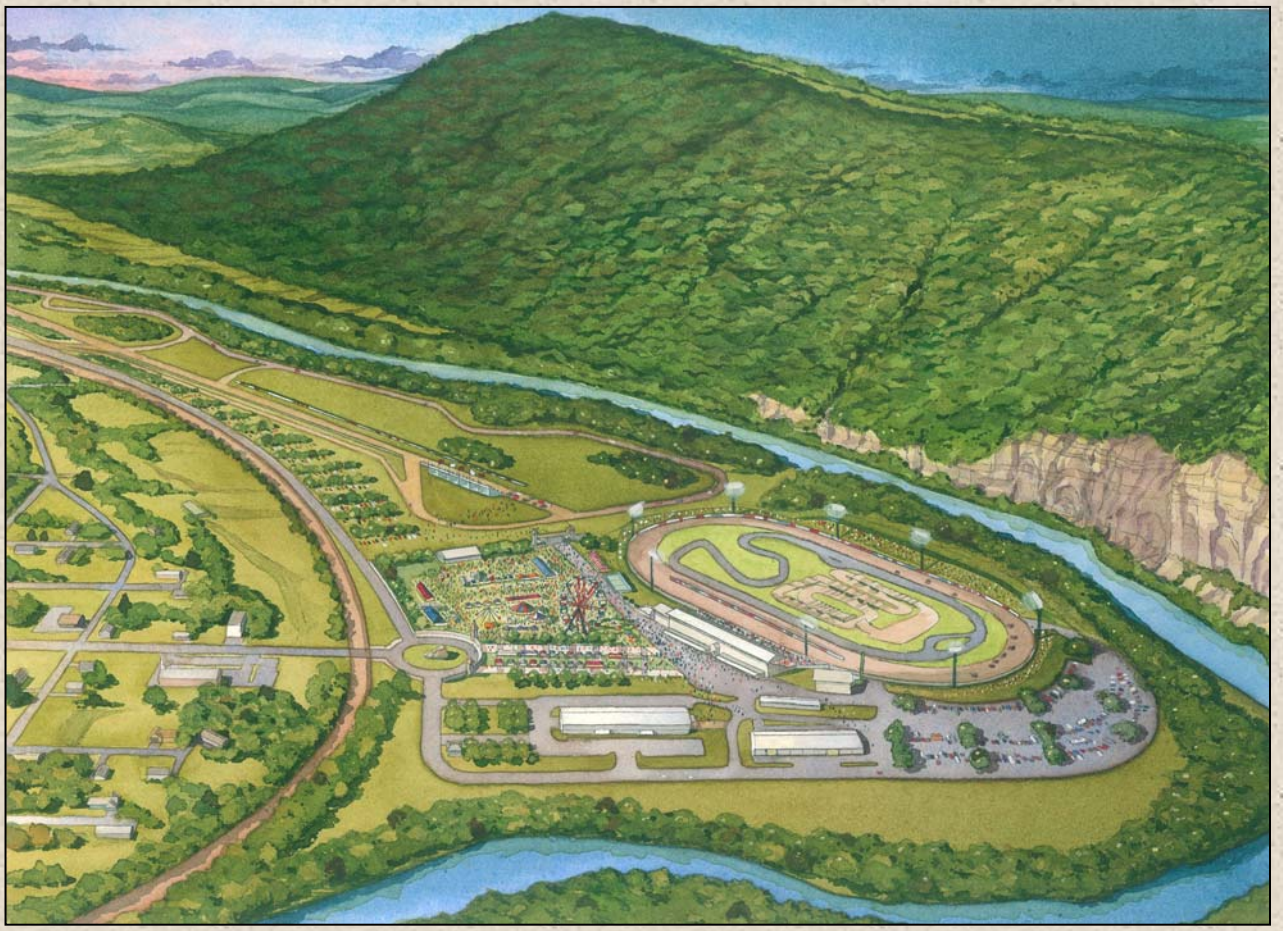
Allegany Motor Sports Park



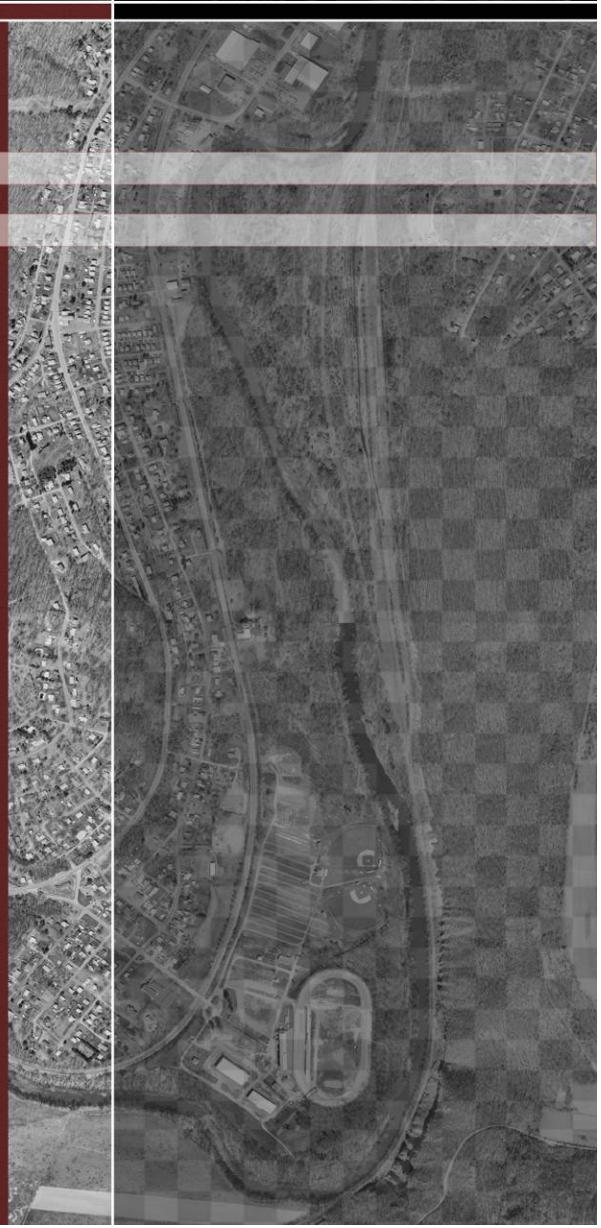
Feasibility Study

Appendix

January 25, 2007

"The Rock"

Allegany County Motor Sports Study



Maryland Stadium Authority

09.12.06

Program Diagram – *Prior to Workshop #1*

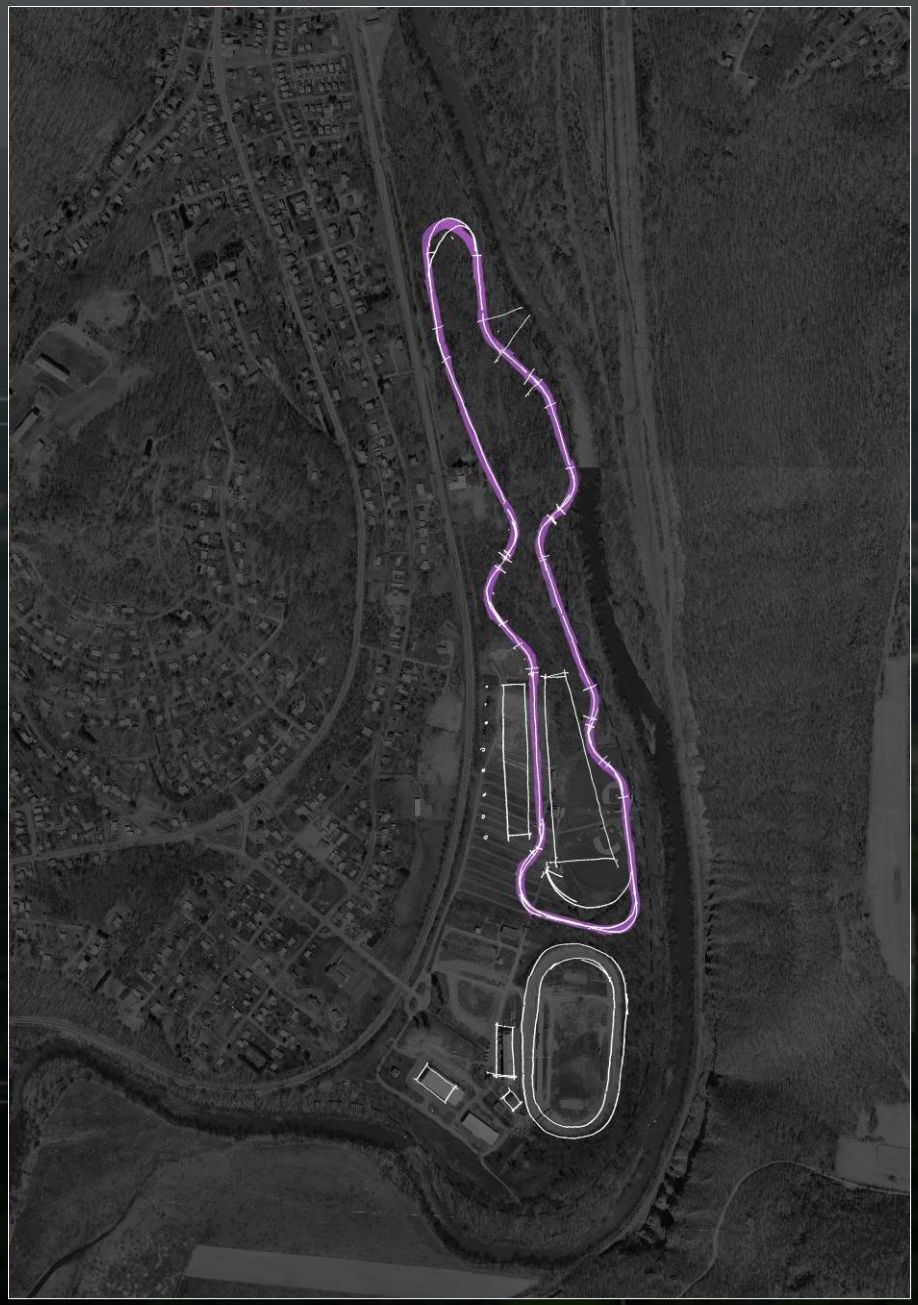
- *Preliminary Road Course*
  - *-2.0 Miles*
- *Preliminary Drag Strip*
  - *- ¼ Mile*
- *Indoor Kart Facility*
  - *- 60,000 sq. ft.*
- *Paddock*
  - *- Garage*
  - *- Staging*
  - *- Grandstands*

Program – Outcome of Workshop #1

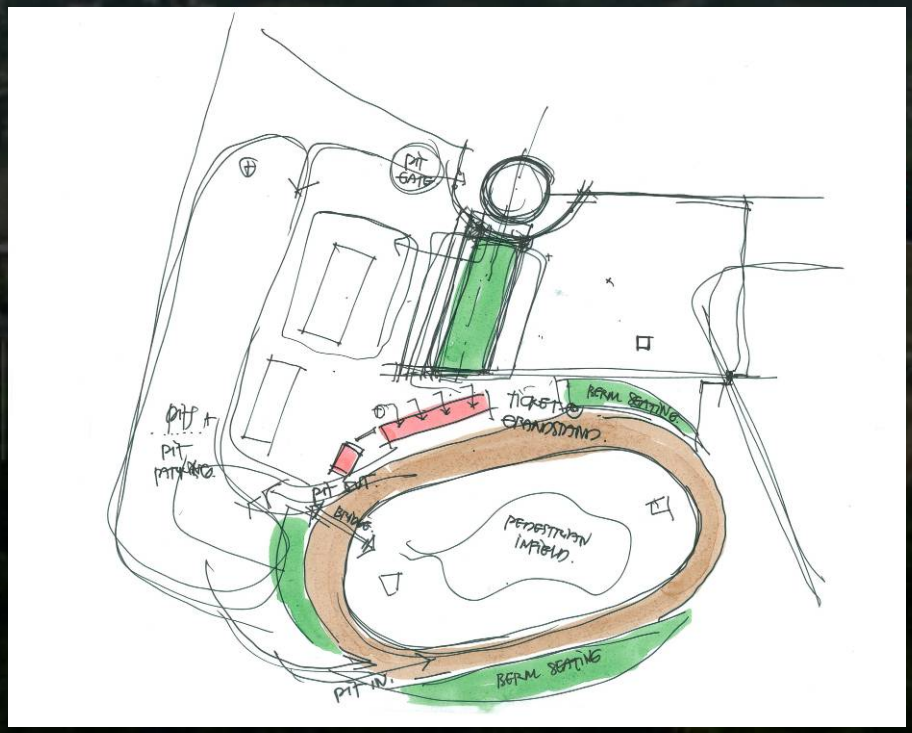
Objectives

1. *Road course, 2 mile minimum & ¼ mile drag strip + Infrastructure Improvements + Provide second vehicular access + Concessions/Restrooms*
2. *5/8 mile oval track (with improved dirt surface)*
3. *Go-Cart Track (indoor and/or outdoor)*
4. *Maintain, to the extent possible, the existing Fairground assets*
5. *Car Storage*

Concept 1 – Outcome of Workshop #2



- 2 Mile Asphalt Road Course
- Upgraded 5/8 Mile Dirt Track
- Road Course separated from Dirt Track
- Paddock Area Developed for Road Course
- Berm Seating created to View both Tracks
- Premium Pit Area Created For Dirt Track
- Redeveloped Main Entry

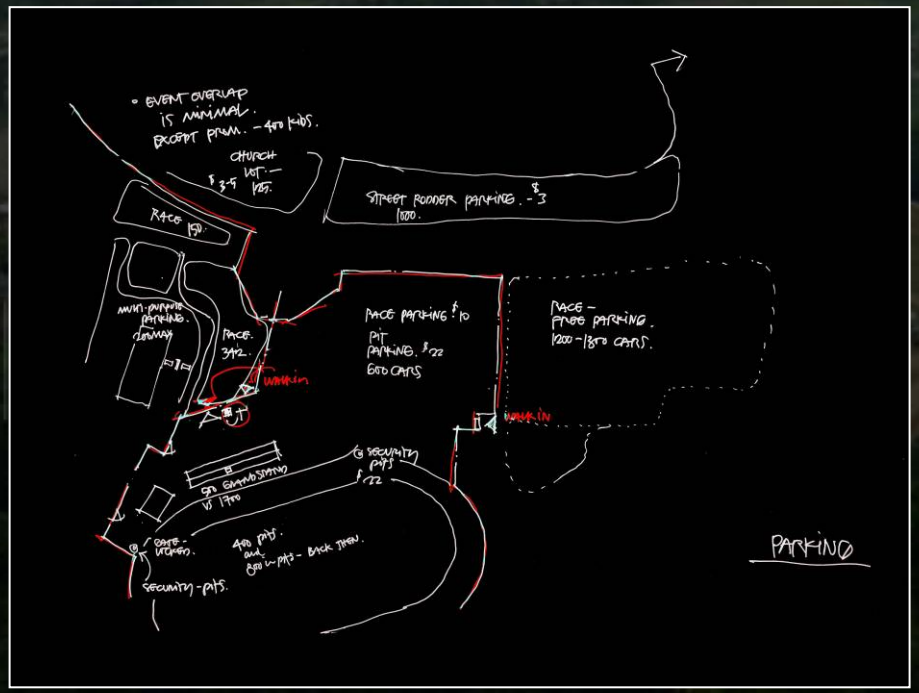


Concept 2 – Outcome of Workshop #2

- 2.5 Mile Asphalt Road Course
- Road Course Loops in front of Existing Grandstand
- Grandstand is Utilized for both Tracks
- Paddock Area Developed for Road Course
- Upgraded 5/8 Mile Dirt Track
- Premium Pit Area Created For Dirt Track
- Redeveloped Main Entry

Concept 3 – Outcome of Workshop #2

- *2.5 Mile Asphalt Road Course*
- *Road Course Loops in behind of Existing Grandstand*
- *Paddock Developed for Road Course*
- *Upgraded 5/8 Mile Dirt Track*
- *Premium Pit Area Created For Dirt Track*
- *Redeveloped Main Entry*



Conclusions of Workshop #2

1. Create an Arrival Sequence to the Fairgrounds
2. Maximize the Site Area with revenue generating opportunities
3. Maintain the Ability to Keep the Existing 365 Rentals
   - "Double Rent" the Facility
   - Concept #3 Did not meet objectives
4. Create the Premier Dirt Track Facility in the Region
   - Upgrade Concessions/Restroom
   - Create a more Completive Racing Surface
   - Increase Banking to Create More Excitement for Fans

Conclusions of Workshop #2

5. Develop Road Course Concepts 1 & 2
   - Design a Flexible layout
   - Enhance existing events with the ability to grow

6. Incorporate ¼ Drag Strip if possible

7. Enhance the Fairgrounds for “Fair Week”

8. Explore Development Opportunities Across the Tracks

9. Mix Today’s Culture into Event spaces

Site

Master Plan

Concept 1

Road Course

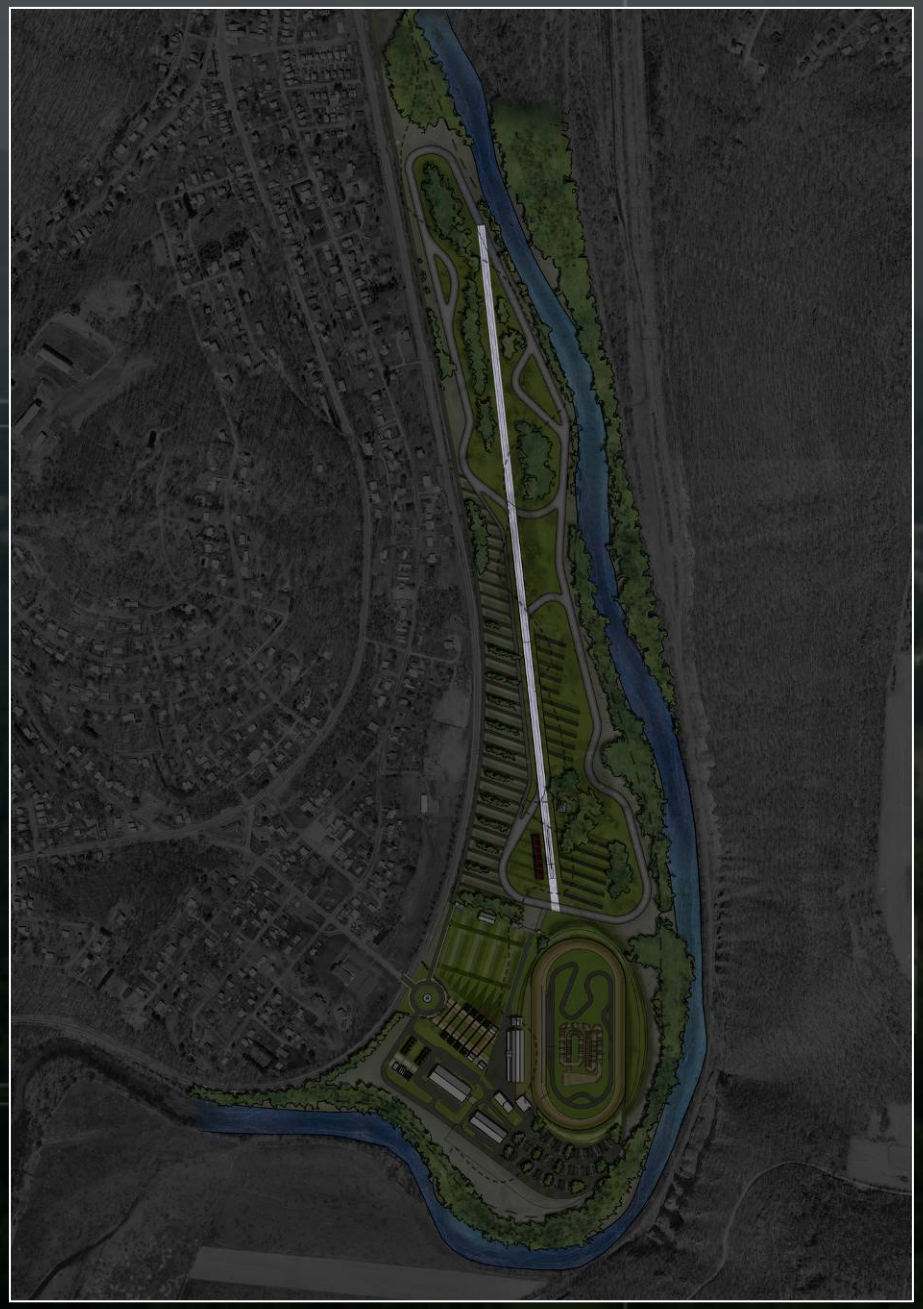
Concept 1

Track Facts

- 2 Mile Full Circuit
- 2 Autocross Circuits
- 7 Acre Paddock
  - 3 Acres of Paved Asphalt
  - 4 Acres of Grass Parking

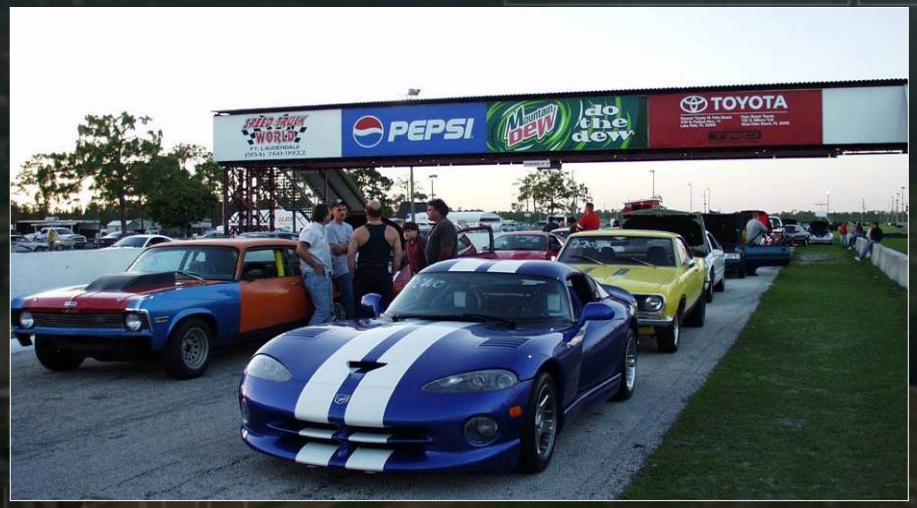
¼ Mile Drag Strip

Concept 1



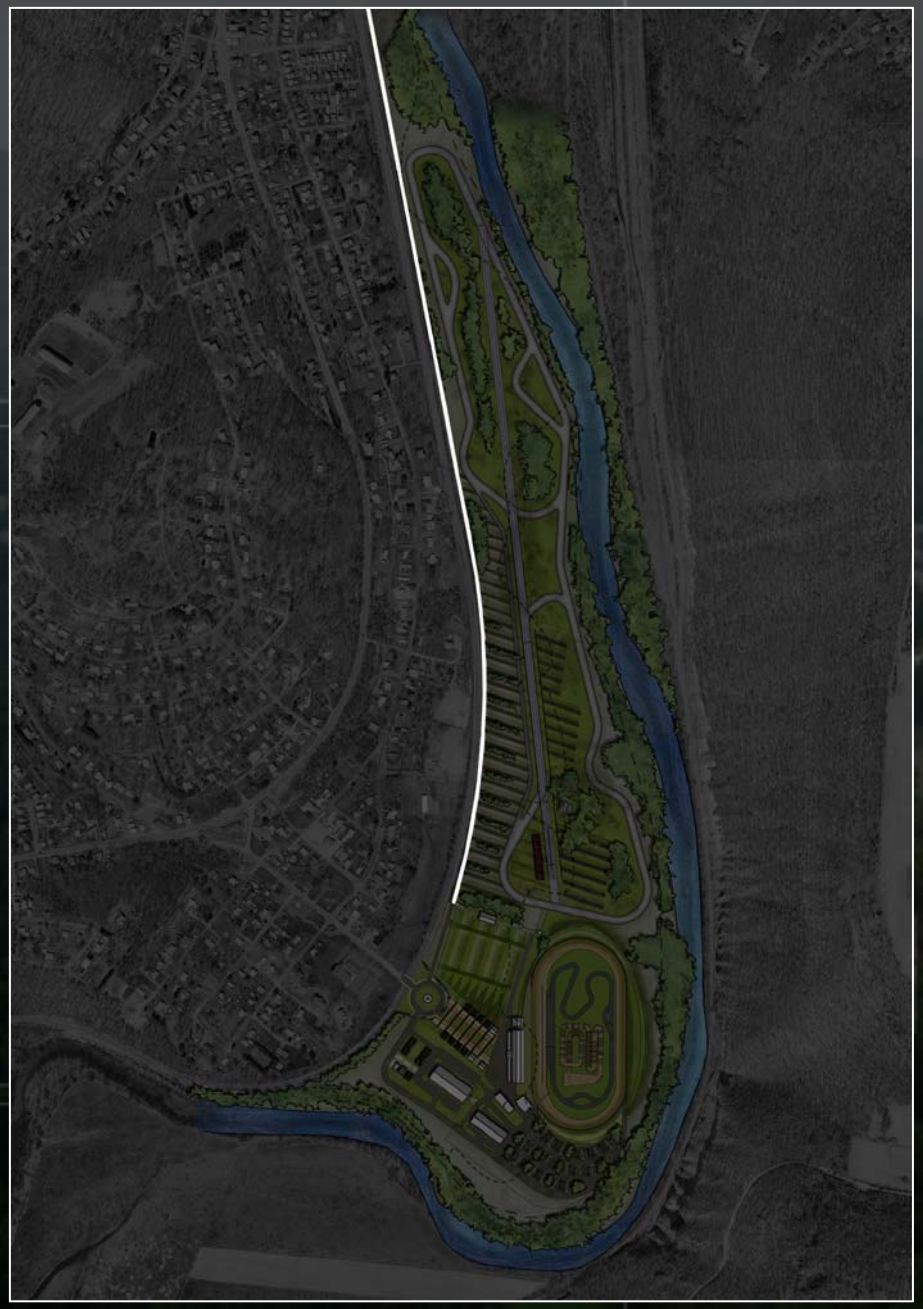
Track Facts

- ¼ Mile Drag Strip
- 1,500 Seat Temporary Grandstand
- 7 Acre Paddock
  - 3 Acres of Paved Asphalt
  - 4 Acres of Grass Parking



Secondary Vehicular Access

Concept 1

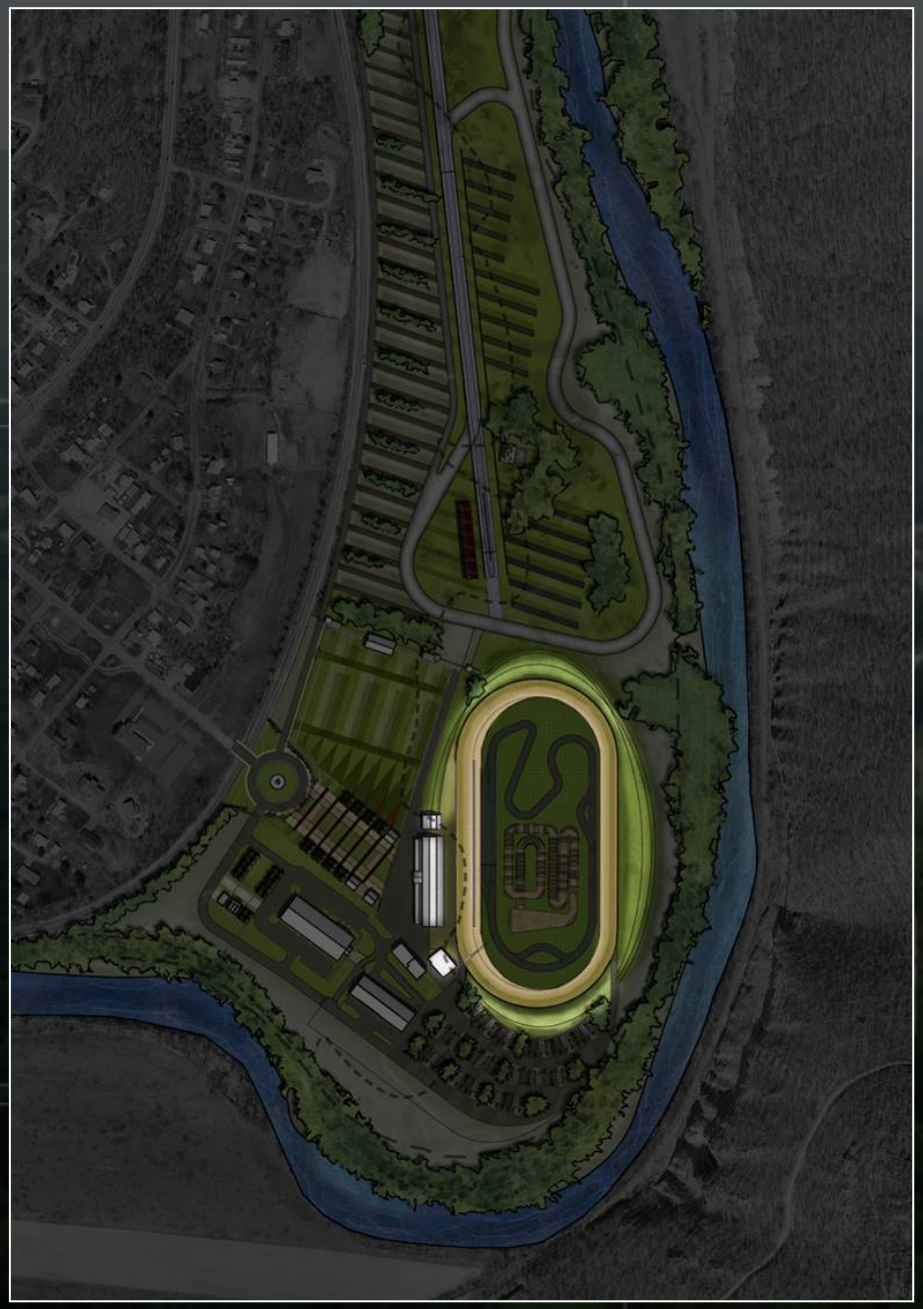


New 22' Wide Asphalt Paved Road

- *Creates Secondary Entry/Exit Point*
- *Reduces the Traffic congestion along Hwy 220*
- *Will significantly reduces egress time*

5/8 Mile Dirt Track

Concept 1



Track Facts

- Replace Clay with Premium Racing Surface
- Increase Banking
  - Up to 24º Banking in Turns
  - 8º Banking on Straits
- Create Berm Seating in Corners
- Renovated Grandstand
  - New Restrooms
  - New Concessions
  - Merchandising Opportunities
- Premium Seating Added to Replace Jockey Club
- Upgrade Crash Wall and Catch Fence

Pit Area / Garage

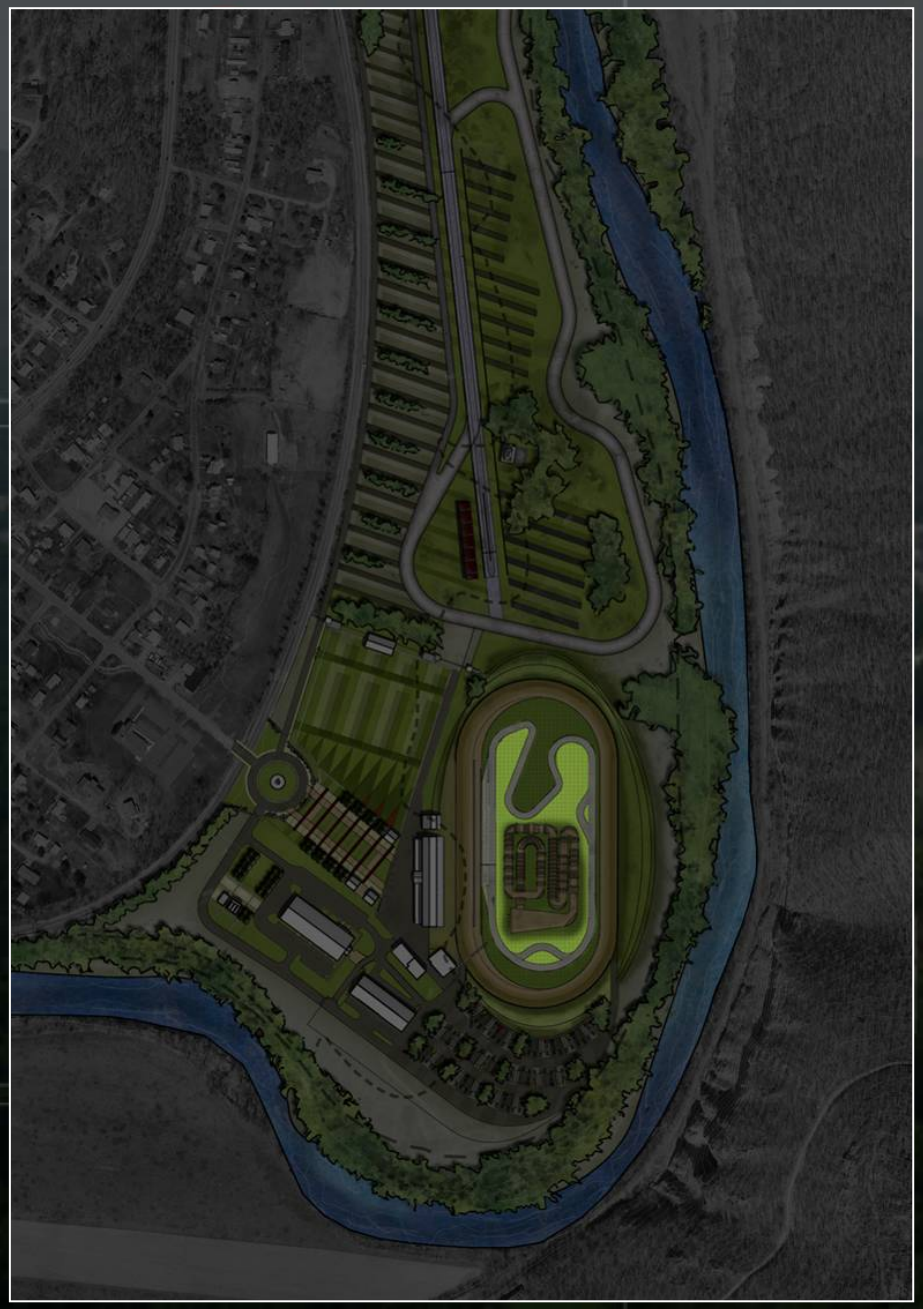
Concept 1

Pit Area

- Convert Existing Ag Expo to a Covered Garage
- Add Permanente Covered Pit Areas for Drivers
- Garage Building can also serve as Car Storage

Cart Track

Concept 1



Track Facts

- ½ Mile Cart Track
- 30’ wide Asphalt Racing Surface

Extreme Sports Event

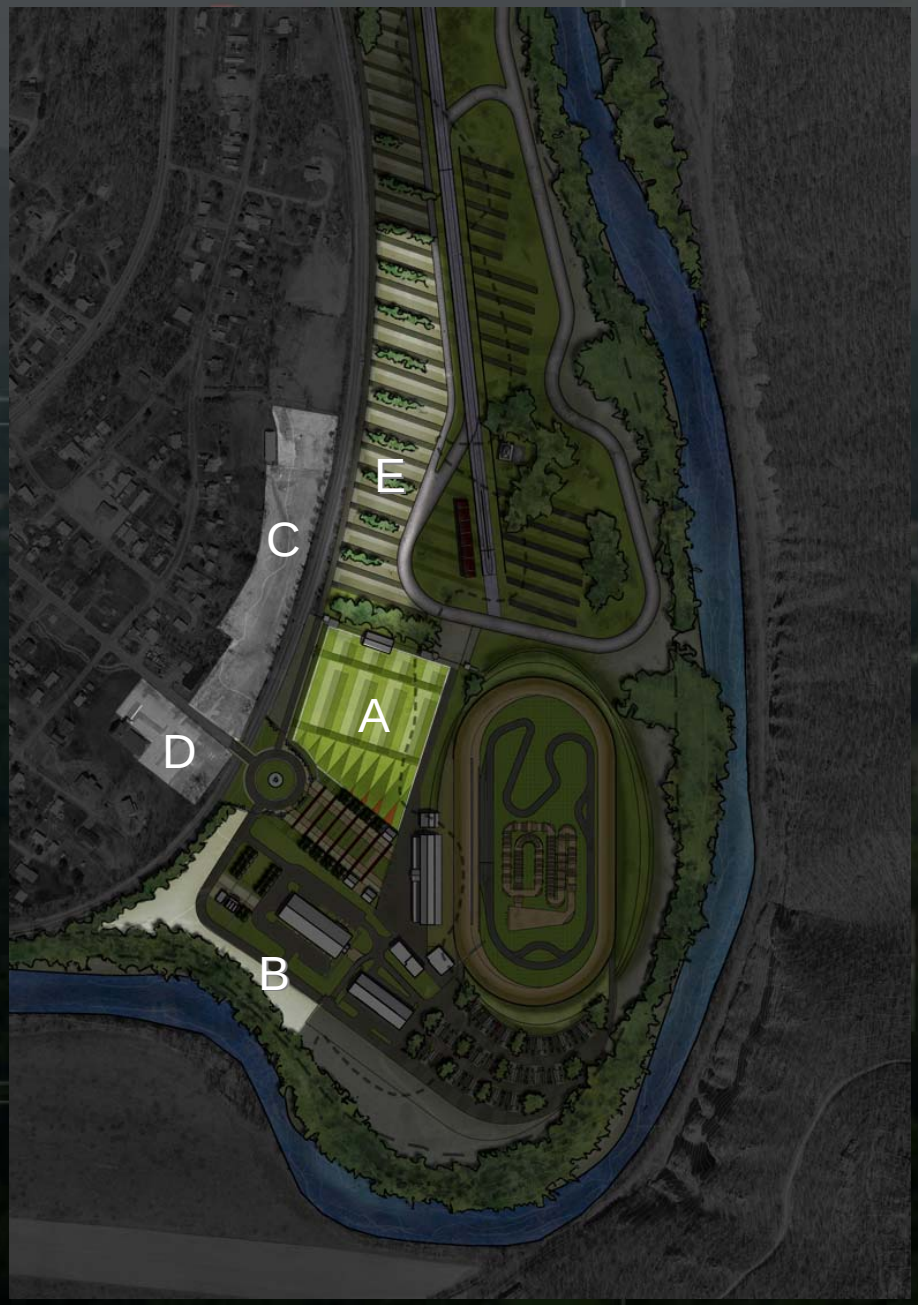
Concept 1

Event Opportunities

- *Motorcross Track*
- *BMX Racing*
- *Skateboard Events*

Parking- Saturday Night Event

Concept 1



Parking Numbers

+/- 600 Spaces	A - Midway Area
+/- 150 Spaces	B - Pit Area
+/- 1000 Spaces	C - Hot Rod Club
+/- 125 Spaces	D - Church Parking
+/- 1800 Spaces	E - Paddock Area

+/- 3675 Parking Spaces

Parking- Fair Week

Concept 1

Parking Numbers

+/- 150 Spaces	A - Pit Area
+/- 1000 Spaces	B - Hot Rod Club
+/- 125 Spaces	C - Church Parking
+/- 1800 Spaces	D - Paddock Area

+/- 3075 Parking Spaces

Fairgrounds Improvements

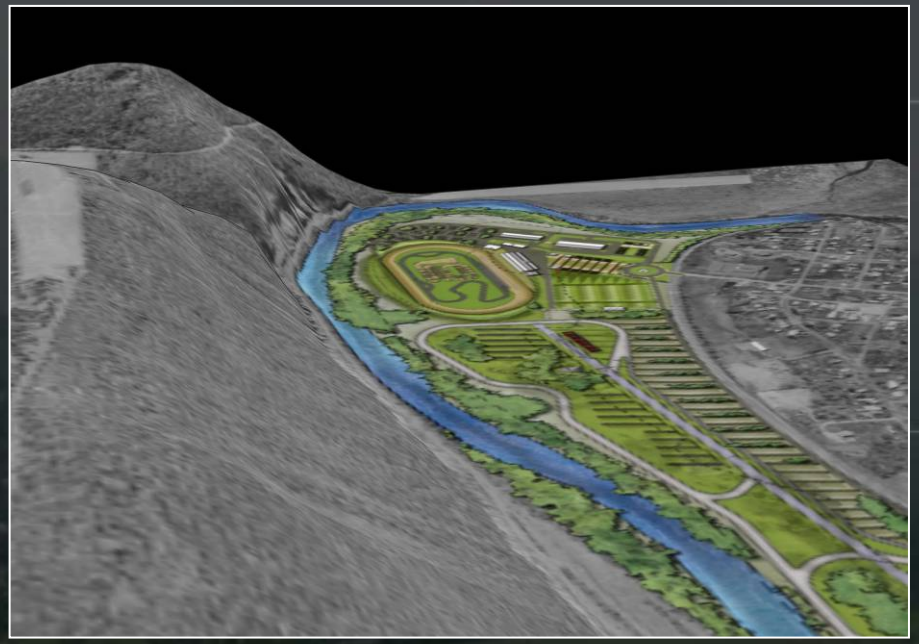
Concept 1

Redeveloped Fairgrounds

- Create New Main Entry Gate with Historic Timeline
  - Moss Avenue Entry Sequence redefined
  - Upgraded Vehicle/Pedestrian Crossing at Rail Line
- Historic Pedestrian Plaza
- Redeveloped Midway
- New Restrooms
- Created a Caretakers Residence
- Infrastructure Upgrades to Enhance Experience

Master Plan

Concept 1



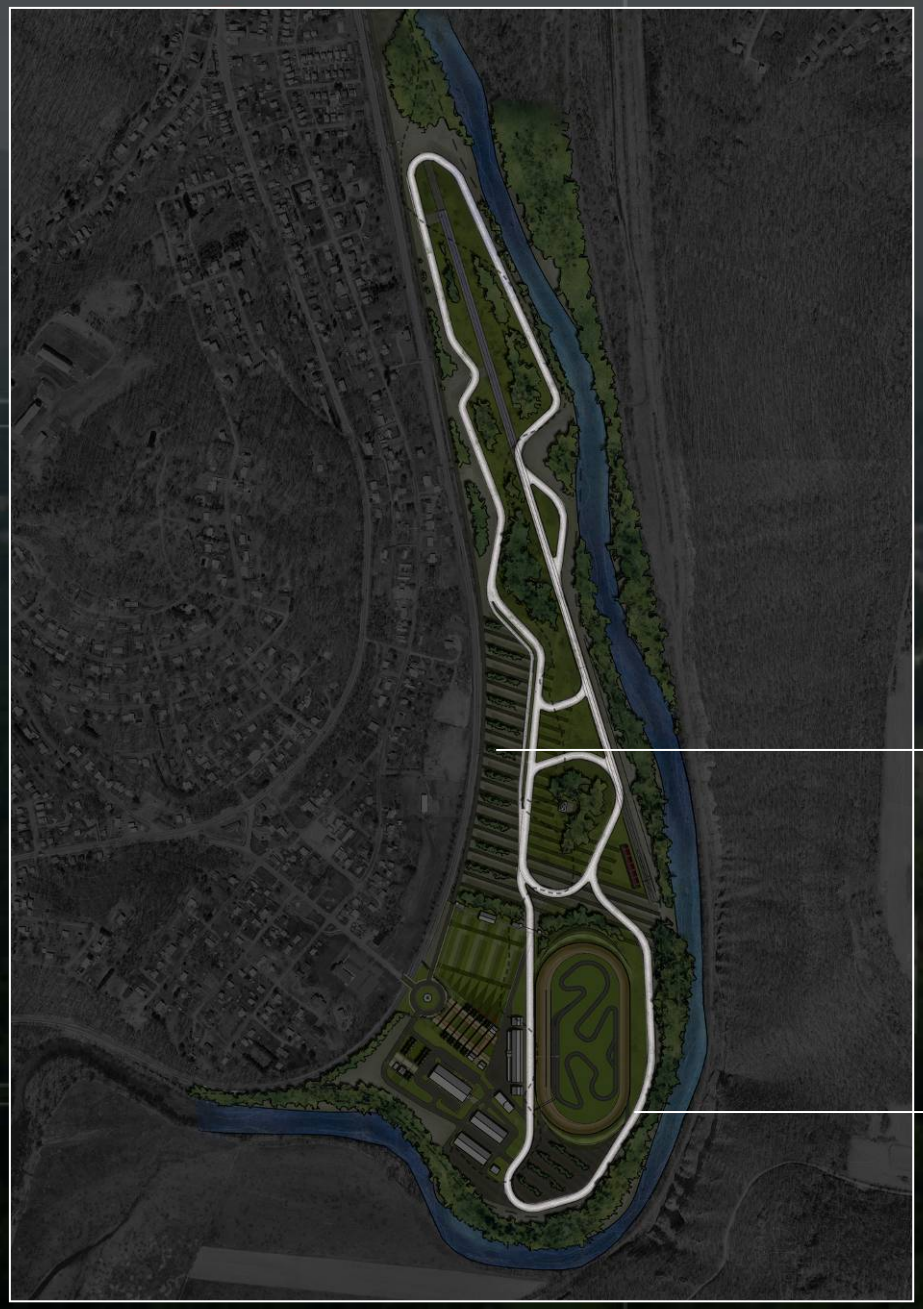
Site

Master Plan

Concept 2

Road Course

Concept 2

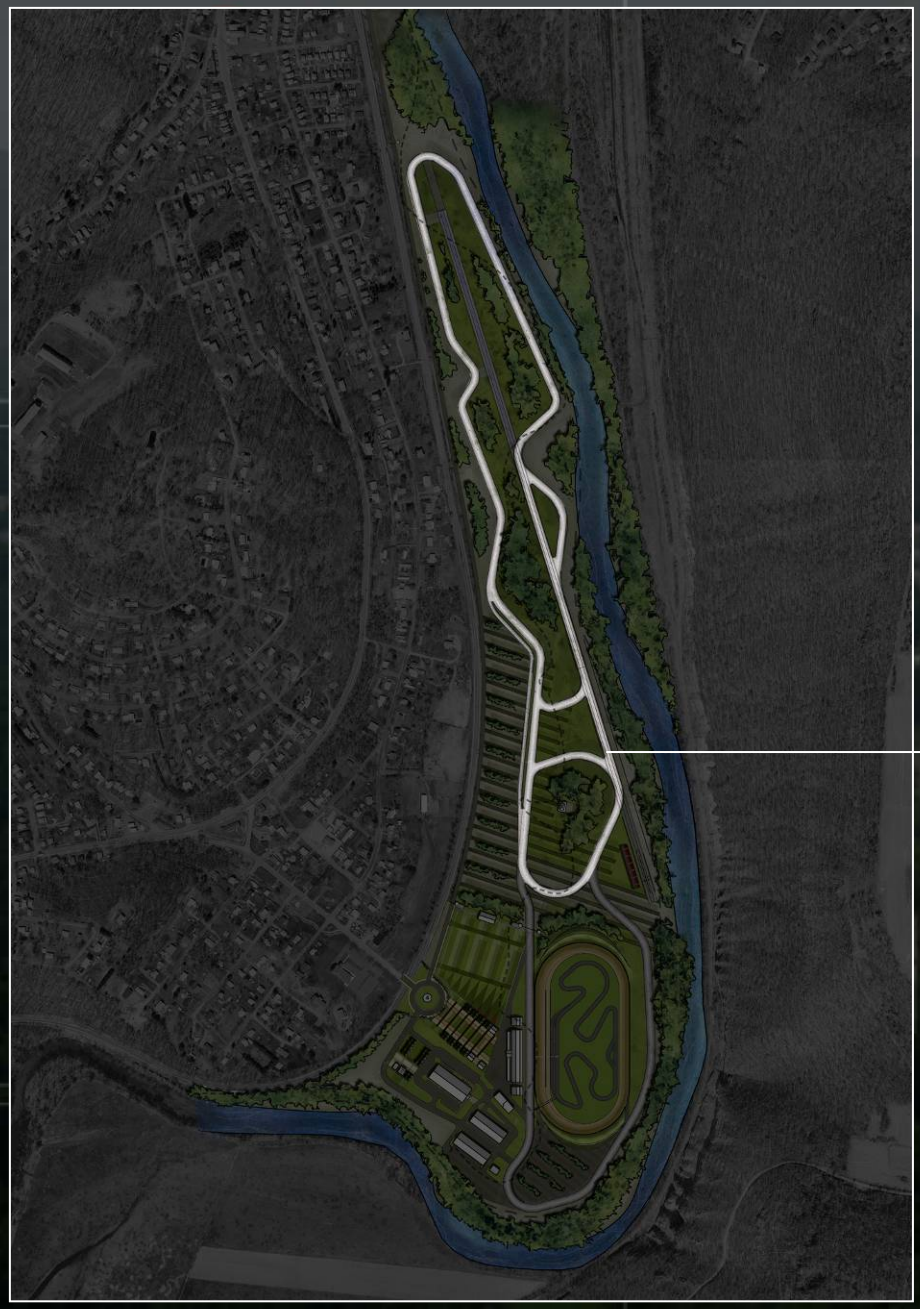


Track Facts

- 2.5 Mile Full Circuit
- 2 Autocross Circuits
- 7 Acre Paddock
  - 3 Acres of Paved Asphalt
  - 4 Acres of Grass Parking

Road Course

Concept 2

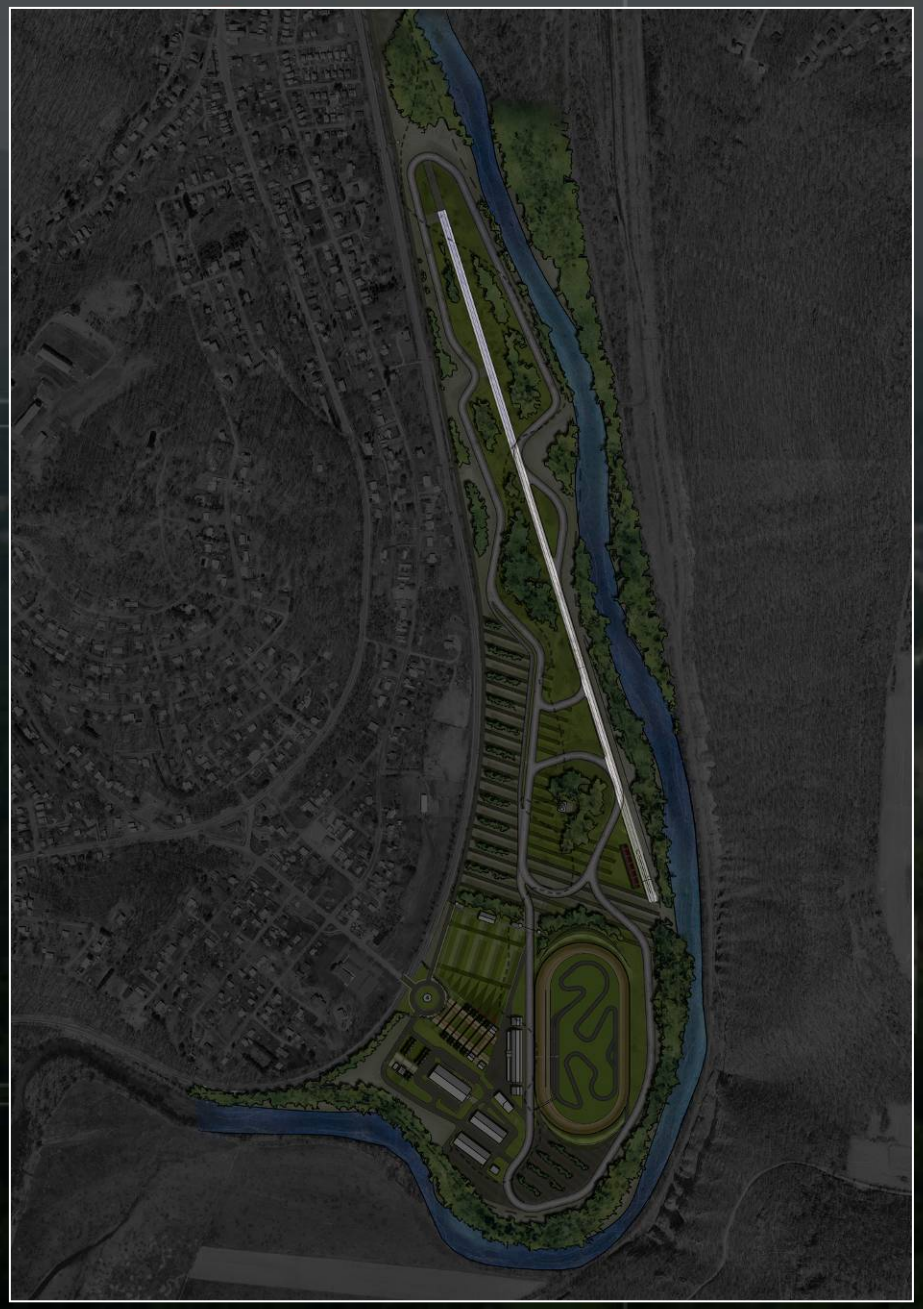


Track Facts

- 2.5 Mile Full Circuit
- 2 Autocross Circuits
- 7 Acre Paddock
  - 3 Acres of Paved Asphalt
  - 4 Acres of Grass Parking
- 2 Mile Circuit is Flexible with other Functions

¼ Mile Drag Strip

Concept 2



Track Facts

- ¼ Mile Drag Strip
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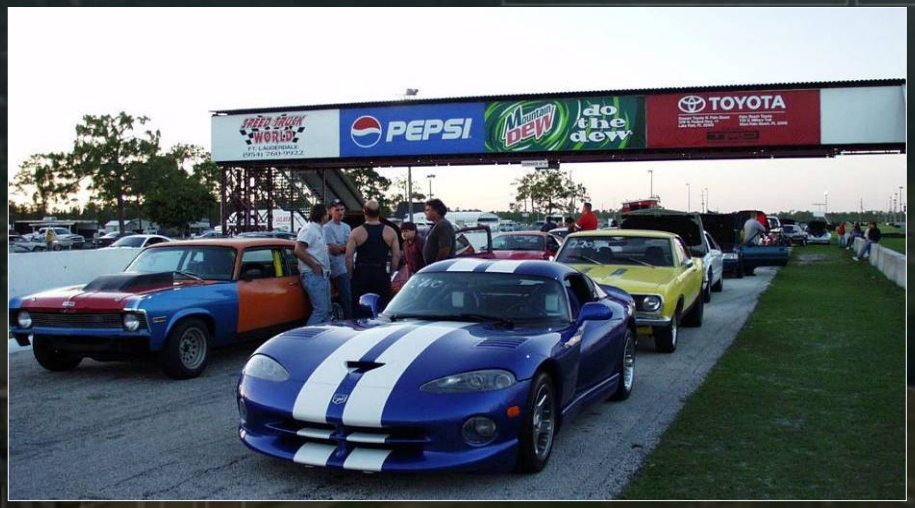
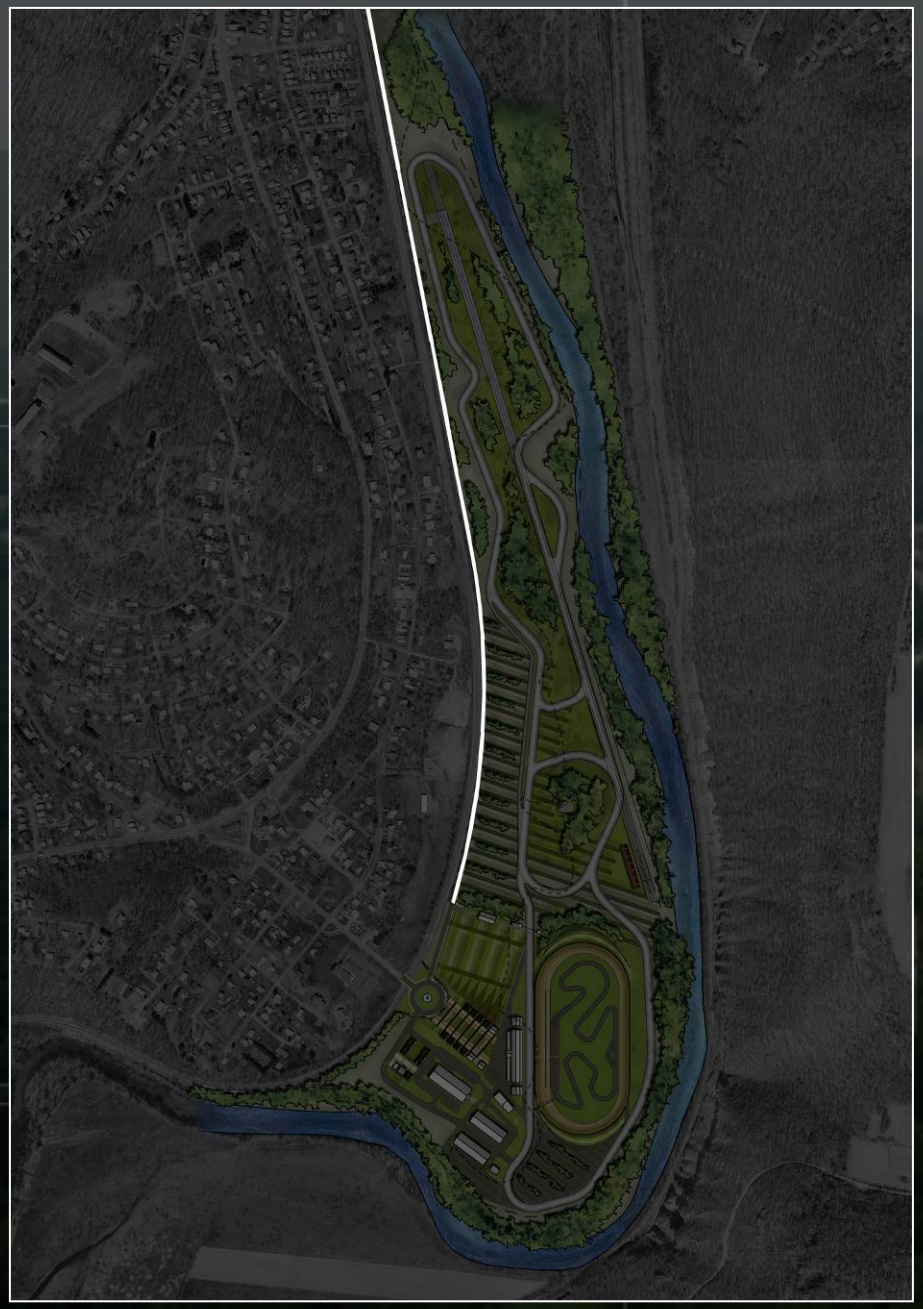


Secondary Vehicular Access

Concept 2



New 22' Wide Asphalt Paved Road

- *Creates Secondary Entry/Exit Point*
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5/8 Mile Dirt Track

Concept 2

Track Facts

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- Premium Seating Added to Replace Jockey Club
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Pit Area / Garage

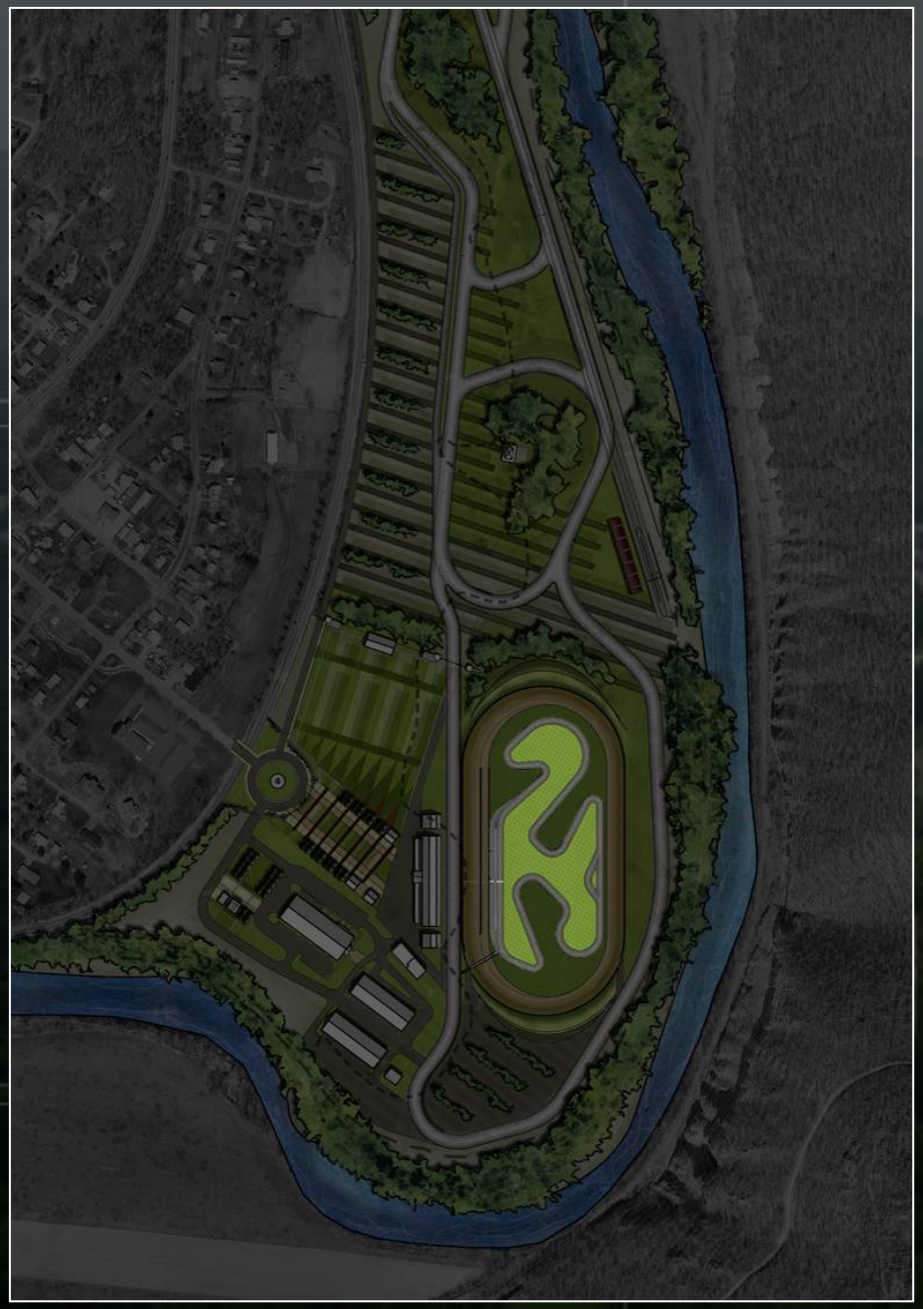
Concept 2

Pit Area

- Convert Existing Ag Expo to a Covered Garage
- Add Second building for Additional Garage Space
- Create Premium Pit Area
- Garage Buildings can also serve as Car Storage

Cart Track

Concept 2

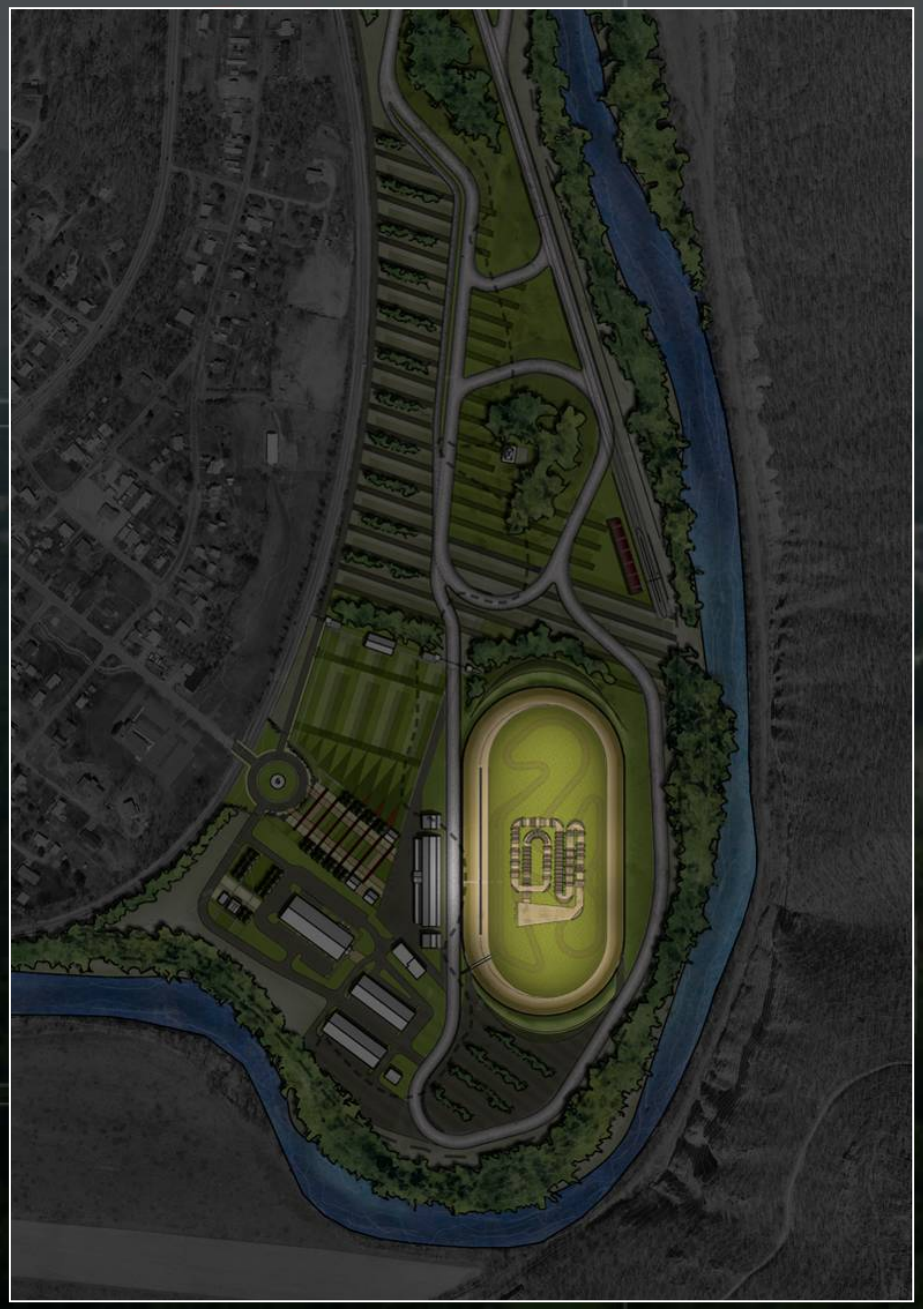


Track Facts

- ½ Mile Cart Track
- 30’ wide Asphalt Racing Surface

Extreme Sports Event

Concept 2



Event Opportunities

- *Motorcross Track*
- *BMX Racing*
- *Skateboard Events*

Parking- Saturday Night Event

Concept 2

Parking Numbers

+/- 600 Spaces	*A - Midway Area*
+/- 150 Spaces	*B - Pit Area*
+/- 1000 Spaces	*C - Hot Rod Club*
+/- 125 Spaces	*D - Church Parking*
+/- 1900 Spaces	*E - Paddock Area*

+/- 3775 Parking Spaces

Parking- Fair Week

Concept 2

Parking Numbers

+/- 150 Spaces	*A - Pit Area*
+/- 1000 Spaces	*B - Hot Rod Club*
+/- 125 Spaces	*C - Church Parking*
+/- 1900 Spaces	*D - Paddock Area*

+/- 3175 Parking Spaces

Fairgrounds Improvements

Concept 2

Redeveloped Fairgrounds

- Create New Main Entry Gate with Historic Timeline
  - Moss Avenue Entry Sequence redefined
  - Upgraded Vehicle/Pedestrian Crossing at Rail Line
- Historic Pedestrian Plaza
- Redeveloped Midway
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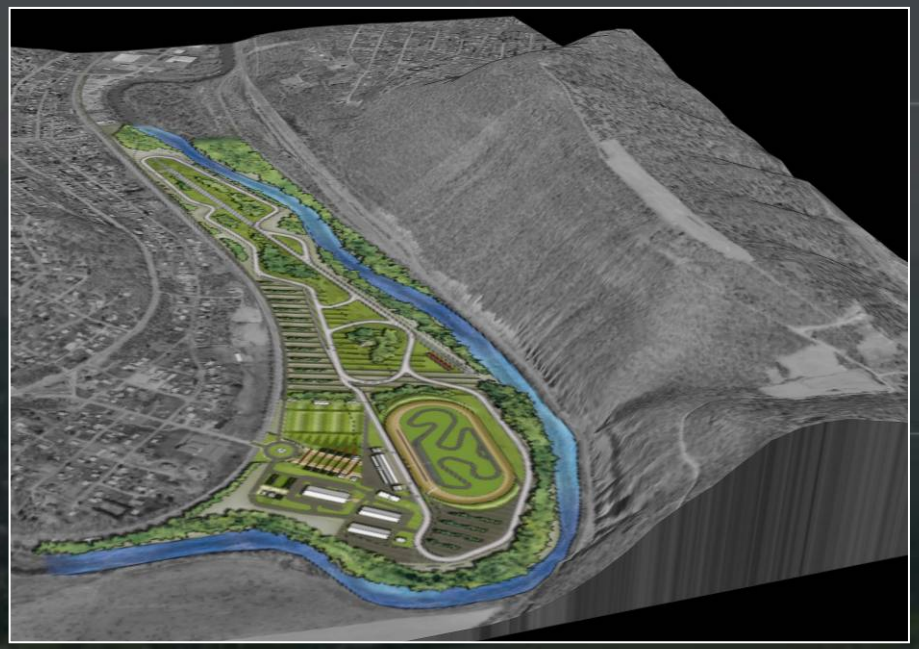
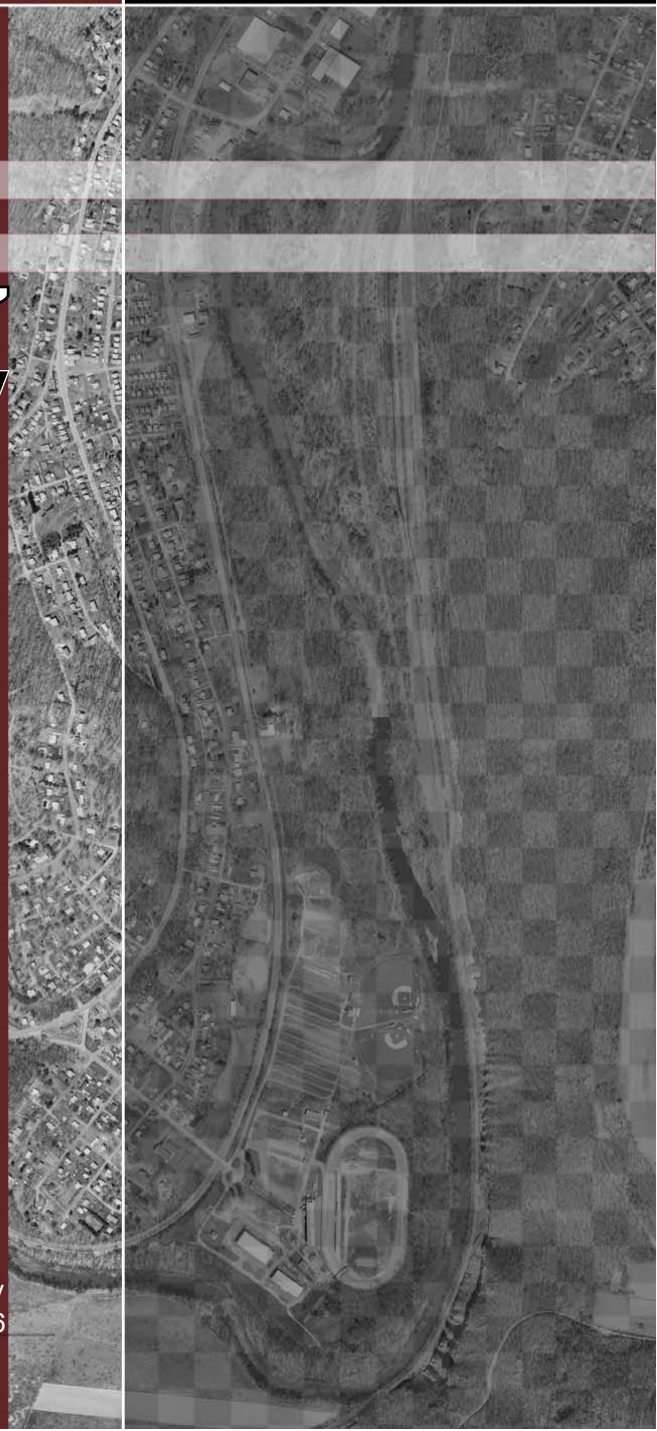
Master Plan

Concept 2



The "Rock"

Allegany County Motorsports Study



HOK SPORT

Maryland Stadium Authority
05.02.06

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Appendix A - Allegany Motor Sports Facility Feasibility Study Environmental Assessment Form

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Introduction

In July of 2005, HOK Sport along with the consultant team of A.D. Marble & Company and Rummel, Klepper & Kahl were selected to conduct the Allegany County Motor Sports Feasibility Study.

The overarching goal of the County Commissioners is to "provide a multi-use motor sport facility that will provide significant opportunities at Fairgo and provide economic benefit for the entire county". The purpose of the Feasibility Study is to document the existing conditions at the project site, develop a prioritized program for improvements, identify the next steps, regulatory requirements, and further studies that may be needed to complete the desired improvements.

After HOK Sport's selection, the Feasibility Study was deferred pending completion of an economic analysis by Conventions, Sports and Leisure (CSL). On January 24, 2006 The Market, Financial and Economic Impact Analysis was issued by CSL. With the economic data in hand, the first tasks for the Study Team included evaluating all available site conditions and documentation.

The A. D. Marble & Company (ADM) undertook the historical aspects of the study by examining the integrity of the property using historic photographs and historic mapping. ADM also conducted research relating to the general history of the study area at the Allegany County Historical Society, Frostburg University Library, and the Maryland Historical Trust (MHT).

Rummel, Klepper & Kahl (RKK) prepared a Hazardous Waste Assessment and performed a regulatory database review of the proposed site and surrounding properties. RKK continues to evaluate utilities located within the site and soil conditions. A key issue involves the Floodplain that runs through the areas targeted for improvement. Streams, wetlands and other environmental features have been evaluated.

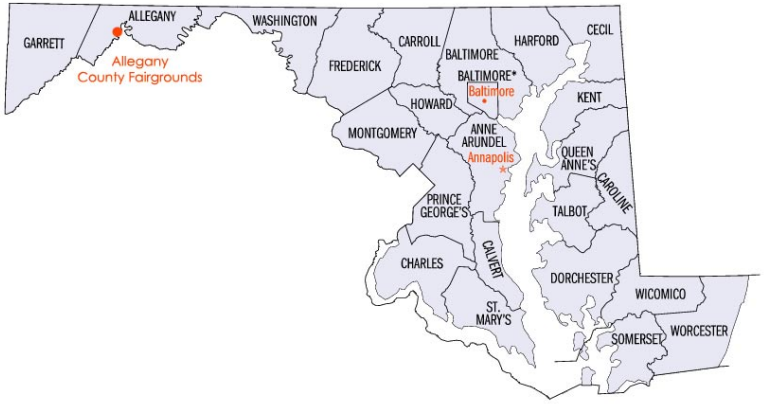
Preliminary assessment of site traffic and access conditions by RKK have been performed using existing traffic data, including prior studies and event traffic counts recorded during an April 2006 race event. The Study Team's investigations culminated with a thorough on-site investigation of Fairgo on March 8, 2006.

