

Trail Assessment



STUDY AREA


OVERVIEW

The study area, the former O&W Rail corridor through Sullivan County, is located in southeastern New York approximately 60 miles northwest of New York City. The area is also considered to be the “Foothills of the Catskills.” The study area is bound by the New York Catskill Mountains, and the Delaware River. Sullivan County possesses mountains, woodlands, lakes, and rivers for residents and visitors to traverse and explore. The County is approximately 968 square miles (U.S Census) and is home to approximately 75,500 residents (2017 Population Estimate) with a median household income of approximately \$53,877 (2013-2017 Estimates). Within the County are many villages and hamlets which contain unique character, contributing to the overall Sullivan County culture and history. The County is also considered a summer getaway for many residing in the New York City Metropolitan area. Existing segments of the O&W Rail Trail are developed for trail users such as hikers, runners, and bicyclists. According to trailkeeper.org the entire existing (developed) O&W Rail Trail is open for equestrian use.

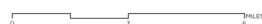


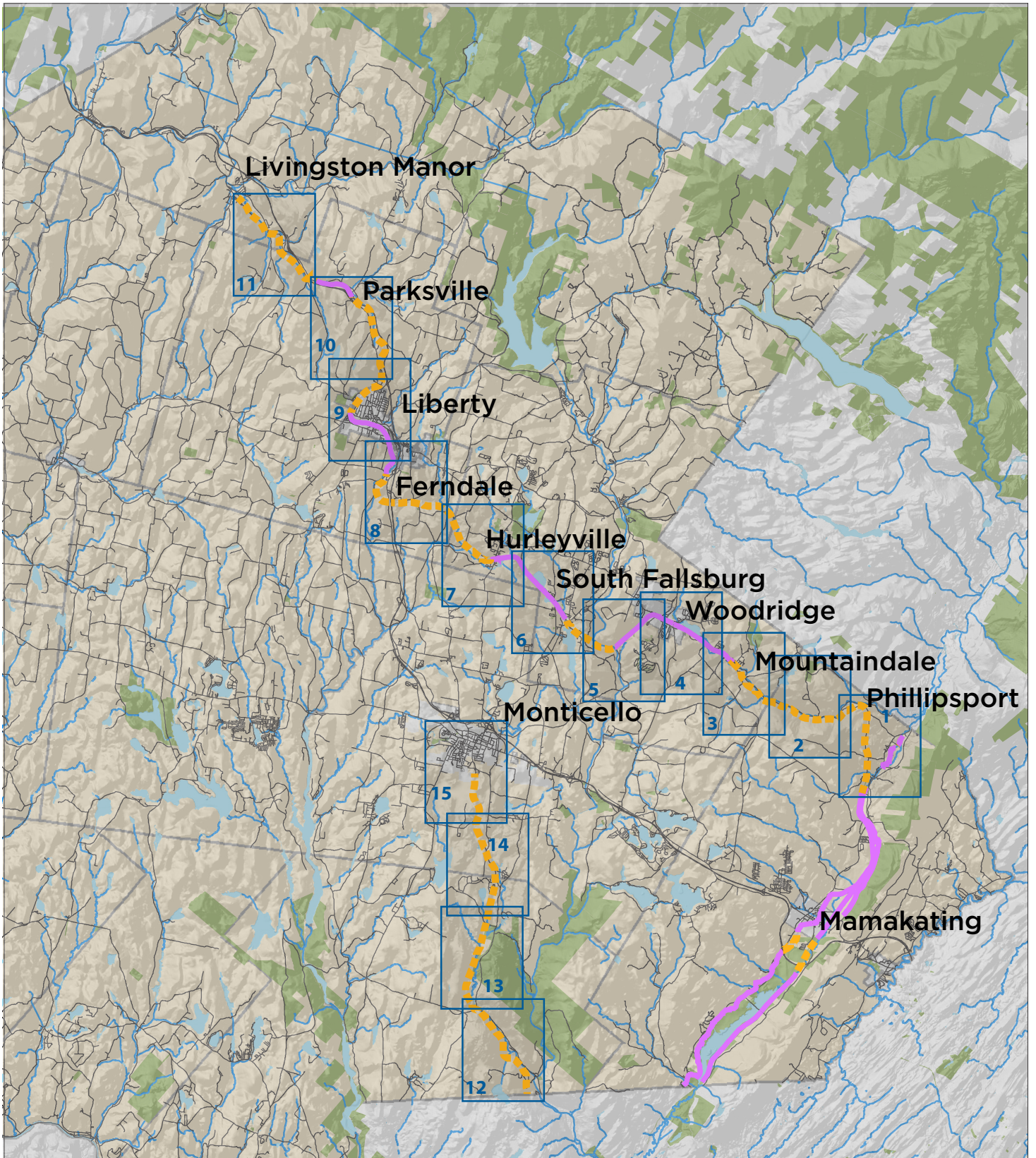


LEGEND

-  UNDEVELOPED SEGMENT
-  EXISTING SEGMENT
-  VILLAGE
-  HAMLET

O&W TRAIL THROUGH SULLIVAN COUNTY





MAP INDEX

— UNDEVELOPED TRAIL

— EXISTING TRAIL

This overall map displays the individual sections that will be referred to throughout the study.



NORTH



FIELD EXPLORATIONS

In July of 2017, two members of the project team spent four days exploring the study area to gain an in-depth understanding of the existing conditions along the O&W Corridor through Sullivan County. Field investigations were conducted from south to north starting in Phillipsport at the southern terminus of the project corridor and ending in Livingston Manor at the northern project terminus. Traveling south to north follows nationally recognized design conventions that can be easily transferred from when a project traverses from the planning to design and then the construction phases.

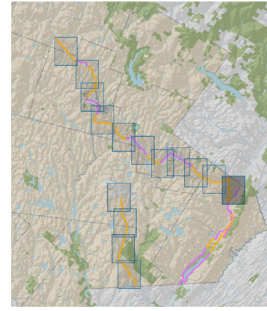
The measuring system identified throughout this report corresponds to highway stationing seen in engineering plans and construction documents. A “station” is, “the Horizontal measurement along the Survey Center Line of a project. Distances are measured and points are identified on plans with reference to Station Numbers. One hundred feet make up a Highway Station. Highway stationing might be compared with a rope having knots at 100-foot intervals. The beginning of the rope would be 0, the first knot at 100 feet would be Station number 1 and would be written as 1+00. The second station number would be 2 (which is 200 feet from the beginning) and would be written as 2+00 and so on.” (Colorado Dept. of Transportation, Basic Highway plan Reading 2004, Chapter 6)

Prior to the site visits where various portions of the trail were accessed, the Sullivan County manager issued formal notification to private landowners coordinating access to private property along the rail corridor. The observations and images included in the following pages document the conditions observed during the field visits. These field explorations informed the recommendations for this study. The following descriptions of conditions may vary from the current state due to subsequent weather events and trail improvements that have taken place since July of 2017.

For the purposes of this feasibility study, “useable” sections of the trail are defined as sections that are open to the public as of this writing and can be used by the public. Conversely, non-useable sections of trail are segments that the County and others are working on developing. These non-useable sections could be in various states from planning to construction.



SECTION 1 - TRAILHEAD AT D&H CANAL LINEAR PARK



1. D&H CANAL LINEAR PARK: (STA 0+00)

Located at the terminus of Bova Road, the D&H Canal Linear Park is operated and maintained by the Sullivan County Department of Parks, Recreation and Beautification and features a trailhead for the D&H Canal, a small museum and bookstore. This historic park serves well as a trailhead and access point for the Sullivan O&W Rail Trail, easily accessible from US Route 209. Currently there is no access to the railbed, but there appears to be an access road up to the trail. Parking is available at the trailhead, but is restricted to the 8AM to dusk operating hours.

2. TWIN SPAN BRIDGE AT RED HILL ROAD (STA 33+00)

The Red Hill Road Bridge is located approximately 0.63 miles from the D&H Canal Linear Park and the beginning of the proposed alignment for the Sullivan O&W trail. The bridge appears to be structurally sound, but will need to be evaluated further for structural stability, and assessed for fall hazards. Continuing north on the trail, conditions are stable. The railbed is informally used by neighbors for ATV's, mountain bikes, and walking. Land ownership of the entire 7.7 acres from the Park to Dugout Road is comprised of a single private individual landowner.



Trail conditions at D&H Linear Park

3. DUGOUT ROAD CROSSING (STA 60+50)

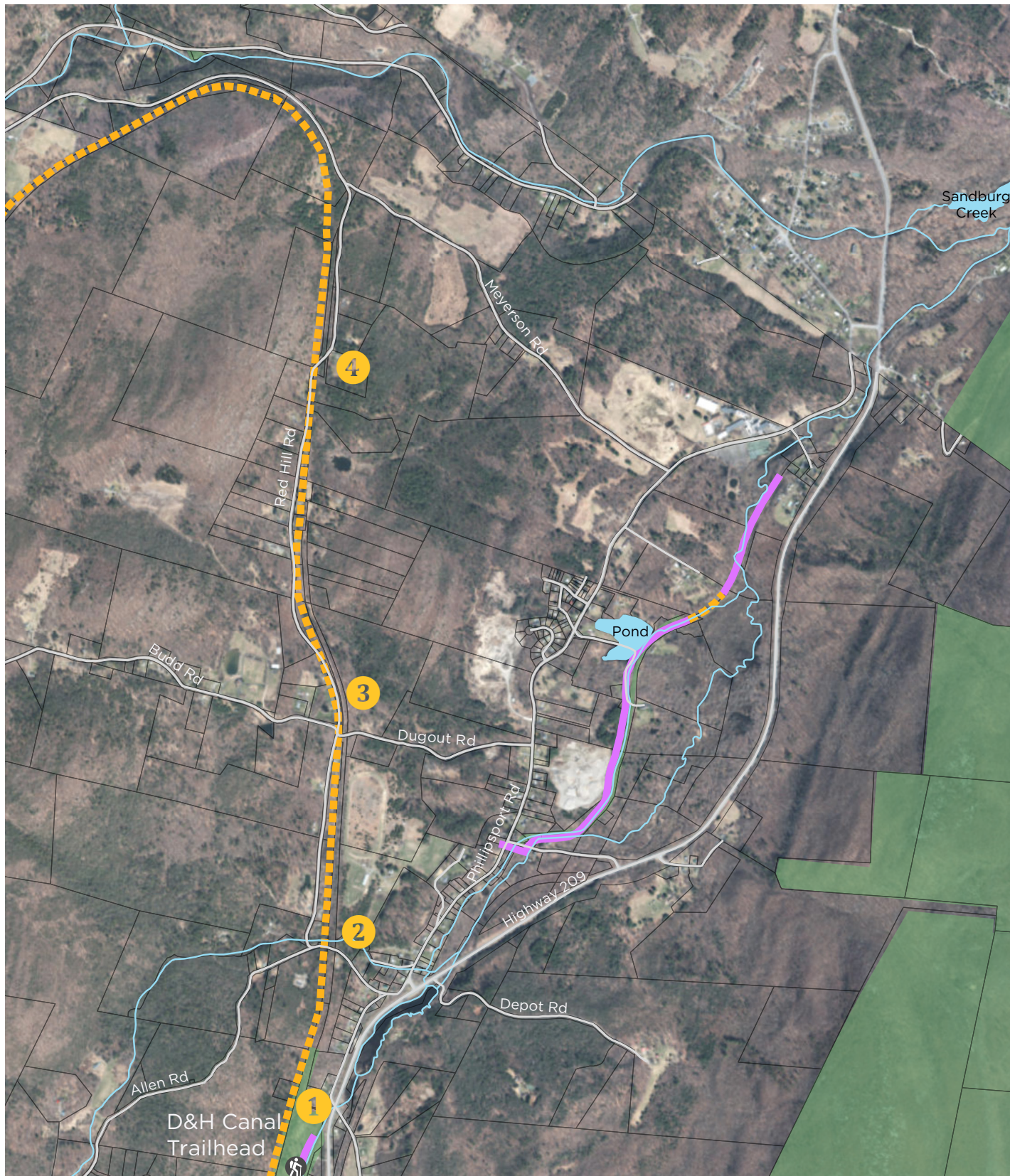
Approximately 0.52 miles from the bridge over Red Hill Road, the trail crosses Dugout Road at grade. Dugout Road is a low-volume, low-speed, seasonal use roadway. North of the Dugout Road crossing, the railbed is stable and informally used for recreation. This portion of proposed trail is held in private ownership by seven (7) individual landowners and traverses front and rear yards of dwellings, in some locations within 100 feet. For this portion of trail to be constructed, coordination with and agreement from all landowners would be required to acquire permanent easements or strip right-of-way acquisitions.

