



Chestertown to Pottersville Trail Linkage Plan



Town of Chester
Warren County, New York

November 2018



**CHESTERTOWN TO POTTERSVILLE TRAIL LINKAGE PLAN
FIRST WILDERNESS HERITAGE CORRIDOR**

NYS Contract #C1000561; First Wilderness Heritage Corridor Component #4

November 2018

ACKNOWLEDGEMENTS

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SECTION 1 PROJECT DESCRIPTION

Overview

The Chestertown to Pottersville Trail Linkage Plan (Plan) is designed to address the feasibility of constructing a trail from Chestertown to Pottersville. The Plan finds that the most feasible component is a trail from the Chester Municipal Center to the Starbuckville Dam. This is buildable because much of the path is existing in some condition and improvements will allow walking and biking between downtown, Dynamite Hill, North Warren Central School and Starbuckville Dam. Two alternatives were assessed in the trail component from Starbuckville Dam to Pottersville. These included using town-owned Carl Turner Road, constructing a boardwalk over Jenks Swamp, and continuing north into Pottersville on Valley Farm Road. This segment is considered unfeasible due to land purchase, permitting, and construction costs. The second potential route north is to cross the bridge at Starbuckville and use the shoulders of the East Schroon River Road. This route as an on-road trail is not feasible due to the 55-mph speed limit and narrow or non-existing road shoulder area. The development of the trail from Pottersville to Scaroon Manor Day Use Area and Campground has very good feasibility along the wide shoulders of the State Route (SR) 9 corridor and the potential for use of state-owned lands and power rights of ways. Figure 1, “Regional Context Map,” illustrates the project site’s location in Warren County.

This Plan therefore provides a conceptual layout of an approximately 10.7-mile bike-pedestrian path between the hamlet of Chestertown and the hamlet of Pottersville in the Town of Chester, New York. The bike-pedestrian path would primarily utilize public lands along existing informal paths, low-use roads, road shoulders, utility rights-of-way, and snowmobile trails. A water trail runs parallel to the bike-pedestrian path utilizing Chester Creek, Schroon River, and Trout Brook. The Plan investigates the feasibility of constructing the proposed trails and considers a potential additional connection north from Pottersville to the Scaroon Manor Public Campground and Day Use Area at the Town of Schroon boundary. Figure 2, “Trail Overview Map,” shows the individual trail segments along the trail corridor.

The goal of the Plan is to build upon the strategies outlined in the First Wilderness Heritage Corridor (FWHC) Plan to expand tourism and economic development in the corridor by leveraging the variety, quality and connections of recreation trails and community facilities throughout the community. Project objectives include:

- Generate a dedicated pathway for people to walk between hamlet centers;
- Designate and design most of the trail for non-motorized uses such as hiking and biking;
- Connect to existing local and regional trail systems where feasible;
- Make the trail accessible for most of the year; and
- Provide connections between recreational assets and tourism services and points of interest.

The Plan includes an inventory and analysis of existing resources along with maps and graphics displaying adjoining or intervening lands, public and private roadways and existing trails, wetlands and waterways, historical and archaeological resources, and tourism services.

Conceptual trail plan alternatives are identified and laid out in phases for implementation. Section 4 provides preliminary construction cost estimates for each trail segment and Appendix D lists potential funding opportunities.

The strength of a Chestertown to Pottersville trail is its ability to offer a diversity of settings within a single trail network. This trail would allow the public to access a variety of community and recreational places from Chestertown and Pottersville's downtowns, including Dynamite Hill Recreation Area, the North Warren School, Starbuckville Dam Pocket Park, Horicon State Boat Launch, and nearby campgrounds. At present, these areas all generate significant foot and bike traffic. The creation of a trail within sight of the highway, but away from the danger of highway traffic, would service a large population and cross section of users.

Some of the potential benefits of the trail are:

- Safe off-road access between Chestertown's downtown and Dynamite Hill Recreation Area.
- Access between Pottersville's downtown and the Horicon State Boat Launch.
- Safe off-road access between the North Warren Central School and Dynamite Hill Recreation Area.
- Access between the North Warren Central School, the Crossroads Outdoors Country Store and Sport Shop, and the Starbuckville Dam Park.
- Access between the Country Haven Campgrounds and Starbuckville Dam Park.
- Access between Country Haven Campgrounds and the Crossroads Outdoors Country Store and Sport Shop.
- Connection between Chestertown's downtown, the Crossroads Outdoors Country Store and Sport Shop, and the Starbuckville Dam Park.
- Connections between Pottersville's downtown, the Horicon State Boat Launch, Eagle Point State Campground, and Scaroon Manor Public Campground and Day Use Area.
- Creation of a safer, more accessible, well-maintained, and more inviting bike and walking experience for all ages than is presently available.

Chestertown and Pottersville are separated by many parcels of private property and large wetland areas that create a high level of complexity and difficulty for trail system development. The development of a trail that requires an investment in construction, materials and long-term easements will be challenging.

Figure 1 - Regional Context Map

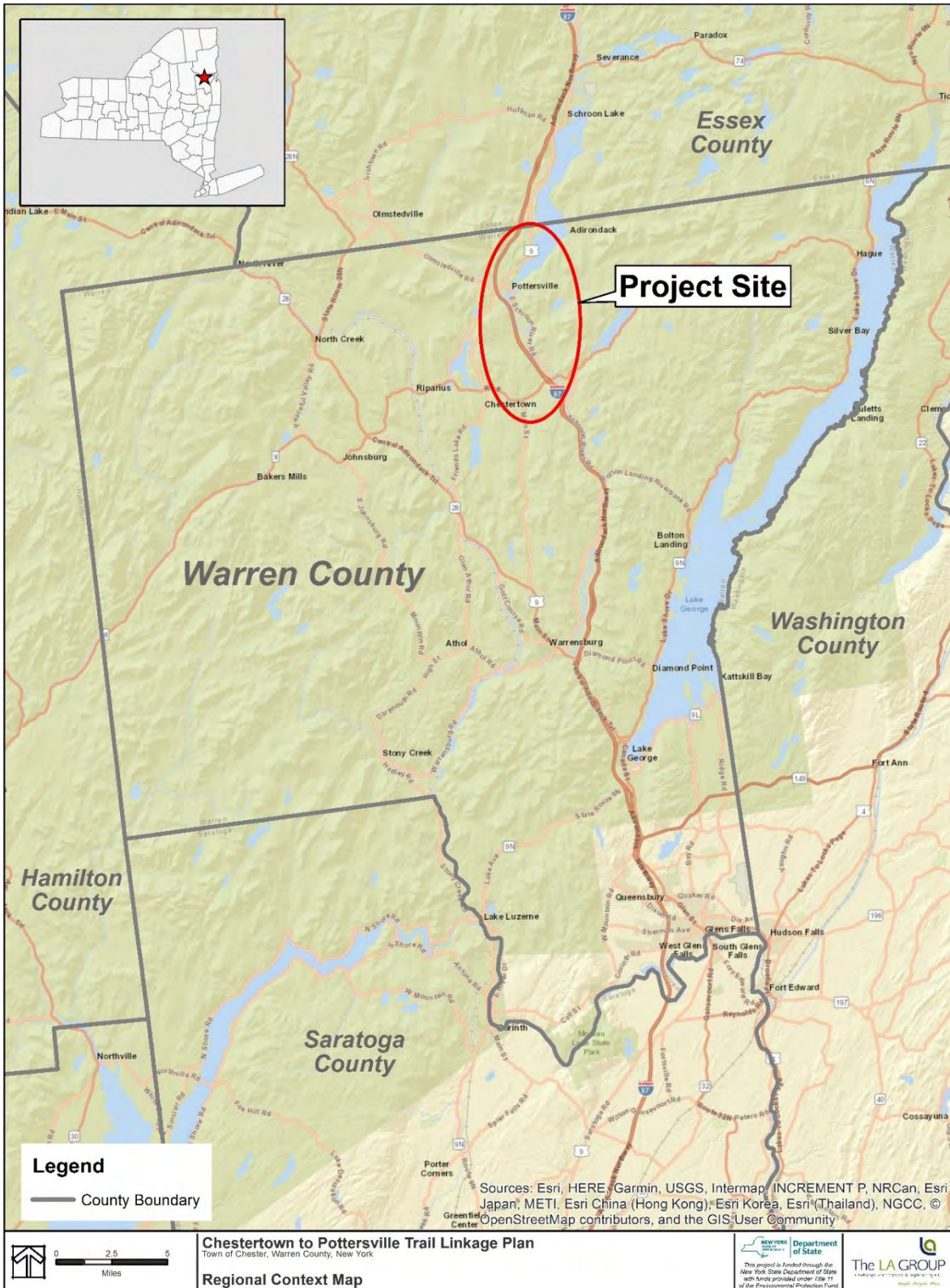
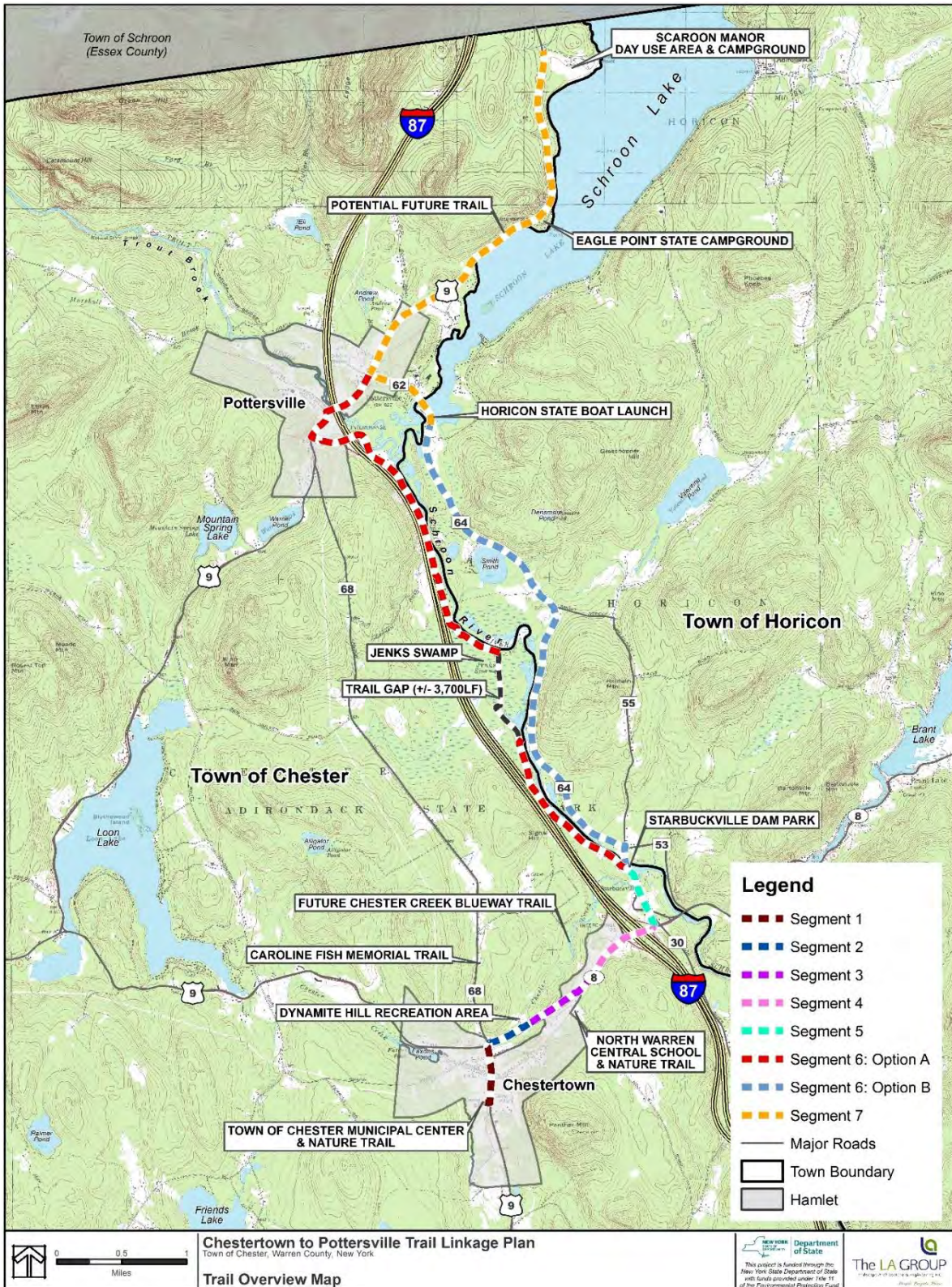


Figure 2 - Trail Overview Map



SECTION 2 REGIONAL CONTEXT

Overview

A measure of the future success for any proposed local trail is how well it fits in with local and regional planning initiative. There are many recreational activities available to those looking to explore the Adirondack Park along the Interstate 87 corridor between the Hudson River, the Schroon River and Schroon Lake. Plans and marketing materials for the trail and other related local assets should include promoting the Chestertown to Pottersville Trail as part of the regional recreation experience.

Regional Trail Network

First Wilderness Heritage Corridor and Trail

The Trail Linkage Plan was funded through the recreation and heritage tourism framework known as *First Wilderness Heritage Corridor* (FWHC). FWHC is an inter-municipal revitalization strategy for the nine communities along the Upper Hudson River corridor and adjacent Delaware & Hudson rail line in Saratoga and Warren counties.

The focus of *First Wilderness* is to have Adirondack Park communities use the unifying elements of the Hudson River and the Saratoga and North Creek Railway to integrate visitors with the shared history, local landmarks, and cultural stories that make the area an interesting place to visit. For many visitors, these mini-destinations along their larger trip represent an essential part of the hiking and biking experience. The adjacent graphic is of the type of kiosks around the region which illustrate the entire corridor and assets and facilities in each of the communities.



A major implementation of the FWHC is a regional trail concept developed for the Hudson River corridor between Corinth and Tahawus. The *First Wilderness Heritage Trail Conceptual Framework for Corinth to Tahawus* was completed in 2014. This trail, more than 80 miles in length, is designed as a hiking and mountain biking experience that connects the small, distinctive communities along the Upper Hudson River.

