

# Centaur Gaming

VIA FEDERAL EXPRESS

October 26, 2007

The Honorable Francis Esposito  
Chairman -- Board of Supervisors  
Mahoning Township  
4538 West State Street  
Hillsville, PA 16132

**RE: Application of Valley View Downs, LP  
for a Category 1 Slot Machine Operator License**

Dear Chairman Esposito:

As I believe you are aware, Valley View Downs, LP ("VVD") will soon submit an application to the Pennsylvania Gaming Control Board ("PGCB") for a Category 1 Slot Machine Operator License ("License"). The award of a License to VVD will allow for the operation of 3,000 slot machines at VVD's proposed harness horse racing facility to be located in Mahoning Township.

This letter and its attached exhibits constitute the Local Impact Report required to be submitted to Mahoning Township pursuant to PGCB regulations (§441.3(d) and Appendix 36 of VVD's Category 1 Application and Disclosure Information Form (the "Application"). We are pleased to provide these materials to you for your information.

As you will see, this letter is divided into two sections. First, we detail the positive impact that the award of a Category 1 License to VVD will have on Mahoning Township in particular, and Lawrence County as a whole. Second, we detail the absence of adverse impact on the various municipal resources and services set forth in Appendix 36.

## Positive Impact of the VVD Project

As described in detail below, both Mahoning Township and Lawrence County will enjoy significant economic benefits as a result of the establishment of the VVD harness horse racing facility and casino.

- **Tax Revenue:** VVD will generate additional pari-mutuel taxes, gaming/slots taxes, license fees, sales taxes, and other tax revenues that are sorely needed by Mahoning Township, Lawrence County and the Commonwealth. Projections

prepared by the VVD's gaming market expert, Cummings Associates, indicate that tax benefits to the State and County annually will be approximately \$162.4 million and \$16.6 million, respectively.<sup>1</sup> In addition, it is projected that VVD will pay more than \$6 million per year in local real estate taxes, and will generate between \$1 million and \$1.5 million in permits and fees. See Cummings Associates Study: The Economic Benefits of valley View Downs for the State and Local Economies (Exhibit "A").

- **Employment:** VVD will generate an estimated 1,600 construction jobs (primarily union labor) and more than 1,500 permanent, full-time jobs with a combined payroll of approximately \$42 million per year. In addition, the development of VVD will create additional jobs in the associated horse breeding, hospitality, restaurant and tourism industries. See Cummings Associates Study.
- **Tourism:** The VVD facility will establish a tourism industry that is projected to attract more than 14,000 visitors per day and more than 5 million visitors per year to Mahoning Township. Geographically, the site is easily reachable from all major population areas in Western Pennsylvania, Eastern Ohio and West Virginia. See Cummings Associates Study.
- **Economic Development:** VVD will create much needed economic development opportunities in an economically depressed region. The innovative new facility will position Lawrence County as a major entertainment destination, regenerate economic activity and create a positive future for Mahoning Township and County residents alike.

#### Absence of Adverse Impact on Municipal Resources and Services

VVD is confident that there will be little to no adverse impact on the Township's resources and services.

- **Traffic:** VVD commissioned Baker Engineering Corporation to prepare a Qualitative Traffic Assessment (Exhibit "B") for the proposed racetrack / casino. The 250 acre VVD site is located in at the intersection of US Route 422 (the Benjamin Franklin Highway) and State Route 551 (North Edinburg Road). After observing the operation of area intersections and roadways, Baker concluded that "there appears to be adequate capacity of US Route 422 to accommodate the additional traffic from the proposed development . . . [h]owever, while US Route 422 can accommodate the traffic, there may be degraded operation on side streets as there are less gaps in the traffic stream for side street traffic to enter or cross US Route 422." VVD is pleased that US Route 422 -- the primary access road to the facility -- appears to have adequate capacity. VVD will conduct a detailed

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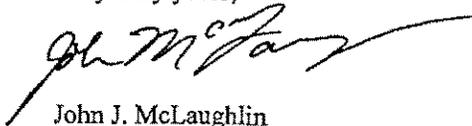
<sup>1</sup> The \$16.6 million County share includes statutorily mandated amounts for Mahoning Township.

traffic engineering analysis, and will work closely with PennDOT District 11-0 and Mahoning Township to address any deficiencies identified.

- **Housing:** The proposed gaming venue will not adversely impact residential areas, churches, schools and/or cultural areas. The 250 acre VVD site is located in a rural, less densely populated area. There are a minimal number of residences in the immediate vicinity of the VVD site, which is not within 1,500 feet of any church, school, cultural, or historic area. See Aerial View Site Map (Exhibit "C"). In addition, the VVD facility plan includes on-site, dormitory style housing for grooms and horsemen, and no existing housing stock will be taken or demolished.
- **Water and Sewer Systems:** A sewage treatment facility will be constructed in cooperation with Mahoning Township and in accordance with Pennsylvania Department of Environmental Protection requirements. The sewage treatment facility will have sufficient capacity to serve all of VVD's needs, as well as those anticipated for surrounding developments. With respect to potable water service, VVD will contract with the local water company to extend service lines to the VVD property. No adverse impact to existing water customers is anticipated. See Report: Preliminary Utility Investigations, dated October 10, 2007 (Exhibit "D").
- **Police and Fire Services:** Additional visitor traffic to the Township generated by those patronizing the VVD facility will logically increase the need for police and fire services. VVD intends to work closely with Township officials and the Pennsylvania State Police to address these needs in most effective way possible.

Thank you for your attention and courtesy with respect to these important matters. We would be pleased to discuss this letter and its attachments with you, as well as any other aspect of VVD Category 1 Application, at your convenience.

Very truly yours,



John J. McLaughlin  
President

Enclosures

cc: Thomas W. Leslie, Esquire  
Township Solicitor  
500 First Merit Plaza  
25 North Mill Street  
New castle, PA 16101

EXHIBIT A

**Cummings Associates**

**Valley View Downs LP**

**Pennsylvania Harness Track Application**

**The Economic Benefits of Valley View Downs**

**For the State and Local Economies**

August 16, 2007

135 Jason Street, Arlington, Massachusetts 02476  
Telephone: 781.641.1215 - Fax: 641.0954 - e-mail: [cummingsw@aol.com](mailto:cummingsw@aol.com)

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<b>2. Projected Financial Results</b>	<b>3</b>
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## **Exhibits**

(all follow the text)

1. Projected Racing and Gaming Statistics
2. Projected Total Simulcast Handle by Source
3. Projected Total Slot Revenues by Source
4. Financial Projections / Summary
5. Economic Impacts of Construction
6. Ongoing Direct Economic Impacts
7. Detail for Ongoing Economic Impacts
8. Total Ongoing Economic Impacts

# The Economic Benefits of Valley View Downs for the State and Local Economies

## 1. Projected Racing and Gaming Statistics

The economic benefits of Valley View Downs for the state and local economies will be substantial. To estimate these impacts, I first developed projections for the attendance, pari-mutuel wagering, and slot-machine revenues of the proposed facility. These are summarized in Exhibit 1 (all exhibits can be found at the end of this report, following the text).<sup>1</sup> The racing projections are based upon the performance of the existing race tracks and satellite facilities in Pennsylvania, and of comparable facilities in nearby states. By 2012, the third year of full operations, total handle, including live racing, simulcast racing, and account wagering, is projected at \$49 million.

Similarly, the projections for slot-machine revenues ("win") are based upon the performance of comparable operations elsewhere in the region and across the United States. Total slot win is projected at \$415 million in 2012.

Both sets of projections were developed using detailed "gravity" models, which are based upon the demographics of the areas surrounding each facility, in particular the number of adults residing at various distances, and the ratio of actual handle (or gaming revenues) obtained to such adult populations at existing facilities. The performance of the new facility has been assumed to be essentially average in relation to the most comparable facilities elsewhere.

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<sup>1</sup> Sources: Cummings Associates' *Valley View Downs LP Pennsylvania Harness Track Application Projections for Slot Operations*, August 2, 2007, and *Valley View Downs LP Pennsylvania Harness Track Application Market Study*, August 2, 2007. For the years 2009-2012, I have scaled up my projections for slot win, originally only for one year of "stabilized operations" (i.e., at "maturity," and in FY2007 dollars) based upon modest rates of inflation and initial transient start-up factors.

