

PLACES WITH PURPOSE PLANS WITH VISION



ABOUT US

DREAM IT. FUND IT. DESIGN IT. BUILD IT.

HRG's team of planners, engineers, landscape architects, and financial specialists can help you create a vision for your community and turn it into reality.



CREATING PLANS THAT ARE BUILDABLE AND SUSTAINABLE.

You desire growth, but you want smart growth. You want to attract residents and businesses, but you want to do it with green infrastructure that is sustainable over the long haul. Our diverse team of experts considers impacts to existing roads, utilities, and other infrastructure to create plans that do more than just look good on paper. We provide implementable plans that serve as a blueprint for construction and can be easily and affordably maintained over time.

BRINGING PEOPLE TOGETHER TO LIVE, WORK, AND PLAY.

Suburban sprawl has created distance between the places people live and the places they go to work and socialize. More and more, people crave walkable communities, shorter commutes, and places to have fun and engage with others close to home. We can help you meet this need through placemaking: translating your community's unique character into public spaces that promote happiness, health, and economic development.

WHO WE ARE

Professional Engineer
Geologists
Environmental Scientists
Professional Land Surveyors
Registered Landscape Architects
Certified Planners

WHAT WE DO

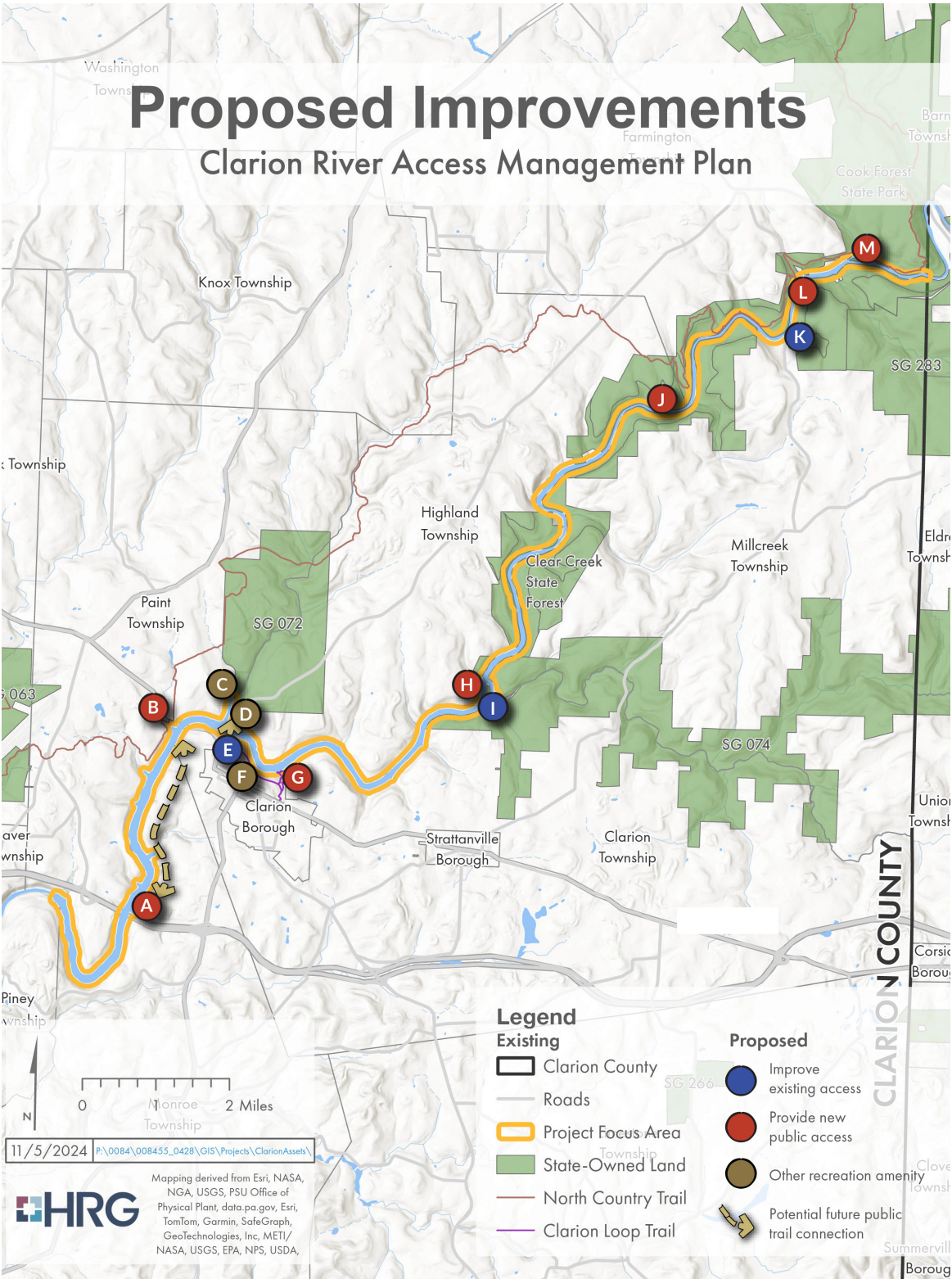
Planning
Landscape Architecture
Stormwater/MS4 services
Transportation Engineering
Municipal Services
Water & Wastewater Engineering
Land Development & Site Design

