

**AN EASTERN TRAILHEAD WITH DESTINATION SERVICES --  
JUSTIFICATION; FUNDING; CONSTRUCTION; OPERATION**

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**1. Destination services.**

In my submitted comments about the Pike 2 Bike economic impact study, I argued that certain visitor services must be established at the Eastern trailhead if it is to become a destination for significant numbers of tourists and nonresident visitors. [1]

These services are flush toilet restrooms; some level of food service; and overnight accommodations. No attraction will become a destination for significant numbers of nonresident visitors and tourists unless these essential services are in place at or near the attraction. [2] There are several reasons that support this conclusion.

Typically the first actions of most nonresident visitors who reach a destination after traveling an hour or more in a motor vehicle involve seeking out restroom facilities. There is no good supply of public restroom facilities available at the Eastern trailhead or along any of the main approaches to the Eastern trailhead in Fulton County. Some hardy trail enthusiasts are perfectly comfortable using Port-a-Potties or outhouses after completing a long trip. But most nonresident visitors and tourists will not visit an attraction which has only primitive rest facilities. They desire flush-toilet restrooms with sinks and running water. If the Eastern trailhead is going to attract a significant number of nonresident visitors, then it must have a good number of flush-toilets and sinks with running water. Establishing a facility with flush toilets at the Eastern trailhead to serve many visitors necessarily will also involve establishing a wastewater treatment facility.

Food service is a second essential destination service that is needed to attract significant numbers of nonresident visitors and tourists. Only one existing restaurant and one ice cream stand are located along any of the approach routes to the Eastern trailhead in Fulton County. No food service is available near the Eastern trailhead. To capture visitors, some level of food service must be established at the Eastern trailhead that will meet the needs of day visitors and also those who overnight there. Food from vending machines does not suffice for most people who have traveled a distance to reach a destination. Vending machine food is completely inadequate for overnight visitors. Due to the limited periods during which profitable food service can be conducted at the Eastern trailhead, it is unlikely that it will be practical to establish either a full-time restaurant with wait staff or a fast food franchise at this location. During most periods it may be feasible only to conduct a delicatessen with over-the-counter food service and self-selected seating for dining. In periods of high visitation it may be feasible for a food service operation at the Eastern trailhead to conduct a café with wait staff.

Commercial food service creates wastewater that must be adequately treated before it is discharged into the nearest receiving watercourse.

There are no existing overnight accommodations at or near the Eastern trailhead. Only one small motel in Fort Littleton is located on any main approach route to the Eastern trailhead in Fulton County. Overnight stays are one of the major factors that generate spending at a destination. Folks who want the Eastern trailhead to become a destination that will generate significant levels of nonresident spending must ensure that good overnight accommodations exist at or near the Eastern trailhead.

The Pike 2 Bike corridor is an interesting and unusual hiking and biking route that potentially may draw visitors with many income levels. Ideally a variety of different overnight accommodations would be established at or near the Eastern trailhead to cater to people of different income levels. Different types of overnight accommodations that might be established at the Eastern trailhead could include –

- \* a walk-in campground with Adirondack shelters and spaces for pitching tents; (usually low to moderate income people)
- \* a RV/trailer short-term camp; (usually moderate to upper income people)
- \* simple cabins, cottages, or yurts; (usually moderate income people)
- \* more upscale cabins, cottages or lodges. (usually upper income people)
- \* a hostel (usually low to moderate income people)

All visitors who overnight at the Eastern trailhead must be able to purchase wholesome, professionally prepared food either at or near their overnight accommodation. Most overnight visitors at a destination seek out commercially prepared food. Consequently, some level of commercial food service that is superior to vending machines must be established at the Eastern trailhead for overnight visitors.

Overnight visitors also must have restrooms and showers. It will be necessary to build facilities that have bathrooms with running water, flush toilets, and showers for overnight visitors. Bathrooms and restrooms generate wastewater. Wastewater flows must be adequately treated prior to discharge in the environment.

## **2. Justifications for a joint municipal authority that provides hospitality services.**

During Pike 2 Bike public meetings held in 2013 and 2014, Mr. Murray Schrotenboer of Clearville insisted that private enterprise will quickly establish visitor services near the Eastern trailhead after the Pike 2 Bike corridor officially opens to the public. He claimed that Bed and Breakfast homes will open up to the public “all along Pump Station Road” soon after the trail opens for public use. [3] During a recent meeting, Mr. Jim Bittner, who owns several hospitality businesses in Breezewood, asserted that only private enterprise should provide visitor services near the Eastern trailhead. Mr. Bittner is opposed to the concept of a public authority undertaking the development of hospitality services at or near the Eastern trailhead. Likewise, Don Schwartz, the Bedford County Planning Director, is opposed to a public Pike 2 Bike authority providing any hospitality services at the Eastern trailhead. [4]

In my April 2, 2014 comments about the Pike 2 Bike economic impact study, I explained why establishing essential destination services (flush toilet restrooms, some level of food service, and overnight accommodations) at the Eastern trailhead must not be entirely left to private enterprise. [5] I described the barriers and disincentives that likely will impede private enterprise from establishing these essential destination services at the Eastern trailhead without the involvement of a joint Fulton/Bedford municipal authority. [6] I proposed that the joint municipal authority should construct several facilities at the Eastern trailhead to provide essential destination services for visitors there. I suggested that food service and overnight accommodation operations might be conducted by private businesses at the Eastern trailhead under concession lease arrangements.

Hospitality services traditionally are provided by the private sector. There are good reasons to be concerned about governmental intrusion into functions that traditionally are performed by the private sector. It is understandable that Breezewood business owners might feel that a joint municipal authority which provides hospitality services to Pike 2 Bike visitors in Fulton County will cut into profits that Breezewood businesses can earn from the Pike 2 Bike project. Each visitor who accesses the corridor at the Eastern trailhead and who spends dollars only in Fulton County clearly represents a loss of potential revenue for Breezewood businesses. [7]

But there are other important considerations. Three quarters of the Pike 2 Bike corridor is located in Fulton County. Because of this fact it is understandable that Fulton County residents might want new Pike 2 Bike businesses and jobs to be established in Fulton County, with tourist dollars spent in Fulton County rather than in Breezewood.

Gannett Fleming's 2006 master plan for the Pike 2 Bike project did not propose the development of any special attractions or special visitor services at the Eastern trailhead. After the Fulton County commissioners reviewed the 2006 master plan, they determined that the project would not economically benefit their county. They correctly concluded that the Western trailhead in Breezewood would be the main point of public access to the trail, and that Breezewood interests would reap virtually all of the direct and indirect economic benefits resulting from the trail. Consequently the Fulton County commissioners decided against undertaking the project.

Any person who wants this project to move forward in 2014 should understand the lessons of 2006. If a perception develops in Fulton County that the project will deliver no significant economic benefits there, then the Fulton County commissioners will opt out of the project. Both Breezewood business interests and the Bedford County commissioners must be prepared to grant substantial concessions to Fulton County in order to secure Fulton County involvement in the project. In particular, they must let the joint municipal authority offer hospitality services at the Eastern trailhead. If the Bedford County commissioners and Breezewood business interests do not allow this to happen, then the Fulton County commissioners may once again decide against participating in the project. Without Fulton County participation there will be no Pike 2 Bike project.

### **3. Funding and development of Eastern trailhead facilities.**

Millions of dollars must be spent to improve the infrastructure of the abandoned turnpike to create a safe trail and two trailhead access areas. Additional construction of facilities at the Eastern trailhead to establish flush toilet restrooms, food service, and overnight accommodations will increase the project price tag. These facilities will be costly. Questions must be answered about how to pay for hospitality service facilities at the Eastern trailhead on top of paying for basic corridor infrastructure improvements.

**How, then, should Eastern trailhead facilities be paid for? First, construction should be spread out over time.** Construct and pay for the facilities gradually. Development should occur in ten stages or phases. [8] It may take 20 years to complete all of the development needed to firmly establish the Eastern trailhead as a destination for nonresident visitors. Phasing of development will permit the joint municipal authority to incrementally secure financing for improvements. **Possible sources of funding for construction of Eastern trailhead facilities over time appear in Appendix A.**

**Second, there should be an emphasis on developing facilities at the Eastern trailhead that will generate revenues.** Revenues generated at Eastern trailhead facilities should help the joint municipal authority meet both operational and maintenance costs over the long term.

The initial priority should be to establish a substantial Eastern trailhead gateway facility that will include --

- (1) an office which will be used by staff of the joint municipal authority to supervise all construction work while the abandoned turnpike corridor is being renovated to function as a recreational trail, and which will be the permanent headquarters of the joint municipal authority;
- (2) public restrooms with a large number of flush toilets;
- (3) a commercial kitchen which will allow a concessionaire to prepare food and drink for deli-style over-the-counter service and also sit-down restaurant-style service with waiters in certain circumstances;
- (4) an interior dining room;
- (5) picnic tables outside the west side of the building under an overhanging eave;
- (6) a large multiple purpose room that can be used for exhibitions, meetings, and for restaurant-style dining or banquets.

The layout for this Eastern trailhead gateway facility is depicted in accompanying maps. The facility can not be put into operation without first putting into place a water supply system that delivers a sufficient quantity of potable water. Also, the facility can not be put into operation without constructing and putting online a sewage plant that will treat sewage from restrooms in the facility and liquid food wastes generated by the kitchen. A sewer line must be laid to connect the trailhead gateway facility with a treatment plant.

There are no public restrooms located along any of the main approach routes to the Eastern trailhead which are capable of serving large numbers of visitors. Flush toilet restrooms are needed if it is hoped that a significant number of nonresident visitors will access the trail in Fulton County. Port-a-potties and composting toilets will not meet the needs of most nonresident visitors who potentially might park at the Eastern trailhead. Many people simply will not go to a destination that has only port-a-potties or composting toilets. People who travel long distances on interstate highways are accustomed to using flush toilet restrooms during and after a trip. Flush toilet restrooms are available at Interstate rest areas and in Breezewood. Therefore, restrooms at the Eastern trailhead should have a large number of flush toilets and running water sinks.

Establishing a trailhead gateway facility according to specifications shown in maps that accompany this plan will make the Eastern trailhead a place of interest for most visitors who come to the trail.

Ideally the joint municipal authority will sign a concession lease with a private sector business to conduct food service operations at the Eastern trailhead. Thereby a portion of revenues from food and drink sales at the Eastern trailhead will be passed along to the joint municipal authority. The concession agreement must be sensitive to unique circumstances of the Eastern trailhead. During colder months of the year it is unlikely that routine food service operations can be profitably conducted at the Eastern trailhead. The lease must not require the concessionaire to provide service at this time. On the other hand, during periods of high visitation it may be possible to conduct café-style food service with waiters at the Eastern trailhead. Most likely, however, food service at the Eastern trailhead generally will involve over-the-counter delivery of sandwiches and drinks to visitors who seat themselves in a dining room of the gateway facility. [9]

Establishing a substantial Eastern trailhead gateway facility with flush toilet restrooms and food service is just a first step in getting nonresident visitors to spend their dollars in Fulton County. Additional attractions and services must be offered at the Eastern trailhead in order to motivate significant numbers of nonresident visitors to travel to the Eastern trailhead, to park there, and to spend money in Fulton County.

The existing infrastructure of the abandoned turnpike particularly lends itself to conducting two types of special events which potentially could generate revenues that may defray operational and maintenance costs of the joint municipal authority. Stage performances and public exhibitions readily can be held at the Eastern trailhead.

A lack of nearby overnight accommodations will initially require holding small special events at the Eastern trailhead. Initial special event attendance targets might be 500 visitors per day. Eventually special events could draw hundreds of additional nonresident visitors to the Eastern trailhead during short periods of time. To help attract visitors to the Eastern trailhead, a priority should be placed on conducting special events there.

The first step to initiate special events at the Eastern trailhead would involve creating a nonprofit corporation to plan and manage the events. Generally when a county or a municipality owns a property and envisions that large special events should be held there, a nonprofit corporation is created to run such events. This is usually how amphitheaters, other kinds of performing arts centers, and public exhibition areas are operated in county or municipal properties. [10]

During the period while a non-profit corporation is being organized to undertake special events, the joint municipal authority should begin to create facilities at the Eastern trailhead for conducting special events. High fencing and flanking gates should be erected on either side of the Eastern trailhead gateway facility. The fencing can funnel all visitors during special events through entrance gates where fees may be assessed. Well-conducted special events in which visitors are assessed entrance fees will generate revenues that help pay costs of the joint municipal authority. *(Note: When special events are not being held at the Eastern trailhead, the gates on either side of the trailhead gateway facility can be left open during daylight hours. Leaving the gates open during routine operation of the Pike 2 Bike trail will allow visitors to freely access the trail without paying an entrance fee.)*

A low stage for holding musical and dramatic performances and lectures could be constructed along the western edge of the former Cove Valley Plaza. The stage should directly face the west side of the Eastern trailhead gateway facility, as shown in maps which accompany this plan. It should have a roof to protect performers from weather. Small wing structures should be built to provide dressing rooms for performers as well as equipment and property storage space for event staff.

A number of picnic tables might be arrayed along the western side of the trailhead gateway facility under the cover of an overhanging eave of the building. [11] These tables could be oriented so that visitors have good views of the stage. Assigned seats at the picnic tables could be sold to performance attendees. [12] Other attendees could bring lawn chairs and position them between the stage and the trailhead gateway facility to view performances. By virtue of the proximity of the kitchen in the trailhead gateway facility, it might be possible for the food concessionaire to hire waiters for special events to serve food and drink to attendees of stage performances.

A performance/lecture facility that is constructed at the Eastern trailhead according to specifications shown in maps accompanying this plan could reasonably accommodate several hundred or more paying attendees. [13]

Portions of the abandoned turnpike corridor which are not improved as a recreational trail could be developed to establish exhibitor stations for various kinds of public exhibitions. Large-scale exhibitions could potentially be held at the Eastern trailhead if exhibitor stations are established on the abandoned turnpike lanes. Exhibitor stations might be established on the section of the abandoned turnpike corridor between Pump Station Road and Little Egypt Road, and on the section of abandoned turnpike corridor between the Eastern trailhead gateway facility and Sideling Hill tunnel. Public exhibitions that could be held at the Eastern trailhead might include classic car weekends; art, craft, and antiques exhibitions; hunting and fishing exhibitions with a gun show and fishing gear show; and other exhibitions which are of local, regional or national interest .

If the Pennsylvania Turnpike Commission conveys to the joint municipal authority the section of abandoned turnpike between Pump Station Road and Little Egypt Road, then an extra car parking lot might be established just east of Pump Station Road. A lot established at this location could have about 100 car parking spaces. This could supplement 137 car parking spaces and 37 motor coach or RV parking spaces that can be created on the abandoned turnpike between Pump Station Road and the Eastern trailhead gateway facility per my proposal. [14]

There would be sufficient parking capacity at the Eastern trailhead to accommodate as many as 950 visitors who arrive in passenger cars and as many as 1500 visitors who arrive in buses or motor coaches for a special event, provided that all of the parking spaces in lots I have described are filled. (This estimate assumes 4 persons per passenger car and 40 persons per bus or motor coach). Under these assumptions the maximum attendance for an Eastern trailhead special event would be about 2500 total visitors. [15]

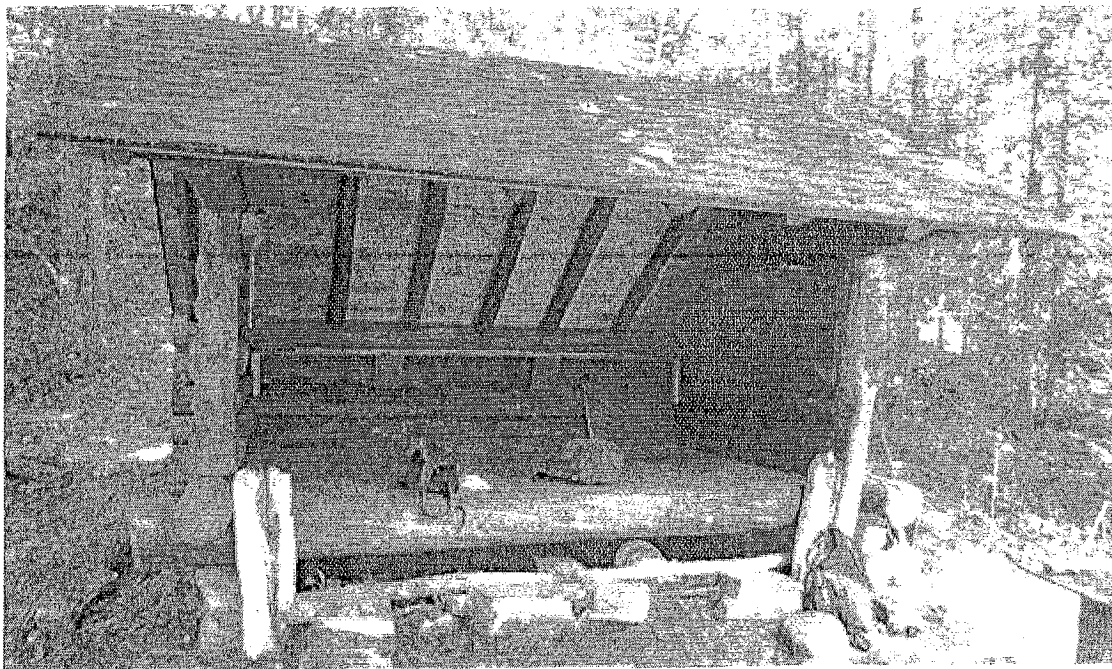
On the basis of more modest vehicle occupancy assumptions (2.1 persons per passenger car and 30 persons per bus or motor coach), and with vehicles parked in all spaces of the lots I have described, one may estimate that a special event could attract 1,500 to 1600 total visitors to the Eastern trailhead. [16] People who park west of Sideling Hill tunnel and who then travel on the trail to the Eastern trailhead to attend a special event could further boost attendance totals. Taking into account all possible visitors, it seems possible that a special event at the Eastern trailhead could attract up to 2000 paying attendees. However, it is probable that during most special events not every parking space at the Eastern trailhead will be filled. It seems reasonable that well-conducted special events held at the Eastern trailhead might attract between 500 and 1,500 paying attendees, although some events might attract 2,000 or more attendees.

Special events will be greatly facilitated at the Eastern trailhead if short-term RV camping sites are established on the lanes of the abandoned turnpike between Pump Station Road and Little Egypt Road. As long as few overnight accommodations are available in the vicinity of the Eastern trailhead, the availability of RV camping sites will be a key to successfully holding special events at the Eastern trailhead.

At present there is no existing campground located anywhere along the abandoned turnpike or close to the Western trailhead in Breezewood. The joint municipal authority might potentially establish camping sites where 30 to 50 large recreational vehicles are parked in a stretch of about 1,200 feet of abandoned turnpike between Pump Station Road and Little Egypt Road. [17] These RV sites might be developed to provide visitors with potable water, electricity, and sewage connections. [18] Special event exhibitors who come with an RV or a trailer might overnight at the RV sites.

Additional overnight accommodations must be established at the Eastern trailhead if decision makers want Fulton County to realize significant economic benefits from the Pike 2 Bike project. A walk-in campground is a type of overnight accommodation that many state and county parks offer.

