Windy Hill and Campbell Roads;
 - c. eastbound and westbound left-turn lanes on Windy Hill and Campbell Roads; and
 - d. an eastbound right-turn lane on Campbell Road.

Corresponding with the Windy Hill Road realignment are the following:

- e. closing the existing intersection of Windy Hill Road and Susquehanna Trail, as well as closing approximately 255 ft. of Windy Hill Road between Susquehanna Trail and Harrison Road, since no properties directly access this section of Windy Hill Road. Properties east of the closing will continue to access Windy Hill Road east of the Harrison Road intersection in addition to the, properties accessing Susquehanna Trail north and south of the closing, will continue to access Susquehanna Trail.
 - f. closing approximately 500 ft. of the existing portion of Windy Hill Road between the intersection of Magnolia Drive and Lennon Lane. (See comment i. below for further clarification.)
 - g. extending Lennon Road approximately 400 ft. to the south-southeast creating a “T”-intersection with the realigned Windy Hill Road. This extension and alignment will allow properties currently fronting on Windy Hill Road between Harrison and Lennon, and prohibited from accessing Susquehanna Trail due to the closure of Windy Hill Road between Susquehanna Trail and Harrison Road, will then be able to access Susquehanna Trail via Lennon Road Extension/realigned Windy Hill Road.
4. **PA Route 616 & Fissels Church Road Intersection Improvement** –Since it is currently a “Y”-intersection with multiple stop signs, in order to reduce driver confusion and enhance safety, the Southern York County Regional Transportation Study suggest that the intersection be reconfigured into a “T”-intersection with the eastbound approach of Fissels Church Road operating under a full-stop condition. Improvements at this intersection also may involve the addition of a northbound left turn lane.

5. **Adams Road Realignment** –The Southern York County Regional Transportation Study suggests Adams Road be realigned to form a signalized intersection with Susquehanna Trail opposite Stewartstown Road.
6. **Glen Rock By-Pass** – Traffic deaths at the terminus of Church Street in Glen Rock, have reinforced the recommendation of the Comprehensive Plan to create a “northern by-pass” around the borough’s center. Although the project requires a more in-depth study, and although the majority of the route lies outside of the Township, the proposed by-pass would travel through at least a portion of Shrewsbury Township. Even though Shrewsbury Township officials realize the majority of the suggested route is beyond the scope and jurisdiction of this Official Map, it continues to be, and is no less important of a project for the region as a whole, which is why it has been depicted on this Official Map, for information and discussion purposes only.

It was suggested, that the township consider a route for by-passing the Borough completely, utilizing a new alignment of PA Route 216. The by-pass route is suggested to generally follow the existing alignment of PA Route 216/Glen Rock Road from Springfield Township, which is north of, and completely by-passes the Borough. Following westward towards the intersection of PA Route 216/Glen Rock Road & PA Route 616/Main Street Ext., improvements, possibly a 4-way, will likely be necessary for the intersection. This allows for PA Route 216 to be rerouted west of the improved intersection onto Rockville Road, instead of following the existing alignment which travels south on Main Street through Glen Rock. Continuing along Rockville Road (new PA Route 216) to the southwest, the route is suggested to travel into, and through the northeast portion of Codorus Township, intersecting with Narrow Gauge Road. Improvements to the intersection of Rockville and Narrow Gauge Roads will also likely be required, probably a 4-way, as well as upgrading and improving Narrow Gauge Road to a collector. Some suggested improvements to Narrow Gauge Road may include straightening horizontal curves near, as well as constructing bridges over the Centerville Creek as the suggested route travels back into Shrewsbury Township. Continuing southward, the suggested alignment returns to Codorus Township at the intersection of Fair School and Narrow Gauge Road. Finally, improvements to the intersections Fair School and Narrow Gauge Roads, as well as the existing alignment of PA Route 216/Manchester Road/Sticks and Narrow Gauge Roads will be required. Most likely, the suggested improvements to the intersections will involve 4-way upgrades.

7. **Bridge Improvements** – Removed. The I-83 Exit 4 Improvement project included improvements to the I-83 overpasses at Hain Road, Windy Hill Road, Plank Road, and Stewartstown Road. The overpasses now meet the federal height requirement of 16’ 6”.
8. **Shrewsbury Park & Ride Lot** – The Transportation Plan element of the York County Comprehensive Plan states that Park & Ride lots are important elements not only for enhancing “. . . the connectivity of the transportation system across and between modes and for people . . .” but they also “. . . protect and enhance the environment and promote energy conservation. . .” They serve to increase carpooling and ride sharing opportunities among commuters, and therefore help reduce the number of automobiles on roads and lessen the amount of air pollution. Currently, there is one (1) Park & Ride lot located off of Exit 4 of I-83, southeast along Elm Drive. As congestion, commute times and the cost of gasoline increases, motorists will be looking for ways to save time, money and energy. Therefore, future expansion of the existing Park & Ride lot, requiring additional land, may be warranted. As of this 2022 update the Central PA Transit Authority owns the parcels located on either side of the Elm Drive Park and Ride lot.