WHO WE SERVE

Local Governments
State Agencies
Municipal Authorities
Utilities
Commercial & Residential
Developers
Educational Institutions

CLARION RIVER ACCESS MANAGEMENT PLAN

CLARION COUNTY, PA



A

Acquisition: Mays Estate

Acquiring this property adjacent to the Clarion Mall may offer the opportunity for both public river access and potential recreation tourism development.

B

Acquisition: Huwar Estate

This existing private-lease access site affords several opportunities for public river access and tourism development, including two notable trail connections.

C

Waterfall Overlook

Rapp Run Falls, an existing scenic area in State Game Lands 72, could enhance the Clarion River recreation experience with an improved parking area.

D

The Rock Overlook

The Rock, a well-known landmark on the Clarion River, should be enhanced with safe pedestrian access.

E

Toby Boat Launch

Extensive improvements are recommended for safety, emergency access, accessibility, circulation, and user experience. Long-term multi-phase site master planning is needed to ensure this heavily used access point remains viable for the next ten years and beyond.

F

Eagle Overlook

Accessible overlook amenities and a connection to existing trails are recommended to link residents and students with the Clarion River experience.

G

Water Company Launch

Adaptive launch amenities are recommended to accommodate paddlers of all abilities, and as an alternate access point to the congested Toby Boat Ramp.

H

Millcreek Road

Through a partnership with the land owner, enhance existing boat ramp and infrastructure to provide public river access on the north bank of the River and boost cellular signals to serve the existing popular Mill Creek Launch.

I

Mill Creek Launch

Improve safety and user experience with a Small Cell Network pilot project.

J

Highland Drive

With minor modification, this existing public trail access parking area near Slater's Crossing can reduce the distance between canoe/kayak launches from 8.5 to 5.9 river miles.

K

Gravel Lick Launch

Improved directional signage and a stabilized ramp could improve this site for use by a greater number of canoe and kayak users. Assess the nearby spring for swimming or wading.

L

Gravel Lick Bridge

Provide amenities to encourage safe and ecologically responsible use of this unimproved site that is popular with paddlers.

M

Sawmill Dam Landing

Provide a small paddle-in and -out landing upstream of Henry Run/ Sawmill Dam/ Hemlock Island cultural features to allow walk-in viewing and reduce impact to the Sawmill Dam site as well as private landowners.

This project is a key step in Clarion County's long-term effort to transform the Clarion River into a destination for outdoor recreation and tourism. Spanning 23.5 miles from Piney Dam to the Jefferson County line, this scenic stretch of river had limited public access despite its designation as a National Wild and Scenic River. Our team created a plan to expand access and promote sustainable recreation.

We conducted a full assessment of existing access; engaged with local officials, agencies, nonprofits, and landowners; and identified 13 key sites for improvements or new access. Recommendations included ADA-compliant launches, scenic overlooks, trail connections, and safety upgrades — tied to a custom map and implementation strategy.

Despite a tight grant timeline and complex stakeholder needs, we delivered a user-focused, action-ready plan that now serves as a roadmap for Clarion County's recreation and tourism growth.

HERSHEY PARK BOULEVARD RELOCATION

DERRY TOWNSHIP | DAUPHIN COUNTY, PA

As the home of popular tourist attractions and a thriving community, the Township of Derry is a constant hub of activity. The roadways surrounding the Township serve as the primary access to many of the region's key economic engines, including Hershey Entertainment and Resorts (Giant Center, Hersheypark, Zoo America, Outlets at Hershey, and Hershey Hotel), The Hershey Company (manufacturer of the world famous Hershey Chocolate Bar and other products), The Hershey Theater, and The Hershey Museum. Therefore, maintaining safe transportation infrastructure is of paramount concern. As the Township planned for the future, it was apparent that the 100-year-old transportation system was unable to keep pace with current and anticipated growth. A comprehensive evaluation of Hershey's roadway access management system found that significant improvements were required to provide a safe travel corridor for the steadily increasing vehicular and pedestrian traffic in the area.