4. RED HILL ROAD CROSSING (STA 109+40)

Red Hill Road is a full-season, low-volume roadway. Trail conditions begin to deteriorate north of the at-grade Red Hill Road crossing, located approximately 0.93 miles from the Dugout Road crossing, vegetation becomes increasingly dense, and drainage and erosion issues become more frequent. In its current condition, the majority of the trail is considered unusable. This segment of trail is held by two (2) private individuals and one (1) Limited Liability Company (LLC). One of the private individual landowners share land in Section 2 described on page 3-8. Coordination and agreement from all landowners would be required to acquire permanent easements or right-of-way acquisitions to construct the proposed trail.



Bridge at Red Hill Road



SECTION 1

- UNDEVELOPED TRAIL
- EXISTING TRAIL
- TRAILHEAD



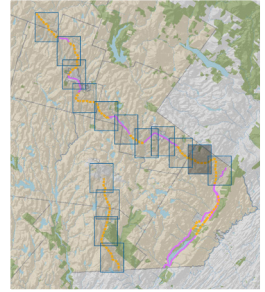
NORTH



SECTION 2

EAST OF MAMAKATING- FALLSBURG TOWN LINE

The entirety of this approximate 2.8-mile segment is within private property, held by a single owner. Vegetation begins to become dense, and drainage and erosion issues become more frequent along the trail. There are a variety of landscapes along this segment of trail, from densely wooded to open fields, offering diversity in user experiences. In its current condition, the majority of the existing route is considered unusable. There are segments which could easily be used, but these segments do not provide easily accessible terminus points.



Overgrown vegetation east of town line



Erosion along the trail



Existing condition east of Tomsco Falls





SECTION 2

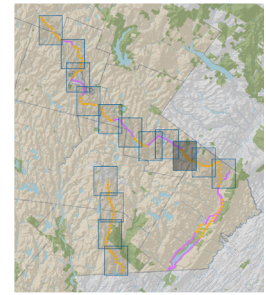
- UNDEVELOPED TRAIL
- EXISTING TRAIL



NORTH



SECTION 3- TOMSCO FALLS MOUNTAINDALE



1. MOUNTAINDALE-FALLSBURG TOWN LINE (STA 316+74)

There are approximately 6 miles from the D&H Canal Linear Park to the Mamakating-Fallsburg town line. Land through this section is typically privately owned with the exception of one (1) Limited Liability Company (LLC).

2. TOMSCO FALLS (STA 327+00)

Beautiful former site of a 1300-foot long rail bridge and potential scenic tourist attraction located approximately 0.2 miles from the Mamakating-Fallsburg town line. Historic moderate grade trail cut leads from the existing structurally questionable (approx. 6' wide) pedestrian bridge which crosses Taylor Brook at Tomsco Falls. North of Tomsco Falls, trail conditions are good and appear to be used as a single lane vehicular driveway. This land from the town line to, and within, Tomsco Falls is held by a single private landowner (same landowner of the land in Section 2 - page 3-8).

3. SANDBURG CREEK CROSSING (STA 392+40)

The former bridge abutment at the creek crossing appears to be in good condition, with an approximate 20-foot span over the Sandburg Creek, into Fallsburg Town-owned property. From this location, trail users cross Mountaindale Road to access the developed trail north of, and parallel to, Mountaindale Road. The trail intersects Post Hill Road where users travel on-road to Railroad Avenue. Two private landowners own land from Tomsco Falls to the creek crossing. Successful coordination with these two land owners could result in an additional 5 trail miles, creating 9 contiguous miles of trail east of the Mountaindale trailhead.

4. MOUNTAINDALE TRAILHEAD (STA 415+09)

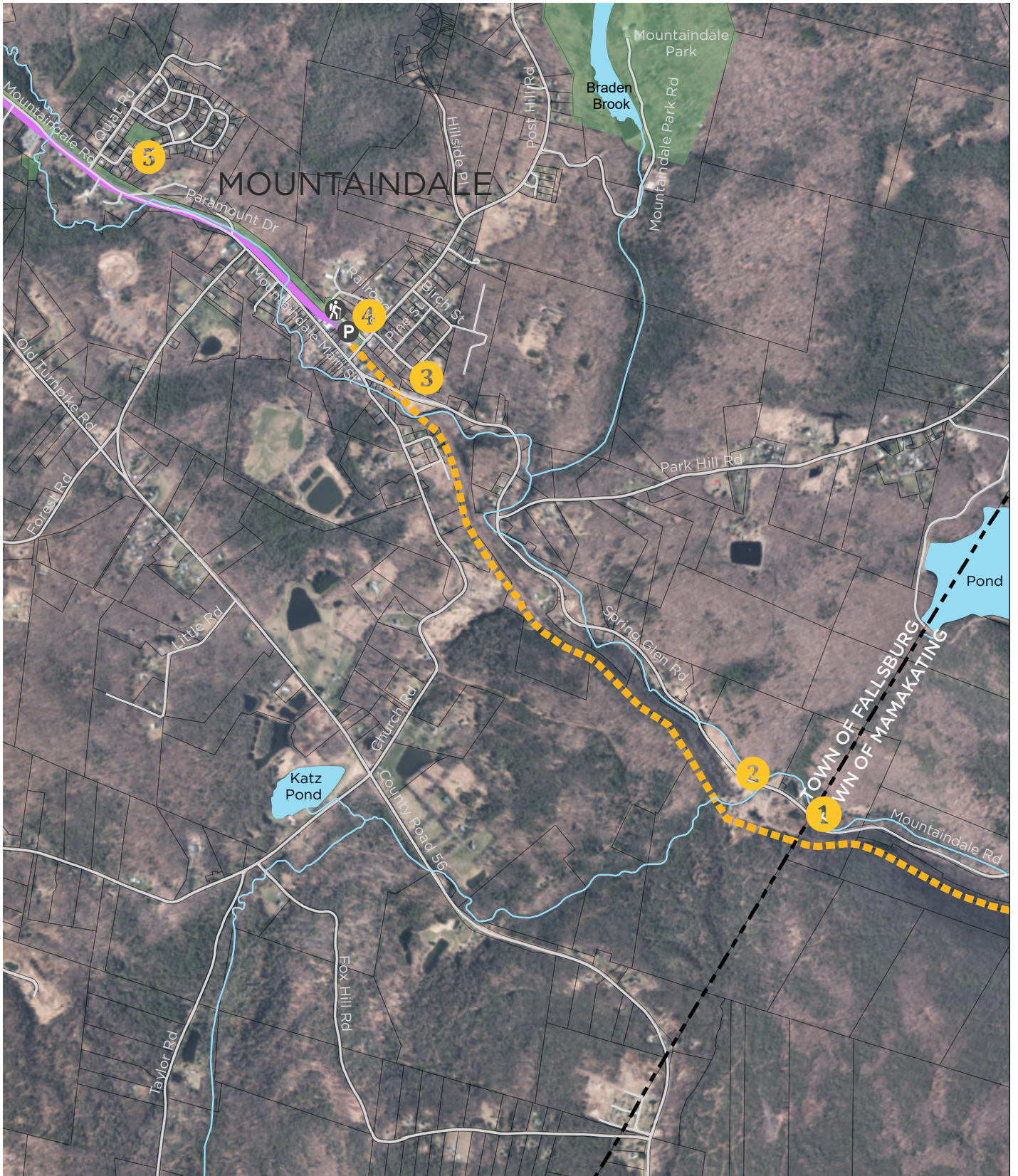
This is the formal trailhead entrance to the existing rail trail maintained by the Town of Fallsburg. It is located on Railroad Avenue adjacent to the Mountaindale Station and is approximately 0.43 miles from the Sandburg Creek crossing. The site has parking for approximately 28 vehicles and includes a small park, making it an appropriate location for a more formalized trailhead. Cinder Track Bicycles, a bicycle shop in Mountaindale, is located on the north side of Railroad Avenue, further enhancing the amenities available to trail users. This is the easternmost point on the Mountaindale section of the Sullivan O&W Rail Trail. The cinder trail is well used and upgrades have recently taken place along this segment of trail.

5. QUIAT ROAD CROSSING (STA 450+73)

The crossing lacks striping and warning signage. Existing landscape elements highlight the intersection and act as signals to vehicles identifying the multi-modal crossing.

