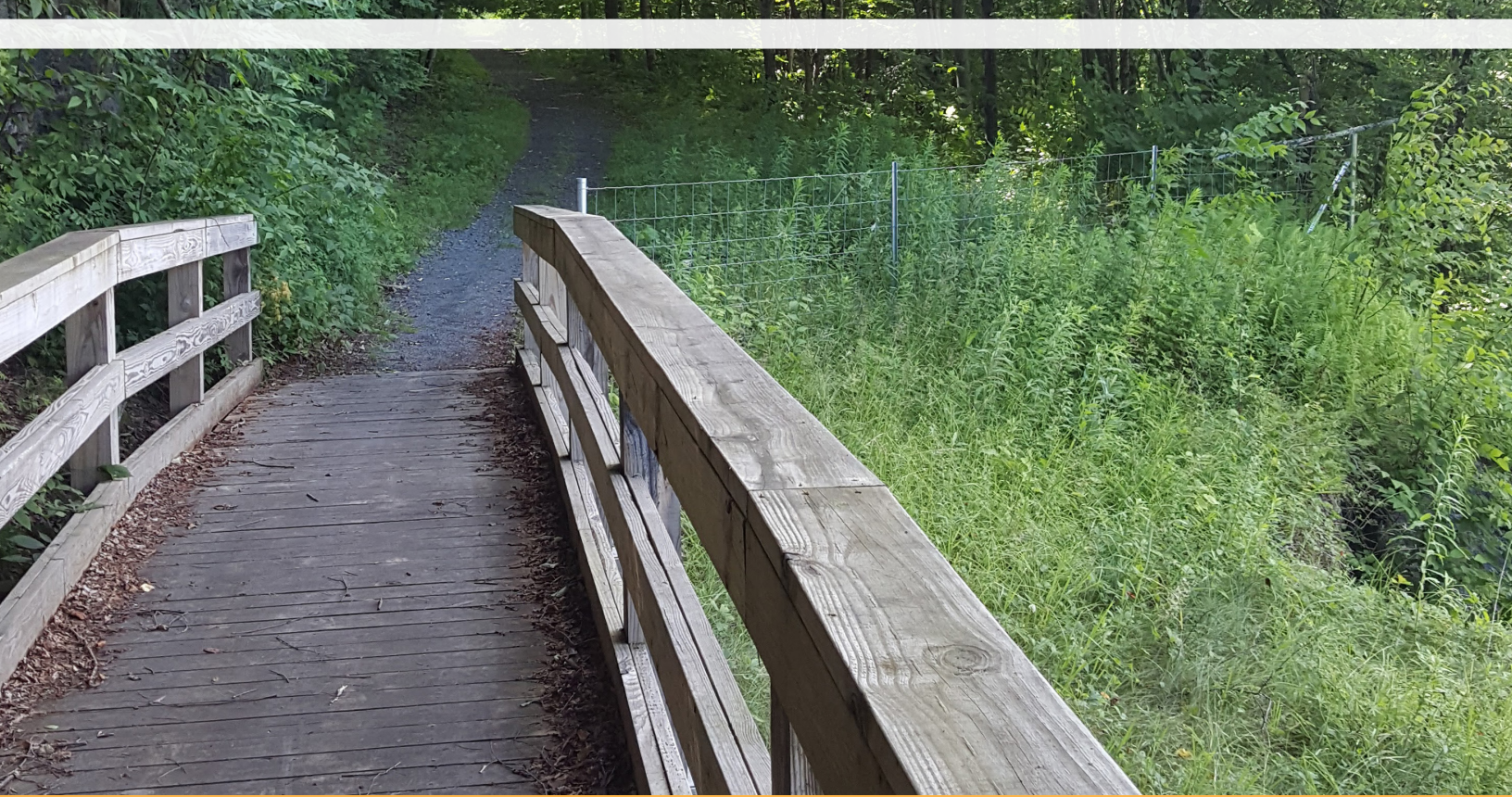


Build Out Sequencing



TRAIL DEVELOPMENT AND PRIORITIZATION CRITERIA

TRAIL DEVELOPMENT PRIORITIES

The Development of a trail of this size requires a series of inputs to determine a priority list for implementation. These inputs are as follows:

- Existing condition of railbed and trail
- Ownership (does land need to be acquired?)
- Barriers to connectivity:
 - Missing bridges
 - Tunnel access/steep grades
 - Highways
 - Infrastructure
 - Conflicting adjacent land use
 - Existing development on railroad bed
 - Topography
 - Population density
- Demographics/equity
- Potential for connection to existing developed segments (extending existing segments of continuous trail)
- Safety/accessibility for all users/skill levels
- Historic or cultural significance

TRAIL CONDITIONS AND DEVELOPABILITY (HOW MUCH IMPROVEMENT IS NEEDED)

The existing railbed conditions were studied to determine which improvements are necessary to bring the trail to up the standards specified within the design guidelines (Chapter 6 Trail Design Guidelines). The developed and undeveloped trail segments have been quantified and evaluated for condition, length and accessibility. These evaluations included surface conditions (slope, drainage, width and material), barriers (bridges, highways, waterways) and availability of necessary community amenities and infrastructure.

POPULATIONS

The trail, when complete, will not only act as a draw for trail tourism, but will be a valuable asset for the citizens of Sullivan County. The trail will not only be for recreation, but will also serve as a viable form of active transportation. Population density (evaluated by census block group data) was the primary input for this criteria, but additional populations were evaluated (evaluated at a town level), focusing on groups that are likely to see greater utilitarian use of the trail due to health, social hardships, race, age or economic status.



LENGTH OF TRAIL

The third prioritization criterion was to create the longest length of trail by identifying the undeveloped segments of trail that will create the longest lengths of continuous trail, to provide a greater experience.

TRAIL DEVELOPMENT CRITERIA

In order to build a complete, safe and equitable trail, a prioritization tool was developed based upon the following criteria.

- General Connectivity
 - Segment length
 - Required upgrades
 - Gap closure
 - Contiguous length post development
 - Distance to commercial districts, public schools and recreation assets
- Equity
 - Population density
 - Serves low income populations
- Safety
 - Road crossings
 - Off-road alignment
- Constructability
 - Cost
 - Ownership/control
 - Grades less than 5%

These criteria were placed into a prioritization tool that assigned point values for the specific criteria. The tool calculated a total point score for the individual segments that will be used to identify the segments that will add the greatest overall value to the system. The prioritized segments are the basis for build-out sequencing, and may change as funding opportunities arise and as individual segments are constructed. The segments in the list encompass the entire trail, from the D&H Canal Interpretive Center to Livingston Manor, and the Monticello Spur from the County line to downtown Monticello. The results of the prioritization tool are found on the following pages.





Ranking Criteria	GENERAL CONNECTIVITY										EQUITY		SAFETY		CONSTRUCTABILITY			Total Points	Ranking
	Segment Length (LF)	Functional but requires upgrade	Closes Gap in existing developed trail	Contiguous length, Post Development**	Distance to Commercial Districts within .5 miles	Distance to Public School within .5 miles	Distance to Recreation Asset within .5 Miles	Population Density	Serves Low income populations	Road Crossing	Alignment is located off road	Cost (per linear ft) for development or upgrade	Ownership/control	Trail Grades less than 5%					
MAMAKATING	Points Possible	5	5	10	5	5	5	5	5	5	5	5	5	5	5	5	70		
	Sullivan O&W Segments																		
	Sta 00-60 D&H Canal Park to Dugout Rd	6000	3	0	6	0	0	5	3	2	5	5	3	3	5	5	40	16	
	Sta 60-110 Dugout Rd to Red Hill Rd	5000	3	0	1	0	0	1	2	2	5	5	3	0	5	5	25	31	
	Sta 110-316 Red Hill Rd to Mamakating- Fallsburg town line	20600	3	0	4	0	0	5	1	2	0	5	3	0	5	5	28	26	
	Sta 316-348 Tomasco Falls Segment	3200	5	0	1	0	0	5	2	5	0	5	0	0	5	5	28	26	
	Sta 348-415 Tomasco Falls to Mountindale Trailhead	6700	5	0	6	5	0	5	3	5	5	0	3	5	5	5	42	12	
	Sta 415-525 Mountindale Segment*	1100	3	0	4	5	0	5	3	5	5	5	3	5	5	5	48	1	
	Sta 525-551 Woodridge Segment*	2600	3	0	4	5	0	5	5	5	5	0	5	5	0	5	42	12	
	Sta 551-643 Woodridge to Joseph Road Trailhead*	9200	3	0	4	5	0	5	4	5	0	5	3	5	5	5	44	8	
	Sta 643-713 Neversink crossing and Fallsburg tunnel	7000	5	5	7	0	0	5	4	5	5	5	0	0	0	5	41	14	
	Sta 643-713 Neversink On-Road Alignment	24800	3	5	10	0	0	5	2	5	5	0	5	5	0	5	45	6	
	Sta 713-750 South Fallsburg Segment	3700	3	0	6	5	0	5	4	5	5	0	5	5	0	5	43	10	
	Sta 750-849 Alta Lake Segment	9900	5	0	5	5	0	5	4	5	5	5	3	0	5	5	47	2	
	Sta 849-912 Westwood Drive to Hurleyville*	6300	0	0	5	5	0	5	4	5	0	5	0	5	5	5	39	18	
	Sta 912-1036 Hurleyville Paved Segment*	12400	0	0	5	5	0	5	3	5	5	5	0	5	5	5	43	10	
Sta 1036-1125 Denman Road to Route 17	8900	5	0	7	0	0	0	3	2	5	5	3	5	5	5	40	16		
Sta 1125-1176 Route 17 to Ferndale	5100	5	0	1	0	0	0	4	2	5	0	3	3	0	5	23	34		
Sta 1176-1201 Ferndale Station Segment	2500	3	0	3	0	0	0	4	2	5	0	3	3	0	5	23	34		
Sta 1201-1337 Liberty Rail Trail*	13600	3	0	3	5	5	5	5	2	5	0	3	5	5	5	46	4		
Sta 1337-1429 Liberty Segment	9200	3	0	4	5	5	5	5	2	5	0	5	5	0	5	44	8		
Sta 1429-1503 Liberty to Weiss Road	7400	5	0	1	5	0	0	3	2	5	5	3	0	5	5	34	21		
Sta 1503-1575 Kurpil Road Segment	7200	5	0	1	0	0	0	2	2	5	5	3	3	5	5	31	25		
Sta 1575-1604 Route 17 to Parkesville	2900	3	0	2	5	0	5	2	2	5	0	5	5	5	5	39	18		
Sta 1604-1673 Parkesville Rail Trail*	6900	3	0	1	5	0	5	3	2	5	5	5	5	0	5	39	18		
Sta 1673-1745 Parkesville Rail Trail to Rockland Town Line	7200	5	0	3	0	0	5	1	2	5	3	0	3	5	5	32	23		
Sta 1745-1758 Sonoma Falls Segment	1300	3	0	0	0	0	5	3	3	5	5	3	0	5	5	32	23		
Sta 1758-1784 Old Liberty Road Segment	2600	3	0	1	0	0	5	4	3	5	5	3	0	5	5	34	21		
Sta 1784-1805 Little Beaverkill Crossing**	2100	5	0	0	0	0	5	4	3	5	0	0	0	5	5	27	29		
Sta 1784-1892 Livingston Manor Segment(On-Road)**	10800	3	0	2	5	5	5	4	3	5	0	5	5	5	5	47	2		
Sta 1892-1975 Little Beaverkill Spur	8300	5	0	2	5	5	5	4	3	0	5	3	3	5	5	45	6		