Accordingly, a two-phased approach was taken to upgrade the transportation system. The first phase (completed in 2013) included a bridge replacement and roadway realignment of Cocoa Avenue and Park Avenue at the core of Hershey (the downtown Hershey Square). The second phase, involved the replacement of the structurally deficient Bridge DRT-1 and realignment of the substandard Park Boulevard roadway to provide the following significant improvements:

- Eliminates substandard roadway features (curves, widths, sight distances, etc.) and 16 accident/year trend.
- Reduces traffic congestion and vehicular conflicts at Hershey Chocolate World and Ridge Road N/S underpass intersections.
- Improves safety of bus onboarding/off boarding at the Intermodal Transportation Center.
- Improves emergency service response time.
- Enhances bicycle/pedestrian safety between downtown Hershey and Hersheypark/Chocolate World complex.

- Perhaps one of the most valuable benefits of this comprehensive project is the improved access for residents of Hershey. First, the new connector road between Park Boulevard and West Derry Road now provides direct access for Hershey residents traveling north from the village to the Hershey Entertainment Complex. Second, a new dedicated left turn lane was added to Park Boulevard to reduce the occurrence of vehicle stacking associated with cars turning left into Chocolate World. This change vastly improved through traffic flow at the Chocolate World entrance intersection, while also reducing the potential for rear end collisions.

Another initiative of the Park Boulevard project was to increase multi-modal connectivity among the community that it serves. Originally, Hersheypark was built as a form of entertainment for the benefit of the employees and families in the "Village of Hershey" (Township of Derry). This benefit was gradually reduced over the years as the town has built up around the park, and pedestrian accessibility (in particular) was compromised by traffic congestion and the elimination and/or degradation of sidewalk systems. Therefore, maximizing multi-modalism was a key component to the success of this project.

The most visible benefit of this project was the removal of Hersheypark's most confining feature — the original Park Boulevard (T-588) roadway. The roadway created a physical separation that inhibited park expansion southward into existing green space (formerly the Park View Golf Course). As a result of the Park Boulevard realignment, Hersheypark and the 22 acres of green space are no longer separated by public roadway. This reconfiguration makes the planning for park expansion a reality, leading to the creation of a multitude of new jobs. Additionally, an expansion will allow Hersheypark to remain a competitive regional attraction for tourists from all over the Mid-Atlantic region, resulting in a positive economic impact on the local region.



CHOCOLATE TOWN PARK IMPROVEMENTS

DERRY TOWNSHIP | DAUPHIN COUNTY, PA



This unique project was part of a long-term goal to create a memorial for local heroes. The park enhancements include relocation of an existing stage, construction of a new pavilion, a veteran's memorial, and modification of a sidewalk. HRG was honored to donate time to planning, design, and construction administration and observation. In addition, the project was completed by a veteran-owned company that generously donated labor and equipment.

Our team designed stormwater management Best Management Practices, obtained a Highway Occupancy Permit, developed a new electrical service, designed lighting throughout the park, designed the veterans memorial, and performed structural engineering for the memorial wall and pavilion foundation. One significant hurdle was the need for utility relocation; however, through effective coordination with State Representatives, this issue was quickly resolved.

The project involved multiple stakeholders, including the Township, Hershey Entertainment and Resorts, the Hershey Company, Courtyard of Honor (a non-profit organization), Milton Hershey School, and the local VFW and American Legion. The memorial wall houses three bronze plaques and two metal gold star walls that honor gold star members of the Township, Milton Hershey School, and Hershey High School.

The park exemplifies how collaboration and community engagement lead to a design that reflects the community's values and aspirations.



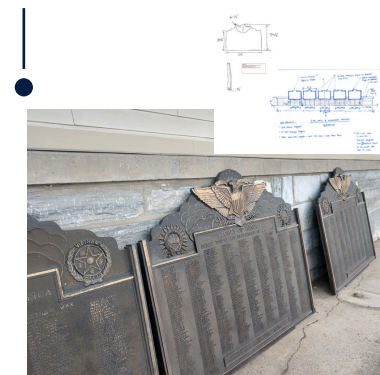
HRG assisted with concept development, final design, bidding, construction administration and construction observation for the renovations at Chocolate Town Park. The renovations included a veteran's memorial with pavers, foundation for new pre-fabricated pavilion, lighting, and modification of sidewalks.

celebrating HISTORY

A key design element was the need to include three (3) existing large memorial plaques that were salvaged by the Township during demolition of their previous memorial.