In addition to the specific improvement projects stated above, general improvements to all public roads include preserving adequate right-of-way for future roadway expansion and generally upgrading existing roadways and intersections, currently or potentially not meeting the recommended minimum design standards, to accepted design specifications of the Pennsylvania Department of Transportation and the American Association of State Highway and Transportation Officials (AASHTO). General improvements will help maximize traffic flow and minimize safety hazards. In addition to design standards set forth in the most recent version of the Shrewsbury Township Subdivision and Land Development Ordinance for arterial, collector (major and minor) and local roadways which are designated on the Official Map, each functional classification is further described below:

ARTERIALS

Arterials are intended to provide for a greater degree of mobility than access to adjacent land. Hence, individual driveway intersections with arterials should occur infrequently. Arterials generally convey between 10,000 and 25,000 average daily trips (ADT) for distances greater than one mile. Arterials often connect urban centers with outlying communities and employment or shopping centers. Consequently, arterials are often primary mass transit routes that connect with “downtown” areas of nearby communities.

Table 1.
Specific Roadways Identified as Arterials

Arterials:	Municipality:
Interstate 83 (SR 0083)	Shrewsbury Township
Susquehanna Trail (SR 3001)	Shrewsbury Township
Forrest Avenue (SR 0851)	Shrewsbury Township

MAJOR COLLECTORS

Major collectors provide for medium length travel distances (generally less than one mile) and convey between 1,500 and 10,000 ADT. Major collectors also provide access adjacent properties typically containing major land uses such as regional shopping centers, large industrial parks, major subdivisions, and community-wide recreation facilities. Major collectors primarily serve motorists between local streets and community-wide activity centers or arterial roads.

Table 2
Specific Roadways Identified as Major Collectors

Major Collectors:	Municipality:
Church Street (SR 3008)	Shrewsbury Township
Rockville Road (SR 3012)	Shrewsbury Township
Glen Rock Road/Main Street Ext. (SR 0616)	Shrewsbury Township
Manchester Street (SR 0216)	Shrewsbury Township
Pleasant Valley Road (SR 0616)	Shrewsbury Township
Steltz Road (SR 0851)	Shrewsbury Township
Railroad Ave W (SR 0851)	Shrewsbury Township
Constitution Avenue (SR 3007)	Shrewsbury Township
Campbell Road (SR 3002)	Shrewsbury Township

MINOR COLLECTORS

Minor collectors provide for equal amounts of mobility and access to adjacent properties. These streets can serve as the main circulation roads within large residential neighborhoods. Trip lengths tend to be shorter in “developed” neighborhoods, like that of a borough, due to the presence of nearby destinations or higher order roads.

Table 3
Specific Roadways Identified as Minor Collectors

Minor Collectors:	Municipality:
West Clearview Drive (SR 3006)	Shrewsbury Township
Bowser Road (SR 3004)	Shrewsbury Township
Windy Hill Road (SR 2078)	Shrewsbury Township
Elm Drive (T-582)	Shrewsbury Township

LOCAL STREETS

Local roads are intended to provide immediate access to adjoining land uses. These roads are generally short and narrow, and comprise the built road area within urban areas throughout the region. Local roads are intended to only provide for transportation within a particular neighborhood, or to one of the other road types already described.

Table 4
Roadway Design Standards

Major Collector Road Design Standards					
Design Standards	No. of Lanes and Width	Shoulders and Width	Border Areas and Width	Right-of-Way Width	Design Speed* (MPH)
Maximum	2 x 12 ft.	2 x 10 ft.	2 x 20 ft.	84 ft.	50
Minimum	2 x 11 ft.	2 x 8 ft.	2 x 2 ft.	42 ft.	40

* Design Speed is not the posted speed

Minor Collector Road Design Standards					
Design Standards	No. of Lanes and Width	Shoulders and Width	Border Areas and Width	Right-of-Way Width	Design Speed* (MPH)
Maximum	2 x 11 ft.	2 x 10 ft.	2 x 20 ft.	86 ft.	50
Minimum	2 x 10 ft.	2 x 4 ft.	2 x 2 ft.	32 ft.	40

* Design Speed is not the posted speed

Local Road Design Standards					
Design Standards	No. of Lanes and Width	Shoulders and Width	Border Areas and Width	Right-of-Way Width	Design Speed* (MPH)
Maximum	2 x 11 ft.	2 x 8 ft.	2 x 8 ft.	54 ft.	40
Minimum	2 x 10 ft.	2 x 4 ft.	2 x 2 ft.	28 ft.	40

* Design Speed is not the posted speed

Greenways, Trails, and Links

The Comprehensive Plan generally suggests the need for creating bicycle and pedestrian links and pathways, preserving and protecting natural features such as streams and open space, providing recreational opportunities, as well as coordinating with neighboring municipalities on planning issues of mutual interest and concern.

