

Section 4

Conceptual Alternative



Fig. 4-1 Aerial of Bushkill Village—circa 1967



Fig. 4-2 Model of 21st Century Bushkill Village cultural landscape.

Conservation Goals for Bushkill Village

1. *Fulfill Expectations for Bushkill Village*
2. *Celebrate Bushkill as a DEWA Gateway*
3. *Conserve extant resources*
4. *Envision Bushkill as a thoroughfare and destination*
5. *Evolve Bushkill as a multi-modal hub*
6. *Focus on economic / service improvements*
7. *Begin treatments at a village scale*
8. *Promote as an eco / heritage destination*
9. *Bring people back to Bushkill*
10. *Invest in partnership building*
11. *Carry out strategic improvements*

Methodology

Results of the study inventory and the community visioning process were analyzed to develop eleven (11) **Conservation Goals** (Section 4.1) that guided development of a *Conceptual Alternative* to conserve the Bushkill Village Cultural Landscape. **Action Types** (Section 4.2) are described as five generalized categories of action strategies.

The Conceptual Alternative for Bushkill Village is expressed as eighteen (18) administrative and site-specific **Suggested Action Strategies** (Section 4.3). These elements are those considered to be appropriate within a national park; to meet DEWA mission-critical criteria; and to be worthy of consideration under the current 1987 DEWA GMP. Each was intended to be flexible within the NPS system of resource management. Graphic representations of concepts were created with narratives.

Management Alternatives (Section 4.4) suggest potential management models for LT / partner interaction with DEWA. Four **Implementation Principles** (Section 4.5) are intended to guide the conservation process over time. **General Costs** (Section 4.6) are estimated for the 18 action strategies as a preliminary basis to pursue project funding in subsequent phases.

4.1 Conservation Goals

1. Fulfill Expectations for Bushkill Village

The cultural resources that remain in Bushkill Village can be conserved and adaptively rehabilitated to fulfill multiple DEWA goals as described in the GMP.

LT and partners understand the opportunities and challenges to accomplishing elements of this **BVCS**, and are ready to perform their parts to assist DEWA to achieve this multi-phased strategy.

2. Celebrate Bushkill as a DEWA Gateway

Bushkill Village has historically been a strategic location. After a half century since the “DEWA era” began, Bushkill remains known as a symbolic and functional gateway into this national park.

3. Conserve Extant Resources

Conserving the remaining cultural resources within Bushkill Village is the key to successfully interpreting its cultural landscape. Appropriate adaptive re-uses for the Peters House, Turn Store, and gas station are essential to enable Bushkill Village to redefine its role of active community center within a 21st Century DEWA.

Individual conservation projects will support and stimulate other creative partnerships. Bushkill Village and DEWA are within the DCNR Pocono Forests and Waters “*Conservation Landscape*” of Pennsylvania—and the national park offers the potential to unite appropriate conservation, recreation, and economic development efforts.

4. Envision Bushkill as a Thoroughfare and Destination

Bushkill was a crossroads and a destination before federal acquisition and policy de-emphasized human activities in this location. The *BVCS* describes a vision to conserve Bushkill Village as a vital place of human activities once again—by combining smart transportation practices with appropriate land uses and sustainable resource conservation strategies.

In a re-envisioned 21st Century Bushkill Village, DEWA and partners can deliver multiple mission-critical services and activities within a highly-traveled cultural landscape that remains rich with recreation and interpretation opportunities.



Fig. 4-3 *Main Street (Route 209 looking south) before federal acquisition. The Turn Store (center) was never acquired and still stands today. DePues Restaurant and Bar (on the right) and the commercial building directly south of the Turn Store were razed for Tocks Island Dam. The mill (in the distance) burned down after the dam project was halted.*



Fig. 4-4 *The Turn Store retains its iconic character almost 50 years after congressional authorization of the Tocks Island Dam. The structure is a cultural cornerstone and economic opportunity for a 21st Century cultural landscape at Bushkill Village.*



Fig. 4-5 *A historic aerial photo of Bushkill Village commercial center—before the Tocks Island project began claiming properties. Fifty years later, appropriate commercial services can be re-established to support DEWA visitors and the local community.*



Fig. 4-6 Turn and Cook Store—The historic photo shows the Turn Store in an earlier incarnation. The store remains but the attached Tinsmith Shop (on right) was razed for parking to enable commercial operation to resume within the main store.



