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

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THIS REPORT WAS PREPARED BY THE CHAZEN COMPANIES IN COOPERATION 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.
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.
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 CONSIDERATIONS

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 PLAN 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 of 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.

- **NYS DOT 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 NYS DOS 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.
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

<table>
<thead>
<tr>
<th>Description</th>
<th>Quantity</th>
<th>Unit</th>
<th>Unit/Labor Cost</th>
<th>Total Cost</th>
<th>Segment(s)</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Prep - Selective Clearing &amp; Grubbing</td>
<td>43,920</td>
<td>SF</td>
<td>$2.00</td>
<td>$87,840</td>
<td>Overall Trail</td>
<td>Assumes no rock removal</td>
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<td>Prep - General Earthwork/ Subbase Preparation</td>
<td>8,133</td>
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<td>$644,000</td>
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<td>LS</td>
<td>$22,300.00</td>
<td>$22,300</td>
<td>Overall Trail</td>
<td>Assumes 6-8&quot; trail width</td>
</tr>
<tr>
<td>Trail - Leveling Course (3&quot; NYS DOT Type 2 Subbase)</td>
<td>1,017</td>
<td>CY</td>
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<td>$101,657</td>
<td>Overall Trail</td>
<td>Assumes 6-8&quot; trail width</td>
</tr>
<tr>
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<td>$81,333</td>
<td>Overall Trail</td>
<td>Used in areas with poor drainage</td>
</tr>
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<td>$1.00</td>
<td>$219,600</td>
<td>Overall Trail</td>
<td></td>
</tr>
<tr>
<td>Trail - Boardwalk / P.T. Wood Decking (Allowance)</td>
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<td>SF</td>
<td>$25.00</td>
<td>$40,000</td>
<td>04,05,06,09,10</td>
<td>Assumes boardwalk at areas of wetland impact</td>
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<td>Trail - Boardwalk / P.T. Wood Guardrail (Allowance)</td>
<td>200</td>
<td>LF</td>
<td>$80.00</td>
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<td>04,05,06,09,10</td>
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<td>Trail - Culvert (24&quot; HDPE Storm Pipe)</td>
<td>40</td>
<td>LF</td>
<td>$80.00</td>
<td>$3,200</td>
<td>04,05,06,09,10</td>
<td>Includes trenching</td>
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<td>Trail - Bridge Restoration (Paint, Decking)</td>
<td>3</td>
<td>EA</td>
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<td>$60,000</td>
<td>04,05,08</td>
<td>Structural assessment included in engineering task below</td>
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<td>Trail - Timber Rail Fencing</td>
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<td>LF</td>
<td>$15.00</td>
<td>$22,500</td>
<td>02,05,06,09</td>
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<td>Trail - Community Loop</td>
<td>1</td>
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<td>-</td>
<td>-</td>
<td>01</td>
<td>Future Project - not included in estimate total</td>
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<td>Trail - Seasonal Route</td>
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<td>LS</td>
<td>$15,000.00</td>
<td>$15,000</td>
<td>01</td>
<td>1,600 LF - Assumes gates, crossings &amp; signage</td>
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<td>Landscape - Lawn Restoration (Allowance)</td>
<td>164,700</td>
<td>SF</td>
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<td>$5,500</td>
<td>10</td>
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<td>$7,500.00</td>
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<td>Signage - Interpretive</td>
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<td>$18,000</td>
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<td>Signage - Wayfinding</td>
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<td>Overall Trail</td>
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<tr>
<td>Signage - Private Property / Caution</td>
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<td>EA</td>
<td>$650.00</td>
<td>$13,000</td>
<td>Overall Trail</td>
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<tr>
<td>Signage - Aluminum Trail Markers</td>
<td>600</td>
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<td>$3,000</td>
<td>Overall Trail</td>
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<td>Road Crossing - Advanced Signage</td>
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<td>EA</td>
<td>$750.00</td>
<td>$3,000</td>
<td>03,09</td>
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<tr>
<td>Road Crossing - Signage</td>
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<td>EA</td>
<td>$750.00</td>
<td>$4,500</td>
<td>03,05,09</td>
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<tr>
<td>Road Crossing - Striping</td>
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<td>$500.00</td>
<td>$1,500</td>
<td>03,05,09</td>
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<td>Trail Gateway - Gravel Pave (12&quot; NYS DOT Type 2)</td>
<td>150</td>
<td>CY</td>
<td>$45.00</td>
<td>$6,750</td>
<td>01</td>
<td>Assumes parking for 6 vehicles</td>
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<td>500</td>
<td>SY</td>
<td>$2.00</td>
<td>$1,000</td>
<td>01</td>
<td></td>
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<tr>
<td>Trail Gateway - Timber Guardrail</td>
<td>120</td>
<td>LF</td>
<td>$35.00</td>
<td>$4,200</td>
<td>01</td>
<td></td>
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<tr>
<td>Trail Gateway - Signage</td>
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<td>EA</td>
<td>$450.00</td>
<td>$900</td>
<td>01</td>
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<td>EA</td>
<td>$1,500.00</td>
<td>$3,000</td>
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<tr>
<td>Scenic Trailhead - Gravel Pave (12&quot; NYS DOT Type 2)</td>
<td>150</td>
<td>CY</td>
<td>$45.00</td>
<td>$6,750</td>
<td>03</td>
<td>Assumes parking for 6 vehicles</td>
</tr>
<tr>
<td>Scenic Trailhead - Geotextile Fabric</td>
<td>500</td>
<td>SY</td>
<td>$2.00</td>
<td>$1,000</td>
<td>03</td>
<td></td>
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<tr>
<td>Scenic Trailhead - Timber Guardrail</td>
<td>120</td>
<td>LF</td>
<td>$35.00</td>
<td>$4,200</td>
<td>03</td>
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<tr>
<td>Scenic Trailhead - Signage</td>
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<td>EA</td>
<td>$500.00</td>
<td>$1,000</td>
<td>03</td>
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<td>EA</td>
<td>$1,500.00</td>
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<td>03</td>
<td></td>
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</table>

