

Pike to Bike (Superhighway Trail) Update  
April 25, 2005

## **Picking Up Steam**

The Master Concept and Adaptive Reuse Plan is almost finished! After approximately 6 months of tunnel and bridge inspections, road surface analysis, cost-benefit studies, GIS mapping, and much more, Gannett Fleming is about to put the finishing touches on the document. By late May or early June the final product should be delivered! Once in hand, it will provide us with a framework for developing the trail including priority issues (such as safeguarding the tunnels), funding avenues, trailhead concepts, and possible usages. If you have not yet done so, now is the time to send us your suggestions and ideas regarding the trail's development. Of course, we will receive your suggestions after the Plan is completed, but they may potentially be included in the Plan if you send them to us before its culmination. We invite you to participate in our final Advisory Committee Meeting in which Gannett Fleming will be involved. The date and place will be announced at a later date. Contact Ryan Nemanic at the SAC for any further information.

The Military is once again performing Convoy Survivability Training (CST) on the Superhighway Trail this summer. In addition to the 99<sup>th</sup> Regional Readiness Command – the Army Reserve unit that trained last summer – a Weapons of Mass Destruction team from the National Guard will perform Response Training in August 2005. Thus far, only 4 training missions are currently scheduled, with the first beginning May 10<sup>th</sup>. Please visit our website at [www.saconservancy.org](http://www.saconservancy.org) to remain updated on the training schedule. **BE ADVISED THAT THE TRAIL WILL BE CLOSED WHILE MILITARY CONVOYS ARE PERFORMING TRAINING.** We apologize for the inconvenience, but the safety of the soldiers and trail users is our top priority. We are grateful for your patience during this time. The benefits extend beyond our soldiers and national security: The summer 2004 training yielded over a half million dollars in revenue increase for the Breezewood businesses. As a result, the Ramada Inn graciously gave a tax-deductible cash donation to the SAC for the trail. We hope more businesses will invest in the trail as they experience the economic gains it will bring.

A Blazing New Trails grant has been awarded to the Superhighway Trail. The program aims to provide delinquent youths with constructive, beneficial activities. Manito, a local school for such youth, will provide labor for the grant implementation. Moreover, the funds will purchase some equipment – including two trailhead gates – which the SAC and Trail Committee will retain for future use. Many thanks go to Bob McKinley, Fulton County Director of Project Development and Trail Committee Chairman, who applied for the grant and has organized all the details.

In other funding news, we are awaiting word from the Department of Conservation and Natural Resources (DCNR) regarding a grant request we submitted for the Fulton County Trailhead. If approved, the grant will provide the trailhead design and will match the Transportation Enhancement (TE) grant which was approved for trailhead construction. However, DCNR informed us that the Superhighway Trail is not considered a Rail-Trail according to its standards. This precludes us from qualifying for a \$1 million source within DCNR's funding allocations. Additionally, much of DCNR funding will likely assist the Lower Trail following the devastation

it sustained during the recent hurricane season. These two facts combined reduce our chances of receiving our grant request. We are working with Gannett Fleming and other partners to ensure DCNR that the trail's direct historical tie to the South Penn Railroad qualifies it for Rail-Trail funding. As we dialogue with DCNR, your letters of support would be very helpful. Please assist us in this endeavor by writing support letters to DCNR. Mail or email your letters to the SAC and we will forward them to the appropriate contact. We appreciate your continued support of this project.

Last year the Advisory Committee voted to officially refer to this project as the Pike to Bike Trail instead of the Superhighway Trail. Thus, the official RC&D project name will likely be changed to Pike to Bike as well. Therefore, future communications may reflect this change.

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