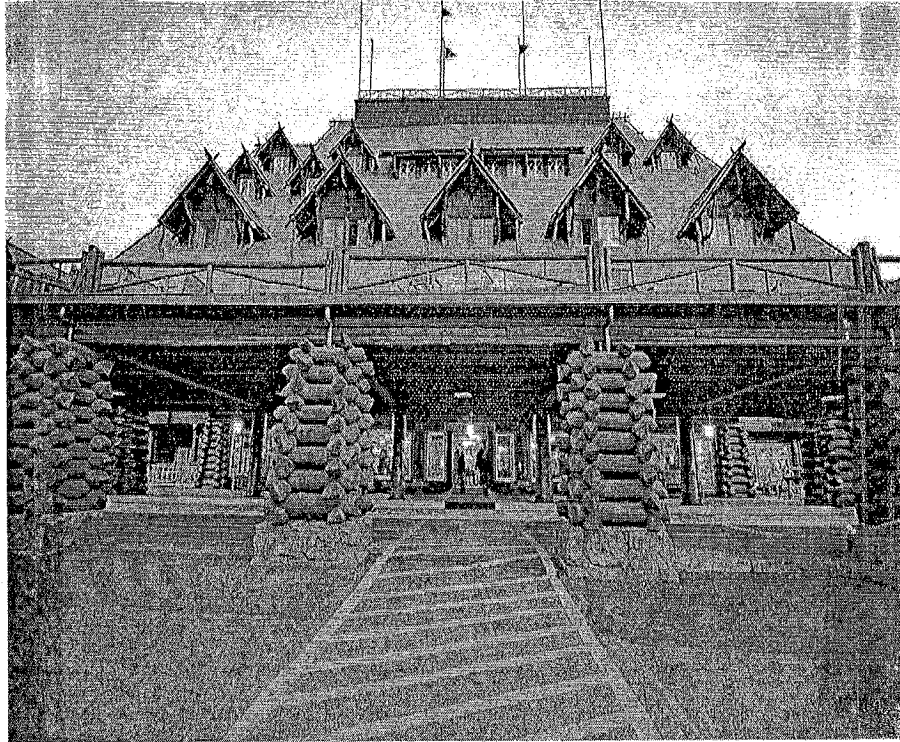
A walk-in campground can be established near the Eastern trailhead gateway facility with less expense and with less financial risk than establishing rental cabins. Creating a walk-in campground might be the next development step taken by the joint municipal authority. As indicated on maps that accompany this plan, a wooded portion of the abandoned turnpike corridor that is located immediately north of the trailhead gateway facility might be used to establish a walk-in campground. This campground should have a mixture of Adirondack shelters and spaces where visitors can pitch tents. Adirondack shelters put a roof over campers' heads and protection from the elements on three sides:



Campers who stay at the walk-in campground could use the flush toilets in the trailhead gateway facility. During evening hours these flush-toilet restrooms might remain available for exclusive use by registered campers. Male and female showering facilities could be located in the center of the walk-in campground.



In order to capture higher income nonresident visitors at the Eastern trailhead, it will be desirable to construct four-season permanent overnight accommodations at the Eastern trailhead. I am *not* proposing the development of a multistory hotel. I am *not* proposing a fancy hotel, like Old Faithful Inn at Yellowstone National Park, or even a less fancy multistory structure like the Blackwater Falls Lodge in West Virginia:



The entrance to the Old Faithful Inn in Yellowstone National Park emits a warm glow in the early evening. (Janet White/Geyser Watch - click to enlarge)

## Blackwater Falls Lodge



Blackwater Falls State Park, Davis, WV 26260

Ranked #2 of 4 Specialty lodging in Davis | 89 reviews

"Great place to stay!" 03/03/2014 | "Nice place overall - Room a bit la..." 02/16/2014

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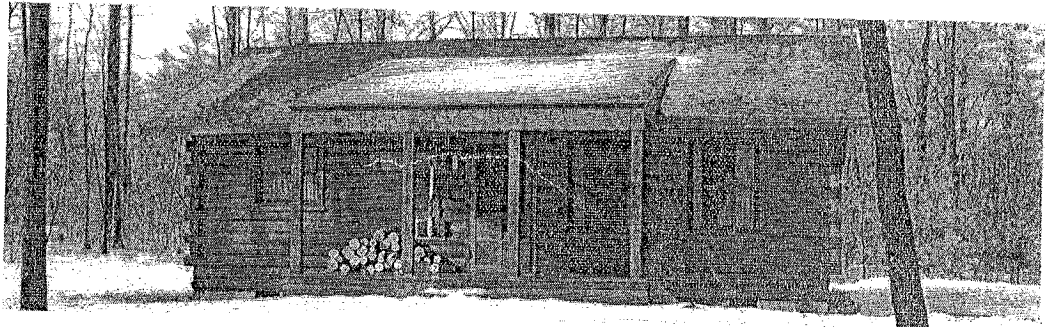
A multistory hotel would intrusively dominate the area that surrounds the Eastern trailhead. No multistory facility should be constructed at the Eastern trailhead.

I propose that overnight accommodations developed at the Eastern trailhead should mirror the kind of overnight accommodations that currently are available in Pennsylvania state parks. Cabins constructed at the Eastern trailhead might be similar to the cabins which people can rent in Pennsylvania state parks:



Tom Corbett, Governor Ellen Ferretti, Secretary

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Cabins take the rough out of roughing it. Modern cabins are beautiful log cabins with a cathedral ceiling in the main living area and modern conveniences throughout. Unique houses have modern conveniences in historic or unique structures. Rustic cabins are historic CCC (Civilian Conservation Corps) built cabins and have sparse furnishings. Running water and restrooms are in a nearby washhouse.



### Cabin Locations

This chart has pictures of cabins and where to rent cabins in Pennsylvania State Parks.

For all cabin rentals visitors need to bring bed linens, towels, dishes, pots and pans.



- [Types of Cabins](#)
- [Reservations](#)
- [Photos and Videos](#)
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### Modern Cabins

- beautiful log cabins with modern conveniences
- electric heat
- restroom with shower
- full kitchen
- carpeting
- two-bedroom/sleeps six, or three-bedroom/sleeps eight
- wooden cathedral ceiling in the main living area
- picnic table and fire ring

### Rustic Cabins

- quaint stone or log cabins
- refrigerator
- fireplace, wood stove or gas heater for heat
- gas or electric kitchen stove
- sleep between two and eight people
- outdoor plumbing and restroom
- many are historic and built by the CCC in the 1930s

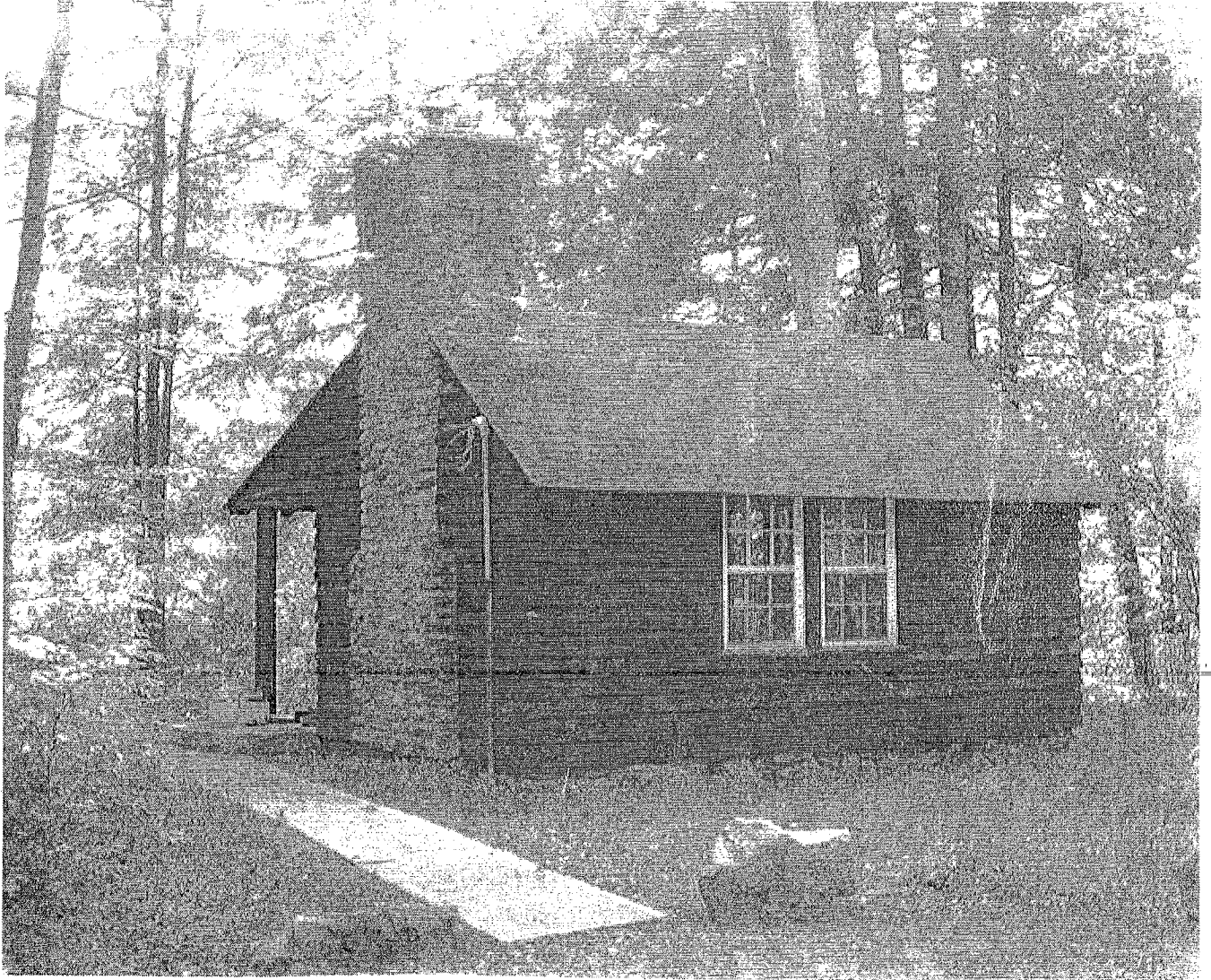
### Unique Houses

- certain state parks have one-of-a-kind houses
- modern conveniences
- some have fireplaces
- some houses are historic
- modern cabin or special rates apply

Cabins, cottages, or lodges built at the Eastern trailhead should be rustic single story structures that harmoniously fit in a forested location near the abandoned turnpike. Cabins that look like this CCC-era cabin at Worlds End State Park would fit nicely along the northern edge of a nearby 69.67 acre forested tract\*:

## Worlds End State Park Cabin

From Wikipedia, the free encyclopedia



\* The 69.67-acre forested tract that I mention here is situated immediately east of Pump Station Road and immediately south of the abandoned turnpike. It is owned by the Pennsylvania Turnpike Commission and might be added to any abandoned corridor land which the Commission conveys to the joint Fulton/Bedford municipal authority. The northern portion of this tract is an ideal location for establishing between one-half dozen to perhaps 20 or so small cabins, cottages or lodges.

It is not a radical idea to propose that a county-created authority in Pennsylvania should operate a park where cabins may be rented by members of the public. Bucks County, Carbon County, and Venango County currently operate parks where overnight cabins and cottages can be rented by members of the public. [19] Several counties in Pennsylvania operate park facilities where members of the public may purchase food and drinks. A number of Pennsylvania counties operate parks with flush-toilet restrooms.

State park authorities throughout the mid-Atlantic region operate cabins, cottages, or lodges for rental use by members of the public. **Appendix B** presents information about moderately-sized cabins, cottages and lodges operated by state park authorities in West Virginia, Virginia, and Ohio. **Appendix B** also contains information about cabins that Bucks County rents to visitors at Tohickon Valley Park, Point Pleasant, Pa.. Most state park authorities offer a range of choices concerning cabin, cottage or lodge overnight accommodations. They generally offer a basic level of overnight unit with few frills. Most state park authorities also offer modern units with more amenities, such as heat, air conditioning, furnishing, a refrigerator, bath towels and bedroom linens, and housekeeping services.

The Pike 2 Bike joint municipal authority ought to offer basic-level cabins or cottages for rental as well as upscale rental units with more amenities.

If the joint municipal authority is able to acquire the 69.67 acre tract east of Pump Station Road to create a nature park and to provide overnight accommodations, then some thought should be also be given to constructing a hostel at this tract. Hostels are simple and inexpensive overnight accommodations under that operate the purview of a nonprofit organization known as Hostelling International. Hostels have separate dormitory-style sleeping arrangements for males and females. Most have self-service kitchens where visitors can cook food. Hostels typically have dining areas and common rooms for relaxing and socializing. For information about hostels, see **Appendix C**.

Although the hostel movement originally was conceived to create inexpensive accommodations for young people who travel, today many hostels are used by senior groups and by families. Elderhostel is a nonprofit organization which makes use of hostels and other dormitory-style accommodations to provide low-cost educational explorations for seniors throughout the United States and abroad. They offer "Road Scholar" programs. Construction of a hostel and a museum at the Pike 2 Bike corridor could enable the joint municipal authority to conduct group educational/exploration programs for people of all ages which would focus on the history of central Pennsylvania; the natural environment of the region, and the history of the Pennsylvania Turnpike.

A two-story hostel near the abandoned turnpike would intrusively dominate the area. If a hostel is established by the joint municipal authority, it should be a one-story structure. It should also be fully accessible for disabled people.

The abandoned turnpike is strategically located near the juncture of the current Pennsylvania Turnpike and I-70. By virtue of this strategic location, portions of the abandoned turnpike might be used by emergency response personnel during a declared national emergency or a disaster. A portion of the abandoned turnpike between Pump Station Road and Little Egypt Road could be used by FEMA or PEMA as a depot for supplies, equipment, and vehicles. Emergency response personnel could overnight in FEMA trailers at RV sites which are established in this section of the abandoned turnpike. A PEMA/FEMA compound could function as a regional logistics center for emergency response personnel. The entire abandoned turnpike might also be used to conduct large scale training exercises for emergency response personnel.

I propose that a gated compound should be established for exclusive use by PEMA and FEMA personnel to the east of the sewage treatment plant in the section of abandoned turnpike corridor between Pump Station Road and Little Egypt Road. Please refer to maps which accompany this plan to see where this compound could be located.

PEMA already has plans to detail some staff to the Sideling Hill visitor plaza if an emergency or a disaster is declared which affects either the Pennsylvania Turnpike or South-Central Pennsylvania. During an emergency or a disaster the vehicles of emergency response personnel which travel either eastbound or westbound on the Pennsylvania Turnpike could exit to the Sideling Hill Plaza. These vehicles could then be directed to proceed to the abandoned turnpike corridor by way of an employee access road and by Hess Road and Pump Station Road. The distance from the Sideling Hill Plaza to the abandoned turnpike is about two miles.

In addition to envisioning a productive use for a section of abandoned turnpike corridor that currently is not being used, my proposal to establish a PEMA/FEMA compound also might be a way to secure additional funding to support construction at the Eastern trailhead. FEMA annually distributes money to the states as Emergency Management Performance grants. In Fiscal Year 2013, the total amount of funds distributed under this program amounted to \$332,456,012, out of which \$10,496,851 in grants was spent in Pennsylvania. One possible use of this money is to undertake preparedness projects prior to an emergency or a disaster.

Provided that PEMA backs this idea, it is conceivable that FEMA pre-disaster grants might be pursued to establish a PEMA/FEMA compound at the abandoned turnpike corridor. These grants might also support creation of RV sites on the abandoned turnpike with connections to potable water, electricity, and sewage disposal. Such improvements might be funded by pre-disaster preparedness grants if the joint municipal authority signs an agreement with FEMA and PEMA that will allow every RV site along the corridor to be occupied during national emergencies by emergency response personnel, U.S. military personnel, or by citizens who are fleeing from a disaster. The agreement would allow people designated by PEMA to occupy the RV sites in FEMA trailers and in other mobile accommodations.

In order to undertake all of the development I have proposed for the Eastern trailhead, the Pennsylvania Turnpike Commission must convey to the joint municipal authority four separate tracts that it owns which were not previously conveyed by the Pennsylvania Turnpike Commission to the Southern Alleghenies Conservancy. These additional tracts are listed below:

- A 1.25 acre tract that is located immediately west of Pump Station Road and immediately south of the abandoned turnpike. This small triangular tract currently features an access road from Pump Station Road to the abandoned turnpike lanes. The Pennsylvania Turnpike Commission has granted an easement to Mr. Jim Black which allows him to use this access road to reach a nearby property that he owns. Mr. Black lives in a trailer at this nearby property. I propose that the access road should be improved so that it can be used as an entrance road to the Eastern trailhead parking lots from Pump Station Road.
- The section of abandoned turnpike corridor that is located between Pump Station Road and Little Egypt Road. I propose that this section of abandoned turnpike corridor should be used to establish a sewage treatment plant for the Eastern trailhead; an extra overflow car parking lot for use during special events; short-term RV camping sites; and a gated compound for exclusive use by PEMA and FEMA staff.
- A wooded 69.67 acre tract that is located immediately east of Pump Station Road and immediately south of the abandoned turnpike corridor. I propose that the northern third of this tract be used to construct overnight cabins and a hostel, and that the southern two-thirds of this tract be used as a nature park with a trail system and bridges constructed over creeks.
- A corridor that formerly was part of the South Penn Railroad right-of-way that the Pennsylvania Turnpike Commission acquired in 1938, which intersects the abandoned turnpike about 400 feet east of the eastern portal of Sideling Hill tunnel, and which intersects Pump Station Road 1.4 miles south of the abandoned turnpike. The corridor is approximately 1 ½ to 2 miles long. I propose that a trail be constructed within this corridor that will intersect with the Pike 2 Bike trail and Pump Station Road. This will enable visitors of the Pike 2 Bike trail to undertake a loop excursion at the Eastern end of the trail. Comprising this 3 ½ to 4 mile loop would be the trail established along the former South Penn Railroad right-of-way (1 ½ to 2 miles); Pump Station Road (1.4 miles); and the Pike 2 Bike trail (¾ mile). This would be an additional attraction that will help to draw nonresident visitors to park at the Eastern trailhead and spend money in Fulton County.

None of these tracts currently are being productively used by the Turnpike Commission. Since 1938 Fulton County has received no tax revenues with respect to any of these unused properties. Accordingly, the four tracts should be conveyed to the joint municipal authority at a nominal cost. In the event that the Turnpike Commission insists on receiving more than nominal payment for these properties, several funding sources might be tapped to purchase the tracts. Possible funding sources are outlined in **Appendix A**.

After the joint municipal authority constructs and successfully puts into operation a walk-in campground and number of basic rental cabins in the 69.67 acre wooded tract located east of Pump Station Road and south of the abandoned turnpike, some consideration should be given to constructing a one-floor hostel in the same tract. It would make sense to establish a hostel along the Pike 2 Bike trail if there is a dramatic upsurge in bicycle touring on the designated S Route of Pennsylvania (this cross-state route likely will be rerouted through the Pike 2 Bike corridor), or if there continues to be a demand for inexpensive overnight accommodations at the Eastern trailhead after a walk-in campground and cabins open for public use at the Eastern trailhead. A hostel will be a good option to pursue if under these circumstances there is a considerable unmet demand for low-cost overnight accommodations at the Eastern trailhead.