Chester Challenge Trail Network

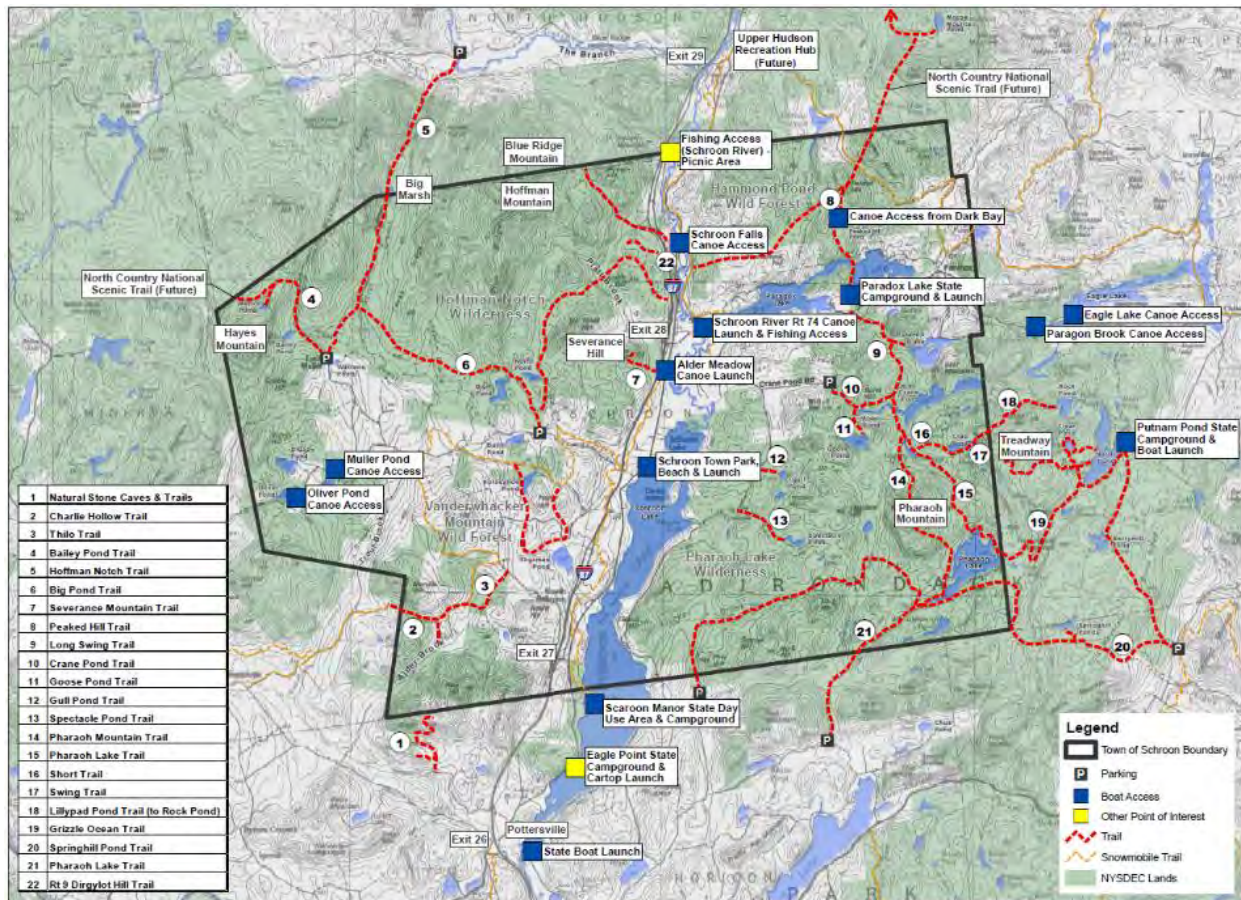
Through state grant money from the Glens Falls Hospital's Health Promotion Center, the Town of Chester designed the Chester Challenge to incentivize physical fitness, personal wellness, and the exploration of the regional trail network. The Chester Challenge is comprised of 11 newly designated trails in 8 locations totaling more than twenty miles. Trails vary from moderate climbs to level terrain. Hikers that visit at least



six of the trails can receive a Chester Challenge pin and bragging rights among their peers. The new trails include routes up three peaks around Loon Lake, just south of Schroon Lake. They offer a series of views that take in Crane, Gore, Moxham, Panther and Kipp Mountains, and Schroon Lake, Hoffman Mountain and the High Peaks to the north.

Schroon Lake Trail Network

The neighboring Town of Schroon developed a Townwide Trail Plan that created an organized network of trails and a set of adventure experiences designed to draw individuals and families to the existing trails and trail systems throughout the community. This tourism concept could be extended outside the town boundaries offering hikers several places to hike in various communities over multiple days. There is a potential to develop trail connections to Chester through Minerva and south along SR 9.



Map of Schroon Lake Trail Network

SECTION 3 TRAIL SEGMENTS

The Trail Linkage Plan evaluates the feasibility of constructing seven trail segments that emphasize connections between Chestertown and Pottersville and an option continuing north to Scaroon Manor Campground and Day Use Area.

The seven trail segments identified in the Trail Linkage Plan are as follows:

- Trail Segment #1: Town of Chester Municipal Center to State Route 9 and State Route 8 Intersection
- Trail Segment #2: State Route 9 and State Route 8 Intersection to Dynamite Hill Recreation Area
- Trail Segment #3: Dynamite Hill Recreation Area to North Warren Central School
- Trail Segment #4: North Warren Central School to I-87 Exit 25 Northern Ramp
- Trail Segment #5: I-87 Exit 25 Northern Ramp to Starbuckville Dam
- Trail Segment #6 Option A: Starbuckville Dam to Pottersville via Carl Turner Road, Jenks Swamp Boardwalk and Valley Farm Road
- Trail Segment #6 Option B: Starbuckville Dam to Pottersville via East Schroon River Road
- Trail Segment #7: Horicon Boat Launch to Scaroon Manor Campground and Day Use Area

The Trail Linkage Plan was conducted through a field investigation, aerial analyses, and GIS mapping. It provides a description for each of the trail segments including: trail conditions; trail development needs; potential alternative routes; cost estimates; and implementation actions. Although each segment of the trail is distinct in its features and design, they will be connected by uniform and strategically-placed trail markers and signage.

The trail development costs are based on planning level estimates for the purpose of determining the feasibility of the Trail Linkage Plan. The cost estimates are not intended to be used as part of any final project proposal or for any official bidding and construction process. The cost estimates, including predevelopment and development costs are based on standard public bidding and construction processes and do not consider any donation of materials, labor and equipment or other means of design and construction. All cost estimates should be re-evaluated prior to any project proposal and updated with additional detail throughout the design and engineering phases of project development. Acquisition costs, construction inspection and administration costs are not included at this phase of project development as they will vary significantly, however should be estimated for any future project proposal.

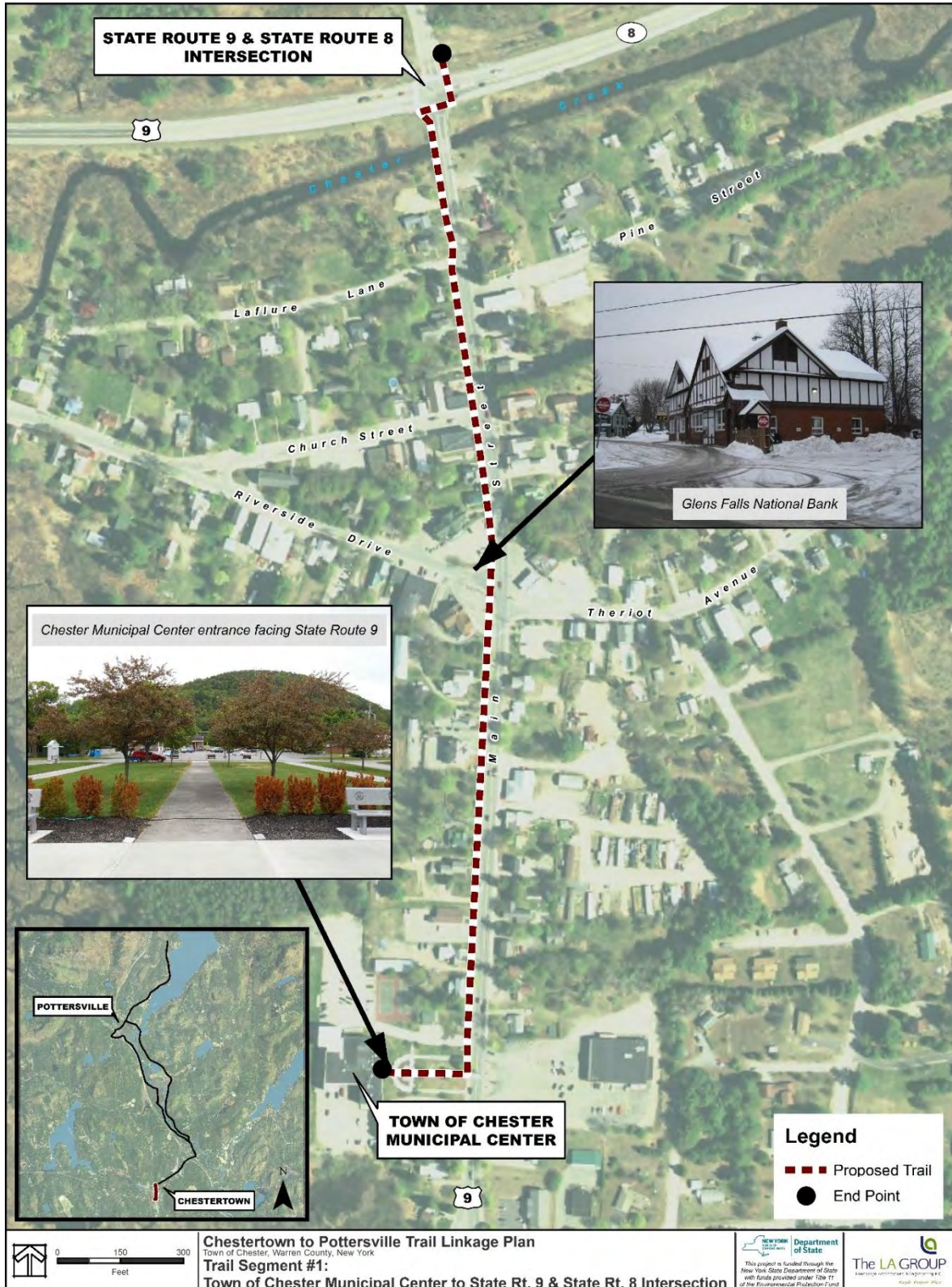
The following table illustrates a total estimated cost for each trail segment:

Table 1 – Summary of Total Estimated Costs

Trail Segment	Predevelopment	Development	Total Cost
Trail Segment #1	\$30,000	\$43,000	\$73,000
Trail Segment #2	\$30,000	\$63,000	\$93,000
Trail Segment #3	\$50,000	\$102,500	\$152,500
Trail Segment #4	\$50,000	\$111,000	\$161,000
Trail Segment #5	\$60,000	\$66,250	\$131,250
Trail Segment #6 Option A	\$125,000	\$3,279,000	\$3,379,000
Trail Segment #6 Option B	\$80,000	\$662,000	\$742,000
Trail Segment #7	\$90,000	\$312,500	\$402,500
Estimated Grand Total	\$495,000	\$1,360,250- \$3,977,250	\$1,755,250- \$4,392,250

Funding for the planning, design, engineering and construction of the proposed trail should be primarily sought through the New York State Consolidated Funding Application (CFA). Through the CFA, the New York State Office of Parks, Recreation and Historic Preservation (OPRHP) Recreational Trails and Parks Grant Programs as well as the New York State Department of State (DOS) First Wilderness Heritage Corridor Plan Implementation Grant Program offer valuable resources for the development of recreational trails and facilities. For a list of potential funding sources, see Appendix C, “Grants and Funding Opportunities”.

Figure 3 - Trail Segment #1: Chester Municipal Center to State Route 9 & State Route 8 Intersection



Trail Segment #1:**Chester Municipal Center to State Route 9 and State Route 8 Intersection*****Trail Description***

The trail begins at the trailhead established at the Town of Chester Municipal Center and North Warren Soccer and Varsity Baseball Fields at 6307 SR 9 and travels along the western sidewalk of Main Street/SR 9 to the intersection with Riverside Drive and Theriot Avenue. The trail continues along Main Street/SR 9 to the sidewalk's terminus at Laflure Lane. Pedestrians and cyclists will continue along a new sidewalk on the western side of Main Street/SR 9 to the intersection with SR 8. At this point, pedestrians will use the existing crosswalk to cross SR 8 to the northeast corner of the intersection. Figure 3 illustrates the details of Trail Section 1. The specific components of this trail segment are as follows:

1. Approximate 355-foot proposed new sidewalk along the western right-of-way of Main Street/SR 9 from the end of the existing sidewalk at Laflure Lane to the intersection with SR 8.
2. Approximate 70-foot new crosswalk from the existing sidewalk on the southern side of Riverside Drive at the Glens Falls National Bank to the existing sidewalk on the northern side of Riverside Drive at the Panther Mountain Inn.

Trail Conditions

Trailhead Potential: The Town of Chester Municipal Center will serve as one of the four primary trailheads for the proposed trail.

Existing Trail Routes and Connections: An expanding system of nature trails is available from the southwestern area of the Chester Municipal Center and sports fields. These trails are intended to connect to trails both south and north of the property.

Land Ownership: The parking lot and sidewalk network are publicly-owned and under the jurisdiction of the town. Riverside Drive, where there is a new crosswalk proposed, is under the jurisdiction of the town as well.

Site Assets: The beginning of the trail is surrounded by town and school recreational assets and connects to SR 8 through an existing sidewalk. These crosswalks provide adequate pedestrian crossings at the SR 9 and SR 8 intersection. The trail beginning and ending at the sports fields allows students and faculty to safely and easily walk to practice or for casual use of the fields.

Site Constraints: Deteriorating sidewalks, a gap in the sidewalk at Laflure Lane, and a lack of bicycle facilities makes for a challenging experience for pedestrians or cyclists. Pedestrian access across Riverside Drive and Theriot Avenue at the Glens Falls National Bank and Nice-N-Easy Grocery Shoppes is necessary for this section of the trail to be feasible.

Trail Construction

Permits and Approvals: A Highway Work Permit for Non-Utility Work (PERM 33) and supplementary forms from the New York State Department of Transportation (NYSDOT) will be required to be submitted for the construction of a trail and/or designation for pedestrian and cyclist access in the SR 9 right-of-way, across the bridge over Chester Creek to the intersection with SR 8. The Town will likely be responsible for the construction, maintenance and conformance of a trail. Additional requirements, responsibilities and contact information are detailed on the PERM 33 application form (see Appendix C).

Landowner Agreements: No landowner agreements are required for this trail segment.

Boundary and/or Topographic Surveys: A boundary and topographic survey will be required for a 355-foot new trail segment before the design and engineering of the trail can be initiated.

Trail Design Standards: Four feet of sidewalk is recommended as the minimum width for an accessible route free of vertical and horizontal obstructions.

Trailhead Location and Design: The Chester Municipal Center serves as the trailhead for this segment of the trail. This trailhead area also serves as the beginning of the Chester Creek Nature Trail just west of the Chester Municipal Center.

Signage: Descriptive signage and a map of the trail with listed allowable uses should be posted at the kiosk at the Municipal Center. A wayfinding and regulatory sign are recommended at the north side of the SR 9 and SR 8 intersection at the end of this trail segment and the beginning of the next. The sign would direct passersby on SR 8 and trail users coming from the south or the east where the trail continues along with allowable uses. Trail markers should be installed along the trail as desired by the town.

Alternative Routes

There are no proposed alternative routes for this segment of the trail.

RECOMMENDED ACTIONS

- Conduct surveys, design and engineering for the trail and crosswalks. Coordination with NYSDOT will be required.
- Identify source to build and install signage through the North Warren Chamber of Commerce.
- Identify a source to purchase and install bike racks through the North Warren Chamber of Commerce.
- Obtain and file a Highway Work Permit for Non-Utility Work (PERM 33) and supplementary forms with the NYSDOT to construct a new pedestrian/bike trail along the right-of-way of SR 9.
- Construct trail and crosswalk with Town Highway crew and local resources.
- Install trail markers and signage.

Cost Estimate

Predevelopment Costs: Development of trail designs and engineering plans, conducting the necessary boundary and topographic surveys, and designing wayfinding and regulatory signs at an estimated cost of \$30,000.

Acquisition Costs (if required): Purchase a trail easement from private landowners for the right-of-way for the trail at a cost to be determined on a case by case basis. This cost would include assessment, legal and administrative fees.