Bridge at Tomsco Falls





SECTION 3

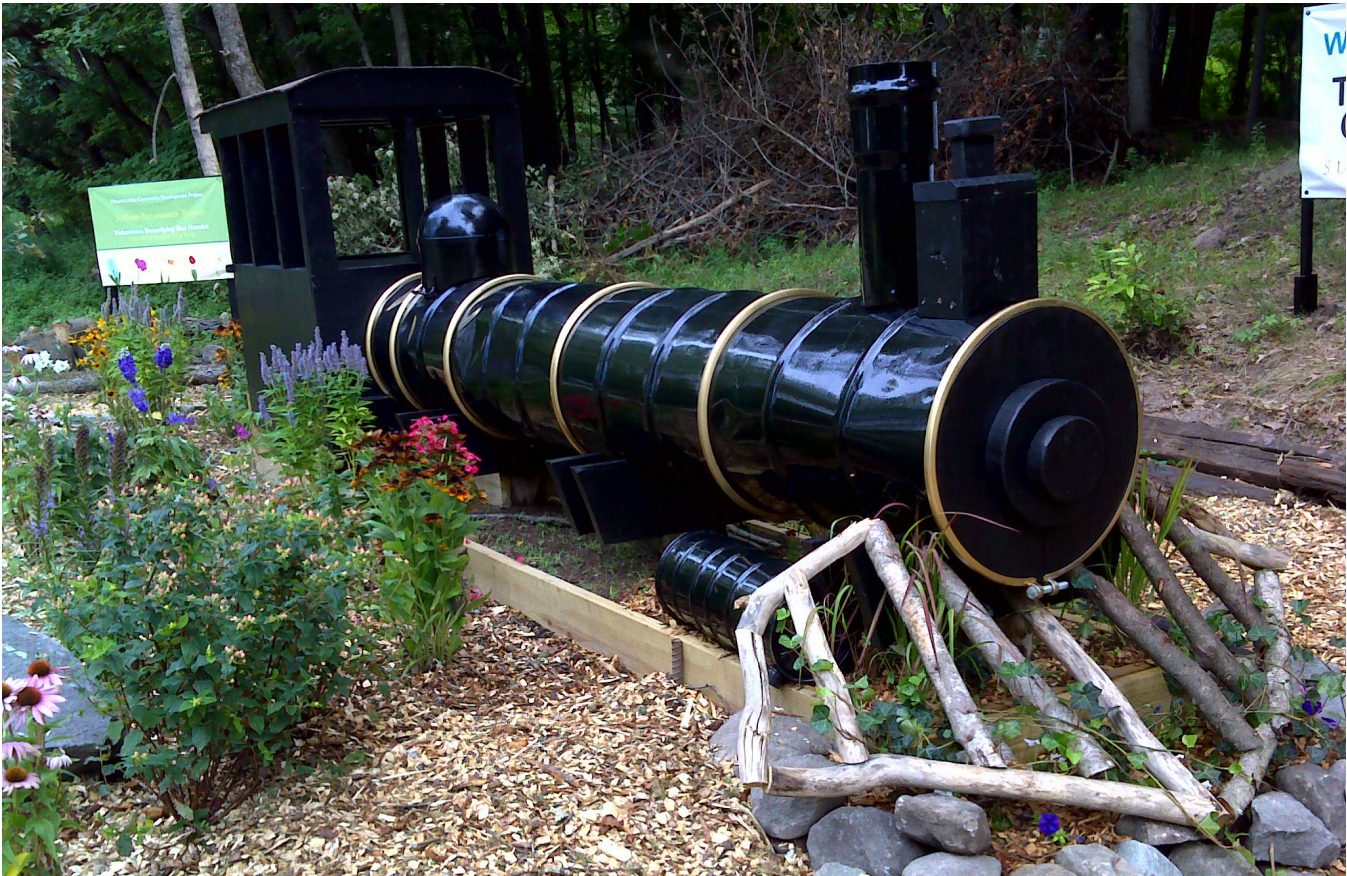
- UNDEVELOPED TRAIL
- EXISTING TRAIL
- TRAILHEAD
- PARKING



HAMLET OF MOUNTAINDALE

Located in the Town of Fallsburg, New York, Mountaindale has a robust historic Main Street. Although many of the storefronts are vacant, small businesses have been emerging within the hamlet. Mountaindale is home to a deli, cafe, post office and bicycle shop, all within a short walk from the trailhead at Mountaindale Station. Just off Post Hill Road, is the Mountaindale station, which was opened in 2009, and features restrooms and parking for the O&W trail. The structure was constructed based upon plans dating from the 1920's for a New York O&W Depot that was intended for the site. The station will serve as an important landmark along the Sullivan O&W Rail Trail. Located just up Post Hill Road is Mountaindale Park, with a full service campground that is suited to serve trail tourism. The Park is owned and operated by the Town of Fallsburg. The Mountaindale area is also served by other private campgrounds, bungalow colonies, SPET and "Health Resorts" of the past.

Train sculpture at Mountaindale Visitors Center (Image source: trailkeeper.org)



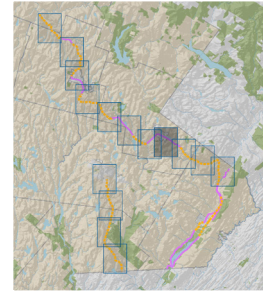
VILLAGE OF WOODRIDGE

Located in the Town of Fallsburg, the Village of Woodridge has an estimated population of 801, a decline since the 2000 census. Originally Centreville, there is little history of the Village prior to the construction of the New York O&W railroad. The Village has a number of stores and services that serve both the year-round, seasonal, and tourist populations. The trail runs directly through town and is well used. Many of the Village businesses are visible from the trail, and the Village offers multiple opportunities for food and supplies. Directly adjacent to the trail is William Krieger Memorial Park, which offers picnicking and play right next to the trail. The park also offers views of Silver Lake.

Landscaped parklet along Woodridge Railtrail



SECTION 4 - MOUNTAINDALE TO WOODRIDGE



1. SILVER LAKE ROAD TRAIL CROSSING (STA 474+72)

The current trail crossing located approximately 0.45 miles from the Quiet Road Crossing in Section 3, is unmarked and unsigned, which may cause conflicts between modes of transportation.

2. CAUSEWAY AT SILVER LAKE (STA 483 + 10)

Only 0.16 miles from the Silver Lake Road trail crossing, the causeway at Silver Lake is a well-used segment of trail enjoyed by trail users. The 350-foot causeway offers views to the lake and opportunities to relax by the water. Shortly after the causeway, the trail runs adjacent to Krieger Park. There are a few informal footpaths into the park that should be formalized to offer direct, safe multi-modal access to the park.

3. TRAILHEAD AT GREENFIELD ROAD (STA 525+80)

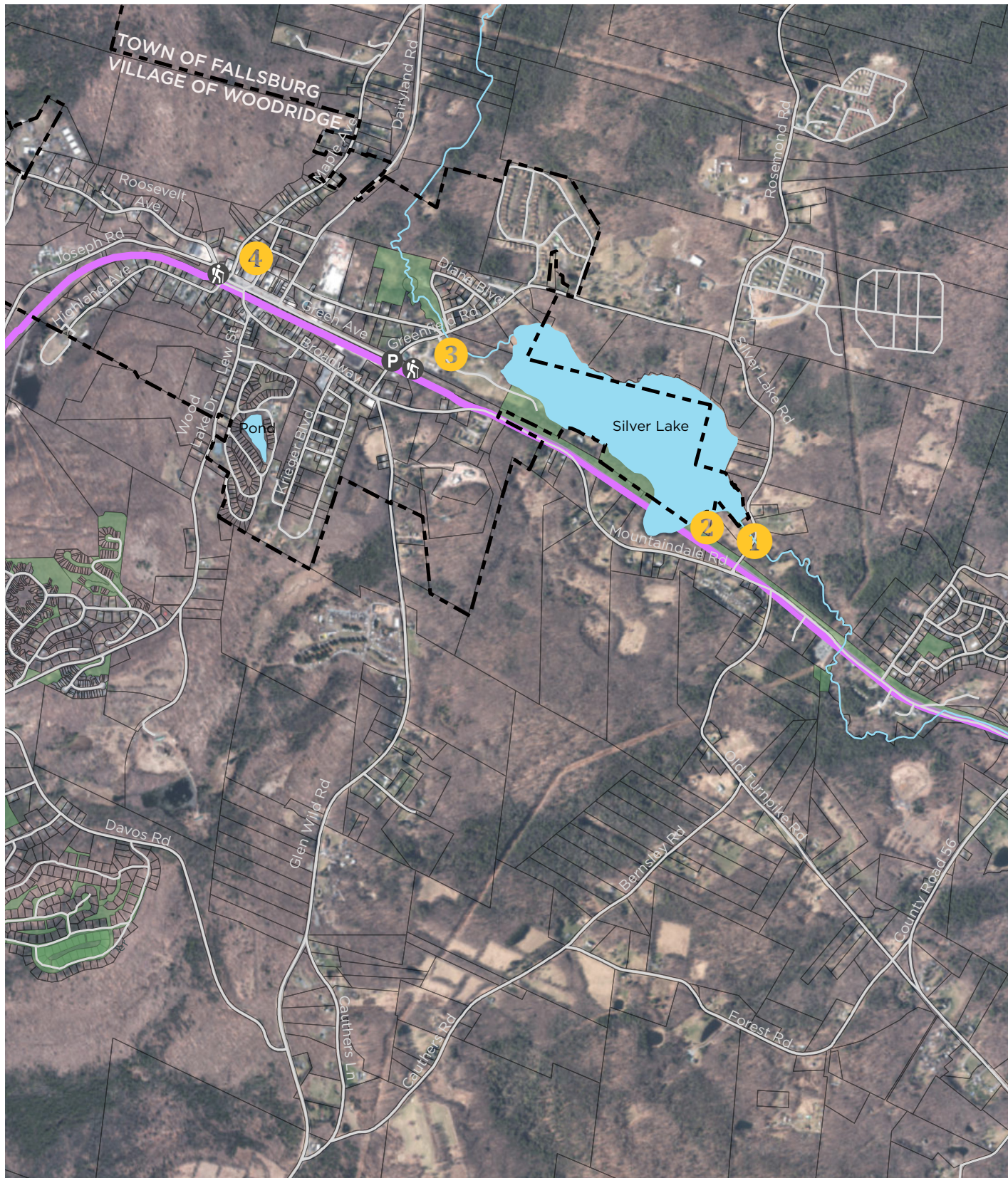
The existing trailhead is asphalt paved with minimal amenities. With the exception of crosswalk striping, it appears the trail ends at this location, however it currently continues on-road through a rock cut and through the Village of Woodridge along a busy truck route. The trail continues along a railroad-themed park and then crosses Green Avenue Exd. via a mid-block crossing. The trail becomes a 6' sidewalk along the south side of Green Avenue Exd., crosses Broadway at the traffic signal, then reconnects to the rail trail approximately 0.48 miles later (STA 551+33).

4. SMALL ACCESS POINT AT GREEN AVENUE (STA 551+33)



The access point is well-maintained and contains a gazebo, manicured landscaping, and a small information sign. The access point is accessible by foot or bicycle, no parking is available. The trail immediately west of the access point exceeds 5% grade, and this may be problematic for users with limited mobility. Continuing west, the developed trail runs parallel to Joseph Road (which turns into Tabaczynski Road at the town line), is crossed by a vehicular driveway, and is in fair condition with minor drainage issues. The trail crosses another causeway, before emerging at an existing trailhead.

Parking area at Greenfield Road Trailhead





SECTION 4

- UNDEVELOPED TRAIL
- EXISTING TRAIL
-  TRAILHEAD
-  PARKING



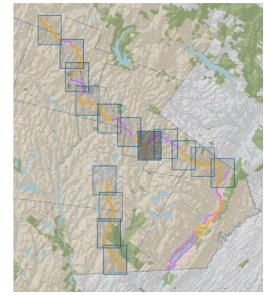
NORTH



SECTION 5 - NEVERSINK CROSSING

1. WOODRIDGE RAILS TO TRAILS - NEVERSINK RIVER TRAILHEAD (STA 643+55)

The existing trailhead located at the intersection of Tabaczynski Road and Avon Lodge Road / Panther Trail Road, offers a large gravel parking area, for both users of the trail and anglers. There is minimal signage, and lack of any substantial amenities.