Ranking Criteria	GENERAL CONNECTIVITY										EQUITY		SAFETY		CONSTRUCTABILITY			Total Points	Ranking
	Segment Length (Lf)	Functional but requires upgrade	Closes Gap in existing developed trail	Contiguous length, Post Development***	Distance to Commercial Districts within .5 miles	Distance to Public School within .5 miles	Distance to Recreation Asset within .5 Miles	Population Density	Serves Low income populations	Road Crossing	Alignment is located off-road	Cost (per linear ft) for development or upgrade	Ownership/control	Trail Grades less than 5%					
Monticello Spur Segments																			
FORESTBURGH	MS 0-108 Boy Scouts of America Segment	10800	5	0	2	0	0	5	1	0	0	5	0	0	0	0	5	23	34
	MS 108-180 Oakland Valley Segment	7200	5	0	1	0	0	5	1	0	0	5	0	0	0	0	5	27	29
	MS 180-239 Hartwood Segment	5900	3	0	2	0	0	5	1	0	0	5	3	0	0	0	5	24	32
	MS 239-395 Lost Lake Segment	15600	5	0	3	0	0	5	1	0	0	5	0	0	0	0	5	24	32
THOMPSON	MS 395-454 Melody Lake Segment	5900	3	0	1	0	0	0	1	5	5	5	3	0	0	0	5	28	26
	MS 454-585 Cold Spring Segment	13100	5	0	2	0	0	5	3	5	5	5	3	3	3	3	5	41	14
	MS 585-668 Monticello Segment	8300	3	0	2	5	5	5	5	5	5	3	3	5	3	0	0	46	4

* denotes developed segment

** denotes optional alignments to by pass Little Beaver Kill Crossing

*** One Point per mile, max 10 points

Point System breakdown

- Functional but requires upgrade 0 points = existing asphalt trail, 3 points = requires signage and crossing improvements, 5 points = complete resurfacing, and many improvements to reach standard
- Closes Gap - 5 points for connection of existing segments
- Contiguous length post-development - 1 point per mile up to 10
- Distance to Commercial district - 1 point per .1 mile (.5 = 1 point, .1 = 5 points)
- Distance to School - 1 point per .1 mile (.5 = 1 point, .1 = 5 points)
- Distance to Recreation Asset - 1 point per .1 mile (.5 = 1 point, .1 = 5 points)
- Population Density (per SqMi) 0-25 = 1 point, 25-50=2 points, 50-100 = 3 points, 1-500=4 points, over 500 = 5points
- Serves low income populations (people in poverty 2015 ACS statistics) Fallsburg 5 points, Thompson 4 points, Liberty 2 points, Mamakating 1 point, Forestburgh 0 points
- Road Crossings - 5 points for road crossings
- Off Road Alignment - 5 Points for off-road trail, 3 points for partially off-road
- Cost per Linear foot for development - 5 points = less than \$100 per linear foot, 3 points = \$100 -200, 0 point for greater than \$200 (significant earthwork or bridge)
- Ownership/Control - 5 points = on public lands or within public ROW, 3 points = partially on public lands or within ROW
- Trail grades less than 5% = 5 points



PRIORITIZED SEGMENTS - BUILDOUT

Based upon the rankings generated, the following segments are the highest priority:

- Mountindale segment upgrades
- Alta Lake segment
- The Livingston Manor segment (on-road connection)
- Liberty Rail Trail segment upgrades
- Neversink on-road connection
- Little Beaver Kill Spur

Buildout of the overall trail should focus on the top ranked items based upon the matrix shown on the previous pages. After these initial buildouts occur, the table will be revised to reflect the current conditions. These revisions will place greater weight on connecting developed segments of trail. Once the developments of trail nearest Livingston Manor occur, highest ranked segment will likely become the connection from the Livingston Manor segment to the Parksville Rail Trail. Utilization of the prioritization tool throughout the development process will help to identify the segments that will have the greatest value to the Sullivan O&W Trail.

PRIORITY PROPERTY ACQUISITIONS TABLE AND MAPS

The following table contains all the private properties the proposed Sullivan O&W Rail Trail passes through. Yellow cells are properties that should be considered a priority for acquisition. Red cells indicate parcels that have denied the request to allow the proposed route to pass through their property.



Tax ID#	Town	Comments	Property Size (acres)	Amount of Land Necessary (assumes 50' wide trail)	Acres	Full Market (All assessments)	Land Assessment	Total Assessment	Assessed value of necessary land	Sold Amount	Sale Date	Valuation Comments
56--1-34.1	Fallsburg	CRITICAL PARCEL (ALONG WITH ORW ASSOCIATES LANDS). LINK WITH BRIDGE OVER NEVERSINK WILL CREATE 11 MILES OF CONTIGUOUS TRAIL	133.83	133.83 acres	\$ 168,100.00	\$ 100,000.00	\$ 100,000.00	\$ 168,100.00				
59--1-34.1	Fallsburg	Montalbano lands along with Goldberg land, could add 5 miles of trail east of Mountaindale Trail head, creating 9 miles of trail	41.7	5.18 acres	\$ 222,400.00	\$ 54,300.00	\$ 132,300.00	\$ 27,626.67				
59--1-49	Fallsburg	Spoke with Fred Goldberg on multiple occasions, the Goldbergs are not opposed to the trail as long as it is safe and clean. Goldberg lands contain 3 miles of trail, (adjacent to Montalbano Property)	125.4	4.2 acres	\$ 357,000.00	\$ 125,900.00	\$ 212,400.00	\$ 11,956.94			2009	
6--1-36	Mamakating		0.87	0.87 acres	\$ 20,383.00	\$ 13,000.00	\$ 13,000.00	\$ 20,383.00			2009	
6--1-4.1	Mamakating	This parcel is solely comprised of Railroad ROW	30.5	30.5 acres	\$ 19,128.00	\$ 12,200.00	\$ 12,200.00	\$ 19,128.00			2009	
2--1-75.3	Mamakating	This parcel is solely comprised of Railroad ROW	16.25	16.25 acres	\$ 10,191.00	\$ 6,500.00	\$ 6,500.00	\$ 10,191.00			2009	
50--1-67.1	Rockland/Liberty	Lands along with DOT ROW adds 2 miles of trail west of Parkville Trail, creates over 5 miles of contiguous trail.	6.95	6.95 acres	\$ 17,900.00	\$ 12,300.00	\$ 12,300.00	\$ 17,900.00		\$12,500 / \$25,000	2008	records show two sales on the same date
6--1-54	Liberty	Parcels between Parkville Trail, and Village of Liberty, this parcel is solely comprised of RR corridor.	3.8	3.8 acres	\$ 4,000.00	\$ 3,000.00	\$ 3,000.00	\$ 4,000.00				
13--1-7.1	Liberty	Parcels between Parkville Trail, and Village of Liberty, parcel is solely comprised of RR corridor.	14.5	14.5 acres	\$ 12,533.00	\$ 9,400.00	\$ 9,400.00	\$ 12,533.00				
18--1-31	Liberty	Parcels between Parkville Trail, and Village of Liberty, parcel is solely comprised of RR corridor.	6	6 acres	\$ 8,000.00	\$ 6,000.00	\$ 6,000.00	\$ 8,000.00		\$ 100,000.00	1995	Note: Last Sale price greatly exceeds market value
12--1-35	Liberty	Parcels between Parkville Trail, and Village of Liberty	15.44	8.05 acres	\$ 113,600.00	\$ 31,500.00	\$ 85,200.00	\$ 59,227.98		\$ 31,500.00	1994	
20--3-2	Liberty	Parcels between Parkville Trail, and Village of Liberty, this parcel may not be necessary and can likely be avoided, appears to be concrete batch plant, use conflicts with safe trail activity	3.33	Acres	\$ 27,867.00	\$ 20,900.00	\$ 20,900.00			\$ 1,282,000.00	1994	Parcel should be avoided
20--2-4	Liberty	Parcels between Parkville Trail, and Village of Liberty, this parcel will not be necessary if trail is routed through Liberty	4.4	4.4 Acres	\$ 16,667.00	\$ 12,500.00	\$ 12,500.00	\$ 16,667.00		\$ 200.00	2013	
36--1-53	Liberty	845-292-9113 Possible alignment alternative, trail ends at abutment for "femdale span"	2.8	0.55 acres	\$ 90,267.00	\$ 16,000.00	\$ 67,700.00	\$ 17,731.02		\$ 25,000.00	1987	This parcel is preferred for 1987 access
36--1-54	Liberty	see above, access to on road connection to C.F.D. Lands adjacent to HWY 17. Only one of the two properties would be needed	1.89	0.55 Acres	\$ 126,133.00	\$ 14,200.00	\$ 94,600.00	\$ 36,705.37		\$ 84,000.00	1989	
45--1-32.1	Rockland	Rotary Park, easement may not be necessary	21.1	Acres	\$ 59,400.00	\$ 25,900.00	\$ 40,800.00			\$ 10.00	2015	
45--1-52	Rockland	parcel necessary to connect Livingston Manor to Parkville Rail Trail, parcel is solely comprised of RR corridor.		7.8 acres	\$ 12,700.00	\$ 8,700.00	\$ 8,700.00	\$ 12,700.00		\$ 10.00	2014	
50--1-67.2	Rockland	parcel necessary to connect Livingston Manor to Parkville Rail Trail	9.35	8.6 acres	\$ 17,200.00	\$ 11,800.00	\$ 11,800.00	\$ 15,820.32		\$ 10.00	2014	
50--1-66	Rockland	Alternative Alignment, parcel necessary to connect Livingston Manor to Parkville Rail Trail	101.9	3.92 acres	\$ 74,300.00	\$ 51,000.00	\$ 51,000.00	\$ 2,856.25		\$ 10.00	2008	
50--1-65.1	Rockland	Alternative Alignment, parcel necessary to connect Livingston Manor to Parkville Rail Trail	1.2	1.2 acres	\$ 1,600.00	\$ 1,100.00	\$ 1,100.00	\$ 1,600.00		\$ 10.00	2008	
101--1-2	Liberty	douglee@verizon.net, 646-639-3890, This parcel not necessary due to likely alignment unsuitable for development	16.26	2.2 Acres	\$ 84,933.00	\$ 63,700.00	\$ 63,700.00	\$ 11,491.55		\$ 57,500.00	2013	
103--1-2.4	Liberty	This parcel may not be necessary due to likely alignment	0.64	0.27 Acres	\$ 12,133.00	\$ 9,100.00	\$ 9,100.00	\$ 5,118.61		\$ 110,000.00	2010	
36--1-114.1	Liberty	Can Not use parcel with Tanks		Acres	\$ 105,067.00	\$ 21,900.00	\$ 78,800.00					
36--1-117	Liberty	This parcel not necessary due to likely alignment	2.78	0.5 Acres	\$ 108,533.00	\$ 17,500.00	\$ 81,400.00	\$ 18,520.32				
36--1-122	Liberty	This parcel not necessary due to likely alignment	8.1	0.25 Acres	\$ 552,067.00	\$ 32,700.00	\$ 414,050.00	\$ 17,039.10				
36--1-88.2	Liberty	This parcel not necessary due to likely alignment, parcel is solely comprised of RR corridor	4	4 Acres	\$ 8,000.00	\$ 6,000.00	\$ 6,000.00	\$ 8,000.00		\$ 2,500.00	1987	
41--1-18.1	Liberty	through this property, parcel is solely comprised of RR corridor	5.1	5.1 Acres	\$ 4,667.00	\$ 3,500.00	\$ 3,500.00	\$ 4,667.00				
41--1-19.3	Liberty	see above, easement through property to make on road connection over HWY 17 would be necessary	28.5	1.65 Acres	\$ 163,067.00	\$ 46,600.00	\$ 122,300.00	\$ 9,440.72				