Fig. 4-7 An adaptive reuse of the Turn Store can be targeted toward a recreation visitor population and also serve the local community—especially if it is managed to help sustain the Bushkill Village cultural landscape.



Fig. 4-8 A model of the conceptual alternative for the Bushkill Village cultural landscape—shows the Turn Store and Peters House as historic village cornerstones along the US Route 209 corridor. Other features are proposed—such as pavilions to interpret the former Train Station, Grist Mill, and a “Market Pavilion” to re-establish a streetscape scale of former commercial facades. Interpretive features will serve modern recreation, transportation, and economic uses.

5. Evolve Bushkill as a Multi-Modal Hub

The NPS “*Alternate Transportation Study*,” its summer bus transit service; and the major trailhead of the McDade Trail all clearly establish Bushkill Village as a multi-modal “hub” within DEWA. The **BVCS** supports DEWA multi-modal initiatives in all aspects.

6. Focus on Economic/ Service Improvements

The cultural resource conservation strategy suggested for Bushkill Village is practical, not nostalgic. Conserving the Turn Store and rehabilitating it to resume its former “convenience” commercial services in Bushkill Village is a functional goal of the DEWA GMP.

The Turn Store can be a “micro” economic generator and modern cultural resource that, when functioning again, will help re-establish and attract an active community life in Bushkill that supports the needs of both local residents and DEWA visitors.

Conserving the Peters House for public reuse, such as adaptively rehabilitating it as a library may engage partners with technical and funding capabilities to assist DEWA to meet its preservation goals. The economic analyses of the *BVCS* demonstrates the viability for re-establishing these types of appropriate uses within Bushkill.

7. Begin Treatments at a Village Scale

The Bushkill Village cultural landscape depends upon conserving and interpreting many of the elements that established its original scale.

Recent modern transportation improvements have changed proportions of the original Route 209 and Bushkill Falls Roadways, but these impacts can be mitigated by using careful conservation design specifications in future transportation, recreation, and cultural improvements.

Other improvements including; minimized formal parking facilities, new user pavilions, safe pedestrian crossings; street tree plantings and other proposed village elements can be carefully designed to support the original village scale.



Fig. 4-9 The Train Station pavilion is planned as an interpretive visitor shelter, orientation location, and embarkation point for a nature walking trail along the alignment of the logging railroad line that once ran to East Stroudsburg. This element of the Bushkill Village conceptual alternative will be negotiated as a partnership between DEWA, Lehman Township, and PA DCNR to fulfill multiple mission-critical goals.

