

## VIDEO INTERVIEW – JACK PAULIK

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- Paul G. Wiegman:** Jack Paulik, thank you for spending some time with me today. Give me your position- you're retired now but before, you were...
- Jack Paulik:** I'm retired from Westmoreland County. I was the- I worked for Westmoreland County as the Park Planner/Grants Coordinator/Project Manager and within that scope the last fifteen years that I had worked there, which I retired two years-ago, I worked on trail projects within our county parks and also along the Yough River with the Regional Trail Corporation.
- Paul G. Wiegman:** Okay.
- Jack Paulik:** That pretty much gives you an idea of how much time I've spent on, like, trails and rails and those types of projects up to this date.
- Paul G. Wiegman:** Let's go back to when this part of the trail and, of course, we're on what is called the Youghiogheny North Trail which is a section of The Great Allegheny Passage from Connellsville to McKeesport. Now, you were responsible for the Westmoreland County portion of that?
- Jack Paulik:** Okay, to clarify that, I was appointed to the Regional Trail Corporation by Westmoreland County.
- Paul G. Wiegman:** Okay.
- Jack Paulik:** So, within those responsibilities that by being a board person on the board, that allowed me to go to all three counties as an appointed board member. So, my position as construction chair and co-chair was on all three counties within all three projects. I shared that chairmanship and was chairman some years, solely myself, for the 43 miles from Connellsville to McKeesport.
- Paul G. Wiegman:** To McKeesport?
- Jack Paulik:** Yes.
- Paul G. Wiegman:** Give me some idea about those early days. When did you first find out that this was going to happen?

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- Jack Paulik:** Well, it was pretty exciting and this probably goes back to the mid-90s. And, I think one reason why we got involved pretty aggressively was the fact that this particular- the trail, the railroad went right through our county park – through Cedar Creek County Park is where we are today.
- Paul G. Wiegman:** Right. And, this was the P&LE?
- Jack Paulik:** That's correct.
- Paul G. Wiegman:** Railroad, right.
- Jack Paulik:** The P&LE was existing here and it was still operating when I- in my earlier years working for the county and it's since become where it was not used at all. And then, getting close to abandonment which never actually happened on the abandonment. Well, it was abandoned but the property was railbanked.
- Paul G. Wiegman:** Oh, okay.
- Jack Paulik:** So, that- and I guess that's an important item to remember – the fact that it's railbanked. By being railbanked then none of the properties could revert back to original property owners thus creating the 43-mile linear corridor that we were able to protect and preserve and use as we know it today.
- Paul G. Wiegman:** Okay.
- Jack Paulik:** But the- my initial involvement was pretty much scoping the feasibility of doing this trail whenever the National Park Service was commissioned to do a study on this back in the early 90s.
- Paul G. Wiegman:** Right.
- Jack Paulik:** And, I was involved in that as far as looking at the right-of-way and seeing if it would be feasible to put a trail in or even, actually not too many people probably know this, but it was considered initially there were people looking at it along with us as the possibility of a trail and rail together as a short line for recreational purposes.
- Paul G. Wiegman:** Oh, okay. So, there would be a train track.

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- Jack Paulik:** Right.
- Paul G. Wiegman:** And then, beside it would be a bicycle trail? Bicycle and hiking trail?
- Jack Paulik:** That's right. And, that was looked at as a possibility. There was that interest initially. And, as we, I think, as the study developed, it became pretty apparent that the rail to trail concept wouldn't work because of the bridges and in many cases, the line was just too tight to accommodate both of those.
- Paul G. Wiegman:** To accommodate both the trails.
- Jack Paulik:** And, the maintenance because the rail was in such poor condition, it would have been extremely expensive to upgrade that to make it a safe railroad.
- Paul G. Wiegman:** Okay. Were you aware- you must have been aware of the trail within Ohiopyle State Park? Now, that first opened from Ramcat Hollow to Ohiopyle in 1986. And then, there were the extensions from Bruner Run to Connellsville a little bit later on and, of course, from Ramcat Hollow to Confluence. So, it began as this trail just in the park, kind of a recreational trail but then it began to expand and that's when it brought it to Connellsville. Was that a part of the thinking of people when they started looking at the P&LE and thinking, "We can take this a little bit further"?
- Jack Paulik:** Definitely that was- actually, back then I think you'll have interviewed or to interview, like, people like Larry Ridenour that really looked at this as a potential connection from D.C. to Pittsburgh and look, here's an opportunity here if we can grab this. This could possibly work and that was pretty much in everyone's mind at that point. Like, maybe this could happen someday. And, I think that made the initiative to lock this 43-mile section up as, like, let's grab this now because the potential is there to do bigger and better things which, I think, as we sit here today, we see that being a reality.
- Paul G. Wiegman:** Where was the funding coming from at that time? In the early stages?