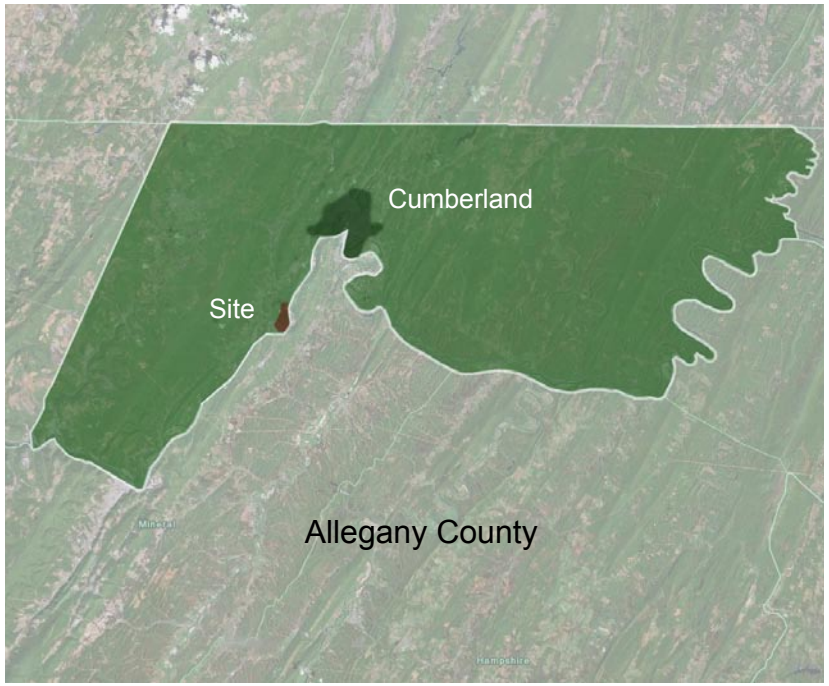
HOK Sports early tasks included development of a Summary Program which identifies the needs and desires of the Community. The desired improvements were ascertained during meetings with County and Fairgo officials and a meeting with stakeholders that either currently use, or desire to use improved motor sport facilities at Fairgo.

This (draft) Report represents a summary of the Study Team collective efforts to date. The primary components of this (draft) Report include:

- A summary of existing conditions and facilities at Fairgo
- The Summary Facility Program
- Identification of the opportunities and constraints for new site development.

This goal of this (draft) Report is to provide the MSA and Allegany County officials with the information necessary to determine what steps to take next in pursuit of the project's goals.





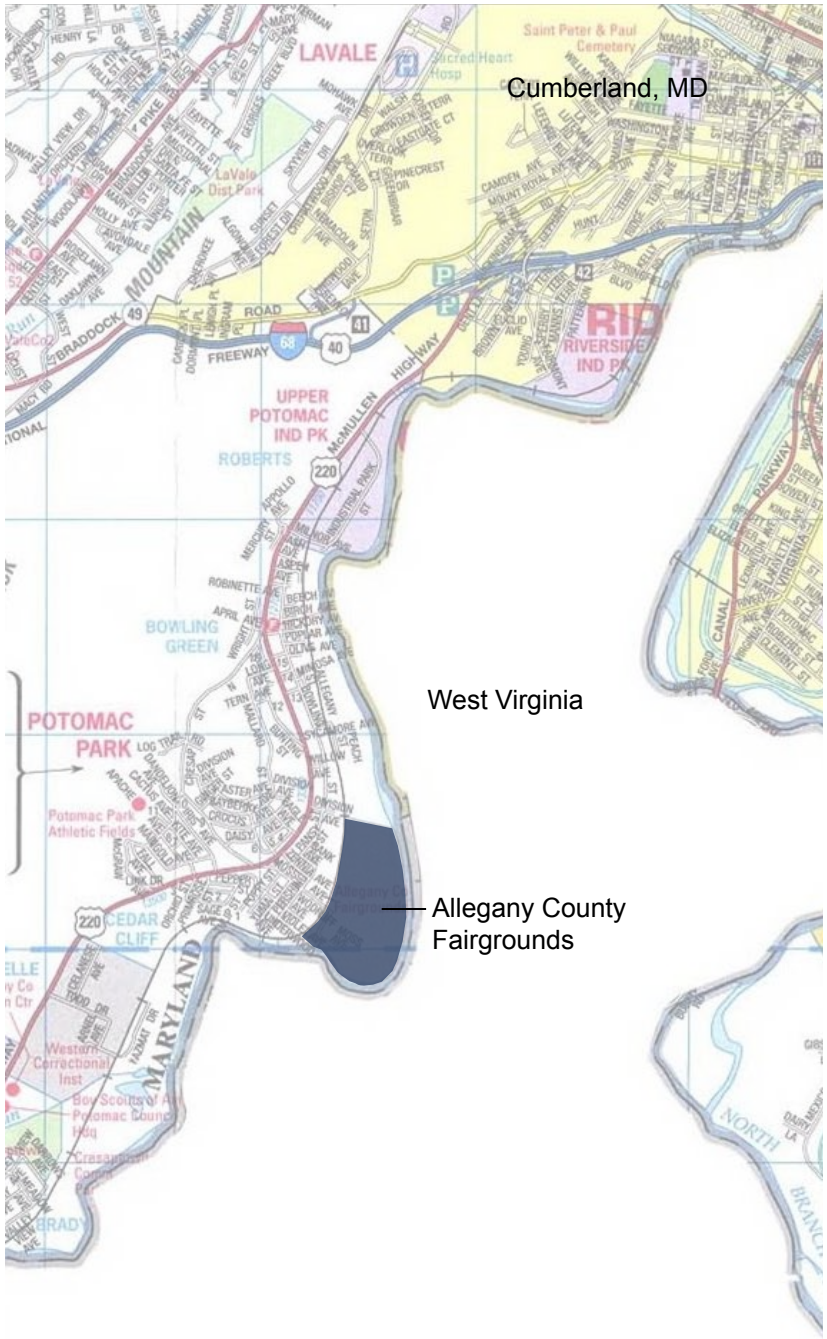


Figure 1: Project Vicinity Map
(Copyright ACD The Map People Permitted Use No. 20603121 Expiration: 03/31/07)

Existing Features

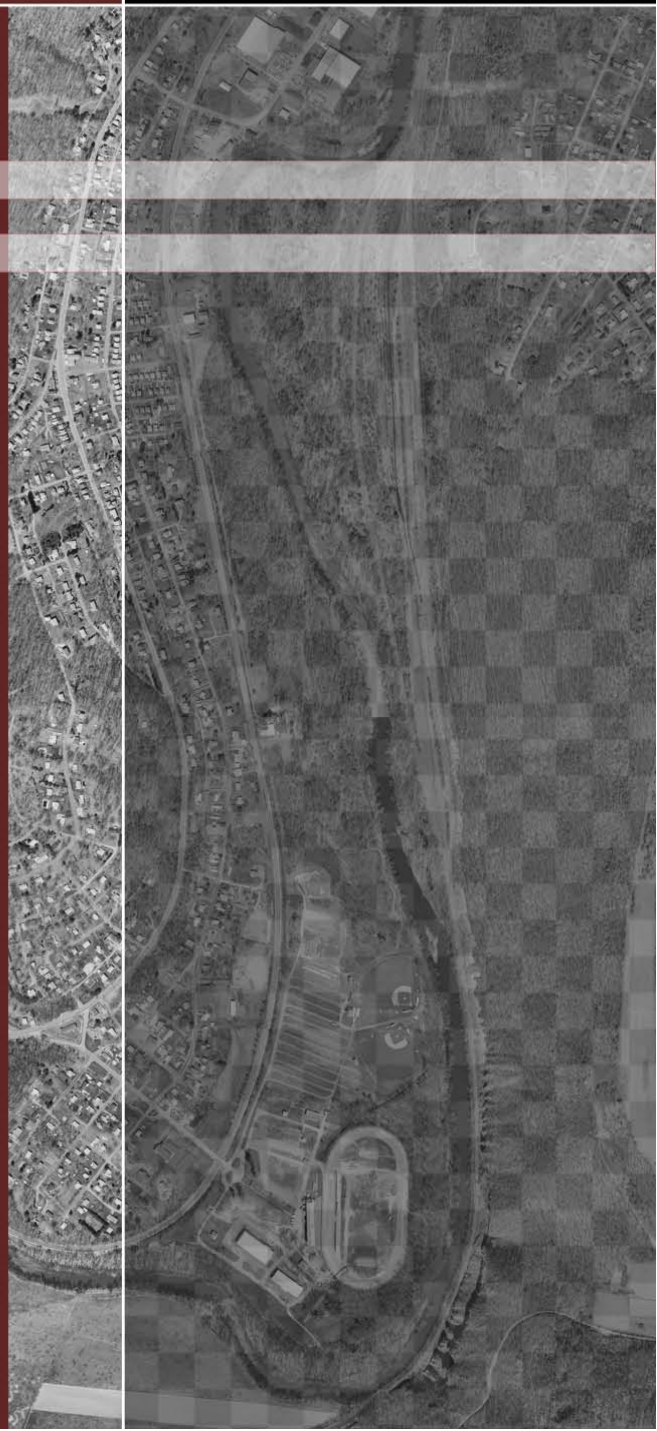
The fairgrounds are approximately two and a half miles southwest of Cumberland, Maryland, between US 220 and the North Branch of the Potomac River, which forms the Maryland-West Virginia border. Access from US 220 to the facility is along local roads through the community of Potomac Park (**Figure 1**). The fairground is located on the western bank of the North Branch of the Potomac River. The river forms the southern and eastern boundaries, while the western edge of the project area is bounded by the CSX train tracks. The northern extent is Milnor Avenue in the community of Bowling Green.

Most of the project area has been cleared for the fairgrounds and consists of maintained turf, the dirt race track, gravel access roads and lots, ball fields and structures. There is a forest buffer that extends along the river bank, and landscape trees are scattered throughout the developed portion of the project area. The combined fairground and motor sports facility hosts a variety of events year round. The motor sports facility, known as “The Rock”, hosts stock car races on weekends from March through November. The county fairgrounds host the annual Allegany County Fair, music concerts, agricultural expositions, car shows, and other private and publicly sponsored events throughout the year.

The condition and soil strata of the existing racetrack are in poor condition and therefore difficult to maintain for current racing venues. Track users have complained that the clay bed of the track is in poor condition.

Two high-quality baseball and softball fields have been constructed on-site north of the racetrack. County and fairgrounds representatives noted that they are an important feature of the parks and recreation program, and that they are heavily used.

Historical



HOK
SPORT

Introduction

Section 106 of the National Historic Preservation Act of 1966, as amended, requires Federal agencies to "take into account the effects of their undertakings on historic properties" listed, or eligible for listing, in the National Register of Historic Places (36 CFR 800.1 (a)). An "undertaking" is defined as any project that requires federal funds or federal licensing. In order to be listed or determined eligible for listing in the National Register, a resource must be documented as being 50 years of age or older and meeting the National Register Criteria for Evaluation. Since the improvements proposed as part of the Allegany County Motor Sports Feasibility Study may require a Federal permit and have the potential to affect resources that are 50 years of age or older (the Allegany County Fairgrounds), it is necessary to document the resources in the area of proposed improvements and to evaluate their potential for listing in the National Register as part of the Section 106 review process.

Following commencement of coordination with Maryland's State Historic Preservation Office, the Maryland Historical Trust (MHT), A. D. Marble and Company will document the fairgrounds and provide the results of the eligibility assessment in a Determination of Eligibility (DOE) form, as required by the MHT's *Standards and Guidelines for Architectural and Historical Investigations in Maryland* (MHT 2000). After the MHT staff review of the recommendations made by A. D. Marble and Company, a determination of eligibility will be made by the MHT. If the fairgrounds are determined to be not eligible for listing in the National Register, the project will meet the requirements of the Section 106 review process for above-ground resources.

A summary of the results of work conducted to date, including A. D. Marble's preliminary National Register eligibility recommendation for the fairgrounds, is presented in this document. Although it is not included within the scope of the current effort, as part of the Section 106 process, the potential for intact archeological resources also needs to be considered. As a result, recommendations for a preliminary assessment of archeological potential are also included herein.

Summary

Background research conducted for the study included an examination of the MHT's files, visits to the Frostburg State University Library and the Allegany County Historical Society, an examination of the photograph collection of the Allegany County Fair and the City of Cumberland, and interviews with fairgrounds staff.

The examination of the MHT files revealed that the Allegany County Fairgrounds were previously documented in 1978 using a Maryland Inventory of Historic Properties (MIHP) form, which was submitted in 1980. However, the fairgrounds were not evaluated for National Register eligibility as part of the 1978-1980 documentation. The MIHP form documented the gatehouse, north entrance, clubhouse, grandstand, a portion of the paddock, one stable, groundskeeper's residence, and exhibit buildings as extant. Most of the buildings were noted as being in good condition. Many of the barns and stables associated with the horse racing and livestock shows had already been removed (Dorsey 1980).

The newspaper clippings file of the Frostburg State University Library archives provided some information on more recent changes to the building complex.

Overview of fairgrounds from Knobley Mountain, 1953. (From the Herman and Stacia Miller Collection, courtesy of the Mayor and City Council of Cumberland, Maryland).

Overview of fairgrounds from Knobley Mountain, 2006.

The track at the fairgrounds was used for horse racing as well as jig-cart racing, as seen here, until 1961. (From the Herman and Stacia Miller Collection, courtesy of the Mayor and City Council of Cumberland, Maryland).

A historic view of the midway during fair week. The fair and horse races operated in conjunction until the early 1940s. (From the Allegany County Fair Collection)

Livestock showing and judging was an important part of fair week. None of the former livestock barns (seen to the right of this photograph) remain on the fairgrounds today. (From the Herman and Stacia Miller Collection, courtesy of the Mayor and City Council of Cumberland, Maryland).

A copy of the Sanborn Fire Insurance Company Map of the fairgrounds, prepared in 1941, was also collected from the university library. Little information on the fairgrounds was located in the files of the Allegany County Historical Society.

The staff of the Allegany County Fair, Kevin Kamauf and Glenn Stahlman, were able to provide valuable information on the more recent changes that have been made to the fairgrounds. Mr. Kamauf's grandfather was the caretaker of the grounds from 1936 until his death in 1976. As a result, Mr. Kamauf was particularly knowledgeable of the history of the property. In addition, the fairgrounds staff shared copies of historic photographs that were useful in illustrating the historic appearance of the fairgrounds.

Brief History of Fairgo

The Cumberland Fair and Agricultural Association was incorporated in 1908 for the purposes of "improving breeds of all animals and promoting agriculture for holding races and county fairs" (Dorsey 1980). Horse racing was held at the fairgrounds in South Cumberland until 1924 when the fair was moved to a newly constructed site known as Fairgo, located between the Baltimore & Ohio Railroad and the Potomac River. This site was just outside of Cumberland below the towering cliffs of Knobley Mountain. The formerly wooded grounds were cleared of trees in 1923, and many of the buildings were erected within a matter of months. Seven stables, sixteen open-air barns, two exhibit halls, and a caretaker's residence were initially erected at the fairgrounds. Additionally, a grandstand, clubhouse, jockey house, band platform and judges' stand, and a paddock were located around the half-mile track (Dorsey 1980).

Horse racing was a popular sport in the area, and each year a two-week meet was held on the race track at Fairgo, in conjunction with the Cumberland Fair. The Baltimore & Ohio Railroad offered service for the hauling of horses to the site during the summer event. Skeet shooting was located in the infield of the track, and tennis courts were present at the southern end of the grounds (Kamauf 2006).

The clubhouse was a popular gathering place for Cumberland's elite, containing a dining room, betting windows, and a barroom on the second floor. A porch overlooked the racetrack to the north. The original clubhouse burned in 1937, and the present clubhouse was erected in 1938 (Dorsey 1980; Kamauf 2006).

By the late 1930s, horses, motorcycles, and cars operated on the same track (Kamauf 2006). The fair and the horse races operated in conjunction until the early 1940s. Small horse tracks began declining throughout the United States by 1950, and the race track at Fairgo was no exception (Stegmaier 1976). The last race was held on the grounds in September 1961, although the annual county fair continued to operate in this location. Around 1967, stock and sprint car racing took to the track where the horses once ran. The fairgrounds were purchased from the Cumberland Fair Association by Allegany County in 1986 (Dorsey 1980; Kamauf 2006).

A number of changes have occurred to the property since its historic period of operation as a fairgrounds and horse track (1924-1961). A water tower and pump station adjacent to the caretaker's cottage were no longer present by 1978.

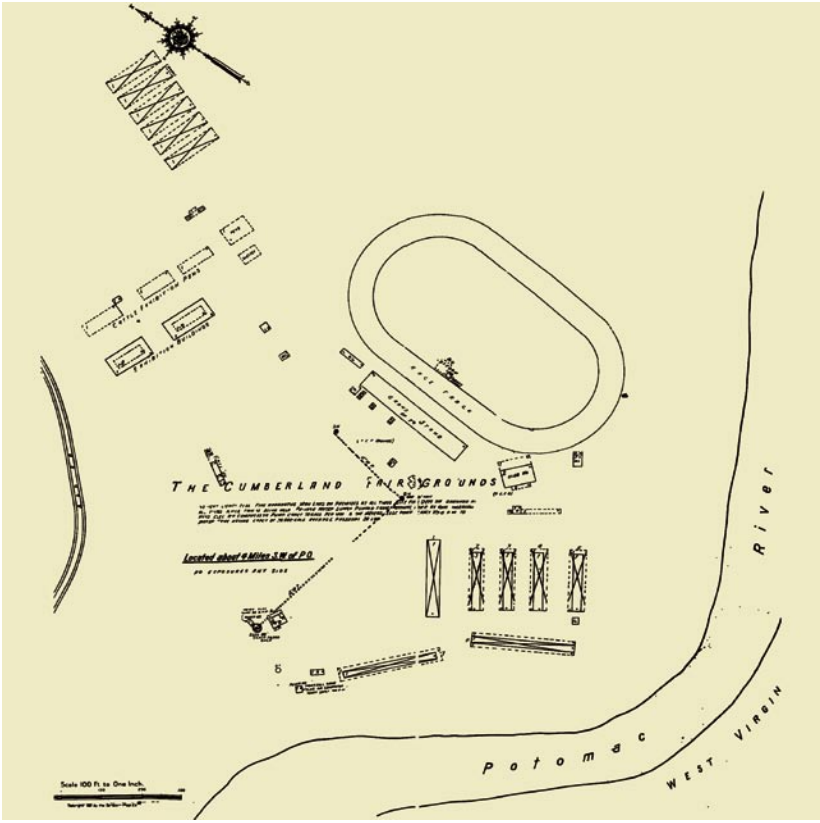
In 1978, four of the remaining five stables were removed, as only one stable was needed to house horses that were stabled on the grounds year-round. The removal of the stables made way for a parking area at the southern end of the grounds. Also at that time, four concrete manure pits were removed. In 1986 and 1987, the two towers at the main entrance to the grounds were blown to the ground by high winds and were subsequently removed, leaving behind only the connecting hyphen that ran between the towers. The county made a number of improvements to the grandstand in the 1990s, including replacement of the wooden seats, replacement of the roof, and encasement of the walls in metal siding. In 2001, the county also erected a multipurpose building in the former location of horse stables at the southern end of the fairgrounds. The footbridge that crosses over the track was moved here from Cumberland in 2001. By 2002, an agricultural expo building with open sides was erected to northwest of the multipurpose building, also in the former location of horse stables. Between 1999 and 2000, two exhibit buildings, a former hay barn and five dilapidated livestock barns were removed from the northern end of the fairgrounds complex. Ball fields, a clubhouse, and a four-wheeler trail have recently been added in their stead (Dorsey 1980; Kamauf 2006).

Current Conditions Assessment

A field view of the fairground was undertaken on March 8, 2006. Based on the results of the field view and an examination of previous documentation, including historic photographs, it appears that the property has experienced a significant loss of historic fabric. The fairgrounds retains its historic plan/layout and several buildings that date from 1924 (the initial period of construction) to 1956 (50 years from the present). The grandstand remains, although it has been altered by the cladding of the walls in metal, the addition of metal bleachers, and alterations to the crow's box. The caretaker's cottage, vacant for over 15 years, and the north entrance also remain, although they are in poor condition due to deterioration caused by neglect. A small portion of the paddock is also extant. Finally, the clubhouse still stands with good integrity of materials at the exterior except for later porch steps added at the southwest elevation. Despite the presence of these extant buildings, there has been a significant loss of historic fabric including exhibit halls, stables, the jockey house, livestock barns, the band stand, the judges, stand, and the water tower. Additionally, the once notable towers associated with the main entrance have been removed. Finally, the introduction of two large modern structures in the former location of the stables significantly detracts from the overall integrity of the fair complex. Overall, the property lacks historic integrity.

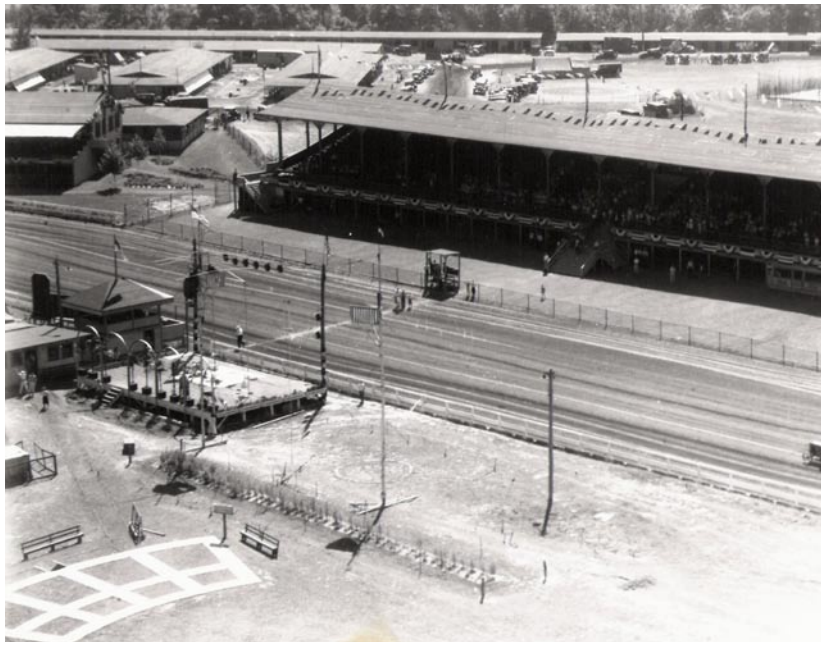
Conclusions

While it appears that the Allegany County Fairgrounds would meet National Register Criterion A for local and regional significance for its contributions to area recreation and social life, the property has lost a significant amount of historic fabric. Due to loss of integrity, A. D. Marble will recommend that the fairgrounds are not eligible for listing in the National Register. The loss of integrity will be documented in the forthcoming DOE form which will include an architectural description, historic context discussion, and an



Copy of 1941 Sanborn Fire Insurance Company Map of the Cumberland Fairgrounds. The cattle exhibition pens, exhibition buildings and hay barns to north and west of the track and stables to south of the track are no longer present.

Historic photograph of entrance to fairgrounds showing one of the two flanking towers which were later removed in the late 1980's. All that remains of this building today is the one-story structure that once connected the towers. (From the Herman and Stacia Miller Collection, courtesy of the Mayor and City Council of Cumberland, Maryland).



This 1932 image of the eastern end of the track shows a band platform and judges' stand located in the infield to the left; all of these features have been removed. The former stables are shown in the background behind the grandstand and clubhouse. (From the Allegany County Fair Collection.)

This photograph of the grandstand and a crowd watching the races shows the historic appearance of the grandstand before it was altered. (From the Herman and Stacia Miller Collection, courtesy of the Mayor and City Council of Cumberland, Maryland).

evaluation of historic significance. The form will also include photographs of previous and existing conditions and mapping of historic and current conditions. The form will be submitted to the MHT for a formal determination of National Register eligibility. If the fairgrounds are determined to be not eligible, the project will meet the requirements of the Section 106 review process for above-ground resources.

Recommendations for Additional Work

The potential for intact archeological resources also needs to be considered as part of the Section 106 process, although this task is not included within the current scope of work. The fairgrounds are located in a flood plain on a bend in the Potomac River, a likely location for the site of a prehistoric encampment. Other archeological sites in similar locations have been identified in the near vicinity to the fairgrounds. Intact remnants of an encampment may remain below ground in those areas where the soil has not been disturbed, particularly in the wooded area where a road course is proposed. It is also possible that these deposits may be buried by a thick layer of alluvial deposition. In order to assess archeological potential, it is recommended that coordination with the MHT staff be undertaken to determine the most appropriate future course of action. One possible method for determining archeological potential would be geomorphological testing to establish if those areas where the ground may be disturbed could contain artifacts. To reduce costs, it is recommended that this study not be conducted until more finalized plans of the proposed improvements have been prepared.

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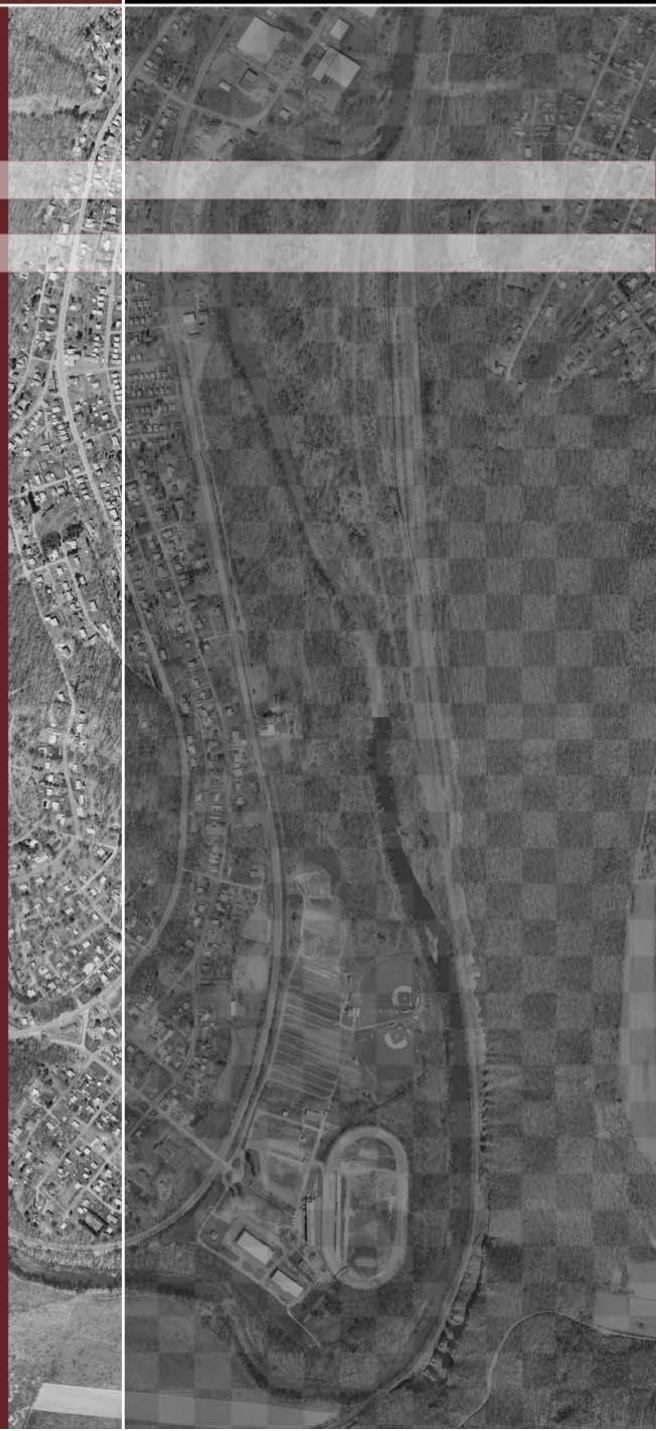
Environmental Inventory & Analysis



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Environmental Features

The following section summarizes the existing conditions of the environmental features within the project area. The resources considered include: topography, geography and geology; soils; hydrology and floodplains; wetlands and waterways; forests and vegetation covers; rare, threatened and endangered species; and hazardous materials. At the end of this section, the recommended next steps are identified, highlighting the requirements and approvals that will be required prior to the construction of the project.

The existing conditions are also summarized in the Environmental Assessment Form (EAF) in **Appendix A**. In accordance with the Maryland Environmental Policy Act (MEPA), Chapter 703 of the Laws of 1973, as codified in § 1-301 through 1-305 of the Natural Resources Article, Annotated Code of Maryland, an EAF was prepared to determine whether an Environmental Effects Report (EER) will be required to document the potential impacts from the project.

Topography, Geography, Geology

The Allegany County Fairground is in the Ridge and Valley Physiographic Province of Maryland. This region is characterized by a landscape of strongly folded and faulted sedimentary rock dominated by Silurian sandstone and shale formations from 443 to 417 million years old (**Figure 2**).

The fairground is located on the wide floodplain along the North Branch of the Potomac River. This floodplain is across from sandstone and shale cliffs on the West Virginia side. These cliffs deflect floodwaters and resulting sediment deposits onto the western shore. Fluvial processes have resulted in an extensively flat landscape of alluvial soils along the western shore at the location of the fairground.

Existing rock formations across from the site

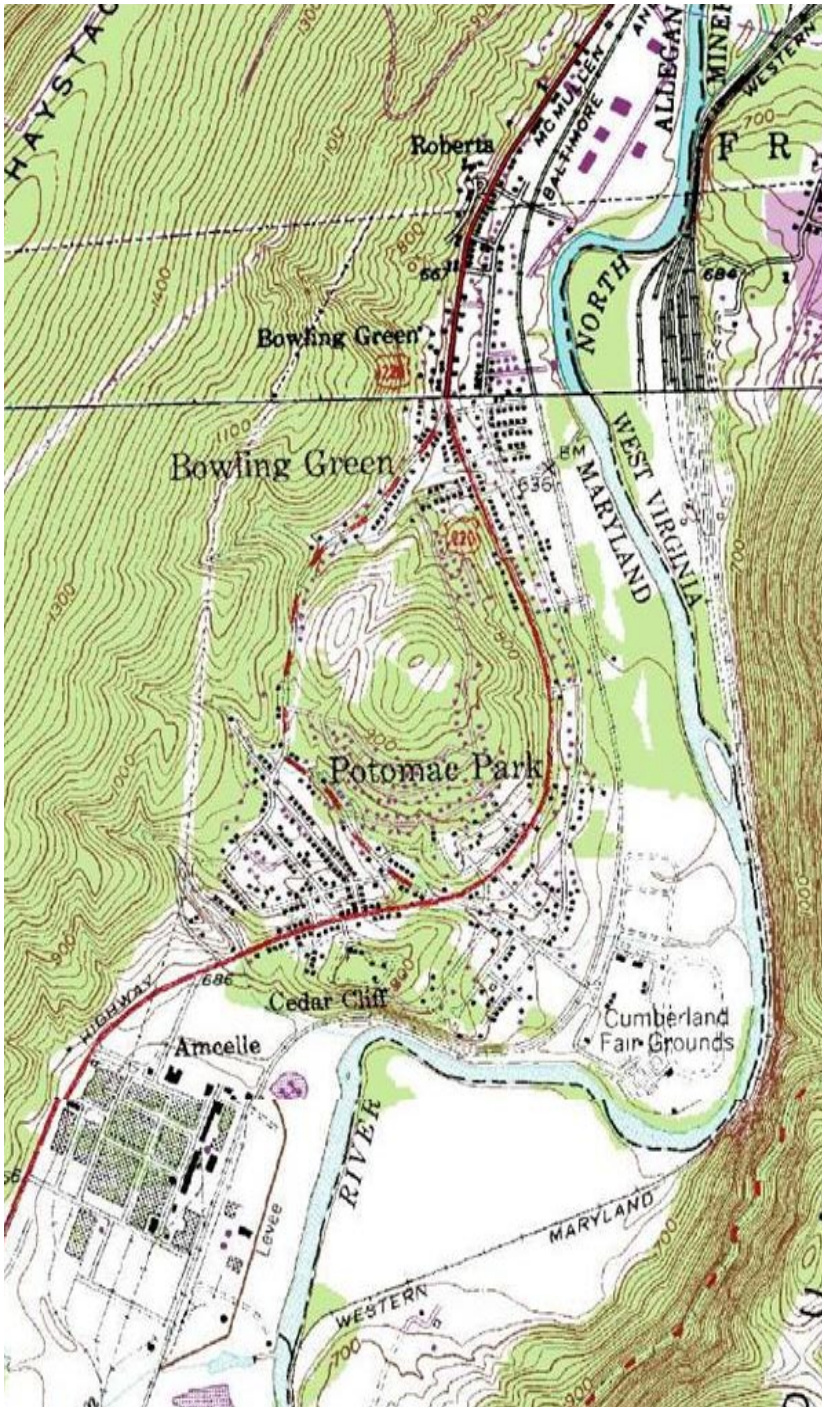


Figure 2: USGS Quad map: Cumberland, Maryland 1974

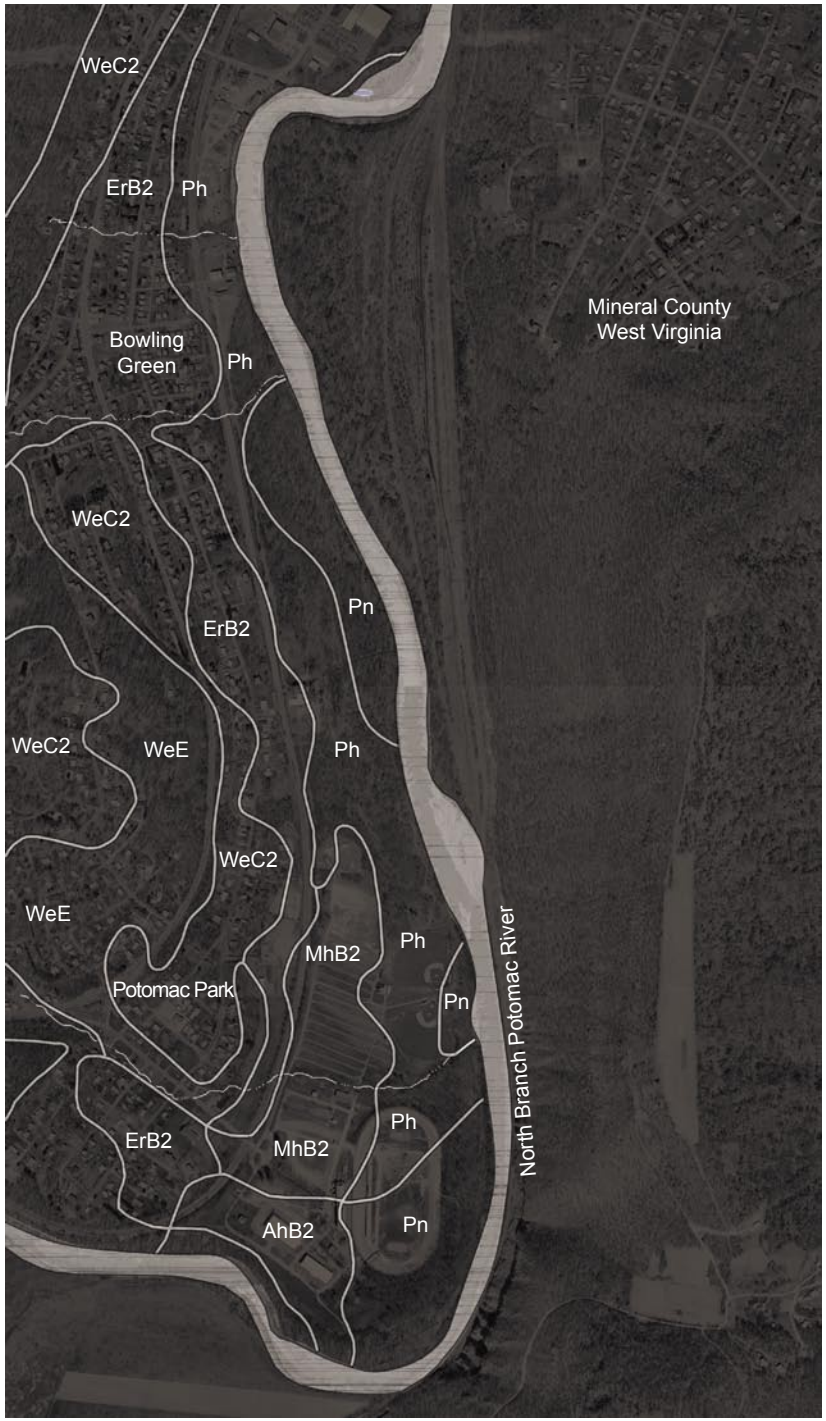


Figure 3: USDA Soils Map
(Reproduction of USDA Soil Conservation Service Soil Survey of Allegany County, Maryland January, 1977)

Soils

The USDA Natural Resource Conservation Service classifies the soils within the project region as belonging to the Weikert-Gilpin Soil Association. This association is described as gently sloping to very steep, somewhat excessively drained to well-drained, shaly to very stony soils that are dominantly shallow over shales. Six soils are found within the project area (**Table 1** and **Figure 3**). All six are considered minor soil components within the Weikert-Gilpin Soil Association. Most of the project area is dominated by alluvial soils of the Pope (Pn) and Philo (Ph) series. These soils are found within the floodplain throughout the central and eastern portion of the project area. Allegany, Ernest and Monongahela soils are also present in the western half of the project area. The following table lists all soils found within the project area.

Soil ID	Soil Unit Name	Notable Engineering Characteristics
Pn	**Pope fine sandy loam**	Hazard of flooding, Moderate frost heave potential
Ph	**Philo silt loam**	Seasonal high water table, Hazard of flooding, Moderate frost heave potential
MhB2	**Monongahela silt loam**, 3 to 8% slopes, moderately eroded	Seasonal high water table, Seepage, Frost heave potential
AhB2	**Allegany fine sandy loam**, 3 to 8% slopes, moderately eroded	Moderate frost heave potential
AhC2	**Allegany fine sandy loam**, 8 to 15% slopes, moderately eroded	Moderate frost heave potential
ErB2	**Ernst silt loam**, 3 to 8% slopes, moderately eroded	Seasonal high water table, Seepage, High frost heave potential

Table 1: Soils Located at the Allegany County Fairgrounds
(Source: Soil Survey of Allegany County, Maryland. USDA, Soil Conservation Service, 1977)

Hydrology and Floodplains

The North Branch Potomac River lies along the eastern boundary of the fairgrounds property. There are also two tributaries to the North Branch Potomac River which pass through the fairgrounds property north of the existing dirt track. The first tributary is referred to as the Fairgo Basin and flows adjacent to the fairground parking lots. The second tributary is located near the northern end of the fairgrounds property.

The Federal Emergency Management Agency (FEMA) has established a 100-year floodplain and a floodway for the North Branch Potomac River. The FEMA floodplain map is depicted on **Figure 4**. This map is from the Flood Insurance Rate Map, Allegany County Panel 206, dated September 30, 1983. The drainage area of the North Branch Potomac River adjacent to the Allegany County Speedway is approximately 600 square miles. The channel width is approximately 80 feet opposite of the dirt track. As depicted on **Figure 4**, almost the entire project area is within the 100-year floodplain for the North Branch Potomac River established by FEMA. Only a very minor portion of the track on the west side is out of the 100-year floodplain. The floodplain extends as far as 1,000 feet from the edge of the river within the fairgrounds property. The 100-year floodplain elevation of the North Branch Potomac River is approximately 636 feet to 637 feet at the existing track. The depth of water during a 100-year flood would be approximately five to six feet at the lowest point along the track, adjacent to the river. A portion of the existing dirt track may flood as frequent as a 10-year storm which reaches an elevation of approximately 632 feet. It appears that this storm may impact the northern portion of the track.

Within the fairgrounds property north of the dirt track, the FEMA 100-year flood elevations range from approximately 630 feet opposite of Hickory Avenue to approximate elevation 636 feet just north of the dirt track. The width of the 100-year floodplain varies in this area north of the dirt track. Opposite of Pecan Avenue the floodplain is wide enough that it almost reaches the CSX railroad opposite of Pecan Avenue, approximately 400 feet from the edge of the river channel. A short distance south of this area, however, the floodplain is much narrower, and extends approximately 100 feet from the edge of the river. No floodplain information is available for the tributaries located at the north end of the site.

FEMA has also established a floodway along the North Branch Potomac River. This floodway is a portion of the 100-year floodplain and generally closely parallels the edge of the North Branch Potomac River.

Fairgo Basin, which passes just north of the existing dirt track, has a drainage area of approximately 335 acres. A 100-year floodplain for this tributary was established in the 1986 report prepared by Purdum & Jeschke entitled Allegany County Flood Management Study – Fairgo Basin. This tributary parallels Moss Avenue upstream of the railroad. The 100-year water surface elevations range from 636 feet at the confluence with the North Branch Potomac River to 650.2 feet just downstream of the CSX railroad. The floodplain width for this tributary ranges from approximately 155 feet to 575 feet.

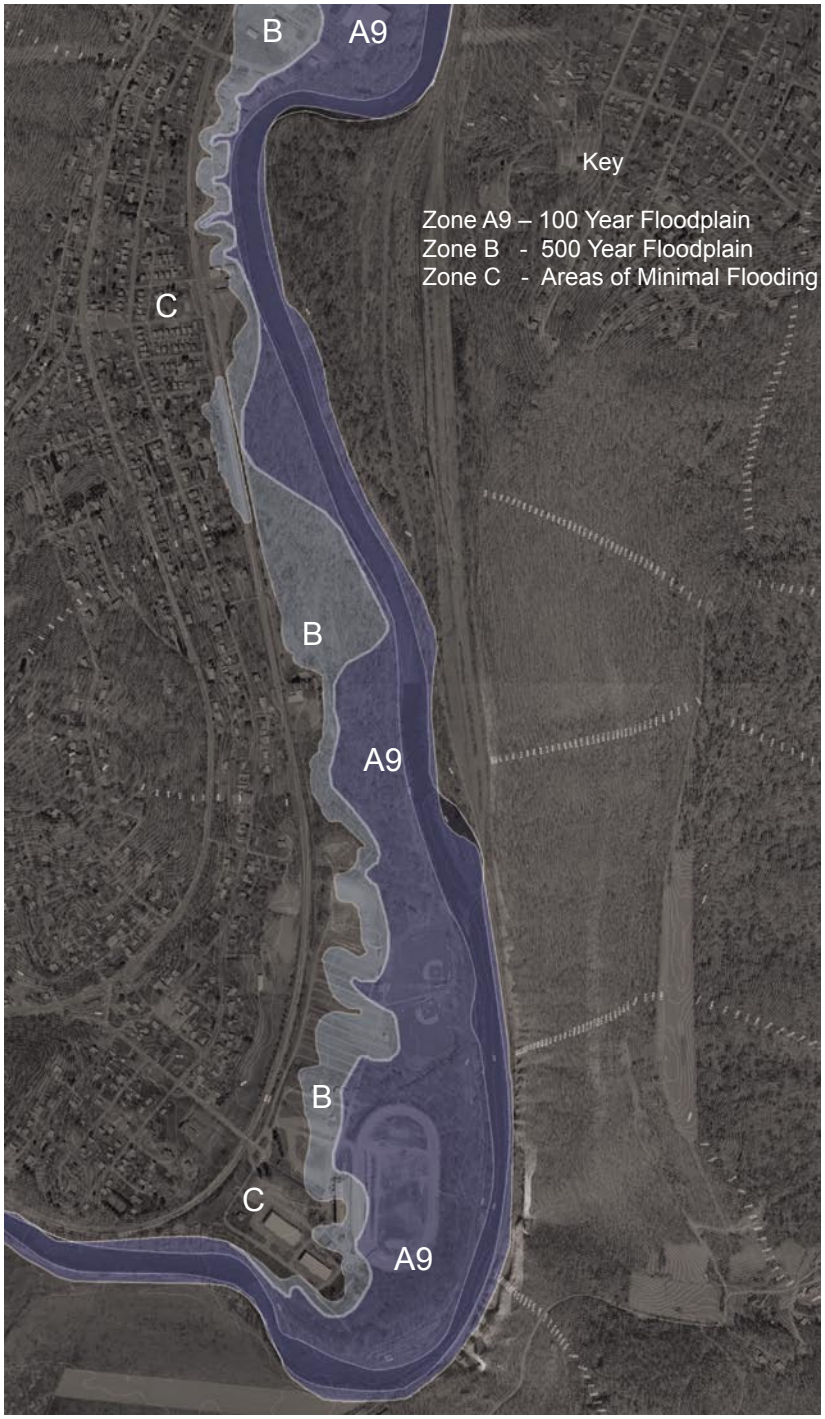


Figure 4: FEMA Floodplain Map
(Flood Insurance Rate Map Allegany County, Maryland Community Panel 240001 0206 B September, 1983)

Figure 6: USFWS National Wetland Inventory Map
(Source: USFWS Online Wetland Mapper http://www.fws.gov/nwi)

Wetlands and Waterways

A number of small wetlands and water features are located within the project area. Existing data sources were reviewed, including USGS topographic maps (**Figure 2**), the USDA soil survey (**Figure 3**), FEMA floodplain maps (**Figure 4**), National Wetland Inventory (NWI) maps (**Figure 5**), and aerial photos (**Figure 6**). A number of water and wetland features were identified using these data. The identified features include the North Branch of the Potomac River and two small first-order tributary streams flowing across the project area and into the river. The NWI maps indicated the presence of a semi-permanently flooded pond. A site visit confirmed the presence of the two tributaries, and identified the stream closest to the existing race track as Fairgo Run. During the site visit, several small ditches and a few small pockets of emergent wetland were also identified. The ditches had poorly defined bed and bank with little or no standing water. The emergent wetlands are dominated by sedges, rushes and cattails and are no larger then a few hundred square feet each. No delineations of wetlands or water features were conducted during the site visit.

Forests and Vegetation Cover

During the site visit, vegetation cover throughout the project area was noted. Much of the investigated area is maintained turf. An extensive riparian forested buffer is present along the bank of the river and north of the existing fairground and race track (**Figure 5**). These forests are a mix of tree species common to floodplains, including Red Maple, River Birch, Green Ash, Sycamore, and Elm. Black Cherry and Black Willow are also present. The forested areas are young, with trees in the 2-inch to 12-inch diameter size range. Under story density is variable, with sparse shrubs near the river and denser undergrowth out of the frequently flooded zone. There are scattered landscape trees and shrubs of variable size throughout the project area. No specimen trees (> 30 inch diameter at breast height) were observed during the cursory site visit.

Views of existing forested areas

Views of the North Branch of the Potomac River from the project site.

Rare, Threatened and Endangered Species

Letters requesting information on the presence of rare, threatened or endangered species at the project site were sent to the U.S. Fish and Wildlife Service, the Maryland Department of Natural Resources (DNR) Environmental Review Unit, and the DNR Wildlife and Heritage Division. Refer to **Appendix B** for a copy of these letters. The USFWS stated in a letter dated March 21, 2006 that other than transient individuals, no federally listed endangered or threatened species are known to exist within the project area. The DNR Environmental Review Unit, in a letter dated March 13, 2006, noted that the North Branch Potomac River and its tributaries are classified as a Use 1 stream, and that instream work is generally prohibited during the period from March 1 through June 15, inclusive. They stated that anadromous fish species are not present but that Best Management Practices must be utilized to protect the resident aquatic species. As of the date of this publication, the DNR Wildlife and Heritage Division has not responded to our inquiry.

Hazardous Materials

The Hazardous Materials Screening Assessment for the Allegany County Motor Sports Feasibility Study consisted of an investigation of documented contamination and current or historic land uses that may have resulted in subsurface contamination in or near the existing Allegany County Fairgrounds. The objective of the screening assessment was to determine if the proposed development is at risk of impact by subsurface contamination originating at or near the existing fairgrounds.

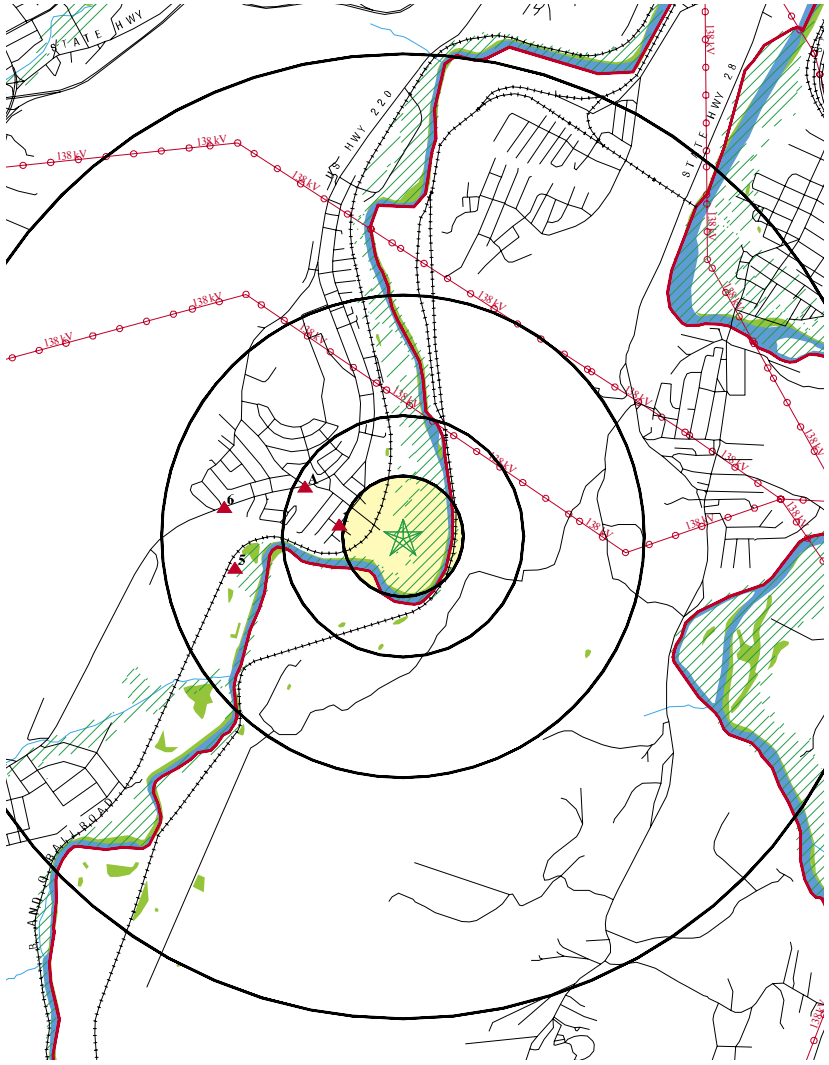
The assessment identifies potential sites of concern based on a database search of regulatory files for potentially contaminated sites in the project area and review of available historical maps, city directories, and aerial photographs with coverage of the site. The geographically based regulatory database and historic document search were performed by Environmental Data Resources, Inc. (EDR) and covered an approximate one-mile radius centered on the fairgrounds. The results of EDR's database search are described below; the search results can be found in **Appendix D.**

Existing Conditions

The EDR database search did not identify any documented contamination sources within ¼ mile of the fairgrounds. The database report identified one site within ½ mile of the project for which regulatory files existed. The Maryland Department of Environment (MDE) files listed registration records for both active and permanently closed underground storage tanks (USTs) at the BP service station at 13421 McMullen Highway, which is approximately ½ mile from the fairgrounds. The MDE files did not indicate any fuel releases at this site. The Allegany County Fairgrounds have operated at the current location since before 1951. The fairgrounds are shown in the 1951 USGS map for the Cresaptown Quadrangle. The fairgrounds were founded in 1924 and began automobile races in 1966.

The current and historical maps show that the fairgrounds are bordered on the west by the CSX railroad. EDR's historical aerial photograph collection and their Sanborn Insurance Map collection did not cover the fairgrounds area. The historical city directory collection provided no coverage earlier than 2000.

The history of the Allegany County Fairgrounds includes the operation of a skeet shooting range. RK&K contacted Mr. Kevin Kamauf, Events Coordinator for the Fairgrounds to discuss the skeet shooting range. According to Mr. Kamauf, the shooting range was built during the early history of the fairgrounds, shortly after construction in 1924, and remained in use approximately four to six years until the late 1920's or early 1930's. The shooting range was located in the infield portion of the current racetrack. Mr. Kamauf added that he has had personal knowledge of the Fairgrounds history dating back to 1954 and can confirm that the shooting range has not been present on the property since that time. A collection of aerial photographs maintained by Mr. Kamauf which date back to the late 1920's and early 1930's show the presence of the shooting range in the late 1920's but not in the 1930's, 1940's or thereafter.



SITE NAME: Allegany County Fairgrounds ADDRESS: Fairgrounds Road Cumberland MD 21502 LAT/LONG: 39.6089 / 78.7992	CLIENT: Rummel, Klepper, & Kahl, LLC CONTACT: Greg Siegner INQUIRY #: 1618743.2s DATE: February 22, 2006

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Since the skeet shooting range has not been present on the property for over 60+ years, the risk of soil contamination should be considered minimal. Residual levels of lead or other toxic metals from spent lead shot may remain present due to the very slow corrosion rate of lead pellets. A more probable risk of potential contamination could be anticipated from more recent sources such as localized releases related to the automobile racing operation or the adjacent railroad right-of-way.

Conclusions

The results of the Hazardous Materials Screening Assessment identified no documented contamination releases at or near the Allegany County Fairgrounds. MDE records do not list any fuel storage on site.

Considering the available information, the primary contamination risk for the fairgrounds site would originate from undocumented contamination sources. Localized contamination may be present along the railroad right-of-way resulting from incremental releases of fuel, lubricants, and products from passing trains or from herbicides or waste products remaining from railroad operations. The railroad presents a slight risk of significant contamination. However, it is not uncommon for soils along old rail right-of-ways to contain reportable concentrations of petroleum hydrocarbons, polynuclear aromatic hydrocarbons (PAHs), and toxic metals.

Another potential source of petroleum hydrocarbon contamination at the fairgrounds would be undocumented sources such as unregulated heating fuel storage tanks and fuel and lubricant releases as part of automobile racing at the existing dirt track and pit area. In the absence of permanently installed fuel storage tanks and dispensers, petroleum releases would more likely be limited to localized surface spills and incremental releases.

Overall, the risk of the proposed construction encountering significant cost impacts due to subsurface contamination appears to be low.

Requirements and Approvals for Environmental Compliance

The recommended next steps for the environmental resources are identified below, highlighting the requirements and approvals that will be required prior to the construction of the project.

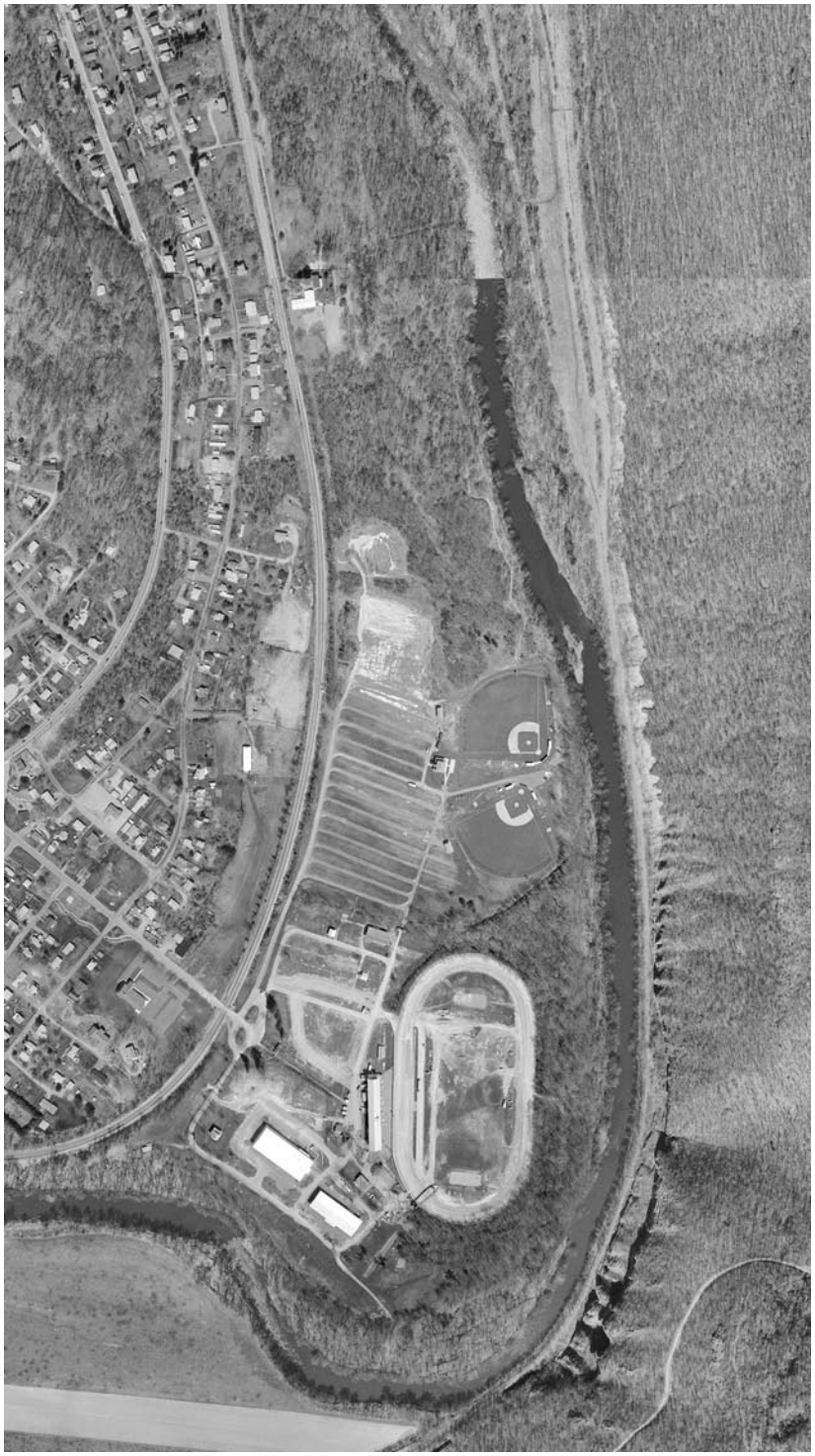
The primary natural hindrance to site improvements is the potential for flooding throughout much of the project area. Depth to bedrock is unlikely to pose a problem, but a seasonal high water table in areas of Philo and Ernst soils may hinder construction activities.

A permit for construction within the 100-year floodplain will be required by the MDE. One of the requirements for this project will be to avoid increases the 100-year surface elevations in the 100-year floodplain on property outside of the Allegany Fairgrounds. This will include both along the North Branch Potomac River and the Fairgo Basin or any other tributaries to the North Branch Potomac River. It should be noted that the MDE requirements are based upon ultimate development of the watershed based on existing zoning whereas the FEMA floodplain is based on existing development.

To avoid increasing the 100-year water surface elevations on off-site property, any new fill within the floodplain should be minimized and/or mitigated. If it can be shown that the proposed improvements do not increase the fill within the floodplain, MDE may not require that a detailed hydraulic analysis be performed to prove that the 100-year floodplain is not affected by the proposed improvements. If, however, MDE requires a detailed analysis, at a minimum the existing FEMA model would have to be modified to reflect the proposed construction. Depending upon the level of detail in the existing FEMA model, it may be necessary to add additional cross-sections to the FEMA model to reflect the new construction. It is also possible that MDE will require a new hydraulic model if they determine that the existing FEMA model is inadequate for the Motor Sports project. If there are increases in the 100-year floodplain within the fairgrounds property, they must not impact any building unless they are used only for storage.

No construction is planned along or within the banks of the North Branch Potomac River, therefore, it is anticipated that Best Management Practices (BMPs) and proper erosion and sediment control measures should be adequate to protect surface water quality and address the concerns of the DNR, Environmental Review Unit. This project will likely be classified as redevelopment. Therefore, in order to comply with MDE Water Management Administration (WMA) regulations, either a 20% reduction in impervious area or water quality treatment must be addressed via one of the following methods: installation on-site of BMPs; or payment of a waiver fee (which is usually the cost of what BMP would have to be constructed); or provide off-site BMP, watershed/stream restoration, retrofitting to improve water quality off-site. Similar measures will need to be taken to limit water quality impacts where the new access road and paved race track cross the tributaries. At these locations, the tributary is likely to be piped or bridged by the roadway and race track. The location of the new race track and the alignment of the proposed access road will determine the impacts to the emergent wetlands.

The construction of new grand stands and improvements to the existing dirt track are unlikely to impact natural resources, as these areas are already developed. The construction of a new access road and paved race track would impact the tributaries at any new roadway crossings. The improvements could also impact the emergent wetlands depending on



placement and the potential for filling these areas. These activities would require a Joint Federal/State Permit for the Alteration of Any Floodplain, Waterway, Tidal or Nontidal Wetland. If no new stream crossings are constructed, but the existing stream crossings are enhanced, then a General Waterways Construction Permit would be required. To protect the river and tributaries from runoff, approval of the erosion and sediment control and stormwater management plans must also be obtained.

Forest impacts are likely to occur north of the existing race track. Forest clearing east and south of the existing facilities are likely to be minimal due to the close proximity of the river and the increased likelihood of frequent flooding. Both a new, paved tract and the new access road are likely to require the clearing of trees in the central and northern portion of the study area. In speaking with David Eberly, Director of the Allegany County Department of Community Services, he stated afforestation is not required in the County.

Conclusions

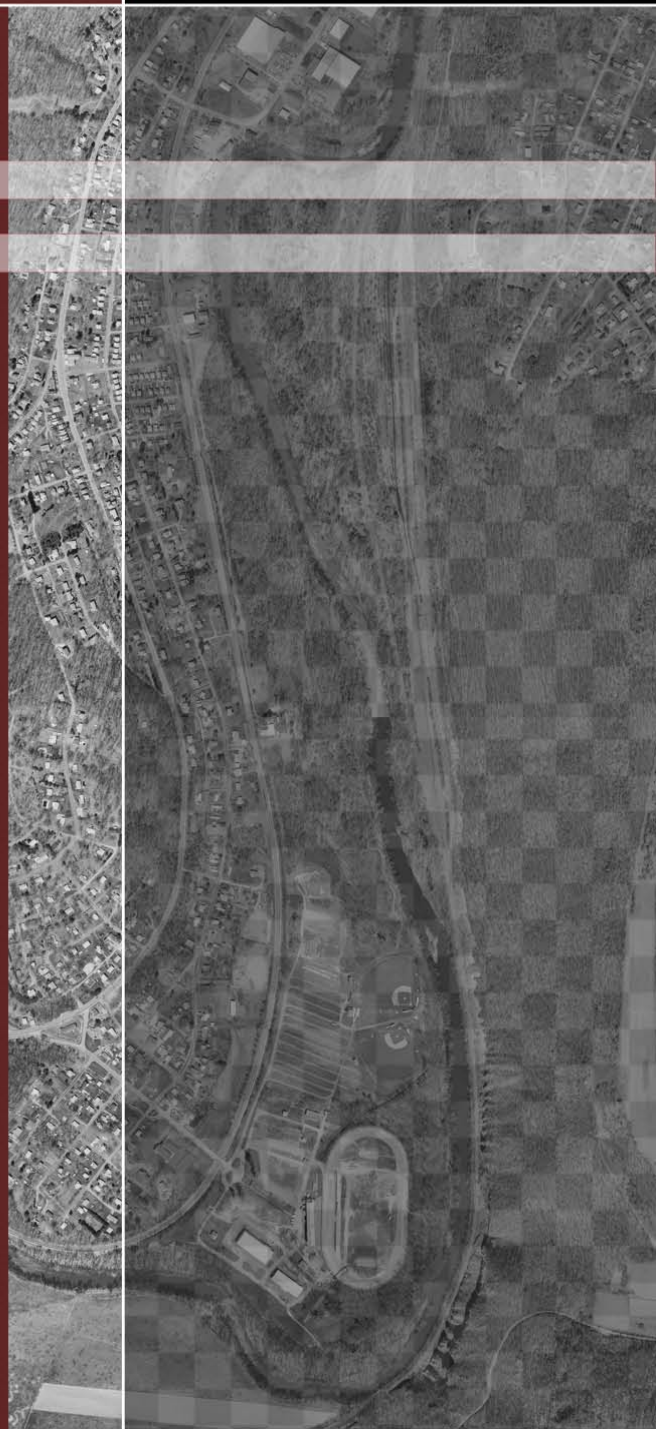
The greatest site constraints at the Allegany Fairgrounds are that the site is served by a single access road that travels through a residential neighborhood and crosses operational railroad tracks. Additionally, pedestrian safety is also a concern for visitors during the annual Allegany County Fair. The existing utilities are not adequate and even under the no-build scenario improvements are needed. Lastly, the majority of the site is with the 100-year floodplain and subject to flooding. Any construction within the 100-year floodplain will require a permit from the MDE.

Other permits and approvals that could be required for the proposed project include:

- Erosion and Sediment Control during construction will be required. Allegany County Soil Conservation District (SCD) is the reviewing agency.
  - Allegany County and Maryland State Highway regulations apply.
  - A permit must be applied for and granted for construction to occur.
- Joint Federal/State Permit for the alteration of any floodplain, waterway, tidal or nontidal wetland from the Army Corp of Engineers and MDE.
- General Waterways Construction Permit (if existing stream crossings are enhanced) from MDE.
- Concurrence from the Maryland Historical Trust.
- Building and grading permits obtained from Allegany County.
- Approval of the stormwater management design from Allegany County.

If federal approval or funding will be required for this project then further documentation will need to be developed to meet the requirements of the National Environmental Policy Act (NEPA). As concluded in the EAF, further compliance with the Maryland Environment Policy Act with the preparation of an Environmental Effects Report is not anticipated because the provisions of [the Forest Conservation Act] do not apply to a county that has and maintains 200,000 acres or more of its land area in forest cover. *Allegany County currently exceeds this threshold and therefore are exempt from afforestation requirements. Percent of Forested Acreage by County: 1990, Legislative files for Senate Bill 224 and House Bill 199 (1991).”*

Traffic, Access & Utilities



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Traffic, Access and Circulation

RK&K conducted an assessment of the existing traffic, access and circulation patterns in and around the fairgrounds, and based on these observations has developed some recommendations for next steps for the Maryland Stadium Authority and Allegany County to consider. This information is supplemental to the preliminary assessment conducted by The Traffic Group in June 2005.

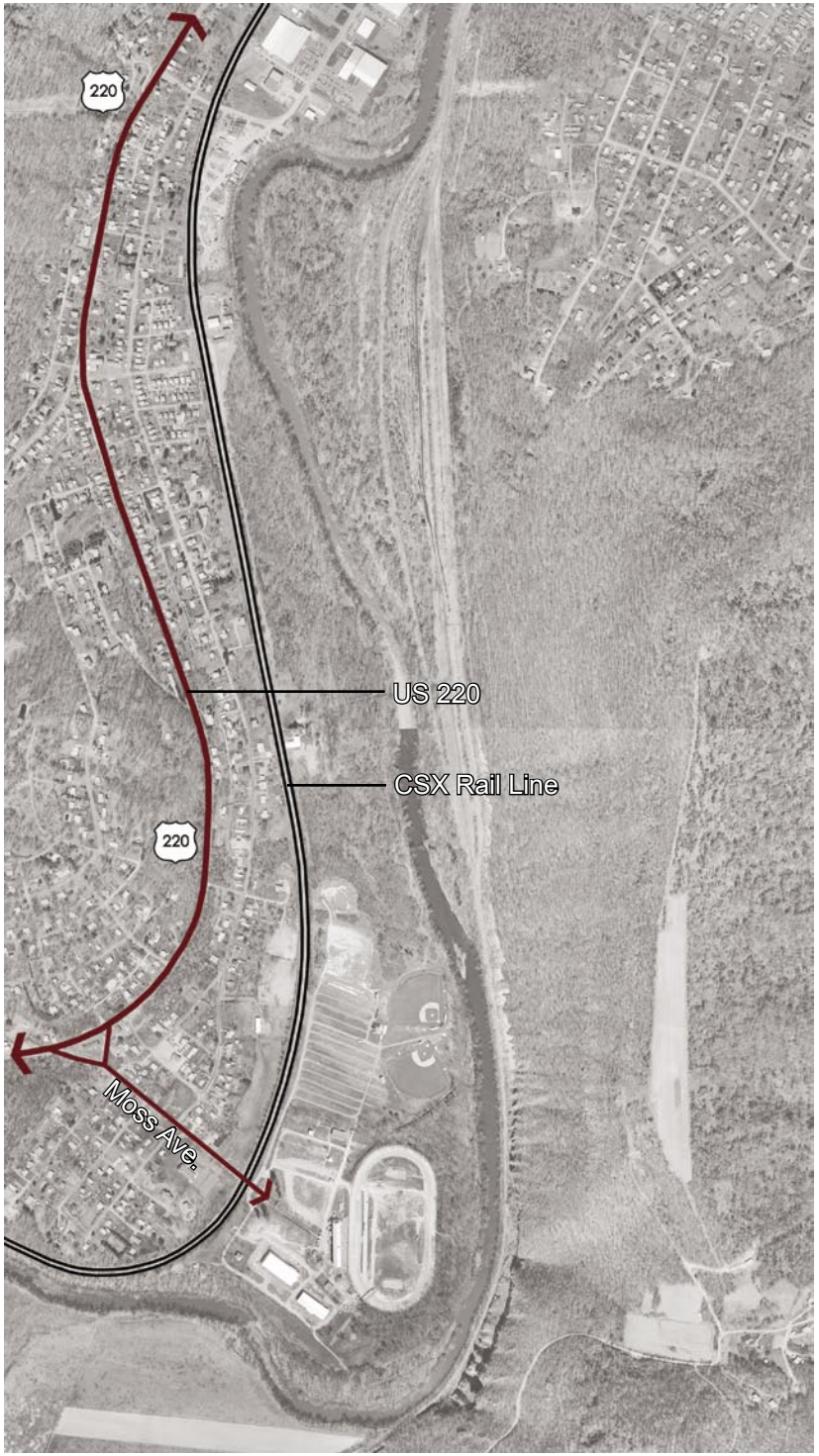
Existing Roadway Network & Access

The Allegany County Fairgrounds are in a remote location. The existing vehicular access to the fairgrounds is limited to a single access road, Moss Avenue.

Moss Avenue is a small, two-lane roadway that travels from US 220 into the fairgrounds, where it terminates. Moss Avenue is approximately 1,750 feet in length, has a posted speed limit of 25 mph, and passes through a primarily residential community. There is an at-grade rail crossing on Moss Avenue, just prior to the entrance to the fairgrounds. The railroad tracks are elevated and difficult to traverse, which limits the efficiency of vehicles entering and exiting the grounds during events.

US 220 is a two-lane north-south roadway, which extends from Pennsylvania to West Virginia and passes just west of the fairgrounds. US 220 has a posted speed limit of 40 mph and currently carries an Average Daily Traffic (ADT) of approximately 15,000 vehicles per day. The intersection of US 220 and Moss Avenue is a split T-intersection that provides the primary access to Moss Avenue for fairgrounds visitors. Moss Avenue is divided into two one-way streets just east of US 220, resulting in two T-intersections along US 220 separated by approximately 300 feet. The northern intersection serves westbound traffic on Moss Avenue departing the fairgrounds, and includes one exclusive left turn lane and one exclusive right turn lane on Moss Avenue. The southern intersection serves traffic turning from US 220 onto Moss Avenue to enter the fairgrounds. Exclusive turning bays are provided on US 220 at the southern intersection for right-turning traffic from the south and for left-turning traffic from the north. The interchange of I-68 and US 220, located approximately three miles north of the fairgrounds, serves fairgrounds visitors that travel from outside of the immediate Cumberland area.

The existing access network to the fairgrounds has several deficiencies that hinder the flow of traffic into and out of the fairgrounds on event days. The intersection of US 220 and Moss Avenue is awkward, and it includes several geometric features that increase accident potential. US 220 travels around a horizontal curve approaching the intersection from the north, which limits sight distance. The southern intersection is skewed, and the southbound left turn must be taken slowly because the angle between the roads is greater than 90 degrees. Additionally, the westbound approach on Moss Avenue is uphill, making it difficult for heavy vehicles and trailers to get up to speed when pulling out onto US 220. While there is a small network of neighborhood streets adjacent to Moss Avenue between the fairgrounds and US 220, the streets are narrow with no curbs, and the connections to US 220 are generally on substantial grades.



Existing intersection of US 220 and Moss Avenue.

The existing CSX railroad crossing and entrance to the fairgrounds and "The Rock".

Therefore, the intersection of US 220 and Moss Avenue is the only reasonable location for fairgrounds access. Finally, the railroad crossing on Moss Avenue creates significant traffic flow problems. The tracks are operational, and when trains pass by the fairgrounds, they typically block Moss Avenue for about seven (7) minutes. This results in queuing on Moss Avenue when the train arrival coincides with an event. Even if a train is not present, the elevated crossing makes it difficult for vehicles to enter and exit the site, with most vehicles slowing down to 5-10 mph while traversing the railroad crossing.

Field Observations – Saturday Race Event

The Rock hosts stock car racing events on its half-mile dirt track primarily on Saturday nights between April and October starting at 7:00 PM. There are also some special Thursday, Friday, and Sunday events on the schedule. The races are typically the largest draw to the fairgrounds outside of the week of the Allegany County Fair.

The project team performed a site visit on Saturday, April 1, 2006, to observe the traffic operations entering and exiting the fairgrounds before and after a race. Traffic counts were conducted at the intersection of US 220 and Moss Avenue, the on-site traffic circulation patterns, and gate operations and were observed. On the day of the site visit, the race attracted 1,350 spectators.

The peak flow of traffic turning onto Moss Avenue from US 220 on the night of the race occurred between 6:15 PM and 6:30 PM. During this 15-minute period, 62 vehicles turned onto Moss Avenue, including 47 left-turning vehicles from the north and 15 right-turning vehicles from the south. The arrival patterns for spectators and racing teams were spread out throughout the afternoon, and no congestion was observed at the intersection of US 220 and Moss Avenue before the race. An employee of Shooter's Bar and Restaurant, located at the corner of Moss Avenue and US 220, indicated that traffic congestion at the intersection is much worse on Friday than Saturday. Traffic counts obtained from the Maryland State Highway Administration web site confirmed that through volumes in the afternoon on US 220 during the week are more than 50% higher than the Saturday volumes from the counts performed for this study.

The departure pattern of spectators and racing teams after the race was much more concentrated. The event ended at approximately 11:00 PM, and the peak flow of traffic turning onto US 220 from Moss Avenue after the race ended occurred between 11:15 PM and 11:30 PM. During this 15-minute period, 245 vehicles turned onto US 220, including 178 right-turning vehicles heading north and 67 left-turning vehicles heading south. Because the event ended late at night, through traffic volumes on US 220 were very light, which enabled the traffic on Moss Avenue to easily exit out onto US 220. Consequently, the queue on westbound Moss Avenue cleared quickly after the race.

The on-site circulation of traffic within the fairgrounds was observed on the day of the race event, and no problems were observed from vehicles traveling to the parking areas on the site.

The site includes three general parking areas, and almost all parking is on the grass with no marked spaces. The north section of the site includes a set of parallel gravel paths that provide parking for about 25 rows of vehicles. This area is the primary on-site parking location during the Allegany County Fair, but is currently not utilized during the weekly racing events. The second parking area is a fenced-in section of the fairgrounds just north of the entrance. This area is used by the racing pit crews and infield spectators during race events. During the fair, the majority of the fair attractions are set up at this location, and it is not used for parking. The final parking area is at the southern end of the site, surrounding the new events building that was opened in 2001. This area is adjacent to the grandstands entrance and is the primary parking location for race spectators.