Tax ID#	Town	Comments	Property Size (acres)	Amount of Land Necessary (assumes 50' wide trail)	Acres	Full Market Assessments (All assessments)			Assessed value of necessary land	Sold Amount	Sale Date	Valuation Comments
						Full Market	Land Assessment	Total Assessment				
41-1-191	Liberty	no contact info on sign-in sheet	1.67	0.25	Acres	\$ 39,733.00	\$ 6,200.00	\$ 29,800.00	\$ 5,948.05	\$ 10.00	1995	
36-1-131.1	Liberty	for connection to Twin Bridge Road	7.85	0.74	acres	\$ 376,267.00	\$ 282,200.00	\$ 282,200.00	\$ 35,469.76	\$ 430,000.00	2009	
36-1-131.4	Liberty	for connection to Twin Bridge Road	6.87	0.61	acres	\$ 539,200.00	\$ 239,900.00	\$ 404,400.00	\$ 47,876.56			
36-1-60.1	Fallsburg	Connect Hurleyville and South Fallsburg segments	78.39	2.86	acres	\$ 37,800.00	\$ 22,500.00	\$ 22,500.00	\$ 1,379.10	\$ 775,000.00	2014	Note: Last Sale price greatly exceeds market value
56-1-64.3	Fallsburg	West of Tunnel	1.8	1.8	acres	\$ 300.00	\$ 200.00	\$ 200.00	\$ 300.00			
56-1-62	Fallsburg	East of Tunnel to Neversink, parcel is solely comprised of RRK corridor.	12	12	acres	\$ 5,000.00	\$ 3,000.00	\$ 3,000.00	\$ 5,000.00			
57-1-91.1	Fallsburg	only necessary if on road alignment for neversink crossing is necessary										
44-1-73	Fallsburg	Parcel east of Mountaindale, could serve as trailhead or access point	2.24	2.24	acres	\$ 22,900.00	\$ 13,600.00	\$ 13,600.00	\$ 22,900.00			
2-1-17	Mamakating		34.11	1.86	acres	\$ 153,810.00	\$ 51,800.00	\$ 98,100.00	\$ 8,387.18	\$ 1.00	2014	
2-1-73	Mamakating	Marisa Pavlica, spoke with K. Barnes, concerned with illicit activity on her property, wants to be kept in the loop. Husband recently passed, Need to Follow up with her. (718)931-4566	89	0.42	acres	\$ 61,304.00	\$ 39,100.00	\$ 39,100.00	\$ 289.30			
2-1-75.2	Mamakating	This parcel is solely comprised of Railroad corridor	4	4	acres	\$ 2,822.00	\$ 1,800.00	\$ 1,800.00	\$ 2,822.00			
2-1-53.5	Mamakating		44.36	0.4	acres	\$ 106,146.00	\$ 57,700.00	\$ 67,700.00	\$ 957.13	\$ 200,000.00	2005	
2-1-53.6	Mamakating		9.45	0.15	acres	\$ 49,232.00	\$ 31,400.00	\$ 31,400.00	\$ 781.46	\$ 200,000.00	2005	
2-1-53.7	Mamakating		19.09	1.03	acres	\$ 121,982.00	\$ 38,800.00	\$ 77,800.00	\$ 6,581.53	\$ 135,000.00	2016	
2-1-65.2	Mamakating		1.34	0.27	acres	\$ 3,763.00	\$ 2,400.00	\$ 2,400.00	\$ 758.22	\$ 225,000.00	2003	Note: Last Sale price greatly exceeds market value
2-1-55	Mamakating		8.92	0.29	acres	\$ 103,167.00	\$ 34,900.00	\$ 65,800.00	\$ 3,354.08	\$ 80,500.00	2002	
2-1-65.91	Mamakating		1.25	1.25	acres	\$ 3,606.00	\$ 2,300.00	\$ 2,300.00	\$ 3,606.00			
2-1-63.9	Mamakating	This parcel is solely comprised of Railroad corridor Aiallos are on board, want to be kept up to date, This parcel is solely comprised of Railroad corridor	3.03	3.03	acres	\$ 1,411.00	\$ 900.00	\$ 900.00	\$ 1,411.00	\$ 500.00	1998	
7-1-16	Mamakating	ijhemion@icloud.com, 914-432-5513. This parcel is solely comprised of Railroad corridor	7.7	7.7	acres	\$ 4,704.00	\$ 3,000.00	\$ 3,000.00	\$ 4,704.00	\$ 30,000.00	2003	Note: Last Sale price greatly exceeds market value
132-1-2	Thompson	it is assumed that no easement will be necessary on Village owned land	107.52			\$ 110,500.00	\$ 95,000.00	\$ 95,000.00	\$ -	\$ 123,272.00	1992	
29-1-34.1	Thompson	it is assumed that no easement will be necessary on Village owned land	5.72			\$ 7,000.00	\$ 6,000.00	\$ 6,000.00	\$ -			
49-1-7.4	Thompson	it is assumed that no easement will be necessary on Village owned land	2.49			\$ 5,800.00	\$ 5,000.00	\$ 5,000.00	\$ -	\$ 2,500.00	2009	
49-1-4.17	Thompson	May not be necessary, only needed if utility corridor is desired for additional trail loops	218.1			\$ 1,114,500.00	\$ 305,700.00	\$ 958,500.00	\$ -	\$ 1.00	2017	
29-1-45	Thompson	access across driveway northern end of property	10.5	0.1	acres	\$ 42,400.00	\$ 36,500.00	\$ 36,500.00	\$ 403.81			
29-1-33.1	Thompson		74.68	1.57	acres	\$ 155,200.00	\$ 133,500.00	\$ 133,500.00	\$ 3,262.77	\$ 200,000.00	2004	
49-1-7.3	Thompson		1.99	1.99	acres	\$ 14,000.00	\$ 12,000.00	\$ 12,000.00	\$ 14,000.00	\$ 1,935,000.00	2012	
49-1-7.1	Thompson	This parcel is solely comprised of Railroad corridor Thefarmer296@hotmail.com, 796-1508,	2.49	2.49	acres	\$ 9,400.00	\$ 8,100.00	\$ 8,100.00	\$ 9,400.00	\$ 2,649.97	2007	Note: Last Sale price greatly exceeds market value
60-1-19.2	Thompson	This parcel is solely comprised of Railroad corridor	197.33	1.98	acres	\$ 264,100.00	\$ 201,900.00	\$ 227,100.00	\$ 2,649.97	\$ 625,000.00	2007	This sale total involved 14 total parcels, reason for the high sale price
49-1-7.2	Thompson	Property owner has asked that the trail be routed around his property	0.88	0.88	acres	\$ 1,600.00	\$ 1,400.00	\$ 1,400.00	\$ 1,600.00	\$ 2,256,244.00	2009	