Trail Development Costs:

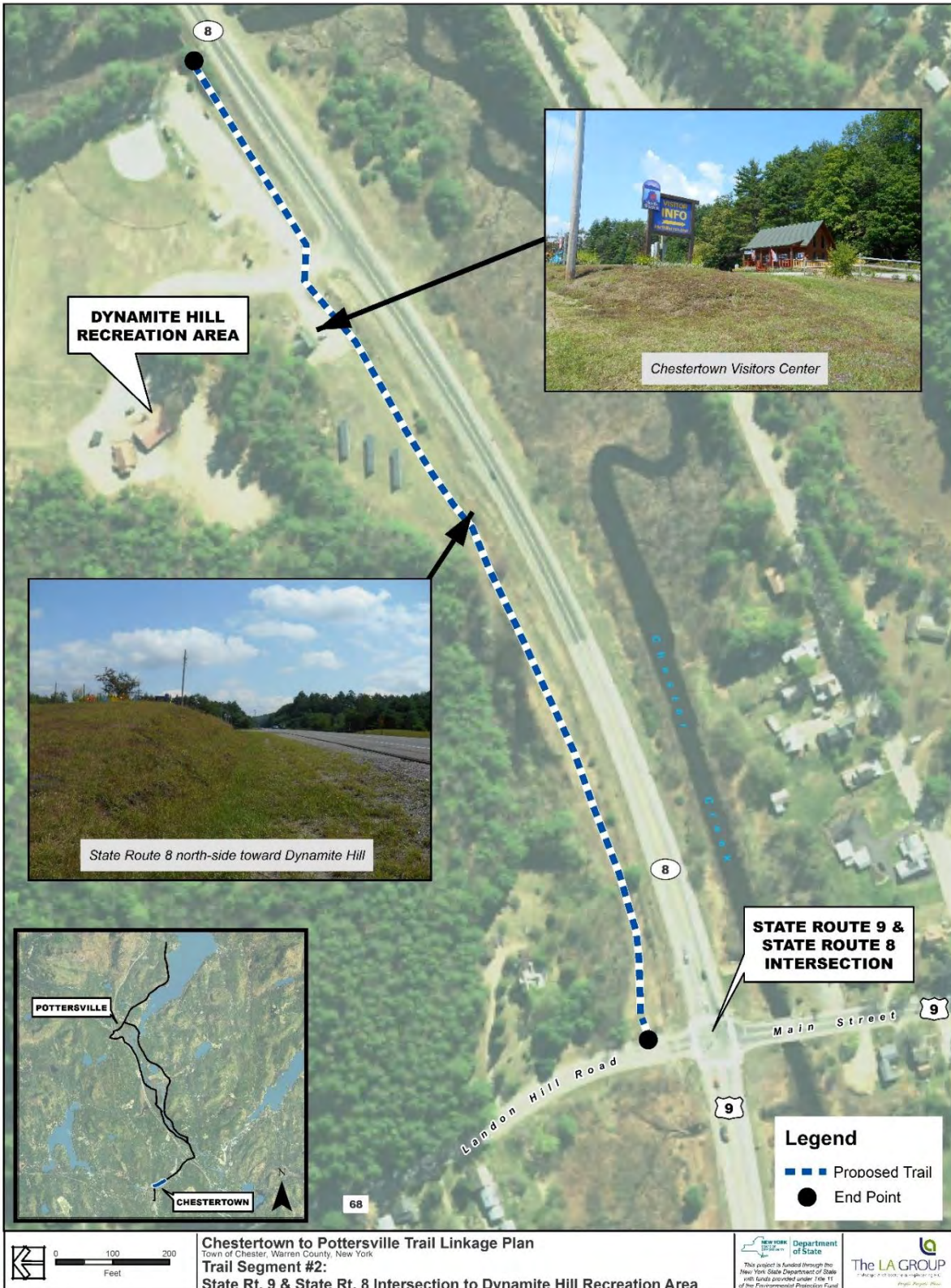
- a. Purchase and install a public bike rack along the existing parking lot adjacent to the Chester Municipal Center at an estimated cost of \$2,500.
- b. Layout a new crosswalk to fill a gap at the intersection of Riverside Drive and Main Street/SR 9 for an estimated cost of \$2,500.
- c. Construct a new segment of sidewalk along Main Street/SR 9 for an estimated cost of \$35,000.
- d. Purchase and install one post and panel wayfinding sign at the north side of the SR 9 and SR 8 intersection at the end of this trail segment and the beginning of the next at an estimated cost of \$1,500. This rate is for free standing signs not attached to preexisting structures or vegetation.
- e. Purchase and install one post and panel regulatory sign at the north side of the SR 9 and SR 8 intersection at the end of this trail segment and the beginning of the next an estimated cost of \$1,500. This rate is for free standing signs not attached to preexisting structures or vegetation.

Table 2 – Trail Segment #1 Summary of Estimated Costs

Predevelopment	Development	Total Cost
\$30,000	\$43,000	\$73,000

Note: Acquisition costs are not included.

Figure 4 - Trail Segment #2: State Route 9 & State Route 8 Intersection to Dynamite Hill Recreation Area



Trail Segment #2:**State Route 9 and State Route 8 Intersection to Dynamite Hill Recreation Area*****Trail Description***

From the north side of the intersection of SR 9, SR 8 and Landon Hill Road, the trail follows an existing natural surface snowmobile trail east along the northern sides of SR 8, connecting the crossing at the SR 9 and SR 8 intersection to the main parking lot for the Dynamite Hill Recreation Area. Completion of this segment of the trail will establish a park-to-park recreation linkage and improve access to downtown for visitors to Dynamite Hill. Figure 4 illustrates the details of Trail Section 2. The specific components of this trail segment are as follows:

1. Approximate 1,920-foot improved existing natural surface trail from the SR 9 and SR 8 intersection to the end of the main parking lot for the Dynamite Hill Recreation Area.

Trail Conditions

Trailhead Potential: Dynamite Hill Recreation Area and the on-site parking lot will serve as the main trailhead for this segment of the proposed trail and as one of the four primary trailheads for the proposed trail through the hamlet of Chestertown. The Town of Chester is the owner of the property.

Existing Trail Routes and Connections: The project will link to Dynamite Hill Recreation Center's wide variety of terrain for hiking, cross-country skiing, single track bicycling or snowshoeing. The Caroline Fish Memorial Trails are accessible from the Dynamite Hill Recreation Area for hikers and mountain bikers during the summer months and open for cross-country skiers during winter months. A new single-track mountain bike trail at Dynamite Hill connects with the Memorial Trail.

Land Ownership: Dynamite Hill Recreation Area and all existing trails are owned and managed by the Town of Chester.

Site Assets: Dynamite Hill Recreation Area is a significant asset in the Town of Chester, therefore establishing a safe and accessible connection to it is the priority of this segment of the trail. The Visitors Center beside the entrance to Dynamite Hill is owned and operated by the North Warren Chamber of Commerce, and offers bike rentals, information on local recreation opportunities, a kiosk with trail maps and promotional items, and additional visitor information. A low fence with natural vegetation separates the existing path from SR 8 and an informal but well-worn foot path leading from the east end of the parking lot, over Chester Creek, to an open field on the north side of SR 8 are essential components of this segment of the trail which improve its feasibility.

Site Constraints: No significant site constraints were identified for this segment of the trail.

Trail Construction

Permits and Approvals: Since this part of the trail will stay on town-owned lands, and hiking is already a permitted use, there are no permits or approvals required.

Landowner Agreements: Since this part of the trail will stay on town-owned lands, there are no landowner agreements required.

Boundary and/or Topographic Surveys: A boundary and topographic survey will be required for the entirety of the lands on which the proposed trail will be located before the design and engineering of the trail can be initiated.

Trail Design Standards: The current trail corridor is low cut grass with an unimproved natural surface for its entirety. Clearing and construction of at least a two- to three-foot wide natural surface trail will be required.

Trailhead Location and Design: Dynamite Hill Recreation Area will serve as the trailhead for this segment of the trail. Should additional traffic from the proposed trail causes increased use of the parking lot, the Town should consider delineating parking spaces to better manage the space. Consider improving pedestrian access at the Dynamite Hill entrance to the Recreation Area's central facilities. If a sidewalk or another delineated pedestrian path is not feasible or undesirable, signage for vehicles which drive up to the central area could warn drivers of pedestrians using the roadways. A public bike rack is recommended at the trailhead as well.

Signage: Descriptive signage and a map of the trail with listed allowable uses should be posted to the existing trailhead kiosk at the North Warren Chamber of Commerce and Visitors Center. A wayfinding sign is recommended at the northern end of this segment of the trail at the Dynamite Hill Recreation Area parking lot (see Figure 3 for the location of the end point). Trail markers should be installed along the trail as desired by the Town of Chester.

Alternative Routes

There are no proposed alternative routes for this segment of the trail. The south side of SR 8 was considered and found to be infeasible due to the need for a crossing over Chester Creek and an unsafe pedestrian crossing to Dynamite Hill Recreation Area.

RECOMMENDED ACTIONS

- Conduct surveys, design and engineering for the trail. Coordination with NYSDOT will be required.
- Identify source to build and install signage.
- Identify a source to purchase and install bike racks.
- Construct trail with Town Highway crew and local resources.
- Install trail markers and signage.

Cost Estimate

Predevelopment Costs: Development of trail designs and engineering plans, conducting the necessary boundary and topographic surveys, and designing wayfinding and regulatory signs at an estimated cost of \$30,000.

Acquisition Costs (if required): Purchase a trail easement from private landowners for the right-of-way for the trail at a cost to be determined on a case by case basis. This cost would include assessment, legal and administrative fees.

Trail Development Costs:

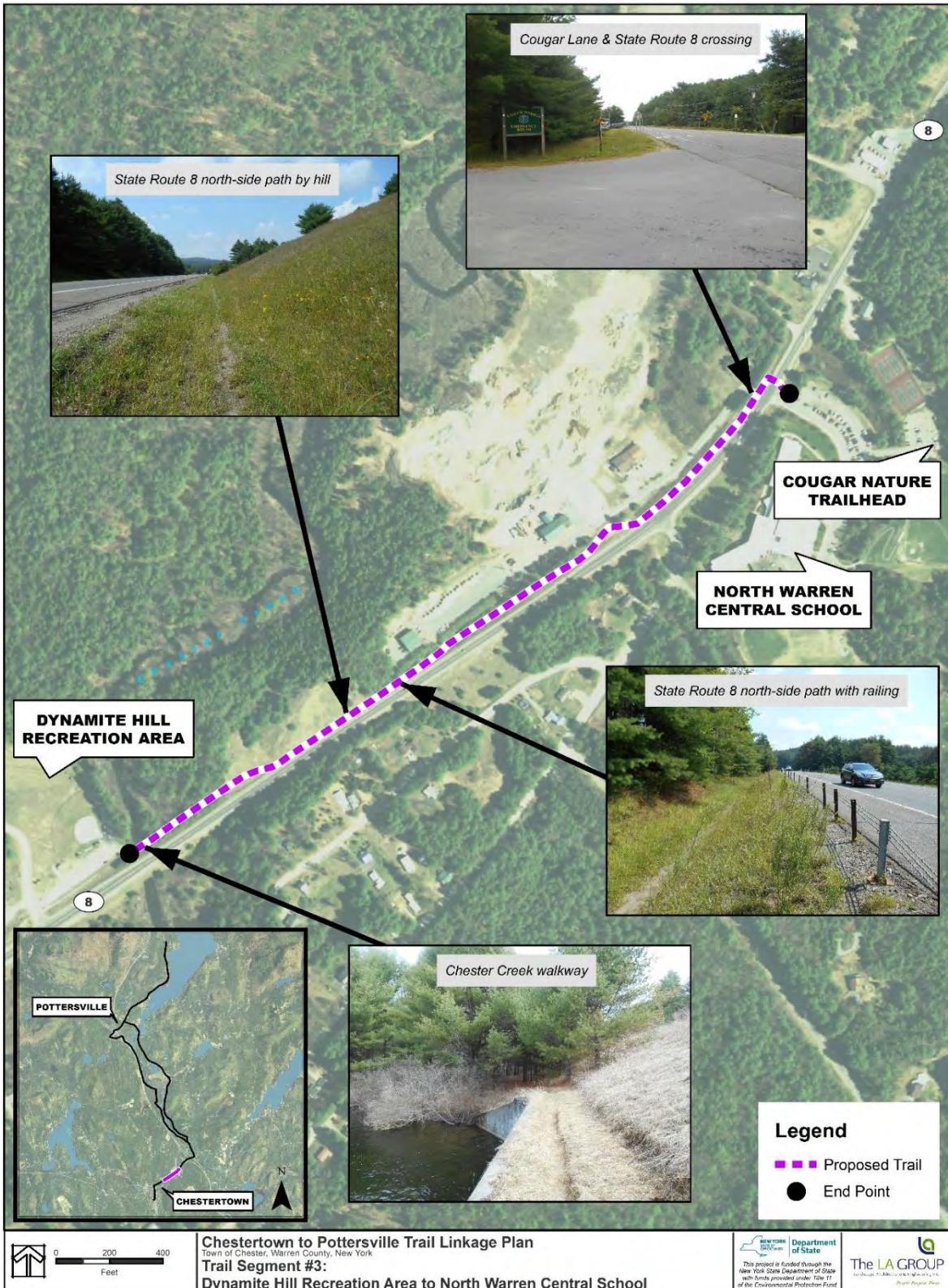
- a. Purchase and install a public bike rack along the existing parking lot at the Dynamite Hill Recreation Area trailhead at an estimated cost of \$1,500.
- b. Clear debris, level pathway and construct a suitable natural surface trail for the existing trail which runs along the northern edge of SR 8 at an estimated cost of \$60,000.
- c. Purchase and install one post and panel wayfinding sign at the at the end of the Dynamite Hill Recreation Area parking lot where the following segment of the trail begins at an estimated cost of \$1,500. This rate is for free standing signs not attached to preexisting structures or vegetation.

Table 3 – Trail Segment #2 Summary of Estimated Costs

Predevelopment	Development	Total Cost
\$30,000	\$63,000	\$93,000

Note: Acquisition costs are not included.

Figure 5 - Trail Segment #3: Dynamite Hill Recreation Area to North Warren Central School



**Trail Segment #3:
Dynamite Hill Recreation Area to North Warren Central School*****Trail Description***

From the Dynamite Hill Recreation Area parking lot, the proposed trail will follow the existing footpath along SR 8 from the end of Dynamite Hill Recreation Area past the bus depot and North Warren Emergency Squad to North Warren Central School. The proposed segment of the trail over the Chester Creek culvert offers users a beautiful outdoor experience. The culvert provides a very narrow footpath for crossing over the creek and continuing along the north side of SR 8. Needed improvements include a general widening of the trail and installation of a railing anchored into the concrete abutment to protect pedestrians and cyclists. Concrete or stone blocks are recommended to retain the slope of the hillside as well as in places where there are uneven surfaces.

The successful completion of this segment of the trail will provide a safe and easily navigable path for students and faculty of the North Warren Central School and visitors to the Dynamite Hill Recreation Area and beyond to the Chestertown downtown. Figure 5 illustrates the details of Trail Section 3. The specific components of this trail segment are as follows:

1. New 40-foot crosswalk across SR 8 from the North Warren Emergency Services property to the North Warren Central School.
2. Approximate 2,945-foot improved existing natural surface trail which runs along the northern side of SR 8 to the existing crosswalk at the entrance to the North Warren Emergency Squad and North Warren Central School properties.
3. Approximate 50-foot new railing for the walkway over Chester Creek.
4. New and improved planting buffers along SR 8 where needed.

Trail Conditions

Trailhead Potential: The Dynamite Hill Recreation Area parking lot and the North Warren Central School parking lot area where the Cougar Trail is located will serve as the trailheads for this trail segment.

Existing Trail Routes and Connections: Dynamite Hill Recreation Area offers a variety of hiking, single track bicycling, cross-country skiing, and snowshoeing opportunities, including the Caroline Fish Memorial Trails. Heading east from the Dynamite Hill Recreation Area is an existing trail which could be formalized and enhanced with signage and appropriate safety measures near the Chester Creek crossing. The North Warren Central School is the location of the Cougar Nature Trailhead which winds through the eastern and northern portions of the property.

Land Ownership: The Dynamite Hill Recreation Area property is owned by the Town of Chester and the North Warren Central School property is owned by the School District. The remainder of the trail would be constructed in the DOT right-of-way.

Site Assets: Dynamite Hill Recreation Area, Chester Creek, the North Warren Central School, and the existing trail along the north side of SR 8 are major assets whose connection to the proposed trail significantly increase the feasibility of this segment. The existing crosswalk across SR 8 from the North Warren Emergency Squad property to the North Warren Central School provides the necessary pedestrian connection which makes this stretch of the trail feasible.

Site Constraints: The current condition of the existing footpath over Chester Creek is insufficient for an official trail.

There are also insufficient railing and natural landscaping buffers along portions of SR 8. While the shoulder width and estimated right-of-way appear adequate along the state route, it would be preferable to utilize a separated trail or path for pedestrians due to the high speed of traffic and use by school children, families and other pedestrians traveling to and from the North Warren Central School, Dynamite Hill Recreation Area, and residential neighborhoods in this section of the Town.

The existing crosswalk from the North Warren Emergency Squad to the North Warren Central School needs to be evaluated and significant improvements implemented. At a minimum, the road crossing needs to be repainted, lighting needs to be added, and existing signage needs to be upgraded. The first step is for the Town to approach NYSDOT with a request for crosswalk improvements.