Because they are based upon geography and the surrounding demographics, these models indicate the projected *sources* of revenues in great detail. Exhibit 2 presents such a matrix for simulcast handle following the opening of Valley View Downs. Each row in this exhibit represents a source of pari-mutuel patrons, and each column indicates a race track or other simulcast facility to which they will direct their business. As indicated in the first column, most of the simulcast handle at the new facility is projected to come from the immediate vicinity, with \$3.7 million coming from Beaver, Butler and Lawrence counties, Pennsylvania, and \$10.1 million from the Youngstown area of Ohio. Only \$0.3 million is projected to come from Allegheny County, \$0.2 million from elsewhere in the Pittsburgh area, \$3.0 million from other parts of Pennsylvania, \$1.5 million from other parts of Ohio nearby, and a smidgen from the nearest areas of West Virginia. A total of \$11.6 million is projected to come from visitors to (i.e., non-residents of) Pennsylvania. Most of this represents wagering that is currently handled at race tracks in other states. This will make up more than one-third of total simulcast wagering at the new facility.

Pennsylvania residents within the immediate local area (primarily Youngstown) will also spend more than they do at other facilities today. This occurs because the new track will bring simulcast racing closer to them, and thereby induce greater visitation and wagering. These two effects combine to produce roughly \$7 million in *net new simulcast handle* for Pennsylvania. (A similar portion of the projected live handle also represents net new money.) While the new facility also redistributes some existing handle from other facilities within Pennsylvania, these impacts are projected to be modest. Following the opening of Valley View Downs, the New Castle OTB facility's handle is projected to decline by roughly one-third, but impacts on The Meadows and the other satellite facilities in the area are projected to be less than five percent.

Cummings Associates

Exhibit 3 presents a similar matrix of projections for gaming revenues following the opening of Valley View Downs's slot facility (and one in Downtown Pittsburgh). The gravity model indicates that roughly \$98 million in slot win will come from residents of Youngstown, \$140 million from "Other" Ohio (primarily Cleveland and Akron), \$4 million from West Virginia, and \$11 million from more distant sources. Roughly 70% of Valley View Downs's total gaming win of \$363 million (at maturity, in FY2007 dollars) is thus projected to come from the residents of other states.

## 2. Projected Financial Results

The second step in the process was to develop projections for the financial results of racing and gaming operations, which include major economic contributions such as payroll, employment, and purchases of goods and services. These are summarized in Exhibit 4. As with the projections for top-line pari-mutuel handle and gaming revenues, these are based upon the performance of similar facilities currently operating elsewhere.<sup>2</sup> The allocations of pari-mutuel handle to the Commonwealth, breeders' funds, the track, and to purses are as specified by state law, and the allocations of slot-machine revenues as specified by 2004 Act 71.

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<sup>2</sup> Sources: Cummings Associates' *Valley View Downs LP Pennsylvania Harness Track Application Projected Operating Statements / Racing*, August 2, 2007. I have estimated detail for gaming payroll and purchases of goods and services based upon the financial statements of similar facilities elsewhere.

### 3. Projected Economic Impacts

The one-time economic benefits to the state and local economies of constructing Valley View Downs are estimated as indicated in Exhibit 5. The top portion of this exhibit presents the current overall cost estimate for the project, which totals \$428 million as of August 15, 2007. I have estimated the contributions of Pennsylvania labor and purchased goods and services to each "hard" cost element based upon nationwide averages for the construction industry in 2006.<sup>3</sup> I have estimated the labor contributions toward "soft" costs such as administration and pre-opening expenses at 50% to 70%, and goods and services (conversely) at 40% to 20%. Although some labor and purchased goods and services may be obtained from sources other than Pennsylvania (such as my contribution to the license application), the vast majority, with the notable exception of slot machines,<sup>4</sup> are readily available within Pennsylvania and will be purchased there.

In total, the construction project is estimated to provide \$89.8 million in direct labor income<sup>5</sup> and directly purchase \$85.8 million in goods and services from Pennsylvania sources, representing total direct output of \$176 million. Full-time-equivalent employment is estimated at 1,797 person-years.

These direct purchases of goods and service and direct employment will stimulate additional activity within the State and local economies. Vendors to the construction project will pay their own employees, they will purchase other goods and services, and both their employees

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<sup>3</sup> Source: Bureau of Economic Analysis online National Income and Product Accounts.

<sup>4</sup> Slot machines comprise \$42 million of the "Buildings and Equipment" line item. I assume that these (as well as the project financing that results in \$8.2 million in financing fees and \$32.6 million interest during construction) will be obtained from sources outside the State.

and those of the construction firms themselves will spend their earnings in large part on local consumer goods and services. These secondary impacts (both induced and indirect, the so-called "multiplier" effects) will add further to the State and local economies. I have estimated their magnitude, based on multipliers typical of major construction projects, in the bottom portion of Exhibit 5. Including all the secondary impacts, constructing Valley View Downs will contribute \$298 million to the output of the economy of Pennsylvania, \$144 million in labor income, and 3,234 person-years of full-time-equivalent ("FTE") employment.

The ongoing annual impacts of Valley View Downs's operations will be similar in magnitude. I have estimated these as indicated in Exhibits 6, 7 and 8.

The top portion of Exhibit 6 recapitulates some of the statistical information from Exhibit 1. For the readers' convenience, and to represent a reasonable "stabilized" level of operations, I will in the rest of this report describe the economic impacts as of 2012 (the prior years that have both racing and gaming operations, 2010 and 2011, are very similar, though ramping up toward the project's ultimate mature level). In 2012, total pari-mutuel handle is projected at \$49 million, total slot win at \$415 million, and total visitation at 5.4 million.

Based upon the financial projections summarized above, I estimate that total direct employment by the track (and gaming facility) itself will be 1,058 on a full-time-equivalent basis. This will include administration, racing staff, gaming personnel, facilities and security staff, and food and beverage personnel. Total payroll, including taxes and benefits, is projected at \$42 million. Valley View Downs will also spend roughly \$59 million on purchases of goods and

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<sup>5</sup> As I use it here, "direct labor income" includes (a) all wages, salaries and other employee compensation plus (b) one-half of proprietors' income derived from the typical construction project (the other half I assume to represent profit).

services that should essentially all be available from local suppliers.<sup>6</sup> Together with the direct payroll, this sums to a direct impact on the State and local economy of \$100 million each year.

The horsemen who race at the track will also contribute to these economic impacts. With an average of nearly 1,100 horses estimated to be stabled at or near the track for roughly six months each year, total training fees and driver/trainer bonuses (which represent income that will largely be spent locally) are estimated, based on the experience elsewhere, at \$19.8 million. Of this total, roughly \$12.9 million will represent payroll and/or other labor income (e.g., for the proprietors of the training operations), and \$6.9 million will go toward purchases of goods and services. Direct employment, again on a full-time equivalent basis, is estimated at 490.

Many of Valley View's customers will come from outside the local area, and spend money within the Pittsburgh area but outside Valley View Downs. I estimate that roughly 52% of its customers will be making more than a short "commuter-type" trip (specifically, the residents of "Other Ohio" in Exhibit 3 [*not* Youngstown] and "Further Afield"). The average such visitor is projected to spend roughly \$30 on goods and services outside the track<sup>7</sup> (mostly for automobile services and fuel, but some for food and lodging), for a total direct annual impact of \$83 million.

Adding up the contributions from Valley View Downs itself, its horsemen, and its customers from outside the local area, the direct impacts on local output are projected at \$203 million each year. Total direct employment is projected at 1,547 FTE.

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<sup>6</sup> Again, with the notable exception of slot machine( replacement)s, as well as minor amounts of specialized racing equipment, totalizator and satellite services. I have excluded these from the figures presented above.

Exhibit 7 presents detail for the composition of each of these components. Detail for the track's spending is based upon the financial projections summarized above, for the horsemen's spending upon the results of a survey conducted recently in Pennsylvania,<sup>7</sup> and for visitors to the area upon the Iowa study footnoted above.

The bottom portion of this exhibit estimates the likely impacts on the Standardbred breeding industry of Pennsylvania. To support 1,080 horses racing at Valley View Downs, there will ultimately be a demand for roughly 700 additional Standardbred broodmares in Pennsylvania. By 2012, only a portion of this demand will likely be met; I assume 60%, for a total increase (by that year) of 420. With estimated annual spending of approximately \$11,000 for each mare (in FY2007 dollars; includes associated foals, yearlings, and stallions), additional direct output from the breeding sector in 2012 is projected at \$5.3 million statewide.