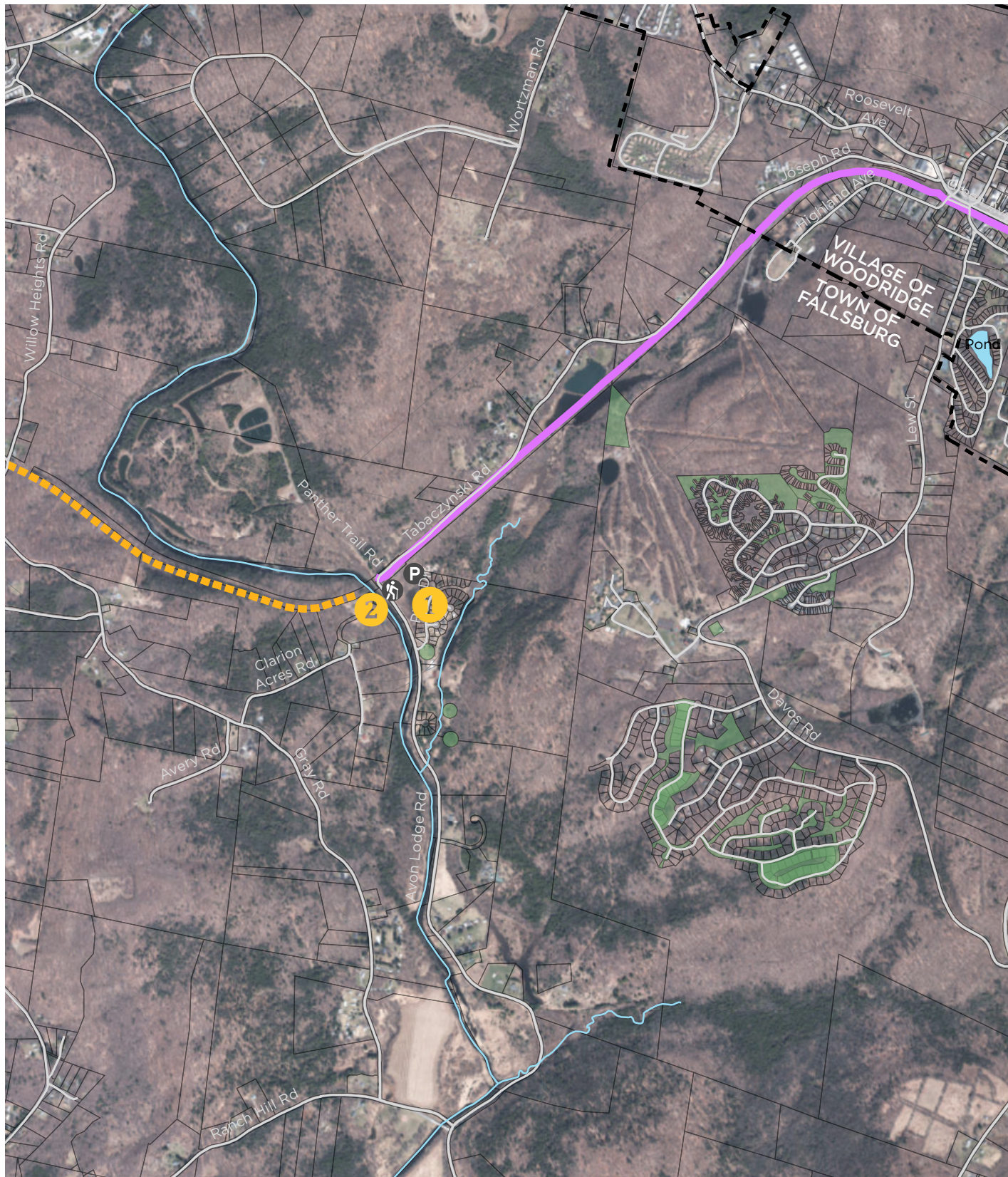


2. REQUIRED CROSSING OF THE NEVERSINK RIVER (646+30)

Existing bridge abutments are intact on both sides of the Neversink River, but a significant gap must be bridged to facilitate the crossing. To the west of the river, much of the area is in a floodplain. The existing rail trail continues as a stable stone surface. Beyond the wetland areas, maintenance and upgrades are necessary to bring the trail surface to proposed conditions. Some minor grubbing and vegetation removal may be required. In addition to the trail upgrades, this segment of trail is owned by a private corporation, which would require either a permanent easement or other formal right-of-way acquisition.

Bridge Abutment at the Neversink River





SECTION 5

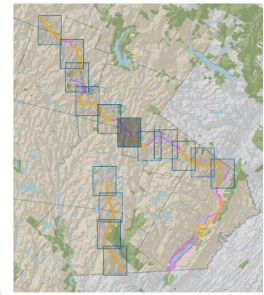
- UNDEVELOPED TRAIL
- EXISTING TRAIL
- TRAILHEAD
- PARKING



NORTH



SECTION 6 - NEVERSINK TO S. FALLSBURG



1. FALLSBURG TUNNEL (STA 694+66)

The existing tunnel will provide an accessible tourist attraction. The tunnel consists of a bare rock cut surface which has incurred some structural failures. Safe passage of the tunnel will require further study and engineering improvements. This tunnel would provide nearly level access along the rail trail, in contrast to alternative routes which present accessibility challenges. One private landowner owns the tunnel and railbed on either side of the trail. Upon exiting the tunnel, the trail continues for 0.35 miles to Lake Street where it becomes an on-road trail (STA 713+07). The railbed beyond Lake Street has been developed requiring an on-road route as discussed below.

2. PASSAGE THROUGH THE HAMLET OF SOUTH FALLSBURG (STA 706+50)

An approximate 0.80 mile on-road route along Lake Street is required due to the development in the railroad corridor. With shared lane markings or other on-road amenities, the on-road route follows Lake Street to Trolley Road then turns onto Railroad Plaza Ext. leading to the commercial district of South Fallsburg, crossing Main Street. From Main street, the on-road route follows Railroad Plaza Ext. to the Fallsburg Rail Trail trailhead. The Hamlet of South Fallsburg offers trail users the opportunity to stop for a meal or re-supply, if needed.

3. TRAILHEAD AT RAILROAD PLAZA EXD, RECREATION PARK (STA 750+62)

An on-road route along Lake Street is required due to the development in the railroad corridor. The former railroad bridge carries trail patrons over the Sheldrake Stream, then into the park and back onto the rail trail. The existing rail trail continues northwest as a stable stone surface.

4. ROAD CROSSING AT LAVISTA DRIVE (STA 780+19)

This existing trail crossing, located approximately 0.56 miles from the trailhead at Railroad Plaza Ext., lacks signage and striping, with the exception of a small kiosk located east of the crossing.

5. ROAD CROSSING AT WESTWOOD DRIVE (STA 796+06)

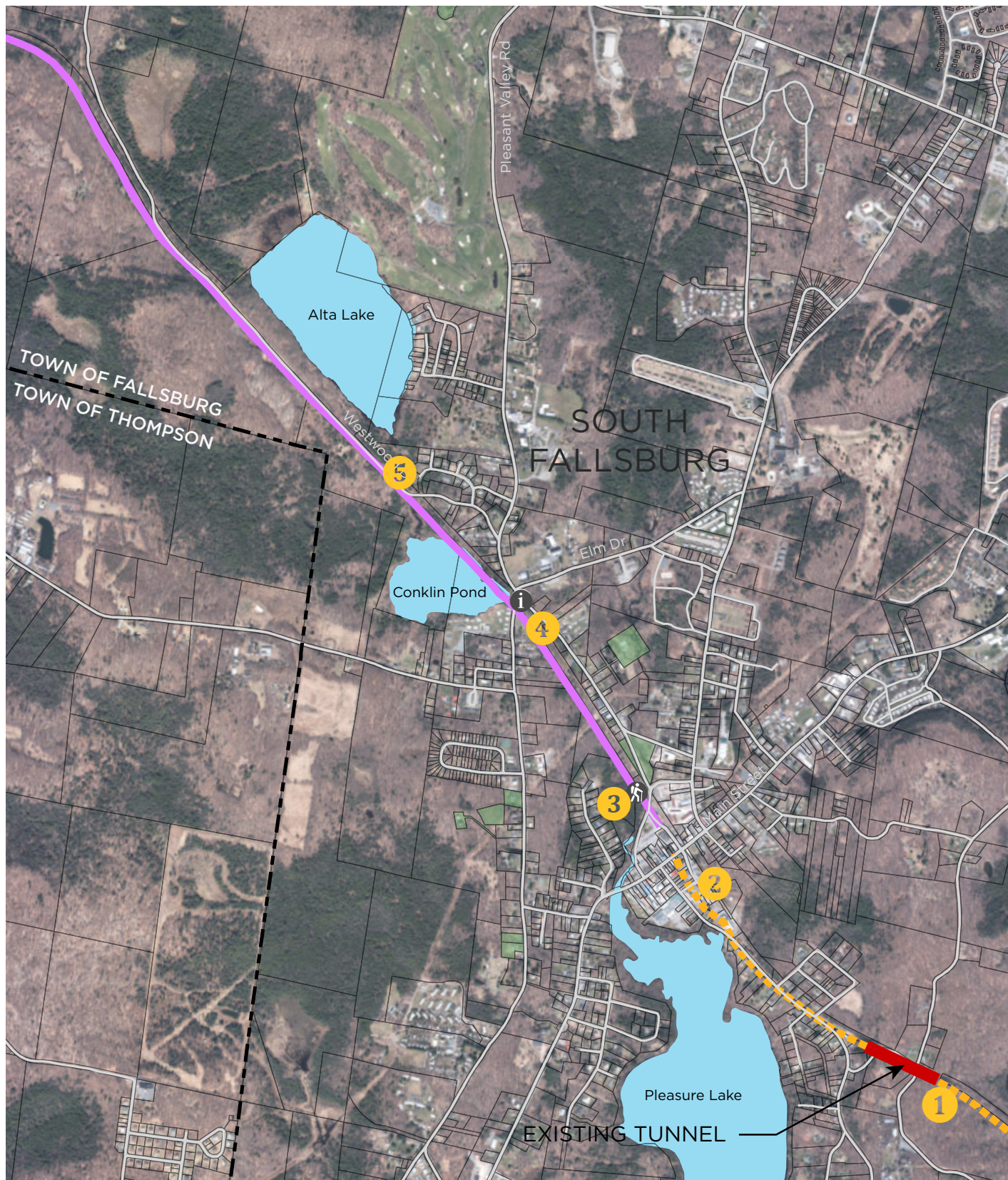
This existing trail crossing, located 0.3 miles northwest of the LaVista Drive crossing, lacks appropriate signage and striping. The segment of trail adjacent to Alta Lake was undeveloped due to ownership issues, but has been informally used for recreation. However, this portion is undergoing improvements as of this writing. After the road crossing, the trail is asphalt paved the entire length to Hurleyville. The trail has been recently constructed and is in excellent condition.

Undersized pavement markings in South Fallsburg



Main Street South Fallsburg





SECTION 6

- UNDEVELOPED TRAIL
- EXISTING TRAIL

- TRAILHEAD
- INFORMATION KIOSK



NORTH



HAMLET OF SOUTH FALLSBURG

Located in the Town of Fallsburg New York, South Fallsburg has a small but active Main Street. Historically, the hamlet served as the cultural center for the “Borscht Belt”, and was home to numerous hotels, restaurants and health resorts. South Fallsburg is home to the renowned Rivoli Theater. The theater, built in 1923 is a center piece of the historic Main Street. While much of the tourism industry has faded, the Town is still incredibly active during the summer months. The on-road routing of the trail through South Fallsburg is intended to help activate Main Street and spur economic development related to trail tourism.

The Rivoli Theater in South Fallsburg (Image source: wikipedia)



HAMLET OF HURLEYVILLE

Located on the East Mongaup River just southeast of Ferndale, Hurleyville is a hamlet in the Town of Fallsburg. For a period of time, mail to the hamlet was frequently misdirected to Hurley, New York. To prevent the mixing up of mail by the O&W Railway, the hamlet was temporarily named Luzon Station. Hurleyville, part of the Borscht Belt, was home to the Columbia Hotel which was in operation from 1891 until its closing in 1969. Today, Hurleyville is home to the Sullivan County Historical Society and Museum, a few local restaurants, and a completed portion of the Sullivan O&W Rail Trail also known as the Milk Train Rail Trail. The completed portion of this trail runs 1.5 miles from Hurleyville to Fallsburg and 1.5 miles from Hurleyville towards Route 17, a total of 3 miles of asphalt trail. Additional trail miles are under construction and expected to be complete in the fall of 2019. The Hamlet is ADA accessible and the mileage of asphalt trail equals the distance one can travel on a single charge of an electric wheelchair.