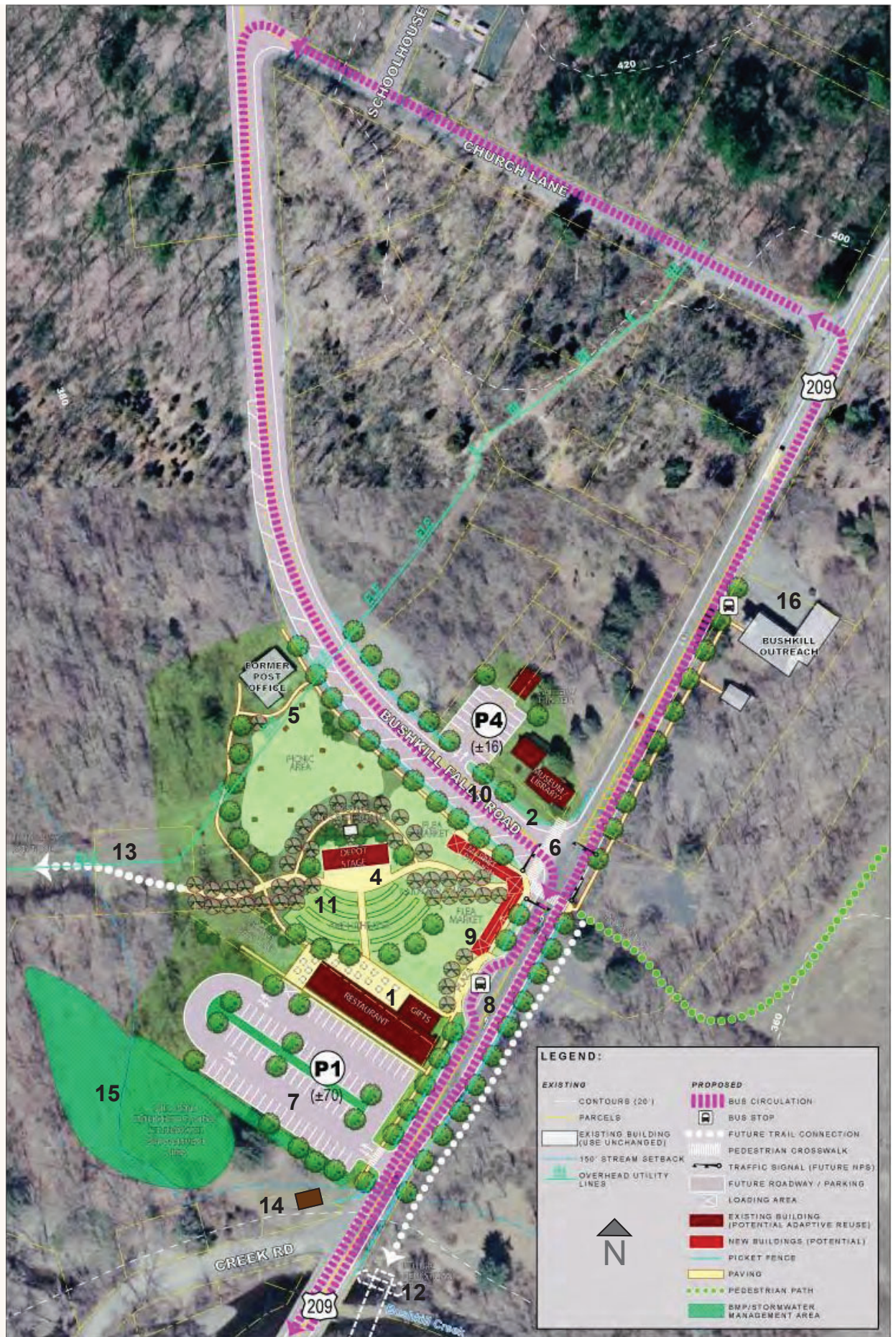
Key—Bushkill Village Conceptual Elements

1. Turn Store
2. Peters House
3. Gas Station
4. Train Station Pavilion
5. Post Office
6. Intersection - Bushkill Falls Road—US Route 209
7. Transit—Parking
8. Transit—Bus Stop / Pedestrian
9. Transit—Market Pavilion
10. Transit—Village Streetscape
11. Signage / Interpretation - System
12. McDade Trail Bridge—over Bushkill Creek
13. Railroad Walking Trail / Bridge
14. Grist Mill Pavilion
15. Mill Pond / Race
16. Bushkill Outreach
17. Visitor Center (future visioning)



Fig. 4-10 A model of the conceptual Bushkill Village cultural landscape—shows the locations of feature elements (numbered). The conservation plan integrates existing and new features within the central village area and creates a strategy for multiple partners to work with DEWA to fund these community goals.

Fig. 4-11 A site plan of the Bushkill Village cultural landscape—exhibits the proposed linkages between recreation, transit, conservation and cultural resources. **NOTE:** P1 is currently an informal DEWA parking area and may or may not be ultimately formalized in the future by DEWA.