As with the economic impacts of construction, these direct purchases of goods and services and direct employment will stimulate additional economic activity within the State and local area. These secondary impacts are added to the direct effects in Exhibit 8.

The top portion of this exhibit summarizes the projections for direct impacts from Exhibit 6. By 2012, Valley View Downs will have a direct impact on the local economy, in terms of total output, of \$203 million. Direct employment, on an FTE basis, is estimated at 1,547.

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<sup>7</sup> Based upon a survey reported in Margaret Ray's study, *The Economic Impact of Prairie Meadows Racetrack on the Iowa Economy* (University of Arizona Race Track Industry Program, undated but circa 2002). Figures I have seen from other such studies appear comparable.

<sup>8</sup> Swinker et al., *Pennsylvania's Equine Industry Inventory, Basic Economic and Demographic Characteristics*, Department of Dairy and Animal Science, The Pennsylvania State University, May, 2003.

Including the "multiplier" impacts as these direct expenditures circulate through the local economy, the ultimate ongoing total impact on output of the local area is estimated at \$280 million, and ultimate FTE jobs at 1,826.<sup>9</sup>

In the bottom portion of Exhibit 8, total ongoing impacts on aggregate output statewide are estimated at \$365 million, and on FTE employment at 2,364. State and local gaming tax receipts are estimated at \$179 million. At 4% of total slot win, the "Local Share Assessment" will amount to \$16.6 million of this total.<sup>10</sup> Five percent of total slot win, or \$20.8 million, is allocated to the State's Gaming Economic Development and Tourism Fund. The balance, roughly \$141 million, will accrue primarily toward the relief of property taxes across the Commonwealth.

My analyses and projections are based upon the assumptions described herein. Some of these assumptions will inevitably not materialize, and unanticipated events and circumstances will occur. The actual results will therefore vary from my projections, and such variations may be material.

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<sup>9</sup> Procedurally, I have estimated that half of all the secondary (multiplier) impacts would occur locally. The actual proportion may be somewhat more or less. For the total impacts statewide, I have used the multipliers estimated by the Penn State study referenced above: 1.75 for total output, 1.81 for labor income, and 1.36 for employment. (The employment multiplier is relatively low because many of the direct jobs at the track, particularly on the backstretch and in the food-service sector, do not pay high wages. As their spending circulates through the economy, it translates into fewer [relative to, say, the construction industry] but higher-paying [than on the backstretch] secondary jobs.)

<sup>10</sup> Actual contributions to local budgets are, however, limited to 50% of such budgets in FY2004.

EXHIBIT B



EXHIBIT C

## InterOffice Memo

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**TO:** Larry Diday  
Baker – Beaver

**DATE:** August 29, 2007

**FROM:** Steven J. Stuart  
Baker – Airside

**SUBJECT:** Qualitative Traffic Assessment  
Proposed Racetrack/Casino  
Mahoning Township, Lawrence County, Pennsylvania

The following is a *Qualitative Traffic Assessment* for the proposed Racetrack/Casino in Mahoning Township, Lawrence County, Pennsylvania. This assessment has been prepared to determine the potential impacts of the proposed development on the surrounding roadway network. In order to estimate the potential impacts, this assessment includes the following:

1. Approximation of likely site generated traffic;
2. Determination of the likely study area for a Traffic Impact Study (TIS);
3. Review of existing road and intersection traffic volumes and geometrics;
4. Review of proposed site access configuration; and
5. Identify areas of potential improvements.

Each task is discussed in more detail below.

### Task 1. Approximation of likely site generated traffic

For the purposes of this assessment, Baker has estimated the number of trips likely to be generated by the proposed facility. For the formal TIS, Baker recommends that one of the currently operating racetrack/casinos be counted to determine the regional trip generation characteristics within Pennsylvania. Based upon the site plan provided, the proposed site will contain:

- A Harness Track Facility (including the racing track, paddock, barns, a dormitory, security and administration buildings, as well as the grandstands);
- A Gaming Facility (assumed to be 3,000 slot machines);
- A Future Hotel (assumed to be 225 rooms);
- Additional area for future development; and
- Five (5) site access points on the adjacent roadway network.

A methodology was developed to estimate the total number of vehicular trips generated by the site. For purposes of this assessment, the analysis was only conducted during the PM peak hour. While the PM peak hour represents the worst case for reoccurring weekday traffic, other peak periods may need to be examined as part of the formal TIS.

In order to determine the total number of site generated vehicular trips, the Institute of Transportation Engineers (ITE) Trip Generation Manual, 7<sup>th</sup> Edition was utilized. This publication provides a trip generation rate for the Harness Track Facility, the Hotel, and for the future development (assumed to be retail as it generates a worse case number of peak hour trips). Traffic for the gaming facility was based upon a rate utilized for other gaming facilities in the Commonwealth. The rate of 0.348 trips per gaming position was assumed (53% entering/47% exiting during the PM peak hour). Table 1 summarizes the anticipated trip generation for the components of the site.

Facility	ITE Land Use	Size	Rate	PM Peak <sup>#3</sup>		
				Entering	Exiting	Total
Harness Track Facility	452	2,000 attendees <sup>#1</sup>	0.13	172	88	260
Gaming Facility	n/a	3,000 Positions	0.348	554	490	1,044
Hotel	310	225 rooms	0.59	70	63	133
Future Development (Retail) <sup>#2</sup>	814	125,000 s.f.	2.71	149	190	339
<b>Total</b>	--	--	--	<b>945</b>	<b>831</b>	<b>1,776</b>

<sup>#1</sup> - Average attendance assumed to be about 2,000 attendees. Larger audiences can be anticipated during peak events.  
<sup>#2</sup> - Building size assumed to be 10,000 square feet per acre. Future development area scaled from site plan.  
<sup>#3</sup> - Because of the nature of the study area, pass-by trips were not included in this analysis.

It is likely that some of the traffic drawn to each component of the site will come from another facility within the development. These internal trips will reduce the total traffic volumes exiting onto the local roadway network. Even with an internal reduction (likely to be between 10% and 15%), the number of vehicles added to the study area roadways will be significant.

**Task 2. Determination of the likely study area for a Traffic Impact Study**

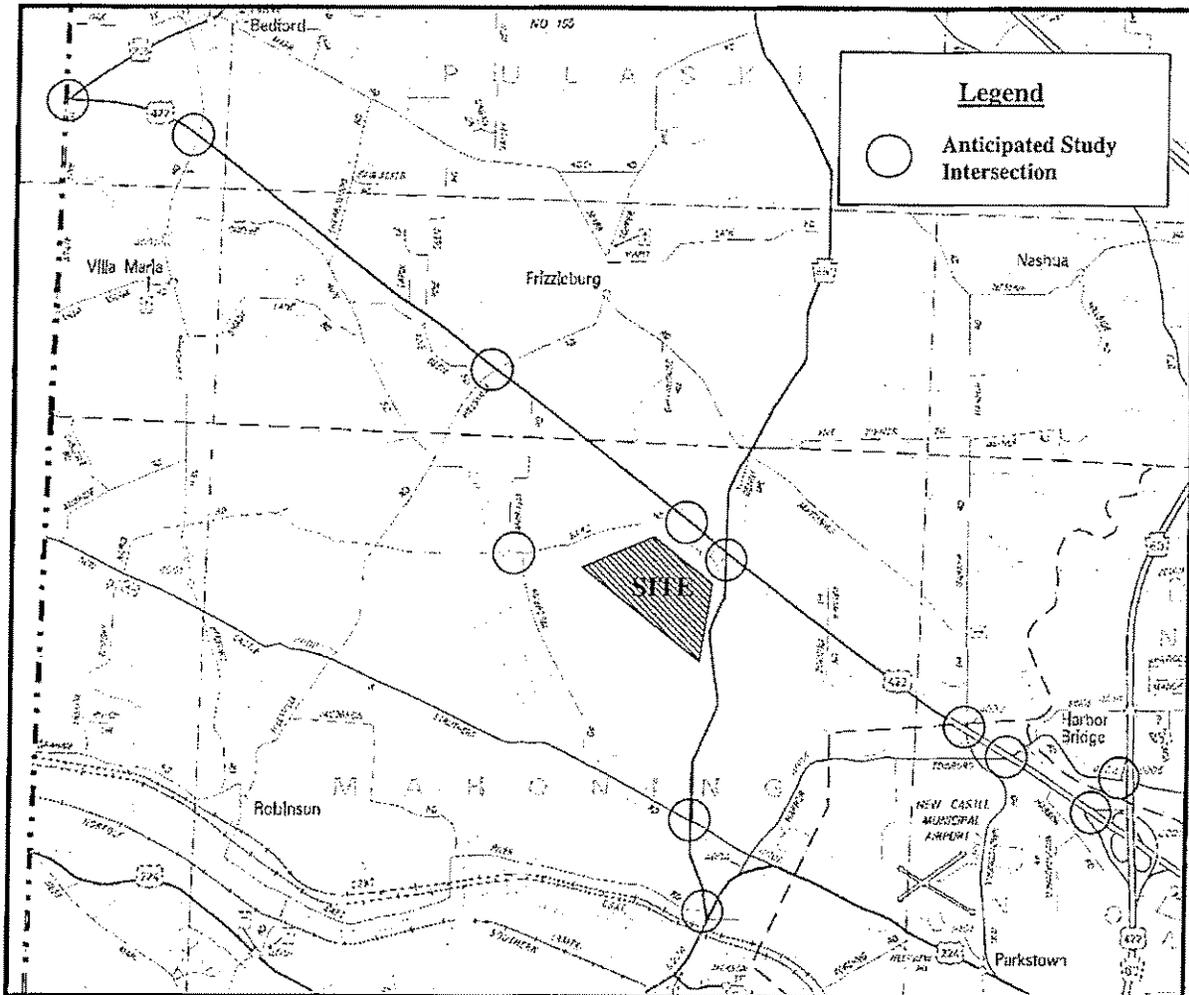
The general rule of thumb for determining if an intersection is to be included in a Traffic Impact Study (TIS) is when 100 or more entering or exiting vehicles travel through an intersection during the peak hour. With a site that generates more than 1,500 peak hour trips, the study area has the potential to be extensive. Based upon population density of the region surrounding the site, most of the site traffic will arrive and return to their destinations via US Route 422. Only traffic destined to/from the immediate vicinity (less than 3-5 miles) will likely utilize other roadways in the area (i.e. SR 551 or the local Township roads).

