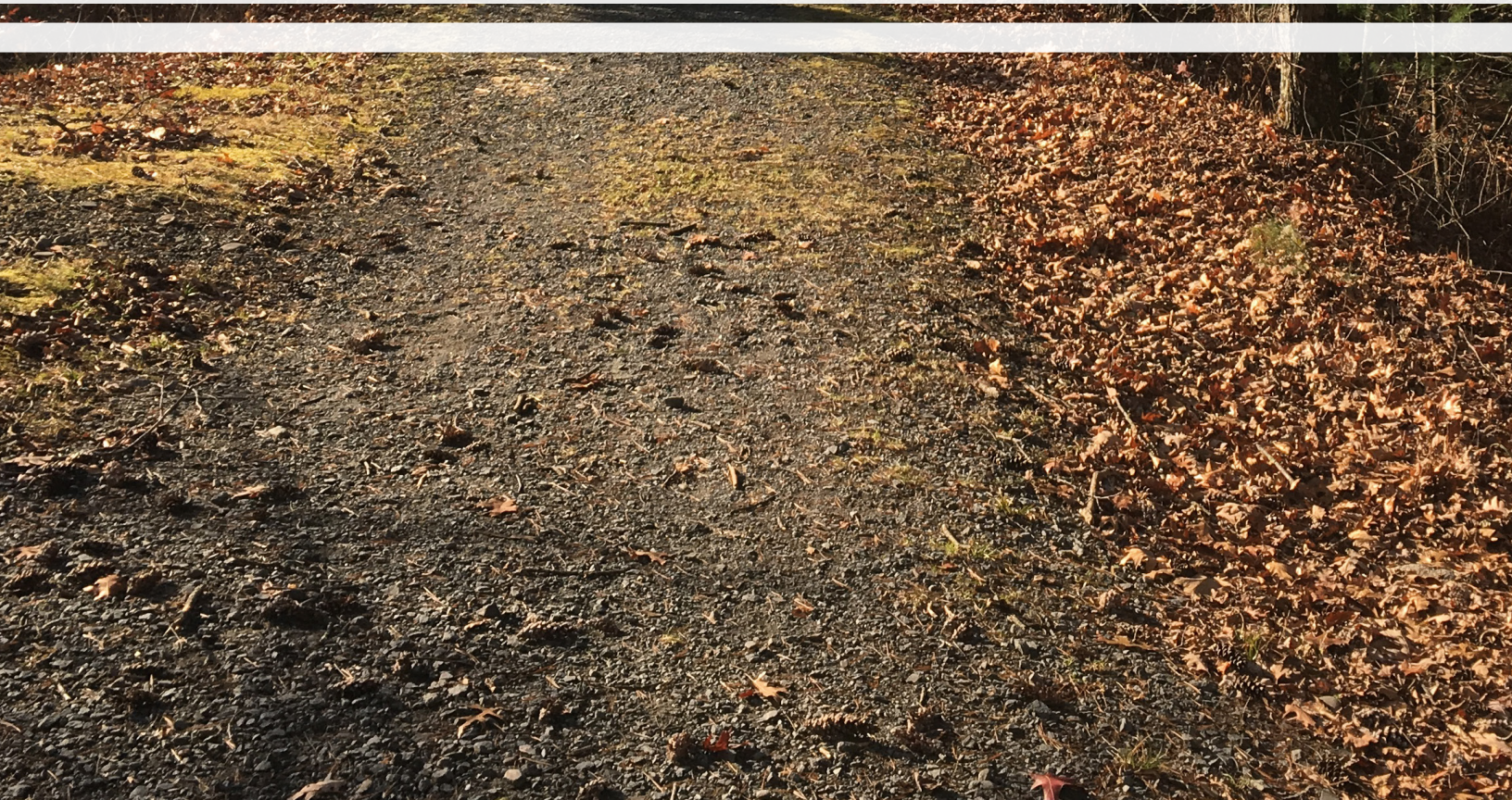
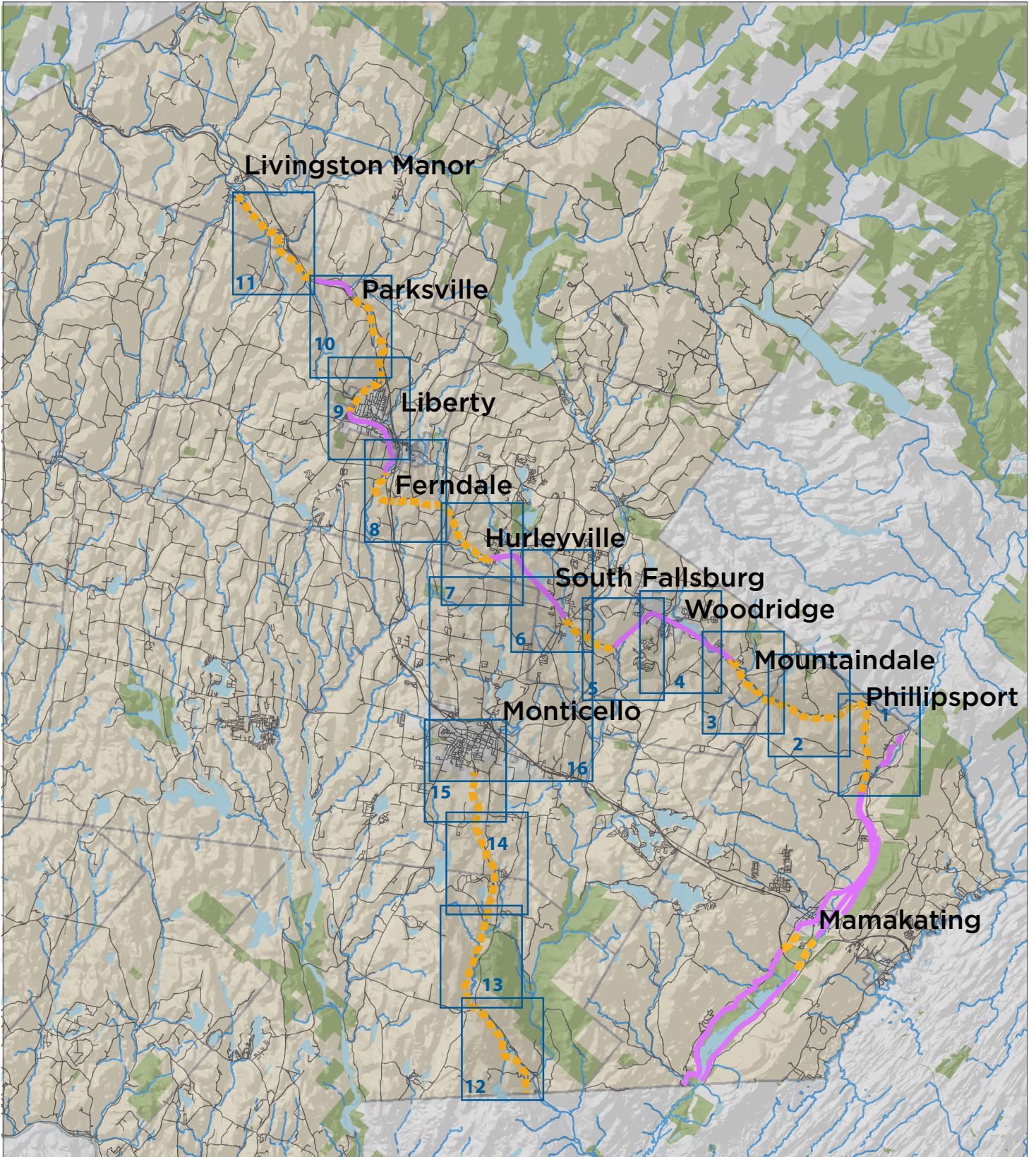




Preferred Trail Alignments





OVERALL MAP

- UNDEVELOPED TRAIL
- EXISTING TRAIL



NORTH



ALIGNMENT OVERVIEW

The Sullivan O&W Rail Trail connects a series of trail sections for much of its current route. A majority of the proposed trail is off-road running from the Delaware and Hudson Canal Linear Park Trailhead in Wurtsboro, NY, to Main Street in Livingston Manor, NY. Wherever possible, the trail follows the historic O&W Rail corridor or other off-road accommodations. All off road segments are recommended to be improved to 10'-12' wide with 2' shoulders. The entire Monticello Spur portion of the trail system is proposed to be mainly an off-road shared use path accommodating pedestrians and bicyclists. Unlike the main trail route, the Monticello Spur is also planned to accommodate equestrian use. Where no off-road options exist, the Sullivan O&W Rail Trail will follow public roadways utilizing different bicycle design strategies to achieve the best level of safety and user comfort, depending upon the type and condition of the roadway. Shared lanes, shoulders, sidepaths, bike lanes, and low-volume local roads will be proposed where available.

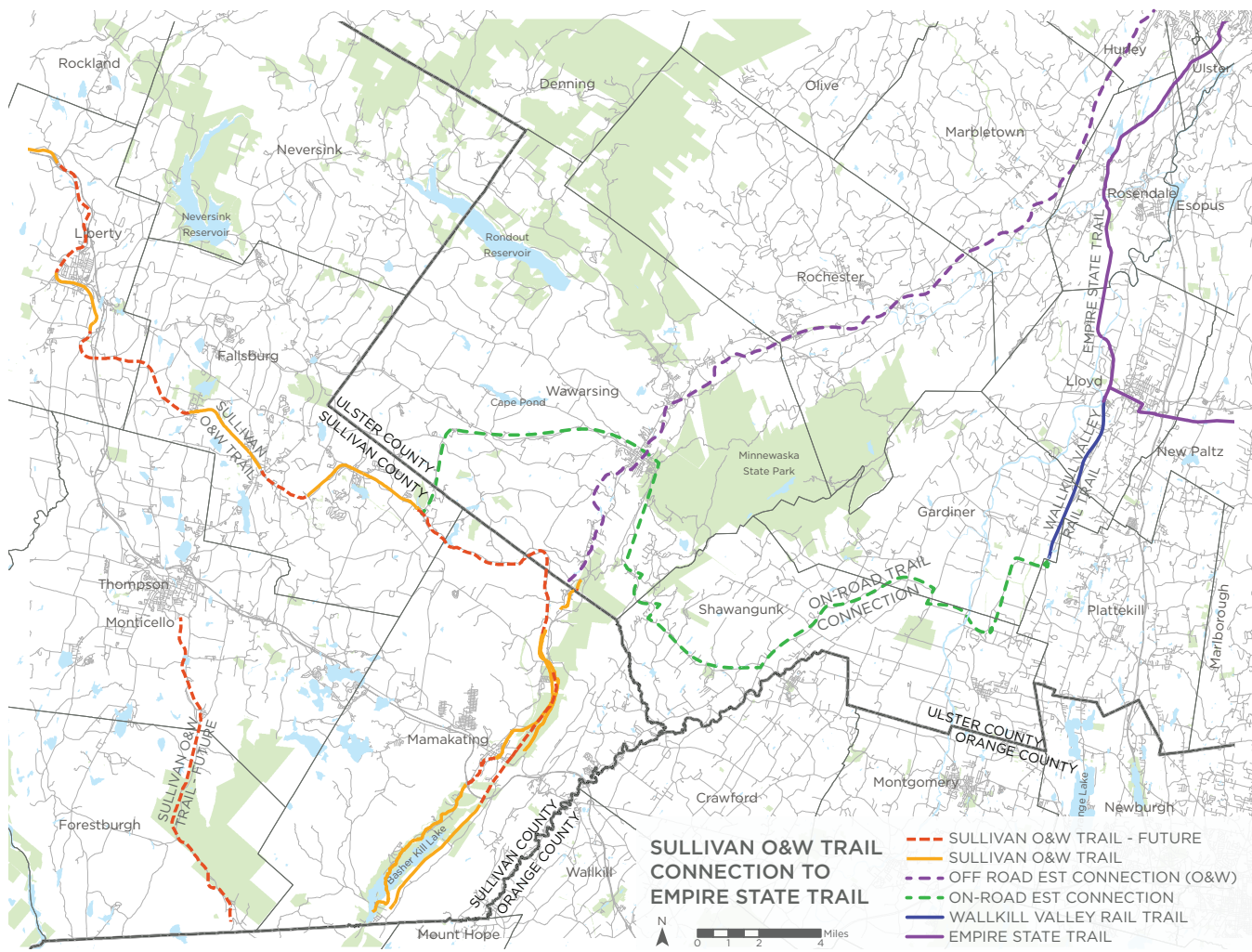
The Sullivan O&W Rail Trail will connect and upgrade existing trail sections to create a continuous route through Sullivan County. The map to the left illustrates an overview of the existing routes in purple and the proposed connections in orange.

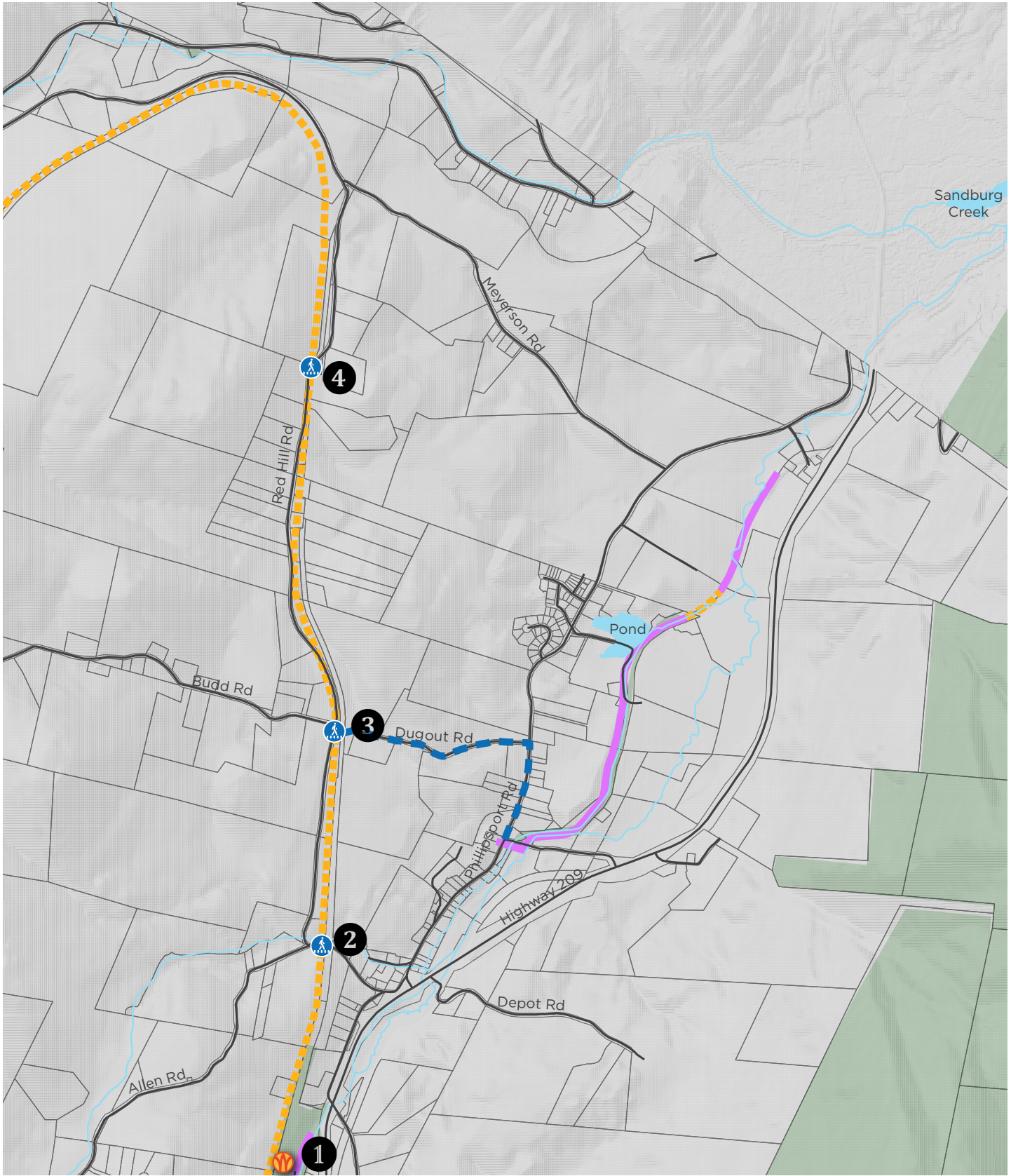
EXISTING RAILROAD TRACKS AND TIES

There are several areas along the corridor where the railroad ties and track are still in place. Tracks may have a salvage value, however, railroad ties are typically soaked with creosote and chromated copper arsenate and require special disposal. Occasional testing should be conducted to determine the types of contaminants left behind by the ties and railroad use of the corridor. Typical contaminants found within a railroad corridor can be dealt with simply, by stockpiling any cut material on-site and covering all contaminated soils, along the trail and any stockpiles with uncontaminated topsoil.