A hostel built at the 69.67 acre tract should conform to requirements of Hostelling International and its U.S. affiliate, and should be licensed for operation by the U.S. affiliate of this nonprofit organization. In all likelihood construction of a hostel at the Eastern trailhead will require securing most of the financing from a philanthropist who is a supporter of the hostelling movement.

#### **4. Operation of Eastern trailhead facilities; long-term funding of facilities.**

By virtue of occupying a headquarters office in the Eastern trailhead gateway facility, the joint municipal authority will be in a position to effectively manage all of the facilities constructed at the Eastern trailhead. At the headquarters office the joint municipal authority will be able to efficiently supervise all of the hospitality services which are offered to visitors at the Eastern trailhead. From this office the staff of the joint municipal authority may directly provide hospitality services and may oversee contractors who are engaged to provide hospitality services at the Eastern trailhead.

The food service operation at the Eastern trailhead should be conducted by a private sector business as a leased concession, per my proposal at page 5 of this plan. Thereby a portion of the profits realized from food and drink sales under a concession lease will be passed along by the concession business to the joint municipal authority.

There are several possible alternative arrangements that might be pursued to manage overnight accommodations at the Eastern trailhead. One alternative would be for the joint municipal authority to enter into a concession arrangement with a private sector business to manage all aspects of overnight accommodation services at the Eastern trailhead. A second alternative would be for staff of the joint municipal authority to handle all aspects of overnight accommodation services. A third alternative would be for the joint municipal authority to split certain responsibilities concerning overnight accommodation services with a concession licensee. The concessionaire would undertake certain tasks while the joint municipal authority undertakes other tasks.

It may make sense to split responsibilities concerning overnight accommodations at the Eastern trailhead. Staff of the joint municipal authority might manage an online and telephone reservation system for overnight accommodations at the headquarters office in the Eastern trailhead gateway facility. Visitor check-in and check-out tasks might be accomplished by staff of the joint municipal authority at front desk of the headquarters office. This is the logical place where visitors would receive necessary keys or reception materials, and where they can receive directions to their assigned accommodations. Nearby parking spaces should be reserved for visitors who are checking in and checking out at the front desk. Housekeeping and maintenance duties for overnight accommodation facilities might be accomplished by a private sector contractor.

I have proposed that the joint municipal authority should develop special visitor services at the Eastern trailhead. The services I propose may generate revenues that could defray long-term operational and maintenance costs of the joint municipal authority:

- a food service concession at the Eastern trailhead gateway facility;
- a short-term RV camp with hookups for electricity, potable water, and sewage;
- a walk-in campground with Appalachian shelters and plots for tent camping;
- basic and deluxe rental cabins;
- a performance/lecture stage for use in special events during which visitors would pay an entrance fee;
- public exhibition areas for use in special events during which visitors would pay an entrance fee.

Securing stable sources of revenue that will support operations of the joint municipal authority long-term will be crucial to the success of the Pike 2 Bike project. I seriously doubt whether the Fulton and Bedford County commissioners will ever raise taxes to meet long-term operational and maintenance costs of the Pike 2 Bike project. The visitor services I have proposed for the Eastern trailhead likely will generate modest revenues for the joint municipal authority. Revenues gained likely will exceed the costs that are incurred in offering these visitor services, including staffing and supply costs for the joint municipal authority; costs to pay any contractors who are engaged to offer certain services; and costs of maintaining facilities at the Eastern trailhead.

It is reasonable to think that revenues generated from visitor services I have described will meet operational and maintenance costs at the Eastern trailhead. In **Appendix D** there are projections of revenues that might be generated by hospitality services at the Eastern trailhead. Along with these projections there are estimates of monies that should be received by the joint municipal authority from hospitality services offered at the Eastern trailhead. If the joint municipal authority and concessionaires do good jobs of providing visitor services at the Eastern trailhead, then it is possible that revenues generated by these services may even help to defray other operational and maintenance costs of the joint municipal authority.



However, it is conceivable that the visitor services I have described will not generate enough revenues to make possible long-term offering of these services at the Eastern trailhead. That could be a possible outcome. Several factors could lead to failure. Huge increases in gasoline costs which inhibit tourist travel would be devastating not only to Eastern trailhead visitation, but the entire Pike 2 Bike corridor project. Mismanagement by the joint municipal authority also could doom the project.

There are risks in undertaking a project of this kind. But I believe that establishing the facilities I have described at the Eastern trailhead and related hospitality services could eventually deliver substantial long-term economic benefits in Fulton County. The establishment at the Eastern trailhead of flush toilet restrooms, some level of food service, and a small number of overnight accommodations likely will motivate a significant number of nonresident visitors to access the Pike 2 Bike trail in Fulton County. In contrast to the Western trailhead at Breezewood, the Eastern trailhead is a pretty place. Travelers who exit the Pennsylvania Turnpike at Fort Littleton will not encounter the congestion and traffic backups that motorists so often encounter in Breezewood. Knowledgeable nonresident visitors with enough free time will prefer to access the trail at the Eastern trailhead if flush toilet restrooms, food service, and desirable overnight accommodations are available there.

The flow of nonresident visitors toward the Eastern trailhead will increase if interesting special events are successfully conducted there. A lack of overnight accommodations nearby will initially make it infeasible to hold large special events at the Eastern trailhead. Initial special events at the Eastern trailhead should target as attendees people from the surrounding region and at most a few hundred nonresident visitors. Larger special events can be held later at the Eastern trailhead as new overnight accommodations are established along approach routes in Fulton County or in Breezewood. Successful special events should substantially stimulate development of overnight accommodations and other hospitality services along approaches to the Eastern trailhead.

A noticeable flow of nonresident visitors to the Eastern trailhead will support existing businesses in Fulton County and will stimulate development of new businesses. People will stop at places along the access routes and will spend money in Fulton County. With a sufficient flow of nonresident visitors it is reasonable to anticipate that new service businesses will be established in areas close to the Eastern trailhead.

The revenues which the joint municipal authority may collect from hospitality services offered at the Eastern trailhead certainly will not pay all of the long-term operational and maintenance costs that the authority must meet in order to keep the entire Pike 2 Bike project alive in the future. I have ideas concerning possible collaborations which could be pursued to keep the project viable long-term. That is a separate matter. I will gladly assist the Fulton County commissioners in addressing the larger funding problems if they first agree to pursue either this plan (or a modified version of this plan) which will establish basic destination services at the Eastern trailhead.

## CONCLUSION

Providing the destination services I have described at the Eastern trailhead will not create parity for Fulton County with Breezewood businesses. A disparity of hospitality services at the Western and Eastern trailheads will continue. Breezewood businesses will reap the lion's share of economic benefits from the Pike 2 Bike project. However, the facilities and services I have proposed for the Eastern trailhead likely will make it a destination for a significant number of nonresident visitors. Adoption of my plan will cause dollars of outside visitors to be spent in Fulton County. My plan is a reasonable approach for securing economic benefits and jobs from the project in Fulton County.

The facilities I have proposed for the Eastern trailhead can not meet every need of Pike 2 Bike visitors in Fulton County. Additional needs must be met by existing businesses and by newly established businesses. My plan will only establish a flow of nonresident visitors into Fulton County that will help businesses flourish.

There are people who strenuously oppose my development proposals for the Eastern trailhead. They maintain that private enterprise acting alone can meet all of the development needs at or near the Eastern trailhead. They contend that private sector businesses acting alone will generate plenty of economic benefits in Fulton County. Some claim that a public sector entity should never have a role in providing hospitality services, and that this function should only be undertaken by the private sector.

Don't be fooled by these ridiculous claims. Remember that within one mile of the Western trailhead there are over 20 hospitality businesses which collectively generate over \$80 million in annual revenues. In contrast, the Eastern trailhead is a relatively remote, undeveloped place and is 11 miles from the nearest Interstate interchange. There is no nearby sewage treatment plant where new businesses can pipe their sewage wastes. Establishing basic destination services at the Eastern trailhead will require public sector intervention. There are a number of county parks and state parks in Pennsylvania where the park authority has a role in offering overnight accommodations or food service. It is precisely due to the fact that many public parks are established in remote places that park authorities often have a role in providing food service and overnight accommodations.

It is a myth that simply redeveloping the abandoned turnpike into a Pike 2 Bike trail will quickly attract private sector businesses near the Eastern trailhead and along the approach routes to the Eastern trailhead. It is a myth that leaving development of visitor services entirely to the private sector will provide adequate restrooms, food service, and overnight accommodations near the Eastern trailhead. These essential services must be developed at the Eastern trailhead by the management authority of the Pike 2 Bike project. Special measures must be undertaken to give Fulton County an opportunity to realize benefits from this recreational project. If decision makers in Fulton County are not willing to establish any special facilities and basic visitor services at the Eastern trailhead, then I would advise them not to participate in the Pike 2 Bike project.

## FOOTNOTES

[1] I submitted twelve pages of comments on the Pike 2 Bike Economic Impact Study to the Bedford County Planning office on April 2, 2014. For the Fulton County Planning Commission on April 16, 2014 I submitted a two-page critique of the process to estimate economic impacts of the Pike 2 Bike project. On April 23, 2014 I submitted a one-page statement to the Bedford County Planning Commission about Fourth Economy's economic impact study, plus a two-page outline of serious methodology issues concerning Fourth Economy's economic impact study.

[2] It is possible to hold short-term concerts or gatherings which are attended by large numbers of nonresident visitors if many port-a-potties are temporarily brought to an event location, and if some kind of food service also is temporarily provided at the event location. Examples of short-term mass events held in rural locations include the Woodstock music festival and Rainbow Gatherings. But no attraction will become a long-term destination for significant numbers of nonresident visitors unless flush toilet restrooms, some level of food service, and overnight accommodations are in place at or near the attraction. Dr. Al Graefe, a professor in the Penn State Department of Recreation, Park, and Tourism Management confirmed this assertion in a telephone conversation I had with him on April 14, 2014.

[3] In April of 2014 I personally interviewed owners of properties located along Pump Station Road in Taylor Township to determine whether they might have an interest in opening their residences to outside visitors as Bed and Breakfast homes. Not one property owner showed any interest in operating a Bed and Breakfast. The views of Barbara Hyle, who owns a large home at 1955 Pump Station Road, typified the attitudes toward the Pike 2 Bike project expressed by the other owners of large homes I spoke to. Although Mrs. Hyle is not opposed to the Pike 2 Bike project, she has no interest in converting her home into a B & B. My survey disclosed only one property along Pump Station Road which possibly might be converted into a B & B. This is a property at 2564 Pump Station Road which currently being offered for sale. It is owned by Kenneth E. Stake.

[4] In my conversations with Don Schwartz about the Pike 2 Bike project during 2012 and 2013 he never disclosed in a straightforward manner his opinions about how he believes the Pike 2 Bike corridor should be developed. But during the summer and fall of 2013 Mr. Schwartz made it clear to me that there is no need for the joint municipal authority to establish flush toilet restrooms, food service, and overnight accommodations at the Eastern trailhead. In an exchange I had with Mr. Schwartz at his office on April 11, 2014, he told me that he believes private enterprise acting alone can meet all of the needs for hospitality services in Fulton County, and he expressed outright opposition to my development proposals for the Eastern trailhead.

- FOOTNOTES -

[5] Prior to April 2, 2014, I repeatedly stressed to Don Schwartz and to the people at Fourth Economy Consulting the critical need for the economic impact study to evaluate economic impacts of establishing flush toilet restrooms, food service, and overnight accommodations at the Eastern trailhead. Although I was told that these matters could not be addressed in the economic impact study due to the input-output model being used, Chrystal Alexander informed me that an economic impact study could address these matters if a different computer model is used.

[6] The barriers and disincentives that likely will impede private enterprise from establishing flush toilet restrooms, food service, and overnight accommodations at the Eastern trailhead are as follows --

\* In contrast to the Western trailhead which is located within one mile of two Interstate interchanges and within one mile of more than 20 existing hospitality businesses which generate over \$80 million in annual revenues, the Eastern trailhead is located at least ten miles away from the nearest Interstate interchange, is undeveloped, and is without any hospitality businesses in its vicinity.

\* While Breezewood hospitality businesses derive revenues from expenditures made by a substantial flow of travelers which continues 24 hours a day over all twelve months of the year, in Fulton County there is no constant flow of travelers close to the Eastern trailhead each day during all twelve months of the year. This will create a much narrower window for hospitality services to make money at the Eastern trailhead than is possible for Breezewood hospitality businesses.

\* It is difficult for nonresident visitors to access the Eastern trailhead. Due to its remote location, it is easy for nonresident visitors to miss turns they must make to reach the Eastern trailhead.

\* Whereas Breezewood businesses are served by a sewage treatment plant, there is no sewage treatment plan located near the Eastern trailhead. Sewage disposal is a significant cost for many businesses in remote areas and often deters the establishment of businesses.

\* There is a lack of available capital to develop new businesses in Fulton County. Several people who own businesses in Breezewood are millionaires and have capital to develop new businesses that can offer products or services to visitors who access the Bike 2 Bike trail at the western trailhead.

\* In the face of well-established hospitality businesses in Breezewood, and considering all of the other factors I mentioned, no sane entrepreneur will attempt to establish public restrooms, food service businesses, and overnight accommodations near the Eastern trailhead unless the joint municipal authority is substantially involved in developing facilities at the Eastern trailhead which are used to provide these visitor services.

- FOOTNOTES -

[7] It is common sense that a dollar spent by a nonresident visitor in Fulton County alternatively could have been spent in Bedford County, and visa-versa. It is common sense that each dollar spent in one county is lost by the economy of the other county. Insofar as nonresident visitors of the Pike 2 Bike trail spend all of their dollars in Fulton County and not in Bedford County, this represents a loss of potential direct spending in Bedford County.

[8] Other people might propose different development priorities for the Eastern trailhead than the priorities that I offer. Other people might propose either fewer or more stages of development than I propose in this plan. The most important thing is to break down the development challenges at the Eastern trailhead into manageable steps that can reasonably be accomplished over time with available funding sources.

[9] A delicatessen can operate with less staff than many other types of food service operations. This will be an important factor early during the establishment of food service at the Eastern trailhead if customers are not numerous and business is irregular. As visitation increases at the Eastern trailhead and business picks up, more staff can be added if the kitchen has sufficient size and equipment to allow an increase in the food service operation. In addition to a dining room adjacent where the deli counter is situated, a multi-purpose room in the trailhead gateway facility could be used for food service. This room should also be easily accessed by employees of the food service operation. If there are enough customers, food service in this second could involve a sit-down café with waiters or banquets.

[10] For example, Long's Park Amphitheater Foundation plans performances and runs events at an amphitheater in an 80-acre city park in Lancaster, Pa.

[11] If -- (1) picnic tables are placed beneath a 12 foot eave that overhangs the western side of the trailhead gateway facility, and;  
(2) the picnic tables are arrayed along 75 feet of the western wall of the trailhead gateway facility under the shelter of the overhanging eave, and;  
(3) the picnic tables are oriented so that the table ends face the performance stage (giving people who sit on each side of a table a good view of the stage), and;  
(4) 8-foot ADA accessible picnic tables are acquired which enable a person in a wheelchair to face the stage while sitting at the end of the table closest to the wall of the trailhead gateway facility, and;  
(5) three people can comfortably sit on each side of every picnic table and one person can sit at the end of every picnic table that is closest to the western wall of the trailhead gateway facility, and;  
(6) allowing for 40-inch aisles on each side of every picnic table and a total bench to bench cross width of each picnic table of 58 inches;  
(7) then a total of nine picnic tables can be placed underneath the overhanging eave along the western side of the trailhead gateway, thereby affording good viewing seats for 63 attendees of any performance held on the facing stage.

- FOOTNOTES -

[12] Seats at the picnic tables might be reserved in advance, with tickets issued at the entrance gate to attendees who pay an extra premium to sit at a specific picnic table. By assigning a number to each picnic table and affixing plaques on the table to designate each seat at the table, attendees will be able to locate the appropriate table and seat which appears on his or her entrance ticket.

[13] This is a very rough estimate which is based only on a walk I took around the western side of the former Cove Valley Plaza after I noted measurements of the area with a tape measure. This rough estimate is not based on calculations of the amount of space that each performance attendees is likely to occupy.

[14] In the summer of 2013 I walked the abandoned turnpike from Pump Station Road to the far side of the former Cove Valley Plaza and took careful measurements of all paved surfaces with a tape measure. On the basis of these measurements and specifications of standard-size parking spaces for different kinds of motor vehicles, I determined that 26 motorcoach/bus/RV parking spaces and 111 passenger car parking spaces could be established on the abandoned roadway between Pump Station Road and the former Cove Valley Plaza. I determined that an additional 26 car parking spaces and 11 additional motorcoach/bus/RV parking spaces could be established within the former Cove Valley Plaza. Construction of these parking lots would establish 137 total parking spaces for passenger cars or motorcycles at the Eastern trailhead and 37 total parking spaces for large RVs, buses and motor coaches at the Eastern trailhead.

[15] This estimate is based on full capacity use of 237 total passenger car/motorcycle parking spaces and full capacity use of 37 total parking spaces for large RVs, buses, and motor coaches.

[16] This estimate is based on the more modest vehicle occupancy assumptions I mention and is also based on full capacity use of 237 total passenger care/motorcycle parking spaces and full capacity use of 37 total parking spaces for large RVs, buses, and motor coaches.

[17] Please refer to maps which accompany this plan to determine the position of the RV camping area which I am proposing to establish between Pump Station Road and Little Egypt Road. It may be feasible to establish more than 50 RV camping sites along this stretch of abandoned turnpike.

[18] Since a sewer line must be placed between the Eastern trailhead gateway facility and the sewage treatment plant that I propose to site about half way between Pump Station Road and Little Egypt Road, consequently it would be feasible to provide sewer hookups at RV camping sites established along the sewer line. A potable water line might be extended from the Eastern trailhead gateway facility to the RV camping area. Since an overhead electric power line must be established to power the sewage treatment plant, it will therefore be possible to provide electricity hookups RV campers.

**- FOOTNOTES -**

[19] Four cabins may be rented for overnight stays in Tohickon Valley Park, Bucks County. Eight overnight cabins are available for rental in Carbon County at Mauch Chunk Lake Park. Two overnight cottages may be rented at Two Mile Run County Park in Venango County.