Based upon the majority of the traffic coming from US Route 422, a TIS will likely be required to study the following intersections:

- US Route 422 with Route 60 ramps (including SB ramp to Edinburg Road)
- US Route 422 with Harbor Bridge Edinburg Road (SR 4004)
- US Route 422 with Old Youngstown Road (SR 4007)/Matthews Road
- US Route 422 with Route 551
- US Route 422 with Baird Road
- US Route 422 with Hillsville Road
- US Route 422 with Evergreen Road
- US Route 422 with Route 208
- Baird Road with Ambrosia Road
- Route 551 with Struthers Road (SR 4006)
- Route 551 with Route 224
- All proposed site driveways

**Challenge**

These intersections are shown graphically on Figure 1 below.



*Figure 1. Likely Study Area Intersections*

**Task 3. Review of existing road and intersection traffic volumes and geometrics**

Baker compiled existing traffic volumes for the study area roadways from available sources. These existing traffic volumes represent daily two-way traffic on each roadway and are summarized on Figure 2 on the next page.

With an understanding of the existing traffic volumes and how site generated traffic will arrive and depart the site, Baker personnel performed a field view of the study area intersections and roadways. During this field view, the intersections and roadway segments were observed and qualitatively evaluated to determine whether the intersection/roadway can accommodate existing and future traffic volumes. The intersections were also evaluated to determine if there are any existing operation issues that will be exacerbated by the addition of site generated traffic.

**Challenge**

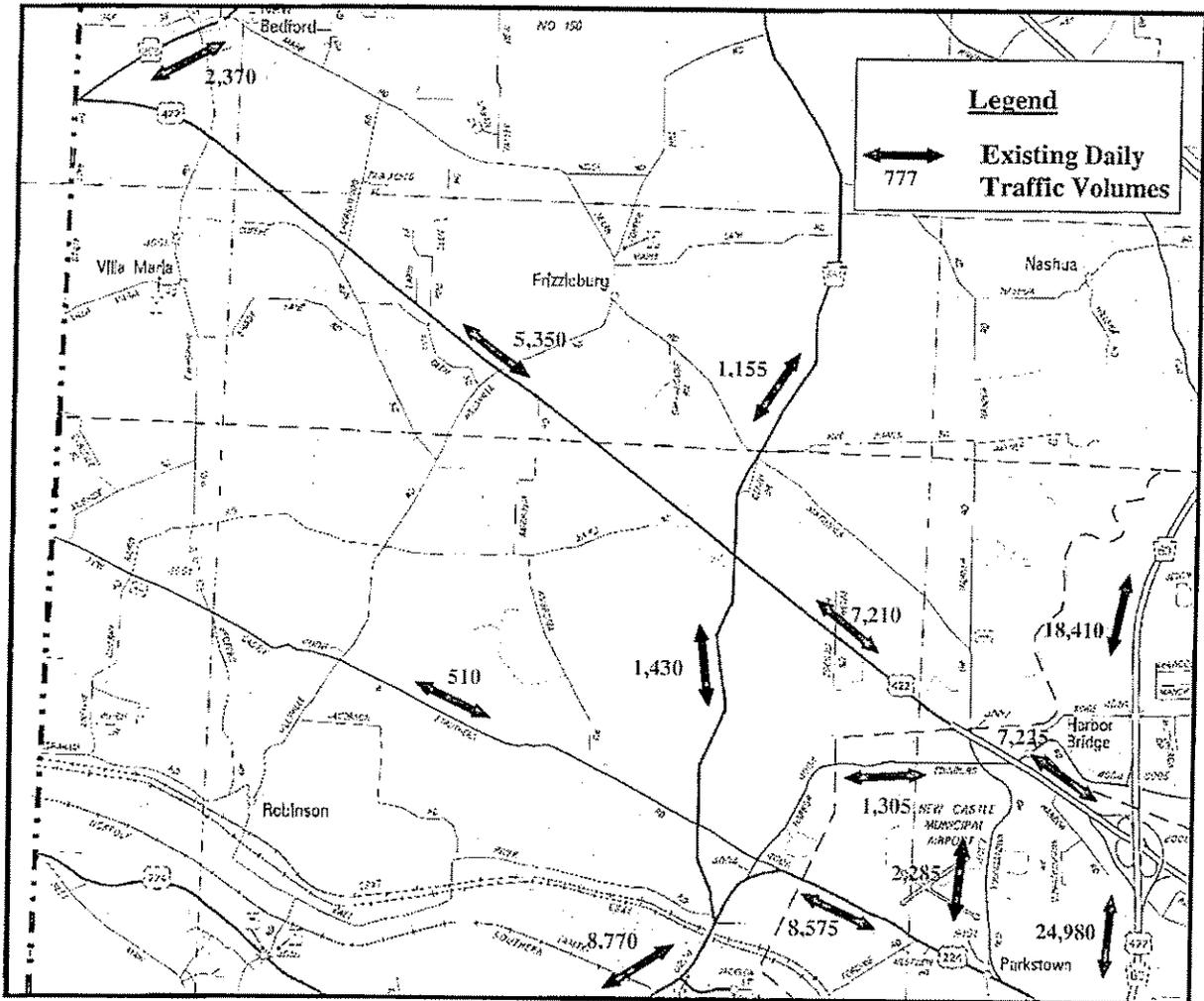


Figure 2. Daily Two-way Traffic Volumes on Select Roadways

After observing the operation of the intersections and roadways, there appears to be adequate capacity on US Route 422 to accommodate the additional traffic from the proposed development. However, while US Route 422 can accommodate the traffic, there may be degraded operation on side streets as there are less gaps in the traffic stream for side street traffic to enter or cross US Route 422. If the traffic volumes and delay on the side street are significant, then installation of traffic signals may be required. Intersections that will likely require signalization are the two that currently have red/yellow overhead flashing beacons (Old Youngstown Road/Matthews Road and Route 551), the main site access onto US Route 422, and possibly Baird Road.

Based upon the observed operation of the other off-site intersections, no other improvements are anticipated.

## Challenge

#### **Task 4. Review of proposed site access configuration**

While the installation of traffic signals will likely be all that is required for the off-site portions of the study area, the intersections immediately adjacent to the site will likely require more improvements. Based upon the number of arriving vehicles, dual left turn lanes on westbound US Route 422 may be required. If this laning is required, the spacing to the intersection of US Route 422 with Route 551 becomes critical. Additionally, because of the number of access points on Baird Road, turn lanes will likely be required for the intersection of US Route 422 with Baird Road. The limited spacing between these three intersections may make construction of left turn lanes difficult. A realignment of Baird Road to the west may resolve the spacing issue. Realignment will also allow the skew to be removed from the US Route 422 intersection with Baird Road. This skew limits sight distance and it is very likely that PennDOT will require the improvement since Baird Road will act as a second site access onto US Route 422.