Trail Construction

Permits and Approvals: A Highway Work Permit for Non-Utility Work (PERM 33) and supplementary forms from NYSDOT will be required to be submitted before an improved pedestrian/bike trail along the SR 8 right-of-way between the Dynamite Hill Recreation Area parking lot and the North Warren Central School can be constructed. The Town will be responsible for the construction and maintenance of the trail.

Coordination with NYSDOT is required for improvements to the existing SR 8 crosswalk. NYSDOT will likely support the improvements given their recommendations for high visibility crosswalks within 1000 feet of a school building where children walk or bike to school.

Landowner Agreements: There are no landowner agreements required for this segment of the proposed trail.

Boundary and/or Topographic Surveys: A boundary survey will be required to determine the boundary of SR 8 to assure adjacent property owners that the trail will be confined to the existing right-of-way. A topographic survey will be required for the entirety of the lands on which the proposed trail.

Trail Design Standards: The current trail corridor has an unimproved natural surface for its entirety. Some clearing, removal of organics, leveling, installation of geotextile fabric and stone

dust will be required. Suitable barriers, landscaping buffers and stormwater management devices should be implemented to fill gaps where necessary.

Trailhead Location and Design: The Dynamite Hill Recreation Area parking lot and the North Warren Central School will serve as the trailheads for this segment of the trail. See Appendix E for a conceptual layout of improvements to the Dynamite Hill Recreation Area parking lot. A public bike rack is recommended at both trailheads as well.

Signage: A map of the trail with listed allowable uses should be posted at the access point to the Cougar Nature Trail. Wayfinding signage is recommended at both ends of the SR 8 crosswalk. A regulatory sign is recommended with the wayfinding sign at the end of the crosswalk at North Warren Central School to indicate allowable uses for the trail. Trail markers should be installed along the trail as desired by the Town of Chester. Signage at the Dynamite Hill Recreation Area was included in the description for Trail Segment #2.

Alternative Routes

Consider a crosswalk and access to the trail from Theriot Avenue. This would be another connection to the downtown and provide access to the trail for residents along Theriot Avenue. Determine the feasibility of improving Theriot Avenue for pedestrians between the downtown and SR 8. This project would allow students and faculty to travel safely along Theriot Avenue as well. Given a determination of the costs and implementation strategy for the alternative route were outside the scope of work for the project, it is recommended that a feasibility and cost-benefit analysis be performed before deciding the official trail route.

RECOMMENDED ACTIONS

- Obtain and file a Highway Work Permit for Non-Utility Work (PERM 33) and supplementary forms with NYSDOT to convert the existing natural path along the right-of-way for SR 8 to a new pedestrian/bike trail and to layout a new crosswalk across the state route to the North Warren Central School. Consult with NYSDOT on state standards for the trail design and construction.
- Conduct surveys, design and engineering for the trail, pedestrian bridge/walkway, roadway barriers, and crosswalk improvements.
- Identify source to build and install signage through the North Warren Chamber of Commerce.
- Identify a source to purchase and install bike racks.
- Identify a source to install walkway railing.
- Construct trail and install new crosswalk with Town Highway crew and local resources.
- Install trail markers and signage.

Cost Estimate

Predevelopment Costs: Development of trail designs and engineering plans, conducting the necessary boundary and topographic surveys, coordinating with NYSDOT, and designing wayfinding and regulatory signs at an estimated cost of \$50,000.

Acquisition Costs (if required): Purchase a trail easement from private landowners for the right-of-way for the trail at a cost to be determined on a case by case basis. This cost would include assessment, legal and administrative fees.

Trail Development Costs:

- a. Purchase and install a public bike rack along the public parking lot beside the Cougar Natural Trailhead at the North Warren Central School at an estimated cost of \$1,500.
- b. Layout a new 40-foot crosswalk across SR 8 from the North Warren Emergency Services property to the North Warren Central School for an estimated cost of \$1,500.
- c. Clear debris and construct suitable natural surface trail for the existing trail which runs along the northern edge of SR 8 at an estimated cost of \$85,000.
- d. Install a suitable railing along the edge of the pedestrian walkway which traverses Chester Creek at an estimated cost of \$5,000.
- e. Purchase and install two post and panel wayfinding signs at either end of the SR 8 crosswalk between the North Warren Emergency Squad property and North Warren Central School at an estimated cost of \$3,000. This rate is for free standing signs not attached to preexisting structures or vegetation.
- f. Purchase and install one post and panel regulatory sign with the wayfinding sign at the end of the crosswalk beside North Warren Central School at an estimated cost of \$1,500. This rate is for free standing signs not attached to preexisting structures or vegetation.
- g. Install planting buffers along SR 8. Fill gaps where necessary to create a natural separation between the North Warren Emergency Squad property, the trail, and SR 8 for an estimated cost of \$5,000.
- h. Coordinate with NYSDOT on the potential for requiring barriers along SR 8 to separate and protect trail users.

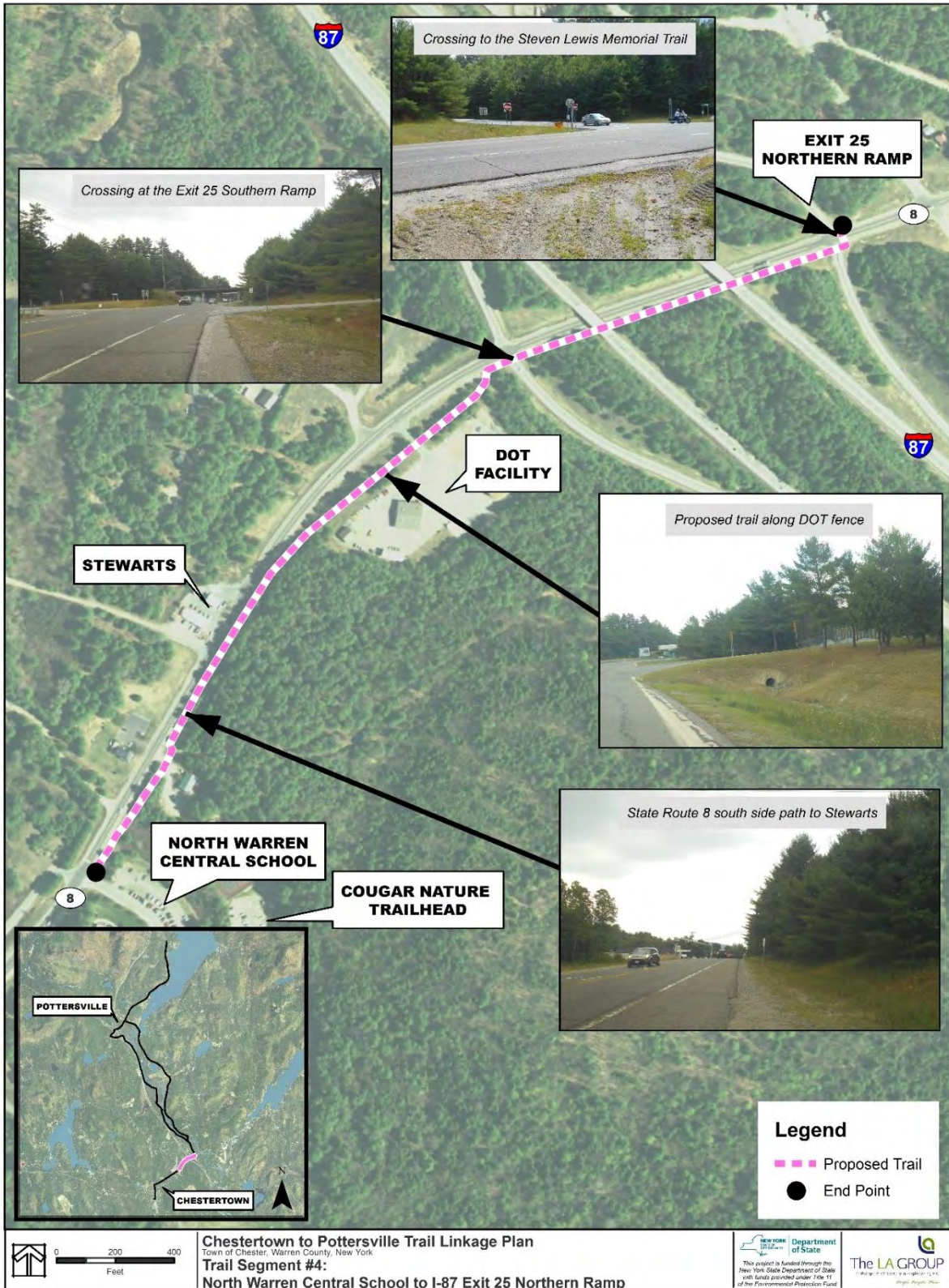
Table 4 – Trail Segment #3 Summary of Estimated Costs

Predevelopment	Development	Total Cost
\$50,000	\$102,500	\$152,500

Note: Acquisition costs are not included.

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Figure 6 - Trail Segment #4: North Warren Central School to I-87 Exit 25 Northern Ramp



**Trail Segment #4:
North Warren Central School to I-87 Exit 25 Northern Ramp*****Trail Description***

The trail begins at the North Warren Central School and utilizes an existing footpath along the south side of SR 8 on the school property before continuing on an existing trail along the right-of-way for SR 8 to the NYSDOT property just before Exit 25 of I-87. The trail will continue to follow the existing path between a fence and a line of spruce and pine trees separating the path from SR 8. From this point, the trail will wind around an existing drainage system from the NYSDOT property to meet with the intersection of SR 8 and the Exit 25 southern ramp. A portion of this trail segment is designated for a culvert crossing to be constructed over the drainage ditch. The trail will then cross the entrance to the I-87 and continue along the southern side of SR 8 under the northbound overpass to the Exit 25 northern ramp onto SR 8 before crossing the Exit 25 northern ramp. This trail segment will end after crossing to the north side of SR 8 on a new crosswalk to meet with the entrance to the Steven Lewis Memorial Trail, a short trail spur that links SR 8 to the East Schroon River Road. Figure 6 illustrates the details of Trail Section 4. The specific components of this trail segment are as follows:

1. Approximate 800-foot improved existing natural surface trail along the SR 8 right-of-way to the NYSDOT property at the intersection of SR 8 and I-87 Exit 25 southern ramp.
2. Approximate 800-foot improved existing natural surface trail along the fence on the NYSDOT property.
3. Approximate 200-foot proposed new trail from the end of the existing NYSDOT property trail to the intersection of SR 8 and the Exit 25 southern ramp.
4. New 10-foot boardwalk/culvert crossing over the NYSDOT drainage system.
5. Approximate 1,120-foot improved existing natural surface trail along the southern side of SR 8 to the Exit 25 northern ramp.
6. New 50-foot crosswalks across the I-87 Exit 25 ramps.
7. New 40-foot crosswalk across SR 8.

Trail Conditions

Trailhead Potential: The North Warren Central School parking lot will serve as the trailhead for this segment. The North Warren Central School property is owned by the school. The Steven Lewis Memorial Trail is located on privately-owned lands that are maintained by the Town of Chester.

Existing Trail Routes and Connections: The North Warren Central School is the location of the Cougar Nature Trailhead which winds through the eastern and northern portions of the property. Segment #4 ends at the beginning of the Steven Lewis Memorial Trail, a short, forested trail which travels through the woods between SR 8 and Schroon River Road to the Country Haven Campgrounds.

Land Ownership: There are only public land owners listed for the land through which this proposed segment of the trail would be developed. The North Warren Central School and New York State are the public land owners.

Site Assets: The North Warren Central School, the Cougar Nature Trail, the Steven Lewis Memorial Trail, and the existing path along the south side of SR 8 are major assets whose connection to the proposed trail significantly increase the feasibility of this segment.

Site Constraints: The feasibility of this segment of the trail is highly dependent on the support and agreements forged between the Town of Chester and NYSDOT for constructing crosswalks across the Exit 25 ramps and across SR 8 to the beginning of the Steven Lewis Memorial Trail. Insufficient barriers and natural landscaping buffers along portions of SR 8 are a concern.

Trail Construction

Permits and Approvals: A NYSDOT Highway Work Permit will be required to be submitted before an improved pedestrian/bike trail along the SR 8 right-of-way between the North Warren Central School and the I-87 Exit 25 northern ramp can be constructed. Coordination with NYSDOT will also be required for the installation of all proposed new crosswalks.

Landowner Agreements: Coordination with NYSDOT will be required if the trail is to pass through their property along SR 8. Improvements to the Steven Lewis Memorial Trail may require a revision to the current cooperative agreement (assuming a formal agreement exists). See Appendix A for a description of potential partnership options for the expansion of recreation, including the use of a trail or conservation easement. See Appendix B for the related New York Recreational Use Statute (§9-103) and a sample agreement for the establishment of a hiking trail for public use across private property to assist with the formulation of an agreement with NYSDOT.

Boundary and/or Topographic Surveys: A boundary survey will be required to determine the boundary of SR 8 to assure adjacent property owners that the trail will be confined to the existing right-of-way. A topographic survey will be required for the entirety of the lands on which the proposed trail will be located before the appropriate design and engineering of the trail can be completed.

Trail Design Standards: The current trail corridor has an unimproved natural surface for its entirety which will require clearing and improvements. Suitable barriers and landscaping buffers along SR 8 for the entirety of this trail segment should be implemented to fill gaps where necessary.

Trailhead Location and Design: The North Warren Central School will serve as the trailhead for this segment of the trail. There is no parking at the Steven Lewis Memorial Trailhead. A public bike rack is recommended at both trailheads.

Signage: Wayfinding signage is recommended where the trail turns away from the school maintenance building and onto the right-of-way for SR 8. A regulatory sign is recommended with the wayfinding sign to indicate allowable uses for the trail. An additional wayfinding and regulatory sign with the same information should be placed at the entrance of the Steven Lewis Memorial Trail. Trail markers should be installed along the trail as desired by the Town of Chester. Signage at the North Warren Central School and Cougar Nature Trailhead was included in the description for Trail Segment #3.

Alternative Routes

No alternative routes were considered for this segment of the proposed trail.

RECOMMENDED ACTIONS

- Coordinate, and file a Highway Work Permit for Non-Utility Work (PERM 33) with NYSDOT to convert the existing natural path along the right-of-way on SR 8 to a new pedestrian/bike trail and to layout a new crosswalk across the Exit 25 ramps.
- Conduct surveys, design and engineering for the trail and crosswalks.
- Identify source to build and install signage.
- Consider constructing trails with Town Highway crew and local resources.
- Install trail markers and signage.

Cost Estimate

Predevelopment Costs: Development of trail designs and engineering plans, conducting the necessary boundary and topographic surveys, and designing wayfinding and regulatory signs at an estimated cost of \$50,000.

Acquisition Costs (if required): Purchase a trail easement from private landowners for the right-of-way for the trail at a cost to be determined on a case by case basis. This cost would include assessment, legal and administrative fees.

Trail Development Costs:

- a. Layout a new crosswalk across each Exit 25 ramp on the south side of the road for an estimated cost of \$3,500.
- b. Layout a new crosswalk across SR 8 to the Steven Lewis Memorial Trail for an estimated cost of \$1,500.
- c. Clear debris and construct a suitable natural surface trail for all existing trails along the southern right-of-way of SR 8 at an estimated cost of \$60,000.
- d. Clear debris and construct a suitable natural surface trail for the existing NYSDOT property trail at an estimated cost of \$24,000.
- e. Construct a new natural surface trail on the NYSDOT property at an estimated cost of \$6,000.
- f. Construct a boardwalk/culvert crossing over the drainage ditch for the NYSDOT property at an estimated cost of \$10,000.

- g. Purchase and install two post and panel wayfinding signs at the end of the trail to the North Warren Central School maintenance building and at the start of the Steven Lewis Memorial Trail at an estimated cost of \$3,000. This rate is for free standing signs not attached to preexisting structures or vegetation.
- h. Purchase and install two post and panel regulatory signs with the wayfinding signs at an estimated cost of \$3,000. This rate is for free standing signs not attached to preexisting structures or vegetation.
- i. Coordinate with NYSDOT on potential required barriers along SR 8 to separate and protect trail users. Cost to be determined.