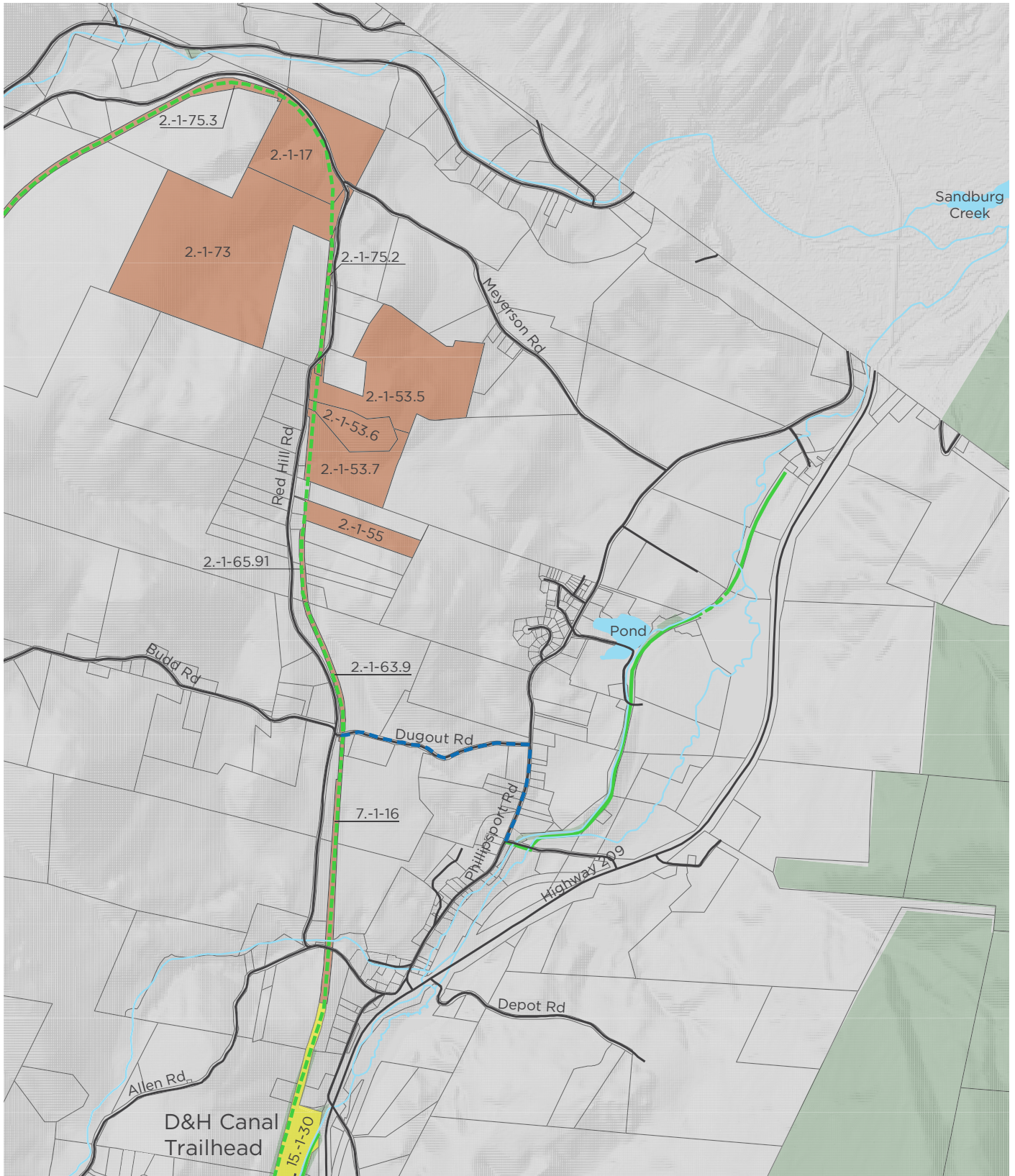
Tax ID#	Town	Comments	Property Size (acres)	Amount of Land Necessary (assumes 50' wide trail)	Acres	Full Market (All assessments)			Assessed value of necessary land	Sold Amount	Sale Date	Valuation Comments
						Full Market	Land Assessment	Total Assessment				
50-1465.1	Thompson	to go around 60-1-19.2	8.64	1.58	1.58	1,600.00	1,100.00	1,100.00	292.59	10.00	2008	
48-1-14.1	Thompson	to go around 60-1-19.2	14.72	0.44	0.44	18,400.00	15,800.00	15,800.00	550.00	2,256,244.00	2009	
61-1-21.2	Thompson	This parcel is solely comprised of Railroad corridor	2.4	2.4	2.4	1,900.00	1,600.00	1,600.00	1,900.00	175,000.00	2014	
61-1-41.3	Thompson		151.81	1.41	1.41	231,700.00	199,300.00	199,300.00	2,152.01	1,893,902.00	2010	Note: Last Sale price greatly exceeds market value
3-1-2, 18, and other	Forestburgh											
3-1-2, 18	Forestburgh		4.13	0.5	0.5	110,000.00	110,000.00	110,000.00	13,317.19	59,000.00	2009	
3-1-3	Forestburgh	This parcel is solely comprised of Railroad corridor	7.75	7.75	7.75	22,800.00	22,800.00	22,800.00	22,800.00	1.00	2010	
4-1-7	Forestburgh	This parcel is solely comprised of Railroad corridor	2.26	2.26	2.26	9,000.00	9,000.00	9,000.00	9,000.00	1.00	2010	
8-1-1, 16	Forestburgh											
8-1-1, 12	Forestburgh		2.94	0.5	0.5	5,900.00	5,900.00	5,900.00	1,003.40	450,000.00	2007	Note: Last Sale price greatly exceeds market value
8-1-1, 15	Forestburgh	Entire parcel should be considered for acquisition, could serve as a trailhead	2.3	0.57	0.57	60,000.00	4,600.00	60,000.00	14,869.57	150,000.00	2007	Note: Last Sale price greatly exceeds market value
8-1-2	Forestburgh	This parcel is solely comprised of Railroad corridor	1.73	1.73	1.73	3,500.00	3,500.00	3,500.00	3,500.00	150,000.00	2007	Note: Last Sale price greatly exceeds market value
8-1-2	Forestburgh	This parcel is solely comprised of Railroad corridor	9.61	9.61	9.61	61,200.00	61,200.00	61,200.00	61,200.00	1.00	2010	
20-B-1-2	Forestburgh	This parcel is solely comprised of Railroad corridor	7.23	7.23	7.23	56,500.00	56,500.00	56,500.00	56,500.00	1.00	2010	
20-A-1-3	Forestburgh	for potential trail connection to Neversink Unique Area, easement may not be necessary				1,408,700.00	1,408,700.00	1,408,700.00				
20-A-1-4.1	Forestburgh		289.93	2.21	2.21	618,900.00	618,900.00	618,900.00	4,717.58	1,150,000.00	1997	
20-A-1-4.2	Forestburgh		294.42	4.5	4.5	637,900.00	637,900.00	637,900.00	9,749.85	1,150,000.00	1997	
20-1-6.1	Forestburgh	driveway may be needed for access to rail corridor	6.47	0.05	0.05	495,000.00	55,900.00	495,000.00	3,825.35	45,000.00	1999	
26-1-25	Forestburgh	parcel is solely comprised of RR corridor	1371.69	8.64	8.64	1,870,800.00	1,870,800.00	1,870,800.00	11,763.79	1,471,028.00	1989	
			23.65	23.65	23.65	89,300.00	89,300.00	89,300.00	89,300.00			



LAND ACQUISITION MAPS

Along with the priority acquisitions table there are a series of maps that illustrate parcel ID numbers and boundaries around properties that intersect with the proposed Sullivan O&W Trail route. Maps also illustrate which properties are private versus public land and which parts of the trail are proposed and already developed.





SECTION 1

- - - PROPOSED TRAIL
- EXISTING TRAIL
- - - ON-ROAD CONNECTION
- PUBLIC LAND
- PRIVATE LAND



NORTH





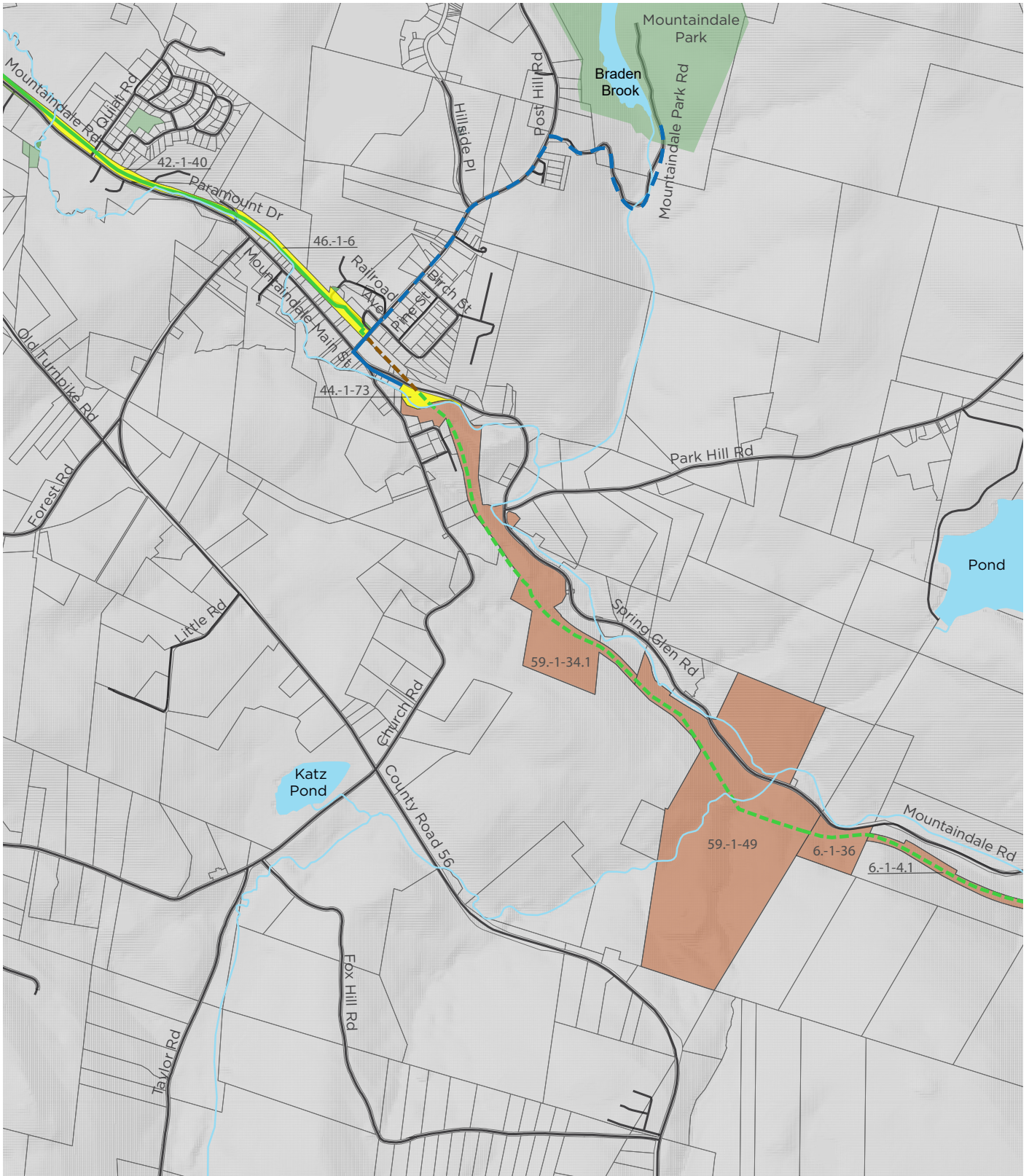
SECTION 2

- PROPOSED TRAIL
- DEVELOPED TRAIL
- PUBLIC LAND
- PRIVATE LAND



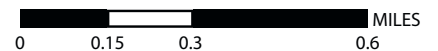
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SECTION 3

- PROPOSED TRAIL
- DEVELOPED TRAIL
- ON-ROAD CONNECTION
- ON-ROAD ALIGNMENT
- PUBLIC LAND
- PRIVATE LAND
- RAILBED ALIGNMENT