As previously stated, the intersection of US Route 422 with Route 551 will likely require a traffic signal. In addition, auxiliary left and/or right turn lanes may be required on the northbound, southbound, and eastbound approaches to accommodate additional traffic destined to/from the site. A left turn lane may also be required at the site drive onto Route 551 south of Route 422.

The remaining site access drives connect to Baird Road. Baird Road is a 20 foot wide Township road with a 10-ton weight limit and a winding geometry. Since service entrances will need to be accessible to semi-trucks and other large vehicles, the roadway will need to be reconstructed and widened. While being reconstructed and widened, the winding geometry should be "smoothed" to facilitate ease of access to the site.

#### **Task 5. Identify areas of potential improvements**

Based upon number of site generated trips, their likely routes to and from the site, and the conditions of the existing infrastructure in the vicinity of the site, the following areas will likely require improvements once the formal traffic impact study is completed:

- Installation of traffic signals will likely be required at several off-site intersections along US Route 422. These intersections include the intersections of US Route 422 with Old Youngstown Road/Matthews Road and with Route 551.
- Auxiliary turn lanes will likely be required on Route 551 at US Route 422 and at the site access drive. Left turn lanes will also likely be required at the main site access on US Route 422 and at the intersection with Baird Road.
- Spacing between Route 551, the main site drive, and Baird Road is a concern. Depending upon the required number and arrangement of turn lanes, the main site drive and Baird Road may need to be relocated further west.
- The current condition of Baird Road is not sufficient for high volumes or for large delivery and service vehicles. Baird Road will likely require full reconstruction from US Route 422 to the southernmost site access drive.
- Local Township residents may be adverse to having the access points onto Baird Road (a local roadway that provides access to rural residential properties). The formal TIS should investigate possible mitigation to prevent site traffic from using adjacent Township roadways.

### **Challenge**

This assessment has been prepared to estimate the potential impacts of the proposed development on the surrounding roadway network and is based upon a cursory traffic engineering evaluation. No meetings and/or coordination were held with PennDOT District 11-0, Mahoning Township, or other agencies for this assessment. This preliminary assessment is based on our experience and knowledge of the area and reflects possible impacts and improvements. Actual impacts/improvements will be determined from detailed traffic engineering analysis conducted with the formal TIS.

If you have any questions on this assessment, please don't hesitate to contact me at 412-269-4630 or Jim Katsafanas at 412-269-4635.

SJS/JJK

EXHIBIT D

# **Preliminary Utility Investigations**

for

## **Valley View Downs Development**

requested by

**Centaur Inc.  
10 West Market Street  
Suite 200  
Indianapolis, IN 46204**

October 10, 2007

## **Introduction**

Preliminary Utility Investigations were conducted for six utilities required for the proposed Centaur Valleyview Downs development in Mahoning Township, Lawrence County, PA. Investigations for each utility consisted of identification of available service in the area, estimating usage/demand, obtaining a contact with phone number and address, scheduling a meeting at the site with the service contact to review the proposed development and documenting information for use during design, as described the scope of work dated, September 14, 2007.

## 1) Potable Water

PA American Water has a 12" water line along Routes 551. According to Mahoning Township Supervisor Exposito the site is not in their service area. Aqua America has the tariff rights to the property. Aqua America's closest line is approximately eight miles away. Aqua American has signed away their rights to the rest of the township and Supervisor Exposito didn't think they would have any problem signing away this area as well.

The contact person for PA American Water is Larry Lambo (724-657-8534). PA American's line is served by two 1.2 million gallon tanks, one to the south and one to the north of the site. The line has a static pressure of about 55 psi in the vicinity of the proposed entrance road on Route 551. This pressure may not be adequate to serve the building depending on their final elevation. If the pressure is not adequate, PA American would propose to construct a booster station along the southern entrance road off Route 551. An area of about 30' x 50' would be required for this booster station. The actual station would be about 10' x 15'. The area would be fenced and landscaped.

PA American proposes to loop the site with Class 52 ductile iron pipe. The loop would extend from Route 551 through the site to Baird Road then on to Route 422 and tie back into the 12" line on Route 551. They would like an easement along Baird Road and Route 422 outside the road right of way. PA American would construct the line in a right of way provided by Centaur. Each building would be metered separately.

PA American's estimate of cost is about \$400,000 for the booster station and about \$400,000 for the waterlines. There will be no tap-in or connection fee. Centaur may have to pay some of the construction cost, based on water usage estimates.

Preliminary water usage estimate is 134,189 gallons per day, see sanitary sewer flow estimate in the next section.



Pennsylvania  
American Water

2738 Ellwood Road  
New Castle, Pennsylvania 16101  
T 724-656-0726  
F 724-654-6754

October 9, 2007

RE: Water Service Availability for  
Proposed Race Track & Casino in  
Mahoning Twp; Lawrence County,  
Pennsylvania.

To Whom It May Concern:

To confirm our previous conversations, Pennsylvania American Water can extend water service to the above mentioned proposed site, provided the following conditions are met:

1. You have received all the necessary approvals from the local municipality for the development.
2. The Public Utility Commission would approve a request to extend the Pennsylvania American Water service area to include the proposed development.
3. The developer or other appropriate party would have to meet the terms of service as specified in our Pennsylvania Public Utility Commission (PUC) tariff. You can view a copy of our tariff on our web site at [www.pawc.com](http://www.pawc.com).

If you have any questions or need any additional information, please contact me.

Sincerely,

PENNSYLVANIA AMERICAN WATER

A handwritten signature in cursive script that reads "Larry J. Lambo".  
Larry J. Lambo

## 2) Sanitary Sewage

The Mahoning Township Act 537 plan was revised to remove this project and any development on the Shick property at DEP's request when the permits for the new sewage plant were submitted about two years ago. The township has the design underway for an 180,000 gallon per day package plant which will serve 600 homes in Hillsville and west to the PA border. The Township expects to have ownership of the property by mid-October. The plant will be located on five acres of property north of Route 224 and west of the Mahoning River Bridge.

The Township authorized RAR to modify their Act 537 plan and begin design of a sewer across the river and north on Route 551. The Township will request an easement across the Shick and Centaur properties for a more direct route to service the developments. The exact alignment is not known at this time.

The contact person is Gregg Del Principe, P.E., RAR Engineering (724-652-1004). Hill Engineering will be designing the plant; contract person is Gus Maas (814-725-8659)

The cost estimate for 310,000 gpd plant is \$4 million. The estimate for the total project is \$13.1 million. Centaur's fee could be \$2,500 tap in and \$90 per EDU.

Attached is an estimate of the sanitary sewer flows for ultimate build out. Also attached is a email chain regarding the impact of the horse waste on the sanitary sewage treatment plant.

SO. No.	112096 - Task 8			<b>Baker</b> <b>ChallengeUs.</b>
Subject	Valley View Downs			
Estimate of Sanitary Sewage	Sheet No.	1	of	5
	Drawing No.			
Computed by	JWL	Checked by	MWP	Date
				10/2/2007

**Purpose:**

Estimate Preliminary Sanitary Sewage Flow for full build-out of Valley View Downs Lawrence County Site

**Given:**

The following buildings are proposed for full build-out:

1. Grandstand, Clubhouse and Casino Facility - 260,000 square feet
2. Future Casino Expansion - 60,000 square feet
3. Dormitory - 50 Rooms - 100 beds - 13,736 square feet
4. Dining/recreation/administration Building - 14,600 square feet
5. Maintenance Building - 9,000 square feet
6. Horse Paddock - 50,800 square feet
7. Horse Barns - 8 @ 106 horses each = 848 horses
8. Hotel - 200 Rooms, 20,000 sq.ft. restaurant, 20,000 meeting space

**Assume:**

Landscaping water is from surface retention facilities and Water usage and sanitary sewer flow are equal.

