SLATE VALLEY RAIL TRAIL FEASIBILITY STUDY 2018

TOWN OF Granville, NY

NEW YORK STATE | Parks, Recreation and Historic Preservation

THE Chazen COMPANIES®
Proud to be Employee Owned

TABLE OF CONTENTS

INTRODUCTION

Opportunity Awaits

Trail Background and Location

EXISTING TRAIL OPPORTUNITIES

A Shared Community Asset

Existing Condition Imagery

FUTURE TRAIL IMPROVEMENTS

Linking the Past, Present, and the Future

Trail Improvement Imagery

TRAIL MANAGEMENT AND IMPLEMENTATION

Next Steps: From Plan to Success

Trail Cost Estimates

APPENDICES

Appendix A – Existing Conditions Maps Appendix

B – Trail Concept Plan

Appendix C – NYSDOT 22A Record Mapping

Appendix D – Permit & Approval Summary

Appendix E – Public Input & Meeting Summaries

ACKNOWLEDGMENTS

This project was paid for through the New York State Office of Parks and Recreation. This report was prepared by the Chazen Companies in ccoperation with the Slate Valley Trail Advisory Committee in addition to local participants and residents from the communities of Granville and Salem.

INTRODUCTION

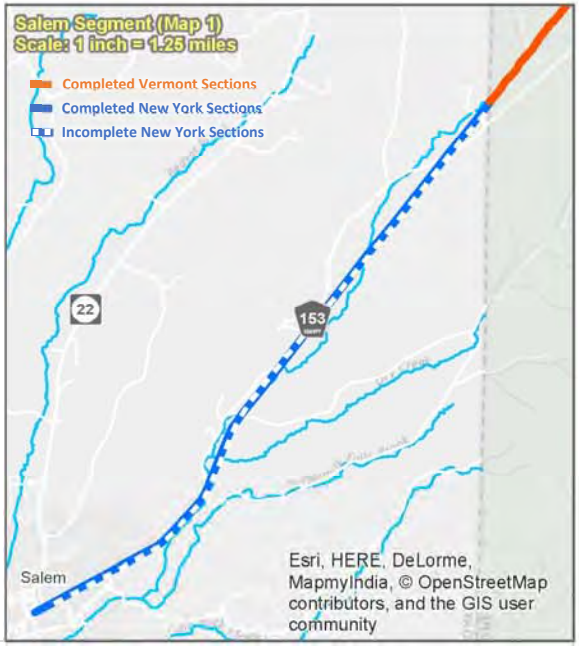
OPPORTUNITY AWAITS

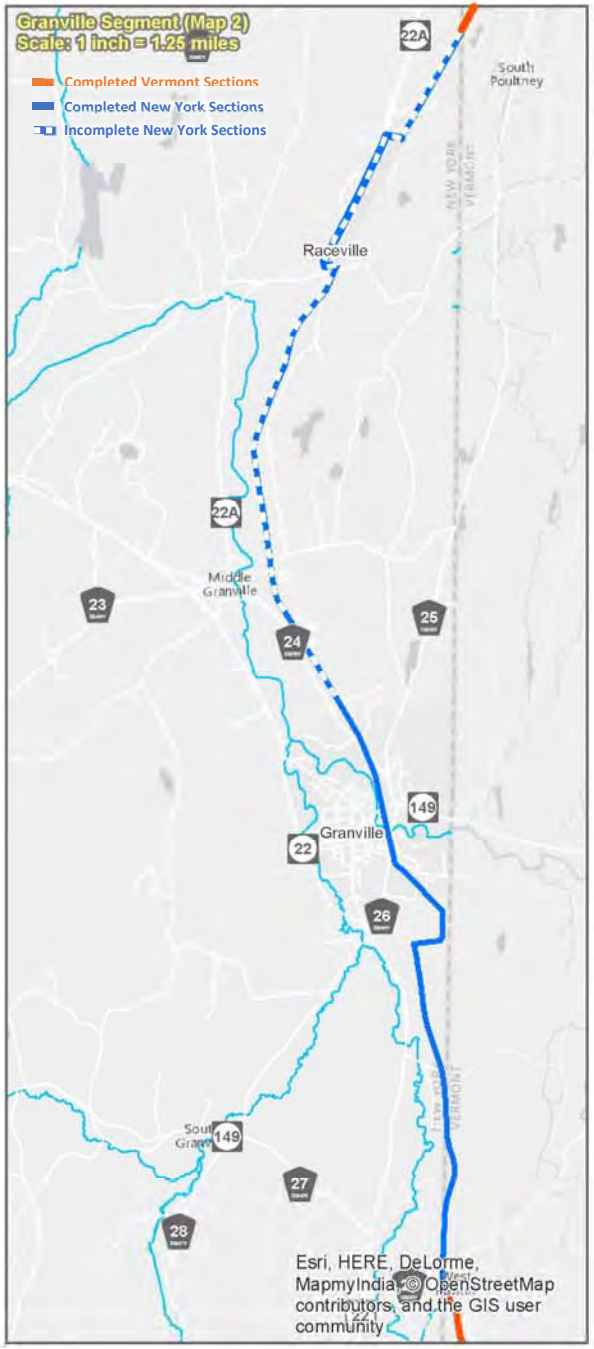
Throughout the county there has been a renewed interest in recreation trails. This coincides with the increased popularity of running, cycling, outdoor recreation, and overall fitness related activities. In response, the communities of Granville and Salem have developed this feasibility study to explore the possibility of completing the D&H rail trail system that was envisioned over 30-years ago. The intent is to create a trail system that links with Vermont's and provides an increase in the quality of life and economic development opportunities. Today, the completed sections in Granville enjoy widespread use without incident.

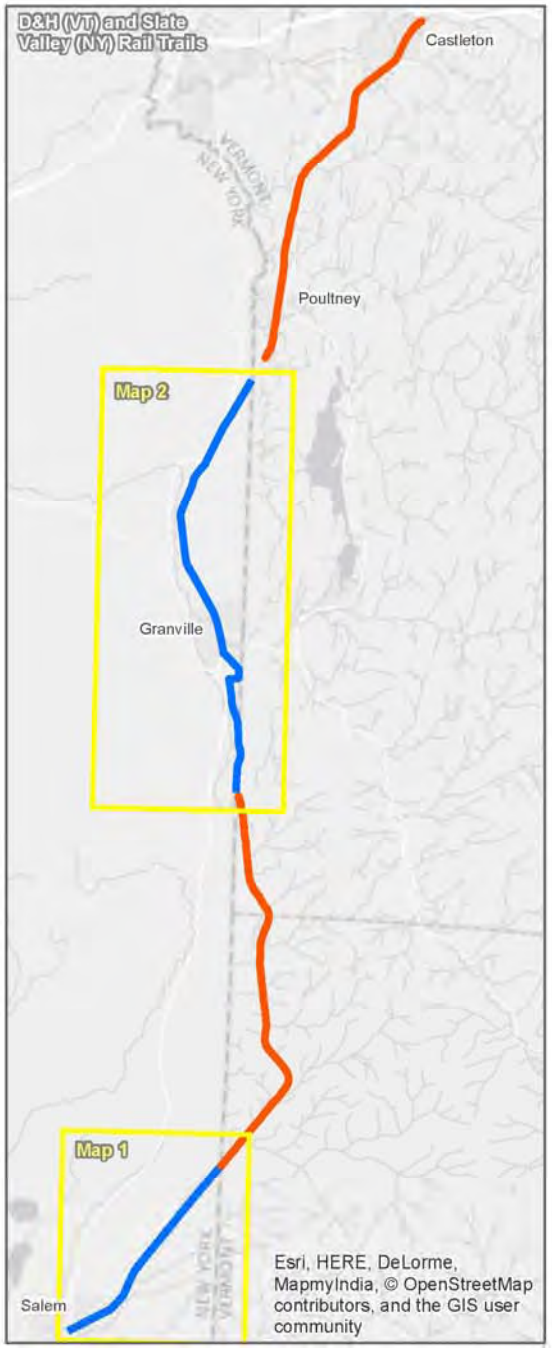
In the past, the greatest obstacle to completing the trail was a dispute in property ownership along a small portion of the trail, which has since been settled. Fortunately, the results of this dispute verified that New York State owns the balance of the route. Also, a handful of adjoining landowners have expressed their concerns regarding liability and potential impacts to quality of life. Finally, unknown costs and how best to implement and manage the trail have also been deterrents. As such, through a public participatory planning process led by an advisory committee with significant property owner outreach and a public workshop, this feasibility study was prepared to allay concerns and provide a clear strategy to develop the trail. Based on this evaluation it is clear the trail is achievable given the existing conditions and community support.

TRAIL HISTORY & LOCATION

Originally developed by the Rensselaer and Saratoga Railroad, the Delaware and Hudson Company acquired the Washington Branch in 1871, which ran from Eagle Bridge, New York to Castleton, Vermont. Although it thrived at the turn of the 20th century, the railroad ultimately went bankrupt in the 1970s. By the early 1980s, New York and Vermont each began purchasing sections of the former rail line and converting it into a recreational trail. Vermont has since successfully converted its portions of the trail without issue. Ownership of select portions of New York's segment were once disputed but has since been settled. Except for an approximately 0.5-mile segment, the balance of the line is now owned by New York State, with portions within Granville open to the public.







EXISTING TRAIL OPPORTUNITIES

A SHARED COMMUNITY ASSET

Today, completed segments of the New York State side of the trail extend through a half-mile portion of Salem and approximately six (6) miles of Granville. The converted rail trail follows the former D&H rail line and has varying surface cover types, including asphalt, cinder, dirt, grass and gravel.

The trail offers year-round recreational uses. Popular activities for trail users during the warmer, summer months include horseback riding, biking, jogging and walking, and then transition to snowshoeing and snowmobiling during the winter months. Trail users come from near and far to see the historic and inspiring views of the Slate Valley. This includes the vibrant foliage, rural nature, and glimpses of local farming culture. The trail showcases the area's natural beauty with its miles of open fields, undisturbed forests, and quaint towns and villages where community life remains vibrant and integral to residents' livelihood.

Included in Appendix A are a series of maps that highlight various land use patterns and natural resources along the trail. Below (next page) are images that illustrate the existing conditions throughout the trail corridor.

BEATTIE HOLLOW
BEATTIE HOLLOW
FORUM
PARKING AREA
D&H Rail Trail
Granville Village
Rails to Trails

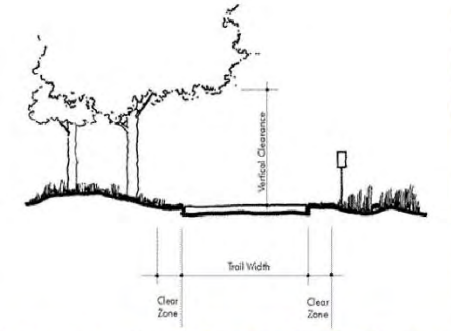
FUTURE TRAIL IMPROVEMENTS

LINKING THE PAST, PRESENT, AND THE FUTURE

Following field visits, technical research, public outreach, property owner input, and several design iterations, the advisory committee agreed on a proposed trail route and concept plan (see Appendix B, Trail Concept Plan). This includes the completion of approximately 2.3 miles in Granville (with a small portion along NYS Route 22A) and 4.8 miles in Salem. It also includes improvements to existing segments of the trail.

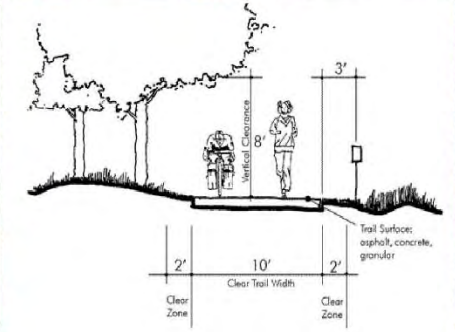
When deciding which segments to advance, the advisory committee agreed that the Granville segment was a priority because it would link the two Vermont segments, providing a longer trail experience from West Rupert to Castleton, Vermont (nearly 30 miles).

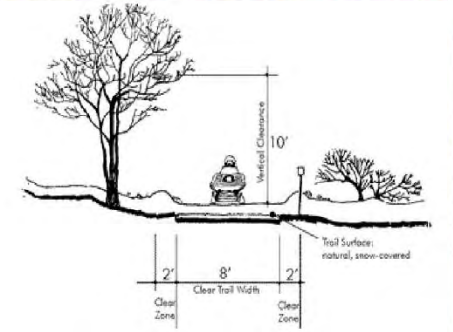
The following pages depict many of the conceptual design features for the existing and new trail segments. This includes improved signage, use of simple trail materials (e.g., crushed stone), fencing in select areas, as well as new recreation and entertainment opportunities. Select site renderings and trail profiles are also depicted. More specific user group design considerations are shown below as well.


Vertical Clearance
Trail Width
Clear Zone
Clear Zone

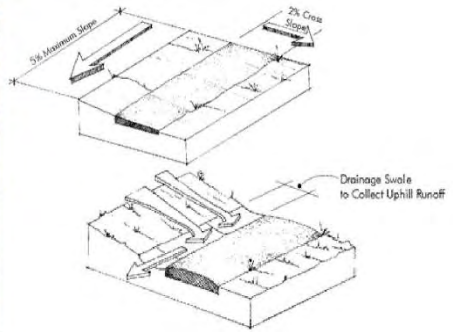
CAFE

NEW YORK STATE


3'
8'
Vertical Clearance
Trail Surface: asphalt, concrete, granular
2'
10'
2'
Clear Trail Width
Clear Zone
Clear Zone


10'
Vertical Clearance
Trail Surface: natural, snow-covered
2'
8'
2'
Clear Trail Width
Clear Zone
Clear Zone

22A
BIKE ROUTE


5% Maximum Slope
2% Cross Slope
Drainage Swale to Collect Uphill Runoff

TRAIL DEVELOPMENT PRINCIPLES

The guiding framework for developing the trail should include a "3 E's" approach – Engineering, Enforcement, and Education – each intended to help organize, implement, and manage the trail system. Simultaneously, this framework helps to address any concerns by adjoining residents, businesses, and property owners. Each of the E's highlight relevant design, public outreach, and management considerations. Finally, the 3 E's approach balances the needs and concerns of all the various user groups and stakeholders to provide for a unique and enjoyable user experience without consequence to landowners.

Engineering

The design of new trail segments and improvements to existing ones should be guided by sound engineering practices to help with long-term maintenance, ensure safety, and wise use of the trail. Sound engineering practices will also help enhance access to local businesses and the many points of interest.

The concept plan depicts various trail surfaces; however, crushed stone is predominantly recommended because of its relatively low cost and ease of maintenance. Paved areas should be limited to select areas in downtown Salem and Granville. The new portions of trail that follow alongside an existing roadway or an expanded road shoulder along Route 22A should also be paved (Appendix C includes NYSDOT right-of-way limits mapping, which indicates enough space for a multiuse trail).

In addition to the trail itself, the concept plan includes a variety of design features that required thoughtful consideration. This includes new and improved crosswalks, accommodations for varying user groups, and new and improved trailheads and points of access. It also includes several unique options, such as restoration of existing rail bridges, the possible construction of a small bridge to enable access across a dairy farm operation along Main Street in Granville, and number of trail user amenities.

When designing the trail, the following guidelines should be integrated: NYS Standards and Guidelines for Trails, NYSDOT Highway Design Manual for pedestrian and bicycle facilities, American Association of State Highway and Transportation Officials guidelines, ADA's Accessibility Guidelines, NYS Snowmobile Trail Signing Handbook, and the International Association of Snowmobile Administrators (IASA) standards. Preliminary engineering and design documents should reference the Trail Concept Plan and the above resources.

Education

To ensure safe and respectful use of the trail, educational programs and related signage must be employed. These efforts must focus on trail users *and* landowners. Certain trail users may require more of an outreach effort than others, such as youth and motorized users, like snowmobilers. Several programs, including Safe Routes to School, educate youth about pedestrian safety. Existing state laws require snowmobile trail users to register and insure their devices. Optional rider training safety courses are also available. Snowmobilers must adhere to equipment standards and operational restrictions, all of which can be distributed through local clubs and displayed via trail signage. Private property owners should also be made aware of NY General Obligations Law to address their liability concerns as well as well additional protections from the trail's insurance policies.

Enforcement

Enforcement of trail regulations is best achieved from multiple angles, including: DEC, county sheriff (who recently expanded their snowmobile enforcement unit), state police patrol at trailheads, trail-wide signage on curfew, speed limit, etc., and self-policing of the trail as usership rises. Additional resources may be needed to ensure adequate response times. Some user groups may play a role in providing additional assistance with trail monitoring. However, it is important to note that existing sections of the trail in NY and VT have not experienced these enforcement-related issues.

USER GROUP CONSIDERTIONS

In addition to the information included on the Trail Concept Plan, the following is intended to provide more specific engineering, education, and enforcement considerations for select trail user groups.

General Public

Increased use by the general public presents one of the greatest opportunities from a public health, quality of life, and economic development perspective. Special consideration should be given to pedestrian-scale wayfinding and interpretive signage, possible lighting in select areas (particularly in downtown Salem and Granville and at all trailhead locations), points of interests, and use of select trail surfaces and regular maintenance. With respect to the latter, uneven, overgrown, or eroded sections of trail would discourage or inhibit pedestrian use.

Runners

While enjoyed as an individual activity, increased popularity of running has turned it into a major group and event opportunity. The length and setting of the trail would accommodate and attract short- and long-distance runs (e.g., marathons, etc.). Special design consideration for runners should include distance markers in select areas, water bottle filling stations or opportunities, restrooms, and staging areas for race events.

Cyclists

Similar to running, cycling has increased in popularity. Residents and visitors alike travel to enjoy many of the area's trail networks and rural roads already. The 'Tour the Battenkill' in Cambridge is among the largest off-road races in the county. The trail itself will provide an additional opportunity. Given the proposed surface treatments along the trail, it is likely that much of this will be off-road cycling. Bike racks, cycling-related signage, and low-cost, nearly indestructible bike maintenance stations should be provided.

Equestrian Riders

Equestrian riding is another activity for trail users to enjoy. The proposed surface treatments are soft on hooves and the rural setting is accommodating to the horse riding community. Parking areas that allow for easy trailer access, hitching posts in select areas, adequate overhead clearance (10-12 feet), and proper safety measures at road crossings should be considered.

Snowmobilers

The trail will provide winter recreation opportunities for residents and visitors alike, particularly among the snowmobiling community. While existing snowmobile trails score the region, many of these are indirect routes and are subject to change (or discontinuance) based on a property owner's preference. As the only proposed motorized user group, careful consideration must be made to ensure safety and to address any adjoining property owner concerns. This includes strict adherence to trail design guidelines and signage standards. It also includes potential rerouting of the trail for snowmobiles in select areas to avoid potential conflicts with nearby neighbors. It also includes site-specific design features, such as permanent or temporary fencing to provide privacy, mitigate potential noise impacts, and keep snowmobilers on the trail when passing through larger fields where the railbed has been removed. Finally, in select areas, particularly in Raceville, the trail should be designed to physically reduce speeds.

Winter Recreationists

Cross-country skiing and snowshoeing are some of the other winter pastimes. Since these activities will coincide with snowmobiling, proper signage is essential to let all user groups know that they are sharing the trail. In some instance, the rerouting of snowmobiles will allow other winter users to travel dedicated sections of trail. Wherever possible, snowmobiling groomers should leave a shoulder area for skiing and snowshoeing.

MANAGEMENT & IMPLEMENTATION

FROM PLANN TO SUCCESS

Organizational & Management Strategy

Implementation of the Slate Valley Rail Trail will depend upon the commitment of local leaders, continued public participation, availability of funding, and successful partnerships. Because implementation will require a long-term commitment from dedicated and knowledgeable members of the community, one of the primary recommendations is the creation of a formal Trail Implementation & Management Committee. Alternatively, a trail association or "friends" group could be organized (informally or as a nonprofit) and be recognized via resolution by Granville, Salem, and Washington County. In partnership with NYS OPRHP and DOT, a similar approach has been used to advance the Harlem Valley Rail Trail in Dutchess County, New York.

The Slate Valley Rail Trail group would be responsible for helping municipalities with coordinating grant writing, trail design, funding support, volunteer labor, use and safety education, and the like. It would also be responsible for assisting with continued property owner outreach and coordination, and partnering with other (existing or potential) trail user groups to include them in the ongoing planning and development process. When creating the group or committee, significant and ongoing effort should be made to include representatives from these user groups.

Design, Permitting, and Funding Strategy

Based on field visits, a review of federal and state databases, and Geographic Information System (GIS) mapping, several permits or approvals are likely needed to develop the trail were identified. Appendix D includes a complete summary. However, the final tally and level of effort to obtain these permits will be determined during the design process (next step). Typically, these "soft" design costs for similar projects are 10 percent of the construction budget.

With respect to project costs, preliminary cost estimates for select trail improvements are included at the end of this section. The estimates are based on the Trail Concept Plan, and include design, administrative, permitting, materials, and labor (at prevailing wages). As such, the use of donated materials and labor will reduce the overall cost. Whenever possible, estimates for miscellaneous items, including signage, trailhead features, and the like, are provided as well. A separate estimate for the shared roadway segment along Route 22A was also prepared. Because these estimates are conceptual in nature, a large contingency is included. However, it is important to note that certain funding sources may increase the cost of these projects do to administration and programmatic requirements. For example, federal transportation funding (often administered or distributed by NYS Department of Transportation) often requires significant reporting and adherence to select design specifications, which can drive up the overall cost of a project. As such, when certain grant funding is being considered, these additional costs should take this into account and budget accordingly. Finally, these estimates will likely increase year-to-year due to inflation.

With respect to grants, several funding sources are available for consideration. However, it is unlikely that any one entity will fund the entirety of a project, as many grants and programs require local matching funds or another funding source. Therefore, it is critical to consider and leverage any and all potential opportunities and to secure the most financial support possible to bring the project to fruition. Funding sources and strategies are ever-changing, so it is important to continually re-examine priorities and to evaluate possible alternatives and implementation strategies to support the projects identified by residents and included in this plan.

The most effective strategy toward securing funding from New York State is through the Consolidated Funding Application (CFA) process. In previous years, communities

seeking funding had to navigate a multitude of state agencies and departments with different areas of concern and project priorities, varying deadlines and requirements, and many other factors that added complexity. As of 2011, this applicant process has been streamlined through ten Regional Economic Development Councils (REDC) and an online, single-application, known as the CFA. The revamped application process is beneficial to communities in simplifying a complex system, reducing the likelihood of overlooked opportunities, missed deadlines and the filing of multiple applications.

The annual CFA process is highly competitive. The Slate Valley Rail Trail is part of the Capital Region Economic Development Council (CREDC), therefore, applications submitted during the CFA are reviewed and considered by CREDC and the respective funding agency. The following (select) funding opportunities should be considered for implementing the trail:

- **Priority Project Funding:** As part of the CFA process, Regional Economic Development Councils identify priority projects that align with their respective economic development plan. If the REDC identifies your project as a priority for the region, there is a greater likelihood of receiving funding. There is a separate priority project application that is included in the CFA process.
- **NYS Office of Parks, Recreation, and Historic Preservation Municipal Grants:** NYS's Office of Parks, Recreation, and Historic Preservation (OPRHP) has demonstrated its interest in the project. Therefore, it should be considered one the most important project partners. OPRHP offers funding for the acquisition, development, and planning of parks, trails, and recreational facilities, to preserve, rehabilitate or restore lands, waters or structures for park, recreation or conservation purposes and for structural assessments or planning.
- **NYSDOT Transportation Alternative Program (TAP):** TAP funding can cover alternative transportation projects including "on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation." Because the proposed improvements are primarily focused on transportation alternatives, several aspects of the project may be eligible for funding through the TAP program, particularly the improvements along NYS Route 22A.
- **NYS Department of State Local Waterfront Revitalization Program:** As a designated inland waterway community (based on the Mettawee River), Granville can use NYSDOS Local Waterfront Revitalization Program (LWRP) funding for trail implementation (as well as a host of waterfront and non-waterfront economic, recreation, and cultural improvements). It is important to note, the NYSDOS generally prefers having a plan that is funded through the LWRP prior to funding project implementation.
- **A/GFTC Make the Connection Program**: This program is intended to assist with small-scale projects that "will improve the region's bicycle and pedestrian travel network." Announced on an annual basis, the Make the Connection Program requires a 20 percent local match and can be used for a variety of small projects. However, it is important to note that funding is limited and project administration can be technically difficult in relation to award amount due to administrative guidelines and/or requirements. Nevertheless, the program may help implement select portions of the trail.

In addition to these funding sources, there are many other state, federal, nonprofit, and private funding sources that may be leveraged to develop the Slate Valley Rail Trail. As previously noted, all funding sources should be considered, particularly to cover match requirements. However, match requirements may also be covered in some instances with volunteer labor and donated materials. As such, the Slate Valley Rail Trail group should keep careful record of their time and volunteer items as they advance the project.

Operations & Maintenance

The trail will be a significant recreational resource that supports long-term economic growth; however, it will also require the commitment of local resources for operation and maintenance. While the economic benefits will likely exceed the costs, it is important for municipalities to consider these costs and budget accordingly. For planning purposes, a conservative annual maintenance cost is approximately $1,000 per mile for non-asphalt surfaces. Much of this is attributed to surface clearing, mowing, vegetation management, clearing of drainage channels and culverts, trash pick-up, trailhead snow removal, maintenance of signage and design features, and other miscellaneous items. As such, a significant amount of this cost can be reduced through volunteer work efforts in conjunction with a written trail maintenance plan led by the Slate Valley Rail Trail group. The cost may also be reduced if an operation and maintenance agreement is shared between all involved parties (e.g., local municipalities, New York State, etc.).

Operation and maintenance also includes obtaining permission from landowners wherever the trail is seasonally rerouted (in select areas) for snowmobilers. This too can be led by the Slate Valley Rail Trail group in partnership with local snowmobiling clubs (e.g., Granville Boarder Riders, Battenkill Snowdrifters, etc.).

Finally, the trail will require comprehensive insurance to ensure adequate protection for municipalities, adjoining property owners, and users. While snowmobilers must be insured, and snowmobiling trails on private lands are covered by a blanket insurance policy through the NYS Snowmobile Association (NYSSA) (property owners are also project by NYS General Obligations Law), the rail trail will need to cover all user groups year-round. Typically, an insurance policy for a trail is held by the respective municipality or by New York State. Since the trail involves multiple project partners, it is possible for a policy to be prepared through some agreement that includes all the parties. Furthermore, if the Slate Valley Rail Trail group were to become a non-profit, it is possible for the group to obtain additional coverage. While such coverage is not essential due to NYS General Obligations Law) this approach was suggested by adjoining property owners to allay their liability concerns.