The Center for Discovery's Farmstead Program is located in Hurleyville. Connected with their vision of creating a better community around education, health and wellness, the Center for Discovery is moving towards connecting the rural farms with the community. This includes a vision to revitalize Hurleyville's Main Street and include attractions such as a farm store, restaurants, shops, and accessible pedestrian trails. Hurleyville acts as a cultural destination for the area. As a community supporter, the Hurleyville Arts Centre encourages awareness of the natural world through the arts.

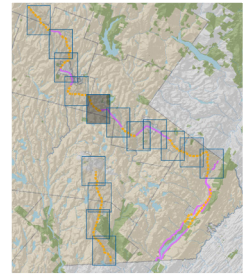
Construction adjacent to the trail in Hurleyville (November 2017)



SECTION 7- HURLEYVILLE

1. HURLEYVILLE MAIN STREET AND TRAILHEAD (STA 913+52)

Approximately 2.2 miles from the Westwood Drive Road crossing in Fallsburg, the rail bed continues parallel to Westwood Drive until connecting to the 1.5 mile paved portion of the trail leading into Hurleyville and the public parking lot at the trail crossing east of Main Street. The existing park has multiple sporting opportunities and some signage. The trail crosses Main Street at Railroad Avenue and continues for a approximately 375 feet into a parking area (STA 917+28) that serves the Hurleyville Arts Centre. The existing paved trail through this area is approximately ten feet in width, with gravel shoulders and provides an excellent surface for users with limited mobility. The Hamlet of Hurleyville offers restaurants and businesses within a short walk or bike ride of the trail. West of Hurleyville, the trail crosses another causeway just prior to the Krum Road Crossing.



2. KRUM ROAD CROSSING (STA 968+96)

This existing trail crossing approximately 1.0 miles west of the Hurleyville Arts Centre parking area lacks appropriate signage and striping as shown in the photo below.

3. FALLSBURG-LIBERTY TOWN LINE (STA 1013+83)

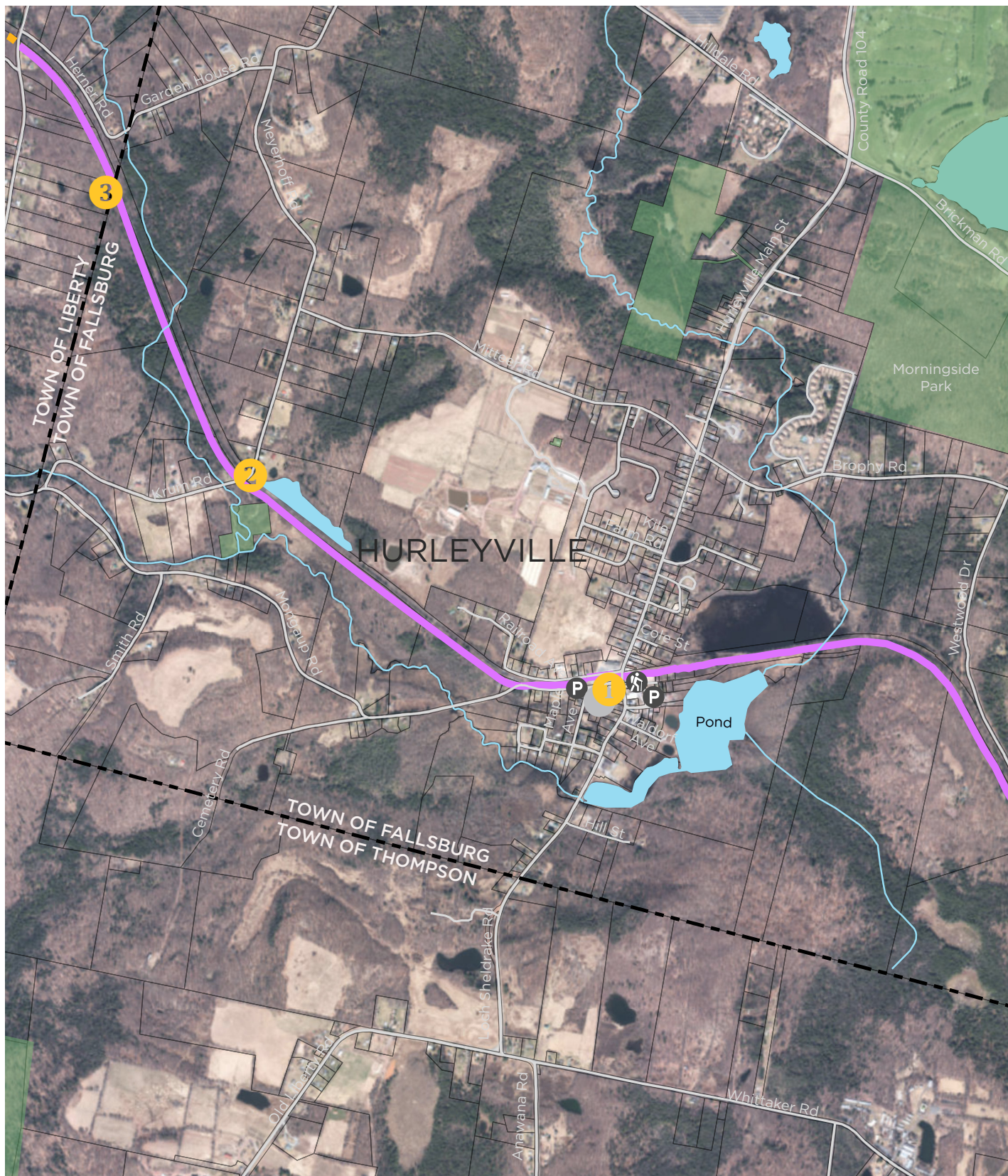
The Town Line intersects with the recently constructed paved asphalt trail 0.85 miles west of the Krum Road crossing. The trail is well-constructed and actively used by locals and visitors.

Krum Road Crossing



Hurleyville Trailhead





SECTION 7

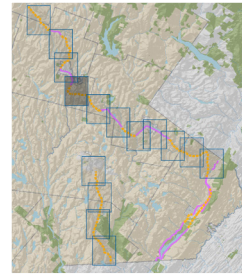
- UNDEVELOPED TRAIL
- EXISTING TRAIL
- TRAILHEAD
- PARKING



NORTH



SECTION 8 - UNDEVELOPED TRAIL TO FERNDALE



1. DENMAN ROAD CROSSING (STA 1036+35)

The paved multi-use trail ends at this location, approximately 0.43 miles west of the Fallsburg-Liberty town line. The crossing at Denman Road is unmarked. West of Denman Road, the trail is undeveloped and owned entirely by the Center for Discovery. This segment is well-used by ATV's and other informal users. The existing stone surface trail varies in width from 6 to 8 feet. Some areas are inundated with standing water.

2. OLD MONTICELLO ROAD CROSSING (STA 1089+53)

Located approximately 1.0 miles from the Denman Road crossing, the crossing at Old Monticello Road is unmarked. West of Old Monticello Road, the trail is undeveloped and conditions are similar to those prior to the crossing. The Center for Discovery's ownership continues through this segment of trail.

3. TRAIL BARRIER – ROUTE 17 (STA 1126+37)

The trail terminates approximately 0.7 miles west of the Old Monticello Road crossing due to the intersection with NY Route 17. As a result, the trail must route through property to the north owned by the Center for Discovery. An on-road alignment will be required to reach the western side of the highway via Twin Bridge Road and Harris Road (STA 1176+58).

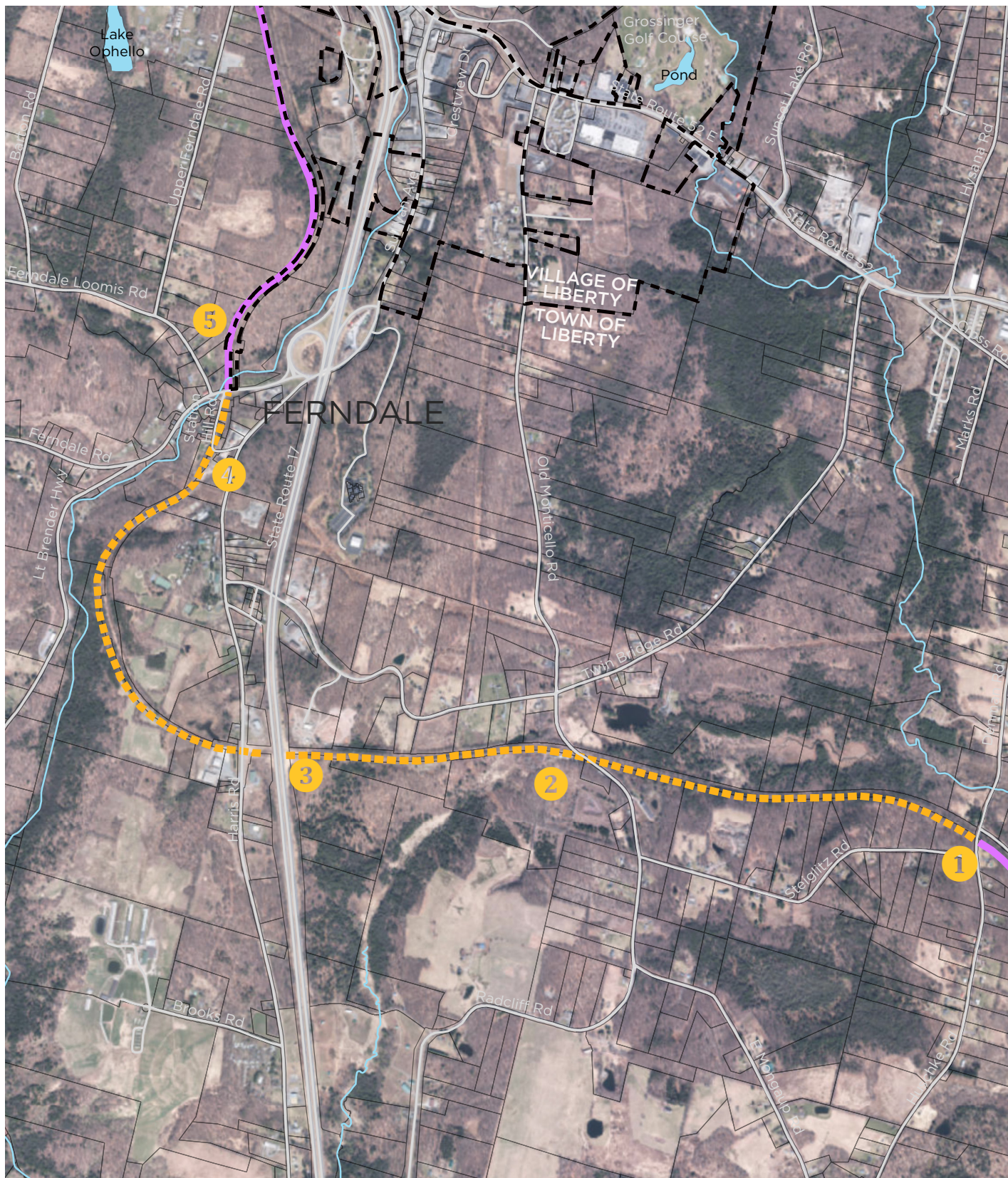
4. STATION HILL ROAD - FERNDALE STATION (STA 1176+58)

The aptly named Station Hill Road crosses the O&W corridor at the historic Ferndale Station. The historic Ferndale span bridge that once connected Ferndale to Liberty is long gone, leaving very few options to make trail connections. There is extreme topography and challenging features that must be traversed to reach the northern abutment.