- APPENDIX A -

POSSIBLE STAGES OF EASTERN TRAILHEAD DEVELOPMENT

S T A G E	ACTIONS	POSSIBLE FUNDING SOURCES	TIMING
1	<p><b>* Erect the basic structure of a one-story Eastern trailhead gateway facility (interior supporting members, exterior walls, roof, doorways, and windows).</b></p> <p>* Only one corner portion of the facility interior would be finished in Stage 1 to establish an office with electricity and lights.</p> <p>* The rest of the facility interior would remain unfinished until Stage 2 and 3.</p> <p>* In Stage 1 water and sewage pipes would be installed beneath the floor and in interior walls (for later connection of toilets and fixtures).</p> <p>* The office within the facility would serve as a base for directing all construction operations in the redevelopment phase while the abandoned turnpike is converted into a recreational trail/greenway.</p> <p>* The office within the facility would serve as the long-term headquarters for the joint municipal authority (or the entity that Fulton and Bedford County commissioners create to redevelop and manage the Pike 2 Bike corridor).</p> <p>* During redevelopment of the abandoned turnpike the unfinished portion of the facility interior can be used as a secure overnight storage location for construction materials and construction equipment.</p>	<p>* Corporate sponsor or philanthropist who receives naming rights for the entire facility in exchange for funding.</p> <p>* Corporate sponsors or philanthropists who receive naming rights for individual rooms within the facility in exchange for funding.</p> <p>* DCNR (C2P2) grants - Community Recreation and Conservation Program.</p> <p>* DCNR (C2P2) grants - Pennsylvania Recreational Trails Program.</p> <p>* DCED grants - Act 13 of 2012 Greenways, Trails, and Recreation Program.</p> <p>* DCED grants - H2O PA-Water Supply, Sanitary Sewer and Storm Water Projects.</p> <p>* DCED grants - PA Small Water and Sewer Projects.</p>	<p>Construction of the basic structure of a gateway facility at the Eastern trailhead should be the first task undertaken during redevelopment of the abandoned turnpike. Establishing a gateway facility at the Eastern trailhead should precede all paving work, tunnel work, and bridge work at the abandoned turnpike corridor.</p>



S T A G E	ACTIONS	POSSIBLE FUNDING SOURCES	TIMING
2	<p><b>* Establish a water supply system to deliver potable water to the Eastern trailhead gateway facility.</b></p> <p>* Likely this will involve establishing (1) a well or wells that yield a sufficient supply of potable water for uses at the trailhead gateway facility, for showers located at a future campground, and for water uses at future nearby cabins; (2) a water tower/tank to hold a supply of water that can meet all of these needs; (3) pipe connections between the well(s) and the water tower/tank; (4) pipe connections between the water tower/tank and the Eastern trailhead gateway facility; (5) pump mechanisms; (6) water treatment equipment and a related facility where water will be purified for human consumption.</p>	<p>* DCED grants – H20 PA-Water Supply, Sanitary Sewer and Storm Water Projects.</p> <p>* DCED grants – PA Small Water and Sewer Projects.</p> <p>* PENNVEST grants – Water Supply and Wastewater Infrastructure Program.</p> <p>* PENNVEST loans – Drinking Water State Revolving Fund-transient non-community water systems.</p>	<p>Ideally a water supply system for the Eastern trailhead gateway facility would be completed prior to official ribbon cutting for the Pike 2 Bike trail. But it may take more time to secure financing and to complete this work.</p>
2	<p><b>* Establish a sewage system to transport and treat all wastewater generated at the Eastern trailhead.</b></p> <p>* The system will involve (1) a sewage treatment plant; (2) an interceptor between the sewage treatment plant and the Eastern trailhead gateway facility; (3) a pump mechanism to transport sewage eastward across and beneath Station Road to the sewage treatment plant; (4) construction of a sewage treatment plant within the section of abandoned turnpike corridor between Pump Station Road and Little Egypt Road. [See following item about acquisition of this property by the joint municipal authority from the Pennsylvania Turnpike Commission.]</p>	<p>* DCED grants – H20 PA-Water Supply, Sanitary Sewer and Storm Water Projects.</p> <p>* DCED grants – PA Small Water and Sewer Projects.</p> <p>* DCED grants – Water Supply and Wastewater Infrastructure Program.</p> <p>* PENNVEST loans – Clean Water State Revolving Fund.</p> <p>* PENNVEST Growing Greener loans and grants.</p>	<p>Ideally a sewage system that connects the Eastern trailhead gateway facility with the sewage treatment plant would be in place by the ribbon cutting ceremony for the Pike 2 Bike trail. But it may take more time to do all of this work.</p>

S T A G E	ACTIONS	POSSIBLE FUNDING SOURCES	TIMING
2	<p><b>* Arrange the conveyance to the joint municipal authority from the Pennsylvania Turnpike Commission of abandoned turnpike corridor between Pump Station Road and Little Egypt Road</b> to establish (1) a site for a sewage treatment plant, and a future site for (2) spillover Eastern trailhead automobile parking; (3) short-term RV camping sites; and (4) a possible FEMA/PEMA pre-disaster storage depot where equipment, vehicles and supplies for can be stored for use in national emergencies.</p>	<p>* Nominal cost conveyance from the Pennsylvania Turnpike Commission along with other land to establish the Pike 2 Bike project. * DCNR (C2P2) grants – Community Recreation and Conservation Program.</p>	<p>This tract is needed prior to opening of the Eastern trailhead gateway facility in order to treat sewage generated at the facility.</p>
2	<p><b>* Arrange the conveyance to the joint municipal authority from the Pennsylvania Turnpike Commission of a 1.25 acre tract immediately west of Pump Station Road and immediately south of the abandoned turnpike corridor to establish a safe vehicular entrance ramp from Pump Station Road to the Eastern trailhead gateway facility and the trailhead parking area.</b></p>	<p>* Pursue conveyance of this tract at a nominal cost from the Pennsylvania Turnpike Commission along with conveyances of other Pike 2 Bike properties. * DCNR (C2P2) grants – Community Recreation and Conservation Program.</p>	<p>An entrance ramp in this tract will allow construction vehicles to safely access the corridor during its redevelopment as a trail.</p>
2	<p><b>* Arrange the conveyance to the joint municipal authority from the Pennsylvania Turnpike Commission of a 69.67 acre tract located immediately East of Pump Station Road and south of the abandoned turnpike corridor for future development of overnight cabins for establishment of a nature park.</b></p>	<p>* Pursue conveyance of this tract at a nominal cost from the Pennsylvania Turnpike Commission along with conveyances of other Pike 2 Bike properties. * DCNR (C2P2) grants – Community Recreation and Conservation Program.</p>	<p>Seek to package this tract with other properties conveyed by the Turnpike Commission to the joint municipal authority.</p>

S T A G E	ACTIONS	POSSIBLE FUNDING SOURCES	TIMING
2	<p><b>* Apply new pavement to create an access route from Pump Station Road into and out of the Eastern trailhead, plus apply new pavement to create parking areas for the Eastern trailhead.</b></p>	<p>* DCNR (C2P2) grants - Community Recreation and Conservation Program.            * DCNR (C2P2) grants – Pennsylvania Recreational Trails Program.            * DCED grants – Act 13 of 2012 Greenways, Trails, and Recreation Program.</p>	<p>Establish access routes in and out of the Eastern trailhead and trailhead parking areas prior to the official opening of the Pike 2 Bike trail.</p>

S T A G E	ACTIONS	POSSIBLE FUNDING SOURCES	TIMING
2	<p><b>* Establish working public restrooms with flush toilets at the Eastern trailhead gateway facility; these public restrooms should be capable of accommodating large numbers of visitors.</b></p> <p>* The supply of public toilets is a factor that limits the number of visitors who will go to a destination. In order for Fulton County to attract large numbers of nonresident visitors to park at the Eastern trailhead and to spend dollars in Fulton County, there must be public restrooms established at the Eastern trailhead gateway facility with a large number of flush toilets. Many nonresident visitors will not access the trail at the Eastern trailhead if only composting toilets or port-a-potties are available there. Flush toilets are needed to capture many visitors.</p> <p>* To handle hundreds of visitors each day the women’s restroom should have more than one wheelchair handicapped stall; more than one ambulatory accessible stall; and at least 15 regular stalls.</p> <p>* To handle hundreds of visitors each day the men’s restroom should have more than one wheelchair handicapped stall; more than one ambulatory stall; 6 more or regular stalls; and at least 10 urinals.</p>	<p>* Corporate sponsor or philanthropist who receives naming rights for the entire facility in exchange for funding.</p> <p>* DCNR (C2P2) grants - Community Recreation and Conservation Program.</p> <p>* DCNR (C2P2) grants – Pennsylvania Recreational Trails Program.</p> <p>* DCED grants – Act 13 of 2012 Greenways, Trails, and Recreation Program.</p> <p>* DCED grants – H2O PA-Water Supply, Sanitary Sewer and Storm Water Projects.</p> <p>* DCED grants – PA Small Water and Sewer Projects.</p>	<p>Public restrooms with flush toilets should be ready for use at the Eastern trailhead when the ribbon is cut to open the Pike 2 Bike trail. Without a large supply of public restrooms available at the Eastern trailhead, few nonresident visitors will access the trail from the Fulton County end.</p>

S T A G E	ACTIONS	POSSIBLE FUNDING SOURCES	TIMING
2	<p><b>* Establish a commercial kitchen and a dining room at the Eastern trailhead gateway facility; this operation should be capable of serving food to hundreds of visitors per day.</b></p> <p>* The availability of wholesome food is a factor that determines the number of visitors who will go to a destination. In order to capture nonresident visitors who will drive to the Eastern trailhead and spend their dollars in Fulton County, some level of food service must be available there which is superior to vending machines.</p> <p>* A profitable food service operation must conform to the unique circumstances of the Eastern trailhead. During the colder months of the year it is probable that not enough visitors will come to the Eastern trailhead to justify conducting a food service operation there. During months with higher visitation a delicatessen with over-the-counter service of food and drink -- plus a dining area with self-seating -- probably would be the best option.</p> <p>* It is likely that restaurant food service with waiters will rarely, if ever, be feasible at the Eastern trailhead.</p>	<p>* Corporate sponsor or philanthropist who receives naming rights for the entire facility in exchange for funding.</p> <p>* Corporate sponsors or philanthropists who receive naming rights for the dining room within the facility in exchange for funding.</p> <p>* DCNR (C2P2) grants - Community Recreation and Conservation Program.</p> <p>* DCNR (C2P2) grants -- Pennsylvania Recreational Trails Program.</p> <p>* DCED grants -- Act 13 of 2012 Greenways, Trails, and Recreation Program.</p> <p>* DCED grants -- H2O PA-Water Supply, Sanitary Sewer and Storm Water Projects.</p> <p>* DCED grants -- PA Small Water and Sewer Projects.</p>	<p>Some level of food service should be available at the Eastern trailhead when the ribbon is cut to open the Pike 2 Bike trail.</p>

S T A G E	ACTIONS	POSSIBLE FUNDING SOURCES	TIMING
2	<p><b>* Establish a power line from the closest existing electrical line near Pump Station Road to a sewage treatment plant located in the abandoned turnpike corridor midway between Pump Station Road and Little Egypt Road.</b></p> <p>* A sewage treatment plant for the Eastern trailhead can not operate without grid-supplied electrical power. A power line must be established which connects the sewage treatment plant with the closest nearby power line.</p>	<p>* DCNR (C2P2) grants - Community Recreation and Conservation Program.</p> <p>* DCNR (C2P2) grants – Pennsylvania Recreational Trails Program.</p> <p>* DCED grants – Act 13 of 2012 Greenways, Trails, and Recreation Program.</p> <p>* DCED grants – H2O PA-Water Supply, Sanitary Sewer and Storm Water Projects.</p> <p>* DCED grants – PA Small Water and Sewer Projects.</p> <p>* DCED grants – Water Supply and Wastewater Infrastructure Program.</p> <p>* PENNVEST loans – Clean Water State Revolving Fund.</p>	<p>Ideally a sewage system that connects the Eastern trailhead gateway facility with a sewage treatment plant would be in place by the ribbon cutting ceremony for the Pike 2 Bike trail. But it may take more time to do all of this work, including the establishment of a power line connection to the sewage treatment plant.</p>

Substantial progress to establish visitor services at the Eastern trailhead should be evident when the ribbon is cut to officially open the Pike 2 Bike trail for public visitation. If at this point no visitor services are in place at the Eastern trailhead, then the official opening of the corridor will signify that Fulton County is unable to realize economic benefits from the trail while Breezewood businesses are in a position to immediately reap virtually all of the economic benefits from the trail. To be fair to Fulton County, it should be a serious objective of the Pike 2 Bike project to unveil an operational Eastern trailhead gateway facility with flush toilets and food service by ribbon cutting time. Although funding and development issues a trailhead gateway facility may delay achievement of this objective, a substantial Eastern trailhead gateway facility that is capable of providing visitor services should be near completion by ribbon cutting time.

The authority that develops and manages the abandoned turnpike corridor must be supported by sources of revenue. One possible revenue source could involve conducting special events at the corridor. Visitors might be required to pay an entrance fee prior to entering the corridor to attend these events. The situation of the Eastern trailhead (particularly the layout of the former Cove Valley Plaza) can be used to conduct special events. Improvements could be made during Stage 3 to facilitate the holding of special events at the Eastern trailhead.

S T A G E	ACTIONS	POSSIBLE FUNDING SOURCES	TIMING
3	<p><b>* Construct a performance stage along the western edge of the former Cove Valley Plaza.</b></p> <p>* A roof should be erected over the stage to shield performers from precipitation. On each wing of the stage side structures also should be established to provide dressing rooms and equipment storage space.</p>	<p>* Corporate sponsor or philanthropist who receives naming rights for this performance facility in exchange for funding.</p> <p>* DCNR (C2P2) grants - Community Recreation and Conservation Program.</p> <p>* DCNR (C2P2) grants – Pennsylvania Recreational Trails Program.</p> <p>* DCED grants – Act 13 of 2012 Greenways, Trails, and Recreation Program.</p>	<p>Develop this facility as soon as possible after the Pike 2 Bike trail is officially open for recreational use.</p>
3	<p><b>* Establish a nonprofit corporation to organize and conduct special events at the Eastern trailhead.</b></p> <p>* A nonprofit corporation typically is established to undertake development and management of most county or municipal facilities that are used as performing arts centers, outdoor amphitheaters, or for public exhibitions.</p>	<p>* Corporate sponsor or philanthropist who receives naming rights for the performance facility in exchange for funding.</p>	<p>Establish this corporation prior to construction of the stage and the performance facility.</p>

S T A G E	ACTIONS	POSSIBLE FUNDING SOURCES	TIMING
3	<p><b>* Place picnic tables under an eave of the trailhead gateway facility.</b></p> <p>* These picnic tables should be arrayed along the western side of the trailhead gateway facility, facing the stage. Seats at the picnic tables will provide good vantage points to view performances. Seats at the picnic tables will command the highest prices during performances due to the good viewing points, plus the shelter provided by the overhanging eave, and the close proximity of a kitchen in the trailhead gateway facility (which would make possible at-table food service by waiters).</p> <p>* When stage performances are not being held at the Eastern trailhead, any trail visitor can use the picnic tables at no cost to eat a meal or to rest.</p>	<p>* Corporate sponsor or philanthropist who receives naming rights for the performance facility in exchange for funding.</p> <p>* DCNR (C2P2) grants - Community Recreation and Conservation Program.</p> <p>* DCNR (C2P2) grants - Pennsylvania Recreational Trails Program.</p> <p>* DCED grants - Act 13 of 2012 Greenways, Trails, and Recreation Program.</p>	<p>Place picnic tables along the west side of the trailhead gateway facility as soon as possible after the official opening of the Pike 2 Bike trail for recreational use.</p>
3	<p><b>* Erect high fencing and gates flanking the Eastern trailhead gateway facility.</b></p> <p>* The purpose of the fencing and gates would be to funnel all visitors through a single entrance gateway where entrance fees can be collected during special events.</p> <p>* When special events are not being held, the gates on either side of the gateway facility would be left open during daylight hours. This will allow all visitors to access the Pike 2 Bike trail without payment of an entrance fee.</p>	<p>* Corporate sponsor or philanthropist who receives naming rights for the performance facility in exchange for funding.</p> <p>* DCNR (C2P2) grants - Community Recreation and Conservation Program.</p> <p>* DCNR (C2P2) grants - Pennsylvania Recreational Trails Program.</p> <p>* DCED grants - Act 13 of 2012 Greenways, Trails, and Recreation Program.</p>	<p>Establish the fencing and the gates as soon as possible after the Pike 2 Bike trail officially opens for recreational use.</p>



S T A G E	ACTIONS	POSSIBLE FUNDING SOURCES	TIMING
3	<p><b>* Finish the interior and install exterior doors of a large multiple use room in the Eastern trailhead gateway facility.</b></p> <p>* Possible uses for this room could involve exhibitions, meetings, and either restaurant style dining or banquets.</p>	<p>* Corporate sponsor or philanthropist who receives naming rights for the entire gateway facility in exchange for funding.</p> <p>* Corporate sponsor or philanthropist who receives naming rights for this multi-use room in exchange for funding.</p> <p>* DCNR (C2P2) grants - Community Recreation and Conservation Program.</p> <p>* DCNR (C2P2) grants – Pennsylvania Recreational Trails Program.</p> <p>* DCED grants – Act 13 of 2012 Greenways, Trails, and Recreation Program.</p>	<p>Complete and open this room for public use as soon as possible after the Pike 2 Bike trail officially opens for recreational use.</p>

S T A G E	ACTIONS	POSSIBLE FUNDING SOURCES	TIMING
4	<p><b>* Apply new pavement on a portion of the abandoned turnpike corridor immediately east of Pump Station Road to establish an overflow car parking lot for the Eastern trailhead.</b></p>	<p>* DCNR (C2P2) grants - Community Recreation and Conservation Program.                      * DCNR (C2P2) grants – Pennsylvania Recreational Trails Program.                      * DCED grants – Act 13 of 2012 Greenways, Trails, and Recreation Program.</p>	<p>Complete this work in conjunction with work to establish short-term RV camping sites between Pump Station Road and Little Egypt Road.</p>
4	<p><b>* Establish 30 to 50 short-term RV camping sites along the abandoned turnpike corridor between the overflow car parking lot and the sewage treatment plant (within the section of abandoned turnpike between Pump Station Road and Little Egypt Road).</b></p> <p>* The RV camping sites would have electrical, sewer, and water hookups.                      * During normal operation of the Pike 2 Bike trail, the RV camping sites would be available to all overnight visitors.                      * During special events the RV camping sites could be reserved by exhibitors or performers.                      * During national emergencies, the RV camping sites could be used by emergency response personnel.                      * Assuming a maximum occupancy of four persons for each RV site, there could be up to 120 overnight visitors with 30 sites or 200 overnight visitors with 50 sites.</p>	<p>* DCNR (C2P2) grants - Community Recreation and Conservation Program.                      * DCNR (C2P2) grants – Pennsylvania Recreational Trails Program.                      * DCED grants – Act 13 of 2012 Greenways, Trails, and Recreation Program.                      * DCED grants – H2O PA-Water Supply, Sanitary Sewer and Storm Water Projects.                      * DCED grants – PA Small Water and Sewer Projects.                      * FEMA/PEMA preparedness (non-disaster) grants -- Emergency Management Performance Grants.</p>	<p>RV camping sites will facilitate the holding of special events at the Eastern trailhead (particularly exhibition events), since many special event exhibitors prefer to overnight in recreational vehicles.</p>