Trail Segment A: Salem, NY to Vermont - 5.2 MI | 27,450 LF

Description	Quanity	Unit	Unit/Labor Cost	Total Cost	Segment(s)	Notes
Prep - Selective Clearing & Grubbing	43,920	SF	$2.00	$87,840	Overall Trail	
Prep - General Earthwork / Subbase Preparation	8,133	CY	$30.00	$244,000	Overall Trail	Assumes no rock removal
Prep - Erosion & Sediment Control	1	LS	$22,900.00	$22,900	Overall Trail	Assumes 2% of segment total
Trail - Stone Dust (1.5")	1,017	CY	$100.00	$101,667	Overall Trail	Assumes 6'-8' trail width
Trail - Leveling Course (3" NYSDOT Type 2 Subbase)	2,033	CY	$40.00	$81,333	Overall Trail	
Trail - Hardening/Drainage (6" NYSDOT Type 2 Subbase)	200	CY	$40.00	$8,000	Overall Trail	Used in areas with poor drainage
Trail - Geotextile Fabric	219,600	SF	$1.00	$219,600	Overall Trail	
Trail - Boardwallk / P.T. Wood Decking (Allowance)	1,600	SF	$25.00	$40,000	04,05,06,09,10	Assumes boardwalk at areas of wetland impact
Trail - Boardwallk / P.T. Wood Guardrail (Allowance)	200	LF	$30.00	$6,000	04,05,06,09,10	Assumes boardwalk at areas of wetland impact
Trail - Culvert (24" HDPE Storm Pipe)	40	LF	$80.00	$3,200	04,05,06,09,10	Includes trenching
Trail - Bridge Restoration (Paint, Decking)	3	EA	$20,000.00	$60,000	04,05,08	Structural assesment included in engineering task below
Trail - Timber-Rail Fencing	1,500	LF	$15.00	$22,500	02,05,06,09	
Trail - Community Loop	1	LS	-	-	01	Future Project - not included in estimate total
Trail - Seasonal Route	1	LS	$15,000.00	$15,000	01	1,600 LF - Assumes gates, crossings & signage
Landscape - Lawn Restoration (Allowance)	164,700	SF	$0.75	$123,525	Overall Trail	
Landscape - Trees & Shrubs (Allowance)	1	LS	$40,000.00	$40,000	Overall Trail	
Signage - Welcome to NYS	1	EA	$5,500.00	$5,500	10	
Signage - Entrance Kiosk	1	EA	$7,500.00	$7,500	01	
Signage - Interpretive	6	EA	$3,000.00	$18,000	Overall Trail	
Signage - Wayfinding	4	EA	$1,500.00	$6,000	Overall Trail	
Signage - Private Property / Caution	20	EA	$650.00	$13,000	Overall Trail	
Signage - Aluminum Trail Markers	600	EA	$5.00	$3,000	Overall Trail	Assumes 1 marker every 50'
Road Crossing - Advanced Signage	4	EA	$750.00	$3,000	03,09	
Road Crossing - Signage	6	EA	$750.00	$4,500	03,05,09	
Road Crossing - Striping	3	EA	$500.00	$1,500	03,05,09	
Trail Gateway - Gravel Pave (12" NYSDOT Type 2)	150	CY	$45.00	$6,750	01	Assumes parking for 6 vehicles
Trail Gateway - Geotextile Fabric	500	SY	$2.00	$1,000	01	
Trail Gateway - Timber Guiderail	120	LF	$35.00	$4,200	01	
Trail Gateway - Signage	2	EA	$450.00	$900	01	
Trail Gateway - Natural Stone Seating	2	EA	$1,500.00	$3,000	01	
Scenic Trailhead - Gravel Pave (12" NYSDOT Type 2)	150	CY	$45.00	$6,750	03	Assumes parking for 6 vehicles
Scenic Trailhead - Geotextile Fabric	500	SY	$2.00	$1,000	03	
Scenic Trailhead - Timber Guiderail	120	LF	$35.00	$4,200	03	
Scenic Trailhead - Signage	2	EA	$500.00	$1,000	03	
Scenic Trailhead - Natural Stone Seating	2	EA	$1,500.00	$3,000	03	
			Segment A Total	***$1,169,400***		

Construction Item Subtotal		**$1,169,400**
General Conditions (Mobilization/Ins./Bonds)	5%	$58,470
Total Construction Costs		**$1,227,900**
Design Contingency	15%	$184,185
Engineering & Permitting	8%	$98,232
Section A Estimate Total		**$1,510,000**

THE Chazen COMPANIES 1947 – 2017 70 YEARS

Trail Segment B: Vermont to Granville, NY - 8.3 MI | 44,050 LF

Description	Quanity	Unit	Unit/Labor Cost	Total Cost	Segment(s)	Notes
Prep - Selective Clearing & Grubbing	70,480	SF	$2.00	$140,960	Overall Trail	
Prep - General Earthwork / Subbase Preparation	13,052	CY	$30.00	$391,555	Overall Trail	Assumes no rock removal
Prep - Erosion & Sediment Control	1	LS	$44,200.00	$44,200	Overall Trail	Assumes 2% of segment total
Trail - Stone Dust (1.5")	1,631	CY	$100.00	$163,148	Overall Trail	Assumes 6'-8' trail width
Trail - Leveling Course (3" NYSDOT Type 2 Subbase)	3,263	CY	$40.00	$130,518	Overall Trail	
Trail - Hardening/Drainage (6" NYSDOT Type 2 Subbase)	120	CY	$40.00	$4,800	Overall Trail	Used in areas with poor drainage
Trail - Geotextile Fabric	352,400	SF	$1.00	$352,400	Overall Trail	
Trail - Boardwallk / P.T. Wood Decking (Allowance)	800	SF	$25.00	$20,000	03,14,15	Assumes boardwalk at areas of wetland impact
Trail - Boardwallk / P.T. Wood Guardrail (Allowance)	100	LF	$30.00	$3,000	03,14,15	Assumes boardwalk at areas of wetland impact
Trail - Culvert (24" HDPE Storm Pipe)	60	LF	$80.00	$4,800	03,06,08,13,14,15	Includes trenching
Trail - Timber-Rail Fencing	1,500	LF	$15.00	$22,500	02,05,06,08	
Trail - Bridge/Tunnel at Dairy Farm Operation	1	LS	$40,000.00	$40,000	07,08	Assumes shared private/public partnership
Trail - Shared Roadway along Route 22A (Allowance)	1	LS	$425,000.00	$425,000	13,14,15	5,500 LF - Assumes road widening, striping, signage
Trail - Alternate Route around Farm Operation	1	LS	$80,000.00	$80,000	10,11	3,800 LF - Assumes additional trail, cattle fencing, & signage
Trail - Alternate Route along Butler Road	1	LS	$15,000.00	$15,000	12,13	900 LF - Assumes striping & signage
Landscape - Lawn Restoration (Allowance)	264,300	SF	$0.75	$198,225	Overall Trail	
Landscape - Trees & Shrubs (Allowance)	1	LS	$60,000.00	$60,000	Overall Trail	
Signage - Welcome to NYS	2	EA	$5,500.00	$11,000	01,16	
Signage - Entrance Kiosk	2	EA	$7,500.00	$15,000	01,16	
Signage - Interpretive	12	EA	$3,000.00	$36,000	Overall Trail	
Signage - Wayfinding	8	EA	$1,500.00	$12,000	Overall Trail	
Signage - Private Property / Caution / Slow Traffic	50	EA	$650.00	$32,500	Overall Trail	
Signage - Aluminum Trail Markers	900	EA	$5.00	$4,500	Overall Trail	Assumes 1 marker every 50'
Road Crossing - Advanced Signage	6	EA	$750.00	$4,500	04,05,12	
Road Crossing - Signage	18	EA	$750.00	$13,500	04,05,08,12,13	
Road Crossing - Striping	9	EA	$500.00	$4,500	04,05,08,12,13	
Parking Area & Trailhead - Gravel Pave (12" NYSDOT Type 2)	300	CY	$45.00	$13,500	01	Assumes parking for 10-12 vehicles
Parking Area & Trailhead - Geotextile Fabric	1,000	SY	$2.00	$2,000	01	
Parking Area & Trailhead - Timber Guiderail	240	LF	$35.00	$8,400	01	
Parking Area & Trailhead - Signage	4	EA	$500.00	$2,000	01	
Parking Area & Trailhead - Natural Stone Seating	2	EA	$1,500.00	$3,000	01	
Cultural Park Enhancements - Gravel Pave (12" NYSDOT Type 2)	150	CY	$45.00	$6,750	04	Assumes parking for 4-6 vehicles
Cultural Park Enhancements - Geotextile Fabric	500	SY	$2.00	$1,000	04	
Cultural Park Enhancements - Timber Guiderail	120	LF	$35.00	$4,200	04	
Cultural Park Enhancements - Signage	2	EA	$500.00	$1,000	04	
Cultural Park Enhancements - Natural Stone Seating	3	EA	$1,500.00	$4,500	04	
			Segment B Total	***$2,276,000***		

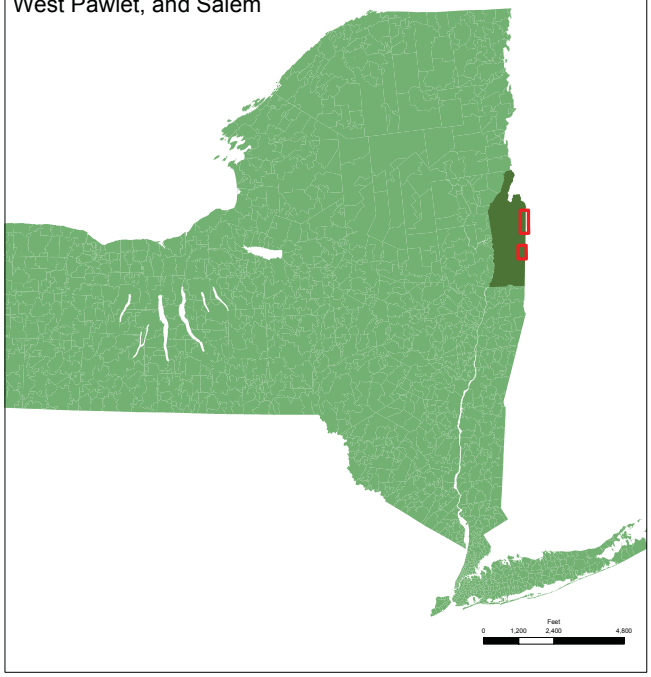
Construction Item Subtotal		**$2,276,000**
General Conditions (Mobilization/Ins./Bonds)	5%	*$113,800*
Total Construction Costs		**$2,389,800**
Design Contingency	15%	*$358,470*
Engineering & Permitting	8%	*$191,184*
Section B Estimate Total		**$2,939,000**

THE Chazen COMPANIES 1947 – 2017 70 YEARS

APPENDIX A

EXISTING CONDITIONS MAPS

Project Location:
NYS Quadrangle Index Thorn Hill, Granville, West Pawlet, and Salem



THE Chazen COMPANIES

CHAZEN ENGINEERING, LAND SURVEYING & LANDSCAPE ARCHITECTURE CO., D.P.C.

Dutchess County Office:
21 Fox Street
Poughkeepsie, NY. 12601
Phone: (845) 454-3980

Capital District Office:
547 River Street
Troy, NY. 12180
Phone: (518) 273-0055

North Country Office:
375 Bay Road
Queensbury, NY. 12804
Phone: (518) 812-0513

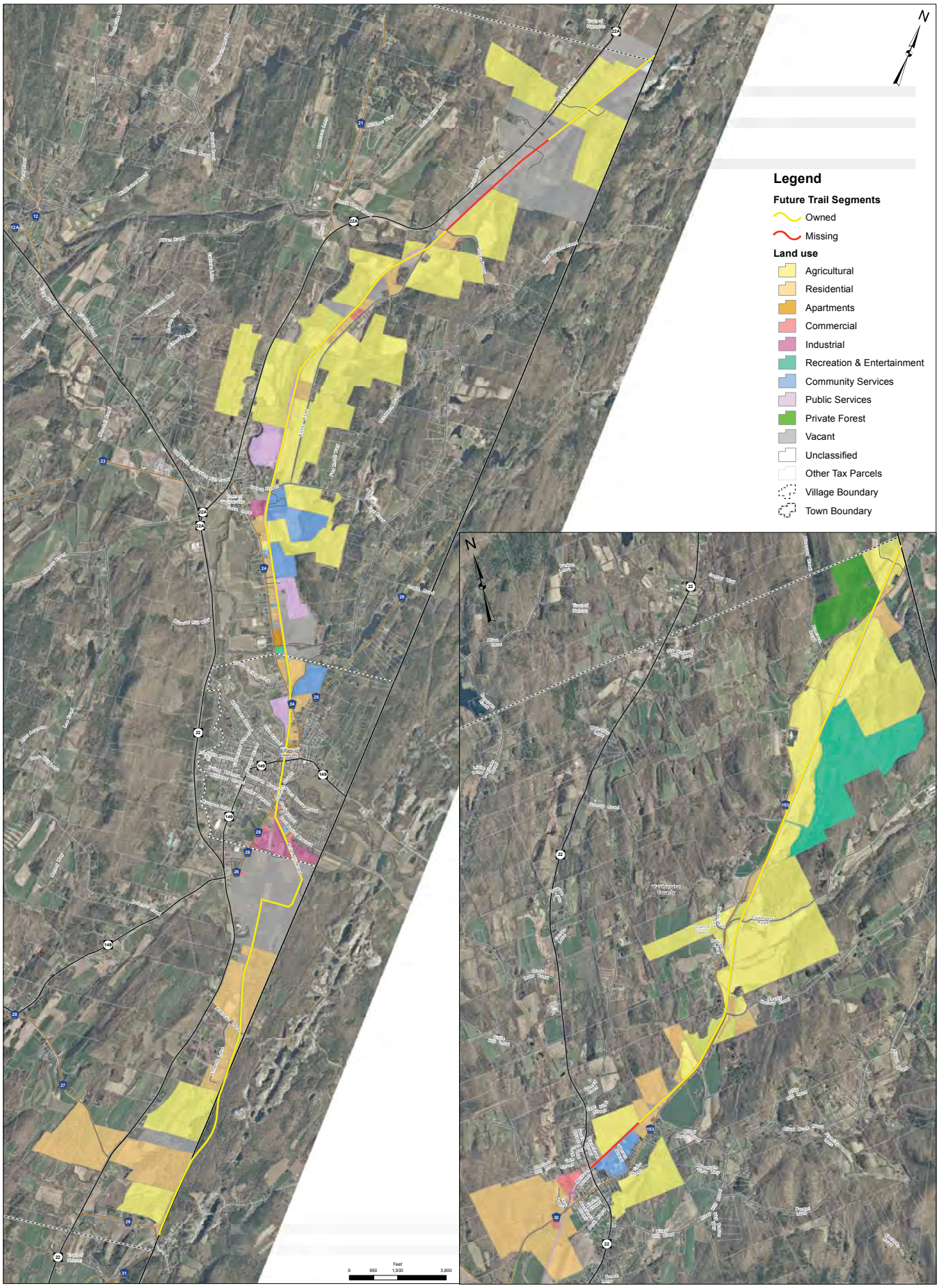
This map is a product of The Chazen Companies. It should be used for reference purposes only. Reasonable efforts have been made to ensure the accuracy of this map. The Chazen Companies expressly disclaims any responsibilities or liabilities from the use of this map for any purpose other than its intended use.

Slate Valley Rail Trail

1:24,000 Scale USGS Location Map
(24" x 36" Size Map)

Washington County, New York

Drawn:	PWC
Date:	07/26/2016
Scale:	1:24,000
Project:	NA
Figure:	NA



THE Chazen COMPANIES

CHAZEN ENGINEERING, LAND SURVEYING & LANDSCAPE ARCHITECTURE CO., D.P.C.

Dutchess County Office:
21 Fox Street
Poughkeepsie, NY. 12601
Phone: (845) 454-3980

Capital District Office:
547 River Street
Troy, NY. 12180
Phone: (518) 273-0055

North Country Office:
375 Bay Road
Queensbury, NY. 12804
Phone: (518) 812-0513

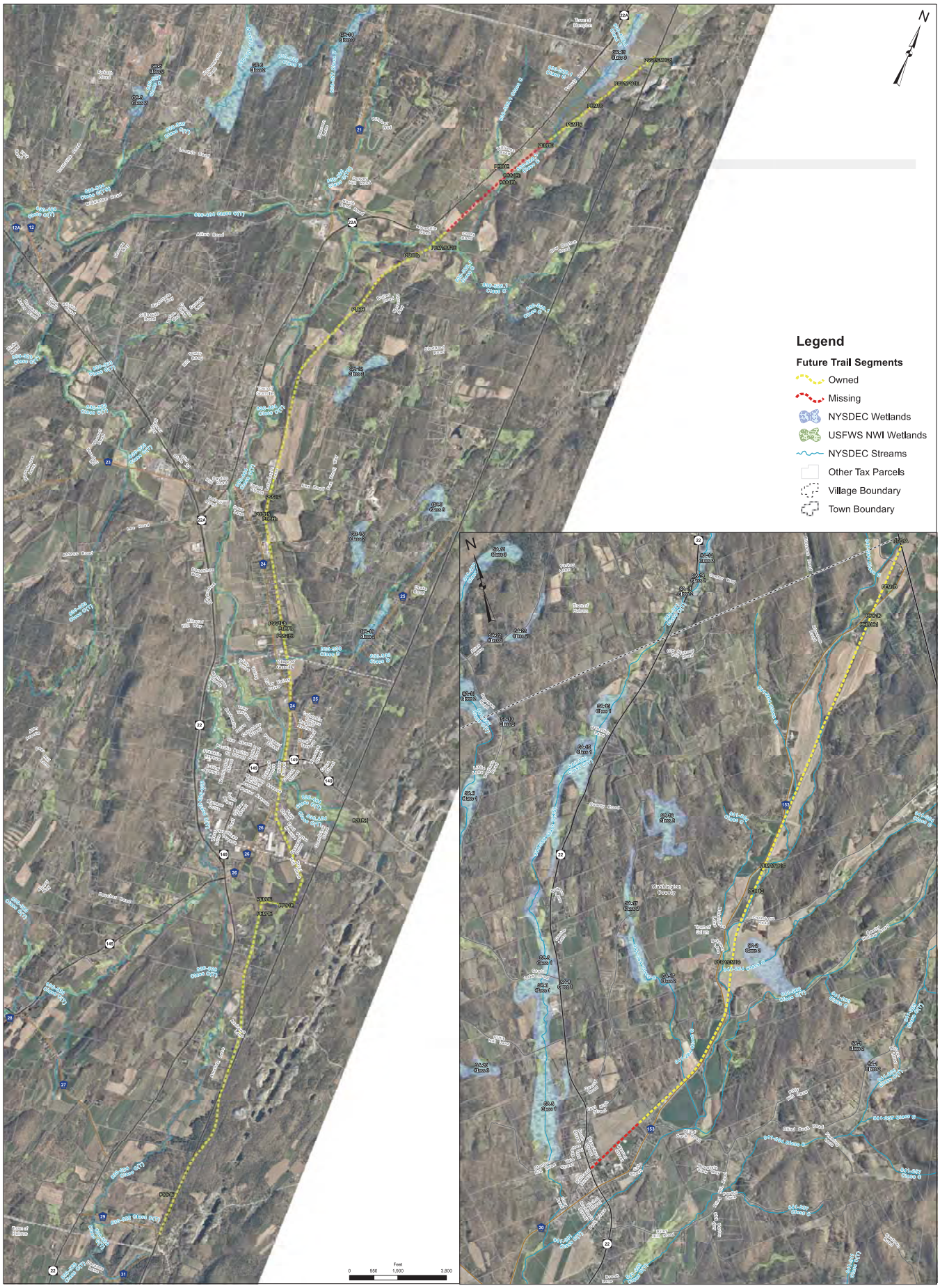
This map is a product of The Chazen Companies. It should be used for reference purposes only. Reasonable efforts have been made to ensure the accuracy of this map. The Chazen Companies expressly disclaims any responsibilities or liabilities from the use of this map for any purpose other than its intended use.

NYSORHP - Saratoga/Capital District Region
Washington County Trails

Land Use Along Future Trail Corridor

Town of Salem & Town and Village of Granville
Washington County, New York

Drawn:	RL-B
Date:	04/27/2016
Scale:	1 in = 1,600 ft
Project:	31349.23
Figure:	X



THE Chazen COMPANIES

CHAZEN ENGINEERING, LAND SURVEYING & LANDSCAPE ARCHITECTURE CO., D.P.C.

Dutchess County Office:
21 Fox Street
Poughkeepsie, NY. 12601
Phone: (845) 454-3980

Capital District Office:
547 River Street
Troy, NY. 12180
Phone: (518) 273-0055

North Country Office:
375 Bay Road
Queensbury, NY. 12804
Phone: (518) 812-0513

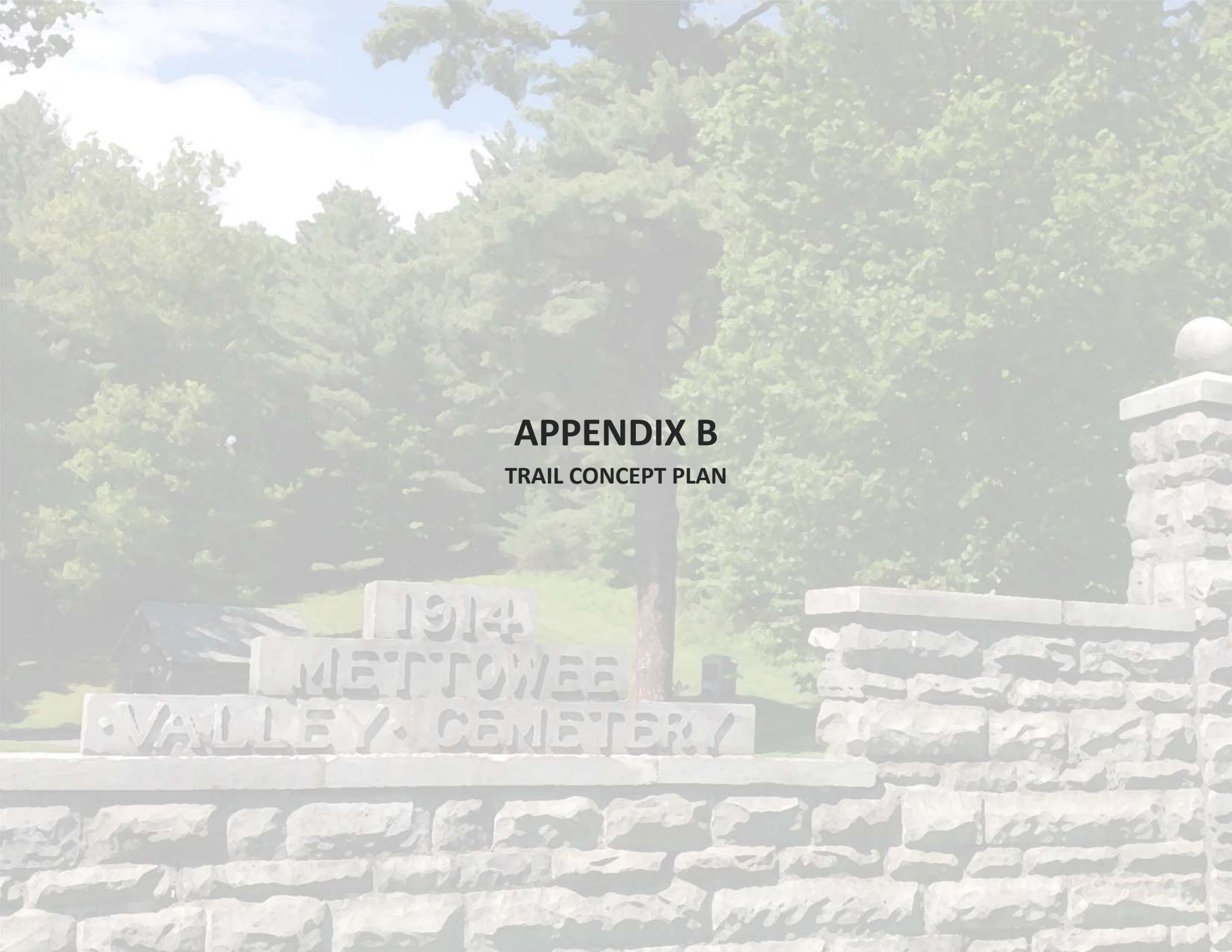
This map is a product of The Chazen Companies. It should be used for reference purposes only. Reasonable efforts have been made to ensure the accuracy of this map. The Chazen Companies expressly disclaims any responsibilities or liabilities from the use of this map for any purpose other than its intended use.

NYSORHP - Saratoga/Capital District Region
Washington County Trails

Mapped Wetlands and Streams

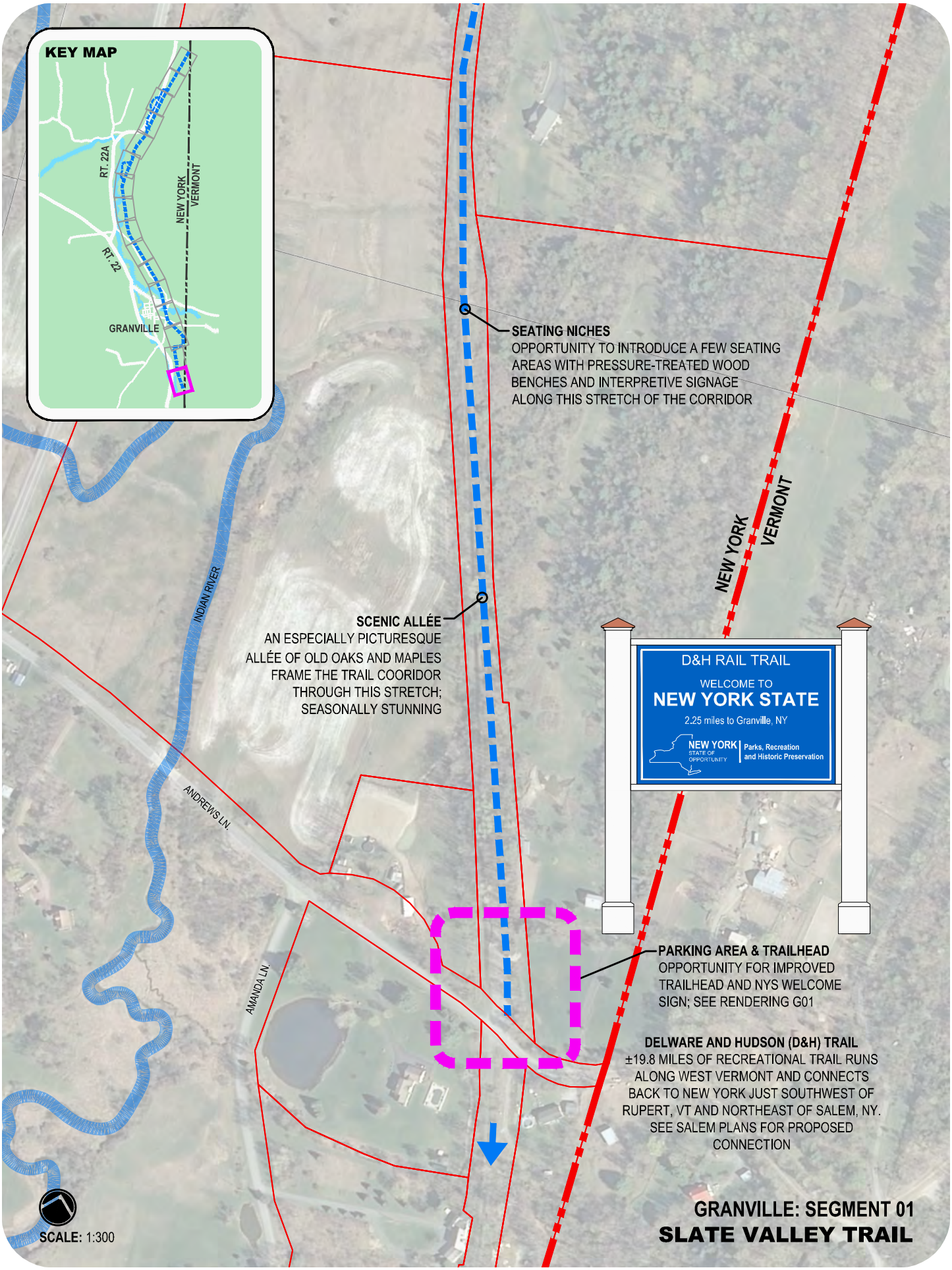
Town of Salem & Town and Village of Granville
Washington County, New York

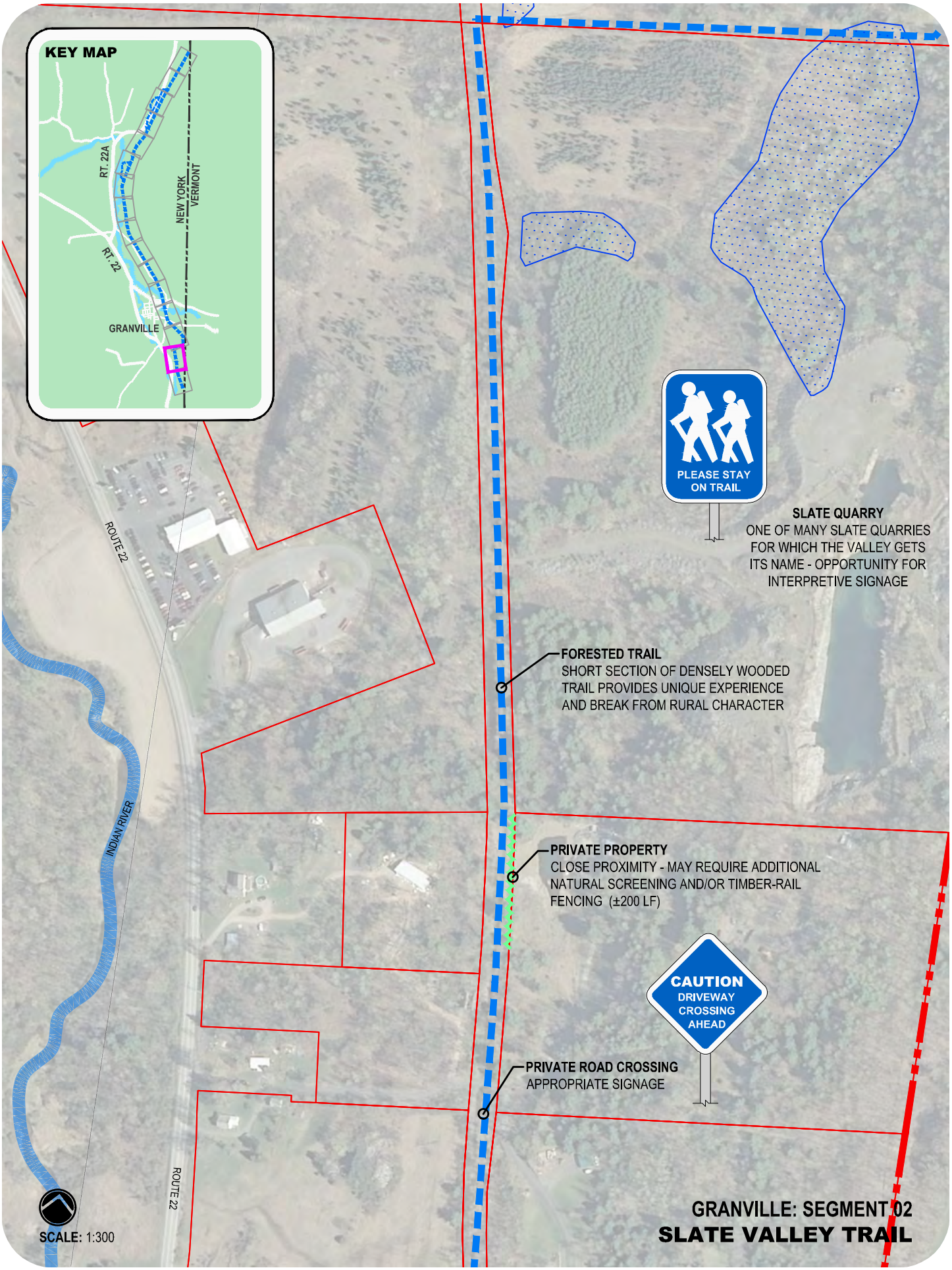
Drawn:	RL-B
Date:	04/28/2016
Scale:	1 in = 1,600 ft
Project:	31349.23
Figure:	X