5. RECONNECT TO TRAIL NORTH OF FERNDALE ABUTMENT (STA 1201+15)

North of the abutment of the Ferndale span, the conditions are fair but in need of repair and clearing of downed trees. The fallen trees should remain in place to deter trail use until the connections around the Ferndale gap can be made. Land ownership through this approximate 1.0 mile section of the trail is owned entirely by the Village of Libery.





SECTION 8

- - - UNDEVELOPED TRAIL
- EXISTING TRAIL



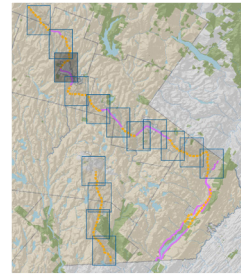
NORTH



SECTION 9 - LIBERTY

1. UPPER FERNDALE ROAD CROSSING (STA 1255+08)

The existing crossing at Upper Ferndale Road does not have any pavement markings and signage, lacking any clear delineation of trail routing.



2. CARRIER STREET CROSSING (STA 1259+58)

The trail alignment at the crossing is not perpendicular and is missing pavement markings. While the route in this area is clearly defined, it also is lacking wayfinding signage. Headed north towards Liberty, the 0.35 miles of trail is well maintained and well used, approximately 6-8 feet in width, with minor grading and trail surface issues.

3. OFF- ROAD TRAIL TERMINATES AT STATE STREET (STA 1278+09)

At the intersection with State Street, the shared lane on-road route begins. State Street is located on the former railbed alignment and is a low-volume, low-speed roadway. The trail for this 0.27 mile section has limited wayfinding or pavement markings along State Street and is in need of improvement and upgrades.

4. LAKE STREET CROSSING (STA 1292+69)

This five-point intersection can be confusing to first time users. Lake Street also offers a direct on-road connection to Main Street in Liberty. To the west of Lake Street, the Liberty Rail Trail continues off-road from the point where Creamery Road terminates towards Chestnut Street.

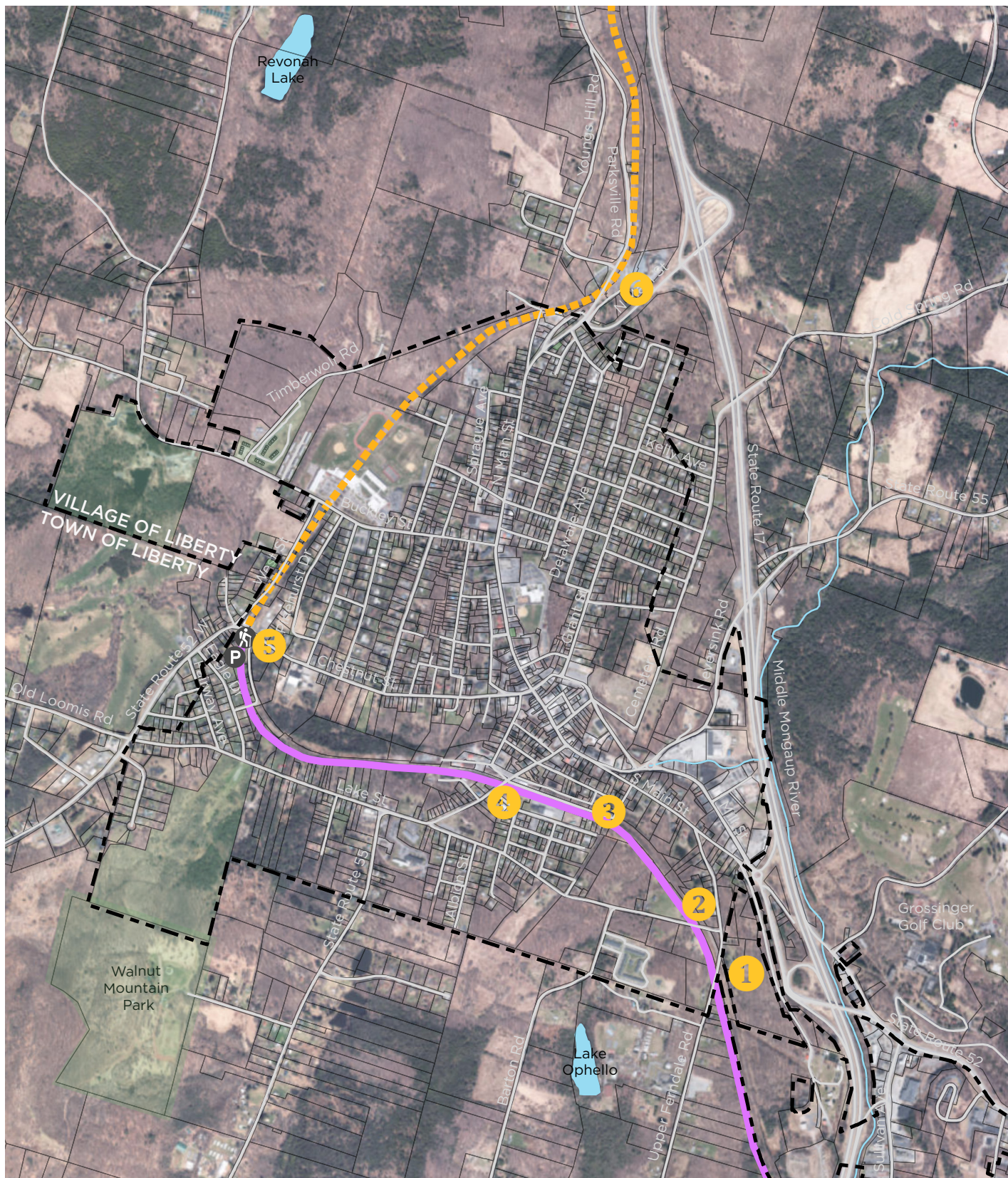
5. LIBERTY O&W RAIL TRAILHEAD (STA 1337+06)

The existing gravel parking area accommodates approximately 6 vehicles and a trail information kiosk. The trailhead lacks a definitive design and amenities.



6. ON-ROAD ALIGNMENT THROUGH VILLAGE OF LIBERTY (1337+06)

Due to development and substantial grading and drainage issues on the historic railroad corridor, much of the alignment through the Village is unusable. The current means to reconnect to the trail is through the Town of Liberty via an on-road alignment. The next location where the trail corridor right-of-way is still intact, but held by a single private landowner begins just north of Sheehan Road and continues north to the Weiss Road crossing. The trail condition through this section varies greatly and is in stable condition with varying levels of vegetation. Successful coordination with the landowner could result in the development of approximately 1.4 miles of trail.





SECTION 9

- UNDEVELOPED TRAIL
- EXISTING TRAIL
-  TRAILHEAD
-  PARKING



NORTH



VILLAGE OF LIBERTY

Located in the town of the same name, the Village features a large downtown historic district. Liberty is the most urbanized of all of the Villages and Hamlets along the O&W Main Line. The Village boasts a number of restaurants, a store, art gallery, and a museum, all located on Main Street, easily accessible from the Sullivan O&W Rail Trail.

A short walk or ride from the trail, Walnut Mountain Park offers miles of hiking and biking trails that will offer trail users an additional recreation experience.

Trail entrance at Liberty High School



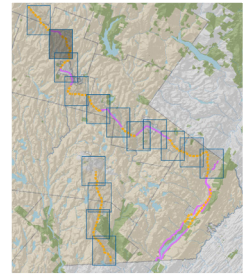
HAMLET OF FERNDALE

Ferndale is a hamlet in the Town of Liberty. The area was originally known as Liberty Falls before its name was changed to Ferndale by the O&W Railway due to the mail getting mixed up. During the Civil War, the area was best known for its thriving tanneries. Along with its surrounding counties, the area produced a significant amount of leather for the United States during the early- to mid-19th century. The area had an abundance of animal hide and hemlocks which were needed for their tanning acid. One of the largest Borscht Belt resorts named the Grossinger's Hotel was located nearby in Liberty. Grossinger's thrived during the early 20th century and has been considered an inspiration for the movie "Dirty Dancing." The current landowners hope to develop the property. Another attraction that sits along the old O&W rail corridor in Ferndale is the Shane Weight Loss Camp. The camp is reported to be the longest running weight loss camp and has multiple locations throughout the country.

Historic Ferndale Span (Image provided by Maurice Gerry, Ferndale Resident)



SECTION 10- LIBERTY TO PARKSVILLE



1. WEISS ROAD CROSSING (STA 1503+57)

When the trail begins to get close to Route 17 prior to Weiss Road, the railbed enters a cut condition, where the trail is lower than the existing ground on either side of the trail. Wetlands on either side of trail present challenges to keeping the trail dry and navigable. Weiss Road is low-volume and low-speed, serving a small number of dwellings.

2. KURPIL ROAD CROSSING (STA 1538+54)

The approximately 1.25 miles of trail north of Kurpil road improves significantly, with minor grading and drainage issues. Eventually the railbed becomes enveloped by the reconstruction of Interstate 86 / Route 17 and an on-road connection to the Parksville section of the trail is necessary.

3. PARKSVILLE RAIL TRAIL (STA 1604+07)

The existing Parksville section of the trail is in good condition and offers a variety of experiences. Adjacent to the Little Beaver Kill, the trail has a birds-eye view of waterfalls and a wooden bridge crossing. The trail surface is loose in some areas and exhibits evidence of erosion.

4. PARKSVILLE RAIL TRAILHEAD (STA 1673+83)



The existing asphalt-paved trailhead is in good condition with nine (9) parking spaces, including one accessible space. The existing sign kiosk is in excellent condition and the trailhead is visible from the road. Some of the surfacing is soft in areas and may require reconstruction.





SECTION 10

 UNDEVELOPED TRAIL
 EXISTING TRAIL

 TRAILHEAD
 PARKING

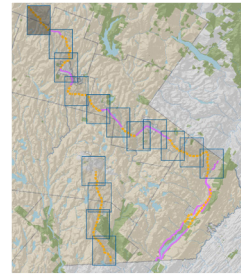
 INFORMATION KIOSK



NORTH



SECTION 11- PARKSVILLE TO LIVINGSTON MANOR



1. FOX MOUNTAIN ROAD TO SONOMA FALLS (STA 1686+40)

Prior to reconnecting to the rail corridor, there is a constrained bridge near the intersection with Benton Hollow Road that traverses over a small tributary to the Little Beaver Kill. The existing railbed is lower in elevation than Fox Mountain Road at this location. The significant slope to access the railbed presents a challenge to trail access. Once at grade, the existing railbed is stable and relatively issue free. Continuing north for approximately 1.4 miles, the trail goes through the now defunct “Sonoma Falls.” This park-like setting could add great value to the trail as a rest area and attraction.

2. SONOMA FALLS ENTRANCE (STA 1758+78)

The large gravel entry could easily be improved to serve as a trailhead or access point between Livingston Manor and Parksville. This location has ample room for parking and other trailhead amenities. The gravel trail then continues north for another 0.49 miles along the rail grade and is a well-used informal path.