**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 |
## Slate Valley Trail
Municipalities of Granville and Salem, NY

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

<table>
<thead>
<tr>
<th>Description</th>
<th>Quantity</th>
<th>Unit</th>
<th>Unit/Labor Cost</th>
<th>Total Cost</th>
<th>Segment(s)</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Prep - Selective Clearing &amp; Grubbing</td>
<td>70,480</td>
<td>SF</td>
<td>$2.00</td>
<td>$140,960</td>
<td>Overall Trail</td>
<td></td>
</tr>
<tr>
<td>Prep - General Earthwork / Subbase Preparation</td>
<td>13,052</td>
<td>CY</td>
<td>$30.00</td>
<td>$391,555</td>
<td>Overall Trail</td>
<td>Assumes no rock removal</td>
</tr>
<tr>
<td>Prep - Erosion &amp; Sediment Control</td>
<td>1</td>
<td>LS</td>
<td>$44,200.00</td>
<td>$44,200</td>
<td>Overall Trail</td>
<td>Assumes 2% of segment total</td>
</tr>
<tr>
<td>Trail - Stone Dust (1.5&quot;)</td>
<td>1,631</td>
<td>CY</td>
<td>$150.00</td>
<td>$244,950</td>
<td>Overall Trail</td>
<td>Assumes 6'-8&quot; trail width</td>
</tr>
<tr>
<td>Trail - Leveling Course (3&quot; NYS DOT Type 2 Subbase)</td>
<td>3,263</td>
<td>CY</td>
<td>$40.00</td>
<td>$130,518</td>
<td>Overall Trail</td>
<td></td>
</tr>
<tr>
<td>Trail - Hardening/Drainage (6&quot; NYS DOT Type 2 Subbase)</td>
<td>120</td>
<td>CY</td>
<td>$40.00</td>
<td>$4,800</td>
<td>Overall Trail</td>
<td>Used in areas with poor drainage</td>
</tr>
<tr>
<td>Trail - Geotextile Fabric</td>
<td>352,400</td>
<td>SF</td>
<td>$1.00</td>
<td>$352,400</td>
<td>Overall Trail</td>
<td></td>
</tr>
<tr>
<td>Trail - Boardwalk / P.T. Wood Decking (Allowance)</td>
<td>800</td>
<td>SF</td>
<td>$25.00</td>
<td>$20,000</td>
<td>03,14,15</td>
<td>Assumes boardwalk at areas of wetland impact</td>
</tr>
<tr>
<td>Trail - Boardwalk / P.T. Wood Guardrail (Allowance)</td>
<td>100</td>
<td>LF</td>
<td>$30.00</td>
<td>$3,000</td>
<td>03,14,15</td>
<td>Assumes boardwalk at areas of wetland impact</td>
</tr>
<tr>
<td>Trail - Culvert (24&quot; HDPE Storm Pipe)</td>
<td>60</td>
<td>LF</td>
<td>$20.00</td>
<td>$1,200</td>
<td>03,06,08,13,14,15</td>
<td>Includes trenching</td>
</tr>
<tr>
<td>Trail - Timber-Rail Fencing</td>
<td>1,500</td>
<td>LF</td>
<td>$15.00</td>
<td>$22,500</td>
<td>02,05,06,08</td>
<td></td>
</tr>
<tr>
<td>Trail - Bridge/Tunnel at Dairy Farm Operation</td>
<td>1</td>
<td>LS</td>
<td>$40,000.00</td>
<td>$40,000</td>
<td>07,08</td>
<td>Assumes shared private/public partnership</td>
</tr>
<tr>
<td>Trail - Shared Roadway along Route 22A (Allowance)</td>
<td>1</td>
<td>LS</td>
<td>$25,000.00</td>
<td>$25,000</td>
<td>15,14,15</td>
<td>5,500 LF - Assumes road widening, striping, signage</td>
</tr>
<tr>
<td>Trail - Alternate Route around Farm Operation</td>
<td>1</td>
<td>LS</td>
<td>$80,000.00</td>
<td>$80,000</td>
<td>10,11</td>
<td>3,800 LF - Assumes additional trail, cattle fencing, &amp; signage</td>
</tr>
<tr>
<td>Trail - Alternate Route along Butler Road</td>
<td>1</td>
<td>LS</td>
<td>$15,000.00</td>
<td>$15,000</td>
<td>12,13</td>
<td>900 LF - Assumes striping &amp; signage</td>
</tr>
<tr>
<td>Landscape - Lawn Restoration (Allowance)</td>
<td>264,300</td>
<td>SF</td>
<td>$0.75</td>
<td>$198,225</td>
<td>Overall Trail</td>
<td></td>
</tr>
<tr>
<td>Landscape - Trees &amp; Shrubs (Allowance)</td>
<td>1</td>
<td>LS</td>
<td>$60,000.00</td>
<td>$60,000</td>
<td>Overall Trail</td>
<td></td>
</tr>
<tr>
<td>Signage - Welcome to NYS</td>
<td>2</td>
<td>EA</td>
<td>$5,500.00</td>
<td>$11,000</td>
<td>01,16</td>
<td></td>
</tr>