S T A G E	ACTIONS	POSSIBLE FUNDING SOURCES	TIMING
5	<p><b>* Construct a walk-in campground immediately north of the trailhead gateway facility in the abandoned turnpike corridor.</b></p> <p>* Campground accommodations could feature 7 Adirondack shelters that sleep 6 visitors each; 1 Adirondack shelter that sleeps 30 visitors; and 7 tent pitching sites that could each sleep 6 visitors, and could collectively accommodate a maximum of 114 walk-in campers.</p> <p>* The campground should have a shower facility.</p> <p>* Restroom facilities for walk-in campers could be provided at the trailhead gateway facility.</p>	<p>* DCNR (C2P2) grants - Community Recreation and Conservation Program.</p> <p>* DCNR (C2P2) grants – Pennsylvania Recreational Trails Program.</p> <p>* DCED grants – Act 13 of 2012 Greenways, Trails, and Recreation Program.</p>	<p>Since creating a walk-in campground involves less expense and financial risk than creating rental cabins, this probably should be the next step in establishing overnight accommodations.</p>
6	<p><b>Construct an access road into the northern portion of the 69.67-acre tract that is located immediately east of Pump Station Road and immediately south of the abandoned turnpike; also establish a sewer line and an electrical parallel to this road.</b></p> <p>* The sewer line that runs along the access road is to be connected to the main interceptor which runs from the Eastern trailhead gateway facility to the sewage treatment plant.</p>	<p>* DCNR (C2P2) grants - Community Recreation and Conservation Program.</p> <p>* DCNR (C2P2) grants – Pennsylvania Recreational Trails Program.</p> <p>* DCED grants – Act 13 of 2012 Greenways, Trails, and Recreation Program.</p> <p>* DCED grants – H2O PA-Water Supply, Sanitary Sewer and Storm Water Projects.</p> <p>* DCED grants – PA Small Water and Sewer Projects.</p>	<p>These are preliminary steps to the construction of cabins in the 67.5 acre tract.</p>

S T A G E	ACTIONS	POSSIBLE FUNDING SOURCES	TIMING
6	<p><b>* In the northern portion of the 69.67 acre tract, construct 3 basic and 2 deluxe cabins along an access road.</b></p> <p>* These cabins should all have beds, electricity, a bathroom, a shower, a working fireplace, and chairs plus other furnishings.</p> <p>* Deluxe cabins could also have carpeting, climate-controlled air, better furnishings, and possibly also a kitchen with a stove and a refrigerator.</p>	<p>* DCNR (C2P2) grants - Community Recreation and Conservation Program.</p> <p>* DCNR (C2P2) grants -- Pennsylvania Recreational Trails Program.</p> <p>* DCED grants -- Act 13 of 2012 Greenways, Trails, and Recreation Program.</p>	<p>Construct only 5 cabins at a time in order to assess the success of cabin rentals. If there is demand for additional cabins, construct them in later stages.</p>
6	<p><b>* In the southern portion of the 69.67 acre tract, construct a trail system with bridges to establish a nature park.</b></p> <p>* Establishing additional attractions at the Eastern trailhead will help to draw nonresident visitors to access the Pike 2 Bike trail from the Eastern trailhead in Fulton County. A beautiful nature park will give nonresident visitors a reason to overnight at the Eastern trailhead.</p>	<p>* DCNR (C2P2) grants - Community Recreation and Conservation Program.</p> <p>* DCNR (C2P2) grants -- Pennsylvania Recreational Trails Program.</p> <p>* DCED grants -- Act 13 of 2012 Greenways, Trails, and Recreation Program.</p>	<p>This action should have a lower priority than actions with establish essential visitor services at the Eastern trailhead.</p>
6	<p><b>* Arrange the conveyance to the joint municipal authority from the Pennsylvania Turnpike Commission of a tract that intersects the abandoned turnpike approximately 400 feet east of the Sideling Hill tunnel east portal, and that intersects Pump Station Road 1.4 miles south of the abandoned turnpike corridor.</b></p> <p>* This tract is a narrow corridor that comprises the route of the South Penn Railroad; it was never developed.</p>	<p>* DCNR (C2P2) grants - Community Recreation and Conservation Program.</p> <p>* DCNR (C2P2) grants -- Pennsylvania Recreational Trails Program.</p> <p>* DCED grants -- Act 13 of 2012 Greenways, Trails, and Recreation Program.</p>	<p>Acquisition of this property is a preliminary step to development of a branch trail along that will intersect with the Pike 2 Bike trail.</p>

S T A G E	ACTIONS	POSSIBLE FUNDING SOURCES	TIMING
7	<p><b>* Construct a trail along the former South Penn Railroad corridor from Pump Station Road to the Pike 2 Bike trail.</b></p> <p>* Establishing a trail along this corridor will enable visitors to undertake loop excursions at the Eastern end of the Pike 2 Bike trail.</p> <p>* The three legs of a loop excursion starting at a point 400 feet east of the Eastern portal of the Sideling Hill tunnel would involve (1) traveling upon a trail along the former South Penn Railroad corridor (approximately 1 ½ to 2 miles); (2) traveling upon Pump Station Road (1.4 miles); traveling upon the Pike 2 Bike trail (about ¾ mile)</p> <p>* Establishing additional attractions east of Sideling Hill tunnel will help to draw nonresident visitors to access the Pike 2 Bike trail at the Eastern trailhead in Fulton County. The availability of loop excursions at a trailhead is a factor that increases visitation at a trailhead.</p>	<p>* DCNR (C2P2) grants - Community Recreation and Conservation Program.</p> <p>* DCNR (C2P2) grants -- Pennsylvania Recreational Trails Program.</p> <p>* DCED grants – Act 13 of 2012 Greenways, Trails, and Recreation Program.</p>	<p>This action should have a lower priority than actions with establish essential visitor services at the Eastern trailhead.</p>
7	<p><b>* Construct a “Housekeeping” building west of the former Cove Valley Plaza on the north side of the abandoned turnpike corridor.</b></p> <p>* In this building there would be coin-operated washing machines and dryers for the use of campers.</p> <p>* This building would also be the base for all janitorial and housekeeping services undertaken by staff of the joint municipal authority or by contractors at Eastern trailhead facilities.</p>	<p>* DCNR (C2P2) grants - Community Recreation and Conservation Program.</p> <p>* DCNR (C2P2) grants -- Pennsylvania Recreational Trails Program.</p> <p>* DCED grants – Act 13 of 2012 Greenways, Trails, and Recreation Program.</p>	<p>This is a lower priority action that eventually must be undertaken in order to serve visitors and to properly maintain Eastern trailhead facilities.</p>

S T A G E	ACTIONS	POSSIBLE FUNDING SOURCES	TIMING
7	<p><b>* Construct a garage west of the former Valley Plaza on the north side of the abandoned turnpike corridor.</b></p> <p>* Vehicles owned by the joint municipal authority and contractors would be parked in this garage.</p>	<p>* DCNR (C2P2) grants - Community Recreation and Conservation Program.</p> <p>* DCNR (C2P2) grants – Pennsylvania Recreational Trails Program.</p> <p>* DCED grants – Act 13 of 2012 Greenways, Trails, and Recreation Program.</p>	<p>This is a lower priority action that eventually must be undertaken to properly protect vehicles owned by the joint municipal authority and contractors.</p>
8	<p><b>* In the northern portion of the 69.67 acre tract, construct additional cabins along the access road.</b></p> <p>* These cabins should all have beds, electricity, a bathroom, a shower, a working fireplace, and chairs plus other furnishings.</p> <p>* Deluxe cabins could also have carpeting, climate-controlled air, better furnishings, and possibly a kitchen with a stove, microwave oven, and a refrigerator.</p>	<p>* DCNR (C2P2) grants - Community Recreation and Conservation Program.</p> <p>* DCNR (C2P2) grants – Pennsylvania Recreational Trails Program.</p> <p>* DCED grants – Act 13 of 2012 Greenways, Trails, and Recreation Program.</p>	<p>The number of cabins constructed will depend on funding availability and an assessment of demand for additional cabin rentals.</p>
9	<p><b>* Establish special event exhibition stations on the portion of abandoned turnpike that is not paved as a trail between the former Cove Valley Plaza and Sideling Hill tunnel.</b></p> <p>* During special events, exhibitors would be assigned a specific station where they would set up their wares or exhibits.</p> <p>* Exhibitor stations should be paved. Ideally these stations would also have water, sewage, and electrical hookups.</p>	<p>* DCED grants – Act 13 of 2012 Greenways, Trails, and Recreation Program.</p> <p>* DCED grants – H2O PA-Water Supply, Sanitary Sewer and Storm Water Projects.</p> <p>* DCED grants – PA Small Water and Sewer Projects.</p>	<p>This is a lower priority action; however this would enable the joint municipal authority to conduct large scale exhibitions at the eastern trailhead.</p>

S T A G E	ACTIONS	POSSIBLE FUNDING SOURCES	TIMING
10	<p><b>* Establish a gated compound for exclusive use by PEMA and FEMA personnel to the east of the sewage treatment plant in the section of abandoned turnpike corridor between Pump Station Road and Little Egypt Road.</b></p> <p>* This compound could be used by PEMA and FEMA (1) as a long-term storage depot for equipment, supplies, trailers, and vehicles for use in national emergencies; (2) as a rendezvous and logistics location for emergency response personnel during national emergencies; (3) as a base of operations for conducting large-scale emergency response exercises that take place along the abandoned turnpike between Breezewood and this location.</p> <p>* Establishing a gated compound at this location is a good idea because -- (1) emergency vehicles traveling eastbound or westbound on the Pennsylvania Turnpike can access this location by exiting from the turnpike to the Sideling Hill Visitor Plaza, and then proceeding on an employee access road, North Hess Road, and Pump Station Road (a distance of less than two miles); (2) the location near the juncture of I-70 and the Pennsylvania Turnpike is an ideal marshalling, training and logistics center for emergency responders who may respond to a national disaster or an attack on Washington D.C., Baltimore, Philadelphia, or Pittsburgh.</p>	<p>*FEMA/PEMA preparedness (non-disaster) grants -- Emergency Management Performance Grants. *FEMA/PEMA National Special Security Event Grant Program.</p>	<p>This is not a high priority action; However it would constitute a productive and wise use of property in the future. It could establish a useful role for the abandoned turnpike in national emergencies and during training exercises for emergencies.</p>

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S T A G E	ACTIONS	POSSIBLE FUNDING SOURCES	TIMING
10	<p><b>* Construct a one-floor hostel in the northern portion of a wooded 69.67 acre tract that is located immediately east of Pump Station Road and immediately south of the abandoned turnpike.</b></p> <p>* The hostel would provide inexpensive overnight accommodations for people of all ages. Hostels traditionally have been patronized primarily by young people. Recently, however, hostels have increasingly served elderly people and even families.</p> <p>* A hostel has dormitory-style separate sleeping accommodations which are segregated by sex; a common room; restrooms and showers. Many hostels have a common kitchen which any visitor can use to prepare meals.</p> <p>* Hostels are operated as franchises of Hostelling International, a nonprofit corporation.</p>	<p>* A philanthropist who supports hostelling and the development of a hostel along the Pike 2 Bike trail and the Pennsylvania cross-state S Route for bicycling.</p> <p>* DCNR (C2P2) grants - Community Recreation and Conservation Program.</p> <p>* DCNR (C2P2) grants - Pennsylvania Recreational Trails Program.</p> <p>* DCED grants - Act 13 of 2012 Greenways, Trails, and Recreation Program.</p>	<p>This is not a high priority action; However, it would be a worthwhile action to pursue after the Pike 2 Bike trail is successfully attracting a significant number of nonresident visitors, and after a supply of revenue generating overnight accommodations are constructed and are operational at the Eastern trailhead.</p>



The official Site of

# Blackwater Falls State Park



## Cabins:

Situated in a lovely wooded area about one mile from the lodge are 26 year-round vacation cabins. They are all made with handsome wood-paneled walls, stone fireplaces and forced air furnaces for year-round comfort. Each cabin has a bath with shower and is completely furnished.

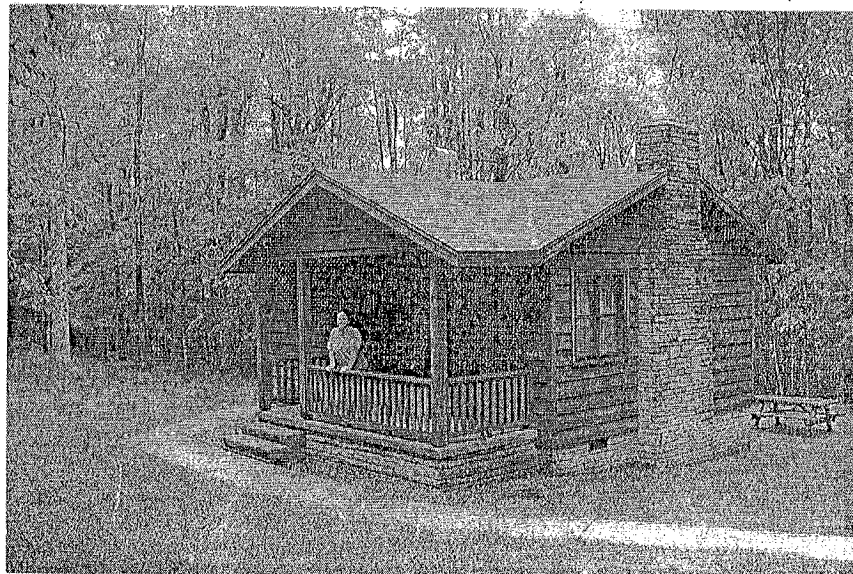
An additional 13 deluxe cabins are situated on the north side of the park. These cabins are all four bedroom units. There are 39 total cabins at Blackwater Falls State Park. For [cabin bedding arrangements click here](#)

Blackwater Falls State Park offers three (3) pet friendly cabins available on a first-come, first-served basis. Please call for details.

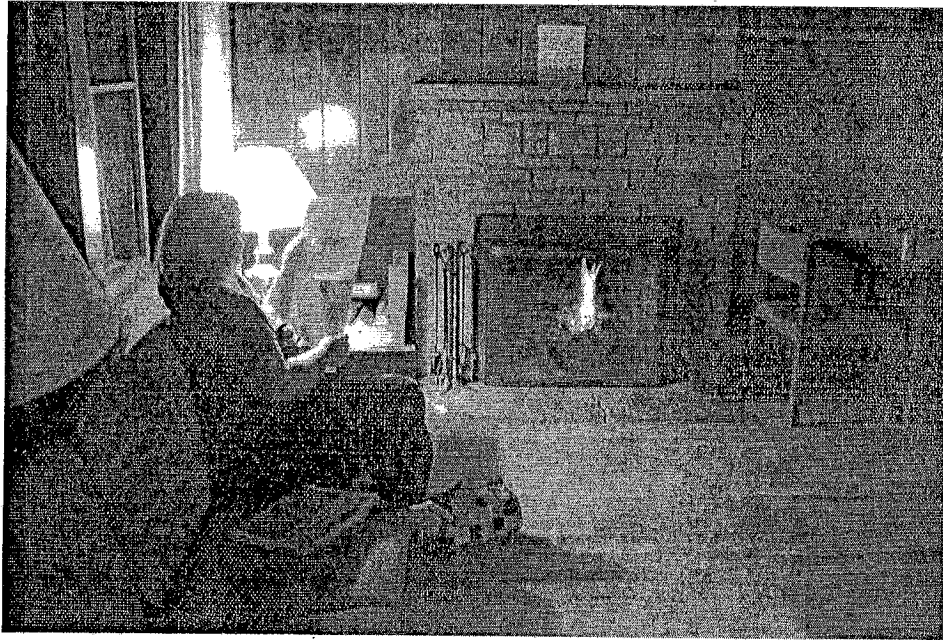
[Click here for Cabin rates.](#)

Cabins at Blackwater Falls are completely furnished for housekeeping. They must be reserved for a minimum of one week during the summer, beginning the second Monday in June through mid-August\* Before and after the summer season, cabins may be rented by the day, two-day weekend or longer.

- Check-in 4pm/ check out 10am
- Cots/Cribs available for a fee, see [rate chart](#)
- Sorry, pets not permitted in cabins other than designated pet friendly cabins.
- Reservations accepted up to one year in advance
- Major credit cards accepted
- Senior Citizen's Discounts available
- Winter and spring packages available



- APPENDIX B -



**Blackwater Falls Cabin**

by Ffex ★

Photography / People & Portraits / Other ©2012

Blackwater Falls State Park, Davis, WV 26260

Ranked #2 of 4 Specialty lodging in Davis | 89 reviews

"Great place to stay!" 03/03/2014 | "Nice place overall - Room a bit la..." 02/16/2014

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Filter photos by All (52)

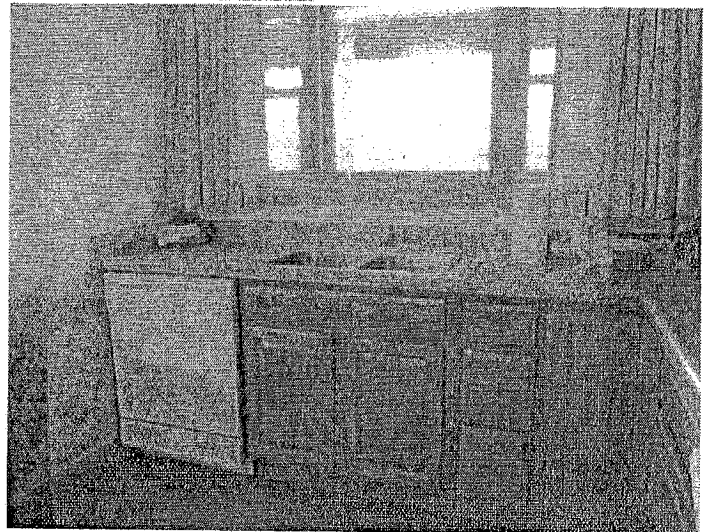


Rate:

Report as inappropriate

Cabin Interior (DeeDee003, Jul 2013)

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Rate:

Report as inappropriate

Cabin Kitchen (DeeDee003, Jul 2013)  
The New Cabins Are Wonderful !

## - APPENDIX B -

Blackwater Falls State Park, Davis, WV 26260

Ranked #2 of 4 Specialty lodging in Davis | 89 reviews

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Filter photos by All (52)



Rate:

## Cabins at Virginia State Parks

[Cabins](#) | [Campgrounds](#) | [Rates and fees](#) | [Reservations](#) | [Cancellation](#) | [Transfers](#) | [Cabin layouts](#) | [Cabin offerings and seasons](#) | [Make a reservation](#) | [Contact Info](#)

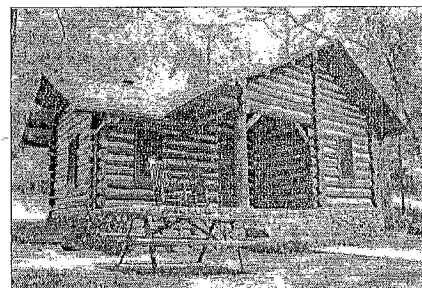
Forget your worries at a cozy state park cabin

Virginia State Parks provide comfortable and economical overnight accommodations. There are more than 300 cozy, climate-controlled cabins of various sizes throughout the state. Many cabins are available year round. If you want to get away from the hustle and bustle of modern-day life, you can't beat a Virginia State Park cabin.

Please [click here](#) for cabin rental rates. [Click here](#) to check on availability and to reserve online or call 800-933-7275 Monday through Friday, 9 a.m. to 5 p.m.