REGIONAL CONNECTIONS

The proposed Sullivan O&W Rail Trail is approximately 20 miles from the Empire State Trail. The Empire State Trail (EST) is a state wide trail that connects New York City with Albany, Buffalo, and Canada. Due to the proximity of the Sullivan O&W Rail Trail to the EST an on-road connection through Ulster County is recommended between Woodridge and the southern part of the Walkkill Valley Rail Trail, which connects to the Empire State Trail. This connection will expand and improve the Sullivan County and New York network of trails. The connection will also give residents along the trail access to a active transportation trail network that spans over 750 miles.





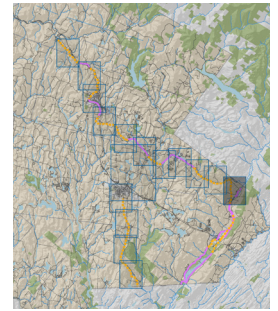
SECTION 1

- PROPOSED TRAIL
- DEVELOPED TRAIL
- ON-ROAD CONNECTION
-  TRAILHEAD
-  IMPROVED CROSSING



NORTH





SECTION 1 - TRAILHEAD AT D&H CANAL LINEAR PARK

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

This park will serve well as a trailhead and access point for the Sullivan O&W Rail Trail. The park is easily accessible from US-209. Currently there is no access to the railbed, but there is what appears to be a historic access road up the hillside to the trail. This aging infrastructure should be evaluated and improved for an accessible route from the parking lot at the park to the trail. The undeveloped trail north of the site is well used, and only minor improvements would be necessary to develop the trail for public use.

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

The bridge over Red Hill Road will need to be evaluated further for structural stability, and will need guiderails to provide fall protection for trail users. There is a possibility for pedestrian access from Red Hill Road, but universal access is not feasible from the road. Minor grading and surfacing activities will need to take place to create safe conditions.

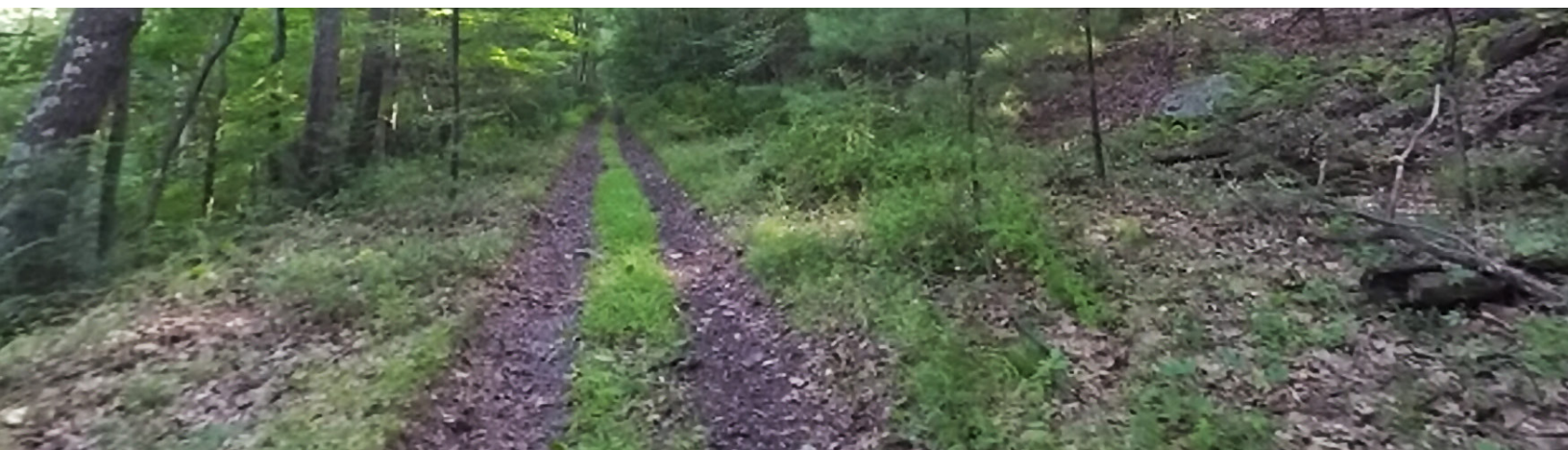
3. DUGOUT ROAD CROSSING (STA 60+50)

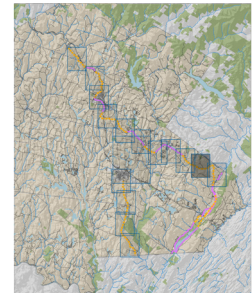
The trail crosses Dugout Road at grade. Minor grading and pedestrian safety (signage, striping) will be required for the crossing [Refer to Crossing Treatment Selection, p. 5-49]. Dugout road is a low-volume roadway, with seasonal use. Dugout Road offers a possible 3,800 LF connection to a 6,600 LF segment of the D&H Canal Trail, via Phillippsport and Doolittle Roads.

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

Red Hill Road is a full season, low-volume roadway. The at-grade trail crossing will have to be re-aligned to facilitate a perpendicular crossing and may require grading, drainage, striping and signage improvements [Refer to Crossing Treatment Selection, p. 5-49].

Existing trail conditions south of the D+H Canal Linear Park





SECTION 2

EAST OF MAMAKATING- FALLSBURG TOWN LINE

The entirety of this segment is privately owned by a single owner. Vegetation begins to become dense, and drainage and erosion issues become more frequent along the trail. In addition to acquisition of land or easements, extensive clearing, grubbing and paving operations will be required in this vicinity to upgrade the railbed to preferred conditions.

Typical trail conditions as railbed parallels Mountindale Road





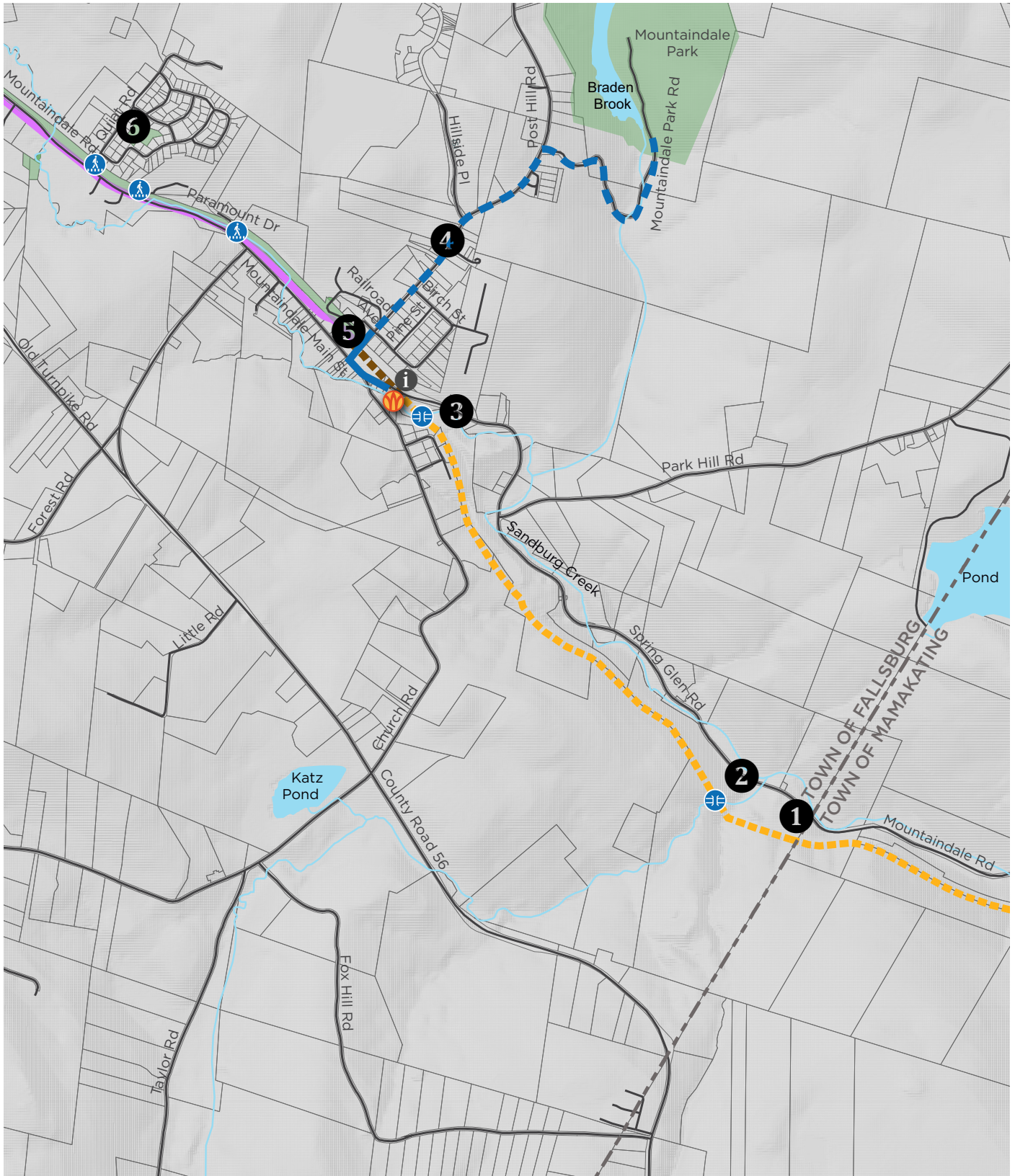
SECTION 2

- PROPOSED TRAIL
- EXISTING TRAIL



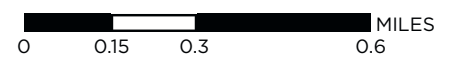
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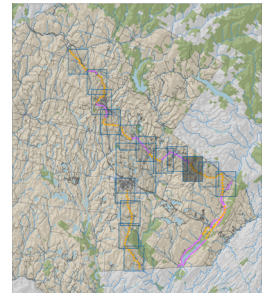


SECTION 3

- PROPOSED TRAIL
- RAILBED ALIGNMENT
- EXISTING TRAIL
- ON-ROAD CONNECTION
- ON-ROAD ALIGNMENT
- i INFORMATION KIOSK
- ⚖ PROPOSED BRIDGE
- ♿ IMPROVED CROSSING
- M TRAILHEAD



SECTION 3- TOMSCO FALLS MOUNTAINDALE



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

2. TOMSCO FALLS (STA 327+00)

Tomsco Falls is known as a beautiful, scenic tourist attraction. Ideal passage through this location will involve either a 36' or 48' bridge depending on whether or not the existing abutments can be used. Each bridge would be 11 feet wide. Trail routing will carry trail users over and around the waterfall attraction, making this location a tourist destination and an ideal location for a more expansive park, or campground. See Chapter 10, pages 10-5 to 10-9 for detailed design.

3. SANDBURG CREEK CROSSING (STA 392+40)

The former bridge abutment appears to be in good condition, with an existing approximate 20-foot span over the Sandburg Creek, into Fallsburg town-owned property, the rail grade north of Mountaindale Road has been developed. A new prefabricated bridge will be required to cross the creek [see page 5-44 for bridge considerations]. The trail route will then follow Mountaindale Road (on-road alignment) to Post Hill Road. Post Hill Road connects to Railroad Ave which is adjacent to a small park and parking lot that will continue to serve as a trailhead. The existing trail begins again at the west end of Railroad Ave.

4. ON-ROAD CONNECTION TO MOUNTAINDALE PARK (STA 415+09)

Approximately 1.5 miles north on Post Hill Road, Mountaindale Park is a full-service campground that is easily accessible from the trail. It is owned and operated by the Town of Fallsburg. Post Hill road should be reconfigured to an on-road multi-modal facility [see page 5-56 for further selection guidance].

5. MOUNTAINDALE TRAILHEAD (STA 415+09)

6. QUIAT ROAD CROSSING (STA 450+73)

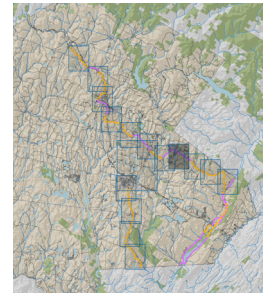
The crossing should be upgraded to a marked and signed crosswalk following the design standards detailed in chapter 6.

Existing bridge at Tomsco Falls



View of Tomsco Falls





SECTION 4 - MOUNTAINDALE TO WOODRIDGE

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

The crossing should be improved (signage and striping) to allow for safe crossing and minimal conflicts between transportation modes.