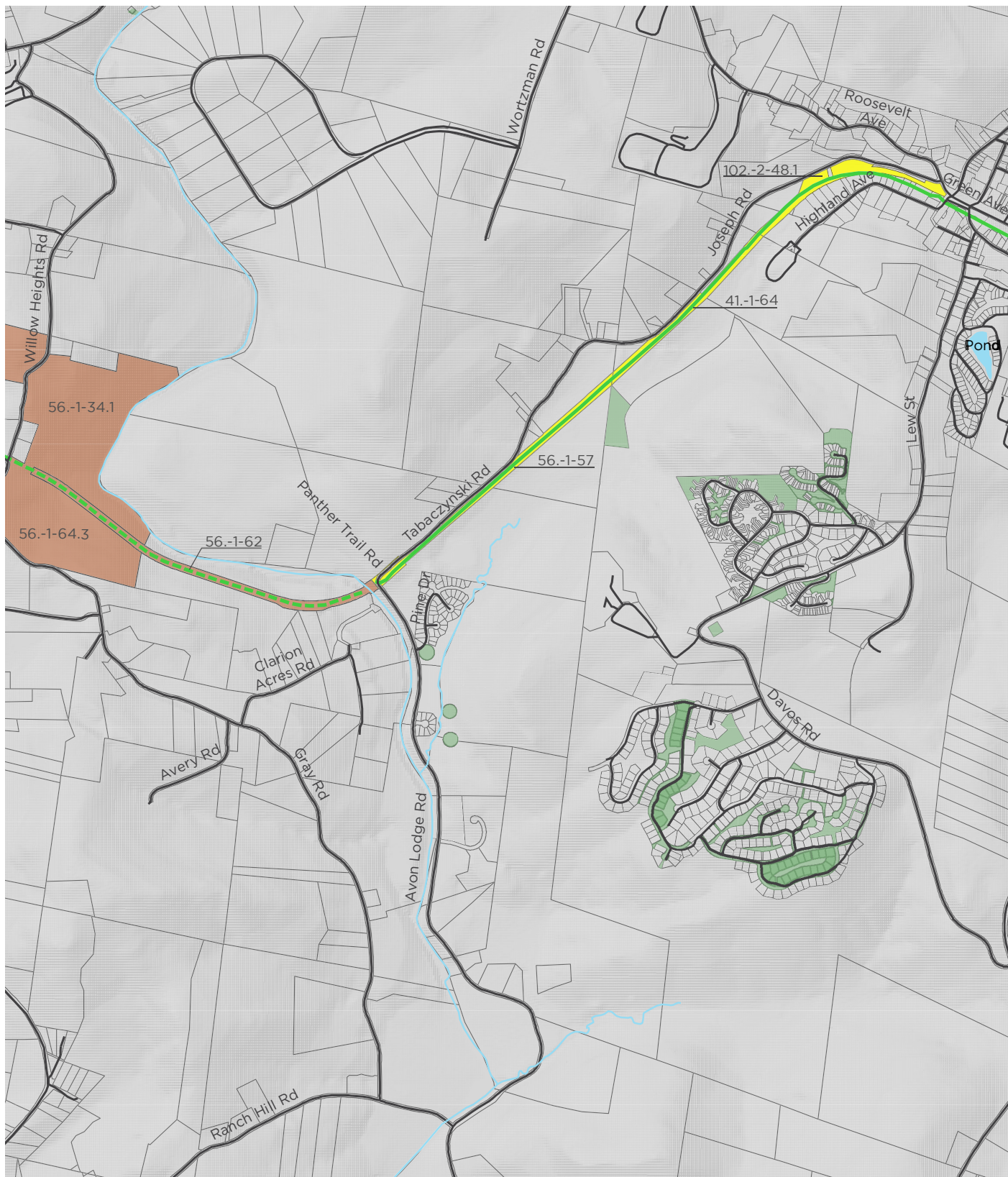




SECTION 4

- PROPOSED TRAIL
- PUBLIC LAND
- EXISTING TRAIL
- PRIVATE LAND



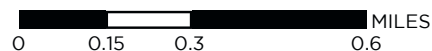


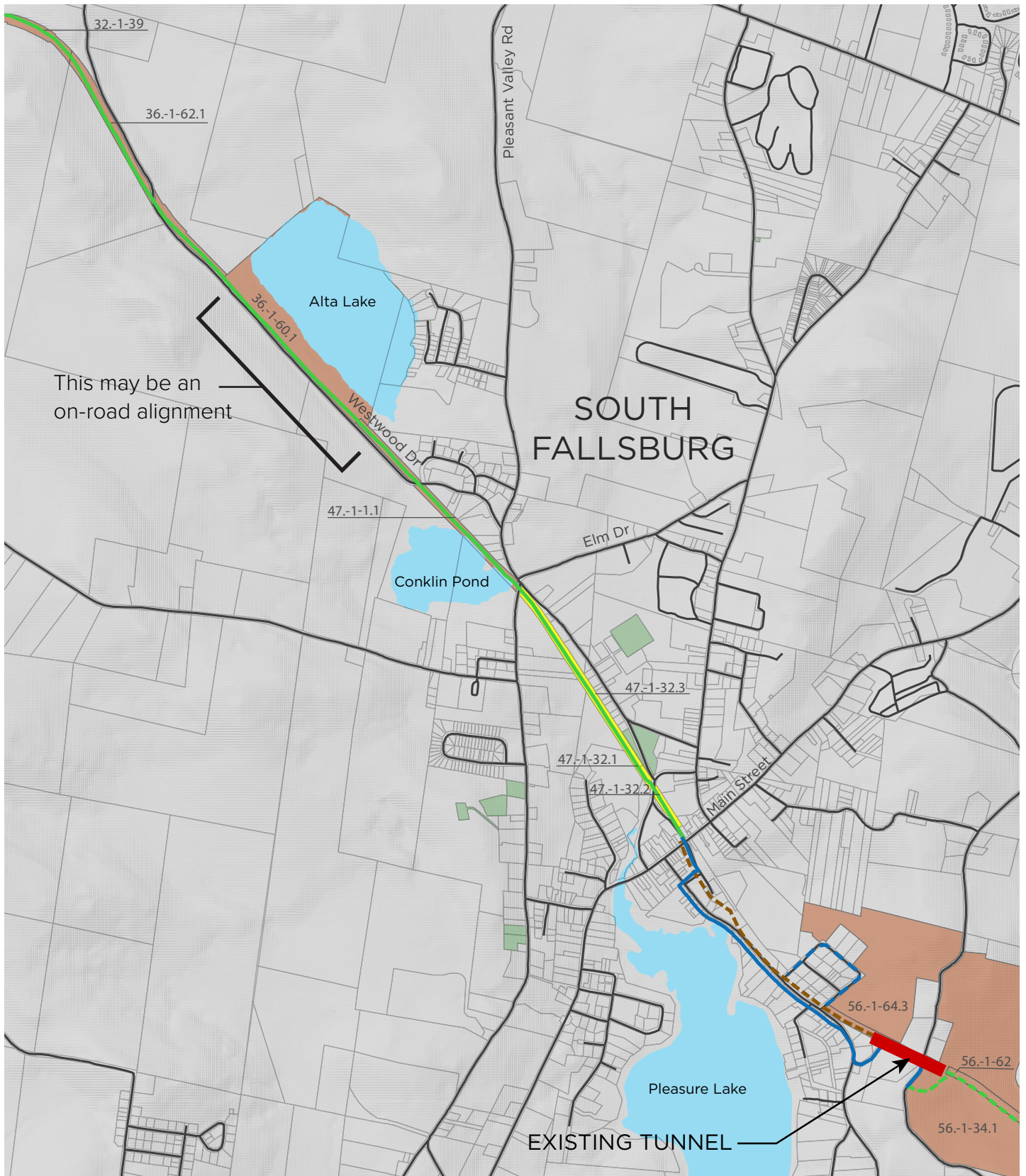
SECTION 5

- PROPOSED TRAIL
- PUBLIC LAND
- EXISTING TRAIL
- PRIVATE LAND



NORTH

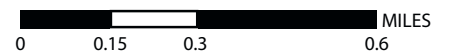


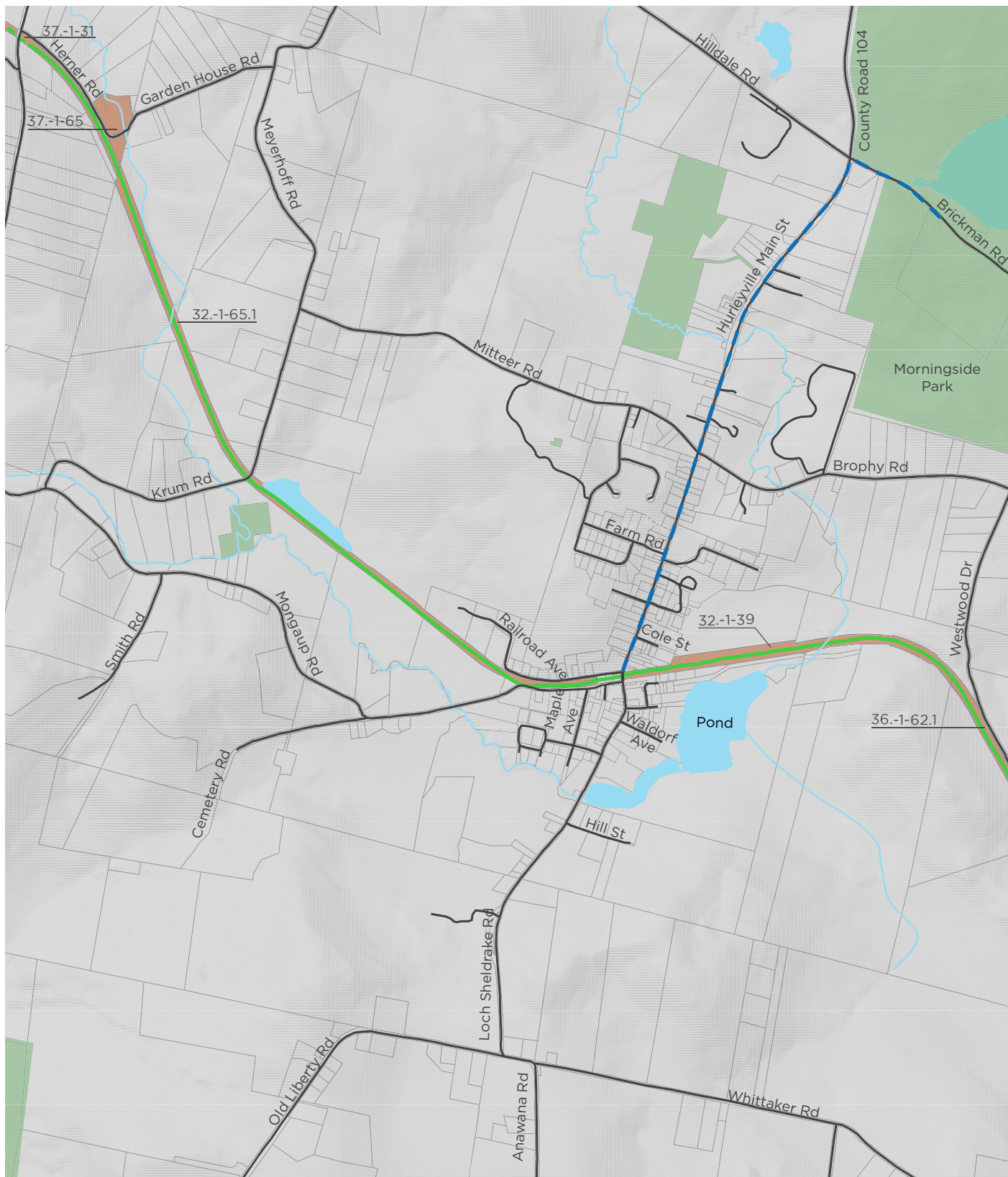


SECTION 6

- PROPOSED TRAIL
- DEVELOPED TRAIL
- ON-ROAD ALIGNMENT
- - - ON-ROAD CONNECTION

- PUBLIC LAND
- PRIVATE LAND
- - - RAILBED ALIGNMENT





