

Chapter 9: Financial Feasibility Analysis

9.1 Land acquisition or easements required for proposed trail system

The proposed trail system has been designed to take advantage of existing publicly owned parcels and right of ways. Many of the proposed trail alignments run within abandoned railroad right-of-ways which are currently owned by the Redevelopment Authority of Luzerne County. Therefore, the need to acquire easements from private land owners has been significantly reduced. Although agreements will be needed with each of the public entities involved, the acquisition of right of ways for the proposed trails will be much easier than if they were running through privately owned parcels. The exception to this statement is the Larksville Connector Trail which predominantly travels through privately owned parcels.

Depending upon the property owner's willingness to work with the trail developers and the size of the property involved, there are numerous methods in which to cross a privately owned parcel with a public trail. In some cases, landowners may be willing to donate smaller properties to a 501C3 non-profit group to take advantage of Income Tax deductions, in other cases it may be necessary to purchase the property. Some of the more common methods for acquiring land for a public trail are outlined below:

Purchase: Land can be purchased outright by either a nonprofit or a public entity. This option may be the simplest, but it can prove costly.

Land Donations: A landowner can donate property to an agency or organization. Tax credits may be available for land donated for conservation purposes.

Bargain Sale: Sale of a property at less than the fair market value. The difference between a bargain sale price and fair market value often qualifies as a tax-deductible charitable contribution. You can use this method to avoid high capital gains taxes.

Easements: A landowner may grant a trail easement to a nonprofit organization or government to allow the nonprofit or government to construct or maintain a public trail on the private property. By donating or selling a trail easement, a landowner may provide their land for a public trail without having to subdivide the land or lose ownership and control of the land. The easement may address matters such as:

- Trail width and facilities
- Pathway Material
- Permitted Uses and Hours for Use
- Liability

Land Lease: In these cases, the land is rented from the landowner for a set amount of time. Leases can come from a variety of sources, including railroads, utility companies and public entities.

Access and Use Agreements Access and use agreements between a land owner and a greenway or trail operator specify how a portion of a property may be used. A landowner, for instance, may permit a hiking trail to be developed on his or her property but continue to use the property for forestry or farming. A landowner who opens his or her land for recreational use, without charging a fee is protected from liability by the Pennsylvania Recreational Use

of Land and Water Act of 1994 (Pa. Stat. Ann. Tit. 68, §§ 477-1 to 477-8) and supporting case law. The landowner may also be indemnified under a greenway or trail organization's insurance program.

Table 9-1 below contains detail about each of the properties which the proposed trail will cross. Due to the preliminary nature of this study, private property owners have not yet been contacted to discuss their willingness to participate in the project. However, two meetings with the Redevelopment Authority of Luzerne County have confirmed the Authorities willingness to participate in this trail project.

Table 9-1. Trail Easements required for proposed trail system

<u>Property ID</u>	<u>Owner</u>	<u>Distance</u>	<u>Total Area (20' ROW)</u>
<u>Kingston Area Trail: Section I - State Route 11 to Existing Levee Trail</u>			
38H9 00A00A000	PGW Co. Trustee	640 ft	0.29 acres
18H9 00A00B000	Redevelopment Authority of Luzerne County	2,875 ft	1.32 acres
<u>Kingston Area Trail: Section II - Levee Trail to Main Street, Edwardsville</u>			
<i>This section of the trail will use the existing ROW for the Levee Trail</i>			
<u>Kingston Area Trail: Section III - Main St., Edwardsville to Sharpe St., Kingston</u>			
34G9SE401423F00	Wyoming Seminary	900 ft	0.41 acres
34G9E401423E00	David Kovalchick	890 ft	0.41 acres
34G9 00A00A000	Square Deal Realty, Inc	1,500 ft	0.69 acres
34G9 00A0A1000	John Graham	980 ft	0.45 acres
<u>Kingston Area Trail: Section IV - Sharpe Street to Flack Memorial Field</u>			
59F10 00A0B1000	Redevelopment Authority of Luzerne County	15,630 ft	7.18 acres
41G9 00A0A1000			
41G9 00A0A1000			
52G9 00A0A1000			
59F10 00A0B1000			
59F10 00A0B1000			
59F10 00A0B1000			
66E10 00A0A1000			
59F10 00A0B1000			
59F10 00A0B1000			
59F10 00A0B1000			
52G9 00A0A1000			
66E10 00A0A1000			
<u>Kingston Area Trail: Section V. - Main St., Edwardsville to Sharpe St., Kingston</u>			
67F10 00A001000	Luzerne County Flood Protection Authority	2,000 ft	0.92 acres
67F10S1 005003000	Wyoming Historical & Geological Society	500 ft	0.23 acres
67F10S1 003029000			

Table 9-1. Trail Easements (continued)

<u>Property ID</u>	<u>Owner</u>	<u>Distance</u>	<u>Total Area (20' ROW)</u>
<u>Back Mountain Trail Extension</u>			
41G9NE1 010001000	Unknown	850 ft	0.39 acres
41G9NE1 01320B000	John A Connolly Jr.	140 ft	0.06 acres
41G9NE3 008003000	Dallas Area Municipal Authority	1,050 ft	0.48 acres
41G9NE3 007013000			
41G9NE3 00704B000	Charles R Heffron Jr.	155 ft	0.07 acres
41G9NE3 007004000	James Thomas Jr & John Thomas	115 ft	0.05 acres
41G9 00A0A1000	Redevelopment Authority of Luzerne County	5,300 ft	2.43 acres
34G9SE2 010022000	703 Rutter Ave Partners, LLC	320 ft	0.15 acres
34G9SE2 010016000			
34G9SE2 010015000	Kevin Hogan	90 ft	0.04 acres
34G9SE2 011015000	Lathrop Street Partners	245 ft	0.11 acres
34H9NW1 001001000	Kingston Borough	1,260 ft	0.58 acres
34G10SW4 002013000			
34G10SW4 001007000			
34G10 00A05A000	Wilkes Barre Connecting RR Co.	25 ft	0.01 acres
34G10 00A00E000	Delaware & Hudson Railway Company	570 ft	0.26 acres
<u>Larksville Connector Trail</u>			
38G9S4A 005025000	Larksville Boro Town Hall	65 ft	0.03 acres
38H9 00A017000	Scenic Development Corp	3,450 ft	1.58 acres
38H9S2 002003000	Justin P Curcio	115 ft	0.05 acres
38H9S2 002001000	T & M Transit Inc	560 ft	0.26 acres
38H9S2 002002000			
38H9 00A01C000	Heavy Media Inc	2,100 ft	0.96 acres
38H9 00A01E000			
38H8S5 00405B000	Shawnee Ready Mix Concrete Co	225 ft	0.10 acres
38H8S5 004005000	Robert J & Kathleen M Kachinko	150 ft	0.07 acres
38H8S5 004003000	Plymouth Property Real Estate, LLC	210 ft	0.10 acres
38H8S5 00402B000			
38H8S5 00405D000			
38H8S5 00402A000	Glen Carbonic Gas Co	30 ft	0.01 acres
38H8S5 00402C000			
38H8S5 004002000	Michael M Duda et al	120 ft	0.06 acres
38H8S5 00601A000	John & Anna Lech	235 ft	0.11 acres
38H8 00A00A000	D & H Railway Corp	350 ft	0.16 acres