Cabins and family lodges

Cabin sizes and sleeping arrangements vary by park. Climate-controlled cabins are available at:



Blue Ridge

Claytor Lake State Park Dublin, VA 24084

Hungry Mother State Park Marion, VA 24354

Central Virginia

Bear Creek Lake State Park Cumberland, VA 23040

James River State Park Gladstone, VA 24553

Smith Mountain Lake State Park Huddleston, VA 24104

Twin Lakes State Park Green Bay, VA 23942

Chesapeake Bay

Belle Isle State Park Lancaster, VA 22503

Westmoreland State Park Montross, VA 22520

Eastern Shore

Kiptopeke State Park Cape Charles, VA 23310

Hampton Roads

Chippokes Plantation State Park Surry, VA 23883

First Landing State Park Virginia Beach, VA 23451

Heart of Appalachia

Breaks Interstate Park Breaks, VA 24607

Natural Tunnel State Park Duffield, VA 24244

Southwest Virginia Museum Big Stone Gap, VA 24219

Northern Virginia

Lake Anna State Park Spotsylvania, VA 22551

Shenandoah Valley

Douthat State Park Millboro, VA 24460

Shenandoah River State Park Bentonville, VA 22610

Southern Virginia

Fairy Stone State Park Stuart, VA 24171

Occoneechee State Park Clarksville, VA 23927

Staunton River State Park Scottsburg, VA 24589

[Click here](#) for photos of Virginia State Park cabins, which vary greatly from park to park. Note that not all of the cabins pictured on Flickr may be rented. Many are historical features.

## - APPENDIX B -

All cabins have kitchens and bathrooms. Furnishings and equipment include simple furniture, microwave, refrigerator, oven, dishes, cooking utensils, silverware, kitchen towels and glassware. Bath towels and bedroom linens, including mattress covers, pillows, blankets, sheets and pillow cases, also are included.

All cabins except those at Chippokes Plantation State Park and Twin Lakes State Park's Hill Lodge and Martin Cottage have fireplaces. Cabins at Smith Mountain Lake have wood stoves.

Between Memorial Day and Labor Day, the cabin rental period is one week. If available, cabins may be rented for less than a week during this period up to 30 days prior to the desired dates. There is a two-night minimum stay. During this season, cabin rentals for less than a week's stay within the 30-day window cannot be reserved online. Call the Customer Service Center Monday through Friday, 9 a.m. to 5 p.m., at (800) 933-7275 for help.

## Cabins & Cottages at Ohio State Parks

Want to commune with nature but not interested in tent camping? A cottage or cabin may be the perfect fit for you. A variety of accommodations are available ranging from preferred cottages with private bed and bathrooms, kitchen, and TV to rustic camper cabins with cots or bunks.

### Cottages

Family & Preferred Cottages

Woodburner Cottages

Basic Cottages

Accessible Cottages

Family Cottages offer the feel of home in a natural setting. These cottages sleep up to 6 with 2 private bedrooms and a sleeper sofa. The floorplan includes a full-equipped kitchen, furnished living room, bathroom with shower, and screened porch.

All Family Cottages have color TV, and most offer cable or satellite reception.

These cottages are available year-round.

All are heated and most have A/C

Bed, bath and kitchen linens, dishes and cookware are provided.

Daily housekeeping service is NOT available.

Preferred Cottages have all the features of family cottages and also offer gas log fireplaces, and VCRs and/or DVD players.

#### Rates

Rates vary based on location, season, and amenities and are subject to an online reservation fee. Check online for current rates at your favorite park.

Family Cottages: \$60 - \$219

Preferred Cottages: \$65 - \$310

Deluxe Cottages (4 Bedroom): \$180 - \$470

Basic Cottages feature semi-private sleeping facilities and modern conveniences at value prices.

Most floorplans include a complete kitchen, bathroom with shower, and furnished living and dining areas with TV

Standard cottages are heated, and are available spring, summer and fall.

Some locations provide bed, bath and kitchen linens as well as dishes and cookware. Check reservation details

Daily housekeeping service is NOT available.

#### Rates

Rates vary based on location, season, and amenities and are subject to an online reservation fee. Check online for

Basic Cottages: \$60 - \$139

- APPENDIX B -

Accessible Cottages offer special accessible features including entrance ramps, wider thresholds, kitchen and bathroom fixtures that allow extra room to maneuver a wheelchair.

Dillon and Lake Hope in southeast Ohio and Buck Creek in southwest Ohio offer a limited number of accessible cottages with special features throughout, including modified kitchen appliances and bathroom fixtures.

Select cottages at the resort parks, including Deer Creek, Hueston Woods, Shawnee and Maumee Bay, along with Burr Oak in southeast Ohio, have been modified for accessibility, with wider entrances along with kitchen and restroom facilities with appliances and fixtures that are convenient for persons with impaired mobility.

Some of the cottages at Deer Creek, Mohican, Punderson and Salt Fork have ramps for easier entry, but do not offer accessible features inside.

The numbers of accessible cottage units are limited, and the accessible features they offer may vary. Select an accessible cottage at the time of reservation.

## ***TOHICKON VALLEY PARK, POINT PLEASANT, PA.***

### ***Cabins\*\****

At Tohickon Valley Park, Point Pleasant, there are several cabins available for your camping convenience. **All prices are subject to a 6% sales tax**

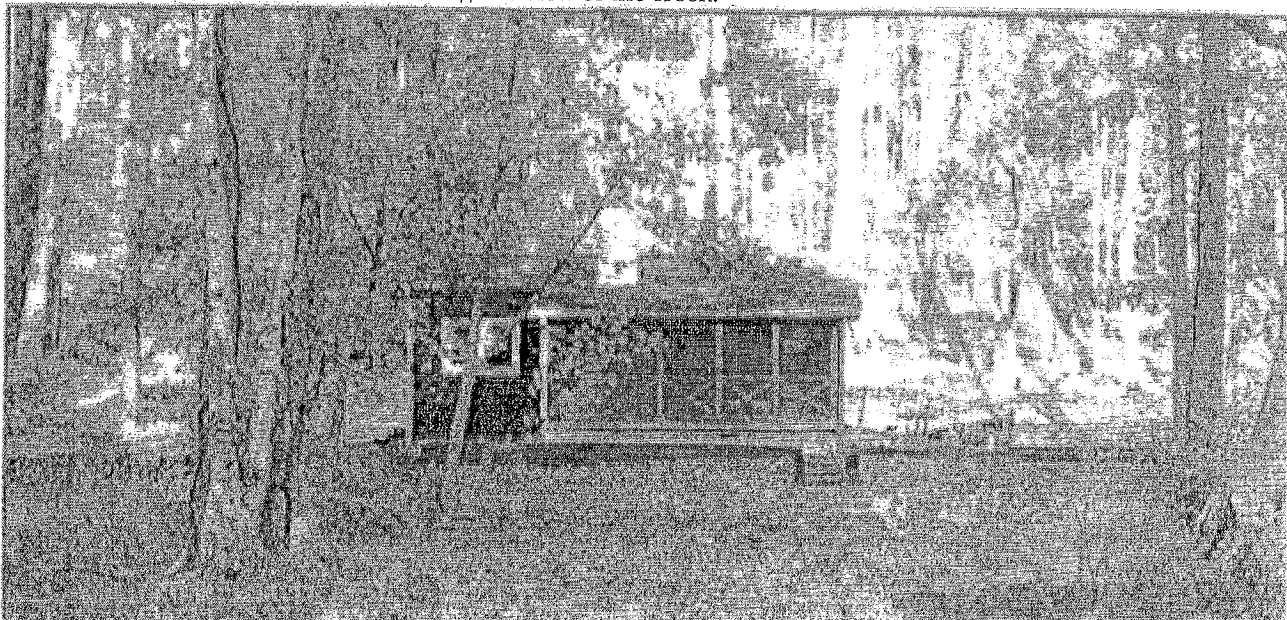
<b>Bucks County Resident</b>	<b>Weekly Rental</b>	<b>Weekend Rental</b>	<b>Additional Night</b>
Cabin # 1 (primitive) (sleeps 4)	\$100	\$50	\$ 17
Cabin # 2 (primitive) (sleeps 4)	\$115	\$65	\$22
Cabin # 3 (modern) (sleeps 6)	\$240	\$120	\$40
Cabin # 4 (modern) (sleeps 8)	\$295	\$150	\$50
<b>Bucks County Non-Resident</b>	<b>Weekly Rental</b>	<b>Weekend Rental</b>	<b>Additional Night</b>
Cabin # 1 (primitive) (sleeps 4)	\$150	\$80	\$29
Cabin # 2 (primitive) (sleeps 4)	\$220	\$130	\$45
Cabin # 3 (modern) (sleeps 6)	\$345	\$185	\$60
Cabin # 4 (modern) (sleeps 8)	\$450	\$270	\$88

Week = Memorial Day to Labor Day

Weekend = Except Memorial Day to Labor Day

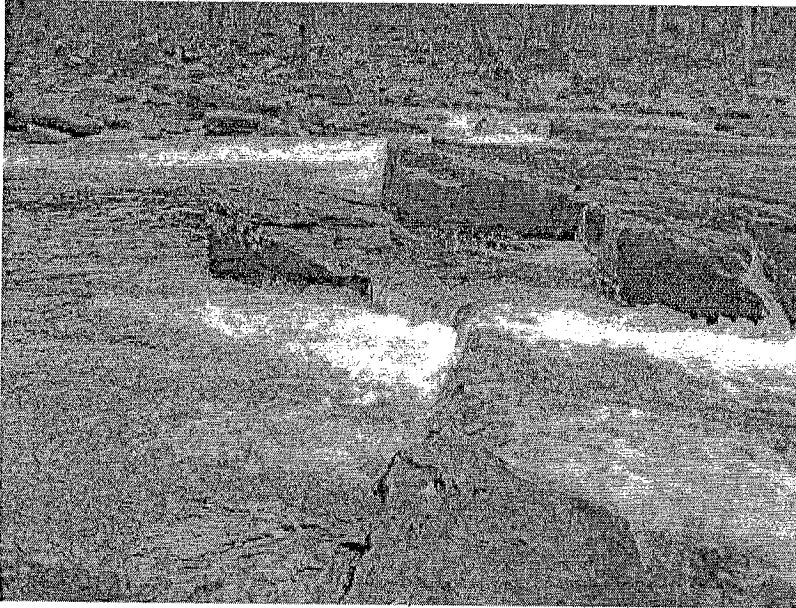
Additional Night = Weekend rentals only

This cabin has a great view of the creek.



- APPENDIX B -

## Tohickon Valley Park Point Pleasant, PA



In this 612-acre Bucks County park, you'll find 22 family campsites, two group sites and four cabins. Tohickon Creek runs through the park -- Tohickon means "Deer Bone Creek" in the Lenape language. There is a pool for swimming which is only open during the summer (check with the park for the exact dates).

This cabin is not directly on the creek but it has a great front porch. For rental information [Click Here](#)



- APPENDIX C -

## HOSTELS

Hostels provide friendly, inexpensive overnight accommodations for travelers. Hostelling International hostels assure travelers the utmost in quality standards including cleanliness, security and service.

Hostels offer dormitory-style rooms with separate quarters for men and women. Some hostels also have private family and couples rooms. All hostels provide a blanket and pillow. Linens are often included in the price, or available for rental.

Most hostels offer fully equipped self-service kitchens or cafeterias, dining areas, secure storage and common rooms for relaxing and socializing with other travelers. Some hostels have laundry facilities, travel libraries and concierge service. There are a few that even have hot tubs, swimming pools, barbecues and an ocean at its front door. Most urban hostels have secure 24-hour access and are handicapped accessible.

Our mission is "to help all, especially the young, gain a greater understanding of the world and its people through hostelling." The mission is accomplished through our extensive network of hostels offering a wide-range of programs and activities.

[Click Here](#) to view the video "What's a Hostel".

[Click here](#) to view the hostel FAQ.

### Hostel Guidelines

Each hostel in the HI-USA network follows a set of guidelines for a safe, comfortable experience and enjoyable stay.

A Government-issued driver's license or photo-ID is required at check-in.

HI membership is required of all guests. Guests without a membership have the option of either purchasing a full annual membership, or a temporary membership for the duration of their stay.

For the safety and comfort of their guests, hostels may refuse service to anyone for valid, nondiscriminatory reasons.

Neither HI-USA hostels nor hostel managers assume responsibility for theft or loss of personal property on hostel premises.

Hostels primarily serve educational and recreational travelers and may uniformly choose not to accept guests who live in the immediate area.

Hostels provide an alcohol and smoke-free environment; a designated smoking area may be provided.

Animals, excluding service animals, are not permitted. A parent, legal guardian or an adult leader of an organized group, such as a Girl Scout troop, church group or similar such organization, must accompany all hostel guests under 18 years of age.

Respect and tolerance for other guests is expected.

Criminal offences such as: consumption of illegal drugs, substance abuse, theft/stealing, vandalism/destruction of public property, gambling, fighting, and any other forms of criminal act or behavior not stated here; will be reported to the police.

### Quality Standards

Hostelling International's Assured Quality Standards program means you can rely on a consistent level of services and facilities wherever you stay.

- APPENDIX C -

## HOSTELS

The requirements of the Assured Quality Standards are checked through regular visits to hostels by the HI Standards team. Hostels are not given advance warning of a visit - so our inspectors have exactly the same experience as you! In addition, we conduct regular "mystery shopper" programs with budget travelers - these programs check that quality and customer service standards are met.

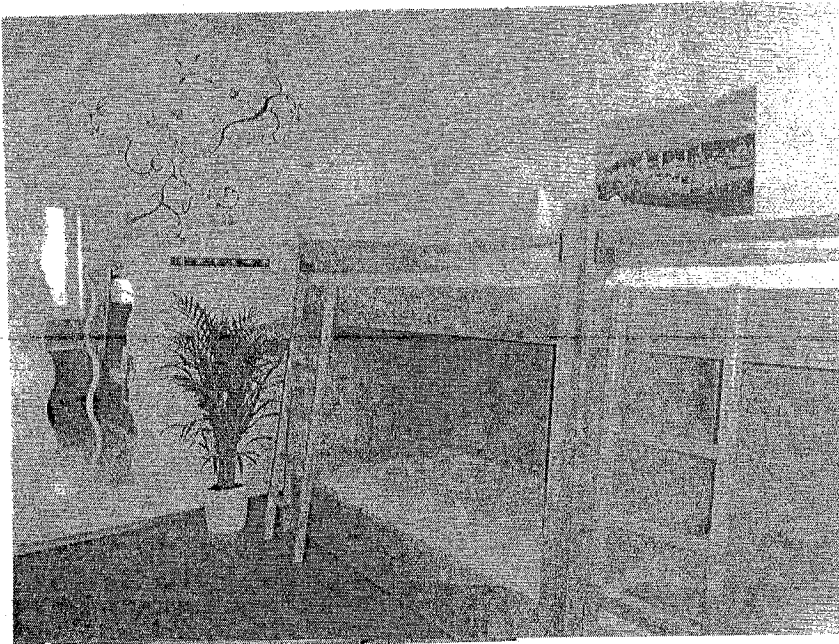
**Welcome** - hostels are open to all. You can join if you are not already a member, and you can make advance reservations. Plus you will have access to essential facilities if the hostel closes for a period during the day.

**Comfort** - a good night's sleep including a freshly-laundered linen (some international hostels may charge a small laundry fee along with the overnight charge), and sufficient washing/shower facilities. Some meals are available, along with self-catering facilities and a food store onsite or close by.

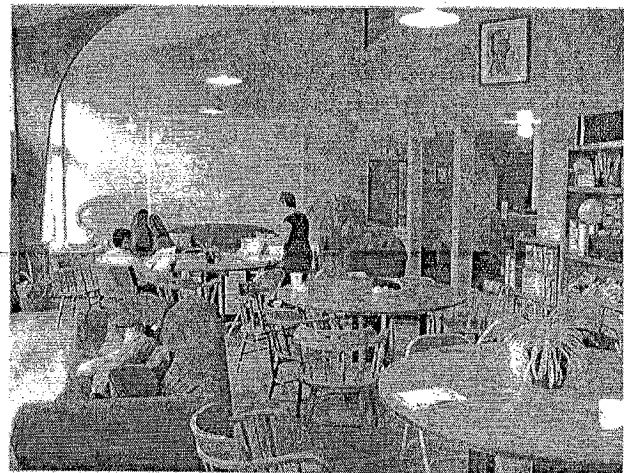
**Cleanliness** - the highest standards of hygiene wherever you travel.

**Security** - for you and your possessions, including lockers for luggage and valuables.

**Privacy** - in showers, washing areas and toilets. Most hostels provide single sex dormitories - although if requested a mixed sex dormitory may be offered to people traveling together. Private rooms are also available at many locations and can be reserved in advance.



HI-Austin, Austin, Texas





- APPENDIX C -

## HOSTELS



## REVENUES WHICH MAY BE CREATED BY EASTERN TRAILHEAD HOSPITALITY SERVICES

### 1. FOOD SERVICE CONCESSION AT THE EASTERN TRAILHEAD— REVENUES FROM ROUTINE SERVICE

Projections here are of revenues that could be generated by routine over-the-counter delicatessen service of food and drink to customers who seat themselves in a dining room. The range of gross receipt projections which follows is based on an assumption that the deli food concession operation will operate from 9 a.m. to 9 p.m. each day between May 1 and the end of October. Each dollar estimate is based on a total of 180 service days at the indicated daily average of customers served. For each projection I have also calculated the revenue that would be remitted if the concession agreement requires the concessionaire to give 5% of gross receipts to the joint municipal authority.

----- gross receipts from food and drink sales -----

Average purchase amount per customer	Average of 50 customers per day	Average of 100 customers per day	Average of 200 customers per day	Average of 400 customers per day
\$5.00	\$45,000 (5% = \$2,250)	\$90,000 (5% = \$4,500)	\$180,000 (5% = \$9,000)	\$360,000 (5% = \$18,000)
\$7.50	\$67,500 (5% = \$3,375)	\$135,000 (5% = \$6,750)	\$270,000 (5% = \$13,500)	\$540,000 (5% = \$27,000)
\$10.00	\$90,000 (5% = \$4,500)	\$180,000 (5% = \$9,000)	\$360,000 (5% = \$18,000)	\$720,000 (5% = \$36,000)

- APPENDIX D -

**2. FOOD SERVICE CONCESSION REVENUES DURING SPECIAL EVENTS HELD AT THE EASTERN TRAILHEAD**

Projections here are of revenues that could be generated by food and drink service provided by waiters hired by the concessionaire to attendees of performances which take place on a stage near the trailhead gateway facility. Waiters would take orders and then deliver food and drink to attendees who are seated between the stage and the trailhead gateway facility. The range of gross receipt projections which follows is based on an assumption that outdoor food service provided for attendees will occur during performances held on each of six special event days. Each dollar estimate is based on a total of 6 service days at the indicated average of customers served. For each projection I have also calculated the revenue that would be remitted if the concession agreement requires the concessionaire to give 5% of gross receipts to the joint municipal authority.

----- gross receipts from food and drink sales -----

Average purchase amount per customer	Average of 50 customers per day	Average of 100 customers per day	Average of 200 customers per day	Average of 400 customers per day
\$5.00	\$1500 (5% = \$75)	\$3,000 (5% = \$150)	\$6,000 (5% = \$300)	\$12,000 (5% = \$600)
\$7.50	\$2,250 (5% = \$112.50)	\$4,500 (5% = \$225)	\$9,000 (5% = \$450)	\$18,000 (5% = \$900)
\$10.00	\$3,000 (5% = \$150)	\$6,000 (5% = \$300)	\$12,000 (5% = \$600)	\$24,000 (5% = \$1,200)

- APPENDIX D -

**3. SPECIAL EVENT GATE REVENUES**

Projections here are of gate receipts that could be generated by three two-day special events held at the Eastern trailhead between the trailhead gateway facility and Sideling Hill tunnel. The range of projections which follows is based on assumptions that each special event day will involve a public exhibition with exhibitor stations established on lanes of the abandoned turnpike, and also performances or lectures which take place on a stage that faces the west side of the trailhead gateway facility. Each dollar estimate is based on a total of six special event days which attract the indicated attendance levels on the basis of a specified per person entrance fee. Gate receipts would be collected by the joint municipal authority and would help pay for operations and maintenance activities of the authority.