Gate operations were also observed both before and after the race. Parking on-site is free, so the majority of the spectators do not need to stop for a cash transaction when entering the site. After crossing the railroad tracks on Moss Avenue, general race spectators turn right into the parking area at the south end of the fairgrounds. Racing teams and pit crews turn left and pay their entry fee at a gate outside the pit parking area. Field observations indicated adequate queue storage is available for vehicles outside the pit parking area to prevent these queues from interfering with traffic on Moss Avenue.

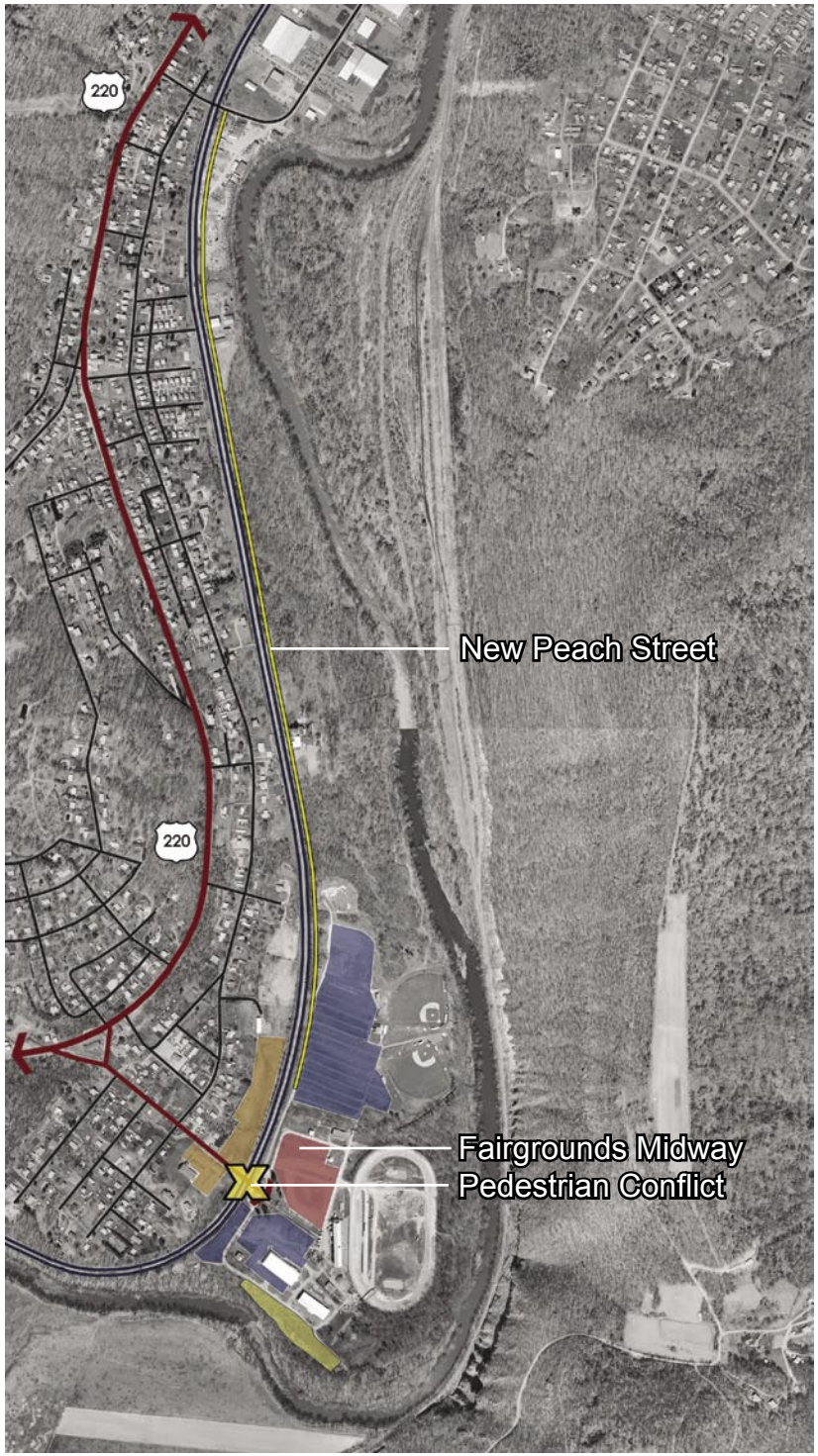
The railroad crossing on Moss Avenue was also observed. Most vehicles slowed down to below 5 mph when crossing the tracks, and buses and racing trailers were particularly slow when crossing. On the day of the site visit, there was no queuing on Moss Avenue entering the site at the railroad tracks, because a train did not arrive until after the race began. However, queuing was observed within the fairgrounds after the event ended, as vehicles tried to depart the site. The saturation flow rate of vehicles leaving the site at the end of the event was calculated to be approximately 1,080 vehicles per hour (or 1 vehicle every 3.33 seconds). This represents the maximum volume that can enter or exit the fairgrounds in a single hour due to the constraints of the rail crossing. Whenever the demand exceeds this capacity (as occurred after the race), queues will form behind the crossing.

Allegany County Fair Operations

The Allegany County Fair is a week-long event held every year in July at the Allegany County Fairgrounds. The Fair attracts over 50,000 visitors to the site for the week, making it easily the largest draw to the site during the year. Although the project team was unable to observe operations during the Fair first-hand at the time of this report, Fairgrounds Director Glenn Stahlman was able to provide insight regarding access issues typically experienced during the Fair. The following information was obtained from Mr. Stahlman:

- As a safety precaution during the Fair, the County issues a “slow order” to trains approaching the site. While this reduces the likelihood of a train/vehicle or train/pedestrian accident, it also increases the time required for the train to clear the crossing at Moss Avenue from approximately seven minutes to about 12 minutes. Consequently, the queues on Moss Avenue due to a train crossing can be substantial during Fair week.

- The heavy traffic volumes associated with the large crowds during Fair week results in traffic congestion at the intersection of US 220 and Moss Avenue. Some of the most popular Fair events occur on Tuesday and Wednesday, and therefore Fair traffic conflicts with the normal PM peak hour traffic on US 220. Vehicles turning left onto Moss Avenue have



difficulty finding gaps in opposing traffic, resulting in queuing of over one mile occasionally on US 220. Police are usually hired to provide point control at the intersection during the Fair. In times of extreme congestion, deputies will be called in to temporarily block traffic on Moss Avenue in the off-peak direction and provide two lanes of traffic in the peak direction.

- During the Fair, parking occurs both on-site and outside the site. Interestingly, parking is free on-site, but there are pay lots located in a church parking lot and a grass area just outside the fairgrounds. Although these lots are farther away from the Fair, people are willing to pay a parking fee to avoid the traffic congestion typically experienced within the fairgrounds as vehicles try to exit the site over the railroad tracks. As noted earlier, the saturation flow rate for vehicles leaving the site was calculated at approximately 1,080 vehicles per hour. With an on-site parking capacity of about 2,700 vehicles, it could take well over two hours to clear the site after a special event, such as fireworks.

- No separate pedestrian crossing is provided at the railroad crossing on Moss Avenue. Therefore, pedestrians must walk in the road to cross the tracks when entering or exiting the site. There are a significant number of pedestrians making this crossing, due to the large number of visitors that choose to park outside the site. This condition is both a safety concern and a source of additional congestion for vehicular traffic entering and exiting the site.

Next Steps

The existing access to the Allegany County Fairgrounds is inadequate from both a capacity and safety standpoint. The intersection of US 220 and Moss Avenue is awkward, and becomes congested before and after large events. The site is served by a single access road that travels through a residential neighborhood and crosses operational railroad tracks. Additionally, pedestrian safety is also a concern for visitors during the annual Allegany County Fair. With the proposed expansion of the racing facilities on the site, the frequency of congestion problems throughout the year would be expected to increase without improvements to the existing access conditions.

In the next phase of the project, the project team should examine potential access improvements for the site. Some of the improvement options under consideration could include:

1. **New Access Road -**
A current proposal would provide a new access road connecting to the north end of the fairgrounds. The new road would run parallel to the railroad tracks approximately one (1) mile and connect with Milnor Avenue near the Upper Potomac Industrial Park. Milnor Avenue becomes Upper Potomac Industrial Park Street, which provides a grade-separated crossing of the railroad tracks and access to US 220.

2. **Improved Pedestrian Facilities -**
Pedestrian crosswalks at the existing railroad crossing on Moss Avenue will be examined.

3. **Enhanced Point Control -**
More-defined point control procedures will be analyzed as part of the improved access plan.

4. **Restricting Train Crossings During Events -**
Consideration will be given to restricting train crossings for some time before and after events. This would require an arrangement between the Fairgrounds, Allegany County, and the Railroad Operators.

Utilities

The utility information presented below was based on and is supplemented by the recent Preliminary Site Analysis by Bennett, Brewer & Associates, LLC for Allegany County Department of Community Services.

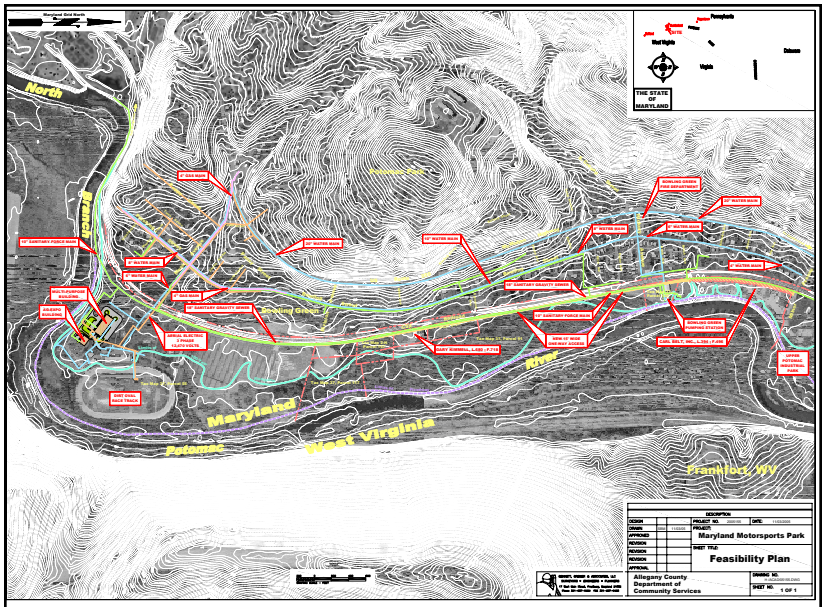
The Maryland Stadium Authority and the Allegany County Department of Planning have commissioned a feasibility study to examine the viability of a new motor sports facility near Cumberland, Maryland. The new facility would occupy the existing county fairgrounds site, and expand or replace the existing buildings, grandstands, and dirt race track. As a supplement to the feasibility study, Bennett, Brewer & Associates have been engaged to provide a preliminary site analysis as a basis for general planning, and to help identify the proximity and availability of utilities and access infrastructure. A more detailed analysis based on a schematic site plan will be completed as part of the feasibility study. All information provided herein is based on available reference materials, visual inspection, and coordination with various persons having knowledge about the site.

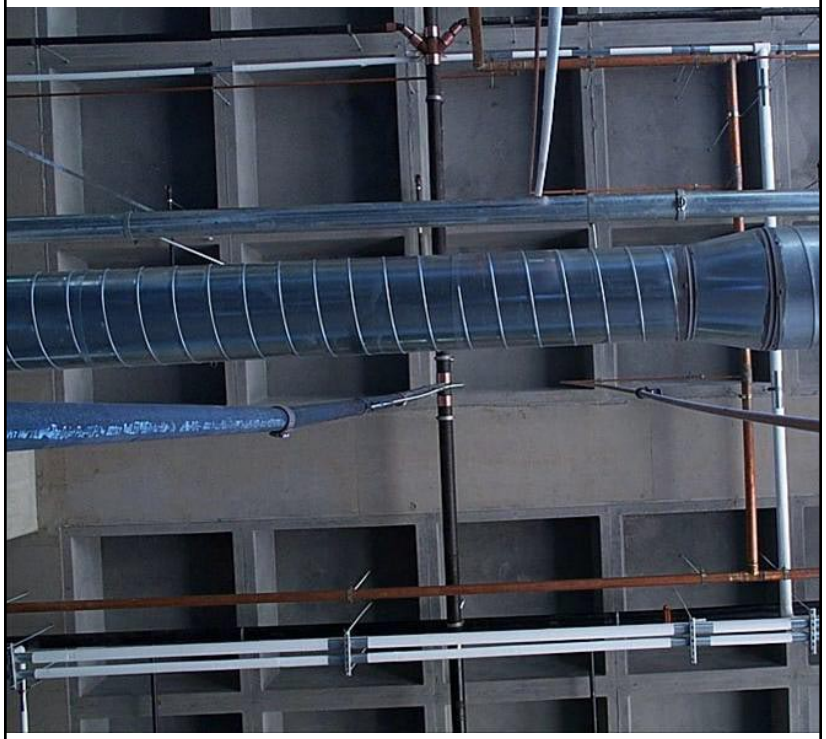
The county fairgrounds are located between US Route 220 and the North Branch of the Potomac River, 2 miles west of the City of Cumberland. The property is flanked immediately to the north by the residential neighborhood of Bowling Green. The facility currently accommodates races, fairs, exhibitions, sports leagues, and other public events. A large portion of the property is located within the 100 Year Floodplain, as delineated on FEMA Panel No. 240001 0206, dated September 30, 1983. Early conceptual discussions included substantial grading and other construction within the limits of the floodplain. All such work requires review and approval at both the state and federal level. Any proposed change to the cross section of the floodplain will require hydraulic analysis and possible mitigation. The results of the analysis and associated limitations of the regulatory agencies will have a significant impact on the final site plan. As shown, part of the property also lies within the 100 Year Floodway. Typically, no work is approved within the floodway.

Potable Water Service

The fairgrounds property and the neighborhood of Bowling Green are served by an existing distribution network in the public street. The network is comprised of various sized lines, ultimately looped to a 20” diameter water main which extends in an easterly direction along US Route 220. The fairgrounds are serviced by a 6” main which extends southerly along Moss Avenue and crosses the railroad into the site. Over the years, a network of relatively small diameter service lines have been extended throughout the fairgrounds facility.

Interviews with county utility division staff have revealed that the 6” primary service main is currently problematic. The line has been recently cleaned, and is functioning with improved capacity. The recent improvements are however a short term solution and will not insure perpetual or sufficient service for the proposed facility. We recommend that plans for the proposed facility include extension of a new 8” diameter water main from the intersection of Pershing Street and Moss Avenue to the fairgrounds.





The existing 6” main would be abandoned and a new master meter would be required at the fairgrounds for the new 8” main. Pressure and capacity requirements would be evaluated in conjunction with a schematic site plan, as part of the feasibility study.

Electric Service

The current electric utility configuration within the fairgrounds is a combination of aerial and underground lines. These lines have been extended for various purposes over the years, without the benefit of a comprehensive plan. This has resulted in system overload at various places within the grounds, especially for short term use. The primary service feed into the fairgrounds is an aerial 12,470 volt line (3 Phase), running along Moss Avenue. Based on interviews with Allegany Power Company, the capacity is more than sufficient for the proposed use. Most likely, the wiring itself will need to be upgraded along Moss Avenue, from US Route 220 to the site. The upgrade cost is approximately at $50,000.00 per mile. It was further recommended that all of the aerial lines within the facility be replaced with underground conduit to accommodate the new site plan. Future layout and service requirements should be evaluated as part of the feasibility study.

Natural Gas Service

Gas service is available in the adjacent Bowling Green Subdivision. The existing 4” gas main terminates on Moss Avenue, approximately 500 feet north of the railroad. Interviews with representatives of Columbia Gas Company revealed no current problems or limitations with the existing system. The need for future gas service, potential loads, and extension scenarios will be evaluated as part of the feasibility study.

Sanitary Sewer Service

The existing fairgrounds facilities are currently served by a small force main network, with a series of residential type grinder pumps. The internal system is pumped to the interceptor which parallels the railroad. The interceptor system consists of an 18” diameter gravity sewer, along the south side of the railroad, which flows east to the former Bowling Green Treatment Plant, now a pump station. Wastewater is then pumped westerly through a 10” diameter force main, along the railroad (parallel to the gravity sewer), to the new treatment facility at the former Celanese Plant. The Allegany County Detention Center and the Western Correctional Institute are also treated at the Celanese Plant.

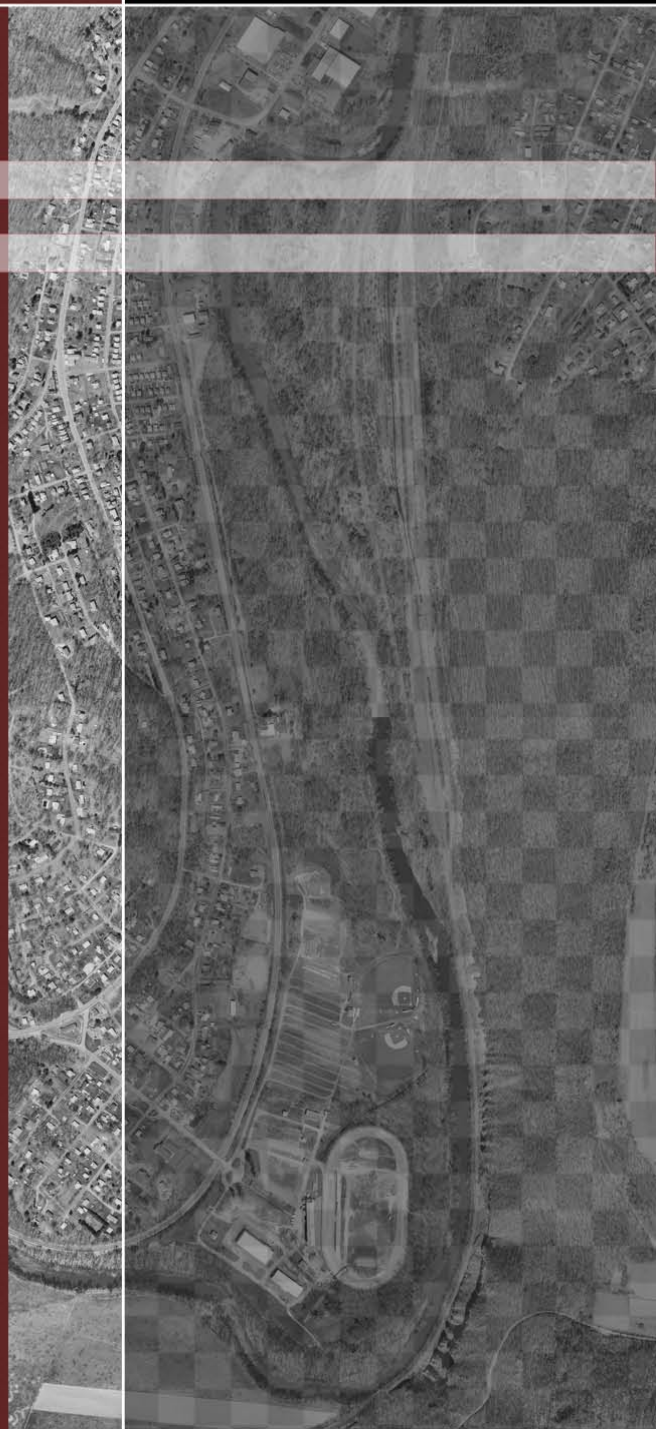
The interior fairground network was expanded over the years, apparently without a master plan. The system is fraught with problems and is a continuous burden on the local public works department. It is anticipated that development of the proposed facility would include replacing the entire existing system.

Although proposed grading plans have yet to be developed, it appears the topography in general would accommodate a gravity system for the entire site which would outfall to a duplex or triplex pump station. As the aforementioned gravity interceptor has ongoing I&I problems, the new pump station would most likely discharge into the force main interceptor.

Next Steps

In the next phase of the project it is recommended that the following utility improvements be considered. Pressure and capacity requirements should be developed for the proposed conditions. Replacement and upgrade to at least a new 8 inch water main could be anticipated. It is also recommended that on-site electrical lines be replaced with an underground conduit. Natural gas is currently not on-site, but a four-inch Columbia Gas Company main terminating on Moss Avenue 500 feet north of the railroad could provide service to the site. It is recommended that even under a no-build scenario, improvements to the current system should be studied.

Comparable Facilities



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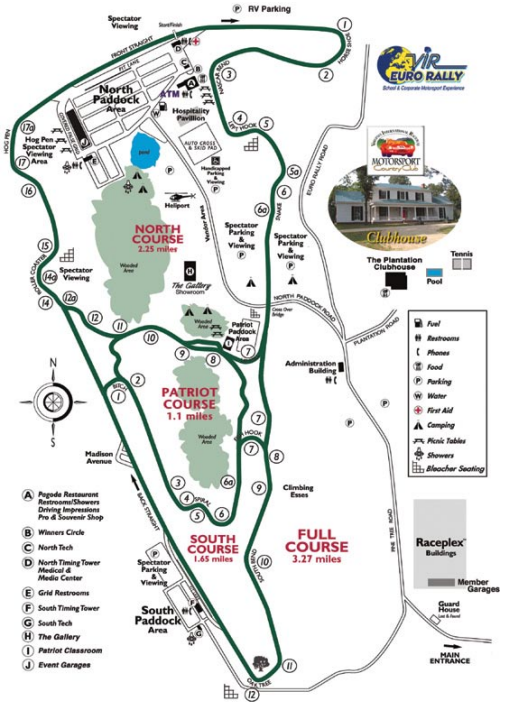
Virginia International Raceway

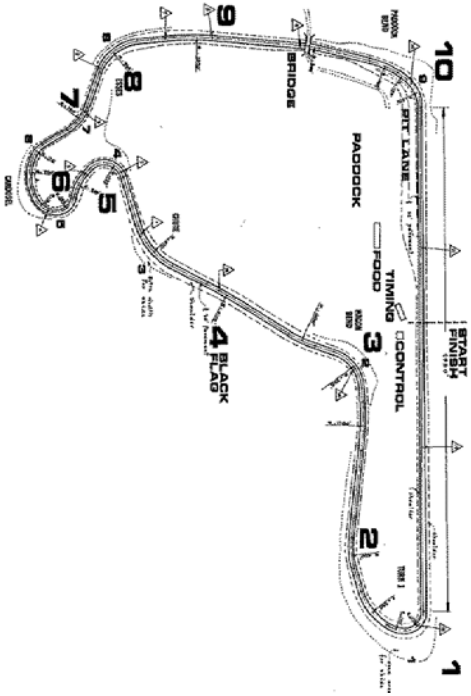
Facility Acreage - 1200 Acres

Track Length - 3.27 Miles



Summit Point Motorsports Park

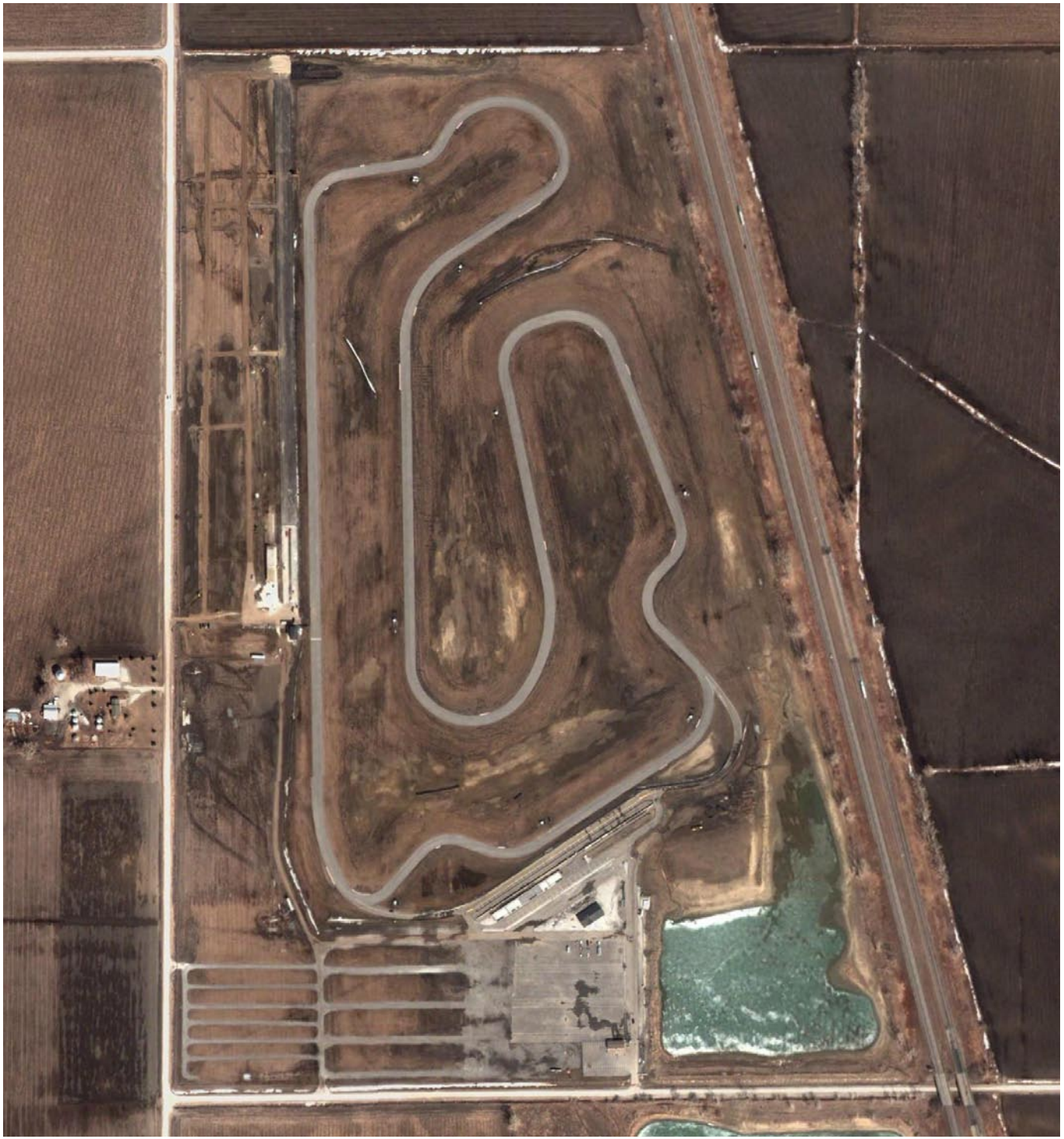
- Facility Acreage - 472 Acres
- Track Length - 2 Miles



Mid America Motorplex

Facility Acreage - 210 Acres

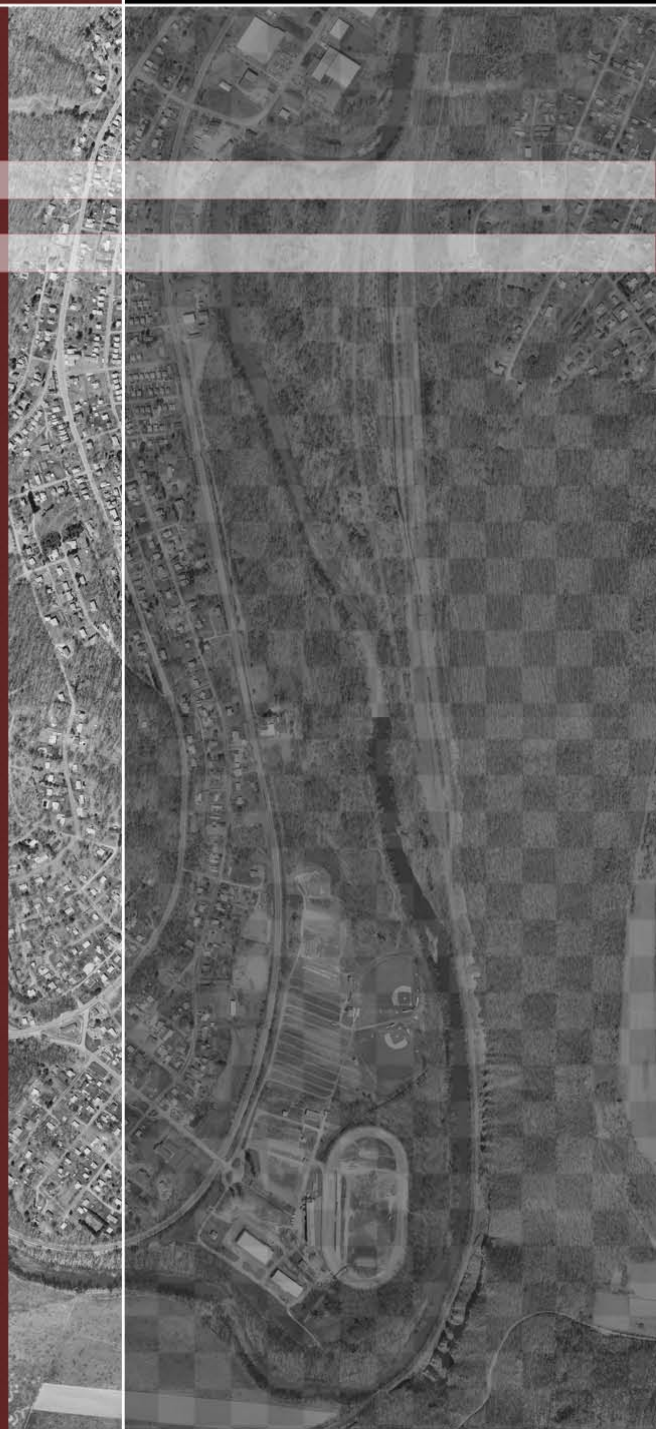
Track Length - 2.23 Miles



MID-OHIO

Facility Acreage	- 330 Acres
Track Size	- 2.4 Miles

Program



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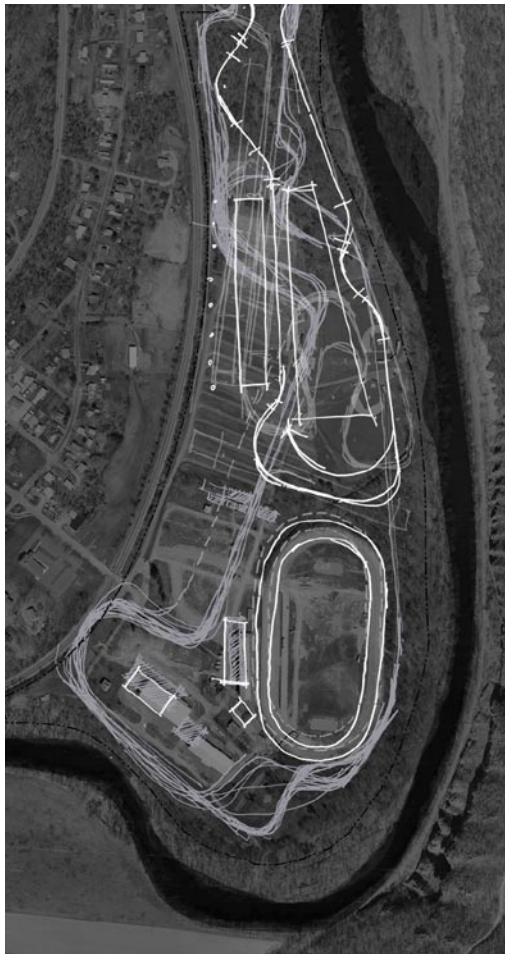


Preliminary Program

I. Statement of Purpose

To provide a multi-use motor sport facility that will provide significant opportunities at Fairgo and provide economic benefit for the entire county.

A. Specific Objectives

1. 5/8 mile oval track (with improved dirt surface)
2. Provide a second vehicular access to Fairgo
3. Infrastructure improvements to support items 1. & 2. (And to support future accommodations as follows
4. Road course, 2 mile minimum
5. ¼ mile drag strip
6. Static auto display accommodations (hot rods, customs, antiques, etc.)
7. Go-Cart Track (indoor and/or outdoor)
8. Maintain, to the extent possible, the existing Fairgo assets
9. Other beneficial motor sport amenity or feature that will assist in achieving the project goal.

II. Jurisdictional

A. All identified Local, State, National Codes and Regulations shall be complied with.

III. Site Requirements

A. Adequate access and egress to and from the peripheral road system shall be provided. Off-site or adjacent road addition, relocation or modification is included as part of this race track facilities program. Emergency vehicle access shall be provided to all areas of the track and at all spectator areas.

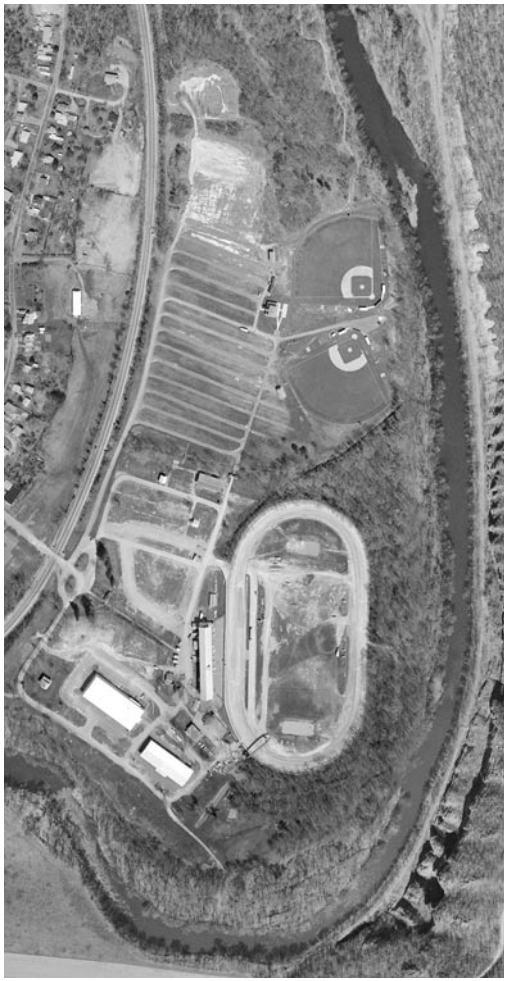
B. Storm drainage and utility upgrades shall be provide to service existing and new program elements.

C. A strongly delineated, easily understandable circulation, parking, and pedestrian movement system focusing on the entrances to spectator and competitor areas shall be achieved.

D. An appropriate mix of paved and unpaved/overflow parking spaces shall be provided for both spectator and competitor areas. V.I.P. and press parking areas shall be identified.

E. Minimum lighting shall be provided in both paved and unpaved parking areas.

F. Landscaping will be provided as required to meet jurisdictional requirements.



IV. Administration Facilities

The existing multipurpose building may be available to house administrative functions for the tracks

Space should be provided for:

A. Operations Manager's Office including administrative assistant space located adjacent to office

B. Conference Room with access to kitchen, men's & women's toilet and shared lounge

C. Media and Sales Office

D. Main Ticket Office with ticket windows

E. Emergency Medical Treatment within the administration building for a physician and nurse, cot room to accommodate four patients, waiting room, toilet and storage rooms.

V. Central Commissary (to be verified with operator)

A. This facility for food handling, preparation, and storage shall be appropriately located near the primary seating area. The commissary shall be permanent construction.

B. The following items are not included and shall be provided by the concessionaire:

1. Counters, screens, grills, etc.
2. Fixed equipment such as cookers, warmers, beverage storage, freezers, coolers, plumbing fixtures, exhaust systems and the hook-up of same.
3. Exhaust systems as may be required.

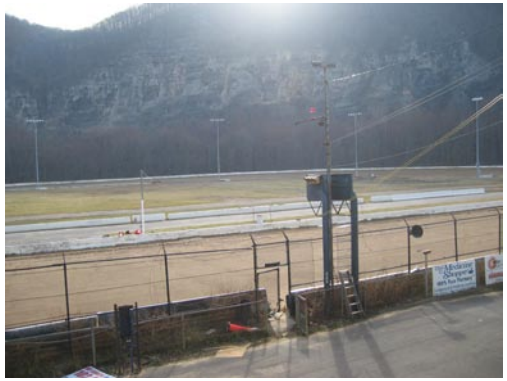
VI. General Concession Stand Criteria

A. Permanent and temporary concession stands shall be provided in locations so that all track operational scenarios can meet the ratio of one point of sale (POS) per 400 patrons.

VII. Maintenance Facilities

A. A permanent outdoor storage yard shall be provided for all track and grounds maintenance equipment and stockpiled materials. A track maintenance building shall be provided.

VIII. Dirt Track



A. Dirt track and associated Facilities

1. Dirt track to retain existing 5/8 mile length and geometry. Investigate revised banking and improved clay surface. Design shall also address:

   a. Explore new railing, crash wall and catch fence systems
   b. Access should be provided for race participants and spectators
   c. Meet all known safety requirement

2. Other features include:

   a. Starter's Stand
   b. Race Control
   c. Driver/Crew Facilities including meeting room and other customary amenities
   d. Motor home and trailer parking with hookups
   e. Track and Infield Security

B. General spectator seating will include grandstand seating for 1500 with associated toilet facilities, concessions, novelty stands and first aid station(s).

C. Premium Seating with upscale amenities will be provided including Suites and Private club or party suites

D. Event Operational Facilities will be provided including a control tower for race control and associated support facilities.

E. Audio/Visual, Communications and Broadcast accommodations will be provided including telephone, operational radio system, broadcast facilities for temporary radio and TV equipment and a public address system

IX. Road Course

A. Track and Infield Facilities

1. Track shall be 2 Mile Minimum with 2 ½ mile preferred.
   Provide variable and multiple course lengths and configurations. Design shall address:

   a. Desired banking, run off, railings and other safety issues.
   b. Pits and paddock.
   c. Return roads & access roads.
   d. All known safety requirements.

2. Other features include:

   a. Starter's Stand
   b. Race Control
   c. Building for non-event day storage or race vehicles
   d. Tire and Fuel Facility (may be portable)
   e. Driver/Crew Facilities including meeting room and other customary amenities
   f. Motor home and trailer parking with hookups
   g. Track and Infield Security

B. General spectator seating will include grandstand seating for 1500 with associated toilet facilities, concessions, novelty stands and first aid station(s).

C. Premium Seating with upscale amenities will be provided including Suites and Private club or party suites

D. Event Operational Facilities will be provided including a control tower for race control and associated support facilities.

E. Audio/Visual, Communications and Broadcast accommodations will be provided including telephone, operational radio system, broadcast facilities for temporary radio and TV equipment and a public address system

X. Drag Strip

A. Track and Infield Facilities

1. Fully equipped ¼ mile drag strip with an overall length of 3/4 mile. All known safety requirements will be addressed in design and layout.

2. Paddock and Staging for 100 vehicles with trailers on pavement, and overflow for 250 vehicles and trailers on grass or gravel parking.

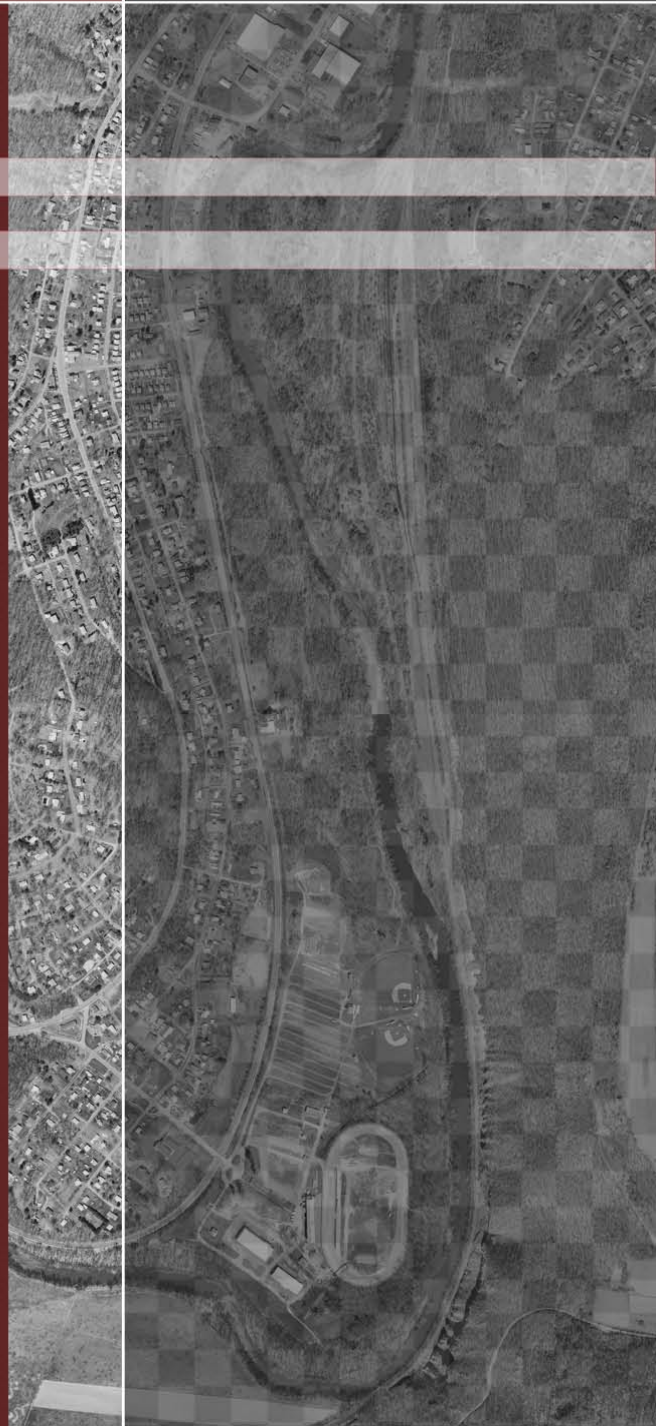
B. General spectator seating will include grandstand seating for 1500 with associated toilet facilities, concessions, novelty stands and first aid station(s).

C. Premium Seating with upscale amenities will be provided including Suites and Private club or party suites

D. Event Operational Facilities will be provided including a control tower for race control and associated support facilities.

E. Audio/Visual, Communications and Broadcast accommodations will be provided including telephone, operational radio system, broadcast facilities for temporary radio and TV equipment and a public address system.

Appendix A



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Allegany Motor Sports Facility Feasibility Study
Environmental Assessment Form

In accordance with the Maryland Environmental Policy Act (MEPA), Chapter 703 of the Laws of 1973, as codified in § 1-301 through 1-305 of the Natural Resources Article, Annotated Code of Maryland, this EAF was prepared to determine whether an Environmental Effects Report (EER) will need to be prepared to document the potential impacts from the project.

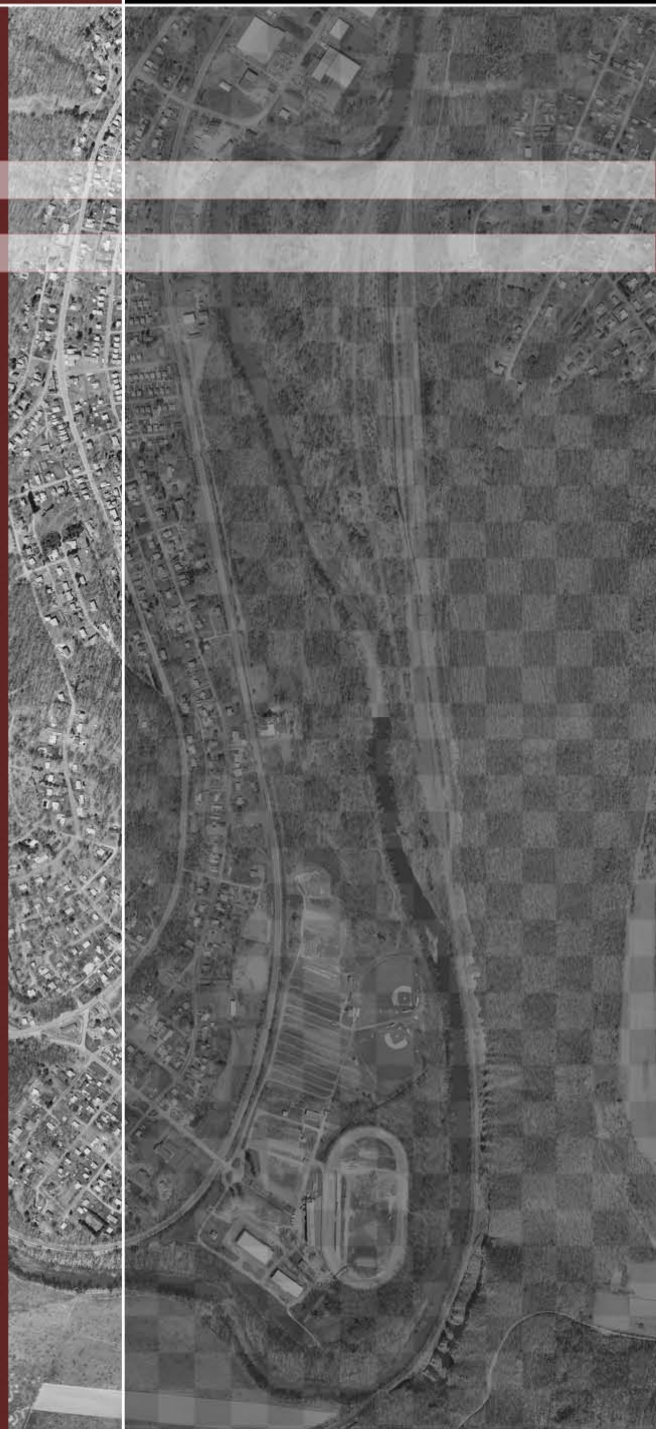
	Yes	No	Comments
A. Land Use Considerations			
1. Will the action be within the 100 year floodplain?	☒	☐	The majority of the site is within the 100-year floodplain. Any construction in this floodplain area will require a permit from MDE.
2. Will the action require a permit for construction or alteration within the 50 year floodplain?	☐	☒	
3. Will the action require a permit for dredging, filling, draining, or alteration of a wetland?	☒	☐	Construction of a paved race track and new access road are likely to result in impacts to Waters of the U.S. and wetlands.
4. Will the action require a permit for the construction or operation of facilities for solid waste disposal including dredge and excavation spoil?	☐	☒	
5. Will the action occur on slopes exceeding 15%?	☐	☒	
6. Will the action require a grading plan or a sediment control permit?	☒	☐	Best Management Practices and sediment erosion control permit approval will be required from MDE.
7. Will the action require a mining permit for deep or surface mining?	☐	☒	
8. Will the action require a permit for drilling a gas or oil well?	☐	☒	
9. Will the action require a permit for airport construction?	☐	☒	
7. Will the action require a mining permit for deep or surface mining?	☐	☒	
8. Will the action require a permit for drilling a gas or oil well?	☐	☒	
9. Will the action require a permit for airport construction?	☐	☒	
10. Will the action require a permit for the crossing of the Potomac River by conduits, cables or other like devices?	☐	☒	
11. Will the action affect the use of a public recreation area, park, forest, wildlife management area, scenic river or wildland?	☐	☒	According to the definition of Section 4(f) of the US Department of Transportation Act of 1966, fairgrounds are not applicable if they function primarily for commercial purposes.
12. Will the action affect the use of any natural or man-made features that are unique to the County, State, or Nation?	☒	☐	The project will result in improvements to the Allegany County Fairgrounds.
13. Will the action affect the use of an archaeological or historical site or structure?	☐	☒	Pending results of the investigation.
B. Water Use Considerations	☒	☐	
14. Will the action require a permit for the change of the course, current, or cross-section of a stream or other body of water?			The project will likely result in new crossings of first-order streams.
15. Will the action require the construction, alteration, or removal of a dam, reservoir, or waterway obstruction?	☐	☒	
16. Will the action change the overland flow of stormwater or the absorption capacity of the ground?	☒	☐	The project will result in the construction of new impervious surfaces, and possibly new stormwater management infrastructure.

19. Will the action require a permit for the construction and operation of facilities for treatment or distribution of water?	☒	☐	Upgrades to the Fairground utilities may include improvement to the existing water supply utility.
20. Will the project require a permit for the construction and operation of facilities for sewage treatment and/or land disposal of liquid waste derivatives?	☐	☒	
21. Will the action result in any discharge into surface or sub-surface water?	☒	☐	Possible stormwater discharge from the design.
22. If so, will the discharge affect ambient water quality limits or require a discharge permit?	☐	☒	
C. Air Use Considerations			
23. Will the action result in any discharge into the air?	☒	☐	The construction of a new race track ill result in increased release of automobile exhaust.
24. If so, will the discharge affect ambient air quality limits or produce a disagreeable odor?	☐	☒	
25. Will the action generate additional noise which differs in character or level from present conditions?	☐	☒	The race track portion of the project will continue to generate noise that will be similar in character and level to the existing noise conditions.
26. Will the action preclude future use of related air space?	☐	☒	
27. Will the action generate any radiological, electrical, magnetic, or light influences?	☐	☒	
D. Plants and Animals			
28. Will the action cause the disturbance, reduction, or loss of any rare, unique or valuable plant or animal?	☐	☒	State and federal agencies have indicated that no rare, threatened or endangered species have been identified at the project location.

D. Plants and Animals			
28. Will the action cause the disturbance, reduction, or loss of any rare, unique or valuable plant or animal?	☐	☒	State and federal agencies have indicated that no rare, threatened or endangered species have been identified at the project location.
29. Will the action result in the significant reduction or loss of any fish or wildlife habitats?	☐	☒	Most of the project area currently provides poor habitat.
30. Will the action require a permit for the use of pesticides, herbicides or other biological, chemical, or radiological control agents?	☐	☒	
E. Socio-economic			
31. Will the action result in a preemption or division of properties or impair their economic use?	☐	☐	One private, commercial property, located north of the site, may be acquired by the project as a result of the proposed access road.
32. Will the action cause relocation of activities or structures, or result in a change in the population density of distribution?	☐	☒	
33. Will the action alter land values?	☐	☒	
34. Will the action affect traffic flow and volume?	☒	☐	Construction of a new access road into the fairgrounds would improve traffic and safety.
35. Will the action affect the production, extraction, harvest or potential use of a scarce or economically important resource?	☐	☒	
36. Will the action require a license to construct a sawmill or other plant for the manufacture of forest products?	☐	☒	

37. Is the action in accord with federal, state, regional and local comprehensive or functional plans -including zoning?	☒	☐	The proposed improvements will not change the existing use of the property as a fairground and motor speedway.
38. Will the action affect the employment opportunities for persons in the area?	☒	☐	Improved and expanded facilities may provide more jobs for the site and the region.
39. Will the action affect the ability of the area to attract new sources of tax revenue?	☒	☐	Upgrades and improvements to the facilities will generate more business, revenues and taxes.
40. Will the action discourage present sources of tax revenue from remaining in the area, or affirmatively encourage them to relocate elsewhere?	☐	☒	
41. Will the action affect the ability of the area to attract tourism?	☒	☐	Improved facilities and the construction of a new race track will attract more tourists.
F. Other Considerations	☐	☒	
42. Could the action endanger the public health, safety, or welfare?			
43. Could the action be eliminated with-out deleterious affects to the public health, safety, welfare, or the natural environment?	☒	☐	
44. Will the action be of statewide significance?	☐	☒	
45. Are there any other plans or actions (Federal, State, County or private) that, in conjunction with the subject action, could result in a cumulative or synergistic impact on the public health, safety, welfare, or environment?	☐	☒	
46. Will the action require additional power generation or transmission capacity?	☐	☒	
G. Conclusion			
47. This agency will develop a complete environmental effects report on the proposed action.	☐	☒	Approvals and requirements from the federal, state, and local regulatory agencies will be required prior to the implementation of the project. However, an Environmental Effects Report is not anticipated.

Appendix B



HOK
SPORT

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Chesapeake Bay Field Office
177 Admiral Cochrane Drive
Annapolis, MD 21401

March 21, 2006

RECEIVED
MAR 23 2006
RUMMEL, KLEPPER & KAHL, LLP

Michael Schening
Rummel, Klepper & Kahl, LLP
81 Mosher Street
Baltimore, MD 21217-4250

RE: Motor Sports Facility, Allegany County, MD

Dear Mr. Schening:

This responds to your letter, received March 9, 2006, requesting information on the presence of species which are federally listed or proposed for listing as endangered or threatened within the vicinity of the above reference project area. We have reviewed the information you enclosed and are providing comments in accordance with section 7 of the Endangered Species Act (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*).

Except for occasional transient individuals, no federally proposed or listed endangered or threatened species are known to exist within the project impact area. Therefore, no Biological Assessment or further section 7 Consultation with the U.S. Fish and Wildlife Service is required. Should project plans change, or if additional information on the distribution of listed or proposed species becomes available, this determination may be reconsidered.

This response relates only to federally protected threatened or endangered species under our jurisdiction. For information on the presence of other rare species, you should contact Lori Byrne of the Maryland Wildlife and Heritage Division at (410) 260-8573.

An additional concern of the Service is wetlands protection. Federal and state partners of the Chesapeake Bay Program have adopted an interim goal of no overall net loss of the Basin's remaining wetlands, and the long term goal of increasing the quality and quantity of the Basin's wetlands resource base. Because of this policy and the functions and values wetlands perform, the Service recommends avoiding wetland impacts. All wetlands within the project area should be identified, and if construction in wetlands is proposed, the U.S. Army Corps of Engineers, Baltimore District, should be contacted for permit requirements. They can be reached at (410) 962-3670.

We appreciate the opportunity to provide information relative to fish and wildlife issues, and thank you for your interests in these resources. If you have any questions or need further assistance, please contact Devin Ray at (410) 573-4531.

Sincerely,

G. A. Moser

for Mary J. Ratnaswamy, Ph.D.
Program Supervisor, Threatened and Endangered Species

MARYLAND
DEPARTMENT OF
NATURAL RESOURCES

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*
C. Ronald Franks, *Secretary*

March 13, 2006

Mr. Michael Schening
Rummel, Klepper & Kahl, LLP
81 Mosher Street
Baltimore, Maryland 21217-4250

Dear Mr. Schening:

This letter is in response to your letter of request, dated March 7, 2006, for information on the presence of finfish species in the vicinity of the Maryland Stadium Authority and Allegany County's proposed upgrades to the **Allegany County Fairgrounds and Motor Sports Facility**.

The proposed project is within the drainage area of North Branch Potomac River. North Branch Potomac River is classified as a Use I stream (Water Contact Recreation and Protection of Nontidal Warmwater Aquatic Life). Instream work is generally not permitted in Use I streams during the periods of March 1 through June 15, inclusive, during any year.

Anadromous fish species are not present in North Branch Potomac River. However, Table F2-3 (attached) lists fish species documented in the Upper Potomac River Basin by our Maryland Biological Stream Survey Program. Many of these species could be present in North Branch Potomac River in the vicinity of your project site. All of these species should be adequately protected by the Use I instream work prohibition period, sediment and erosion control methods and other Best Management Practices typically used for the protection of stream resources during construction projects.

If you have any questions concerning these comments, you may contact me at 410-260-8331.

Sincerely,

Ray C. Dintaman, Jr.

Ray C. Dintaman, Jr., Director
Environmental Review Unit

RCD
Attachment

RECEIVED
MAR 14 2006
RUMMEL, KLEPPER & KAHL, LLP

Tawes State Office Building • 580 Taylor Avenue • Annapolis, Maryland 21401
410.260.8DNR or toll free in Maryland 877.620.8DNR • www.dnr.maryland.gov • TTY users call via Maryland Relay

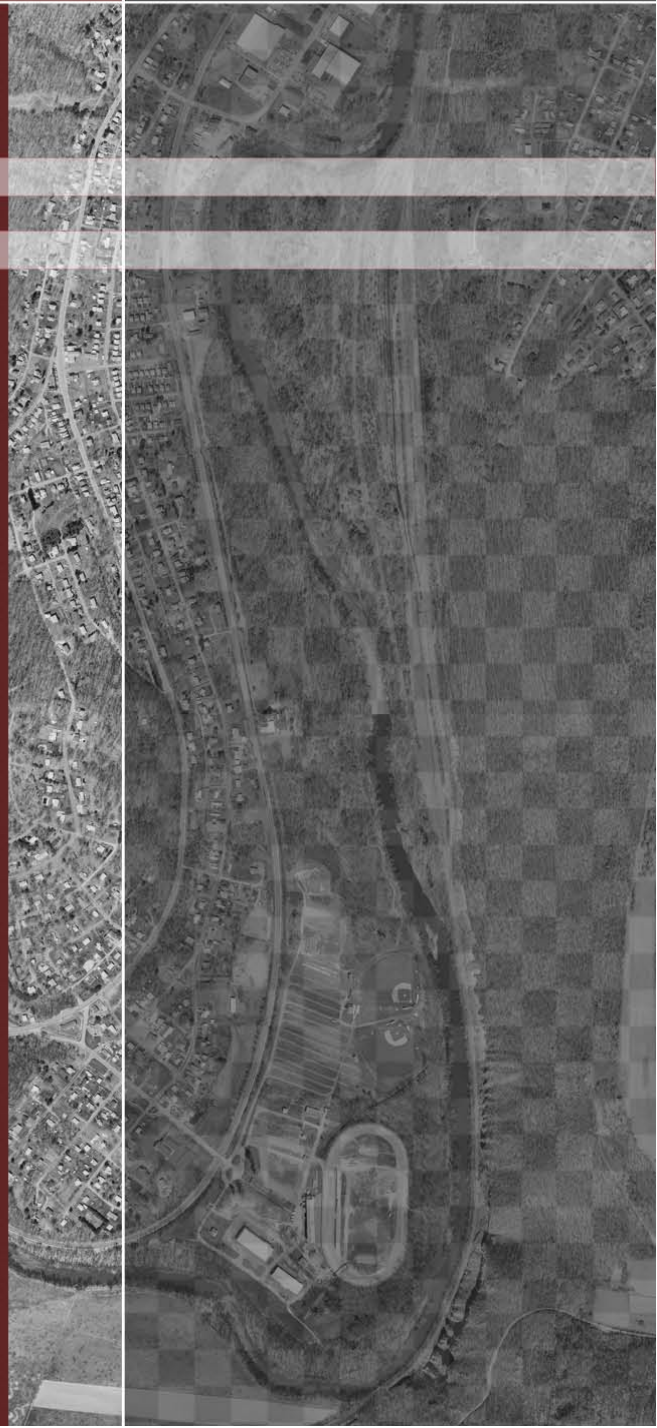
Table F2-3. Species found in 1995 MBSS Study vs Qualitative Study, Upper Potomac Basin

Species Found in 1995 MBSS Study vs Qualitative Study
By Basin

BASNAME=UPPER POTOMAC

Fish Species	in MBSS Study	in Qual. Study
AMERICAN EEL	X	X
CHAIN PICKEREL	X	X
BLACKNOSE DACE	X	X
BLUNTNOSE MINNOW	X	X
CENTRAL STONEROLLER	X	X
COMELY SHINER		X
COMMON CARP	X	X
COMMON SHINER	X	X
CREEK CHUB	X	X
CUTLIPS MINNOW	X	X
FALLFISH	X	X
FATHEAD MINNOW	X	
GOLDEN SHINER		X
GOLDFISH		X
LONGNOSE DACE	X	X
PEARL DACE	X	
RIVER CHUB	X	X
ROSYFACE SHINER		X
ROSYSIDE DACE	X	X
SPOTFIN SHINER	X	X
SPOTTAIL SHINER	X	X
CREEK CHUBSUCKER	X	X
GOLDEN REDHORSE	.	X
NORTHERN HOGSUCKER	X	X
WHITE SUCKER	X	X
CHANNEL CATFISH		X
MARGINED MADTOM		X
YELLOW BULLHEAD	X	X
BROOK TROUT		X
BROWN TROUT	X	X
CUTTHROAT TROUT		X
RAINBOW TROUT	X	X
BANDED KILLIFISH		X
CHECKERED SCULPIN	X	X
MOTTLED SCULPIN	X	X
POTOMAC SCULPIN	X	X
BLACK CRAPPIE	X	X
BLUEGILL	X	X
GREEN SUNFISH	X	X
LARGEMOUTH BASS	X	X
LONGEAR SUNFISH		X
PUMPKINSEED	X	X
REDBREAST SUNFISH	X	X
ROCK BASS	X	X
SMALLMOUTH BASS	X	X
LEPOMIS HYBRID	X	X
FANTAIL DARTER	X	X
GREENSIDE DARTER	X	X
RAINBOW DARTER		X
TESSELLATED DARTER		X

Appendix C



HOK
SPORT

The EDR Radius Map
with GeoCheck®

Allegany County Fairgrounds
Fairgrounds Road
Cumberland, MD 21502

Inquiry Number: 1618743.2s

February 22, 2006

EDR® Environmental Data Resources Inc

The Standard in Environmental Risk Management Information

440 Wheelers Farms Road
Milford, Connecticut 06461

Nationwide Customer Service

Telephone: 1-800-352-0050
Fax: 1-800-231-6802
Internet: www.edrnet.com

FORM-STD-MEN

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Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E 1527-05) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

TARGET PROPERTY INFORMATION

ADDRESS

FAIRGROUNDS ROAD
CUMBERLAND, MD 21502

COORDINATES

Latitude (North):	39.608900 - 39˚ 36' 32.0''
Longitude (West):	78.799200 - 78˚ 47' 57.1''
Universal Tranverse Mercator:	Zone 17
UTM X (Meters):	688940.7
UTM Y (Meters):	4386455.5
Elevation:	650 ft. above sea level

USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property:	39078-E7 CRESAPTOWN, MD WV
Source:	USGS 7.5 min quad index

TARGET PROPERTY SEARCH RESULTS

The target property was not listed in any of the databases searched by EDR.

DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable ") government records either on the target property or within the search radius around the target property for the following databases:

FEDERAL RECORDS

NPL	National Priority List
Proposed NPL	Proposed National Priority List Sites
Delisted NPL	National Priority List Deletions
NPL Liens	Federal Superfund Liens
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System
CERC-NFRAP	CERCLIS No Further Remedial Action Planned
CORRACTS	Corrective Action Report
RCRA-TSDF	Resource Conservation and Recovery Act Information
RCRA-LQG	Resource Conservation and Recovery Act Information

EXECUTIVE SUMMARY

RCRA-SQG	Resource Conservation and Recovery Act Information
ERNS	Emergency Response Notification System
HMIRS	Hazardous Materials Information Reporting System
US ENG CONTROLS	Engineering Controls Sites List
US INST CONTROL	Sites with Institutional Controls
DOD	Department of Defense Sites
FUDS	Formerly Used Defense Sites
US BROWNFIELDS	A Listing of Brownfields Sites
CONSENT	Superfund (CERCLA) Consent Decrees
ROD	Records Of Decision
UMTRA	Uranium Mill Tailings Sites
ODI	Open Dump Inventory
TRIS	Toxic Chemical Release Inventory System
TSCA	Toxic Substances Control Act
FTTS	FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
SSTS	Section 7 Tracking Systems
PADS	PCB Activity Database System
MLTS	Material Licensing Tracking System
MINES	Mines Master Index File
RAATS	RCRA Administrative Action Tracking System

STATE AND LOCAL RECORDS

MD SHWS	Notice of Potential Hazardous Waste Sites
WV SHWS	This state does not maintain a SHWS list. See the Federal CERCLIS list and Federal NPL list.
MD SWF/LF	Permitted Solid Waste Disposal Facilities
WV SWF/LF	List of M.S.W. Landfills/Transfer Station Listing
MD SWRCY	Recycling Directory
WV LUST	Leaking Underground Storage Tanks
MD HIST LUST	Recovery Sites
WV UST	Underground Storage Tank Database
MD AST	Permitted Aboveground Storage Tanks
WV SPILLS	Spills Listing
MD INST CONTROL	Voluntary Cleanup Program Applicants/Participants
WV INST CONTROL	Sites with Institutional Controls
MD VCP	Voluntary Cleanup Program Applicants/Participants
WV VCP	Voluntary Remediation Sites
MD DRYCLEANERS	Registered Drycleaning Facilities
WV DRYCLEANERS	Listing of Drycleaner Locations
MD BROWNFIELDS	Eligible Brownfields Properties
WV CDL	Drug Lab Site Locations

TRIBAL RECORDS

INDIAN RESERV	Indian Reservations

EDR PROPRIETARY RECORDS

Manufactured Gas Plants	EDR Proprietary Manufactured Gas Plants
EDR Historical Auto Stations	EDR Proprietary Historic Gas Stations
EDR Historical Cleaners	EDR Proprietary Historic Dry Cleaners

SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified.

Elevations have been determined from the USGS Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified. Sites with an elevation equal to or higher than the target property have been differentiated below from sites with an elevation lower than the target property.
Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

FEDERAL RECORDS

FINDS: The Facility Index System contains both facility information and "pointers" to other sources of information that contain more detail. These include: RCRIS; Permit Compliance System (PCS); Aerometric Information Retrieval System (AIRS); FATES (FIFRA [Federal Insecticide Fungicide Rodenticide Act] and TSCA Enforcement System, FTTS [FIFRA/TSCA Tracking System]; CERCLIS; DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes); Federal Underground Injection Control (FURS); Federal Reporting Data System (FRDS); Surface Impoundments (SIA); TSCA Chemicals in Commerce Information System (CICS); PADS; RCRA-J (medical waste transporters/disposers); TRIS; and TSCA. The source of this database is the U.S. EPA/NTIS.

A review of the FINDS list, as provided by EDR, and dated 01/09/2006 has revealed that there is 1 FINDS site within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Dist / Dir	Map ID	Page
NEWS STATION - 13421 MCMULLEN	13421 MCMULLEN HIGHWAY	1/4 - 1/2 WNW	A3	8

STATE AND LOCAL RECORDS

MD OCPCASES: Cases monitored by the Oil Control Program.

A review of the MD OCPCASES list, as provided by EDR, and dated 10/18/2005 has revealed that there is 1 MD OCPCASES site within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Dist / Dir	Map ID	Page
BILL MACKENZIE RESIDENCE Facility Status: OPEN	13518 MCMULLEN HIGHWAY	1/2 - 1 W	6	9

MD UST: The Underground Storage Tank database contains registered USTs. USTs are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA). The data come from the Department of the Environment's Listing of Underground Storage Tanks Reported in Maryland.

A review of the MD UST list, as provided by EDR, and dated 11/10/2005 has revealed that there are 2 MD UST sites within approximately 0.75 miles of the target property.

Equal/Higher Elevation	Address	Dist / Dir	Map ID	Page
THREE TEE'S B.P.	13421 MCMULLEN HIGHWAY	1/4 - 1/2 WNW	A2	6
WILSON WELDING SUPPLY CO., INC	U.S. RT. 220 S.	1/2 - 1 W	5	9

MD HIST UST: Historical UST Registered Database.

A review of the MD Historical UST list, as provided by EDR, and dated 11/21/1996 has revealed that there is 1 MD Historical UST site within approximately 0.75 miles of the target property.

Equal/Higher Elevation	Address	Dist / Dir	Map ID	Page
NEWS STATION #905	13421 MCMULLEN HWY SW	1/4 - 1/2 WNW	A4	8

MD LEAD:

A review of the MD LEAD list, as provided by EDR, and dated 09/20/2005 has revealed that there is 1 MD LEAD site within approximately 0.5 miles of the target property.

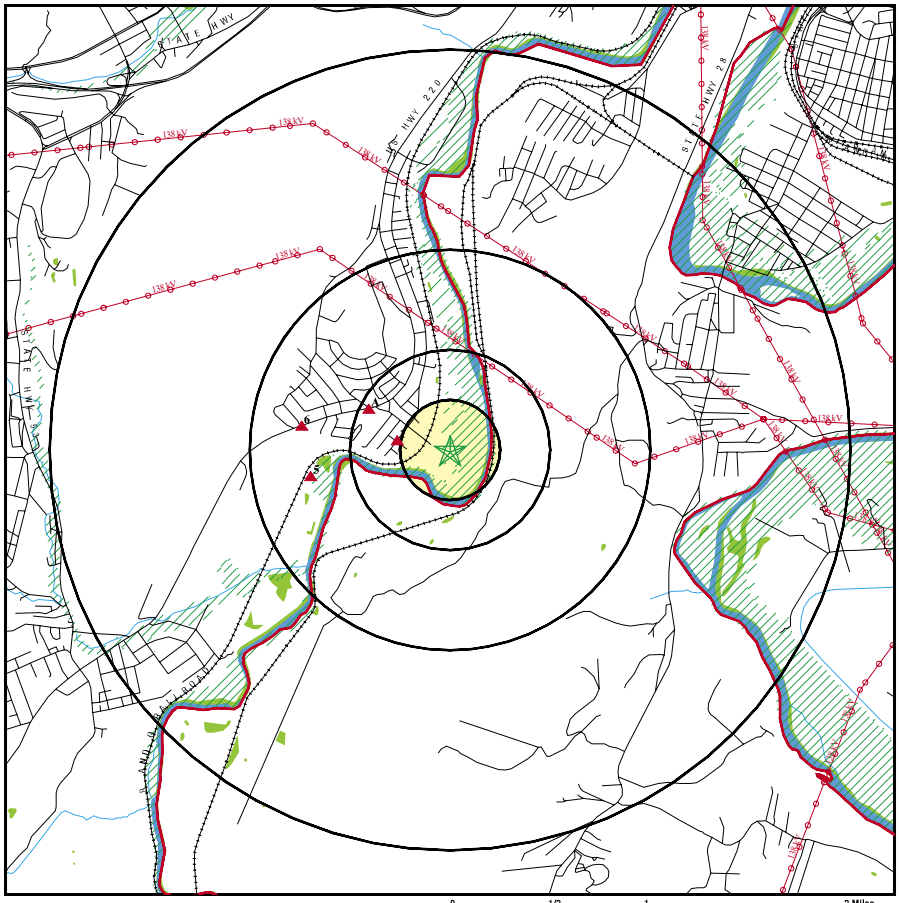
Equal/Higher Elevation	Address	Dist / Dir	Map ID	Page
Not reported	13603 PERSHING ST	1/4 - 1/2 W	1	6

EXECUTIVE SUMMARY

Due to poor or inadequate address information, the following sites were not mapped:

Site Name	Database(s)
PRECISION METALS AND PLASTICS, INC	MD SHWS
CELANESE FIBERS CO - AMCELLE PLANT	MD SHWS, FINDS, RCRA-LQG, CERC-NFRAP
ALLEGANY COMMUNITY COLLEGE	MD OCPCASES
ALLEGANY CO. NURSING REHAB CTR.	MD OCPCASES
ALLEGHANY COUNTY NURSING HOME	MD OCPCASES
ALLEGANY COUNTY COLLEGE	MD OCPCASES
ALLEGANY DEPT. OF PUBLIC WORKS	MD Historical UST
CRESAPTOWN MOBIL	MD Historical UST
ALLEGANY DEPT OF PUBLIC WORKS	MD Historical UST
RT 220 MOBIL	MD Historical UST
LIBERTY TEMPLE	MD Historical UST
BEL AIR CHEVRON	MD Historical UST
SHOP 'N GAS, INC.	MD Historical UST
TRANSPORTATION GARAGE	MD Historical UST
SUNSET MEMORIAL PARK, INC.	MD Historical UST
BEL AIR CHEVRON	MD Historical UST
CELEANESE GARAGE	MD Historical UST
BAUER HOME CENTER	MD Historical UST
EQUIPMENT SHOP	MD Historical UST
WOLFORD'S BAR\MARTIN MT. INN	MD Historical UST
ALLEGANY COMMUNITY COLLEGE	MD Historical UST
HENDERSON BUS CO.	MD UST
STEGMAN'S GENERAL STORE	MD UST
RUSCO HOME IMPROVEMENTS, INC.	MD UST
CELEANESE GARAGE	MD UST
SUNSET MEMORIAL PARK	MD UST
REGAL FENCE COMPANY	MD UST
BAUER HOME CENTER	MD UST
ALLEGANY COUNTY CIVIL DEFENSE	MD UST
MARTIN'S MT. MICROWAVE (GLC-31036)	MD UST
CUMBERLAND REGIONAL AIRPORT	MD UST
MATTINGLY BUILDERS ASPHALT DIV	RCRA-SQG, FINDS
BEL-AIR CHEVRON	RCRA-SQG, FINDS
GATEWAY MOTORS	RCRA-SQG, FINDS
ALLEGANY CO DPW	RCRA-SQG
BIBS 2 TUX	RCRA-SQG, FINDS
COMBS, CHESTER L	RCRA-SQG, FINDS

OVERVIEW MAP - 1618743.2s



- Target Property
- Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- Manufactured Gas Plants
- National Priority List Sites
- Landfill Sites
- Dept. Defense Sites
- Indian Reservations BIA
- County Boundary
- Power transmission lines
- Oil & Gas pipelines
- 100-year flood zone
- 500-year flood zone
- Federal Wetlands

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: Allegany County Fairgrounds ADDRESS: Fairgrounds Road Cumberland MD 21502 LAT/LONG: 39.6089 / 78.7992	CLIENT: Rummel, Klepper, & Kahl, LLC CONTACT: Greg Siegner INQUIRY #: 1618743.2s DATE: February 22, 2006

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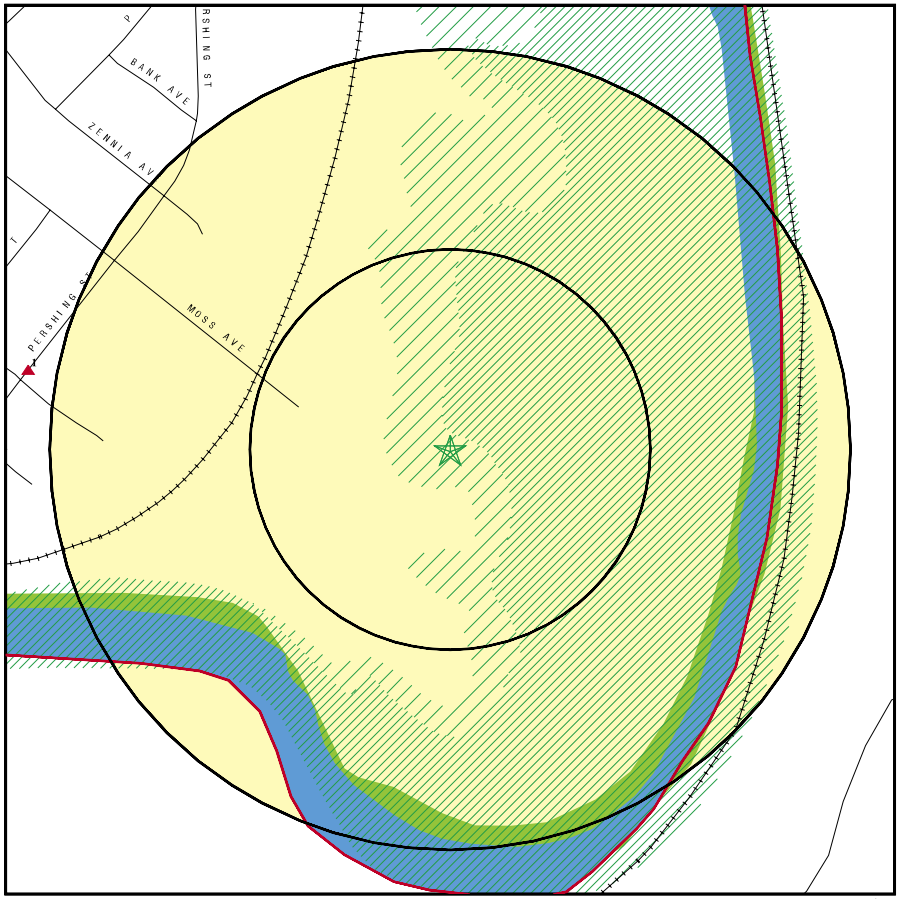
DETAIL MAP - 1618743.2s



- Target Property
- Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- Manufactured Gas Plants
- Sensitive Receptors
- National Priority List Sites
- Landfill Sites
- Dept. Defense Sites
- Indian Reservations BIA
- County Boundary
- Oil & Gas pipelines
- 100-year flood zone
- 500-year flood zone
- Federal Wetlands

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

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MAP FINDINGS SUMMARY

Database	Target Property	Search Distance (Miles)	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
FEDERAL RECORDS								
NPL		1.500	0	0	0	0	0	0
Proposed NPL		1.500	0	0	0	0	0	0
Delisted NPL		1.500	0	0	0	0	0	0
NPL Liens		0.500	0	0	0	NR	NR	0
CERCLIS		1.000	0	0	0	0	NR	0
CERC-NFRAP		1.000	0	0	0	0	NR	0
CORRACTS		1.500	0	0	0	0	0	0
RCRA TSD		1.000	0	0	0	0	NR	0
RCRA Lg. Quan. Gen.		0.750	0	0	0	0	NR	0
RCRA Sm. Quan. Gen.		0.750	0	0	0	0	NR	0
ERNS		0.500	0	0	0	NR	NR	0
HMIRS		0.500	0	0	0	NR	NR	0
US ENG CONTROLS		1.000	0	0	0	0	NR	0
US INST CONTROL		1.000	0	0	0	0	NR	0
DOD		1.500	0	0	0	0	0	0
FUDS		1.500	0	0	0	0	0	0
US BROWNFIELDS		1.000	0	0	0	0	NR	0
CONSENT		1.500	0	0	0	0	0	0
ROD		1.500	0	0	0	0	0	0
UMTRA		1.000	0	0	0	0	NR	0
ODI		1.000	0	0	0	0	NR	0
TRIS		0.500	0	0	0	NR	NR	0
TSCA		0.500	0	0	0	NR	NR	0
FTTS		0.500	0	0	0	NR	NR	0
SSTS		0.500	0	0	0	NR	NR	0
PADS		0.500	0	0	0	NR	NR	0
MLTS		0.500	0	0	0	NR	NR	0
MINES		0.750	0	0	0	0	NR	0
FINDS		0.500	0	0	1	NR	NR	1
RAATS		0.500	0	0	0	NR	NR	0
STATE AND LOCAL RECORDS								
MD State Haz. Waste		1.500	0	0	0	0	0	0
WV State Haz. Waste		1.500	0	0	0	0	0	0
MD State Landfill		1.000	0	0	0	0	NR	0
WV State Landfill		1.000	0	0	0	0	NR	0
MD SWRCY		1.000	0	0	0	0	NR	0
WV LUST		0.500	0	0	0	NR	NR	0
MD OCPCASES		1.000	0	0	0	1	NR	1
MD HIST LUST		1.000	0	0	0	0	NR	0
MD UST		0.750	0	0	1	1	NR	2
WV UST		0.750	0	0	0	0	NR	0
MD Historical UST		0.750	0	0	1	0	NR	1
MD AST		0.750	0	0	0	0	NR	0
WV SPILLS		0.500	0	0	0	NR	NR	0
MD INST CONTROL		1.000	0	0	0	0	NR	0
WV INST CONTROL		1.000	0	0	0	0	NR	0

MAP FINDINGS SUMMARY

Database	Target Property	Search Distance (Miles)	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
MD VCP		1.000	0	0	0	0	NR	0
WV VCP		1.000	0	0	0	0	NR	0
MD DRYCLEANERS		0.750	0	0	0	0	NR	0
WV DRYCLEANERS		0.750	0	0	0	0	NR	0
MD BROWNFIELDS		1.000	0	0	0	0	NR	0
WV CDL		0.500	0	0	0	NR	NR	0
MD LEAD		0.500	0	0	1	NR	NR	1
TRIBAL RECORDS								
INDIAN RESERV		1.500	0	0	0	0	0	0
EDR PROPRIETARY RECORDS								
Manufactured Gas Plants		1.500	0	0	0	0	0	0
EDR Historical Auto Stations		0.750	0	0	0	0	NR	0
EDR Historical Cleaners		0.750	0	0	0	0	NR	0

NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

MAP FINDINGS SUMMARY

Database	Target Property	Search Distance (Miles)	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
MD VCP		1.000	0	0	0	0	NR	0
WV VCP		1.000	0	0	0	0	NR	0
MD DRYCLEANERS		0.750	0	0	0	0	NR	0
WV DRYCLEANERS		0.750	0	0	0	0	NR	0
MD BROWNFIELDS		1.000	0	0	0	0	NR	0
WV CDL		0.500	0	0	0	NR	NR	0
MD LEAD		0.500	0	0	1	NR	NR	1
TRIBAL RECORDS								
INDIAN RESERV		1.500	0	0	0	0	0	0
EDR PROPRIETARY RECORDS								
Manufactured Gas Plants		1.500	0	0	0	0	0	0
EDR Historical Auto Stations		0.750	0	0	0	0	NR	0
EDR Historical Cleaners		0.750	0	0	0	0	NR	0

NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

TC1618743.2s Page 5

1
West
1/4-1/2
1416 ft.

Relative: Higher

Actual: 689 ft.