Table 9-1. Trail Easements (continued)

<u>Property ID</u>	<u>Owner</u>	<u>Distance</u>	<u>Total Area (20' ROW)</u>
<u>Market Street Connector Trail</u>			
34G9SE4 01402B000	Brian J Price & Kelly A Martinez	12 ft	0.01 acres
34G9SE4 01423E000	David A Kovalchick	50 ft	0.02 acres
<u>Hopkins Memorial Park Connector Trail</u>			
End of Lawrence Street	UNKNOWN	635 ft	0.30 acres
34G9SE4 00123D000	Brian and July Selenski	160 ft	0.07 acres
34G9SE4 00123B000	Square Deal Realty, Inc.	165 ft	0.08 acres
<u>Schuyler Ave Playground Connector Trail</u>			
34G9 00A00A000	Square Deal Realty, Inc.	106 ft	0.05 acres
<u>Roosevelt Park Connector Trail</u>			
<i>All of the proposed trail alignment will be located within existing municipal right-of-way.</i>			
<u>Forty Fort Connector Trail</u>			
21G10NW1002024000	Forty Fort School District	220 ft	0.10 acres
21G10NW1010002000	Forty Fort Baseball for Boys and Girls	130 ft	0.06 acres
<u>O'Hara Park Connector Trail</u>			
59F9 00A014000	Forty Fort Baseball for Boys and Girls	215 ft	0.10 acres
<u>Seminary Place Connector Trail</u>			
<i>All of the proposed trail alignment will be located within existing municipal right-of-way.</i>			
<u>Luzerne County Park Connector Trail</u>			
21F10 00A008000	Wyoming Valley Airport	580 ft	0.27 acres
21F10 00A004000	County of Luzerne	3,250 ft	1.50 acres
21F10 00A005000			
21F10 00A006000			
21F10 00A007000			
<u>West Side Vo-Tech Connector Trail</u>			
52G9S1 004001000	West Side Area Vo-Tech School	520 ft	0.24 acres

9.2 Cost estimates for developing the trail and for proposed facilities

Table 9-2. Cost estimates for developing the Kingston Area Trail.

<u>Trail/Section/Improvements</u>	<u>Unit</u>	<u>Quantity</u>	<u>Unit Cost</u>	<u>Total Cost</u>
<u>KINGSTON AREA TRAIL</u>				
<u>SECTION I - State Route 11 to Existing Levee Trail</u>				
<u>Pathway Surface</u>				
0.68 mile of 10' Crushed Stone trail	LF	3,590	\$25.00	\$89,750.00
<u>Structures</u>				
56'± Pedestrian Bridge over the Toby Creek Flume	EA	1	\$300,000.00	\$300,000.00
			Subtotal	\$389,750.00
<u>SECTION II - Levee Trail to Main Street, Edwardsville</u>				
<u>Pathway Surface</u>				
Existing 10' Pavement – <i>No Improvements Proposed</i>				\$0.00
<u>Auxiliary Facilities</u>				
Parking / Trail Heads				
Trailhead Parking -10 Spaces	LS	1		\$12,000.00
			Subtotal	\$12,000.00
<u>SECTION III - Main St., Edwardsville to Sharpe St., Kingston</u>				
<u>Pathway Surface</u>				
0.94 mile of 10' Crushed Stone trail	LF	4,963	\$25.00	\$124,075.00
<u>Intersections and Access Points</u>				
<u>Main Street – Edwardsville</u>				
Thermoplastic Crosswalk, 2 "Crossing Ahead" Signs	EA	1	\$3,000.00	\$3,000.00
Trail Signage Each Approach-Street Name, STOP, Dismount Before Crossing	LS	2	\$500.00	\$1,000.00
Pedestrian Lighting recommended	EA	1	\$2,000.00	\$2,000.00
Balusters required to restrict access to trail	EA	4	\$200.00	\$800.00
			Subtotal	\$6,800.00
<u>Pringle Street</u>				
Thermoplastic Crosswalk, 2 "Crossing Ahead" Signs	EA	1	\$3,000.00	\$3,000.00
Trail Signage Each Approach-Street Name, STOP, Dismount Before Crossing	LS	2	\$500.00	\$1,000.00
Pedestrian Lighting recommended	EA	1	\$2,000.00	\$2,000.00
Balusters required to restrict access to trail	EA	4	\$200.00	\$800.00
			Subtotal	\$6,800.00

Division Street

Thermoplastic Crosswalk, 2 "Crossing Ahead" Signs	EA	1	\$3,000.00	\$3,000.00
Trail Signage Each Approach-Street Name, STOP, Dismount Before Crossing	LS	2	\$500.00	\$1,000.00
Pedestrian Lighting recommended	EA	1	\$2,000.00	\$2,000.00
Balusters required to restrict access to trail	EA	4	\$200.00	\$800.00
			Subtotal	\$6,800.00

Auxiliary Facilities

Trailhead Signage Kiosk - Hopkins Memorial park	Ea	1	\$3,000.00	\$3,000.00
			Subtotal	\$3,000.00

SECTION IV - Sharpe Street to Flack Memorial Field

Pathway Surface

2.96 miles of 10' Crushed Stone Trail	LF	15,630	\$25.00	\$390,750.00
			Subtotal	\$390,750.00

Intersections and Access Points

Union Street

Thermoplastic Crosswalk, 2 "Crossing Ahead" Signs	EA	1	\$3,000.00	\$3,000.00
Trail Signage Each Approach-Street Name, STOP, Dismount Before Crossing	LS	2	\$500.00	\$1,000.00
Pedestrian Lighting recommended	EA	1	\$2,000.00	\$2,000.00
Balusters required to restrict access to trail	EA	4	\$200.00	\$800.00
			Subtotal	\$6,800.00

Bennett Street

Thermoplastic Crosswalk, 2 "Crossing Ahead" Signs	EA	1	\$3,000.00	\$3,000.00
Trail Signage Each Approach-Street Name, STOP, Dismount Before Crossing	LS	2	\$500.00	\$1,000.00
Pedestrian Lighting recommended	EA	1	\$2,000.00	\$2,000.00
Balusters required to restrict access to trail	EA	4	\$200.00	\$800.00
			Subtotal	\$6,800.00

Slocum Street

Thermoplastic Crosswalk, 2 "Crossing Ahead" Signs	EA	1	\$3,000.00	\$3,000.00
Trail Signage Each Approach-Street Name, STOP, Dismount Before Crossing	LS	2	\$500.00	\$1,000.00
Pedestrian Lighting recommended	EA	1	\$2,000.00	\$2,000.00
Balusters required to restrict access to trail	EA	4	\$200.00	\$800.00
			Subtotal	\$6,800.00