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- Jack Paulik:** The National Park Service, they committed a small amount of funding to do the study. Okay, and that...
- Paul G. Wiegman:** This was to see if it was feasible?
- Jack Paulik:** That was feasibility. And then after that, it was through, I think, through the office in Johnstown – the AIHP funding – that was federal funding that was available probably for three or four years. I believe it was Randy Cooley, was involved in that?
- Paul G. Wiegman:** Yes. Right.
- Jack Paulik:** Okay, for the first probably five years of our development we submitted proposals to them for design and development funding. And, we probably- I can't remember exactly how much money we got, but we got several hundred thousand dollars through that program for our first phases of design and construction money. And, that was our first construction money probably for our first three segments of trail construction.
- Paul G. Wiegman:** Was the construction done by contractors or volunteers?
- Jack Paulik:** Okay. What we did, okay, what we did we had the entire corridor designed by- it was GWS&M.
- Paul G. Wiegman:** Griswold, Winters and Swain.
- Jack Paulik:** And Mullen. They did the design and their design laid out segments of how this trail could be built.
- Paul G. Wiegman:** Okay.
- Jack Paulik:** So, we had probably ten segments of progressions of how we could- if we could build these ten segments then we would have a completed trail.
- Paul G. Wiegman:** And, this was from McKeesport to Connellsville?
- Jack Paulik:** That's correct. So, what we did as the construction committee and making advice to the Regional Trail Corporation, we suggested let's do parts that aren't difficult plus parts in each county.
- Paul G. Wiegman:** Mm-hmm.

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- Jack Paulik:** So, we selected a project in Allegheny, Westmoreland, and Fayette County, approximately three miles each which were three to four miles each that were relatively- had relatively few issues in constructing. And, those projects were built with the AIHP money.
- Paul G. Wiegman:** Okay.
- Jack Paulik:** We built that first phase of construction. That was our first phase. So, those first three trails segments actually were in Cedar Creek Park.
- Paul G. Wiegman:** Oh, okay.
- Jack Paulik:** That is one of the- it went from Cedar Creek to West Newton and in Allegheny County, I think we went from, I'm not sure, it was Boston- it was about a four-mile section in the Allegheny County and in Fayette County we went- we did a three-mile section from Adelaide towards Connellsville. About three miles.
- Paul G. Wiegman:** So, this section, we're in Cedar Creek Park right now, this section in Cedar Creek Park was the first of the northern section of the Allegheny Passage?
- Jack Paulik:** Yes, it was.
- Paul G. Wiegman:** Oh, okay.
- Jack Paulik:** Yes, it was and, actually, we resurfaced some of this already once.
- Paul G. Wiegman:** Yes.
- Jack Paulik:** Some of the trail.
- Paul G. Wiegman:** Yes.
- Jack Paulik:** So, it's after ten years we put down a second topping of limestone dust on this section of trail. Probably 12 years after it was constructed.
- Paul G. Wiegman:** Now, I've looked at the minutes of the various organizations. The three counties came together – Fayette, Westmoreland,

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and Allegheny. Is it the three counties that formed the Regional Trail Corporation? The RTC?

**Jack Paulik:** Yes, the three counties got together and formed the Regional Trail Corporation.

**Paul G. Wiegman:** Okay.

**Jack Paulik:** And, the intent was to allow the Regional Trail Corporation to develop this trail as a single entity without the three counties having to more or less direct the development and oversee the development individually.

**Paul G. Wiegman:** Oh, okay.

**Jack Paulik:** That was the concept.

**Paul G. Wiegman:** That was the concept.

**Jack Paulik:** That's correct. So, by setting up that organization, I could probably speak more clearly in regards to Westmoreland County, but I think it's applicable to all the counties is that Westmoreland County and each county then had at least one trail chapter which was created to maintain those trail sections.

**Paul G. Wiegman:** And, the trail chapter was the volunteers?

**Jack Paulik:** That's correct. That is correct. There's at least one and more than one in each county. I think the Regional Trail Corporation is made up of nine through ten trail chapters as we speak today.