13603 PERSHING ST
, MD 21502

MD LEAD **S107188960**
N/A

LEAD:

Facility Id :	0106025285
Cert Number :	235467
Unit ID :	SF
Inspection Date :	07/09/03
Inspection Category :	2
Option :	Not reported
Method :	A
Pass/Fail :	P
Inspector Number :	4950
Inspector Name :	Carey A Walker

A2
WNW
1/4-1/2
2405 ft.

Relative: Higher

Actual: 718 ft.

THREE TEE'S B.P.
13421 MCMULLEN HIGHWAY
CUMBERLAND, MD 21502

MD UST **U003751009**
N/A

Site 1 of 3 in cluster A

UST:

Facility ID:	10673
Facility Phone:	(301) 729-3787
Capacity:	8000
Tank Status:	CURRENTLY IN USE
Product:	GASOLINE
Owner Id:	1032
Owner Name:	Three Tees, Inc.
Address:	270 Walker Road Rockwood, PA 15557
Contact:	Harry Tunstall Jr.
Phone:	(814) 926-429
First Name:	Not reported
Last Name:	Not reported

Facility ID:	10673
Facility Phone:	(301) 729-3787
Capacity:	10000
Tank Status:	PERMANENTLY OUT OF USE
Product:	GASOLINE
Owner Id:	1032
Owner Name:	Three Tees, Inc.
Address:	270 Walker Road Rockwood, PA 15557
Contact:	Harry Tunstall Jr.
Phone:	(814) 926-429
First Name:	Not reported
Last Name:	Not reported

Facility ID:	10673
Facility Phone:	(301) 729-3787
Capacity:	10000
Tank Status:	PERMANENTLY OUT OF USE
Product:	GASOLINE
Owner Id:	1032
Owner Name:	Three Tees, Inc.
Address:	270 Walker Road Rockwood, PA 15557

THREE TEE'S B.P. (Continued) **U003751009**

Contact:	Harry Tunstall Jr.
Phone:	(814) 926-429
First Name:	Not reported
Last Name:	Not reported

Facility ID:	10673
Facility Phone:	(301) 729-3787
Capacity:	10000
Tank Status:	PERMANENTLY OUT OF USE
Product:	GASOLINE
Owner Id:	1032
Owner Name:	Three Tees, Inc.
Address:	270 Walker Road Rockwood, PA 15557
Contact:	Harry Tunstall Jr.
Phone:	(814) 926-429
First Name:	Not reported
Last Name:	Not reported

Facility ID:	10673
Facility Phone:	(301) 729-3787
Capacity:	8000
Tank Status:	CURRENTLY IN USE
Product:	GASOLINE
Owner Id:	1032
Owner Name:	Three Tees, Inc.
Address:	270 Walker Road Rockwood, PA 15557
Contact:	Harry Tunstall Jr.
Phone:	(814) 926-429
First Name:	Not reported
Last Name:	Not reported

Facility ID:	10673
Facility Phone:	(301) 729-3787
Capacity:	4000
Tank Status:	CURRENTLY IN USE
Product:	Diesel
Owner Id:	1032
Owner Name:	Three Tees, Inc.
Address:	270 Walker Road Rockwood, PA 15557
Contact:	Harry Tunstall Jr.
Phone:	(814) 926-429
First Name:	Not reported
Last Name:	Not reported

Facility ID:	10673
Facility Phone:	(301) 729-3787
Capacity:	2000
Tank Status:	PERMANENTLY OUT OF USE
Product:	Diesel
Owner Id:	1032
Owner Name:	Three Tees, Inc.
Address:	270 Walker Road Rockwood, PA 15557
Contact:	Harry Tunstall Jr.

THREE TEE'S B.P. (Continued) — **U003751009**

Phone: (814) 926-429
First Name: Not reported
Last Name: Not reported

Facility ID: 10673
Facility Phone: (301) 729-3787
Capacity: 4000
Tank Status: CURRENTLY IN USE
Product: Kerosene
Owner Id: 1032
Owner Name: Three Tees, Inc.
Address: 270 Walker Road
Rockwood, PA 15557
Contact: Harry Tunstall Jr.
Phone: (814) 926-429
First Name: Not reported
Last Name: Not reported

A3 WNW 1/4-1/2 2405 ft. — **NEWS STATION - 13421 MCMULLEN HWY** — **FINDS** — **1007825203 / 110019879489**
13421 MCMULLEN HIGHWAY
CUMBERLAND, MD 21502

Relative: Higher
Actual: 718 ft.

Site 2 of 3 in cluster A

FINDS:
Other Pertinent Environmental Activity Identified at Site:
MARYLAND-PERMANENT (AIR) EMISSION

A4 WNW 1/4-1/2 2405 ft. — **NEWS STATION #905** — **MD Historical UST** — **S104628749 / N/A**
13421 MCMULLEN HWY SW
CUMBERLAND, MD 21502

Relative: Higher
Actual: 718 ft.

Site 3 of 3 in cluster A

UST HISTORICAL:

Facility ID:	3000225	Tank ID:	001
Age:	24	Capacity:	10,000
Tank Status:	Removed	Product:	Gasoline
Product:	Gasoline		
Facility ID:	3000225	Tank ID:	002
Age:	24	Capacity:	10,000
Tank Status:	Removed	Product:	Gasoline
Product:	Gasoline		
Facility ID:	3000225	Tank ID:	003
Age:	24	Capacity:	10,000
Tank Status:	Removed	Product:	Gasoline
Product:	Gasoline		
Facility ID:	3000225	Tank ID:	004
Age:	12	Capacity:	2,000
Tank Status:	Removed	Product:	Kerosene
Product:	Kerosene		

5 West 1/2-1 3735 ft. — **WILSON WELDING SUPPLY CO., INC.** — **MD UST** — **U003754197 / N/A**
U.S. RT. 220 S.
CUMBERLAND, MD 21502

Relative: Higher
Actual: 653 ft.

UST:
Facility ID: 8356
Facility Phone: (301) 729-2515
Capacity: 1000
Tank Status: PERMANENTLY OUT OF USE
Product: Diesel
Owner Id: 4986
Owner Name: Shesam Inc. D/B/AWilson Supply Co.
Address: P.O. Box 870
Cumberland, MD 21502
Contact: S. M. Bramande
Phone: (301) 729-251
First Name: S. M.
Last Name: Bramande

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6 West 1/2-1 3961 ft. — **BILL MACKENZIE RESIDENCE** — **MD OCPCASES** — **S106610474 / N/A**
13518 MCMULLEN HIGHWAY
CUMBERLAND, MD 21502

Relative: Higher
Actual: 727 ft.

OCP Cases:
Facility ID: 05-0274AL
Cleanup: Not reported
Date Open: Not reported
Date Closed: Not reported
Facility Status: OPEN
Release: YES
Missing in Action: False
Facility Code: Dumping

City	EDR ID	Site Name	Site Address	Zip	Database(s)
BOWLING GREEN	S104634931	ALLEGANY DEPT. OF PUBLIC WORKS	BIRCH AVENUE	21502	MD Historical UST
CORRIGANVILLE	1000413119	MATTINGLY BUILDERS ASPHALT DIV	ROCK CUT QUARRY MD RT 36	21502	RCRA-SQG, FINDS
CRESAMPTOWN	S104634646	CRESAPTOWN MOBIL	ROUTE 220, WINCHESTER ROAD	21502	MD Historical UST
CRESAPTOWN	S104634930	ALLEGANY DEPT OF PUBLIC WORKS	ROUTE 220	21502	MD Historical UST
CRESAPTOWN	S104628669	RT 220 MOBIL	ROUTE 220	21502	MD Historical UST
CRESAPTOWN	S104634902	LIBERTY TEMPLE	ROUTE 220 S.	21502	MD Historical UST
CRESAPTOWN	S104642647	BEL AIR CHEVRON	RTE 220, MCMULLEN HWY	21502	MD Historical UST
CRESAPTOWN	S104634873	SHOP 'N GAS, INC.	MCMULLEN HIGHWAY	21502	MD Historical UST
CRESAPTOWN	S104634945	TRANSPORTATION GARAGE	MCMULLEN HIGHWAY	21502	MD Historical UST
CUMBERLAND	1000525375	BEL-AIR CHEVRON	RT 220 SOUTH	21502	RCRA-SQG, FINDS
CUMBERLAND	S104628705	SUNSET MEMORIAL PARK, INC.	ROUTE 220 BEDFORD RD.	21502	MD Historical UST
CUMBERLAND	S104642504	BEL AIR CHEVRON	ROUTE 220 S.	21502	MD Historical UST
CUMBERLAND	S104634909	CELEANESE GARAGE	ROUTE 3 BEDFORD ROAD	21502	MD Historical UST
CUMBERLAND	U003754441	HENDERSON BUS CO.	RT. 3 BEDFORD ROAD	21502	MD UST
CUMBERLAND	U003850650	STEGMAN'S GENERAL STORE	RTE. 3 BOX 264	21502	MD UST
CUMBERLAND	U003850720	RUSCO HOME IMPROVEMENTS, INC.	RT. 3 BOX 54-A	21502	MD UST
CUMBERLAND	U003850724	CELEANESE GARAGE	RT. 3 BEDFORD RD.	21502	MD UST
CUMBERLAND	U004011553	SUNSET MEMORIAL PARK	RTE. 3 BEDFORD RD.	21502	MD UST
CUMBERLAND	U004013657	REGAL FENCE COMPANY	RT 3 BOX 4-N BEDFORD ROAD	21502	MD UST
CUMBERLAND	S104628660	BAUER HOME CENTER	BALTIMORE PIKE / RT 40	21502	MD Historical UST
CUMBERLAND	U003790539	BAUER HOME CENTER	BALTIMORE PIKE AND ROUTE 40	21502	MD UST
CUMBERLAND	1000225080	GATEWAY MOTORS	PO BOX 5129 RT 53	21502	RCRA-SQG, FINDS
CUMBERLAND	S104601271	ALLEGANY COMMUNITY COLLEGE	COLLEGE CENTRE BUILDING		MD OCPCASES
CUMBERLAND	S101517275	PRECISION METALS AND PLASTICS, INC	DAY RD, MEXICO FARMS INDUS PRK	21502	MD SHWS
CUMBERLAND	U003865915	ALLEGANY COUNTY CIVIL DEFENSE	DORN AVENUE	21502	MD UST
CUMBERLAND	S104628604	EQUIPMENT SHOP	FARMS ROAD OFF MD.RT 51	21502	MD Historical UST
CUMBERLAND	S107505504	ALLEGANY CO. NURSING REHAB CTR.	730 FURNACE STREET	21502	MD OCPCASES
CUMBERLAND	S104597234	ALLEGHANY COUNTY NURSING HOME	FURNACE ST. EXTENDED D	21502	MD OCPCASES
CUMBERLAND	1007095055	ALLEGANY CO DPW	11601 PPG RD S	21502	RCRA-SQG
CUMBERLAND	1000152263	CELANESE FIBERS CO - AMCELLE PLANT	US RT 220 S	21502	MD SHWS, FINDS, RCRA-LQG, CERC-NFRAP
CUMBERLAND	S104628758	WOLFORD'S BAR\MARTIN MT. INN	U.S. RT. 40	21502	MD Historical UST
CUMBERLAND	U003754165	MARTIN'S MT. MICROWAVE (GLC-31036)	WESTSIDE RT. 40	21502	MD UST
CUMBERLAND	S105039922	ALLEGANY COUNTY COLLEGE	WILLOWBROOK RD.	21502	MD OCPCASES
CUMBERLAND	S104642503	ALLEGANY COMMUNITY COLLEGE	WILLOWBROOK ROAD	21502	MD Historical UST
RIDGELEY	1004803704	BIBS 2 TUX	HUNT CLUB PLAZA 1 MI N RT 956	26753	RCRA-SQG, FINDS
RIDGELEY	1004801897	COMBS, CHESTER L	7/10 MI OFF RTE 28	26753	RCRA-SQG, FINDS
WILEY FORD	U003887675	CUMBERLAND REGIONAL AIRPORT	ROUTE 1 BOX 100	26767	MD UST

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

Number of Days to Update: Provides confirmation that EDR is reporting records that have been updated within 90 days from the date the government agency made the information available to the public.

FEDERAL RECORDS

NPL: National Priority List
National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 10/14/05
Date Data Arrived at EDR: 11/02/05
Date Made Active in Reports: 12/07/05
Number of Days to Update: 35

Source: EPA
Telephone: N/A
Last EDR Contact: 01/31/06
Next Scheduled EDR Contact: 05/01/06
Data Release Frequency: Quarterly

NPL Site Boundaries

Sources:

EPA's Environmental Photographic Interpretation Center (EPIC)
Telephone: 202-564-7333

EPA Region 1
Telephone 617-918-1143

EPA Region 6
Telephone: 214-655-6659

EPA Region 3
Telephone 215-814-5418

EPA Region 8
Telephone: 303-312-6774

EPA Region 4
Telephone 404-562-8033

Proposed NPL: Proposed National Priority List Sites

Date of Government Version: 10/14/05
Date Data Arrived at EDR: 11/02/05
Date Made Active in Reports: 12/07/05
Number of Days to Update: 35

Source: EPA
Telephone: N/A
Last EDR Contact: 01/31/06
Next Scheduled EDR Contact: 05/01/06
Data Release Frequency: Quarterly

DELISTED NPL: National Priority List Deletions
The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 10/14/05
Date Data Arrived at EDR: 11/02/05
Date Made Active in Reports: 12/07/05
Number of Days to Update: 35

Source: EPA
Telephone: N/A
Last EDR Contact: 01/31/06
Next Scheduled EDR Contact: 05/01/06
Data Release Frequency: Quarterly

NPL LIENS: Federal Superfund Liens
Federal Superfund Liens. Under the authority granted the USEPA by the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner receives notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 10/15/91
Date Data Arrived at EDR: 02/02/94
Date Made Active in Reports: 03/30/94
Number of Days to Update: 56

Source: EPA
Telephone: 202-564-4267
Last EDR Contact: 02/20/06
Next Scheduled EDR Contact: 05/22/06
Data Release Frequency: No Update Planned

CERCLIS: Comprehensive Environmental Response, Compensation, and Liability Information System
CERCLIS contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). CERCLIS contains sites which are either proposed to or on the National Priorities List (NPL) and sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 10/24/05
Date Data Arrived at EDR: 12/21/05
Date Made Active in Reports: 01/30/06
Number of Days to Update: 40

Source: EPA
Telephone: 703-413-0223
Last EDR Contact: 12/21/05
Next Scheduled EDR Contact: 03/20/06
Data Release Frequency: Quarterly

CERCLIS-NFRAP: CERCLIS No Further Remedial Action Planned
As of February 1995, CERCLIS sites designated "No Further Remedial Action Planned" (NFRAP) have been removed from CERCLIS. NFRAP sites may be sites where, following an initial investigation, no contamination was found, contamination was removed quickly without the need for the site to be placed on the NPL, or the contamination was not serious enough to require Federal Superfund action or NPL consideration. EPA has removed approximately 25,000 NFRAP sites to lift the unintended barriers to the redevelopment of these properties and has archived them as historical records so EPA does not needlessly repeat the investigations in the future. This policy change is part of the EPA's Brownfields Redevelopment Program to help cities, states, private investors and affected citizens to promote economic redevelopment of unproductive urban sites.

Date of Government Version: 10/24/05
Date Data Arrived at EDR: 12/21/05
Date Made Active in Reports: 01/30/06
Number of Days to Update: 40

Source: EPA
Telephone: 703-413-0223
Last EDR Contact: 12/21/05
Next Scheduled EDR Contact: 03/20/06
Data Release Frequency: Quarterly

CORRACTS: Corrective Action Report
CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 12/29/05
Date Data Arrived at EDR: 01/11/06
Date Made Active in Reports: 02/21/06
Number of Days to Update: 41

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 12/06/05
Next Scheduled EDR Contact: 03/06/06
Data Release Frequency: Quarterly

RCRA: Resource Conservation and Recovery Act Information

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRAInfo replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System (RCRIS). The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month. Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month. Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month. Transporters are individuals or entities that move hazardous waste from the generator off-site to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

Date of Government Version: 12/15/05
Date Data Arrived at EDR: 12/28/05
Date Made Active in Reports: 01/30/06
Number of Days to Update: 33

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 12/28/05
Next Scheduled EDR Contact: 02/27/06
Data Release Frequency: Quarterly

ERNS: Emergency Response Notification System

Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 12/31/05
Date Data Arrived at EDR: 01/12/06
Date Made Active in Reports: 02/21/06
Number of Days to Update: 40

Source: National Response Center, United States Coast Guard
Telephone: 202-260-2342
Last EDR Contact: 01/12/06
Next Scheduled EDR Contact: 04/24/06
Data Release Frequency: Annually

HMIRS: Hazardous Materials Information Reporting System

Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 12/31/05
Date Data Arrived at EDR: 01/16/06
Date Made Active in Reports: 02/21/06
Number of Days to Update: 36

Source: U.S. Department of Transportation
Telephone: 202-366-4555
Last EDR Contact: 01/16/06
Next Scheduled EDR Contact: 04/17/06
Data Release Frequency: Annually

US ENG CONTROLS: Engineering Controls Sites List

A listing of sites with engineering controls in place. Engineering controls include various forms of caps, building foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or effect human health.

Date of Government Version: 08/02/05
Date Data Arrived at EDR: 08/12/05
Date Made Active in Reports: 10/06/05
Number of Days to Update: 55

Source: Environmental Protection Agency
Telephone: 703-603-8867
Last EDR Contact: 02/10/06
Next Scheduled EDR Contact: 04/03/06
Data Release Frequency: Varies

US INST CONTROL: Sites with Institutional Controls

A listing of sites with institutional controls in place. Institutional controls include administrative measures, such as groundwater use restrictions, construction restrictions, property use restrictions, and post remediation care requirements intended to prevent exposure to contaminants remaining on site. Deed restrictions are generally required as part of the institutional controls.

Date of Government Version: 01/10/05
Date Data Arrived at EDR: 02/11/05
Date Made Active in Reports: 04/06/05
Number of Days to Update: 54

Source: Environmental Protection Agency
Telephone: 703-603-8867
Last EDR Contact: 02/10/06
Next Scheduled EDR Contact: 04/03/06
Data Release Frequency: Varies

DOD: Department of Defense Sites

This data set consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

Date of Government Version: 12/31/04
Date Data Arrived at EDR: 02/08/05
Date Made Active in Reports: 08/04/05
Number of Days to Update: 177

Source: USGS
Telephone: 703-692-8801
Last EDR Contact: 02/06/06
Next Scheduled EDR Contact: 05/08/06
Data Release Frequency: Semi-Annually

FUDS: Formerly Used Defense Sites

The listing includes locations of Formerly Used Defense Sites properties where the US Army Corps of Engineers is actively working or will take necessary cleanup actions.

Date of Government Version: 12/05/05
Date Data Arrived at EDR: 01/19/06
Date Made Active in Reports: 02/21/06
Number of Days to Update: 33

Source: U.S. Army Corps of Engineers
Telephone: 202-528-4285
Last EDR Contact: 01/19/06
Next Scheduled EDR Contact: 04/03/06
Data Release Frequency: Varies

US BROWNFIELDS: A Listing of Brownfields Sites

Included in the listing are brownfields properties addresses by Cooperative Agreement Recipients and brownfields properties addressed by Targeted Brownfields Assessments. Targeted Brownfields Assessments-EPA's Targeted Brownfields Assessments (TBA) program is designed to help states, tribes, and municipalities--especially those without EPA Brownfields Assessment Demonstration Pilots--minimize the uncertainties of contamination often associated with brownfields. Under the TBA program, EPA provides funding and/or technical assistance for environmental assessments at brownfields sites throughout the country. Targeted Brownfields Assessments supplement and work with other efforts under EPA's Brownfields Initiative to promote cleanup and redevelopment of brownfields. Cooperative Agreement Recipients-States, political subdivisions, territories, and Indian tribes become Brownfields Cleanup Revolving Loan Fund (BCRLF) cooperative agreement recipients when they enter into BCRLF cooperative agreements with the U.S. EPA. EPA selects BCRLF cooperative agreement recipients based on a proposal and application process. BCRLF cooperative agreement recipients must use EPA funds provided through BCRLF cooperative agreement for specified brownfields-related cleanup activities.

Date of Government Version: 11/29/05
Date Data Arrived at EDR: 12/05/05
Date Made Active in Reports: 01/30/06
Number of Days to Update: 56

Source: Environmental Protection Agency
Telephone: 202-566-2777
Last EDR Contact: 11/30/05
Next Scheduled EDR Contact: 03/13/06
Data Release Frequency: Semi-Annually

CONSENT: Superfund (CERCLA) Consent Decrees

Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

Date of Government Version: 12/14/04
Date Data Arrived at EDR: 02/15/05
Date Made Active in Reports: 04/25/05
Number of Days to Update: 69

Source: Department of Justice, Consent Decree Library
Telephone: Varies
Last EDR Contact: 01/26/06
Next Scheduled EDR Contact: 04/24/06
Data Release Frequency: Varies

ROD: Records Of Decision

Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 12/07/05
Date Data Arrived at EDR: 01/06/06
Date Made Active in Reports: 02/21/06
Number of Days to Update: 46

Source: EPA
Telephone: 703-416-0223
Last EDR Contact: 01/04/06
Next Scheduled EDR Contact: 04/03/06
Data Release Frequency: Annually

UMTRA: Uranium Mill Tailings Sites
Uranium ore was mined by private companies for federal government use in national defense programs. When the mills shut down, large piles of the sand-like material (mill tailings) remain after uranium has been extracted from the ore. Levels of human exposure to radioactive materials from the piles are low; however, in some cases tailings were used as construction materials before the potential health hazards of the tailings were recognized.

Date of Government Version: 11/04/05
Date Data Arrived at EDR: 11/28/05
Date Made Active in Reports: 01/30/06
Number of Days to Update: 63
Source: Department of Energy
Telephone: 505-845-0011
Last EDR Contact: 10/28/05
Next Scheduled EDR Contact: 12/19/05
Data Release Frequency: Varies

ODI: Open Dump Inventory
An open dump is defined as a disposal facility that does not comply with one or more of the Part 257 or Part 258 Subtitle D Criteria.

Date of Government Version: 06/30/85
Date Data Arrived at EDR: 08/09/04
Date Made Active in Reports: 09/17/04
Number of Days to Update: 39
Source: Environmental Protection Agency
Telephone: 800-424-9346
Last EDR Contact: 06/09/04
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

TRIS: Toxic Chemical Release Inventory System
Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Date of Government Version: 12/31/03
Date Data Arrived at EDR: 07/13/05
Date Made Active in Reports: 08/17/05
Number of Days to Update: 35
Source: EPA
Telephone: 202-566-0250
Last EDR Contact: 12/21/05
Next Scheduled EDR Contact: 03/20/06
Data Release Frequency: Annually

TSCA: Toxic Substances Control Act
Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/02
Date Data Arrived at EDR: 04/27/04
Date Made Active in Reports: 05/21/04
Number of Days to Update: 24
Source: EPA
Telephone: 202-260-5521
Last EDR Contact: 01/30/06
Next Scheduled EDR Contact: 04/17/06
Data Release Frequency: Every 4 Years

FTTS: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 10/12/05
Date Data Arrived at EDR: 10/31/05
Date Made Active in Reports: 12/20/05
Number of Days to Update: 50
Source: EPA/Office of Prevention, Pesticides and Toxic Substances
Telephone: 202-566-1667
Last EDR Contact: 12/20/05
Next Scheduled EDR Contact: 03/20/06
Data Release Frequency: Quarterly

FTTS INSP: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

Date of Government Version: 10/12/05
Date Data Arrived at EDR: 10/31/05
Date Made Active in Reports: 12/20/05
Number of Days to Update: 50
Source: EPA
Telephone: 202-566-1667
Last EDR Contact: 12/20/05
Next Scheduled EDR Contact: 03/20/06
Data Release Frequency: Quarterly

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

SSTS: Section 7 Tracking Systems
Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 12/31/03
Date Data Arrived at EDR: 01/03/05
Date Made Active in Reports: 01/25/05
Number of Days to Update: 22
Source: EPA
Telephone: 202-564-4203
Last EDR Contact: 01/16/06
Next Scheduled EDR Contact: 04/17/06
Data Release Frequency: Annually

PADS: PCB Activity Database System
PCB Activity Database. PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

Date of Government Version: 08/30/05
Date Data Arrived at EDR: 09/13/05
Date Made Active in Reports: 10/27/05
Number of Days to Update: 44
Source: EPA
Telephone: 202-564-3887
Last EDR Contact: 02/08/06
Next Scheduled EDR Contact: 05/08/06
Data Release Frequency: Annually

MLTS: Material Licensing Tracking System
MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 10/18/05
Date Data Arrived at EDR: 10/31/05
Date Made Active in Reports: 12/20/05
Number of Days to Update: 50
Source: Nuclear Regulatory Commission
Telephone: 301-415-7169
Last EDR Contact: 02/08/06
Next Scheduled EDR Contact: 04/03/06
Data Release Frequency: Quarterly

MINES: Mines Master Index File
Contains all mine identification numbers issued for mines active or opened since 1971. The data also includes violation information.

Date of Government Version: 11/08/05
Date Data Arrived at EDR: 12/27/05
Date Made Active in Reports: 01/30/06
Number of Days to Update: 34
Source: Department of Labor, Mine Safety and Health Administration
Telephone: 303-231-5959
Last EDR Contact: 12/27/05
Next Scheduled EDR Contact: 03/27/06
Data Release Frequency: Semi-Annually

FINDS: Facility Index System/Facility Registry System
Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Date of Government Version: 01/09/06
Date Data Arrived at EDR: 01/16/06
Date Made Active in Reports: 02/21/06
Number of Days to Update: 36
Source: EPA
Telephone: N/A
Last EDR Contact: 01/03/06
Next Scheduled EDR Contact: 04/03/06
Data Release Frequency: Quarterly

RAATS: RCRA Administrative Action Tracking System
RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/95
Date Data Arrived at EDR: 07/03/95
Date Made Active in Reports: 08/07/95
Number of Days to Update: 35

Source: EPA
Telephone: 202-564-4104
Last EDR Contact: 12/05/05
Next Scheduled EDR Contact: 03/06/06
Data Release Frequency: No Update Planned

BRS: Biennial Reporting System

The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/31/03
Date Data Arrived at EDR: 06/17/05
Date Made Active in Reports: 08/04/05
Number of Days to Update: 48

Source: EPA/NTIS
Telephone: 800-424-9346
Last EDR Contact: 09/12/05
Next Scheduled EDR Contact: 12/12/05
Data Release Frequency: Biennially

STATE AND LOCAL RECORDS

SHWS: Notice of Potential Hazardous Waste Sites

State Hazardous Waste Sites. State hazardous waste site records are the states' equivalent to CERCLIS. These sites may or may not already be listed on the federal CERCLIS list. Priority sites planned for cleanup using state funds (state equivalent of Superfund) are identified along with sites where cleanup will be paid for by potentially responsible parties. Available information varies by state.

Date of Government Version: 09/01/05
Date Data Arrived at EDR: 10/10/05
Date Made Active in Reports: 10/26/05
Number of Days to Update: 16

Source: Department of the Environment
Telephone: 410-537-3000
Last EDR Contact: 12/05/05
Next Scheduled EDR Contact: 03/06/06
Data Release Frequency: Semi-Annually

SWF/LF: Permitted Solid Waste Disposal Facilities

Solid Waste Facilities/Landfill Sites. SWF/LF type records typically contain an inventory of solid waste disposal facilities or landfills in a particular state. Depending on the state, these may be active or inactive facilities or open dumps that failed to meet RCRA Subtitle D Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 09/30/05
Date Data Arrived at EDR: 10/20/05
Date Made Active in Reports: 11/08/05
Number of Days to Update: 19

Source: Department of the Environment
Telephone: 410-537-3375
Last EDR Contact: 01/16/06
Next Scheduled EDR Contact: 04/17/06
Data Release Frequency: Annually

SWRCY: Recycling Directory

A listing of recycling facilities.

Date of Government Version: 10/21/05
Date Data Arrived at EDR: 11/15/05
Date Made Active in Reports: 12/28/05
Number of Days to Update: 43

Source: Department of the Environment
Telephone: 410-631-3314
Last EDR Contact: 01/19/06
Next Scheduled EDR Contact: 04/17/06
Data Release Frequency: Varies

OCPCASES: Oil Control Program Cases

Cases monitored by the Oil Control Program. these cases can be leaking underground storage tanks and other belowground releases, leaking aboveground storage tanks, spills and inspections.

Date of Government Version: 10/18/05
Date Data Arrived at EDR: 10/18/05
Date Made Active in Reports: 11/23/05
Number of Days to Update: 36

Source: Department of Environment
Telephone: 410-537-3433
Last EDR Contact: 01/16/06
Next Scheduled EDR Contact: 04/17/06
Data Release Frequency: Semi-Annually

HIST LUST: Recovery Sites

In 1999, the Department of the Environment stopped adding new sites to its Recovery Sites Database. Current leaking underground storage tank information maybe found in the OCPCASES database.

Date of Government Version: 03/01/99
Date Data Arrived at EDR: 03/22/99
Date Made Active in Reports: 04/16/99
Number of Days to Update: 25

Source: Department of the Environment
Telephone: 410-537-3433
Last EDR Contact: 02/19/01
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

UST: Registered Underground Storage Tank List

Registered Underground Storage Tanks. UST's are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA) and must be registered with the state department responsible for administering the UST program. Available information varies by state program.

Date of Government Version: 11/10/05
Date Data Arrived at EDR: 11/10/05
Date Made Active in Reports: 11/30/05
Number of Days to Update: 20

Source: Department of the Environment
Telephone: 410-537-3433
Last EDR Contact: 02/06/06
Next Scheduled EDR Contact: 05/08/06
Data Release Frequency: Varies

Historical UST: Historical UST Registered Database

Date of Government Version: 11/21/96
Date Data Arrived at EDR: 09/10/97
Date Made Active in Reports: 10/22/97
Number of Days to Update: 42

Source: Department of Environment
Telephone: 410-537-3433
Last EDR Contact: 05/15/00
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

AST: Permitted Aboveground Storage Tanks

Registered Aboveground Storage Tanks.

Date of Government Version: 11/07/05
Date Data Arrived at EDR: 11/07/05
Date Made Active in Reports: 12/15/05
Number of Days to Update: 38

Source: Department of The Environment
Telephone: 410-537-3000
Last EDR Contact: 02/06/06
Next Scheduled EDR Contact: 05/08/06
Data Release Frequency: Quarterly

INST CONTROL: Voluntary Cleanup Program Applicants/Participants

Sites included in the Voluntary Cleanup Program Applicants/Participants listing that have Deed Restrictions.

Date of Government Version: 10/11/05
Date Data Arrived at EDR: 10/27/05
Date Made Active in Reports: 11/23/05
Number of Days to Update: 27

Source: Department of the Environment
Telephone: 410-537-3493
Last EDR Contact: 01/09/06
Next Scheduled EDR Contact: 04/10/06
Data Release Frequency: Semi-Annually

VCP: Voluntary Cleanup Program Applicants/Participants

The Voluntary Cleanup Program, administrated by the Dept. of the Environment, streamlines the environmental cleanup process for sites, usually industrial or commercial properties, that are contaminated, or perceived to be contaminated, by hazardous substances. Developers and lenders are provided with certain limitations on liability and participants in the program are provided certainty in the process by knowing exactly what will be required.

Date of Government Version: 10/11/05
Date Data Arrived at EDR: 10/27/05
Date Made Active in Reports: 11/23/05
Number of Days to Update: 27

Source: Dept. of the Environment
Telephone: 410-537-3000
Last EDR Contact: 01/09/06
Next Scheduled EDR Contact: 04/10/06
Data Release Frequency: Semi-Annually

DRYCLEANERS: Registered Drycleaning Facilities
A listing of registered drycleaning facilities.

Date of Government Version: 11/17/05
Date Data Arrived at EDR: 11/18/05
Date Made Active in Reports: 12/28/05
Number of Days to Update: 40

Source: Department of the Environmental
Telephone: 410-537-3220
Last EDR Contact: 02/06/06
Next Scheduled EDR Contact: 05/08/06
Data Release Frequency: Varies

Brownfields: Eligible Brownfields Properties
The Site Assessment Section of the State Superfund Division is responsible for conducting federally funded assessments of eligible brownfields properties. These assessments are undertaken to determine whether there are environmental cleanup requirements at these sites.

Date of Government Version: 01/04/06
Date Data Arrived at EDR: 01/04/06
Date Made Active in Reports: 01/27/06
Number of Days to Update: 23

Source: Department of Environment
Telephone: 410-537-3000
Last EDR Contact: 01/04/06
Next Scheduled EDR Contact: 04/03/06
Data Release Frequency: Quarterly

LEAD: Lead Inspection Database
The Childhood Lead Poisoning Prevention Program data of lead inspection for the state.

Date of Government Version: 09/20/05
Date Data Arrived at EDR: 10/20/05
Date Made Active in Reports: 11/23/05
Number of Days to Update: 34

Source: Department of Environment, Lead Poisoning Prevention Program
Telephone: 410-537-3000
Last EDR Contact: 01/12/06
Next Scheduled EDR Contact: 03/20/06
Data Release Frequency: Varies

TRIBAL RECORDS

INDIAN RESERV: Indian Reservations
This map layer portrays Indian administered lands of the United States that have any area equal to or greater than 640 acres.

Date of Government Version: 12/31/04
Date Data Arrived at EDR: 02/08/05
Date Made Active in Reports: 08/04/05
Number of Days to Update: 177

Source: USGS
Telephone: 202-208-3710
Last EDR Contact: 02/06/06
Next Scheduled EDR Contact: 05/08/06
Data Release Frequency: Semi-Annually

EDR PROPRIETARY RECORDS

Manufactured Gas Plants: EDR Proprietary Manufactured Gas Plants
The EDR Proprietary Manufactured Gas Plant Database includes records of coal gas plants (manufactured gas plants) compiled by EDR's researchers. Manufactured gas sites were used in the United States from the 1800's to 1950's to produce a gas that could be distributed and used as fuel. These plants used whale oil, rosin, coal, or a mixture of coal, oil, and water that also produced a significant amount of waste. Many of the byproducts of the gas production, such as coal tar (oily waste containing volatile and non-volatile chemicals), sludges, oils and other compounds are potentially hazardous to human health and the environment. The byproduct from this process was frequently disposed of directly at the plant site and can remain or spread slowly, serving as a continuous source of soil and groundwater contamination.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

EDR Historical Auto Stations: EDR Proprietary Historic Gas Stations
EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR Historical Cleaners: EDR Proprietary Historic Dry Cleaners
EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

OTHER DATABASE(S)

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

Oil/Gas Pipelines: This data was obtained by EDR from the USGS in 1994. It is referred to by USGS as GeoData Digital Line Graphs from 1:100,000-Scale Maps. It was extracted from the transportation category including some oil, but primarily gas pipelines.

Electric Power Transmission Line Data
Source: PennWell Corporation
Telephone: (800) 823-6277
This map includes information copyrighted by PennWell Corporation. This information is provided on a best effort basis and PennWell Corporation does not guarantee its accuracy nor warrant its fitness for any particular purpose. Such information has been reprinted with the permission of PennWell.

Sensitive Receptors: There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

AHA Hospitals:
Source: American Hospital Association, Inc.
Telephone: 312-280-5991
The database includes a listing of hospitals based on the American Hospital Association's annual survey of hospitals.

Medical Centers: Provider of Services Listing
Source: Centers for Medicare & Medicaid Services
Telephone: 410-786-3000
A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health and Human Services.

Nursing Homes
Source: National Institutes of Health
Telephone: 301-594-6248
Information on Medicare and Medicaid certified nursing homes in the United States.

Public Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Private Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on private school locations in the United States.
Daycare Centers: Child Care Providers
Source: Department of Human Resources
Telephone: 410-767-7805

Flood Zone Data: This data, available in select counties across the country, was obtained by EDR in 1999 from the Federal Emergency Management Agency (FEMA). Data depicts 100-year and 500-year flood zones as defined by FEMA.

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002 from the U.S. Fish and Wildlife Service.

STREET AND ADDRESS INFORMATION

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GEOCHECK ®- PHYSICAL SETTING SOURCE ADDENDUM

TARGET PROPERTY ADDRESS

ALLEGANY COUNTY FAIRGROUNDS
FAIRGROUNDS ROAD
CUMBERLAND, MD 21502

TARGET PROPERTY COORDINATES

Latitude (North):	39.60890 - 39˚ 36' 32.0''
Longitude (West):	78.7992 - 78˚ 47' 57.1''
Universal Tranverse Mercator:	Zone 17
UTM X (Meters):	688940.7
UTM Y (Meters):	4386455.5
Elevation:	650 ft. above sea level

EDR's GeoCheck Physical Setting Source Addendum is provided to assist the environmental professional in forming an opinion about the impact of potential contaminant migration.

Assessment of the impact of contaminant migration generally has two principle investigative components:

1. Groundwater flow direction, and
2. Groundwater flow velocity.

Groundwater flow direction may be impacted by surface topography, hydrology, hydrogeology, characteristics of the soil, and nearby wells. Groundwater flow velocity is generally impacted by the nature of the geologic strata.

GROUNDWATER FLOW DIRECTION INFORMATION

Groundwater flow direction for a particular site is best determined by a qualified environmental professional using site-specific well data. If such data is not reasonably ascertainable, it may be necessary to rely on other sources of information, such as surface topographic information, hydrologic information, hydrogeologic data collected on nearby properties, and regional groundwater flow information (from deep aquifers).

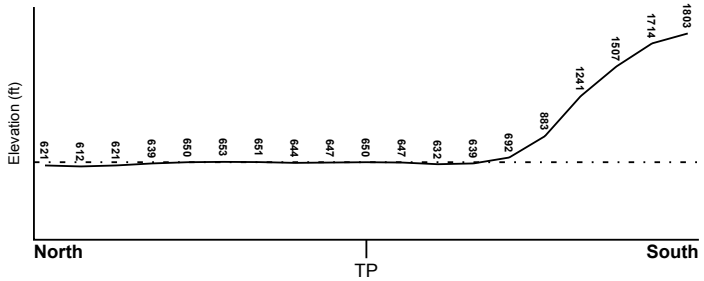
TOPOGRAPHIC INFORMATION

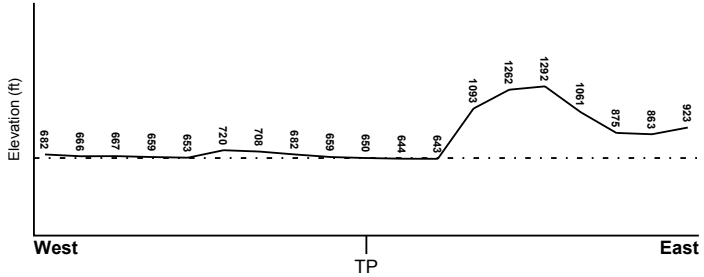
Surface topography may be indicative of the direction of surficial groundwater flow. This information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

TARGET PROPERTY TOPOGRAPHY

USGS Topographic Map:	39078-E7 CRESAPTOWN, MD WV
General Topographic Gradient:	General West
Source:	USGS 7.5 min quad index

SURROUNDING TOPOGRAPHY: ELEVATION PROFILES





Target Property Elevation: 650 ft.

0 1/2 1 Miles

Source: Topography has been determined from the USGS 7.5' Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified.

HYDROLOGIC INFORMATION

Surface water can act as a hydrologic barrier to groundwater flow. Such hydrologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Refer to the Physical Setting Source Map following this summary for hydrologic information (major waterways and bodies of water).

FEMA FLOOD ZONE

Target Property County	FEMA Flood Electronic Data
ALLEGANY, MD	YES - refer to the Overview Map and Detail Map

Flood Plain Panel at Target Property: 2400010206B

Additional Panels in search area: 2400010202B

NATIONAL WETLAND INVENTORY

NWI Quad at Target Property	NWI Electronic Data Coverage
CRESAPTOWN	YES - refer to the Overview Map and Detail Map

HYDROGEOLOGIC INFORMATION

Hydrogeologic information obtained by installation of wells on a specific site can often be an indicator of groundwater flow direction in the immediate area. Such hydrogeologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

AQUIFLOW®

Search Radius: 1.000 Mile.

EDR has developed the AQUIFLOW Information System to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted by environmental professionals to regulatory authorities at select sites and has extracted the date of the report, groundwater flow direction as determined hydrogeologically, and the depth to water table.

MAP ID	LOCATION FROM TP	GENERAL DIRECTION GROUNDWATER FLOW
Not Reported		

GROUNDWATER FLOW VELOCITY INFORMATION

Groundwater flow velocity information for a particular site is best determined by a qualified environmental professional using site specific geologic and soil strata data. If such data are not reasonably ascertainable, it may be necessary to rely on other sources of information, including geologic age identification, rock stratigraphic unit and soil characteristics data collected on nearby properties and regional soil information. In general, contaminant plumes move more quickly through sandy-gravelly types of soils than silty-clayey types of soils.

GEOLOGIC INFORMATION IN GENERAL AREA OF TARGET PROPERTY

Geologic information can be used by the environmental professional in forming an opinion about the relative speed at which contaminant migration may be occurring.

ROCK STRATIGRAPHIC UNIT

Era: Paleozoic
System: Devonian
Series: Devonian
Code: D *(decoded above as Era, System & Series)*

GEOLOGIC AGE IDENTIFICATION

Category: Stratified Sequence

Geologic Age and Rock Stratigraphic Unit Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - a digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

DOMINANT SOIL COMPOSITION IN GENERAL AREA OF TARGET PROPERTY

The U.S. Department of Agriculture's (USDA) Soil Conservation Service (SCS) leads the National Cooperative Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps. The following information is based on Soil Conservation Service STATSGO data.

Soil Component Name: ALLEGHENY

Soil Surface Texture: silt loam

Hydrologic Group: Class B - Moderate infiltration rates. Deep and moderately deep, moderately well and well drained soils with moderately coarse textures.

Soil Drainage Class: Well drained. Soils have intermediate water holding capacity. Depth to water table is more than 6 feet.

Hydric Status: Soil does not meet the requirements for a hydric soil.

Corrosion Potential - Uncoated Steel: LOW

Depth to Bedrock Min: > 60 inches

Depth to Bedrock Max: > 60 inches

Soil Layer Information

	Boundary			Classification			
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil	Permeability Rate (in/hr)	Soil Reaction (pH)
1	0 inches	8 inches	silt loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), silt.	Max: 2.00 Min: 0.60	Max: 5.50 Min: 3.60
2	8 inches	33 inches	clay loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), silt.	Max: 2.00 Min: 0.60	Max: 5.50 Min: 3.60
3	33 inches	72 inches	clay loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max: 2.00 Min: 0.60	Max: 5.50 Min: 3.60

OTHER SOIL TYPES IN AREA

Based on Soil Conservation Service STATSGO data, the following additional subordinant soil types may appear within the general area of target property.

Soil Surface Textures: fine sandy loam

Surficial Soil Types: fine sandy loam

Shallow Soil Types: silt loam

Deeper Soil Types: sandy loam
stratified
channery - silt loam
silt loam

LOCAL / REGIONAL WATER AGENCY RECORDS

EDR Local/Regional Water Agency records provide water well information to assist the environmental professional in assessing sources that may impact ground water flow direction, and in forming an opinion about the impact of contaminant migration on nearby drinking water wells.

WELL SEARCH DISTANCE INFORMATION

DATABASE	SEARCH DISTANCE (miles)
Federal USGS	1.000
Federal FRDS PWS	Nearest PWS within 1 mile
State Database	1.000

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

FEDERAL USGS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
No Wells Found		

FEDERAL FRDS PUBLIC WATER SUPPLY SYSTEM INFORMATION

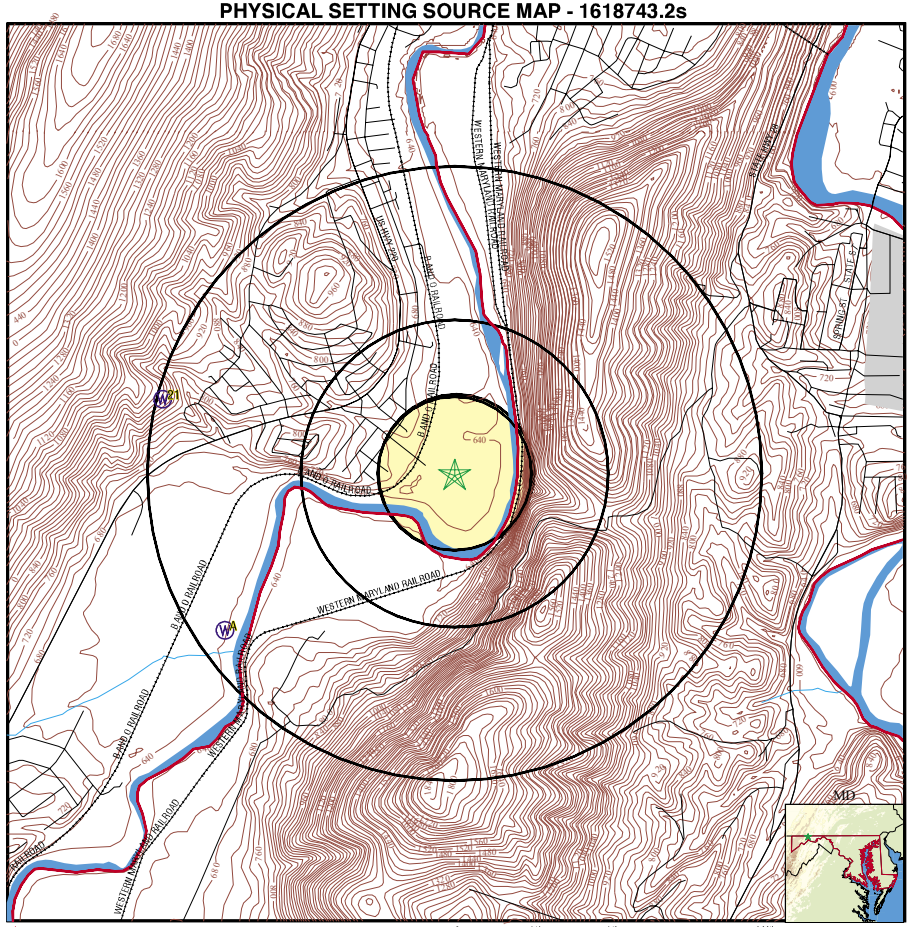
MAP ID	WELL ID	LOCATION FROM TP
No PWS System Found		

Note: PWS System location is not always the same as well location.

STATE DATABASE WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
A1	MD1000000050436	1/2 - 1 Mile SW
A2	MD1000000050431	1/2 - 1 Mile SW
A3	MD1000000050430	1/2 - 1 Mile SW
A4	MD1000000050433	1/2 - 1 Mile SW
A5	MD1000000050428	1/2 - 1 Mile SW
A6	MD1000000050435	1/2 - 1 Mile SW
A7	MD1000000050425	1/2 - 1 Mile SW
A8	MD1000000050426	1/2 - 1 Mile SW
A9	MD1000000050432	1/2 - 1 Mile SW
A10	MD1000000050434	1/2 - 1 Mile SW
A11	MD1000000324671	1/2 - 1 Mile SW
A12	MD1000000324670	1/2 - 1 Mile SW
A13	MD1000000324664	1/2 - 1 Mile SW
A14	MD1000000324665	1/2 - 1 Mile SW
A15	MD1000000324668	1/2 - 1 Mile SW
A16	MD1000000324663	1/2 - 1 Mile SW
A17	MD1000000050427	1/2 - 1 Mile SW
A18	MD1000000324666	1/2 - 1 Mile SW
A19	MD1000000324667	1/2 - 1 Mile SW
A20	MD1000000324669	1/2 - 1 Mile SW
21	MD1000000049717	1/2 - 1 Mile WNW

PHYSICAL SETTING SOURCE MAP - 1618743.2s



County Boundary
Major Roads
Contour Lines
Airports
Earthquake epicenter, Richter 5 or greater
Water Wells
Public Water Supply Wells
Cluster of Multiple Icons

Groundwater Flow Direction
Indeterminate Groundwater Flow at Location
Groundwater Flow Varies at Location

SITE NAME: Allegany County Fairgrounds ADDRESS: Fairgrounds Road Cumberland MD 21502 LAT/LONG: 39.6089 / 78.7992	CLIENT: Rummel, Klepper, & Kahl, LLC CONTACT: Greg Siegner INQUIRY #: 1618743.2s DATE: February 22, 2006

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Map ID Direction Distance Elevation	Database	EDR ID Number
A1 **SW** **1/2 - 1 Mile** **Lower**	**MD WELLS**	**MD1000000050436**

County letter:	AL	Permit:	AL810966
Mgs id:	Not Reported	B1 seq:	Not Reported
B1 recd:	11/08/1989 00:00:00	City:	CHARLOTTE
State:	NC	Zip:	28209
Driller name:	WILLEY, MICHAEL P.	Driller id:	MWD0455
Est gpm produced:	Not Reported	Approx depth:	30
Drill method:	BORED	Replacement:	N
Replace permit:	Not Reported	Wapid:	Not Reported
Subdivision:	Not Reported	Section:	Not Reported
Lot:	Not Reported	Nearest town:	AMCELLE
Town distance:	0 MI	Road name:	BALTIMORE OHIO
Road side:	S	Road distance:	1590FT
Tax map:	Not Reported	Block:	Not Reported
Parcel:	Not Reported	N grid27:	649000
E grid27:	289000	N grid83:	216330
E grid83:	244273	Issue date:	11/15/1989 00:00:00
Special flag:	Not Reported	C1 seq:	Not Reported
C1 recd:	Not Reported	Completion date:	Not Reported
Total depth:	Not Reported	Num unsuccessful:	Not Reported
Hydrofracture:	Not Reported	Grouted:	Not Reported
Grout type:	Not Reported	Grout top:	Not Reported
Grout bottom:	Not Reported	Casing type:	Not Reported
Casing diam:	Not Reported	Casing depth:	Not Reported
Casing height:	+00	Screen type 1:	Not Reported
Top screen 1:	Not Reported	Bottom screen 1:	Not Reported
Screen type 2:	Not Reported	Top screen 2:	Not Reported
Bottom screen 2:	Not Reported	Screen type 3:	Not Reported
Top screen 3:	Not Reported	Bottom screen 3:	Not Reported
Screen diam:	Not Reported	Flowing well:	Not Reported
Telescoping:	Not Reported	Log type:	Not Reported
Hrs pumped:	Not Reported		
Pumping rate:	Not Reported		
Level before:	Not Reported	Level during:	Not Reported
Test pump type:	Not Reported	Pump installed:	Not Reported
Install pump type:	Not Reported	Capacity:	Not Reported
Pump hp:	Not Reported		
Column length:	Not Reported	Closed:	Not Reported
Abandoned:	Not Reported	Abandon date:	Not Reported

A2 **SW** **1/2 - 1 Mile** **Lower**	**MD WELLS**	**MD1000000050431**	

County letter:	AL	Permit:	AL810961
Mgs id:	Not Reported	B1 seq:	Not Reported
B1 recd:	11/08/1989 00:00:00	City:	CHARLOTTE
State:	NC	Zip:	28209
Driller name:	WILLEY, MICHAEL P.	Driller id:	MWD0455
Est gpm produced:	Not Reported	Approx depth:	30
Drill method:	BORED	Replacement:	N
Replace permit:	Not Reported	Wapid:	Not Reported

Subdivision:	Not Reported	Section:	Not Reported
Lot:	Not Reported	Nearest town:	AMCELLE
Town distance:	0 MI	Road name:	BALTIMORE OHIO
Road side:	S	Road distance:	1.5 MI
Tax map:	Not Reported	Block:	Not Reported
Parcel:	Not Reported	N grid27:	649000
E grid27:	289000	N grid83:	216330
E grid83:	244273	Issue date:	11/15/1989 00:00:00
Special flag:	Not Reported	C1 seq:	Not Reported
C1 recd:	Not Reported	Completion date:	Not Reported
Total depth:	Not Reported	Num unsuccessful:	Not Reported
Hydrofracture:	Not Reported	Grouted:	Not Reported
Grout type:	Not Reported	Grout top:	Not Reported
Grout bottom:	Not Reported	Casing type:	Not Reported
Casing diam:	Not Reported	Casing depth:	Not Reported
Casing height:	+00	Screen type 1:	Not Reported
Top screen 1:	Not Reported	Bottom screen 1:	Not Reported
Screen type 2:	Not Reported	Top screen 2:	Not Reported
Bottom screen 2:	Not Reported	Screen type 3:	Not Reported
Top screen 3:	Not Reported	Bottom screen 3:	Not Reported
Screen diam:	Not Reported	Flowing well:	Not Reported
Telescoping:	Not Reported	Log type:	Not Reported
Hrs pumped:	Not Reported		
Pumping rate:	Not Reported		
Level before:	Not Reported	Level during:	Not Reported
Test pump type:	Not Reported	Pump installed:	Not Reported
Install pump type:	Not Reported	Capacity:	Not Reported
Pump hp:	Not Reported		
Column length:	Not Reported	Closed:	Not Reported
Abandoned:	Not Reported	Abandon date:	Not Reported

A3 **SW** **1/2 - 1 Mile** **Lower**	**MD WELLS**	**MD1000000050430**	

County letter:	AL	Permit:	AL810960
Mgs id:	Not Reported	B1 seq:	Not Reported
B1 recd:	11/08/1989 00:00:00	City:	CHARLOTTE
State:	NC	Zip:	28209
Driller name:	WILLEY, MICHAEL P.	Driller id:	MWD0455
Est gpm produced:	Not Reported	Approx depth:	30
Drill method:	BORED	Replacement:	N
Replace permit:	Not Reported	Wapid:	Not Reported
Subdivision:	Not Reported	Section:	Not Reported
Lot:	Not Reported	Nearest town:	AMCELLE
Town distance:	0 MI	Road name:	BALTIMORE OHIO
Road side:	S	Road distance:	2225FT
Tax map:	Not Reported	Block:	Not Reported
Parcel:	Not Reported	N grid27:	649000
E grid27:	289000	N grid83:	216330
E grid83:	244273	Issue date:	11/15/1989 00:00:00
Special flag:	Not Reported	C1 seq:	Not Reported
C1 recd:	Not Reported	Completion date:	Not Reported
Total depth:	Not Reported	Num unsuccessful:	Not Reported
Hydrofracture:	Not Reported	Grouted:	Not Reported
Grout type:	Not Reported	Grout top:	Not Reported
Grout bottom:	Not Reported	Casing type:	Not Reported
Casing diam:	Not Reported	Casing depth:	Not Reported
Casing height:	+00	Screen type 1:	Not Reported

Top screen 1:	Not Reported	Bottom screen 1:	Not Reported
Screen type 2:	Not Reported	Top screen 2:	Not Reported
Bottom screen 2:	Not Reported	Screen type 3:	Not Reported
Top screen 3:	Not Reported	Bottom screen 3:	Not Reported
Screen diam:	Not Reported	Flowing well:	Not Reported
Telescoping:	Not Reported	Log type:	Not Reported
Hrs pumped:	Not Reported		
Pumping rate:	Not Reported		
Level before:	Not Reported	Level during:	Not Reported
Test pump type:	Not Reported	Pump installed:	Not Reported
Install pump type:	Not Reported	Capacity:	Not Reported
Pump hp:	Not Reported		
Column length:	Not Reported	Closed:	Not Reported
Abandoned:	Not Reported	Abandon date:	Not Reported

A4
SW
1/2 - 1 Mile
Lower

MD WELLS **MD1000000050433**

County letter:	AL	Permit:	AL810963
Mgs id:	Not Reported	B1 seq:	Not Reported
B1 recd:	11/08/1989 00:00:00	City:	CHARLOTTE
State:	NC	Zip:	28209
Driller name:	WILLEY, MICHAEL P.	Driller id:	MWD0455
Est gpm produced:	Not Reported	Approx depth:	30
Drill method:	BORED	Replacement:	N
Replace permit:	Not Reported	Wapid:	Not Reported
Subdivision:	Not Reported	Section:	Not Reported
Lot:	Not Reported	Nearest town:	AMCELLE
Town distance:	0 MI	Road name:	BALTIMORE OHIO
Road side:	S	Road distance:	2790FT
Tax map:	Not Reported	Block:	Not Reported
Parcel:	Not Reported	N grid27:	649000
E grid27:	289000	N grid83:	216330
E grid83:	244273	Issue date:	11/15/1989 00:00:00
Special flag:	Not Reported	C1 seq:	Not Reported
C1 recd:	Not Reported	Completion date:	Not Reported
Total depth:	Not Reported	Num unsuccessful:	Not Reported
Hydrofracture:	Not Reported	Grouted:	Not Reported
Grout type:	Not Reported	Grout top:	Not Reported
Grout bottom:	Not Reported	Casing type:	Not Reported
Casing diam:	Not Reported	Casing depth:	Not Reported
Casing height:	+00	Screen type 1:	Not Reported
Top screen 1:	Not Reported	Bottom screen 1:	Not Reported
Screen type 2:	Not Reported	Top screen 2:	Not Reported
Bottom screen 2:	Not Reported	Screen type 3:	Not Reported
Top screen 3:	Not Reported	Bottom screen 3:	Not Reported
Screen diam:	Not Reported	Flowing well:	Not Reported
Telescoping:	Not Reported	Log type:	Not Reported
Hrs pumped:	Not Reported		
Pumping rate:	Not Reported		
Level before:	Not Reported	Level during:	Not Reported
Test pump type:	Not Reported	Pump installed:	Not Reported
Install pump type:	Not Reported	Capacity:	Not Reported
Pump hp:	Not Reported		
Column length:	Not Reported	Closed:	Not Reported
Abandoned:	Not Reported	Abandon date:	Not Reported

Map ID
Direction
Distance
Elevation

Database EDR ID Number

A5
SW
1/2 - 1 Mile
Lower

MD WELLS **MD1000000050428**

County letter:	AL	Permit:	AL810959
Mgs id:	Not Reported	B1 seq:	Not Reported
B1 recd:	11/08/1989 00:00:00	City:	CHARLOTTE
State:	NC	Zip:	28209
Driller name:	WILLEY, MICHAEL P.	Driller id:	MWD0455
Est gpm produced:	Not Reported	Approx depth:	30
Drill method:	BORED	Replacement:	N
Replace permit:	Not Reported	Wapid:	Not Reported
Subdivision:	Not Reported	Section:	Not Reported
Lot:	Not Reported	Nearest town:	AMCELLE
Town distance:	0 MI	Road name:	BALTIMORE OHIO
Road side:	S	Road distance:	1 MI
Tax map:	Not Reported	Block:	Not Reported
Parcel:	Not Reported	N grid27:	649000
E grid27:	289000	N grid83:	216330
E grid83:	244273	Issue date:	11/15/1989 00:00:00
Special flag:	Not Reported	C1 seq:	Not Reported
C1 recd:	Not Reported	Completion date:	Not Reported
Total depth:	Not Reported	Num unsuccessful:	Not Reported
Hydrofracture:	Not Reported	Grouted:	Not Reported
Grout type:	Not Reported	Grout top:	Not Reported
Grout bottom:	Not Reported	Casing type:	Not Reported
Casing diam:	Not Reported	Casing depth:	Not Reported
Casing height:	+00	Screen type 1:	Not Reported
Top screen 1:	Not Reported	Bottom screen 1:	Not Reported
Screen type 2:	Not Reported	Top screen 2:	Not Reported
Bottom screen 2:	Not Reported	Screen type 3:	Not Reported
Top screen 3:	Not Reported	Bottom screen 3:	Not Reported
Screen diam:	Not Reported	Flowing well:	Not Reported
Telescoping:	Not Reported	Log type:	Not Reported
Hrs pumped:	Not Reported		
Pumping rate:	Not Reported		
Level before:	Not Reported	Level during:	Not Reported
Test pump type:	Not Reported	Pump installed:	Not Reported
Install pump type:	Not Reported	Capacity:	Not Reported
Pump hp:	Not Reported		
Column length:	Not Reported	Closed:	Not Reported
Abandoned:	Not Reported	Abandon date:	Not Reported

A6
SW
1/2 - 1 Mile
Lower

MD WELLS **MD1000000050435**

County letter:	AL	Permit:	AL810965
Mgs id:	Not Reported	B1 seq:	Not Reported
B1 recd:	11/08/1989 00:00:00	City:	CHARLOTTE
State:	NC	Zip:	28209
Driller name:	WILLEY, MICHAEL P.	Driller id:	MWD0455
Est gpm produced:	Not Reported	Approx depth:	30
Drill method:	BORED	Replacement:	N
Replace permit:	Not Reported	Wapid:	Not Reported

Subdivision:	Not Reported	Section:	Not Reported
Lot:	Not Reported	Nearest town:	AMCELLE
Town distance:	0 MI	Road name:	BALTIMORE OHIO
Road side:	S	Road distance:	1.75MI
Tax map:	Not Reported	Block:	Not Reported
Parcel:	Not Reported	N grid27:	649000
E grid27:	289000	N grid83:	216330
E grid83:	244273	Issue date:	11/15/1989 00:00:00
Special flag:	Not Reported	C1 seq:	Not Reported
C1 recd:	Not Reported	Completion date:	Not Reported
Total depth:	Not Reported	Num unsuccessful:	Not Reported
Hydrofracture:	Not Reported	Grouted:	Not Reported
Grout type:	Not Reported	Grout top:	Not Reported
Grout bottom:	Not Reported	Casing type:	Not Reported
Casing diam:	Not Reported	Casing depth:	Not Reported
Casing height:	+00	Screen type 1:	Not Reported
Top screen 1:	Not Reported	Bottom screen 1:	Not Reported
Screen type 2:	Not Reported	Top screen 2:	Not Reported
Bottom screen 2:	Not Reported	Screen type 3:	Not Reported
Top screen 3:	Not Reported	Bottom screen 3:	Not Reported
Screen diam:	Not Reported	Flowing well:	Not Reported
Telescoping:	Not Reported	Log type:	Not Reported
Hrs pumped:	Not Reported		
Pumping rate:	Not Reported		
Level before:	Not Reported	Level during:	Not Reported
Test pump type:	Not Reported	Pump installed:	Not Reported
Install pump type:	Not Reported	Capacity:	Not Reported
Pump hp:	Not Reported		
Column length:	Not Reported	Closed:	Not Reported
Abandoned:	Not Reported	Abandon date:	Not Reported

A7
SW
1/2 - 1 Mile
Lower

MD WELLS **MD1000000050425**

County letter:	AL	Permit:	AL810956
Mgs id:	Not Reported	B1 seq:	Not Reported
B1 recd:	11/08/1989 00:00:00	City:	CHARLOTTE
State:	NC	Zip:	28209
Driller name:	WILLEY, MICHAEL P.	Driller id:	MWD0455
Est gpm produced:	Not Reported	Approx depth:	30
Drill method:	BORED	Replacement:	N
Replace permit:	Not Reported	Wapid:	Not Reported
Subdivision:	Not Reported	Section:	Not Reported
Lot:	Not Reported	Nearest town:	AMCELLE
Town distance:	0 MI	Road name:	BALTIMORE OHIO
Road side:	S	Road distance:	2000FT
Tax map:	Not Reported	Block:	Not Reported
Parcel:	Not Reported	N grid27:	649000
E grid27:	289000	N grid83:	216330
E grid83:	244273	Issue date:	11/15/1989 00:00:00
Special flag:	Not Reported	C1 seq:	Not Reported
C1 recd:	Not Reported	Completion date:	Not Reported
Total depth:	Not Reported	Num unsuccessful:	Not Reported
Hydrofracture:	Not Reported	Grouted:	Not Reported
Grout type:	Not Reported	Grout top:	Not Reported
Grout bottom:	Not Reported	Casing type:	Not Reported
Casing diam:	Not Reported	Casing depth:	Not Reported
Casing height:	+00	Screen type 1:	Not Reported

Top screen 1:	Not Reported	Bottom screen 1:	Not Reported
Screen type 2:	Not Reported	Top screen 2:	Not Reported
Bottom screen 2:	Not Reported	Screen type 3:	Not Reported
Top screen 3:	Not Reported	Bottom screen 3:	Not Reported
Screen diam:	Not Reported	Flowing well:	Not Reported
Telescoping:	Not Reported	Log type:	Not Reported
Hrs pumped:	Not Reported		
Pumping rate:	Not Reported		
Level before:	Not Reported	Level during:	Not Reported
Test pump type:	Not Reported	Pump installed:	Not Reported
Install pump type:	Not Reported	Capacity:	Not Reported
Pump hp:	Not Reported		
Column length:	Not Reported	Closed:	Not Reported
Abandoned:	Not Reported	Abandon date:	Not Reported

A8
SW
1/2 - 1 Mile
Lower

MD WELLS **MD1000000050426**

County letter:	AL	Permit:	AL810957
Mgs id:	Not Reported	B1 seq:	Not Reported
B1 recd:	11/08/1989 00:00:00	City:	CHARLOTTE
State:	NC	Zip:	28209
Driller name:	WILLEY, MICHAEL P.	Driller id:	MWD0455
Est gpm produced:	Not Reported	Approx depth:	30
Drill method:	BORED	Replacement:	N
Replace permit:	Not Reported	Wapid:	Not Reported
Subdivision:	Not Reported	Section:	Not Reported
Lot:	Not Reported	Nearest town:	AMCELLE
Town distance:	1 MI	Road name:	BALTIMORE OHIO
Road side:	S	Road distance:	1.5 MI
Tax map:	Not Reported	Block:	Not Reported
Parcel:	Not Reported	N grid27:	649000
E grid27:	289000	N grid83:	216330
E grid83:	244273	Issue date:	11/15/1989 00:00:00
Special flag:	Not Reported	C1 seq:	Not Reported
C1 recd:	Not Reported	Completion date:	Not Reported
Total depth:	Not Reported	Num unsuccessful:	Not Reported
Hydrofracture:	Not Reported	Grouted:	Not Reported
Grout type:	Not Reported	Grout top:	Not Reported
Grout bottom:	Not Reported	Casing type:	Not Reported
Casing diam:	Not Reported	Casing depth:	Not Reported
Casing height:	+00	Screen type 1:	Not Reported
Top screen 1:	Not Reported	Bottom screen 1:	Not Reported
Screen type 2:	Not Reported	Top screen 2:	Not Reported
Bottom screen 2:	Not Reported	Screen type 3:	Not Reported
Top screen 3:	Not Reported	Bottom screen 3:	Not Reported
Screen diam:	Not Reported	Flowing well:	Not Reported
Telescoping:	Not Reported	Log type:	Not Reported
Hrs pumped:	Not Reported		
Pumping rate:	Not Reported		
Level before:	Not Reported	Level during:	Not Reported
Test pump type:	Not Reported	Pump installed:	Not Reported
Install pump type:	Not Reported	Capacity:	Not Reported
Pump hp:	Not Reported		
Column length:	Not Reported	Closed:	Not Reported
Abandoned:	Not Reported	Abandon date:	Not Reported

Map ID Direction Distance Elevation	Database	EDR ID Number
A9 **SW** **1/2 - 1 Mile** **Lower**	**MD WELLS**	**MD1000000050432**

County letter:	AL	Permit:	AL810962
Mgs id:	Not Reported	B1 seq:	Not Reported
B1 recd:	11/08/1989 00:00:00	City:	CHARLOTTE
State:	NC	Zip:	28209
Driller name:	WILLEY, MICHAEL P.	Driller id:	MWD0455
Est gpm produced:	Not Reported	Approx depth:	30
Drill method:	BORED	Replacement:	N
Replace permit:	Not Reported	Wapid:	Not Reported
Subdivision:	Not Reported	Section:	Not Reported
Lot:	Not Reported	Nearest town:	AMCELLE
Town distance:	0 MI	Road name:	BALTIMORE OHIO
Road side:	S	Road distance:	1075FT
Tax map:	Not Reported	Block:	Not Reported
Parcel:	Not Reported	N grid27:	649000
E grid27:	289000	N grid83:	216330
E grid83:	244273	Issue date:	11/15/1989 00:00:00
Special flag:	Not Reported	C1 seq:	Not Reported
C1 recd:	Not Reported	Completion date:	Not Reported
Total depth:	Not Reported	Num unsuccessful:	Not Reported
Hydrofracture:	Not Reported	Grouted:	Not Reported
Grout type:	Not Reported	Grout top:	Not Reported
Grout bottom:	Not Reported	Casing type:	Not Reported
Casing diam:	Not Reported	Casing depth:	Not Reported
Casing height:	+00	Screen type 1:	Not Reported
Top screen 1:	Not Reported	Bottom screen 1:	Not Reported
Screen type 2:	Not Reported	Top screen 2:	Not Reported
Bottom screen 2:	Not Reported	Screen type 3:	Not Reported
Top screen 3:	Not Reported	Bottom screen 3:	Not Reported
Screen diam:	Not Reported	Flowing well:	Not Reported
Telescoping:	Not Reported	Log type:	Not Reported
Hrs pumped:	Not Reported		
Pumping rate:	Not Reported		
Level before:	Not Reported	Level during:	Not Reported
Test pump type:	Not Reported	Pump installed:	Not Reported
Install pump type:	Not Reported	Capacity:	Not Reported
Pump hp:	Not Reported		
Column length:	Not Reported	Closed:	Not Reported
Abandoned:	Not Reported	Abandon date:	Not Reported

A10 **SW** **1/2 - 1 Mile** **Lower**	**MD WELLS**	**MD1000000050434**	

County letter:	AL	Permit:	AL810964
Mgs id:	Not Reported	B1 seq:	Not Reported
B1 recd:	11/08/1989 00:00:00	City:	CHARLOTTE
State:	NC	Zip:	28209
Driller name:	WILLEY, MICHAEL P.	Driller id:	MWD0455
Est gpm produced:	Not Reported	Approx depth:	30
Drill method:	BORED	Replacement:	N
Replace permit:	Not Reported	Wapid:	Not Reported

Subdivision:	Not Reported	Section:	Not Reported
Lot:	Not Reported	Nearest town:	AMCELLE
Town distance:	0 MI	Road name:	BALTIMORE OHIO
Road side:	S	Road distance:	1.5 MI
Tax map:	Not Reported	Block:	Not Reported
Parcel:	Not Reported	N grid27:	649000
E grid27:	289000	N grid83:	216330
E grid83:	244273	Issue date:	11/15/1989 00:00:00
Special flag:	Not Reported	C1 seq:	Not Reported
C1 recd:	Not Reported	Completion date:	Not Reported
Total depth:	Not Reported	Num unsuccessful:	Not Reported
Hydrofracture:	Not Reported	Grouted:	Not Reported
Grout type:	Not Reported	Grout top:	Not Reported
Grout bottom:	Not Reported	Casing type:	Not Reported
Casing diam:	Not Reported	Casing depth:	Not Reported
Casing height:	+00	Screen type 1:	Not Reported
Top screen 1:	Not Reported	Bottom screen 1:	Not Reported
Screen type 2:	Not Reported	Top screen 2:	Not Reported
Bottom screen 2:	Not Reported	Screen type 3:	Not Reported
Top screen 3:	Not Reported	Bottom screen 3:	Not Reported
Screen diam:	Not Reported	Flowing well:	Not Reported
Telescoping:	Not Reported	Log type:	Not Reported
Hrs pumped:	Not Reported		
Pumping rate:	Not Reported		
Level before:	Not Reported	Level during:	Not Reported
Test pump type:	Not Reported	Pump installed:	Not Reported
Install pump type:	Not Reported	Capacity:	Not Reported
Pump hp:	Not Reported		
Column length:	Not Reported	Closed:	Not Reported
Abandoned:	Not Reported	Abandon date:	Not Reported