Shoemaker Street

Thermoplastic Crosswalk, 2 "Crossing Ahead" Signs	EA	1	\$3,000.00	\$3,000.00
Trail Signage Each Approach-Street Name, STOP, Dismount Before Crossing	LS	2	\$500.00	\$1,000.00
Pedestrian Lighting recommended	EA	1	\$2,000.00	\$2,000.00
Balusters required to restrict access to trail	EA	4	\$200.00	\$800.00
			Subtotal	\$6,800.00

Durkee Street

Thermoplastic Crosswalk, 2 "Crossing Ahead" Signs	EA	1	\$3,000.00	\$3,000.00
Trail Signage Each Approach-Street Name, STOP, Dismount Before Crossing	LS	2	\$500.00	\$1,000.00
Pedestrian Lighting recommended	EA	1	\$2,000.00	\$2,000.00
Balusters required to restrict access to trail	EA	4	\$200.00	\$800.00
			Subtotal	\$6,800.00

Hughes Street

Thermoplastic Crosswalk, 2 "Crossing Ahead" Signs	EA	1	\$3,000.00	\$3,000.00
Trail Signage Each Approach-Street Name, STOP, Dismount Before Crossing	LS	2	\$500.00	\$1,000.00
Pedestrian Lighting recommended	EA	1	\$2,000.00	\$2,000.00
Balusters required to restrict access to trail	EA	4	\$200.00	\$800.00
			Subtotal	\$6,800.00

Owen Street

Thermoplastic Crosswalk, 2 "Crossing Ahead" Signs	EA	1	\$3,000.00	\$3,000.00
Trail Signage Each Approach-Street Name, STOP, Dismount Before Crossing	LS	2	\$500.00	\$1,000.00
Pedestrian Lighting recommended	EA	1	\$2,000.00	\$2,000.00
Balusters required to restrict access to trail	EA	4	\$200.00	\$800.00
			Subtotal	\$6,800.00

Dennison Street

Thermoplastic Crosswalk, 2 "Crossing Ahead" Signs	EA	1	\$3,000.00	\$3,000.00
Trail Signage Each Approach-Street Name, STOP, Dismount Before Crossing	LS	2	\$500.00	\$1,000.00
Pedestrian Lighting recommended	EA	1	\$2,000.00	\$2,000.00
Balusters required to restrict access to trail	EA	4	\$200.00	\$800.00
			Subtotal	\$6,800.00

Auxiliary Facilities

Trailhead Signage Kiosk - Roosevelt Park, O'Hara Park, Frank Slapar Field, Flack Memorial Field	EA	4	\$3,000.00	\$12,000.00
			Subtotal	\$12,000.00

Barriers and Emergency Access

Six (6) Foot Chain Link Fencing Between Active Line And Trail	LF	15,300	\$25.00	\$382,500.00
Natural Buffers and/or Screening				\$0.00
			Subtotal	\$382,500.00

SECTION V. - Flack Memorial Field to West Side Trail

Pathway Surface

0.35 miles of 10' Paved Trail (if required by LCFPA)	LF	1,848	\$35.00	\$64,680.00
0.15 miles of 10' Crushed Stone Trail along Swetland Lane	LF	120	\$25.00	\$3,000.00
			Subtotal	\$67,680.00

Intersections and Access Points

Park Entrance Driveway

Thermoplastic Crosswalk, 2 "Crossing Ahead" Signs	EA	1	\$3,000.00	\$3,000.00
Trail Signage Each Approach-Street Name, STOP, Dismount Before Crossing	LS	2	\$500.00	\$1,000.00
Pedestrian Lighting recommended	EA	1	\$2,000.00	\$2,000.00
Balusters required to restrict access to trail	EA	4	\$200.00	\$800.00
			Subtotal	\$6,800.00

Wyoming Avenue

Thermoplastic Crosswalk, 2 "Crossing Ahead" Signs	EA	1	\$3,000.00	\$3,000.00
Trail Signage Each Approach-Street Name, STOP, Dismount Before Crossing	LS	2	\$500.00	\$1,000.00
Pedestrian Lighting recommended	EA	1	\$2,000.00	\$2,000.00
Balusters required to restrict access to trail	EA	4	\$200.00	\$800.00
			Subtotal	\$6,800.00

Grand Subtotal				\$1,470,155.00
Contingency			20%	\$294,031.00
Engineering				\$352,837.20
GRAND TOTAL KINGSTON TRAIL				\$2,117,023.20

Table 9-3. Cost estimates for developing the Back Mountain Extension Trail.

<u>Trail/Section/Improvements</u>	<u>Unit</u>	<u>Quantity</u>	<u>Unit Cost</u>	<u>Total Cost</u>
<u>BACK MOUNTAIN TRAIL EXTENSION</u>				
<u>Proposed Design:</u>				
<u>Pathway Surface</u>				
2.14 miles of 10' Crushed Stone Trail	LF	11300	\$25.00	<u>\$282,500.00</u>
			Subtotal	\$282,500.00
<u>Structures</u>				
Pedestrian crossing adjacent to Vaughn Street Playground.	LS	1	\$5,000.00	<u>\$5,000.00</u>
			Subtotal	\$5,000.00
<u>Intersections and Access Points</u>				
<u>Buckingham Street</u>				
Thermoplastic Crosswalk, 2 "Crossing Ahead" Signs	EA	1	\$3,000.00	\$3,000.00
Trail Signage Each Approach-Street Name, STOP, Dismount Before Crossing	LS	2	\$500.00	\$1,000.00
Pedestrian Lighting recommended	EA	1	\$2,000.00	\$2,000.00
Balusters required to restrict access to trail	EA	4	\$200.00	<u>\$800.00</u>
			Subtotal	\$6,800.00
<u>Route 309 Off Ramp - No Signal Improvements Included</u>				
Thermoplastic Crosswalk, 2 "Crossing Ahead" Signs	EA	1	\$3,000.00	\$3,000.00
Trail Signage Each Approach-Street Name, STOP, Dismount Before Crossing	LS	2	\$500.00	\$1,000.00
Pedestrian Lighting recommended	EA	1	\$2,000.00	<u>\$2,000.00</u>
			Subtotal	\$6,000.00
<u>Route 309 On Ramp - No Signal Improvements Included</u>				
Thermoplastic Crosswalk, 2 "Crossing Ahead" Signs	EA	1	\$3,000.00	\$3,000.00
Trail Signage Each Approach-Street Name, STOP, Dismount Before Crossing	LS	2	\$500.00	\$1,000.00
Pedestrian Lighting recommended	EA	1	\$2,000.00	<u>\$2,000.00</u>
			Subtotal	\$6,000.00
<u>Mill Hollow Road</u>				
Thermoplastic Crosswalk, 2 "Crossing Ahead" Signs	EA	1	\$3,000.00	\$3,000.00
Trail Signage Each Approach-Street Name, STOP, Dismount Before Crossing	LS	2	\$500.00	\$1,000.00
Pedestrian Lighting recommended	EA	1	\$2,000.00	\$2,000.00
Balusters required to restrict access to trail	EA	4	\$200.00	<u>\$800.00</u>
			Subtotal	\$6,800.00
<u>Fulton Street</u>				
Thermoplastic Crosswalk, 2 "Crossing Ahead" Signs	EA	1	\$3,000.00	\$3,000.00
Trail Signage Each Approach-Street Name, STOP, Dismount Before Crossing	LS	2	\$500.00	\$1,000.00
Pedestrian Lighting recommended	EA	1	\$2,000.00	\$2,000.00
Balusters required to restrict access to trail	EA	4	\$200.00	<u>\$800.00</u>
			Subtotal	\$6,800.00