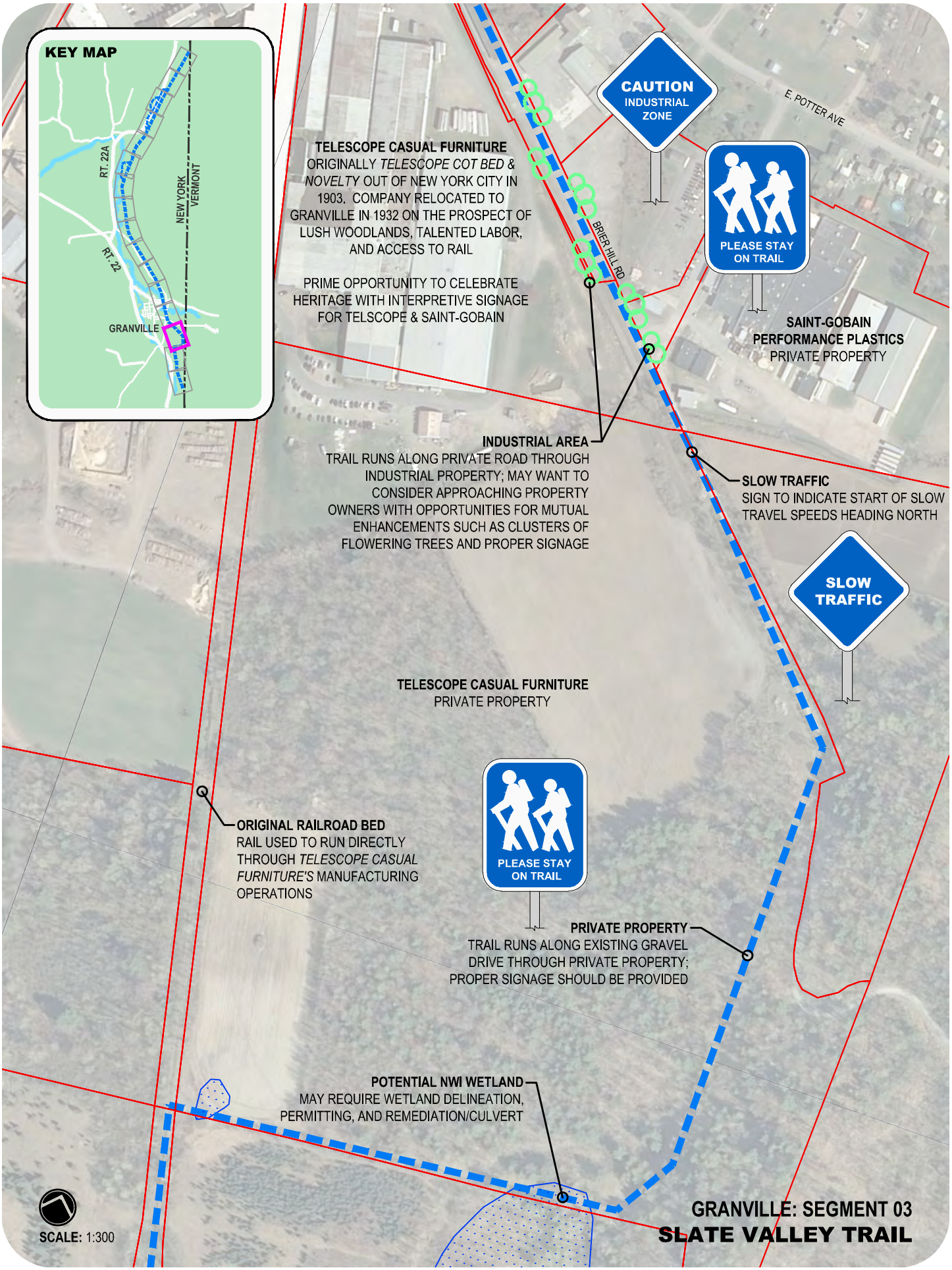


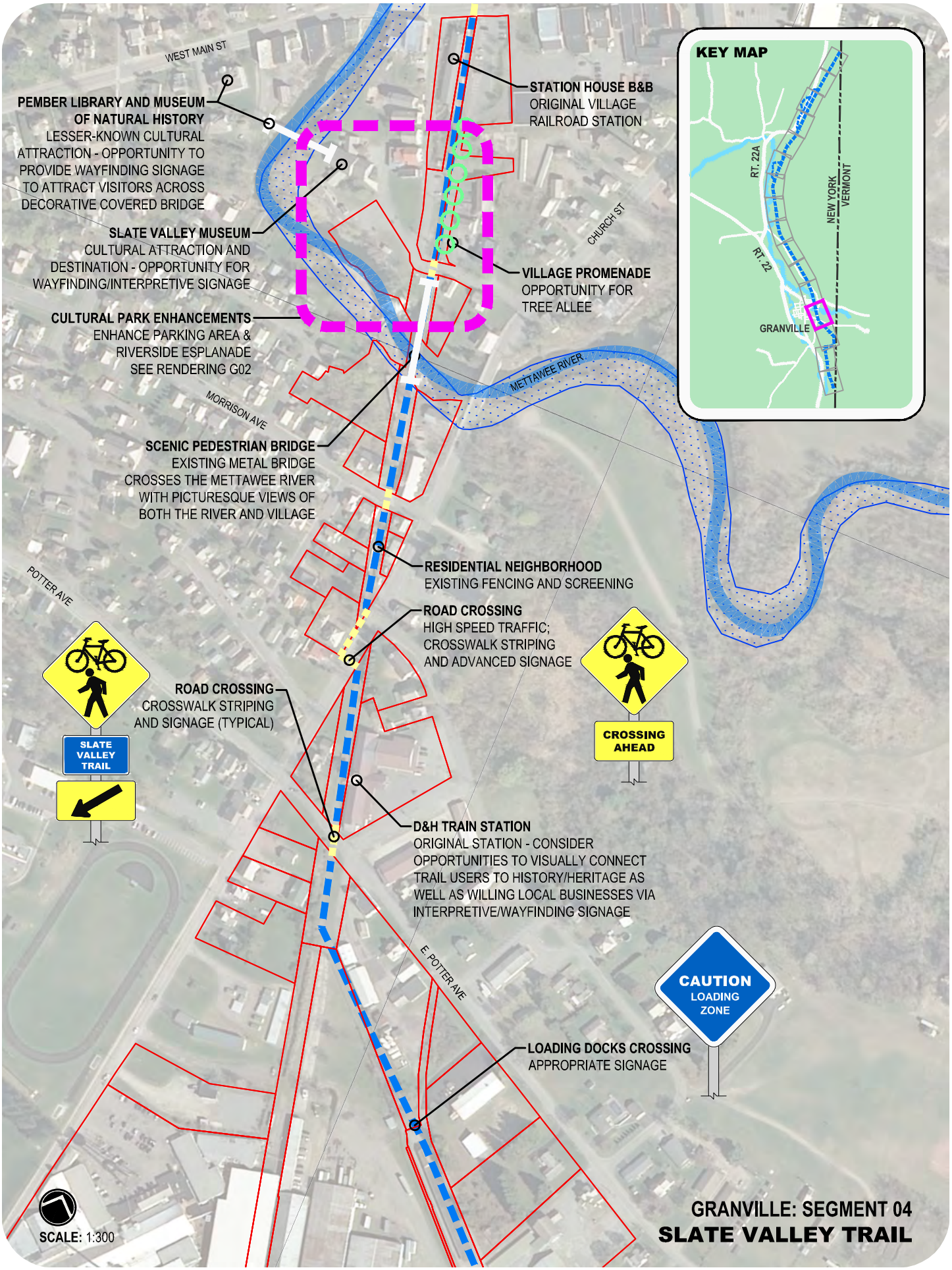
APPENDIX B

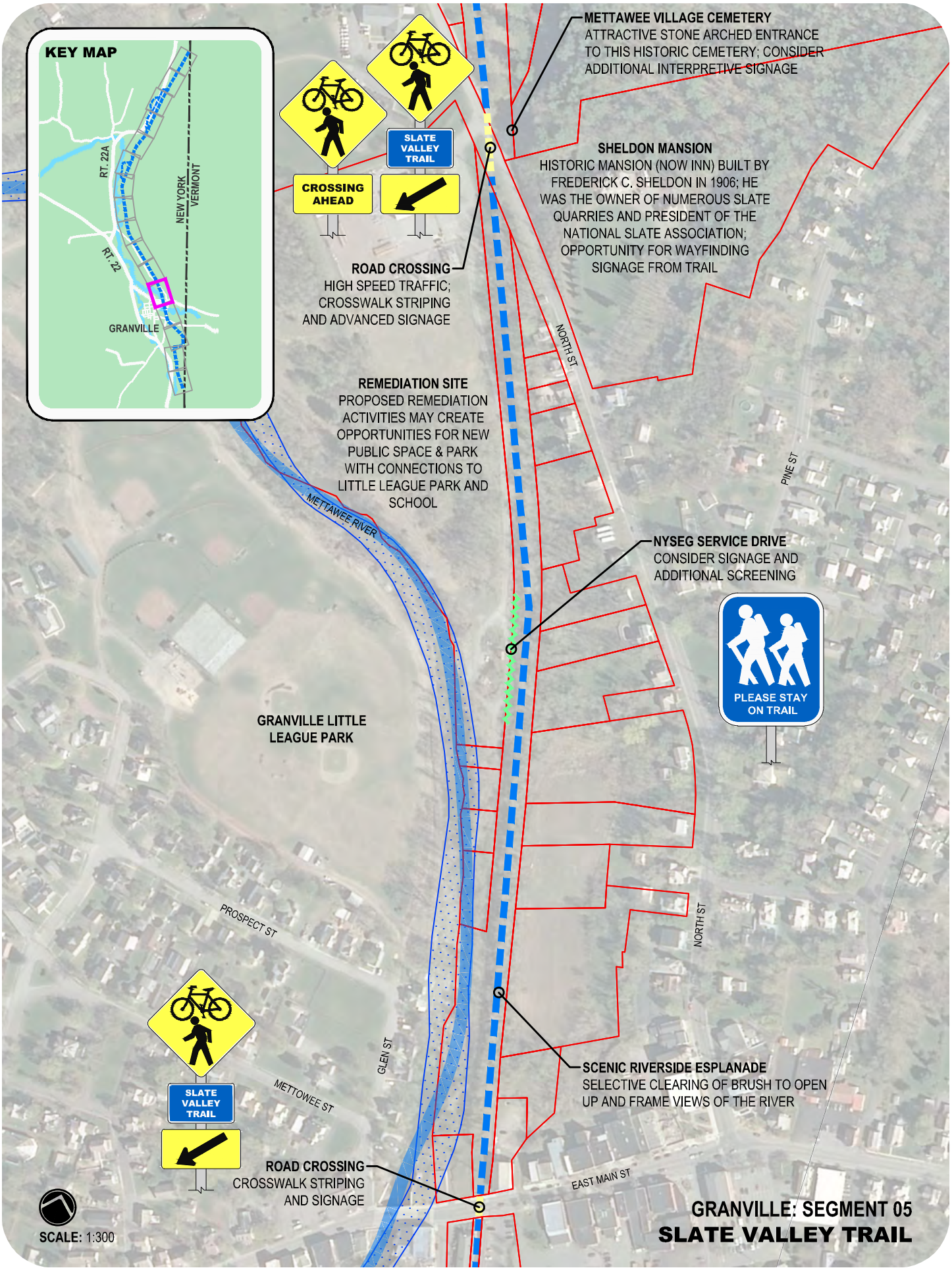
TRAIL CONCEPT PLAN

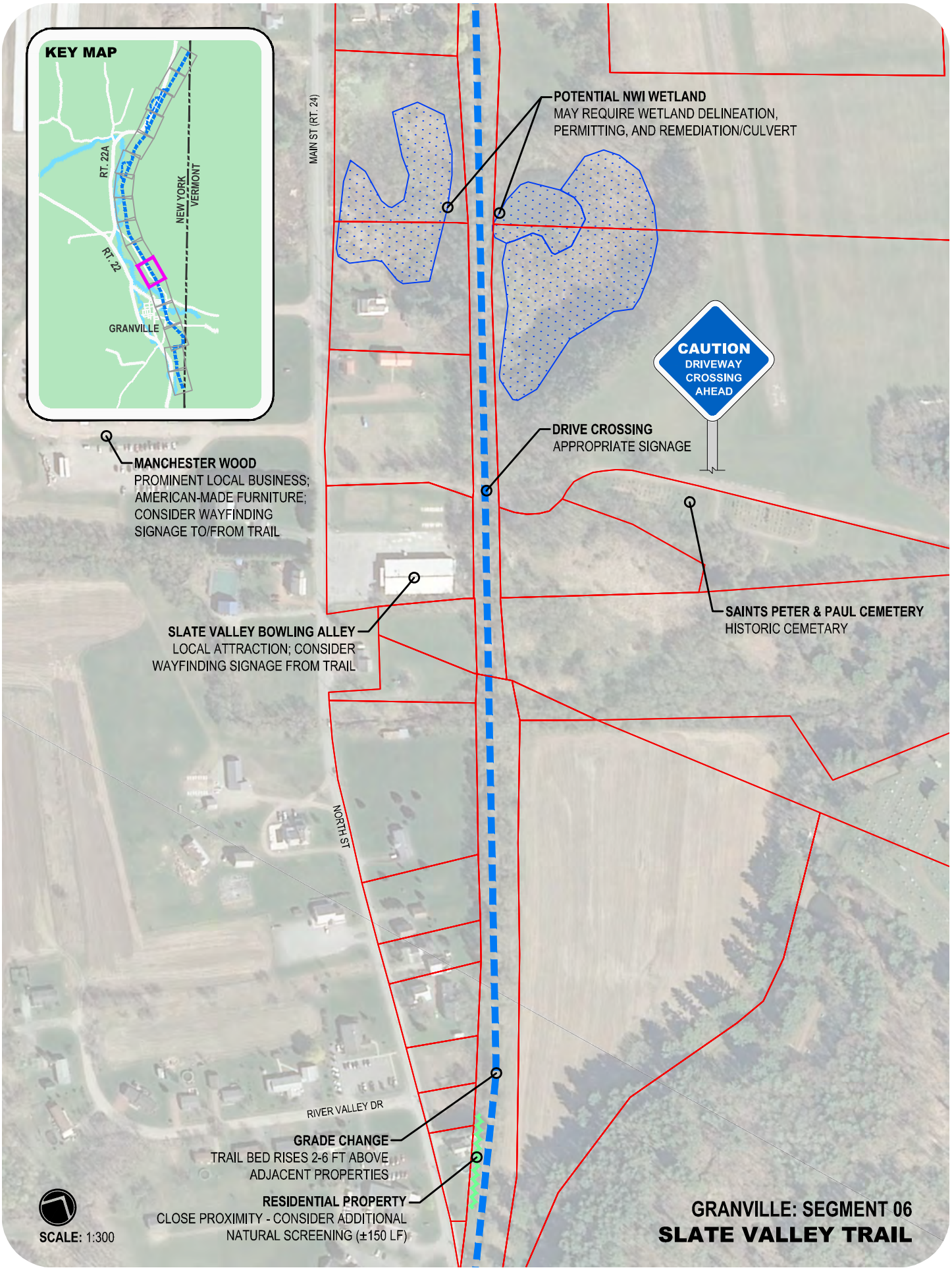

KEY MAP
RT. 22A
RT. 22
NEW YORK
VERMONT
GRANVILLE
SEATING NICHES
OPPORTUNITY TO INTRODUCE A FEW SEATING AREAS WITH PRESSURE-TREATED WOOD BENCHES AND INTERPRETIVE SIGNAGE ALONG THIS STRETCH OF THE CORRIDOR
NEW YORK
VERMONT
INDIAN RIVER
SCENIC ALLÉE
AN ESPECIALLY PICTURESQUE ALLÉE OF OLD OAKS AND MAPLES FRAME THE TRAIL COORIDOR THROUGH THIS STRETCH; SEASONALLY STUNNING
D&H RAIL TRAIL
WELCOME TO
NEW YORK STATE
2.25 miles to Granville, NY
NEW YORK
STATE OF OPPORTUNITY
Parks, Recreation and Historic Preservation
ANDREWS LN.
AMANDA LN.
PARKING AREA & TRAILHEAD
OPPORTUNITY FOR IMPROVED TRAILHEAD AND NYS WELCOME SIGN; SEE RENDERING G01
DELWARE AND HUDSON (D&H) TRAIL
±19.8 MILES OF RECREATIONAL TRAIL RUNS ALONG WEST VERMONT AND CONNECTS BACK TO NEW YORK JUST SOUTHWEST OF RUPERT, VT AND NORTHEAST OF SALEM, NY. SEE SALEM PLANS FOR PROPOSED CONNECTION
SCALE: 1:300
GRANVILLE: SEGMENT 01
SLATE VALLEY TRAIL

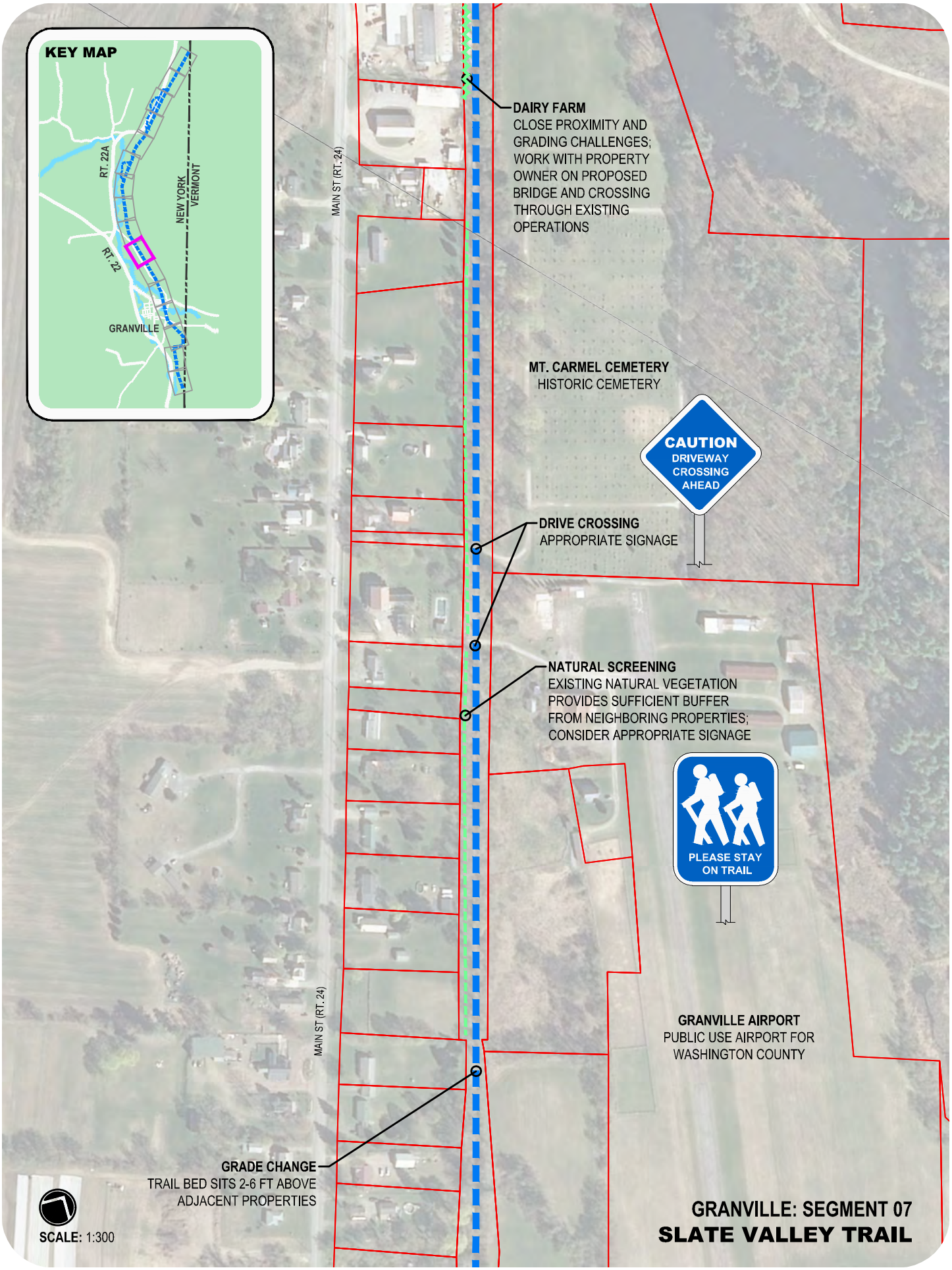

KEY MAP
RT. 22A
RT. 22
NEW YORK
VERMONT
GRANVILLE
ROUTE 22
INDIAN RIVER
ROUTE 22
PLEASE STAY ON TRAIL
SLATE QUARRY
ONE OF MANY SLATE QUARRIES FOR WHICH THE VALLEY GETS ITS NAME - OPPORTUNITY FOR INTERPRETIVE SIGNAGE
FORESTED TRAIL
SHORT SECTION OF DENSELY WOODED TRAIL PROVIDES UNIQUE EXPERIENCE AND BREAK FROM RURAL CHARACTER
PRIVATE PROPERTY
CLOSE PROXIMITY - MAY REQUIRE ADDITIONAL NATURAL SCREENING AND/OR TIMBER-RAIL FENCING (±200 LF)
CAUTION
DRIVEWAY CROSSING AHEAD
PRIVATE ROAD CROSSING
APPROPRIATE SIGNAGE
SCALE: 1:300
GRANVILLE: SEGMENT 02
SLATE VALLEY TRAIL

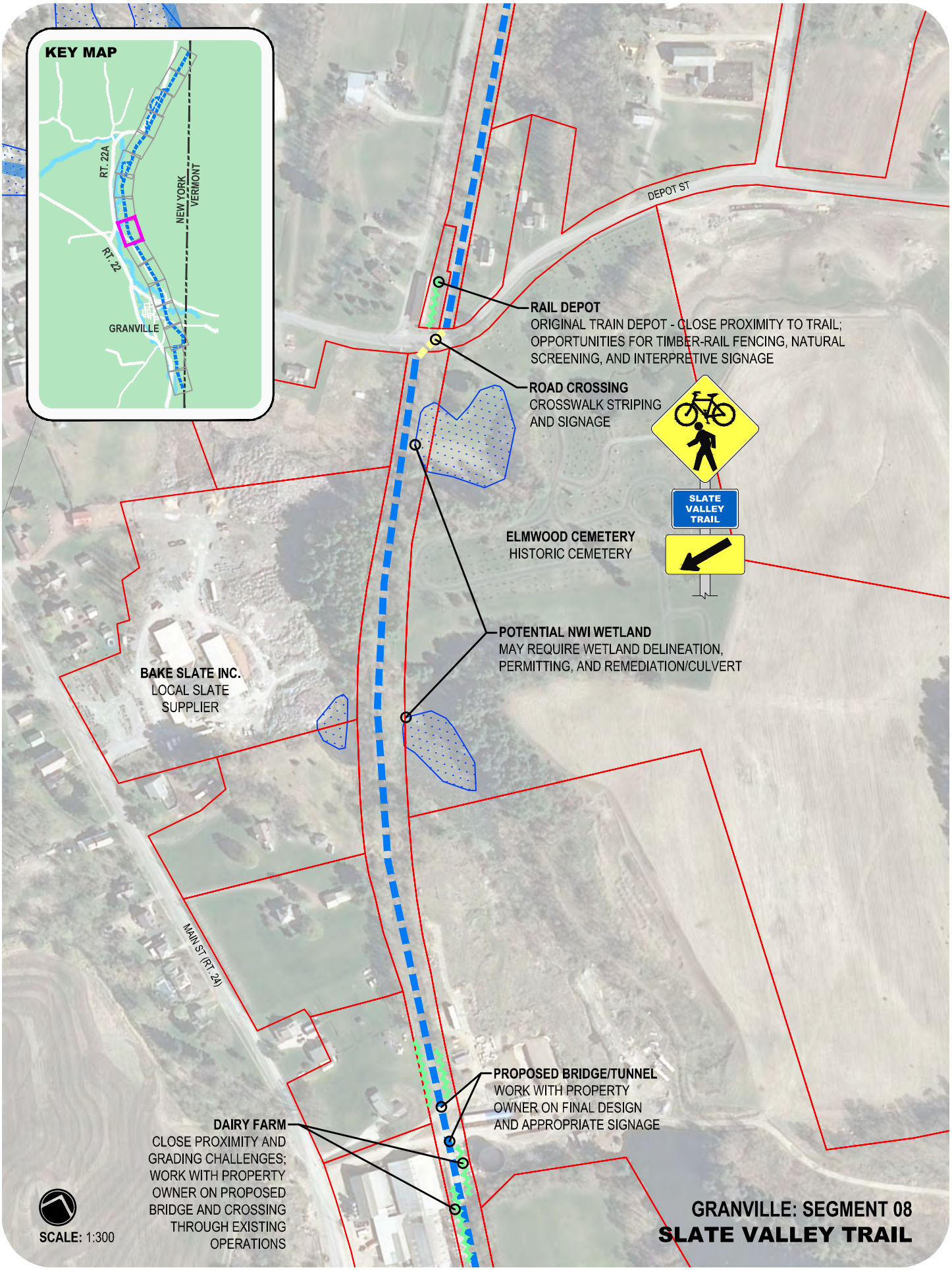

KEY MAP
RT. 22A
RT. 22
NEW YORK
VERMONT
GRANVILLE
CAUTION
INDUSTRIAL ZONE
E. POTTER AVE
PLEASE STAY ON TRAIL
BRIER HILL RD
TELESCOPE CASUAL FURNITURE
ORIGINALLY *TELESCOPE COT BED & NOVELTY* OUT OF NEW YORK CITY IN 1903. COMPANY RELOCATED TO GRANVILLE IN 1932 ON THE PROSPECT OF LUSH WOODLANDS, TALENTED LABOR, AND ACCESS TO RAIL
PRIME OPPORTUNITY TO CELEBRATE HERITAGE WITH INTERPRETIVE SIGNAGE FOR TELSCOPE & SAINT-GOBAIN
SAINT-GOBAIN PERFORMANCE PLASTICS
PRIVATE PROPERTY
INDUSTRIAL AREA
TRAIL RUNS ALONG PRIVATE ROAD THROUGH INDUSTRIAL PROPERTY; MAY WANT TO CONSIDER APPROACHING PROPERTY OWNERS WITH OPPORTUNITIES FOR MUTUAL ENHANCEMENTS SUCH AS CLUSTERS OF FLOWERING TREES AND PROPER SIGNAGE
SLOW TRAFFIC
SIGN TO INDICATE START OF SLOW TRAVEL SPEEDS HEADING NORTH
SLOW TRAFFIC
TELESCOPE CASUAL FURNITURE
PRIVATE PROPERTY
ORIGINAL RAILROAD BED
RAIL USED TO RUN DIRECTLY THROUGH *TELESCOPE CASUAL FURNITURE'S* MANUFACTURING OPERATIONS
PLEASE STAY ON TRAIL
PRIVATE PROPERTY
TRAIL RUNS ALONG EXISTING GRAVEL DRIVE THROUGH PRIVATE PROPERTY; PROPER SIGNAGE SHOULD BE PROVIDED
POTENTIAL NWI WETLAND
MAY REQUIRE WETLAND DELINEATION, PERMITTING, AND REMEDIATION/CULVERT
SCALE: 1:300
GRANVILLE: SEGMENT 03
SLATE VALLEY TRAIL

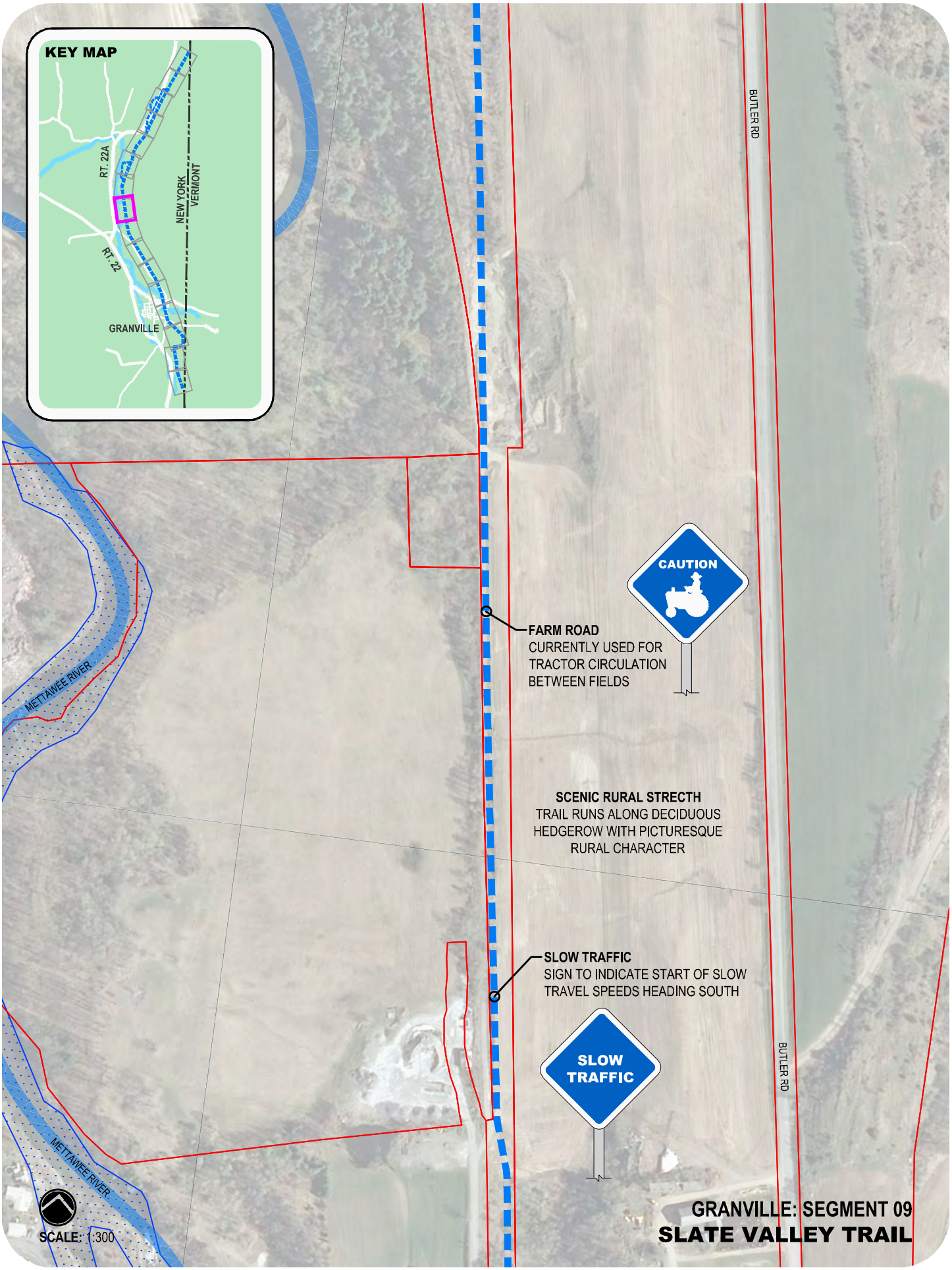

WEST MAIN ST
PEMBER LIBRARY AND MUSEUM OF NATURAL HISTORY
LESSER-KNOWN CULTURAL ATTRACTION - OPPORTUNITY TO PROVIDE WAYFINDING SIGNAGE TO ATTRACT VISITORS ACROSS DECORATIVE COVERED BRIDGE
SLATE VALLEY MUSEUM
CULTURAL ATTRACTION AND DESTINATION - OPPORTUNITY FOR WAYFINDING/INTERPRETIVE SIGNAGE
CULTURAL PARK ENHANCEMENTS
ENHANCE PARKING AREA & RIVERSIDE ESPLANADE SEE RENDERING G02
STATION HOUSE B&B
ORIGINAL VILLAGE RAILROAD STATION
CHURCH ST
VILLAGE PROMENADE
OPPORTUNITY FOR TREE ALLEE
METTAWEE RIVER
MORRISON AVE
SCENIC PEDESTRIAN BRIDGE
EXISTING METAL BRIDGE CROSSES THE METTAWEE RIVER WITH PICTURESQUE VIEWS OF BOTH THE RIVER AND VILLAGE
POTTER AVE
RESIDENTIAL NEIGHBORHOOD
EXISTING FENCING AND SCREENING
ROAD CROSSING
HIGH SPEED TRAFFIC; CROSSWALK STRIPING AND ADVANCED SIGNAGE
ROAD CROSSING
CROSSWALK STRIPING AND SIGNAGE (TYPICAL)
SLATE VALLEY TRAIL
CROSSING AHEAD
D&H TRAIN STATION
ORIGINAL STATION - CONSIDER OPPORTUNITIES TO VISUALLY CONNECT TRAIL USERS TO HISTORY/HERITAGE AS WELL AS WILLING LOCAL BUSINESSES VIA INTERPRETIVE/WAYFINDING SIGNAGE
E. POTTER AVE
CAUTION
LOADING ZONE
LOADING DOCKS CROSSING
APPROPRIATE SIGNAGE
KEY MAP
RT. 22A
RT. 22
NEW YORK
VERMONT
GRANVILLE
SCALE: 1:300
GRANVILLE: SEGMENT 04
SLATE VALLEY TRAIL