8. Promote as Eco / Heritage Destination

A wide range of potential active and passive recreation and educational activities are possible at Bushkill to support DEWA and feature Bushkill Village as a “eco / heritage” destination.

The 50th anniversary of DEWA in 2015 presents the opportunity to feature the Park’s environmental and historic legacy by engaging partners to help DEWA improve visitor services that may include: bike rentals, watercraft outfitters, fishing licenses, interpretation, and convenience food/commercial—all essential activities for this market and appropriate to support the DEWA mission.

9. Bring People Back to Bushkill

Bushkill is a natural place of human activity. The cultural landscape model is a profound tool to bring people back to use and enjoy the Bushkill Village area of DEWA.

This **BVCS** presents a strategy to increase the variety of appropriate activities available to visitors and tell the comprehensive story of



Fig. 4-12 A view from the proposed Train Station Pavilion toward a rehabilitated Turn Store shows how public and private investments might be integrated to provide an appropriate level of amenities that will help attract and serve visitors and local residents in a cultural landscape designed at the traditional scale and in the location of a village green in Bushkill.



Fig. 4-13 A view of the proposed Train Station Pavilion from a possible “patio” on the north side of a rehabilitated Turn Store—shows how the interpretive structure can serve multiple functions of park-trailhead shelter, orientation station, and small educational venue. Appropriate commercial services at Turn Store will enhance Bushkill visitation.



Fig. 4-14 A Bushkill Village “green” will be an open, flexible lawn area that can serve multiple uses, including occasional expanded “flea,” “crafts” or “farmers” market space. A “Market” Pavilion suggested along US Route 209 and Bushkill Falls Road can serve appropriate commercial activities periodically, but will serve as an everyday park/transit shelter.



Fig. 4-15 The Bushkill Village “green” will provide the basic DEWA visitor services in a comprehensive interpretive context.

Bushkill Village within DEWA. Local Bushkill Village supporters are the core population of stewards to help begin the civic renaissance of this public place.

The **BVCS** is critical to successfully interpreting Bushkill Village as a place that originally developed as a village commercial hub.

10. Invest in Partnership Building

DEWA can enable multiple committed partners to assume specific aspects of the cultural landscape conservation in Bushkill by entering into operating agreements with LT, and possibly with other qualified organizations.

Visible activity in Bushkill will demonstrate the viability of **BVCS** goals and attract capable support from other community and agency partners.

11. Carry Out Strategic Improvements

Executing a smart sequence of conservation initiatives will build a sense of public invitation for people to really begin to actively use Bushkill Village again.

With summer bus transit in service through Bushkill, efforts can be focused on several strategically-related elements of the **BVCS** that directly support DEWA bus transit service.

A sufficient threshold of transit-oriented improvements and services are important to demonstrate “readiness” to potential transit riders that they can get what they need if they leave their cars behind.

A partnership to re-establish appropriate commercial and recreation-based services in Bushkill will support transit and all other cultural landscape initiatives.



Fig. 4-16 *The Bushkill Village Conservation Plan consolidates resources in the village core and encourages the use of the DEWA transit system by creating an inviting and functional trailhead with appropriate commercial services—for cyclists, bus riders, and local residents.*



Fig. 4-17 *The commercial block of Bushkill Village can be seen in the historic photo (left)—before the federal acquisition and building removal began. Many of the cultural landscape features of that period can provide real functional services today—to help mitigate the scale of modern roadway features; provide pedestrian safety—such as fences; and temper environmental effects—by reintroducing street trees.*



Fig. 4-18 *The Bushkill Village cultural landscape model shows the same view (as the historic photo above) of the Peters House and the former commercial corner—with a new Market Pavilion that interprets the former architectural scale; provides transit and trailhead shelter; and fosters appropriate open-air economic opportunities.*



Fig. 4-19 The suggested Market Pavilion—at the corner of US Route 209 and Bushkill Falls Road is envisioned as a traditional park structure that takes its name and scale from the former commercial culture of this place.

Visitors on DEWA bus transit service and McDade Trailhead are seen as the primary users of this pavilion, with a flexible design that is capable of periodically serving economic “market” functions.