Table 5 – Trail Segment #4 Summary of Estimated Costs

Predevelopment	Development	Total Cost
\$50,000	\$111,000	\$161,000

Note: Acquisition costs are not included.

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Figure 7 - Trail Segment #5: I-87 Exit 25 Northern Ramp to Starbuckville Dam



Trail Segment #5**I-87 Exit 25 Northern Ramp to Starbuckville Dam*****Trail Description***

From the beginning on the north side of SR 8, the proposed trail will follow the Steven Lewis Memorial Trail, a forest trail which travels through the woods to the Country Haven Campground, to where the trail meets the intersection of Dixon Road and Schroon River Road between Country Haven Campground and the Crossroads Outdoors Country Store and Sport Shop. From there, the trail will cross the intersection at a new crosswalk, continue north along the west side of Schroon River Road, cross the bridge over Chester Creek, and end at the Starbuckville Dam. A new crosswalk will be needed to safely cross Schroon River Road to the entrance for Starbuckville Dam. The great majority of this segment of the trail will be on existing use paths. Figure 7 illustrates the details of Trail Section 5. The specific components of this trail segment are as follows:

1. New 80-foot crosswalk across Dixon Road at the southern intersection with Schroon River Road.
2. Approximate 1,815-foot improved existing natural surface trail along the western side of Schroon River Road to Starbuckville Dam.
3. New 20-foot crosswalk across Schroon River Road the parking lot for Starbuckville Dam.

Dixon Road is currently used as the primary means for pedestrian circulation between the Steven Lewis Memorial Trail, Crossroads Outdoors Country Store and Sport Shop, Chester Creek, and nearby campgrounds and homes. It is for this reason that Dixon Road from the end of the Steven Lewis Memorial Trail to Chester Creek was designated as an accessory trail. There are no recommended improvements to this accessory trail. See Figure 7 for more details.

Trail Conditions

Trailhead Potential: Starbuckville Dam Park will serve as the trailhead for this trail segment. Starbuckville Dam Park is owned by the Schroon Lake Park District (SLPD), a legislatively appointed board with representatives from the towns of Chester, Horicon and Schroon.

Existing Trail Routes and Connections: Trail Segment #5 begins at the entrance to the Steven Lewis Memorial Trail, a short forest trail which travels through the woods between SR 8 and Schroon River Road to the Country Haven Campgrounds.

Land Ownership: There are two public land owners and one private land owner listed for the land through which this proposed segment of the trail would be developed. The Town of Chester and the Schroon Lake Park District (SLPD) are the public land owners.

Site Assets: The Steven Lewis Memorial Trail connects Trail Segment #4 to Trail Segment #5 on the north side of SR 8. Assets along this segment of the trail include the County Haven Campgrounds, Crossroads Outdoors Country Store and Sports Shop, Chester Creek, Riverside Pines Campsites, and Starbuckville Dam.

Site Constraints: Uncertainty about support from the Schroon Lake Park District (SLPD) on trail development, a new crosswalk, and Starbuckville Dam Park improvements are potential concerns. Narrow shoulders, insufficient barriers from traffic, and landscaping buffers along the majority of Schroon River Road are an issue. The Town of Chester should consider a separated trail or path for pedestrians due to the proximity of the existing path along Schroon River Road to the traffic lane.

Trail Construction

Permits and Approvals: There are no specific permits and approvals required for this segment of the proposed trail.

Landowner Agreements: A cooperative agreement between the Town of Chester and the Schroon Lake Park District (SLPD) may be necessary for the successful implementation of recommended actions. The Town should consider providing trail maintenance and landscaping in exchange for access to Starbuckville Dam Park.

Boundary and/or Topographic Surveys: A boundary survey will be required to determine the boundary of Schroon River Road to assure adjacent property owners that the trail will be confined within the existing right-of-way. A topographic survey will be required for the entirety of the lands on which the proposed trail will be located before the appropriate design and engineering of the trail can be completed.

Trail Design Standards: The current trail corridor has an unimproved natural surface for its entirety which will require clearing and improvement. It is recommended to use the existing paths along Schroon River Road to lower the trail build costs and increase the feasibility of the project.

Trailhead Location and Design: Starbuckville Dam Park will serve as the trailhead for this segment since there is an existing parking lot for about 6 to 8 cars. Increased use of the parking lot may require the formal designation of parking spaces. Additional amenities such as picnic tables and benches should be considered. A public bike rack is recommended.

Signage: Wayfinding signage is recommended where the trail passes Crossroads Outdoors Country Store and Sport Shop and the parking lot for Starbuckville Dam. A regulatory sign is recommended with the wayfinding signs to indicate allowable uses for the trail. Trail markers should be installed along the trail as desired by the Town of Chester. This is particularly important along the Steven Lewis Memorial Trail to direct trail users toward the Dixon Road and Schroon River Road intersection. Signage at the Steven Lewis Memorial Trailhead was included in the description for Trail Segment #4: North Warren Central School to I-87 Exit 25 Northern Ramp.

A highway regulatory sign at either side of the Schroon River Road bridge over Chester Creek is recommended to warn drivers of pedestrians walking along the narrow shoulder. A reduced speed limit for the bridge is recommended as well. Given Schroon River Road is under the

jurisdiction of the Town of Chester, the Town should coordinate with the Highway Department for additional information and cost estimates.

Alternative Routes

If the shoulder along the Schroon River Road bridge over Chester Creek is determined to be too dangerous in its current configuration, a new trail could be considered that would begin at the end of Dixon Road, through the woods on the Dubois property beside the bridge, across Chester Creek via a pedestrian bridge, through the woods on the Schroon Lake Park District (SLPD) property off the west side of the road to an opening at the intersection with Carl Turner Road, and across Schroon River Road to Starbuckville Dam. There is potentially an existing forest trail on the SLPD property, but details of the precise route and condition of the trail are unknown and would require assessment before a new trail is constructed. Given this uncertainty, cost estimates reflect construction of a new trail through an approximated trail corridor. See Figure 7 for more details. The specific components of this alternative trail are as follows:

1. Approximate 260-foot proposed new trail through the Dubois property.
2. New 30-foot boardwalk over Chester Creek in the Dubois property.
3. Approximate 780-foot proposed new trail through the SLPD property. This component will be unnecessary if an existing trail is found and determined to be suitable.
4. New 20-foot crosswalk across Schroon River Road to Starbuckville Dam.

Wayfinding signage is recommended at the end of Dixon Road to direct trail users through the woods toward Chester Creek. An additional wayfinding sign is recommended at the end of the existing trail through the SLPD property where Carl Turner Road meets Schroon River Road.

Coordination with SLPD and private property owners will be required. If an easement is not possible, consider a cooperative agreement where the Town provides trail maintenance and landscaping in exchange for access. See Appendix A for a description of potential partnership options for the expansion of recreation, including the use of a trail or conservation easement. See Appendix B for the related New York Recreational Use Statute (§9-103) and a sample agreement for public use hiking trail for on private property.

RECOMMENDED ACTIONS

- Conduct surveys, design and engineering for the trail, crosswalks and trail infrastructure.
- Identify source to build and install trail signage through the North Warren Chamber of Commerce.
- Identify a source to purchase and install bike rack at Starbuckville Dam Park.
- Construct trails, crosswalks and trail infrastructure, and install road signage with Town Highway crew and local resources.
- Install trail markers and signage (as desired).
- Coordinate with the Town of Chester Highway Department for estimates for the purchase and installation of either pedestrian hazard signs or a reduced speed limit on both sides of the Schroon River Road bridge over Chester Creek.

Cost Estimate

Predevelopment Costs: Development of trail designs and engineering plans, conducting the necessary boundary and topographic surveys, and designing wayfinding and regulatory signs at an estimated cost of \$60,000.

Acquisition Costs (if required): Purchase a trail easement from private landowners for the right-of-way for the trail at a cost to be determined on a case by case basis. This cost would include assessment, legal and administrative fees.

Trail Development Costs:

- a. Purchase and install a public bike rack at the parking lot for Starbuckville Dam Park at an estimated cost of \$1,500.
- b. Layout a new crosswalk across Dixon Road at the end of the Steven Lewis Memorial Trail for an estimated cost of \$3,000.
- c. Layout a new crosswalk across Schroon River Road to the entrance of the Starbuckville Dam parking lot for an estimated cost of \$750.
- d. Clear debris and construct a suitable natural surface trail for the existing trail along the western edge of Schroon River Road at an estimated cost of \$55,000.
- e. Purchase and install two post and panel wayfinding signs at Crossroads Outdoors Country Store and Sport Shop and the parking lot for Starbuckville Dam at an estimated cost of \$3,000. This rate is for free standing signs not attached to preexisting structures or vegetation.
- f. Purchase and install two post and panel regulatory signs with the wayfinding signs at an estimated cost of \$3,000. This rate is for free standing signs not attached to preexisting structures or vegetation.

Table 6 – Trail Segment #5 Preferred Summary of Estimated Costs

Predevelopment	Development	Total Cost
\$65,000*	\$66,250	\$131,250

Note: Acquisition costs are not included.

*This is a one-time cost for the determination of the best route for the proposed trail.

Alternative Trail Development:

- a. Construct a new natural surface trail from the end of Dixon Road through the Dubois and Schroon Lake Park District (SLPD) properties to the intersection of Carl Turner Road and Schroon River Road for an estimated cost of \$65,000.
- b. Construct a boardwalk across Chester Creek at an estimated cost of \$30,000.
- c. Layout a new crosswalk across Schroon River Road to the Starbuckville Dam parking lot at an estimated cost of \$750.
- d. Purchase and install two post and panel wayfinding signs at the end of Dixon Road by the entrance of the proposed trail through the Dubois property and at the intersection of Carl Turner Road and Schroon River Road by the exit of the existing trail through the Schroon Lake Park District property at an estimated cost of \$3,000. This rate is for free standing signs not attached to preexisting structures or vegetation.

Table 7 – Trail Segment #5 Alternative Summary of Estimated Costs

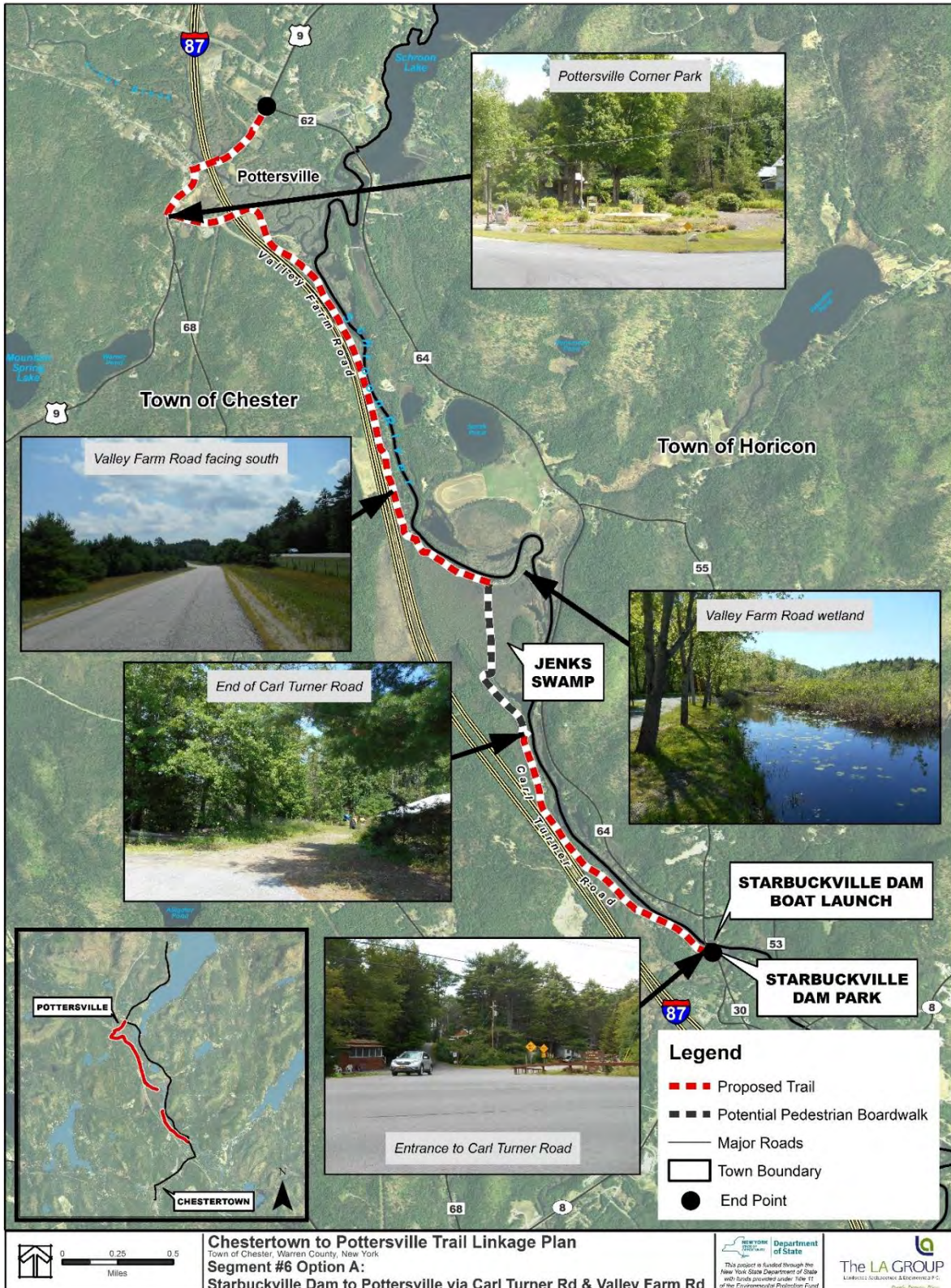
Predevelopment	Development	Total Cost
\$65,000*	\$98,750**	\$163,750

Note: Acquisition costs are not included.

*This is a one-time cost for the determination of the best route for the proposed trail.

**This cost only includes the "Alternative Trail" as seen in Figure 7.

Figure 8 - Trail Segment #6, Option A: Starbuckville Dam to Pottersville via Carl Turner Rd & Valley Farm Rd



Trail Segment #6 Option A**Starbuckville Dam to Pottersville via Carl Turner Road and Valley Farm Road*****Trail Description***

Option A begins at Starbuckville Dam Park, moves along the right-of-way for Carl Turner Road, crosses Jenks Swamp via boardwalk, north along the right-of-way for Valley Farm Road to the hamlet of Pottersville, and on a mix of existing sidewalks, new trails and improved roadside trails to the intersection of SR 9 and Glendale Road northeast of the downtown. Figure 8 illustrates the details of Trail Section 6, Option A. The specific components of this trail segment are as follows:

1. Approximate 1.39-mile (7,350-foot) improved existing natural surface trail along Carl Turner Road.
2. Approximate 1,200-foot proposed new trail from the end of Carl Turner Road to the edge of a tributary off Schroon River in the center of the Coyne & Son's General Construction, LLC property where the trail will cross Jenks Swamp.
3. New 2,500-foot boardwalk across Jenks Swamp to Valley Farm Road.
4. Approximate 2.48-mile (13,125-foot) improved existing natural surface trail along Valley Farm Road to SR 9.
5. New 20-foot crosswalk across SR 9 at the intersection with Valley Farm Road.
6. New 40-foot crosswalk across Olmstedville Road to the northern side of the road which continues to SR 9 under the I-87 overpass.
7. Approximate 600-foot improved existing natural surface trail along the north side of the SR 9 right-of-way to across the street from the Smoke Rise Campsites.
8. New 20-foot crosswalk across SR 9 to the entrance for Smoke Rise Campsites.
9. Approximate 1,720-foot improved existing natural surface trail on the southern and eastern side of the SR 9 right-of-way to the end of the segment at the intersection with Glendale Road.