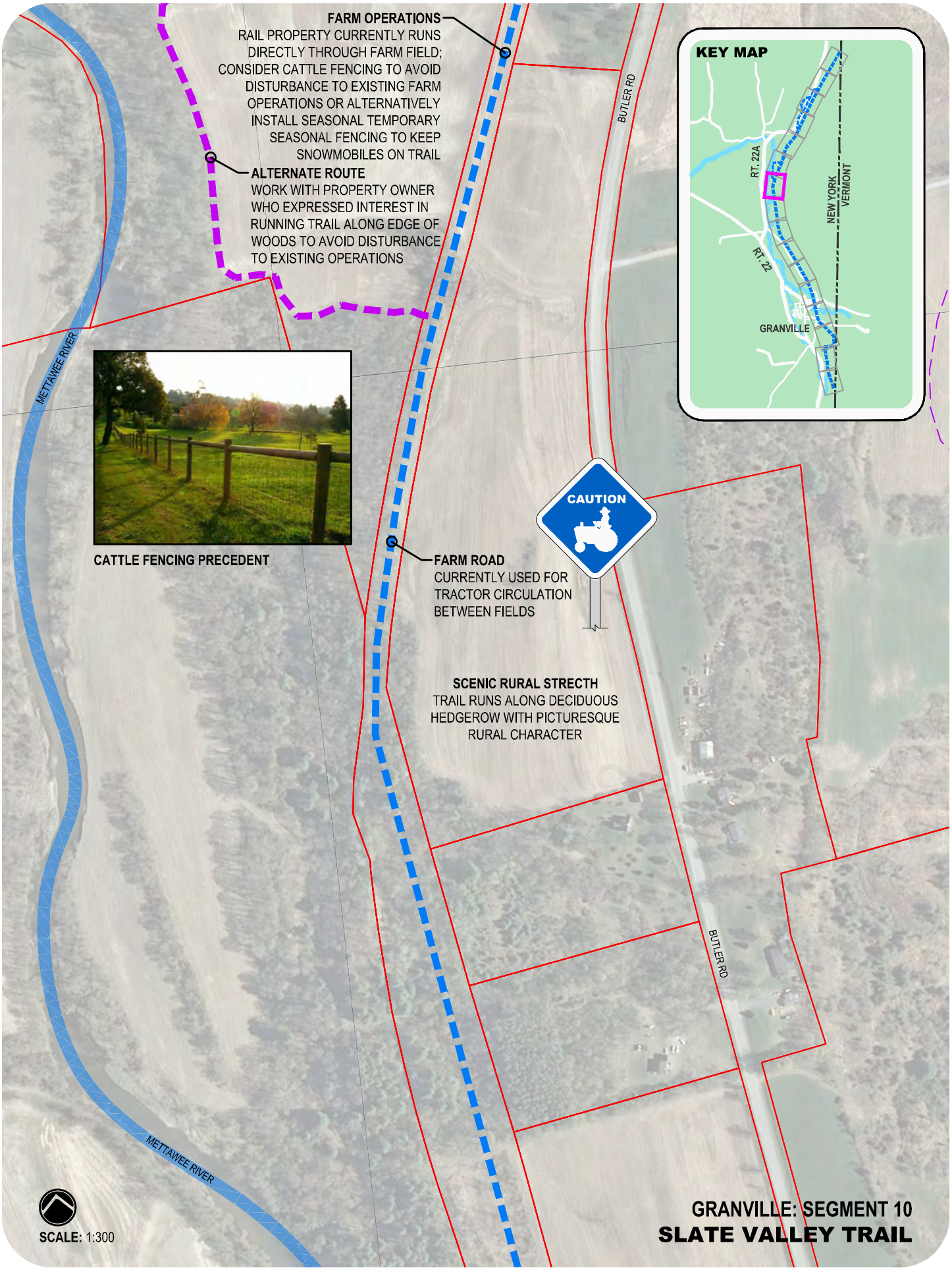

KEY MAP
RT. 22A
RT. 22
NEW YORK
VERMONT
GRANVILLE
METTAWEE VILLAGE CEMETERY
ATTRACTIVE STONE ARCHED ENTRANCE TO THIS HISTORIC CEMETERY; CONSIDER ADDITIONAL INTERPRETIVE SIGNAGE
SLATE VALLEY TRAIL
CROSSING AHEAD
SHELDON MANSION
HISTORIC MANSION (NOW INN) BUILT BY FREDERICK C. SHELDON IN 1906; HE WAS THE OWNER OF NUMEROUS SLATE QUARRIES AND PRESIDENT OF THE NATIONAL SLATE ASSOCIATION; OPPORTUNITY FOR WAYFINDING SIGNAGE FROM TRAIL
ROAD CROSSING
HIGH SPEED TRAFFIC; CROSSWALK STRIPING AND ADVANCED SIGNAGE
NORTH ST
REMEDIATION SITE
PROPOSED REMEDIATION ACTIVITIES MAY CREATE OPPORTUNITIES FOR NEW PUBLIC SPACE & PARK WITH CONNECTIONS TO LITTLE LEAGUE PARK AND SCHOOL
PINE ST
METTAWEE RIVER
NYSEG SERVICE DRIVE
CONSIDER SIGNAGE AND ADDITIONAL SCREENING
PLEASE STAY ON TRAIL
GRANVILLE LITTLE LEAGUE PARK
PROSPECT ST
NORTH ST
GLEN ST
METTOWEE ST
SCENIC RIVERSIDE ESPLANADE
SELECTIVE CLEARING OF BRUSH TO OPEN UP AND FRAME VIEWS OF THE RIVER
SLATE VALLEY TRAIL
ROAD CROSSING
CROSSWALK STRIPING AND SIGNAGE
EAST MAIN ST
SCALE: 1:300
GRANVILLE: SEGMENT 05
SLATE VALLEY TRAIL

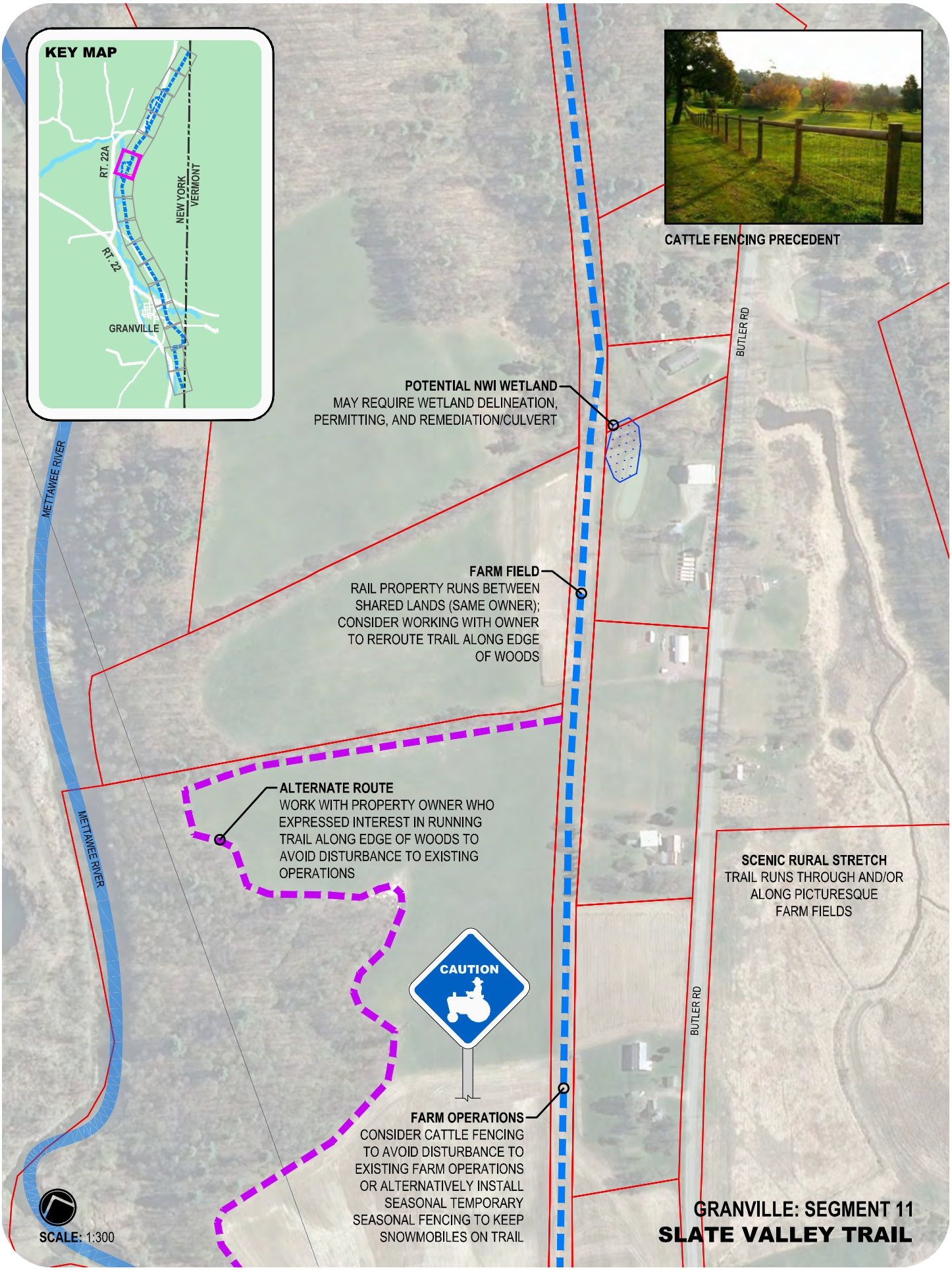

KEY MAP
RT. 22A
RT. 22
NEW YORK
VERMONT
GRANVILLE
MAIN ST (RT. 24)
POTENTIAL NWI WETLAND
MAY REQUIRE WETLAND DELINEATION, PERMITTING, AND REMEDIATION/CULVERT
CAUTION
DRIVEWAY CROSSING AHEAD
DRIVE CROSSING
APPROPRIATE SIGNAGE
MANCHESTER WOOD
PROMINENT LOCAL BUSINESS; AMERICAN-MADE FURNITURE; CONSIDER WAYFINDING SIGNAGE TO/FROM TRAIL
SAINTS PETER & PAUL CEMETERY
HISTORIC CEMETARY
SLATE VALLEY BOWLING ALLEY
LOCAL ATTRACTION; CONSIDER WAYFINDING SIGNAGE FROM TRAIL
NORTH ST
RIVER VALLEY DR
GRADE CHANGE
TRAIL BED RISES 2-6 FT ABOVE ADJACENT PROPERTIES
RESIDENTIAL PROPERTY
CLOSE PROXIMITY - CONSIDER ADDITIONAL NATURAL SCREENING (±150 LF)
SCALE: 1:300
GRANVILLE: SEGMENT 06
SLATE VALLEY TRAIL

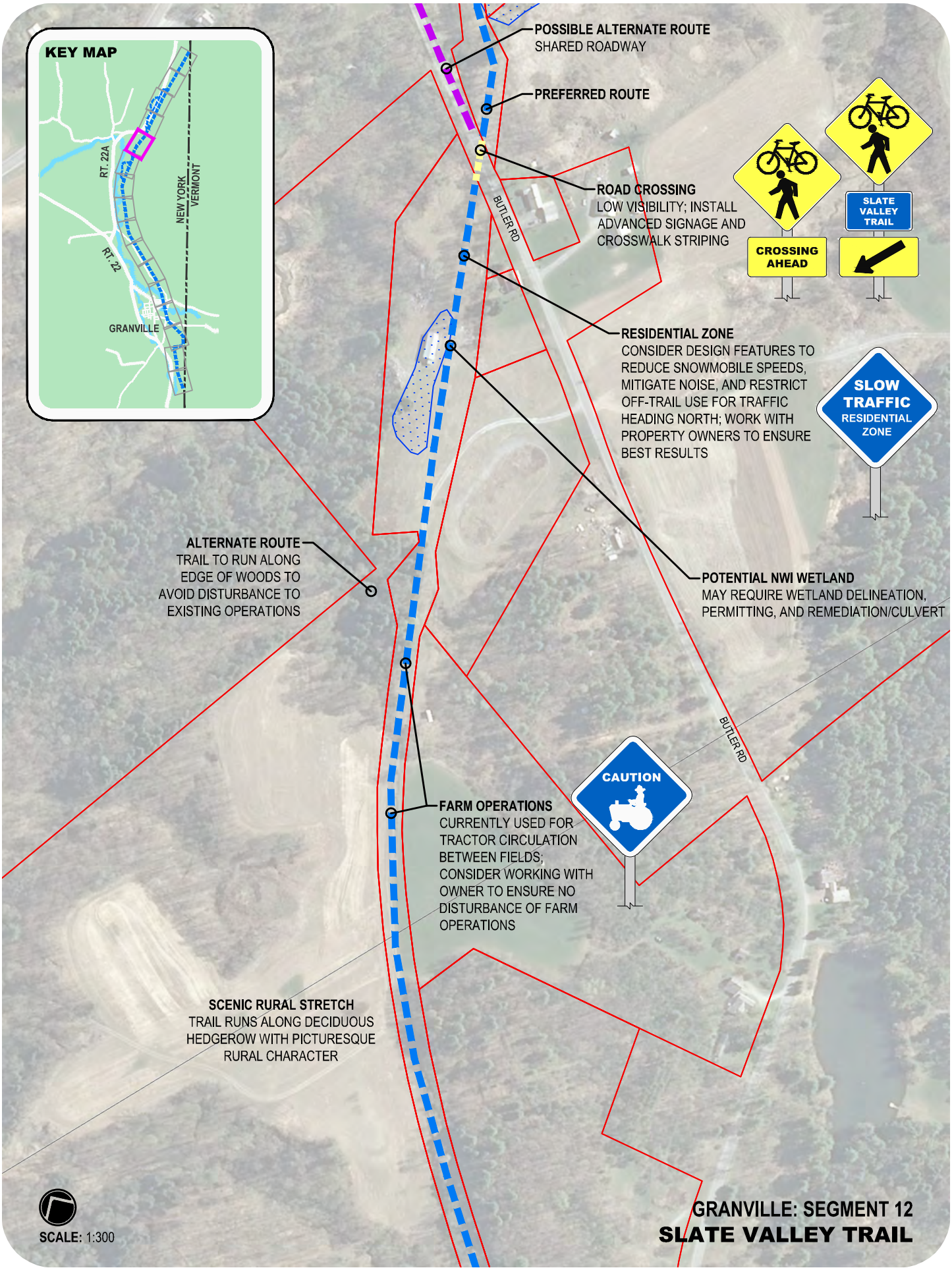

KEY MAP
RT. 22A
RT. 22
NEW YORK
VERMONT
GRANVILLE
MAIN ST (RT. 24)
DAIRY FARM
CLOSE PROXIMITY AND GRADING CHALLENGES; WORK WITH PROPERTY OWNER ON PROPOSED BRIDGE AND CROSSING THROUGH EXISTING OPERATIONS
MT. CARMEL CEMETERY
HISTORIC CEMETERY
CAUTION
DRIVEWAY CROSSING AHEAD
DRIVE CROSSING
APPROPRIATE SIGNAGE
NATURAL SCREENING
EXISTING NATURAL VEGETATION PROVIDES SUFFICIENT BUFFER FROM NEIGHBORING PROPERTIES; CONSIDER APPROPRIATE SIGNAGE
PLEASE STAY ON TRAIL
GRANVILLE AIRPORT
PUBLIC USE AIRPORT FOR WASHINGTON COUNTY
GRADE CHANGE
TRAIL BED SITS 2-6 FT ABOVE ADJACENT PROPERTIES
SCALE: 1:300
GRANVILLE: SEGMENT 07
SLATE VALLEY TRAIL

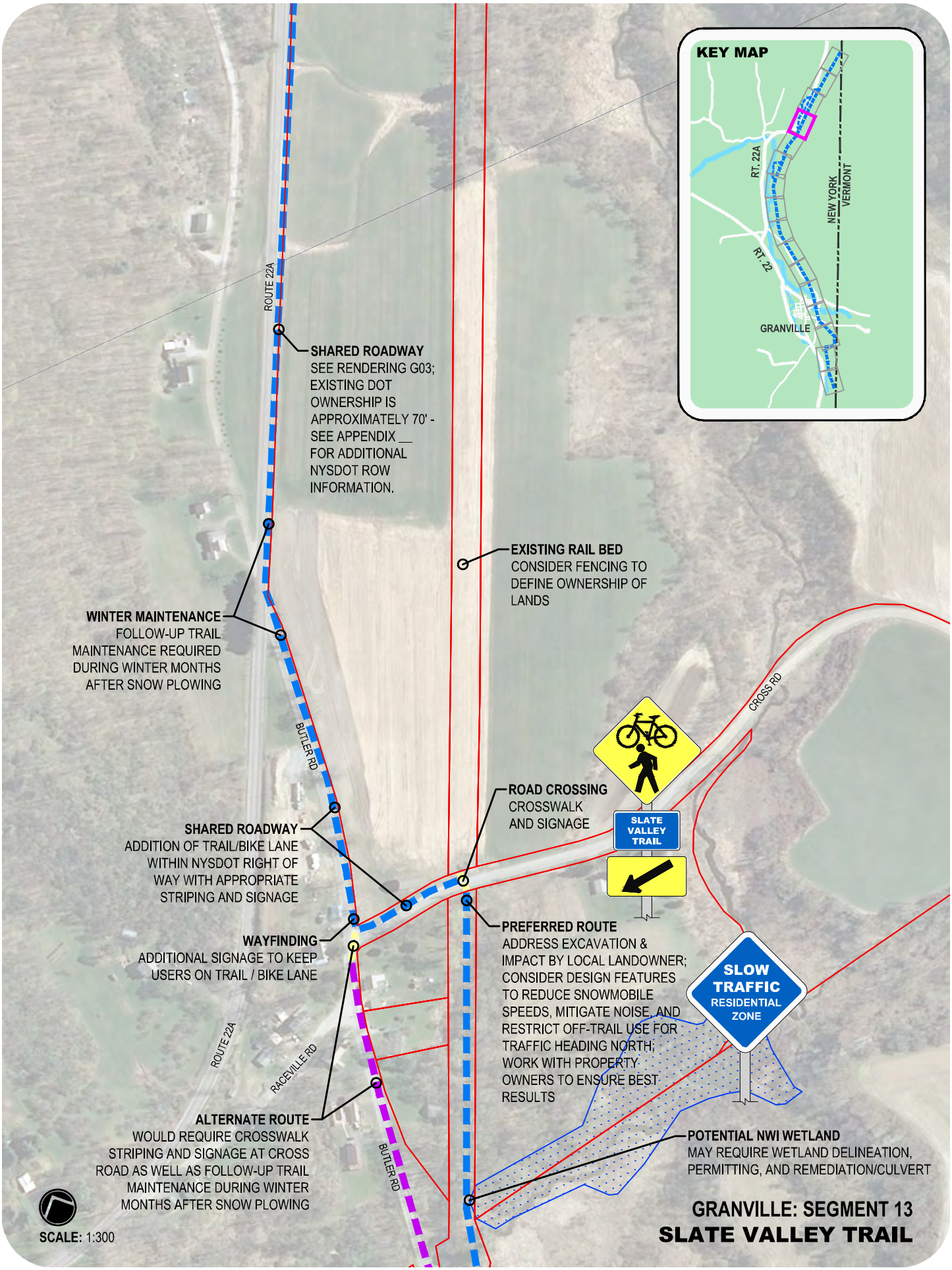

KEY MAP
RT. 22A
RT. 22
NEW YORK
VERMONT
GRANVILLE
DEPOT ST
RAIL DEPOT
ORIGINAL TRAIN DEPOT - CLOSE PROXIMITY TO TRAIL; OPPORTUNITIES FOR TIMBER-RAIL FENCING, NATURAL SCREENING, AND INTERPRETIVE SIGNAGE
ROAD CROSSING
CROSSWALK STRIPING AND SIGNAGE
SLATE VALLEY TRAIL
ELMWOOD CEMETERY
HISTORIC CEMETERY
POTENTIAL NWI WETLAND
MAY REQUIRE WETLAND DELINEATION, PERMITTING, AND REMEDIATION/CULVERT
BAKE SLATE INC.
LOCAL SLATE SUPPLIER
MAIN ST (RT. 24)
PROPOSED BRIDGE/TUNNEL
WORK WITH PROPERTY OWNER ON FINAL DESIGN AND APPROPRIATE SIGNAGE
DAIRY FARM
CLOSE PROXIMITY AND GRADING CHALLENGES; WORK WITH PROPERTY OWNER ON PROPOSED BRIDGE AND CROSSING THROUGH EXISTING OPERATIONS
SCALE: 1:300
GRANVILLE: SEGMENT 08
SLATE VALLEY TRAIL

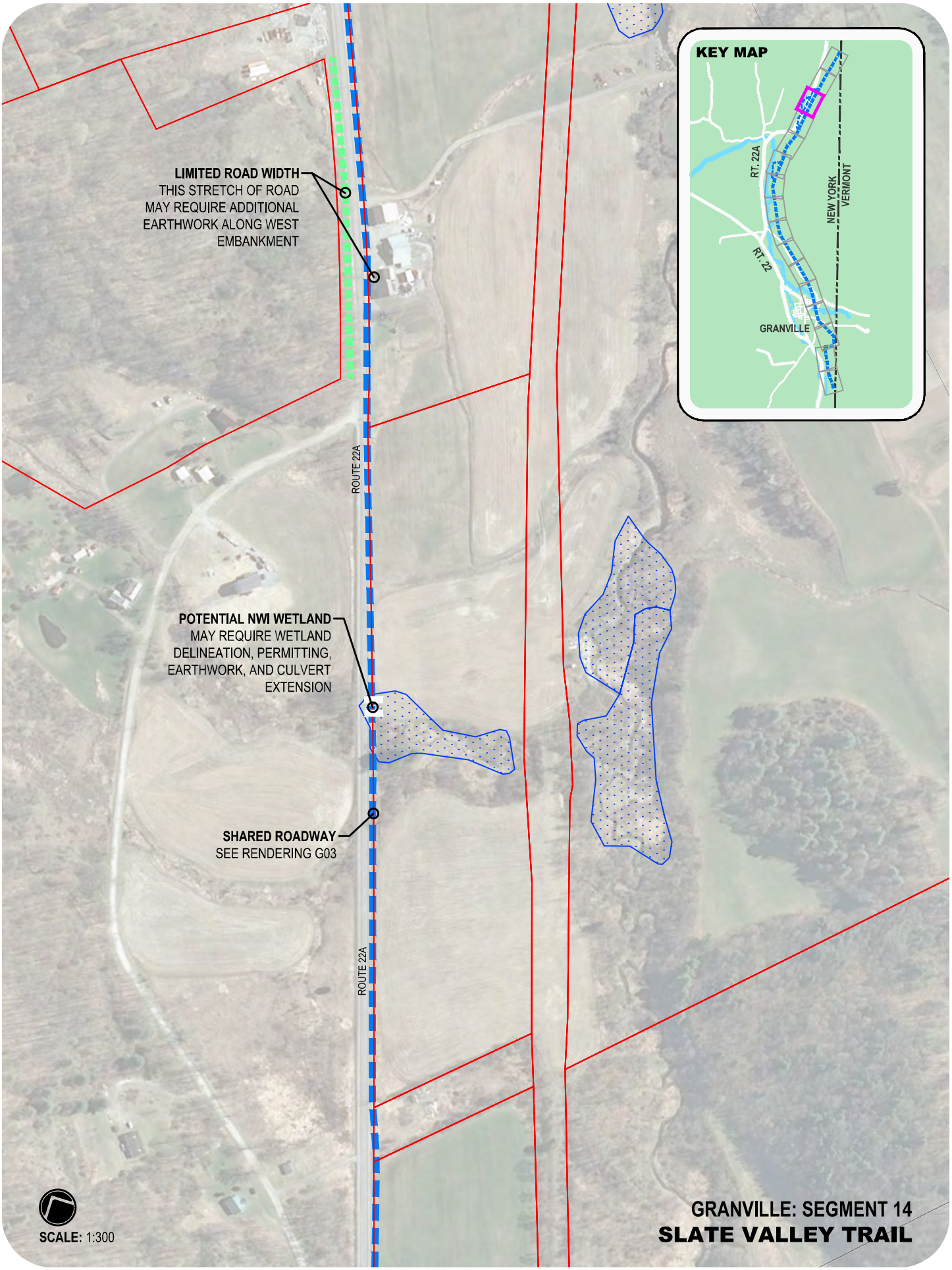

KEY MAP
RT. 22A
RT. 22
NEW YORK
VERMONT
GRANVILLE
BUTLER RD
METTAWEE RIVER
CAUTION
FARM ROAD
CURRENTLY USED FOR
TRACTOR CIRCULATION
BETWEEN FIELDS
SCENIC RURAL STRECTH
TRAIL RUNS ALONG DECIDUOUS
HEDGEROW WITH PICTURESQUE
RURAL CHARACTER
SLOW TRAFFIC
SIGN TO INDICATE START OF SLOW
TRAVEL SPEEDS HEADING SOUTH
SLOW
TRAFFIC
BUTLER RD
METTAWEE RIVER
SCALE: 1:300
GRANVILLE: SEGMENT 09
SLATE VALLEY TRAIL


FARM OPERATIONS
RAIL PROPERTY CURRENTLY RUNS DIRECTLY THROUGH FARM FIELD; CONSIDER CATTLE FENCING TO AVOID DISTURBANCE TO EXISTING FARM OPERATIONS OR ALTERNATIVELY INSTALL SEASONAL TEMPORARY SEASONAL FENCING TO KEEP SNOWMOBILES ON TRAIL
ALTERNATE ROUTE
WORK WITH PROPERTY OWNER WHO EXPRESSED INTEREST IN RUNNING TRAIL ALONG EDGE OF WOODS TO AVOID DISTURBANCE TO EXISTING OPERATIONS
BUTLER RD
KEY MAP
RT. 22A
RT. 22
NEW YORK
VERMONT
GRANVILLE
METTAWEE RIVER
CATTLE FENCING PRECEDENT
CAUTION
FARM ROAD
CURRENTLY USED FOR TRACTOR CIRCULATION BETWEEN FIELDS
SCENIC RURAL STRECTH
TRAIL RUNS ALONG DECIDUOUS HEDGEROW WITH PICTURESQUE RURAL CHARACTER
BUTLER RD
METTAWEE RIVER
SCALE: 1:300
GRANVILLE: SEGMENT 10
SLATE VALLEY TRAIL


KEY MAP
RT. 22A
RT. 22
NEW YORK
VERMONT
GRANVILLE
CATTLE FENCING PRECEDENT
BUTLER RD
POTENTIAL NWI WETLAND
MAY REQUIRE WETLAND DELINEATION, PERMITTING, AND REMEDIATION/CULVERT
METTAWEE RIVER
FARM FIELD
RAIL PROPERTY RUNS BETWEEN SHARED LANDS (SAME OWNER); CONSIDER WORKING WITH OWNER TO REROUTE TRAIL ALONG EDGE OF WOODS
ALTERNATE ROUTE
WORK WITH PROPERTY OWNER WHO EXPRESSED INTEREST IN RUNNING TRAIL ALONG EDGE OF WOODS TO AVOID DISTURBANCE TO EXISTING OPERATIONS
METTAWEE RIVER
SCENIC RURAL STRETCH
TRAIL RUNS THROUGH AND/OR ALONG PICTURESQUE FARM FIELDS
CAUTION
BUTLER RD
FARM OPERATIONS
CONSIDER CATTLE FENCING TO AVOID DISTURBANCE TO EXISTING FARM OPERATIONS OR ALTERNATIVELY INSTALL SEASONAL TEMPORARY SEASONAL FENCING TO KEEP SNOWMOBILES ON TRAIL
SCALE: 1:300
GRANVILLE: SEGMENT 11
SLATE VALLEY TRAIL

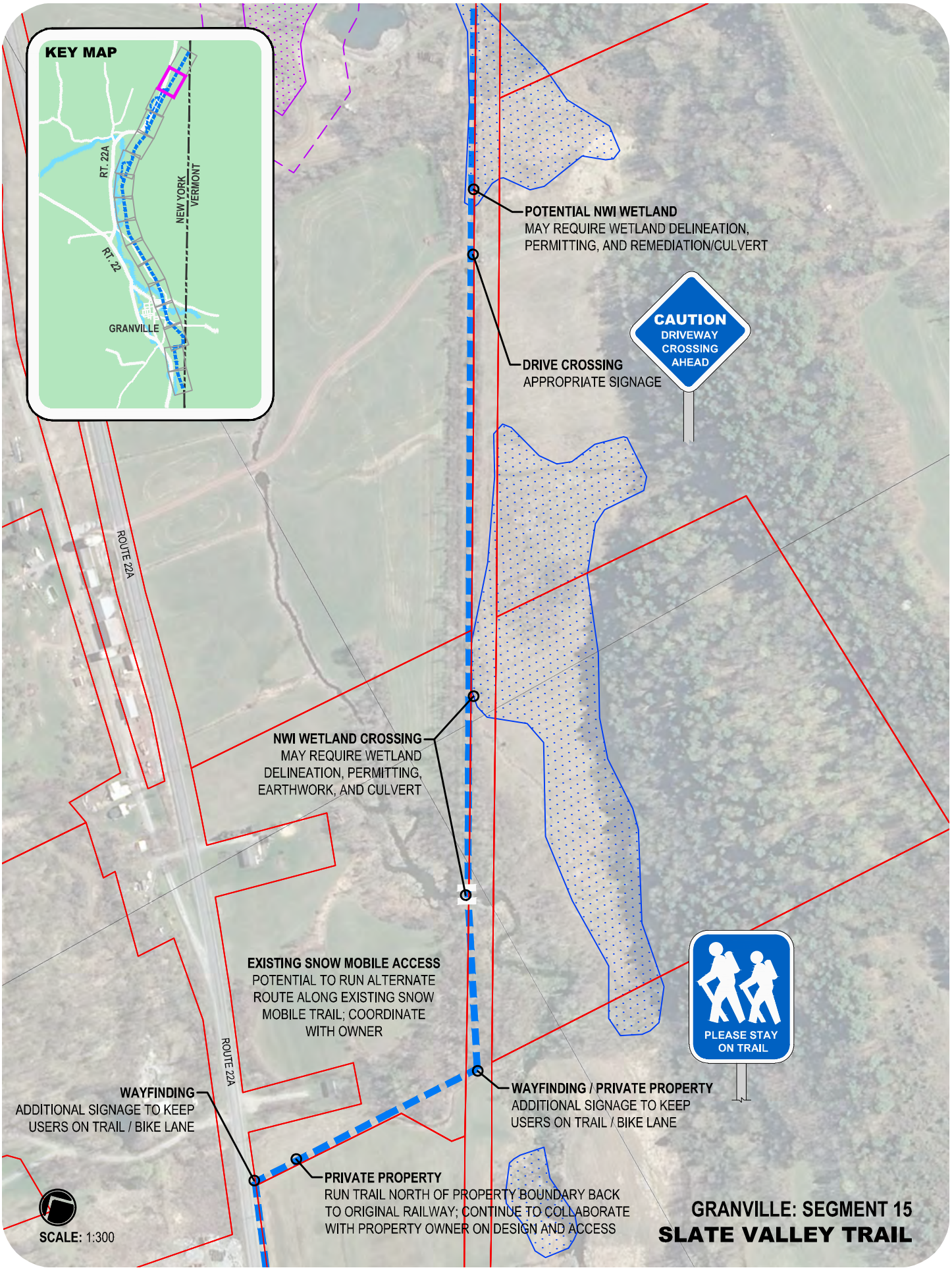

KEY MAP
RT. 22A
RT. 22
NEW YORK
VERMONT
GRANVILLE
POSSIBLE ALTERNATE ROUTE
SHARED ROADWAY
PREFERRED ROUTE
ROAD CROSSING
LOW VISIBILITY; INSTALL ADVANCED SIGNAGE AND CROSSWALK STRIPING
BUTLER RD
CROSSING AHEAD
SLATE VALLEY TRAIL
RESIDENTIAL ZONE
CONSIDER DESIGN FEATURES TO REDUCE SNOWMOBILE SPEEDS, MITIGATE NOISE, AND RESTRICT OFF-TRAIL USE FOR TRAFFIC HEADING NORTH; WORK WITH PROPERTY OWNERS TO ENSURE BEST RESULTS
SLOW TRAFFIC
RESIDENTIAL ZONE
ALTERNATE ROUTE
TRAIL TO RUN ALONG EDGE OF WOODS TO AVOID DISTURBANCE TO EXISTING OPERATIONS
POTENTIAL NWI WETLAND
MAY REQUIRE WETLAND DELINEATION, PERMITTING, AND REMEDIATION/CULVERT
BUTLER RD
CAUTION
FARM OPERATIONS
CURRENTLY USED FOR TRACTOR CIRCULATION BETWEEN FIELDS; CONSIDER WORKING WITH OWNER TO ENSURE NO DISTURBANCE OF FARM OPERATIONS
SCENIC RURAL STRETCH
TRAIL RUNS ALONG DECIDUOUS HEDGEROW WITH PICTURESQUE RURAL CHARACTER
SCALE: 1:300
GRANVILLE: SEGMENT 12
SLATE VALLEY TRAIL