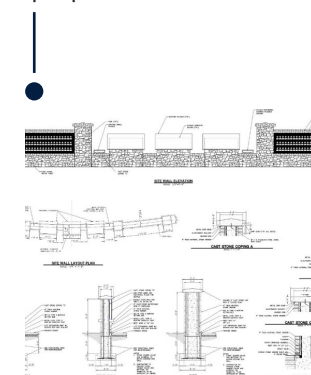
INITIAL SKETCHES

After multiple site visits and measurements, initial sketches were prepared and reviewed with Stakeholders over several meetings.



FINAL DESIGN & CONCEPT RENDERINGS

Final design details prepared while a specialty restoration company cleaned and repaired the plaques.



Concept renderings created to help convey materials, size and location of the new Gold Stars Memorial Wall within the existing park setting.



FINAL CONSTRUCTION

Park and Veterans Memorial opened and dedicated on Veterans Day 2024.



REGIONAL STORMWATER COLLABORATION

MUNICIPALITIES IN SOUTHWESTERN BUTLER COUNTY, PA

The municipalities in southwestern Butler County have a long history of flooding, but it's gotten worse in recent years due, in part, to record rainfalls. The county commissioners brought 10 municipalities together to collaborate on a solution and asked us to help. We worked with the county to revise the release rates in its Act 167 Plan and worked with the municipalities to update their stormwater management ordinances. We also identified 32 construction projects that would reduce flood risk and provided funding strategies to implement these projects. In less than two years, we have helped the group obtain \$2.5 million to fund eight of these projects.

Cooperation has many well-known benefits, but it can be challenging on this scale. The municipalities varied in density and development potential. Some are already built out; others anticipate significant growth, which could be hampered by more stringent regulation of stormwater. We worked with project partners to create a plan that accommodated everyone's varying needs and budgets. As a result, 9 of the original 10 participants has signed a cost-share agreement to implement the recommended improvements.

Scope of services:

- Watershed modeling and analysis
- Interviews with each community about local flood issues
- On-site investigations
- Planning-level cost estimates for 32 recommended improvements
- Design and permitting for eight recommended projects
- Grant application assistance and broader funding strategies (including evaluation of a regional stormwater fee)
- Collaboration with other municipal staff and their engineers to complement their skills with specialized expertise and support

RIDGWAY RIVERFRONT MASTER PLAN

BOROUGH OF RIDGWAY | ELK COUNTY, PA

The Borough of Ridgway is a gateway to the scenic PA Wilds, a 13-county landscape with more public land than Yellowstone National Park and nighttime skies that still display the stars the way previous generations saw them before the age of commercial and industrial development. It is bordered by the Allegheny National Forest with three trails and 28 acres of public land along the Clarion River, a nationally designated Wild & Scenic River. This waterfront area has the potential to significantly improve livability for the community and attract outside visitors. HRG worked with the borough to develop a master plan that will improve public access to the river and create new public recreational space along the waterfront. The goal of the plan is to create projects that spark economic growth and attract new residents and visitors, while capitalizing on the one-of-a-kind natural assets that Ridgway has to offer.

The concept the community selected includes:

- A campground
- Sports court
- Pump track
- Nature play area and water access along the riverfront
- Fishing pier
- Open green space
- Nature walk
- Building renovations to accommodate indoor event space, restaurants, and retail
- Ample parking

Almost the entire site is located within the floodplain, so the site was carefully designed to incorporate flood mitigation and reforestation.