**Paul G. Wiegman:** And, they have a section?

**Jack Paulik:** They each have a section of trail that they oversee in pretty much all capacities as far as managing it from a- mostly from a maintenance standpoint but also from the eyes and ears of what goes on. Within those trail chapters, they also have monitors that go out, which you're very familiar with, that go out daily and check the trails and answer questions from people using the trails and it's worked very well.

**Paul G. Wiegman:** They're ambassadors to the trails.

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- Jack Paulik:** Ambassadors to the trail. I think one item that probably isn't thought of very often is the fact that these trails chapters are so significant that what it does from a county standpoint and this is all counties, it alleviates the three counties from providing 100% of manpower and cost of operating these trails because these volunteers are used- the volunteers are used instead of county laborers, a county workforce. So, it's a very cost-saving, it's very efficient for the counties to support the Regional Trail Corporation and have this quality trail without having to subsidize it 100%.
- Paul G. Wiegman:** So, it's a public/private partnership.
- Jack Paulik:** Partnership, that's what it is. Right.
- Paul G. Wiegman:** That keeps the trail running.
- Jack Paulik:** And, what is unique of that, is that the state has recognized that this public/private partnership and they've countlessly had the Regional Trail Corporation take this information throughout the state on this is how you do this, this is how you set up a rail to trail.
- Paul G. Wiegman:** Oh, and this is the model that's being used in other places?
- Jack Paulik:** This is the model that the Department of Conservation and Natural Resources looks at as being the best working relationship within the state as far as operating trails and managing trails.
- Paul G. Wiegman:** Now, you mentioned that there were some issues as you- you mentioned before we started recording, that you had walked the whole length and you were looking at issues and so forth along the trail. What kind of issues were you running across?
- Jack Paulik:** Okay, we had- well, issues on construction would be, like, bridges that were in bad shape. I think some issues that were of interest was the fact that some private property owners were assuming ownership of this corridor because it hadn't been used for so long and there were actually property owners that had put up no trespassing signs on the actual corridor.
- Paul G. Wiegman:** Oh.

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- Jack Paulik:** They didn't want anybody on it because it went past their property.
- Paul G. Wiegman:** Mm-hmm.
- Jack Paulik:** So, those issues really prevailed for quite a while. I mean, it took quite a while. It was not overnight that the corridor became a common sense of its public open space. There was much- it took a while for people to use this corridor. They used it for their own fishing access, for their hunting access and they just didn't like change. They didn't want to see their private access to the river disturbed in any way.
- Paul G. Wiegman:** Yes. And, being used by other people.
- Jack Paulik:** Yes, and those issues have cleared up as time went on to where now I don't think we have many issues. I think the most difficult thing we deal with now is illicit ATVs on the trail.
- Paul G. Wiegman:** Yes.
- Jack Paulik:** And that's- we'll just have that. People get ATVs.
- Paul G. Wiegman:** That seems to be happening in a number of portions of it.
- Jack Paulik:** Right.
- Paul G. Wiegman:** What was it that changed their mind? What did you do? I've never come across any really contentious battles upon this- along this section of trail as we've seen in other parts of Pennsylvania.
- Jack Paulik:** I think, in thinking about that question, one is the trail developed over a period of time. It was not instantaneous. So, these people had time to think about the change rather than that night it went from an abandoned railroad corridor to this active hiking/biking trail. So, that time element, I think, was an important factor. And some people, they just... It took them a while to do something- do things other places. They just left the site and because there were too many, I'm going to say friendly faces, involved, they didn't want to partake in riding up and down the trail or walking up and down the trail as opposed to party sites.



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**Paul G. Wiegman:** Right, right.

**Jack Paulik:** So, that- but it was a long process. I know we had- when we first took this trail on, one of the first things we wanted to do was secure the trail. Meaning we looked at putting up gates at accesses to prevent people coming in and continuing dumping. Well, in the Fayette- going into Fayette County near the Smithton site, we had a contractor putting up these gates and we were checking on him one day, I was riding up the trail checking on him installing this gate and he said that he had just been approached by these trail users that were not really friendly and they almost- they threatened his life for putting these gates up.

**Paul G. Wiegman:** Oh, boy.

**Jack Paulik:** So, that's the type of- yeah, that's the type of thing we dealt with in several situations. Another individual put a barricade fence up in Fayette County across the trail. They literally fenced it off.