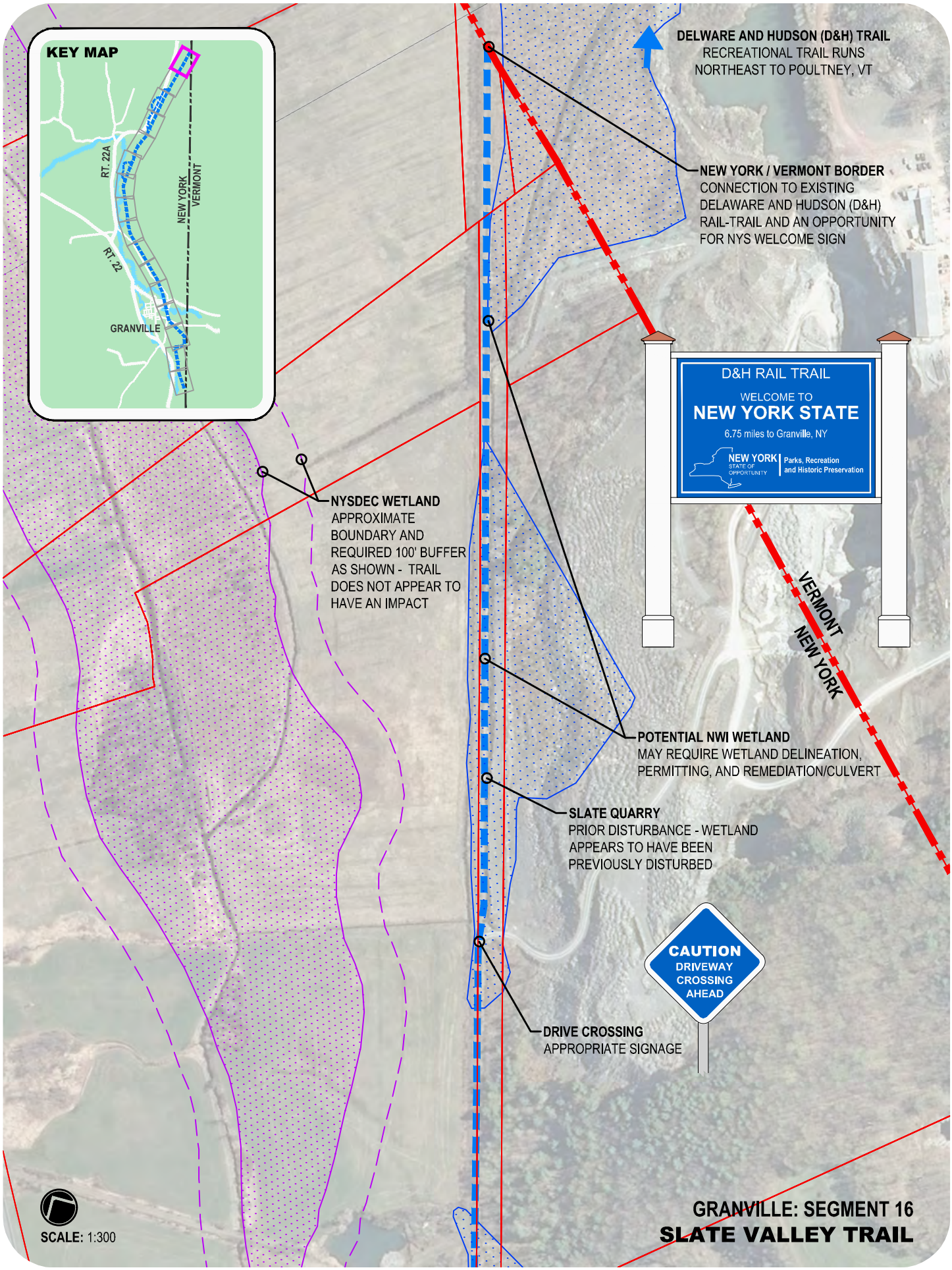

KEY MAP
RT. 22A
RT. 22
GRANVILLE
NEW YORK
VERMONT
ROUTE 22A
SHARED ROADWAY
SEE RENDERING G03; EXISTING DOT OWNERSHIP IS APPROXIMATELY 70' - SEE APPENDIX __ FOR ADDITIONAL NYSDOT ROW INFORMATION.
EXISTING RAIL BED
CONSIDER FENCING TO DEFINE OWNERSHIP OF LANDS
WINTER MAINTENANCE
FOLLOW-UP TRAIL MAINTENANCE REQUIRED DURING WINTER MONTHS AFTER SNOW PLOWING
BUTLER RD
CROSS RD
ROAD CROSSING
CROSSWALK AND SIGNAGE
SLATE VALLEY TRAIL
SHARED ROADWAY
ADDITION OF TRAIL/BIKE LANE WITHIN NYSDOT RIGHT OF WAY WITH APPROPRIATE STRIPING AND SIGNAGE
WAYFINDING
ADDITIONAL SIGNAGE TO KEEP USERS ON TRAIL / BIKE LANE
PREFERRED ROUTE
ADDRESS EXCAVATION & IMPACT BY LOCAL LANDOWNER; CONSIDER DESIGN FEATURES TO REDUCE SNOWMOBILE SPEEDS, MITIGATE NOISE, AND RESTRICT OFF-TRAIL USE FOR TRAFFIC HEADING NORTH; WORK WITH PROPERTY OWNERS TO ENSURE BEST RESULTS
SLOW TRAFFIC
RESIDENTIAL ZONE
ROUTE 22A
RACEVILLE RD
ALTERNATE ROUTE
WOULD REQUIRE CROSSWALK STRIPING AND SIGNAGE AT CROSS ROAD AS WELL AS FOLLOW-UP TRAIL MAINTENANCE DURING WINTER MONTHS AFTER SNOW PLOWING
BUTLER RD
POTENTIAL NWI WETLAND
MAY REQUIRE WETLAND DELINEATION, PERMITTING, AND REMEDIATION/CULVERT
SCALE: 1:300
GRANVILLE: SEGMENT 13
SLATE VALLEY TRAIL

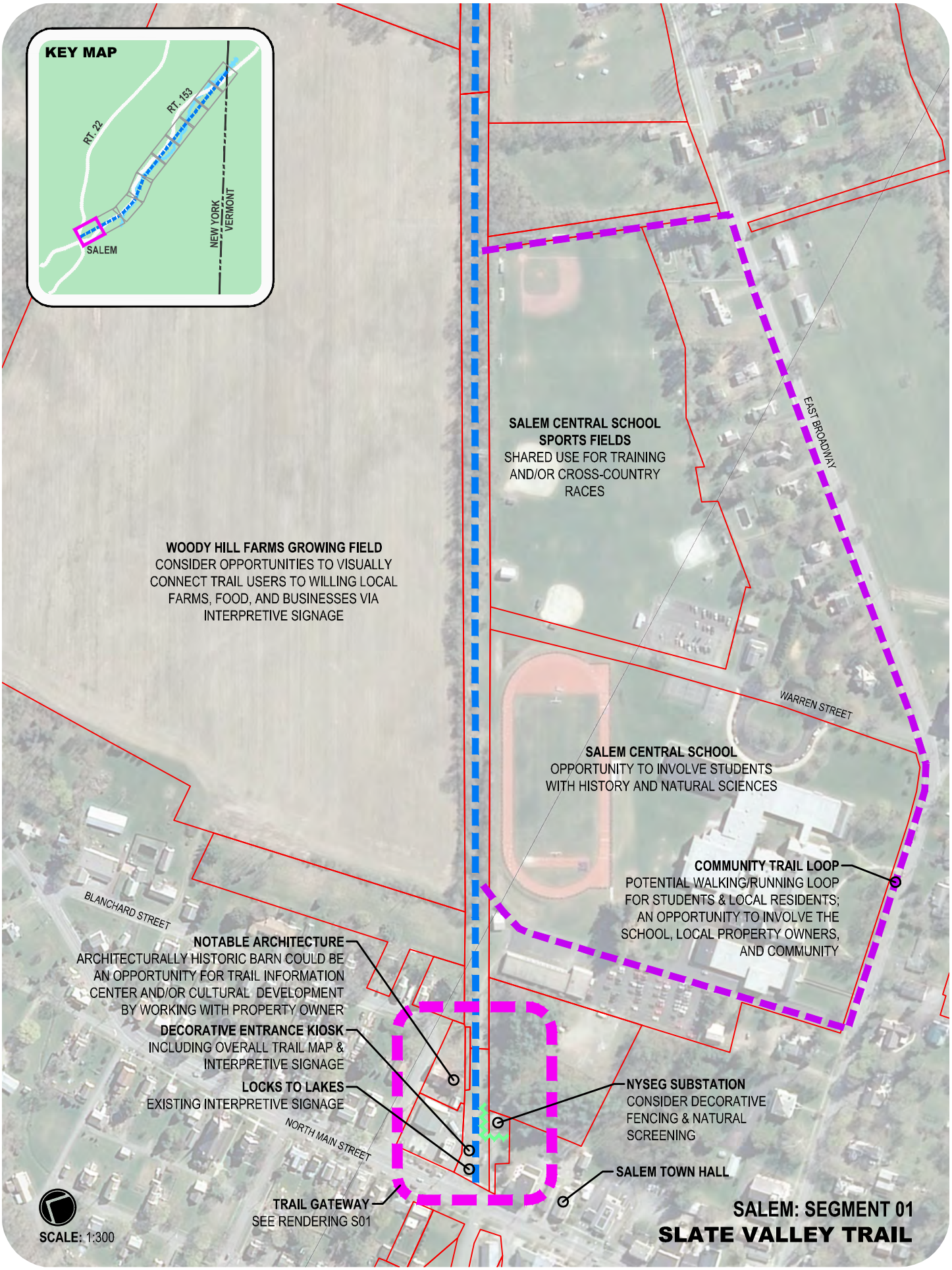


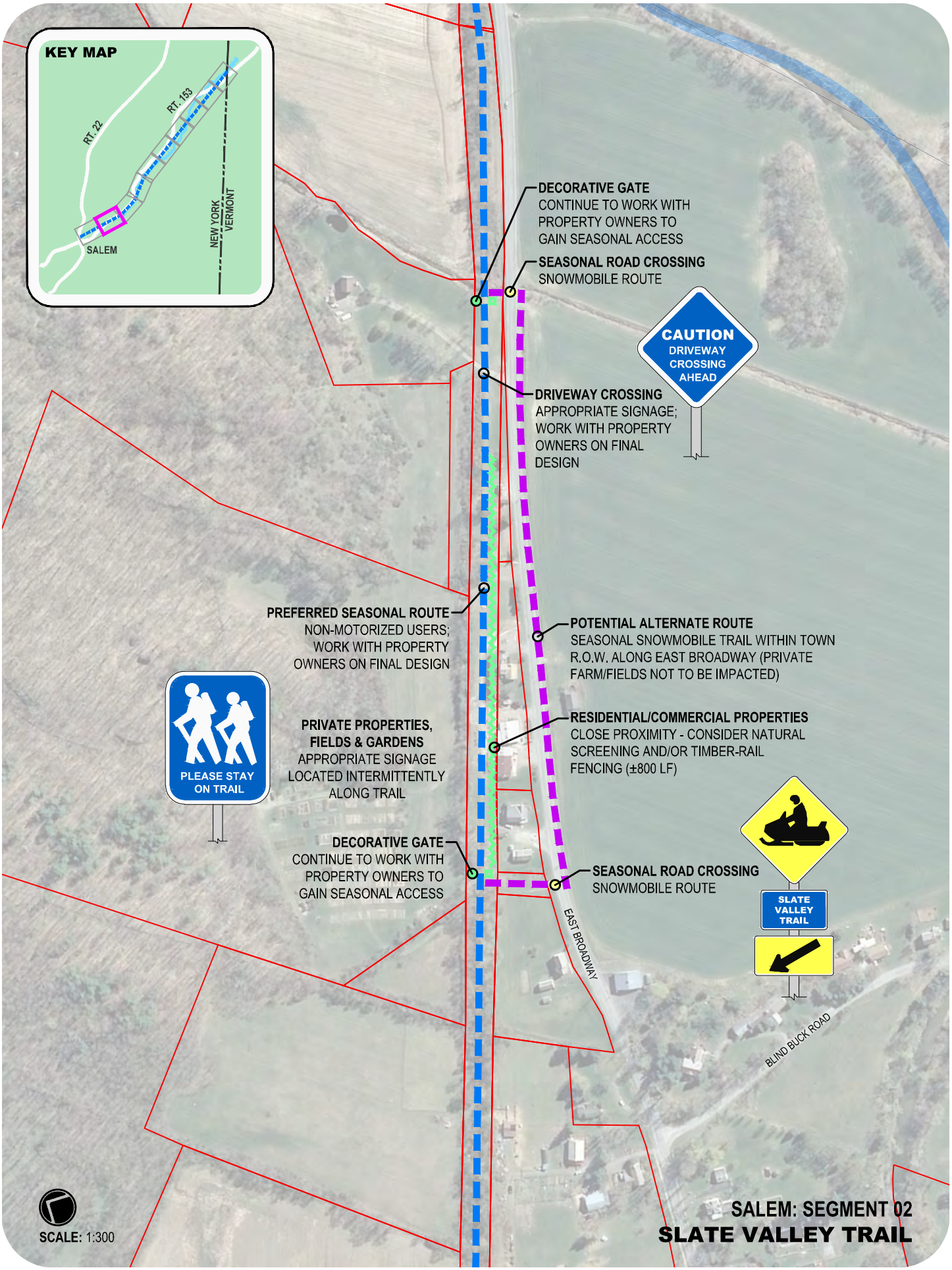
GRANVILLE: SEGMENT 14

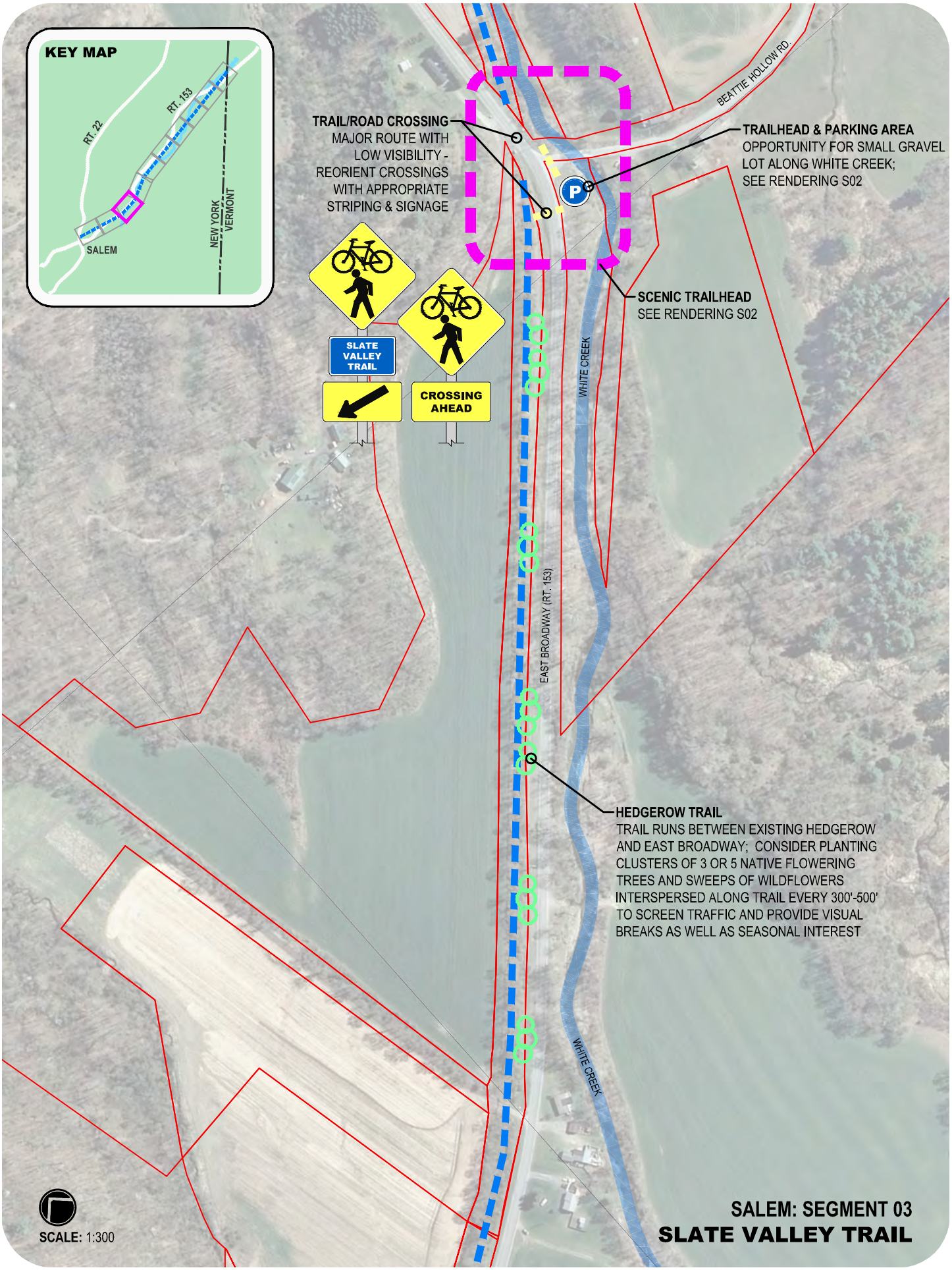
SLATE VALLEY TRAIL

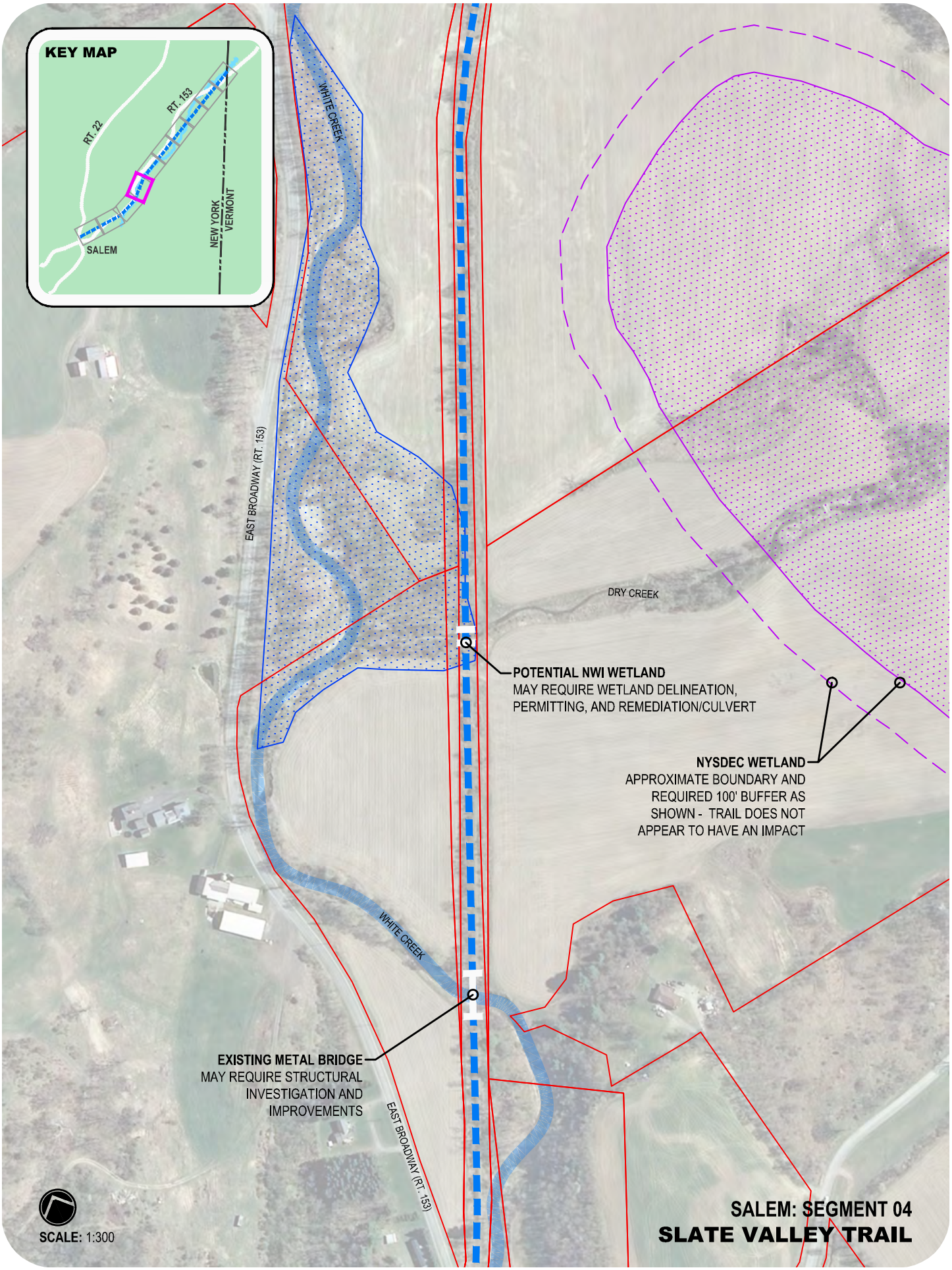

KEY MAP
RT. 22A
RT. 22
NEW YORK
VERMONT
GRANVILLE
POTENTIAL NWI WETLAND
MAY REQUIRE WETLAND DELINEATION, PERMITTING, AND REMEDIATION/CULVERT
CAUTION
DRIVEWAY CROSSING AHEAD
DRIVE CROSSING
APPROPRIATE SIGNAGE
ROUTE 22A
NWI WETLAND CROSSING
MAY REQUIRE WETLAND DELINEATION, PERMITTING, EARTHWORK, AND CULVERT
EXISTING SNOW MOBILE ACCESS
POTENTIAL TO RUN ALTERNATE ROUTE ALONG EXISTING SNOW MOBILE TRAIL; COORDINATE WITH OWNER
PLEASE STAY ON TRAIL
ROUTE 22A
WAYFINDING / PRIVATE PROPERTY
ADDITIONAL SIGNAGE TO KEEP USERS ON TRAIL / BIKE LANE
WAYFINDING
ADDITIONAL SIGNAGE TO KEEP USERS ON TRAIL / BIKE LANE
PRIVATE PROPERTY
RUN TRAIL NORTH OF PROPERTY BOUNDARY BACK TO ORIGINAL RAILWAY; CONTINUE TO COLLABORATE WITH PROPERTY OWNER ON DESIGN AND ACCESS
SCALE: 1:300
GRANVILLE: SEGMENT 15
SLATE VALLEY TRAIL

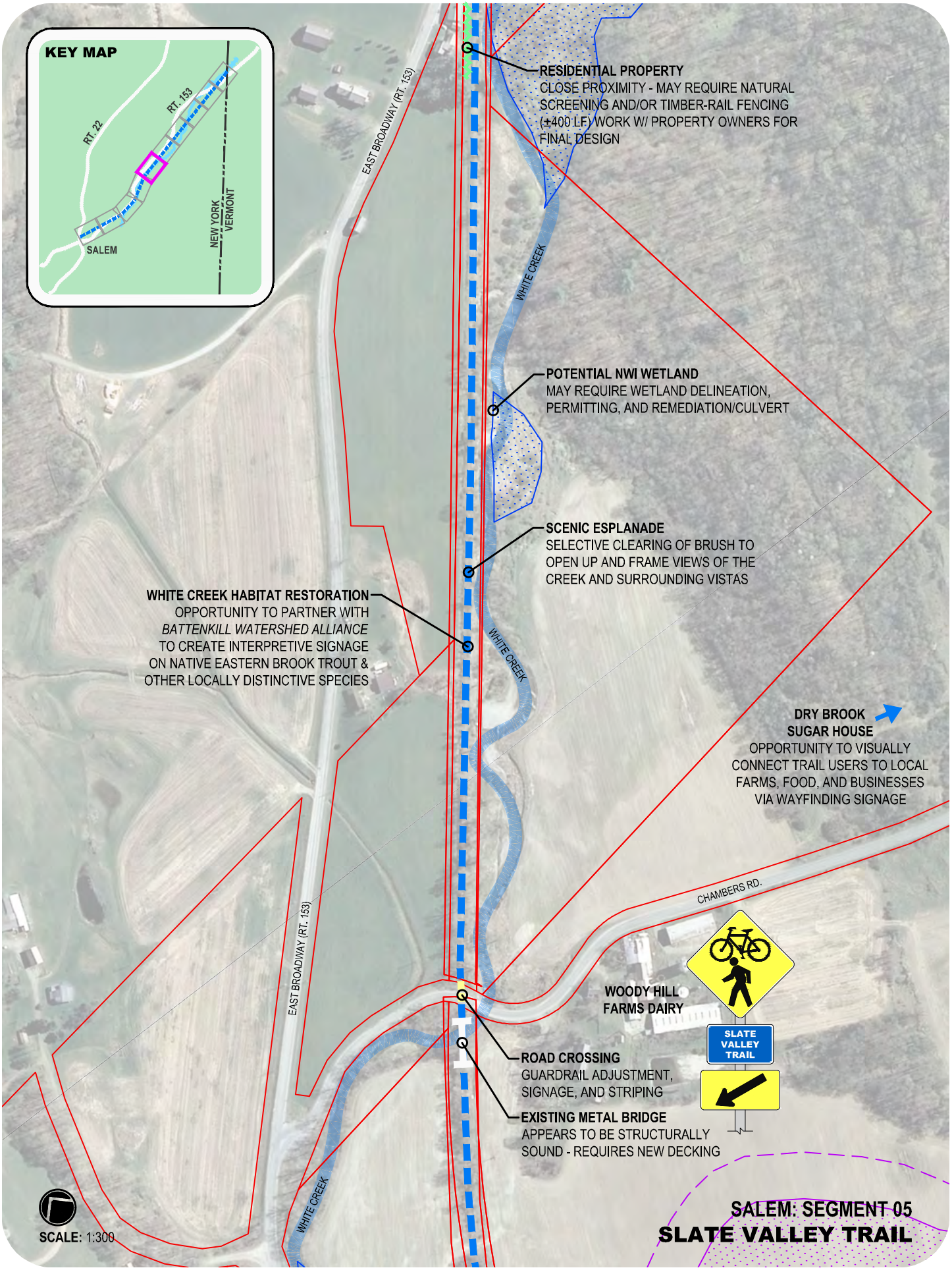

KEY MAP
RT. 22A
RT. 22
NEW YORK
VERMONT
GRANVILLE
DELWARE AND HUDSON (D&H) TRAIL
RECREATIONAL TRAIL RUNS
NORTHEAST TO POULTNEY, VT
NEW YORK / VERMONT BORDER
CONNECTION TO EXISTING
DELAWARE AND HUDSON (D&H)
RAIL-TRAIL AND AN OPPORTUNITY
FOR NYS WELCOME SIGN
D&H RAIL TRAIL
WELCOME TO
NEW YORK STATE
6.75 miles to Granville, NY
NEW YORK
STATE OF OPPORTUNITY
Parks, Recreation and Historic Preservation
NYSDEC WETLAND
APPROXIMATE
BOUNDARY AND
REQUIRED 100' BUFFER
AS SHOWN - TRAIL
DOES NOT APPEAR TO
HAVE AN IMPACT
VERMONT
NEW YORK
POTENTIAL NWI WETLAND
MAY REQUIRE WETLAND DELINEATION,
PERMITTING, AND REMEDIATION/CULVERT
SLATE QUARRY
PRIOR DISTURBANCE - WETLAND
APPEARS TO HAVE BEEN
PREVIOUSLY DISTURBED
CAUTION
DRIVEWAY
CROSSING
AHEAD
DRIVE CROSSING
APPROPRIATE SIGNAGE
SCALE: 1:300
GRANVILLE: SEGMENT 16
SLATE VALLEY TRAIL