<tr>
<td>Signage - Entrance Kiosk</td>
<td>2</td>
<td>EA</td>
<td>$7,500.00</td>
<td>$15,000</td>
<td>01,16</td>
<td></td>
</tr>
<tr>
<td>Signage - Interpretive</td>
<td>12</td>
<td>EA</td>
<td>$3,500.00</td>
<td>$36,000</td>
<td>Overall Trail</td>
<td></td>
</tr>
<tr>
<td>Signage - Wayfinding</td>
<td>8</td>
<td>EA</td>
<td>$1,500.00</td>
<td>$12,000</td>
<td>Overall Trail</td>
<td></td>
</tr>
<tr>
<td>Signage - Private Property / Caution / Slow Traffic</td>
<td>50</td>
<td>EA</td>
<td>$650.00</td>
<td>$32,500</td>
<td>Overall Trail</td>
<td></td>
</tr>
<tr>
<td>Signage - Aluminum Trail Markers</td>
<td>900</td>
<td>EA</td>
<td>$5.00</td>
<td>$4,500</td>
<td>Overall Trail</td>
<td>Assumes 1 marker every 50'</td>
</tr>
<tr>
<td>Road Crossing - Advanced Signage</td>
<td>6</td>
<td>EA</td>
<td>$750.00</td>
<td>$4,500</td>
<td>04,05,12</td>
<td></td>
</tr>
<tr>
<td>Road Crossing - Signage</td>
<td>18</td>
<td>EA</td>
<td>$750.00</td>
<td>$13,500</td>
<td>04,05,08,12,13</td>
<td></td>
</tr>
<tr>
<td>Road Crossing - Striping</td>
<td>9</td>
<td>EA</td>
<td>$500.00</td>
<td>$4,500</td>
<td>04,05,08,12,13</td>
<td></td>
</tr>
<tr>
<td>Parking Area &amp; Trailhead - Gravel Pave (12&quot; NYS DOT Type 2)</td>
<td>300</td>
<td>CY</td>
<td>$45.00</td>
<td>$13,500</td>
<td>01</td>
<td>Assumes parking for 10-12 vehicles</td>
</tr>
<tr>
<td>Parking Area &amp; Trailhead - Geotextile Fabric</td>
<td>1,000</td>
<td>CY</td>
<td>$2.00</td>
<td>$2,000</td>
<td>01</td>
<td></td>
</tr>
<tr>
<td>Parking Area &amp; Trailhead - Timber Guiderail</td>
<td>240</td>
<td>LF</td>
<td>$35.00</td>
<td>$8,400</td>
<td>01</td>
<td></td>
</tr>
<tr>
<td>Parking Area &amp; Trailhead - Signage</td>
<td>4</td>
<td>EA</td>
<td>$500.00</td>
<td>$2,000</td>
<td>01</td>
<td></td>
</tr>
<tr>
<td>Parking Area &amp; Trailhead - Natural Stone Seating</td>
<td>2</td>
<td>EA</td>
<td>$1,500.00</td>
<td>$3,000</td>
<td>01</td>
<td></td>
</tr>
<tr>
<td>Cultural Park Enhancements - Gravel Pave (12&quot; NYS DOT Type 2)</td>
<td>150</td>
<td>CY</td>
<td>$45.00</td>
<td>$6,750</td>
<td>04</td>
<td>Assumes parking for 4-6 vehicles</td>
</tr>
<tr>
<td>Cultural Park Enhancements - Geotextile Fabric</td>
<td>500</td>
<td>SY</td>
<td>$2.00</td>
<td>$1,000</td>
<td>04</td>
<td></td>
</tr>
<tr>
<td>Cultural Park Enhancements - Timber Guiderail</td>
<td>120</td>
<td>LF</td>
<td>$35.00</td>
<td>$4,200</td>
<td>04</td>
<td></td>
</tr>
<tr>
<td>Cultural Park Enhancements - Signage</td>
<td>2</td>
<td>EA</td>
<td>$500.00</td>
<td>$1,000</td>
<td>04</td>
<td></td>
</tr>
<tr>
<td>Cultural Park Enhancements - Natural Stone Seating</td>
<td>3</td>
<td>EA</td>
<td>$1,500.00</td>
<td>$4,500</td>
<td>04</td>
<td></td>
</tr>
</tbody>
</table>

**Segment B Total: $2,276,000**

### Construction Item Subtotal

- **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**
APPENDIX A

EXISTING CONDITIONS MAPS

Granville Village
Rails to Trails
Open 7am-11pm
Speed Limit 10 Mph
Project Location:
NYS Quadrangle Index Thorn Hill, Granville, West Pawlet, and Salem
APPENDIX B
TRAIL CONCEPT PLAN
Delaware 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.

Parking area & trailhead

Opportunity for improved trailhead and NYS Welcome sign; see rendering G01.

Scenic Allée

An especially picturesque allée of old oaks and maples frame the trail corridor through this stretch; seasonally stunning.

Seating niches

Opportunity to introduce a few seating areas with pressure-treated wood benches and interpretive signage along this stretch of the corridor.