KNOX & KANE TRAILS

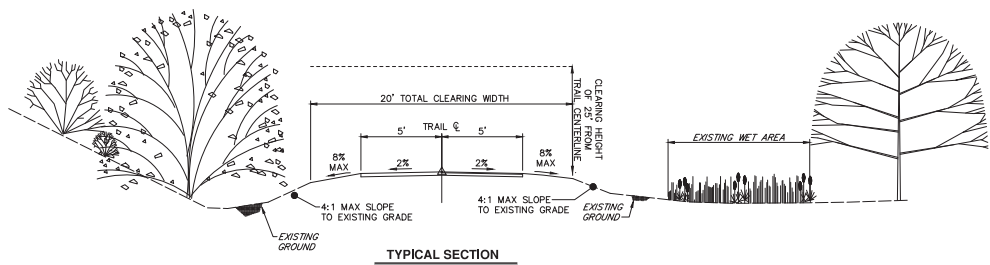
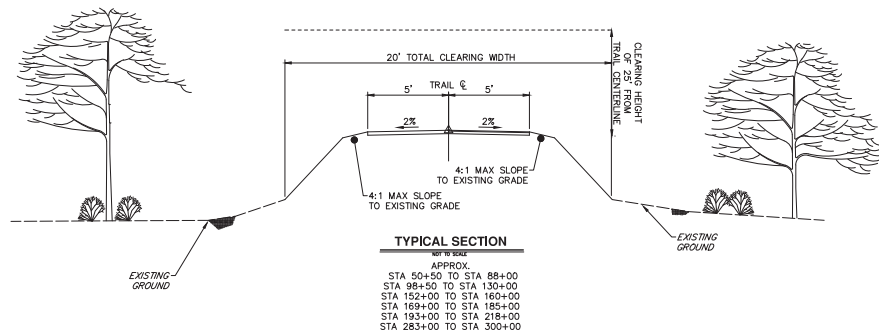
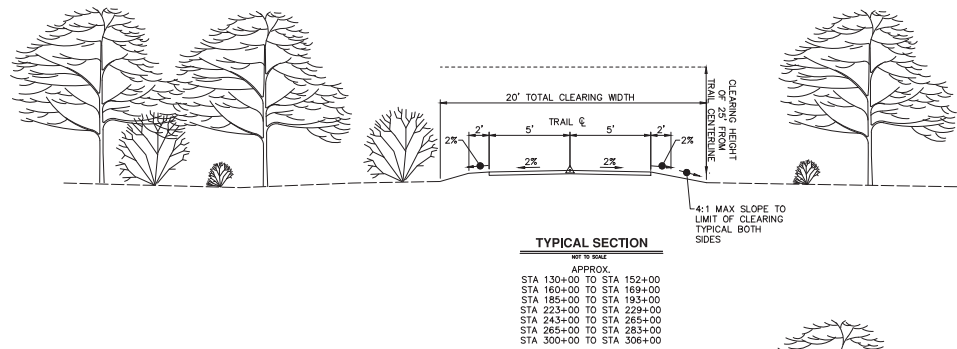
CRAWFORD COUNTY PLANNING COMMISSION | CRAWFORD COUNTY, PA



Our team provided engineering services for two segments of the East Branch Trail and a segment of the Knox & Kane Trail totaling two miles. All three trail segments were identified as priorities for completing two major trail networks in Western PA: the Erie to Pittsburgh Trail and the PA Wilds Loop. The Knox & Kane Trail segment also brought the county closer to its goal of connecting the town of Kane with the historic Kinzua Bridge and Skywalk.

We worked with a renowned trail expert to settle competing claims for property ownership along the desired path of the East Branch Trail. This consultant compiled extensive research on deeds and railroad valuation maps dating back to the 1800s, which our surveyors used to prepare official maps that provided clear and convincing evidence of property ownership.

Our services on these projects spanned design, bidding, and construction administration phases and included extensive coordination and consensus building with various project stakeholders. We also worked with local trail representatives to determine critical portions of the trail to be constructed and plan for future projects, positioning the county to secure grant funding as it becomes available.



NOTES

1. STATION RANGES AND SHAPE OF CROSS SECTIONS ARE APPROXIMATE AND ARE FOR VISUAL PURPOSES. EXACT EXTENTS AND DIMENSIONS OF TRAIL AREA ARE TO BE FIELD VERIFIED BY CONTRACTOR.

SCHUYLKILL RIVER TRAIL

SCHUYLKILL RIVER GREENWAYS ASSOCIATION

Our team worked with project partners to develop a feasibility study for the Schuylkill River Trail in Northern Berks County. In 2022, Schuylkill River Greenways Association, launched a three-part study of the trail gaps in Berks County. The feasibility study included: a feasibility study for The Schuylkill River Trail from Reading to Hamburg, a Feasibility study for The Schuylkill River Trail in Birdsboro and Robeson Township, and the preliminary design and engineering for an early action project. The feasibility study for the 20-plus miles of the Schuylkill River Trail in Northern Berks County is currently under review; however, the early action project of a half-mile of the Schuylkill River Trail in Muhlenberg Township is already underway. We assisted in the submission of a DCNR grant application and secured funding for the development of the early action project that began construction in early 2023 and was completed in early 2024.