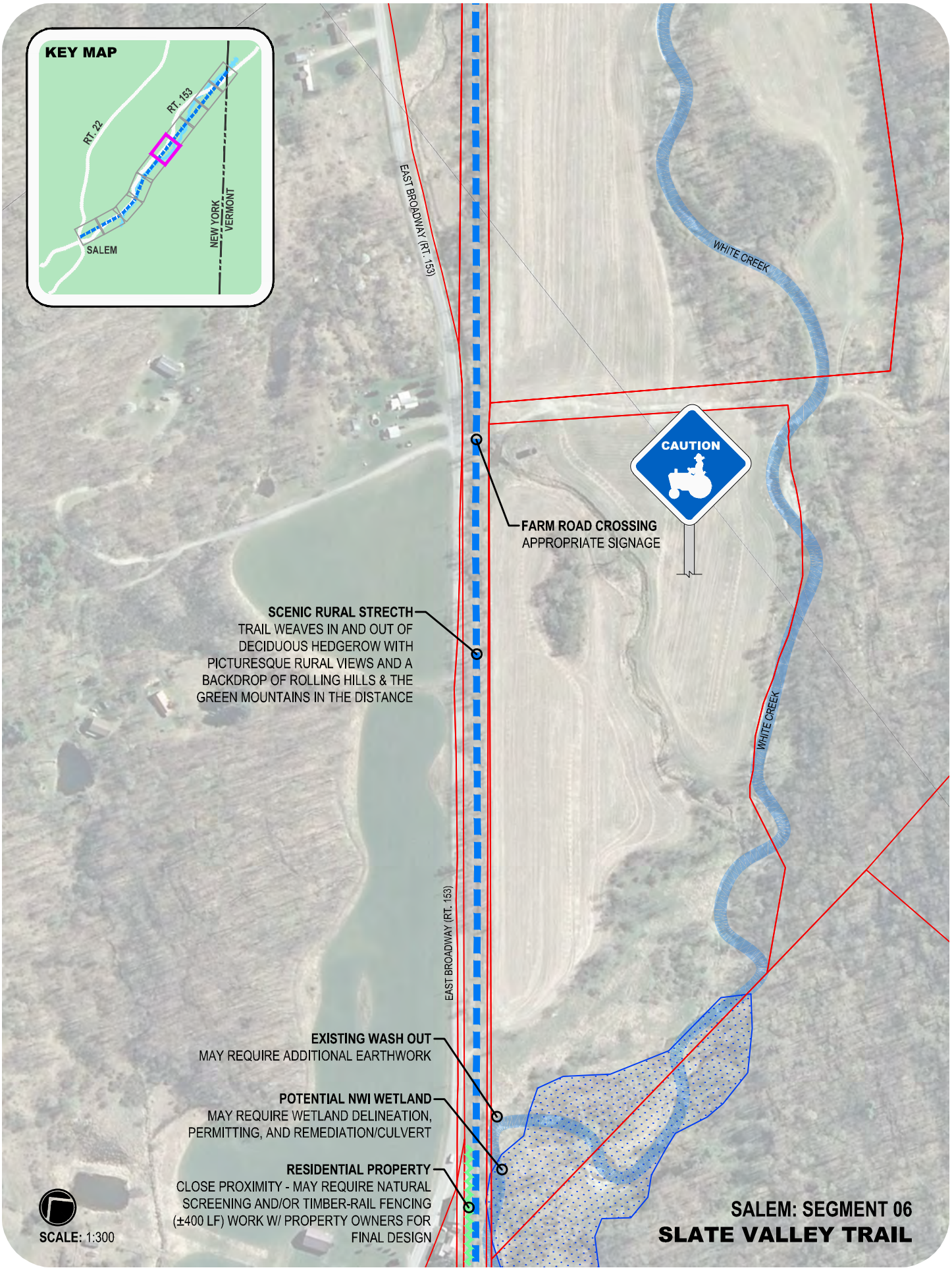

KEY MAP
RT. 22
RT. 153
SALEM
NEW YORK
VERMONT
SALEM CENTRAL SCHOOL SPORTS FIELDS
SHARED USE FOR TRAINING AND/OR CROSS-COUNTRY RACES
EAST BROADWAY
WOODY HILL FARMS GROWING FIELD
CONSIDER OPPORTUNITIES TO VISUALLY CONNECT TRAIL USERS TO WILLING LOCAL FARMS, FOOD, AND BUSINESSES VIA INTERPRETIVE SIGNAGE
WARREN STREET
SALEM CENTRAL SCHOOL
OPPORTUNITY TO INVOLVE STUDENTS WITH HISTORY AND NATURAL SCIENCES
COMMUNITY TRAIL LOOP
POTENTIAL WALKING/RUNNING LOOP FOR STUDENTS & LOCAL RESIDENTS; AN OPPORTUNITY TO INVOLVE THE SCHOOL, LOCAL PROPERTY OWNERS, AND COMMUNITY
BLANCHARD STREET
NOTABLE ARCHITECTURE
ARCHITECTURALLY HISTORIC BARN COULD BE AN OPPORTUNITY FOR TRAIL INFORMATION CENTER AND/OR CULTURAL DEVELOPMENT BY WORKING WITH PROPERTY OWNER
DECORATIVE ENTRANCE KIOSK
INCLUDING OVERALL TRAIL MAP & INTERPRETIVE SIGNAGE
LOCKS TO LAKES
EXISTING INTERPRETIVE SIGNAGE
NORTH MAIN STREET
NYSEG SUBSTATION
CONSIDER DECORATIVE FENCING & NATURAL SCREENING
SALEM TOWN HALL
TRAIL GATEWAY
SEE RENDERING S01
SCALE: 1:300
SALEM: SEGMENT 01
SLATE VALLEY TRAIL

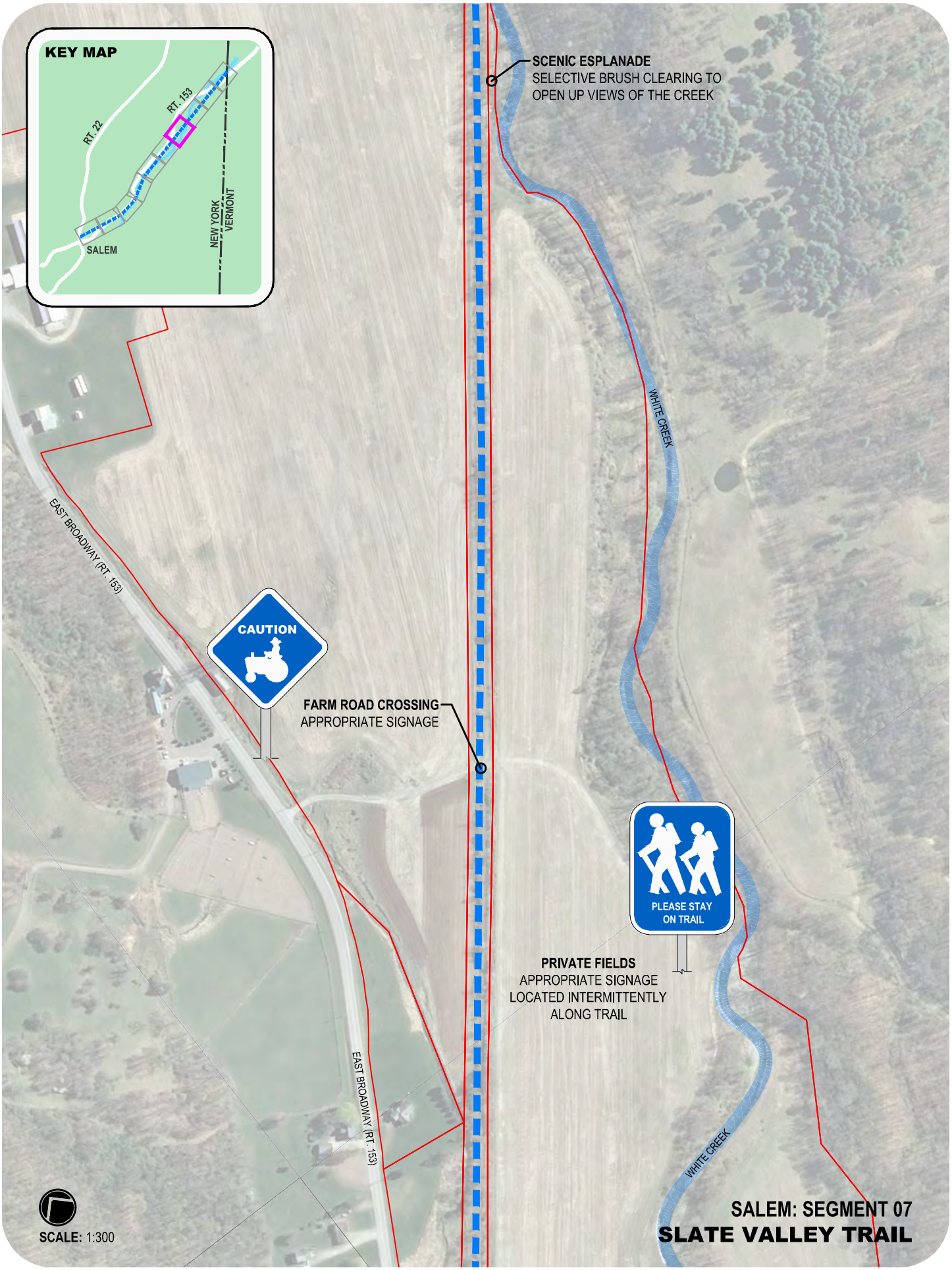

KEY MAP
RT. 153
RT. 22
SALEM
NEW YORK
VERMONT
DECORATIVE GATE
CONTINUE TO WORK WITH PROPERTY OWNERS TO GAIN SEASONAL ACCESS
SEASONAL ROAD CROSSING
SNOWMOBILE ROUTE
CAUTION
DRIVEWAY CROSSING AHEAD
DRIVEWAY CROSSING
APPROPRIATE SIGNAGE; WORK WITH PROPERTY OWNERS ON FINAL DESIGN
PREFERRED SEASONAL ROUTE
NON-MOTORIZED USERS; WORK WITH PROPERTY OWNERS ON FINAL DESIGN
POTENTIAL ALTERNATE ROUTE
SEASONAL SNOWMOBILE TRAIL WITHIN TOWN R.O.W. ALONG EAST BROADWAY (PRIVATE FARM/FIELDS NOT TO BE IMPACTED)
PLEASE STAY ON TRAIL
PRIVATE PROPERTIES, FIELDS & GARDENS
APPROPRIATE SIGNAGE LOCATED INTERMITTENTLY ALONG TRAIL
RESIDENTIAL/COMMERCIAL PROPERTIES
CLOSE PROXIMITY - CONSIDER NATURAL SCREENING AND/OR TIMBER-RAIL FENCING (±800 LF)
DECORATIVE GATE
CONTINUE TO WORK WITH PROPERTY OWNERS TO GAIN SEASONAL ACCESS
SEASONAL ROAD CROSSING
SNOWMOBILE ROUTE
SLATE VALLEY TRAIL
EAST BROADWAY
BLIND BUCK ROAD
SCALE: 1:300
SALEM: SEGMENT 02
SLATE VALLEY TRAIL

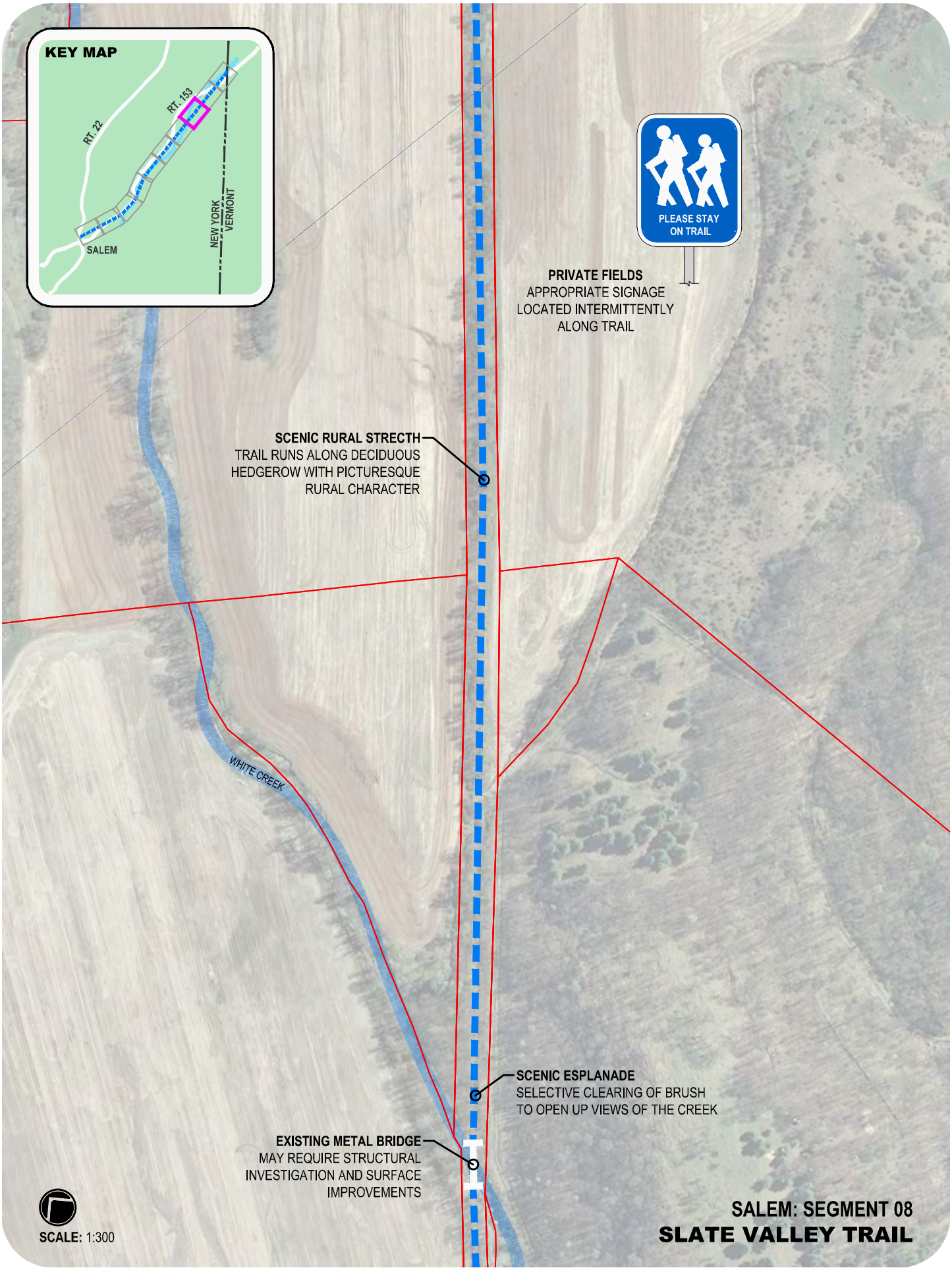

KEY MAP
RT. 22
RT. 153
SALEM
NEW YORK
VERMONT
TRAIL/ROAD CROSSING
MAJOR ROUTE WITH LOW VISIBILITY - REORIENT CROSSINGS WITH APPROPRIATE STRIPING & SIGNAGE
TRAILHEAD & PARKING AREA
OPPORTUNITY FOR SMALL GRAVEL LOT ALONG WHITE CREEK; SEE RENDERING S02
BEATTIE HOLLOW RD.
SCENIC TRAILHEAD
SEE RENDERING S02
SLATE VALLEY TRAIL
CROSSING AHEAD
WHITE CREEK
EAST BROADWAY (RT. 153)
HEDGEROW TRAIL
TRAIL RUNS BETWEEN EXISTING HEDGEROW AND EAST BROADWAY; CONSIDER PLANTING CLUSTERS OF 3 OR 5 NATIVE FLOWERING TREES AND SWEEPS OF WILDFLOWERS INTERSPERSED ALONG TRAIL EVERY 300'-500' TO SCREEN TRAFFIC AND PROVIDE VISUAL BREAKS AS WELL AS SEASONAL INTEREST
WHITE CREEK
SCALE: 1:300
SALEM: SEGMENT 03
SLATE VALLEY TRAIL

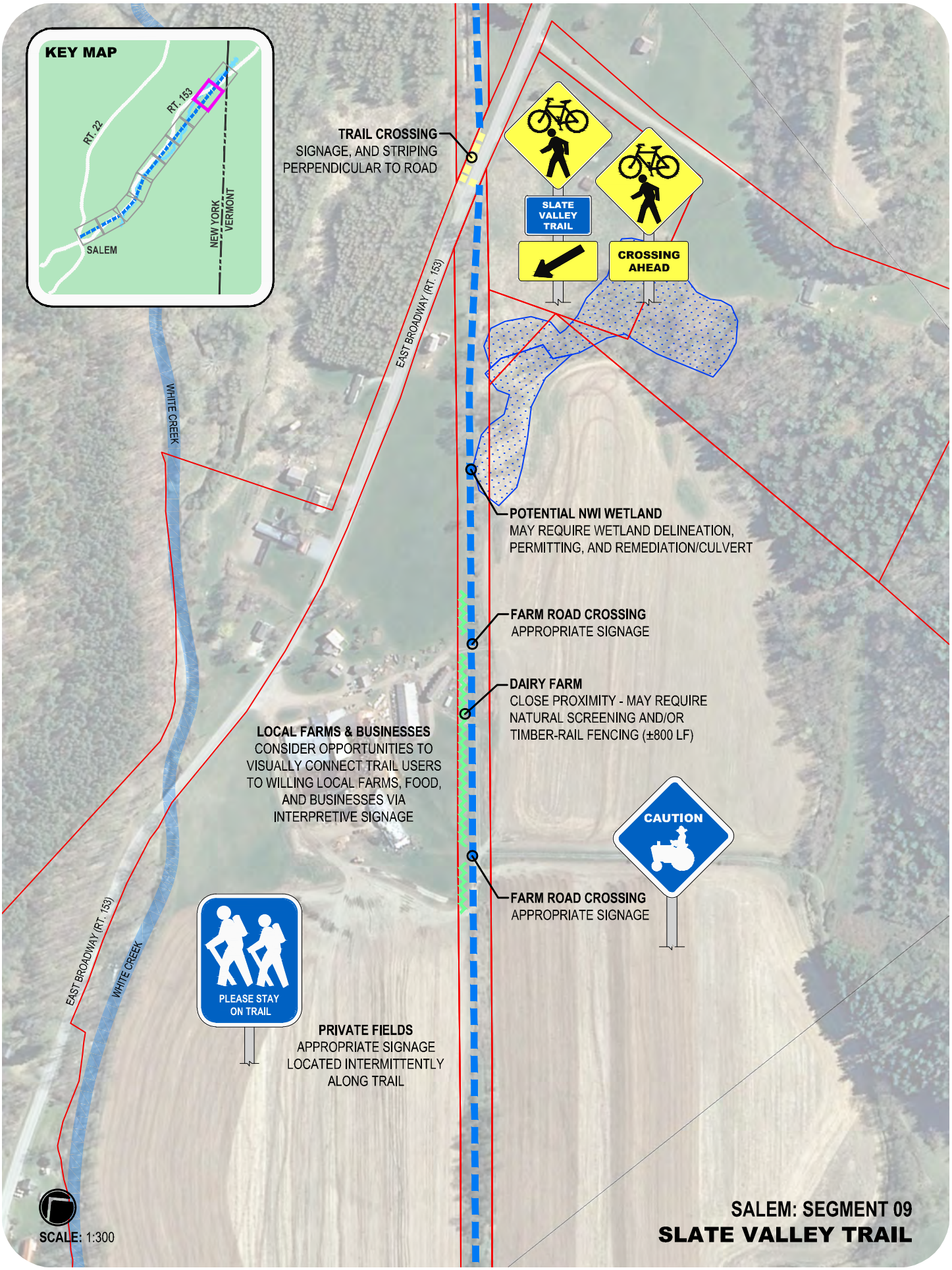

KEY MAP
RT. 22
RT. 153
SALEM
NEW YORK
VERMONT
WHITE CREEK
EAST BROADWAY (RT. 153)
DRY CREEK
POTENTIAL NWI WETLAND
MAY REQUIRE WETLAND DELINEATION, PERMITTING, AND REMEDIATION/CULVERT
NYSDEC WETLAND
APPROXIMATE BOUNDARY AND REQUIRED 100' BUFFER AS SHOWN - TRAIL DOES NOT APPEAR TO HAVE AN IMPACT
WHITE CREEK
EXISTING METAL BRIDGE
MAY REQUIRE STRUCTURAL INVESTIGATION AND IMPROVEMENTS
EAST BROADWAY (RT. 153)
SCALE: 1:300
SALEM: SEGMENT 04
SLATE VALLEY TRAIL

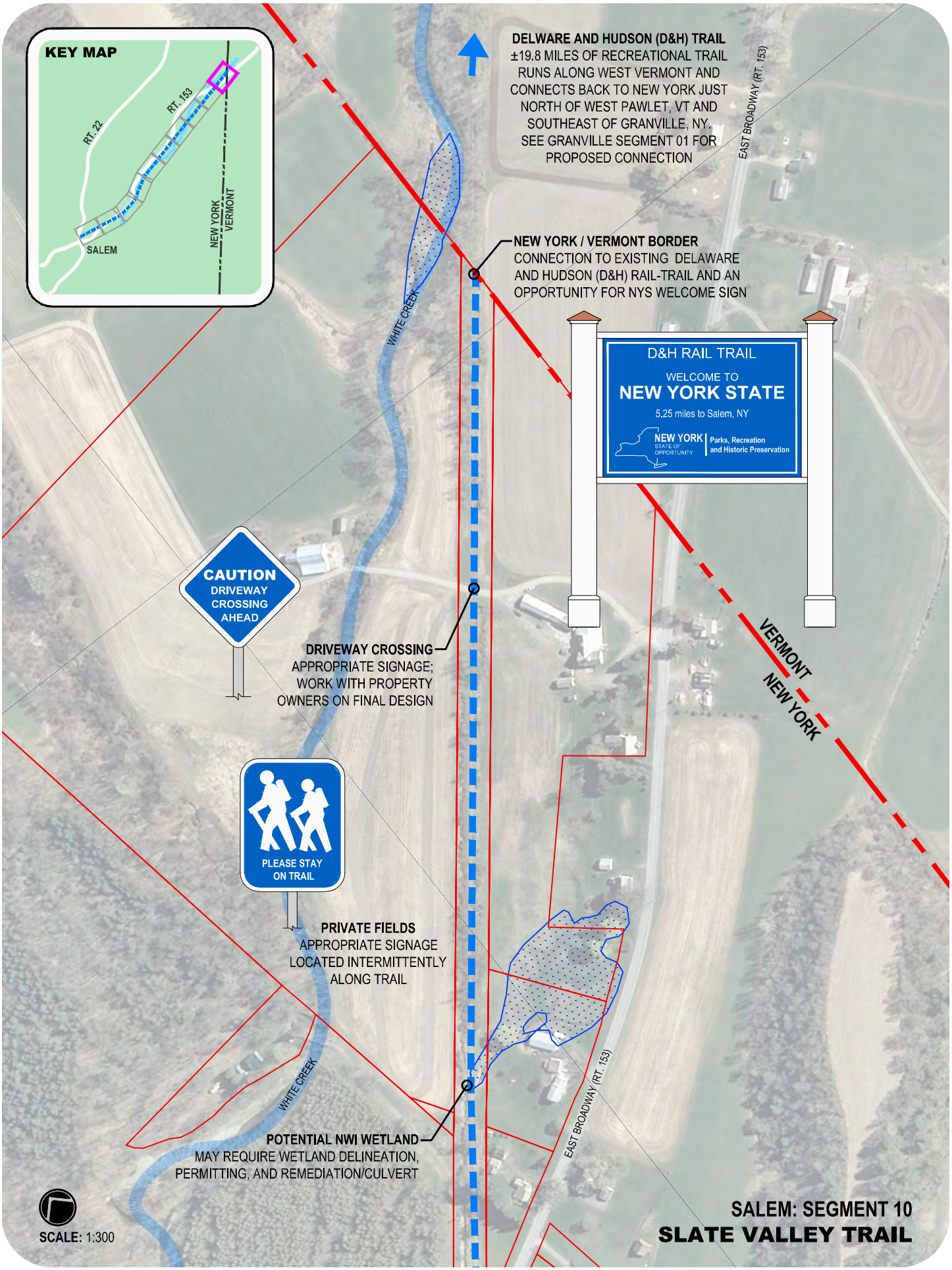

KEY MAP
RT. 22
RT. 153
SALEM
NEW YORK
VERMONT
EAST BROADWAY (RT. 153)
RESIDENTIAL PROPERTY
CLOSE PROXIMITY - MAY REQUIRE NATURAL SCREENING AND/OR TIMBER-RAIL FENCING (±400 LF) WORK W/ PROPERTY OWNERS FOR FINAL DESIGN
WHITE CREEK
POTENTIAL NWI WETLAND
MAY REQUIRE WETLAND DELINEATION, PERMITTING, AND REMEDIATION/CULVERT
SCENIC ESPLANADE
SELECTIVE CLEARING OF BRUSH TO OPEN UP AND FRAME VIEWS OF THE CREEK AND SURROUNDING VISTAS
WHITE CREEK HABITAT RESTORATION
OPPORTUNITY TO PARTNER WITH *BATTENKILL WATERSHED ALLIANCE* TO CREATE INTERPRETIVE SIGNAGE ON NATIVE EASTERN BROOK TROUT & OTHER LOCALLY DISTINCTIVE SPECIES
WHITE CREEK
DRY BROOK SUGAR HOUSE
OPPORTUNITY TO VISUALLY CONNECT TRAIL USERS TO LOCAL FARMS, FOOD, AND BUSINESSES VIA WAYFINDING SIGNAGE
CHAMBERS RD.
EAST BROADWAY (RT. 153)
WOODY HILL FARMS DAIRY
SLATE VALLEY TRAIL
ROAD CROSSING
GUARDRAIL ADJUSTMENT, SIGNAGE, AND STRIPING
EXISTING METAL BRIDGE
APPEARS TO BE STRUCTURALLY SOUND - REQUIRES NEW DECKING
WHITE CREEK
SCALE: 1:300
SALEM: SEGMENT 05
SLATE VALLEY TRAIL


KEY MAP
RT. 22
RT. 153
SALEM
NEW YORK
VERMONT
EAST BROADWAY (RT. 153)
WHITE CREEK
CAUTION
FARM ROAD CROSSING
APPROPRIATE SIGNAGE
SCENIC RURAL STRECTH
TRAIL WEAVES IN AND OUT OF DECIDUOUS HEDGEROW WITH PICTURESQUE RURAL VIEWS AND A BACKDROP OF ROLLING HILLS & THE GREEN MOUNTAINS IN THE DISTANCE
WHITE CREEK
EAST BROADWAY (RT. 153)
EXISTING WASH OUT
MAY REQUIRE ADDITIONAL EARTHWORK
POTENTIAL NWI WETLAND
MAY REQUIRE WETLAND DELINEATION, PERMITTING, AND REMEDIATION/CULVERT
RESIDENTIAL PROPERTY
CLOSE PROXIMITY - MAY REQUIRE NATURAL SCREENING AND/OR TIMBER-RAIL FENCING (±400 LF) WORK W/ PROPERTY OWNERS FOR FINAL DESIGN
SCALE: 1:300
SALEM: SEGMENT 06
SLATE VALLEY TRAIL


KEY MAP
RT. 153
RT. 22
SALEM
NEW YORK
VERMONT
SCENIC ESPLANADE
SELECTIVE BRUSH CLEARING TO
OPEN UP VIEWS OF THE CREEK
WHITE CREEK
EAST BROADWAY (RT. 153)
CAUTION
FARM ROAD CROSSING
APPROPRIATE SIGNAGE
PLEASE STAY
ON TRAIL
PRIVATE FIELDS
APPROPRIATE SIGNAGE
LOCATED INTERMITTENTLY
ALONG TRAIL
EAST BROADWAY (RT. 153)
WHITE CREEK
SCALE: 1:300
SALEM: SEGMENT 07
SLATE VALLEY TRAIL


KEY MAP
RT. 153
RT. 22
SALEM
NEW YORK
VERMONT
PLEASE STAY ON TRAIL
PRIVATE FIELDS
APPROPRIATE SIGNAGE LOCATED INTERMITTENTLY ALONG TRAIL
SCENIC RURAL STRECTH
TRAIL RUNS ALONG DECIDUOUS HEDGEROW WITH PICTURESQUE RURAL CHARACTER
WHITE CREEK
SCENIC ESPLANADE
SELECTIVE CLEARING OF BRUSH TO OPEN UP VIEWS OF THE CREEK
EXISTING METAL BRIDGE
MAY REQUIRE STRUCTURAL INVESTIGATION AND SURFACE IMPROVEMENTS
SCALE: 1:300
SALEM: SEGMENT 08
SLATE VALLEY TRAIL


KEY MAP
RT. 153
RT. 22
SALEM
NEW YORK
VERMONT
TRAIL CROSSING
SIGNAGE, AND STRIPING
PERPENDICULAR TO ROAD
SLATE VALLEY TRAIL
CROSSING AHEAD
EAST BROADWAY (RT. 153)
WHITE CREEK
POTENTIAL NWI WETLAND
MAY REQUIRE WETLAND DELINEATION,
PERMITTING, AND REMEDIATION/CULVERT
FARM ROAD CROSSING
APPROPRIATE SIGNAGE
DAIRY FARM
CLOSE PROXIMITY - MAY REQUIRE
NATURAL SCREENING AND/OR
TIMBER-RAIL FENCING (±800 LF)
LOCAL FARMS & BUSINESSES
CONSIDER OPPORTUNITIES TO
VISUALLY CONNECT TRAIL USERS
TO WILLING LOCAL FARMS, FOOD,
AND BUSINESSES VIA
INTERPRETIVE SIGNAGE
CAUTION
FARM ROAD CROSSING
APPROPRIATE SIGNAGE
PLEASE STAY ON TRAIL
PRIVATE FIELDS
APPROPRIATE SIGNAGE
LOCATED INTERMITTENTLY
ALONG TRAIL
SCALE: 1:300
SALEM: SEGMENT 09
SLATE VALLEY TRAIL


KEY MAP
RT. 22
RT. 153
SALEM
NEW YORK
VERMONT
DELWARE AND HUDSON (D&H) TRAIL
±19.8 MILES OF RECREATIONAL TRAIL RUNS ALONG WEST VERMONT AND CONNECTS BACK TO NEW YORK JUST NORTH OF WEST PAWLET, VT AND SOUTHEAST OF GRANVILLE, NY. SEE GRANVILLE SEGMENT 01 FOR PROPOSED CONNECTION
EAST BROADWAY (RT. 153)
NEW YORK / VERMONT BORDER
CONNECTION TO EXISTING DELAWARE AND HUDSON (D&H) RAIL-TRAIL AND AN OPPORTUNITY FOR NYS WELCOME SIGN
WHITE CREEK
D&H RAIL TRAIL
WELCOME TO
NEW YORK STATE
5.25 miles to Salem, NY
NEW YORK STATE OF OPPORTUNITY
Parks, Recreation and Historic Preservation
CAUTION
DRIVEWAY CROSSING AHEAD
DRIVEWAY CROSSING
APPROPRIATE SIGNAGE; WORK WITH PROPERTY OWNERS ON FINAL DESIGN
VERMONT
NEW YORK
PLEASE STAY ON TRAIL
PRIVATE FIELDS
APPROPRIATE SIGNAGE LOCATED INTERMITTENTLY ALONG TRAIL
WHITE CREEK
EAST BROADWAY (RT. 153)
POTENTIAL NWI WETLAND
MAY REQUIRE WETLAND DELINEATION, PERMITTING, AND REMEDIATION/CULVERT
SCALE: 1:300
SALEM: SEGMENT 10
SLATE VALLEY TRAIL

APPENDIX C

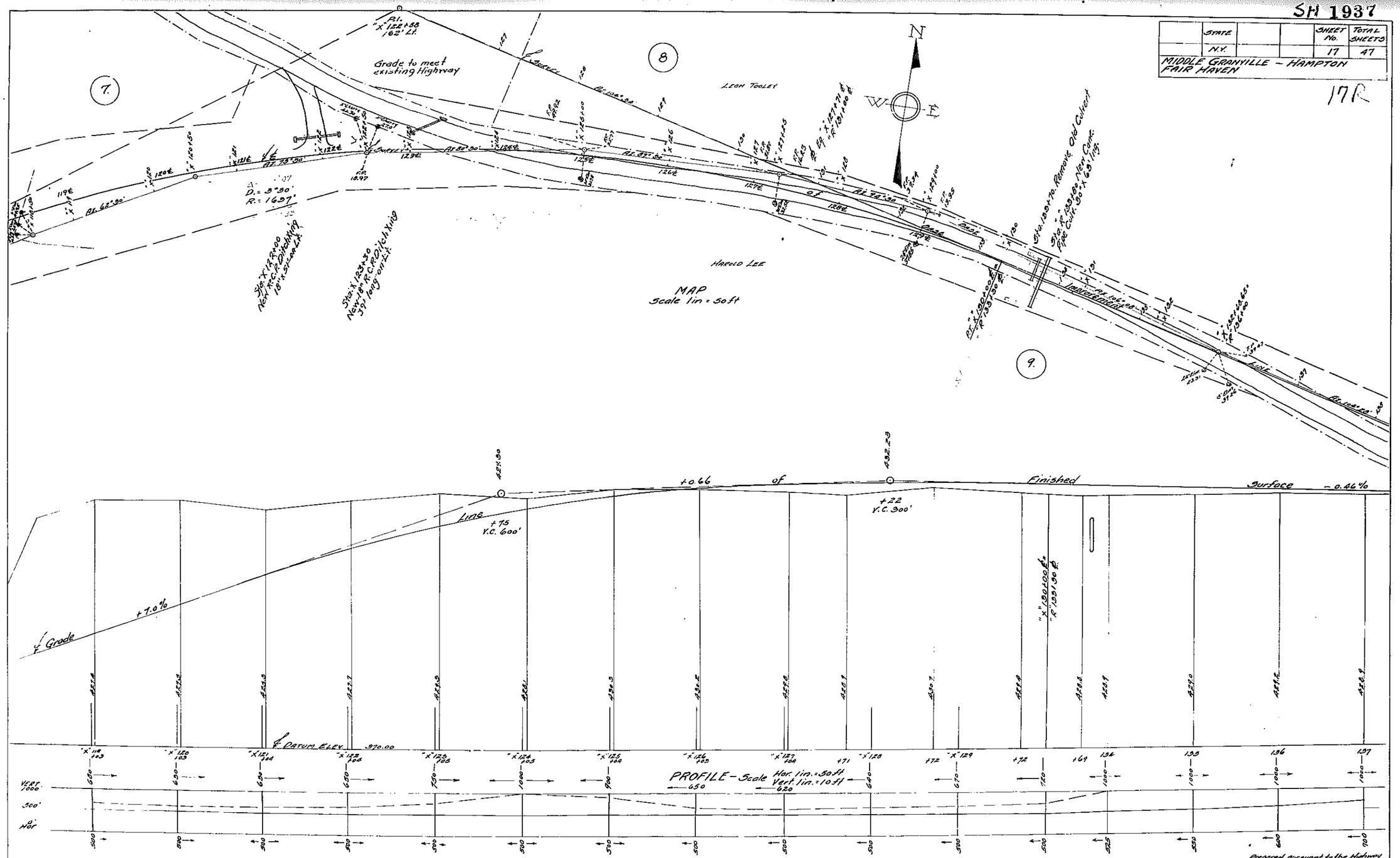
NYSDOT ROUTE 22A RECORD MAPPING

SH 1937

	STATE			SHEET No.	TOTAL SHEETS
	N.Y.			17	47

MIDDLE GRANVILLE – HAMPTON
FAIR HAVEN

17R



	MADE BY	TRACED BY	CHECKED BY
PLAN	Hunsiger	Alexander	Tebo & Cox
PROFILE	Phelps	Howard Green	T. Bailey

MINIMUM SIGHT DISTANCE GRAPH
See Explaining Note on Sheet No.