<b>Gate Fee</b>	<b>Gate receipts @ 500 attendees</b>	<b>Gate receipts @ 1,000 attendees</b>	<b>Gate receipts @ 1,500 attendees</b>	<b>Gate receipts @ 2,000 attendees</b>
\$5	\$2,500	\$5,000	\$7,500	\$10,000
\$10	\$5,000	\$10,000	\$15,000	\$20,000
\$15	\$7,500	\$15,000	\$22,500	\$30,000
\$20	\$10,000	\$20,000	\$30,000	\$40,000

- APPENDIX D -

**4. SPECIAL EVENT EXHIBITOR REVENUES**

Projections here are of special event exhibitor fees that could be collected by the joint municipal authority in three two-day special events held at the Eastern trailhead between the trailhead gateway facility and Sideling Hill tunnel. The range of projections which follows is based on assumptions that each special event day will involve a public exhibition with exhibitor stations established on lanes of the abandoned turnpike. Each dollar estimate is based on a total of six special event days which attract the indicated number of exhibitors at the specified exhibitor fees. Exhibitor fees would be collected by the joint municipal authority and would help pay for operations and maintenance activities of the authority.

Fees paid by exhibitors	25 exhibitors	50 exhibitors	75 exhibitors	100 exhibitors	125 exhibitors	150 exhibitors
\$10	\$250	\$500	\$750	\$1,000	\$1,250	\$1,500
\$20	\$500	\$1,000	\$1,500	\$2,000	\$2,500	\$3,000
\$30	\$750	\$1,500	\$2,250	\$3,000	\$3,750	\$4,500
\$40	\$1,000	\$2,000	\$3,000	\$4,000	\$5,000	\$6,000
\$50	\$1,250	\$2,500	\$3,750	\$5,000	\$6,250	\$7,500
\$60	\$1,500	\$3,000	\$4,500	\$6,000	\$7,500	\$9,000
\$70	\$1,750	\$3,500	\$5,250	\$7,000	\$8,550	\$10,500
\$80	\$2,000	\$4,000	\$6,000	\$8,000	\$10,000	\$12,000
\$90	\$2,250	\$4,500	\$6,750	\$9,000	\$11,250	\$13,500
\$100	\$2,500	\$5,000	\$7,500	\$10,000	\$12,500	\$15,000

- APPENDIX D -

**5. REVENUES FROM SHORT-TERM RV CAMPING SITES**

Projections here are of revenues that the joint municipal authority might collect from people who camp in RVs or trailers at sites to be established on lanes of the abandoned turnpike between Pump Station Road and Little Egypt Road. It is likely that most RV camping will occur between May 1 and November 1, with the greatest demand for sites during the warmer months. Although from 30 to 50 RV sites might be established with hookups, it is unlikely that there will be full occupancy of all sites over the 180-day period. The revenue estimates which follow are based on different rates of occupancy over the entire 180-day period and assume a \$40 per day rental charge for occupancy of each RV camping site. Revenue estimates are offered for average occupancy rates of between 2 and 15 RV sites within the campground over the entire 180-day period. The \$40 per day rental fee that the joint municipal authority would assess for each RV camping site is based on the fee which DCNR charges for rental of RV camping sites in Pennsylvania State parks.

<b>AVERAGE NUMBER OF DAILY RV SITE RENTALS IN THE CAMPGROUND OVER 180 DAYS</b>	<b>GROSS REVENUES FROM RENTAL OF RV CAMPING SITES OVER A 180-DAY PERIOD @ \$40 PER DAY RENTAL CHARGE AT EACH SITE</b>
2 RENTED RV SITES/DAY.	\$14,400
5 RENTED RV SITES/DAY.	\$36,000
10 RENTED RV SITES/DAY.	\$72,000
15 RENTED RV SITES/DAY.	\$108,000

- APPENDIX D -

**6. REVENUES FROM WALK-IN CAMPING SITES**

Projections here are of revenues that the joint municipal authority might collect from people who camp at a walk-in campground to be established in a wooded area of the abandoned turnpike corridor immediately north of the proposed Eastern trailhead gateway facility. It is likely that most walk-in camping will occur between May 1 and November 1, with the greatest demand for sites during the warmer months. Campground accommodations could feature 7 Adirondack shelters that sleep 6 visitors each; 1 Adirondack shelter that sleeps 30 visitors; and 7 tent pitching sites that could each sleep 6 visitors. Altogether the campground could accommodate a maximum of 114 walk-in campers each day. However, it is unlikely that there will be full occupancy of all sites over the entire 180-day period between May 1 and November 1. The revenue estimates which follow are based on different rates of occupancy over the entire 180-day period and assume different rental charges for occupancy of sites as indicated.

Seven Adirondack shelters each with a maximum overnight sleeping capacity of 6 visitors.		One Adirondack shelter with a maximum overnight sleeping capacity of 30 visitors.		Seven tent pitching sites each with a maximum overnight sleeping capacity of 6 visitors	
Average number of daily shelter rentals over 180-day Period.	Revenues @ \$21 per day charge for rental of these Adirondack Shelter.	Number of days during 180-day period when this large Adirondack shelter is rented.	Revenues @ \$150 per day charge for rental of this large Adirondack shelter over 180-day period.	Average number of tent pitching sites rented daily over 180-day period.	Revenues @ \$19 per day charge for rental of each tent pitching site over 180-day period.
2 rented shelters/day.	\$7,560	15 days.	\$2,700	2 rented sites/day.	\$6,840
3 rented shelters/day.	\$11,340	40 days.	\$7,200	3 rented sites/day.	\$10,260
4 rented shelters/day.	\$15,120	60 days.	\$10,800	4 rented sites/day.	\$13,680
Note: \$21 per day shelter rental charge is based on Pa. state park rental of similar assets.		Note: \$150 per day shelter rental charge is based on rental fees for large shelters in other states.		Note: \$19 per day tent site rental charge is based on Pa. state park rental of similar assets.	

- APPENDIX D -

**7. REVENUES FROM BASIC CABIN RENTALS**

Projections here are of revenues that the joint municipal authority might collect from people who rent basic cabins to be established along the northern edge of the 69.67-acre tract which is located east of Pump Station Road and south of the abandoned turnpike. It is likely that most cabin rentals will occur between May 1 and November 1, with the greatest demand occurring during the warmer months. Basic cabins would have electricity; bunk beds; a fireplace or a gas heater for heat; an indoor restroom and a shower, chairs and other basic furnishings, and would sleep six people. The principal variables affecting cabin revenue projections are the number of cabins that will be put into operation; the number of days during the May 1 to November 1 period when the cabins are rented; and the cabin rental charges. Up to ten basic cabins might eventually be constructed in the 69.67-acre tract. However, it is unlikely that there will be full occupancy of all sites over the entire 180-day period between May 1 and November 1. The revenue estimates which follow are based on different rates of occupancy over the entire 180-day period at different rental charges.

Average number of basic cabins rented each day over 180-day period.	Revenues @ \$40 per day charge for rental of basic cabins.	Revenues @ \$60 per day charge for rental of basic cabins.	Revenues @ \$80 per day charge for rental of basic cabins.
2 rented cabins/day.	\$14,400	\$21,600	\$28,800
4 rented cabins/day.	\$28,800	\$43,200	\$59,600
6 rented cabins/day.	\$43,200	\$64,800	\$86,400



- APPENDIX D -

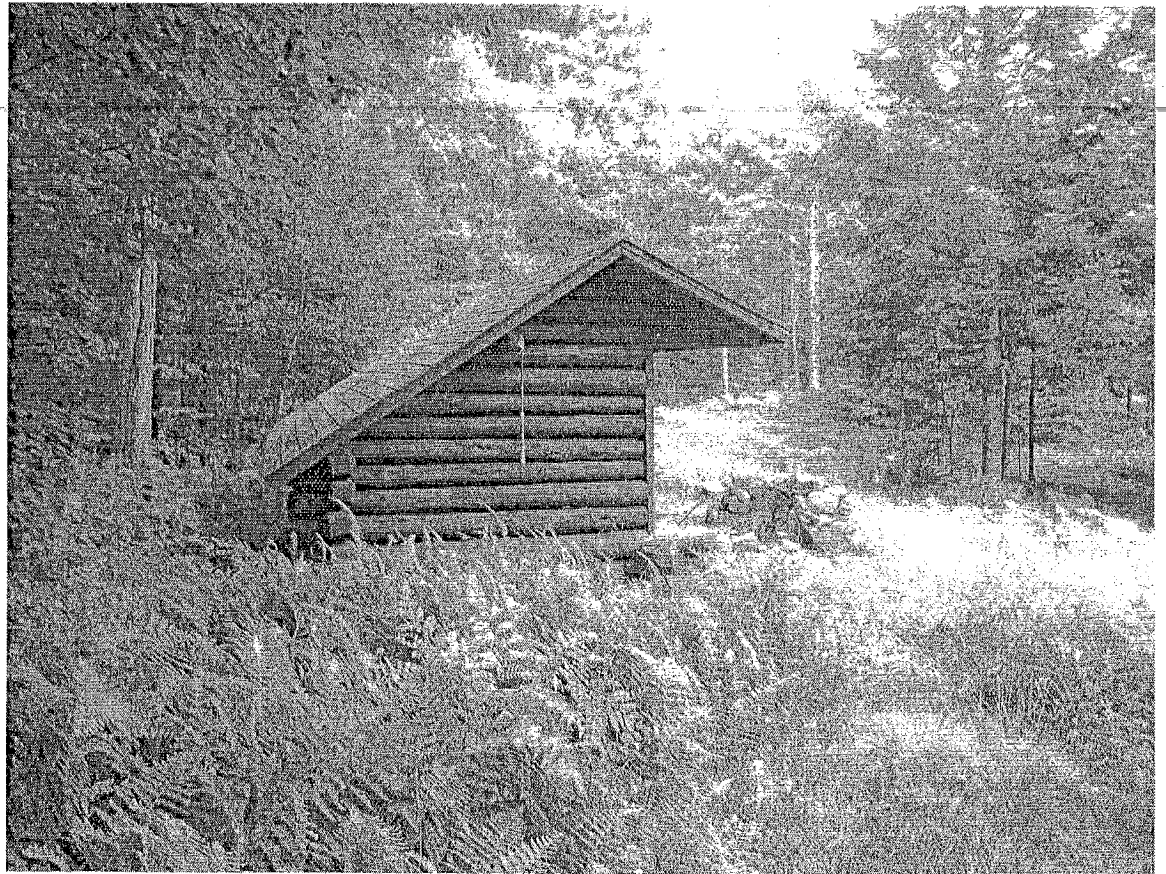
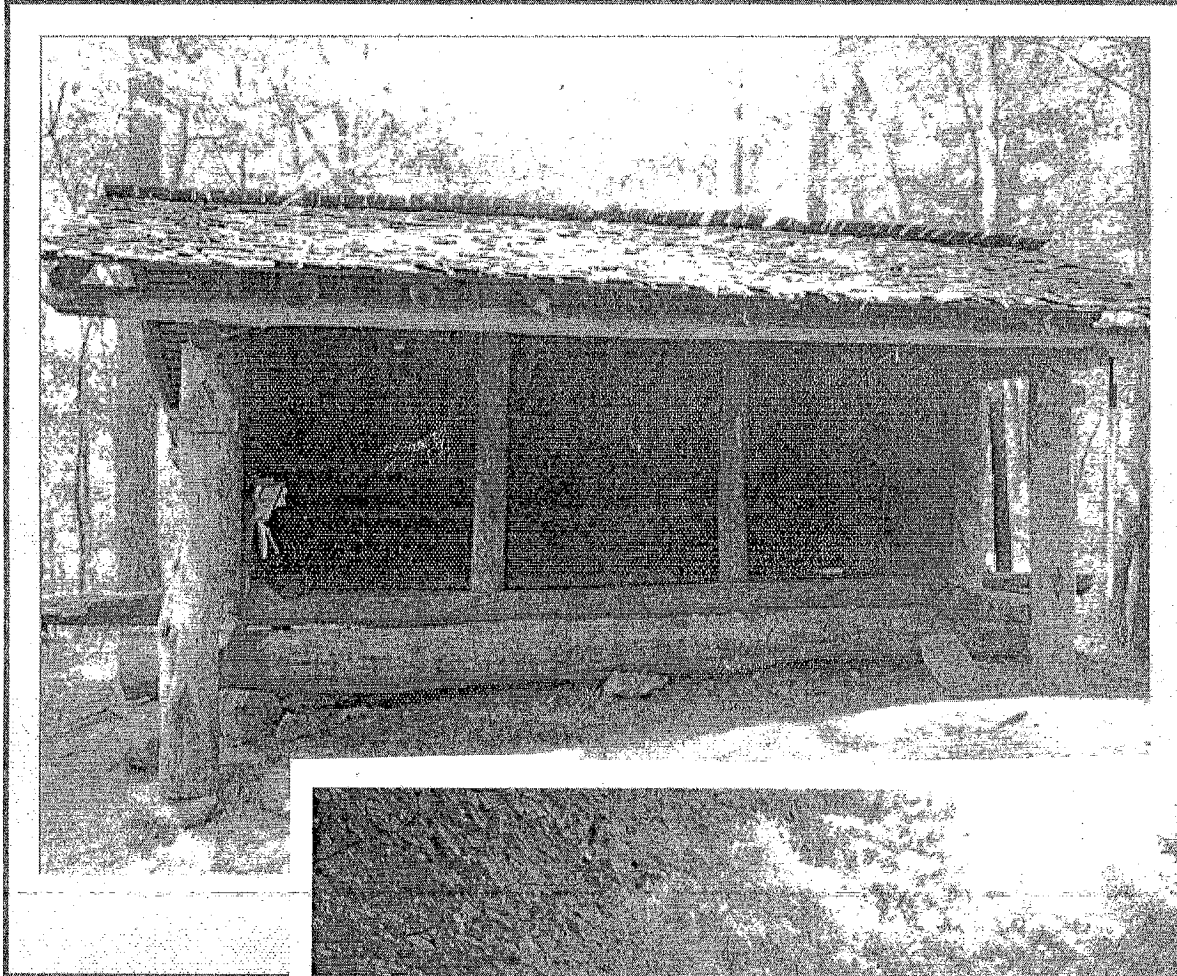
**8. REVENUES FROM DELUXE CABIN RENTALS**

Projections here are of revenues that the joint municipal authority might collect from people who rent deluxe cabins to be established along the northern edge of the 69.67-acre tract which is located east of Pump Station Road and south of the abandoned turnpike. It is likely that most cabin rentals will occur between May 1 and November 1, with the greatest demand occurring during the warmer months. Deluxe cabins would have electricity; queen or king-size beds; a fireplace; climate controlled air; an indoor restroom and a shower, carpeting; upholstered easy chairs and deluxe furnishings; and possibly also internet Wi-fi service, and a kitchen with a stove, microwave oven, and a refrigerator. Deluxe cabins would sleep six people. The principal variables affecting cabin revenue projections are the number of cabins that will be put into operation; the number of days during the May 1 to November 1 period when the cabins are rented; and the cabin rental charges. Up to ten deluxe cabins might eventually be constructed in the 69.67-acre tract. However, it is unlikely that there will be full occupancy of all sites over the entire 180-day period between May 1 and November 1. The revenue estimates which follow are based on different rates of occupancy over the entire 180-day period at different rental charges.

Average number of deluxe cabins rented each day over 180-day period.	Revenues @ \$150 per day charge for rental of deluxe cabins.	Revenues @ \$200 per day charge for rental of deluxe cabins.	Revenues @ \$250 per day charge for rental of deluxe cabins.
2 rented cabins/day.	\$54,000	\$72,000	\$90,000
4 rented cabins/day.	\$108,000	\$144,000	\$180,000
6 rented cabins/day.	\$162,000	\$216,000	\$270,000