Trail Conditions

Trailhead Potential: Starbuckville Dam Park and the intersection of SR 9 and Glendale Road will serve as the trailheads for this trail segment. Starbuckville Dam Park is one of the four primary trailheads for the proposed trail through the hamlet of Chestertown and one of the three primary trailheads for the proposed trail between Chestertown, Pottersville, and Schroon Lake. The entrance to the Starbuckville Dam Park is owned by the Schroon Lake Park District (SLPD), a legislatively appointed board with representatives from the towns of Chester, Horicon and Schroon.

Existing Trail Routes and Connections: There are no existing official trail routes along this segment of the proposed trail.

Land Ownership: There is one public land owner and two private land owners to consider when developing this segment of the proposed trail. The Schroon Lake Park District (SLPD), which owns Starbuckville Dam Park, is the public land owner. Coyne & Son's General Construction, LLC and

the Audubon International are the two private land owners. Private land through which the proposed trail will travel is around the potential pedestrian boardwalk across Jenks Swamp.

Site Assets: Site assets along the trail corridor for this segment of the proposed trail include Starbuckville Dam Park and the boat launch, Riverside Pines Campsites, Pottersville Corner Park, and the downtown business district for Pottersville.

Site Constraints: Uncertainty about the feasibility of utilizing the right-of-way for Carl Turner Road, Valley Farm Road, and SR 9 for the development of a pedestrian/bike trail is an issue. A boundary survey will need to be conducted to provide certainty to private land owners along these roadways that the proposed trail will not cross their property line. Insufficient barriers and natural landscaping buffers along much of SR 9 are a concern. While the shoulder width and estimated right-of-way appear adequate along SR 9, it may be preferable to utilize a separated trail or path for pedestrians due to the high speed of traffic. A determination of the feasibility of utilizing the rights-of-way will require coordination with the Town of Chester Highway Department for roads within the Town's jurisdiction and with the New NYSDOT for SR 9.

The feasibility of crossing Jenks Swamp is uncertain but likely represent a significant hurdle. Strategies for overcoming constraints include purchasing property, purchasing an easement, and creating a cooperative agreement between the Town and the private land owners. Cost estimates for the value of the property through which the proposed trail would travel are unknown. The Town of Chester will need to complete a feasibility analysis to determine the cost-benefit of developing the proposed trail and infrastructure to connect Carl Turner Road and Valley Farm Road through Jenks Swamp.

Trail Construction

Permits and Approvals: A Highway Work Permit for Non-Utility Work (PERM 33) and supplementary forms from the NYSDOT will be required to be submitted before constructing an improved pedestrian/bike trail along the SR 9 right-of-way. The Town will be responsible for the construction and maintenance of the trail.

Landowner Agreements: Coordination with NYSDOT will be required if the trail is to be within the right-of-way for SR 9. See Appendix A for a description of potential partnership options for the expansion of recreation, including the use of a trail or conservation easement. See Appendix B for the related New York Recreational Use Statute (§9-103) and a sample agreement for the establishment of a hiking trail for public use across private property to assist with the formulation of an agreement with property owners within Jenks Swamp.

Boundary and/or Topographic Surveys: A boundary survey will be required to determine the boundary of Carl Turner Road, Jenks Swamp boardwalk and property lines, Valley Farm Road, and SR 9 to assure adjacent property owners that the trail will be confined to the existing right-of-way. A topographic survey will be required for the entirety of the lands on which the proposed trail will be located before the appropriate design and engineering of the trail can be completed.

Trail Design Standards: The current trail corridor has a paved surface trail for its entirety along Carl Turner Road, Valley Farm Road and SR 9 from Interstate 87 in Pottersville to the intersection with Glendale Road. The trail through Pottersville will be contained to the existing sidewalks and road shoulders.

Trailhead Location and Design: Starbuckville Dam Park and the intersection of SR 9 and Glendale Road will serve as the trailheads for this segment of the trail. No trailhead improvements are recommended for the SR 9 and Glendale Road intersection.

Signage: Wayfinding signage is recommended at the end of Carl Turner Road, at the entrance to Jenks Swamp, at the end of Jenks Swamp, and at the intersection of Valley Farm Road and SR 9. A regulatory sign is recommended with the wayfinding sign to indicate allowable uses for the trail. Trail markers should be installed along the trail as desired by the Town of Chester. Signage at the Starbuckville Dam Park trailhead was included in the description for Trail Segment #5: I-87 Exit 25 Northern Ramp to Starbuckville Dam.

Alternative Routes

See Trail Segment #6 Option B: Starbuckville Dam to Horicon State Boat Launch via East Schroon River Road.

RECOMMENDED ACTIONS

- Complete a comparative analysis to determine the cost-benefit for the development of the proposed trail through Jenks Swamp.
- Obtain and file a Highway Work Permit for Non-Utility Work (PERM 33) with the NYSDOT to convert the existing natural path along the right-of-way for SR 9 to a new pedestrian/bike trail and to construct a new crosswalk across SR 9 at the intersection with Valley Farm Road and across Olmstedville Road at the intersection with SR 9.
- Conduct surveys, design and engineering for the trail, crosswalks and trail infrastructure (as needed).
- Construct trails, crosswalks, boardwalks, and trail infrastructure and install road signage with Town Highway crew and local resources.
- Install trail markers and signage (as desired).
- Approach Audubon International to either purchase property, establish an easement for the trail corridor, or develop a cooperative agreement for the implementation of the recommended trail project.
- Discuss purchasing a trail easement or developing a cooperative agreement for the implementation of the recommended trail project across the Coyne & Son's General Construction, LLC property.

Cost Estimate

Predevelopment Costs: Development of trail designs and engineering plans, conducting the necessary boundary and topographic surveys, and designing wayfinding and regulatory signs at an estimated cost of \$125,000.

Acquisition Costs (if required):

- a. Purchase the Audubon International property for an undetermined cost. The last known asking price was \$99,000; or
- b. Purchase a trail easement from private landowners for the right-of-way for the trail at a cost to be determined on a case by case basis. This cost would include assessment, legal and administrative fees.

Trail Development Costs:

- a. Purchase and install a public bike rack at the Pottersville Corner Park at an estimated cost of \$1,500.
- b. Clear debris and construct a suitable natural surface trail for the existing path which runs along Valley Farm Road at an estimated cost of \$395,000.
- c. Clear debris and construct a suitable natural surface trail at the existing path which runs along SR 9 at an estimated cost of \$75,000.
- d. Layout a new crosswalk at the intersection of Valley Farm Road and SR 9 at an estimated cost of \$750.
- e. Layout a new crosswalk at the intersection of SR 9 and Olmstedville Road at an estimated cost of \$1,500.
- f. Layout a new crosswalk across SR 9 to the entrance for Smoke Rise Campsites at an estimated cost of \$750.
- g. Clear debris and construct a suitable natural surface trail for the existing trail along Carl Turner Road at an estimated cost of \$220,500
- h. Construct a new natural surface trail from the end of Carl Turner Road to the Jenks Swamp crossing at an estimated cost of \$72,000.
- i. Construct a boardwalk across Jenks Swamp at an estimated cost of \$2,500,000.
- j. Purchase and install four post and panel wayfinding signs at the end of Carl Turner Road, at the entrance to Jenks Swamp, at the end of Jenks Swamp, and at the intersection of Valley Farm Road and SR 9 at an estimated cost of \$6,000. This rate is for free standing signs not attached to preexisting structures or vegetation.
- k. Purchase and install four post and panel regulatory signs with the wayfinding signs at an estimated cost of \$6,000. This rate is for free standing signs not attached to preexisting structures or vegetation.

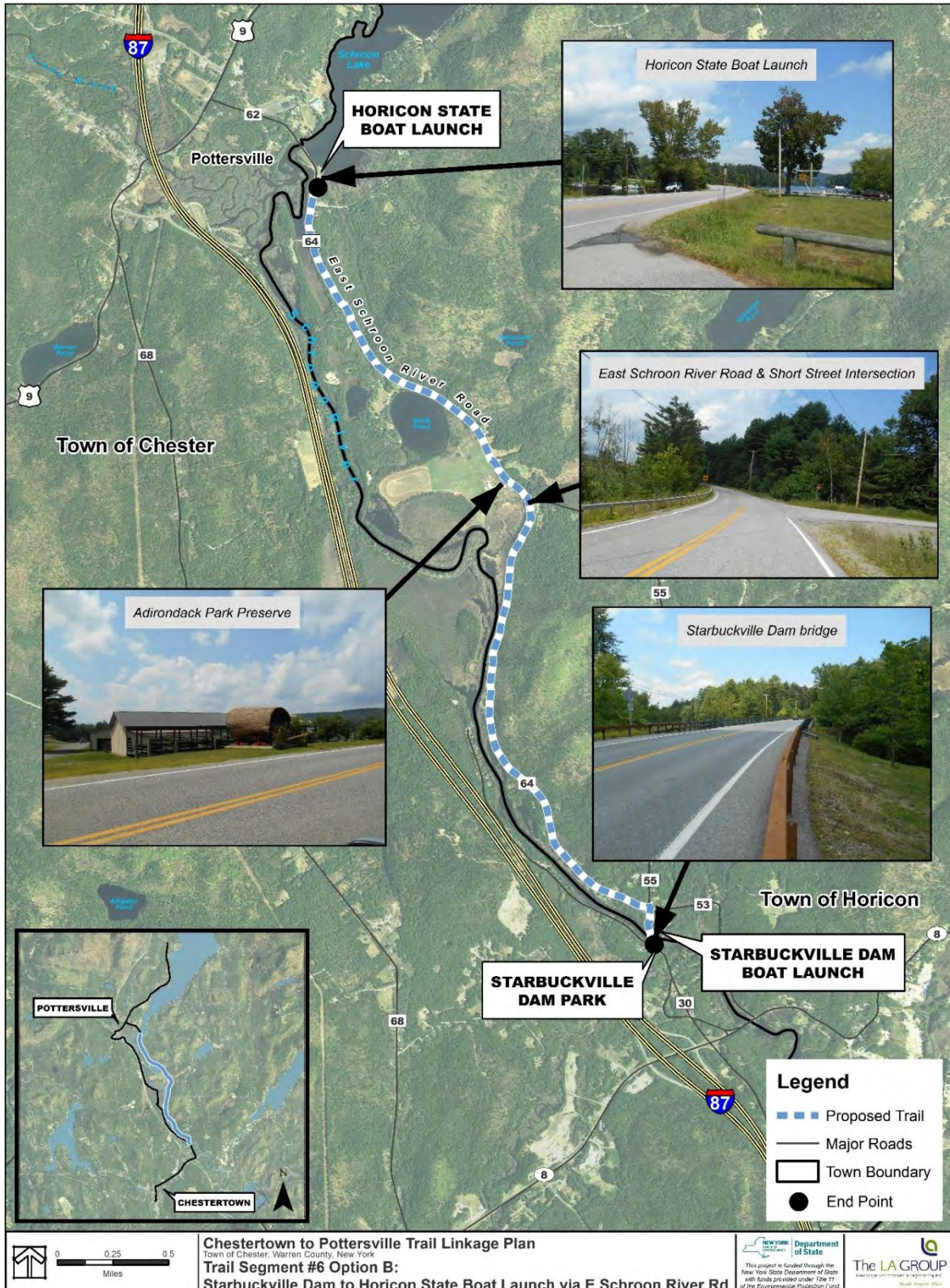
Table 8 – Trail Segment #6 Option A Summary of Estimated Costs

Predevelopment	Development	Total Cost
\$100,000	\$3,279,000	\$3,379,000

Note: Acquisition costs are not included.

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Figure 9 - Trail Segment #6, Option B: Starbuckville Dam to Horicon State Boat Launch via E Schroon River Rd



Trail Segment #6 Option B**Starbuckville Dam to Horicon State Boat Launch via East Schroon River Road*****Trail Description***

Option B begins at Starbuckville Dam Park, crosses the Schroon River along the right-of-way for East Schroon River Road bridge into the Town of Horicon, and continues along the right-of-way for East Schroon River Road to the parking lot for the Horicon State Boat Launch at the base of Schroon Lake. The trail will utilize the shoulder for East Schroon River Road from the Starbuckville Dam Park to the end of the bridge. The remainder of the trail will be along an existing dirt path within the East Schroon River Road right-of-way to its terminus at the Horicon State Boat Launch. New crosswalks are recommended where East Schroon River Road intersects with Valentine Pond Road, Short Street and Adirondack Road. Figure 9 illustrates the details of Trail Section 6, Option B. The specific components of this trail segment are as follows:

1. Approximate 21,220-foot improved existing natural surface trail along East Schroon River Road to Horicon State Boat Launch.
2. New 50-foot crosswalk across Short Street on the east side of East Schroon River Road.
3. New 20-foot crosswalk across Valentine Pond Road connecting the right-hand sides of East Schroon River Road.
4. New 60-foot crosswalk across Adirondack Road on the east side of East Schroon River Road.

Trail Conditions

Trailhead Potential: Starbuckville Dam Park and the Horicon State Boat Launch will serve as the trailheads for this trail segment. Starbuckville Dam park is one of the four primary trailheads for the proposed trail through the hamlet of Chestertown. Both trailheads for this trail segment are primary trailheads for the proposed trail between Chestertown, Pottersville, and Schroon Lake. The entrance to the Starbuckville Dam Park is owned by the Schroon Lake Park District (SLPD), a legislatively appointed board with representatives from the towns of Chester, Horicon and Schroon. New York State owns and manages the Horicon State Boat Launch which is the largest public boat launch on Schroon Lake.

Existing Trail Routes and Connections: There are no existing official trail routes along this segment of the proposed trail.

Land Ownership: There are only public land owners to consider when developing this segment of the proposed trail. New York State is the owner of the Horicon State Boat Launch. The Schroon Lake Park District (SLPD), which owns Starbuckville Dam Park, is a public land owner as well.

Site Assets: Site assets along this segment of the trail include the Starbuckville Dam Park and the boat launch, the Adirondack Park Preserve property, and the Horicon State Boat Launch.

Site Constraints: Uncertainty about the feasibility of utilizing the right-of-way for East Schroon River Road, especially along the bridge over Schroon River, for the development of a pedestrian/bike trail is a significant issue. Insufficient barriers and natural landscaping buffers

along much of East Schroon River Road are a concern. The shoulder width and estimated right-of-way appear to be inadequate in most locations and it may be preferable to utilize a separated trail or path for pedestrians due to the high speed of traffic. A boundary survey will need to be conducted to provide certainty to private land owners along these roadways to determine where easements might be necessary. A determination of the feasibility of utilizing the rights-of-way will require coordination with the Chester and Horicon Highway Departments.

Trail Construction

Permits and Approvals: There are no specific permits and approvals required for this segment of the proposed trail.

Landowner Agreements: There are no landowner agreements required for this segment of the proposed trail.

Boundary and/or Topographic Surveys: A boundary survey will be required to determine the boundary of East Schroon River Road to assure adjacent property owners that the trail will be confined to the existing right-of-way and future easement area where needed. A topographic survey will be required for the entirety of the lands on which the proposed trail will be located before the appropriate design and engineering of the trail can be completed.

Trail Design Standards: The trail corridor will be contained to the exiting road shoulder.

Trailhead Location and Design: Starbuckville Dam Park and the Horicon State Boat Launch will serve as the trailheads for this segment of the trail.

Signage: Wayfinding signage is recommended where East Schroon River Road turns west at the intersection with Valentine Pond Road and at the parking lot for the Horicon State Boat Launch where the proposed trail segment ends. A regulatory sign is recommended with all wayfinding signage to indicate allowable uses for the trail. Trail markers should be installed along the trail as desired by the towns of Chester and Horicon. Signage at the Starbuckville Dam Park trailhead was included in the description for Trail Segment #5: I-87 Exit 25 Northern Ramp to Starbuckville Dam.

A highway regulatory sign at either side of the East Schroon River Road Bridge over Schroon River is recommended to warn drivers of pedestrians walking along the narrow shoulder. A reduced speed limit for the bridge is recommended as well. Given East Schroon River Road is under the jurisdiction of the Town of Chester, the Town should coordinate with the Highway Department for additional information and cost estimates.

Alternative Routes

See Trail Segment #6 Option A: Starbuckville Dam to Pottersville via Carl Turner Road and Valley Farm Road.