Granville: Segment 01

Slate Valley Trail

Parking area & trailhead

Opportunity for improved trailhead and NYS Welcome sign; see rendering G01.

SCENIC ALLÉE

AN ESPECIALLY PICTURESQUE ALLÉE OF OLD OAKS AND MAPLES FRAME THE TRAIL CORRIDOR THROUGH THIS STRETCH; SEASONALLY STUNNING

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

KEY MAP

GRANVILLE

SCALE: 1:300

D&H RAIL TRAIL

WELCOME TO
NEW YORK STATE

2.25 miles to Granville, NY

Parks, Recreation
and Historic Preservation
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)

PRIVATE ROAD CROSSING
APPROPRIATE SIGNAGE

ROUTE 22
PLEASE STAY ON TRAIL

CAUTION
DRIVEWAY CROSSING AHEAD

GRANVILLE: SEGMENT 02
SLATE VALLEY TRAIL
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 TELESCOPE & SAINT-GOBAIN

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

TELESCOPE CASUAL FURNITURE
PRIVATE PROPERTY

ORIGINAL RAILROAD BED
RAIL USED TO RUN DIRECTLY THROUGH TELESCOPE CASUAL FURNITURE’S MANUFACTURING OPERATIONS

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

SLOW TRAFFIC
SIGN TO INDICATE START OF SLOW TRAVEL SPEEDS HEADING NORTH

SLOW TRAFFIC

CAUTION
INDUSTRIAL ZONE

SAINT-GOBAIN PERFORMANCE PLASTICS
PRIVATE PROPERTY

PLEASE STAY ON TRAIL

PRIVATE PROPERTY

KEY MAP

E. POTTER AVE
BRIER HILL RD

POTENTIAL NWI WETLAND

SLOW TRAFFIC

PLEASE STAY ON TRAIL

SLOW TRAFFIC
**GRANVILLE: SEGMENT 04**

**SLATE VALLEY TRAIL**

**SCALE:** 1:300

- **New York - Vermont**
- **Key Map**
- **Granville: RT 22**
- **Granville: RT 22A**

**CAUTION**

- **LOADING ZONE**

**Caution**

- **LOADING DOCKS CROSSING**
- **APPROPRIATE SIGNAGE**

**KEY MAP**

- **Station House B&B**
- **Original Village Railroad Station**

**Slate Valley Museum**

- Cultural attraction and destination - opportunity for wayfinding/interpretive signage

**Cultural Park Enhancements**

- Enhance parking area & riverside esplanade
- See rendering Q02

**Scenic Pedestrian Bridge**

- Existing metal bridge crosses the Mettawee River with picturesque views of both the river and village

**Residential Neighborhood**

- Existing fencing and screening

**Road Crossing**

- High-speed traffic; crosswalk striping and advanced signage

**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

**Slate Valley Trail Crossing Ahead**

- Road crossing - crosswalk striping and signage (typical)
- Loading docks crossing appropriate signage

**Village Promenade**

- Opportunity for tree allee

**Cultural Park Enhancements**

- Enhance parking area & riverside esplanade

**Pember Library and Museum of Natural History**

- Lesser-known cultural attraction - opportunity to provide wayfinding signage to attract visitors across decorative covered bridge

**Station House B&B**

- Original Village Railroad Station

**Original Village Railroad Station**

- Village promenade opportunity for tree allee

**Morrison Ave**

- Residential Neighborhood
- Existing fencing and screening

**Pember Ave**

- D&H Train Station - consider opportunities to visually connect trail users to history/heritage as well as willing local businesses via interpretive/wayfinding signage

**West Main St**

- Road crossing - crosswalk striping and signage (typical)
- Loading docks crossing appropriate signage

**E Pember Ave**

- Caution loading zone
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

METTAWEE VILLAGE CEMETERY
ATTRACTIVE STONE ARCHED ENTRANCE TO THIS HISTORIC CEMETERY; CONSIDER ADDITIONAL INTERPRETIVE SIGNAGE

REMEDIATION SITE
PROPOSED REMEDIATION ACTIVITIES MAY CREATE OPPORTUNITIES FOR NEW PUBLIC SPACE & PARK WITH CONNECTIONS TO LITTLE LEAGUE PARK AND SCHOOL

SCENIC RIVERSIDE ESPLANADE
SELECTIVE CLEARING OF BRUSH TO OPEN UP AND FRAME VIEWS OF THE RIVER

ROAD CROSSING
HIGH SPEED TRAFFIC, CROSSWALK STRIPING AND ADVANCED SIGNAGE

METTAAWEE SERVICE DRIVE
CONSIDER SIGNAGE AND ADDITIONAL SCREENING

NYSEG SERVICE DRIVE
CONSIDER SIGNAGE AND ADDITIONAL SCREENING

GRANVILLE LITTLE LEAGUE PARK

PROSPECT ST
NORTH ST
METTAWEE ST
PINE ST
EAST MAIN ST
NORTH ST
METTWEE RIVER
POTENTIAL NWI WETLAND MAY REQUIRE WETLAND DELINEATION, PERMITTING, AND REMEDIATION/CULVERT