**Estimated Demands:**

1. Grandstand, Clubhouse and Casino Facility - 260,000 square feet  
According to Nevada State Gaming Commission, a typical 50,000 sf gaming facility generates approximately 10 ac-ft per year

$$\frac{260000 \text{ sq ft}}{50000 \text{ sq ft}} \times \frac{10 \text{ acre ft}}{\text{yr}} \times \frac{326,000 \text{ gal}}{1 \text{ acre ft}} \times \frac{1 \text{ yr}}{365 \text{ days}} = 46,444 \text{ gpd}$$

2. Future Casino Expansion - 60,000 square feet

$$\frac{60000 \text{ sq ft}}{50000 \text{ sq ft}} \times \frac{10 \text{ acre ft}}{\text{yr}} \times \frac{326,000 \text{ gal}}{1 \text{ acre ft}} \times \frac{1 \text{ yr}}{365 \text{ days}} = 10,718 \text{ gpd}$$

3. Dormitory (see attached table 2-5)

100 beds x 35 gpd/resident = 3,500 gpd.

Assume 10 employees @ 10 gpd/employee = 100 gpd

Total for Dormitory 3,600 gpd

4. Dining/recreation/administration Building - 14,600 square feet

Office - assume 10 employees x 15 gpd/employee = 150 gpd	
Dining hall - assume 100 people x 3 meals a day x 15 gpd/meal = 4,500 gpd	
<b>Total</b>	<b>4,650 gpd</b>
5. Maintenance Building - 9,000 square feet	
assume 5 employees @ 15 gpd/employee =	75 gpd
6. Horse Paddock - 50,800 square feet	
assume 0.25 gpd/sf x 50,800 sf =	12,700 gpd
7. Horse Barns - 8 @ 106 horses each = 848 horses	
from Water Use and Conservation, University of Minnesota Extension (copy attached	
water use for a domestic horse is 12 gpd, assume race horses use double the amount	
assume 24 gallons/day/horse = 20,352 gpd	
assume 1 employee for 2 horses = 424 employees	
assume 15 gpd/employee x 424 = 6,360 gpd	
<b>Total</b>	<b>26,712 gpd</b>
8. Potential Hotel (see attached table 2-3)	
200 rooms x 2 guests/room x 50 gpd/guest = 20,000 gpd.	
Assume 50 employees @ 10 gpd/employee = 500 gpd	
20,000 sq. ft. restaurant: assume 200 customers/day at 9 gal per cust.= 1,800 gpd	
20,000 sq. ft. meeting space: assume 3 gal per seat= 600 gpd	
<b>Total for Hotel</b>	<b>22,900 gpd</b>
<b>Subtotal</b>	<b>127,799 gpd</b>
<b>Contingency - 5%</b>	<b>6,390 gpd</b>
<b>Estimated average day demand at full build out:</b>	<b>134,189 gpd</b>
<b>Peak flow assume peaking factor of 4 = 134,189 gpd/1440 min/day x 4 = 373 gpm</b>	

**Commercial facilities.** The water used by commercial facilities for sanitary purposes will vary widely depending on the type of activity (e.g., an office as compared to a restaurant). Typical water-use values for various types of commercial facilities are reported in Table 2-3. For large commercial water-using facilities such as laundries and car washes, careful estimates of actual water use should be made.

**Institutional facilities.** Water used by facilities such as hospitals, schools, and rest homes is usually based on some measure of the size of the facility and the type of housing function provided (e.g., per student or per bed). Water use for schools will vary significantly depending on whether the students are housed on campus or are day students. Representative water-use values for institutional facilities are reported in Table 2-4.

TABLE 2-3  
Typical rates of water use for commercial facilities\*

User	Unit	Flow, gal/unit · d	
		Range	Typical
Airport	Passenger	3-5	4
Apartment house	Person	100-200	100
Automobile service station	Employee	8-15	13
	Vehicle served	8-15	10
Boarding house	Person	25-50	40
Department store	Toilet room	400-600	550
	Employee	8-13	10
Hotel	Guest	40-60	50
	Employee	8-13	10
Lodging house and tourist home	Guest	30-50	40
Motel	Guest	25-40	35
Motel with kitchen	Guest	25-60	40
Laundry (self-service)	Machine	400-650	550
	Wash	45-55	50
Office	Employee	8-20	15
Public lavatory	User	3-6	5
Restaurant (including toilet)			
Conventional	Customer	8-10	9
Short-order	Customer	3-8	6
Bar and cocktail lounge	Customer	2-4	3
	Seat	15-25	20
Shopping center	Parking space	1-3	2
	Employee	8-13	10
Theater			
Indoor	Seat	2-4	3
Outdoor	Car	3-5	4

\* Adapted in part from Refs. 7 and 8.  
Note: gal × 3.7854 = L

TABLE 2-4  
Typical water-use values for

User	Unit
Assembly hall	Seat
Hospital, medical	Bed
	Error
Hospital, mental	Bed
	Error
Prison	Inmate
	Error
Rest home	Resident
	Error
School, day	Enrollment
With cafeteria, gym, and showers	Student
With cafeteria only	Student
Without cafeteria and gym	Student
School, boarding	Student

\* Adapted in part from Refs. 7 and 8.  
Note: gal × 3.7854 = L

**Recreational facilities** including bowling alleys, camps, resorts, involving water use. Typical water use values are reported in Table 2-5.

**Industrial (Nondomestic) Water Use.** Water use by industrial and municipal agencies to industries for process water-using industries such as chemical, paper, and food processing. Those involved in "high technology" industries, may depend wholly on municipal water supply and are not dependent on their own supply and are not dependent on their own supply. Water use by those involved in "high technology" industries, may depend wholly on municipal water use to be expected from various sources. Because industrial water use varies widely, it is difficult to inspect the plant concept of both water used from all sources.

**Public Service and System Maintenance.** The smallest component of municipal water use is for public buildings, fire department, and system maintenance. System maintenance includes the installation of new water lines and storage reservoirs, flushing of sewers. Only small amounts of water are used in a sanitary sewer system, except for

TABLE 2-5  
Typical water-use values for recreational facilities<sup>a,b</sup>

User	Unit	Flow, gal/unit · d	
		Range	Typical
Apartment, resort	Person	50-70	60
Bowling alley	Alley	150-250	200
Camp			
Pioneer type	Person	15-30	25
Children's central toilet and bath	Person	35-50	45
Day, with meals	Person	10-20	15
Day, without meals	Person	8-18	13
Luxury, private bath	Person	75-100	90
Trailer	Trailer	75-150	125
Campground, developed	Person	20-40	30
Country club	Member present	60-125	100
	Employee	10-15	12
Dormitory (bunk house)	Person	20-45	25
Fairground	Visitor	1-2	2
Picnic park, with flush toilets	Visitor	5-10	8
Swimming pool and beach	Customer	5-15	10
	Employee	8-15	10
Visitor center	Visitor	4-8	6

<sup>a</sup> Adapted in part from Refs. 7 and 8.

<sup>b</sup> It is assumed that water under pressure, flush toilets, and washbasins are provided unless otherwise indicated.

Note: gal × 3.7854 = L

**Unaccounted System Losses and Leakage.** Unaccounted system losses include unauthorized use, incorrect meter calibration or readings, improper meter sizing, and inadequate system controls. Leakage is due to system age, materials of construction, and lack of system maintenance. Unaccounted system losses and leakage may range from 10 to 12 percent of production for newer distribution systems (less than 25 years old) and from 15 to 30 percent for older systems. In small water systems, unaccounted losses and leakage may account for as much as 50 percent of production. As much as 40 to 60 percent of the unaccounted water may be attributed to meter error [1]. Therefore, while water records may be useful in forecasting wastewater flowrates, the accuracy of the records must be checked carefully.

**Estimating Water Consumption From Water Supply Records.** Water records of various types are kept by water supply agencies. These records usually include information on the amount of water produced or withdrawn and discharged to the water supply system and the amount of water actually used (consumed). The distinction is

TABLE 2-6  
Typical rates of water use in industries

Industry	Typical Rate (gal/unit · d)
Aluminum	100-200
Apparel	10-20
Asphalt	10-20
Automotive	10-20
Chemical	10-20
Food and beverage	10-20
Beer	10-20
Bread	10-20
Meat packing	10-20
Milk products	10-20
Whisky	10-20
Pulp and paper	10-20
Pulp	10-20
Paper	10-20
Textile	10-20
Bleaching	10-20
Dyeing	10-20

<sup>a</sup> Live weight.

<sup>b</sup> Cotton.