**Paul G. Wiegman:** They fenced it off.

**Jack Paulik:** Do not enter, right across the trail.

**Paul G. Wiegman:** Mm-hmm.

**Jack Paulik:** And, that took, probably, two years of softening this individual up to just back down.

**Paul G. Wiegman:** So, it was- you never went to court, you just worked with people.

**Jack Paulik:** No. Right. We never went to court. And, I think, another issue that-

**Paul G. Wiegman:** That's quite an achievement.

**Jack Paulik:** Yes. We've had- we have had issues on property but we've resolved them out of court. Most of them is on people using our property because our right-of-way is a minimum of 60 feet wide in almost every situation but some cases it expands to maybe 120 feet or 300 feet depending upon what the railroad owned. And, we had some properties surveyed and as a result

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of that survey, we found that we had gardens, we had garages on our property and we attempted to enter into agreements with people if they wanted to use it they would be paying some type of a rent or we entered into an agreement we negotiated to where we would let them use it if they would maintain the trail.

**Paul G. Wiegman:** If they would- oh, good. Yeah. And, that's getting them involved in the trail process. It always amazes me when- this section of the trail was far more industrialized than, of course, Ohio State Park wasn't but the Somerset County portion. And, some of that history is still here. I mean, you're still going past old mines and you're still going past some of the old structures. It always amazes me when you go through some of the towns, how close the railroad was to the buildings.

**Jack Paulik:** Yes. That's right.

**Paul G. Wiegman:** It must have been...

**Jack Paulik:** I mean, actually, a lot of the properties are built onto the railroad property.

**Paul G. Wiegman:** Are they really?

**Jack Paulik:** They're touching the railroad property by sometimes a foot or sometimes more than a foot. They actually encroach on the railroad property. And, if you approach those individuals that have been there for a lifetime, it's a pretty touchy situation on, "By the way, you're on our property."

**Paul G. Wiegman:** Right.

**Jack Paulik:** "You need to move this." But, we've really, I think, been able to accommodate almost everyone along the trail that we've had to up and down all the communities.

**Paul G. Wiegman:** What has been the community reaction? Well, what was it at first?

**Jack Paulik:** You know, at first, I think there was skepticism, like, we don't want these people in our backyard. These people coming from all over, not necessarily the country, but all over the state or other communities that are going to be problem people. And,

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as these trail segments became developed and used, I think, most everyone realized that the people that we're bringing in with these trails are quality people.

**Paul G. Wiegman:** Mm-hmm.

**Jack Paulik:** In regards to that, when we initially went to develop this trail system, we said, "We are not going to provide refuse containers on our trail," and everybody becomes appalled at this. Like, "You're going to have this vast litter, 43-mile litter problem." Because we felt it's not going to be a problem because most trail users, be they a walker or a biker or a hiker, they almost inevitably pick things up as opposed to throw them down. So, the only places that we provide refuse containers, if we have a concession stand, we'll have one.

**Paul G. Wiegman:** Mm-hmm.

**Jack Paulik:** Or a major intersection at a highway where there's a big parking lot.

**Paul G. Wiegman:** Oh, yes.

**Jack Paulik:** But, as you travel up and down the trail, you will not find garbage receptacles because we don't feel that it's necessary because our trail users are so well informed of, I think, the quality of life and the greenway that exists here. They feel good about that as opposed to driving a car and pitching something out the window.

**Paul G. Wiegman:** Sure, sure.

**Jack Paulik:** It's kind of neat to see that.

**Paul G. Wiegman:** What's the reaction now? Now in 2006, we have a trail that pretty much extends from- well, McKeesport to Cumberland, it will in December. What's the reaction of people now that they're seeing increased numbers of people and people from all over the world, in fact?

**Jack Paulik:** Yeah, that's correct. The reaction I've seen has been very positive. I think people, they enjoy talking to people from other places and I think from an economic standpoint, which we're only three and a half miles from West Newton.