Schuylkill River Trail & Early Action Engineering Project

A Feasibility Study and Early Action Engineering Project



A THREE PART PROJECT

Northern Berks County, Reading to Hamburg, Schuylkill River Trail Feasibility Study Birdsboro Borough and Robeson Township Schuylkill River Trail Feasibility Study Preliminary Design and Engineering for Early Action Projects in Northern Berks County.

Prepared For: 

Prepared By:


Herbert, Rowland & Grubis, Inc.
Engineering & Related Services
AN EMPLOYEE-OWNED COMPANY


C. T. & C. Inc.
Landscape Architecture, Land Planning
Site Development & Recreation Design


URDC


LAIRDS
Landscape Architecture, Land Planning
Site Development & Recreation Design


Connect
the Dots

CARLISLE PIKE ALTERNATIVE TRANSPORTATION STUDY

SILVER SPRING TOWNSHIP | CUMBERLAND COUNTY, PA

Our team evaluated alternatives to enhance safety along a busy commercial corridor and enhance connectivity to shopping, dining, and recreation amenities from nearby neighborhoods. The study focused on a 1-mile segment of Carlisle Pike from Route 11/Hogestown Road to Silver Spring Road in Silver Spring Township. It was funded by a HATS RTP Implementation Grant and had 3 main objectives:

- Evaluate alternatives to facilitate safe passage across the Carlisle Pike (including potential bridge or tunnel crossings).
- Identify projects and policies to improve non-motorized access along the corridor, making it more pedestrian and cyclist-friendly.
- Develop a comprehensive vision to garner political support and assist in future grant applications.

To accomplish these objectives, we conducted extensive public engagement, including steering committee meetings, community surveys, and public outreach events with interactive mapping exercises. We also performed qualitative evaluations of existing conditions, identifying areas lacking dedicated infrastructure or presenting potential conflict points. Then we recommended short-, mid- and long-term strategies, including intersection enhancements, roadway upgrades, and separated crossings.

Our comprehensive approach ensures that the Carlisle Pike Corridor will evolve into a safer, more accessible environment for all users, aligning with regional transportation goals.



PROPOSED PHASED IMPROVEMENTS

SHORT - TERM



MID - TERM



LONG - TERM



HEMPFIELD TOWNSHIP COMPREHENSIVE PLAN

HEMPFIELD TOWNSHIP | WESTMORELAND COUNTY, PA

Our team developed an implementable comprehensive plan for Hempfield Township focusing on 7 key themes identified as priorities by the community: community identity, recreation, regional connectivity, commercial corridor improvements, balance between development and preservation, enhanced municipal services, and enhanced emergency services. The 16-month process involved extensive public outreach, including regular meetings with a steering committee of key community stakeholders, interviews with township officials and staff, an online survey, and interactive activities at numerous community events. We also replicated activities online for those who couldn't attend in person using Miro Boards and interactive ArcGIS mapping.

Working with the steering committee, we developed a prioritization matrix of recommended actions to facilitate implementation. The matrix listed potential partners, an estimated cost, timeframe, and potential funding strategies.

Recommendations included:

- Developing recreational programming for infants, seniors, and teens and passive recreation programs like crafting, table games, and reading
- Increasing walking and biking access to parks through trails, transit, sidewalks, and bike lanes in identified areas
- Improving traffic flows in congested commercial corridors (two conceptual designs with cost estimates and funding strategies were prepared)
- Promoting façade improvements and updating the zoning ordinance to reduce vacant properties
- Creating a zoning district for limited potential use and conservation easements to preserve agricultural areas
- Extending sanitary sewer access and working with partners to recruit new businesses and redevelop blighted areas where new development is wanted
- Developing an operational strategic plan to examine, costs, revenues, and optimize levels of service
- Reorganizing and unifying the township fire department and enhancing communications (internally and externally with the public)
- Building stronger relationships with the fire departments in neighboring municipalities

Since the plan was adopted in the fall of 2023, we have helped the township successfully:

- Pass two amendments to its zoning ordinance designed to enhance walkability. (One requires sidewalks in all new residential and commercial development; the other requires any new construction in a business overlay district to include sidewalks and remove conflicts between pedestrians and vehicles by keeping parking lots to the side and rear of the building.)
- Apply for a RAISE grant for proposed improvements to Mount Pleasant Road that are designed to reduce back-ups at traffic signals and increase safety.
- Move forward with a signage and branding plan to create the desired community identity and generate economic activity for local attractions.