A11 **SW** **1/2 - 1 Mile** **Lower**	**MD WELLS**	**MD1000000324671**	

County letter:	AL	Permit:	AL880498
Mgs id:	Not Reported	B1 seq:	9058
B1 recd:	11/30/1992 00:00:00	City:	ANNAPOLIS
State:	MD	Zip:	21401
Driller name:	GLENN A. FORD	Driller id:	MWD0028
Est gpm produced:	Not Reported	Approx depth:	15
Drill method:	AIR-PER	Replacement:	N
Replace permit:	Not Reported	Wapid:	Not Reported
Subdivision:	CELANESE PLANT	Section:	Not Reported
Lot:	Not Reported	Nearest town:	CRESAPTOWN
Town distance:	1	Road name:	ROUTE 220
Road side:	E	Road distance:	1 MI
Tax map:	Not Reported	Block:	Not Reported
Parcel:	Not Reported	N grid27:	649000
E grid27:	289000	N grid83:	216330
E grid83:	244273	Issue date:	12/07/1992 00:00:00
Special flag:	N	C1 seq:	6774
C1 recd:	02/05/1993 00:00:00	Completion date:	12/06/1993 00:00:00
Total depth:	28	Num unsuccessful:	Not Reported
Hydrofracture:	Not Reported	Grouted:	Y
Grout type:	CM	Grout top:	3
Grout bottom:	5	Casing type:	ST
Casing diam:	7	Casing depth:	4
Casing height:	+1	Screen type 1:	PL

Top screen 1:	15	Bottom screen 1:	28
Screen type 2:	Not Reported	Top screen 2:	Not Reported
Bottom screen 2:	Not Reported	Screen type 3:	Not Reported
Top screen 3:	Not Reported	Bottom screen 3:	Not Reported
Screen diam:	4	Flowing well:	Not Reported
Telescoping:	Not Reported	Log type:	Not Reported
Hrs pumped:	1		
Pumping rate:	1		
Level before:	1	Level during:	1
Test pump type:	O	Pump installed:	Not Reported
Install pump type:	Not Reported	Capacity:	Not Reported
Pump hp:	Not Reported		
Column length:	Not Reported	Closed:	Not Reported
Abandoned:	Not Reported	Abandon date:	Not Reported

A12
SW
1/2 - 1 Mile
Lower

MD WELLS **MD1000000324670**

County letter:	AL	Permit:	AL880497
Mgs id:	Not Reported	B1 seq:	7493
B1 recd:	11/30/1992 00:00:00	City:	ANNAPOLIS
State:	MD	Zip:	21401
Driller name:	GLENN A. FORD	Driller id:	MWD0028
Est gpm produced:	Not Reported	Approx depth:	15
Drill method:	AIR-PER	Replacement:	N
Replace permit:	Not Reported	Wapid:	Not Reported
Subdivision:	CELANESE PLANT	Section:	Not Reported
Lot:	Not Reported	Nearest town:	CRESAPTOWN
Town distance:	1	Road name:	ROUTE 220
Road side:	E	Road distance:	1 MI
Tax map:	Not Reported	Block:	Not Reported
Parcel:	Not Reported	N grid27:	649000
E grid27:	289000	N grid83:	216330
E grid83:	244273	Issue date:	12/07/1992 00:00:00
Special flag:	N	C1 seq:	6773
C1 recd:	02/05/1993 00:00:00	Completion date:	01/18/1993 00:00:00
Total depth:	20	Num unsuccessful:	Not Reported
Hydrofracture:	Not Reported	Grouted:	Y
Grout type:	CM	Grout top:	3
Grout bottom:	42	Casing type:	ST
Casing diam:	7	Casing depth:	4
Casing height:	+1	Screen type 1:	PL
Top screen 1:	1	Bottom screen 1:	20
Screen type 2:	Not Reported	Top screen 2:	Not Reported
Bottom screen 2:	Not Reported	Screen type 3:	Not Reported
Top screen 3:	Not Reported	Bottom screen 3:	Not Reported
Screen diam:	4	Flowing well:	Not Reported
Telescoping:	T	Log type:	Not Reported
Hrs pumped:	1		
Pumping rate:	1		
Level before:	1	Level during:	1
Test pump type:	O	Pump installed:	N
Install pump type:	Not Reported	Capacity:	Not Reported
Pump hp:	Not Reported		
Column length:	Not Reported	Closed:	Not Reported
Abandoned:	Not Reported	Abandon date:	Not Reported

Map ID
Direction
Distance
Elevation

Database EDR ID Number

A13
SW
1/2 - 1 Mile
Lower

MD WELLS **MD1000000324664**

County letter:	AL	Permit:	AL880491
Mgs id:	Not Reported	B1 seq:	7495
B1 recd:	11/30/1992 00:00:00	City:	ANNAPOLIS
State:	MD	Zip:	21401
Driller name:	GLENN A. FORD	Driller id:	MWD0028
Est gpm produced:	Not Reported	Approx depth:	15
Drill method:	AIR-PER	Replacement:	Not Reported
Replace permit:	Not Reported	Wapid:	Not Reported
Subdivision:	CELANESE PLANT	Section:	Not Reported
Lot:	Not Reported	Nearest town:	CRESAPTOWN
Town distance:	1	Road name:	ROUTE 220
Road side:	E	Road distance:	1 MI
Tax map:	Not Reported	Block:	Not Reported
Parcel:	Not Reported	N grid27:	649000
E grid27:	289000	N grid83:	216330
E grid83:	244273	Issue date:	12/07/1992 00:00:00
Special flag:	N	C1 seq:	6767
C1 recd:	02/05/1993 00:00:00	Completion date:	12/06/1993 00:00:00
Total depth:	18	Num unsuccessful:	Not Reported
Hydrofracture:	Not Reported	Grouted:	Y
Grout type:	CM	Grout top:	0
Grout bottom:	5	Casing type:	ST
Casing diam:	6	Casing depth:	4
Casing height:	+1	Screen type 1:	HO
Top screen 1:	3	Bottom screen 1:	18
Screen type 2:	PL	Top screen 2:	5
Bottom screen 2:	22	Screen type 3:	Not Reported
Top screen 3:	Not Reported	Bottom screen 3:	Not Reported
Screen diam:	4	Flowing well:	Not Reported
Telescoping:	T	Log type:	Not Reported
Hrs pumped:	1		
Pumping rate:	1		
Level before:	1	Level during:	1
Test pump type:	O	Pump installed:	N
Install pump type:	Not Reported	Capacity:	Not Reported
Pump hp:	Not Reported		
Column length:	Not Reported	Closed:	Not Reported
Abandoned:	Not Reported	Abandon date:	Not Reported

A14
SW
1/2 - 1 Mile
Lower

MD WELLS **MD1000000324665**

County letter:	AL	Permit:	AL880492
Mgs id:	Not Reported	B1 seq:	9059
B1 recd:	11/30/1992 00:00:00	City:	ANNAPOLIS
State:	MD	Zip:	21401
Driller name:	GLENN A. FORD	Driller id:	MWD0028
Est gpm produced:	Not Reported	Approx depth:	15
Drill method:	AIR-PER	Replacement:	N
Replace permit:	Not Reported	Wapid:	Not Reported

Subdivision:	CELANESE PLANT	Section:	Not Reported
Lot:	4	Nearest town:	CRESAPTOWN
Town distance:	1	Road name:	ROUTE 220
Road side:	E	Road distance:	1 MI
Tax map:	Not Reported	Block:	Not Reported
Parcel:	Not Reported	N grid27:	649000
E grid27:	289000	N grid83:	216330
E grid83:	244273	Issue date:	12/07/1992 00:00:00
Special flag:	N	C1 seq:	6768
C1 recd:	02/05/1993 00:00:00	Completion date:	12/06/1993 00:00:00
Total depth:	2	Num unsuccessful:	Not Reported
Hydrofracture:	Not Reported	Grouted:	Y
Grout type:	CM	Grout top:	3
Grout bottom:	4	Casing type:	ST
Casing diam:	7	Casing depth:	4
Casing height:	+1	Screen type 1:	PL
Top screen 1:	3	Bottom screen 1:	22
Screen type 2:	Not Reported	Top screen 2:	Not Reported
Bottom screen 2:	Not Reported	Screen type 3:	Not Reported
Top screen 3:	Not Reported	Bottom screen 3:	Not Reported
Screen diam:	4	Flowing well:	Not Reported
Telescoping:	T	Log type:	Not Reported
Hrs pumped:	1		
Pumping rate:	1		
Level before:	1	Level during:	1
Test pump type:	O	Pump installed:	N
Install pump type:	Not Reported	Capacity:	Not Reported
Pump hp:	Not Reported		
Column length:	Not Reported	Closed:	Not Reported
Abandoned:	Not Reported	Abandon date:	Not Reported

A15
SW
1/2 - 1 Mile
Lower

MD WELLS **MD1000000324668**

County letter:	AL	Permit:	AL880495
Mgs id:	Not Reported	B1 seq:	9062
B1 recd:	11/30/1992 00:00:00	City:	ANNAPOLIS
State:	MD	Zip:	21401
Driller name:	GLENN A. FORD	Driller id:	MWD0028
Est gpm produced:	Not Reported	Approx depth:	15
Drill method:	AIR-PER	Replacement:	N
Replace permit:	Not Reported	Wapid:	Not Reported
Subdivision:	CELANESE PLANT	Section:	Not Reported
Lot:	Not Reported	Nearest town:	CRESAPTOWN
Town distance:	1	Road name:	ROUTE #220
Road side:	E	Road distance:	1 MI
Tax map:	Not Reported	Block:	Not Reported
Parcel:	Not Reported	N grid27:	649000
E grid27:	289000	N grid83:	216330
E grid83:	244273	Issue date:	12/07/1992 00:00:00
Special flag:	N	C1 seq:	6771
C1 recd:	02/05/1993 00:00:00	Completion date:	12/09/1993 00:00:00
Total depth:	23	Num unsuccessful:	Not Reported
Hydrofracture:	Not Reported	Grouted:	Y
Grout type:	CM	Grout top:	3
Grout bottom:	10	Casing type:	ST
Casing diam:	7	Casing depth:	4
Casing height:	+01	Screen type 1:	Not Reported

Top screen 1:	Not Reported	Bottom screen 1:	23
Screen type 2:	PL	Top screen 2:	1
Bottom screen 2:	10	Screen type 3:	PL
Top screen 3:	10	Bottom screen 3:	23
Screen diam:	4	Flowing well:	Not Reported
Telescoping:	Not Reported	Log type:	Not Reported
Hrs pumped:	Not Reported		
Pumping rate:	Not Reported		
Level before:	Not Reported	Level during:	Not Reported
Test pump type:	Not Reported	Pump installed:	N
Install pump type:	Not Reported	Capacity:	Not Reported
Pump hp:	Not Reported		
Column length:	Not Reported	Closed:	Not Reported
Abandoned:	Not Reported	Abandon date:	Not Reported

A16
SW
1/2 - 1 Mile
Lower

MD WELLS **MD1000000324663**

County letter:	AL	Permit:	AL880490
Mgs id:	Not Reported	B1 seq:	7494
B1 recd:	11/30/1992 00:00:00	City:	ANNAPOLIS
State:	MD	Zip:	21401
Driller name:	GLENN A. FORD	Driller id:	MWD0028
Est gpm produced:	Not Reported	Approx depth:	15
Drill method:	AIR-PER	Replacement:	N
Replace permit:	Not Reported	Wapid:	Not Reported
Subdivision:	CELANESE PLANT	Section:	Not Reported
Lot:	Not Reported	Nearest town:	CRESAPTOWN
Town distance:	1	Road name:	ROUTE #220
Road side:	E	Road distance:	1 MI
Tax map:	Not Reported	Block:	Not Reported
Parcel:	Not Reported	N grid27:	649000
E grid27:	289000	N grid83:	216330
E grid83:	244273	Issue date:	12/07/1992 00:00:00
Special flag:	N	C1 seq:	6766
C1 recd:	02/05/1993 00:00:00	Completion date:	12/06/1993 00:00:00
Total depth:	22	Num unsuccessful:	Not Reported
Hydrofracture:	Not Reported	Grouted:	Y
Grout type:	CM	Grout top:	0
Grout bottom:	9	Casing type:	ST
Casing diam:	6	Casing depth:	4
Casing height:	+1	Screen type 1:	HO
Top screen 1:	3	Bottom screen 1:	22
Screen type 2:	PL	Top screen 2:	9
Bottom screen 2:	22	Screen type 3:	Not Reported
Top screen 3:	Not Reported	Bottom screen 3:	Not Reported
Screen diam:	4	Flowing well:	Not Reported
Telescoping:	Not Reported	Log type:	Not Reported
Hrs pumped:	1		
Pumping rate:	1		
Level before:	9	Level during:	10
Test pump type:	O	Pump installed:	N
Install pump type:	Not Reported	Capacity:	Not Reported
Pump hp:	Not Reported		
Column length:	Not Reported	Closed:	Not Reported
Abandoned:	Not Reported	Abandon date:	Not Reported

Map ID Direction Distance Elevation		Database	EDR ID Number
A17 **SW** **1/2 - 1 Mile** **Lower**		**MD WELLS**	**MD1000000050427**

County letter:	AL	Permit:	AL810958
Mgs id:	Not Reported	B1 seq:	Not Reported
B1 recd:	11/08/1989 00:00:00	City:	CHARLOTTE
State:	NC	Zip:	28209
Driller name:	WILLEY, MICHAEL P.	Driller id:	MWD0455
Est gpm produced:	Not Reported	Approx depth:	30
Drill method:	BORED	Replacement:	N
Replace permit:	Not Reported	Wapid:	Not Reported
Subdivision:	Not Reported	Section:	Not Reported
Lot:	Not Reported	Nearest town:	AMCELLE
Town distance:	0 MI	Road name:	BALTIMORE OHIO
Road side:	S	Road distance:	2500FT
Tax map:	Not Reported	Block:	Not Reported
Parcel:	Not Reported	N grid27:	649000
E grid27:	289000	N grid83:	216330
E grid83:	244273	Issue date:	11/15/1989 00:00:00
Special flag:	Not Reported	C1 seq:	Not Reported
C1 recd:	Not Reported	Completion date:	Not Reported
Total depth:	Not Reported	Num unsuccessful:	Not Reported
Hydrofracture:	Not Reported	Grouted:	Not Reported
Grout type:	Not Reported	Grout top:	Not Reported
Grout bottom:	Not Reported	Casing type:	Not Reported
Casing diam:	Not Reported	Casing depth:	Not Reported
Casing height:	+00	Screen type 1:	Not Reported
Top screen 1:	Not Reported	Bottom screen 1:	Not Reported
Screen type 2:	Not Reported	Top screen 2:	Not Reported
Bottom screen 2:	Not Reported	Screen type 3:	Not Reported
Top screen 3:	Not Reported	Bottom screen 3:	Not Reported
Screen diam:	Not Reported	Flowing well:	Not Reported
Telescoping:	Not Reported	Log type:	Not Reported
Hrs pumped:	Not Reported		
Pumping rate:	Not Reported		
Level before:	Not Reported	Level during:	Not Reported
Test pump type:	Not Reported	Pump installed:	Not Reported
Install pump type:	Not Reported	Capacity:	Not Reported
Pump hp:	Not Reported		
Column length:	Not Reported	Closed:	Not Reported
Abandoned:	Not Reported	Abandon date:	Not Reported

A18 **SW** **1/2 - 1 Mile** **Lower**		**MD WELLS**	**MD1000000324666**

County letter:	AL	Permit:	AL880493
Mgs id:	Not Reported	B1 seq:	9060
B1 recd:	11/30/1992 00:00:00	City:	ANNAPOLIS
State:	MD	Zip:	21401
Driller name:	GLENN A. FORD	Driller id:	MWD0028
Est gpm produced:	Not Reported	Approx depth:	15
Drill method:	AIR-PER	Replacement:	N
Replace permit:	Not Reported	Wapid:	Not Reported

Subdivision:	OLD CELANESE PLANT	Section:	Not Reported
Lot:	Not Reported	Nearest town:	CRESAPTOWN
Town distance:	1	Road name:	ROUTE #220
Road side:	E	Road distance:	1 MI
Tax map:	Not Reported	Block:	Not Reported
Parcel:	Not Reported	N grid27:	649000
E grid27:	289000	N grid83:	216330
E grid83:	244273	Issue date:	12/07/1992 00:00:00
Special flag:	N	C1 seq:	6769
C1 recd:	02/05/1993 00:00:00	Completion date:	12/08/1993 00:00:00
Total depth:	28	Num unsuccessful:	Not Reported
Hydrofracture:	Not Reported	Grouted:	Y
Grout type:	CM	Grout top:	2
Grout bottom:	15	Casing type:	ST
Casing diam:	7	Casing depth:	4
Casing height:	+1	Screen type 1:	HO
Top screen 1:	4	Bottom screen 1:	28
Screen type 2:	PL	Top screen 2:	101
Bottom screen 2:	15	Screen type 3:	Not Reported
Top screen 3:	15	Bottom screen 3:	28
Screen diam:	4	Flowing well:	Not Reported
Telescoping:	Not Reported	Log type:	Not Reported
Hrs pumped:	1		
Pumping rate:	1		
Level before:	1	Level during:	1
Test pump type:	O	Pump installed:	N
Install pump type:	Not Reported	Capacity:	Not Reported
Pump hp:	Not Reported		
Column length:	Not Reported	Closed:	Not Reported
Abandoned:	Not Reported	Abandon date:	Not Reported

A19 **SW** **1/2 - 1 Mile** **Lower**		**MD WELLS**	**MD1000000324667**

County letter:	AL	Permit:	AL880494
Mgs id:	Not Reported	B1 seq:	7496
B1 recd:	11/30/1992 00:00:00	City:	ANNAPOLIS
State:	MD	Zip:	21401
Driller name:	GLENN A. FORD	Driller id:	MWD0028
Est gpm produced:	Not Reported	Approx depth:	15
Drill method:	AIR-PER	Replacement:	N
Replace permit:	Not Reported	Wapid:	Not Reported
Subdivision:	CELANESE PLANT	Section:	Not Reported
Lot:	Not Reported	Nearest town:	CRESAPTOWN
Town distance:	1	Road name:	ROUTE #220
Road side:	E	Road distance:	1 MI
Tax map:	Not Reported	Block:	Not Reported
Parcel:	Not Reported	N grid27:	649000
E grid27:	289000	N grid83:	216330
E grid83:	244273	Issue date:	12/07/1992 00:00:00
Special flag:	N	C1 seq:	6770
C1 recd:	02/05/1993 00:00:00	Completion date:	12/29/1993 00:00:00
Total depth:	22	Num unsuccessful:	Not Reported
Hydrofracture:	Not Reported	Grouted:	Y
Grout type:	CM	Grout top:	3
Grout bottom:	9	Casing type:	ST
Casing diam:	7	Casing depth:	4
Casing height:	+1	Screen type 1:	HO

Top screen 1:	9	Bottom screen 1:	22
Screen type 2:	Not Reported	Top screen 2:	Not Reported
Bottom screen 2:	Not Reported	Screen type 3:	Not Reported
Top screen 3:	Not Reported	Bottom screen 3:	Not Reported
Screen diam:	4	Flowing well:	Not Reported
Telescoping:	Not Reported	Log type:	Not Reported
Hrs pumped:	1		
Pumping rate:	1		
Level before:	1	Level during:	1
Test pump type:	O	Pump installed:	N
Install pump type:	Not Reported	Capacity:	Not Reported
Pump hp:	Not Reported		
Column length:	Not Reported	Closed:	Not Reported
Abandoned:	Not Reported	Abandon date:	Not Reported

A20
SW
1/2 - 1 Mile
Lower

MD WELLS **MD1000000324669**

County letter:	AL	Permit:	AL880496
Mgs id:	Not Reported	B1 seq:	7492
B1 recd:	11/30/1992 00:00:00	City:	ANNAPOLIS
State:	MD	Zip:	21401
Driller name:	GLENN A. FORD	Driller id:	MWD0028
Est gpm produced:	Not Reported	Approx depth:	15
Drill method:	AIR-PER	Replacement:	Not Reported
Replace permit:	Not Reported	Wapid:	Not Reported
Subdivision:	CELANESE PLANT	Section:	Not Reported
Lot:	Not Reported	Nearest town:	CRESAPTOWN
Town distance:	1	Road name:	ROUTE #220
Road side:	E	Road distance:	1 MI
Tax map:	Not Reported	Block:	Not Reported
Parcel:	Not Reported	N grid27:	649000
E grid27:	289000	N grid83:	216330
E grid83:	244273	Issue date:	12/07/1992 00:00:00
Special flag:	N	C1 seq:	6789
C1 recd:	02/05/1993 00:00:00	Completion date:	01/03/1993 00:00:00
Total depth:	20	Num unsuccessful:	Not Reported
Hydrofracture:	Not Reported	Grouted:	Y
Grout type:	CM	Grout top:	3
Grout bottom:	6	Casing type:	ST
Casing diam:	7	Casing depth:	4
Casing height:	+01	Screen type 1:	PL
Top screen 1:	7	Bottom screen 1:	20
Screen type 2:	Not Reported	Top screen 2:	Not Reported
Bottom screen 2:	Not Reported	Screen type 3:	Not Reported
Top screen 3:	Not Reported	Bottom screen 3:	Not Reported
Screen diam:	4	Flowing well:	Not Reported
Telescoping:	Not Reported	Log type:	Not Reported
Hrs pumped:	Not Reported		
Pumping rate:	Not Reported		
Level before:	14	Level during:	Not Reported
Test pump type:	Not Reported	Pump installed:	N
Install pump type:	Not Reported	Capacity:	Not Reported
Pump hp:	Not Reported		
Column length:	Not Reported	Closed:	Not Reported
Abandoned:	Not Reported	Abandon date:	Not Reported

Map ID
Direction
Distance
Elevation

Database EDR ID Number

21
WNW
1/2 - 1 Mile
Higher

MD WELLS **MD1000000049717**

County letter:	AL	Permit:	AL810252
Mgs id:	Not Reported	B1 seq:	Not Reported
B1 recd:	07/24/1984 00:00:00	City:	CUMBERLAND
State:	MD	Zip:	21502
Driller name:	FORD, LEO P	Driller id:	MWD0004
Est gpm produced:	6	Approx depth:	80
Drill method:	AIR-PER	Replacement:	N
Replace permit:	Not Reported	Wapid:	Not Reported
Subdivision:	Not Reported	Section:	Not Reported
Lot:	Not Reported	Nearest town:	POTOMAC PARK
Town distance:	0 MI	Road name:	FALLS AVE
Road side:	E	Road distance:	40 FT
Tax map:	Not Reported	Block:	Not Reported
Parcel:	Not Reported	N grid27:	653000
E grid27:	288000	N grid83:	217549
E grid83:	243968	Issue date:	07/25/1984 00:00:00
Special flag:	Not Reported	C1 seq:	Not Reported
C1 recd:	11/23/1984 00:00:00	Completion date:	07/22/1984 00:00:00
Total depth:	297	Num unsuccessful:	Not Reported
Hydrofracture:	Not Reported	Grouted:	Y
Grout type:	CM	Grout top:	0
Grout bottom:	20	Casing type:	ST
Casing diam:	6	Casing depth:	20
Casing height:	+01	Screen type 1:	HO
Top screen 1:	20	Bottom screen 1:	297
Screen type 2:	Not Reported	Top screen 2:	Not Reported
Bottom screen 2:	Not Reported	Screen type 3:	Not Reported
Top screen 3:	Not Reported	Bottom screen 3:	Not Reported
Screen diam:	Not Reported	Flowing well:	Not Reported
Telescoping:	Not Reported	Log type:	Not Reported
Hrs pumped:	1		
Pumping rate:	6		
Level before:	1	Level during:	297
Test pump type:	A	Pump installed:	Not Reported
Install pump type:	S	Capacity:	6
Pump hp:	.75		
Column length:	283	Closed:	Not Reported
Abandoned:	Not Reported	Abandon date:	Not Reported

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS
RADON

AREA RADON INFORMATION

EPA Region 3 Statistical Summary Readings for Zip Code: 21502

Number of sites tested: 423.

Maximum Radon Level: 62.7 pCi/L.
Minimum Radon Level: 0.1 pCi/L.

pCi/L <4	pCi/L 4-10	pCi/L 10-20	pCi/L 20-50	pCi/L 50-100	pCi/L >100
300 (70.92%)	79 (18.68%)	21 (4.96%)	21 (4.96%)	2 (0.47%)	0 (0.00%)

Federal EPA Radon Zone for ALLEGANY County: 2

Note: Zone 1 indoor average level > 4 pCi/L.
: Zone 2 indoor average level >= 2 pCi/L and <= 4 pCi/L.
: Zone 3 indoor average level < 2 pCi/L.

PHYSICAL SETTING SOURCE RECORDS SEARCHED

TOPOGRAPHIC INFORMATION

USGS 7.5' Digital Elevation Model (DEM)
Source: United States Geologic Survey
EDR acquired the USGS 7.5' Digital Elevation Model in 2002 and updated it in 2006. The 7.5 minute DEM corresponds to the USGS 1:24,000- and 1:25,000-scale topographic quadrangle maps. The DEM provides elevation data with consistent elevation units and projection.

Scanned Digital USGS 7.5' Topographic Map (DRG)
Source: United States Geologic Survey
A digital raster graphic (DRG) is a scanned image of a U.S. Geological Survey topographic map. The map images are made by scanning published paper maps on high-resolution scanners. The raster image is georeferenced and fit to the Universal Transverse Mercator (UTM) projection.

HYDROLOGIC INFORMATION

Flood Zone Data: This data, available in select counties across the country, was obtained by EDR in 1999 from the Federal Emergency Management Agency (FEMA). Data depicts 100-year and 500-year flood zones as defined by FEMA.

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002 from the U.S. Fish and Wildlife Service.

HYDROGEOLOGIC INFORMATION

AQUIFLOW[R] Information System
Source: EDR proprietary database of groundwater flow information
EDR has developed the AQUIFLOW Information System (AIS) to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted to regulatory authorities at select sites and has extracted the date of the report, hydrogeologically determined groundwater flow direction and depth to water table information.

GEOLOGIC INFORMATION

Geologic Age and Rock Stratigraphic Unit
Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - A digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

STATSGO: State Soil Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Services
The U.S. Department of Agriculture's (USDA) Natural Resources Conservation Service (NRCS) leads the national Conservation Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps.

SSURGO: Soil Survey Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Services (NRCS)
Telephone: 800-672-5559
SSURGO is the most detailed level of mapping done by the Natural Resources Conservation Services, mapping scales generally range from 1:12,000 to 1:63,360. Field mapping methods using national standards are used to construct the soil maps in the Soil Survey Geographic (SSURGO) database. SSURGO digitizing duplicates the original soil survey maps. This level of mapping is designed for use by landowners, townships and county natural resource planning and management.

PHYSICAL SETTING SOURCE RECORDS SEARCHED

LOCAL / REGIONAL WATER AGENCY RECORDS

FEDERAL WATER WELLS

PWS: Public Water Systems
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Public Water System data from the Federal Reporting Data System. A PWS is any water system which provides water to at least 25 people for at least 60 days annually. PWSs provide water from wells, rivers and other sources.

PWS ENF: Public Water Systems Violation and Enforcement Data
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Violation and Enforcement data for Public Water Systems from the Safe Drinking Water Information System (SDWIS) after August 1995. Prior to August 1995, the data came from the Federal Reporting Data System (FRDS).

USGS Water Wells: USGS National Water Inventory System (NWIS)
This database contains descriptive information on sites where the USGS collects or has collected data on surface water and/or groundwater. The groundwater data includes information on wells, springs, and other sources of groundwater.

STATE RECORDS

Maryland Public Supply Wells Database
Source: Department of the Environment
Telephone: 410-537-3702

OTHER STATE DATABASE INFORMATION

RADON

Area Radon Information
Source: USGS
Telephone: 703-356-4020
The National Radon Database has been developed by the U.S. Environmental Protection Agency (USEPA) and is a compilation of the EPA/State Residential Radon Survey and the National Residential Radon Survey. The study covers the years 1986 - 1992. Where necessary data has been supplemented by information collected at private sources such as universities and research institutions.

EPA Radon Zones
Source: EPA
Telephone: 703-356-4020
Sections 307 & 309 of IRAA directed EPA to list and identify areas of U.S. with the potential for elevated indoor radon levels.

EPA Region 3 Statistical Summary Readings
Source: Region 3 EPA
Telephone: 215-814-2082
Radon readings for Delaware, D.C., Maryland, Pennsylvania, Virginia and West Virginia.

OTHER

Airport Landing Facilities: Private and public use landing facilities
Source: Federal Aviation Administration, 800-457-6656

Epicenters: World earthquake epicenters, Richter 5 or greater
Source: Department of Commerce, National Oceanic and Atmospheric Administration

The EDR-City Directory
Abstract

Allegany County Fairgrounds
11401 Moss Ave
Cumberland, MD 21502

Inquiry Number: 1618743.5

Tuesday, February 28, 2006

EDR® Environmental Data Resources Inc

The Standard in Environmental Risk Management Information

440 Wheelers Farms Road
Milford, Connecticut 06461

Nationwide Customer Service

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Cumberland, MD 21502

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Adjoining Properties

SURROUNDING

Moss Avenue
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The EDR Aerial Photo Decade Package

Allegany County Fairgrounds
Fairgrounds Road
Cumberland, MD 21502

Inquiry Number: 1618743.6

February 21, 2006

EDR® Environmental Data Resources Inc

The Standard in Environmental Risk Management Information

440 Wheelers Farms Road
Milford, Connecticut 06461

Nationwide Customer Service

Telephone: 1-800-352-0050
Fax: 1-800-231-6802
Internet: www.edrnet.com

THE EDR AERIAL PHOTO DECADE PACKAGE

Environmental Data Resources, Inc.s (EDR) Aerial Photography Print Service is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDRs professional researchers provide digitally reproduced historical aerial photographs at one photo per decade.

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NO COVERAGE

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The EDR-City Directory
Abstract

Allegany County Fairgrounds
11401 Moss Ave
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Tuesday, February 28, 2006

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Updated Financial Projections for the Allegany County Speedway Model

THE ROCK
Allegany County SPEEDWAY
Cumberland, MD

November 30, 2006

CONVENTIONS SPORTS & LEISURE
CSL

November 13, 2006

Mr. Gary McGuigan
Project Executive
Maryland Stadium Authority
333 West Camden Street, Suite 500
Baltimore, MD 21201

Dear Mr. McGuigan:

Conventions, Sports and Leisure International ("CSL") is pleased to present this summary of the results of a limited revision of the financial and economic impact analysis presented in the study of the proposed expansion of the Allegany County Speedway that was completed by CSL in January, 2006. The attached document presents updated estimates concerning the potential financial performance and resulting economic impacts of the proposed complex based on the latest building program developed by HOK Sport.

It should be noted that the revised estimates presented herein are based on a limited analysis that included revisions to the previously developed event and attendance assumptions to reflect the modified building program, as well as a review of operating assumptions developed for the previous analysis. The previously completed research related to competitive and comparable venues, market demographics and other such research was *not* updated for this analysis. Because the procedures were limited, we express no opinion or assurances of any kind on the achievability of any projected information contained herein and this report should not be relied upon for that purpose. Furthermore, there will be differences between projected and actual results. This is because events and circumstances frequently do not occur as expected, and those differences may be material. We have no responsibility to update this report for events and circumstances occurring after the date of this report.

We sincerely appreciate the opportunity to assist you with this project, and would be pleased to be of further assistance in the interpretation and application of the study's findings.

Very truly yours,

CSL International

Conventions, Sports & Leisure International
1907 East Wayzata Boulevard, Suite 250 • Wayzata, MN 55391 • Telephone 952.476.5900 • Facsimile 952.476.0005

Overview

- CSL International completed a report related to the feasibility of a renovation and expansion of the Allegany County Speedway in January, 2006.
- The report included estimates of the potential financial performance and economic impacts that could result from the operations of an expanded Speedway complex under two development scenarios:
  - Stand-alone renovated dirt track
  - Renovated dirt track and new road course
- Since the completion of the original study, more specific plans for the Speedway have been developed.
- The purpose of this presentation is to highlight the changes in operating assumptions resulting from the new site plans, and to estimate the adjusted financial and economic impact parameters of the project.

Overview

- The original analysis included the development of building program recommendations and event and attendance estimates based on a detailed market analysis that included:
  - Interviews with potential facility users;
  - A telephone survey of Allegany County residents;
  - Surveys of current Speedway patrons;
  - Operating results at comparable speedway complexes; and,
  - Other such analyses.

Overview

- The original analysis assumed that a new road course could attract a major race weekend featuring an American Le Mans Series (ALMS) event.
- However, based on the site plan subsequently developed by HOK, it has been determined that, while the site could accommodate a road course, the track and supporting infrastructure would be unable to accommodate an ALMS event or similar major events, due largely to parking constraints.

Overview

- The original analysis did not recommend the development of a drag strip due to limited interest among sanctioning bodies in bringing events to the venue and the relatively poor performance of several regional drag race facilities in recent years.
- Due to significant public reaction, the decision has been made by the Maryland Stadium Authority and Allegany County to include a drag strip in the site design.
- Based on these changes to the site program, certain event assumptions have been updated/revised to reflect the estimated operations of the proposed complex.
- In addition to these building program-related changes, all other key assumptions have been reviewed and refined based on the most current information available.

Revised Event Estimates

Dirt Track

- Event and attendance assumptions related to a renovated dirt track were not modified for this analysis.

- Ticket price and pit pass fee assumptions related to the Big Kahuna event were adjusted to reflect updated information.

- Per capita food and beverage spending assumptions were increased for all events to reflect updated estimates.

Revised Event Estimates

Road Course

- Eliminated ALMS event, as complex is not assumed to be able to accommodate the crowds associated with the event
- Eliminated Formula USA and CCS motorcycle events, as facility as currently planned may not meet motorcycle race safety standards for run-off space.
- Based on a limited updated market analysis, including a review of comparable facilities and discussions with sanctioning bodies, assumptions related to these events were replaced by the following special events:
  - Spectator event sanctioned by the SCCA
  - Vintage car racing event
- In addition, the estimated annual track rentals were increased from 125 to 150 based on estimated demand in the market and operating results of comparable facilities.

Revised Event Estimates

Road Course

- **The following is a summary of the updated event and attendance assumptions related to the proposed road course.**

Summary of Estimated Events and Attendance
Road Course

Event Type	Annual Events	Days/ Event	Total Event Days	Daily Attendance	Total Annual Attendance
SCCA	1	3	3	3,000	9,000
Vintage Cars	1	3	3	2,000	6,000
Rentals	150	1	150	150	22,500
Total	**152**		**156**		**37,500**

Revised Event Estimates

Drag Strip

- In the initial study, the development of a drag strip was not recommended as a development option based on factors such as the relatively low levels of interest from drag racing sanctioning bodies in bringing events to the proposed drag strip, the declining car counts and attendance levels at regional drag racing facilities and the potential level of competition from drag strips located in closer proximity to the Pittsburgh, Baltimore and Washington markets.
- Following the completion of the initial study, significant public opinion was voiced in favor of a drag strip.
- As a result of this public demand, the new building program includes the addition of a drag strip.

Revised Event Estimates

Drag Strip

- Event assumptions for the drag strip were developed based on a limited review of the information gathered in the original analysis, including a review of comparable facilities and discussions with promoters and sanctioning bodies. It is important to note that these estimates are preliminary in nature. Additional research may be needed to determine the true viability of the proposed drag strip.
- The estimates assume that strong management will be retained to operate the complex, and that Allegany County will continue to grow as a tourism destination, which could result in increased interest from sanctioning bodies in holding weekly racing and special events at the proposed drag strip.
- The estimates also take into account the publicly-voiced demand for a drag strip, which could be an indication that area residents will support a drag strip to a stronger degree than other communities.

Revised Event Estimates

Drag Strip

- **Based on the limited analysis completed for this update, the drag strip is assumed to host a weekly racing series sanctioned by the NHRA or the IHRA, along with weekly test and tune sessions over a 25-week operating season.**
- **In addition to weekly events, special events are assumed to include two NHRA or IHRA regional events and a classic car race night.**

Summary of Estimated Events and Attendance
Drag Strip

Event Type	Annual Events	Days/ Event	Total Event Days	Daily Attendance	Total Annual Attendance
Regional Event 1	1	1	1	1,500	1,500
Regional Event 2	1	1	1	1,500	1,500
Classic Cars	1	1	1	1,250	1,250
Weekly Series	25	1	25	1,000	25,000
Test & Tune	25	1	25	500	12,500
Total	**53**		**53**		**41,750**

Updated Financial Estimates

Gate Receipt Revenues

Estimated Gate Receipts Revenues - Dirt Track

	Total Revenue	WoO	DIRT	MACS	USAC Midgets	Big Kahuna	Western Maryland Nationals	Weekly Racing Series	Demolition Derby	Car Shows
Annual Event Days		1	1	1	0	3	2	16	2	4
Average Daily Attendance		4,000	4,000	3,500	n/a	2,500	2,500	1,500	1,000	1,000
Average Daily Ticket Price		$30.00	$30.00	$20.00	n/a	$25.00	$13.00	$10.00	$10.00	$5.00
Total Gate Receipts Revenue	**$842,500**	$120,000	$120,000	$70,000	$0	$187,500	$65,000	$240,000	$20,000	$20,000

Estimated Gate Receipts Revenues - Drag Strip

	Total Revenue	Regional Event 1	Regional Event 2	Classic Cars	Weekly Series	Test & Tune
Annual Event Days		1	1	1	25	25
Average Daily Attendance		1,500	1,500	1,250	1,000	500
Average Daily Ticket Price		$25.00	$25.00	$25.00	$15.00	$10.00
Total Gate Receipts Revenue	**$606,250**	$37,500	$37,500	$31,250	$375,000	$125,000

Estimated Gate Receipts Revenues - Road Course

	Total Revenue	SCCA	Vintage Cars
Annual Event Days		3	3
Average Daily Attendance		3,000	2,000
Average Daily Ticket Price		$15.00	$12.00
Total Gate Receipts Revenue	**$207,000**	$135,000	$72,000

Updated Financial Estimates

Entry Fee / Pit Pass Revenues

Estimated Entry Fee/Pit Pass Revenues - Dirt Track

	Total Revenue	Big Kahuna	Western Maryland Nationals	Weekly Racing Series	Demolition Derby
Annual Events		1	1	16	2
Average Entries/Event		125	100	75	50
Average Pit Passes/Event		375	300	225	100
Average Entry Fee		$30.00	$25.00	$20.00	$20.00
Average Pit Pass Fee		$100.00	$60.00	$25.00	$25.00
Total Entry Fee/Pit Pass Revenue	**$182,750**	$41,250	$20,500	$114,000	$7,000

Estimated Entry Fee Revenues - Drag Strip

	Total Revenue	Regional Event 1	Regional Event 2	Classic Cars	Weekly Series	Test & Tune
Annual Events		1	1	1	25	25
Average Entries/Event		n/a	n/a	n/a	125	125
Average Entry Fee		n/a	n/a	n/a	$25.00	$25.00
Total Entry Fee/Pit Pass Revenue	**$156,250**	$0	$0	$0	$78,125	$78,125

Updated Financial Estimates

Track Rental Revenues

Estimated Road Course Rental Revenues

	Total Revenue
Annual Rental Days	**150**
Rental Rate per Day	**$7,500**
Total Rental Revenue	**$1,125,000**

Updated Financial Estimates

Food & Beverage Revenues

Estimated Food & Beverage Revenues - Dirt Track

	Total Revenue	WoO	DIRT	MACS	USAC Midgets	Big Kahuna	Western Maryland Nationals	Weekly Racing Series	Demolition Derby	Car Shows
Annual Attendance		4,000	4,000	3,500	0	7,500	5,000	24,000	2,000	4,000
Per Capita Spending		$8.00	$8.00	$8.00	n/a	$8.00	$8.00	$8.00	$8.00	$8.00
Gross Revenue		$32,000	$32,000	$28,000	$0	$60,000	$40,000	$192,000	$16,000	$32,000
Profit Margin		40%	40%	40%	n/a	40%	40%	40%	40%	40%
Net F&B Revenue	**$172,800**	$12,800	$12,800	$11,200	$0	$24,000	$16,000	$76,800	$6,400	$12,800

Estimated Food & Beverage Revenues - Drag Strip

	Total Revenue	Regional Event 1	Regional Event 2	Classic Cars	Weekly Series	Test & Tune
Annual Attendance		1,500	1,500	1,250	25,000	12,500
Per Capita Spending		$8.00	$8.00	$8.00	$8.00	$8.00
Gross Revenue		$12,000	$12,000	$10,000	$200,000	$100,000
Profit Margin		40%	40%	40%	40%	40%
Net F&B Revenue	**$133,600**	$4,800	$4,800	$4,000	$80,000	$40,000

Estimated Food & Beverage Revenues - Road Course

	Total Revenue	SCCA	Vintage Cars	Track Rentals
Annual Attendance		9,000	6,000	22,500
Per Capita Spending		$10.00	$10.00	$10.00
Gross Revenue		$90,000	$60,000	$225,000
Profit Margin		40%	40%	40%
Net F&B Revenue	**$150,000**	$36,000	$24,000	$90,000

Updated Financial Estimates

Merchandise Revenues

Estimated Merchandise Revenues - Dirt Track

	Total Revenue	WoO	DIRT	MACS	USAC Midgets	Big Kahuna	Western Maryland Nationals	Weekly Racing Series	Demolition Derby	Car Shows
Total Annual Catering Patrons		4,000	4,000	3,500	0	7,500	5,000	24,000	2,000	4,000
Per Capita Spending		$2.00	$2.00	$2.00	n/a	$1.75	$1.75	$1.50	$1.50	$1.50
Gross Revenue		$8,000	$8,000	$7,000	$0	$13,125	$8,750	$36,000	$3,000	$6,000
Profit Margin		20%	20%	20%	n/a	20%	20%	20%	20%	20%
Net Merchandise Revenue	**$17,975**	$1,600	$1,600	$1,400	$0	$2,625	$1,750	$7,200	$600	$1,200

Estimated Merchandise Revenues - Drag Strip

	Total Revenue	Regional Event 1	Regional Event 2	Classic Cars	Weekly Series	Test & Tune
Annual Attendance		1,500	1,500	1,250	25,000	12,500
Per Capita Spending		$2.00	$2.00	$2.00	$1.50	$1.00
Gross Revenue		$3,000	$3,000	$2,500	$37,500	$12,500
Profit Margin		20%	20%	20%	20%	20%
Net Merchandise Revenue	**$11,700**	$600	$600	$500	$7,500	$2,500

Estimated Merchandise Revenues - Road Course

	Total Revenue	SCCA	Vintage Cars	Track Rentals
Annual Attendance		9,000	6,000	22,500
Per Capita Spending		$2.00	$2.00	$1.50
Gross Revenue		$18,000	$12,000	$33,750
Profit Margin		20%	20%	20%
Net Merchandise Revenue	**$12,750**	$3,600	$2,400	$6,750

Updated Financial Estimates

Event Sponsorship Revenues

Estimated Event Sponsorship Revenues - Dirt Track

	Total Revenue	WoO	DIRT	MACS	USAC Midgets	Big Kahuna	Western Maryland Nationals	Weekly Racing Series	Demolition Derby	Car Shows
Title Sponsors Per Event		1	1	1	n/a	1	1	0.25	1	1
Other Sponsors Per Event		5	5	4	n/a	2	2	1	1	1
Title Sponsorship Fee		$7,500	$7,500	$5,000	n/a	$3,000	$3,000	$1,500	$1,000	$1,000
Other Sponsorship Fee		$1,250	$1,250	$1,000	n/a	$750	$750	$500	$500	$500
Total Sponsorship Revenue	**$65,500**	$13,750	$13,750	$9,000	$0	$4,500	$4,500	$14,000	$3,000	$3,000

Estimated Event Sponsorship Revenues - Drag Strip

	Total Revenue	Regional Event 1	Regional Event 2	Classic Cars	Weekly Series	Test & Tune
Title Sponsors Per Event		1	1	1	0	0
Other Sponsors Per Event		4	4	3	1	1
Title Sponsorship Fee		$4,000	$4,000	$4,000	$1,500	$0
Other Sponsorship Fee		$1,000	$1,000	$750	$500	$500
Total Sponsorship Revenue	**$56,625**	$8,000	$8,000	$6,250	$21,875	$12,500

Estimated Event Sponsorship Revenues - Road Course

	Total Revenue	SCCA	Vintage Cars
Title Sponsors Per Event		1	1
Other Sponsors Per Event		5	3
Title Sponsorship Fee		$10,000	$7,500
Other Sponsorship Fee		$2,500	$2,000
Total Sponsorship Revenue	**$36,000**	$22,500	$13,500

Updated Financial Estimates

Advertising and Signage Revenues

Estimated Advertising and Sponsorship Revenue

Stand Alone	Full Complex			
Dirt Track	Dirt Track	Drag Strip	Road Course	Total
$100,000	$100,000	$75,000	$150,000	$325,000

Updated Financial Estimates

Purse / Sanctioning Fee Expenses

Estimated Purse/Sanctioning Fee Expenses - Dirt Track

	Total Expenses	WoO	DIRT	MACS	USAC Midgets	Big Kahuna	Western Maryland Nationals	Weekly Racing Series	Demolition Derby	Car Shows
Annual Events		1	1	1	0	1	1	16	2	2
Purse/Fee Per Event		$50,000	$50,000	$50,000	n/a	$67,000	$15,000	$10,000	$2,000	$0
Total Purse/Fee Expense	**$396,000**	$50,000	$50,000	$50,000	$0	$67,000	$15,000	$160,000	$4,000	$0

Estimated Purse/Sanctioning Fee Expenses - Drag Strip

	Total Expenses	Regional Event 1	Regional Event 2	Classic Cars	Weekly Series	Test & Tune
Annual Events		1	1	1	25	25
Purse/Fee Per Event		$10,000	$10,000	$7,500	$5,000	$0
Total Purse/Fee Expense	**$152,500**	$10,000	$10,000	$7,500	$125,000	$0

Estimated Sanctioning Fee Expenses - Road Course

	Total Expenses	SCCA	Vintage Cars
Annual Events		1	1
Fee Per Event		$50,000	$40,000
Total Fee Expense	**$90,000**	$50,000	$40,000

Updated Financial Estimates

Event Insurance Expenses

Estimated Event Insurance Expenses - Dirt Track

	Total Expenses	WoO	DIRT	MACS	USAC Midgets	Big Kahuna	Western Maryland Nationals	Weekly Racing Series	Demolition Derby	Car Shows
Annual Events		1	1	1	0	1	1	16	2	2
Insurance Cost Per Event		$1,500	$1,500	$1,500	n/a	$1,500	$1,500	$1,500	$1,500	$0
Total Event Insurance Expense	**$34,500**	$1,500	$1,500	$1,500	$0	$1,500	$1,500	$24,000	$3,000	$0

Estimated Event Insurance Expenses - Drag Strip

	Total Expenses	Regional Event 1	Regional Event 2	Classic Cars	Weekly Series	Test & Tune
Annual Events		1	1	1	25	25
Insurance Cost Per Event		$1,500	$1,500	$1,250	$1,000	$750
Total Event Insurance Expense	**$48,000**	$1,500	$1,500	$1,250	$25,000	$18,750

Estimated Event Insurance Expenses - Road Course

	Total Expenses	SCCA	Vintage Cars
Annual Events		1	1
Insurance Cost Per Event		$3,000	$3,000
Total Insurance Expense	**$6,000**	$3,000	$3,000

Updated Financial Estimates

Event Advertising Expenses

Estimated Event Advertising Expenses - Dirt Track

	Total Expenses	WoO	DIRT	MACS	USAC Midgets	Big Kahuna	Western Maryland Nationals	Weekly Racing Series	Demolition Derby	Car Shows
Annual Events		1	1	1	0	1	1	16	2	2
Advertising Cost Per Event		$5,000	$5,000	$5,000	n/a	$5,000	$5,000	$2,500	$1,000	$1,000
Total Event Advertising Expense	**$69,000**	$5,000	$5,000	$5,000	$0	$5,000	$5,000	$40,000	$2,000	$2,000

Estimated Event Advertising Expenses - Drag Strip

	Total Expenses	Regional Event 1	Regional Event 2	Classic Cars	Weekly Series	Test & Tune
Annual Events		1	1	1	25	25
Advertising Cost Per Event		$4,000	$4,000	$3,000	$2,000	$1,000
Total Event Advertising Expense	**$86,000**	$4,000	$4,000	$3,000	$50,000	$25,000

Estimated Event Advertising Expenses - Road Course

	Total Expenses	SCCA	Vintage Cars
Annual Events		1	1
Event Expenses Per Event		$5,000	$5,000
Total Other Event Expense	**$10,000**	$5,000	$5,000

Updated Financial Estimates

Other Event Expenses

Estimated Other Event Expenses - Dirt Track

	Total Expenses	WoO	DIRT	MACS	USAC Midgets	Big Kahuna	Western Maryland Nationals	Weekly Racing Series	Demolition Derby	Car Shows
Annual Events		1	1	1	0	1	1	16	2	2
Event Expenses Per Event		$2,000	$2,000	$2,000	$2,000	$2,000	$2,000	$1,500	$1,500	$1,000
Total Other Event Expense	**$47,000**	$2,000	$2,000	$2,000	$0	$6,000	$4,000	$24,000	$3,000	$4,000

Estimated Other Event Expenses - Drag Strip

	Total Expenses	Regional Event 1	Regional Event 2	Classic Cars	Weekly Series	Test & Tune
Annual Events		1	1	1	25	25
Event Expenses Per Event		$2,000	$2,000	$2,000	$1,500	$1,000
Total Other Event Expense	**$68,500**	$2,000	$2,000	$2,000	$37,500	$25,000

Estimated Other Event Expenses - Road Course

	Total Expenses	SCCA	Vintage Cars
Annual Events		1	1
Event Expenses Per Event		$7,500	$5,000
Total Other Event Expense	**$37,500**	$22,500	$15,000

Updated Financial Estimates

Overhead Expenses

Estimated Overhead Expenses

Expense Type	Dirt Track	Drag Strip	Road Course	Combined
Salaries, wages & benefits	160,000	160,000	630,000	950,000
Utilities	30,000	30,000	50,000	110,000
Repairs & maintenance	100,000	85,000	350,000	535,000
Materials & supplies	75,000	65,000	75,000	215,000
General & administrative	60,000	50,000	250,000	360,000
Total expenses	$425,000	$390,000	$1,355,000	$2,170,000

- **Reduced salaries expense estimate for road course due to scaled down building program and reduction in major events.**

Updated Financial Estimates

Estimated Financial Operating Results

Estimated Financial Operating Results

	Updated Estimates				Original Study Estimates		
	Dirt Track	Drag Strip	Road Course	Combined	Dirt Track	Road Course	Combined
Revenues							
Gate Receipts	$843,000	$606,000	$207,000	$1,656,000	$768,000	$1,632,000	$2,400,000
Rental Revenue	0	0	1,125,000	1,125,000	0	938,000	938,000
Entry Fees/Pit Passes	183,000	156,000	0	339,000	147,000	0	147,000
Event Sponsorships	66,000	57,000	36,000	159,000	66,000	90,000	156,000
Concessions	173,000	134,000	150,000	457,000	135,000	296,000	431,000
Merchandise	18,000	12,000	13,000	43,000	13,000	27,000	40,000
Advertising & Signage	100,000	75,000	150,000	325,000	100,000	150,000	250,000
Total revenues	$1,383,000	$1,040,000	$1,681,000	$4,104,000	$1,229,000	$3,133,000	$4,362,000
Expenses							
Event Expenses	$547,000	$355,000	$144,000	$1,046,000	$530,000	$709,000	$1,239,000
Salaries, wages & benefits	160,000	160,000	630,000	950,000	160,000	750,000	910,000
Utilities	30,000	30,000	50,000	110,000	30,000	50,000	80,000
Repairs & maintenance	100,000	85,000	350,000	535,000	100,000	400,000	500,000
Materials & supplies	75,000	65,000	75,000	215,000	75,000	75,000	150,000
General & administrative	60,000	50,000	250,000	360,000	60,000	300,000	360,000
Total expenses	$972,000	$745,000	$1,499,000	$3,216,000	$955,000	$2,284,000	$3,239,000
Operating Income (Loss)	$411,000	$295,000	$182,000	$888,000	$274,000	$849,000	$1,123,000

Updated Economic Impact Estimates

Updated Assumptions

- **Spending estimates on original study based solely on results of surveys of Speedway patrons.**
- **Estimates revised based on experience in other markets, which indicated that spending levels could be higher, particularly among non-local visitors:**
- **Reduced average persons per room from 2.0 to 1.5**
- **Increased estimated daily spending on food & beverage and retail by overnight attendees and personnel.**

Out of Facility Spending Assumptions

	Per Capita Spending			
	Event Attendees		Event Personnel	
Spending Type	**Non-Overnight**	**Overnight**	**Non-Overnight**	**Overnight**
Hotels				
% Staying in Hotel	0%	25%	0%	90%
Persons Per Room	n/a	1.5	n/a	1.5
Average Hotel Rate	n/a	$80.00	n/a	$80.00
Per Capita Hotel Spending	$0.00	$13.33	$0.00	$48.00
Food & Beverage	15.00	30.00	15.00	30.00
Retail	10.00	20.00	10.00	20.00
Entertainment	10.00	15.00	10.00	15.00
Total	**$35.00**	**$78.33**	**$35.00**	**$113.00**
Percent of Spending within Maryland		85%		
Percent of Spending within Allegany County		60%		

Updated Economic Impact Estimates

Estimated Direct Spending

Summary of Direct Spending
Associated with Speedway Operations

	Updated Estimates				Original Study Estimates		
	Dirt Track	Drag Strip	Road Course	Total	Dirt Track	Road Course	Total
Gross Spending							
Commercial Sports	$1,191,000	$894,000	$1,518,000	$3,603,000	$1,080,000	$2,810,000	$3,890,000
Hotel	386,000	376,000	782,000	1,544,000	290,000	751,000	1,041,000
Food and Beverage	1,672,000	1,374,000	1,264,000	4,310,000	1,341,000	2,319,000	3,660,000
Retail	917,000	752,000	656,000	2,325,000	771,000	1,256,000	2,027,000
Entertainment	709,000	594,000	489,000	1,792,000	709,000	1,122,000	1,831,000
Total	**$4,875,000**	**$3,990,000**	**$4,709,000**	**$13,574,000**	**$4,191,000**	**$8,258,000**	**$12,449,000**
New Spending (State)							
Commercial Sports	$834,000	$626,000	$1,063,000	$2,523,000	$756,000	$1,967,000	$2,723,000
Hotel	232,000	232,000	479,000	943,000	174,000	463,000	637,000
Food and Beverage	1,042,000	860,000	800,000	2,702,000	835,000	1,467,000	2,302,000
Retail	556,000	459,000	403,000	1,418,000	467,000	768,000	1,235,000
Entertainment	423,000	358,000	295,000	1,076,000	423,000	674,000	1,097,000
Total	**$3,087,000**	**$2,535,000**	**$3,040,000**	**$8,662,000**	**$2,655,000**	**$5,339,000**	**$7,994,000**
New Spending (County)							
Commercial Sports	$953,000	$715,000	$1,214,000	$2,882,000	$864,000	$2,248,000	$3,112,000
Hotel	187,000	185,000	382,000	754,000	140,000	368,000	508,000
Food and Beverage	942,000	770,000	731,000	2,443,000	753,000	1,354,000	2,107,000
Retail	469,000	382,000	338,000	1,189,000	391,000	649,000	1,040,000
Entertainment	341,000	287,000	237,000	865,000	341,000	541,000	882,000
Total	**$2,892,000**	**$2,339,000**	**$2,902,000**	**$8,133,000**	**$2,489,000**	**$5,160,000**	**$7,649,000**

Note: New spending represents spending taking place within the State or County by non-State or County residents.

Updated Economic Impact Estimates

Estimated Economic Impacts

Summary of Estimated Economic Impacts

	Updated Estimates				Original Study Estimates		
	Dirt Track	Drag Strip	Road Course	Total	Drag Strip	Road Course	Total
Gross Impacts							
Direct Spending	$4,875,000	$3,990,000	$4,709,000	$13,574,000	$4,191,000	$8,258,000	$12,449,000
Output	$7,398,000	$6,043,000	$7,101,000	$20,542,000	$6,371,000	$12,546,000	$18,917,000
Jobs	140	110	130	380	120	230	350
Earnings	$2,510,000	$2,057,000	$2,401,000	$6,968,000	$2,151,000	$4,199,000	$6,350,000
Net New (State)							
Direct Spending	$3,087,000	$2,535,000	$3,040,000	$8,662,000	$2,655,000	$5,339,000	$7,994,000
Output	$4,689,000	$3,843,000	$4,590,000	$13,122,000	$4,039,000	$8,117,000	$12,156,000
Jobs	100	60	80	240	70	150	220
Earnings	$1,584,000	$1,303,000	$1,545,000	$4,432,000	$1,358,000	$2,705,000	$4,063,000
Net New (County)							
Direct Spending	$2,892,000	$2,339,000	$2,902,000	$8,133,000	$2,489,000	$5,160,000	$7,649,000
Output	$4,400,000	$3,554,000	$4,397,000	$12,351,000	$3,793,000	$7,868,000	$11,661,000
Jobs	70	40	80	190	40	140	180
Earnings	$1,473,000	$1,194,000	$1,463,000	$4,130,000	$1,264,000	$2,594,000	$3,858,000

Updated Economic Impact Estimates

Estimated Fiscal Impacts

Summary of Estimated Fiscal Impacts

	Updated Estimates				Original Study Estimates		
	Dirt Track	Drag Strip	Road Course	Total	Dirt Track	Road Course	Total
State Sales Tax	$196,000	$164,000	$175,000	$535,000	$166,000	$299,000	$465,000
State Income Tax	113,000	93,000	108,000	314,000	97,000	189,000	286,000
County Hotel/Motel Tax	19,000	18,000	38,000	75,000	14,000	36,000	50,000
County Admission/Amusement Tax	63,000	45,000	16,000	124,000	58,000	122,000	180,000

Updated Economic Impact Estimates

Estimated *Incremental* Economic Impacts

Summary of Estimated Incremental Economic Impacts

	Updated Estimates			Original Study Estimates		
	Existing Speedway	Proposed Complex	Incremental Impact	Existing Speedway	Proposed Complex	Incremental Impact
Gross Impacts						
Direct Spending	$4,032,000	$13,574,000	$9,542,000	$3,532,000	$12,449,000	$8,917,000
Output	$6,112,000	$20,542,000	$14,430,000	$5,366,000	$18,917,000	$13,551,000
Jobs	110	380	270	100	350	250
Earnings	$2,080,000	$6,968,000	$4,888,000	$1,813,000	$6,350,000	$4,537,000
Net New (State)						
Direct Spending	$2,545,000	$8,662,000	$6,117,000	$2,236,000	$7,994,000	$5,758,000
Output	$3,861,000	$13,122,000	$9,261,000	$3,400,000	$12,156,000	$8,756,000
Jobs	70	240	170	60	220	160
Earnings	$1,309,000	$4,432,000	$3,123,000	$1,144,000	$4,063,000	$2,919,000
Net New (County)						
Direct Spending	$2,370,000	$8,133,000	$5,763,000	$2,097,000	$7,649,000	$5,552,000
Output	$3,603,000	$12,351,000	$8,748,000	$3,195,000	$11,661,000	$8,466,000
Jobs	70	190	120	60	180	120
Earnings	$1,210,000	$4,130,000	$2,920,000	$1,065,000	$3,858,000	$2,793,000

Updated Economic Impact Estimates

Estimated *Incremental* Fiscal Impacts

Summary of Estimated Incremental Fiscal Impacts

	Updated Estimates			Original Study Estimates		
	Existing Speedway	Proposed Complex	Incremental Impact	Existing Speedway	Proposed Complex	Incremental Impact
State Sales Tax	$165,000	$535,000	$370,000	$140,000	$465,000	$325,000
State Income Tax	94,000	314,000	220,000	82,000	286,000	204,000
County Hotel/Motel Tax	17,000	75,000	58,000	13,000	50,000	37,000
County Admission/Amusement Tax	44,000	124,000	80,000	44,000	180,000	136,000

Market, Financial and Economic Impact Analysis

related to

Potential Allegany County Speedway Improvements

Presented to:

The Maryland Stadium Authority

Presented by:

January 24, 2006

January 24, 2006

Mr. Gary McGuigan
Project Executive
Maryland Stadium Authority
333 West Camden Street, Suite 500
Baltimore, MD 21201

Dear Mr. McGuigan:

We have completed the market, financial and economic impact analysis related to potential renovations and enhancements at the Allegany County Speedway. The attached report summarizes the study's research and analyses, and is intended to assist the Maryland Stadium Authority ("the Authority") in the planning activities associated with potential Speedway improvements and should not be used for any other purposes.

The information contained in this report is based on estimates, assumptions and other information developed from research of the market, knowledge of the public assembly facility industry and other factors, including certain information you have provided. All information provided to us by others was not audited or verified and was assumed to be correct. Because procedures were limited, we express no opinion or assurances of any kind on the achievability of any projected information contained herein and this report should not be relied upon for that purpose. Furthermore, there will be differences between projected and actual results. This is because events and circumstances frequently do not occur as expected, and those differences may be material. We have no responsibility to update this report for events and circumstances occurring after the date of this report.

We sincerely appreciate the opportunity to assist you with this project, and would be pleased to be of further assistance in the interpretation and application of the study's findings.

Very truly yours,

CSL International

CSL International

Conventions, Sports & Leisure International
1907 East Wayzata Boulevard ● Wayzata, MN 55391 ● Telephone: 952.476.5900 ● Facsimile: 952.476.0005

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Executive Summary

The Maryland Stadium Authority ("the Authority") and Allegany County are considering various renovation and development options at the Allegany County Speedway ("the Speedway") to improve the Speedway's ability to attract events and spectators and generate additional economic impacts for the region. Potential upgrades could include a renovation of the existing dirt track, including improvements to the racing surface, additional grandstand seating and the addition of luxury suites or other such premium seating offerings. Other potential development components could include a ½-mile paved oval racetrack, a 1/8-mile drag strip and/or a 1.25-mile road course.

In order to evaluate the potential development options, the Authority commissioned CSL International ("CSL") to study the market and financial feasibility of the proposed development options, and to estimate the economic impact that could result from the operations of an improved Speedway complex. The scope of the analyses completed by CSL included the following key tasks:

- Assembled and analyzed key operating issues related to the development of the proposed motorsports park;
- Assembled and analyzed information related to the local and regional market, including information on local and regional demographics, the local economy and other entertainment options present in the market;
- Analyzed the potential event mix for each potential development component utilizing a number of research methods, including historical event levels at the Speedway, interviews with sanctioning bodies and event organizers, events held at comparable facilities, the results of the aforementioned analyses and various other techniques;
- Developed recommendations regarding the development components that should be incorporated into the proposed Speedway improvement project;
- Developed a financial model based on the estimated levels of utilization and patron spending derived from the market analysis, comparable facility analysis and other information pertaining to Allegany County; and,
- Estimated the economic and fiscal impacts that could result from the operations of the potential development components.

The following summary focuses on the study methods and results of the research and analyses conducted by CSL, and is presented to the Authority in order to assist in making informed decisions with regard to the future of the Speedway. As this section is only a summary of the study's findings, the full report should be read in its entirety to ensure that all study methods, assumptions and analyses are considered.

Local Market Analysis

A local market analysis was conducted to provide background information on the Cumberland area's economy, employment, demographics and existing entertainment options. It is important to gain an understanding of these characteristics to provide insight as to the support that could be expected from the regional community for the proposed renovated speedway. Exhibit ES-1 presents a summary of key demographic information for the Allegany County region.

Exhibit ES-1
Cumberland Demographic Overview

	CBSA	50-Mile Radius	100-Mile Radius	U.S.
2005 Population	100,000	672,000	6,688,000	292,937,000
2010 Population	99,000	697,000	7,011,000	307,116,000
CAGR 2005 - 2010	-0.2%	0.7%	0.9%	0.9%
Median Age	39.7	39.9	38.9	36.0
Median HH Income	$34,700	$38,400	$50,200	$46,500
Corporate Inventory (1)	228	n/a	n/a	n/a

(1) Corporate headquarters and branches with at least 25 employees.
Source: Claritas, Inc; Dun & Bradstreeet
CAGR = Compound Annual Growth Rate

- The population of the Cumberland Core Based Statistical Area (CBSA) is projected to decline slightly over the next five years. However, there is a strong population base within 50 and 100 miles of Cumberland, and the population growth within these radii is projected to grow at a rate similar to the national average over the next five years.
- The relatively high median age of the Cumberland area populace, along with the moderate population decline experienced in the area in recent years, indicates that Cumberland may be a relatively mature market. As such, the ability of the Speedway to grow its base of potential patrons may depend on its ability to draw from a wider market area and to take advantage of the area's growing tourism industry by attracting non-local visitors to Speedway events.
- While household income levels in the Cumberland market area are generally lower than the national average, the Cumberland region is a relatively inexpensive area in which to live.
- Competition for the sports spending of area residents is limited to various high school and lower division collegiate athletic events. However, professional sports options in the Pittsburgh, Baltimore and Washington markets could present some level of competition with events held at the Speedway.

Competitive Facility Analysis

Several existing motosports facilities in the region could compete for the spending of regional motorsports enthusiasts. Exhibit ES-2 presents a summary of motorsports facilities currently operating within 150 miles of Cumberland.

Exhibit ES-2
Summary of Competitive Motorsports Facilities

Facility Type	Inventory Within 150 Miles	Nearest Competitor	Location	Distance From Cumberland
Dirt Oval	29	Bedford Speedway	Bedford, PA	30
Asphalt Oval	4	Jennerstown Speedway	Jennerstown, PA	50
Drag Strip	5	Mason-Dixon Dragway	Hagerstown, MD	65
Road Course	1	Summit Point Raceway	Charles Town, WV	95

- Several dirt tracks are currently operating within a 150 mile radius of the Allegany County Speedway, which appears to indicate a strong history of support for dirt track racing in the region. However, these speedways could compete with the Allegany County Speedway for the entertainment spending of area motorsports enthusiasts. The high number of dirt tracks in the region could indicate that there is a strong existing population of existing dirt track cars and racers in the region.
- While dirt tracks are common in the region, only four asphalt tracks are currently operating within 150 miles of Cumberland. The addition of a new asphalt track in Allegany County could be mutually beneficial to the Speedway and other surrounding asphalt tracks in terms of building a larger base of asphalt race cars and drivers in the region. However, due to the prevalence of dirt tracks in the area, there may still not be enough drivers to field competitive races on a regular basis.
- Currently, five drag strips are operating within 150 miles of the Allegany County Speedway. Drag strips typically compete with other drag venues within a 100 mile radius. Therefore, the Mason-Dixon Dragway in Hagerstown would likely serve as the primary competition for the proposed drag strip.
- The Summit Point Raceway in Charles Town, West Virginia, is the only permanent road course currently operating within 150 miles of Allegany County. The Raceway would likely compete directly with a road course in Allegany County for major events seeking a venue in the region, as well as for utilization by regional car clubs and other such organizations

Comparable Facility Analysis

A comparable facility analysis was conducted to provide information on a number of existing dirt oval, asphalt oval, drag strip and road course racing venues. Through research of existing facility databases, information received from various publications and discussions with facility management, information was gathered on the venues, including physical amenities, event and attendance levels, VIP and hospitality offerings and other such information. Exhibit ES-3 summarizes the key physical and operational characteristics of the comparable speedways included in the analysis.

Exhibit ES-3
Summary of Comparable Speedways

Facility	Location	Track Length	Capacity	2005 Event Days
Dirt Oval Tracks				
Eldora Speedway	Rossburg, OH	1/2-mile	16,000	29
Virginia Motor Speedway	Saluda, VA	1/2-mile	5,700	24
Lernerville Speedway	Sarver, PA	1/2-mile	12,000	32
Sharon Speedway	Hartford, OH	3/8-mile	7,500	26
Asphalt Oval Tracks				
Jennerstown Speedway	Jennerstown, PA	.588-mile	8,000	20
Hawkeye Downs Speedway	Cedar Rapids, IA	1/2-mile	8,000	21
Old Dominion Speedway	Manassas, VA	3/8-mile	6,000	30
Drag Strips				
Old Dominion Speedway	Manassas, VA	1/8-mile	1,200	38
Brainerd International Raceway	Brainerd, MN	1/4-mile	30,000	38
Mason-Dixon Dragway	Hagerstown, MD	1/4-mile	NA	75
Road Courses				
Brainerd International Raceway	Brainerd, MN	3.0 miles	n/a	26
Virginia International Raceway	Alton, VA	2.25, 1.65, 1.1 miles	n/a	27
Barber Motorsports Park	Leeds, AL	2.3 miles	n/a	18
Mid-Ohio Sports Car Course	Lexington, OH	2.25, 2.4 miles	n/a	22

Note: Road course event totals exlude private rentals, driving schools and other non-spectator events.

- The operations of dirt and asphalt oval courses are relatively similar. Tracks of both surface types typically operate a weekly racing series and host occasional special events by touring racing organizations. However, each surface accommodates different types of cars, precluding a single car from driving on both dirt and asphalt surfaces. Therefore, drivers must choose to build and race either a dirt or asphalt car.
- The racing schedules of dirt and asphalt tracks analyzed include a similar number of race days, indicating that total utilization of an asphalt track at the Speedway would likely be consistent with the existing dirt track.
- Like oval tracks, drag strips typically operate weekly racing series and occasionally host races featuring touring drag racing organizations. Some drag strips have generated additional utilization by offering public test and tune sessions in which amateur car enthusiasts can race and test their vehicles.

- Road courses generally focus primarily on renting the track to various car clubs and other such organizations, with occasional spectator events. Because road courses are generally in operation throughout the week and require relatively high staffing levels, they tend to be significantly more expensive to operate than oval tracks or drag strips.

Market Demand and Building Program Analysis

A variety of factors were analyzed in order to gauge the ability of the various development options to attract events and patrons, including:

- Event levels and physical characteristics of comparable venues;
- The level of competition present in the Cumberland region;
- Interviews with a variety of racing leagues, sanctioning bodies, car clubs and other such organizations; and,
- Telephone surveys of area residents and patron intercept surveys of current Speedway event attendees.

The following is a summary of the key findings of the market demand and building program analysis:

Renovated Dirt Track

- A number of factors indicate that improvements to the existing dirt track could represent an appropriate development option:
    - Increasing the Speedway's ability to generate revenue could allow it to offer higher purse payouts to attract more prestigious events.
    - Retaining the dirt track would allow the Speedway to build on the current fan and driver base for dirt track racing, rather than building a new fan base for asphalt track racing.
    - Survey respondents showed the highest level of interest in attending events at a renovated dirt track.
- Representatives of various racing sanctioning bodies indicated an interest in bringing higher levels of racing to an improved dirt track compared to the special events historically hosted by the existing track. These more prestigious events could have a greater appeal to casual race fans in the region.
- Specific improvements that could maximize special event utilization include an improved racing surface and enhanced safety features. In addition, improvements to fan amenities such as VIP boxes, hospitality areas, concessions and merchandise stands, restrooms and seat comfort could increase attendance levels and revenues.

Asphalt Track

- An asphalt track would be unlikely to attract major NASCAR or IRL races, but could attract lower-tier racing events.
- An asphalt track would likely need to develop a largely new fan base, as current dirt track fans may not be interested in asphalt track events. Similarly, an asphalt track would need to develop and attract a base of drivers who race cars built for asphalt rather than dirt.
- Due to the difficulties associated with establishing new fan and driver bases, the costs associated with constructing an asphalt track and the general downward trend in the short track asphalt racing industry in recent years, the development of an asphalt track may not represent the most appropriate allocation of resources for the proposed Speedway improvements.

Drag Strip

- Drag racing sanctioning bodies indicated limited interest in bringing events to a drag strip in Allegany County.
- Car counts and attendance levels at regional drag strips have declined in recent years.
- Due to these factors, along with competition from existing drag strips located in closer proximity to the Pittsburgh, Baltimore and Washington markets, a drag strip in Allegany County may be unable to sustain adequate driver counts and attendance levels. Therefore, the development of a drag strip may not represent an appropriate development option at this time.

Road Course

- Several sanctioning bodies indicated an interest in bringing special events to the proposed road course. The ability to attract major events would depend on the ability of the Speedway and the greater Cumberland community to accommodate the large number of participants and attendees associated with these events.
- Representatives of regional car clubs indicated a strong level of interest in renting the proposed road course for various events. Car club events could attract a significant number of non-local visitors to Allegany County throughout the course's operating season.
- Additional road course utilization could be derived from private driving schools and competitions.

- The development of a road course could represent a more appropriate allocation of project funds than the development of an asphalt oval track or a drag strip. However, this development option would require a new operating structure to appropriately staff and maintain the complex.

Summary

- Based on the result of the market demand analysis, event and attendance estimates were developed for a renovated dirt track at the Speedway. Exhibit ES-4 summarizes these estimates.

Exhibit ES-4
Summary of Estimated Events and Attendance
Renovated Dirt Track

Event Type	Annual Events	Days/ Event	Total Event Days	Daily Attendance	Total Annual Attendance
World of Outlaws	1	1	1	4,000	4,000
DIRT Motorsports	1	1	1	4,000	4,000
MACS	1	1	1	3,500	3,500
USAC Midgets	1	1	1	3,000	3,000
Big Kahuna	1	3	3	2,500	7,500
Western MD Nat'ls	1	2	2	2,500	5,000
Weekly Series Races	18	1	18	1,500	27,000
Demolition Derby	2	1	2	1,000	2,000
Car Shows	2	2	4	1,000	4,000
Total	**28**		**33**		**60,000**

- A renovated dirt track is estimated to host approximately 33 event days annually, with total attendance approximating 60,000 attendees. It should be noted that full time track management may be required to achieve these event and attendance levels.
- Event and attendance estimates were also developed for a scenario including a renovation of the existing dirt track and the development of a new road course. The presence of a road course could have a slight adverse effect on the operations of the oval track, as a major event held at the road course could require the entire complex to accommodate the parking, camping and other needs of road course event attendees. Exhibit ES-5 summarizes the event and attendance estimates developed for a scenario in which a renovated dirt track and a new road course are developed.

Exhibit ES-5
Summary of Estimated Events and Attendance
Renovated Dirt Track & New Road Course

Event Type	Annual Events	Days/ Event	Total Event Days	Daily Attendance	Total Annual Attendance
Dirt Track					
World of Outlaws	1	1	1	4,000	4,000
DIRT Motorsports	1	1	1	4,000	4,000
MACS	1	1	1	3,500	3,500
Big Kahuna	1	3	3	2,500	7,500
Western MD Nat'ls	1	2	2	2,500	5,000
Weekly Series Races	16	1	16	1,500	24,000
Demolition Derby	2	1	2	1,000	2,000
Car Shows	2	2	4	1,000	4,000
Total	**25**		**30**		**54,000**
Road Course					
ALMS	1	4	4	15,000	60,000
Formula USA	1	3	3	3,000	9,000
CCS	1	2	2	1,000	2,000
Rentals	125	1	125	150	18,750
Total	**128**		**134**		**89,750**

- The proposed road course is estimated to be utilized for approximately 134 days per year, including 125 days of track rentals. Total road course attendance is estimated to approximate 90,000 spectators and participants.
- The presence of a road course is estimated to result in one fewer special event weekend and two fewer weekly series racing events each year at the dirt track.