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

The causeway at Silver Lake should be evaluated for structural stability prior to any physical improvements. Trail segments with steep drop-offs should be protected by a fence or guiderail. Shortly after the causeway, the trail runs adjacent to Krieger Park. There are a few informal footpaths into the park but, connections to the park 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. At a minimum, the parking area should be re-striped with additional signage and wayfinding. After crossing Greenfield Road the preferred route exists adjacent to Green Ave, parallel, but in higher elevation to the rock cut. The trail is proposed to remain off-road and will go over the hill to avoid the narrow rock-cut that was historically used for the railroad but is now a busy truck route through the village of Woodridge. The trail will then continue roadside along the train-themed park adjacent to the town's salt shed. A preferred route would continue along the north side of Green Ave Exd, past the salt storage shed and the Village Hall to the village commercial center. Modifications to the parking lot may be necessary to allow the trail to continue along Green Ave as a protected bike lane to the traffic signal at Green Ave Exd and Broadway. Additional wayfinding signage will be needed to assist trail users to navigate through the Town. The trail crosses Green Ave Exd at Broadway and continues along Green Ave Exd to the trailhead at STA 551+33. See pages 5-14 and 5-15 for detailed plans.

4. TRAILHEAD / ACCESS POINT AT GREEN AVE. (STA 551+33)

The access point is well maintained and contains a gazebo, well-maintained landscaping and a small information sign. Expansion of informational and wayfinding signage is recommended. Beyond this access point, the developed trail runs parallel to Joseph Road (which turns into Tabaczynski Road at the town line). The trail through this area leading up to the existing Neversink River trailhead should be revitalized with a new stone-dust surface. A routine maintenance plan should also be established to ensure that the trail remains in good condition.



SECTION 4

EXISTING TRAIL

- TRAILHEAD
- PARKING
- IMPROVED CROSSING
- ACCESS POINT

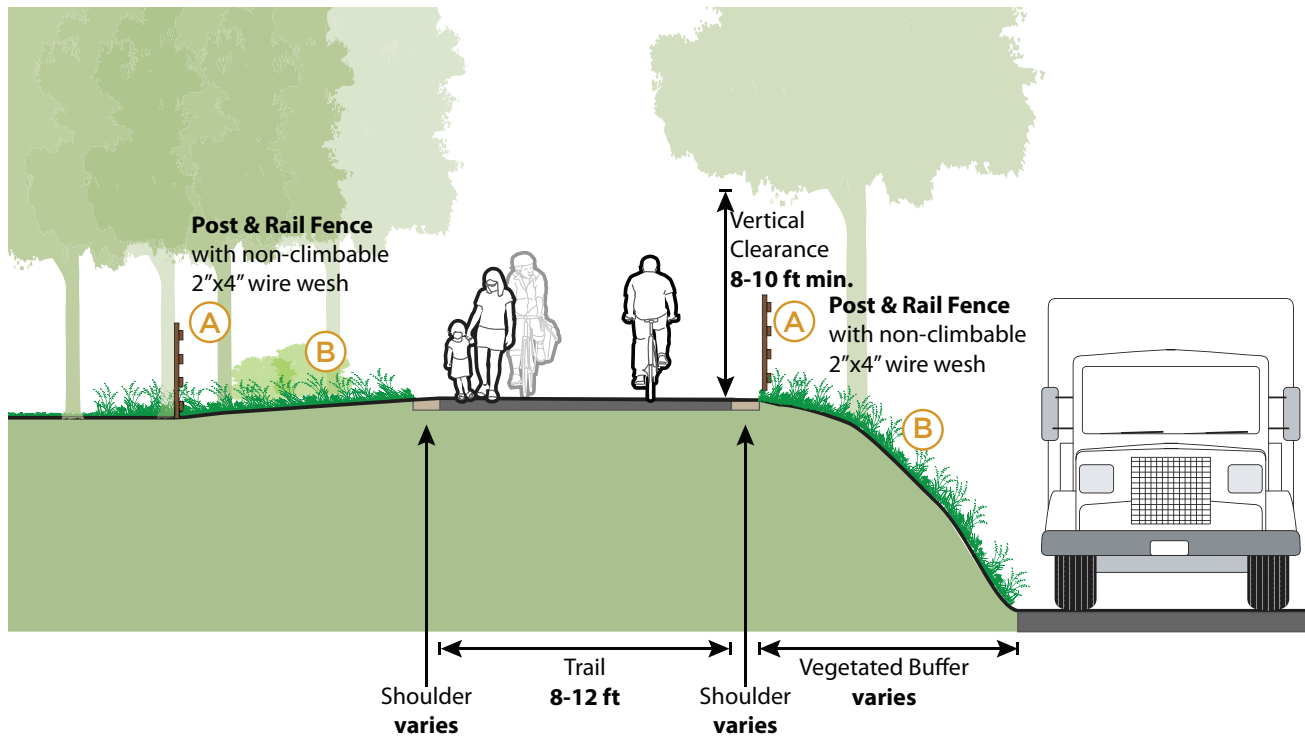


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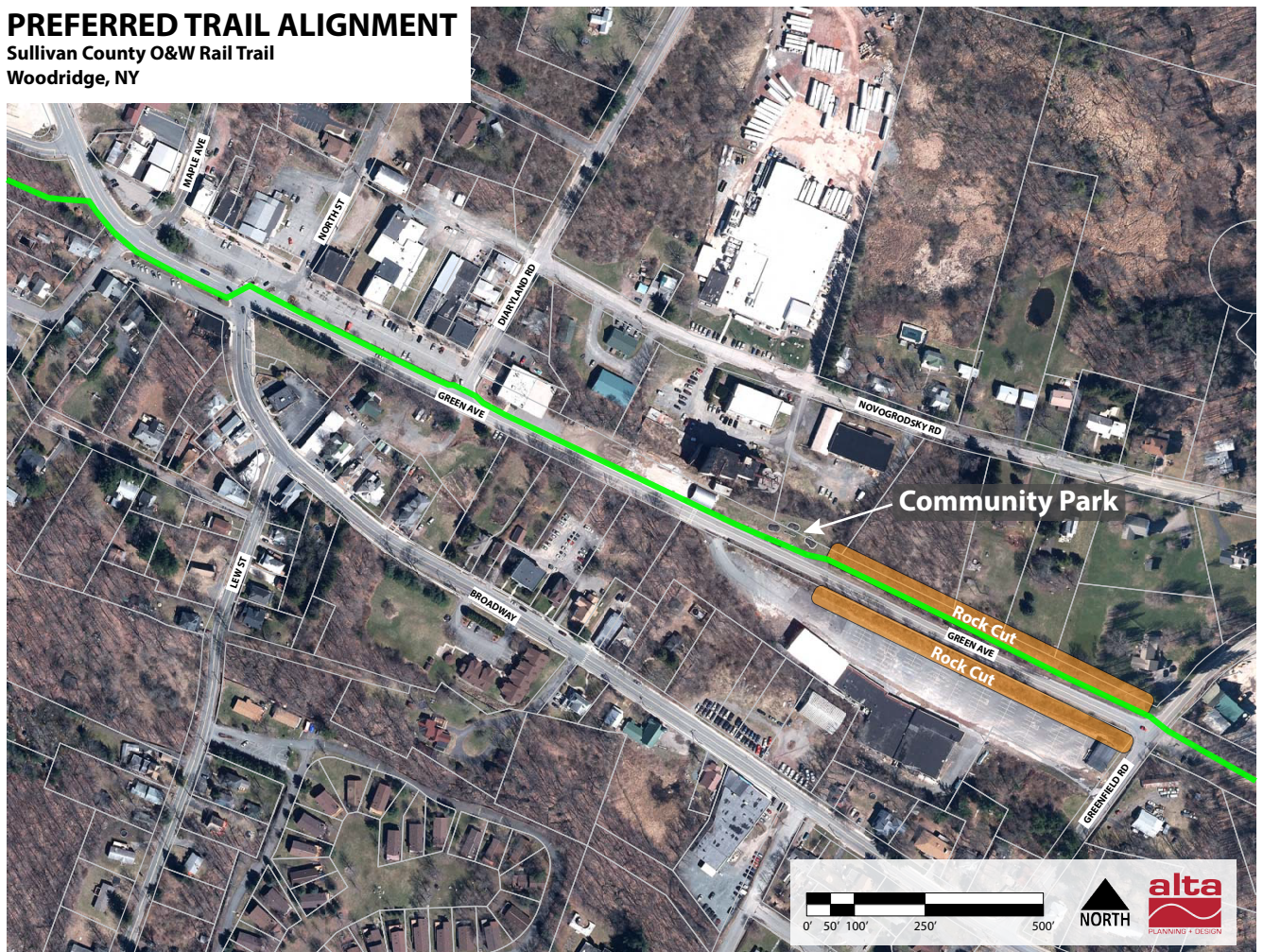


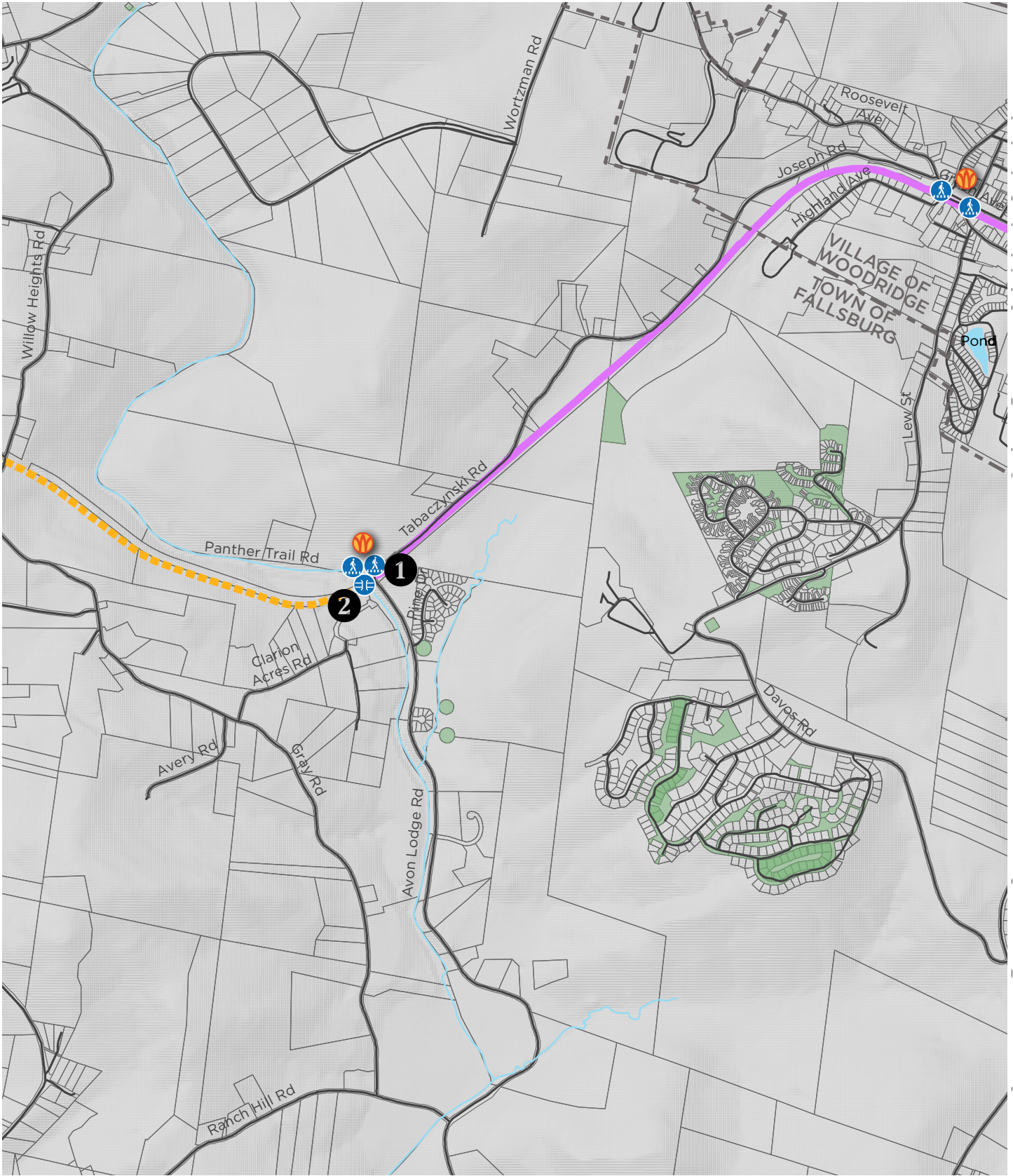
GREEN AVE PLAN / SECTION

The trail when passing alongside Green Avenue in Woodridge, New York will follow the slope until it reaches the railroad pocket park. It will then return to the same level as the road and eventually cross Green Ave Exd. The drawings shown were part of a parallel design project, utilizing standards developed as part of this study (see Chapter 6 for design standards).






PREFERRED TRAIL ALIGNMENT
Sullivan County O&W Rail Trail
Woodridge, NY





SECTION 5

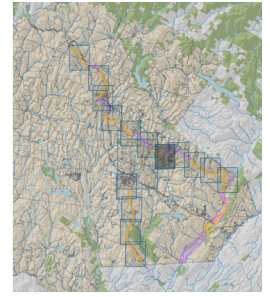
- PROPOSED TRAIL
- EXISTING TRAIL

-  IMPROVED CROSSING
-  PROPOSED BRIDGE
-  TRAILHEAD



NORTH





SECTION 5 - NEVERSINK CROSSING

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

The existing trailhead offers a large gravel parking area, for both users of the trail and anglers. The trailhead should be updated with an asphalt paved parking area, signage and wayfinding at a minimum. Shade, seating and potable water access should also be considered. For trail users to access this trailhead either coming to or from the Neversink River crossing, they are required to cross Panther Trail Road or Avon Lodge Road. For the safety of trail users, it is recommended that two separate crossings be provided; one to cross Joseph Road and one to cross Panther Trail Road. Both crossings would be new and would require MUTCD compliant, high-visibility pedestrian crossing signage and pavement markings following the design standards detailed in Chapter 6. For a detailed layout of the crossings in relation to the Neversink River bridge, see Chapter 10 page 47.