3. BRIDGE ABUTMENT SOUTH OF LITTLE BEAVER KILL (STA 1784+62)

After crossing the bridge over Old Liberty Road, the trail ends abruptly at the former bridge that spanned the winding Little Beaver Kill below. Topography, ownership, and two stream crossings make the connection back to railbed challenging.

4. EXISTING RAIL CORRIDOR (STA 1803+63 TO STA 1871+62) TO ROTARY PARK IN LIVINGSTON MANOR

There are numerous erosion issues throughout this approximate 1.3 mile section of trail. The trail is under private ownership, but terminates into Rotary Park in Livingston Manor. The Park could serve as a full service trailhead, at the “end of the line”.

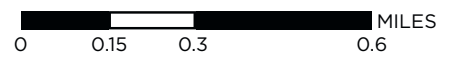


SECTION 11

- - - UNDEVELOPED TRAIL
- - - EXISTING TRAIL



NORTH



HAMLET OF PARKSVILLE

The Hamlet of Parksville is within the Town of Liberty, located North of Liberty off of Route 17. Parksville shares its resort-based background with much of the area and has had setbacks due to the construction and subsequent diversion of the highway.

Little Beaver Kill runs through Parksville, along with the O&W railbed which is already used as a rail trail through the Main Street area. The community along main street is working on improving its downtown area by highlighting the picturesque surroundings. There are two buildings in Parksville listed on the historic register. These buildings include the Parksville Baptist Church, built in 1898, and the Tefereth Israel Anshei Parksville Synagogue, built in 1907. Local businesses include restaurants and lodging. Other attractions include a maple syrup company and a film studio.

Parksville has lakes and ponds in the area including lodging at the Hunter Lake Campground. There is one privately run institution of education called Camp Gan Israel, a boy's summer camp for Hasidic Jews. The camp used to be a resort called the Klein's Hillside Hotel.

Parksville Rail Trail Trailhead



HAMLET OF LIVINGSTON MANOR

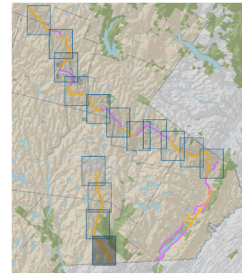
Livingston Manor is a hamlet located in the southern portion of the Town of Rockland. The area is well known for fly fishing. Livingston Manor hosts the Fly Fishing Hall of Fame at the Catskill Fly Fishing Center and Museum. The river and museum attract both locals and tourists for classes and summer camps and offers education on the sport as well as river ecology.

A major attraction is the Willowemoc Creek, a 27-mile long mountain stream which flows through Livingston Manor and ends in the Beaver Kill in the village of Roscoe to the west. Several of Willowemoc’s tributaries are also notable for fishing and connect near the Hamlet, including the Little Beaver Kill, which flows along the old O&W railbed for a portion of its length. Ironically, the same creek that provides such an amenity and attraction to the community also periodically floods parts of the town, causing damage to homes and businesses. Livingston Manor is also a popular hiking destination in the area, providing access to Round Top Mountain and other hiking trails throughout the Catskills.

Visitors cross Main St. in downtown Livingston Manor



SECTION 12- MONTICELLO SPUR - NORTH FROM THE COUNTY LINE



1. SULLIVAN – ORANGE COUNTY LINE (STA 00+00)

During field exploration, the project team spoke with a woman that lives on Galligan Road who heard the railbed was clear and navigable the entire length south towards Port Jervis (11 miles). North of the county line, the 0.35 mile trail to the Boys Scouts of America (BSA) camp entrance is in good condition likely due to regular scout activity. The land through this portion of trail is owned entirely by the Passaic Valley Council of the Boy Scouts of America. Coordination and a potential partnership with the BSA could benefit residents, visitors, and members of the BSA.

2. BOY SOUTS OF AMERICA (BSA) CAMP TURRELL (STA 18+70)

The vehicular entrance to the scout camp is the southern most access to the trail within Sullivan County. North from this point the trail is stable gravel, with minor drainage and ponding issues. As with the previous section, this 1.6 mile segment of trail is owned entirely by the Passaic Valley Council of the Boy Scouts of America.

Typical trail conditions near Camp Turrell



3. ROCK SLIDE BARRIER (STA 102+00)

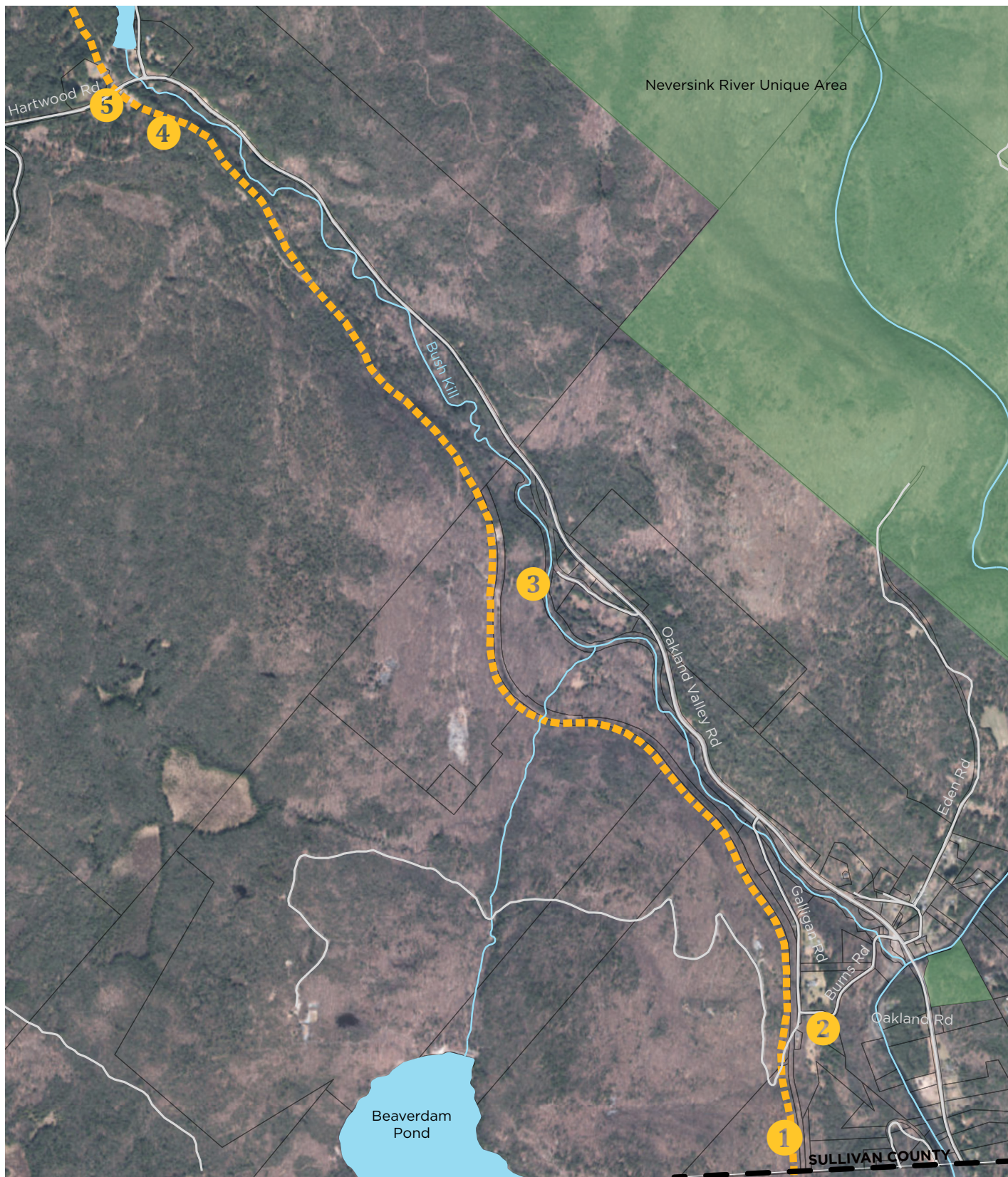
At this location there is a significant barrier, and it appears to serve to keep any informal trail users from continuing north on the trail. North of the barrier, the railbed is stable and many of the railroad ties remain in place. The Passaic Valley Council of the Boy Scouts of America continues to own another approximate 0.25 miles before the land ownership changes to a private sportsman's club. This area of trail appeared to be virtually unused, likely due to the ownership of the sportsman's club. The trail will need to cross a stream in this area as well.

4. HARTWOOD ROAD ABUTMENT (STA 172+50)

Approximately 1.33 miles northwest of the rock slide barrier, there is the remains of a bridge abutment surrounded by extreme topography and dense vegetation. At ground level there are significant wetlands. Land ownership through this section remains with the private sportman's club.

5. HARTWOOD ROAD CROSSING (STA 179+00)

The existing condition at Hardwood Road is challenging for a pedestrian crossing. Steel guiderail is on both sides of the roadway which is also on a horizontal curve. The curve along with existing vegetation and vehicle speeds create a limited sight distance for both trail users and motorists traveling on Hartwood Road. North of Hartwood Road, it appears that much of the trail has been used by the sportsman's club as a driveway.



SECTION 12

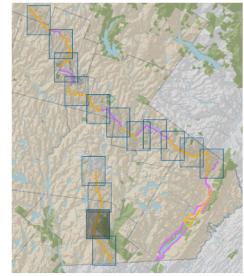
- UNDEVELOPED TRAIL
- EXISTING TRAIL



NORTH



SECTION 13 - NEVERSINK UNIQUE AREA - GILLMAN DEPOT



1. BUSH KILL CROSSING (STA 264+00)

The trail from Hartwood Road to this crossing is approximately 1.6 miles in length. At the crossing, the remaining structure appears to be in good structural condition but should be evaluated by a structural engineer. The land at the crossing is directly adjoined by NYS DEC lands (Neversink Unique Area) to the east. The corridor in this area is owned by Lost Lake Resort and the private sportman's club referenced in Section 12. The property in this area, a planned unit development currently up for sale, includes language to promote trail development. The inclusion of trails will be transferred in the sale but could be revised by the future owner. Heading north, much of the trail is clear, with intermittent drainage issues.