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- Paul G. Wiegman:** Right.
- Jack Paulik:** If you look at West Newton, that town has bicycle shops. It has small restaurants. They have a very active downtown West Newton program that they are enhancing the town to attract new businesses and users, that I see almost no negativism toward the trail at all. It's all positive. Like, we want more quality to this.
- Paul G. Wiegman:** Is there actually data that's showing that there is increased economic value?
- Jack Paulik:** The answer to that is, I would say yes. Now, there was a study done, it's been a while. It's probably, in my knowledge, maybe five years old.
- Paul G. Wiegman:** I think it was 2000-2001.
- Jack Paulik:** Okay, and they are planning on redoing that study, I believe, in 2007...
- Paul G. Wiegman:** Oh, okay.
- Jack Paulik:** ...the economic impact. So, that data will be updated very shortly.
- Paul G. Wiegman:** Mm-hmm.
- Jack Paulik:** So, I'm sure we'll find out that that- I know the initial results of those studies were surprising that look at all these people that are here very often and they're spending money. Along with that data, I think this is very relevant information, that in Westmoreland County, we did a comprehensive plan in 2000.
- Paul G. Wiegman:** Mm-hmm.
- Jack Paulik:** And, when we did that plan, we did an inventory of the entire county. Population of random inventory on facilities that they use within the region. And, the county residents in Westmoreland County- at that time, we had the Yough River Trail at Cedar Creek being listed as a trail because it was in Westmoreland County and the Five Star Trail plus, we had all the county parks and the state parks listed. And, in the top five responses, Cedar Creek Park biking trail and the Five Star

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Trail in Greensburg were in the top five as far as being used by county residents. And, at that time, they were only a couple years old versus the parks in the county were 20 to 100 years old. So, that was very interesting.

**Paul G. Wiegman:** So, the local support and the local use has...

**Jack Paulik:** Is incredible.

**Paul G. Wiegman:** Is incredible.

**Jack Paulik:** Right.

**Paul G. Wiegman:** Which is something people may not have thought about in those initial stages when the trail was first being built, that they would actually be using it as well as outsiders.

**Jack Paulik:** Yeah, that's right. So, it's been, I think, a real positive experience for all involved in this. I know the trails, as I look at them, because I've been involved in park facility development for almost my whole career and I looked at these trails as being very unique from a standpoint that we're building them today but tomorrow or five years from now, they're going to be looked at as being, maybe, better because they've grown up and they've developed into greenways and they've gotten longer.

**Paul G. Wiegman:** Mm-hmm.

**Jack Paulik:** And, as opposed to I've done so many other park facilities – ballfield amenities, all the facilities you see in this park – that they day you build them, they're at their peak and from then on, they're down- they're on their downhill slide. Pavilions, parking lots.

**Paul G. Wiegman:** Yeah.

**Jack Paulik:** But, the trails are entirely different.

**Paul G. Wiegman:** This is maybe hard to- and I just thought about it. What is the capacity of the trail?

**Jack Paulik:** That's a good question. That's a really good question.

**Paul G. Wiegman:** I mean, obviously, you could be bike to bike to bike.

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- Jack Paulik:** It could be bike to bike.
- Paul G. Wiegman:** In one long line going both directions but...
- Jack Paulik:** I think the capacity- that's a good question – is dictated by where it's located.
- Paul G. Wiegman:** Mm-hmm.
- Jack Paulik:** Like here in Cedar Creek Park, we have quite a bit of parking but the parking is really not- we may have parking at this riverfront park for a hundred cars. So, a hundred cars to access this trail would be pretty minimal.
- Paul G. Wiegman:** Mm-hmm.
- Jack Paulik:** You could never overload the trail because it's so long but whenever you get into a community, when you go into more residential communities like McKeesport and Pittsburgh, then you're looking at actually crowding trails.
- Paul G. Wiegman:** Right.
- Jack Paulik:** Because I know the Five Star Trail in Greensburg, on evening use, because it goes through so many residential areas is actually almost very busy.
- Paul G. Wiegman:** Really?
- Jack Paulik:** When you have biking and walkers.
- Paul G. Wiegman:** Strollers.
- Jack Paulik:** Right, right. And, what we have done, what we've looked at along this trail – the Yough River Trail – is if we develop the trailheads a little more intensively, we may make the trail wider closer to the towns because we find that if you have a trailhead- an example in West Newton. For the first mile out, you'll get a lot of people because you have all the walkers but you have the bikers but as soon as you get a mile out, the crowd thins because those walkers, they're going a mile and they're coming back.
- Paul G. Wiegman:** They're coming back, right. Yeah.