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

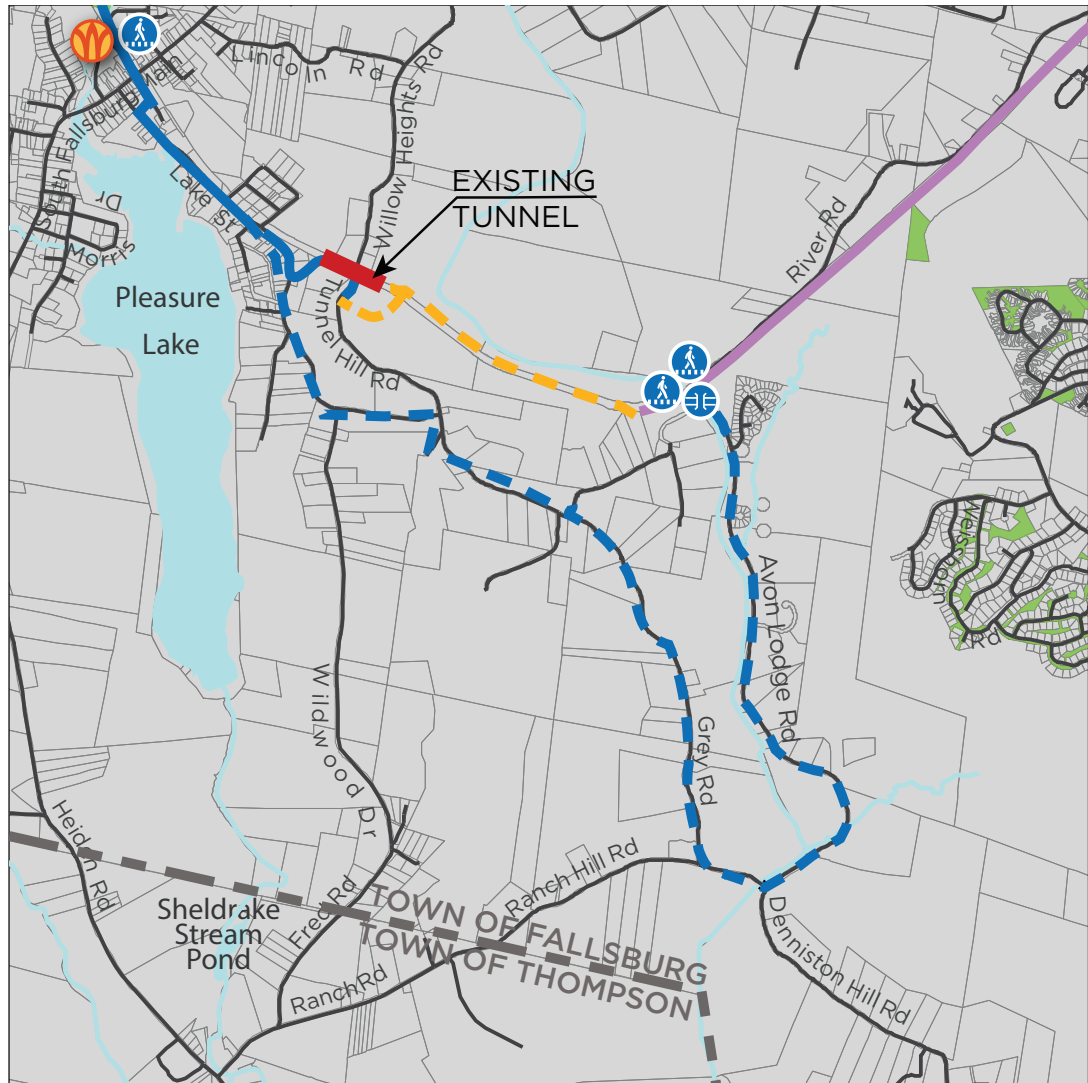
Existing bridge abutments are intact, but a significant gap must be bridged to facilitate the crossing. The complete crossing will require a bridge to cross the Neversink River and then arrive back to grade to run along former camp road, then back up to trail grade at 651+62. Past the wetland areas, maintenance and upgrades are necessary to bring the trail surface to proposed conditions. Some minor grubbing and vegetation removal may be required. For detailed design see Chapter 10 page 16.

SECTION 5A - NEVERSINK GAP CLOSURE ON-ROAD





1. Due to the scope and costs of bridge construction over the Neversink, an on-road connection should be developed to provide an interim connection. This on-road 4.75-mile route will connect the existing Hurleyville Trail and Woodridge trails for a contiguous length of over 14.5 miles. The route will begin at the Neversink Trailhead, heading south on Avon Lodge Road, running parallel to the Neversink River. At the historic Grey Road Bridge, trail users will continue west on Grey Road, crossing the Neversink River, where there is an opportunity to stop and explore the historic Denniston Ford Bridge. At the first intersection, Grey Road turns north and climbs through the wooded hillside for approximately 1.5 miles. The proposed route would then turn at Sam Rosenshein Drive and continue on to Lake Street, heading directly into downtown South Fallsburg, and the trailhead at Railroad Plaza. This route has steep topography, and may only be appropriate for skilled and healthy trail users.

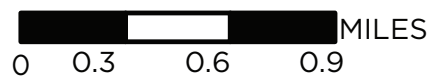
Historic Denniston Ford Bridge is maintained for pedestrian access.








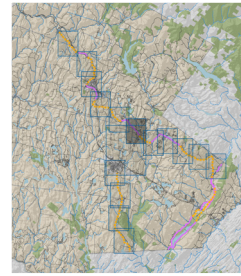
SECTION 5A

-  PROPOSED TRAIL
-  EXISTING TRAIL
-  ON-ROAD CONNECTION
-  ON-ROAD ALIGNMENT



-  TRAILHEAD
-  IMPROVED CROSSING
-  PROPOSED BRIDGE

SECTION 6 - NEVERSINK TO SOUTH FALLSBURG



1. FALLSBURG TUNNEL (STA 694+66)

With structural safety improvements, the existing tunnel will provide an accessible tourist attraction. The tunnel consists of a bare rock cut surface and brickwork which has incurred some structural failures. Safe passage of the tunnel will require further study and engineering improvements. Solar powered lighting is recommended for safe passage through the tunnel. Beginning at the tunnel entrance, an existing single-track path currently leads over the tunnel to Tunnel Hill Road. Upon exiting the tunnel, the trail continues to Lake Street and becomes an on-road trail at 713+07. The tunnel provides nearly level access along the rail trail, in contrast to the alternative routes around the tunnel which pose steep slopes or extensive circulative alignments over the mountain. However, an alternative route that is no steeper than 10% in profile has been developed to bypass the tunnel. This route is described in detail starting on Chapter 10 page 10. With these improvements, passage around the tunnel to Tunnel Hill Road is feasible. The connection will then continue on-road along Tunnel Hill Road to Lake Street. The tunnel bypass is an interim connection until additional funding can be identified for the tunnel safety improvements.

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

An on-road route along Lake Street is required due to the developed railroad corridor. The on-road route, with shared lane markings or other on-road amenities follows Lake Street to Trolley Street turns onto Railroad Plaza Exd, then to the commercial district of South Fallsburg, crossing Main Street. From Main street, an on-road route follows Railroad Plaza Ext to the Fallsburg section at STA 745+47. It will be important to provide wayfinding signage and pavement markings along this trail route as well as informational signage about nearby businesses. The current shared lane markings should be improved and updated to meet MUTCD guidance.

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

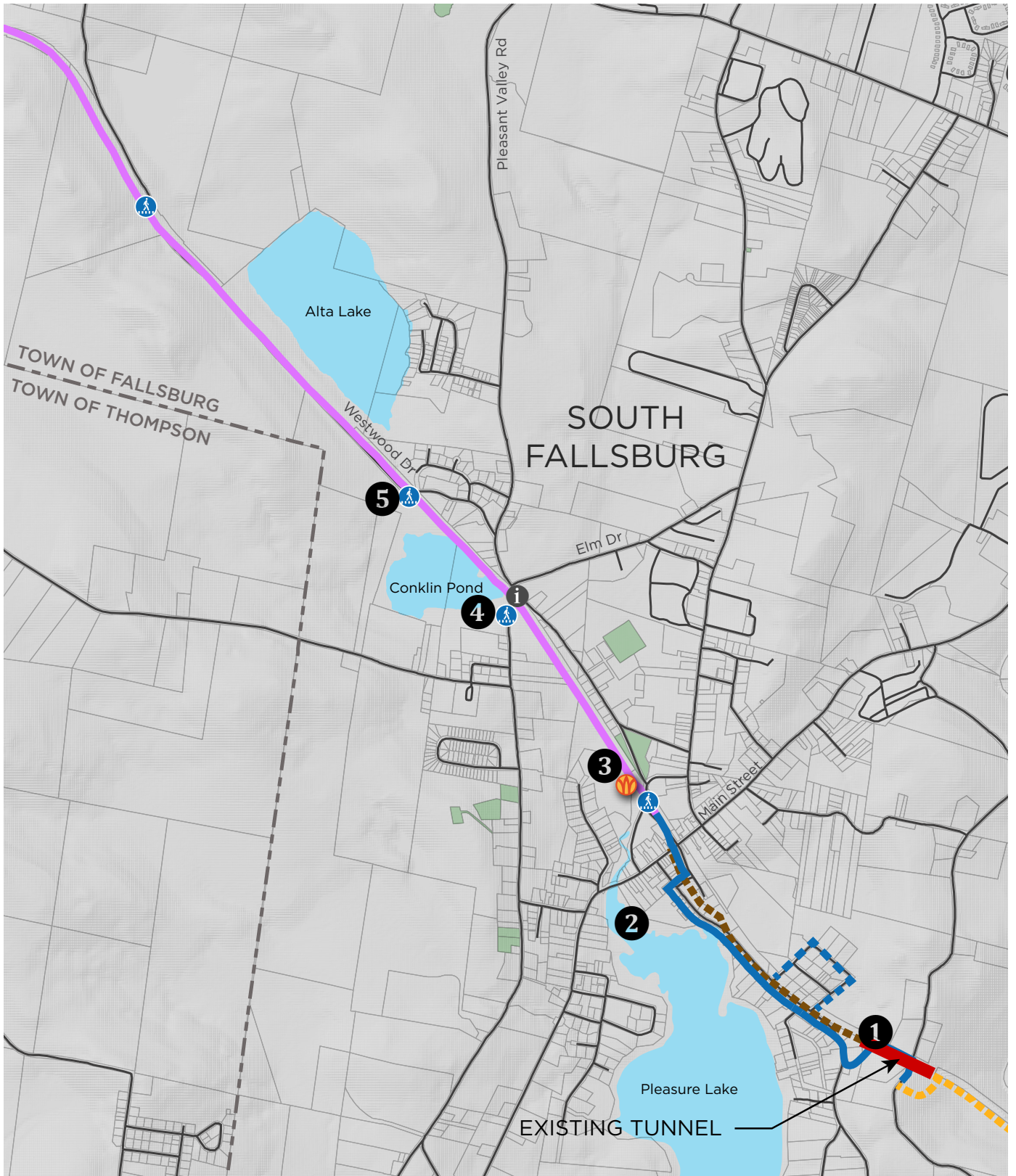
A former railroad bridge carries trail patrons over the Sheldrake Stream, then into the park and back onto the rail trail. Maintenance and upgrades are necessary to bring the trail surface to proposed conditions. Some minor grubbing and vegetation removal may be required. This is an existing trail that is currently in use, but informally. It requires some re-grading and resurfacing to formalize. A portion of the trail around and north of Alta Lake may be deviated to an on-road route.

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

Addition of a crosswalk, trail crossing signage and wayfinding recommended.

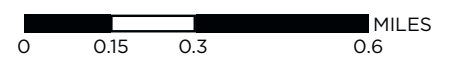
5. ROAD CROSSING AT WESTWOOD DRIVE (STA 796+06)

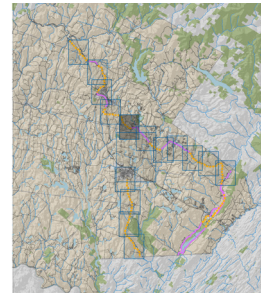
The addition of a crosswalk, trail crossing signage, and wayfinding is recommended at this crossing. The segment of trail adjacent to Alta Lake is currently undeveloped due to ownership issues, but is informally used. Westwood Drive, if improved, with shared lane markings and signage, is suitable for this short on-road portion of trail. 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.



SECTION 6

- — — PROPOSED TRAIL
- - - RAILBED ALIGNMENT
- — — EXISTING TRAIL
- — — ON-ROAD ALIGNMENT
- — — ON-ROAD CONNECTION
- TRAILHEAD
- INFORMATION KIOSK
- IMPROVED CROSSING





SECTION 7- HURLEYVILLE

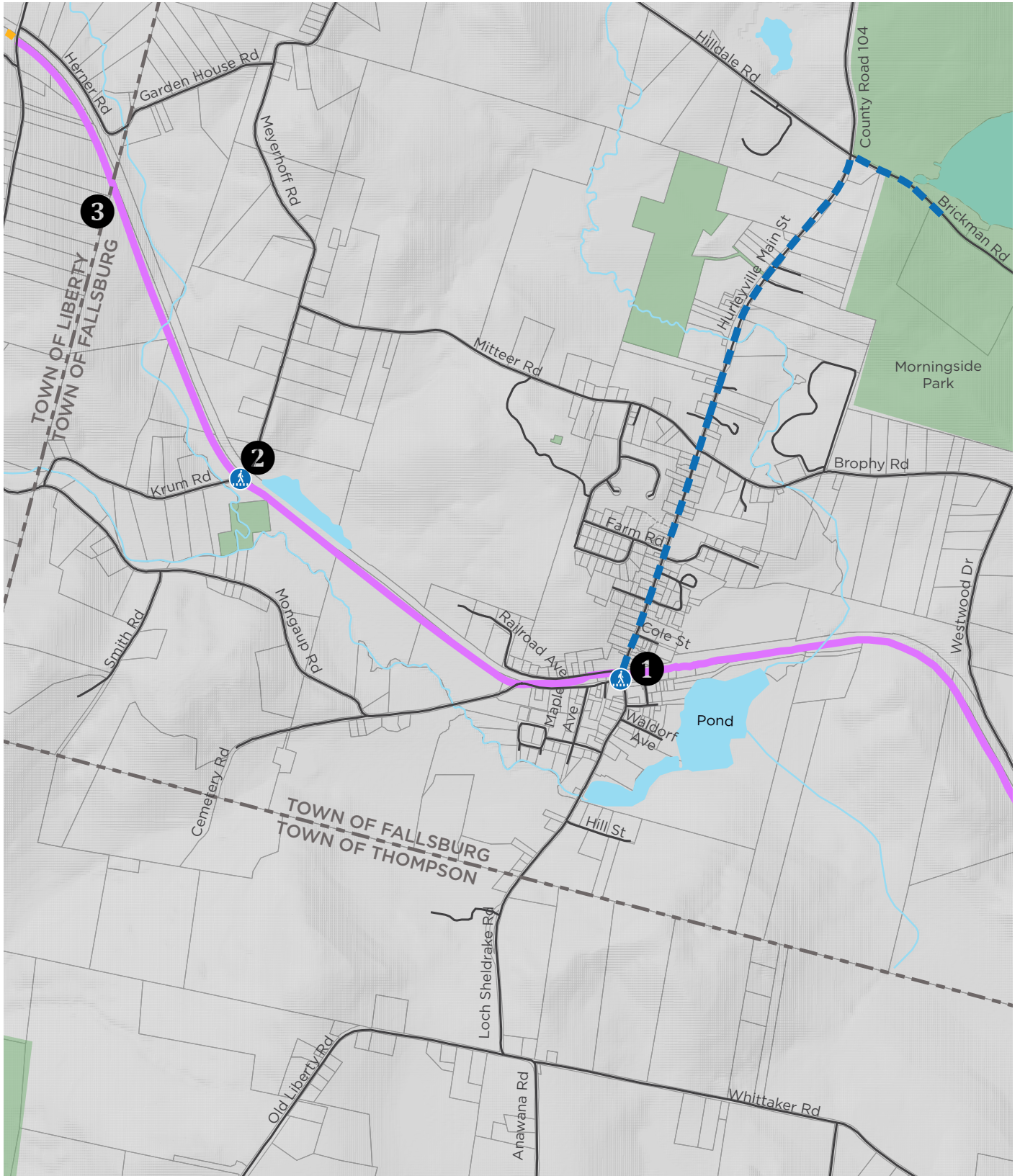
1. HURLEYVILLE MAIN STREET AND TRAILHEADS (STA 913+52)

There are public parking lots on the east and west sides of Main Street at the trail crossing. Wayfinding signage to local shops and restaurants should be provided at this trailhead/ parking area. The existing crossing facility has been recently upgraded to a traffic light and crosswalk in Spring 2019. The existing park has multiple sport courts. Addition of restroom facilities and potable water supply should be explored to benefit park and trail users. From here, an on-road connection to Morningside Park and SUNY Sullivan is possible on Main Street.