Note: gal/U.S. ton (short) × 0.00417 =

important because more water is consumed. The difference between these two values for in the distribution system may be unaccounted. Therefore, unaccounted system losses and leakage may range from 10 to 12 percent of production for newer distribution systems (less than 25 years old) and from 15 to 30 percent for older systems. In small water systems, unaccounted losses and leakage may account for as much as 50 percent of production. As much as 40 to 60 percent of the unaccounted water may be attributed to meter error [1]. Therefore, while water records may be useful in forecasting wastewater flowrates, the accuracy of the records must be checked carefully.

**Example 2-1 Estimating Water Consumption From Water Supply Records.** Water records of various types are kept by water supply agencies. These records usually include information on the amount of water produced or withdrawn and discharged to the water supply system and the amount of water actually used (consumed). The distinction is



BU-00328 Reviewed 2005

[To Order](#)

## Our World of Water

# Water Use and Conservation

The United States as a whole receives an average of about 30 inches of precipitation annually. In other words, the annual rainfall would cover the whole country to a uniform depth of 2½ feet. Almost three-fourths of this water is returned to the atmosphere by evaporation and transpiration. The remaining one-fourth contributes to runoff and ground water storage and makes up the water available for use.

Water used for normal household purposes such as bathing, dishwashing, and toilet flushing is not consumed. Most of it is returned to the hydrologic cycle through your sewer system. How water probably is used in your home is shown by the following charts. Consider an average household in Minnesota. If you are like the majority of Minnesotans, here are some typical amounts that you would use:

shower	30 to 60 gallons/time
tub bath	30 gallons/time
flush toilet	6 to 8 gallons/time
washing machine	30 to 50 gallons/time
food preparation and clean up	10 to 20 gallons/time

These figures average at about 50 gallons per person per day. If you live on a farm, the daily use of water by farm animals is added to your family's need.

horse, dry cow, beef animal	12 gallons/day
milking cow	35 gallons/day
hog	4 gallons/day
sheep	2 gallons/day
100 chickens	4 gallons/day

The crops grown on your farm also require a tremendous amount of water. To understand how much water certain crops need, here is a list of what each plant needs during one growing season (6 to 7 months):

corn	54 gallons/plant/season
potato	25 gallons/plant/season
tomato	35 gallons/plant/season

### 3) Natural Gas

There is no gas service available around the site. Columbia Gas has the closest lines; a 2" line at the New Castle Municipal Airport (3-4 miles SE of site) is not sufficient for site, and a line about four miles to the southeast which may have sufficient pressure. A meeting was held with Columbia Gas on September 20, 2007. Attending were Mike Belsky, New Business Development Manager (724-416-6357) and David Bokash, Major Account Manager (724-770-1722). Their recommendation would be to obtain a Point of Delivery (POD) from Tennessee Natural Gas to tap one of the 24" high pressure transmission lines to the east of the site. A POD would require Federal Energy Regulatory Commission (FERC) approval which is a 3 to 6 month process. A POD will require a construction of a heater/odorizer station. The estimated cost of the POD and heater/odorizer station is \$500,000 to \$1,000,000. The POD and heater/odorizer station will require about a 50-foot by 50-foot area.

Columbia Gas will contact Tennessee Natural Gas and begin the process based upon a 2-inch tap. Columbia Gas will need estimated gas loads for each building as soon as possible.

Attached are estimates of the gas loads.

VALLEY VIEW DOWNS ESTIMATED NATURAL CONNECTED GAS LOADS					
Building/Area ID	Area Sq.Ft	Nat. Gas Space heating		Nat. Gas Domestic Hot Water	Nat. Gas Misc. Equip.
		Btuh/SF	Btuh	Btuh	Btuh
106 Stall Stables (8 Buildings)	226176	18	4,100,000	1,600,000	
Dining/Recreation Admin. Kitchen equipment	14600	27	400,000	200,000	510,000
Maintenance Building	9000	44	400,000	30,000	
Security Gate Building all electric PTAC	120				
Blacksmith Equipment	1700				120,000
<b>Dormitory Building</b>					
Dormitory (Toilet/Recrea/corridor areas only)	5508	27	150,000	860,000	
Sleeping Rooms all electric PTAC	8228				
<b>Harness Paddock</b>					
Drivers/Showers/Lockers	2800	27	75,600	300,000	
Stall Areas	48000	25	1,200,000	320,000	
<b>Totals</b>			<b>6,325,600</b>	<b>3,310,000</b>	<b>630,000</b>

#### 4) Electrical Service

Penn Power was identified as the electrical service provider available for the site. A meeting was held with Penn Power representatives on September 20, 2007. Attending were Bart Spagnola, Area Manager and David Nickel (724-453-3432). Penn Power has a substation approximately two miles west of the site along Route 422 which would provide service. They do not have a second substation to provide back-up service. Penn Power will provide reliability data for this substation. The substation or service near the site is not adequate for this project and will all have to be upgraded. An additional transformer will be installed at the substation. Delivery time on transformers is presently 10 to 12 months.

Penn Power would provide the service to the site. The actual electric producer would be bid out to the lowest bidder, and may not be Penn Power.

Penn Power will bring service to the site and run the lines within the site within easements provided by Centaur. They are willing to share an easement with other utilities. All service on-site will be underground. Their preference would be that each building would be individually metered, but they would be willing to end service at a primary meter if requested by Centaur.

Penn Power will need estimated loads for each building, the site lighting and the track lighting as soon as possible.

The schedule would be temporary construction power will be required June 2008 and permanent power September /October 2008.

Attached are MEP Calculations showing electrical connected load for the Grandstand/Casino.