In 1990, York County purchased the 18-mile Northern Central Railroad corridor right-of-way between the City of York and New Freedom Borough and established the York County Heritage Rail Trail Authority, responsible for the construction and operation of the York County Heritage Rail Trail. This public trail, now completed, passes through the center of Shrewsbury Township. The trail is an extension of a rail trail in Maryland and continues from the Pennsylvania border to Ashland, north of Baltimore.

The Stewartstown Railroad Company maintains a 7.2-mile length of track between Stewartstown and New Freedom Borough. While the train currently stops at Tolna Road, the tracks continue into New Freedom Borough. According to the Comprehensive Plan, linkages between the York County Heritage Rail Trail, Shrewsbury Borough the Shrewsbury Elementary School and eventually to New Freedom Borough should be promoted, possibly along the Stewartstown Railroad Company line.

Therefore, the Official Map shows several “greenways”, “trails” or “links” which are intended to encourage bicycle and pedestrian circulation within the township. Development of certain greenways, trails and links not only connect the boroughs with the township, but also further extend greenways designated on the Springfield Township Official Map. Generally, greenways and trails will consist of walkways, bike paths, and open space utilizing existing or former rights-of-way. The Comprehensive Plan also recommends a general widening of roads within Shrewsbury Township to accommodate walking and bicycling, and may include signage such as “Share the Road” or a designated bike lane.

New to the 2022 iteration of the official map are a series of pedestrian and bicycle trails intended to connect the most heavily populated areas of the region to existing recreation areas and the York County Heritage Rail Trail. Those segments are as follows:

- Elm Drive to Windy Hill Park
- Windy Hill Park to Strawberry Field Ball Park and along Windy Hill Road to Strawberry Field Ball Park
- Strawberry Field Ball Park to Miller Family Park
- Miller Family Park to Weatherfield Soccer Fields
- Weatherfield Soccer Fields to Marge Goodfellow Park and the York County Heritage Rail Trail
- York County Heritage Rail to Smith Mill Road

Existing Recreation Facilities

Existing recreational facilities have been shown on the Official Map for informational purposes only and have been identified as either, a regional park (100+ acres), community park (10+ acres), neighborhood park (1 to 10-acres) or a pocket park (<1 acre), per Part 10 of the Southern York County Regional Comprehensive Plan.

Regional Park

- Spring Valley, York County Park - An 868-acre park located in the very northeastern corner of Shrewsbury Township. The park includes multi-use trails, animal activity areas, pavilion rentals, fishing and hunting areas, and a dog training area.

Community Park

- Shrewsbury Elementary School- The school is located at South Main Street, Shrewsbury, PA 17361
- Southern York County School District Campus - The school district campus is located at 3280 Fissel's Church Road, Glen Rock, PA 17327. The 15-acre campus includes playing fields and courts, as well as indoor recreational facilities.
- Marge Goodfellow Park, New Freedom Borough - Centrally located in the Borough with athletic fields, tennis courts, basketball courts, and play ground equipment. The park grounds area also used for the annual Lions Club Carnival.
- Arlington Ernst Park, New Freedom Borough - Located off Orwig Road with 19 wooded acres with numerous walking trails and picnic area.
- Glenn Rock Dog Park & Glen Rock Park, Shrewsbury Township - A 12-acre park located at 5400 Fair School Road, Glen Rock, PA 17327. The dog park includes separate fenced areas of small and large dogs. The larger park includes a private softball field, a pavilion, playground, and restroom facilities.
- Hametown Park, Shrewsbury Township - An 8-acre park located at 12341 Susquehanna Trail South; the nearest cross street is Hametown Road. The park includes a soccer field, baseball field, a sand volleyball court, a playground, pavilion, and picnic tables. Though smaller than 10-acres, this park is used as a community park.
- Wethersfield Soccer Fields, New Freedom Borough - This is a 19.1-acre, gated park located off Constitution Avenue and used by the Mason-Dixon Soccer League.
- Miller Family Park, Shrewsbury Township - A 22-acre park located at then end of Miller Park Drive nearest cross street is Constitution Avenue. The park includes 3 all-purpose fields, 2 sand volleyball courts, walking trails, and a pavilion.
- Windy Hill Park, Shrewsbury Township - A 12-acre park located at 1118 Windy Hill Road nearest to Whitcraft Road. The park includes 3 baseball fields, a youth and tot playground and gravel walking trails.