SIGNAGE & BRANDING

The Township chose to move forward with the development of signage and branding plans just two months after the comprehensive plan adoption, and we immediately began working with the community to develop concepts for a new township logo and color palettes.

The logo and color palettes were used to create consistent visual standards for township gateway signage, neighborhood identity signs, and street name signs. These designs reinforce to residents and visitors that these places are part of the broader Hempfield Township suburb and promote shared pride in the community.

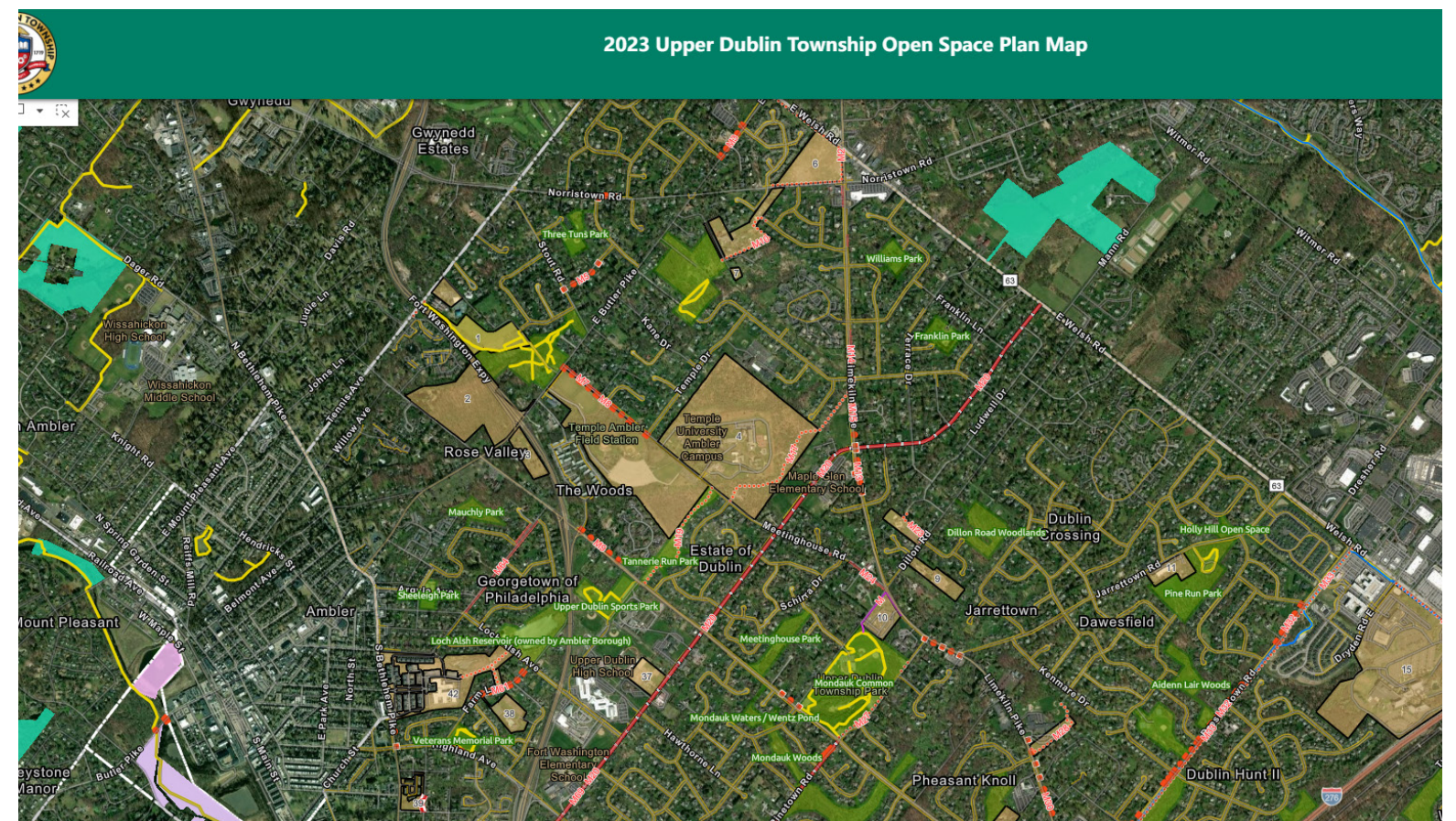
The signage plan includes multiple design concepts for each sign type and a map showing the proposed placement locations. It also includes detailed implementation guidelines for in-house printing, permitting and approvals, cost, and funding strategies.