Financial Analysis

A financial analysis was conducted to provide estimates related to the potential operating results of a renovated and expanded Allegany County Speedway. Because facility design, configuration and cost estimates for the proposed development have not yet been completed, the assumptions used in this analysis are based on the results of the market analysis, industry trends, knowledge of the marketplace, historical Speedway operations and financial results from comparable motorsports facilities. Using this information, an evaluation of the potential operating results was developed under the development scenarios and related range of event and attendance levels developed in the market demand and building program analysis. Exhibit ES-6 summarizes the estimated financial operations of each potential development scenario.

Exhibit ES-6
Estimated Financial Operating Results

	Stand-Alone Dirt Track	Dirt Track and Road Course: Dirt Track	Dirt Track and Road Course: Road Course	Dirt Track and Road Course: Combined
Revenues				
Gate Receipts	$843,000	$768,000	$1,632,000	$2,400,000
Rental Revenue	0	0	938,000	938,000
Entry Fees/Pit Passes	159,000	147,000	0	147,000
Event Sponsorships	76,000	66,000	90,000	156,000
Concessions	150,000	135,000	296,000	431,000
Merchandise	14,000	13,000	27,000	40,000
Advertising & Signage	100,000	100,000	150,000	250,000
Total revenues	$1,342,000	$1,229,000	$3,133,000	$4,362,000
Expenses				
Event Expenses	$589,000	$530,000	$709,000	$1,239,000
Salaries, wages & benefits	200,000	160,000	750,000	910,000
Utilities	30,000	30,000	50,000	80,000
Repairs & maintenance	100,000	100,000	400,000	500,000
Materials & supplies	75,000	75,000	75,000	150,000
General & administrative	80,000	60,000	300,000	360,000
Total expenses	$1,074,000	$955,000	$2,284,000	$3,239,000
Operating Income (Loss)	$268,000	$274,000	$849,000	$1,123,000

- It is estimated that a renovated dirt track at the Allegany County Speedway could generate approximately $1.3 million in annual revenues and incur approximately $1.1 million in annual expenses, resulting in a net operating income of approximately $268,000 per year.
- A combined dirt track and road course complex is estimated to generate approximately $4.4 million in annual revenues and $3.2 million in annual expenses, generating an estimated net operating income of approximately $1.1 million per year.
- It should be noted that the estimates presented herein do not include payments related to potential debt service or any contributions to a capital reserve fund.
- This presentation is designed to assist in estimating the financial operations of the Speedway. Therefore, this analysis may not be useful for any other purpose.
- The assumptions disclosed herein are not all inclusive, but are those deemed significant to the operations of the facility. However, there will be differences between estimated and actual results, due to the fact that events and circumstances frequently do not occur as expected, and these differences may be material.
- As is the case in all studies of this type, the estimated results are based on competent and efficient facility management and assume that no significant changes in the various event markets will occur beyond those set forth in this report.

Economic Impact Analysis

Estimates were developed concerning the economic and fiscal impacts the operations of a renovated and expanded Speedway could have on the Cumberland market area. The following is a summary of the key findings of the economic impact analysis.

- Fan intercept surveys were conducted to collect information on the origin and spending patterns of Speedway event attendees. The following is a summary of the key survey results:
    - Approximately 31 percent of fan intercept survey respondents reside within Maryland, including 20 percent residing in Allegany County. The Speedway draws a significant percentage of event attendees from neighboring states.
    - Approximately 35 percent of event attendees indicated that they made an overnight stay during their visit to the area, the majority of whom camped at the Fairgrounds.
    - The average event attendee spends an estimated $39 outside of the Speedway during their visit, including $12 spent at retail stores, $11 spent at bars and clubs and $16 spent at restaurants.
- Based on the fan intercept survey results, the event and attendance estimates developed for this analysis, the estimated in-facility and out-of-facility spending by event attendees and participants and other such factors, the direct spending and resulting economic impacts resulting from Speedway operations were estimated.
- Economic impacts were estimated in terms of "gross" and "net new" impacts. Gross impacts represent total spending and impacts generated by Speedway operations. Net new impacts represent new spending and impacts generated within Maryland/Allegany County by non-State or County residents.
- The economic impacts currently generated by the existing Speedway were also estimated based on 2005 event and attendance levels.
- Exhibit ES-7 summarizes the estimated economic impacts that could be generated by an improved stand-alone dirt track or an improved dirt track operating in conjunction with a new road course at the Speedway. The exhibit also summarizes the incremental impacts in comparison to the impacts currently estimated to be generated by the existing Speedway.

Exhibit ES-7
Summary of Estimated Incremental Economic Impacts

	Existing Speedway	Stand-Alone Dirt Track	Incremental Impact	Dirt Track & Road Course	Incremental Impact
Gross Impacts					
Direct Spending	$3,532,000	$4,637,000	$1,105,000	$12,449,000	$8,917,000
Output	$5,366,000	$7,047,000	$1,681,000	$18,917,000	$13,551,000
Jobs	100	130	30	350	250
Earnings	$1,813,000	$2,381,000	$568,000	$6,350,000	$4,537,000
Net New (State)					
Direct Spending	$2,236,000	$2,936,000	$700,000	$7,994,000	$5,758,000
Output	$3,400,000	$4,467,000	$1,067,000	$12,156,000	$8,756,000
Jobs	60	90	30	220	160
Earnings	$1,144,000	$1,503,000	$359,000	$4,063,000	$2,919,000
Net New (County)					
Direct Spending	$2,097,000	$2,748,000	$651,000	$7,649,000	$5,552,000
Output	$3,195,000	$4,189,000	$994,000	$11,661,000	$8,466,000
Jobs	60	60	0	180	120
Earnings	$1,065,000	$1,396,000	$331,000	$3,858,000	$2,793,000

- A stand-alone dirt track is estimated to generate approximately $4.6 million in direct spending, representing aproximately $1.1 million in incremental direct spending compared to the existing facility.
- This level of direct spending could generate approximately $7.0 in total output and $2.4 million in earnings on an annual basis, and could aid in supporting approximately 130 full- and part-time jobs. These impacts would represent approximately $1.7 million in incremental output and $568,000 in incremental earnings, supporting 30 additional jobs as compared to the existing Speedway.
- A combined dirt track and road course complex is estimated to generate approximately $12.4 million in annual direct spending, an increase of approximately $8.9 million over the direct spending estimated to be generated by the existing Speedway.
- The direct spending associated with a combined dirt track and road course is estimated to generate approximately $18.9 million in output, and could support 350 jobs resulting in approximately $6.4 million in gross earnings. In terms of incremental impacts, a combined dirt track and road course could generate approximately $13.6 million in incremental output and $4.5 million in incremental earnings, supporting 250 additional jobs.
- In addition to these economic impacts, the operations of a renovated Speedway could generate various State and local tax revenues. These revenues were estimated based on the following tax rates:
    - State sales tax rate of 5.0 percent, with no local sales taxes;
    - State income tax of 4.5 percent of total earnings;
    - County hotel/motel tax of 8.0 percent; and,
    - County admissions/amusement tax of 7.5 percent.

- Exhibit ES-8 summarizes the gross and incremental fiscal impacts that could be generated by each potential development option.

Exhibit ES-8
Summary of Estimated Incremental Fiscal Impacts

	Existing Speedway	Stand-Alone Dirt Track	Incremental Impact	Dirt Track & Road Course	Incremental Impact
State Sales Tax	$140,000	$184,000	$44,000	$465,000	$325,000
State Income Tax	82,000	107,000	25,000	286,000	204,000
County Hotel/Motel Tax	13,000	15,000	2,000	50,000	37,000
County Admission/Amusement Tax	44,000	63,000	19,000	180,000	136,000

- The operations of a renovated dirt track are estimated to generate approximately $291,000 in State sales and income taxes annually, an increase of approximately $69,000 compared to historical Speedway operations. Similarly, the operations of a renovated dirt track are estimated to generate approximately $78,000 in County hotel/motel and admissions/amusement taxes, of which approximately $21,000 is estimated to consist of incremental revenue.
- The combined operations of a dirt track and a road course could generate approximately $751,000 in State taxes annually, including $529,000 in incremental revenues. It is estimated that a dirt track and road course could generate approximately $230,000 in County taxes on an annual basis, of which approximately $173,000 could represent incremental tax revenue.

In addition to quantifiable economic and fiscal impacts, the presence of a renovated Speedway could result in several additional benefits to the Allegany County area that cannot be quantified. Important potential qualitative benefits for the area include:

- Enhancing community pride, self image, exposure, and reputation;
- Enhancing economic growth and ancillary private sector development spurred by the operations and activities associated with the Speedway;
- Diversifying consumer-oriented activities for families in the area attending events; and,
- Creating new advertising opportunities for local businesses.

1.0 Introduction

The Allegany County Speedway ("the Speedway") currently consists of a 5/8-mile dirt oval racetrack with grandstand seating for up to 4,000 spectators. While the Speedway has been successful in sustaining weekly racing since 1991, the basic level of fan amenities associated with the facility limits the extent to which it can draw major events to the Cumberland market.

In order to improve the Speedway's ability to attract events and spectators and generate additional economic impacts for the region, the Maryland Stadium Authority ("the Authority") and Allegany County are considering various renovation and development options at the Speedway. Potential upgrades could include a renovation of the existing dirt track, including improvements to the racing surface, additional grandstand seating and the addition of luxury suites or other such premium seating offerings. Other potential development components could include a ½-mile paved oval racetrack, a 1/8-mile drag strip and/or a 1.25-mile road course.

In order to evaluate the potential development options, the Authority commissioned CSL International ("CSL") to study the market and financial feasibility of the proposed development options, and to estimate the economic impact that could result from the operations of an improved Speedway complex. The scope of the analyses completed by CSL included the following key tasks:

- Assembled and analyzed key operating issues related to the development of the proposed motorsports park;
- Assembled and analyzed information related to the local and regional market, including information on local and regional demographics, the local economy and other entertainment options present in the market;
- Analyzed the potential event mix for each potential development component utilizing a number of research methods, including historical event levels at the Speedway, interviews with sanctioning bodies and event organizers, events held at comparable facilities, the results of the aforementioned analyses and various other techniques;
- Developed recommendations regarding the development components that should be incorporated into the proposed Speedway improvement project;
- Developed a financial model based on the estimated levels of utilization and patron spending derived from the market analysis, comparable facility analysis, and other information pertaining to Allegany County; and,
- Estimated the economic and fiscal impacts that could result from the operations of the potential development components.

1.0 Introduction

The following report focuses on the study methods and results of the aforementioned research and analyses, and is presented to the Authority in order to assist in making informed decisions with regard to the future of the Allegany County Speedway. The report is divided into the following sections:

Executive Summary
1.0 Introduction
2.0 Local Market Analysis
3.0 Competitive Facility Analysis
4.0 Comparable Facility Analysis
5.0 Market Demand and Building Program Analysis
6.0 Financial Analysis
7.0 Economic Impact Analysis

2.0 Local Market Analysis

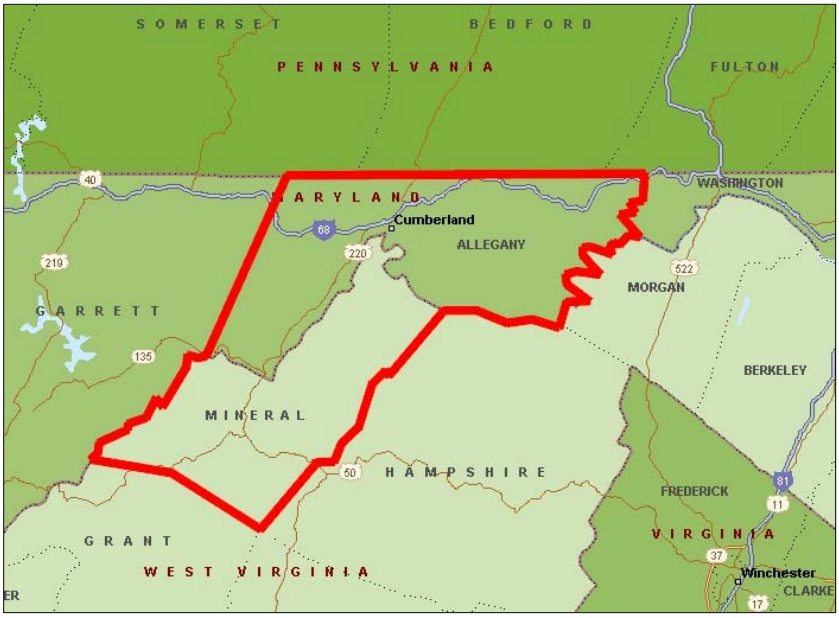
The intent of this section is to provide background information on the Cumberland area's economy, employment, demographics and existing entertainment options. It is important to gain an understanding of these characteristics to provide insight as to the support that could be expected from the regional community for the proposed renovated speedway. This analysis includes the following sections:

- Market Overview
- Demographic Characteristics
- Existing Entertainment Options
- Summary

Market Overview

Cumberland is located in Allegany County, in the western portion of the Maryland panhandle. The City is located on the north bank of the Potomoc River, which separates Maryland from West Virginia, and is approximately five miles south of the Pennsylvania state line. The Cumberland Core Based Statistical Area (CBSA), which consists of Allegany County and Mineral County, West Virginia, has a population of approximately 102,000, of which approximately 20,400 reside within the City of Cumberland and 73,200 live in Allegany County. The following map illustrates the boundaries of the Cumberland CBSA.

Exhibit 2-1
Cumberland CBSA Map

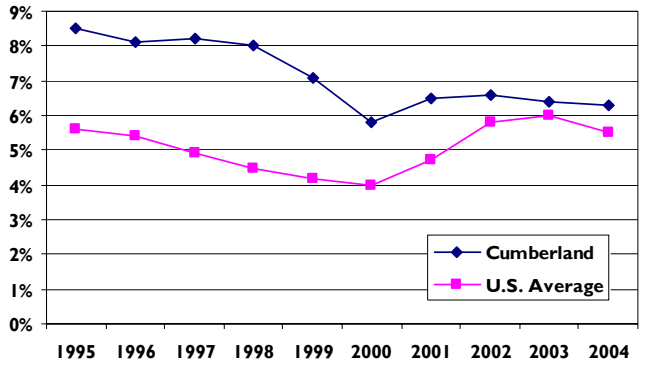


2.0 Local Market Analysis

The region is served by the Greater Cumberland Regional Airport, which is located in Wiley Ford, West Virginia, approximately three miles south of Cumberland. The nearest major airport is located in Pittsburgh, approximately 100 miles to the northwest. Interstate Highway 68 serves as the primary ground transportation artery through the region, connecting with Interstate 70 to the east and Interstate 79 to the west. U.S. Highway 220 is the region's the primary north/south highway.

The region's economy was based primarily on manufacturing of products such as glass, tires and steel through much of the 1900's. However, by the late 1900's, many industries relocated their operations out of the Cumberland area. In the mid- to late-1990's, annual unemployment rates were significantly higher than the national average. Since that time, the region's economy has grown more dependent on the tourism and technology industries. Unemployment rates have improved, and have been only slightly higher than the national average over the past three years. Exhibit 2-2 summarizes the average annual unemployment rate in the Cumberland market over the past 10 years.

Exhibit 2-2
Unemployment Rate Comparison



Demographic Characteristics

An important component in assessing the potential success of the proposed improvements to the Allegany County Speedway is the demographic and socioeconomic profile of the local market. The strength of a market in terms of its ability to support sports offerings is measured in part by the size of the market area population and its spending characteristics. The following section summarizes a number of key demographic and socioeconomic characteristics of the Cumberland area.

2.0 Local Market Analysis

For purposes of this analysis, the demographics of the region have been evaluated utilizing the Cumberland CBSA, as well as 50- and 100-mile rings around the proposed development location. The CBSA is defined as an area with a concentrated population core, along with an adjacent territory with social and economic ties to the core. The 50-mile ring is assumed to represent the primary market for the Speedway, while the 100-mile ring represents the assumed secondary market from which the Speedway is anticipated to draw the majority of its patrons. According to the results of patron intercept surveys conducted at Speedway events during the 2005 season, approximately 59 percent of Speedway patrons live within 50 miles of the facility and 80 percent live within 100 miles of the Speedway.

Population

The level of population from which sports facilities will draw attendees can impact the events and attendance attracted to the facilities. Exhibit 2-3 summarizes the key population statistics of the Cumberland area.

Exhibit 2-3
Cumberland Population Statistics

	CBSA	50-Mile Radius	100-Mile Radius	U.S.
1990 Census	102,000	608,000	5,878,000	248,710,000
2000 Census	102,000	651,000	6,382,000	281,422,000
2005 Estimate	100,000	672,000	6,688,000	292,937,000
2010 Projection	99,000	697,000	7,011,000	307,116,000
CAGR 1990 - 2000	0.0%	0.7%	0.8%	1.2%
CAGR 2000 - 2005	-0.4%	0.6%	0.9%	0.8%
CAGR 2005 - 2010	-0.2%	0.7%	0.9%	0.9%

Source: Claritas, Inc.
CAGR = Compound Annual Growth Rate

As shown, the population of the Cumberland CBSA has decreased slightly over the past 15 years, and is projected to continue to decline in the near future. Approximately 672,000 people live within 50 miles of Cumberland. The 50-mile population is currently growing at a slightly lower rate than the national average. Within a 100-mile radius of Cumberland, the population increases to approximately 6.7 million. The 100-mile radius includes portions of the Pittsburgh, Baltimore and Washington metropolitan areas.

Age

The age of the Cumberland area populace can impact the Speedway's overall drawing power and affect the types of programming that could be successful in the market. Motorsports events generally draw fans from a relatively wide range of ages, with increasing popularity among 18 to 34 year olds. Fans aged 35 and older can also be important to the success of a speedway, as children often accompany their attendance at race events. Exhibit 2-4 summarizes the age distribution and median age of the Cumberland-area population.

Exhibit 2-4
Cumberland Age Statistics

	CBSA	50-Mile Radius	100-Mile Radius	U.S.
Age Distribution:				
Under 15	15.8%	17.7%	18.6%	20.7%
15 to 24	15.0%	13.4%	13.7%	14.2%
25 to 34	12.7%	12.2%	12.2%	13.6%
35 to 44	13.5%	14.3%	15.0%	15.3%
45 to 54	13.8%	14.8%	15.3%	14.1%
55 and over	29.2%	27.6%	25.2%	22.1%
Median Age	39.7	39.9	38.9	36.0

Source: Claritas

The population of the Cumberland area is generally older than the population of the nation as whole, with a relatively low percentage of population under the age of 15 and a higher percentage of the population age 55 and older. The median age of the CBSA and the primary market are more than three years older than the U.S. median, while the median age of Cumberland's secondary market is nearly three years older than the national median age.

The relatively high median age of the Cumberland area populace, along with the moderate population decline experienced in the area in recent years, indicates that Cumberland may be a relatively mature market. As such, the ability of the Speedway to grow its base of potential patrons may depend on its ability to draw from a wider market area and to take advantage of the area's growing tourism industry by attracting non-local visitors to Speedway events.

Household Income

Household income is an important socioeconomic variable that can be indicative of the potential success of sports, entertainment and retail developments. Household income can be used as a surrogate measure for the ability to purchase tickets, premium seating and other such items at sports facilities. Exhibit 2-5 summarizes the key household income variables of the Cumberland market area.

Exhibit 2-5
Cumberland Household Income Statistics

	CBSA	50-Mile Radius	100-Mile Radius	U.S.
Household Income Distribution:				
Under $25,000	36.5%	31.0%	23.8%	26.0%
$25,000 to $49,999	31.5%	32.9%	26.0%	27.7%
$50,000 to $74,999	17.6%	19.2%	18.8%	19.1%
$75,000 to $99,999	7.7%	8.7%	11.7%	11.6%
Over $100,000	6.7%	8.3%	19.7%	15.7%
Median Household Income	$34,700	$38,400	$50,200	$46,500
Average Household Income	$44,300	$48,900	$69,700	$63,300

Source: Claritas

Household income levels in the Cumberland market area are generally lower than the national average, with the exception of the secondary market. The median and average household income of households within the Cumberland CBSA and primary market are also lower than the national average. However, it should be noted that the Cumberland market has a cost of living index of approximately 95, compared to the national average of 100, making the Cumberland region a relatively inexpensive area in which to live. In addition, motorsports are generally marketed as affordable family entertainment, and therefore may be less affected by the relatively low income levels in the region as compared to more expensive entertainment options.

Corporate Inventory

Local corporations could play a role in supporting an improved Speedway by purchasing tickets, hospitality offerings and advertising and sponsorship opportunities. Exhibit 2-6 summarizes the corporate inventory of the Cumberland CBSA, including all corporate headquarters and branches with at least 25 employees.

Exhibit 2-6
Corporate Inventory
Cumberland CBSA

Annual Sales (in millions)	Number of Headquarters	Subtotal
$100.0 - $249.9	3	3
$50.0 - $99.9	4	7
$25.0 - $49.9	2	9
$10.0 - $24.9	8	17
$5.0 - $9.9	15	32
$2.5 - $4.9	20	52
$1.0 - $2.4	34	86
$0.5 - $0.9	36	122
$0.2 - $0.4	4	126
Under $0.2	1	127
Total Headquarters	**127**	
Corporate Branches	101	
Total	**228**	

Note: Includes only corporate headquarters and branches with at least 25 employees.
Source: Dun & Bradstreet.

As shown, the Cumberland CBSA has a total of 127 corporate headquarters and 228 branches with at least 25 employees, for a total corporate inventory of 228. Each of the three Cumberland-area businesses reporting sales of more than $100 million operates in the health care industry.

Existing Entertainment Options

The Cumberland region offers a variety of entertainment opportunities for residents and visitors. The increased emphasis on promoting tourism in the region has assisted in the development of new entertainment options and recreational activities, including a variety of theatres and shops in the city's historic downtown region.

The Allegany County Fairgrounds hosts the eight-day Allegany County Fair each year in July. The Fair offers a variety of activities including midway rides, concerts, livestock shows and various other events for visitors of all ages. The Fairgrounds also hosts a variety of craft shows, community events, dog shows and other such events throughout the year.

Sporting events in the region include NCAA Division III athletics at Frostburg State University, located approximately 10 miles west of Cumberland in Frostburg. The University offers a total of 19 men's and women's sports programs. In addition, Allegany College of Maryland fields teams in three men's and four women's sports at the junior college level.

While the region is home to collegiate sporting events, the nearest professional sports option is the Hagerstown Suns baseball team, who play at Municipal Stadium in Hagerstown, approximately 65 miles east of Cumberland. The Suns are a Class A affiliate of the New York Mets. Additional professional sports options for the region's residents include a number of major professional sports franchises in Pittsburgh, Baltimore and Washington, each of which is located within a two to three hour drive from Cumberland. The remainder of this section provides information on the Cumberland area's primary sports and entertainment venues.

Allegany County Speedway

Known as "The Rock", the Allegany County Speedway is located at the Allegany County Fairgrounds. The Fairgrounds originally opened in 1924, with car racing beginning in 1966. Racing at the Fairgrounds was suspended from 1982 to 1991, but has taken place every year since that time. The Speedway consists of a 5/8-mile dirt oval track with grandstand seating for approximately 4,000 spectators.

The track hosts Saturday night races from March through October, including weekly series racing in four classifications: super late model, late model, street stock and hobby stock. A typical race night features races in three or four classifications along with special races such as classic cars and four cylinders.

The track hosts two multi-night race weekends in October each year. The first is the Big Kahuna, a three-day event featuring racing in all four classifications. The second major weekend is the Western Maryland Nationals, which include races in three classifications plus classic car races in 2005. Additional special events held at the track in 2005 included a World of Outlaws (WoO) late models race and a Mid-Atlantic Championship Series (MACS) super dirt late model event, along with two car shows and two demolition derbies. The following table summarizes the track's 2005 event schedule.

Allegany County Speedway
2005 Event Schedule

Date	Event	Date	Event	Date	Event
Mar 3-5	Car Show	May 8	Weekly Racing - 4 classes	Jul 30	Weekly Racing - 3 classes; Topless
Mar 12	Open Practice	May 21	Weekly Racing - 3 classes; Classics	Aug 6	Weekly Racing - 1 classes; Topless; Classics
Mar 19	Weekly Racing - 3 classes	May 28	Weekly Racing - 4 classes	Aug 14	Weekly Racing - 3 classes; 4-Cylinders
Mar 26	Weekly Racing - 3 classes; Classics	Jun 4	Weekly Racing - 4 classes	Aug 20	Weekly Racing - 3 classes
Apr 2	Weekly Racing - 4 classes	Jun 12	Weekly Racing - 3 classes; 4-Cylinders	Aug 28	Weekly Racing - 3 classes; 4-Cylinders
Apr 8	WoO; Weekly Racing - 2 classes	Jun 18	Weekly Racing - 3 classes; Classics	Sep 11	Weekly Racing - 3 classes
Apr 16	Weekly Racing - 3 classes; Classics	Jun 25	Weekly Racing - 4 classes	Sep 24	Demolition Derby
Apr 23	MACS; Weekly Racing - 2 classes	Jul 2	Car Show	Oct 13-15	Big Kahuna
Apr 30	Weekly Racing - 3 classes; Classics	Jul 9	Weekly Racing - 3 classes	Oc 29-30	Western Maryland Nationals
May 1	Demolition Derby	Jul 24	Weekly Racing - 4 classes; Classics		

As shown, the Speedway was in use for 34 days in 2005, including four days of car shows, two demolition derbies and 27 days of racing.

New Embassy Theatre

The New Embassy Theatre originally opened in 1931 as a movie house, and has undergone extensive renovations in recent years. The 250-seat Theatre hosts a variety of events, including Broadway musicals, popular and fine arts music concerts, classic films, dance performances and other such events.

Cumberland Theatre

The Cumberland Theatre is the region's only professional theatre and presents an annual series of musical, comedy and drama plays throughout its operating season, which lasts from June through December. The 198-seat Theatre is housed in a former church building that was converted to a theatre in 1991. The Theatre's 2005 season includes five plays, each of which includes several performances over an 18-day period, with performances held on Wednesday through Sunday evenings and Wednesday and Sunday afternoons.

Bobcat Stadium

Located on the campus of Frostburg State University, Bobcat Stadium is the 4,000-seat home of the University's football and men's and women's track and field programs. The stadium was built in 1974 and has a natural grass playing surface. The University primarily uses the Stadium for its own sports events, along with occasional postseason football events.

Bobcat Arena

The 3,600-seat Bobcat Arena serves as the home of Frostburg State University's volleyball and men's and women's basketball teams. The Arena is part of the Harold J. Cordts Physical Education Center, which serves as the University's primary sports and recreation facility. In addition to regular season volleyball and basketball games, the arena is used for various postseason games and intramural activities. Non-athletic events held at the Arena include occasional popular music concerts organized by the University's Programming Council.

2.0 Local Market Analysis

Summary

Within this section, an overview of the Cumberland region's economy, demographics and entertainment options has been provided. The Cumberland market's population has decreased slightly in recent years, due in part to economic hardships caused by the closing of several key employers in the 1990's. However, the region's economy has rebounded in recent years, with a focus on bolstering the area's tourism economy.

The recent emphasis on promoting tourism has resulted in the development of several new attractions and entertainment options for area residents. However, sporting events in the immediate Cumberland region are limited to motorsports events at the Allegany County Speedway and various high school and lower division collegiate athletic events.

3.0 Competitive Facility Analysis

As noted in the previous section, a number of local and regional event facilities and entertainment options could compete with the proposed motorsports park for the entertainment spending of area residents. In addition, several existing motosports facilities in the region could compete for the spending of regional motorsports enthusiasts. Exhibit 3-1 presents information on motorsports facilities currently operating within 150 miles of Cumberland.

Exhibit 3-1
Motorsports Facilities Located Within 150 Miles of Cumberland

Venue	Location	Distance From Cumberland	Track Length
Dirt Oval Tracks			
Bedford Speedway	Bedford, PA	30	1/2-mile
Somerset County Speedway	Meyersdale, PA	35	1/2-mile
Roaring Knob Motorsports	Markleysburg, PA	45	3/8-mile
Thunder Valley Raceway	Central City, PA	45	1/2-mile
Farmington VFD Speedway	Farmington, PA	50	1/8-mile
Hagerstown Speedway	Hagerstown, MD	65	1/2-mile
Winchester Speedway	Winchester, VA	80	3/8-mile
Path Valley Speedway Park	Spring Run, PA	85	1/4-mile
Dog Hollow Speedway	Strongstown, PA	90	4/10-mile
Hesston Speedway	Huntingdon, PA	90	1/2-mile
Latrobe Speedway	Latrobe, PA	90	1/2-mile
Hill Valley Speedway	Orbisonia, PA	90	1/4-mile
Shippensburg Speedway	Shippensburg, PA	100	1/4-mile
Elkins Speedway	Elkins, WV	105	3/8-mile
Challenger Raceway	Indiana, PA	105	4/10-mile
Central Pennsylvania Speedway	Clearfield, PA	115	3/8-mile
Gamblers Raceway Park	Clearfield, PA	115	1/4-mile
Lincoln Speedway	New Oxford, PA	115	3/8-mile
Marion Center Speedway	Marion Center, PA	120	1/4-mile
Trail-Way Speedway	Hanover, PA	125	1/3-mile
Blanket Hill Speedway	Kittanning, PA	130	1/8-mile
Silver Spring Speedway	Mechanicsburg, PA	130	3/8-mile
Williams Grove Speedway	Mechanicsburg, PA	130	1/2-mile
Lernerville Speedway	Sarver, PA	135	1/2-mile
Clinton County Raceway	Lock Haven, PA	135	1/3-mile
Pittsburgh's PA Motor Speedway	Imperial, PA	140	1/2-mile
Thunder Mountain Speedway	Knox Dale, PA	145	3/8-mile
Port Royal Speedway	Port Royal, PA	145	1/2-mile
Susquehanna Speedway Park	Newberrytown, PA	145	4/10-mile
Asphalt Oval Tracks			
Jennerstown Speedway	Jennerstown, PA	50	.588-mile
Motordrome Speedway	Smithton, PA	100	1/2-mile
Shenandoah Speedway	Shenandoah, VA	145	3/8-mile
Old Dominion Speedway	Manassas, VA	150	3/8-mile
Drag Strips			
Mason-Dixon Dragway	Hagerstown, MD	65	1/4-mile
Pittsburgh Raceway Park	New Alexandria, PA	110	1/4-mile
South Mountain Dragway	Boiling Springs, PA	120	1/8-mile
Beaver Springs Dragway	Beaver Springs, PA	145	1/4-mile
Old Dominion Speedway	Manassas, VA	150	1/8-mile
Road Courses			
Summit Point Raceway	Charles Town, WV	95	2.1, 1.7 & 1.1
Pittsburgh Vintage Grand Prix (1)	Pittsburgh, PA	120	2.4

(1) The Pittsburgh Vintage Grand Prix is raced on a temporary course running on city streets.

3.0 Competitive Facility Analysis

As shown in the previous exhibit, 29 dirt tracks are currently operating within a 150 mile radius of the Allegany County Speedway, of which the nearest is located in Bedford, Pennsylvania, approximately 30 miles from Cumberland. The relatively high number of dirt tracks in the area appears to indicate a strong history of support for dirt track racing in the region. While these speedways could compete with the Allegany County Speedway for the entertainment spending of area motorsports enthusiasts, the population within the immediate Cumberland area is generally large enough to support the operations of the track. However, the tracks may compete to attract drivers in the region to their respective races.

While dirt tracks are common in the region, just four asphalt tracks are currently operating within 150 miles of Cumberland. The Jennerstown Speedway in Jennerstown, Pennsylvania is the nearest asphalt track, approximately 50 miles from Cumberland. Like dirt tracks, small asphalt venues generally draw attendance from a relatively small area. However, tracks in Jennerstown and Cumberland could compete for the entertainment spending of asphalt racing fans residing between the two cities. Additional information on Jennerstown Speedway can be found in Section 4.0.

The addition of a new asphalt track in Allegany County could be mutually beneficial to the Speedway and other surrounding asphalt tracks such as the Jennerstown Speedway in terms of building a larger base of asphalt race cars and drivers in the region. Asphalt tracks sometimes struggle to attract enough drivers to fill multiple racing series, as the majority of drivers prefer to develop dirt track cars that can be raced at any of a number of dirt tracks in the immediate area. A new asphalt track in Cumberland could assist in developing new asphalt track race teams, resulting in increased car counts at asphalt tracks in the region. However, due to the prevalence of dirt tracks in the area, there may still not be enough drivers to field competitive races on a regular basis.

Currently, five drag strips are operating within 150 miles of the Allegany County Speedway, including the Mason-Dixon Dragway in Hagerstown, approximately 65 miles east of Cumberland. A sixth drag strip, the 75-80 Dragway in Monrovia, terminated operations following the 2005 season. According to industry representatives contacted for this study, drag strips typically compete with other drag venues within a 100 mile radius. Therefore, the Mason-Dixon Dragway would likely serve as the primary competition for the proposed drag strip. Additional information on the Mason-Dixon Dragway can be found in the following section of this report.

3.0 Competitive Facility Analysis

Only one road course is currently operating within 150 miles of Allegany County, although the Pittsburgh Vintage Grand Prix road race is held each year on a temporary course on the city's streets. The Summit Point Raceway is located in Charles Town, West Virginia, between Cumberland and the Washington DC area. The Raceway includes three circuits with lengths of 1.1, 1.7 and 2.1 miles, respectively, and hosts a number of major race events on an annual basis. In addition, the facility is the primary course for a number of car clubs operating in the Washington area. The Raceway would likely compete directly with a road course in Allegany County for major events seeking a venue in the region, as well as for utilization by regional car clubs and other such organizations.

4.0 Comparable Facility Analysis

In order to develop estimates related to the potential operations of the various development options being considered at the Allegany County Speedway, it is helpful to analyze the physical and operational characteristics of existing facilities that can be considered comparable to the proposed developments. The purpose of this section is to provide information on a number of existing dirt oval, asphalt oval, drag strip and road course racing venues. Through research of existing facility databases, information received from various publications and discussions with facility management, information was gathered on the venues, including physical amenities, event and attendance levels, VIP and hospitality offerings and other such information.

Dirt Oval Tracks

Dirt oval tracks are the most common racetracks in the United States, operating in markets ranging from large cities to small towns. As noted in the previous section, more than 25 dirt tracks are currently operating within 150 miles of the Allegany County Speedway. The majority of dirt tracks are ½-mile or shorter in length. The slightly longer, 5/8-mile length of the Allegany County Speedway is relatively rare.

Most dirt tracks present races one night a week, typically on a Friday or Saturday night. The majority of these race nights consist of the track's regular racing series, which often includes three to six classes of racing each night throughout the racing season. Racers typically pay a specified entry fee, with prize money paid by the track from entry fee and ticket revenue. The most common race series include late models, street stocks, modifieds, sprints and other such series.

In addition to the regular racing series, dirt tracks often attract special racing events by touring race organizations on an occasional basis. These special events may include races by organizations such as DIRT Motorsports, World of Outlaws (WoO), the United States Auto Club (USAC), the American Racing Drivers Club (ARDC), the Mid-Atlantic Championship Series (MACS) and other similar organizations.

The majority of dirt tracks offer relatively basic levels of amenities, consisting primarily of bleacher seating with few VIP areas or hospitality opportunities. However, some tracks have begun to upgrade the amenities offered to fans and sponsors, including reserved seating areas, VIP suites or boxes, climate controlled lounge areas and other such amenities. The following case studies provide descriptions of several successful dirt tracks that offer relatively high levels of fan amenities.

Eldora Speedway – Rossburg, Ohio

Eldora Speedway originally opened in 1954 and is widely considered to be one of the most successful dirt race tracks in the country. The Speedway was purchased by NASCAR Nextel Cup driver Tony Stewart in 2004, which has further increased the popularity of the track. The facility features a ½-mile track and bleacher seating for approximately 16,000 fans, with additional capacity for 4,000 to 5,000 in a variety of terrace and grass berm seating areas.

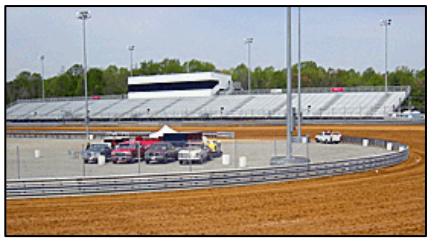
Eldora Speedway is unique in that it does not offer a weekly racing series. Instead, its schedule is comprised entirely of special events, featuring USAC, WoO, Eldora Stock Cars (ESC), United Midwestern Promoters (UMP), the Sunoco American Late Model Series and other such race series. In total, the track hosted 29 days of racing in 2005. Most of the Speedway's race days include races by two or three race series, as detailed in the following table.

Eldora Speedway
2005 Event Schedule

Date	Event	Date	Event	Date	Event
Mar 26	Sunoco, UMP, ESC	May 29	USAC, Sunoco	Jul 23	UMP, ESC
Apr 2	USAC, UMP, ESC	Jun 4	WoO, UMP, ESC	Aug 4-6	ASSS, UMP, ESC, WoO, Sunoco, USAC
Apr 8-9	WoO, UMP, ESC	Jun 8	NEXTEL Special	Aug 17	NRA, ESC
Apr 16	Sunoco, UMP, ESC	Jun 10-11	Dirt Late Model Special	Sep 4	Sunoco, UMP, ESC
Apr 23	ASSS, UMP, ESC	Jun 18	USAC	Sep 9-10	World 100 Special
Apr 30	USAC, UMP, ESC	Jun 25	ASSS	Sep 23-24	USAC
May 14	UMP, ESC	Jul 15-16	WoO, NRA	Oct 8-9	UMP

Adult ticket prices ranged from $20 to $40 in 2005, depending on the event, with discounted ticket prices for fans aged 15 or younger. The Speedway does not offer season passes due to the wide variety of races it hosts. The long-time previous owner of the facility did not focus on providing VIP amenities, so the track does not currently incorporate any private suites, boxes or other such amenities. While the new ownership plans to add such amenities in the future, no defined plans are in place to date.

Virginia Motor Speedway – Saluda, Virginia



The Virginia Motor Speedway originally opened in 1970 and was renovated by new ownership in 2001. The renovation included the installation of new seating throughout the grandstand. The facility currently features aluminum bleacher seating for 5,700 fans, along with six private suites located in the press box structure on top of the bleachers.

The ½-mile track hosts weekly Saturday night racing series in five divisions: late models, modifieds, sportsman, chargers and all-American. Three to five series typically race on a given weekend. In addition to weekly series racing, the Speedway hosted five special event races in 2005, including two MACS events and one event each featuring WoO, USCS and NARA. Typically, the track hosts two division of its weekly racing series in conjunction with its special racing events. In total, the track hosted 24 race days in 2005, as summarized in he following table.

Virginia Motor Speedway
2005 Event Schedule

Date	Event	Date	Event	Date	Event
Apr 2	Weekly Racing - 4 classes	Jun 4	Weekly Racing - 4 classes	Jul 30	Weekly Racing - 5 classes
Apr 9	WoO; Weekly Racing - 2 classes	Jun 11	Weekly Racing - 3 classes	Aug 6	Weekly Racing - 3 classes
Apr 16	Weekly Racing - 4 classes	Jun 18	Weekly Racing - 5 classes	Aug 13	Weekly Racing - 4 classes
Apr 23	Weekly Racing - 5 classes	Jun 23	USCS; Weekly Racing - 2 classes	Aug 20	Weekly Racing - 4 classes
Apr 30	Weekly Racing - 3 classes	Jul 2	Weekly Racing - 5 classes	Aug 27	Weekly Racing - 5 classes
May 7	Weekly Racing - 4 classes	Jul 9	Weekly Racing - 4 classes	Sep 3	Weekly Racing - 3 classes
May 21	Weekly Racing - 5 classes	Jul 16	NARA; Weekly Racing - 2 classes	Sep 17	MACS; Weekly Racing - 2 classes
May 28	MACS; Weekly Racing - 2 classes	Jul 23	Weekly Racing - 4 classes	Sep 24	Weekly Racing - 5 classes

Ticket prices for weekly series races range from $10 to adults to $8 for students aged 13 to 17 or $4 for children aged seven to 12. Children aged six and under are admitted for free. Special event tickets are priced at $25 for adults, $15 for students and $8 for children. Drivers participating in the Speedway's weekly racing series are required to pay an annual fee of $300 for the three premier classifications or $100 for the two lower divisions, as well as a weekly pit pass fee ranging from $20 to $25 per week.

Each of the Speedway's six private suites has a seating capacity of 20 guests. Rather than selling the suites on a nightly or season-long basis, the Speedway includes suite utilization as part of its various sponsorship packages. For example, season-long sponsorship packages may include use of the suite for a specified number of race nights. Single-event sponsors typically are allowed to use a suite for the specific event sponsored by the organization.

Lernerville Speedway – Sarver, Pennsylvania

Lernerville Speedway opened in 1967 and features a ½-mile dirt oval track. The Speedway has a total seating capacity of approximately 12,000, including 5,500 reserved seats, 4,500 additional grandstand seats, 41 corporate boxes and other general admission seating areas. In addition, two hospitality pavilions are available at the track.

The Speedway offers Friday night weekly series racing in four divisions: sprints, late models, V-8 modifieds and pure stocks. All four divisions typically race each Friday. In addition, the Speedway hosted a number of special events in 2005, including WoO, DIRT, MACS and ASSS races. In total, the track hosted 32 race nights, as detailed in the following table.

Lernerville Speedway
2005 Event Schedule

Date	Event	Date	Event	Date	Event
Mar 25	Weekly Racing - 4 classes	Jun 3	Bus races; Demolition Derby	Jul 29	Weekly Racing - 4 classes
Apr 1	Weekly Racing - 4 classes	Jun 10	Weekly Racing - 4 classes	Aug 3	DIRT Motorsports
Apr 8	Weekly Racing - 4 classes	Jun 14	DIRT Motorsports	Aug 5	Weekly Racing - 4 classes
Apr 15	Weekly Racing - 4 classes	Jun 17	Weekly Racing - 4 classes	Aug 12	WoO
Apr 22	Weekly Racing - 4 classes	Jun 24	MACS	Aug 19	Weekly Racing - 4 classes
Apr 29	WoO	Jul 1	Weekly Racing - 4 classes	Aug 26	Weekly Racing - 4 classes
May 6	Weekly Racing - 4 classes	Jul 8	Weekly Racing - 4 classes	Sep 10	Bus races; Powder Puff races
May 13	Weekly Racing - 4 classes	Jul 15	Weekly Racing - 4 classes	Sep 17	Bus races; Demolition Derby
May 20-21	WoO; Sprint special event	Jul 19	WoO	Sep 23-24	MACS, ASSS, WoO
May 27	Weekly Racing - 4 classes	Jul 22	Weekly Racing - 4 classes	Oct 3	Sprint special event

Ticket prices for the Speedway's weekly racing series are priced at $11 for adults, $8 for senior citizens and $3 to $6 for children, with pit passes priced at $20. Adult reserved tickets for special event races range in price from $19 for MACS late models to $37 for WoO Sprints, with pit passes ranging from $25 to $44. The Speedway does not offer season passes, but sells packages of six event tickets for the price of five or 12 tickets for the price of 10.

The Speedway's 41 corporate boxes are open air, but are protected by an overhead roof and a back wall. The eight-seat boxes are purchased for the entire season and are primarily leased by local companies. The season box price varies from year to year depending on the events scheduled at the track. The price is calculated by multiplying the number of seats in the box by the value of the highest priced reserved ticket for each event. No premium is charged in addition to the ticket price, but the track benefits from the agreement in that it receives payment upfront for the entire season.

Sharon Speedway – Hartford, Ohio

The Sharon Speedway originally opened in 1929 and was purchased by a group headed by NASCAR Nextel Cup driver Dave Blaney in 2002. The 3/8-mile oval dirt track has a capacity of approximately 7,500 grandstand seats. The Speedway also features a Speedway Club building housing a ticket office, concession and souvenir stands, enclosed grandstands, restrooms, guest services, VIP suites, a press box and administrative offices.

The Speedway's schedule features weekly Saturday night racing in five divisions, including 410 sprints, big block modifieds, E-modifieds, stock cars and green flag sprints. Special events held at the track in 2005 included two World of Outlaws weekends, the Ohio All Star Circuit of Champions, NASCAR Night and the 25th annual Sharon Nationals, an annual Labor Day weekend event featuring a variety of races including several sanctioning bodies. The 2005 schedule featured a total of 26 days of racing, as summarized in the following table.

Sharon Speedway
2005 Event Schedule

Date	Event	Date	Event	Date	Event
Apr 9	Weekly Racing - 5 classes	Jun 11	Weekly Racing - 5 classes	Jul 30	Weekly Racing - 5 classes
Apr 16	Weekly Racing - 5 classes	Jun 18	Weekly Racing - 5 classes	Aug 6	Weekly Racing - 5 classes
Apr 23	Weekly Racing - 5 classes	Jun 25	Weekly Racing - 5 classes	Aug 13	NASCAR Night
Apr 30	Weekly Racing - 5 classes	Jun 29	OH All Star Circuit of Champions	Aug 20	Weekly Racing - 5 classes
May 7	Weekly Racing - 5 classes	Jul 2	Weekly Racing - 5 classes	Aug 27	Weekly Racing - 4 classes
May 14	Weekly Racing - 5 classes	Jul 9	Weekly Racing - 5 classes	Sep 2-3	Sharon Nationals
May 21	Thrill Show	Jul 12	WoO Late Models & E-Mods	Sep 17	Weekly Racing - 5 classes
May 28	Weekly Racing - 5 classes	Jul 16	Weekly Racing - 5 classes		
Jun 3	WoO Sprints & Mod-Lites	Jul 23	Weekly Racing - 5 classes		

The Speedway charges an admission price of $10 for adults age 16 and over for weekly racing events. Children age 12 to 15 are charged a $5 admission fee, while children 11 and younger are admitted for free.

Asphalt Oval Tracks

While asphalt tracks share many operational similarities with dirt tracks, they are less common than dirt tracks, with only four asphalt tracks currently operating within 150 miles of Cumberland. Both types of track typically host races one night per week during the racing season, generating revenue from ticket sales and driver entry fees. With the exception of major superspeedways, most asphalt tracks are ½-mile or shorter in length, similar to typical dirt tracks.

The primary differences between dirt and asphalt tracks are their ability to generate sponsorship revenue and the types of cars that race on each respective surface. In general, asphalt track operators are better able to sell track and event sponsorship packages than dirt track operators. Sponsors who entertain clients at race events generally prefer the cleaner, dust-free atmosphere of a paved track. In addition, according to industry representatives interviewed for this study, the typical asphalt track race fan tends to be more affluent than dirt track fans.

Asphalt tracks generally host primarily stock car races, although sprints, midgets and open wheel Indy-style racing can also be held on asphalt tracks. Cars built to race on asphalt surfaces differ from those designed to race on dirt, with the development and operational costs associated with asphalt cars typically higher than those of cars built to race on dirt. Because of the differences between asphalt and dirt cars, drivers must choose between designing a car built to race on asphalt or one designed to race on dirt. Because there are relatively few asphalt tracks, those tracks have less competition for drivers than dirt tracks, which typically have several competing tracks in relatively close proximity. However, due to the high number of dirt tracks in operation, there tend to be many more dirt cars than asphalt cars. Therefore, while asphalt tracks face lower levels of competition for drivers, they are competing for a smaller pool of potential drivers.

The following is a description of the physical and operational characteristics of several asphalt oval tracks that could be considered comparable to a potential asphalt track at the Allegany County Speedway.

Jennerstown Speedway – Jennerstown, Pennsylvania

Auto racing has been held at the site of the Jennerstown Speedway since the late 1920's, with a major modernization occurring in 1967. Since that time, a series of renovations and modifications have continued to improve the track's amenities. The Speedway operated as a dirt track until 1987 when it was replaced with an asphalt surface. The Speedway features a 25-guest VIP booth, five VIP Vista Boxes, a media center and a covered hospitality area adjacent to the track. The track's grandstand has bleacher seating for 8,000 fans, including 6,000 seats with aluminum backs.

The Speedway's .588-mile track hosts Saturday night races from May through September, consisting primarily of three divisions of NASCAR Dodge Weekly Series events, along with weekly PA Legacy Series and Hobby Stock events. The track also hosted five special racing events in 2005, including two Hooters Pro Cup Series races, the NASCAR Whelan Modified Tour, ISMA Supermodifieds, Grand Am Modifieds, ASA Late Model Series and the Hoosier Outlaw Sprint Series (HOSS). The 2005 scheduled included a total of 20 racing days and two early season practice days, as shown in the following table.

Jennerstown Speedway
2005 Event Schedule

Date	Event	Date	Event	Date	Event
Apr 23	Practice Day	Jun 18	ISMA / Grand Am	Aug 20	Weekly Racing - 5 classes
Apr 30	Practice Day	Jun 25	Weekly Racing - 5 classes	Aug 27	Weekly Racing - 5 classes
May 7	Weekly Racing - 5 classes	Jul 2	Weekly Racing - 5 classes	Sep 3	Weekly Racing - 4 classes
May 14	Weekly Racing - 5 classes	Jul 9	Weekly Racing - 5 classes	Sep 10	Night of Destruction
May 21	Weekly Racing - 5 classes	Jul 16	Weekly Racing - 5 classes	Sep 17	Championship Night
May 28	Hooters Pro Cup	Jul 23	Weekly Racing - 5 classes	Sep 24	Hooters Pro Cup
Jun 4	Weekly Racing - 5 classes	Jul 30	Weekly Racing - 5 classes		
Jun 11	Weekly Racing - 5 classes	Aug 13	ASA / HOSS		

Adult ticket prices for weekly series racing range from $3 to $7, with special event tickets typically priced at $25 per adult. While no full season ticket packages are available, the track offers a six-races for the price of five package.

The Speedway's five Vista Boxes are located on an open-air concrete platform with a roof providing protection from rain. The boxes are sold at an annual price of $6,500 per year, which includes 16 tickets and four parking passes to every event, as well as refreshments and wait service. In addition to Vista Boxes, the Speedway offers a 25-person VIP booth, which features a wet bar, private restrooms and available catering services. The booth is used exclusively for sponsors and is not rented out for events.

Hawkeye Downs Speedway – Cedar Rapids, Iowa

Located at the Hawkeye Downs Fairgrounds, the Hawkeye Downs Speedway features a ½-mile asphalt track with a second ¼-mile asphalt oval located in the infield of the larger track. The Speedway operated as a dirt track from 1925 until 1989, when it was converted to an asphalt surface, making it the only asphalt racetrack in the State of Iowa. The Speedway features grandstand seating for approximately 8,000. Track amenities include paved pits, an enclosed tech building and inspection area, electronic message board, full concession facilities, and a new scoreboard, message board, timing and scoring system installed in 2003.

The Speedway runs weekly racing in six divisions: late models, modifieds, sportsman, stock cars, hobby stocks and hornets. Special events held at the track in 2005 included USAC Ford Focus Midgets, ASL, ASA, HOSS and DTRA Truck events. The Speedway hosted a total of 21 race nights in 2005, along with a two-day car show and one open practice day prior to the beginning of the weekly racing season. The following table details the Speedway's 2005 schedule.

Hawkeye Downs Speedway
2005 Event Schedule

Date	Event	Date	Event	Date	Event
Mar 12-13	Car Show	Jun 8	ASL Nat'l Tour; Weekly Racing - 2 classes	Jul 29	Weekly Racing - 6 classes
Apr 22	Open Practice	Jun 11	Buses; Cycles; Vans; Weekly Racing - 1 classes	Aug 5	Weekly Racing - 6 classes
Apr 29	Weekly Racing - 6 classes	Jun 17	HOSS; Weekly Racing - 6 classes	Aug 9	DTRA Trucks; Weekly Racing - 3 classes
May 6	Weekly Racing - 6 classes	Jun 24	Weekly Racing - 6 classes	Aug 12	Weekly Racing - 6 classes
May 13	Weekly Racing - 6 classes	Jul 1	Weekly Racing - 6 classes	Aug 19	Weekly Racing - 6 classes
May 20	Weekly Racing - 6 classes	Jul 8	Weekly Racing - 6 classes	Aug 26	Weekly Racing - 6 classes
May 27	Weekly Racing - 5 classes	Jul 15	Weekly Racing - 4 classes	Sep 2	ASA LM's; Weekly Racing - 2 classes
Jun 3	USAC Midgets; Weekly Racing - 6 classes	Jul 22	ASL Nat'l Tour; USAC Midgets		

Adult tickets to weekly racing series events are priced at $10, with special event tickets priced at $15 for adults. While the Speedway does not offer any private suites or boxes, it has a 100-person party deck that can be rented at a price of $2,000 per night. The price includes 100 tickets, but patrons must pay additional for food, which typically totals $1,000 per night.

Old Dominion Speedway – Manassas, Virginia

The Old Dominion Speedway in Manassas, Virginia, incorporates a 3/8-mile asphalt oval track as well as a 1/8-mile drag strip. The facility was built in 1952 and has a grandstand seating capacity of 6,000 at the oval track and 1,200 at the drag strip. The 42-acre site includes approximately 20 acres of on-site parking.

The Speedway typically hosts drag strip events on Friday nights and oval track races on Saturday nights throughout the racing season. The drag strip's weekly series is sanctioned by the Southern Bracket Racing Association (SBRA), while the oval track features the NASCAR Dodge Weekly Racing Series. The following table summarizes the oval track's 2005 schedule.

Old Dominion Speedway Oval Track
2005 Event Schedule

Date	Event	Date	Event	Date	Event
Apr 2	Weekly Racing - 5 classes	Jun 4	Allison; Weekly Racing - 3 classes	Aug 6	Weekly Racing - 6 classes
Apr 9	Weekly Racing - 5 classes	Jun 11	Weekly Racing - 6 classes	Aug 13	Weekly Racing - 6 classes
Apr 16	Weekly Racing - 4 classes	Jun 18	Weekly Racing - 6 classes	Aug 27	Weekly Racing - 6 classes
Apr 23	Weekly Racing - 5 classes	Jun 25	Weekly Racing - 5 classes	Sep 3-4	Allison; VW Bugout; Weekly Racing - 5 classes
Apr 30	Weekly Racing - 5 classes	Jul 2	Weekly Racing - 6 classes	Sep 17	Weekly Racing - 6 classes
May 7	Weekly Racing - 5 classes	Jul 9	Weekly Racing - 6 classes	Sep 24	Weekly Racing - 5 classes
May 14-15	Monster Trucks; Weekly Racing - 2 classes	Jul 16	Weekly Racing - 6 classes	Oct 1	Weekly Racing - 4 classes
May 21	Weekly Racing - 5 classes	Jul 23	Weekly Racing - 6 classes	Oct 21-22	"The Big One"; Weekly Racing - 4 classes
May 28-29	VW Bugout; Weekly Racing - 4 classes	Jul 30	Weekly Racing - 5 classes		

As shown in the table, the track hosted 30 race nights in 2005, including special events such as Allison Legacy Series racing, a monster truck event and two events featuring Volkswagen Beetle racing. Tickets for most oval track events are priced at $15 for adults and $6 for youth between the ages of six and 15. Season passes are available for $275 for adults and $99 for youth, which includes tickets to all races, excluding special events.

The Speedway's drag strip hosts SBRA events in a number of classifications. The following table presents the 2005 event schedule for the drag strip at Old Dominion Speedway.

Old Dominion Speedway Drag Strip
2005 Event Schedule

Date	Event	Date	Event	Date	Event
Mar 20	SBRA	Jun 5	US Drift & Import Drags	Aug 12	SBRA
Apr 3	Weekly Racing - 5 series	Jun 10	SBRA	Aug 21	SBRA - Bonus
Apr 8	SBRA, 6.0	Jun 17	SBRA, Top Sportsman Q-16	Aug 26	SBRA, Top Sportsman Q-16
Apr 15	SBRA	Jun 19	SBRA - Bonus	Aug 28	Show of Shows special event
Apr 17	Show of Shows special event	Jun 24	SBRA	Sep 2	SBRA, 6.0
Apr 22	SBRA, Top Sportsman Q-16	Jul 1	SBRA, 6.0	Sep 9	SBRA
Apr 29	SBRA	Jul 8	SBRA	Sep 16	SBRA, Top Sportsman Q-8
May 6	SBRA, 6.0	Jul 15	SBRA, Top Sportsman Q-16	Sep 23	SBRA, Top Dragster Q-8
May 13	SBRA	Jul 17	SBRA - Bonus	Sep 30	SBRA
May 20	SBRA	Jul 22	SBRA, Top Dragster Q-16	Oct 14	SBRA
May 22	SBRA - Bonus	Jul 24	American Iron, 6.0	Oct 16	Bike Shootout
May 27	SBRA, Top Dragster Q-16	Jul 29	SBRA	Oct 28	SBRA
Jun 3	SBRA, 6.0	Aug 5	SBRA, 6.0		

As shown, the drag strip hosted 38 event nights in 2005. This total excludes 30 test and tune sessions held throughout the season, typically on the Wednesday night preceding a weekend event. Season passes are sold for SBRA events at a price of $275 for adults or $99 for children, with single event tickets priced at $15 and $6, respectively. Season passes for the oval track and the drag strip are not interchangeable between the two tracks. Speedway representatives indicated that few of their patrons follow both oval racing and drag racing, requiring the Speedway to develop separate fan bases for both event types.

The complex includes a hospitality pavilion located between the oval track and drag strip, allowing it to be used for events at both tracks. The pavilion can accommodate groups of 10 to 150 guests under cover, and an additional 500 immediately adjacent to the covered pavilion. The entire pavilion can be rented for $300 per event. Patrons also have the option of renting half of the pavilion for $150, or reserving a single table within the pavilion for $50. Catering is available for an additional $42 per person. Additional pavilion amenities include reserved grandstand tickets to the race, pre-race pit passes for all guests and two VIP parking passes.

Drag Strips

A drag strip consists of a straight racing surface, typically 1/4-mile or 1/8-mile in length, on which two racers compete in side-by-side lanes. A drag strip event typically involves drivers competing head-to-head in tournament-style events. Racers typically pay a specified entry fee, with prize money paid by the track from entry fee and ticket revenue. In addition to these competitions, drag strips often host test and tune sessions, allowing racers to prepare for upcoming races. In recent years, some drag strips have offered open racing sessions, allowing amateur drivers and car enthusiasts to race their personal vehicles.

Drag strips are similar to oval tracks in that they typically host a regular racing series throughout the race season, and occasionally host special events. Many drag strips offer racing series sanctioned by the National Hot Rod Association (NHRA) or the International Hot Rod Association (IHRA), the two primary national drag race sanctioning bodies. Several drag strips in the mid-Atlantic region are sanctioned by the SBRA, which is more regional in scope than the NHRA and IHRA. In addition to sanctioning weekly racing series, each of these organizations also operates special touring events that typically race at a different location each week.

The following is a description of the physical and operational characteristics of several drag strips currently operating throughout the U.S.

Brainerd International Raceway – Brainerd, Minnesota

The Brainerd International Raceway opened in 1974 and incorporates a ¼-mile drag strip and a 3.0-mile road course. The Raceway's drag strip is one of the premier drag facilities in the nation, hosting a number of major drag racing events each year, including the Lucas Oil NHRA Powerade Nationals. Several improvements have been made to the complex in recent years, including the construction of new grandstands, a four-story control tower and nine VIP suites in 1996, expansion of the grandstand to its current capacity of 30,000 seats and construction of new luxury condominiums and hospitality areas in 1999, and a resurfacing of the drag strip in 2003.

The Raceway's drag strip hosts a number of NHRA-sanctioned events, including a street legal drag series and the BIR Bracket Series. Special events held at the drag strip in 2005 included the NHRA Nationals and an NHRA Lucas Oil divisional event, along with a Show and Go classic car competition and a muscle car shootout. In total the 2005 drag racing season included a total of 38 race days, in addition to five test and tune sessions held on the Friday preceding each BIR Bracket Series event. The following table summarizes the drag strip's 2005 event calendar.

Brainerd International Raceway Drag Strip
2005 Event Schedule

Date	Event	Date	Event	Date	Event
May 4	NHRA Street Legals	Jul 9-10	BIR Bracket Series	Sep 2-5	Muscle Car Shootout
May 7-8	BIR Bracket Series	Jul 13	NHRA Street Legals	Sep 7	NHRA Street Legals
May 25	NHRA Street Legals	Jul 23-24	BIR Bracket Series	Sep 21	NHRA Street Legals
Jun 1	NHRA Street Legals	Aug 3	NHRA Street Legals	Sep 24-25	BIR Bracket Series
Jun 3-5	NHRA Lucas Oil Division	Aug 11-14	NHRA Nationals	Oct 8	NHRA Street Legals
Jun 29	NHRA Street Legals	Aug 24	NHRA Street Legals		
Jul 1-4	Show & Go Classic Cars	Aug 27-28	BIR Bracket Series		

According to Raceway representatives, the majority of utilization of the road course consist of rentals by organizations such as the Central Roadracing Association (CRA), which holds motorcycle events on the track, as well as various car clubs, the Track Addix motorcycle enthusiast club and other such organizations. The road course hosted an AMA touring event in past years, but has begun to forgo these major road course events in order to concentrate on hosting major drag events, which it has found to be more popular in the Brainerd market. The following table summarizes events held at the Raceway's road course in 2005.

Brainerd International Raceway Road Course
2005 Event Schedule

Date	Event	Date	Event	Date	Event
Apr 22-24	Porsche Club	Jun 17-19	Central Roadracing Assoc.	Aug 19-21	Central Roadracing Assoc.
Apr 29-May 1	Central Roadracing Assoc.	Jun 25-26	Track Addix	Aug 22	Track Addix
May 2	Track Addix	Jul 15-17	Central Roadracing Assoc.	Sep 9-11	Central Roadracing Assoc.
May 10-11	Super Mileage Challenge	Jul 18	Track Addix	Sep 12	Track Addix
May 12	Corvette Club	Jul 25-29	Corvette Nationals	Sep 14	Corvette Club
May 13-15	BMW Club	Jul 30-Aug 1	Quattro Club	Sep 30-Oct 2	Porsche Club
May 20-22	Corvette Club	Aug 4	Corvette Club	Oct 9	Quattro Club
May 28-29	SCCA	Aug 5-7	Porsche Club	Oct 14-16	BMW Club
Jun 10-12	Porsche Club				

As shown, 58 days of events were held on the road course in 2005. The majority of these dates consisted of non-spectator track rentals. The only spectator events held at the road course were the various CRA events, the Corvette Nationals and Corvette Club events.

It should be noted that because the drag strip surface is incorporated into the road course at the Raceway, events can not be held simultaneously on both tracks. Raceway officials are currently considering modifying the road course to eliminate the shared stretch, which would allow the Raceway to expand its event calendar by utilizing both tracks at the same time.

Mason-Dixon Dragway – Hagerstown, Maryland

Located in Hagerstown, approximately 60 miles east of Cumberland, the Mason-Dixon Dragway is currently the only drag strip operating within 100 miles of Cumberland. The NHRA-sanctioned track hosts two regular racing series, the Outlaw Pro Street Series (OPS) and the Summit Series. Summit Points races are typically held on Sundays during the racing series, with OPS events and various other races held primarily on Fridays and Saturdays. Special events held at the Dragway include the National Open, an NHRA Northeast Divisional event, as well as special race weekends held during the Memorial Day and Labor Day weekends featuring races in a number of classifications. The following table details the Dragway's 2005 schedule.

Mason Dixon Dragway
2005 Event Schedule

Date	Event	Date	Event	Date	Event
Mar 26	OPS Series	Jun 11	OPS Series	Aug 28	Summit Points Race
Apr 2	OPS Series	Jun 12	Summit Pts; Pontiacs	Sep 2	Test & Tune; Import Quick 8
Apr 3	Shake Down Race; Pontiacs	Jun 18	Street Race; Kwik 8	Sep 3-5	Summit Labor Day Event
Apr 9	OPS Series	Jun 19	Summit Points Race	Sep 11	Summit Pts; Pontiacs
Apr 10	Non-Points Race	Jun 25	OPS Series; Gamblers	Sep 18	Test & Tune; Gamblers; Pro Stick
Apr 11	Private Rental	Jun 26	Summit Pts; Goodyear Race	Sep 24	Street Race
Apr 16	OPS Series	Jul 1	OPS Series; Gamblers	Sep 25	Track Points All Classes
Apr 17	Summit Points Race	Jul 2-3	Summit Pts; Firecracker	Oct 1	Bracket Finals
Apr 23	Street Race; Kwik 8	Jul 9	Tractor Pull	Oct 8	Diesel Drags
Apr 24	Summit Pts; Pontiacs; Pro Stick	Jul 10	Summit Points Race	Oct 9	Track Points King of the Track
Apr 29	Test & Tune	Jul 16	Street Race; Kwik 8	Oct 15	Street Race; Kwik 8
Apr 30-May 1	National Open	Jul 17	Summit Pts; Pontiacs	Oct 16	Track Points; Pontiacs
May 3	Private Rental	Jul 23	Test & Tune; Gambler Race	Oct 22	Private Rental
May 7	OPS Series	Jul 24	Summit Pts; Goodyear Race	Oct 23	Track Points
May 8	Summit Points Race	Jul 30	Test & Tune; Real Streets	Oct 29	Stock Suspension Shootout
May 14	OPS Series; Street Race	Jul 31	Summit Points Race	Oct 30	Track Points
May 15	Summit Points Race	Aug 6	Street Race; Kwik 8	Nov 5	Test & Tune
May 21	OPS Series; Impalas; Gamblers	Aug 7	Summit Points Race	Nov 6	Stock & Street Stock Races
May 22	Mid-Atlantic Mopar Meet	Aug 13	Test & Tune; Gambler Race	Nov 12	Diesel Drags
May 27	Test & Tune	Aug 14	Summit Points Race	Nov 13	Test & Tune; Gamblers
May 28-30	Memorial Day Special Event	Aug 20	All Ford Event	Nov 19	Private Rental
Jun 4	Tractor Pull	Aug 21	Summit Pts; Goodyear; Pontiacs	Nov 20	Turkey Race
Jun 5	Summit Points Race	Aug 27	Test & Tune		

As shown, the Dragway was in use for 75 days in 2005, including race events, test and tune sessions and private rentals. The track's test and tune sessions are generally open to all drivers, allowing amateurs to participate in recreational racing activities. Ticket prices for most spectator events are $10 per adult, with National Open tickets priced at $15 to $20 per day or $30 for a weekend pass.

In addition to ticket revenue, the Dragway typically collects entry fees from each driver, with purse money paid from ticket and entry fee revenues. Entry fees for most events range from $30 to $50 per entry, with a fee of $125 assessed for the National Open.

Road Courses

In addition to improving the existing oval track and adding a drag strip to the complex, the addition of a road course has also been considered as a potential development option at the Allegany County Speedway. Road courses typically range from one to three miles in length and feature several curves and turns.

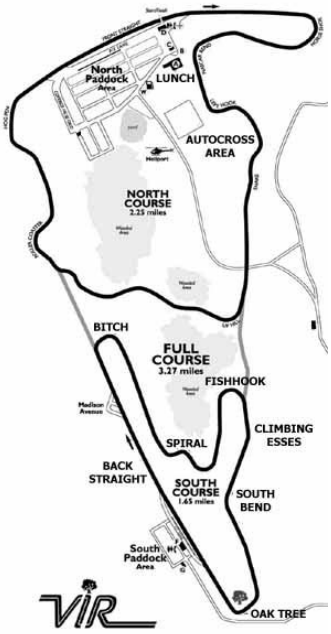
Several sanctioning bodies and racing organizations utilize road courses for their events. NASCAR holds Nextel Cup races at two road courses each year: Watkins Glen International in Watkins Glen, New York and Infineon Raceway in Sonoma, California. Several other organizations, including the Grand American Road Racing Association (Grand Am), Champ Car, the American LeMans Series (ALMS), the American Motorcylist Association (AMA), also hold races on road courses.

While races sanctioned by the aforementioned organizations may utilize a given road course for a few weekends each year, the majority of road course utilization consists of track rentals by organizations such as the Sports Car Club of America (SCCA) and clubs organized by drivers of car makes such as BMW and Porsche. Several road courses also host driving schools, which may be operated by track management or by a third party who rents the track to hold classes.

The following is a summary of the key physical and operational characteristics of several road courses that could be considered comparable to a road course in Allegany County.

Virginia International Raceway – Alton, Virginia

Located in Alton, Virginia, near the North Carolina border, Virginia National Raceway (VIR) is one of the region's premier road race venues. The venue originally opened in 1957 but was closed from 1974 through 2000, when it was reopened after major renovations made by its new ownership group. The Raceway features a 3.27-mile course that can be subdivided into 2.25-, 1.65- and 1.1-mile courses, allowing multiple events to utilize the facility at one time. The Raceway features several amenities for event participants and spectators, including an on-site restaurant, classrooms, a pro shop, restrooms with showers, and "The Lodge", a hotel with rooms overlooking the course. In addition to these amenities, trackside hospitality areas are available to drivers and spectators.



The high level of amenities associated with the Raceway allow it to attract a number of major spectator events each year, as well as track rentals from car clubs located throughout the mid-Atlantic region. In addition, several in-house and third party driving schools are offered at the track throughout the year. The following table summarizes the number of event days held each month at the Raceway in 2005. The event counts include several instances in which more than one event was held at the Raceway on a single day.

Virginia International Raceway
2005 Event Days by Month

Month	Special Events	Car Clubs	Driving Schools	Member Days	Other Events	Total Events
March	--	4	5	--	--	**9**
April	--	17	9	1	--	**27**
May	3	11	9	1	4	**28**
June	7	8	13	2	--	**30**
July	3	24	4	2	--	**33**
August	4	8	7	2	1	**22**
September	7	17	--	--	--	**24**
October	3	11	9	2	1	**26**
November	--	7	5	4	--	**16**
December	--	6	--	--	1	**7**
Totals	**27**	**113**	**61**	**14**	**7**	**222**

As shown, the Raceway's operating season runs from March through December, with utilization peaking in the summer months, but remaining strong from April through October. The Raceway was utilized a total of 222 times in 2005, more than half of which consisted of track rentals by various car and motorcycle clubs. The following table provides additional detail on the special events held at the Raceway in 2005.

Virginia International Raceway
2005 Special Events

Date	Event
May 20-22	WERA Cycle Jam Nationals
June 10-12	Gold Cup Historic Races
June 24-26	CCS Festival of Speed
July 29-31	National Auto Sport Association
August 26-28	AMA Suzuki Big Kahuna Nationals
September 1-4	Stock Car Spectacular
September 23-25	CCS Road Racing

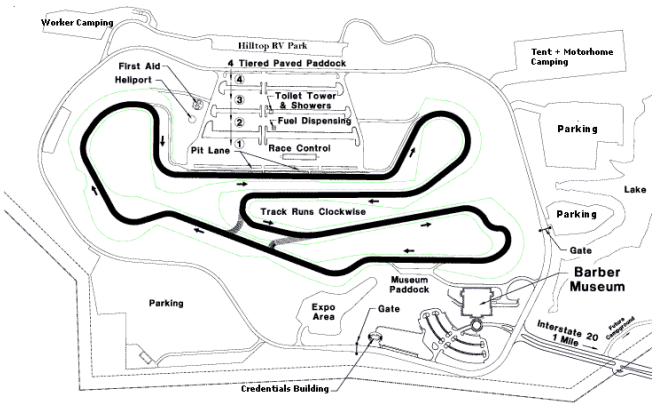
The Gold Cup Historic Races are organized by Raceway management, while the remaining special events consist of touring events organized by national racing associations such as WERA Motorcycle Road Racing, the Formula USA Championship Cup Series (CCS) motorcycle racing organization, the National Auto Sport Association (NASA) and the AMA. The Stock Car Spectacular event includes races by a number of organizations including the ARCA Lincoln Welders Truck Series.

The track's rental rate ranges significantly depending on the time of year and which portion or portions of the course are utilized. For example, rental of the short course during off-peak times such as February or December is priced at $2,500 per day, while a full course rental during the peak summer season is priced at $9,500 per day. Rental prices typically do not include event expenses such as corner workers, EMT, campground security guards and other such expenses.

Raceway officials indicated that they typically offer relatively low ticket prices ranging from $10 to $20 for most spectator events. The AMA Nationals are the Raceway's largest event, with tickets priced at approximately $50.

Barber Motorsports Park – Leeds, Alabama

Located in suburban Birmingham, Alabama, Barber Motorsports Park opened in 1999 and features a 2.3-mile road course. The facility does not have any spectator grandstands, but its design allows for more than 50,000 patrons to view events on the track from grass berms and hillsides throughout the facility. Amenities at the Park include four levels of paved paddock, restroom and shower facilities, a covered tech area and hospitality areas in the control tower and adjacent to the track.



While the Park can accommodate both cars and motorcycles, it has developed a niche by focusing primarily on motorcycle events. The following is a summary of events held at the facility in 2005.

Barber Motorsports Park
2005 Event Schedule

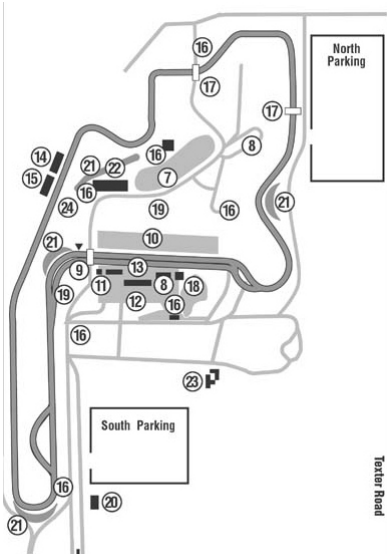
Date	Event	Date	Event	Date	Event
Feb 19-20	Private Event	May 28-29	BMW Club	Sep 1-4	Racing School
Mar 5-6	Private Event	Jun 4-5	Private Event	Sep 17-18	Private Event
Mar 12-13	Private Event	Jun 11-12	Private Event	Sep 23-25	WERA Nationals
Mar 19-20	Private Event	Jun 18-19	Private Event	Oct 1-2	Private Event
Mar 25-26	Private Event	Jun 23-26	Racing School	Oct 15	Race for the Cure Event
Mar 29-30	Private Event	Jul 9-10	Private Event	Oct 17-18	Motorcycle School
Apr 1-3	Historic Sportscar Racing	Jul 23-24	Private Event	Oct 21-23	Am. Hist. Racing Motorcycle Assoc.
Apr 8-10	World Karting Association	Jul 29-31	Grand Am Rolex Series	Oct 29-30	Private Event
Apr 16-17	WERA Regionals	Aug 6-7	Private Event	Nov 5-6	Private Event
Apr 22-24	AMA Superbike Championship	Aug 12-14	Formula USA CCS	Nov 19-20	Private Event
Apr 30-May 1	Private Event	Aug 20-21	Private Event	Nov 26-27	Private Event
May 6-7	Private Event	Aug 27-28	Private Event	Dec 3-4	Private Event

As summarized in the table, the Park hosted 74 event days in 2005, including 46 days of private events, 10 days of racing schools and 18 other events, including major WERA, AMA and Grand Am race weekends. It should be noted that the event list presented in the table excludes a number of single-day rentals occurring throughout the year. Park representatives indicated that the track is utilized nearly every day for much of the year when including various one-time rentals.

The course's rental rate is $12,000 per day, which includes use of the control tower and credentials building, one ambulance and one fire truck. Renters must pay for additional expenses such as corner workers, a crash truck, insurance and additional ambulances.

Mid-Ohio Sports Car Course – Lexington, Ohio

Located midway between Cleveland and Columbus, the Mid-Ohio Sports Car Course features a single course measuring 2.25 or 2.4 miles, depending on its configuration. The facility includes approximately 6,000 grandstand seats, with additional grass seating located throughout the venue. The Course originally opened in 1962 and was renovated under new ownership in the early 1980's, resulting in a premier road course facility



The Course's season typically lasts from April through late October. Course representatives indicated that the facility is in use nearly every day throughout that period, with a schedule consisting of team testing, car club rentals, driving schools and various special events. The following table summarizes the venue's 2005 special event schedule.