Neighborhood Park

- Charles Sweeney Memorial Park, Shrewsbury Borough - An 8-acre park located off of Playground Avenue. The park includes a baseball field, a sand volleyball field, a basketball court, a sand pit, and pavilion.
- Smith Woods, New Freedom Borough - A 3.1-acre site including a picnic/barbecue area. This park is located adjacent to the Community Center off Main Street and hosts the Farmers Market.
- Strawberry Field Ball Park, Shrewsbury Township - An 8-acre park located at 20 Lennon Drive near Harrison Drive. The park includes a baseball field, a play area, and nature trail.

- Veteran’s Memorial Park, New Freedom Borough - Located off Campbell Road, this park includes a baseball field with a concession stand and a picnic pavilion.
 - The Coop Baseball Field, New Freedom Borough - A nearly 3-acre park located in dense residential neighborhood located near the terminus of both North Coop Road and North Shaffer Drive. The park is improved with a softball diamond, pavilion, and exercise stations.
- Railroad Park, Railroad Borough - A more than 5-acre park located off of South Main Street near the intersection with the Heritage Rail Trail. The park includes a ballfield, playground, walking trail, and pavilion.
- Freedom Green, New Freedom Borough - Located off Main Street and Front Street in the center of the Borough. The park is used for outdoor movies and the Heritage Fest.
- Quail Ridge, New Freedom Borough - Located just off of the Heritage Rail Trail at Orwig Road. The area is used as a rest area for the Heritage Rail Trail.

Pocket Park

- Bunker Hill (Joan Davis Community Park), New Freedom Borough - This 1.5-acre park in New Freedom Borough provides playground facilities and a volleyball net that are accessible to residents in the northernmost park of the Borough and nearby residents in Shrewsbury Township. Located in the Freedom Hills Subdivision, this park has athletic space and playground equipment.
- 99 Strassburg Circle, Shrewsbury Township - A nearly 2-acre park located off of Strassburg Circle.
- Winchester Park, Shrewsbury Township - A ½-acre park located at 19 Winchester Road near Covington Drive. The park includes a tot playground, a ½ court basketball court and picnic tables.
- Fielding Manor Neighborhood Park, Shrewsbury Township - A nearly 1-acre park located at the terminus of Fielding Court. The park is an open grass area.

Future Public Facilities:

- Southern York Recreation Complex Expansion
The Southern York Recreation Complex Master Plan, dated 2002, suggests considering expanding the existing complex, and therefore, Parcel # 45-BI-0002, approximately 7.5 acres of land situated between the existing park complex and Strawberry Road (T-410) is designated on this Official Map as potential site for the proposed future expansion.
- Glen Rock Public Works Expansion
Parcel 45-CH-0051 located on Fair School Road has been identified as a potential site for the Glen Rock Borough Public Works Department.
- Windy Hill Park Expansion
The following parcels have been identified for a potential expansion of the recreation facilities at Windy Hill Park:

- 45-BJ-0032.A – 1028 Windy Hill Road
- 45-BJ-0031 – 978 Windy Hill Road
- 45-BJ-0029 – 944 Windy Hill Road
- Shrewsbury Municipal Campus Expansion
Areas identified adjacent to the existing park and future administrative building at Hametown Park. The following parcels have been identified:
 - 45-DJ-0030
 - 45-DJ-0028
 - 45-DJ-0029
 - 45-DJ-0030A
- Southern York County School District, 195 Acres on Bowser Road
This parcel is a large undeveloped tract currently owned by the Southern York County School District. The Township has identified parcel # 45-BI-0150 on the Official Map for preservation and open space purposes.

Future Trailhead Locations

Finally, the continued success of the Heritage Rail-Trail and potential linkage utilizing the Stewartstown rail line, will inevitably bring more trail users into the area. Two additional trailhead and/or parking locations have been proposed for implementation should the need arise due to increased usage and overcrowding. One (1) trailhead is suggested to be located north of Glen Rock Borough, east along the Heritage Rail-Trail, and the other is to be located along Tolna Road, east of the underpass of I-83 along the Stewartstown rail line.

Natural Features and Areas

The Comprehensive Plan states that sensitive natural features, within Shrewsbury Township should be protected through a variety of measures and are therefore designated on this Official Map.