2. KRUM ROAD CROSSING (STA 917+15)

Addition of a crosswalk, trail crossing signage and wayfinding recommended.

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



SECTION 7

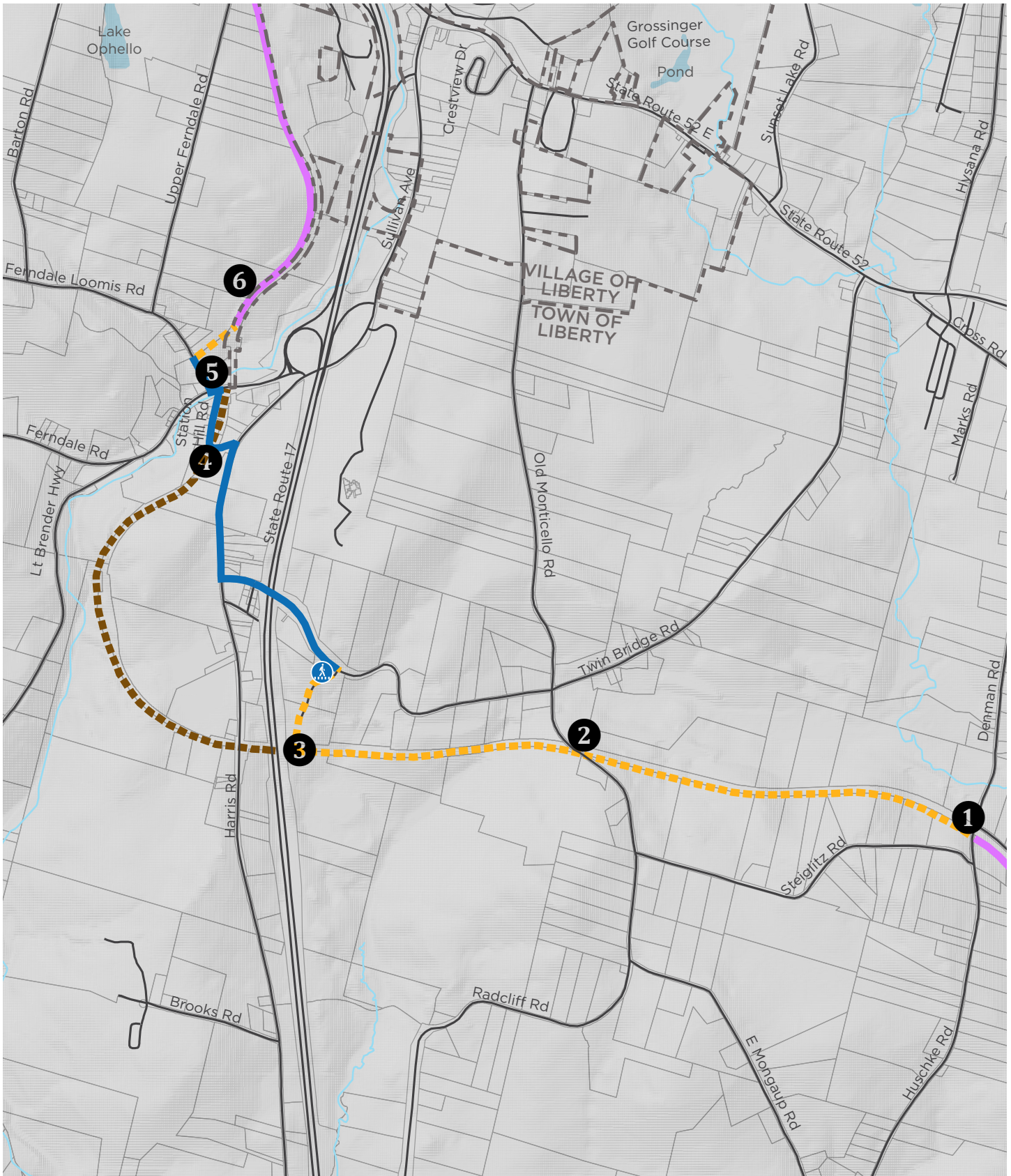
- PROPOSED TRAIL
- EXISTING TRAIL
- ON-ROAD CONNECTION

IMPROVED CROSSING



NORTH





SECTION 8

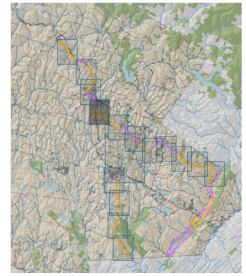
- — — PROPOSED TRAIL
- — — RAILBED ALIGNMENT
- — — EXISTING TRAIL
- — — ON-ROAD ALIGNMENT
- IMPROVED CROSSING



NORTH



SECTION 8 - UNDEVELOPED TRAIL TO FERNDALE



1. DENMAN ROAD CROSSING (STA 1036+35)

The existing paved multi-use trail ends at this location, but could be extended to the Route 17 trailhead. Addition of a crosswalk, trail crossing signage, and wayfinding is recommended. The trail in this vicinity will require minor grading and resurfacing.

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

The existing crossing at this location should be modified to provide a 90-degree crossing. Appropriate pavement markings and signage will also be required. West of the Old Monticello Road crossing, the trail is in need of maintenance. Upgrades are necessary to bring the existing stone trail surface to proposed conditions. Some minor grubbing and vegetation removal may be required.

3. TRAIL BARRIER – TRAILHEAD OPPORTUNITY (STA 1126+37)

The trail terminates due to the intersection with NY Route 17, therefore, the trail must route through the property to the north. The northern property is owned by the Center for Discovery. If appropriate agreements can be reached, this site may be valuable as a trailhead. There is sufficient room for the trailhead to have amenities such as a paved parking lot, kiosk, and benches. The trailhead should be located near Twin Bridge Road and be visible from the road. The northern end of the parcel abuts Twin Bridge road, beginning the on-road alignment to reconnect to the trail in Ferndale. The on-road trail alignment from east of Route 17 to just west of Ferndale Road (on Ferndale Loomis Road) encounters extreme grades and may not be accessible to all users. Widened and striped shoulders are recommended at a minimum for the route.

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 connected Ferndale to Liberty is long gone, leaving very few options to make trail connections. As a result the trail is proposed on-road.

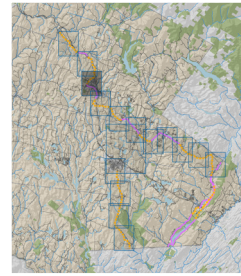
5. FERNDALE ROAD CROSSING (STA 1187+59)

Ferndale Road is a narrow, high speed and high volume roadway with limited sight distance. Additional traffic study of this area will be required in order to make any recommendations for crossing type and location, and is outside of the scope of this study.

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

After the Ferndale Road crossing, the trail will cross over private property and may require acquisition of an access easement to reach the northern abutment from the Ferndale Span. This path may have to be lengthy to create an accessible multi-use path. Alternatively, an on road crossing to the existing Liberty Rail Trail is possible via on-road connection via Upper Ferndale Road.

SECTION 9 - LIBERTY



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

The trail alignment should be modified at this crossing to facilitate perpendicular crossing, the route in this area is clearly defined but wayfinding may still be necessary.

2. CARRIER STREET CROSSING (STA 1259+58)

The trail alignment should be modified at this crossing to facilitate a 90 degree crossing, intersection. The route in this area is clearly defined, but wayfinding may still be necessary. Headed north towards Liberty, the trail is well maintained and well used, approximately 6-8 feet in width, minor grading and resurfacing improvements are recommended for universal access.

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

This segment begins an on-road trail on State Street (low-volume, low-speed traffic, shared lane condition). This on-road facility should be upgraded to meet MUTCD guidance further detailed in chapter 6.

4. LAKE STREET CROSSING (STA 1292+69)

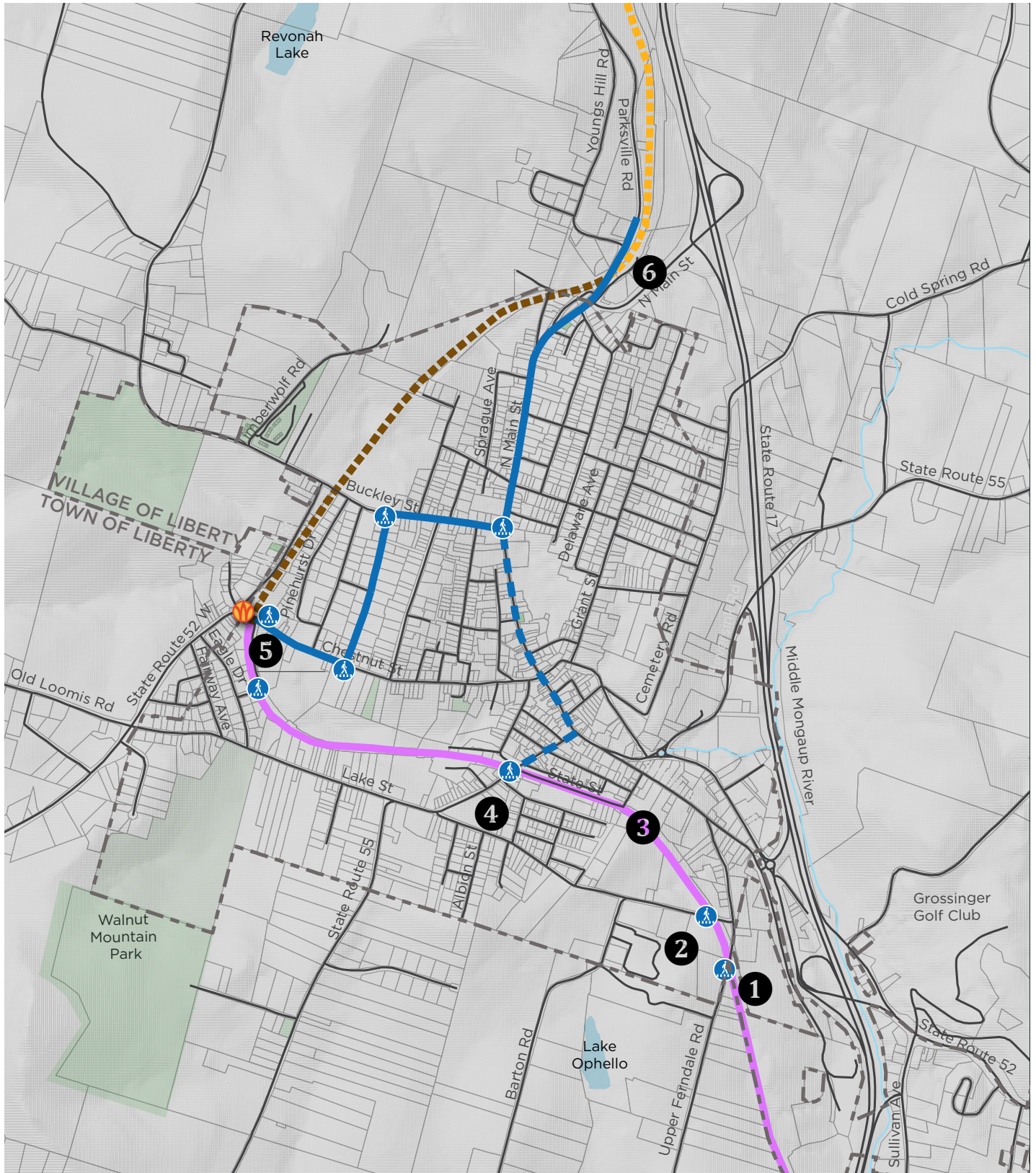
Enhanced crossing improvements and detailed wayfinding are necessary at this intersection. This five-point intersection, can be confusing to first time users. Wayfinding signs should also be considered that offer direction into Liberty, to nearby businesses and clearly define the route.

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

The existing Parking lot could be reconfigured to accommodate more vehicles. It is recommended that the kiosk be updated per design guidelines and add a bike repair station, and possible introduction of restroom facilities.