OPEN SPACE PLAN UPDATE

UPPER DUBLIN | MONTGOMERY COUNTY, PA

Our team and project partners collaborated with the Township to develop a complete replacement of an existing 2005 Open Space Plan. To achieve the community's vision, we conducted outreach through public pop-up events, a survey, a knowledgeable steering committee, and robust key person interviews; site analysis and inventories; zoning and land use analysis; open space, greenway, trail, park, and green stormwater planning. One unique feature of this plan was our identification of **Missing Connections** and Properties of Interest using GIS to create an online mapping portal and prioritization worksheet. We worked to help identify **Missing Connections**, including pedestrian network improvements to help people move throughout the Township that range in size and complexity from a crosswalk to large trail segments. We also identified Properties of Interest, including consideration of acquiring or securing a conservation easement or access easement. The resulting prioritization details and maps are living documents that will continually be updated as the community evolves. The planning process for this plan update started in May of 2022 and was adopted in September 2023.



COMPREHENSIVE TRAIL FEASIBILITY STUDY

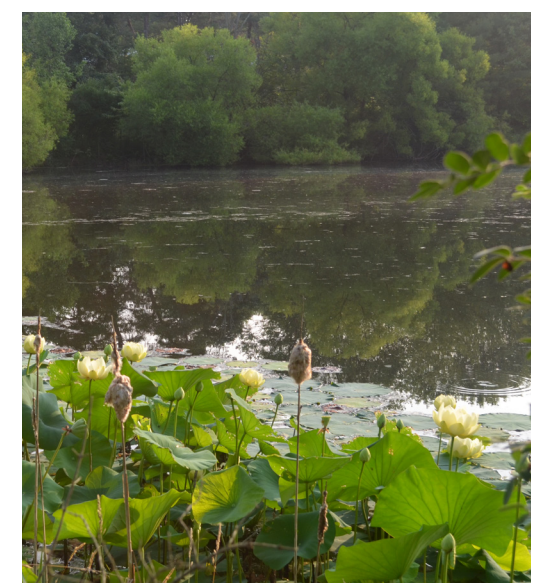
WEST HANOVER TOWNSHIP | DAUPHIN COUNTY, PA

The West Hanover Township Trail Feasibility Study outlines a comprehensive plan to enhance bicycle and pedestrian infrastructure across the township. Our team worked over a 9-month period with the township, the community, and stakeholders to identify 66 connection segments totaling 17.8 miles, including trails, sidewalks, bike lanes, and shared roadways, aimed at improving safety, connectivity, and access to parks, schools, and community amenities. Key goals include creating safe crossings over major roads like Route 22 and Route 39, linking all township parks, and ensuring every resident has access to recreational spaces within a 10-minute walk. The plan also includes design standards, safety and etiquette guidelines, wayfinding strategies, and a detailed maintenance schedule to support long-term sustainability.

The development process for the study was highly collaborative and data-driven. It began with extensive public engagement, including a community survey, a pop-up event at the Fall Festival, and stakeholder interviews. Feedback was used to identify barriers, desired connections, and priorities. The planning team conducted site visits, mapping exercises, and worked closely with a steering committee composed of township staff and community members. The study was developed over six months, culminating in a draft study that includes implementation tools such as prioritization worksheets, funding strategies, and a five-year capital plan. These tools are designed to be adaptable, allowing the township to update and refine its approach as community needs evolve.

In addition to the study, HRG assisted the township in developing an Official Map and supporting Ordinance. The Official Map outlines current and future public infrastructure plans in alignment with the township's Comprehensive Plan, Trail Feasibility Study, and other planning efforts. Specifically, the Official Map includes existing and proposed trails, bike lanes, and sidewalks identified in the Trail Feasibility Study, and public lands, all aimed at enhancing community connectivity, recreation, and safety. The ordinance provides a legal framework for reserving land for public use, ensuring that future development and infrastructure improvements align with the township's long-term goals. The map also helps protect designated areas from incompatible development and guides infrastructure planning. The Official Map does not automatically trigger land acquisition or construction; rather, it sets the groundwork for future improvements and coordination with adjacent municipalities. Overall, the Official Map serves as a tool to promote public health, mobility, and quality of life for residents, while supporting orderly growth and intergovernmental collaboration.

The Trail Feasibility Study and Official Map supporting the recommended connections in the plan were adopted in August 2025.





Herbert, Rowland & Grubic, Inc.
Engineering | Planning | Infrastructure