4.2 Action Types (*by category*)

General “Types” of actions to implement the **BVCS** are conceived as five broad categories:

1. **Management**
2. **Acquisition**
3. **Funding**
4. **Development**
5. **Outreach**

1. Management

The **BVCS** suggested strategies include project priorities and a palette of potential partners who may assume responsibilities for various actions. The core partner responsibilities are expected to be assumed by LT in a formalized partnership with DEWA. The circle of management responsibilities is envisioned to ultimately widen as progress is demonstrated and other organizations,

Management includes most aspects of stewardship—beginning with commitments for perpetual maintenance and operations. DEWA partners will be stable institutions with records of success in the community.

2. Acquisition

Acquisition is a broad term for “control” that can mean fee-simple purchase; lease; ownership by donation; stewardship by operating agreement; or other mechanisms where a partner is legally responsible to manage a particular resource in Bushkill Village.

Partnership in DCNR “development” projects requires a 25-year control agreement for municipal clients who seek funding from the state agency.

DEWA requires a formal agreement for its partners to assume responsibility for any aspect of operation within the federal lands. The Turn Store is the primary conservation priority that is privately owned in Bushkill Village.

Fig. 4-20 A view south of the existing Turn Store and US Route 209 shows the unimproved highway shoulder and barren streetscape at the Village “green” area. This corridor will become a very active pedestrian way when the McDade Trail, the Turn Store and the DEWA Bus transit are all open and in full service.



Bushkill Village Conservation Strategy (by Element)

A. Administrative

1. Turn Store
2. Peters House
3. Gas Station
4. Train Station Pavilion
5. Post Office
6. Intersection - Bushkill Falls Road—US Route 209
7. Transit—Parking
8. Transit—Bus Stop
9. Transit—Market Pavilion
10. Village Streetscape
11. Signage / Interpretation System
12. McDade Trail Bridge—over Bushkill Creek
13. Railroad Walking Trail / Bridge
14. Grist Mill Pavilion
15. Mill Pond / Race
16. Bushkill Outreach
17. Visitor Center (future visioning)

Fig. 4-21 A model (below) shows the same view south on US Route 209 (as on the photo on left) with the suggested Market Pavilion, the transit loading platform, and the rehabilitated Turn Store directly adjacent to the south.

3. Funding

Elements of the Bushkill Village conceptual alternative are proposed with viable strategies to fund their development. Various partners may serve as a formal applicant for specific projects — based on how the intent a funding program relates to elements of the **BVCS**.

DEWA support is required for any funding strategy.

LT can continue to serve as catalyst and actively manage the comprehensive partnership funding strategy for nearly all Bushkill Village improvements – even if LT is not primary applicant for some applications.

4. Conservation

Conservation components of the **BVCS** include: recommendations for planning, design, environmental clearance, rehabilitation and adaptive reuse “construction” tasks to implement the cultural landscape elements in Bushkill Village. All conservation projects will require approval and environmental clearance by DEWA.



DEWA and its official partners may share the various conservation responsibilities within Bushkill Village. For example, LT may serve as the primary partner to construct interpretive pavilions to DEWA specifications. Other non-profit organizations may rehabilitate the Peters House. All DEWA rehabilitation projects will comply with federal and applicable state and local requirements.

5. Outreach

Outreach tasks include: publicity, education, contacting legislators, and partnership-building that can be performed by all partners who support the **BVCS**. Even partners who will not likely manage specific projects, such as: state and federal representatives, NEPA, and the counties, can work actively to support this innovative federal-state-local initiative—to make Bushkill Village a welcoming community face of DEWA and to consider National Historic Register nomination.

4.3 Suggested Action Strategies

The Suggested Action Strategies for Bushkill Village includes 18 major elements that are listed in a general priority order. Each element is subdivided into tasks, that are briefly described—with the probable partners identified in **bold**. (see inset—Abbreviation Key.) The list of suggested elements and action tasks are referenced to the Schedule for Implementation in Section 5—Action Plan.