2. SECOND BUSH KILL CROSSING (STA 293+50)

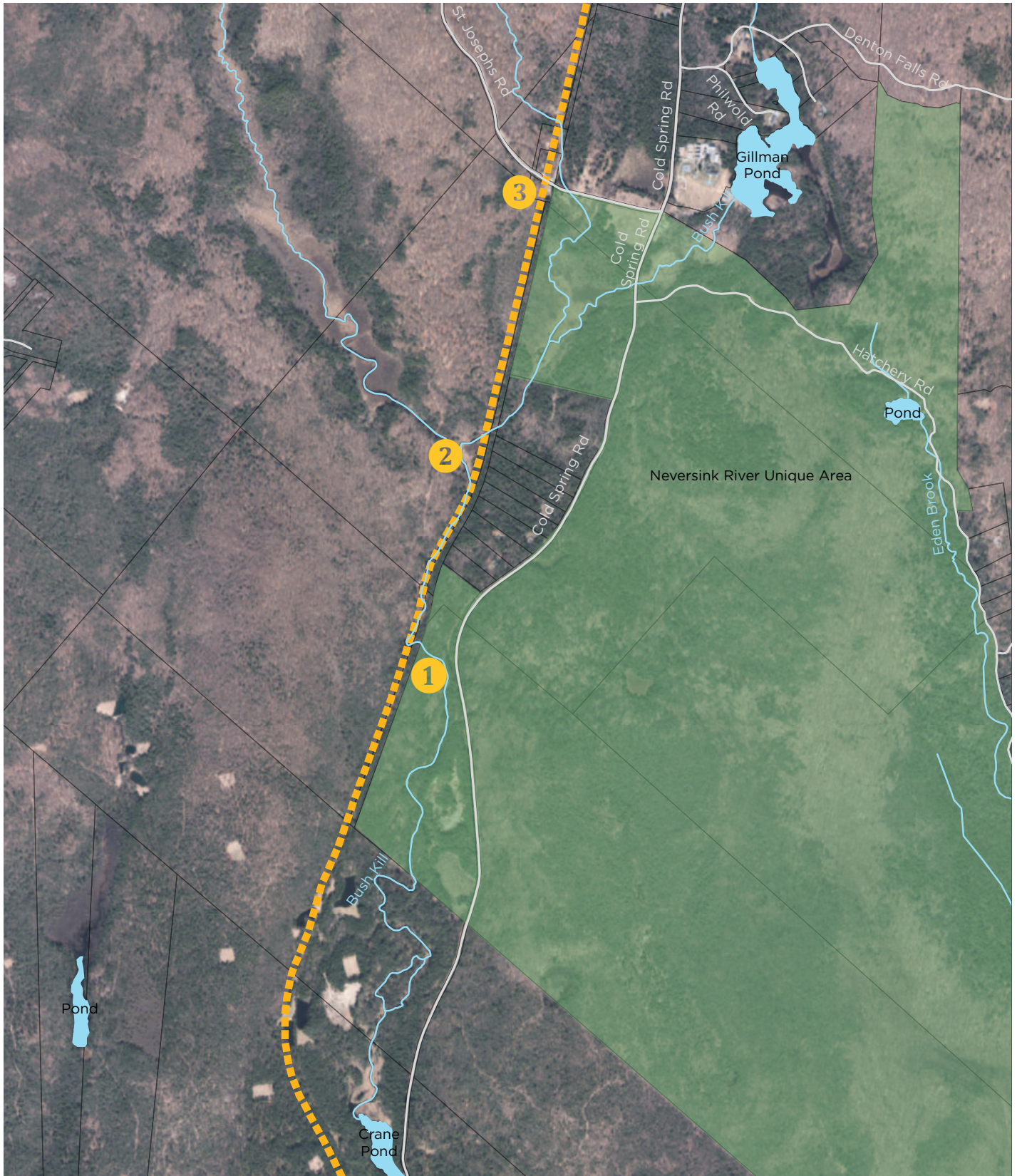
The condition of this bridge is almost identical to that of the first crossing located 0.56 miles away. Beyond the crossing, the trail to the north is relatively clear of vegetation with minor drainage issues. The structure appears to be stable and with minor decking and railing improvements should be ready for multi-modal use, but this structure should be further investigated by a structural engineer. Lost Lake Resort also owns all the property through this segment.

3. ST. JOSEPH'S ROAD CROSSING – GILLMAN DEPOT (STA 325+50)

Located another 0.60 miles north, the St. Joseph's Road is a low-volume roadway with clear site distance. Just to the north of the crossing is the historic Gillman Depot, which is planned for renovation. Land ownership on either side of St. Joseph's Road is through two (2) Limited Liability Companies (LLC) and an additional private owner. North of the depot, the railbed continues into property owned by Lost Lake Resort.

Historic structure at the Gillman Depot





SECTION 13

- UNDEVELOPED TRAIL
- EXISTING TRAIL



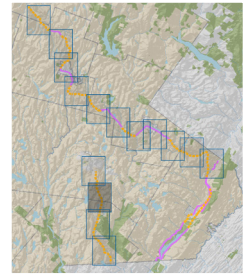
NORTH



SECTION 14 - COLDSRING

1. COLD SPRING ROAD CROSSING (STA 395+90)

The rail corridor crosses Cold Spring Road approximately 1.3 miles north of the Gillman Depot. Through the northern portion of this segment there is new construction that encompasses the corridor. To the north of this construction, much of the railbed has been used as an illicit dump. Cleanup of this area will be extensive. Land ownership to the Cold Spring Road crossing is owned by Lost Lake Resort.



2. MELODY LAKE DRIVE CROSSING (STA 418+00)

Located approximately 0.4 miles from the Cold Spring Road crossing, Melody Lake Drive is a low-volume, low-speed roadway that serves as an entrance to the Melody Lake development. Land through this segment is owned by a private landowner and Lost Lake Resort. The trail alignment bisects the private parcel, which may result in complications developing this section of trail. North of the Melody Lake Drive crossing, the railbed is stable and appears to be informally used.

3. COLD SPRING ROAD CROSSING (STA 454+75)

The railbed crosses Cold Spring Road again approximately 0.70 miles north of Meloday Lake Drive. This crossing is along a horizontal curve with limited sight distance, and vehicles travel at high speeds along this stretch of roadway. Land ownership is comprised of two (2) business entities. To the north of Cold Spring Road, there is a causeway that is mostly within the public ROW. The last 300 feet is privately owned, with a dwelling within 200 feet of the railbed. This owner has shown concern about a trail on his property. The causeway will need to be evaluated for safety.

4. CANTRELL ROAD CROSSING (STA 504+30)

Located nearly 1 mile from the last road crossing, sight distance at the trail crossing at Cantrell Road is limited due to topography and vehicles travelling at high speeds. Land ownership leading to the crossing from the south is comprised of two (2) private landowners. The Monticello Motor Club, an exclusive country club for automotive enthusiasts, is located on Cantrell Road approximately 0.71 miles to the west of this trail crossing.

Cantrell Road crossing facing north





SECTION 14

- UNDEVELOPED TRAIL
- EXISTING TRAIL



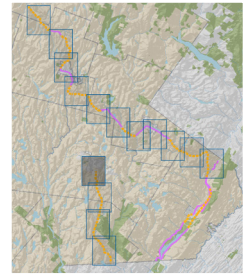
NORTH



SECTION 15 - MONTICELLO

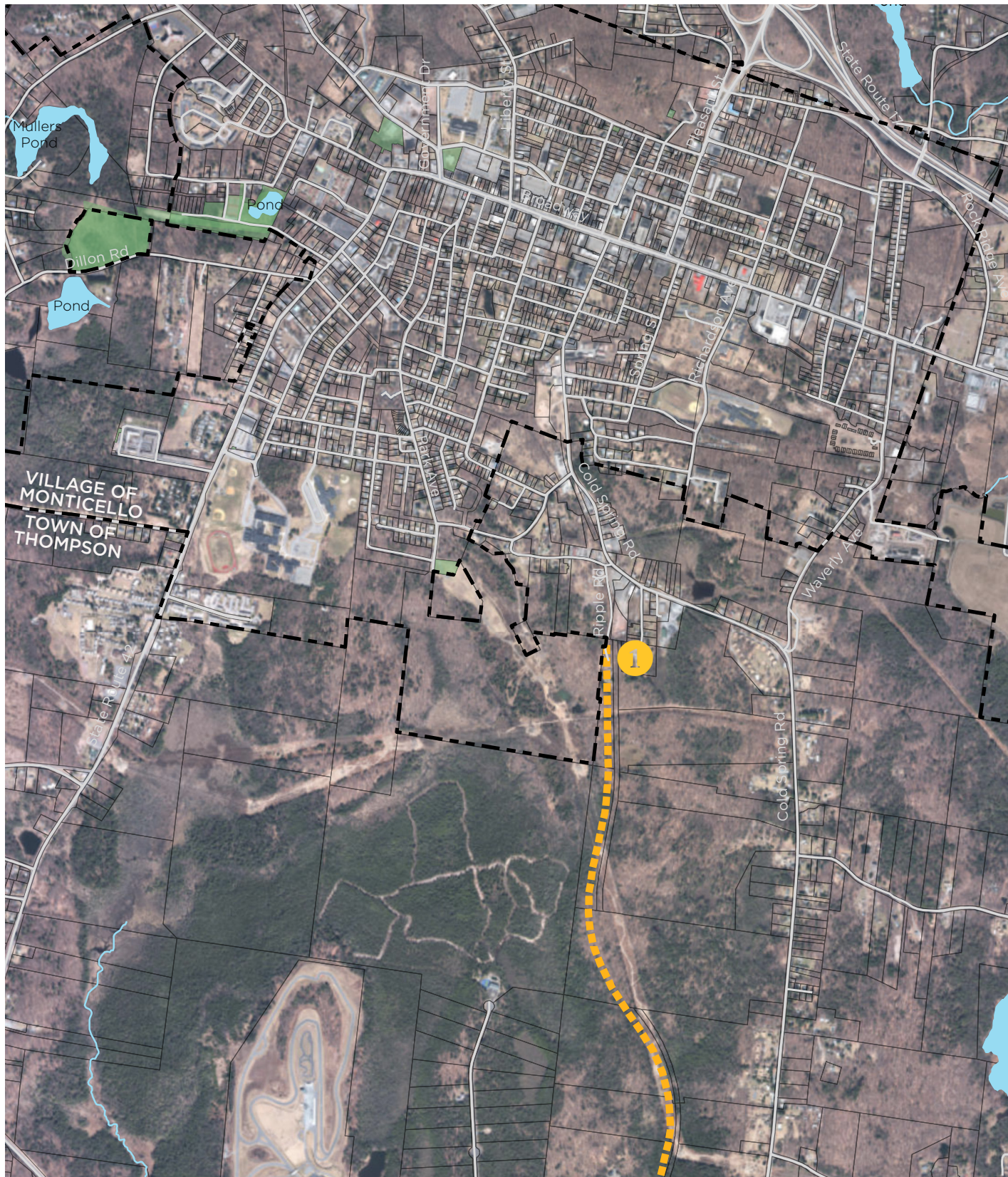
1. END OF CORRIDOR AT RIPPLE ROAD (STA 585+12)

North of the Cantrell Road crossing, the trail is informally used with evidence of ATV's and bicyclists. The trail weaves in and out of an electric utility easement, but has a few portions where land is either owned by the Village of Monticello or a combination of Limited Liability Companies (LLC) and private landowners. Due to the utility easement and use by others, the corridor exhibits stable conditions with the need for minor tree clearing / grubbing and addressing minor drainage issues. The rail corridor through this section is approximately 1.5 miles long before it terminates at private property adjacent to Ripple Road.



Existing trail along the electric utility easement north of Cantrell Road.





SECTION 15

- — — UNDEVELOPED TRAIL
- — — EXISTING TRAIL



NORTH



THE VILLAGE OF MONTICELLO

Monticello is the county seat of Sullivan County. The Village is located within the town of Thompson, centrally located within the County right off of NY Route 17 and the future Interstate 86 (I-86). Much like South Fallsburg, Monticello served as a cultural center during the resort era of Sullivan County. Since the decline of the resort era, few of the historic hotels and attractions remain. However, the village is seeing a resurgence in development and economic growth. Resorts World Catskills Casino and Resort opened in January of 2018, with many new attractions including a golf course and indoor water park. The casino is intended to serve as an economic catalyst for the Catskills region.

Although the O&W corridor terminates at the southern outskirts of the Village, the trail will be easily accessible from downtown Monticello, and may spur further economic impacts for the Village.