Railroad Avenue

Thermoplastic Crosswalk, 2 "Crossing Ahead" Signs	EA	1	\$3,000.00	\$3,000.00
Trail Signage Each Approach-Street Name, STOP, Dismount Before Crossing	LS	2	\$500.00	\$1,000.00
Pedestrian Lighting recommended	EA	1	\$2,000.00	\$2,000.00
Balusters required to restrict access to trail	EA	4	\$200.00	\$800.00
			Subtotal	\$6,800.00

Mercer Avenue

Thermoplastic Crosswalk, 2 "Crossing Ahead" Signs	EA	1	\$3,000.00	\$3,000.00
Trail Signage Each Approach-Street Name, STOP, Dismount Before Crossing	LS	2	\$500.00	\$1,000.00
Pedestrian Lighting recommended	EA	1	\$2,000.00	\$2,000.00
Balusters required to restrict access to trail	EA	4	\$200.00	\$800.00
			Subtotal	\$6,800.00

Schuyler Avenue

Thermoplastic Crosswalk, 2 "Crossing Ahead" Signs	EA	1	\$3,000.00	\$3,000.00
Trail Signage Each Approach-Street Name, STOP, Dismount Before Crossing	LS	2	\$500.00	\$1,000.00
Pedestrian Lighting recommended	EA	1	\$2,000.00	\$2,000.00
Balusters required to restrict access to trail	EA	4	\$200.00	\$800.00
			Subtotal	\$6,800.00

Wyoming Avenue

Trail Signage Each Approach-Street Name, STOP, Dismount Before Crossing	LS	4	\$500.00	\$2,000.00
			Subtotal	\$2,000.00

John Street

Thermoplastic Crosswalk, 2 "Crossing Ahead" Signs	EA	1	\$3,000.00	\$3,000.00
Trail Signage Each Approach-Street Name, STOP, Dismount Before Crossing	LS	2	\$500.00	\$1,000.00
Pedestrian Lighting recommended	EA	1	\$2,000.00	\$2,000.00
Balusters required to restrict access to trail	EA	4	\$200.00	\$800.00
			Subtotal	\$6,800.00

Rutter Avenue

Thermoplastic Crosswalk, 2 "Crossing Ahead" Signs	EA	1	\$3,000.00	\$3,000.00
Trail Signage Each Approach-Street Name, STOP, Dismount Before Crossing	LS	2	\$500.00	\$1,000.00
Pedestrian Lighting recommended	EA	1	\$2,000.00	\$2,000.00
Balusters required to restrict access to trail	EA	4	\$200.00	\$800.00
			Subtotal	\$6,800.00

Nandy Drive

Thermoplastic Crosswalk, 2 "Crossing Ahead" Signs	EA	1	\$3,000.00	\$3,000.00
Trail Signage Each Approach-Street Name, STOP, Dismount Before Crossing	LS	2	\$500.00	\$1,000.00
Pedestrian Lighting recommended	EA	1	\$2,000.00	\$2,000.00
Balusters required to restrict access to trail	EA	4	\$200.00	\$800.00
			Subtotal	\$6,800.00

Lathrop Street

Thermoplastic Crosswalk, 2 "Crossing Ahead" Signs	EA	1	\$3,000.00	\$3,000.00
Trail Signage Each Approach-Street Name, STOP, Dismount Before Crossing	LS	2	\$500.00	\$1,000.00
Pedestrian Lighting recommended	EA	1	\$2,000.00	\$2,000.00
Balusters required to restrict access to trail	EA	4	\$200.00	\$800.00
			Subtotal	\$6,800.00

Hamilton Drive

Thermoplastic Crosswalk, 2 "Crossing Ahead" Signs	EA	1	\$3,000.00	\$3,000.00
Trail Signage Each Approach-Street Name, STOP, Dismount Before Crossing	LS	2	\$500.00	\$1,000.00
Pedestrian Lighting recommended	EA	1	\$2,000.00	\$2,000.00
Balusters required to restrict access to trail	EA	4	\$200.00	\$800.00
			Subtotal	\$6,800.00

3rd Avenue

Thermoplastic Crosswalk, 2 "Crossing Ahead" Signs	EA	1	\$3,000.00	\$3,000.00
Trail Signage Each Approach-Street Name, STOP, Dismount Before Crossing	LS	2	\$500.00	\$1,000.00
Pedestrian Lighting recommended	EA	1	\$2,000.00	\$2,000.00
Balusters required to restrict access to trail	EA	4	\$200.00	\$800.00
			Subtotal	\$6,800.00

Auxiliary Facilities

Trailhead Signage Kiosk - Kingston Community Park	EA	1	\$3,000.00	\$3,000.00
			Subtotal	\$3,000.00

Grand Subtotal				\$386,100.00
Contingency			20%	\$77,220.00
Engineering				\$92,664.00
GRAND TOTAL BACK MOUNTAIN TRAIL EXTENSION				\$555,984.00

Table 9-4. Cost estimates for developing the Larksville Connector Trail.

<u>Trail/Section/Improvements</u>	<u>Unit</u>	<u>Quantity</u>	<u>Unit Cost</u>	<u>Total Cost</u>
<u>LARKSVILLE CONNECTOR TRAIL</u>				
<u>Proposed Design:</u>				
<u>Pathway Surface</u>				
1.6 miles of 10' Crushed Stone Trail	LF	8450	\$25.00	<u>\$211,250.00</u>
			Subtotal	\$211,250.00
<u>Structures</u>				
Stream crossing adjacent to East Main Street and Nesbitt Street (if required)	LS	1	\$75,000.00	<u>\$75,000.00</u>
			Subtotal	\$75,000.00
<u>Intersections and Access Points</u>				
<u>Nesbitt Street</u>				
Thermoplastic Crosswalk, 2 "Crossing Ahead" Signs	EA	1	\$3,000.00	\$3,000.00
Trail Signage Each Approach-Street Name, STOP, Dismount Before Crossing	LS	2	\$500.00	\$1,000.00
Pedestrian Lighting recommended	EA	1	\$2,000.00	\$2,000.00
Balusters required to restrict access to trail	EA	4	\$200.00	<u>\$800.00</u>
			Subtotal	\$6,800.00
<u>Route 11</u>				
Pedestrian Crossing Signal Warning	LS	1	\$20,000.00	\$20,000.00
Thermoplastic Crosswalk, 2 "Crossing Ahead" Signs	EA	1	\$3,000.00	\$3,000.00
Trail Signage Each Approach-Street Name, STOP, Dismount Before Crossing	LS	2	\$500.00	\$1,000.00
Pedestrian Lighting recommended	EA	1	\$2,000.00	\$2,000.00
Balusters required to restrict access to trail	EA	4	\$200.00	<u>\$800.00</u>
			Subtotal	\$26,800.00
<u>Auxiliary Facilities</u>				
<u>Parking / Trail Heads</u>				
Trailhead Signage Kiosk -Romanoskey Park	EA	1	\$3,000.00	<u>\$3,000.00</u>
			Subtotal	\$3,000.00
			Grand Subtotal	\$322,850.00
			Contingency	20% \$64,570.00
			Engineering	<u>\$77,484.00</u>
			GRAND TOTAL LARKSVILLE CONNECTOR TRAIL	\$464,904.00