Administrative

The general administrative element is labeled as “A” and the subtasks are numbered accordingly.

Physical

Other elements—all representing suggested major physical improvements correspond to their locations on the site plans and to the Schedule for Implementation in Section 5.

Abbreviation Key	
BV	<i>Bushkill Village</i>
CLA	<i>Cultural Landscape Assessment</i>
CLI	<i>Conservation Landscape Initiative</i>
DCED	<i>Dept. Community/Economic Develop.</i>
DCNR	<i>Dept. Conservation/Natural Resources</i>
DEWA	<i>Delaware Water Gap Nat'l Rec Area</i>
DOI	<i>Department of Interior</i>
DOT	<i>Department of Transportation</i>
EA	<i>Environmental Assessment</i>
FLH	<i>Federal Lands Highways</i>
FTA	<i>Federal Transit Administration</i>
GMP	<i>General Management Plan</i>
LT	<i>Lehman Township</i>
MC	<i>Monroe County</i>
MST	<i>Middle Smithfield Township</i>
NEPA	<i>Northeast Pennsylvania Alliance</i>
NPS	<i>National Park Service</i>
PC	<i>Pike County</i>
PCLB	<i>Pike County Library Board</i>
PMVB	<i>Pocono Mountains Visitor Bureau</i>
TIP	<i>Transportation Improvement Program</i>
TBD	<i>To be determined</i>
TOD	<i>Transit-Oriented Development</i>
TRIP	<i>Transit in Parks program (FTA)</i>

Subtasks (by Element)

A. Administration

Administrative tasks are not site-specific improvements and are labeled “A” in the Conceptual Alternative list.

- A.1 Environmental Assessment**—Complete for BV area. (DEWA)
- A.2 Partner Coordination**—Begin annual meetings to confirm priorities and funding strategy. (DEWA, LT)
- A.3 Site Management**—Execute agreement with LT. (DEWA)
- A.4 Feasibility Study**—(See #2—Peters House) (LT, PCLB)
- A.5 BV Conservation Study**—Complete/adopt. (LT, DEWA, PC, MC, MST)
- A.6 Cultural Landscape Assessment (CLA)**—Apply for funding and conduct. (DEWA, LT)
- A.7 Conservation Easements**—Support partners (LT, DEWA, PC, MC, MST)
- A.8 Partnership Outreach**—(LT, DEWA, PC, MC, MST)
- A.9 DEWA 50th Anniversary**—Develop strategy, coordinate. (DEWA, LT)
- A.10 DEWA National Historic Register Nomination**—Consider, prepare, submit (DEWA, LT)



Fig. 4-22 A view of the existing Peters House—before the proposed intersection signalization. This corner needs to be a safe crossing location for visitors to move between the east and west, and the north and south quadrants of Bushkill Village.



Fig. 4-23 A model view of the Peters House at the US Route 209—Bushkill Falls Road intersection—shows the new signalization, suggested pedestrian crosswalks, Market Pavilion and streetscape improvements, including trees, sidewalks, fences (for pedestrian control) and ADA accessible routes.

- A.11 **DEWA GMP Update**—support DEWA. (DEWA, LT, public)
- A.12 **Promoting Bushkill Village**—Plan, execute. (LT, DEWA,
- A.13 **Funding**—as per element (below)

1. *Turn Store*

- 1.1 **Support private owners**—as possible (LT, DEWA)
- 1.2 **Parking Agreement**—not applicable
- 1.3 **Appraisal**—not applicable
- 1.4 **Feasibility Study**—not applicable
- 1.5 **Design / Engineering / Construction** — by private owners

2. *Peters House*

- 2.1 **Funding Applications**—Seek as possible (LT, DEWA, PCLB)
- 2.2 **Feasibility Study**—Secure funds, conduct study (LT, PCLB)



Fig. 4-24 A historic photo of the former gas station—located between the DEWA Meeting Center and the Bushkill Creek on US Route 209.