MANCHESTER WOOD PROMINENT LOCAL BUSINESS; AMERICAN-MADE FURNITURE; CONSIDER WAYFINDING SIGNAGE TO/FROM TRAIL

SLATE VALLEY BOWLING ALLEY LOCAL ATTRACTION; CONSIDER WAYFINDING SIGNAGE FROM TRAIL

SAINTS PETER & PAUL CEMETERY HISTORIC CEMETARY

GRADE CHANGE TRAIL BED RISES 2-6 FT ABOVE ADJACENT PROPERTIES

RESIDENTIAL PROPERTY CLOSE PROXIMITY - CONSIDER ADDITIONAL NATURAL SCREENING (±150 LF)
GRANVILLE: SEGMENT 07
SLATE VALLEY TRAIL

SCALE: 1:300

KEY MAP

NEW YORK
VERMONT

GRANVILLE
RT. 22
RT. 22A

MAIN ST (RT. 24)

GRANVILLE AIRPORT
PUBLIC USE AIRPORT FOR WASHINGTON COUNTY

MT. CARMEL CEMETERY
HISTORIC CEMETERY

CAUTION
DRIVEWAY CROSSING AHEAD

DRIVE CROSSING
APPROPRIATE SIGNAGE

DAIRY FARM
CLOSE PROXIMITY AND GRADING CHALLENGES; WORK WITH PROPERTY OWNER ON PROPOSED BRIDGE AND CROSSING THROUGH EXISTING OPERATIONS

NATURAL SCREENING
EXISTING NATURAL VEGETATION PROVIDES SUFFICIENT BUFFER FROM NEIGHBORING PROPERTIES; CONSIDER APPROPRIATE SIGNAGE

PLEASE STAY ON TRAIL

GRADE CHANGE
TRAIL BED SITS 2-6 FT ABOVE ADJACENT PROPERTIES
Proposed bridge/tunnel work with property owner on final design and appropriate signage.

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.

Potential NWI wetland may require wetland delineation, permitting, and remediation/culvert.

Dairy farm - close proximity and grading challenges; work with property owner on proposed bridge and crossing through existing operations.

Elmwood Cemetery - historic cemetery.

Bake Slate Inc. - local slate supplier.

Scale: 1:300

Granville: Segment 08
Slate Valley Trail
SCENIC RURAL STRECH
TRAIL RUNS ALONG DECIDUOUS HEDGEROW WITH PICTURESQUE RURAL CHARACTER

FARM ROAD
CURRENTLY USED FOR TRACTOR CIRCULATION BETWEEN FIELDS

SLOW TRAFFIC
SIGN TO INDICATE START OF SLOW TRAVEL SPEEDS HEADING SOUTH
SCENIC RURAL STRETCH
Trail runs along deciduous hedgerow with picturesque rural character

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.

FARM ROAD
Currently used for tractor circulation between fields.

CAUTION
CATTLE FENCING PRECEDENT

METTAWEE RIVER

METTAWEE RIVER

BUTLER RD

RT. 22A

RT. 22

RT. 10

GRANVILLE

KEY MAP

SCALE: 1:300

GRANVILLE: SEGMENT 10
SLATE VALLEY TRAIL
GRANVILLE: SEGMENT 11
SLATE VALLEY TRAIL

SCALE: 1:300

NEW YORK
VERMONT

KEY MAP

CATTLE FENCING PRECEDENT

FARM FIELD
RAIL PROPERTY RUNS BETWEEN
 SHARED LANDS (SAME OWNER);
CONSIDER WORKING WITH OWNER
TO REROUTE TRAIL ALONG EDGE
OF WOODS

POTENTIAL NWI WETLAND
MAY REQUIRE WETLAND DELINEATION,
PERMITTING, AND REMEDIATION/CULVERT

ALTERNATE ROUTE
WORK WITH PROPERTY OWNER WHO
EXPRESSED INTEREST IN RUNNING
TRAIL ALONG EDGE OF WOODS TO
AVOID DISTURBANCE TO EXISTING
OPERATIONS

FARM OPERATIONS
CONSIDER CATTLE FENCING
TO AVOID DISTURBANCE TO
EXISTING FARM OPERATIONS
OR ALTERNATIVELY INSTALL
SEASONAL TEMPORARY
SEASONAL FENCING TO KEEP
SNOWMOBILES ON TRAIL

SCENIC RURAL STRETCH
TRAIL RUNS THROUGH AND/OR
ALONG PICTURESQUE
FARM FIELDS

METTAWEE RIVER

CAUTION

BUTLER RD

BUTLER RD

RT 22A

RT 22

GRANVILLE

RT 22

BUTLER RD

POTENTIAL NWI WETLAND
MAY REQUIRE WETLAND DELINEATION,
PERMITTING, AND REMEDIATION/CULVERT

ALTERNATE ROUTE
WORK WITH PROPERTY OWNER WHO
EXPRESSED INTEREST IN RUNNING
TRAIL ALONG EDGE OF WOODS TO
AVOID DISTURBANCE TO EXISTING
OPERATIONS

FARM OPERATIONS
CONSIDER CATTLE FENCING
TO AVOID DISTURBANCE TO
EXISTING FARM OPERATIONS
OR ALTERNATIVELY INSTALL
SEASONAL TEMPORARY
SEASONAL FENCING TO KEEP
SNOWMOBILES ON TRAIL
SCENIC RURAL STRETCH
TRAIL RUNS ALONG DECIDUOUS HEDGEROW WITH PICTURESQUE RURAL CHARACTER

FARM OPERATIONS
CURRENTLY USED FOR TRACTOR CIRCULATION BETWEEN FIELDS; CONSIDER WORKING WITH OWNER TO ENSURE NO DISTURBANCE OF FARM OPERATIONS