Table 9-5. Cost estimates for developing the Market Street Connector Trail.

<u>Trail/Section/Improvements</u>	<u>Unit</u>	<u>Quantity</u>	<u>Unit Cost</u>	<u>Total Cost</u>
<u>MARKET STREET CONNECTOR TRAIL</u>				
Proposed Design:				
Pathway Surface				
0.35 miles of improved sidewalk	-	-	-	-
20 feet of 10' Crushed Stone Trail	LF	20	\$25.00	<u>\$500.00</u>
			Subtotal	\$500.00
<u>Intersections and Access Points</u>				
Sprague Avenue				
Thermoplastic Crosswalk, 2 "Crossing Ahead" Signs	EA	1	\$3,000.00	\$3,000.00
Trail Signage Each Approach-Street Name, STOP, Dismount Before Crossing	LS	2	\$500.00	<u>\$1,000.00</u>
			Subtotal	\$4,000.00
Maple Avenue				
Thermoplastic Crosswalk, 2 "Crossing Ahead" Signs	EA	1	\$3,000.00	\$3,000.00
Trail Signage Each Approach-Street Name, STOP, Dismount Before Crossing	LS	2	\$500.00	<u>\$1,000.00</u>
			Subtotal	\$4,000.00
Chestnut Avenue				
Thermoplastic Crosswalk, 2 "Crossing Ahead" Signs	EA	1	\$3,000.00	\$3,000.00
Trail Signage Each Approach-Street Name, STOP, Dismount Before Crossing	LS	2	\$500.00	<u>\$1,000.00</u>
			Subtotal	\$4,000.00
Schuyler Avenue				
Thermoplastic Crosswalk, 2 "Crossing Ahead" Signs	EA	1	\$3,000.00	\$3,000.00
Trail Signage Each Approach-Street Name, STOP, Dismount Before Crossing	LS	2	\$500.00	<u>\$1,000.00</u>
			Subtotal	\$4,000.00
Route 11 to Market Street Bridge				
Directional Signage	EA	2	\$125.00	<u>\$250.00</u>
			Subtotal	\$250.00
			Grand Subtotal	\$16,750.00
			Contingency	20% \$3,350.00
			Engineering	<u>\$4,020.00</u>
GRAND TOTAL MARKET STREET CONNECTOR TRAIL				\$24,120.00

Table 9-6. Cost estimates for developing the Hopkins Memorial Park Connector Trail.

<u>Trail/Section/Improvements</u>	<u>Unit</u>	<u>Quantity</u>	<u>Unit Cost</u>	<u>Total Cost</u>
<u>HOPKINS MEMORIAL PARK CONNECTOR TRAIL</u>				
Proposed Design:				
Pathway Surface				
985 feet of 10' Crushed Stone Trail through the Park	LF	985	\$25.00	\$24,625.00
725 feet of improved sidewalk along Beverly Drive and Lawrence Street	-	-	-	-
920 feet of 10' Crushed Stone Trail from Lawrence Street to Kingston Area Trail.	LF	920	\$25.00	<u>\$23,000.00</u>
			Subtotal	\$47,625.00
<u>Intersections and Access Points</u>				
Beverly Drive				
Thermoplastic Crosswalk, 2 "Crossing Ahead" Signs	EA	1	\$3,000.00	\$3,000.00
Trail Signage Each Approach-Street Name, STOP, Dismount Before Crossing	LS	2	\$500.00	\$1,000.00
Pedestrian Lighting recommended	EA	1	\$2,000.00	<u>\$2,000.00</u>
			Subtotal	\$6,000.00
Zerby Avenue				
Thermoplastic Crosswalk, 2 "Crossing Ahead" Signs	EA	1	\$3,000.00	\$3,000.00
Trail Signage Each Approach-Street Name, STOP, Dismount Before Crossing	LS	2	\$500.00	\$1,000.00
Pedestrian Lighting recommended	EA	1	\$2,000.00	<u>\$2,000.00</u>
			Subtotal	\$6,000.00
Auxiliary Facilities				
Parking / Trail Heads				
Trailhead Signage Kiosk -John J. Hopkins Memorial Park	EA	1	\$3,000.00	<u>\$3,000.00</u>
			Subtotal	\$3,000.00
			Grand Subtotal	\$62,625.00
			Contingency	20%
			Engineering	<u>\$15,030.00</u>
GRAND TOTAL HOPKINS MEMORIAL PARK CONNECTOR TRAIL				\$90,180.00

Table 9-7. Cost estimates for developing the Schuyler Ave Playground Connector Trail.

<u>Trail/Section/Improvements</u>	<u>Unit</u>	<u>Quantity</u>	<u>Unit Cost</u>	<u>Total Cost</u>
<u>SCHUYLER AVE PLAYGROUND CONNECTOR TRAIL</u>				
Proposed Design:				
Pathway Surface				
115 feet of 10' Wide Crushed Stone Trail.	LF	115	\$25.00	\$2,875.00
				Grand Subtotal
				\$2,875.00
			20%	Contingency
				\$575.00
				Engineering
				\$690.00
GRAND TOTAL SCHUYLER AVE PLAYGROUND CONNECTOR TRAIL				\$4,140.00

Table 9-8. Cost estimates for developing the Roosevelt Park Connector Trail.

<u>Trail/Section/Improvements</u>	<u>Unit</u>	<u>Quantity</u>	<u>Unit Cost</u>	<u>Total Cost</u>
<u>ROOSEVELT PARK CONNECTOR TRAIL</u>				
Proposed Design:				
Pathway Surface				
1050 feet of improved sidewalk along Tripp Street				
550 feet of 10' Crushed Stone Trail from Tripp Street to Kingston Area Trail.	LF	115	\$25.00	<u>\$2,875.00</u>
				Subtotal
				\$2,875.00
Auxiliary Facilities				
Parking / Trail Heads				
Trailhead Signage Kiosk -Roosevelt Park	EA	1	\$3,000.00	\$3,000.00
Balusters required to restrict access to trail	EA	2	\$200.00	<u>\$400.00</u>
				Subtotal
				\$3,400.00
				Grand Subtotal
				\$6,275.00
			20%	Contingency
				\$1,255.00
				Engineering
				<u>\$1,506.00</u>
GRAND TOTAL ROOSEVELT PARK CONNECTOR TRAIL				\$9,036.00

Table 9-9. Cost estimates for developing the Forty Fort Connector Trail.