Fig. 4-25 The former gas station (today) is an element of the preferred alternative to be adapted as a Trail Center, to provide services to cyclists and hikers. The McDade Trail alignment is directly behind this building.



Fig. 4-26 A model view of the proposed Trail Center—shows how the facility can be adapted to serve the growing number of McDade Trail users. The final design can carefully integrate driveway, parking and walkway improvements—such as fencing to direct pedestrian/trail users away from US Route 209 to cross the new Bushkill trail bridge.



Fig. 4-27 A model of the proposed Train Station Pavilion integrates the new interpretive canopy structure with the existing foundation at the center of the Bushkill Village green. This “early implementation” project is supported by DCNR.



Fig. 4-28 The existing Post Office is scheduled to be demolished by DEWA unless an adaptive reuse can be found.



Fig. 4-29 The model shows the close relationship between the Post Office and the Train Station platform. The Post Office building “anchors” the western edge of the Village green area. The existing undefined driveway that serves the Post Office building and sanitary facility can be rerouted so the area between is a larger open green space.

- 2.3 **Rehab/Operation Agreement**—Execute w/ (DEWA)
- 2.4 **Stabilize Exterior**—completed. (DEWA)
- 2.5 **Environmental Assessment**—Conduct. (DEWA)
- 2.6 **Design/Engineering**—w/ DEWA (Partner tbd)
- 2.7 **Construction**—per DEWA-approved plans. (Partner tbd)
- 2.8 **Operation/ Maintenance**—Conduct per DEWA agreement. (Partner tbd)

3. **Gas Station**

- 3.1 **Funding**—by concessionaire partner. (DEWA)
- 3.2 **Feasibility Study**—conduct (partner tbd)
- 3.3 **Rehab / Operations Agreement**—Solicit, execute. (DEWA)
- 3.4 **Environmental Assessment**—Conduct (DEWA)

- 3.5 **Design/Engineering**—w/ DEWA (**with partner tbd**)
- 3.6 **Construction**—per DEWA-approved plans. (**Partner tbd**)
- 3.7 **Operation/ Maintenance**—Conduct per DEWA agreement. (**Partner tbd**)

4. Train Station Pavilion

- 4.1 **Funding Applications**—Submitted by LT. (**LT/DEWA**)
- 4.2 **Partner Agreement**—Execute with LT for operation. (**DEWA**)
- 4.3 **Partner Agreement**—LT Execute W TFGNA to build. (**LT**)
- 4.4 **Environmental Assessment**—Conduct for entire BV strategy. (**DEWA**)
- 4.5 **Design / Engineering**—Produce as per DEWA agreement. (**LT**)
- 4.6 **Construction**—administer DEWA-approved plans. (**TFGNA / other partners tbd**)
- 4.7 **Operation/ Maintenance**—Conduct per DEWA agreement. (**LT**)

5. Post Office

- 5.1 **Environmental Assessment**—Conduct for entire BV strategy - if demolition is deferred. (**DEWA**)
- 5.2 **Funding Applications**—no current strategy. (**LT / DEWA**)
- 5.3 **Feasibility Study**—requires partner
- 5.4 **Partner Agreement** (seek partner for operation)
- 5.5 **Stabilize Exterior**—if possible (**TBD**)
- 5.6 **Design/ Environmental Clearance**—if possible (**TBD**)
- 5.7 **Construction**—if possible (**TBD**)
- 5.8 **Operation/ Maintenance**—(**TBD**)



Fig. 4-30 The model view shows Bushkill Village green as a cloistered pedestrian space defined by key structures—that is served directly by transit, roadway and trail improvements. Parking improvements are focused on creating the minimum defined spaces to meet municipal code for the Peters House adaptive reuse.