Mid Ohio Sports Car Course
2005 Special Events

Date	Event
May 20-22	American LeMans at Mid-Ohio
June 24-26	Vintage Grand Prix of Mid-Ohio
July 15-17	AMA Vintage Motorcycle Days
July 22-24	AMA Chevrolet Superbike Championship
August 26-28	Grand American Road Racing Association
September 19-25	SCCA Nat'l Championshpi Runoffs

As shown, the Course hosted six major events in 2005, utilizing the track for a total of 22 days. According to facility management, these events drew approximately 500,000 spectators, or approximately 23,000 per event day, with motorcycle events typically drawing the highest attendance levels.

The daily rental rate for the track is $8,500 per weekday. Weekend rentals are typically priced at $30,000 for a three-day weekend. The rental prices include all safety requirements. In addition, the weekend rental includes use of 28 on-site garages.

Summary

Within this section the physical and operational characteristics of various types of racing facilities have been discussed. Based on the analyses of these facilities, it appears that the operations of dirt and asphalt oval courses are relatively similar. Tracks of both surface types typically operate a weekly racing series and host occasional special events by touring racing organizations.

Despite their operational similarities, dirt and asphalt tracks differ in a few key areas. Each surface accommodates different types of cars, precluding a single car from driving on both dirt and asphalt surfaces. Therefore, drivers must choose to build and race either a dirt or asphalt car, a decision that may be based in part by the number of tracks offering dirt or asphalt racing in the region, the purses offered by each type of track and the costs associated with each car type.

Two of the comparable asphalt tracks discussed in this section, Jennerstown Speedway and Hawkeye Downs Speedway, operated as dirt tracks for several years prior to converting to an asphalt surface. While both tracks have been able to establish weekly racing series, representatives of both facilities indicated that significant time and effort was required to develop a driver base to race at the respective tracks. At present, the tracks' racing schedules include a similar number of race days to the typical dirt tracks, indicating that total utilization of an asphalt track at the Speedway would likely be consistent with current utilization at the existing dirt track.

Like oval tracks, drag strips typically operate weekly racing series, often sanctioned by groups such as the NHRA, IHRA or SBRA, and occasionally host races featuring touring drag racing organizations. Some drag strips have generated additional utilization by offering public test and tune sessions in which amateur car enthusiasts can race and test their vehicles.

While oval tracks and drag strips typically generate the majority of their revenues through ticket sales and driver entry fees, road courses generally focus primarily on renting the track to various car clubs and other such organizations. Additional events typically held at road courses include driver schools and race weekends featuring organizations such as the AMA, Grand Am, ALMS and other such organizations. Because road courses are generally in operation throughout the week and require relatively high staffing levels, they tend to be significantly more expensive to operate than oval tracks or drag strips.

5.0 Market Demand and Building Program Analysis

The purpose of this section is to evaluate potential levels of event and attendance demand for each of the proposed renovation and enhancement options being considered for the Allegany County Speedway and to assist in planning the physical characteristics and amenities that should be incorporated into the building plan.

A variety of factors have been analyzed in order to gauge the ability of the various development options to attract events and patrons. Event levels and physical characteristics of comparable venues discussed in Section 4.0 were used as benchmarks to gain an understanding of the types and number of events typically hosted by each type of racing facility. In addition, a number of facilities that could compete with the Speedway were analyzed in Section 3.0 to gauge the level of competition present in the Cumberland region and to identify niches that could be filled by various potential speedway development options in Allegany County. Interviews were conducted with a variety of racing leagues, sanctioning bodies, car clubs and other such organizations to obtain opinions on the development options being considered and gauge interest in utilizing the potential venues. Finally, telephone surveys of area residents and patron intercept surveys of current Speedway event attendees were conducted to assess interest in attending events at each of the proposed development options.

The market demand and building program analysis is presented as follows:

- Potential User Interviews
- Survey Results
- Summary

Potential User Interviews

In order to evaluate the potential demand to host or sanction events at each of the potential configurations being considered at the Speedway, interviews were conducted with several sanctioning bodies and racing organizations that conduct race events on each type of track being considered. Topics discussed in the interviews included interest in bringing events to the Speedway, key market and facility characteristics necessary to attract various events, typical attendance and ticket price levels for various types of events, the costs associated with hosting events and other such topics. The following is a summary of the key findings of the interviews with potential Speedway user groups.

Renovated Dirt Track

The Allegany County Speedway currently features a 5/8-mile dirt oval track. Based on conversations with racing industry representatives who are familiar with the current facility, the track is in need of improvement in areas such as racing surface quality and safety features. In addition, the track offers only basic levels of fan amenities. One potential development scenario at the Speedway would involve improving the track surface and safety features while providing upgraded seating, concessions, restrooms and other fan amenities. In order to evaluate the potential demand to host or sanction events at a renovated dirt track at the Allegany County Speedway, interviews were conducted with several sanctioning bodies and racing organizations that conduct race events on dirt surfaces, including, but not limited to:

- DIRT Motorports,
- World of Outlaws (WoO),
- Mid-Atlantic Championship Series (MACS),
- American Racing Drivers Club (ARDC),
- United States Auto Club (USAC),
- ARCA, and
- NASCAR Regional Racing.

The following is a summary of information collected through these potential dirt track user interviews.

- The Speedway hosted a WoO Late Model racing event in 2005, but the event is not scheduled to return in 2006 due to issues between track management and the WoO organization. WoO representatives indicated that the event was relatively successful and would consider returning to the track in future years regardless of whether improvements are made to the facility. However, they would prefer that the track be resurfaced, as the present surface is not ideal for their races.
- According to representatives of DIRT Motorsports, which is the parent company of WoO, a renovated track may be able to attract additional DIRT and WoO events, potentially including DIRT Big Blocks, 358's and Sprints.
- The MACS currently holds a super late model event at the Speedway. MACS representatives indicated that they plan to continue to bring the event to Allegany County each year regardless of whether improvements are made. However, they recommend that improvements be made to the racing surface, as the track was somewhat rough during the 2005 event.

- While MACS officials indicated that they would be unlikely to bring additional events to the Speedway if improvements are made, the improved revenue generating ability of a renovated track could allow the track to host events with $7,000 to $10,000 win shares, as compared to the $5,000 win share event currently held at the track. The total costs associated with a $10,000 win share event would likely approximate $50,000, compared to a total cost of $39,000 for a $7,000-win show or $30,500 for a $5,000-win show. Events with these larger purses would be likely to draw better drivers, resulting in improved races that may generate higher levels of fan interest.
- Representatives of the ARDC indicated an interest in bringing sprint races to Allegany County regardless of whether improvements are made. While a 5/8-mile track is slightly longer than their preferred track size, they currently race on a few tracks of that length. The ARDC hosts events at a wide range of facilities, with grandstand capacities ranging from 1,000 to 12,000. The organization typically brings one or two events to a single track each year, and draws an average of approximately 2,000 spectators per event. ARDC races typically have a purse of approximately $5,000 per race, with a $12 to $15 average ticket price at most tracks.
- The USAC conducts a number of racing series on paved and dirt tracks throughout the country. The organization's three predominant national racing series are its Silver Crown, Sprints and Midgets races. Each of these three classifications can race on either asphalt or dirt tracks, with Sprints and Midgets typically racing on ¼-mile to one-mile tracks and Silver Crown races held on ½-mile to 1.5-mile tracks. The organization does not currently hold any events in Maryland, but brings Sprint and Silver Crown races to Richmond International Raceway and dirt Sprint Races to several tracks in Pennsylvania. USAC representatives indicated that an improved dirt track in Allegany County could potentially host Midget or Sprint series races. The Midget series typically has a purse of approximately $20,000 and an average ticket price of $12 to $15, while the Sprint series has an average purse of $28,000 and ticket prices ranging from $15 to $20 per race.
- The organizations contacted generally indicated that the most important factors when choosing markets in which to hold races include the quality of the racing surface, the safety of the track and the presence of a strong racing fan base. The organizations generate their revenue through the money paid by the track promoter to bring a race to their track. Therefore, the onus for generating revenue from tickets, sponsorship, hospitality and other such areas is on the track promoter rather than the sanctioning body.

Dirt Track Summary

Based on the analyses summarized herein, it appears that improvements to the Speedway's existing dirt track could allow the facility to attract additional special events such as USAC races, and to host higher division races by the MACS and World of Outlaws/DIRT Motorsports. The likelihood of the track to host these events could be increased by making improvements to the track surface and its safety features.

The higher profile special events that could be attracted to an improved Speedway could help grow the existing fan base by generating increased interest in the track's events. In addition, the improved fan comforts and amenities associated with a renovated Speedway could help lead to increased attendance levels by providing an improved fan experience at racing events.

Asphalt Oval Track

The development of an asphalt oval racetrack has been proposed as a potential improvement that could be made at the Allegany County Speedway. The project could involve the replacement of the existing dirt track with a new asphalt surface or the development of a new asphalt track adjacent to the current dirt track. Under either scenario, the track is envisioned to be approximately ½-mile in length.

In order to assess potential interest in bringing events to an asphalt track in Allegany County, representatives of several sanctioning bodies were interviewed to obtain specific feedback pertaining to the proposed development. Organizations contacted for this study included, but were not limited to:

- NASCAR,
- Indy Racing League (IRL),
- ARCA,
- United Speed Alliance Racing (USAR),
- USAC,
- Hoosier Outlaw Sprint Series (HOSS), and
- International Supermodified Association (ISMA).

The following is a summary of the key findings of the discussions with potential asphalt track user groups.

- NASCAR's three most prominent racing series, the Nextel Cup, Busch and Craftsman Trucks Series, typically hold their events at major superspeedways. While some of these speedways are located in relatively small markets similar to Cumberland, in recent years NASCAR has focused on bringing events to new speedways in major markets. The organization is unlikely to bring any events in these three series to a ½-mile track in a relatively small market such as Cumberland.

- NASCAR could potentially sanction a Dodge Weekly Racing series at the proposed asphalt track. The event, attendance and financial characteristics of such a series are assumed to be relatively similar to weekly racing events at a renovated dirt track.
- Similar to NASCAR Nextel Cup races, the IRL holds the majority of its events at major superspeedways in relatively large markets. IRL representatives indicated that the Allegany County market would be unlikely to attract an IRL event.
- Representatives of the USAR, which organizes the Hooters Pro Cup series, indicated that an asphalt track in Allegany County could potentially attract a Hooters Pro Cup race. Races are currently held in Jennerstown and Erie, Pennsylvania and South Boston, Virginia. An additional race in the region could work well with the series' touring schedule. In order to attract a Hooters Pro Cup event, the Speedway would need to offer amenities such as a pit capable of accommodating live pit stops, a control tower, sufficient lighting for televised races and hospitality areas such as suites overlooking the track. While the series does not institute a minimum seating capacity, the majority of tracks hosting Hooters Pro Cup races have capacities in excess of 4,000, with an average of 6,000 to 7,000. Typical attendance levels for the series range from 4,500 to 5,000 per race, with a $20 average ticket price.
- As noted in the dirt track analysis, the USAC indicated a potential interest in bringing sprint and/or midget races to a dirt track in Allegany County. These events could also be held at an asphalt track. In addition, an asphalt track would be more likely to attract a Silver Crown race, the USAC's most popular racing series. However, it should be noted that the costs associated with attracting a Silver Crown race are significantly higher than the costs associated with sprint or midget events. Specifically, Silver Crown races typically require a commitment of approximately $100,000 from the track promoter, compared to $20,000 and $28,000 for midget and sprint races, respectively. The average ticket price for Silver Crown events ranges from $25 to $30.
- HOSS conducts winged sprint car races throughout the upper Midwest/Great Lakes region. HOSS representatives indicated that a ½-mile asphalt track in Allegany County could potentially host a HOSS race on an annual basis. However, because Cumberland is not located within HOSS's core geographic area, it would be important to schedule an event in conjunction with a track such as the Jennerstown Speedway, allowing driving teams to reduce travel expenses by holding two events in the region before returning to the Midwest. The primary factor considered by HOSS when identifying new markets in which to hold races is the safety of the track, due to the high speeds achieved by sprint cars. HOSS races typically draw attendance levels of 4,000 to 6,000, with ticket prices ranging from $10 to $12. Sanctioning fees for HOSS races vary depending on factors such as the required travel distance by racing teams. For a relatively distant market such as Cumberland, the fee would likely approximate $20,000.

- The ISMA operates a super modified series racing primarily in the northeastern U.S, including Jennerstown, Pennsylvania. ISMA representatives indicated that they are not currently looking to expand their series to new speedways. However, by the time the proposed improvements to the Allegany County Speedway have been completed, they may be seeking new tracks. The safety of the track and its walls is a key factor in selecting ISMA race sites, as the series' cars reach relatively high speeds. While no minimum grandstand capacity is specified, ISMA representatives indicated that the majority of their venues have grandstand seating of at least 5,000 seats.
- Based on conversations with motorsports industry representatives, a new asphalt track may struggle to field a weekly racing series in the initial years due to the lower number of asphalt cars that are currently racing in the region. The initial focus would likely need to be on attracting special events and offering a lower-division weekly series. Over time, the track would need to work to build a driver base that could support a weekly multi-division race series.
- Industry representatives indicated that asphalt tracks often generate more sponsorship revenue than dirt tracks, as companies prefer to entertain guests at asphalt tracks, which are perceived as being cleaner and more upscale than dirt tracks.
- While asphalt tracks tend to generate higher levels of sponsorship revenue, industry representatives indicated that the asphalt racing industry in general has experienced overall decreases in attendance levels and car counts in recent years. This decline may be due in part to factors such as the relatively low number of asphalt tracks on which cars can be raced and the higher costs associated with developing cars built to race on paved surfaces.

Asphalt Track Summary

Based on conversations with various sanctioning bodies, there appears to be some level of interest in bringing racing events to an asphalt track at the Allegany County Speedway. While the track would be unlikely to attract major events such as NASCAR and IRL races, it could potentially host races such as Hooters Pro Cup, HOSS and other such events.

Industry representatives interviewed for this analysis generally indicated that dirt track racing fans and asphalt track fans are often two distinct groups. Therefore, while an improved dirt track would likely retain current Speedway patrons, an asphalt track may require the facility to develop a new patron base of asphalt racing fans.

Paved speedways typically are able to generate higher event sponsorship and hospitality revenues than dirt tracks, as corporate sponsors generally prefer to entertain clients and guests in the cleaner, dust-free environment afforded by asphalt tracks. In addition, because there are fewer asphalt tracks than dirt tracks in the region, an asphalt track at the Speedway would compete with fewer venues to attract drivers. However, there are likely to be fewer available asphalt track cars and drivers in the region due to the limited number of tracks on which they can race.

Drag Strip

The development of a drag strip adjacent to the current oval track is another development option being considered at the Allegany County Speedway. The drag strip would likely be either 1/8-mile or 1/4-mile in length, with grandstand seating located near the starting line. The grandstand could also include luxury suites, hospitality areas and other such amenities.

Three primary organizations currently sanction events in the Mid-Atlantic region, the NHRA, the IHRA and the SBRA. Representatives of all three organizations, along with other industry representatives, were interviewed to determine the level of interest in bringing events to a drag strip in Allegany County. The following is a summary of these discussions.

- The NHRA currently sanctions events held at regional tracks such as the Mason-Dixon Dragway in Hagerstown and the South Mountain Dragway in Boiling Springs, Pennsylvania. The NHRA also sanctioned racing at the 75-80 Dragway in Monrovia prior to the closing of that facility following the 2005 season.
- The NHRA's major national events typically draw 100,000 spectators over four days. Currently, the organization holds 23 national events each year. In order to hold these events, a dragway complex typically must offer 500 to 600 acres to accommodate pits, campers, parking and other such requirements. NHRA representatives indicated that a drag strip in Cumberland would be unlikely to be selected to host such an event.
- In addition to national races, the NHRA holds a number of local and regional events at drag strips throughout the U.S. In order to host such an event, the proposed drag strip would need to have pit space to accommodate 200 to 300 rigs, and would likely require approximately 75 acres of space to accommodate the track, shut-down and pit areas, camping, parking and other such areas. A minimum grandstand seating capacity of 2,500 seats would likely be required to host a local or regional NHRA event.

- According to NHRA representatives, the organization would consider serving as the sanctioning body for weekly racing series held at the proposed drag strip. The NHRA assesses an annual sanctioning fee of $2,500. In addition to this fee, track management is responsible for payout of the weekly purse. Attendance at NHRA-sanctioned drag strip events varies from market to market, but typically averages approximately 2,000. The average ticket price for weekly events is approximately $10.
- The IHRA currently sanctions racing at two drag strips in the region: the Beaver Springs Raceway in Beaver Springs, Pennsylvania and the Pittsburgh Raceway Park in New Alexandria, Pennsylvania. IHRA representatives indicated that events at these facilities have not drawn strong attendance levels in recent years.
- IHRA representatives indicated that they would consider sanctioning events at a drag strip in Allegany County, but would need to be comfortable with the track and its management. Because of the relatively poor performance of existing venues in the region, the IHRA would be cautious about sanctioning an additional strip. Based on the size of the market and recent attendance levels at comparable tracks, IHRA representatives indicated that drag race events in Cumberland would likely draw 500 to 1,000 spectators per event with an average ticket price of approximately $10 for weekly races and $15 to $20 for special events. The IHRA's annual sanctioning fee is $1,500 per track.
- Allegany County would be unlikely to attract a national IHRA event, as a market population of at least 1.0 million is generally preferred.
- The SBRA sanctions drag racing at facilities located throughout the east coast region, including the Old Dominion Speedway in Manassas, Virginia. SBRA representatives indicated that attendance and car counts at their events have declined steeply in recent years due to factors such as the increased cost of operating cars and a general decrease in fan interest. Due to this downward trend in the region, the SBRA would be unlikely to consider sanctioning events in Cumberland.
- In addition to spectator drag racing events, many drag strips hold test and tune or open racing sessions to allow amateur drivers to race their cars on the track. The drag strip generally collects an entry fee from each participating driver, allowing the facility to generate revenue on non-event days. Drag strip operators contacted for this study indicated that driver counts at these open events are typically strong when a track first starts offering the sessions. However, driver counts often decrease following the initial surge as the novelty associated with driving on the strip fades over time. As a result, the revenue generated from these sessions is generally not as significant as the revenue generated by spectator events.

- Potential drag strip developers must consider the amount of space necessary to accommodate a drag racing facility. If a ¼-mile drag strip is constructed, an additional ¼-mile of shut down space must also be constructed, requiring a total of ½-mile of track. Similarly, a total of ¼-mile of track is necessary to accommodate a drag strip with a racing length of 1/8-mile. A track width of 50 to 60 feet is generally required.
- In addition to the space required for a drag strip, the impact of noise from the facility on the surrounding neighborhood must be taken into consideration. While oval tracks typically hold races one night per week, drag strips often hold test and tune sessions and additional events during the week, resulting in additional noise generated by the facility.

Drag Strip Summary

Based on conversations with drag race sanctioning bodies and other industry representatives, drag racing has experienced a downward trend in the Mid-Atlantic region in recent years, with declining car counts and attendance levels at drag race events. Several drag strips in the region have suspended operations. As a result of this trend, sanctioning bodies contacted for this study indicated that they would be hesitant to sanction additional tracks in the area.

Industry representatives indicated that some drag strips draw attendees from within 50 to 100 miles of their respective locations. However, it is unlikely that a drag strip in Cumberland would draw a significant level of attendees from a distance of 100 miles due to the number of existing drag strips in the region. Specifically, drag racing fans in the Baltimore and Washington markets may be more likely to attend events at the Mason-Dixon Dragway in Hagerstown, while Pittsburgh-area residents may be more likely to patronize the Pittsburgh Raceway Park. Therefore, the majority of spectators at drag strip events would likely be derived from within a smaller radius surrounding Allegany County.

Road Course

The development of a road course represents another potential development option at the Allegany County Speedway. As noted in the Comparable Facility Analysis, the majority of road course utilization is likely to be derived from track rentals by various car clubs, driving schools and other such organizations, with relatively few spectator events typically held at road course facilities.

In order to gauge the potential level of demand to host events at a road course in Allegany County, interviews were conducted with a number of road racing sanctioning bodies, car clubs and other industry representatives, including, but not limited to the following:

- NASCAR,
- Champ Car (formerly CART),
- American Le Mans Series (ALMS),
- Grand American Road Racing Association (Grand Am),
- American Motorcyclist Association (AMA),
- Formula USA/Championship Cup Series (CCS),
- WERA Motorcycle Road Racing,
- Sports Car Club of America (SCCA),
- Porsche Club of America (PCA), and
- BMW Car Club of America (BMWCCA).

The following is a summary of the key findings resulting from the interviews of potential road course user groups.

- As noted previously, NASCAR would be unlikely to bring Winston Cup, Busch Series or Craftsman Truck series events to Allegany County, as the organization is focusing on bringing new races to major markets. In addition, few NASCAR sanctioned events are held on road course facilities, making it unlikely that any NASCAR series would represent a potential source of utilization for the proposed road course.
- Champ Car events are currently held exclusively in major markets. A road course in Allegany County would be unlikely to attract a Champ Car race.
- The ALMS organizes road racing events at road courses throughout the country, including endurance races and sprint races. Representatives of the ALMS indicated that the organization formerly sanctioned a successful sprint race in the Washington DC area, but discontinued the race due to legal issues. The organization would like to return to the region in the future. The ALMS's touring event consists of racing in five series over four days, with a test and practice day on Thursday, test, practice and qualifying on Friday, racing and qualifying on Saturday and racing on Sunday. Attendance at these events typically ranges from 25,000 to 50,000 per race day with ticket prices of $50 to $70 for the entire weekend or $40 to $50 per race day (Saturday and Sunday). ALMS representatives indicated that their event draws from a radius of up to 250 miles from the track, and felt that an event in Allegany County could draw attendance from Pittsburgh, Baltimore, Washington and other regional markets.
- The ALMS races on courses ranging form 1.5 to 3.0 miles and requires a large paved paddock area to accommodate cars from all five series. Other requirements to host a major event include traffic accessibility, an attractive date/weekend and 3,000 to 5,000 hotel rooms in the area.

- Formula USA/CCS indicated an interest in potentially bringing events to the proposed road course, assuming its safety features make it suitable for motorcycle racing events. Specifically, motorcycle racing requires a wide run-off space between the track and any walls and obstacles. CCS events typically consist of racing over a two-day weekend, with 250 to 275 race entries, average attendance of 600 to 1,000 people per day and ticket prices of $25 for the weekend or $15 for a one-day Sunday ticket. Formula USA events consist of three days of racing and typically draw 1,000 race entries and 3,000 spectators. Formula USA/CCS representatives indicated that the proposed road course could potentially host events in both the CCS and Formula USA classifications each year.
- Based on conversations with representatives of several regional car clubs, there appears to be a strong interest in utilizing a road course in Allegany County. Car clubs such as the SCCA, PCA, BMWCCA and several other similar organizations typically have a number of regional chapters throughout the country. Each chapter organizes its own driver events, with each typically utilizing several different courses each year to provide members with a variety of driving experiences. Club members are often willing to travel more than 200 miles to attend weekend events, which could allow a road course in Allegany County to attract rentals from clubs located in Pittsburgh, Baltimore, Washington and throughout the Mid-Atlantic region.
- Car club events could draw a significant number of non-local drivers to the Allegany County area. Specifically, SCCA events held at the Cumberland Regional Airport typically draw 250 entries, approximately two-thirds of whom are from the Pittsburgh and Washington markets. Similarly, representatives of the Chesapeake PCA indicated that their events typically draw 120 to 175 drivers, while events organized by the National Capital Chapter of the BMWCCA typically draw 80 members and 40 driving instructors.
- Additional road course utilization could be derived from a variety of racing classes, driving schools, emergency vehicle drivers training and other such driving classes. Some road course facilities offer these classes in-house, with classes conducted by employees of the course, while others rent the track to third-party driving schools. For purposes of this analysis, it is assumed that driving classes held at the proposed road course in Allegany County would be conducted by third party organizations, with the Speedway receiving rental revenue from those organizations.
- In order to maximize car club rentals, the road course should offer amenities such as classrooms for driving class sessions, concessions/catering offerings, a skid pad and garages for car storage during multi-day events.

Road Course Summary

Sanctioning bodies and racing organizations contacted for this study generally indicated a positive interest in potentially bringing weekend racing events to a road course in Allegany County. However, the ability of the proposed road course to attract these events will depend on the ability of the Speedway and the Cumberland market to accommodate the large number of participants and attendees associated with these events.

Weekend racing could draw strong attendance levels and provide the road course with its most visible events. However, road courses typically derive the majority of their utilization and revenues from renting the track to various driving clubs, racing schools and other such organizations. Representatives of regional car clubs indicated a strong level of interest in renting a new road course in Allegany County for their events. These club events could result in a number of non-local participants traveling to Allegany County on a regular basis. This type of event utilization could have a mutually beneficial impact on the growing tourism industry in Allegany County. The presence of the track could draw additional tourists to the community, while the increasing number of hotels and other visitor attractions could make Allegany County a more attractive destination for car club members.

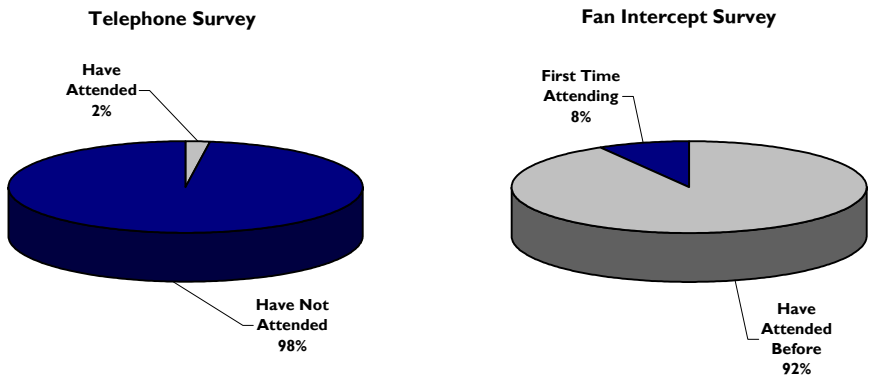
Because road courses occupy a significantly larger footprint and are significantly longer than ovals or drag strips, the development costs associated with road courses are relatively high. In addition, the operation of a road course is a significantly larger undertaking than the other facilities discussed herein, as road courses are typically in operation seven days per week for much of the year, compared to one or two days per week for an oval or drag strip. Therefore, the development of a road course would require Speedway management to significantly expand its administrative and staffing levels.

Survey Results

In order to assess levels of interest in attending events that could be held at each of the various development components being considered at the Speedway, a total of 189 fan intercept surveys were conducted at Speedway events in October, 2005. In addition, 225 telephone surveys of randomly selected households located within 100 miles of Cumberland were conducted. The purpose of the interviews was to obtain first person feedback related to the demand for various types of potential Speedway events, preferred track amenities and other such topics.

Respondents to both surveys were initially asked whether they had attended an event at the Allegany County Speedway in the past. The following chart summarizes the responses from both survey groups.

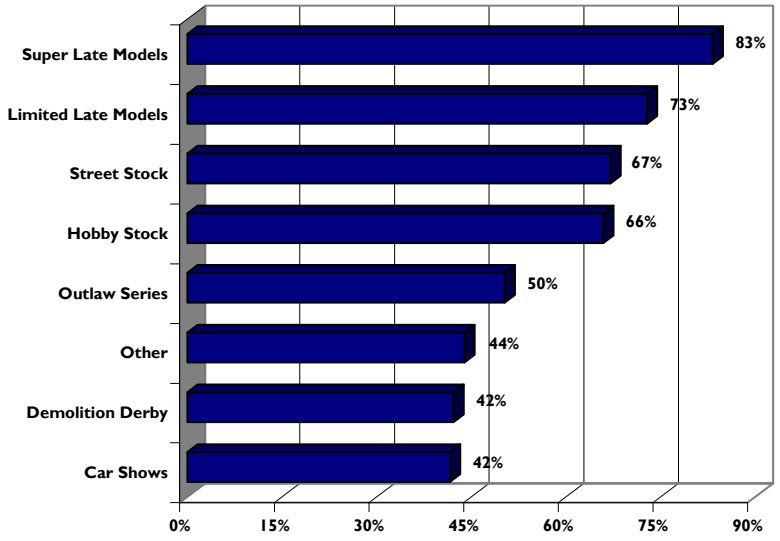
Have you attended events at the Allegany County Speedway in the Past?



As shown, just two percent of telephone survey respondents have attended an event at the Speedway, while 92 percent of fan intercept survey respondents had attended an event prior to the event at which surveys were conducted. Fan intercept survey respondents indicated that they attend an average of approximately 12 events at the track each year. This could indicate that while a relatively small portion of the total population in the region attends events at the Speedway, those who do attend events return to the track on a regular basis.

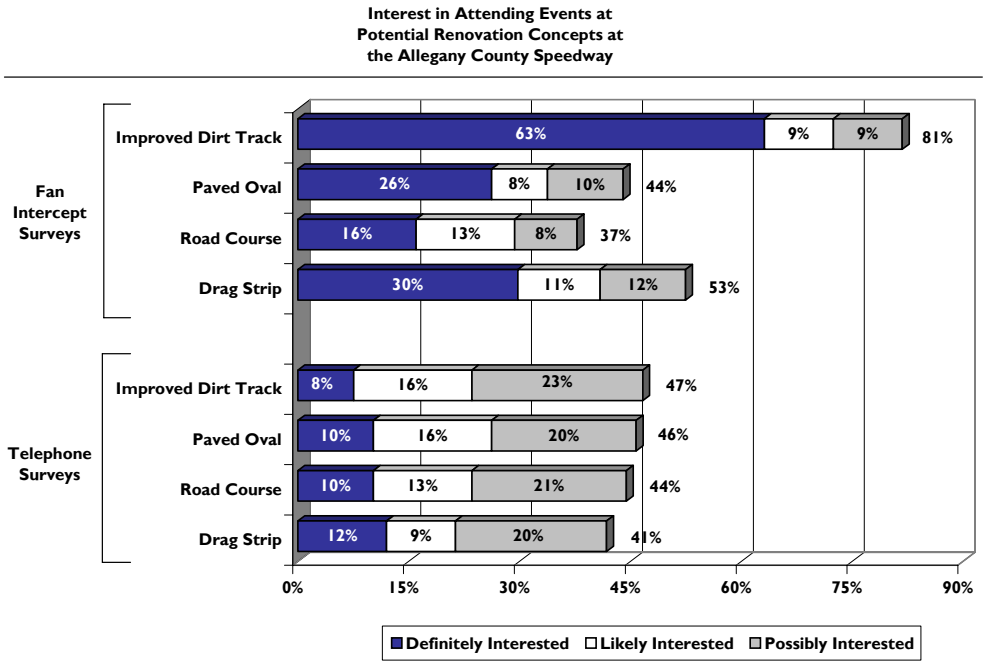
Fan intercept survey respondents were asked which types of events they have attended at the Speedway in the past. The following chart summarizes their responses. The percentages in the chart are of those respondents who indicated that they had attended events in the past.

Speedway Events Attended
Fan Intercept Survey Respondents



As shown in the chart, late model racing was the most commonly attended event. Fewer than half of respondents had attended demolition derby or car show events at the Speedway in the past.

Respondents to both surveys were asked to indicate their level of interest in attending events at each of the potential configurations being considered at the Speedway. The following chart summarizes interest levels among survey respondents.

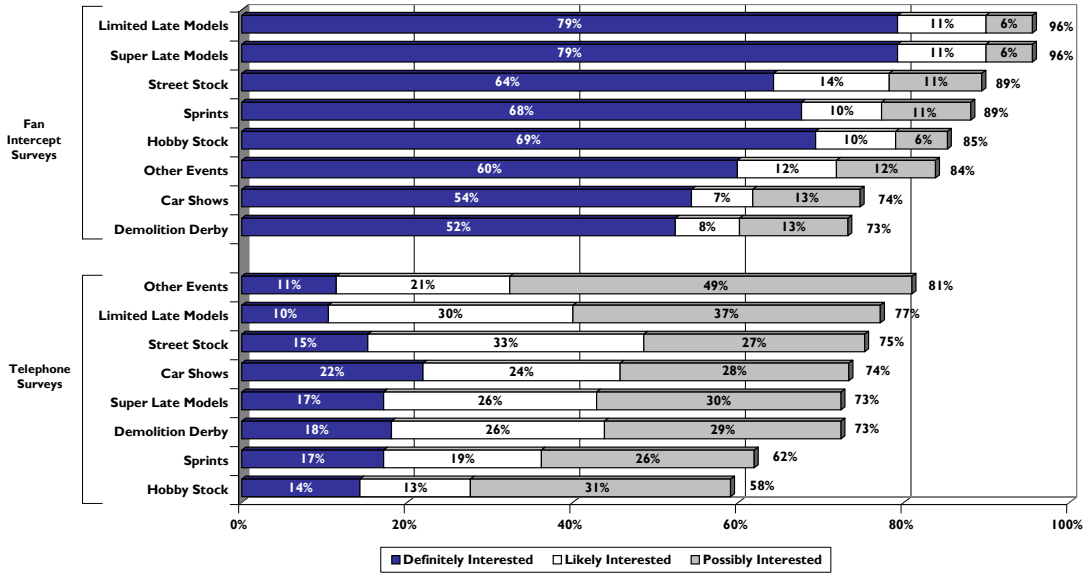


As shown, respondents to both surveys indicated the highest level of interest in attending events at a dirt track rather than a paved oval, a road course or a drag strip. Current patrons of the track showed a strong preference to continue to attend events at a dirt track, with 81 percent of respondents indicating a positive interest in attending dirt track events. This is indicative of overall trends in the motorsports industry, in which fans are often stratified as preferring to attend events at either a dirt or asphalt track, but not both. This could indicate that a paved track in Allegany County would need to build a largely new fan base, as the current fan base may not carry over from dirt to asphalt racing. In addition, an asphalt track would need to attract racers from a smaller population base due to the predominance of dirt tracks within the region.

While only two percent of telephone survey respondents have attended an event at the Speedway in the past, 41 to 47 percent showed an interest in attending events at the various development options being considered, with eight to 12 percent indicating a definite interest in attending Speedway events. This could indicate that the Speedway is not currently tapping into the full base of potential motorsports fans in the region. Increased marketing efforts could help attract these potential fans to attend events at the Speedway.

Respondents who indicated a positive interest in attending Speedway events were asked to describe their interest in attending several specific types of races and events that could potentially be held at the facility. The following chart summarizes the interest levels in attending various dirt track events from the fan intercept and telephone surveys. Only those respondents who showed an initial interest in attending events at a dirt track were asked the questions pertaining to specific events. Therefore, the percentages in the chart are of respondents with an initial interest in attending dirt track events, not of the entire survey population.

Interest in Attending Potential Dirt Track Events

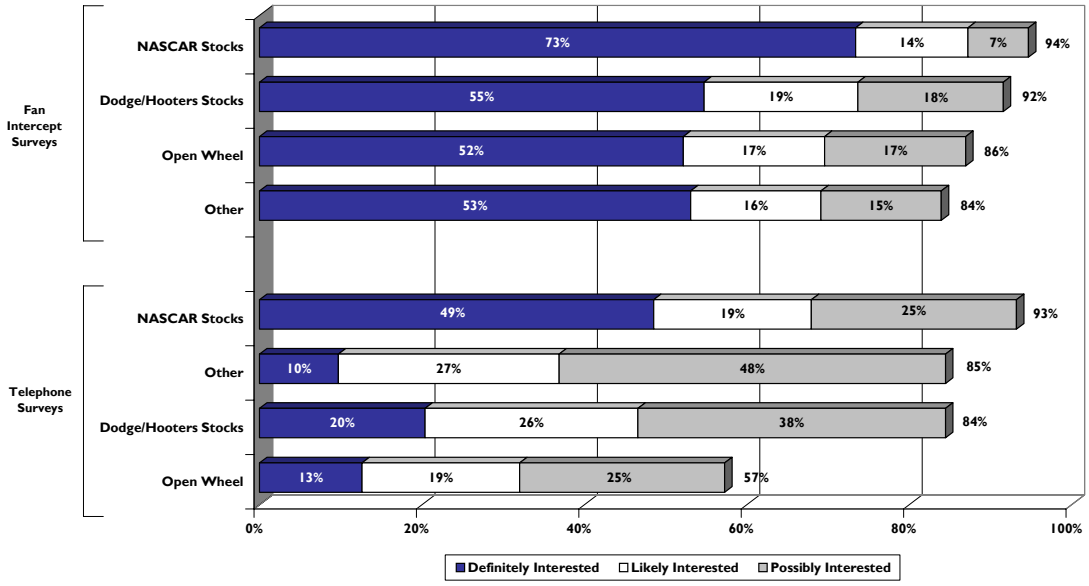


Fan intercept survey respondents showed the highest level of interest in attending late model racing events, followed by street stocks, sprints and hobby stocks. Respondents to the fan intercept surveys generally showed more interest in attending racing events than non-racing events such as demolition derbies and car shows.

Telephone survey respondents indicated interest in attending a variety of events, with limited late models representing the most popular racing events. While interest in attending races was generally lower among telephone survey respondents as compared to fan intercept survey respondents, similar percentages of each survey group showed at least some level of interest in attending non-race events such as car shows, demolition derbies and other events.

Following the questions pertaining to dirt track events, respondents who indicated an initial interest in attending asphalt track races were asked to indicate their interest in specific events that could be held at an asphalt track. The following chart summarizes levels of interest in attending various types of events at an asphalt oval track at the Speedway.

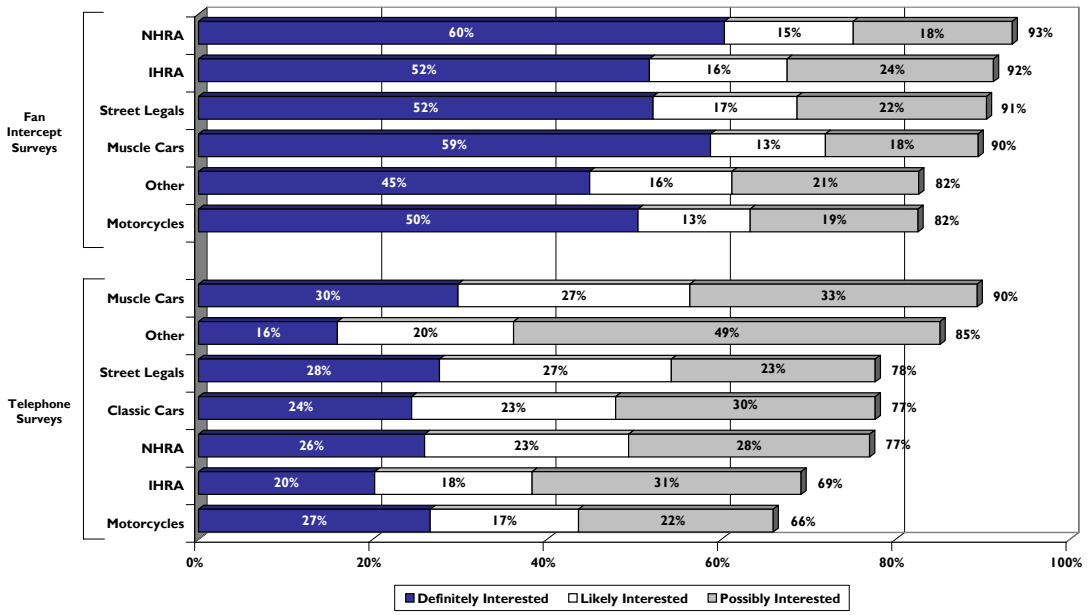
Interest in Attending Potential Asphalt Track Events



Survey respondents in both groups indicated the highest level of interest in attending NASCAR stock car racing events. A lower percentage of survey respondents indicated an interest in attending open wheel racing events at the Speedway.

Respondents who indicated an initial interest in attending events at a drag strip at the Speedway were asked to indicate their level of interest in various specific events that could be held at the drag strip. The following exhibit summarizes interest in various drag racing events that could be held at the proposed drag strip in Allegany County.

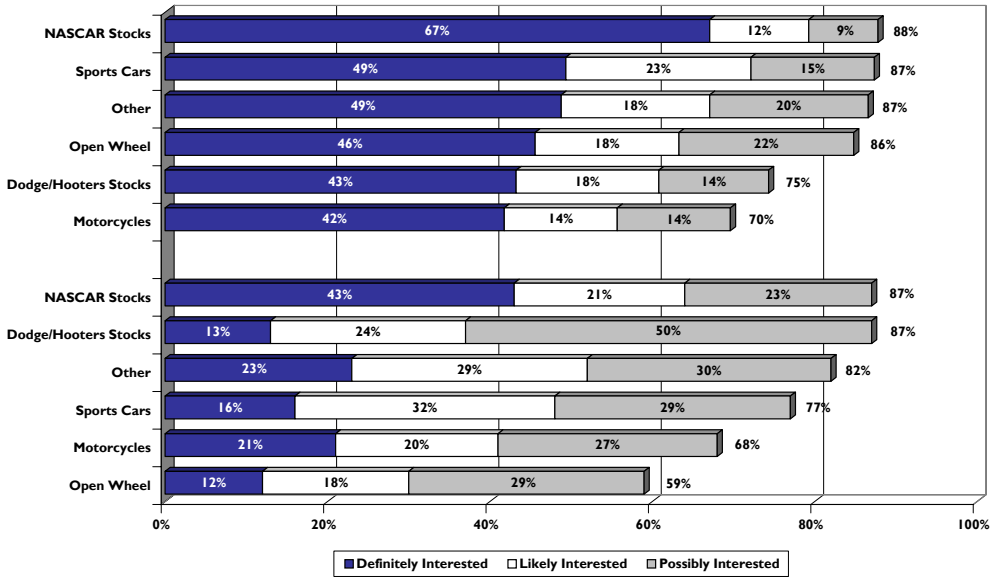
Interest in Attending Potential Drag Strip Events



As summarized in the chart, fan intercept survey respondents indicated the highest level of interest in attending events sanctioned by the NHRA or the IHRA, with telephone survey respondents showing less of an inclination to prefer sanctioned events. It appears that NHRA-sanctioned events would generate slightly higher levels of interest than IHRA-sanctioned events. In terms of car types, muscle cars and street legals are the two most preferred model types in each survey group.

Survey respondents with an initial interest in attending road course events were asked to indicate their level of interest in attending various types of events that could be held at the road course, as summarized in the following chart.

Interest in Attending Potential Road Course Events



As shown, the survey respondents in both groups indicated the highest levels of interest in NASCAR stock car events at a road course in Allegany County, with relatively low levels of interest in open wheel and motorcycle racing events.

Summary

Based on the analyses summarized herein, improving the existing dirt track could represent an appropriate option for Speedway improvements. Current Speedway patrons indicated higher levels of interest in attending dirt track events as compared to an asphalt track. In addition, several sanctioning bodies indicated an interest in bringing events to the track, particularly if improvements are made to the racing surface and the general safety of the Speedway.

Industry experts interviewed for this analysis generally indicated that dirt track racing fans and asphalt track fans are often two distinct groups. Therefore, while an improved dirt track would likely retain current Speedway patrons, an asphalt track may require the facility to develop a new patron base of asphalt racing fans. This trend is reflected in the results of the fan intercept surveys, in which current Speedway patrons indicated a strong preference for attending dirt track races over events held at an asphalt track, a drag strip or a road course.

The challenges associated with building new fan and driver bases at an asphalt track may result in relatively low car counts and attendance levels, which would negatively impact entry fee and gate receipts revenue. Due to factors such as the potential difficulties associated with establishing new fan and driver bases for an asphalt track, the costs associated with constructing such a track and the general downward trend in the short track asphalt racing industry in recent years, the development of an asphalt track may not represent the most appropriate allocation of resources for the proposed Speedway improvements.

Similarly, based on factors such as the relatively low levels of interest from drag racing sanctioning bodies in bringing events to the proposed drag strip, the declining car counts and attendance levels at regional drag racing facilities and the potential level of competition from drag strips located in closer proximity to the Pittsburgh, Baltimore and Washington markets, a drag strip in Allegany County may not be able to sustain adequate driver counts and attendance in the region's current drag racing environment. Therefore, the development of a drag strip at the Speedway may not represent an appropriate development option at this time.

While current Speedway patrons and local residents indicated relatively low levels of interest in attending road course events, many of these events, such as Grand Am, AMA and other major events, typically draw spectators from greater distances than the types of special events that could be attracted to an oval course or a drag strip in Allegany County. These events could potentially draw spectators from Pittsburgh, Baltimore, Washington and other surrounding communities for weekend racing events. In addition, because the majority of road course utilization is derived from non-spectator events such as rentals by car clubs and driving schools, the success of the proposed road course would be driven primarily by track rental demand rather than event attendance demand.

Based on the results of the market demand analysis, it appears that a renovation of the existing dirt track may represent the most appropriate development option at the Speedway. In addition to the improved dirt track, there appears to be demand for a road course facility in the region. Based on the analyses completed in this section, the development of a road course could represent a more appropriate allocation of project funds than the development of an asphalt oval track or a drag strip.

Renovated Dirt Track Summary

It is assumed that an improved dirt track would continue to operate in a similar manner as the current track, hosting a weekly racing series with occasional special events such as regional and national races, demolition derbies, car shows and other such events. It is assumed that the improved fan and driver amenities and revenue generating capabilities associated with a renovated track could result in higher attendance levels throughout the racing season, and could allow the track to attract more prestigious special events. The following table presents a summary of estimated event and attendance levels that could be achieved by a renovated dirt oval track.

Summary of Estimated Events and Attendance
Renovated Dirt Track

Event Type	Annual Events	Days/ Event	Total Event Days	Daily Attendance	Total Annual Attendance
World of Outlaws	1	1	1	4,000	4,000
DIRT Motorsports	1	1	1	4,000	4,000
MACS	1	1	1	3,500	3,500
USAC Midgets	1	1	1	3,000	3,000
Big Kahuna	1	3	3	2,500	7,500
Western MD Nat'ls	1	2	2	2,500	5,000
Weekly Series Races	18	1	18	1,500	27,000
Demolition Derby	2	1	2	1,000	2,000
Car Shows	2	2	4	1,000	4,000
Total	**28**		**33**		**60,000**

As shown, it is estimated that a renovated dirt track at the Allegany County Speedway could host approximately 33 days of events each year, similar to the number of events currently held at the track. However, it is assumed that the track would be able to attract additional higher profile special events compared to those historically held at the track.

Specifically, it is assumed that WoO and DIRT Motorsports events would return to the track, potentially consisting of a WoO Sprints race as well as DIRT Big Blocks or 358's. It is assumed that the MACS would bring an event with a $10,000 win share to the Speedway, upgrading from the $5,000 win event currently held at the track. In addition, a new USAC Midgets event is assumed to be held at the track each year.

Along with these special events, it is assumed that 18 weekly racing series nights would be held at the Speedway on an annual basis. While 20 weekly series events were held at the track in 2005, it is assumed that two of those weekends would be replaced by additional special event weekends.

It should be noted that full time track management may be necessary to achieve the event and attendance estimates presented herein. Speedway management will need to be aggressive in working with sanctioning bodies and racing organizations to attract various special events. In addition, increased marketing efforts may be appropriate to attract increased attendance levels from motorsports fans in the area who are not currently attending Speedway events.

In addition to the development of the event and attendance estimates summarized above recommendations were developed related to the building program for an improved dirt track. The following is a summary of key building program considerations for the renovated dirt track.

- Racing organizations and sanctioning bodies indicated that the quality of the racing surface and the safety of the track for participants and spectators are the most important factors when deciding whether to hold an event at a track. Improvements to these areas could help the track retain its current events and attract new events to the Speedway.
- A seating capacity of approximately 4,000 seats is likely to accommodate the majority of events that could be held at the track. Therefore, the focus of the renovation should be on improving seat comfort and other fan amenities rather than expanding the seating capacity of the track. However, the Speedway should have the ability to add temporary seating for special events as needed.
- Improving the experience of event attendees by enhancing fan amenities in areas such as seat comfort, concessions and merchandise offerings, ticket windows and other such areas could result in increased attendance levels.
- Upgrades to the current hospitality areas and private boxes could make those offerings more attractive to corporations, sponsors and potential group sales customers. Several existing speedways offer private boxes for major sponsors, increasing the value of sponsorship packages and providing a more upscale setting in which sponsors can entertain their guests. The presence of upgraded group entertainment areas could also assist the Speedway in generating additional catering revenue.

Road Course Summary

In addition to the renovated dirt track estimates presented above, estimates were developed concerning the potential annual utilization of a road course in Allegany County. Based on conversations with event organizers, it is assumed that the proposed road course could host special event weekends sanctioned by ALMS, Formula USA and CCS. It is assumed that the remainder of the track's utilization would be derived from rentals by car clubs, driving and racing schools and other such organizations. The following table summarizes the estimated event and attendance levels that could be achieved by the proposed road course. It should be noted that the attendance assumptions for multi-day events are assumed to be the average daily attendance over the course of the event, including qualifying days and race days.

Summary of Estimated Events and Attendance
Road Course

Event Type	Annual Events	Days/ Event	Total Event Days	Daily Attendance	Total Annual Attendance
ALMS	1	4	4	15,000	60,000
Formula USA	1	3	3	3,000	9,000
CCS	1	2	2	1,000	2,000
Rentals	125	1	125	150	18,750
Total	**128**		**134**		**89,750**

As shown, the ALMS event is anticipated to represent the largest attendance draw for the proposed road course, as representatives of the organization indicated that a major event held in Allegany County could draw significant attendance levels, including fans from the Pittsburgh and Washington regions. The ability of the Speedway to host this type of an event would depend on the ability of the Speedway and the Cumberland market to accommodate the large crowds associated with those events, as will be discussed later in this section.

The track rental utilization assumes that the track's operating season would last for approximately 300 days per year, of which nine days would consist of special event utilization as summarized in the table. It is assumed that the track could attract rentals on approximately 125 of the remaining available days. Attendance at these events is assumed to consist primarily of drivers and instructors, and is assumed to average approximately 150 attendees per rental.

In order to maximize the demand for events and rentals at the proposed road course, the following considerations should be addressed in developing the building program for the track.

- The safety of the track is a primary concern among potential user groups. The design of the track should incorporate adequate run-off space between the course and any walls, poles or other obstructions.
- The road course should not incorporate the proposed dirt track, asphalt track or drag strip into its track. Maintaining the layout of the road course separate from other potential Speedway components would allow each track to be used simultaneously. Because the majority of road course rentals are assumed to take place on weekends when the majority of events at the other facilities would likely be held, it is important that each component can operate independently.
- The ability of the course to attract major events such as an ALMS weekend will depend on the Speedway's ability to provide adequate spectator space, which could include a combination of grandstand and grass berm seating throughout the course. In addition, appropriate accommodations would need to be in place to handle the parking and traffic issues resulting from the relatively high attendance levels these events typically attract.
- Hospitality areas should be placed in locations that allow them to be used for events at the road course as well as the dirt track. The development of a common hospitality area would reduce the costs associated with developing separate hospitality areas for both facilities.
- In order to maximize car club rentals, the road course should offer amenities such as classrooms for driving class sessions, concessions/catering offerings, a skid pad and garages for car storage during multi-day events.
- A pro shop and an on-site fuel station at the track could generate additional revenues during track rentals.

The presence of a road course could have a slight adverse effect on the operations of the oval track. For example, a major event held at the road course could require the entire complex to accommodate the parking, camping and other needs of road course event attendees. Therefore, during weekends featuring a major road course race or a large event hosted by an organization renting the road course, the oval track may occasionally be dormant. The following table summarizes the estimated event and attendance levels at a dirt track assuming the presence of a road course at the complex.

Summary of Estimated Events and Attendance
Renovated Dirt Track

No Road Course: Event Type	Annual Events	Days/ Event	Total Event Days	Daily Attendance	Total Annual Attendance
World of Outlaws	1	1	1	4,000	4,000
DIRT Motorsports	1	1	1	4,000	4,000
MACS	1	1	1	3,500	3,500
USAC Midgets	1	1	1	3,000	3,000
Big Kahuna	1	3	3	2,500	7,500
Western MD Nat'ls	1	2	2	2,500	5,000
Weekly Series Races	18	1	18	1,500	27,000
Demolition Derby	2	1	2	1,000	2,000
Car Shows	2	2	4	1,000	4,000
Total	**28**		**33**		**60,000**

With Road Course: Event Type	Annual Events	Days/ Event	Total Event Days	Daily Attendance	Total Annual Attendance
World of Outlaws	1	1	1	4,000	4,000
DIRT Motorsports	1	1	1	4,000	4,000
MACS	1	1	1	3,500	3,500
Big Kahuna	1	3	3	2,500	7,500
Western MD Nat'ls	1	2	2	2,500	5,000
Weekly Series Races	16	1	16	1,500	24,000
Demolition Derby	2	1	2	1,000	2,000
Car Shows	2	2	4	1,000	4,000
Total	**25**		**30**		**54,000**

As shown, the presence of a road course is estimated to result in one fewer special event weekend and two fewer weekly series racing events each year. The attendance impact resulting from the loss of these race days is assumed to approximate 6,000 fewer oval course patrons per year.

6.0 Financial Analysis

The intent of this section is to provide an estimate of the potential operating results of a renovated and expanded Allegany County Speedway. Because facility design, configuration and cost estimates for the proposed development have not yet been completed, the assumptions used in this analysis are based on the results of the market analysis, industry trends, knowledge of the marketplace, historical Speedway operations and financial results from comparable motorsports facilities. Using this information, an evaluation of the potential operating results has been developed under the development scenarios and related range of event and attendance levels as discussed in Section 5.0.

This presentation is designed to assist in estimating the financial operations of the Speedway. Therefore, this analysis may not be useful for any other purpose. The assumptions disclosed herein are not all inclusive, but are those deemed significant to the operations of the facility. However, there will be differences between estimated and actual results, due to the fact that events and circumstances frequently do not occur as expected, and these differences may be material. As is the case in all studies of this type, the estimated results are based on competent and efficient facility management and assume that no significant changes in the various event markets will occur beyond those set forth in this report.

The remainder of this section presents the financial and economic impact analyses under the following components:

- Operating Revenues,
- Operating Expenses, and
- Estimated Financial Results.

Operating Revenues

A renovated dirt track and a new road course at the Allegany County Speedway are both assumed to derive revenues from fan spending on tickets, concessions and merchandise, along with spending on event sponsorships, advertising and other such offerings. In addition, a dirt track is assumed to collect entry and pit pass fees from race participants, while a road course is assumed to generate substantial revenues through track rentals. The following is a summary of the assumptions and estimates related to potential revenues for each potential development option.

Gate Receipts

Gate receipts revenues consist of admission fees paid by event attendees. For purposes of this analysis, an average ticket price has been assumed for each type of event assumed to be held at the Speedway. This ticket price is assumed to be a weighted average accounting for general ticket prices, pit passes and reduced ticket prices offered to children. For multiple day events, the daily ticket price is assumed to account for single day and multiple day passes. It is assumed that the Speedway would retain all gate receipts revenue generated by events at the track. Exhibit 6-1 summarizes the estimated gate receipts revenue that could be generated by a renovated dirt track at the Speedway.

Exhibit 6-1
Estimated Gate Receipts Revenues - Dirt Track

	Total Revenue	WoO	DIRT	MACS	USAC Midgets	Big Kahuna	Western Maryland Nationals	Weekly Racing Series	Demolition Derby	Car Shows
Stand-Alone Track										
Annual Event Days		1	1	1	1	3	2	18	2	4
Average Daily Attendance		4,000	4,000	3,500	3,000	2,500	2,500	1,500	1,000	1,000
Average Daily Ticket Price		$30.00	$30.00	$20.00	$15.00	$15.00	$13.00	$10.00	$10.00	$5.00
Total Gate Receipts Revenue	**$842,500**	$120,000	$120,000	$70,000	$45,000	$112,500	$65,000	$270,000	$20,000	$20,000
With Road Course										
Annual Event Days		1	1	1	0	3	2	16	2	4
Average Daily Attendance		4,000	4,000	3,500	n/a	2,500	2,500	1,500	1,000	1,000
Average Daily Ticket Price		$30.00	$30.00	$20.00	n/a	$15.00	$13.00	$10.00	$10.00	$5.00
Total Gate Receipts Revenue	**$767,500**	$120,000	$120,000	$70,000	$0	$112,500	$65,000	$240,000	$20,000	$20,000

As shown, dirt track gate receipts revenue is estimated to range from approximately $843,000 for a stand-alone track to $768,000 assuming a road course is also developed at the Speedway. Exhibit 6-2 summarizes the estimated gate receipts revenue that could result from road course operations.

Exhibit 6-2
Estimated Gate Receipts Revenues - Road Course

	Total Revenue	ALMS	Formula USA	CCS
Annual Event Days		4	3	2
Average Daily Attendance		15,000	3,000	1,000
Average Daily Ticket Price		$25.00	$12.00	$12.00
Total Gate Receipts Revenue	**$1,632,000**	$1,500,000	$108,000	$24,000

Annual gate receipts revenue generated by the proposed road course is estimated to total approximately $1.6 million, with approximately $1.5 million of that total estimated to be generated by the major American Le Mans Series event assumed to be held at the facility. The following table summarizes the combined gate receipts revenue estimates for the proposed road course and improved dirt track.

Estimated Gate Receipts Revenue			
Stand Alone	With Road Course		
Dirt Track	Dirt Track	Road Course	Total
$842,500	$767,500	$1,632,000	$2,399,500

Entry Fees & Pit Passes

In addition to tickets purchased by race attendees, dirt tracks also generate revenue through entry fees and pit pass fees paid by drivers participating in the races and members of their crews. For purposes of this analysis, it is assumed that entry fees would be collected from racers participating in the track's in-house events such as the Big Kahuna, the Western Maryland Nationals, the weekly racing series and demolition derbies. In addition to the entry fees, it is assumed that pit pass fees would be paid by drivers and crew members. No entry fees or pit passes are assumed to be collected from special event races or from any events held on the proposed road course. Exhibit 6-3 summarizes the estimated revenues that could be generated through entry and pit pass fees paid by participants and crew members during the aforementioned dirt track events.

Exhibit 6-3
Estimated Entry Fee/Pit Pass Revenues - Dirt Track

	Total Revenue	Big Kahuna	Western Maryland Nationals	Weekly Racing Series	Demolition Derby
Stand-Alone Track					
Annual Events		1	1	18	2
Average Entries/Event		125	100	75	50
Average Pit Passes/Event		375	300	225	100
Average Entry Fee		$30.00	$25.00	$20.00	$20.00
Average Pit Pass Fee		$60.00	$55.00	$20.00	$20.00
Total Entry Fee/Pit Pass Revenue	**$159,250**	$26,250	$19,000	$108,000	$6,000
With Road Course					
Annual Events		1	1	16	2
Average Entries/Event		125	100	75	50
Average Pit Passes/Event		375	300	225	100
Average Entry Fee		$30.00	$25.00	$20.00	$20.00
Average Pit Pass Fee		$60.00	$55.00	$20.00	$20.00
Total Entry Fee/Pit Pass Revenue	**$147,250**	$26,250	$19,000	$96,000	$6,000

As shown in the exhibit, it is estimated that approximately $147,000 to $159,000 in entry fees could be collected each year during events held at a renovated dirt track in Allegany County.

Track Rentals

Road courses typically derive a substantial portion of their annual operating revenues through renting of the facility to car clubs, racing schools and other such organizations. For purposes of this analysis, it is assumed that the proposed road course's operating season would consist of approximately 300 days, of which the track is assumed to be rented for approximately 125 days. The average rental fee is estimated to approximate $7,500 per day. It is assumed that the renting party would be responsible for most event-related expenses in addition to the rental fee. Because there is not anticipated to be significant demand to rent the dirt track, no rental revenue has been assumed to be generated by the dirt track.

Estimated Track Rental Revenue

Stand Alone	With Road Course		
Dirt Track	Dirt Track	Road Course	Total
$0	$0	$937,500	$937,500

VIP Boxes

As discussed in the previous section, upgrades to the current hospitality areas and private boxes could make those offerings more attractive to corporations, sponsors and groups. Representatives of comparable speedways interviewed for this study indicated that they typically do not charge a significant premium on top of the ticket price per person for use of boxes and hospitality areas. However, there are several advantages to offering these upscale areas, including:

- Generating advanced ticket sales through reservations of premium areas;
- Increasing the value of sponsorship packages by providing sponsors with an upscale setting in which to entertain guests; and,
- Generating catering revenue from patrons in premium areas.

For purposes of this analysis, no direct revenue from rentals of boxes, hospitality areas or other such offerings has been assumed. However, the presence of such offerings could help generate increased revenue from catering, sponsorship and group sales.

Food and Beverage

Food and beverage revenue is assumed to be derived from concessions and catering sales at the Speedway. Concessions revenue consists of sales of various food and beverage items at concession stands located at the Speedway. Catering revenue consists of food and beverage services provided to patrons utilizing upscale areas such as private boxes and/or hospitality areas. Revenue assumptions are based on estimated event and attendance levels, concession spending at the existing Speedway and comparable facilities and industry trends. An assumption related to average food and beverage spending per attendee was developed and applied to the estimated attendance levels developed in the previous section. This per capita spending assumption is assumed to include all concessions and catering spending.

Based on industry trends, the profit margin on food and beverage sales generally approximates 40 percent of gross sales, with the remaining percentage being allocated to the vendor to cover the cost of labor and merchandise. For purposes of this analysis, it is assumed that the Speedway would retain 100 percent of net food and beverage revenue from all events. Exhibit 6-4 summarizes the assumptions used to estimate annual concessions revenues resulting from renovated dirt track operations.

Exhibit 6-4
Estimated Food & Beverage Revenues - Dirt Track

	Total Revenue	WoO	DIRT	MACS	USAC Midgets	Big Kahuna	Western Maryland Nationals	Weekly Racing Series	Demolition Derby	Car Shows
Stand-Alone Track										
Annual Attendance		4,000	4,000	3,500	3,000	7,500	5,000	27,000	2,000	4,000
Per Capita Spending		$6.25	$6.25	$6.25	$6.25	$6.25	$6.25	$6.25	$6.25	$6.25
Gross Revenue		$25,000	$25,000	$21,875	$18,750	$46,875	$31,250	$168,750	$12,500	$25,000
Profit Margin		40%	40%	40%	40%	40%	40%	40%	40%	40%
Net F&B Revenue	**$150,000**	$10,000	$10,000	$8,750	$7,500	$18,750	$12,500	$67,500	$5,000	$10,000
With Road Course										
Annual Attendance		4,000	4,000	3,500	0	7,500	5,000	24,000	2,000	4,000
Per Capita Spending		$6.25	$6.25	$6.25	n/a	$6.25	$6.25	$6.25	$6.25	$6.25
Gross Revenue		$25,000	$25,000	$21,875	$0	$46,875	$31,250	$150,000	$12,500	$25,000
Profit Margin		40%	40%	40%	n/a	40%	40%	40%	40%	40%
Net F&B Revenue	**$135,000**	$10,000	$10,000	$8,750	$0	$18,750	$12,500	$60,000	$5,000	$10,000

As shown, net concessions revenues generated by dirt track events are estimated to range from approximately $150,000 for a stand-alone track to $135,000 for a track operating in conjunction with a road course. Exhibit 6-5 summarizes the estimates related to concessions revenue resulting from road course operations.

Exhibit 6-5
Estimated Concessions Revenues - Road Course

	Total Revenue	ALMS	Formula USA	CCS	Track Rentals
Annual Attendance		60,000	9,000	2,000	18,750
Per Capita Spending		$8.25	$8.25	$8.25	$8.25
Gross Revenue		$495,000	$74,250	$16,500	$154,688
Profit Margin		40%	40%	40%	40%
Net F&B Revenue	**$296,175**	$198,000	$29,700	$6,600	$61,875

The proposed road course is estimated to generate approximately $296,000 in annual concessions revenue, including spending by participants during track rental events. The following table summarizes the combined estimated concessions revenue under both potential development scenarios.

Estimated Concessions Revenue

Stand Alone	With Road Course		
Dirt Track	Dirt Track	Road Course	Total
$150,000	$135,000	$296,175	$431,175

Merchandise

Merchandise sales consist of clothing, souvenirs, programs and other miscellaneous items sold during events at the Speedway. It is assumed that the Speedway would retain a percentage of gross merchandise sales after allocations for cost of goods, and any revenues retained by vendors and sanctioning bodies. For purposes of this analysis, it is assumed that the Speedway would retain an average of 20 percent of gross merchandise revenues after accounting for these allocations. Exhibit 6-6 summarizes the estimated annual merchandise revenue for the proposed renovated dirt track.

Exhibit 6-6
Estimated Merchandise Revenues - Dirt Track

	Total Revenue	WoO	DIRT	MACS	USAC Midgets	Big Kahuna	Western Maryland Nationals	Weekly Racing Series	Demolition Derby	Car Shows
Stand-Alone Track										
Annual Attendance		4,000	4,000	3,500	3,000	7,500	5,000	27,000	2,000	4,000
Per Capita Spending		$1.50	$1.50	$1.50	$1.50	$1.25	$1.25	$1.00	$1.00	$1.00
Gross Revenue		$6,000	$6,000	$5,250	$4,500	$9,375	$6,250	$27,000	$2,000	$4,000
Profit Margin		20%	20%	20%	20%	20%	20%	20%	20%	20%
Net Merchandise Revenue	**$14,075**	$1,200	$1,200	$1,050	$900	$1,875	$1,250	$5,400	$400	$800
With Road Course										
Total Annual Catering Patrons		4,000	4,000	3,500	0	7,500	5,000	24,000	2,000	4,000
Per Capita Spending		$1.50	$1.50	$1.50	n/a	$1.25	$1.25	$1.00	$1.00	$1.00
Gross Revenue		$6,000	$6,000	$5,250	$0	$9,375	$6,250	$24,000	$2,000	$4,000
Profit Margin		20%	20%	20%	n/a	20%	20%	20%	20%	20%
Net Merchandise Revenue	**$12,575**	$1,200	$1,200	$1,050	$0	$1,875	$1,250	$4,800	$400	$800

It is estimated that a stand-alone dirt track could generate approximately $14,000 in annual net merchandise revenue, while a dirt track operating in conjunction with a road course could generate approximately $13,000 annually. Exhibit 6-7 summarizes the estimates related to merchandise revenues for a road course at the Speedway.

Exhibit 6-7
Estimated Merchandise Revenues - Road Course

	Total Revenue	ALMS	Formula USA	CCS	Track Rentals
Annual Attendance		60,000	9,000	2,000	18,750
Per Capita Spending		$1.50	$1.50	$1.50	$1.50
Gross Revenue		$90,000	$13,500	$3,000	$28,125
Profit Margin		20%	20%	20%	20%
Net Merchandise Revenue	**$26,925**	$18,000	$2,700	$600	$5,625

Merchandise revenue generated by the proposed road course is estimated to total approximately $27,000 per year. The following table summarizes the combined merchandise revenue estimates for a renovated dirt track and a new road course at the Speedway.

Estimated Merchandise Revenue

Stand Alone	With Road Course		
Dirt Track	Dirt Track	Road Course	Total
$14,075	$12,575	$26,925	$39,500

Parking

Fees paid to park vehicles during events held at the Speedway could represent an additional source of revenue for the facility. However, because there is no current charge for parking at the Speedway and comparable speedway facilities typically do not charge for parking, no parking revenue has been assumed for purposes of this analysis. If a parking fee is assessed at events at a renovated Speedway, and if the revenue from parking fees is retained by Speedway management, the revenue estimates presented herein would need to be adjusted accordingly.

Event Sponsorships

Motorsports facilities often generate revenues by offering sponsorship packages related to specific races and events. In some cases, particularly major special events, a title sponsorship package is sold for a race, allowing a company to have its name incorporated into the name of the event. Additional amenities associated with event sponsorships may include use of a private box or hospitality area, free event tickets, signage opportunities, public address announcements and other such amenities.

For purposes of this analysis, it is assumed that the Speedway would attempt to sell one title sponsorship for each event, along with several minor event sponsorships. The number of sponsorships sold and the prices associated with sponsorship packages are assumed to vary depending on the prestige and estimated attendance levels associated with those events. It is assumed that the title sponsorships would allow the sponsor to include the company's name as part of the event title, while also including event tickets, use of VIP/hospitality areas and other such amenities. Other sponsorship packages are assumed to include a more limited menu of amenities, and therefore are assumed to command significantly lower prices. Exhibit 6-8 summarizes the assumptions related to event sponsorship revenue at a renovated dirt track.

Exhibit 6-8
Estimated Event Sponsorship Revenues - Dirt Track

	Total Revenue	WoO	DIRT	MACS	USAC Midgets	Big Kahuna	Western Maryland Nationals	Weekly Racing Series	Demolition Derby	Car Shows
Stand-Alone Track										
Title Sponsors Per Event		1	1	1	1	1	1	0.25	1	1
Other Sponsors Per Event		5	5	4	4	2	2	1	1	1
Title Sponsorship Fee		$7,500	$7,500	$5,000	$5,000	$3,000	$3,000	$1,500	$1,000	$1,000
Other Sponsorship Fee		$1,250	$1,250	$1,000	$1,000	$750	$750	$500	$500	$500
Total Sponsorship Revenue	**$76,250**	$13,750	$13,750	$9,000	$9,000	$4,500	$4,500	$15,750	$3,000	$3,000
With Road Course										
Title Sponsors Per Event		1	1	1	n/a	1	1	0.25	1	1
Other Sponsors Per Event		5	5	4	n/a	2	2	1	1	1
Title Sponsorship Fee		$7,500	$7,500	$5,000	n/a	$3,000	$3,000	$1,500	$1,000	$1,000
Other Sponsorship Fee		$1,250	$1,250	$1,000	n/a	$750	$750	$500	$500	$500
Total Sponsorship Revenue	**$65,500**	$13,750	$13,750	$9,000	$0	$4,500	$4,500	$14,000	$3,000	$3,000

As shown, it is assumed that a title sponsorship could be sold for every special event held at the track. In addition, it is assumed that a title sponsor could be sold for a portion of the weekly racing series schedule. The number of non-title sponsorships is assumed to vary by event. Based on these assumptions, total sponsorship revenue from dirt track events is estimated to range from approximately $66,000 to $76,000 per year. Exhibit 6-9 summarizes the event sponsorship assumptions for the proposed road course.

Exhibit 6-9
Estimated Event Sponsorship Revenues - Road Course

	Total Revenue	ALMS	Formula USA	CCS
Title Sponsors Per Event		1	1	1
Other Sponsors Per Event		5	5	5
Title Sponsorship Fee		$25,000	$10,000	$7,500
Other Sponsorship Fee		$5,000	$2,500	$2,000
Total Sponsorship Revenue	**$90,000**	$50,000	$22,500	$17,500

Event sponsorships at the proposed road course are estimated to generate approximately $90,000 per year. The following table summarizes the combined event sponsorship revenue estimates for a dirt track and a road course.

Estimated Event Sponsorship Revenue

Stand Alone	With Road Course		
Dirt Track	Dirt Track	Road Course	Total
$76,250	$65,500	$90,000	$155,500

Advertising and Signage

In addition to event sponsorships, the Speedway could also generate revenue by selling advertising space in event programs, on signage located throughout the facility and other such opportunities. The following table summarizes the estimated additional advertising and signage revenue that could be generated by the proposed facilities, based primarily on revenues from comparable motorsports facilities.

Estimated Advertising and Sponsorship Revenue

Stand Alone	With Road Course		
Dirt Track	Dirt Track	Road Course	Total
$100,000	$100,000	$150,000	$250,000

Operating Expenses

Expenses incurred as a result of Speedway operations are assumed to include direct event-related expenses such as purses paid to race participants, sanctioning fees paid to attract special event races, insurance, advertising, event personnel and other such expenses, as well as overhead expenses such as salaries, utilities, repairs and maintenance, materials and supplies and general and administrative expenses. The following is a summary of the key assumptions used to estimate the operating expenses of a renovated dirt track and a new road course in Allegany County.

Purse/Sanctioning Fees

In order to attract drivers to participate in races held at the Speedway, the track must offer purses that are competitive with those paid by other regional tracks and are large enough to ensure that drivers can afford the costs associated with building, maintaining and operating cars. In addition to purses paid to drivers of the track's regular racing schedule, fees must be paid to sanctioning bodies to entice those organizations to bring special events to the Speedway. Exhibit 6-10 summarizes the estimates related to purse and sanctioning fee events at a renovated dirt track.

Exhibit 6-10
Estimated Purse/Sanctioning Fee Expenses - Dirt Track

	Total Expenses	WoO	DIRT	MACS	USAC Midgets	Big Kahuna	Western Maryland Nationals	Weekly Racing Series	Demolition Derby	Car Shows
Stand-Alone Track										
Annual Events		1	1	1	1	1	1	18	2	2
Purse/Fee Per Event		$50,000	$50,000	$50,000	$20,000	$50,000	$15,000	$10,000	$2,000	$0
Total Purse/Fee Expense	**$419,000**	$50,000	$50,000	$50,000	$20,000	$50,000	$15,000	$180,000	$4,000	$0
With Road Course										
Annual Events		1	1	1	0	1	1	16	2	2
Purse/Fee Per Event		$50,000	$50,000	$50,000	n/a	$50,000	$15,000	$10,000	$2,000	$0
Total Purse/Fee Expense	**$379,000**	$50,000	$50,000	$50,000	$0	$50,000	$15,000	$160,000	$4,000	$0

Total expenses related to purse payouts and fees paid to attract special events to the dirt track are estimated to range from approximately $379,000 to $419,000 per year. Exhibit 6-11 summarizes the estimated sanctioning fees for a road course. Because a road course is not assumed to operate an in-house racing series, no purse payments have been assumed.

Exhibit 6-11
Estimated Sanctioning Fee Expenses - Road Course

	Total Expenses	ALMS	Formula USA	CCS
Annual Events		1	1	1
Fee Per Event		$500,000	$50,000	$25,000
Total Fee Expense	**$575,000**	$500,000	$50,000	$25,000

As shown, it is estimated that approximately $575,000 could be spent on an annual basis to attract special racing events to the proposed road course. The following table summarizes the estimates related to purse and sanctioning fee expenses.

Estimated Purse/Sanctioning Fee Expense

Stand Alone	With Road Course		
Dirt Track	Dirt Track	Road Course	Total
$419,000	$379,000	$575,000	$954,000

Event Insurance

Motorsports facilities generally incur insurance expenses on a weekly basis to cover the events held in that particular week. Comparable tracks analyzed for this study typically paid a weekly insurance rate of $1,000 to $1,700. For purposes of this analysis, it is assumed that the Speedway would pay an average of $1,500 per dirt track event in insurance costs. Exhibit 6-12 summarizes the estimated annual event insurance costs for the dirt track.

Exhibit 6-12
Estimated Event Insurance Expenses - Dirt Track

	Total Expenses	WoO	DIRT	MACS	USAC Midgets	Big Kahuna	Western Maryland Nationals	Weekly Racing Series	Demolition Derby	Car Shows
Stand-Alone Track										
Annual Events		1	1	1	1	1	1	18	2	2
Insurance Cost Per Event		$1,500	$1,500	$1,500	$1,500	$1,500	$1,500	$1,500	$1,500	$0
Total Event Insurance Expense	**$39,000**	$1,500	$1,500	$1,500	$1,500	$1,500	$1,500	$27,000	$3,000	$0
With Road Course										
Annual Events		1	1	1	0	1	1	16	2	2
Insurance Cost Per Event		$1,500	$1,500	$1,500	n/a	$1,500	$1,500	$1,500	$1,500	$0
Total Event Insurance Expense	**$34,500**	$1,500	$1,500	$1,500	$0	$1,500	$1,500	$24,000	$3,000	$0

As summarized in the exhibit, insurance expenses for the dirt track are estimated to range from approximately $35,000 to $39,000 per year. Exhibit 6-13 summarizes the insurance expense estimates related to events at the proposed road course. It should be noted that insurance related to track rentals is assumed to be paid by the renting organization, which is typical of the majority of existing road courses.