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

ROAD CROSSING
LOW VISIBILITY; INSTALL ADVANCED SIGNAGE AND CROSSWALK STRIPING

POSSIBLE ALTERNATE ROUTE
SHARED ROADWAY

PREFERRED ROUTE

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

ALTERNATE ROUTE
TRAIL TO RUN ALONG EDGE OF WOODS TO AVOID DISTURBANCE TO EXISTING OPERATIONS

CAUTION

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
CROSSING AHEAD

SLATE VALLEY TRAIL

GRANVILLE: SEGMENT 12
SLATE VALLEY TRAIL
SHARED ROADWAY
SEE RENDERING G03; EXISTING DOT
OWNERSHIP IS APPROXIMATELY 70' -
SEE APPENDIX _ FOR ADDITIONAL
NYSDOT ROW INFORMATION.

WINTER MAINTENANCE
FOLLOW-UP TRAIL
MAINTENANCE REQUIRED
DURING WINTER MONTHS
AFTER SNOW PLOWING

ROAD CROSSING
CROSSWALK
AND SIGNAGE

EXISTING RAIL BED
CONSIDER FENCING TO
DEFINE OWNERSHIP OF
LANDS

SLEET VALLEY TRAIL

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

ALTERNATE ROUTE
WOULD REQUIRE CROSSWALK
STRIPING AND SIGNAGE AT CROSS
ROAD AS WELL AS FOLLOW-UP TRAIL
MAINTENANCE DURING WINTER
MONTHS AFTER SNOW PLOWING

WAYFINDING
ADDITIONAL SIGNAGE TO KEEP
USERS ON TRAIL / BIKE LANE

POTENTIAL NWI WETLAND
MAY REQUIRE WETLAND DELINEATION,
PERMITTING, AND REMEDIATION/CULVERT

SLOW TRAFFIC
RESIDENTIAL ZONE

SCALE: 1:300

GRANVILLE: SEGMENT 13
SLATE VALLEY TRAIL

NEW YORK
VERMONT

KEY MAP
LIMITED ROAD WIDTH
THIS STRETCH OF ROAD MAY REQUIRE ADDITIONAL EARTHWORK ALONG WEST EMBANKMENT

POTENTIAL NW WETLAND MAY REQUIRE WETLAND DELINEATION, PERMITTING, EARTHWORK, AND CULVERT EXTENSION

SHARED ROADWAY SEE RENDERING G03

NEW YORK
VERMONT
GRANVILLE
RT. 22A
RT. 22A
RT. 22A
RT. 22A
WAYFINDING / PRIVATE PROPERTY
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

WAYFINDING
ADDITIONAL SIGNAGE TO KEEP USERS ON TRAIL / BIKE LANE

EXISTING SNOW MOBILE ACCESS
POTENTIAL TO RUN ALTERNATE ROUTE ALONG EXISTING SNOW MOBILE TRAIL; COORDINATE WITH OWNER

POTENTIAL NWI WETLAND
MAY REQUIRE WETLAND DELINEATION, PERMITTING, EARTHWORK, AND CULVERT

CAUTION
DRIVEWAY CROSSING AHEAD

DRIVE CROSSING
APPROPRIATE SIGNAGE

NWI WETLAND CROSSING
MAY REQUIRE WETLAND DELINEATION, PERMITTING, EARTHWORK, AND CULVERT

PLEASE STAY ON TRAIL

WAYFINDING
ADDITIONAL SIGNAGE TO KEEP USERS ON TRAIL / BIKE LANE

SCALE: 1:300

KEY MAP

GRANVILLE: SEGMENT 15
SLATE VALLEY TRAIL
NEW YORK / VERMONT BORDER CONNECTION TO EXISTING DELAWARE AND HUDSON (D&H) RAIL-TRAIL AND AN OPPORTUNITY FOR NYS WELCOME SIGN

DELWARE AND HUDSON (D&H) TRAIL RECREATIONAL TRAIL RUNS NORTHEAST TO POULTNEY, VT

POTENTIAL NWI WETLAND MAY REQUIRE WETLAND DELINEATION, PERMITTING, AND REMEDIATION/CULVERT

SLATE QUARRY PRIOR DISTURBANCE - WETLAND APPEARS TO HAVE BEEN PREVIOUSLY DISTURBED

DRIVE CROSSING APPROPRIATE SIGNAGE

NYSDEC WETLAND APPROXIMATE BOUNDARY AND REQUIRED 100' BUFFER AS SHOWN - TRAIL DOES NOT APPEAR TO HAVE AN IMPACT

NEW YORK STATE OF OPPORTUNITY D&H RAIL TRAIL WELCOME TO NEW YORK STATE 6.75 miles to Granville, NY

Parks, Recreation and Historic Preservation

GRAVANVILLE: SEGMENT 16 SLATE VALLEY TRAIL
SALEM: SEGMENT 01
SLATE VALLEY TRAIL
SCALE: 1:300

SALEM CENTRAL SCHOOL
OPPORTUNITY TO INVOLVE STUDENTS
WITH HISTORY AND NATURAL SCIENCES

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

WOODY HILL FARMS GROWING FIELD
CONSIDER OPPORTUNITIES TO VISUALLY
CONNECT TRAIL USERS TO WILLING LOCAL
FARMS, FOOD, AND BUSINESSES VIA
INTERPRETIVE SIGNAGE