- RECOMMENDED ACTIONS**
- Conduct survey, design and engineering for the trail and crosswalks.
 - Identify source to build and install signage through the North Warren Chamber of Commerce.
 - Identify a source to purchase and install bike racks through the North Warren Chamber of Commerce.
 - Construct trails and crosswalks with Town Highway crew and local resources.
 - Install trail markers and signage.
 - Coordinate with the Town of Chester and Town of Horicon Highway Departments for estimates for the purchase and installation of either pedestrian hazard signs or a reduced speed limit on both sides of the East Schroon River Road bridge over Schroon River.

Cost Estimate

Predevelopment Costs: Development of trail designs and engineering plans, conducting the necessary boundary and topographic surveys, and designing wayfinding and regulatory signs at an estimated cost of \$80,000.

Acquisition Costs (if required): Purchase a trail easement from private landowners for the right-of-way for the trail at a cost to be determined on a case by case basis. This cost would include assessment, legal and administrative fees.

Trail Development Costs:

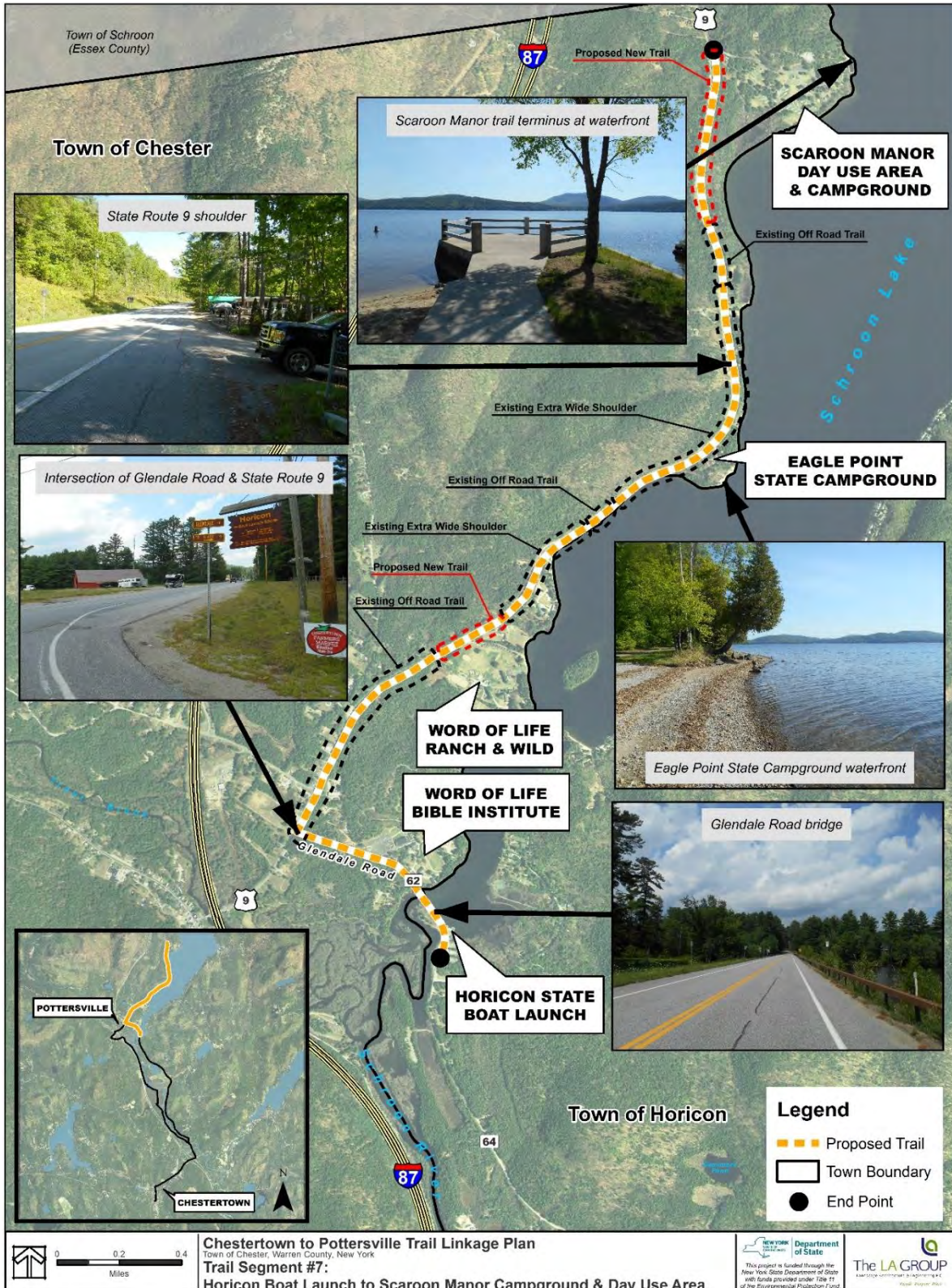
- a. Purchase and install a public bike rack at the Horicon State Boat Launch at an estimated cost of \$1,500.
- b. Clear debris and construct a suitable natural surface trail for the existing path along East Schroon River Road at an estimated cost of \$650,000.
- c. Layout a new 50-foot crosswalk across Short Street at an estimate cost of \$1,750.
- d. Layout a new 20-foot crosswalk across Valentine Pond Road at an estimated cost of \$750.
- e. Layout a new 60-foot crosswalk across Adirondack at an estimated cost of \$2,000.
- f. Purchase and install two post and panel wayfinding signs where East Schroon River Road turns west at the intersection with Valentine Pond Road and at the parking lot for the Horicon State Boat Launch where the proposed trail segment ends at an estimated cost of \$3,000. This rate is for free standing signs not attached to preexisting structures or vegetation.
- g. Purchase and install two post and panel regulatory signs with the wayfinding signs at an estimated cost of \$3,000. This rate is for free standing signs not attached to preexisting structures or vegetation.

Table 9 – Trail Segment #6 Option B Summary of Estimated Costs

Predevelopment	Development	Total Cost
\$80,000	\$662,000	\$742,000

Note: Acquisition costs are not included.

Figure 10 - Trail Segment #7: Horicon Boat Launch to Scaroon Manor Campground & Day Use Area



Trail Segment #7**Horicon State Boat Launch to Scaroon Manor Campground and Day Use Area*****Trail Description***

The last segment of the proposed trail would connect the Horicon State Boat Launch at the southern tip of Schroon Lake to Scaroon Manor Campground and Day Use Area. The trail will begin at the parking lot for the Horicon State Boat Launch, travel along the shoulder for Glendale Road across Schroon River to the intersection with SR 9 and continue along an existing dirt path within the right-of-way on the eastern side of the road to its terminus at the entrance to the Scaroon Manor Day Use Area. Along the way, the trail will switch between existing off-road trails, on road trails along extra wide shoulders, and proposed new trails. The feasibility of developing connections between these sections of the trail will be a major determinant of the trail's practicality. Figure 10 illustrates the details of Trail Section 7. The specific components of this trail segment are as follows:

1. Approximate 3,890-foot improved existing natural surface trail to existing off-road trail from the intersection of Glendale Road and SR 9 to the entrance for Word of Life's Ranch and Wild property.
2. Approximate 725-foot proposed new trail between southern and northern entrance to Word of Life's Ranch and Wild property before the traffic barrier for SR 9.
3. Approximate 1,000-foot improved existing natural surface trail to existing off-road trail from the end of 8320 U.S. 9 to the traffic barrier for SR 9 on the east side of the road.
4. Approximate 1,000-foot improved existing natural surface trail to existing off-road trail from the end of 8546 SR 9 to the end of the traffic barrier on the east side of SR 9.
5. Approximate 3,200-foot proposed new trail from the end of the traffic barrier on the east side of SR 9 to the entrance for the Scaroon Manor Campground and Day Use Area.

Trail Conditions

Trailhead Potential: The Horicon State Boat Launch and the entrance to Scaroon Manor Campground and Day Use Area will serve as the trailheads for this trail segment. Both trailheads for this segment are primary trailheads for the proposed trail between the hamlet of Chestertown, the hamlet of Pottersville, and Schroon Lake. New York State owns and manages the Horicon State Boat Launch and the Scaroon Manor Campground and Day Use Area. The Horicon State Boat Launch is the largest public boat launch on Schroon Lake.

Existing Trail Routes and Connections: Scaroon Manor Campground and Day Use Area has an internal road network and a few existing foot trails which are open to the public. Developing a connection to Scaroon Manor will improve access to the trails and facilities.

Land Ownership: New York State is the one public land owner to consider when developing this segment of the proposed trail. The state owns and manages the Scaroon Manor Campground and Day Use Area as well as the Horicon State Boat Launch.

Site Assets: Site assets along this segment of the trail include the Horicon State Boat Launch, Word of Life properties, Eagle Point Campground and Scaroon Manor Campground and Day Use Area.

Site Constraints: Uncertainty about the feasibility of utilizing the right-of-way for SR 9 for the development of a pedestrian/bike trail is a potential issue. Insufficient barriers and natural landscaping buffers along portions of SR 9 are a concern. While the shoulder width and estimated right-of-way appear adequate along SR 9, it may be preferable to utilize a separated trail or path for pedestrians due to the high speed of traffic. A boundary survey will need to be conducted to provide certainty to private land owners along these roadways that the proposed trail will not cross their property line. A determination of the feasibility of utilizing the rights-of-way will require consultation with the NYSDOT.

Trail Construction

Permits and Approvals: A Highway Work Permit for Non-Utility Work (PERM 33) and supplementary forms from the NYSDOT will be required to be submitted before an improved pedestrian/bike trail along the SR 9 right-of-way. The Town will be responsible for the construction, maintenance and conformance of the trail.

Landowner Agreements: Coordination with the NYSDOT will be required if the trail is to be within the right-of-way for SR 9. See Appendix A for a description of potential partnership options for the expansion of recreation, including the use of a trail or conservation easement.

Boundary and/or Topographic Surveys: A boundary survey will be required to determine the boundary of Glendale Road and SR 9 to assure adjacent property owners that the trail will be confined to the existing right-of-way. A topographic survey will be required for the entirety of the lands on which the proposed trail will be located before the appropriate design and engineering of the trail can be completed.

Trail Design Standards: The proposed trail corridor will utilize a combination of the unimproved natural surface trail for existing trails, the existing road shoulder, and the construction of new trails along the right-of-way for SR 9. Existing trails are rough which will require clearing and improvements. New trails will need to meet similar standards.

Trailhead Location and Design: The Horicon State Boat Launch and entrance to Scaroon Manor Campground and Day Use Area will serve as the trailheads for this segment of the trail. There is an existing parking lot for approximately 60 cars at the Horicon State Boat Launch. No changes are recommended for the Horicon State Boat Launch since the site underwent improvements in 2011. Scaroon Manor Campground and Day Use Area does not have any formal parking area with delineated spaces. Three parking lots are located on site of varying sizes which can accommodate between 6 and 30 cars. Increased use of the parking lots may require the creation of designated parking spaces instead of open lots. Scaroon Manor includes 60 tent and trailer sites, a public phone, two public restrooms, three picnic areas, a bath house, showers, public swimming and

fishing areas, and a public water supply as well. The installation of at least one public bike rack is recommended at both trailheads.

Signage: Wayfinding signage is recommended at the intersection of Glendale Road and SR 9, where the trail passes the entrance to Word of Life’s Ranch and Wild property, where the trail passes the entrance to Eagle Point State Campground, and at the trail’s terminus at the Scaroon Manor Campground and Day Use Area. A regulatory sign is recommended with the wayfinding signs to indicate allowable uses for the trail. Trail markers should be installed along the trail as desired by the towns of Chester and Horicon. Signage at the Horicon State Boat Launch was included in the description for Trail Segment #6 Option B: Starbuckville Dam to Horicon State Boat Launch via East Schroon River Road.

A highway regulatory sign at either side of the Glendale Road bridge over Chester Creek is recommended to warn drivers of pedestrians walking along the narrow shoulder. A reduced speed limit for the bridge is recommended as well. Given Glendale Road has split jurisdiction between the Town of Chester and Town of Horicon, the both towns should coordinate together with their Highway Departments for additional information and cost estimates.

Alternative Routes

There are no proposed alternative routes for this segment of the trail.

RECOMMENDED ACTIONS

- Obtain and file a Highway Work Permit for Non-Utility Work (PERM 33) and supplementary forms with the NYSDOT for all proposed pedestrian/bike trails along the right-of-way for SR 9.
- Conduct surveys, design and engineering for the trail, and trail infrastructure (as needed).
- Identify source to build and install trail signage.
- Identify a source to purchase and install bike racks.
- Construct trails and trail infrastructure and install road signage with Town Highway crew and local resources.
- Install trail markers and signage (as desired).
- Coordinate with the Town of Chester and Town of Horicon Highway Departments for estimates for the purchase and installation of either pedestrian hazard signs or a reduced speed limit on both sides of the Glendale Road bridge over Schroon River.

Cost Estimate

Predevelopment Costs: Development of trail designs and engineering plans, conducting the necessary boundary and topographic surveys, and designing wayfinding and regulatory signs at an estimated cost of \$90,000.

Acquisition Costs (if required): Purchase a trail easement from private landowners for the right-of-way for the trail at a cost to be determined on a case by case basis. This cost would include assessment, legal and administrative fees.

Trail Development Costs:

- a. Purchase and install at least one public bike rack at the Scaroon Manor Campground and Day Use Area at an estimated cost of \$1,500.
- b. Clear debris and construct a suitable natural surface trail for all existing trails which runs along SR 9 to the Scaroon Manor Campground and Day Use Area at locations where the trail uses an existing rough trail at an estimated cost of \$180,000.
- c. Construct a new trail along the eastern right-of-way of SR 9 where the proposed trail cannot utilize an existing trail or the road shoulder for an estimated cost of \$125,000.
- d. Purchase and install two post and panel wayfinding signs at the intersection of Glendale Road and SR 9, where the trail passes the entrance to Word of Life’s Ranch and Wild property, where the trail passes the entrance to Eagle Point State Campground, and at the trail’s terminus at the Scaroon Manor Campground and Day Use Area at an estimated cost of \$3,000. This rate is for free standing signs not attached to preexisting structures or vegetation.
- e. Purchase and install two post and panel regulatory signs with the wayfinding signs at an estimated cost of \$3,000. This rate is for free standing signs not attached to preexisting structures or vegetation.

Table 10 – Trail Segment #7 Summary of Estimated Costs

Predevelopment	Development	Total Cost
\$90,000	\$312,500	\$402,500

Note: Acquisition costs are not included.

APPENDIX A
Partnership Options for Expanding Recreation

PARTNERSHIP OPTIONS FOR EXPANDING RECREATION

Liability

One of the first questions asked by someone considering trail access across their land is that of liability: “What happens if someone is hurt? Can I be sued?” Fortunately, New York has a Recreational Use Statute that limits the liability of landowners that allow access to their land for certain recreational activities (NYS General Obligations Law subsection 9-103; please see full text below). The activities listed in the law include those most commonly associated with trails, such as hiking, bicycle riding, horseback riding and cross-country skiing. The law applies to landowners whether or not they grant permission for the use of their property, provided that they do not either (a) charge a fee, or (b) willfully or maliciously fail to guard against hazards. If these two conditions are observed, the landowner who allows public access is no more liable than the landowner who posts their land against trespassing.

The law provides important protection from liability, but unfortunately, nothing can prevent someone from suing a landowner, even if the lawsuit turns out to be groundless. Fortunately, most homeowners’ insurance provides coverage to the owner in case someone is hurt on their property, whether or not they are there with permission. This means that the insurance company will handle any legal action, protecting the landowner from most of the inconvenience and/or cost. The definition of “residence” in homeowners’ insurance usually extends to the yard, other structures, and vacant land as long as it is not actively farmed or used for timbering. Landowners who conduct these kinds of activities usually have farm owner commercial liability insurance, which usually provides similar protection. In some cases, the local entity may also have liability insurance (or self-insurance) and may be able to extend that coverage to participating landowners as “additional insured” parties on its policy.