- Seitzland Marsh
A highly significant local site along Trout Run and bounded by Trout Run Road, West Clearview Drive, Glen Valley Road, and Rennoll Road. Consisting of a neglected marsh on a gradually sloping seepy floodplain, it is dominated tussock sedge (*Carex stricta*). In addition to being an excellent habitat for reptiles and amphibians, this site represents the largest grassy marsh in all of York County.
- Shaffer's Hollow
A locally significant site of rich mesic forest. Located in a stream ravine along a tributary of the South Branch of the Codorus Creek, the site supports a high diversity of plant and animal species. The canopy is dominated by tulip poplar, with lesser amounts of white ash, red oak, and flowering dogwood, while the shrub layer is dominated by spicebush and witch hazel. The exceptionally rich herb layer consists of dozens of species, several of which are found at only one or two other sites in York County. Further, this site is an excellent habitat for both migrating and nesting bird species. Preventing further disturbance to the forested condition of this site will help maintain the vast diversity found here.
- Deer Creek Woods
Located in the southeast corner of Shrewsbury Township near Deer Creek, Deer Creek Woods is a successional hardwood forest that supports a low-quality occurrence of a PA-Threatened

Plant Species (SP506). Though there are no immediate threats to this occurrence, the continued maintenance of forest cover will help the existing plant population to continue.

Historic Site Preservation

Shrewsbury Township was one of the first townships established west of the Susquehanna River. Created by the General Assembly in 1739, it originally included all of the area that is now Shrewsbury, Hopewell and Springfield Townships. The earliest settlers were English and Scots-Irish, who were attracted to the area because of the high-quality agricultural soils. Additionally, the Potocas Trail, running north to south, provided access for the movement of goods and crops in and out of the area. Many of the early inhabitants of the southern part of the township settled via Maryland land grants and there were many boundary disputes prior to the establishment of the Mason-Dixon Line in 1767. The English and Scots-Irish began to leave the area in the early 1740s and were replaced by an influx of German settlers. The great majority of the township's residents until recently have been farmers. The township's population, relatively stable until the 1970s, has surged since the completion of I-83 and the continuing migration of Baltimore County, Maryland residents to the area.

The cultural heritage of the Southern York County Region is evident in the many older individual buildings, structures, and sites throughout the region. Local officials and residents recognize the value of conservation, rehabilitation, restoration, and adaptive reuse of these historic features as a means of providing a glimpse into the region's important past. Additionally, historic preservation can provide educational opportunities regarding historic life and architectural styles. Well-maintained historic sites and areas can create a sense of unique identity and stimulate civic pride, and economic vitality and tourism opportunities.

The Comprehensive Plan states that historic structures, within Shrewsbury Township should be protected through a variety of measures and therefore, two of the most significant public sites, those being a school house and a bridge designated on this Official Map.

The area known as Historic Seitzland Village was also added to the official map as part of the 2022 update.

Table 5
Public Historical Sites

ID	NAME
1	Fissels School
2	Stone Arch Road Bridge - Stewartstown Railroad
3	Historic Seitzland Village

The table below identifies sites that are either listed or eligible to be listed on the National Register of Historic Places. These resources, however, are not graphically represented on the official map.

TABLE 4 NATIONAL REGISTER LISTED/ELIGIBLE SITES				
Municipality	Site	General Location	Listed / Eligible	Date
Glen Rock Borough	Liberty Manufacturing Co.	47 Baltimore Street	Eligible	12/07/1990
Shrewsbury Borough	Shrewsbury Railroad Station	Stewartstown Railroad (Main Street)	Listed	05/04/1995
Shrewsbury Township	Bridge 182 & 42, Northern Central Railway	SR 616, .6 mile s of Seitzland	Listed	05/04/1995
Shrewsbury Township	Bridge 634, Northern Central Railway	400' sw of SR 616, nw of Taylor Hill Road	Listed	05/04/1995
Shrewsbury Township	Deer Creek Bridge, Stewartstown Railroad	S of SR 851, near Deer Creak Road	Listed	05/04/1995
Shrewsbury Township	Stone Arch Road Bridge, Stewartstown Railroad	Stewartstown Railroad tracks over Stone Arch Road	Listed	05/04/1995
Shrewsbury Township	Fissels School	Fissels Road @ Susquehannock High School	Listed	10/24/1997

Source: PA Historical Museum Commission

Table 4 above was taken from Section III of the Southern York County Region Comprehensive Plan.

Lands Held by Public Entities

Land and property identified on the Official Map are for information purposes only and include those owned by local, regional and state entities, as well as those owned by school districts and municipal authorities.