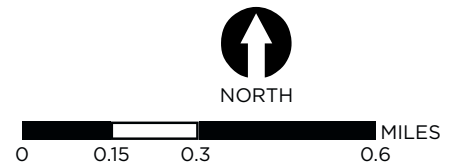
6. ON-ROAD ALIGNMENT THROUGH VILLAGE OF LIBERTY (1337+06)

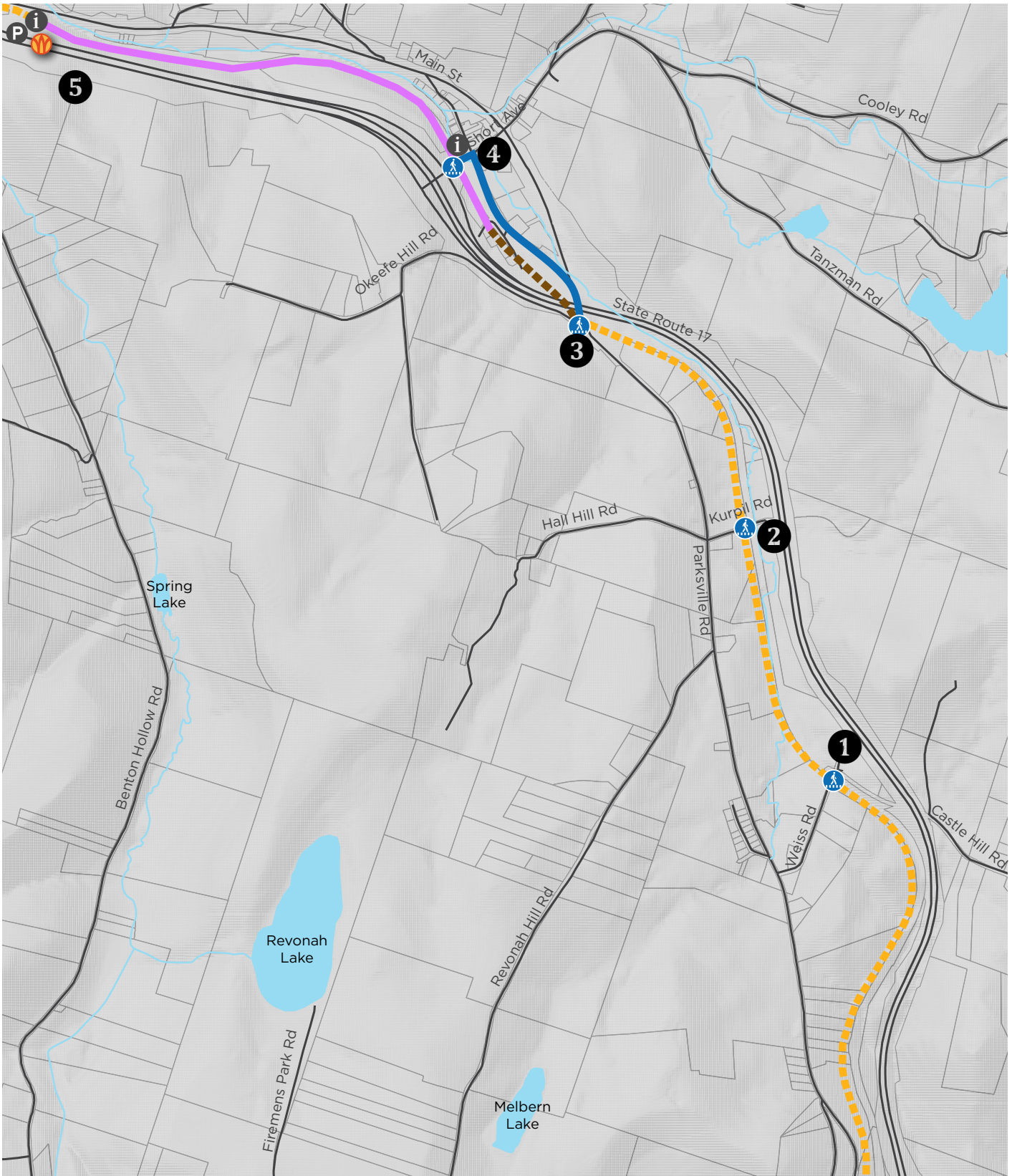
On-road connections are made through the Village of Liberty and may prove to have positive economic benefit, while offering dining, goods and services to trail users. The on-road alignment heads east on Chestnut Street to Willy Ave. (STA 1349+84), connecting to Buckley Street, southeast of the Liberty High School. The route then crosses Buckley street and continues east to Main Street. The trail then travels north on Main Street, and if possible, after the access to the NY Route 17 interchange (STA 1416+65), transitions to a sidepath due to limited sight distances, increase in speed and volume. Any further recommendations for the bike and pedestrian facilities within the village must be studied further prior to implementation of any recommendations. Beyond the NY Route 17 interchange near Sheehan Road, the rail corridor right-of-way is still intact, but held by a single private landowner. This route continues north to the intersection of Weiss Road. The trail will require rehabilitation for both trail surface and minor drainage issues to bring the existing rail bed up to proposed trail standards.



SECTION 9

- PROPOSED TRAIL
- RAILBED ALIGNMENT
- EXISTING TRAIL
- ON-ROAD CONNECTION
- ON-ROAD ALIGNMENT
- TRAILHEAD
- IMPROVED CROSSING





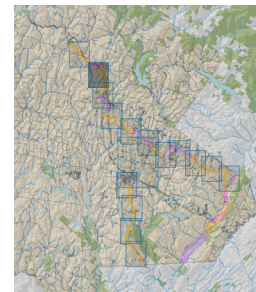
SECTION 10

- PROPOSED TRAIL
- RAILBED ALIGNMENT
- EXISTING TRAIL
- ON-ROAD ALIGNMENT
-  TRAILHEAD
-  PARKING
-  IMPROVED CROSSING
-  INFORMATION KIOSK



NORTH





SECTION 10- LIBERTY TO PARKSVILLE

1. WEISS ROAD CROSSING (STA 1503+57)

Approximately 0.22 miles south of the Weiss Road crossing, when the trail begins to get close to NY Route 17, the railbed is lower than the existing side slopes and begins to transform into wetland. At this point, the trail should divert into the adjacent NYS Department of Transportation right-of-way adjacent to the highway, and then return to the railbed at Weiss Road. This area will require extensive trail construction work, but is a more feasible option than building in the wet areas on the old rail alignment. Weiss Road is a low-volume, low-speed gravel roadway serving a small number of dwellings. At the Weiss Road crossing, directional and trail crossing signage are recommended to navigate trail users along this route.

2. KURPIL ROAD CROSSING (STA 1538+54)

The trail north of Kurpil Road improves significantly, with only minor grading and drainage issues. Eventually the railbed becomes enveloped by the recent construction of Interstate 86 / NY Route 17. An on-road connection to the Parksville Rail Trail is necessary at this point.

3. ON-ROAD ALIGNMENT PARKSVILLE ROAD (STA 1575+78)

A sidepath is recommended along Parksville Road [see p. 6-62 for design guidance]. An 8' wide trail crossing is recommended at the intersection at Short Ave. At this point, trail users have an opportunity to support the local business in Parksville by continuing along Main Street. Additional informational signage should supplement the existing wayfinding for the trail in Parksville.

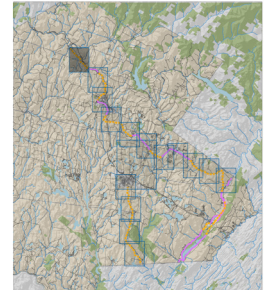
4. PARKSVILLE RAIL TRAIL (STA 1604+07)

The existing Parksville Rail Trail is in good condition but upgrades and maintenance related to the existing bridge and steep side slopes are required for this segment to bring the trail up to standards set forth in this study.

5. PARKSVILLE RAIL TRAILHEAD (STA 1673+83)

Additional amenities should be added to the trailhead. Restrooms, potable water access, and additional signage should be considered.

SECTION 11- PARKSVILLE TO LIVINGSTON MANOR



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

From the Parksville Rail Trailhead, trail users can use the shoulders on Fox Mountain Road however, shoulder widening is recommended for safe bike and pedestrian travel. Given that the Fox Mountain Road bridge was built in 1994 and likely has many service years remaining, options for widening the shoulders will be limited to when the bridge is reconstructed or rehabilitated. Short-term improvements could include shared roadway signage and colored pavement on the shoulders. Beyond the bridge, fill and grading will be required to construct the necessary ramp to reach the existing grade at the railbed. Once the trail is back on the old railbed alignment, the next 1.4 miles of trail conditions are stable and would require minor rehabilitation to bring the alignment up to proposed standards.

2. SONOMA FALLS ENTRANCE (STA 1758+78)

The large gravel entry from Old Liberty Road could be improved to serve as a trailhead or access point between Livingston Manor and Parksville. Improvements include new trailhead amenities such as a kiosk and benches. Some grading and clearing will also be necessary to make room for more defined parking. Paving and striping the new parking area is recommended. The gravel trail 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 Little Beaver Kill below. What remains of the bridge and abutment will require safety railing, but may offer an opportunity for a small seating area with views to the stream. Topography, ownership, and multiple stream crossings make the connection back to railbed challenging. Two options to make this connection are described below; an on-road connection (items 4 & 6) and a lengthy switchback ramp through town-owned and private property (item 5). An on-road alignment into Livingston Manor is recommended.

4. ON-ROAD ALIGNMENT OLD LIBERTY ROAD AND DAHLIA ROAD (STA 1789+99)

Old Liberty Road is a low-volume roadway that can be treated as a shared lane, while providing an appropriate level of comfort for trail users. At Dahlia Road the route turns north and crosses the Little Beaver Kill by bridge until its intersection with Old Route 17. It is recommended that this section of trail be a shared lane condition due to the low-volume and narrow roadway.

5. TOWN OWNED PROPERTY (STA 1803+63)

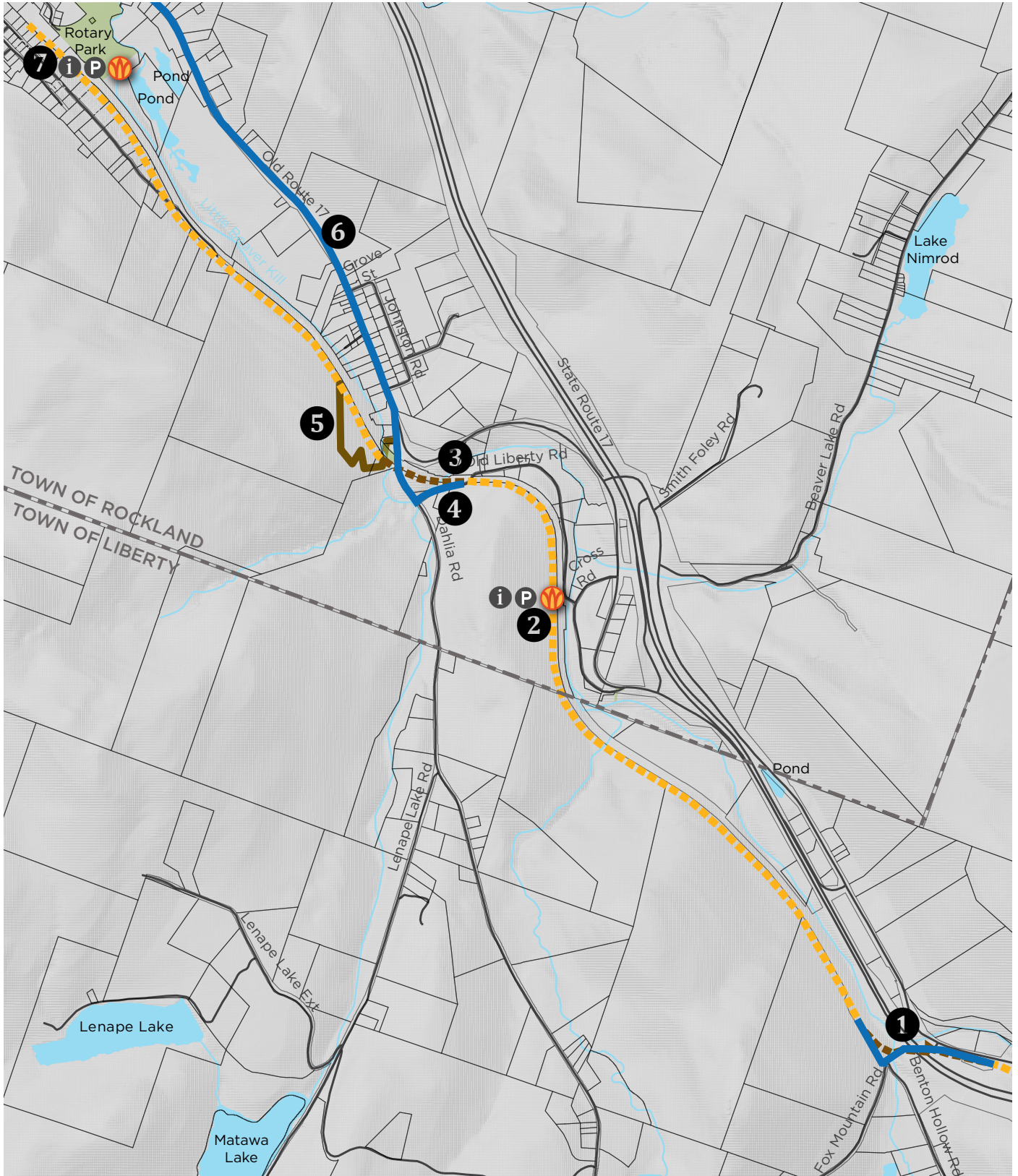
The property west of Dahlia Road adjacent to the Little Beaver Kill may be the only opportunity to cross the stream and create a path back to rail grade. A substantial amount of private property must be acquired to accommodate an accessible route with over 40 feet of grade change.

6. ON-ROAD ALIGNMENT TO LIVINGSTON MANOR (STA 1809+40)

A protected shoulder facility is recommended for the length of roadway leading into Pearl Street at the intersection of Pearl street and Old Route 17. A short side excursion from this intersection can take trail users to the Round Top Trail and the historic Orchard Street Cemetery.

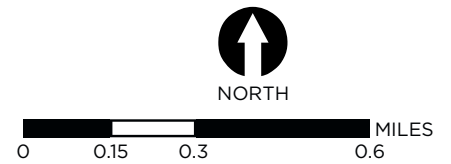
7. EXISTING RAIL CORRIDOR (STA 1803+63 TO STA 1871+62) TO ROTARY PARK IN LIVINGSTON MANOR

There are numerous erosion issues throughout this section of privately owned trail. The trail terminates at Rotary Park in Livingston Manor which could serve as a full service trailhead, at the “end of the line”. See Chapter 10 for additional detail about the proposed trail between Parksville and Livingston Manor.

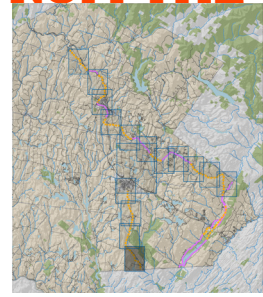


SECTION 11

- — — PROPOSED TRAIL
- — — EXISTING TRAIL
- — — ON-ROAD ALIGNMENT
- — — ALTERNATE ALIGNMENT
- — — RAILBED ALIGNMENT
- Ⓜ TRAILHEAD
- P PARKING
- i INFORMATION KIOSK



SECTION 12- MONTICELLO SPUR - NORTH FROM THE COUNTY LINE



The Monticello spur is separated from the majority of the Sullivan O&W Rail Trail that runs from the D&H Canal to Livingston Manor. If off-road connections are realized, this segment can be mostly off-road and therefore is proposed to be the only segment of the Sullivan O&W Rail Trail where horses are allowed. The Monticello spur was selected for equestrian use due to the number of potential trailer unloading areas and the length of continuous proposed off-road trail.

The spur is also located in a more rural area where more experienced equestrians are more likely to ride through on-road segments where there is minimal traffic. No other segments of trail along the Sullivan O&W Rail Trail met this criteria for equestrian trail use. The on-road alternative alignment shown is described on the following pages.

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

Partnership with Orange County should be explored to plan the completion of the spur trail to Port Jervis.

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

The vehicular entrance to Camp Turrell is the southern most access to the trail within Sullivan County. The camp entrance may serve as an access point for the trail. Addition of parking and informational kiosks are recommended, upon approval from the BSA.