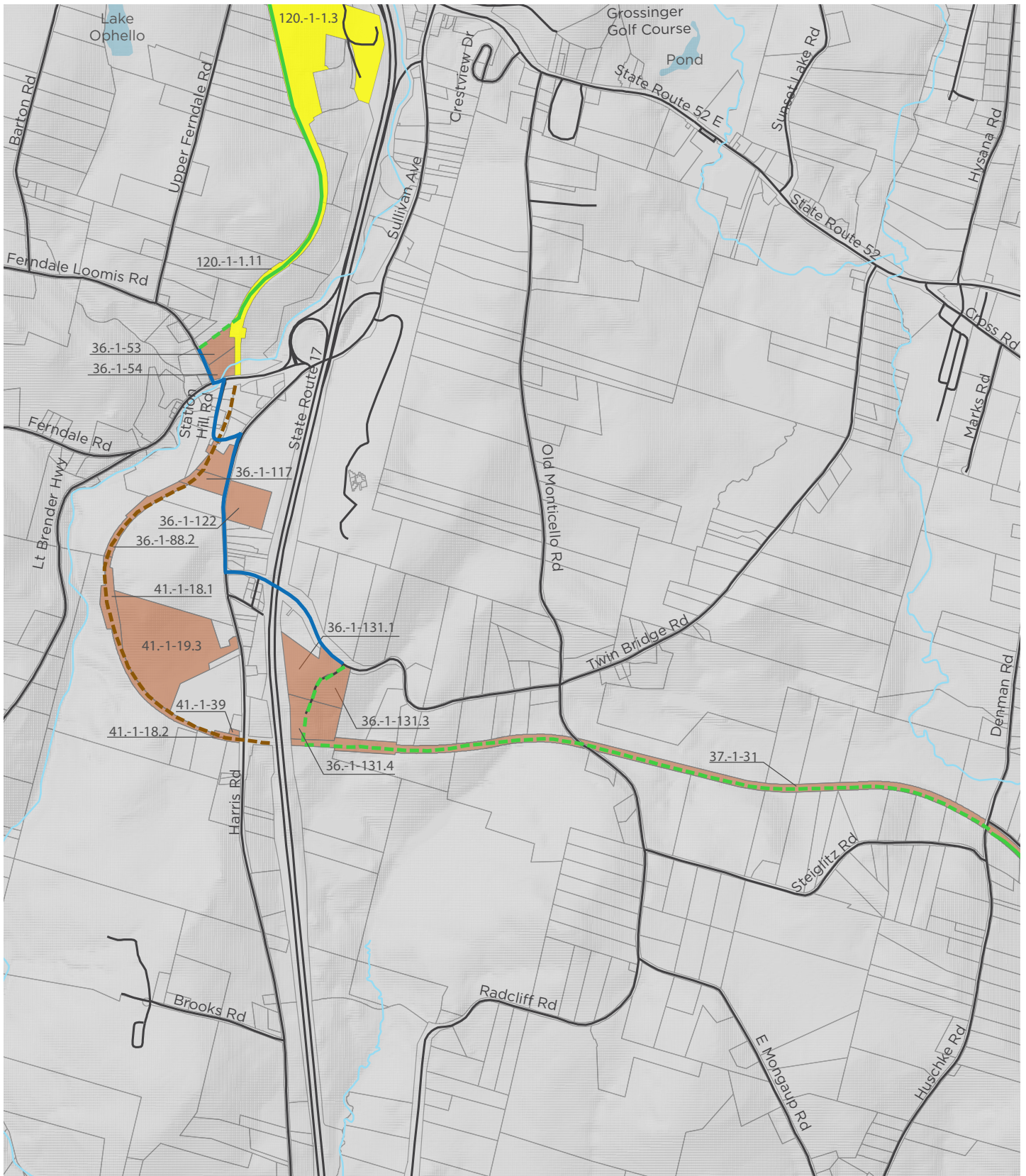
SECTION 7

- PROPOSED TRAIL
- EXISTING TRAIL
- ON-ROAD CONNECTION
- PUBLIC LAND
- PRIVATE LAND



NORTH

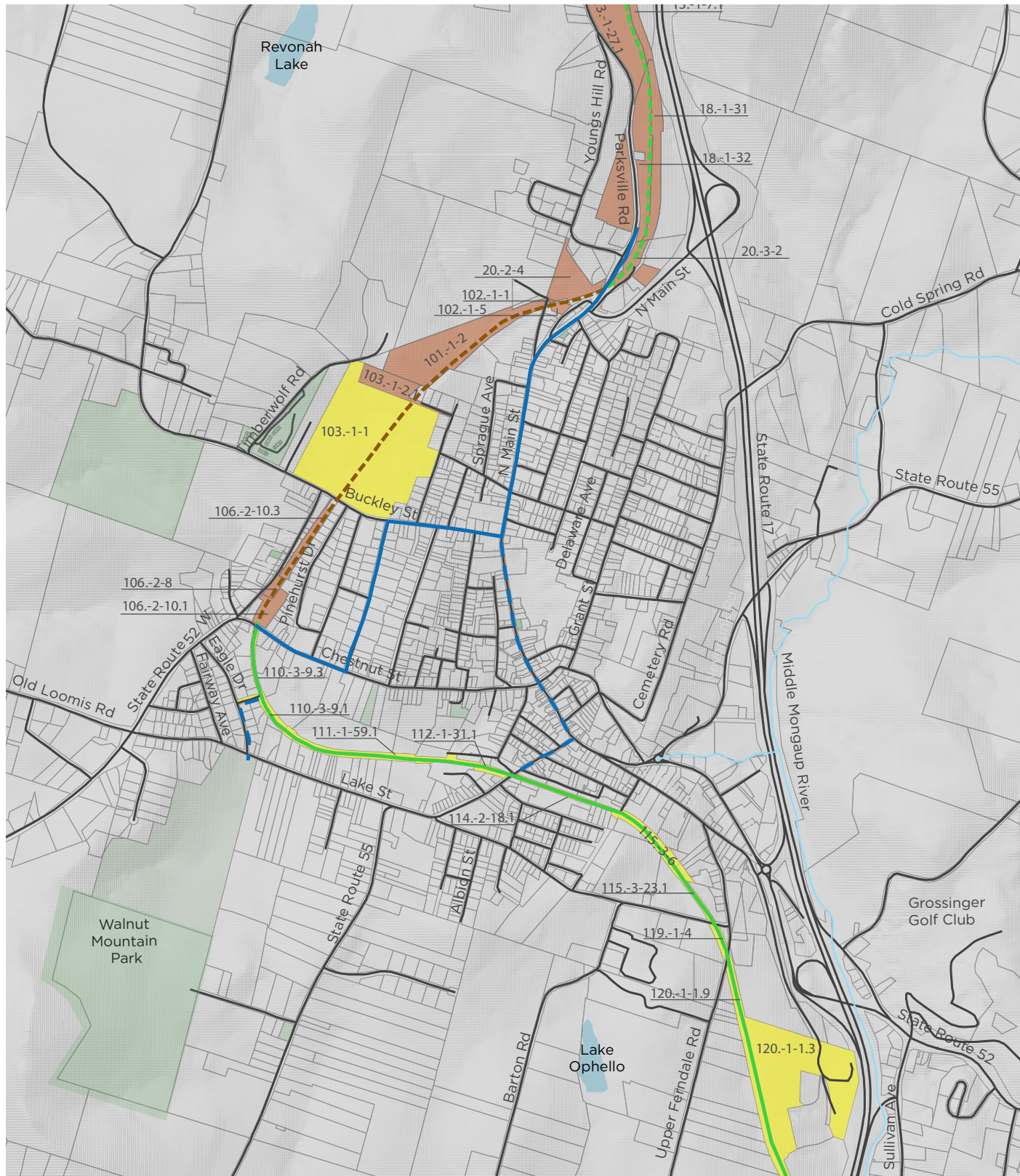




SECTION 8

- PROPOSED TRAIL
- DEVELOPED TRAIL
- ON-ROAD ALIGNMENT
- PUBLIC LAND
- PRIVATE LAND
- RAILBED ALIGNMENT



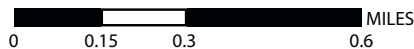


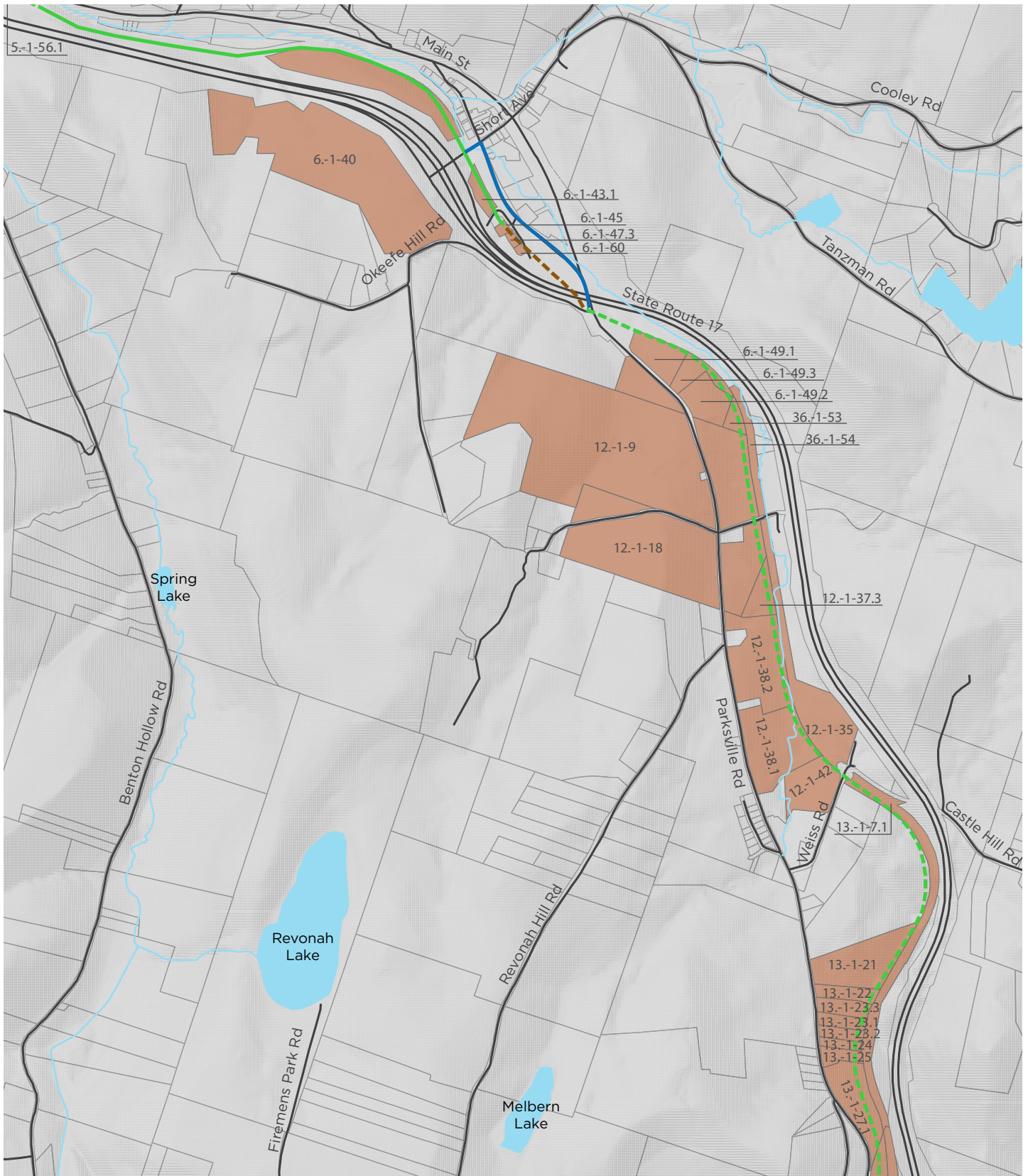
SECTION 9

- PROPOSED TRAIL
- DEVELOPED TRAIL
- ON-ROAD CONNECTION
- ON-ROAD ALIGNMENT
- PUBLIC LAND
- PRIVATE LAND
- RAILBED ALIGNMENT