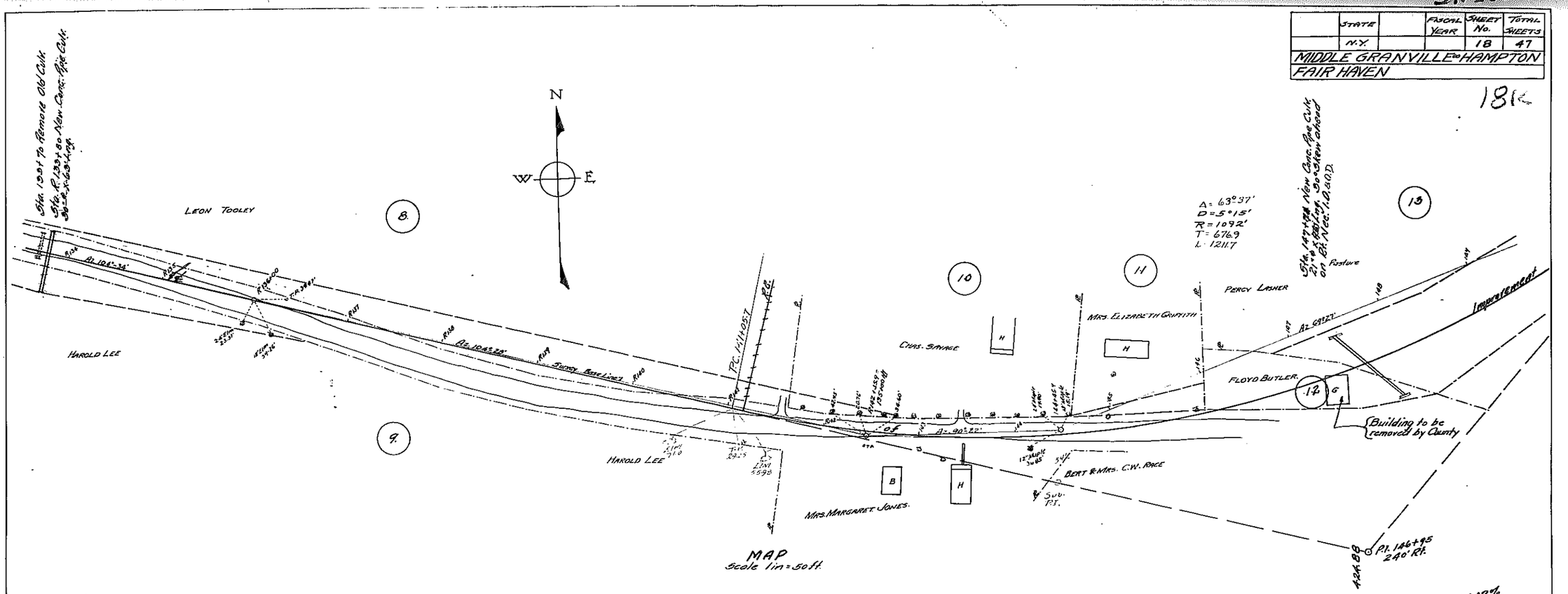
Prepared pursuant to the Highway Law and recommended by
Engineer District No. 1
April 22 1932.

SH 1937

STATE		FISCAL YEAR	SHEET No.	TOTAL SHEETS
N.Y.			18	47

MIDDLE GRANVILLE to HAMPTON
FAIR HAVEN

18R



MAP
Scale 1 in = 50 ft.

PROFILE
Scale Hor. 1 in = 50 ft.
Vert. 1 in = 10 ft.

	Made by	Traced by	Checked by
PLAN	Hourigan	Alexander	Tobin & Cox
PROFILE	Phelps	H. GREEN	Mandelovitz

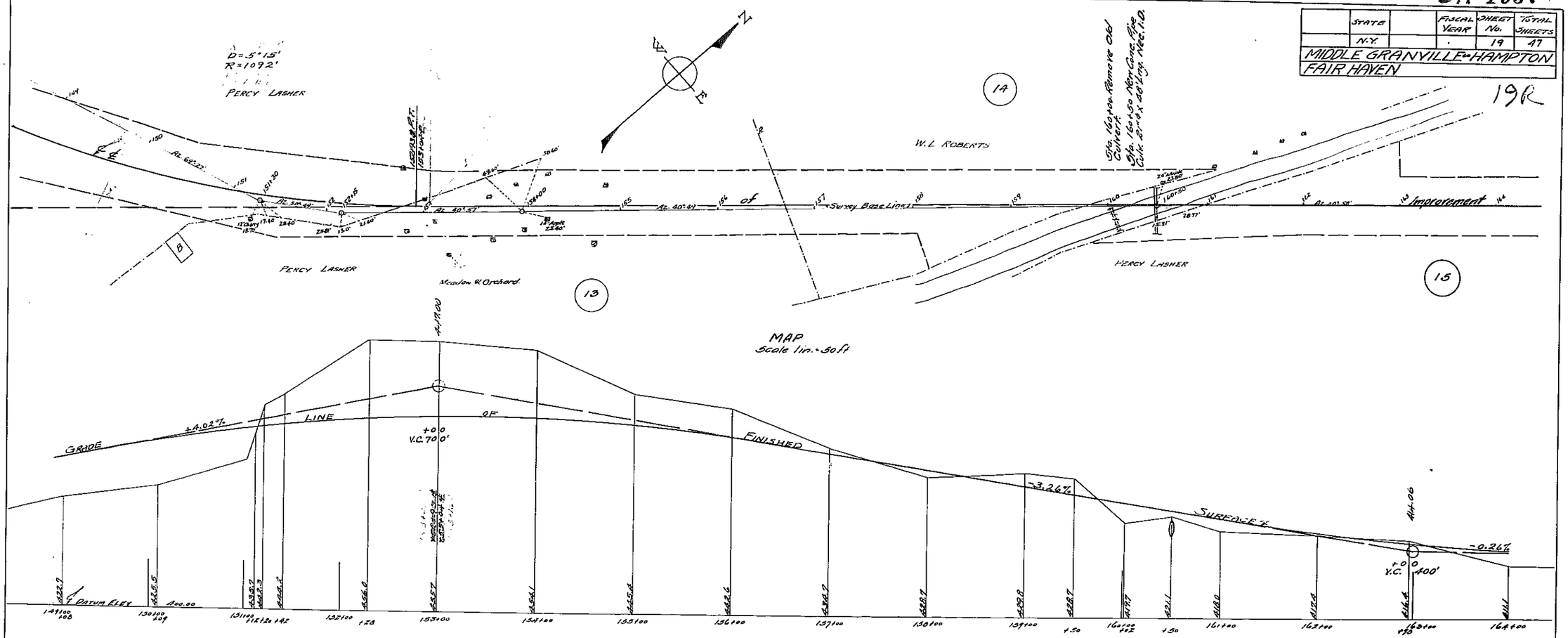
Plan and Profile prepared by
Guy Fletcher
Engineer District No.
April 27, 1938

SH 1937

	STATE		FISCAL YEAR	SHEET No.	TOTAL SHEETS
	N.Y.		.	19	47

MIDDLE GRANVILLE-HAMPTON
FAIR HAVEN

19R



	Made by	Traced by	Checked by
PLAN	Hourigan	Alexander	Tabor & Cox
PROFILE	Phelps	H. GREEN	Mendelovitz

Amy Fielding
Director of Highway Design

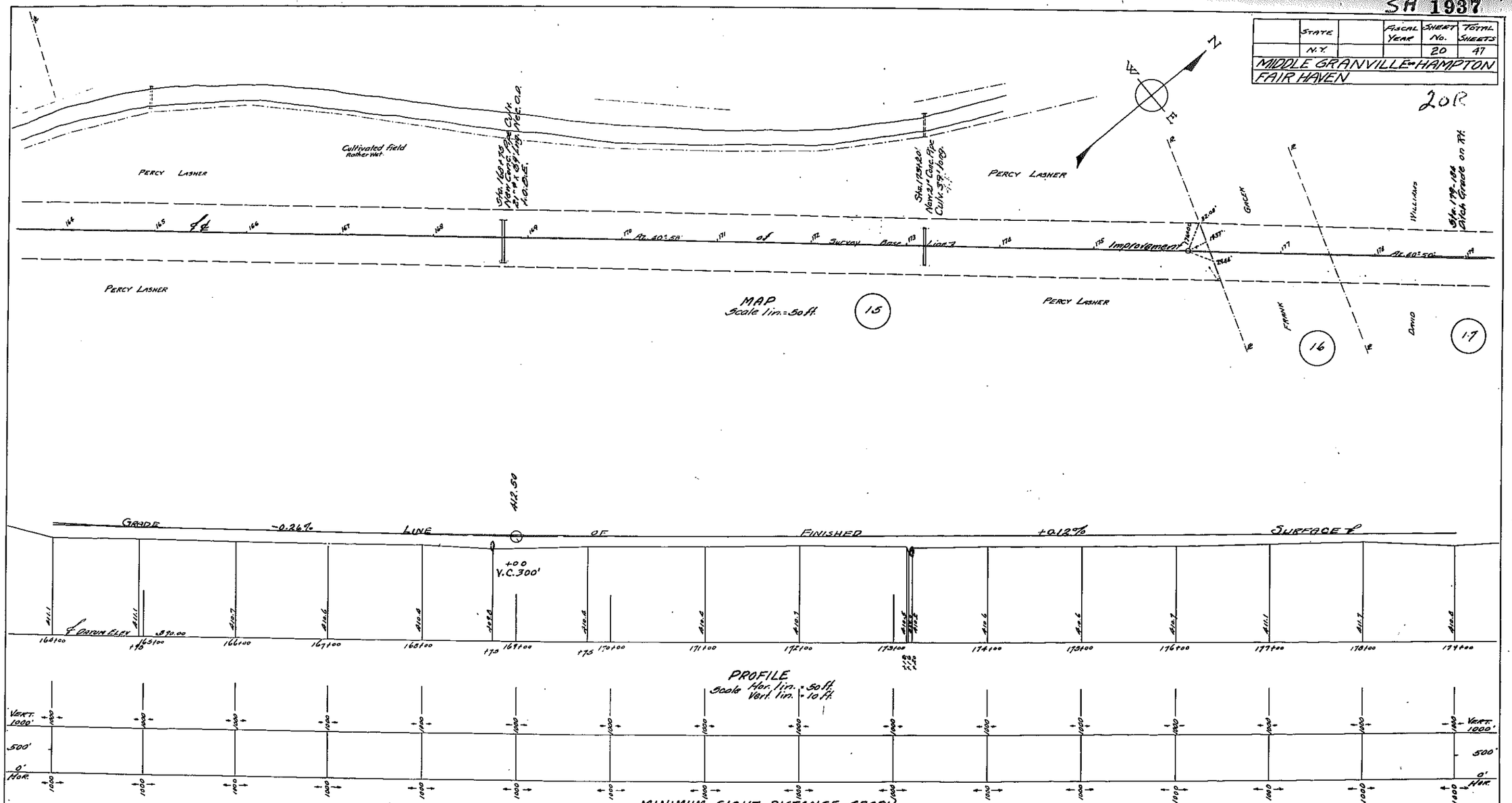
April 22, 1932

SH 1937

	STATE		FISCAL YEAR	SHEET No.	TOTAL SHEETS
	N.Y.			20	47

MIDDLE GRANVILLE-HAMPTON
FAIR HAVEN

20R



	Made by	Traced by	Checked by
PLAN	Hourigan	Alexander	Mendelovitz
PROFILE	Phelps	H. GREEN	Mendelovitz

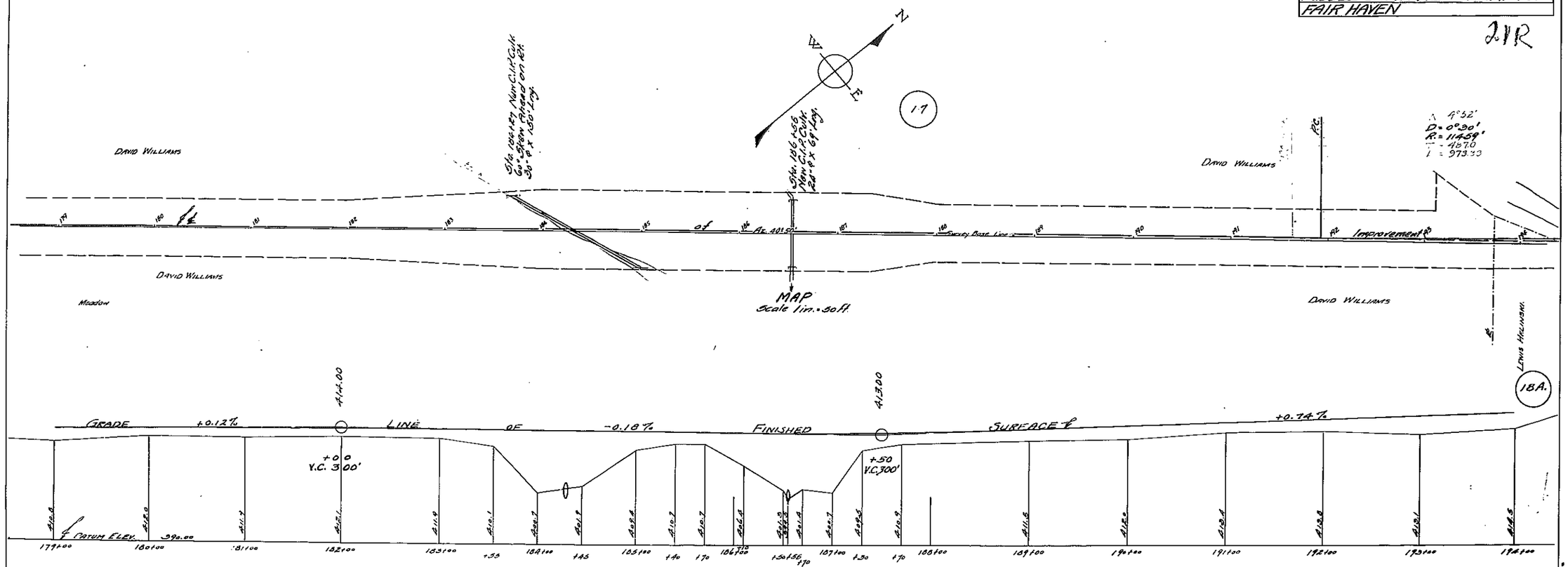
Approved recommended by
Engineer District No. 7
April 22, 1952

SH 1937

	STATE		FISCAL YEAR	SHEET No.	TOTAL SHEETS
	N.Y.			21	47

MIDDLE GRANVILLE to HAMPTON
FAIR HAVEN

21R



Submitted pursuant to the Highway Law and recommended by

Engineer District No. 1

April 22 1932

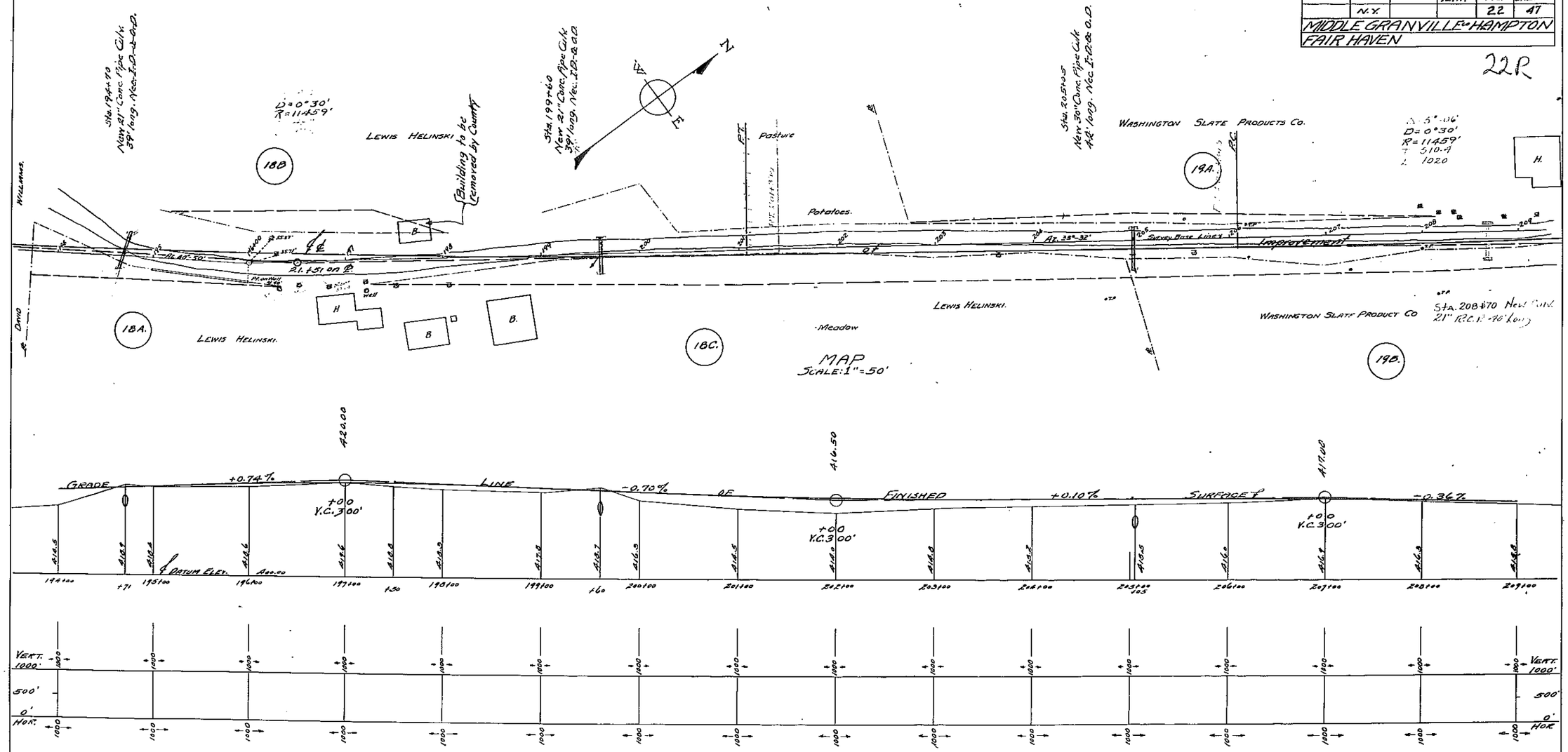
	Made by	Traced by	Checked by
PLAN	Henrigan	Alexander	Mandelovitz
PROFILE	Phelps	H. GREEN	Mandelovitz

SA1937

	STATE		FISCAL YEAR	SHEET No.	TOTAL SHEETS
	N.Y.			22	47

MIDDLE GRANVILLE to HAMPTON
FAIR HAVEN

22R



PROFILE
SCALE: VERT. 1" = 10'
HOR. 1" = 50'

MINIMUM SIGHT DISTANCE GRAPH
See Explaining Note on Sheet No.

Prepared under [illegible]
[illegible] Engineer
Engineer [illegible]
April 22, [illegible]

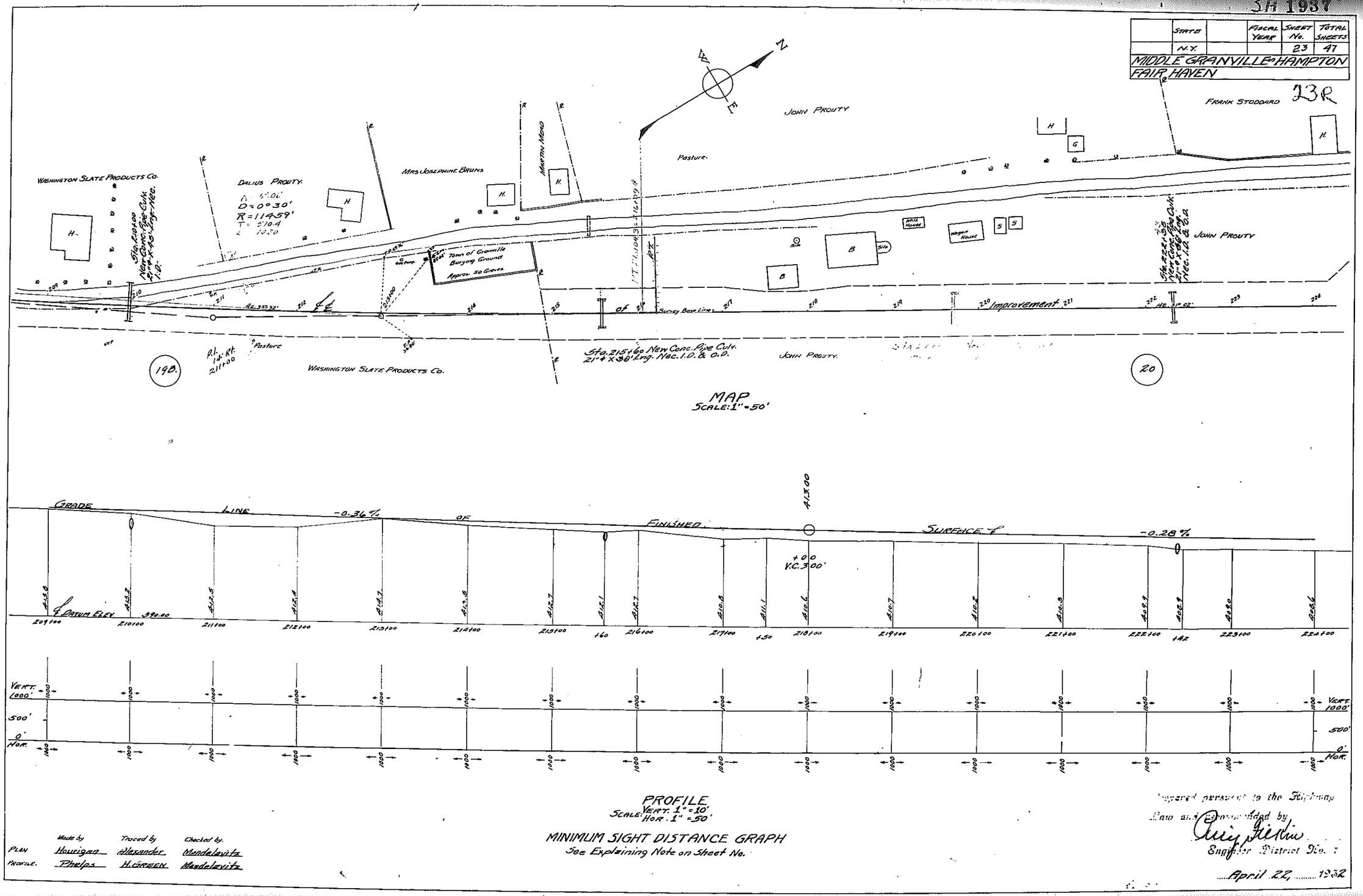
	Made by	Traced by	Checked by
PLAN	Hourigan	Alexander	Mendelovitz
PROFILE	Phelps	H. GREEN	Mendelovitz

SH 1937

	STATE		FISCAL YEAR	SHEET No.	TOTAL SHEETS
	N.Y.			23	47

MIDDLE GRANVILLE to HAMPTON
FAIR HAVEN

23R



MINIMUM SIGHT DISTANCE GRAPH
See Explaining Note on Sheet No.

	Made by	Traced by	Checked by
PLAN	Hourigan	Alexander	Mandelavitz
PROFILE	Phelps	H. GREEN	Mandelavitz

Prepared pursuant to the Highway Law and approved by

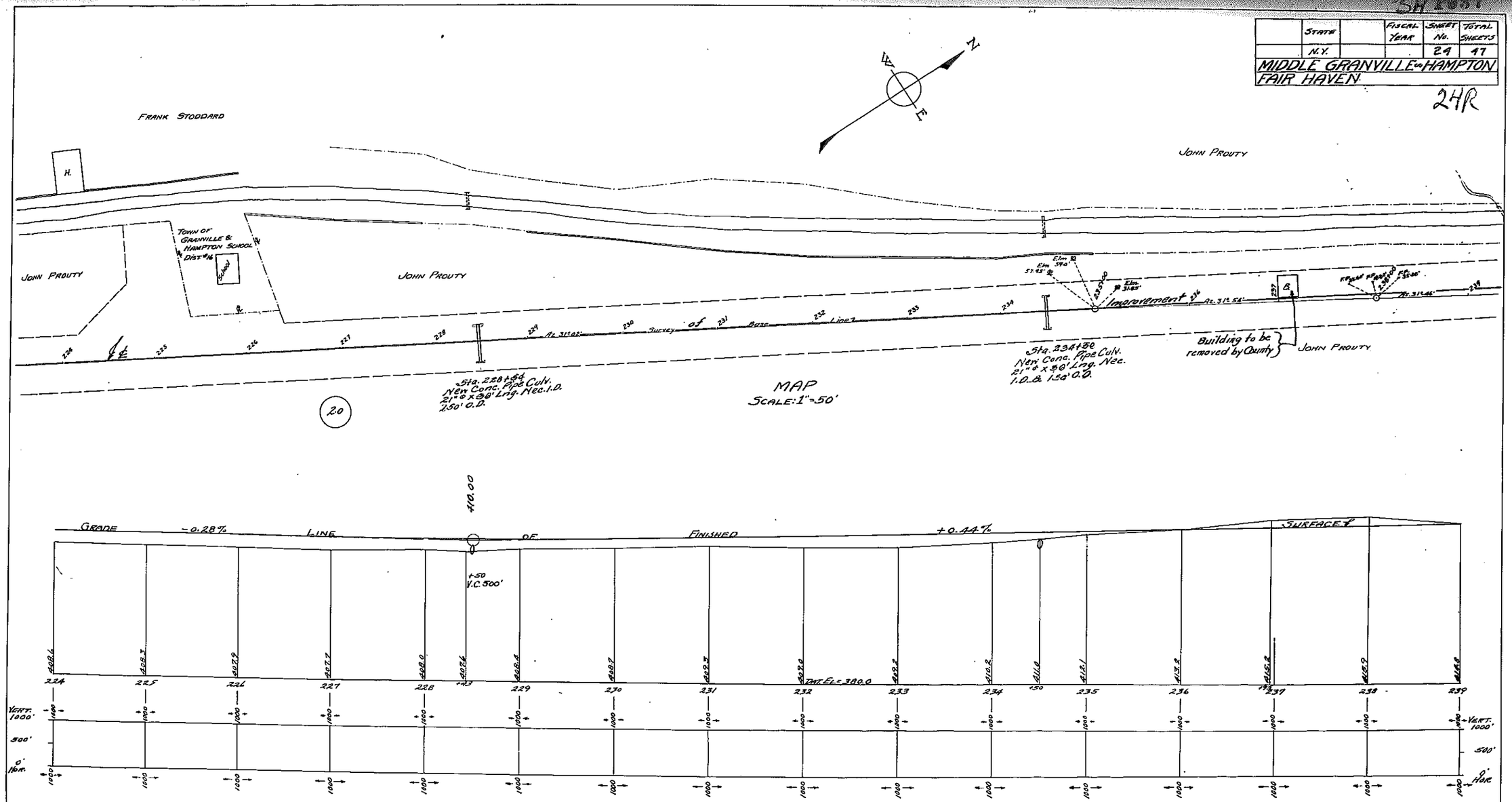
Engineer District No. 7

April 22, 1952

	STATE		FISCAL YEAR	SHEET No.	TOTAL SHEETS
	N.Y.			24	47

MIDDLE GRANVILLE to HAMPTON
FAIR HAVEN

24R



PROFILE
SCALE: VERT. 1" = 10'
HOR. 1" = 50'

MINIMUM SIGHT DISTANCE GRAPH
See Explaining Note on Sheet No.