SALEM CENTRAL SCHOOL
SPORTS FIELDS
SHARED USE FOR TRAINING
AND/OR CROSS-COUNTRY RACES

COMMUNITY TRAIL LOOP
POTENTIAL WALKING/RUNNING LOOP
FOR STUDENTS & LOCAL RESIDENTS;
AN OPPORTUNITY TO INVOLVE THE
SCHOOL, LOCAL PROPERTY OWNERS,
AND COMMUNITY

NYSEG SUBSTATION
CONSIDER DECORATIVE
FENCING & NATURAL
SCREENING

TRAIL GATEWAY
SEE RENDERING S01

SALEM TOWN HALL

SALEM: SEGMENT 01
SLATE VALLEY TRAIL
SALEM: SEGMENT 02
SLATE VALLEY TRAIL
PRIVATE PROPERTIES, FIELDS & GARDENS
APPROPRIATE SIGNAGE LOCATED INTERMITTENTLY ALONG TRAIL

SCALE: 1:300

PLEASE STAY ON TRAIL

CAUTION
DRIVEWAY CROSSING AHEAD

DECORATIVE GATE
CONTINUE TO WORK WITH PROPERTY OWNERS TO GAIN SEASONAL ACCESS

SEASONAL ROAD CROSSING
SNOWMOBILE ROUTE

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)

RESIDENTIAL/COMMERCIAL PROPERTIES
CLOSE PROXIMITY - CONSIDER NATURAL SCREENING AND/OR TIMBER-RAIL FENCING (±800 LF)

PRIVATE PROPERTIES, FIELDS & GARDENS
APPROPRIATE SIGNAGE LOCATED INTERMITTENTLY ALONG TRAIL

DECORATIVE GATE
CONTINUE TO WORK WITH PROPERTY OWNERS TO GAIN SEASONAL ACCESS

SEASONAL ROAD CROSSING
SNOWMOBILE ROUTE

SALEM: SEGMENT 02
SLATE VALLEY TRAIL

KEY MAP
SLATE VALLEY TRAIL

SCALE: 1:300

EAST BROADWAY (RT. 153)
BEATTIE HOLLOW RD.
WHITE CREEK
WHITE CREEK

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

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

SCENIC TRAILHEAD
SEE RENDERING S02

TRAILHEAD & PARKING AREA
OPPORTUNITY FOR SMALL GRAVEL LOT ALONG WHITE CREEK; SEE RENDERING S02

NEW YORK
VERMONT

SALEM

KEY MAP

SALEM: SEGMENT 03
SLATE VALLEY TRAIL

SALEM: SEGMENT 03
SLATE VALLEY TRAIL
SALEM: SEGMENT 04

SLATE VALLEY TRAIL

SCALE: 1:300

EAST BROADWAY (RT. 153)

WHITE CREEK

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

EXISTING METAL BRIDGE
MAY REQUIRE STRUCTURAL
INVESTIGATION AND
IMPROVEMENTS

NEW YORK
VERMONT
SALEM
RT. 153
RT. 22

KEY MAP

SALEM: SEGMENT 04
SLATE VALLEY TRAIL
Opportunity to visually connect trail users to local farms, food, and businesses via wayfinding signage.

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 and other locally distinctive species.

Potential NWI wetland: May require wetland delineation, permitting, and remediation/culvert.

Dry Brook Sugarhouse: Opportunity to visually connect trail users to local farms, food, and businesses via wayfinding signage.

Residential property close proximity: May require natural screening and/or timber-rail fencing. Work with property owners for final design.

Existing metal bridge appears to be structurally sound - requires new decking.

Road crossing guardrail adjustment, signage, and striping.

New York Vermont Salem RT. 153 RT. 22

Key Map: Slate Valley Trail

Scale: 1:300
**Slate Valley Trail**

**Potential NWI Wetland**
May require wetland delineation, permitting, and remediation/culvert.

**Existing Wash Out**
May require additional earthwork.

**Residential Property**
Close proximity - may require natural screening and/or timber-rail fencing. Work with property owners for final design.

**Scenic Rural Stretch**
Trail weaves in and out of deciduous hedgerow with picturesque rural views and a backdrop of rolling hills & the Green Mountains in the distance.

**Farm Road Crossing**
Appropriate signage.

Key Map

Scale: 1:300

Salem: Segment 06

Slate Valley Trail
PRIVATE FIELDS
APPROPRIATE SIGNAGE
LOCATED INTERMITTENTLY
ALONG TRAIL

SCENIC RURAL STRETCH
TRAIL RUNS ALONG DECIDUOUS
HEDGEROW WITH PICTURESQUE
RURAL CHARACTER

SCENIC ESPLANADE
SELECTIVE CLEARING OF BRUSH
TO OPEN UP VIEWS OF THE CREEK

EXISTING METAL BRIDGE
MAY REQUIRE STRUCTURAL
INVESTIGATION AND SURFACE
IMPROVEMENTS

WHITE CREEK

SALEM: SEGMENT 08
SLATE VALLEY TRAIL
DAIRY FARM
CLOSE PROXIMITY - MAY REQUIRE NATURAL SCREENING AND/OR TIMBER-RAIL FENCING (±800 LF)