Fig. 4-31 The southern end of Bushkill Village in (Middle Smithfield Township)—plan shows the proposed Bushkill Village Trail Center, between the DEWA Meeting Center and the proposed McDade Trail Bridge over the Bushkill Creek, with a trail link to the intersection of Routes 209 and Bushkill Falls Road

- 6. US Route 209-Bushkill Falls Rd Intersection**
 - 6.1 DOI-funded Improvements—Completed (DEWA)**
 - 6.2 Context Sensitive Design** features to be assessed for future treatments (LT,DEWA,MC,PC tbd)
- 7. Transit Improvements Parking (near Turn Store)**
as needed (DEWA, MCTA Other partners) tbd
- 8. Transit Improvements—Bus Stop / Pedestrian**
(LT w/ DEWA, MCTA, FHWA, FTA, PennDOT, DCED)
- 9. Transit Improvements—Market Pavilion**
(LT w/ DEWA, MCTA, FHWA, FTA, PennDOT, DCED)
- 10. Transit Improvements—Streetscape**
 - 10.1 Funding Applications—Execute as possible.**

(LT with DEWA, FHWA, FTA, PennDOT, DCED)
 - 10.2 Environmental Assessment—Conduct for entire BV plan.**
(DEWA)
 - 10.3 Design/Engineering—Produce in partnership w/DEWA (LT)**
 - 10.4 Construction—administered by DEWA**

(LT may secure funds from FHWA, FTA, PennDOT, DCED)
 - 10.5 Partner Agreement (operations)—DEWA to execute (LT)**
 - 10.6 Operation / Maintenance—perform as per agreement (LT)**

11. *Signage/ Interpretive Exhibits*

- 11.1 Funding Applications**—Execute as possible. **(LT, DEWA)**
- 11.2 Environmental Assessment**—Conduct for entire BV plan. **(DEWA)**
- 11.3 Design/Engineering**—Produce in partnership w/ DEWA**(LT)**
- 11.4 Construction**—administered by DEWA
- 11.5 Partner Agreement (operations)**—DEWA to execute **(LT)**
- 11.6 Operation / Maintenance**—perform as per agreement **(LT)**

12. *McDade Trail-Bushkill Creek Bridge*

- (Design completed) Construction**—administered by DEWA
- (LT may secure funds from FHWA, FTA, PennDOT, DCED)**

13. *Railroad Trail / Bridge*

- 13.1 Funding Applications**—Execute as possible. **(LT, DEWA)**
- 13.2 Environmental Assessment**—Conduct for entire BV plan. **(DEWA)**
- 13.3 Design / Engineering**—Produce in partnership w/ DEWA **(LT may secure funds from DCNR, DCED)**
- 13.4 Construction**—administered by DEWA **(LT may secure funds from DCNR, DCED)**
- 13.5 Partner Agreement (operations)**—DEWA to execute **(LT)**
- 13.6 Operation / Maintenance**—perform as per agreement **(LT)**

14. *Grist Mill Interpretive Pavilion*

- 14.1 **Funding Applications**—Execute as possible. (LT, DEWA)
- 14.2 **Environmental Assessment**—Conduct for entire BV plan. (DEWA)
- 14.3 **Design / Engineering**—Produce in partnership w/ DEWA (LT may secure funds from DCNR, DCED)
- 14.4 **Construction**—administered by DEWA (LT may secure funds from DCNR, DCED)
- 14.5 **Partner Agreement (operations)**—DEWA to execute (LT)
- 14.6 **Operation / Maintenance**—perform as per agreement (LT)

15. *Mill Pond / Race*

- 15.1 **Funding Applications**—Execute as possible. (LT, DEWA)
- 15.2 **Environmental Assessment**—Conduct for entire BV plan. (DEWA)
- 15.3 **Design / Engineering**—Produce in partnership w/ DEWA (LT may secure funds from DCNR, DCED)
- 15.4 **Construction**—Administered by DEWA (LT may secure funds from DCNR, DCED)
- 15.5 **Partner Agreement (operations)**—DEWA to execute (LT)
- 15.6 **Operation / Maintenance**—perform as per agreement (LT)

16. *Bushkill Outreach Facility / Utilities*

To be determined —per GMP update process (DEWA)

17. *Visitor Center–Bushkill Village*

To be determined —per GMP update process (DEWA)