3. ROCK SLIDE BARRIER (STA 102+00)

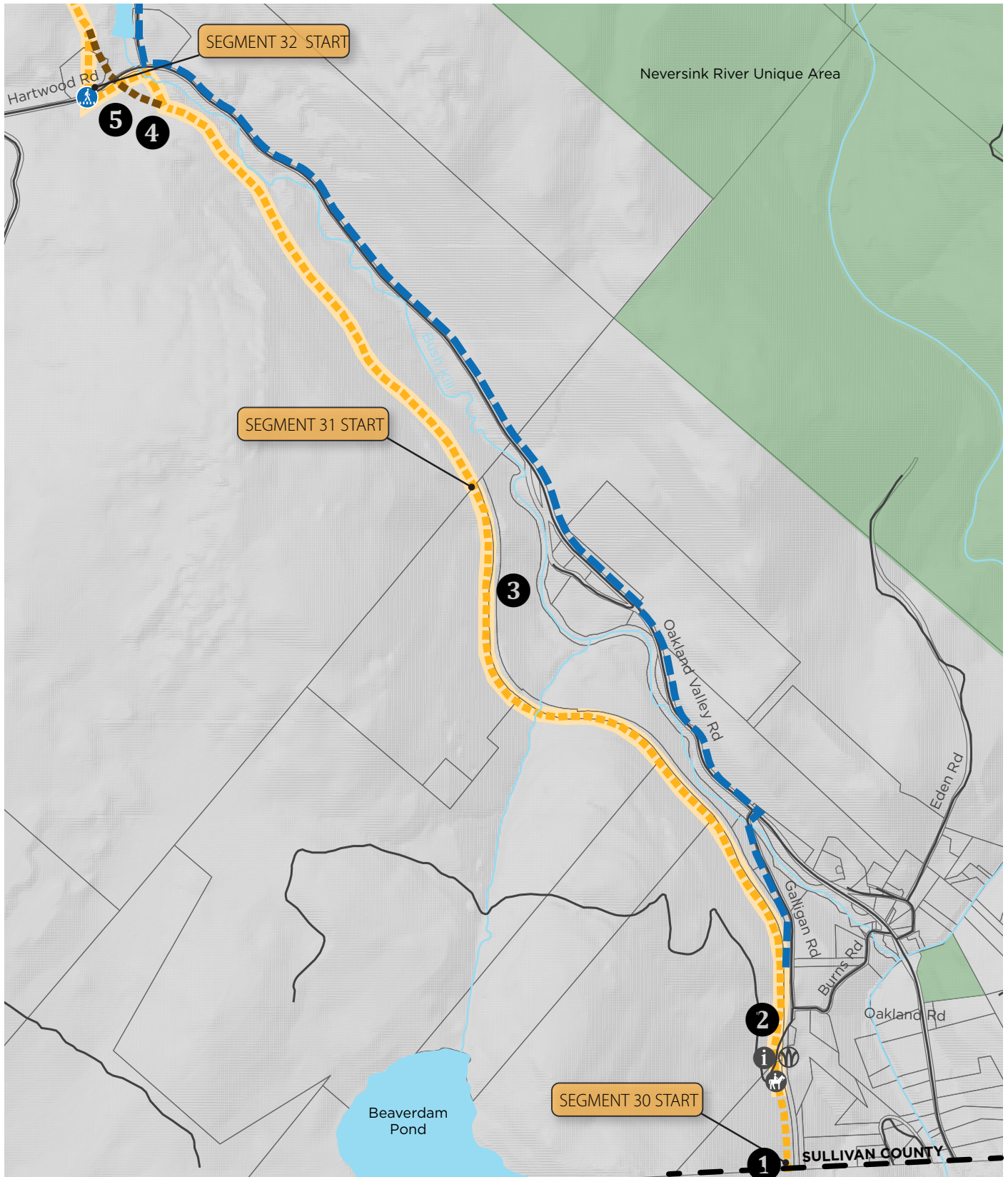
Although the stone that would have to be removed is significant, the path through the rock slide barrier could be cleared with readily available machinery. North of the barrier, the railbed is stable and many of the railroad ties remain in place. This area of trail appeared to be virtually unused, likely due to the ownership by a private sportsman's club. If an easement is granted, the county must work closely with the owners to develop a safety plan with the membership to ensure safety along the trail corridor, and minimize conflicts between users and club members. Removal of the railroad ties may prove costly due to disposal costs.

4. HARTWOOD ROAD ABUTMENT (STA 172+50)

At this location an unusable abutment coupled with extreme topography and dense vegetation remains. At ground level there are significant wetlands. Significant grading and fill will be required to continue back to grade to cross Hartwood Road at its current location. A boardwalk is recommended to traverse the wetlands as the trail approaches Hartwood Road.

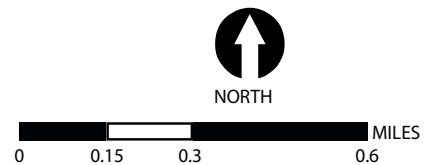
5. HARTWOOD ROAD CROSSING (STA 179+00)

The existing condition at Hardwood Road is challenging for a pedestrian crossing. Guiderail is along both sides of the roadway blocking access. The horizontal curve, along with existing vegetation and vehicle speeds, create limited sight distance. The recommended alignment would route the trail south of Hartwood Road along a boardwalk with an improved crossing. After crossing Hartwood Road, the trail would utilize the driveway to the north to reconnect back to the railbed north of Hartwood Road. This portion of trail was inaccessible during site investigations due to lack of bridge surface at the Bush Kill Crossing (Hartwood Road abutment).

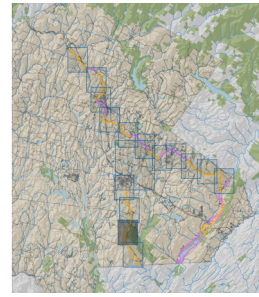


SECTION 12 - MONTICELLO SPUR

-  PROPOSED TRAIL WITH EQUESTRIAN USE
-  RAILBED ALIGNMENT
-  ON-ROAD CONNECTION
-  ON-ROAD ALIGNMENT
-  ACCESS POINT
-  INFORMATION KIOSK
-  HORSE LOADING
-  IMPROVED CROSSING



SECTION 13 - NEVERSINK UNIQUE AREA - GILLMAN DEPOT



1. BUSH KILL CROSSING (STA 264+00)

The remaining structure appears to be in good structural condition but should be evaluated by a structural engineer. If structurally sound, the bridge could easily be retrofit with decking and railing. This land is directly adjoined by NYS DEC lands (Neversink Unique Area) to the east. Just north of the crossing a trail connection is recommended to reach the hiking trails within the Neversink Unique Area.

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

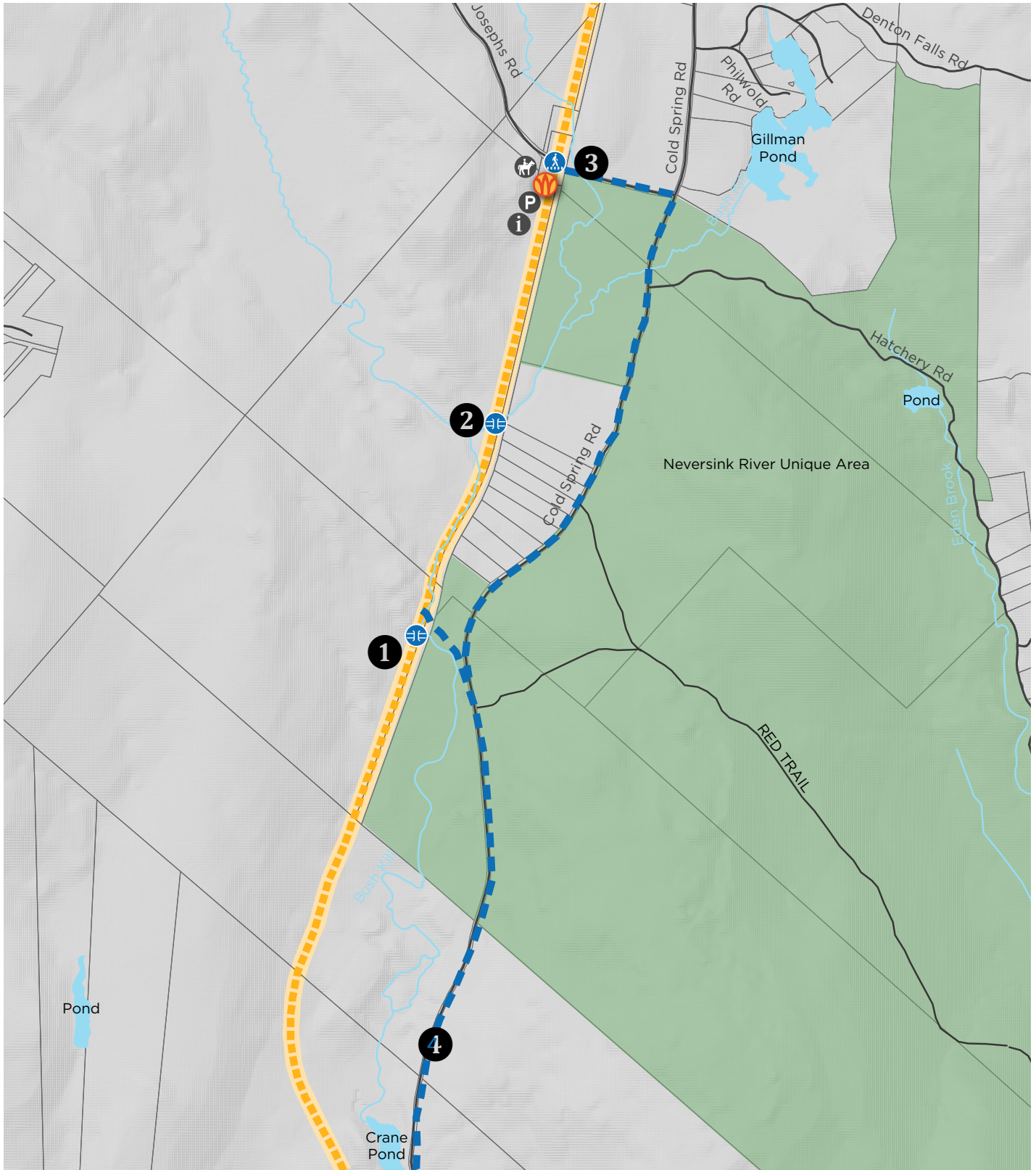
The condition of this bridge is almost identical to that of the first crossing, and the trail to the north is relatively clear of vegetation with minor drainage issues. Further structural evaluation will be necessary, but the structure appears to be stable. With minor decking and railing improvements, the structure may be ready for multi-modal use.

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

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. This site could serve as an excellent trailhead or access point. There is room for ample parking, and amenities, but the site is on private property. The crossing should be improved to include striping and signage. If the trail connection at the first Bush Kill crossing proves too costly, there is a possibility for on-road connections to the Neversink Unique Area.

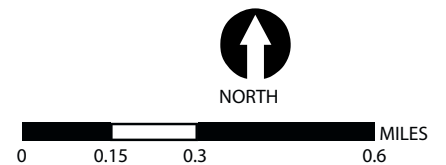
4. ON-ROAD CONNECTIONS TO NEVERSINK UNIQUE AREA.

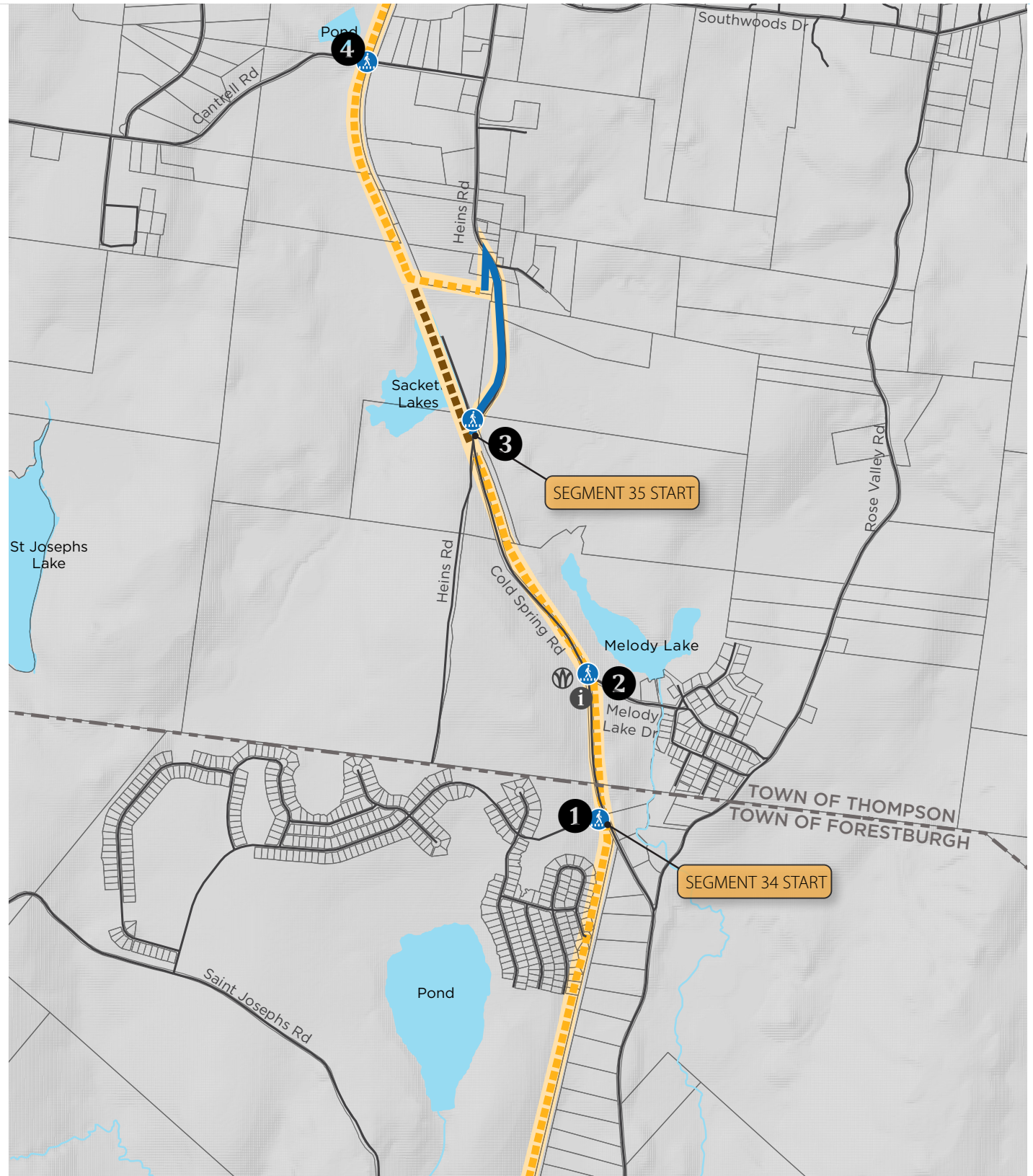
Due to possible conflicts in adjacent land use issues, an on-route option should be explored for alternative routing and connections to the Neversink Unique Area. From the entrance of Camp Turrell, trail-users will travel along Galligan Road to the intersection with Oakland Valley Road. The route continues north on Oakland Valley Road for 2.4 miles, parallel to the Bush Kill. Oakland Valley Road is steep with limited sight distance in certain areas. At the intersection with Cold Spring Road, trail users will turn north. Cold Spring Road is a low-volume roadway that has single lanes in each direction with narrow shoulders. Given the low-volume, the roadway is suitable for shared use. The on-road route passes by the historic Crane Pond and continues on through the Neversink Unique area. Along Cold Spring Road there are 3 access points into the Neversink Unique Area. After 2.7 miles on Cold Spring Road, trail users would turn left to head westbound on St. Josephs Road before reconnecting with the Monticello Spur railbed alignment at Gillman Depot.