<u>Trail/Section/Improvements</u>	<u>Unit</u>	<u>Quantity</u>	<u>Unit Cost</u>	<u>Total Cost</u>
<u>FORTY FORT CONNECTOR TRAIL</u>				
<u>Proposed Design:</u>				
Pathway Surface				
1740 feet of improved sidewalk	-	-	-	-
220 feet of 10' Crushed Stone Trail	LF	220	\$25.00	\$5,500.00
Structures				
At-grade rail crossing	LS	1	\$ 7,500.00	<u>\$7,500.00</u>
			Subtotal	\$13,000.00
<u>Intersections and Access Points</u>				
Oak Street				
Thermoplastic Crosswalk, 2 "Crossing Ahead" Signs	EA	1	\$3,000.00	\$3,000.00
Trail Signage Each Approach-Street Name, STOP, Dismount Before Crossing	LS	2	\$500.00	<u>\$1,000.00</u>
			Subtotal	\$4,000.00
Tripp Manor (2 crossings)				
Thermoplastic Crosswalk, 2 "Crossing Ahead" Signs	EA	2	\$3,000.00	\$6,000.00
Trail Signage Each Approach-Street Name, STOP, Dismount Before Crossing	LS	4	\$500.00	<u>\$2,000.00</u>
			Subtotal	\$8,000.00
Murray Street				
Thermoplastic Crosswalk, 2 "Crossing Ahead" Signs	EA	1	\$3,000.00	\$3,000.00
Trail Signage Each Approach-Street Name, STOP, Dismount Before Crossing	LS	2	\$500.00	<u>\$1,000.00</u>
			Subtotal	\$4,000.00
			Grand Subtotal	\$29,000.00
			Contingency	20% \$5,800.00
			Engineering	<u>\$6,960.00</u>
			GRAND TOTAL FORTY FORT CONNECTOR TRAIL	\$41,760.00

Table 9-10. Cost estimates for developing the O’Hara Park Connector Trail.

<u>Trail/Section/Improvements</u>	<u>Unit</u>	<u>Quantity</u>	<u>Unit Cost</u>	<u>Total Cost</u>
<u>O’HARA PARK CONNECTOR TRAIL</u>				
<u>Proposed Design:</u>				
Pathway Surface				
230 feet of 10’ Wide Crushed Stone Trail.	LF	230	\$25.00	\$5,750.00
Auxiliary Facilities				
Balusters to restrict access to Trail from O’Hara Field.	EA	4	\$200.00	\$800.00
			Subtotal	\$6,550.00
			Grand Subtotal	\$6,550.00
			Contingency 20%	\$1,310.00
			Engineering	\$1,572.00
GRAND TOTAL O’HARA PARK CONNECTOR TRAIL				\$9,432.00

Table 9-11. Cost estimates for developing the Seminary Place Connector Trail.

<u>Trail/Section/Improvements</u>	<u>Unit</u>	<u>Quantity</u>	<u>Unit Cost</u>	<u>Total Cost</u>
<u>SEMINARY PLACE CONNECTOR TRAIL</u>				
<u>Proposed Design:</u>				
Pathway Surface				
1020 feet of sidewalk improvement	-	-	-	-
Bile Route/Share The Road Signs	EA	4	\$ 125.00	\$500.00
			Subtotal	\$500.00
Structures				
At-grade rail crossing	LS	1	\$ 7,500.00	\$7,500.00
			Subtotal	\$8,000.00
<u>Intersections and Access Points</u>				
Murray Street				
Thermoplastic Crosswalk, 2 "Crossing Ahead" Signs	EA	1	\$3,000.00	\$3,000.00
Trail Signage Each Approach-Street Name, STOP, Dismount Before Crossing	LS	2	\$500.00	\$1,000.00
			Subtotal	\$4,000.00
Auxiliary Facilities				
Balusters may be required at end of Seminary Place to restrict access to Kingston Area Trail.	EA	4	\$200.00	\$800.00
			Subtotal	\$800.00
			Grand Subtotal	\$13,300.00
			Contingency 20%	\$2,660.00
			Engineering	\$3,192.00
GRAND TOTAL SEMINARY PLACE CONNECTOR TRAIL				\$19,152.00

Table 9-12. Cost estimates for developing the Luzerne County Park Connector Trail.

<u>Trail/Section/Improvements</u>	<u>Unit</u>	<u>Quantity</u>	<u>Unit Cost</u>	<u>Total Cost</u>
<u>LUZERNE COUNTY PARK CONNECTOR TRAIL</u>				
<u>Proposed Design:</u>				
<u>Pathway Surface</u>				
820 feet of improved sidewalk	-	-	-	-
4480 feet of 10' Crushed Stone Trail	LF	820	\$25.00	\$20,500.00
<u>Structures</u>				
Abrahams Creek Bridge sidewalk widening	LS	1	\$10,000.00	<u>\$10,000.00</u>
			Subtotal	\$30,500.00
<u>Intersections and Access Points</u>				
<u>Murray Street</u>				
Thermoplastic Crosswalk, 2 "Crossing Ahead" Signs	EA	2	\$3,000.00	\$6,000.00
Trail Signage Each Approach-Street Name, STOP, Dismount Before Crossing	LS	4	\$500.00	<u>\$2,000.00</u>
			Subtotal	\$8,000.00
<u>Wyoming Avenue (Route 11)</u>				
Trail Signage Each Approach-Street Name, STOP, Dismount Before Crossing	LS	4	\$500.00	<u>\$2,000.00</u>
			Subtotal	\$2,000.00
<u>Auxiliary Facilities</u>				
Balusters at Dennison Street	EA	4	\$200.00	<u>\$800.00</u>
			Subtotal	\$2,800.00
			Grand Subtotal	\$43,300.00
			Contingency	20% \$8,660.00
			Engineering	<u>\$10,392.00</u>
GRAND TOTAL LUZERNE COUNTY PARK CONNECTOR TRAIL				\$62,352.00

Table 9-13. Cost estimates for developing the West Side Vo-Tech Connector Trail.