	Made by	Traced by	Checked by
PLAN	Hourigan	Alexander	Mendelovitz
PROFILE	Phelps	HoWARD GREEN	Mendelovitz

Perry Fielding

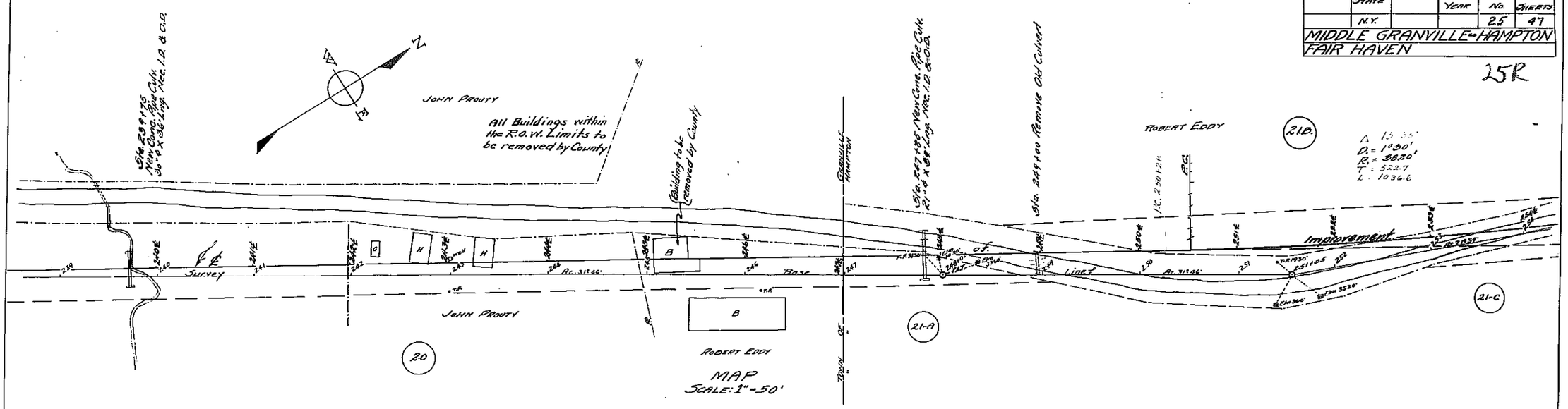
April 22.

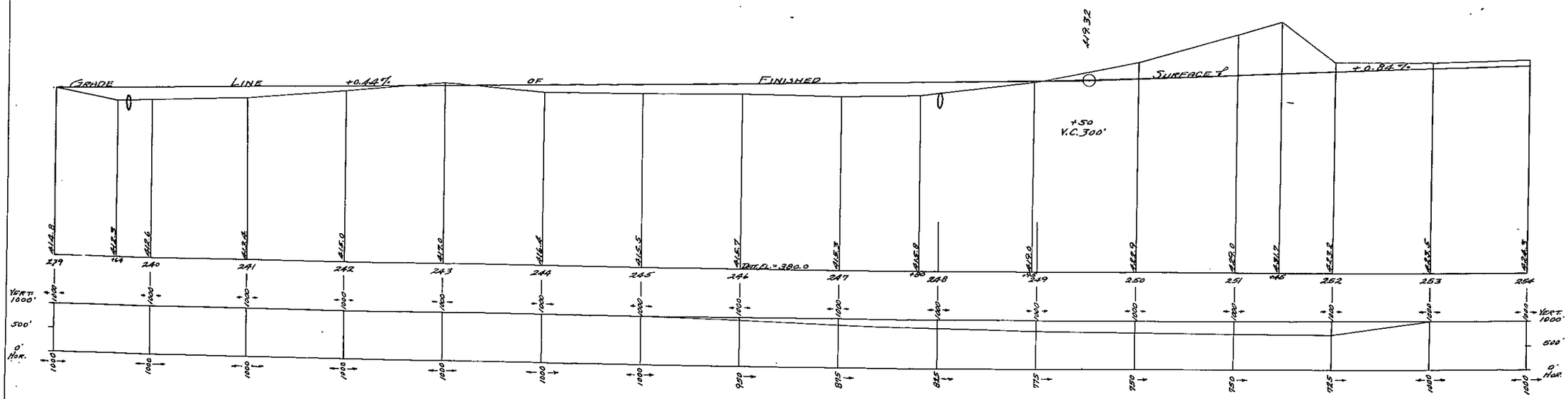
2

	State		Fiscal Year	Sheet No.	Total Sheets
	N.Y.			25	47

MIDDLE GRANVILLE-HAMPTON
FAIR HAVEN

25R





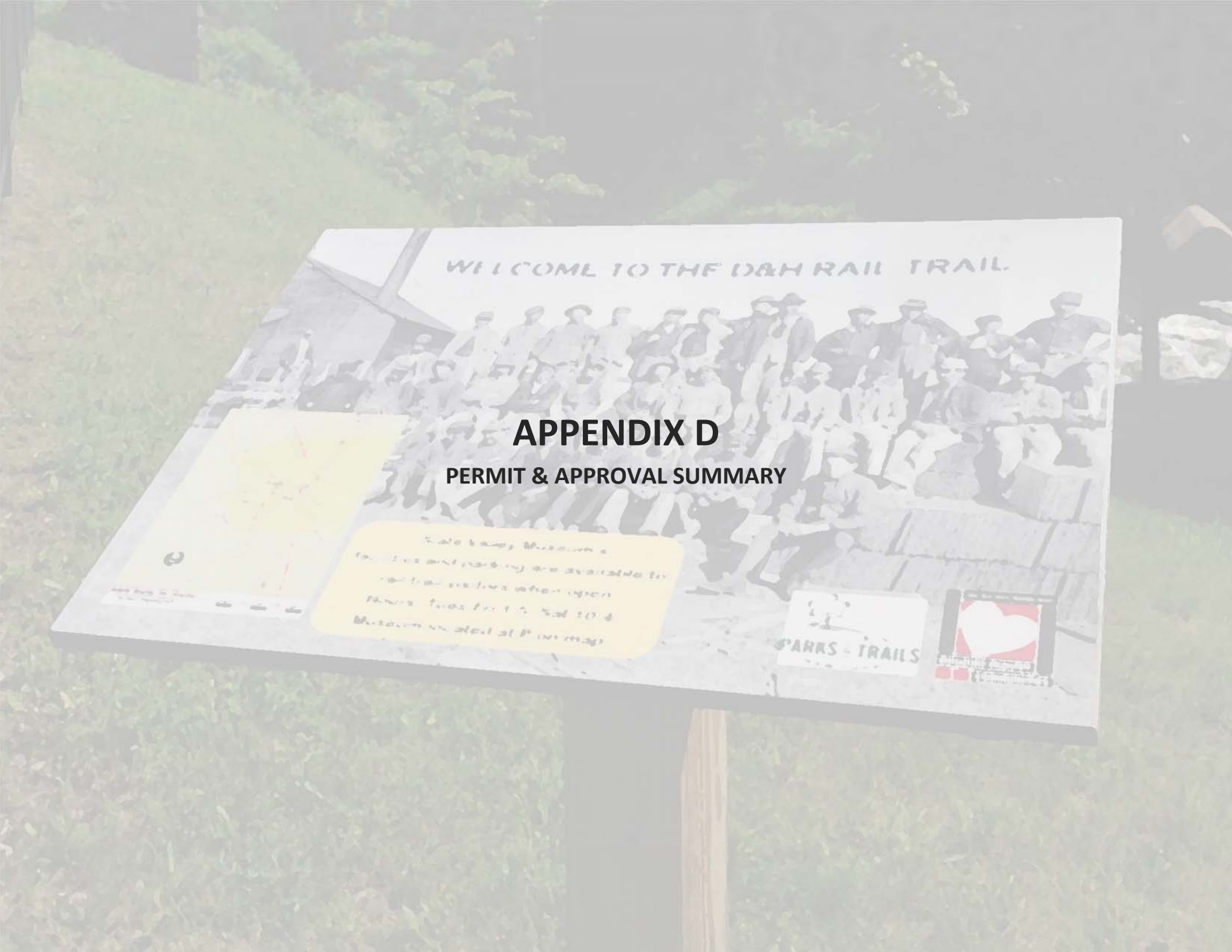
PROFILE
SCALE: VERT. 1" = 10'
HOR. 1" = 50'

MINIMUM SIGHT DISTANCE GRAPH
See Explaining Note on Sheet No.

	Made By	Traced By	Checked By
PLAN	Hourigan	Alexander	Mandelavitz
PROFILE	Phelps	HernandezGreen	Mandelavitz

Gary Filkins

April 22, 2



APPENDIX D

PERMIT & APPROVAL SUMMARY

Salem Segment

EAF Mapper Findings

1. Not within a Designated Inland Waterway
2. Not within 2,000 feet of any NYSDEC Environmental Remediation sites
3. Contains or is adjoining wetlands and waterbodies
   a. White Creek (3 Crossings), Dry Creek (1 Crossing), Other Waterways (1 Crossing). All C(T) Classified Streams
   b. Six (6) NWI wetlands or in close proximity
4. No impaired waterbodies
5. Located over a Principal Aquifer
6. No designated significant natural community
7. No species of plant or animal listed by the federal government or NYS as ETR
8. Located within a designated Agricultural District (WASH008)
9. Not located in or adjoining a state listed Critical Environmental Area (CEA)
10. A portion of the trail is located within the Salem Historic District
11. Not located within a Wild, Scenic, and Recreational River corridor

Environmental Resource Mapper

1. No significant natural communities
2. No rare plants or animals
3. One (1) NYSDEC Wetland Check Zone

SHPO CRIS Mapper

1. First portion of trail is in Archaeologically Sensitive Area
2. First portion located in Salem Historic District

IPAC Report

1. Two (2) endangered species: Indiana Bat and Northern Long-eared Bat
2. Fourteen (14) migratory birds

Granville Segment

EAF Mapper Findings

1. Not within a Designated Inland Waterway
2. Within or near DEC Remediation Site 558021 (former Granville Manufactured Gas Plant)
3. Potential (nearby) contamination history: Site 558021 (former Granville Manufactured Gas Plant)
4. Within 2,000 feet of NYSDEC Environmental Remediation sites: former Granville Manufactured Gas Plant, Katzman Recycling, Saint-Gobain Performance Plastics Corporation, Granville Landfill
5. Unique geologic features: near Dump Road and Route 22A in/near Raceville
6. Contains or is adjoining wetlands and waterbodies
   a. Mettawee River (1) Crossing, other waterways: 830-464, 830-530, and 830-528.1. All range from C(T) to D Classified Streams
   b. Approximately fourteen (14) NWI wetlands or in close proximity

7. No impaired waterbodies
8. Located over a Principal Aquifer
9. No designated significant natural community
10. No species of plant or animal listed by the federal government or NYS as ETR
11. Located within a designated Agricultural District (WASH001)
12. Not located in or adjoining a state listed Critical Environmental Area (CEA)
13. Nearby (listed) historic resources: Farmer's National Bank & W H Hughes Slate Co. Office, US Post Office
14. Located within a SHPO archaeological sensitive area
15. Not located within a Wild, Scenic, and Recreational River corridor

Environmental Resource Mapper

1. No significant natural communities
2. No rare plants or animals
3. One (1) NYSDEC Wetland Check Zone

SHPO CRIS Mapper

1. Village of Granville portion of trail is in an Archaeologically Sensitive Area

IPAC Report

1. Two (2) endangered species: Indiana Bat and Northern Long-eared Bat
2. Fourteen (14) migratory birds

Construction Requirements Summary

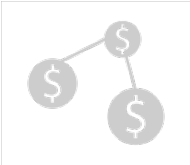
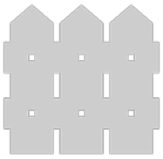
- SEQR (likely Unlisted Actions) requires EAF Long Form. Granville could serve as Lead Agency. Salem would serve as involved or interested agency
- Wetland delineation and likely permitting (anticipated USACE permit)
- Consultation with NYSDEC Natural Heritage Program regarding ETR
- Consultation with USFWS regarding ETR
- NYSDEC State Pollutant Discharge Elimination System (SPDES) General Permit GP-0-10-001 (for storm water run-off from construction activities)
- SHPO Consultation and likely cultural resource assessment
- NYSDOT Highway Work Permit
- Local Building Permit
- Possible easements and/or MOU for continued access and long-term management in select locations

APPENDIX E

PUBLIC INPUT & MEETING SUMMARIES

Proposed Slate Valley Rail Trail Project
Public Input Summary

The following is a summary of input obtained through stakeholder telephone calls, site visits, and a public workshop. Residents were asked to identify any potential concerns they may have with the completion of the trail segments and to offer any suggestions that may remedy those concerns. Public workshop attendees were invited to speak with workshop facilitators at the close of the event to provide an additional opportunity for community members to address any issues unique to their property, or convey other thoughts in a more private manner. Public feedback received has been categorized into eight (8) topic areas detailed below.

Focus Areas	Discussion Points
Economic Growth Potential 	• Trail could bring increased visitors with spending power to the area • Tourism could help create new jobs, businesses and improved tax base • Trail systems have been shown to increase local land values • New recreation and event types (i.e. snowshoeing, rollerblading, competitive races, etc.) in the area create possibility of new businesses along/near trail way
Recreation & Access	• New source of recreation could contribute to improved physical fitness • Increased recreational outlets for children and adults • Increased accessibility between NYS communities and Vermont • Multiple user possibilities (cycling, jogging, horseback riding, etc.) • Creation of a safe route to Salem Central School District
Design 	• Trail accessibility should be controlled with bollards, fencing, gates, etc. • Explore design/engineering solutions for property owners to address unique, property-based concerns (i.e. proximity of trail to house, etc.) • Visibility may be problematic at some sites depending on location of home on parcel; screening may be necessary (i.e. fencing) • Fencing design/appearance is key to some property owners, not to others • Consider resurfacing with paving in select areas in the future (i.e. Salem CSD), remainder of trail should be crushed stone or grass • Safety concerns must be addressed where trail crosses or runs along Route 22A or other roadways

Liability

- Some property owners adjoining trail are concerned about possibility of litigation
- Discrepancies in understanding of liability (landowners or NYS)
- Perception that homeowners' insurance could increase *(note: Snowmobile Associations/Clubs' group insurance policies cover liability, as would liability coverage for year-round trail use. Additional coverage could be explored to address any remaining concerns.)*
- Concern that design solutions, signage, etc. won't be adequate if trail users are able to gain access onto adjoining properties

Trespassing

- Discrepancies in understanding of railway ownership in certain areas
- Personal safety concerns for nearby landowners
- Landowners concerned that the trail could be open all hours of the day and night, and fear that trail users, motorized or non-motorized, may accidentally or intentionally enter private property *(note: trail design, hours of operation, regulations, and recommended enforcement strategies should address this concern)*

Trail Maintenance

- Residents are concerned about trail users littering
- Year-round maintenance needs to be considered (i.e. cycling or jogging clubs in summer months, snowmobile clubs in winter months)
- Consistent maintenance will help to reduce potential liability issues
- Several individuals (particularly in Salem) have volunteered to help with trail construction and/or maintenance
- Respective Towns' various user groups could/would provide maintenance

Enforcement

- Many residents have had negative experiences in the past with a lack of trail oversight – trail policing was non-existent or too delayed to be effective
- Frequent trail users offered reassurance that many trails become "self-policing" with increased usership
- Snowmobile club members affirm that at least 3 law enforcement entities are charged with safety and enforcement of trail ways
- Little to no issues exist throughout the completed/open trail sections
- Need to develop a more thoughtful, effective and time-sensitive approach to enforcement

Snowmobilers & Other Trail Users

- General agreement that pedestrians, cyclists, joggers do not present issues (other than potential for litter)
- Residents stressed that local snowmobilers/clubs are not problematic
- Some felt snowmobile groups, particularly out-of-staters, present unique concerns: noise, large groups, late night riding, drinking and driving, high speeds, disrespectful of private property, etc.
- Snowmobile clubs are some of the biggest trail advocates, sources of volunteerism, trail maintenance work, and insurance liability coverage
- Snowmobile clubs offer mandatory rider safety courses
- Opinions vary whether motorized vehicles (especially snowmobiles) should be allowed or prohibited, or allowed user types should be regulated based on season, vehicle type, or some other factor(s)
- Special design and potential rerouting considerations (whether seasonal rerouting or permanent) should be taken for properties near the trail to accommodate snowmobilers and mitigate property owners' various concerns

Meeting Summary

Slate Valley Trail Feasibility Study
Committee Kick-off Meeting
May 31, 2017
Town of Granville, Town Hall

The kick off meeting included the following items and discussion:

- Introductions
- Review scope of work:
  - Provided a review of the planning process and deliverables.
  - Discussed the inventory and analysis:
    - The use of mobile GIS technology to collect data was discussed.
    - The gathering of GIS data, site visits, and input from the Committee and the community was explained.
  - Discussed possible approaches to stakeholder and community outreach:
    - Chazen asked Committee Members to provide names of potential stakeholders.
    - Chazen will work with Committee to identify public workshop approach or alternative.
  - Explained how the conceptual trail design and cost estimates will be prepared:
    - The Committee discussed how site-specific improvements will be highlighted.
  - Reviewed what the final trail feasibility study and implementation strategy will include:
    - It was noted that it will outline potential permitting needs and potential regulatory hurdles.
- Chazen and the Committee reviewed a series of maps of the proposed trail and discussed the existing conditions and potential development/improvements (note: beginning in Salem, Chazen conducted a site visit along the entire corridor, including the Vermont portion. The follow notes are organized by corresponding trail segments).
  - Salem -> Vermont
    - Opportunity for enhanced trailhead near Salem Community Fellowship owned property and Stewarts. This may include the use of old grain building for trail related uses or complementary businesses.
    - Opportunity for improved trail crossings, enhanced parking area, and/or a river overlook at the intersection with Beatty Hollow Road.
    - Trail conditions range from mowed lawn or field or overgrown vegetative land cover. Stabilization of bank along trail segment close to roadway should be explored.

        - Opportunities to improve the road crossing and enhance access and existing features along/near Chambers Road.
    - Vermont -> Granville
        - Opportunity to partner with West Pawlet to develop trailhead near NY Border.
        - Picturesque scene at Andrews Lane provides for enhanced trailhead opportunities.
        - Area near old Forum presents numerous design opportunities.
        - There are many large-scale design opportunities at the Mettawee Bridge, Slate Valley Museum, Station House B&B, and Pember Library and Museum. This may include enhanced community and event space.
        - The various trail segments in this section are in relatively good condition/could easily be improved with some mowing, improved landscaping treatments, or new surface treatments (e.g., crushed stone, paving, etc.).
    - Granville -> Vermont
        - Design opportunity at old train depot and cemetery (along/near Depot Street and Lafountain Lane.
        - Trail conditions generally good until it becomes farm field or forested/vegetated land cover north of the Village.
        - Some farmers currently use or cross the trail to access nearby/leased fields.
        - The removal of railroad material along state owned land was discussed.
        - The gap in state ownership north of Cross Road was discussed. The Committee talk about alternative routing along Cross, Butler, and Route 22 to avoid conflicts (significant improvements along 22A will likely be needed to create shared roadway). Other/additional options include Williams Road.
        - The Committee discussed on where to venture back to the trail after shared roadway alternative. There was some agreement to use the snowmobile trail or an already willing property owner.
        - There is an existing building that may be of interest near the old rail siding area.
- Overall Observation & Opportunities:
    - Need to review existing conditions of bridges and culverts.
    - Need to consider different surface treatments for different segments (e.g., downtown Salem and Granville).
    - Additional Issues / Alternate Routing:

        - Talk of alternate routing along various fields and farm properties (information was captured on mapping).
    - Discussed using fencing and signage in select areas (particularly during winter months) to limit property access where nearby landowners are concerned.
    - Consider designs for road crossings.
    - Talk of using similar signage/aesthetic along trail for visual continuity.
    - Heritage tourism and interpretive signage should be considered/incorporated.
- The Committee discussed intended users:
    - Local residents and tourists.
    - Seasonal uses: hiking, biking, snowshoeing, skiing, and snowmobiling.
    - Surface material should take into account snowmobile wear and tear.
    - No ATVs. Will need signage and enforcement (including self-policing).
- Next Steps and Action Items
    - Committee to provide list of stakeholders (e.g., user groups, select property owners, etc.) for Chazen to contact and conduct interviews.
    - Chazen to advance inventory and analysis with GIS mapping and site visits.
    - Using analysis and community feedback, Chazen to advance preliminary trail designs and estimates.
    - Approximately 1-2 months of data gathering and design before next meeting.

Slate Valley Rail Trail

Committee Meeting

Granville Town Hall

August 9, 2017

Meeting called to order at about 4 pm … see attached attendance list for those present.

Email from Lisa Lynn – VT Ski and Ride Magazine. Will have an article featuring the SVRT.

Paul Cummings from Chazen stated that the Bike Coalition is interested in this project

Kevin from Chazen presented a slideshow of conditions and options for both the Salem and Granville segments. Of note in these perfectly scaled slides (Scale 1:300) are the detailed explanations of features to be expanded upon as well as possible signage.

Review Inventory, Analysis, and Preliminary concepts

Salem Segment

Slide 1: Gateway in Salem at NYSEG station; possible trail head. Work with school for shared use of the trail. Tie-in with Woody Hill farms for access to local products

Slide 2: trail comes close to residence, possible screening, plantings. Signage considerations, consistency statewide; using trail elements to educate public of agricultural resources, other natural resources

Slide 3: plantings where trail is close to road; trailhead opportunity; road crossing may need to be moved

Slide 4: existing metal bridge – in very good condition; potential wetland mitigation

Slide 5: road crossing near Woody Hill farm; habitat restoration signage; steel bridge, good shape, will need decking; possible wetlands; possible scenic area; residential property close to trail;

Slide 6: residential property, possible washout,

Slide 7:

Slide 8: bridge crossing

Slide 9: farm crossings; possible wetland; road crossing; possible connection to farm – economic opportunity

Slide 10: potential wetland; farm crossings; Vermont border

Granville Segment:

Slide 1: existing parking area; scenic area; benches; currently 5K race in June along this section to village of Granville

Slide 2: driveways; private road crossings; slate quarries

Slide 3: Telescope reroute; industrial areas; plantings to delineate trail

Slide 4: residential areas; Mettowee bridge; signage to get users into businesses; crosswalks; pocket park; museum access; village has cultural plan for the museum area

Slide 5: Sheldon mansion; high traffic road crossing; screenings; rehab project that will move river into LL area to mitigate bank problems; village acreage possible access to river from trail

Slide 6: possible wetlands; cemetery entrances; drive crossing

Slide 7: Granville airport

Slide 8: elevation change in farm; potential wetland; rail depot – interpretive signage; road crossing; cattle cross trail, Parks permit for an overpass; farmer willing to work with trail project, animal, equipment, and trail crossings at this point; Chazen to talk to this landowner

Slide 9: south end has town owned property, old dump; remnants of brick kiln

Slide 10: potential reroute

Slide 11: rest of reroute

Slide 12: second reroute, but may not be required

Slide 13: conversations between lawyers to resolve ownership issue; destructive actions appear to have stopped. SR 22 width may be 60 ft. along this road

Slide 14: Bicycle design along roadways – 1.5 meters, approx. 12 feet if both lanes on same side of the road; wording in snowmobile law for trail along roadways? Landowner objections to wider shoulders on businesses. Chazen to contact landowner to discuss situation

Slide 15: some wetlands; private lands issue to deal with, landowner could be receptive

Slide 16: NY-VT border, gateway

An additional photo collection showing features and resources that could be used on the SVRT was shown to everyone.

Incorporating trail improvements into existing photographs that show what the trail could become was also featured in some of the photos.

Chazen will prepare a preliminary for construction analysis: use proposed trail routes to locate possible problems; state agencies have programs to assist in this, such as EAF Mapper. Identify wetlands, habitat restrictions, endangered species; potential historical issues; SEQRA requirements. Ag districts

Preferred route and alternatives would be identified as part of their work.

Review Stakeholder Outreach:

Outreach: Who to contact and meet individually; user groups – bicycling and snowmobile groups

Community Stakeholder list to be developed and sent to Chazen to prepare for a Public Workshop to be scheduled

- End of September, early October
- Wednesday or Thursday
- Slate Valley Museum
- Newspaper Announcements to notify public: Granville Sentinel, Eagle, Weekender
- Flyer designed to email, post, mail out

Displays will be available and presentation made to the attendees with committee members acting as ambassadors. Sentiment is to not break up into smaller groups. Could be feasible to have a general presentation, then split up into Granville segment and Salem segment groups for more interaction.

Village of Granville Revitalization Plan could be a source of information to Chazen.

Next Steps:

Continue Stakeholder Outreach

Precept Concept plans and cost estimates

Prepared draft feasibility study

Next Meeting: TBD

Note: *Meeting dates and times need more advanced notice to give committee members time to change calendar commitments to attend.*

Meeting notes submitted by

Dave Perkins and Molly Celani

additional insurance coverage; snowmobile club members affirmed that they also carry such coverage to help protect landowners with abutting properties

- Some Committee members were disappointed in the lack of (positive) press coverage for the event.
- The Committee may want to consider submitting a Letter to the Editor in response to the negative press coverage following the event. Chazen suggested that the Committee prepare a letter to address this concern.
- Chazen suggested that the Committee consider doing some follow-up work with some of the concerned property owners as a showing of good will, such as doing necessary research and providing them with legal information about exemption from liability, invite them to participate in a future Committee meeting during the next stages of trail planning and design, explain to them that multiple stages of public input about trail design still must occur prior to construction

Alternative Routes Discussion:

- In response to Public Workshop dialogue, Chazen offered three (3) alternative trail route options to the Committee for discussion
    (1) Potential Butler Road (Raceville) alternative route: To alleviate property owners' various concerns yet maintain a complete trail, the Committee could consider rerouting the trail in this area to utilize Butler Road (the triangular section of land where Route 22A, Raceville Road and Butler Road converge) seasonally (during the winter months) to avoid conflict between trail users and landowners. This alternative route could also be a year-round/permanent trail route, if so desired. This option was not previously illustrated in the Proposed Trail Design Plans.
        a. Committee members' response to Butler Road alternate
            - Snowmobilers may end up using the front lawns of these few properties if the roads are plowed and lack snow, which would likely be problematic
            - Snowmobilers currently use Butler Road during the winter
            - Alternate routes may create more problems: could be viewed as discriminatory based on user types, other landowners may request or demand an alternative be used in their area too
        b. Committee agreed that this alternative route is not desirable, and the Plan should show only the original route with previously discussed design solutions, usage restrictions, etc.
        c. The Committee agreed that employing physical design options, an effective enforcement strategy (TBD), and educating property owners of liability solutions and perhaps expanding available insurance coverage may help to alleviate many of the concerns voiced during the Workshop.
    (2) Potential Williams Road alternative routes: To avoid sections of the former D&H Railway and safety concerns associated with creating a trail way along Route 22A, the Committee could consider rerouting the trail to follow Williams Road.
        a. Committee members' response to Williams Road alternate

Slate Valley Rail Trail

Committee Meeting Summary

Granville Town Hall

November 15, 2017 at 4:00 PM

Chazen opened the meeting by asking the Committee for their perspectives and feedback on the October Public Workshop, and inquired about any follow-up thoughts, questions or concerns to be addressed.

Committee's Response to October Public Workshop

- Committee members noted that the Workshop discussion seemed to be dominated by a few attendees voicing their concerns and grievances against the trail, rather than focusing more on positive attributes. Committee members noted that most in attendance expressed support for the trail in separate, informal conversations during the Workshop.
    (1) It was noted that these concerns seemed to be addressed through Workshop dialogue, by allowing them to identify each concern and addressing them individually by offering potential remedies
    (2) Committee acknowledged that most of the negative issues brought up during the evening are reasonable concerns and also have reasonable remedies
        - *Issue #1: Adequate policing of the trail*
            - Potential remedies: concept of "self-policing" of trails with increased usership was discussed; snowmobile club affirmed that at least 3 law enforcement entities are charged w/ trail way safety and enforcement; recognition that there is little to no issue in existing trail segments; discussion of statewide 11:00 PM curfew/closing of public trails and law that users may not go within a cartage distance of private homes; post "Abuse It, We'll Lose it" signs and relevant NYS laws, especially in Raceville area; explanation that some design details such as screening, fencing, signage, etc. can help to mitigate concerns with speed, trail user types, and nighttime usage.
        - *Issue #2: Trail routing*
            - Potential remedies: possibility of rerouting the trail was discussed in particularly sensitive areas such as the Raceville section of Granville and in the Salem section where trail is too close to homes (i.e. 201 & 207 E. Broadway, Day Lily Farm property, etc.); possibility to reroute on 22A in Granville
        - *Issue #3: Insurance/liability costs*
            - Potential remedies: reviewed NYS General Obligations Law § 9-103 and its protections for landowners; possibility of a Town-organized or "Friends of the Slate Valley Rail Trail" group forming and holding

- Williams Road may be preferable to Route 22A for logistical/safety reasons
- Seems a viable alternative, but if plowed, snowmobilers can't and won't use the plowed roadway, and will then ride on homeowners' front lawns where snow is present
- Trail would still cross in front of homeowners' property and in close proximity to homes, but would be on public road
- Committee seemed to generally prefer keeping the Route 22A concept

(3) Potential East Broadway (Salem) alternative route: To alleviate property owners' concern about safety, noise and privacy due to trail proximity to homes, the Committee could consider rerouting the trail in this area, (seasonally or permanently, if so desired), to utilize existing R.O.W./driveway of Day Lily Farm, cross County Route 153/East Broadway, follow the R.O.W. along southern property, and cross Rt. 153/East Broadway again ~1,400 feet east to rejoin existing trail route.

a. Committee members' response to East Broadway alternate
    - Generally well-received by the Committee as feasible
    - Need to contact property owner of the proposed alternate route
    - Must ensure that road plowing in this area would not cause safety concerns for snowmobilers (cannot ride on steep snowbanks)
    - Preferable to use the land owners' property close to the road rather than R.O.W., if agreeable, to reduce snowmobiling access and safety issues

Other Items of Discussion:

- Potential to use Safe Routes to School grant funding in Salem section (in/around the Village) of the trail? Research and possibly recommend in the final Feasibility Study Plan.
- Committee must further consider how to handle trail routing around Butler Road area. The Committee agreed to try to reach out to certain landowners individually, try to identify their concerns with the trail project, and report back to the full Committee. If possible, these concerns will be addressed and incorporated into the Feasibility Study and/or future planning documents.

Review of Stakeholder Outreach to date:

Chazen updated the Committee about recent outreach calls. Two landowners in Salem along the existing D&H Railway were called. One landowner was not reachable, and the other did not support the trail project. A third landowner on Butler Road whose farmland operation would be traversed and affected by the proposed trail project was successfully contacted and is supportive of the project and is interested in working together with the Committee to identify plausible design solutions for the property, possibly including an underpass (below the trail bed) for his animals to use to safely bypass the public trail route, fencing, screening and signage.

Next Steps:

- Chazen will edit trail design plans to reflect decisions made during the meeting

- Chazen will conduct additional outreach to select land owners as noted above
- Chazen will develop a tiered budgeting plan with cost estimates for three (3) levels of trail improvements
    (1) Level One: Base trail construction
    (2) Level Two: Base trail with select improvements (adds the “bells and whistles”)
    (3) Level Three: Base trail with estimates for select/key sites to prepare for future grant applications (more of an à la carte budgeting, showing Town and local contributions to improve grant application)
- Chazen will complete a draft plan document for the Committee to review (see dates below)
- Following development of the Plan, the Committee should contact the Regional Economic Development Council (“REDC”) as soon as possible to obtain a Letter of Support (will need to provide the final Feasibility Study document) and secure a position as a “priority project” in the Capital Region, which will be useful to have done prior to the NYS Consolidated Funding Application (“CFA”) season in early summer 2018
- Chazen will provide a final draft of the plan for the Committee’s review by December 29, 2017.

Meeting notes by Shannon Bush