SECTION 13 - MONTICELLO SPUR

-  PROPOSED TRAIL WITH EQUESTRIAN USE
-  ON-ROAD CONNECTION
-  IMPROVED CROSSING
-  PROPOSED BRIDGE
-  PARKING
-  INFORMATION KIOSK
-  TRAILHEAD
-  HORSE LOADING





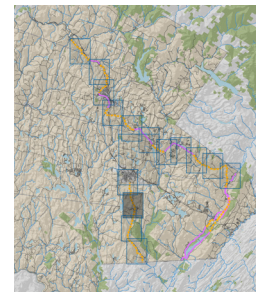
SECTION 14 - MONTICELLO SPUR

- PROPOSED TRAIL WITH EQUESTRIAN USE
- ON-ROAD ALIGNMENT WITH EQUESTRIAN USE
- ON-ROAD ALIGNMENT
- RAILBED ALIGNMENT
- i INFORMATION KIOSK
- ⚓ IMPROVED CROSSING
- ⚓ ACCESS POINT



NORTH





SECTION 14 - COLD SPRING

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

The rail corridor crosses Cold Spring Road approximately 1.3 miles north of the Gillman Depot. The trail through this section would require reconstruction. Directly across the road, there is new construction that is directly over top of 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 but recommended for the ultimate build-out of the trail. The recommended immediate alignment is to continue north along Cold Spring Road as a sidepath, for approximately 600 feet and then head due west to reconnect back to the rail corridor.

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

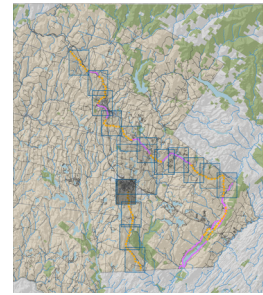
Melody Lake Drive is a low-volume, low-speed roadway that serves as an entrance to the Melody Lake development. North of the crossing, the railbed is stable and will require minor grading and resurfacing. Recommended crossing improvements include striping, warning signs and wayfinding. This location may be appropriate to place a paved or gravel parallel parking area adjacent to the road to serve as an additional access point.

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

The crossing at Cold Spring Road is along a curve with limited sight distance, and vehicles travel at high speeds along this stretch of roadway. To the north of Cold Spring Road there is a causeway that appears to be on the original railbed, located mostly within the public ROW. The last 300 feet is privately owned, with a dwelling approximately 200 feet from the railbed. The causeway will need to be evaluated for safety. The causeway will need significant upgrades to include resurfacing and fences or railings. There is the possibility to route the trail on-road around the causeway to reconnect back to the railbed to the north, through other private property or Cantrell road. The railbed north of the causeway is in good condition with stable surface and minimal drainage issues.

4. CANTRELL ROAD CROSSING (STA 504+30)

Vehicles travel at high speeds along Cantrell Road and there is limited sight distance at the trail crossing due to the existing topography. Clear sight and stopping distances should be investigated to ensure the proper crossing devices are installed at the Cantrell road crossing. North of Cantrell Road, the trail informally used with evidence of ATV's and bicyclists. This segment of the trail weaves in and out of an electric utility easement. 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.



SECTION 15 - MONTICELLO

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

The rail corridor terminates at private property adjacent to Ripple Road. Continuation of the trail into town could continue north on Cold Spring Road and continue on to Broadway. For user safety and quality of experience, the recommended alignment would continue west through a small easement on privately owned property to the west of the railbed, and on to Village-owned property utilizing existing paths, emerging on to Park Ave .

2. PARK AVENUE ON-ROAD ALIGNMENT (STA 615+15)

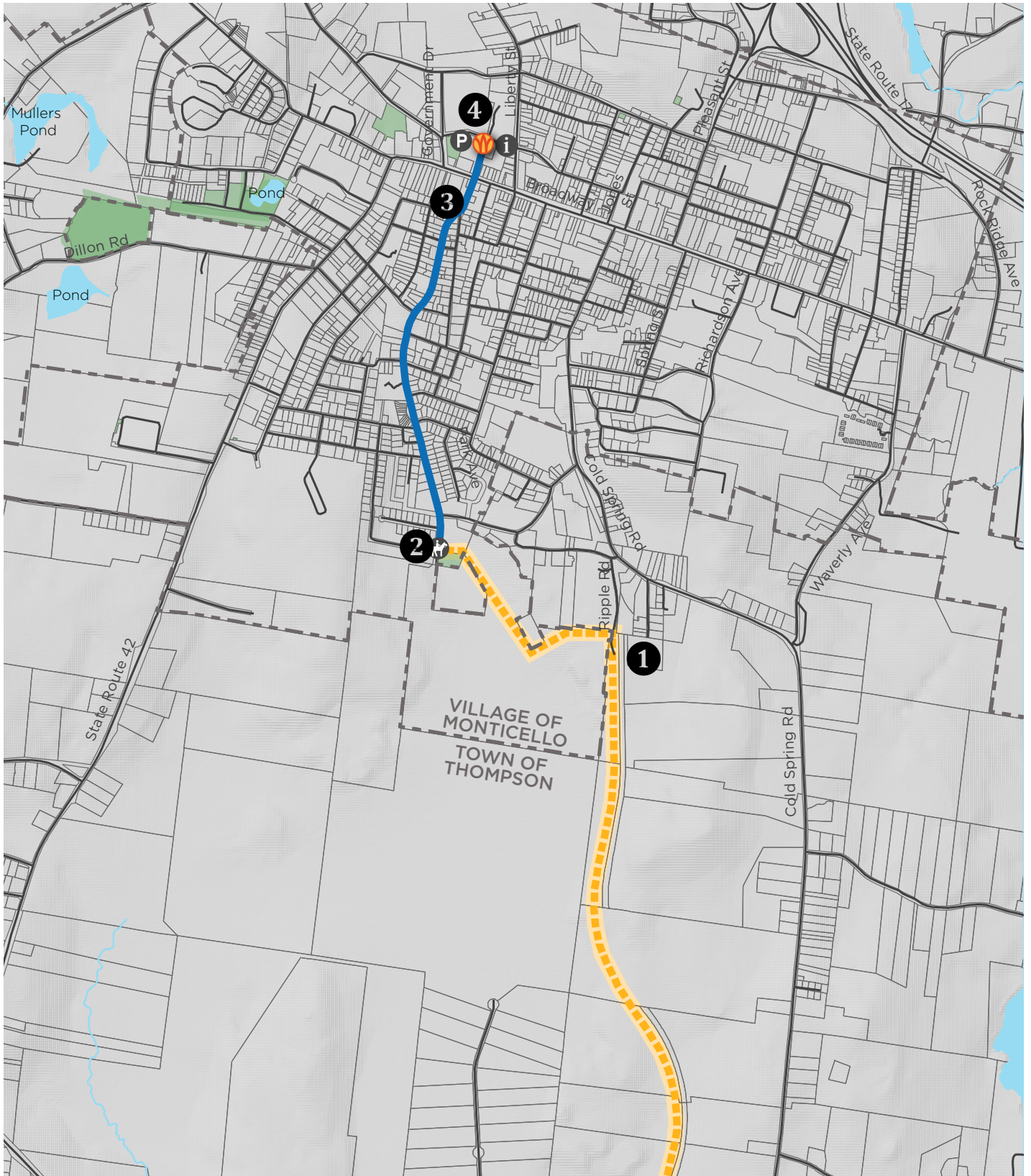
This on-road connection to Broadway will offer direct linkage from the surrounding residences to the O&W trail, this low-volume roadway lacks pedestrian infrastructure and has a narrow Right-of-way. This road is recommended to be converted to a shared road condition.

3. BROADWAY CROSSING (STA 665 +40)



The trail will be able to utilize the existing pedestrian infrastructure to cross Broadway and connect to the pocket park and emerge into the large public parking lot south of the County Government Services Building.





4. END OF THE SPUR (STA 668+00)

A trailhead should be established in the public lot, located at the future North Street Commons, to act as a gateway to the Spur.



SECTION 15 - MONTICELLO SPUR

-  PROPOSED TRAIL WITH EQUESTRIAN USE
-  ON-ROAD ALIGNMENT

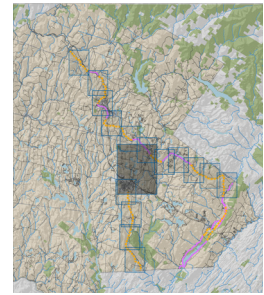
-  TRAILHEAD
-  INFORMATION KIOSK
-  PARKING
-  HORSE LOADING



NORTH

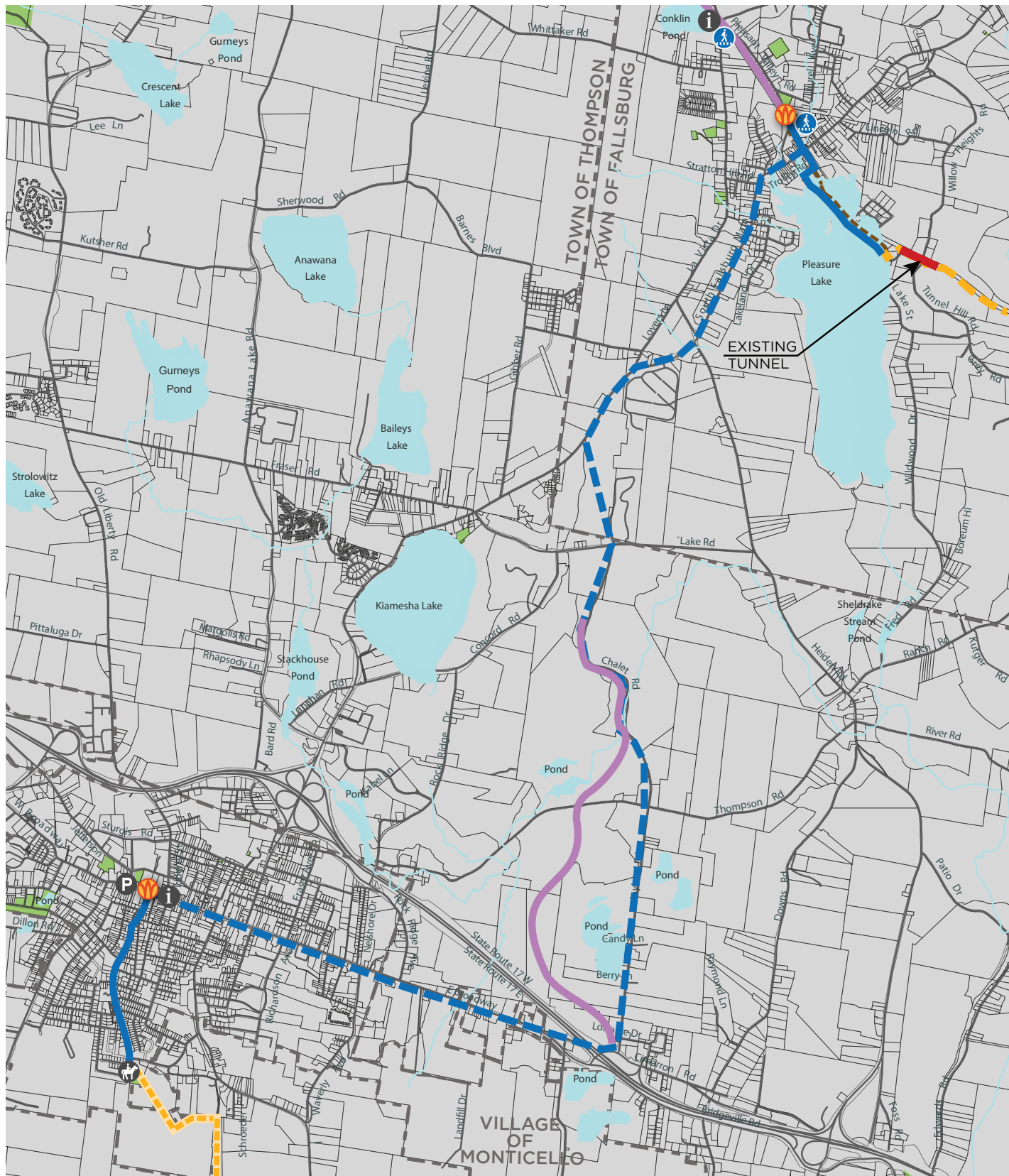


SECTION 16 - MONTICELLO - SOUTH FALLSBURG



CONNECT MONTICELLO TO SOUTH FALLSBURG ALONG ROUTE 42 (50 FOOT ROW),

The speed limit along Route 42 is posted at 45 MPH with an AADT of 6363 per NYSDOT Count dated 6/30/2015 [see appendix B] with moderate grade and typically 4' paved shoulders (existing). This critical connection between Monticello and South Fallsburg can link Resorts World patrons and residents of Monticello to the 50-mile stretch of the Sullivan O&W Rail Trail between Mamakating and Livingston Manor. Improvement to the utility corridor to the north of the intersection of Chalet Road and Kiamesha Lake Road creates a 10' wide multi-use trail. This trail should be designed to the same standard as that of the Rail Trail with a maximum grade of 5%. Improvements to Route 42 to accommodate bicycles and pedestrians would include a shoulder widened to 8' or ideally an 8' sidepath with a roadway separation of 6'. This trail would route on road via Broadway east to Old route 17, around the traffic circle, across the Highway 17 overpass to Resorts World Drive, Chalet Road to the utility corridor (with multi-use trail), and connect to Route 42 (Main Street). This additional 8 miles will not only connect the two lines of O&W trail but will expand the County trail network exponentially.



SECTION 16

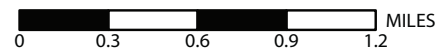
- PROPOSED TRAIL WITH EQUESTRIAN USE
- ON-ROAD CONNECTION
- ON-ROAD ALIGNMENT
- PROPOSED TRAIL
- DEVELOPED TRAIL

- RAILBED ALIGNMENT
- IMPROVED CROSSING
- TRAILHEAD
- INFORMATION KIOSK
- PARKING

HORSE LOADING



NORTH



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