<u>Trail/Section/Improvements</u>	<u>Unit</u>	<u>Quantity</u>	<u>Unit Cost</u>	<u>Total Cost</u>
<u>WEST SIDE VO-TECH CONNECTOR TRAIL</u>				
<u>Proposed Design:</u>				
<u>Pathway Surface (10' Wide Sidewalk)</u>				
560 feet of improvements to existing sidewalks	LF	560	\$100.00	\$56,000.00
1443 feet of newly constructed sidewalk	LF	1443	\$64.00	<u>\$92,352.00</u>
			Subtotal	\$148,352.00
<u>Structures</u>				
Widening of Evans Street under Route 309 underpass.	SY	300	\$100.00	\$30,000.00
Embankment Grading	LS	1	\$5,000.00	<u>\$5,000.00</u>
			Subtotal	\$35,000.00
<u>Intersections and Access Points</u>				
<u>Valleyview Drive</u>				
Thermoplastic Crosswalk, 2 "Crossing Ahead" Signs	EA	1	\$3,000.00	\$3,000.00
Trail Signage Each Approach-Street Name, STOP, Dismount Before Crossing	LS	2	\$500.00	\$1,000.00
Pedestrian Lighting recommended	EA	1	\$2,000.00	<u>\$2,000.00</u>
			Subtotal	\$6,000.00
<u>Cooper Street</u>				
Thermoplastic Crosswalk, 2 "Crossing Ahead" Signs	EA	1	\$3,000.00	\$3,000.00
Trail Signage Each Approach-Street Name, STOP, Dismount Before Crossing	LS	2	\$500.00	\$1,000.00
Pedestrian Lighting recommended	EA	1	\$2,000.00	<u>\$2,000.00</u>
			Subtotal	\$6,000.00
<u>Shopping Plaza Driveways</u>				
Thermoplastic Crosswalk, 2 "Crossing Ahead" Signs	EA	1	\$3,000.00	\$3,000.00
Trail Signage Each Approach-Street Name, STOP, Dismount Before Crossing	LS	2	\$500.00	\$1,000.00
Pedestrian Lighting recommended	EA	1	\$2,000.00	<u>\$2,000.00</u>
			Subtotal	\$6,000.00
<u>Auxiliary Facilities</u>				
Pedestrian Lighting recommended	EA	1	\$2,000.00	\$2,000.00
Parking / Trail Heads				
Trailhead Signage Kiosk -Vo-Tech School	EA	1	\$3,000.00	<u>\$3,000.00</u>
			Subtotal	\$3,000.00
			Grand Subtotal	\$204,352.00
			Contingency	20%
			Engineering	<u>\$49,044.48</u>
GRAND TOTAL LUZERNE COUNTY PARK CONNECTOR TRAIL				\$294,266.88

9.3 Phased implementation plan

Based upon existing trail connections, land acquisition feasibility, and construction costs, implementation of the Kingston Area Trail Master Plan is recommended as follows:

PHASE I: Back Mountain Trail Extension

This proposed trail will connect the existing Back Mountain Trail to the Luzerne County Levee Trail System at the Kingston Recreation Center. Providing the linkage of these two trail systems is a valuable project on its own. The majority of the route is proposed along an abandoned railroad grade which is currently owned by the Luzerne County Redevelopment Authority, a willing partner in this project. Although minor crossings of three residential properties and three commercial will need to be negotiated, it appears that the preferred route for this trail is very feasible. The proposed trail connection to the West Side Area Vo-Tech will also provide students with a safe route to school.

PHASE II: Kingston Area Trail

The Kingston Area Trail is the “spine” of the proposed trail system and will be the most beneficial to the local community. Much of this trail will be a “rail with trail” configuration along a rail line owned by the Luzerne County Redevelopment Authority. Passing through the middle the community, this trail will provide easy access to many of the local parks and ball fields. While the Kingston Area Trail is being constructed, it is recommended that the associated connector trails also be installed. In this way, the trail will provide the maximum benefit for the surrounding communities.

Depending upon the status of the proposed extension of the Susquehanna Warrior Trail and the availability of funding, the proposed bridge over the Toby Creek flume may be installed at a later date.

PHASE III: Larksville Connector Trail

Although the Larksville Connector Trail will provide area residents with a valuable connection to the regional trail system, this trail is dependent upon many outside factors. Agreements will be needed with multiple property owners to allow the trail to cross private property. In addition, this trail is also dependent upon the completion of the northern section of the Susquehanna Warrior Trail to provide connection to the rest of the trail system.

PHASE IV: Backroad Bike Route

Once the Larksville Connector Trail is completed, this bike route will provide a northern connection to the proposed trail system and the West Side Trail. It will also complete a regional “loop” that will allow users to ride the entire system without having to double back. However, additional engineering studies will be required to assure that this existing road system is adequate for recommendation as a local bike route.

9.4 Trail Management, Staffing and Maintenance Budgeting

This report discusses trails with significantly varied lengths and constructions types. Due to this variation, trail management, staffing and maintenance costs are difficult to estimate. Documentation published in 2005 by the Northeast Regional Office of the Rails To Trails Conservancy (RTC) documentation suggest that there are two general answers to why this is: 1. Costs to maintain individual trails may be contained within a larger budget for a park and recreation department; or, 2. Maintenance work is done by dedicated volunteer groups on an “as-needed” basis and minimal records are maintained.

RTC’s 2005 documentation is based upon a survey of 100 rail trails and provides a snapshot of where trail managers are focusing their maintenance resources. The detailed maintenance budgets provided indicate that the average annual maintenance costs, excluding resurfacing, range from \$6,559 per mile to \$9,172 per mile for government run trails. Our 2010 estimate, which includes a contingency for inflation and also includesg management and staffing, is just over \$8,150 per mile.

Maintenance costs vary depending upon the age of the trail, the type of trail constructed (crushed stone, asphalt, concrete), the number and types of structures (drainage facilities, bridges, fences, trail amenities) and the level and type of use of the trail. Maintenance of recently constructed trails or trails with minimal use may be limited to annual mowing, trimming and vegetation control with minimal costs for maintenance of the physical improvements. Conversely, older trails will require investments of a magnitude similar to their initial construction to provide the needed level of maintenance.

Table 9-11 is an annual budget for a “generic trail” with an assumed length of ten miles, two trail heads (at either end) with parking for ten passenger automobiles, 9 road crossings and trail amenities (picnic table, trash can, bike rack) at 1 mile intervals. No major structures (bridges, tunnels, or underpasses) are included. Routine annual maintenance is anticipated for landscaping and facilities and structures. For the purposes of this report, the trail is assumed to be at an age where resurfacing is required and is undertaken incrementally over a three year period.