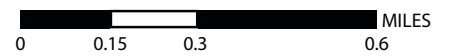
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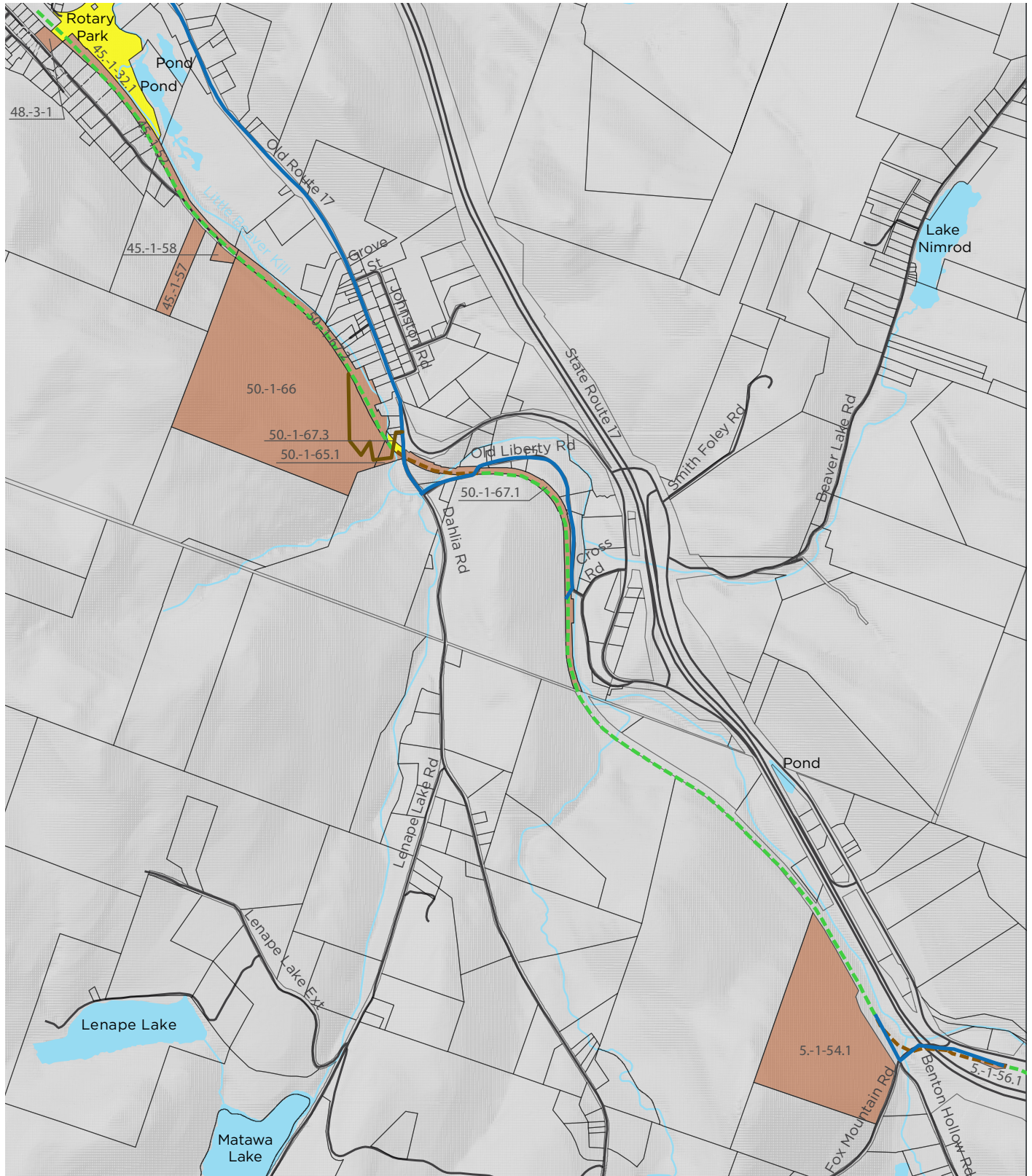




SECTION 10

- PROPOSED TRAIL
- DEVELOPED TRAIL
- ON-ROAD ALIGNMENT
- PUBLIC LAND
- PRIVATE LAND
- RAILBED ALIGNMENT





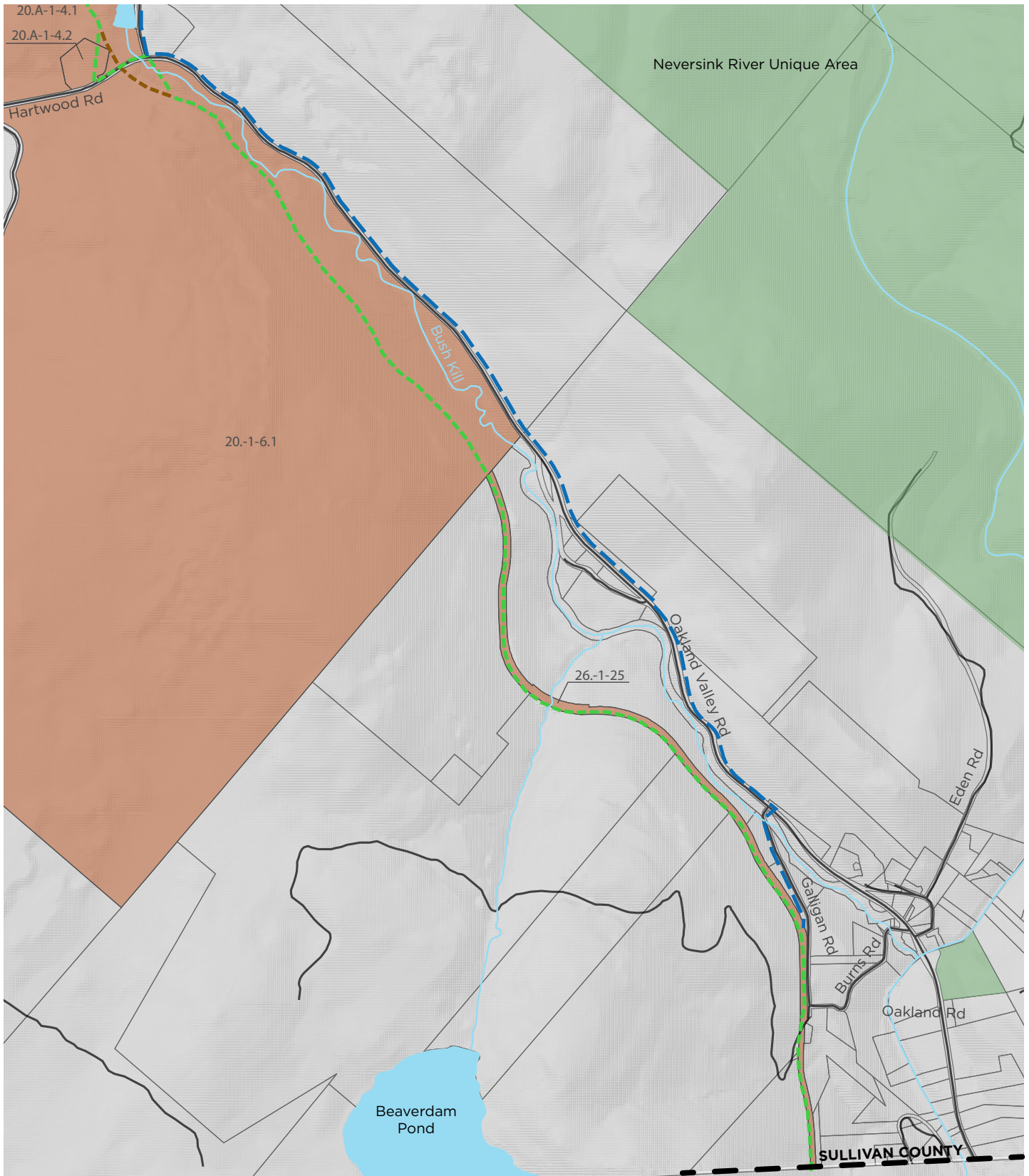
SECTION 11

- - - PROPOSED TRAIL
- DEVELOPED TRAIL
- ON-ROAD ALIGNMENT
- ALTERNATE ALIGNMENT
- PUBLIC LAND
- PRIVATE LAND
- - - RAILBED ALIGNMENT