POTENTIAL NWI WETLAND
MAY REQUIRE WETLAND DELINEATION, PERMITTING, AND REMEDIATION/CULVERT

TRAIL CROSSING SIGNAGE AND STRIPING PERPENDICULAR TO ROAD

LOCAL FARMS & BUSINESSES CONSIDER OPPORTUNITIES TO VISUALLY CONNECT TRAIL USERS TO WILLING LOCAL FARMS, FOOD, AND BUSINESSES VIA INTERPRETIVE SIGNAGE

PRIVATE FIELDS
APPROPRIATE SIGNAGE LOCATED INTERMITTENTLY ALONG TRAIL

PLEASE STAY ON TRAIL

CHECKS
SLATE VALLEY TRAIL CROSSING AHEAD

FARM ROAD CROSSING
APPROPRIATE SIGNAGE

FARM ROAD CROSSING
APPROPRIATE SIGNAGE

SALEM: SEGMENT 09
SLATE VALLEY TRAIL
SALEM: SEGMENT 10

SLATE VALLEY TRAIL

SCALE: 1:300

POTENTIAL NWI WETLAND MAY REQUIRE WETLAND DELINEATION, PERMITTING, AND REMEDIATION/CULVERT

PRIVATE FIELDS APPROPRIATE SIGNAGE LOCATED INTERMITTENTLY ALONG TRAIL

PLEASE STAY ON TRAIL

CAUTION DRIVEWAY CROSSING AHEAD

DRIVEWAY CROSSING APPROPRIATE SIGNAGE; WORK WITH PROPERTY OWNERS ON FINAL DESIGN

NEW YORK / VERMONT BORDER CONNECTION TO EXISTING DELAWARE AND HUDSON (D&H) RAIL-TRAIL AND AN OPPORTUNITY FOR NYS WELCOME SIGN

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

SALEM RT. 153

WHITE CREEK RT. 22

KEY MAP

NEW YORK / VERMONT BORDER

NEW YORK STATE WELCOME TO

5.25 miles to Salem, NY

Parks, Recreation and Historic Preservation

EAST BROADWAY (RT. 153)

D&H RAIL TRAIL

WELCOME TO NEW YORK STATE

5.25 miles to Salem, NY

Parks, Recreation and Historic Preservation

EAST BROADWAY (RT. 153)

NEW YORK STATE WELCOME TO

5.25 miles to Salem, NY

Parks, Recreation and Historic Preservation

EAST BROADWAY (RT. 153)

NEW YORK STATE WELCOME TO

5.25 miles to Salem, NY

Parks, Recreation and Historic Preservation

EAST BROADWAY (RT. 153)

NEW YORK STATE WELCOME TO

5.25 miles to Salem, NY

Parks, Recreation and Historic Preservation

EAST BROADWAY (RT. 153)

NEW YORK STATE WELCOME TO

5.25 miles to Salem, NY

Parks, Recreation and Historic Preservation

EAST BROADWAY (RT. 153)
APPENDIX C

NYSDOT ROUTE 22A RECORD MAPPING
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)
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
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.

<table>
<thead>
<tr>
<th>Focus Areas</th>
<th>Discussion Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Economic Growth</td>
<td>• Trail could bring increased visitors with spending power to the area&lt;br&gt;• Tourism could help create new jobs, businesses and improved tax base&lt;br&gt;• Trail systems have been shown to increase local land values&lt;br&gt;• New recreation and event types (i.e. snowshoeing, rollerblading, competitive races, etc.) in the area create possibility of new businesses along/near trail way</td>
</tr>
<tr>
<td>Recreation &amp; Access</td>
<td>• New source of recreation could contribute to improved physical fitness&lt;br&gt;• Increased recreational outlets for children and adults&lt;br&gt;• Increased accessibility between NYS communities and Vermont&lt;br&gt;• Multiple user possibilities (cycling, jogging, horseback riding, etc.)&lt;br&gt;• Creation of a safe route to Salem Central School District</td>
</tr>
<tr>
<td>Design</td>
<td>• Trail accessibility should be controlled with bollards, fencing, gates, etc.&lt;br&gt;• Explore design/engineering solutions for property owners to address unique, property-based concerns (i.e. proximity of trail to house, etc.)&lt;br&gt;• Visibility may be problematic at some sites depending on location of home on parcel; screening may be necessary (i.e. fencing)&lt;br&gt;• Fencing design/appearance is key to some property owners, not to others&lt;br&gt;• Consider resurfacing with paving in select areas in the future (i.e. Salem CSD), remainder of trail should be crushed stone or grass&lt;br&gt;• Safety concerns must be addressed where trail crosses or runs along Route 22A or other roadways</td>
</tr>
</tbody>
</table>
**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).
  o Discussed using fencing and signage in select areas (particularly during winter months) to limit property access where nearby landowners are concerned.
  o Consider designs for road crossings.
  o Talk of using similar signage/aesthetic along trail for visual continuity.
  o Heritage tourism and interpretive signage should be considered/ incorporates.

• The Committee discussed intended users:
  o Local residents and tourists.
  o Seasonal uses: hiking, biking, snowshoeing, skiing, and snowmobiling.
  o Surface material should take into account snowmobile wear and tear.
  o No ATVs. Will need signage and enforcement (including self-policing).

• Next Steps and Action Items
  o Committee to provide list of stakeholders (e.g., user groups, select property owners, etc.) for Chazen to contact and conduct interviews.
  o Chazen to advance inventory and analysis with GIS mapping and site visits.
  o Using analysis and community feedback, Chazen to advance preliminary trail designs and estimates.
  o 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
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