Table 9-14. Sample budget for staffing and maintenance

<u>Maintenance Activity</u>	<u>FREQUENCY</u>	<u>UNIT</u>	<u>QUANTITY</u>	<u>UNIT COST</u>	<u>TOTAL COST</u>
TRAIL SURFACE					
10' Wide Asphalt Trail					
1½" Overlay	Annual For 3 Years	SY	17,600	\$10.00	\$176,000.00
Crosswalk Maintenance (3/year)	Annual	EA	3	\$3,000.00	\$9,000.00
				Subtotal	\$185,000.00
10' Wide Crushed Stone Trail					
Resurface	Annual For 3 Years	SY	17,600	\$7.50	\$132,000.00
Crosswalk Maintenance (3/year)	Annual	EA	3	\$3,000.00	\$9,000.00
Re-Grading	Annual	EA	2	\$2,000.00	\$4,000.00
Pothole repair and other patches	Annual or As Required	LS	1	\$1,500.00	\$1,500.00
				Subtotal	\$146,500.00

LANDSCAPING

Keep trail-side land clear of trash and debris	Annual	LS	1	\$2,500.00	\$2,500.00
General maintenance of 10 car trailhead (litter clean-up, etc.)	Annual	LS	2	\$1,500.00	\$3,000.00
Mowing	Annual	LS	1	\$10,000.00	\$10,000.00
Leaf removal (If Required)	Annual	HRS	40	\$40.00	\$1,600.00
Tree pruning	Annual	HRS	40	\$40.00	\$1,600.00
Tree removal	Annual	LS	1	\$3,000.00	\$3,000.00
Invasive species removal	Annual	MI	10	\$100.00	\$1,000.00
Application of herbicides or pesticides	Annual	MI	10	\$150.00	\$1,500.00
Clearing of drainage channels and culverts	Annual or As Required	MI	10	\$105.00	<u>\$1,050.00</u>
				Subtotal	\$25,250.00

FACILITIES & STRUCTURES

Empty trash cans at trailheads and along trail	Annual	MI	10	\$200.00	\$2,000.00
Maintenance of informational kiosks (repairs, etc.)	Annual or As Required	EA	2	\$250.00	\$500.00
Maintenance of picnic tables, benches, etc.	Annual or As Required	LS	1	\$100.00	\$100.00
Repair/maintenance of signs	Annual or As Required	MI	203	\$10.00	\$2,030.00
Maintenance of lighting	Annual	EA	2	\$250.00	\$500.00
Maintenance of gates, bollards and fencing	Annual or As Required	MI	10	\$287.00	\$2,870.00
General bridge maintenance (minor deck/railing repair)	Annual	LS	1	\$1,500.00	\$1,500.00
Railroad at-grade crossing maintenance (inspection, signage, drainage)	Annual	LS	1	\$500.00	<u>\$500.00</u>
				Subtotal	\$10,000.00

Total Estimated Annual Costs with Asphalt Trail	\$220,250.00
Contingency 10%	\$22,025.00
Management / Staffing	<u>\$24,227.50</u>
Total	\$266,502.50

Total Estimated Annual Costs with Crushed Stone Trail	\$181,750.00
Contingency 10%	\$18,175.00
Management/Staffing	<u>\$19,992.50</u>
Total	\$219,917.50

9.5 Potential sources for capital and operating revenues

Historically, there has been trail acquisition/design/development funding opportunities available at the federal, state and local levels. Reductions in federal, state and local revenues have resulted in similar reductions in trail funding opportunities. All publically available funding sources have become very competitive. The greatest chance for success in securing public funds for trail projects will require applicants to identify, establish and build strategic public and private partnerships. These can be partnerships between federal, state and local governmental agencies, eligible non-profit trail groups, businesses and individuals from the private sector. Successful applicants will need to identify and begin building the partnerships as early in the funding process.

Following is a summary of potential sources of public funding opportunities.

Federal Programs

Safe, Accountable, Efficient Transportation Equity Act— a Legacy for Users (SAFETEA-LU) **This program, currently awaiting reauthorization by the federal government, is the** former primary source of federal funding for trails and greenways. The Safe, Accountable, Efficient Transportation Equity Act— a Legacy for Users (SAFETEA-LU) is currently up for reauthorization under the Active Community Transportation Act.

The Active Community Transportation Act (“ACT Act”) of 2010, a marker bill to be incorporated into the federal transportation reauthorization when passed by Congress, will provide communities with concentrated investments to complete walking and bicycling networks to shift short driving trips to active transportation. By providing communities with the resources needed to build safe and connected non-motorized routes between the places where people live, work, learn, play and shop, the bill will provide cost-effective transportation choices for millions of Americans.

Community Development Block Grant Program

The U.S. Department of Housing and Urban Development (HUD) offers financial grants to communities for neighborhood revitalization, economic development, and improvements to community facilities and services, especially in low and moderate-income areas. Several communities have used HUD funds to develop greenways, including the Boulding Branch Greenway in High Point, North Carolina. Grants from this program range from \$50,000 to \$200,000 and are either made to municipalities or non-profits. There is no formal application process.

Land and Water Conservation Fund (LWCF) Grants

This federal funding source was established in 1965 to provide park and recreation opportunities to residents throughout the United States. Money for the fund comes from the sale or lease of nonrenewable resources, primarily federal offshore oil and gas leases and surplus federal land sales. LWCF funds are used by federal agencies to acquire additions to National Parks, Forests, and Wildlife Refuges. In the past, Congress has also appropriated LWCF monies for so-called "state-side" projects. These "state-side" LWCF grants can be used by communities to acquire and build a variety of park and recreation facilities, including trails and greenways. These funds are distributed by the National Park Service to the Pennsylvania Department of Conservation and

Natural Resources. They require a 50 percent match from the local project sponsor. In PA contact DCNR, Recreation and Conservation, 717-783-2659.

Rivers, Trails, and Conservation Assistance Program

The National Parks service operates this program aimed at conserving land and water resources for communities. Eligible projects include conservation plans for protecting these resources, trail development, and greenway development.

State Programs

DCNR C2P2 Community Recreation and Conservation

Description: Community Recreation and Conservation grants are awarded to municipalities and authorized nonprofit organizations for recreation, park and conservation projects. These include the rehabilitation and new development of parks and recreation facilities (development projects); acquisition of land for active or passive park and conservation purposes (acquisition projects); and planning for feasibility studies, trails studies, conservation plans, site development planning, and comprehensive recreation, greenway and open space planning . Most projects require a 50% match except for some technical assistance grants and development projects eligible as small community projects whose total project cost is \$60,000 or less. The small community development projects provide a municipal applicant with a population of 5,000 or less with an alternate method of funding with a focus on playground rehabilitation to meet current safety and accessibility standards.

This Grant Program is administered by the Bureau of Recreation and Conservation and is funded by Keystone Recreational Trails Land & Water Conservation Fund Growing Greener 1. Eligible applicants include county or municipal governments, higher educational and other educational Institutions and IRS 501(c)3 and/or PA Bureau of Charitable Organizations non-profits.

Other Programs

National Trails Fund

Created in 1998, American Hiking Society's National Trails Fund is the only privately supported national grants program providing funding to grassroots organizations working toward establishing, protecting and maintaining foot trails in America. National Trails Fund grants help give local organizations the resources they need to secure access, volunteers, tools, and materials to protect America's cherished hiking trails.

American Hiking Society's National Trails Fund is the only privately funded, national grants program dedicated solely to building and protecting hiking trails. Now in its eighth year, the fund has awarded nearly \$487,000 to 157 grassroots organizations all over the nation working to establish, protect and maintain foot trails in America. Awards range from \$500 to \$5,000 per project.

Eligible projects include those that have hikers as the primary constituency, secure trail lands, create visible and substantial access, improved hiker safety, avoidance of environmental damage, promote constituency building around specific trail projects and volunteer recruitment and support.