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- Jack Paulik:** So, we may in more potentially intensively used sites we may expand the width of these trails to accommodate more uses.
- Paul G. Wiegman:** Now, you are working, again, after you've retired. So many of us retire and work again.
- Jack Paulik:** Yeah, yeah. Here we are again doing something else.
- Paul G. Wiegman:** Here we are again with trails.
- Jack Paulik:** Yeah.
- Paul G. Wiegman:** You're doing more with trails here? Well, the whole of The Great Allegheny Passage.
- Jack Paulik:** Yes. I just recently, about two months ago, I started working for the Regional Trail Corporation, for the entire system-wide trail being the Pennsylvania trail from the Maryland border to Pittsburgh on looking at working with the trail on improving signage, improving almost any issue that comes up.
- Paul G. Wiegman:** Mm-hmm.
- Jack Paulik:** If they want to do new signs, new gates, new trails. I would be working on trying to help standardize those.
- Paul G. Wiegman:** Standardize those things.
- Jack Paulik:** Or seeing if they're done correctly and to standards. But, along with that job description, I think the most intensive work that I will be doing will be in Allegheny County on the Steel Valley Trail. And, we're talking about this expansive rail to trail length between D.C. and Pittsburgh and it's 300 and... If you have the correct mileage, 10 or 20 miles.
- Paul G. Wiegman:** Yeah, something like that. Yeah.
- Jack Paulik:** In length. Well, there is about a seven to eight-mile segment that's not complete and we're having this discussion in 2006 and there is a big emphasis to complete this trail by 2008.
- Paul G. Wiegman:** 2008, right.
- Jack Paulik:** For the celebration. The 250<sup>th</sup> celebration in Allegheny County of Pittsburgh.

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**Paul G. Wiegman:** Of the city of Pittsburgh. Right.

**Jack Paulik:** The city of Pittsburgh, right. And, I'm going to be working, hopefully, very extensively in helping complete those segments of trail on the Steel Valley Trail in Allegheny County. Which I think to clarify that, it's not exactly a rail to trail abandonment type trail. This trail will travel through industrial sites.

**Paul G. Wiegman:** Mm-hmm.

**Jack Paulik:** Crossing railroad properties and it's a very challenging completion of the trail.

**Paul G. Wiegman:** It's far more complex because of the real estate situation and using- the rivers are already being used in that instance. Could you give us a prediction? If you want to really put yourself out on a limb for a hundred years?

[Laughter]

**Jack Paulik:** We may edit this section, you know. Okay, I've seen some real progress in the last two months on cooperation- municipal cooperation from the county to the municipalities in Allegheny County and even the state from PennDOT standpoint because there's a lot of federal money involved in this. So, I would say by 2008, we will have a connection to Pittsburgh. But, that connection may not be the perfect connection.

**Paul G. Wiegman:** The perfect connection.

**Jack Paulik:** We may have a couple alternate tagalongs, but I would say 60 – 75% of the final product will be complete with maybe 20% alternate routing until something is worked out. Because we do have several large structures to deal with crossing the Monongahela River and some bridges crossing major railroad lines that are difficult projects.

**Paul G. Wiegman:** Right. And, that shows- in looking at this whole thing, in the history of this whole thing, the easy part was done first. That was Ohiopyle State Park and Larry Adams went in there and just created a trail.

**Jack Paulik:** Yeah.



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**Paul G. Wiegman:** He owned the land. And then, Somerset County got started and there were some easy parts there but then they started to run into bridges and tunnels and viaducts and it became quite complicated. This wasn't as hard here in the northern section but now you're into the difficult. The difficult parts are the ones that are- wait till last and they're the ones that complete. Just to finish up, a high point. But, let me ask you this first, anything you want to add to that you can think of.

**Jack Paulik:** I would say from my standpoint, I really enjoyed working with these trails. I'm glad I got involved with them within my- I had the opportunity to work on them within the career that I was working at and with and I was allowed the freedom within the organization I was working for to work on these trails.

**Paul G. Wiegman:** Right.

**Jack Paulik:** And, what I was very pleased to see that when I run into people almost anywhere and if I talk about these trails and say, "Oh, I worked on this. I worked on this trail," any response I ever get is, "Oh, I've been on that trail." It's never a, "Why did you do this?" It's always, "Oh, I've been on there," or, "Yeah, which one are you going to finish next?"

**Paul G. Wiegman:** Okay.

**Jack Paulik:** People are always like- it's never negative. It's always positive. And, that makes you kind of feel good that you worked on something that people really enjoy. Not just they went to a park and had a picnic. They actually use these facilities very often.

**Paul G. Wiegman:** Yeah.

**Jack Paulik:** You know, that's kind of neat. And, it changes people's lives, like, health-wise.

**Paul G. Wiegman:** Yeah. Very good.

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