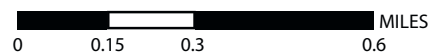
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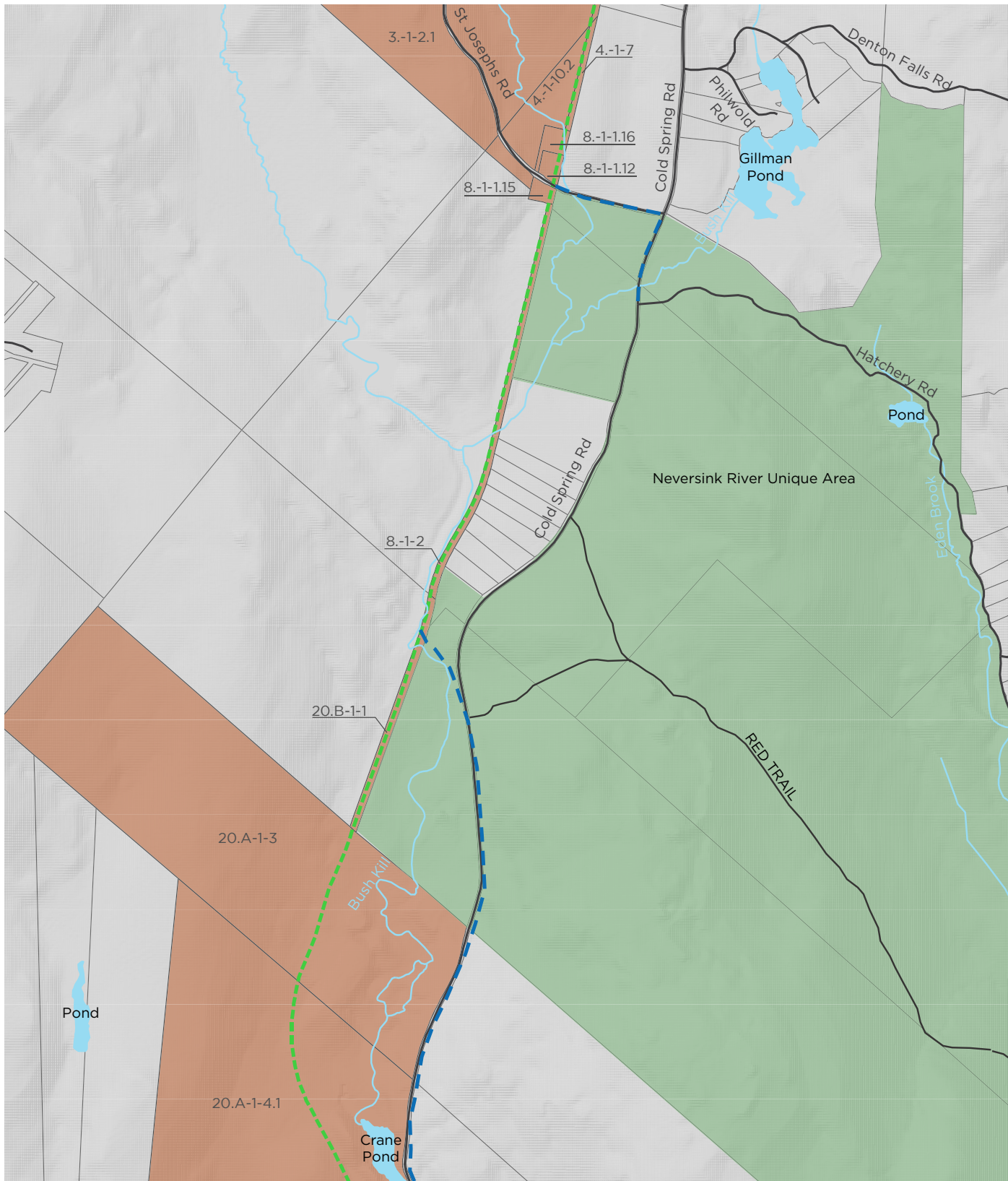




SECTION 12- MONTICELLO SPUR

- PROPOSED TRAIL
- ON-ROAD CONNECTION
- RAILBED ALIGNMENT
- PUBLIC LAND
- PRIVATE LAND





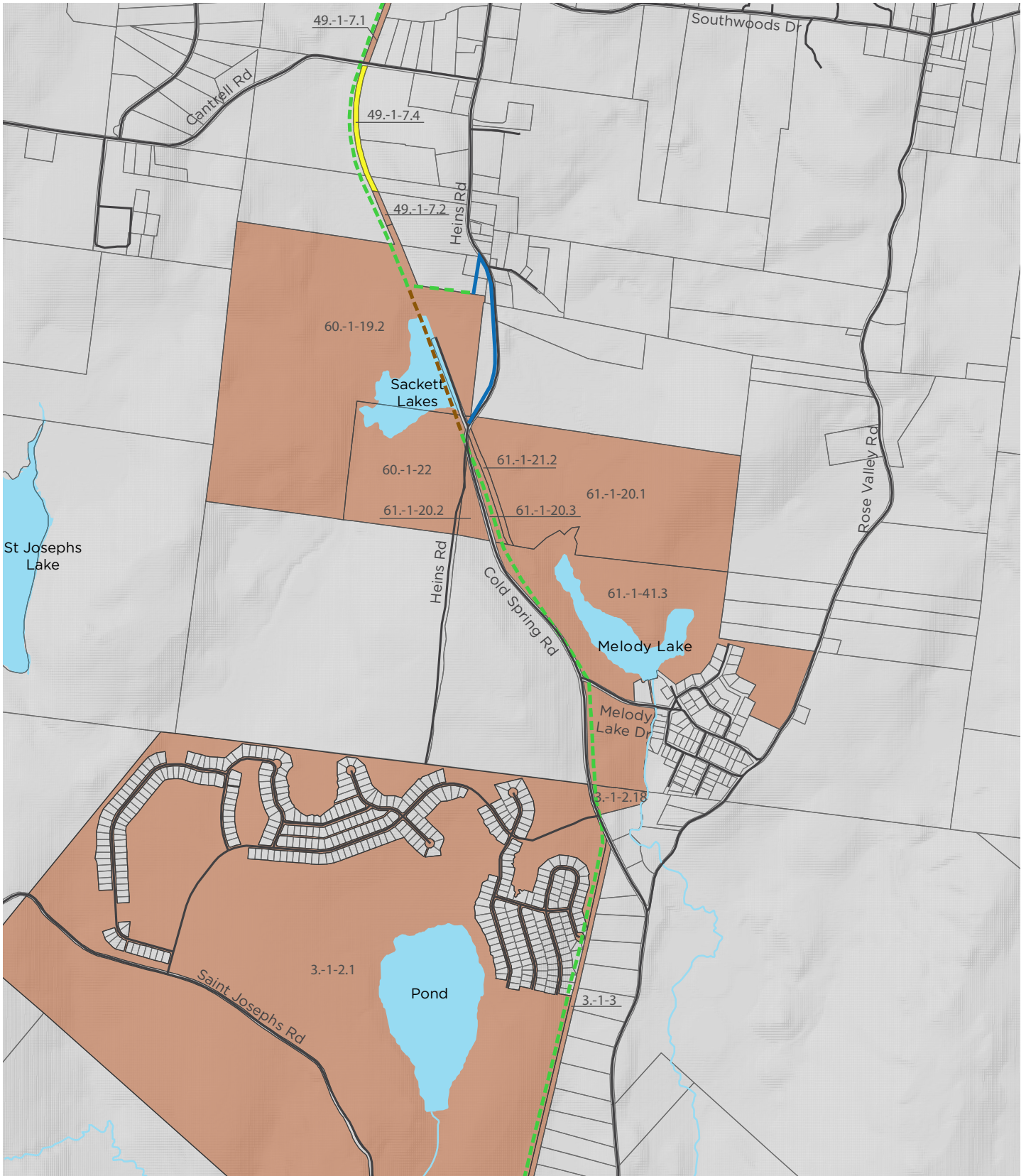
SECTION 13 - MONTICELLO SPUR

- PROPOSED TRAIL
- EXISTING TRAIL
- ON-ROAD CONNECTION
- PUBLIC LAND
- PRIVATE LAND



NORTH



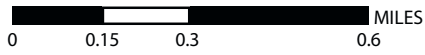


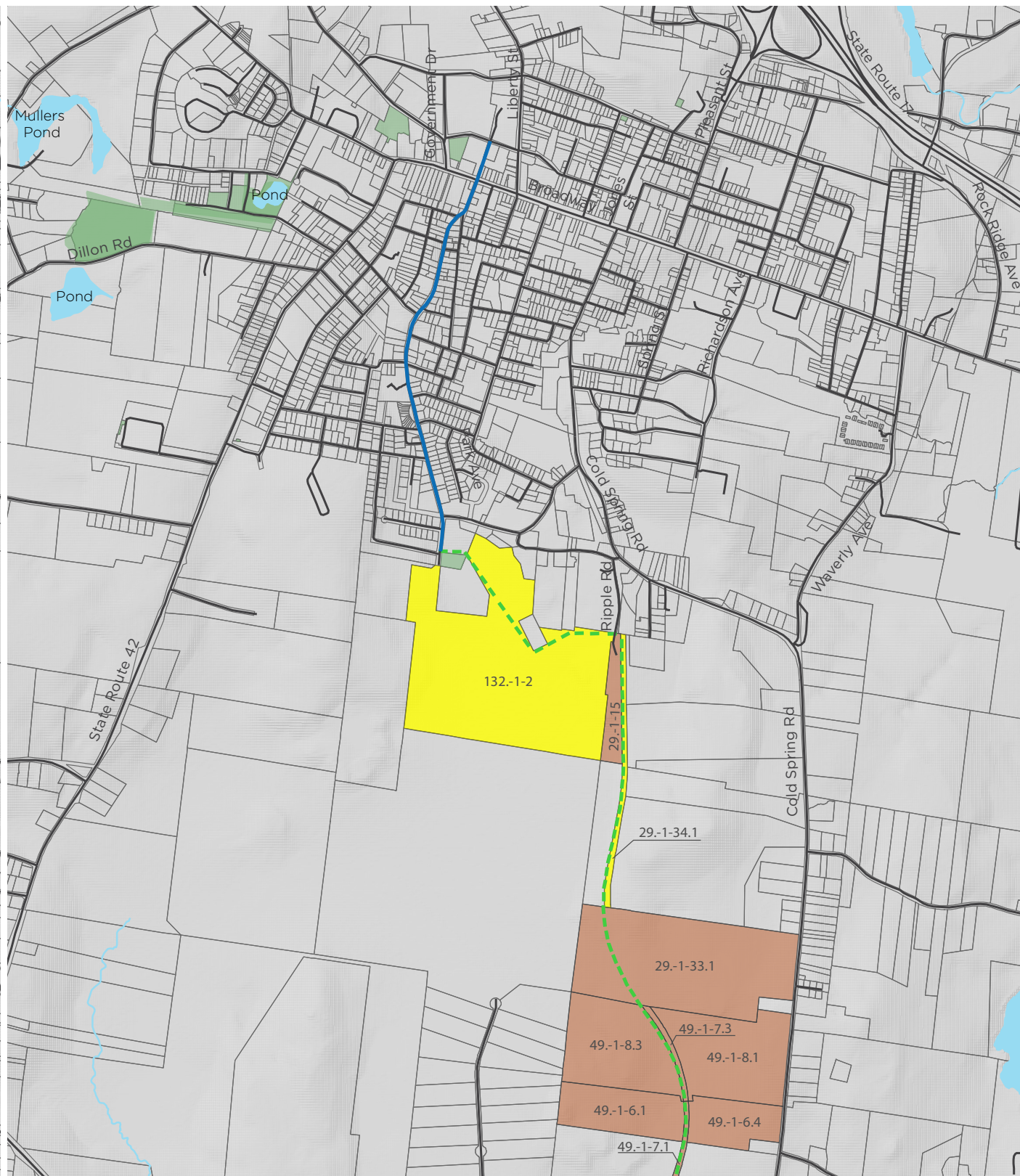
SECTION 14 - MONTICELLO SPUR

- PROPOSED TRAIL
- DEVELOPED TRAIL
- ON-ROAD ALIGNMENT
- PUBLIC LAND
- PRIVATE LAND
- RAILBED ALIGNMENT



NORTH



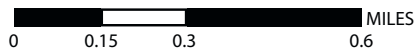


SECTION 15 - MONTICELLO SPUR

- PROPOSED TRAIL
- DEVELOPED TRAIL
- ON-ROAD ALIGNMENT
- PUBLIC LAND
- PRIVATE LAND



NORTH



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