Valley View Downs  
MEP LOAD CALCULATION

Area	Area sq ft	Cooling load	Heating BTU/hr	Domestic RW MBH	Boiler Load MBH	Emt. chgs. sq ft	Wh. in. MBH	Water Usage gal/hr	Generator Option #1 Capacity (kW)	Generator Option #1 Demand (kW)	Generator Option #2 Capacity (kW)	Generator Option #2 Demand (kW)	Generator Option #3 Capacity (kW)	Generator Option #3 Demand (kW)
Gasline Administration Support														
Casino	75,000	65	1,134	11,250	11,250	3,25	2,437,900	72,000	100	0.75	810	100	0.75	810
Bar/Club	4,000	55	85	315	315	3,25	13,650	4,200	100	1.00	60	100	1.00	60
Bar/Club Support	200	5	75	45	45	2,00	7,500	180	100	1.00	9	100	1.00	9
Bar/Club Support	500	10	150	100	100	2,00	7,500	360	100	1.00	6	100	1.00	6
Bar/Club Support	1,200	20	300	200	200	2,00	7,500	864	100	1.00	15	100	1.00	15
Bar/Club Support	1,500	25	375	250	250	2,00	7,500	1,080	100	1.00	18	100	1.00	18
Bar/Club Support	2,000	30	500	300	300	2,00	7,500	1,440	100	1.00	24	100	1.00	24
Bar/Club Support	2,500	35	625	350	350	2,00	7,500	1,800	100	1.00	30	100	1.00	30
Bar/Club Support	3,000	40	750	400	400	2,00	7,500	2,160	100	1.00	36	100	1.00	36
Bar/Club Support	3,500	45	875	450	450	2,00	7,500	2,520	100	1.00	42	100	1.00	42
Bar/Club Support	4,000	50	1,000	500	500	2,00	7,500	2,880	100	1.00	48	100	1.00	48
Bar/Club Support	4,500	55	1,125	550	550	2,00	7,500	3,240	100	1.00	54	100	1.00	54
Bar/Club Support	5,000	60	1,250	600	600	2,00	7,500	3,600	100	1.00	60	100	1.00	60
Bar/Club Support	5,500	65	1,375	650	650	2,00	7,500	3,960	100	1.00	66	100	1.00	66
Bar/Club Support	6,000	70	1,500	700	700	2,00	7,500	4,320	100	1.00	72	100	1.00	72
Bar/Club Support	6,500	75	1,625	750	750	2,00	7,500	4,680	100	1.00	78	100	1.00	78
Bar/Club Support	7,000	80	1,750	800	800	2,00	7,500	5,040	100	1.00	84	100	1.00	84
Bar/Club Support	7,500	85	1,875	850	850	2,00	7,500	5,400	100	1.00	90	100	1.00	90
Bar/Club Support	8,000	90	2,000	900	900	2,00	7,500	5,760	100	1.00	96	100	1.00	96
Bar/Club Support	8,500	95	2,125	950	950	2,00	7,500	6,120	100	1.00	102	100	1.00	102
Bar/Club Support	9,000	100	2,250	1,000	1,000	2,00	7,500	6,480	100	1.00	108	100	1.00	108
Bar/Club Support	9,500	105	2,375	1,050	1,050	2,00	7,500	6,840	100	1.00	114	100	1.00	114
Bar/Club Support	10,000	110	2,500	1,100	1,100	2,00	7,500	7,200	100	1.00	120	100	1.00	120
Bar/Club Support	10,500	115	2,625	1,150	1,150	2,00	7,500	7,560	100	1.00	126	100	1.00	126
Bar/Club Support	11,000	120	2,750	1,200	1,200	2,00	7,500	7,920	100	1.00	132	100	1.00	132
Bar/Club Support	11,500	125	2,875	1,250	1,250	2,00	7,500	8,280	100	1.00	138	100	1.00	138
Bar/Club Support	12,000	130	3,000	1,300	1,300	2,00	7,500	8,640	100	1.00	144	100	1.00	144
Bar/Club Support	12,500	135	3,125	1,350	1,350	2,00	7,500	9,000	100	1.00	150	100	1.00	150
Bar/Club Support	13,000	140	3,250	1,400	1,400	2,00	7,500	9,360	100	1.00	156	100	1.00	156
Bar/Club Support	13,500	145	3,375	1,450	1,450	2,00	7,500	9,720	100	1.00	162	100	1.00	162
Bar/Club Support	14,000	150	3,500	1,500	1,500	2,00	7,500	10,080	100	1.00	168	100	1.00	168
Bar/Club Support	14,500	155	3,625	1,550	1,550	2,00	7,500	10,440	100	1.00	174	100	1.00	174
Bar/Club Support	15,000	160	3,750	1,600	1,600	2,00	7,500	10,800	100	1.00	180	100	1.00	180
Bar/Club Support	15,500	165	3,875	1,650	1,650	2,00	7,500	11,160	100	1.00	186	100	1.00	186
Bar/Club Support	16,000	170	4,000	1,700	1,700	2,00	7,500	11,520	100	1.00	192	100	1.00	192
Bar/Club Support	16,500	175	4,125	1,750	1,750	2,00	7,500	11,880	100	1.00	198	100	1.00	198
Bar/Club Support	17,000	180	4,250	1,800	1,800	2,00	7,500	12,240	100	1.00	204	100	1.00	204
Bar/Club Support	17,500	185	4,375	1,850	1,850	2,00	7,500	12,600	100	1.00	210	100	1.00	210
Bar/Club Support	18,000	190	4,500	1,900	1,900	2,00	7,500	12,960	100	1.00	216	100	1.00	216
Bar/Club Support	18,500	195	4,625	1,950	1,950	2,00	7,500	13,320	100	1.00	222	100	1.00	222
Bar/Club Support	19,000	200	4,750	2,000	2,000	2,00	7,500	13,680	100	1.00	228	100	1.00	228
Bar/Club Support	19,500	205	4,875	2,050	2,050	2,00	7,500	14,040	100	1.00	234	100	1.00	234
Bar/Club Support	20,000	210	5,000	2,100	2,100	2,00	7,500	14,400	100	1.00	240	100	1.00	240
Bar/Club Support	20,500	215	5,125	2,150	2,150	2,00	7,500	14,760	100	1.00	246	100	1.00	246
Bar/Club Support	21,000	220	5,250	2,200	2,200	2,00	7,500	15,120	100	1.00	252	100	1.00	252
Bar/Club Support	21,500	225	5,375	2,250	2,250	2,00	7,500	15,480	100	1.00	258	100	1.00	258
Bar/Club Support	22,000	230	5,500	2,300	2,300	2,00	7,500	15,840	100	1.00	264	100	1.00	264
Bar/Club Support	22,500	235	5,625	2,350	2,350	2,00	7,500	16,200	100	1.00	270	100	1.00	270
Bar/Club Support	23,000	240	5,750	2,400	2,400	2,00	7,500	16,560	100	1.00	276	100	1.00	276
Bar/Club Support	23,500	245	5,875	2,450	2,450	2,00	7,500	16,920	100	1.00	282	100	1.00	282
Bar/Club Support	24,000	250	6,000	2,500	2,500	2,00	7,500	17,280	100	1.00	288	100	1.00	288
Bar/Club Support	24,500	255	6,125	2,550	2,550	2,00	7,500	17,640	100	1.00	294	100	1.00	294
Bar/Club Support	25,000	260	6,250	2,600	2,600	2,00	7,500	18,000	100	1.00	300	100	1.00	300
Bar/Club Support	25,500	265	6,375	2,650	2,650	2,00	7,500	18,360	100	1.00	306	100	1.00	306
Bar/Club Support	26,000	270	6,500	2,700	2,700	2,00	7,500	18,720	100	1.00	312	100	1.00	312
Bar/Club Support	26,500	275	6,625	2,750	2,750	2,00	7,500	19,080	100	1.00	318	100	1.00	318
Bar/Club Support	27,000	280	6,750	2,800	2,800	2,00	7,500	19,440	100	1.00	324	100	1.00	324
Bar/Club Support	27,500	285	6,875	2,850	2,850	2,00	7,500	19,800	100	1.00	330	100	1.00	330
Bar/Club Support	28,000	290	7,000	2,900	2,900	2,00	7,500	20,160	100	1.00	336	100	1.00	336
Bar/Club Support	28,500	295	7,125	2,950	2,950	2,00	7,500	20,520	100	1.00	342	100	1.00	342
Bar/Club Support	29,000	300	7,250	3,000	3,000	2,00	7,500	20,880	100	1.00	348	100	1.00	348
Bar/Club Support	29,500	305	7,375	3,050	3,050	2,00	7,500	21,240	100	1.00	354	100	1.00	354
Bar/Club Support	30,000	310	7,500	3,100	3,100	2,00	7,500	21,600	100	1.00	360	100	1.00	360
Bar/Club Support	30,500	315	7,625	3,150	3,150	2,00	7,500	21,960	100	1.00	366	100	1.00	366
Bar/Club Support	31,000	320	7,750	3,200	3,200	2,00	7,500	22,320	100	1.00	372	100	1.00	372
Bar/Club Support	31,500	325	7,875	3,250	3,250	2,00	7,500	22,680	100	1.00	378	100	1.00	378
Bar/Club Support	32,000	330	8,000	3,300	3,300	2,00	7,500	23,040	100	1.00	384	100	1.00	384
Bar/Club Support	32,500	335	8,125	3,350	3,350	2,00	7,500	23,400	100	1.00	390	100	1.00	390
Bar/Club Support	33,000	340	8,250	3,400	3,400	2,00	7,500	23,760	100	1.00	396	100	1.00	396
Bar/Club Support	33,500	345	8,375	3,450	3,450	2,00	7,500	24,120	100	1.00	402	100	1.00	402
Bar/Club Support	34,000	350	8,500	3,500	3,500	2,00	7,500	24,480	100	1.00	408	100	1.00	408
Bar/Club Support	34,500	355	8,625	3,550	3,550	2,00	7,500	24,840	100	1.00	414	100	1.00	414
Bar/Club Support	35,000	360	8,750	3,600	3,600	2,00	7,500	25,200	100	1.00	420	100	1.00	420
Bar/Club Support	35,500	365	8,875	3,650	3,650	2,00	7,500	25,560	100	1.00	426	100	1.00	426
Bar/Club Support	36,000	370	9,000	3,700	3,700	2,00	7,500	25,920	100	1.00	432	100	1.00	432
Bar/Club Support	36,500	375	9,125	3,750	3,750	2,00	7,500	26,280	100	1.00	438	100	1.00	438
Bar/Club Support	37,000	380	9,250	3,800	3,800									



#### 5) Telephone

Verizon has an existing fiberoptic line on Route 422. They will install a electronic cabinet on-site. This fiberoptic line and cabinet will be able to provide approximately 2000 lines and will be able to be expanded in the future if necessary. They will need a 20-foot x 20-foot easement for the cabinet. Lead time is for installation of the cabinet is approximately four months.

The contact is Jim Garrett (724-656-5229), email is [james.r.garrett@verizon.com](mailto:james.r.garrett@verizon.com).

#### 6) Cable Service

Poncho Exposito said Comcast provides cable service to parts of Mahoning Township. Messages have been left with Mark Deatruck (717-239-3825), Michelle Giourpis (610-790-6118) and Rick Moslen (412-249-0542). No one has returned the calls.