Exhibit 6-13
Estimated Event Insurance Expenses - Road Course

	Total Expenses	ALMS	Formula USA	CCS
Annual Events		1	1	1
Insurance Cost Per Event		$10,000	$3,000	$3,000
Total Insurance Expense	**$16,000**	$10,000	$3,000	$3,000

The annual insurance expense for the proposed road course is estimated to approximate $16,000 per year. The following table summarizes the event insurance estimates for the proposed renovated dirt track and new road course.

Estimated Event Insurance Expense			
Stand Alone	With Road Course		
Dirt Track	Dirt Track	Road Course	Total
$39,000	$34,500	$16,000	$50,500

Event Advertising

In order to increase awareness of Speedway events among regional residents, it is assumed that the Speedway would advertise its events through a variety of media. The advertising expenses associated with special events are assumed to be higher than for regular weekly racing events, as these events area assumed to draw attendees from a larger geographic area, necessitating a more far-reaching marketing effort for those events. Exhibit 6-14 summarizes the estimated advertising expenses related to dirt track events.

Exhibit 6-14
Estimated Event Advertising Expenses - Dirt Track

	Total Expenses	WoO	DIRT	MACS	USAC Midgets	Big Kahuna	Western Maryland Nationals	Weekly Racing Series	Demolition Derby	Car Shows
Stand-Alone Track										
Annual Events		1	1	1	1	1	1	18	2	2
Advertising Cost Per Event		$5,000	$5,000	$5,000	$5,000	$5,000	$5,000	$2,500	$1,000	$1,000
Total Event Advertising Expense	**$79,000**	$5,000	$5,000	$5,000	$5,000	$5,000	$5,000	$45,000	$2,000	$2,000
With Road Course										
Annual Events		1	1	1	0	1	1	16	2	2
Advertising Cost Per Event		$5,000	$5,000	$5,000	n/a	$5,000	$5,000	$2,500	$1,000	$1,000
Total Event Advertising Expense	**$69,000**	$5,000	$5,000	$5,000	$0	$5,000	$5,000	$40,000	$2,000	$2,000

Advertising expenses related to events held at the dirt track are estimated to range from approximately $69,000 to $79,000 per year. Exhibit 6-15 summarizes the advertising expenses related to potential road course events.

Exhibit 6-15
Estimated Event Advertising Expenses - Road Course

	Total Expenses	ALMS	Formula USA	CCS
Annual Events		1	1	1
Event Expenses Per Event		$15,000	$5,000	$5,000
Total Other Event Expense	**$25,000**	$15,000	$5,000	$5,000

As summarized in the exhibit, it is assumed that approximately $25,000 would be spent annual to advertise road course events. The following table summarizes the total estimated event advertising expense for the dirt track and road course.

Estimated Event Advertising Expense

Stand Alone	With Road Course		
Dirt Track	Dirt Track	Road Course	Total
$79,000	$69,000	$25,000	$94,000

Other Event Expenses

In addition to purse payouts, sanctioning fees, insurance and advertising, it is assumed that the Speedway would be responsible for paying additional event expenses such as wages paid to ticket takers and other event personnel, event cleanup and other such expenses. Exhibit 6-16 summarizes the estimated other event expenses for a renovated road course.

Exhibit 6-16
Estimated Other Event Expenses - Dirt Track

	Total Expenses	WoO	DIRT	MACS	USAC Midgets	Big Kahuna	Western Maryland Nationals	Weekly Racing Series	Demolition Derby	Car Shows
Stand-Alone Track										
Annual Events		1	1	1	1	1	1	18	2	2
Event Expenses Per Event		$2,000	$2,000	$2,000	$2,000	$2,000	$2,000	$1,500	$1,500	$1,000
Total Other Event Expense	**$52,000**	$2,000	$2,000	$2,000	$2,000	$6,000	$4,000	$27,000	$3,000	$4,000
With Road Course										
Annual Events		1	1	1	0	1	1	16	2	2
Event Expenses Per Event		$2,000	$2,000	$2,000	$2,000	$2,000	$2,000	$1,500	$1,500	$1,000
Total Other Event Expense	**$47,000**	$2,000	$2,000	$2,000	$0	$6,000	$4,000	$24,000	$3,000	$4,000

Additional expenses related to specific events at the dirt track are estimated to range from approximately $47,000 to $52,000 per year. Exhibit 6-17 summarizes the other event expenses related to the proposed road course. As is the case with event insurance, it is assumed that the renting organization would be responsible for event expenses related to track rentals.

Exhibit 6-17
Estimated Other Event Expenses - Road Course

	Total Expenses	ALMS	Formula USA	CCS
Annual Events		1	1	1
Event Expenses Per Event		$15,000	$7,500	$5,000
Total Other Event Expense	**$92,500**	$60,000	$22,500	$10,000

Event expenses related to road course operations are estimated to total approximately $93,000 per year. The following table summarizes the estimated event expenses related to dirt track and road course.

Estimated Other Event Expense			
Stand Alone	With Road Course		
Dirt Track	Dirt Track	Road Course	Total
$52,000	$47,000	$92,500	$139,500

Overhead Expenses

Along with the direct event-related expenses discussed previously, the Speedway is assumed to incur general expenses that are not event-specific, including salaries of full time employees, utilities and other such expenses. Exhibit 6-18 summarizes the estimated overhead expenses associated with each potential development option.

Exhibit 6-18
Estimated Overhead Expenses

		Dirt Track and Road Course		
Expense Type	Stand-Alone Dirt Track	Dirt Track	Road Course	Combined
Salaries, wages & benefits	200,000	160,000	750,000	910,000
Utilities	30,000	30,000	50,000	80,000
Repairs & maintenance	100,000	100,000	400,000	500,000
Materials & supplies	75,000	75,000	75,000	150,000
General & administrative	80,000	60,000	300,000	360,000
Total expenses	$485,000	$425,000	$1,575,000	$2,000,000

As shown, annual overhead expenses related to the operations of a stand-alone dirt track are estimated to total approximately $485,000 per year. The annual expenses associated with operating a combined dirt track and road course complex are estimated to total approximately $2.0 million per year.

Estimated Financial Results

Based on the analyses described in this section, Exhibit 6-19 summarizes the estimated financial operations of each potential development scenario.

Exhibit 6-19
Estimated Financial Operating Results

		Dirt Track and Road Course		
	Stand-Alone Dirt Track	Dirt Track	Road Course	Combined
Revenues				
Gate Receipts	$843,000	$768,000	$1,632,000	$2,400,000
Rental Revenue	0	0	938,000	938,000
Entry Fees/Pit Passes	159,000	147,000	0	147,000
Event Sponsorships	76,000	66,000	90,000	156,000
Concessions	150,000	135,000	296,000	431,000
Merchandise	14,000	13,000	27,000	40,000
Advertising & Signage	100,000	100,000	150,000	250,000
Total revenues	$1,342,000	$1,229,000	$3,133,000	$4,362,000
Expenses				
Event Expenses	$589,000	$530,000	$709,000	$1,239,000
Salaries, wages & benefits	200,000	160,000	750,000	910,000
Utilities	30,000	30,000	50,000	80,000
Repairs & maintenance	100,000	100,000	400,000	500,000
Materials & supplies	75,000	75,000	75,000	150,000
General & administrative	80,000	60,000	300,000	360,000
Total expenses	$1,074,000	$955,000	$2,284,000	$3,239,000
Operating Income (Loss)	$268,000	$274,000	$849,000	$1,123,000

It is estimated that a renovated dirt track at the Allegany County Speedway could generate approximately $1.3 million in annual revenues and incur approximately $1.1 million in annual expenses, resulting in a net operating income of approximately $268,000 per year. A combined dirt track and road course complex is estimated to generate approximately $4.4 million in annual revenues and $3.2 million in annual expenses, generating an estimated net operating income of approximately $1.1 million per year. It should be noted that the estimates presented herein do not include payments related to potential debt service or any contributions to a capital reserve fund.

7.0 Economic Impact Analysis

Typically, the economic and fiscal benefits generated by public assembly facilities are among the primary determinants regarding the decision to construct or renovate a facility. The intent of this section is to provide an estimate of the economic and fiscal impacts the operations of a renovated and expanded Allegany County Speedway could have on the Cumberland area market. The key issues addressed in the following section are:

- Economic and Fiscal Impact Concepts
- Survey Findings
- Annual Economic and Fiscal Impacts
- Incremental Impacts
- Non-Quantifiable Benefits

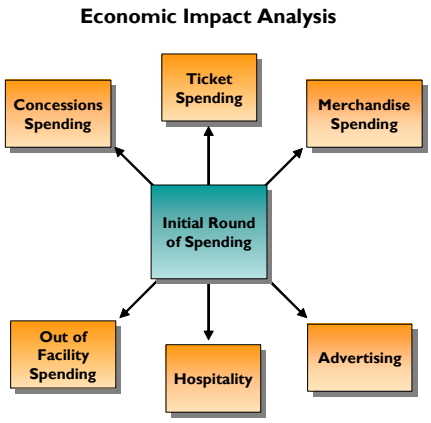
The impacts discussed herein are reflective of the market conditions and demographics within the Cumberland region. These conditions are generally similar to those found in numerous markets throughout the country that possess comparable motorsports venues.

The annual operations of speedways and other public assembly facilities can provide significant benefits to an area. Typically, and for the purposes of this report, quantifiable effects are characterized in terms of economic impacts and fiscal impacts. Economic impacts are conveyed through measures of direct spending, total output, personal earnings, and employment. These specific terms are defined later in this section. Fiscal impacts denote changes in tax revenues. Based on the applicable area tax rates, the potential fiscal benefits associated with this project have also been estimated.

The economic and fiscal impacts generated by a motorsports facility most visibly begin with fan spending on tickets, concessions and merchandise. Other spending patterns, including expenditures by event participants and spending at local establishments also impact the local economy and have been included in this analysis.

Economic and Fiscal Impact Concepts

Measurement of the effects that a particular development or business operation has on a specific economy is typically characterized in terms of *economic impacts* and *fiscal impacts*. *Economic impacts* measure direct spending, total output, personal earnings, and employment. *Fiscal impacts* measure tax revenues generated from sales, income and other similar taxes. The following flow chart provides a summary of the initial round of spending impacting the local economy due to the presence of the Speedway.



This initial round of spending, known as direct spending, represents the beginning of the calculation of economic impacts within the economy, or what is termed the initial change in final demand.

For purposes of this report, impacts are presented as total economic activity and net new economic activity. Total economic activity represents gross spending associated with the construction and operations of the Speedway regardless of the origin of spending and whether or not the spending would have taken place in another form within the local economy (i.e. displaced spending). Net new economic activity represents gross spending that has been adjusted to account for only the spending that originates from outside the area and spending that has not been displaced.

Economic impacts are further increased through re-spending of the direct spending. The total impact is estimated by applying an economic multiplier to initial direct spending to account for the total economic impact. The total output multiplier is used to estimate the aggregate total spending that takes place beginning with direct spending and continuing through each successive round of re-spending. Successive rounds of re-spending are generally discussed in terms of their indirect and induced effects on the area economy. Each is discussed in more detail as follows:

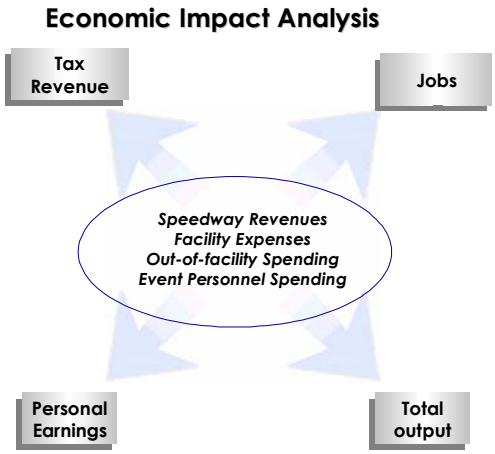
- *Direct Effects* consist principally of initial purchases made by attendees at events, as well as before and after events. This spending typically takes place in local restaurants, retail establishments, entertainment venues, and other such businesses.
- *Indirect Effects* consist of the re-spending of the initial or direct expenditures. These indirect effects extend further as the dollars originating as direct expenditures continue to change hands. Eventually, the recipients of these dollars will spend all or part of their income on goods and services outside the local area, which halts the additional rounds of spending within the community. This is termed "leakage" and tends to reduce the overall economic impact effects.
- *Induced Effects* consist of the positive changes in employment, earnings, and tax collections generated by changes in population associated with direct and indirect expenditures.

The appropriate multipliers to be used are dependent upon certain regional characteristics and also the nature of the expenditure. An area that is capable of producing a wide range of goods and services within its border will have higher multipliers, a positive correlation existing between the self sufficiency of an area's economy and the higher probability of re-spending occurring within the region. If a high proportion of the expenditures must be imported from another geographical region, lower multipliers will result.

The multiplier estimates used in this analysis are based on the IMPLAN System, which is currently used by hundreds of universities and government entities throughout the country. IMPLAN is a computer program that performs regional input-output analysis based on 528 industrial sectors.

For purposes of this analysis, results of the economic impact analyses are measured as follows:

- *Total Output* represents the total direct, indirect, and induced spending effects generated by the project. This calculation measures the total dollar change in output that occurs in the local economy for each dollar of output delivered to final demand.
- *Personal earnings* represents the wages and salaries earned by employees of businesses associated with or impacted by the project. In other words, the multiplier measures the total dollar change in earnings of households employed by the affected industries for each additional dollar of output delivered to final demand.
- *Employment* represents the number of full- or part-time jobs. The employment multiplier measures the total change in the number of jobs in the local economy for each additional $1.0 million of output delivered to final demand.
- *Fiscal impacts* represent the tax revenue generated for local and State governments and includes sales, income, and other similar taxes.

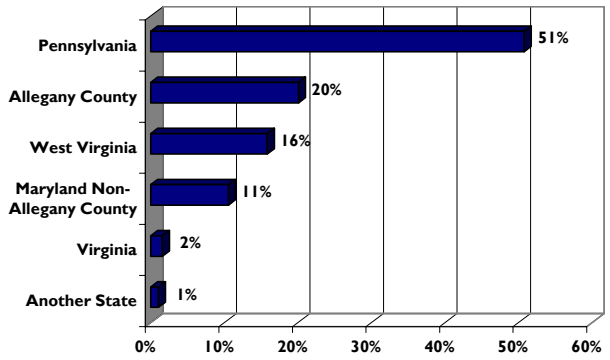


Survey Findings

In order to determine the origin of Speedway event attendees and measure their typical spending patterns when visiting Cumberland, respondents to the fan intercept and telephone surveys discussed in the Market Demand Analysis were asked specific questions regarding their spending at various establishments in the Cumberland area before and after attending Speedway events. The following is a summary of the key findings of the responses to survey questions pertaining to economic impact-related issues.

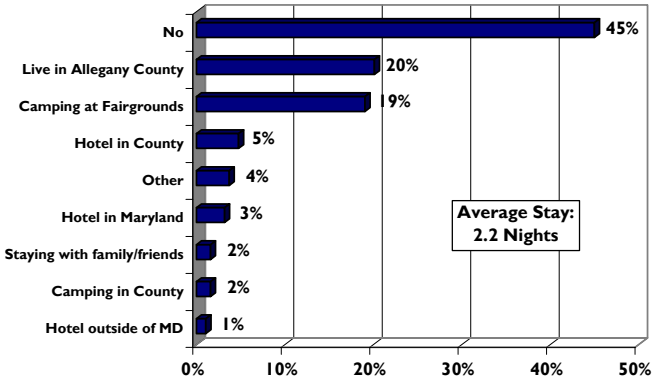
Respondents to the fan intercept surveys conducted at Speedway events were asked to indicate whether they reside within Allegany County, elsewhere within the State of Maryland or in another state. The responses are summarized in Exhibit 7-1. Approximately 31 percent of fan intercept survey respondents reside within Maryland, including 20 percent residing in Allegany County. The Speedway draws a significant percentage of event attendees from neighboring states such as Pennsylvania and West Virginia.

Exhibit 7-1
Origin of Speedway Event Attendees



Fan intercept survey respondents were asked whether they were staying overnight during their visit to Allegany County, with responses summarized in Exhibit 7-2.

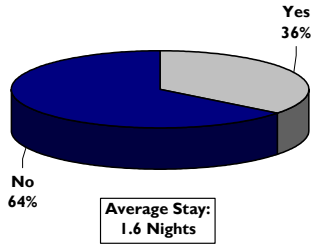
Exhibit 7-2
Overnight Stay



As shown, approximately 35 percent of event attendees indicated they were staying overnight during their visit to the area, the majority of whom camped at the Fairgrounds. Approximately eight percent of respondents stayed at a hotel in Maryland, including five percent staying at a hotel within Allegany County. The average night stay associated with attendance at Speedway events was 2.2 nights.

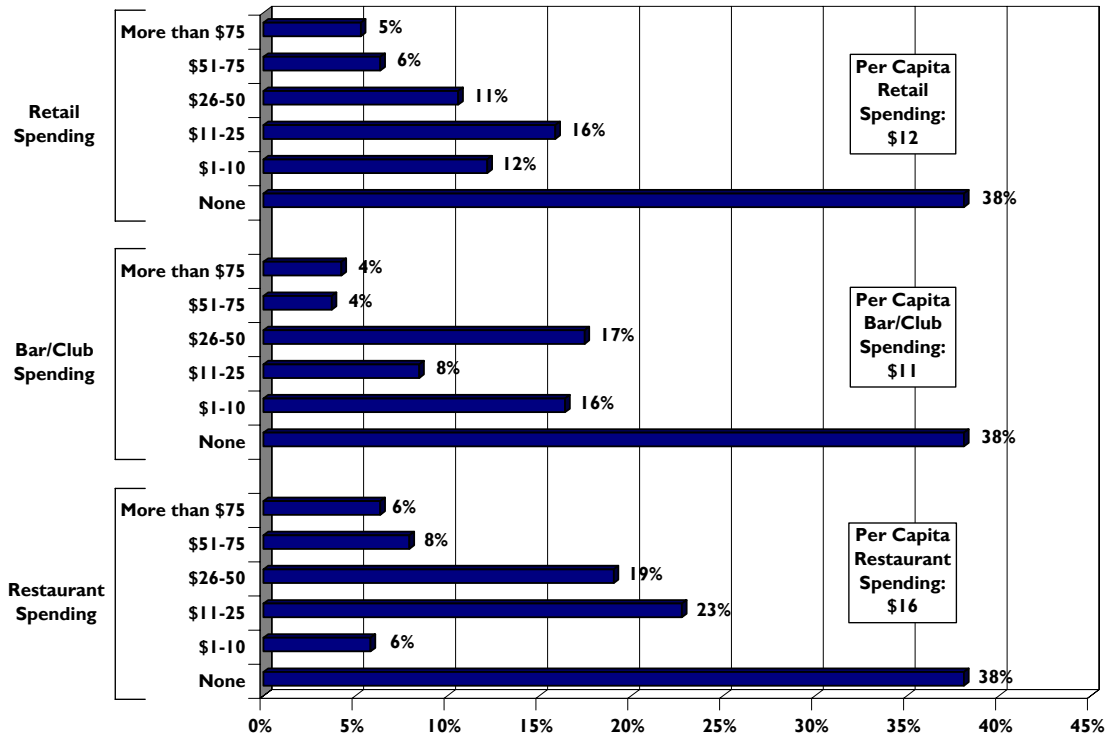
Telephone survey respondents who indicated an interest in attending Speedway events were asked whether they would be likely to make an overnight stay while attending events at the Speedway. As summarized in Exhibit 7-3, approximately 36 percent of respondents indicated they would make an overnight stay, similar to the percentage of current Speedway patrons making overnight stays. The average length of stay among telephone survey respondents approximated 1.6 nights.

Exhibit 7-3
Telephone Surveys: Would you make an overnight stay while visiting Allegany County?



In order to estimate the amount of out-of-facility spending by event attendees before and after Speedway events, fan intercept survey respondents were asked to estimate the amount of money spent by each member of their party at restaurants, bars/clubs and retail establishments during their visit to Allegany County. Exhibit 7-4 summarizes the estimated spending per Speedway event attendee.

Exhibit 7-4
Out-of-Facility Spending by Speedway Patrons



Note: Per capita spending averages assume that each respondents spends the lowest amount in each spending range.

Approximately 38 percent of respondents indicated that they do not spend any money outside of the Speedway when attending events. However, many attendees spend significant amounts of money at restaurants, bars, clubs and retail establishments before and after Speedway events. Including those who indicated that they spend no money, the approximate per capita spending at restaurants is estimated at $16 per attendee, while spending at bars/clubs and retail establishments is estimated to approximate $11 and $12, respectively.

Annual Economic and Fiscal Impacts

One of the primary sources of direct spending involves event attendees making purchases in area restaurants, entertainment, retail, and other similar establishments. The analysis of direct spending related to Speedway activity begins with estimating the annual attendance that could be attracted to events held at the Speedway. These estimates are based on the event, attendance, and event day information presented in the Market Demand Analysis.

To assess the impact of the Speedway, the estimated direct spending was divided into the three main spending categories as identified below:

- **Facility Operations** – revenues earned by the facility from normal operations, including ticket sales, entry fees, concessions, merchandise sales and advertising revenues.
- **Out-of-Facility** – represents spending generated from event attendees. Spending is assumed to occur at local visitor industries including area restaurants, retail stores and other such businesses.
- **Visiting Event Personnel** – represents expenses incurred by members of the traveling parties associated with various events while visiting Cumberland. These expenses include dollars spent on lodging, restaurants, retail and similar establishments.

The estimates concerning facility operations are based on the event, attendance and spending assumptions developed in the Financial Analysis. Visiting event personnel assumptions are based on typical sizes of traveling parties for the various events assumed to be held at the Speedway and estimated per capita spending on areas such as hotels, food and beverage, entertainment and other such expenses.

As noted previously, the out-of-facility spending estimates are based largely on the results of the fan intercept surveys conducted at Speedway events and the telephone surveys of regional households. In addition, spending information gathered from other markets for previous studies completed by CSL was considered in estimating the per capita out-of-facility spending by individuals attending events at the Speedway.

Based on the results of the fan intercept surveys, it is assumed that approximately 80 percent of Speedway event attendees reside outside of Allegany County. Approximately 50 percent of attendees who are not residents of the County include an overnight stay during their visit to the Speedway. Of those overnight visitors, approximately 25 percent are assumed to stay in hotels in the region, with the remaining visitors camping, staying with family and friends or making other arrangements.

In addition to estimating out-of-facility spending levels by event attendees, spending by event participants such as drivers and crews has also been included in this analysis. It is assumed that 100 percent of event personnel from special racing events are non-County residents, while the percentage of local participants in events such as the Big Kahuna, the Western Maryland Nationals, the weekly racing series and road course rentals is assumed to be approximately 20 percent, similar to the percentage of residents among event spectators.

Exhibit 7-5 summarizes the assumptions related to out-of-facility spending by spectators and event personnel.

Exhibit 7-5
Out of Facility Spending Assumptions

	Per Capita Spending			
	Event Attendees		Event Personnel	
Spending Type	**Non-Overnight**	**Overnight**	**Non-Overnight**	**Overnight**
Hotels				
% Staying in Hotel	0%	25%	0%	90%
Persons Per Room	n/a	2.0	n/a	2.0
Average Hotel Rate	n/a	$80.00	n/a	$80.00
Per Capita Hotel Spending	$0.00	$10.00	$0.00	$36.00
Food & Beverage	15.00	20.00	15.00	20.00
Retail	10.00	15.00	10.00	15.00
Entertainment	10.00	15.00	10.00	15.00
Total	**$35.00**	**$60.00**	**$35.00**	**$86.00**
Percent of Spending within Maryland		85%		
Percent of Spending within Allegany County		60%		

As shown, it is estimated that event attendees and participants who do not make an overnight stay as part of their visit spend an average of approximately $35.00 at out-of-facility establishments. Event attendees who make an overnight stay in the area are assumed to spend approximately $60.00 per person during their visit, while event participants who make an overnight stay are estimated to spend approximately $86.00 per person. The higher spending estimate for event personnel is a result of the assumption that a higher proportion of event participants would stay in hotels as opposed to camping or making other arrangements.

Based on information gathered through fan intercept surveys at Speedway events, it is estimated that approximately 85 percent of out-of-facility spending would take place within Maryland, with 60 percent being spent within Allegany County.

7.0 Economic Impact Analysis

As an initial step in estimating the economic impacts associated with Speedway operations, estimates of the gross direct spending generated by the presence of the Speedway were developed. The gross direct spending estimate includes all spending resulting from Speedway operations, regardless of whether the spending occurred within the State or County or whether the spending was made by State or County residents.

Following the development of estimates concerning gross direct spending, the percentage of that spending that could be considered new to the State and County was estimated. Spending considered new to the State of Maryland includes only Speedway related spending by non-State residents that takes place within the State. Likewise, the "new" spending to Allegany County consists of spending within the County by non-County residents.

Because this spending originates from outside of the State or County, it can be considered new to the State or County economy. However, it should be noted that a portion of this new spending may be spent in Maryland or Allegany County regardless of whether the Speedway exists. For example, a Pennsylvania resident who purchases tickets to a race at the Speedway may otherwise have spent that money attending a movie or other entertainment options within the State and/or County if the Speedway did not exist. The economic impact analysis presented herein does not account for the percentage of Speedway-related spending that might have taken place within the State or County regardless of whether the Speedway were in operation.

Exhibit 7-6 presents the gross direct in-facility and out-of facility spending associated with Speedway operations based on event and attendance levels discussed in Section 5.0. The Exhibit also includes the portion of direct spending that can be considered new to the State of Maryland and Allegany County based on the percentage of spending assumed to originate from visitors who reside outside of the State and County and the percentage of spending assumed to take place within the State and County.

Exhibit 7-6
Summary of Direct Spending
Associated with Speedway Operations

	Stand-Alone Dirt Track	With Road Course		
		Dirt Track	Road Course	Total
Gross Spending				
Commercial Sports	$1,178,000	$1,080,000	$2,810,000	$3,890,000
Hotel	322,000	290,000	751,000	1,041,000
Food and Beverage	1,491,000	1,341,000	2,319,000	3,660,000
Retail	858,000	771,000	1,256,000	2,027,000
Entertainment	788,000	709,000	1,122,000	1,831,000
Total	**$4,637,000**	**$4,191,000**	**$8,258,000**	**$12,449,000**
New Spending (State)				
Commercial Sports	$825,000	$756,000	$1,967,000	$2,723,000
Hotel	194,000	174,000	463,000	637,000
Food and Beverage	928,000	835,000	1,467,000	2,302,000
Retail	519,000	467,000	768,000	1,235,000
Entertainment	470,000	423,000	674,000	1,097,000
Total	**$2,936,000**	**$2,655,000**	**$5,339,000**	**$7,994,000**
New Spending (County)				
Commercial Sports	$942,000	$864,000	$2,248,000	$3,112,000
Hotel	156,000	140,000	368,000	508,000
Food and Beverage	836,000	753,000	1,354,000	2,107,000
Retail	435,000	391,000	649,000	1,040,000
Entertainment	379,000	341,000	541,000	882,000
Total	**$2,748,000**	**$2,489,000**	**$5,160,000**	**$7,649,000**

Note: New spending represents spending taking place within the State or County by non-State or County residents.

As shown in the exhibit, gross direct spending associated with the operations of a renovated dirt track is estimated to total approximately $4.6 million per year, of which approximately $2.9 million is estimated to be new to the State of Maryland and $2.8 million is estimated to be new to Allegany County. The operations of a combined dirt track and road course facility are estimated to result in gross direct spending of approximately $12.4 million, of which $8.0 million and $7.6 million can be considered new to the State and County, respectively.

As the direct spending flows through the local and state economy, additional rounds of spending, employment and earnings are generated. The total impact generated is estimated by applying specific industry multipliers to the initial expenditure to account for the total economic impact of the re-spending activity. The application of the multipliers involves calculating the product of the estimated amount of direct spending and the multiplier.

The total estimated direct expenditures generate effects on the economy that extend beyond the initial expenditures (approximately $4.6 to $12.4 million per year) associated with Speedway operations. Exhibit 7-7 summarizes the overall economic effects associated with the events at the new facility based on the application of the IMPLAN multipliers.

Exhibit 7-7
Summary of Estimated Economic Impacts

	Stand-Alone Dirt Track	With Road Course		
		Dirt Track	Road Course	Total
Gross Impacts				
Direct Spending	$4,637,000	$4,191,000	$8,258,000	$12,449,000
Output	$7,047,000	$6,371,000	$12,546,000	$18,917,000
Jobs	130	120	230	350
Earnings	$2,381,000	$2,151,000	$4,199,000	$6,350,000
Net New (State)				
Direct Spending	$2,936,000	$2,655,000	$5,339,000	$7,994,000
Output	$4,467,000	$4,039,000	$8,117,000	$12,156,000
Jobs	90	70	150	220
Earnings	$1,503,000	$1,358,000	$2,705,000	$4,063,000
Net New (County)				
Direct Spending	$2,748,000	$2,489,000	$5,160,000	$7,649,000
Output	$4,189,000	$3,793,000	$7,868,000	$11,661,000
Jobs	60	40	140	180
Earnings	$1,396,000	$1,264,000	$2,594,000	$3,858,000

As outlined in Exhibit 7-7, estimated levels of direct spending associated with a stand-alone dirt track could generate approximately $7.0 in total output (total direct, indirect, and induced spending per year). Approximately $4.5 million of this output could be considered new to the State, while approximately $4.2 million could be new to Allegany County. Estimated earnings total $2.4 million, of which $1.5 million is estimated to be new to the State and $1.4 million is estimated to be new to the County. The operations of the dirt track could aid in supporting approximately 130 full- and part-time jobs, of which 90 could be new to the State and 60 could be new to the County.

The direct spending associated with a combined dirt track and road course is estimated to generate approximately $18.9 million in output, of which $12.2 million could be new to the State and $11.7 million could be new to Allegany County. The facility is estimated to support 350 jobs, including 220 new jobs in the State and 180 new jobs within Allegany County. These jobs are estimated to result in approximately $6.4 million in gross earnings, of which $4.1 million and $3.9 million are estimated to be new to the State and County, respectively.

In addition to the impacts described above, Speedway operations are assumed to generate various State and local tax revenues. The following is a summary of the tax assumptions used for this analysis:

- State sales tax rate of 5.0 percent, with no local sales taxes;
- State income tax of 4.5 percent of total earnings;
- County hotel/motel tax of 8.0 percent; and,
- County admissions/amusement tax of 7.5 percent.

It should be noted that the total tax rate on hotels and motels in Allegany County is 13.0 percent, consisting of the 5.0 percent State sales tax and the 8.0 percent County hotel/motel tax.

Exhibit 7-8 presents the estimated fiscal impact of the potential Speedway improvements. Direct tax revenue is based on taxable Speedway revenues from tickets, concessions, catering and merchandise, as well as taxable out-of-facility spending by event attendees and participants. Indirect tax revenue is based on assumed gross taxable indirect spending of $617,000 for a stand-alone dirt track to $1.7 million for a dirt track and road course.

Exhibit 7-8
Summary of Estimated Fiscal Impacts

	Stand-Alone	With Road Course		
	Dirt Track	Dirt Track	Road Course	Total
State Sales Tax	$184,000	$166,000	$299,000	$465,000
State Income Tax	$107,000	$97,000	$189,000	$286,000
County Hotel/Motel Tax	$15,000	$14,000	$36,000	$50,000
County Admission/Amusement Tax	$63,000	$58,000	$122,000	$180,000

As shown, State sales tax collections generated by the Speedway are estimated to total $184,000 per year for a stand-alone dirt track or $465,000 annually for a dirt track and road course. State income tax collections are estimated to range from approximately $107,000 to $286,000 annually, resulting in total annual State sales and income tax collections of approximately $291,000 for a stand-alone dirt track to $751,000 for a dirt track and road course.

County hotel/motel tax revenues resulting from Speedway operations are estimated to range from $15,000 to $50,000 per year, while County admission/amusement tax collections are estimated at approximately $63,000 to $180,000 annually.

Incremental Impacts

As detailed above, it is estimated that the operations of a renovated and expanded Speedway could have significant impacts on the area's economy. However, it should be noted that the operations of the existing Speedway currently impact the local economy. An important factor in the deciding whether to invest significantly in Speedway improvements is the incremental impact that could be generated by the higher estimated event, attendance and spending levels generated by a renovated and expanded complex.

7.0 Economic Impact Analysis

In order to estimate the incremental economic and fiscal impacts that could result from the operations of a renovated Speedway, the impacts generated by the existing Speedway must be calculated. The economic impacts associated with Speedway operations in 2005 were estimated based on the Speedway's event levels and estimates related to in-facility and out-of-facility spending by Speedway patrons and event personnel. Exhibit 7-9 summarizes the estimated direct spending and associated economic impacts resulting from Speedway operations in 2005 in comparison with the estimates related to an improved Speedway developed for this analysis.

Exhibit 7-9
Summary of Estimated Incremental Economic Impacts

	Existing Speedway	Stand-Alone Dirt Track	Incremental Impact	Dirt Track & Road Course	Incremental Impact
Gross Impacts					
Direct Spending	$3,532,000	$4,637,000	$1,105,000	$12,449,000	$8,917,000
Output	$5,366,000	$7,047,000	$1,681,000	$18,917,000	$13,551,000
Jobs	100	130	30	350	250
Earnings	$1,813,000	$2,381,000	$568,000	$6,350,000	$4,537,000
Net New (State)					
Direct Spending	$2,236,000	$2,936,000	$700,000	$7,994,000	$5,758,000
Output	$3,400,000	$4,467,000	$1,067,000	$12,156,000	$8,756,000
Jobs	60	90	30	220	160
Earnings	$1,144,000	$1,503,000	$359,000	$4,063,000	$2,919,000
Net New (County)					
Direct Spending	$2,097,000	$2,748,000	$651,000	$7,649,000	$5,552,000
Output	$3,195,000	$4,189,000	$994,000	$11,661,000	$8,466,000
Jobs	60	60	0	180	120
Earnings	$1,065,000	$1,396,000	$331,000	$3,858,000	$2,793,000

As shown, direct spending resulting from Speedway operations in 2005 was estimated at approximately $3.5 million, of which an estimated $2.2 million was new to Maryland and $2.1 million was new to Allegany County. This spending resulted in an estimated $5.4 million in gross output, of which approximately $3.4 million was estimated to be new to the State and $3.2 million was estimated to be new to Allegany County. Speedway operations generated personal earnings of approximately $1.8 million, of which $1.1 million were estimated to be new to the State and County. Speedway operations supported an estimated 100 jobs, of which an estimated 60 were new to Maryland and Allegany County.

The incremental gross direct spending associated with a stand-alone renovated dirt track is estimated to approximate $1.1 million more than the direct spending generated by the existing facility. This level of incremental activity is estimated to result in $1.7 million in incremental output and support an additional 30 jobs with approximately $568,000 in total earnings.

The incremental impacts associated with a combined dirt track and road course are estimated to be significantly higher than for a stand-alone track. Specifically, the operations of an improved dirt track and a new road course are estimated to generate approximately $8.9 million in incremental direct spending, resulting in $13.6 million in incremental output and $4.5 million in incremental earnings, and supporting an additional 250 jobs in the region.

Exhibit 7-10 summarizes the estimated fiscal impacts generated by Speedway-related spending in 2005 and the incremental fiscal impacts that could result from Speedway improvements.

Exhibit 7-10
Summary of Estimated Incremental Fiscal Impacts

	Existing Speedway	Stand-Alone Dirt Track	Incremental Impact	Dirt Track & Road Course	Incremental Impact
State Sales Tax	$140,000	$184,000	$44,000	$465,000	$325,000
State Income Tax	82,000	107,000	25,000	286,000	204,000
County Hotel/Motel Tax	13,000	15,000	2,000	50,000	37,000
County Admission/Amusement Tax	44,000	63,000	19,000	180,000	136,000

It is estimated that Speedway operations generated approximately $140,000 in State sales taxes, $82,000 in State income taxes, $13,000 in County hotel/motel taxes and $44,000 in County admission/amusement taxes in 2005. An improved dirt track is estimated to generate approximately $69,000 in incremental State taxes each year, including $44,000 in sales taxes and $25,000 in income taxes. An improved dirt track is also estimated to generate $2,000 in additional County hotel/motel taxes and $19,000 in additional County admissions/amusement taxes.

The operations of a combined dirt track and road course complex are estimated to generate approximately $325,000 in incremental State sales taxes and $204,000 in incremental State income taxes, resulting in a total of approximately $529,000 in incremental State taxes annually. A combined dirt track and road course are also estimated to generate approximately $37,000 in incremental County hotel/motel taxes and $136,000 in additional County admissions/amusement taxes during a typical year of operation.

Non-quantifiable Benefits

The Speedway and the events it attracts create direct and indirect economic benefits in the geographical area in which it is located. As previously discussed, many of those benefits are explicit, and their impact can be estimated. However, non-quantifiable benefits must also be considered in a comprehensive review of the economic benefits derived from the Speedway.

7.0 Economic Impact Analysis

The effects of attracting additional events and event attendees to the Allegany County area could impact numerous industries and enhance economic activity throughout the community. Primary visitor industries, including entertainment, restaurants, retail establishments, and related industries can benefit directly from the Speedway. Indirect effects can benefit various support industries, including the wholesale, distribution, manufacturing, and other industries.

The presence of the Speedway can positively impact business development. Important potential qualitative benefits for the area include:

- Enhancing community pride, self image, exposure, and reputation;
- Enhancing economic growth and ancillary private sector development spurred by the operations and activities associated with the Speedway;
- Diversifying consumer-oriented activities for families in the area attending events; and,
- Creating new advertising opportunities for local businesses.

Appendix: Economic Impact Detail

The purpose of this Appendix is to provide additional information regarding the methods, assumptions and calculations used to estimate the economic impact that could result from the operations of a renovated and expanded Allegany County Speedway.

The initial step of the economic impact analysis was to estimate the direct spending generated by the presence of an improved Speedway. The first category of direct spending analyzed consisted of spending taking place at the facility as a result of normal operations, including ticket sales, entry fees, concessions, merchandise sales and advertising. These spending estimates were based on the attendance estimates developed in the market demand analysis, estimated per capita spending on tickets, concessions and merchandise, estimated annual sponsorship revenue and other such assumptions. The direct spending estimates represent gross spending prior to any allocations for cost of goods sold or revenues shared with event promoters. The following table summarizes the estimated gross direct spending resulting from the operations of the proposed Speedway developments.

Estimated In-Facility Direct Spending

	Total Spending	WoO	DIRT	MACS	USAC Midgets	Big Kahuna	Western Maryland Nationals	Weekly Racing Series	Demolition Derby	Car Shows
Stand-Alone Dirt Track										
Gate Receipts	**$842,500**	$120,000	$120,000	$70,000	$45,000	$112,500	$65,000	$270,000	$20,000	$20,000
Entry Fees/Pit Passes	**159,250**	0	0	0	0	26,250	19,000	108,000	6,000	0
Event Sponsorships	**76,250**	13,750	13,750	9,000	9,000	4,500	4,500	15,750	3,000	3,000
Concessions	**375,000**	25,000	25,000	21,875	18,750	46,875	31,250	168,750	12,500	25,000
Merchandise	**70,375**	6,000	6,000	5,250	4,500	9,375	6,250	27,000	2,000	4,000
Advertising & Signage	**100,000**	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Total Spending	**$1,623,375**	$164,750	$164,750	$106,125	$77,250	$199,500	$126,000	$589,500	$43,500	$52,000
Dirt Track With Road Course										
Gate Receipts	**$767,500**	$120,000	$120,000	$70,000	$0	$112,500	$65,000	$240,000	$20,000	$20,000
Entry Fees/Pit Passes	**147,250**	0	0	0	0	26,250	19,000	96,000	6,000	0
Event Sponsorships	**65,500**	13,750	13,750	9,000	0	4,500	4,500	14,000	3,000	3,000
Concessions	**337,500**	25,000	25,000	21,875	0	46,875	31,250	150,000	12,500	25,000
Merchandise	**62,875**	6,000	6,000	5,250	0	9,375	6,250	24,000	2,000	4,000
Advertising & Signage	**100,000**	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Total Spending	**$1,480,625**	$164,750	$164,750	$106,125	$0	$199,500	$126,000	$524,000	$43,500	$52,000

		ALMS	Formula USA	CCS	Rentals
Road Course					
Gate Receipts	**$1,632,000**	$1,500,000	$108,000	$24,000	$0
Track Rentals	**937,500**	0	0	0	937,500
Event Sponsorships	**90,000**	50,000	22,500	17,500	0
Concessions	**740,438**	495,000	74,250	16,500	154,688
Merchandise	**134,625**	90,000	13,500	3,000	28,125
Advertising & Signage	**150,000**	n/a	n/a	n/a	n/a
Total Spending	**$3,684,563**	$2,135,000	$218,250	$61,000	$1,120,313

Note: All revenues represent *gross* spending prior to any allocations for cost of goods sold or revenues shared with event promoters.

The direct spending estimates in the table above represent gross spending occurring at the Speedway. In order to estimate the portion of this direct spending that could be considered new to the State of Maryland and to Allegany County, the percent of event attendees originating from outside of the State and County was estimated. Based on the results of the fan intercept surveys conducted at Speedway events, it is estimated that approximately 70 percent of event attendees reside outside of the State of Maryland, and approximately 80 percent reside outside of Allegany County. Based on these estimates, the following table summarizes the portion of direct in-facility spending that is assumed to be new to the State and County.

Estimated New In-Facility Direct Spending

	Total Spending	% From Outside of State	Net New To State	% From Outside of County	Net New To County
Stand-Alone Dirt Track					
Gate Receipts	$842,500	70%	$589,750	80%	$674,000
Entry Fees/Pit Passes	159,250	70%	111,475	80%	127,400
Event Sponsorships	76,250	70%	53,375	80%	61,000
Concessions	375,000	70%	262,500	80%	300,000
Merchandise	70,375	70%	49,263	80%	56,300
Advertising & Signage	100,000	70%	70,000	80%	80,000
Total Spending	$1,623,375		$1,136,363		$1,298,700
Dirt Track With Road Course					
Gate Receipts	$767,500	70%	$537,250	80%	$614,000
Entry Fees/Pit Passes	147,250	70%	103,075	80%	117,800
Event Sponsorships	65,500	70%	45,850	80%	52,400
Concessions	337,500	70%	236,250	80%	270,000
Merchandise	62,875	70%	44,013	80%	50,300
Advertising & Signage	100,000	70%	70,000	80%	80,000
Total Spending	$1,480,625		$1,036,438		$1,184,500
Road Course					
Gate Receipts	$1,632,000	70%	$1,142,400	80%	$1,305,600
Track Rentals	937,500	70%	656,250	80%	750,000
Event Sponsorships	90,000	70%	63,000	80%	72,000
Concessions	740,438	70%	518,306	80%	592,350
Merchandise	134,625	70%	94,238	80%	107,700
Advertising & Signage	150,000	70%	105,000	80%	120,000
Total Spending	$3,684,563		$2,579,194		$2,947,650

The second component of the direct spending estimates consisted of estimated spending by event attendees and event personnel such as drivers and pit crew members occurring outside of the Speedway at area restaurants, retail stores and other such businesses. It was assumed that Speedway event attendees and personnel who make an overnight stay in the Allegany County area during their visit would demonstrate significantly higher per capita out of facility spending patterns than non-resident visitors. Based primarily on the results of fan intercept surveys conducted at Speedway events, the following estimates related to the number of local and non-local attendees and the number of attendees estimated to make an overnight stay in Allegany County were developed.

Estimated Attendee Origin and Overnight Stays

	Stand-Alone Dirt Track	Dirt Track w/ Road Course	Road Course
Annual Attendees	60,000	54,000	71,000
% from outside of County	80%	80%	80%
Total from outside of County	48,000	43,200	56,800
% of non-county residents making an overnight stay	50%	50%	50%
Total staying overnight	24,000	21,600	28,400
Total with no overnight stay	36,000	32,400	42,600

As shown, it is estimated that approximately 80 percent of Speedway event attendees would originate from outside of Allegany County, with approximately 50 percent of those attendees making an overnight stay in conjunction with their visit to the area.

A second set of assumptions was developed to estimate the number of local and non-local event personnel such as drivers and pit crew members participating in events at the Speedway on an annual basis. It is assumed that all event personnel at special racing events would be non-local residents, as these events consist of racing organizations that travel throughout the country. It is assumed that a portion of local series racers and road course users would live within Allegany County. The following is a summary of the estimates related to event personnel origin.

Estimated Event Personnel Origin and Overnight Stays

	Total	WoO	DIRT	MACS	USAC Midgets	Big Kahuna	Western Maryland Nationals	Weekly Racing Series	Demolition Derby	Car Shows
Stand-Alone Dirt Track										
Annual Event Personnel	**5,605**	120	120	120	120	375	300	4,050	200	200
% from outside of County		100%	100%	100%	100%	80%	80%	80%	80%	80%
Total from outside of County	**4,580**	120	120	120	120	300	240	3,240	160	160
% of non-county residents making an overnight stay		50%	50%	50%	50%	50%	50%	50%	50%	50%
Total staying overnight	**2,290**	60	60	60	60	150	120	1,620	80	80
Total with no overnight stay	**3,315**	60	60	60	60	225	180	2,430	120	120
Dirt Track With Road Course										
Annual Event Personnel	**5,035**	120	120	120	0	375	300	3,600	200	200
% from outside of County		100%	100%	100%	100%	70%	70%	70%	70%	70%
Total from outside of County	**4,100**	120	120	120	0	300	240	2,880	160	160
% of non-county residents making an overnight stay		50%	50%	50%	50%	50%	50%	50%	50%	50%
Total staying overnight	**2,050**	60	60	60	0	150	120	1,440	80	80
Total with no overnight stay	**2,985**	60	60	60	0	225	180	2,160	120	120

		ALMS	Formula USA	CCS	Rentals
Road Course					
Annual Event Personnel	**20,475**	375	750	600	18,750
% from outside of County		100%	100%	100%	80%
Total from outside of County	**16,725**	375	750	600	15,000
% of non-county residents making an overnight stay		100%	100%	100%	75%
Total staying overnight	**12,975**	375	750	600	11,250
Total with no overnight stay	**7,500**	0	0	0	7,500

After developing the estimates related to local and non-local event attendees and personnel, the estimated amount of spending by the average local and non-local resident was estimated. The following table summarizes the per capita out of facility spending assumptions.

Out of Facility Spending Assumptions

	Per Capita Spending			
	Event Attendees		Event Personnel	
Spending Type	**Non-Overnight**	**Overnight**	**Non-Overnight**	**Overnight**
Hotels				
% Staying in Hotel	0%	25%	0%	90%
Persons Per Room	n/a	2.0	n/a	2.0
Average Hotel Rate	n/a	$80.00	n/a	$80.00
Per Capita Hotel Spending	$0.00	$10.00	$0.00	$36.00
Food & Beverage	15.00	20.00	15.00	20.00
Retail	10.00	15.00	10.00	15.00
Entertainment	10.00	15.00	10.00	15.00
Total	**$35.00**	**$60.00**	**$35.00**	**$86.00**
Percent of Spending within Maryland		85%		
Percent of Spending within Allegany County		60%		

The following table summarizes the total estimated out of facility spending generated by event attendees and personnel, based on the assumptions described previously.

Out of Facility Spending by Event Attendees & Personnel

	Stand-Alone Dirt Track			Dirt Track w/ Road Course			Road Course		
	Attendees	Personnel	Total	Attendees	Personnel	Total	Attendees	Personnel	Total
Annual Overnight Attendees/Personnel	24,000	2,290	26,290	21,600	2,050	23,650	28,400	12,975	41,375
Per Capita Spending									
Hotels	$10.00	$36.00		$10.00	$36.00		$10.00	$36.00	
Food & Beverage	20.00	20.00		20.00	20.00		20.00	20.00	
Retail	15.00	15.00		15.00	15.00		15.00	15.00	
Entertainment	15.00	15.00		15.00	15.00		15.00	15.00	
Annual Non-Overnight Attendees/Personnel	36,000	3,315	39,315	32,400	2,985	35,385	42,600	7,500	50,100
Per Capita Spending									
Hotels	$0.00	$0.00		$0.00	$0.00		$0.00	$0.00	
Food & Beverage	15.00	15.00		15.00	15.00		15.00	15.00	
Retail	10.00	10.00		10.00	10.00		10.00	10.00	
Entertainment	10.00	10.00		10.00	10.00		10.00	10.00	
Total Out of Facility Spending									
Hotels	$240,000	$82,440	$322,440	$216,000	$73,800	$289,800	$284,000	$467,100	$751,100
Food & Beverage	1,020,000	95,525	1,115,525	918,000	85,775	1,003,775	1,207,000	372,000	1,579,000
Retail	720,000	67,500	787,500	648,000	60,600	708,600	852,000	269,625	1,121,625
Entertainment	720,000	67,500	787,500	648,000	60,600	708,600	852,000	269,625	1,121,625
Total	$2,700,000	$312,965	$3,012,965	$2,430,000	$280,775	$2,710,775	$3,195,000	$1,378,350	$4,573,350

The following table provides additional information related to the hotel spending estimates presented above, including the estimated number of hotel room nights filled as a result of the presence of the Speedway.

Hotel Room Night and Spending Summary

	Stand-Alone Dirt Track			Dirt Track w/ Road Course			Road Course		
	Attendees	Personnel	Total	Attendees	Personnel	Total	Attendees	Personnel	Total
Annual Overnight Attendees/Personnel	24,000	2,290	26,290	21,600	2,050	23,650	28,400	12,975	41,375
Percent Utilizing Hotel	25%	90%		25%	90%		25%	90%	
Persons Per Room	2.0	2.0		2.0	2.0		2.0	2.0	
Total Room Nights	3,000	1,031	4,031	2,700	923	3,623	3,550	5,839	9,389
Average Room Rate	$80.00	$80.00		$80.00	$80.00		$80.00	$80.00	
Total Hotel Spending	$240,000	$82,440	$322,440	$216,000	$73,800	$289,800	$284,000	$467,100	$751,100

Following the calculation of estimated gross out of facility spending summarized above, the portion of that spending that could be considered new to the State of Maryland and to Allegany County was calculated. New out of facility spending consists of spending by non-residents of the State or County that is assumed to take place within the State or County. Based on the results of the fan intercept surveys it is assumed that approximately 85 percent of out of facility spending would take place within the State of Maryland, while 60 percent is assumed to be spent within Allegany County. Based on these assumptions, and the percentage of event attendees and personnel assumed to live outside of the State and County, the following table summarizes the net new out of facility spending estimates.

Net New Out of Facility Spending by Event Attendees & Personnel

	Stand-Alone Dirt Track			Dirt Track w/ Road Course			Road Course		
	Attendees	Personnel	Total	Attendees	Personnel	Total	Attendees	Personnel	Total
Gross Out of Facility Spending									
Hotels	$240,000	$82,440	$322,440	$216,000	$73,800	$289,800	$284,000	$467,100	$751,100
Food & Beverage	1,020,000	95,525	1,115,525	918,000	85,775	1,003,775	1,207,000	372,000	1,579,000
Retail	720,000	67,500	787,500	648,000	60,600	708,600	852,000	269,625	1,121,625
Entertainment	720,000	67,500	787,500	648,000	60,600	708,600	852,000	269,625	1,121,625
Total	$2,700,000	$312,965	$3,012,965	$2,430,000	$280,775	$2,710,775	$3,195,000	$1,378,350	$4,573,350
Net New Spending (State)									
Hotels	$142,800	$51,255	$194,055	$128,520	$45,563	$174,083	$168,980	$293,760	$462,740
Food & Beverage	606,900	58,979	665,879	546,210	52,643	598,853	718,165	230,138	948,303
Retail	428,400	41,693	470,093	385,560	37,205	422,765	506,940	167,025	673,965
Entertainment	428,400	41,693	470,093	385,560	37,205	422,765	506,940	167,025	673,965
Total	$1,606,500	$193,619	$1,800,119	$1,445,850	$172,615	$1,618,465	$1,901,025	$857,948	$2,758,973
Net New Spending (County)									
Hotels	$115,200	$40,608	$155,808	$103,680	$36,202	$139,882	$136,320	$231,660	$367,980
Food & Beverage	489,600	46,860	536,460	440,640	41,928	482,568	579,360	182,700	762,060
Retail	345,600	33,120	378,720	311,040	29,628	340,668	408,960	132,525	541,485
Entertainment	345,600	33,120	378,720	311,040	29,628	340,668	408,960	132,525	541,485
Total	$1,296,000	$153,708	$1,449,708	$1,166,400	$137,386	$1,303,786	$1,533,600	$679,410	$2,213,010

The following table summarizes the combined in-facility and out-of-facility direct spending estimates.

Total Estimated Direct Spending

	Stand-Alone Dirt Track			Dirt Track w/ Road Course			Road Course		
	In-Facility	Out of Facility	Total	In-Facility	Out of Facility	Total	In-Facility	Out of Facility	Total
Gross Direct Spending									
Commercial Sports	$1,178,000	$0	$1,178,000	$1,080,250	$0	$1,080,250	$2,809,500	$0	$2,809,500
Hotels	0	322,440	322,440	0	289,800	289,800	0	751,100	751,100
Food & Beverage	375,000	1,115,525	1,490,525	337,500	1,003,775	1,341,275	740,438	1,579,000	2,319,438
Retail	70,375	787,500	857,875	62,875	708,600	771,475	134,625	1,121,625	1,256,250
Entertainment	0	787,500	787,500	0	708,600	708,600	0	1,121,625	1,121,625
Total	$1,623,375	$3,012,965	$4,636,340	$1,480,625	$2,710,775	$4,191,400	$3,684,563	$4,573,350	$8,257,913
Net New Spending (State)									
Commercial Sports	$824,600	$0	$824,600	$756,175	$0	$756,175	$1,966,650	$0	$1,966,650
Hotels	0	194,055	194,055	0	174,083	174,083	0	462,740	462,740
Food & Beverage	262,500	665,879	928,379	236,250	598,853	835,103	518,306	948,303	1,466,609
Retail	49,263	470,093	519,355	44,013	422,765	466,777	94,238	673,965	768,203
Entertainment	0	470,093	470,093	0	422,765	422,765	0	673,965	673,965
Total	$1,136,363	$1,800,119	$2,936,482	$1,036,438	$1,618,465	$2,654,903	$2,579,194	$2,758,973	$5,338,166
Net New Spending (County)									
Commercial Sports	$942,400	$0	$942,400	$864,200	$0	$864,200	$2,247,600	$0	$2,247,600
Hotels	0	155,808	155,808	0	139,882	139,882	0	367,980	367,980
Food & Beverage	300,000	536,460	836,460	270,000	482,568	752,568	592,350	762,060	1,354,410
Retail	56,300	378,720	435,020	50,300	340,668	390,968	107,700	541,485	649,185
Entertainment	0	378,720	378,720	0	340,668	340,668	0	541,485	541,485
Total	$1,298,700	$1,449,708	$2,748,408	$1,184,500	$1,303,786	$2,488,286	$2,947,650	$2,213,010	$5,160,660

Following the development of the direct spending assumptions summarized in the table above, the resulting total output, earnings and jobs supported by the direct spending resulting from the presence of the various Speedway development options were calculated based on the application of multipliers to the direct spending estimates, as described in Section 7.0 of the report. The following table presents the multipliers utilized for this analysis.

Economic Impact Multipliers

Direct Spending Type	Output	Earnings	Jobs
Commercial Sports	1.5501	0.4739	26.6513
Hotels	1.3837	0.5249	25.5065
Food & Beverage	1.5254	0.4892	36.0891
Retail	1.4926	0.6423	32.9859
Entertainment	1.5501	0.4739	26.6513

In order to calculate the estimated output resulting from Speedway operations, the direct spending estimates presented above were multiplied by the respective multiplier for each spending category. Similarly, total earnings were calculated by multiplying direct spending by the earnings multipliers. The jobs multiplier represents the number of jobs estimated to be supported by every $1.0 million of direct spending in each category, and is based on 2002 data. Therefore, in order to calculate the estimated jobs that could be supported by the presence of the Speedway, the direct spending estimates are deflated to 2002 dollars and divided by 1.0 million. The result of this calculation is multiplied by the jobs multipliers presented in the table to arrive at the jobs impact estimate.

The following table summarizes the economic impacts resulting from the application of the multipliers.

Summary of Estimated Economic Impacts

	Stand-Alone	With Road Course		
	Dirt Track	Dirt Track	Road Course	Total
Gross Impacts				
Direct Spending	$4,637,000	$4,191,000	$8,258,000	$12,449,000
Output	$7,047,000	$6,371,000	$12,546,000	$18,917,000
Jobs	130	120	230	350
Earnings	$2,381,000	$2,151,000	$4,199,000	$6,350,000
Net New (State)				
Direct Spending	$2,936,000	$2,655,000	$5,339,000	$7,994,000
Output	$4,467,000	$4,039,000	$8,117,000	$12,156,000
Jobs	90	70	150	220
Earnings	$1,503,000	$1,358,000	$2,705,000	$4,063,000
Net New (County)				
Direct Spending	$2,748,000	$2,489,000	$5,160,000	$7,649,000
Output	$4,189,000	$3,793,000	$7,868,000	$11,661,000
Jobs	60	40	140	180
Earnings	$1,396,000	$1,264,000	$2,594,000	$3,858,000

In addition to estimating the economic impacts summarized in the previous table, estimates were developed concerning the potential fiscal impacts, or tax revenues, that could result from the presence of an improved Speedway. As an initial step, assumptions were developed concerning the percentage of total spending that was assumed to be taxable. The following table summarizes the taxable spending assumptions for each development scenario.

Summary of Taxable Spending Estimates

	Stand-Alone Dirt Track	Dirt Track w/ Road Course	Road Course
Gross Spending			
In-Facility			
Gate Receipts	$842,500	$767,500	$1,632,000
Concessions	375,000	337,500	740,438
Merchandise	70,375	62,875	134,625
Out-of-Facility			
Hotel	322,440	289,800	751,100
Food & Beverage	1,115,525	1,003,775	1,579,000
Retail	787,500	708,600	1,121,625
Entertainment	787,500	708,600	1,121,625
Total Spending	$4,300,840	$3,878,650	$7,080,413
Percent Taxable			
In-Facility			
Gate Receipts (1)	0%	0%	0%
Concessions	100%	100%	100%
Merchandise	100%	100%	100%
Out-of-Facility			
Hotel	100%	100%	100%
Food & Beverage	100%	100%	100%
Retail	50%	50%	50%
Entertainment	100%	100%	100%
Taxable Spending			
In-Facility			
Gate Receipts	$0	$0	$0
Concessions	375,000	337,500	740,438
Merchandise	70,375	62,875	134,625
Out-of-Facility			
Hotel	322,440	289,800	751,100
Food & Beverage	1,115,525	1,003,775	1,579,000
Retail	393,750	354,300	560,813
Entertainment	787,500	708,600	1,121,625
Total Spending	$3,064,590	$2,756,850	$4,887,600

(1) Gate receipts are not subject to sales tax, but 100 percent of gate receipts are subject to the County Admissions/Amusement Tax.

In addition to taxes generated by direct spending related to Speedway operations, it is important to consider the additional taxes generated by indirect and induced spending that occurs as the direct spending is re-spent in the Allegany County market. Indirect and induced spending is calculated as the difference between total output and total direct spending.

In order to estimate the percentage of induced spending that would be subject to sales taxes, total taxable sales in the State of Maryland in 2003 (the latest year for which information is available) was divided by the Maryland gross state product for 2003. The result of this calculation (32.01 percent) was applied to the indirect and induced spending estimate to arrive at an estimate of taxable indirect and induced spending. This total was added to the estimated direct taxable sales, resulting in an estimate of total taxable sales generated by the presence of the Speedway. The following table summarizes the results of these calculations.

Summary of Taxable Spending Estimates

	Stand-Alone Dirt Track	Dirt Track w/ Road Course	Road Course
Total Output	$7,047,036	$6,371,417	$12,546,195
Less Total Direct Spending	(4,636,340)	(4,191,400)	(8,257,913)
Indirect & Induced Spending	2,410,696	2,180,017	4,288,282
Percent Taxable (1)	25.61%	25.61%	25.61%
Total Indirect Taxable Sales	617,338	558,265	1,098,155
Direct Taxable Sales	3,064,590	2,756,850	4,887,600
Total Taxable Sales	$3,681,928	$3,315,115	$5,985,755

(1) Based on taxable sales as a percentage of gross state product for Maryland in 2003.

Based on the spending assumptions discussed herein, the following table provides the calculations used to estimate the total fiscal impact of Speedway operations. The table also includes the calculation for estimated State income taxes that could be generated by the presence of the Speedway based on the estimated gross earnings generated by each development scenario.

Summary of Fiscal Impact Estimates

	Stand-Alone Dirt Track	Dirt Track w/ Road Course	Road Course
State Sales Tax			
Estimated Taxable Spending	$3,681,928	$3,315,115	$5,985,755
Sales Tax Rate	5.00%	5.00%	5.00%
Estimated Annual Revenue	$184,096	$165,756	$299,288
State Income Tax			
Estimated Earnings	$2,380,745	$2,151,402	$4,198,522
Income Tax Rate	4.50%	4.50%	4.50%
Estimated Annual Revenue	$107,134	$96,813	$188,934
County Hotel/Motel Tax			
Estimated Taxable Spending (1)	$193,464	$173,880	$450,660
Hotel/Motel Tax Rate	8.00%	8.00%	8.00%
Estimated Annual Revenue	$15,477	$13,910	$36,053
County Admission/Amusement Tax			
Estimated Taxable Spending (2)	$842,500	$767,500	$1,632,000
Hotel/Motel Tax Rate	7.50%	7.50%	7.50%
Estimated Annual Revenue	$63,188	$57,563	$122,400

(1) Represents hotel spending assumed to take place within Allegany County.

(2) Represents estimated admissions spending at the Speedway based on attendance estimates developed for this analysis.

HEERY INTERNATIONAL, INC.

Allegheny Motor Sports Study
"The Rock"
Cumberland, MD

PROJECT:	05378-13
BID PACK:	General
DATE:	October 17, 2006
REVISION:	January 11, 2007
PHASE:	Concept

QUALIFICATIONS

This Concept Estimate is based on information received from HOK and the MD Stadium Authority. The labor rates are based on the most recent current data available for the local project area. All unit prices include installation and are based on competitive bids being received. This concept Estimate is based on the following assumptions:

- Normal construction schedule has been used to prepare the estimate, with an estimated start date in the fall of 2009
- Costs are based on a forty (40) hour workweek, Monday thru Friday.
- Construction contingency for change orders are included in this estimate at 5% of the construction value.
- Design contingency is included in this estimate at 15%
- Escalation is included to the midpoint of construction @ 8% per year for 3 years for a total of 24%.
- Items that could impact this estimate are:

  Restrictive technical specification
  Non-competitive bid conditions
  Sole source specification of materials or products
  Delays beyond the projected schedule/Archeological explorations
  Accelerated completion

- Costs for Hazmat Abatement are included in this estimate for lead abatement in the existing structures. No allowance has been made for any asbestos containing materials or oil soaked or other wise contaminated soils that must be removed from the site.

Heery International, Inc. has no control over the cost of labor and materials, the Construction Manager or General Contractor's or any Subcontractor's method of determining price or competitive bidding and market conditions at the time of the bids. This opinion of probable cost of construction is made on the basis of the experience, qualifications, and best judgment of the Cost Analyst familiar with the construction industry. Heery cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from this or subsequent estimates. Heery International, Inc. has prepared this estimate in accordance with generally accepted principals and practices.

DOCUMENTATION

The following documents from HOK were used in the preparation of this estimate:

Site Drawings dated August 25, 2006 used to perform this concept estimate.

"The Rock "Allegany County Motor Sports Study Drafts dated 5/02/06 and 09/12/06 prepared by HOK.

Preliminary Site Analysis prepared by Bennett, Brewer & Associates, LLC.

Market, Financial and Economic Impact Analysis prepared by Conventions Sports and Leisure dated January 24, 2006.

EXCLUSIONS

- **Furniture Fixtures and Equipment such as kitchen equipment for concession stands, score boards, sound system advertisement billboards or advertisement signage is all specifically excluded from this concept estimate. A two percent allowance is included on the cost of the work to cover these kinds of items.**

- **Any costs/fees or delays associated with any Archeological assessments or findings are not included in this concept estimate.**

- **The purchase of any land or easements to construct any parts of this project is not included in the concept estimate.**

HEERY

Heery International, Inc.

Analyst:	Ridgely
Checked by:	Ridgely
Proj.Manager:	Philip Hutson

BID PACKAGE:	GENERAL
PHASE:	CONCEPT
DATE OF DOCUMENTS:	
DATE OF ESTIMATE:	OCTOBER 17, 2006
DATE OF REVISION:	JANUARY 11,2007

PROJECT:	ALLEGANY COUNTY MOTOR SPORTS STUDY "THE ROCK"
OWNER:	ALLEGENY COUNTY, MARYLAND
ARCHITECT:	HOK
INTERIOR DESIGNER:	
ENGINEERS:	

SITE AREA	140	Acres
BUILDINGS AREA	47,475	SF

TOTAL CONSTRUCTION COST:	**$27,648,208**

CONSTRUCTION COST PER ACRE	$ 197,487.20

HEERY
Heery International, Inc.

PROJECT: **Allegany County Motor Sports Study**
"The Rock"

PROJECT NO: **05378-13**
BID PACK: **General**
DATE: **October 17, 2006**
PHASE: **Concept**
REVISION: **January 11,2007**
ANALYST: **Ridgely**

COMPONENT ESTIMATE SUMMARY

KEY	DESCRIPTION		CURRENT ESTIMATE	$ %
A	GENERAL CONDITIONS/OVERHEAD/PROFIT		2,763,391	10.0%
B	BUILDINGS/STRUCTURES		3,723,250	13.5%
Z	SITE DEVELOPMENT		10,224,541	37.0%
AA	SITE UTILITIES		1,565,000	5.7%
	Sub-total:		18,276,182	
2%	Furniture, Fixtures & Equipment		365,524	
15%	Design Contingency		2,741,427	
5%	Construction Contingency		913,809	
EXCLUDE	Archeological Allowance/delays			
24%	Escalation to Midpoint of Construction 3 years		5,351,266	
Total Construction Cost			**$27,648,208**	

	A/E Design Fees @ 9% of construction cost		2,488,339	
	CM FEE @ 3.5% of Construction cost		967,687	
Total Project Costs			**31,104,235**	

HEERY

Heery International, Inc.

PROJECT: **Allegany County Motor Sports Study**
"The Rock"

PROJECT NO: **05378-13**
BID PACK: **General**
DATE: **October 17, 2006**
PHASE: **Concept**
REVISION: **January 11,2007**

KEY	CODE	DESCRIPTION	QUANTITY	UNIT	UNIT COST		COMPONENT
A	**GENERAL CONDITIONS**		**24**	**MO**	**115,141.30**		**2,763,391**
A1	01230	SUPERINTENDENT	24	MO	9,500.00		228,000
A2	01230	ASSISTANT SUPERINTENDENT	24	MO	7,500.00		180,000
A3	01230	FIELD SECRETARY	24	MO	4,500.00		108,000
A4	01590	FIELD OFFICE	24	MO	750.00		18,000
A5	01520	TEMPORARY TOILETS	24	MO	500.00		12,000
A6	01530	FENCES/BARRICADES	24	MO	2,500.00		60,000
A7	01520	TRAFFIC CONTROL		MO			
A8	01590	JOB SIGN	1	EA	1,500.00		1,500
A9	01600	EQUIPMENT RENTAL		LS			
A10	01600	SMALL TOOLS		LS			
A11	01400	TESTING/INSPECTION	1	LS	50,000.00		50,000
A12	01530	TEMPORARY ROADS/ENTRANCE	1	LS	10,000.00		10,000
A13	01080	LICENSED SURVEY	1	LS	25,000.00		25,000
A14	01230	SCHEDULING	24	MO	500.00		12,000
A15	01230	TELEPHONE EXPENSE	24	MO	500.00		12,000
A16	01230	PHOTOGRAPHS	24	MO	150.00		3,600
A17	01510	TEMPORARY UTILITIES	24	MO	1,500.00		36,000
A18	01510	TEMPORARY HEAT	1	LS	15,000.00		15,000
A19	01230	DAILY CLEANING	24	MO	3,000.00		72,000
A20	01230	TRASH HAULING	50	EA	500.00		25,000
A21	01530	SEDIMENT AND EROSION CONTROLS	1	LS	250,000.00		250,000
A22	01600	PICK-UP/DUMP TRUCK	24	MO	1,000.00		24,000
A23	01700	AS BUILT DRAWINGS	1	LS	2,500.00		2,500
A24	01700	FINAL CLEANING	1	LS	25,000.00		25,000
SITE	01540	PROJECT MANAGER	24	MO	10,000.00		240,000
A26	01500						
A27	01						
A28	01						
A29	01						
A30	01						
A31	01						
A32	01						
A	**SUBTOTAL - GENERAL CONDITIONS**						**1,409,600**
SUB-COORDINATION/MARK UP/FEE					5%		846,120
CONTRACT BOND					1.5%		253,836
BUILDERS RISK/UMBRELLA INSURANCE					1.5%		253,836

HEERY

Heery International, Inc.

PROJECT: **Allegany County Motor Sports Study**
"The Rock"

PROJECT NO: **05378-13**
BID PACK: **General**
DATE: **October 17, 2006**
PHASE: **Concept**
REVISION: **January 11,2007**

KEY	CODE	DESCRIPTION	QUANTITY	UNIT	UNIT COST		COMPONENT
B	**BUILDINGS/STRUCTURES**		**47,475**	**SF**	**78.43**		**3,723,250**
B1	02200	NEW RESTROOM FACILITIES (4@500SF/EA)	2,000	SF	175.00		350,000
B2	03310	UPGRADE GRANDSTAND ALLOWANCE	16,250	SF	75.00		1,218,750
B3	04200	NEW CONCESSION STANDS (4@500SF/EA)	2,000	SF	300.00		600,000
B4	02300	JOCKEY HOUSE UPGRADE/REMODEL	4,000	SF	250.00		1,000,000
B5	03300	CARE TAKERS HOUSE REMODEL	1,500	SF	200.00		300,000
B6	02350	NEW WALLS/DOORS ON EXISTING AG-EXPO BUILDING	19,125	SF	12.00		229,500
B7	03300	TICKETING BUILDING/GUARD BOOTH 2@50SF/EA	100	SF	250.00		25,000
B8	03300						
B9	03300						
B10	03300						
B11	03300						
B12	03300						
B13	02700						
B14	02700						
B15	03300						
B16	05501						
B17	03000						
B18	02						
B19	02						
B20	03						
B21	03						
B22	04						
B23	04						

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KEY	CODE	DESCRIPTION	QUANTITY	UNIT	UNIT COST		COMPONENT
Z	**SITE DEVELOPMENT**		**140**	**ACRES**	**73,032.44**		**10,224,541**
Z1	02110	GENERAL DEMOLITION ALLOWANCE	1	LS	300,000.00		300,000
Z2	02100	SITE CLEARING ALLOWANCE	48	ACRES	3,925.00		186,438
Z3	02100	UPGRADE CLAY SURFACE ON TRACK/BANK TURNS	59,800	CY	15.00		897,000
Z4	02100	ROUGH GRADING ALLOWANCE	1	LS	2,500,000.00		2,500,000
Z5	03300	CIP JERSEY BARRIER WALLS/FOUNDATIONS	3,300	LF	65.00		214,500
Z6	02600	NEW ACCESS ROAD (7625' X 15' wide) ASPHALT	12,708	SY	35.00		444,792
Z7	02620	CURB & GUTTER	1,000	LF	10.00		10,000
Z8	02630	SIDEWALKS AT ENTRANCE CIRCLE	5,675	SF	7.00		39,725
Z9	02500	ENTRANCE PAVING/HARDSCAPING	75,000	SF	5.00		375,000
Z10	02700	PAVING AT PIT & EXISTING BUILDING PARKING AREAS	56,777	SY	20.00		1,135,540
Z11	03300	EXTERIOR STAIRS	80	RSR	350.00		28,000
Z12	03300	EXTERIOR RAMPS FOR HC ACCESSIBILITY	1,000	SF	20.00		20,000
Z13	05520	EXTERIOR RAILINGS	450	LF	35.00		15,750
Z14	02800	CATCH FENCING @ DIRT TRACK	3,300	LF	50.00		165,000
Z15	02800	SITE SPECIALTIES ALLOWANCE @ ENTRANCE	1	LS	50,000.00		50,000
Z16	02900	SEEDING ALLOWANCE	1	LS	10,000.00		10,000
Z17	02900	TOPSOIL STRIP/STOCKPILE/RESPREAD ALLOWANCE	1	LS	100,000.00		100,000
Z18	02900	LANDSCAPING ALLOWANCE	300	EA	1,000.00		300,000
Z19	02800	PEDISTRAN OVERPASS/BRIDGE OVER RR TRACK	1,000	SF	250.00		250,000
Z20	02800	SITE LIGHTING IN PARKING LOTS	50	EA	3,000.00		150,000
Z21	02000	PAVING AT PARKING AREAS 250 CARS	7,000	SY	35.00		245,000
Z22	02	STEEL GUARD RAILS@ROAD TRACK/STRIP	4,000	LF	25.00		100,000
Z23	02	ROAD COURSE PAVING 50' WIDE 8"/3"/1.5"	71,681	SY	25.75		1,845,774
Z24	02	GO CART TRACK 4"/1.5"/1"	6,333	SY	16.25		102,917
Z25	02	DRAG STRIP COURSE (4150'LX50' W) 8"/3"/1.5"	13,223	SY	25.75		340,481
Z26	02	DRAG STRIP TEMPORARY BLEACHERS	500	SEATS	200.00		100,000
Z27	02	BICYLE MOTORCROSS AREA ALLOWANCE	1	LS	50,000.00		50,000
Z28	02	INDUSTRIAL CHAIN LINK FENCING 6' & GATES	5,525	LF	45.00		248,625
AA	**SITE UTILITIES**		**140**	**ACRES**	**11,178.57**		**1,565,000**
AA1	02	NEW POTABLE WATER SERVICE	5,000	LF	50.00		250,000
AA2	02	SANITARY SEWER PIPING SYSTEM	3,200	LF	75.00		240,000
AA3	02	UPGRADE ELECTRIC ALONG MOSS AVE.	5,000	LF	50.00		250,000
AA4	02	4" GAS DISTRIBUTION SYSTEM ALLOWANCE	1,100	LF	50.00		55,000
AA5	02	UPGRADE ELECTRIC (INSIDE FACILITY)	1	LS	500,000.00		500,000
AA6	02	TELEPHONE SERVICE ALLOWANCE	1	LS	50,000.00		50,000
AA7	02	LIGHTING FOR INFIELD AREA @ DIRT TRACK	1	LS	50,000.00		50,000
AA8	02	STORM DRAINAGE SYSTEM ALLOWANCE	1	LS	50,000.00		50,000
AA9	02	SANITARY SEWER PUMPING STATION 200gpm	1	EA	75,000.00		75,000
AA10	02	SANITARY SEWER PUMPING STATION GENERATOR	1	EA	45,000.00		45,000
AA11	02						
AA12	02						
AA13	02						
AA14	02						
AA15	02						
AA16	02						
AA17	02						
AA18	02						