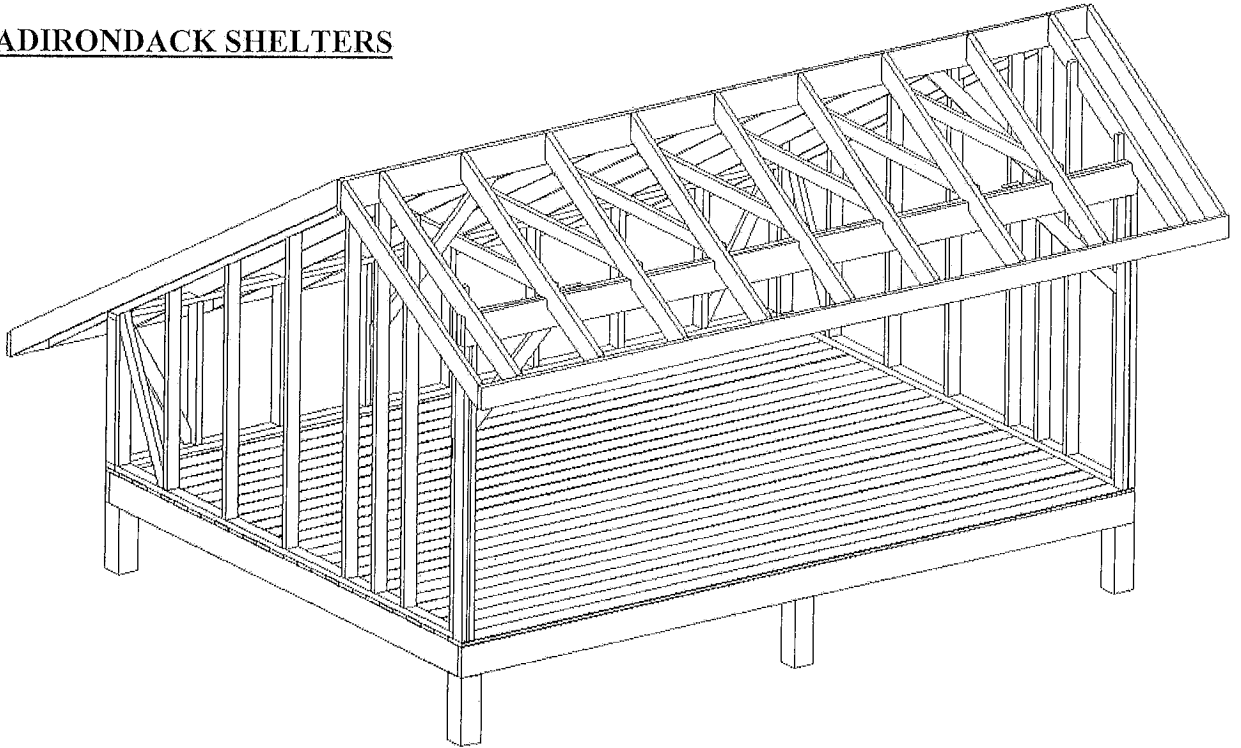
# WALK-IN CAMPGROUND FACILITIES

## 1. ADIRONDACK SHELTERS

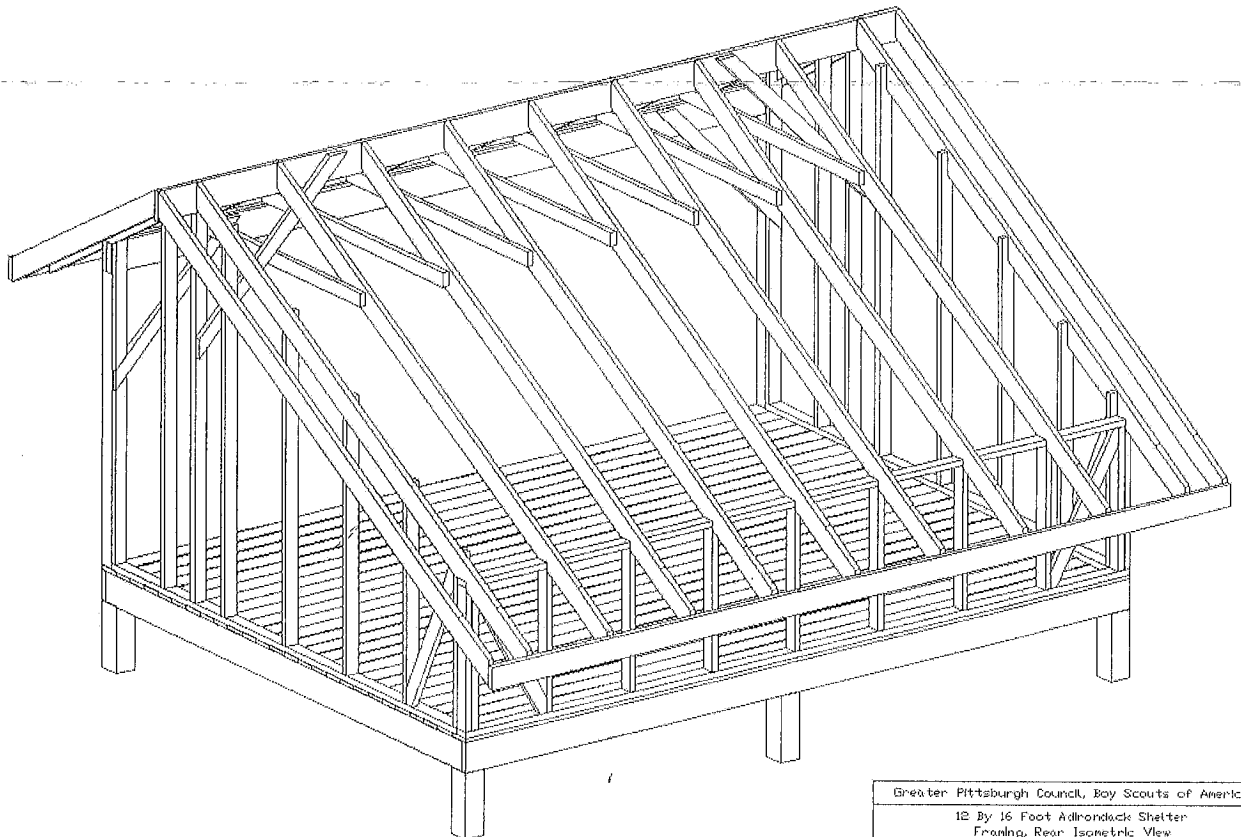


# WALK-IN CAMPGROUND FACILITIES

## 1. ADIRONDACK SHELTERS



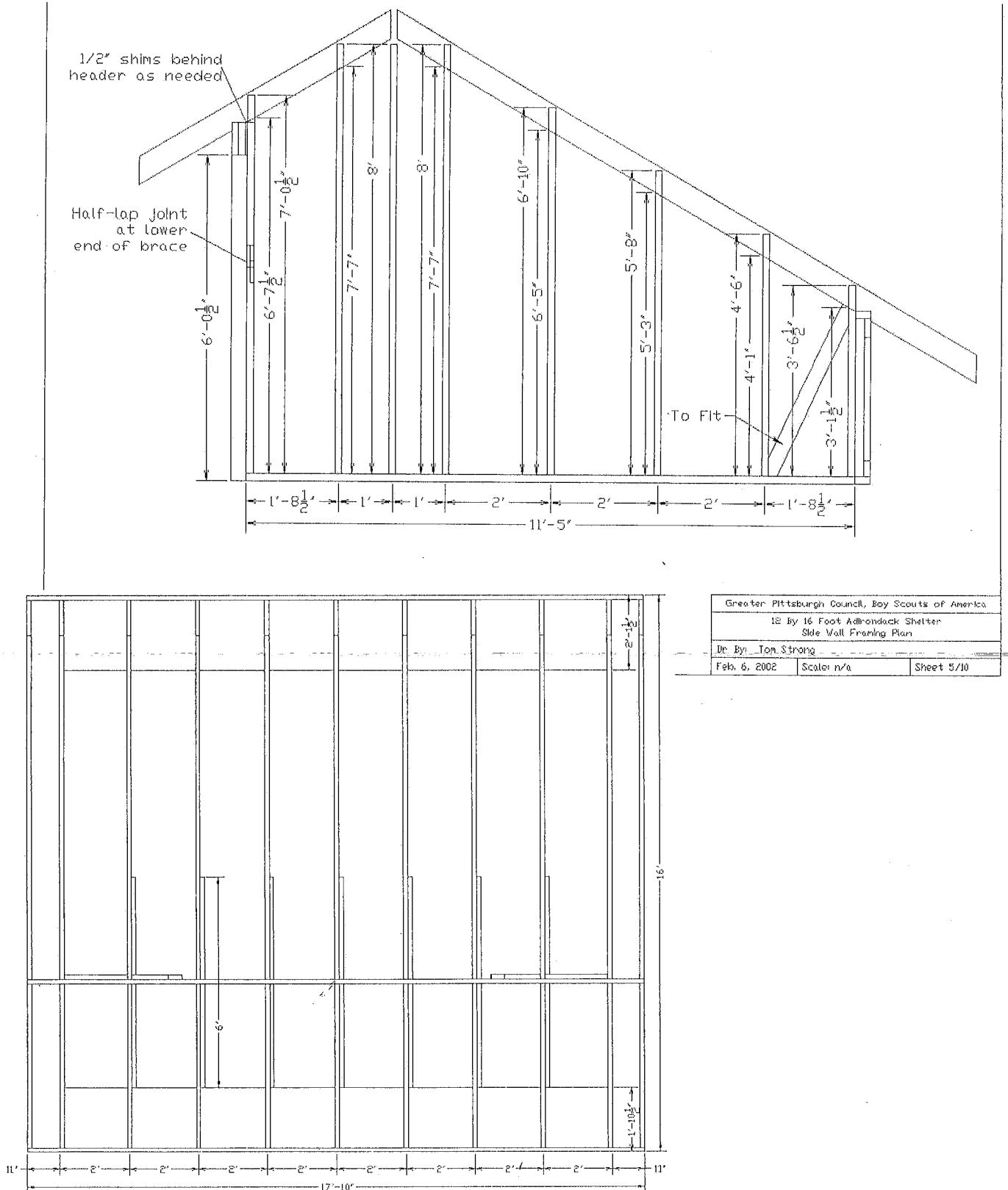
Greater Pittsburgh Council, Boy Scouts of America		
12 By 16 Foot Adirondack Shelter		
Fronting, Front Isometric View		
Dr. By: Tom Strong		
Feb. 6, 2002	Scale: n/a	Sheet 1/10



Greater Pittsburgh Council, Boy Scouts of America		
12 By 16 Foot Adirondack Shelter		
Fronting, Rear Isometric View		
Dr. By: Tom Strong		
Feb. 6, 2002	Scale: n/a	Sheet 2/10

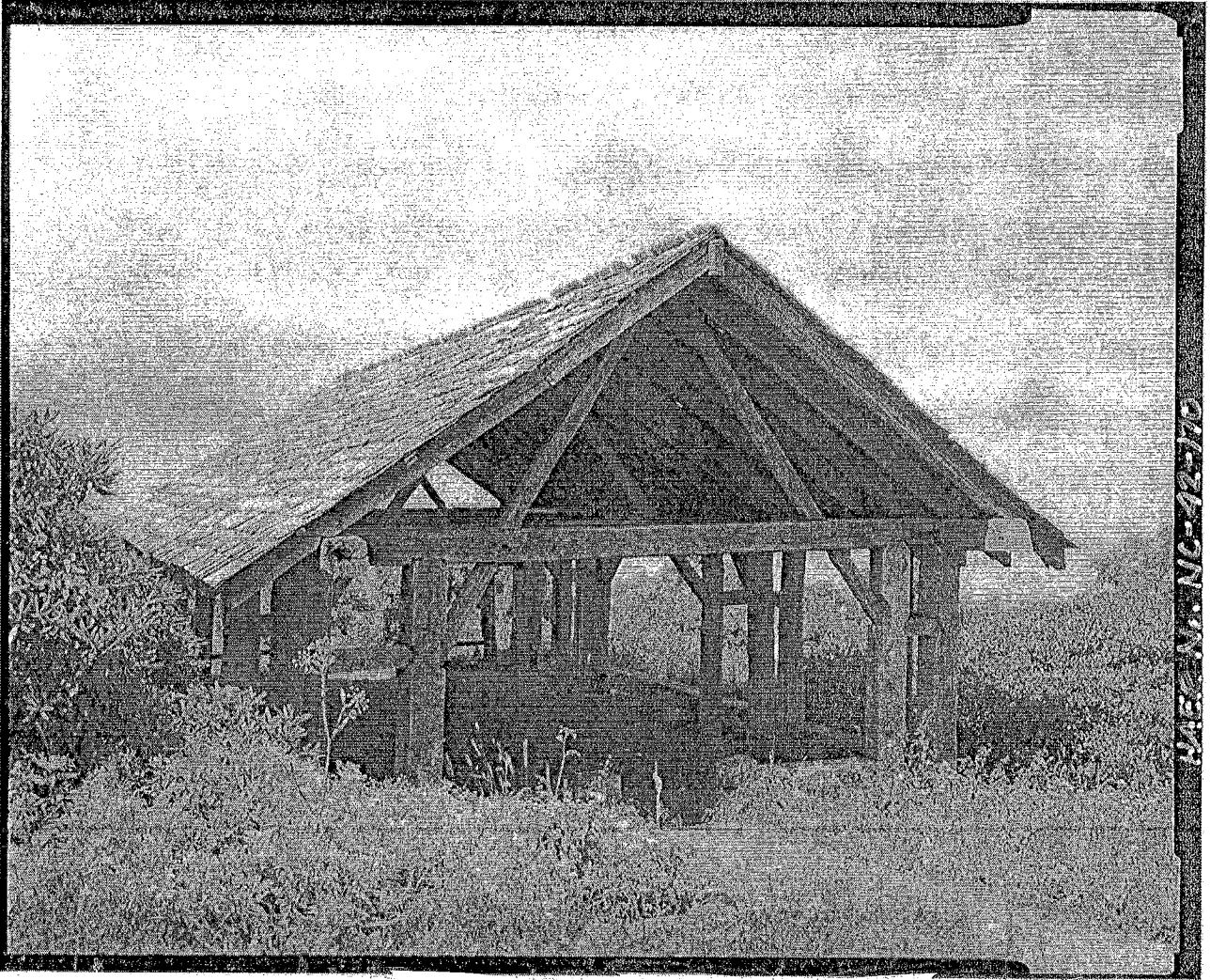
# WALK-IN CAMPGROUND FACILITIES

## 1. ADIRONDACK SHELTERS

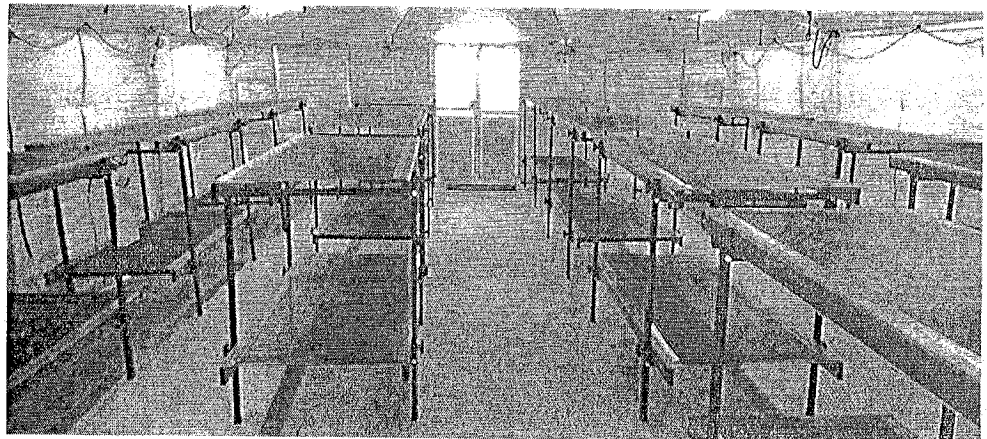
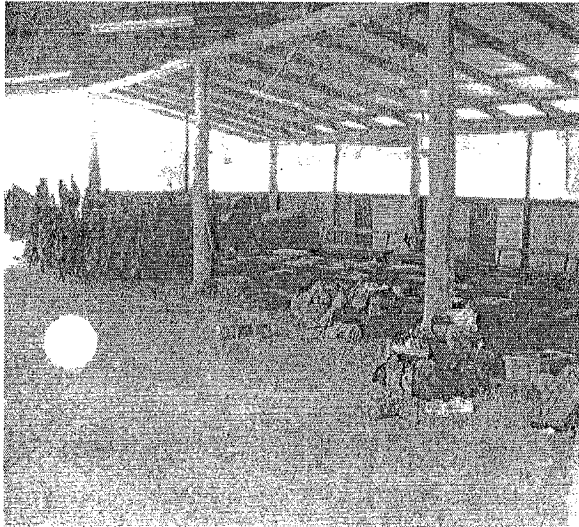


## WALK-IN CAMPGROUND FACILITIES

### 2. LARGE SHELTERS FOR GROUP CAMPING



### Base Camps

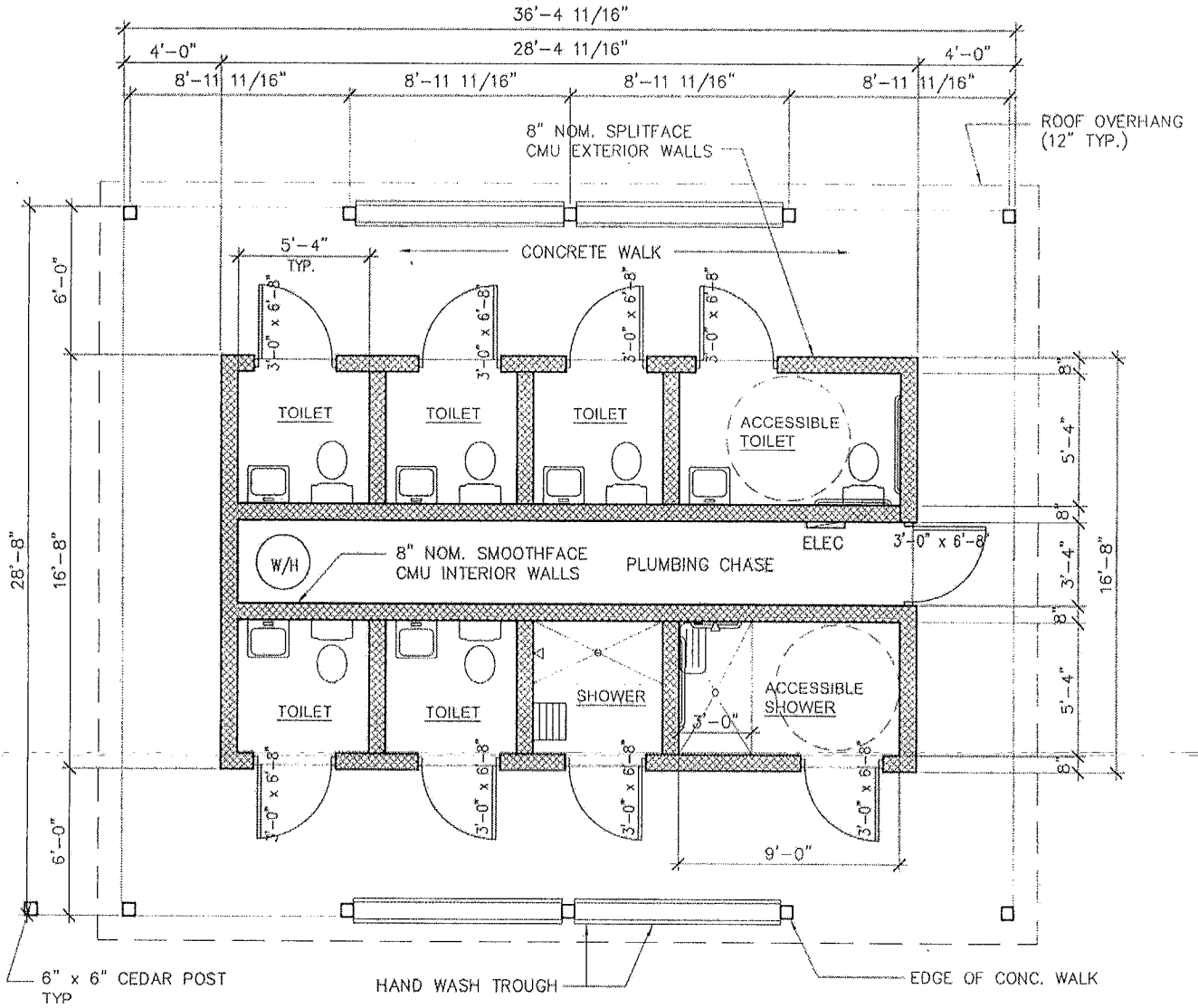


Western Shelter Base Camp Systems are tailored to meet the rigorous requirements of our military customers. The interoperability inherent in the system allows for quick expansion from a forward operating base to a large base camp.

- APPENDIX E -

# WALK-IN CAMPGROUND FACILITIES

## 3. BATH HOUSE



### TYPICAL FLOOR PLAN

### GENERAL NOTES

1. CONSULT WITH APPLICABLE AUTHORITY FOR COMPLIANCE WITH LOCAL APPROVED METHODS, CODES, ADA REQUIREMENTS ETC.
2. STRUCTURE IS INTENDED FOR YEAR ROUND USE.
3. PLUMBING CAN BE POSITIONED TO ALLOW FOR A SINGLE SIDE USAGE DEPENDING ON CENSUS IN CAMP
4. PROVIDE ONE EXTERIOR HOSE BIBB AT EACH SIDE OF BUILDING
5. INTERIOR WALLS ARE SMOOTH FACE MASONRY WITH FLUSH JOINTS, BLOCK SEALER AND EPOXY PAINT FINISH
6. EXTERIOR MASONRY WALLS ARE TO BE SEALED
7. MIXING VALVE FOR SHOWERS SHOULD BE LOCATED ON PLUMBING CHASE WALL
8. ALL DOORS ARE HOLLOW METAL IN METAL FRAMES. PRIME AND PAINT ALL METAL SURFACES WITH A ALKYD ENAMEL PAINT
9. PLAN IS LAID OUT USING STANDARD MASONRY DIMENSIONS.
10. CONSIDER POWER ASSISTED VENTILATION TO PREVENT MILDEW FROM MOISTURE BUILD-UP.