The combination of the State’s Recreational Use Statute and typical homeowners’ insurance provides effective protection against the risk of litigation. While it is impossible to promise that a trail-related lawsuit will never occur, it is true that they are uncommon. Elsewhere in the State, the Finger Lakes Trail Conference and the NY-NJ Trail Conference together maintain over 1700 miles of trail-much of it on private land. In their decades of experience, neither has ever experienced a trail-related lawsuit.

Maintenance

Often the next question asked by someone considering trail access across their land is that of maintenance. Each town has a group of individuals who have agreed to work with walkways and maintain the trails. If you want, you may become an active trail crew member and maintain the portion of the trail which crosses your property, or just call the local contact if there is a problem. Otherwise, the trail crew will contact you before any maintenance is performed.

Trail Partnership Options

Landowners considering allowing public use of a part of their land have a range of options to draw from. Depending on their plans for your property, you may prefer a temporary or more permanent arrangement for hosing the trail. There is a lot of room for flexibility, and since the interests and concerns of every landowner are as different as the land itself, trail access agreements are most often tailored individually. Any of the following tools can be adapted so that it works to best advantage of all concerned.

Revocable Trail Agreement

This is a simple written agreement that sets out clear terms for trail use and maintenance, and allows either party the option of terminating the agreement at any time, should circumstances change.

The advantage of a revocable agreement is that it allows the landowner and trail organization to try out a potential trail alignment together, but without a long-term commitment. In some cases, a simple written agreement may serve as a “trial run” for a more permanent form of access agreement (please see our sample below).

Easement

An easement is a voluntary legal agreement between a landowner and another entity (such as a land trust, trail group, or municipality) that is used to establish certain rights or limitations for the use of a piece of land. Easements are very flexible and can be readily adapted to individual landowners’ interests. The title to the property remains with the landowner, who continues to be able to sell, lease or mortgage the land, or leave it to heirs. At the same time, certain rights specified by the landowner are conveyed to the holder of the easement. An easement is a legal document that is filed with the deed to the property at the county clerk’s office. While some easements are short-term agreements, most are permanent, and run with the title to the land.

A trail easement can be used to extend to the public the right to use a portion of land for specified recreational uses, such as hiking and cross-country skiing. The landowner may restrict the specified uses of the trail corridor and may require the party that holds the trail easement to meet certain management conditions, such as providing vegetation screening.

A landowner may use a conservation easement to legally provide long-term protection for their land. The landowner continues to own the title to the land, and may include provisions for continue certain uses, such as farming timbering, or trial use, or it may be used to simply protect wetlands, wildlife habitat or other special features. Since a conservation easement limits the future development of the land, it may qualify the landowner for a reduction in property taxes. If the conservation easement is conveyed as a gift, and subject to certain standards specified in the IRS code, the landowner may also be able to qualify for an income tax benefit.

In some cases, a combination of trail access or protection strategies may be appropriate. For example, a narrow trail easement may provide for trail access through a corridor on limited portion of a property, while a conservation easement may be used to provide long-term protection for the surrounding woodlands or fields. The approach may also be kept flexible. For example, a landowner may prefer a floating trail easement, which provides for trail access through a certain area of their property without specifying an exact route. This allows the trail to be relocated in case the need should arise.

Gift or Sale of Land

A landowner may prefer to donate or sell a part of their land to establish a trail corridor. In this case, the landowner transfers full ownership, or fee simple interest, to a trail organization. Some might consider an outright contribution of property, or alternatively, a “bargain sale,” in which the owner agrees to sell property at less than the full market value and donate the difference. In either case, the landowner may be eligible for significant benefits in terms of income and property taxes.

APPENDIX B

New York Recreational Use Statute and Sample Landowner Agreement

New York Recreational Use Statute

New York Consolidated Laws
GENERAL OBLIGATIONS LAW
ARTICLE 9: Obligations of Care
TITLE 1: Conditions on Real Property

§9-103. No duty to keep premises safe for certain uses; responsibility for acts of such users

1. Except as provided in subdivision two,
 - a. An owner, lessee or occupant of premises, whether or not posted as provided in Section 11-2111 of the environmental conservation law, owes no duty to keep the premises safe for entry or use by others for hunting, fishing, organized gleaning as defined in Section Seventy-One-y of the agriculture and markets law, canoeing, boating, trapping, hiking, cross-country skiing, tobogganing, sledding, speleological activities, horseback riding, bicycle riding, hand gliding, motorized vehicle operation for recreational purposes, snowmobile operation, cutting or gathering of wood for non-commercial purposes or training of dogs, or to give warning of any hazardous condition or use of or structure or activity on such premises to persons entering for such purposes;
 - b. An owner, lessee or occupant of premises who gives permission to another to pursue any such activities upon such premises does not thereby
 - (1) Extend any assurance that the premises are safe for such purpose, or
 - (2) Constitute the person to whom permission is granted an invitee to whom a duty of care is owed, or
 - (3) Assume responsibility for or incur liability for any injury to person or property caused by any act of persons to whom the permission is granted.
 - c. An owner, lessee or occupant of a farm, as defined in Section Six Hundred Seventy-One of the labor law, whether or not posted as provided in Section 11-2111 of the environmental conservation law, owes no duty to keep such farm safe for entry or use by a person who enters or remains in or upon such farm without consent or privilege, or to give warning of any hazardous condition or use of or structure or activity on such farm to persons so entering or remaining. This shall not be interpreted, or construed, as a limit on liability for acts of gross negligence in addition to those other acts referred to in Subdivision Two of this section.
2. This section does not limit the liability which would otherwise exist
 - a. For willful or malicious failure to guard, or to warn against, a dangerous condition, use, structure or activity; or
 - b. For injury suffered in any case where permission to pursue any of the activities enumerated in this section was granted for a consideration other than the consideration, if any, paid to said landowner by the state or federal government, or permission to train dogs was granted for a consideration other than that provided for in Section 11-0925 of the environmental conservation law; or
 - c. For injury caused, by acts of persons to whom permission to pursue any of the activities enumerated in this section was granted, to other persons as to whom the person granting permission, or the owner, lessee or occupant of the premises, owed a duty to keep the premises safe or to warn of danger.
3. Nothing in this section creates a duty of care or ground of liability for injury to person or property.
HISTORY: Add, L 1963, Ch 576.

Sample

Agreement Between

_____, (town or organization) with offices located at _____,
_____, and _____
("Property Owner"), residing or with offices at _____,
To establish a hiking trail for public use across private property.

Refer to attached Exhibit A, which indicates the routing of the trail.

Property owner agrees to allow the _____ to mark and maintain a ten foot right-of-way for the _____ trail across a portion of the property, located in the Town of _____, Essex County, State of New York Tax Lot _____, indicated in Exhibit A. This section of trail will be used exclusively for non-motorized use (or only specific activities if so desired). No camping or open fires are allowed on the property.

Volunteer trail workers will perform the seasonal work of trail marking and maintenance. Marking will consist of small markers on trees along the route. Basic maintenance will consist of pruning of bushes and trees necessary to clear the foot path.

Property Owner reserves the right to require a relocation of the trail of any part of the trail to a different portion of the property if the need arises. In determining the route of said trail or a relocation, the _____ will work cooperatively with the Property Owner to determine the most appropriate location

Property Owner may, at any time, revoke this permission upon 60 days' written notice to the _____. If Property Owner contacts to sell the property, or any part thereof abutting or intersecting the trail, the _____ shall be notified at a time of the signing of the contract to enable it to negotiate renewal of this permission with the purchaser.

Signed and dated by both parties

APPENDIX C

NYS Highway Work Permit Application for Non-Utility Work



Form PERM 33 (July 2015) Highway Work Permit Application for Non-Utility Work

Instructions and Form

(For Commercial Driveways, use Form PERM 33-COM)

INSTRUCTIONS FOR COMPLETING THE APPLICATION

FRONT OF APPLICATION

Three (3) copies of the entire application, work plans and all other supporting documents must be submitted. At the time of application, certain information relative to fees and deposits may be contingent upon determinations to be made by the Department. In such cases, the information may be left blank and remittance withheld until a determination is made.

Please complete the following:

- Permittee name, address, phone and email address. Provide joint applicant contact information, if appropriate. If there are additional applicants, attach contact information on a separate sheet.
- Name and phone number(s) of emergency contact person.
- If permit is to be returned to someone other than the applicant, complete this section.
- If the guarantee deposit or bond is to be returned to someone other than applicant, complete this section.
- Estimate the cost of work being performed in the state highway right-of-way and provide this figure.
- Indicate anticipated duration of work to be performed with starting date and ending date.
- Indicate the form of insurance coverage to be provided.
- Give a brief description of the work that is proposed to be done under this permit.
- Indicate whether any overhead and/or underground work (5 foot or greater depth) is included in the proposed work.
- Plans and specifications should accompany this application for any work that involves construction within the state highway right-of-way. Place a check mark on the lines for plans and specifications if they are attached to this application.
- Location of the project should be identified by State Route, highway reference marker(s), and the municipality and county in which work area is located.
- In regard to State Environmental Quality Review (SEQR), indicate the type of action, the name of the Lead Agency, and what date the final determination was made, if available.
- Signature of applicant and date.
- Signature of second applicant, if any, and date.

BACK OF APPLICATION

- Check type of work that will be performed.
- In the appropriate column, indicate total amount of permit fees (Include insurance fee for residential work)
- Indicate type of performance security provided (bond, deposit, letter of credit), if required.
- Indicate check number of deposit or bond number.

RESPONSIBILITIES OF PERMITTEE PURSUANT TO NON-UTILITY HIGHWAY WORK PERMITS

NOTE: FAILURE TO OBTAIN A PERMIT OR FAILURE TO COMPLY WITH THE TERMS OF A PERMIT MAY RESULT IN THE DEPARTMENT HALTING THE ACTIVITY FOR WHICH A PERMIT IS REQUIRED UNTIL ADEQUATE CORRECTIONS HAVE BEEN MADE.

1. LIMITATIONS ON USE: The specific site identified in this Highway Work Permit, and only that site identified, will be available for use by Permittee only for the purpose stated in this Permit and only on the date(s) and for the duration designated in this permit. This Permit does not authorize any infringement of federal, state or local laws or regulations, is limited to the extent of the authority of NYSDOT and is transferable and assignable only with the written consent of the Commissioner of Transportation. The Commissioner reserves the right to modify fees and to revoke or annul the Permit at any time, at his/her discretion without a hearing or the necessity of showing cause.

2. CONDITIONS OF USE: NYSDOT makes no affirmation that the state-owned site used for the work has been designed, constructed, or maintained for the purpose of the conduct of the work. The Permittee assumes full responsibility for planning and conducting a safe and orderly project that does not expose workers or the public to any unreasonable hazards and that involves a minimal disruption of the normal uses of the state and local highway systems. It shall be the sole obligation of the Permittee to determine whether the site is suitable for the purpose of safely conducting the work. The Permittee assumes all responsibility for assuring that the use of the highway/property conforms to applicable requirements of law, including, but not limited to those set forth herein.

Permittee agrees to assure compliance with New York Labor Law, industrial regulations, and OSHA regulations, and to assure the safety of all workers who will be engaged to do the permitted work.

3. INSURANCE COVERAGE: Permittee must have the insurance that is required for the type and extent of the work being performed.

Permittee agrees to maintain liability insurance in full force and effect throughout the term of the highway work permit. Expiration of, or lack of, liability insurance automatically terminates the permit.

To comply with this requirement, an applicant must furnish the Department with one of the following:

- A completed **Certificate of Insurance** evidencing the required types and limits of insurance coverage, with New York State Department of Transportation named as an additional insured on the commercial general liability policy. An industry standard **ACORD 25** form with an **ACORD 855** Addendum is acceptable evidence of the required coverage. Certificate Holder should be indicated as New York State Department of Transportation, with the address of the issuing office.
- A fully executed **Undertaking Agreement** may be provided by Municipalities, Public Utilities, Transportation Corporations, Public Service Corporations or Railroads, as an alternative to providing proof of commercial general liability the insurance.
- **Homeowners** applying for a residential work permit (driveways, improvements or tree work) and performing their own work have the option to pay a **\$25 Insurance Fee**, and waive the requirement to provide insurance coverage. Any contractor doing work on the homeowner's behalf must be listed on the permit and provide satisfactory proof of insurance as set forth below.

See "PERM 33 Submission Package Requirements" on page 4 for more detailed guidance on insurance coverage.

4. COMPENSATION AND DISABILITY INSURANCE COVERAGE: Permittee is required to have compensation insurance and disability coverage as noted in the provisions of the Worker's Compensation Law and Acts amendatory thereof for the entire period of the permit, or the permit will be invalid. Applicant must provide proof of coverage (Form C-105.2, U-26.3 or SI-12 for Worker's Compensation, and DB-120.1 or DB-155 for Disability Benefits), or provide proof of exemption from this requirement (Form CE-200).

5. INDEMNIFICATION: Permittee agrees that, in addition to any protection afforded to NYSDOT under any available insurance, NYSDOT shall not be liable for any damage or injury to the Permittee, its agents, employees, or to any other person, or to any property, occurring on the site or in any way associated with Permittee's activities or operations; whether undertaken by Permittee's own forces or by contractor or other agents working on Permittee's behalf. To the fullest extent permitted by law, the Permittee agrees to defend, indemnify and hold harmless the State of New York, NYSDOT and their agents from and against all claims, damages, losses and expenses, including but not limited to attorneys' fees, arising out of any claim, including but not limited to claims for personal injuries, property damage or wrongful death and/or environmental claims, in any way associated with the Permittee's activities or operations, no matter how caused.

6. NOTIFICATION: The following should be notified at the appropriate time as shown below:

- Commissioner of Transportation, through the NYSDOT regional office, one week prior to commencing work.
- Area gas distributors, 72 hours prior to any blasting.
- Utility companies with facilities in work areas, before starting work (in accordance with Industrial Code 53).
- Permission from utility company must be obtained before commencing work affecting the utilities' facilities.
- NYSDOT regional signal maintenance shop, 3 days prior to starting work (traffic signal work).
- NYSDOT regional office, at conclusion of work, and return original copy of permit to Resident Engineer.

NOTIFICATION FOR ANNUAL PERMITS: Notify by phone, the Regional or Resident Engineer's Office, one week in advance, each time regular maintenance work is to be performed. In emergencies, notification by phone, fax or email should be made as soon as is practical, no later than the next business day.

7. SITE CARE AND RESTORATION: A bond, deposit (bank cashier's check), or a Letter of Credit, in an amount designated by the Department of Transportation, may be required before a permit is issued, in order to guarantee restoration of the site to its original condition. A fully executed Undertaking Agreement may be accepted as an alternative security, where applicable. If the Department is obliged to restore the site to its original condition, the costs to the Department will be deducted from the amount of the permittee's deposit at the conclusion of the work. Costs in excess of the bond/deposit on file will be billed directly to the permittee. If permittee posts a Letter of Credit, the Department may elect to have a contractor restore the site, and issue a draft drawn against the Letter of Credit as payment.

- Anyone working within state highway right-of-way must wear **high visibility apparel** and **hard hat** meeting ANSI Class 2 requirements.
- No unnecessary obstruction is to be left on the pavement or the state highway right-of-way, or in such a position as to block warning signs during non-working hours.
- No work shall be done to obstruct drainage or divert creeks, water courses or sluices onto the state highway right-of-way.
- All false work must be removed and all excavations must be filled in and restored to the satisfaction of the Regional Maintenance Engineer.

8. COSTS INCURRED BY ISSUANCE OF THIS PERMIT: All costs beyond the limits of any liability insurance, surety deposits, etc. are the responsibility of the permittee. The State shall be held free of any costs incurred by the issuance of this permit, direct or indirect.

9. SUBMITTING WORK PLANS: The applicant will submit three (3) copies of work plans and/or maps as required by the Department. This shall include (but not limited to) such details as: measurements of driveways with relation to nearest property corner; location of existing and proposed poles, guide rail, signal equipment, trees or drainage structures; positions of guys supporting poles; a schedule of the number of poles and feet of excavation necessary for completion of work on the State right-of-way. A description of the proposed method of construction will be included.

- Plan work with future adjustments in mind, as any relocation, replacement or removal of the installation authorized by this permit and made necessary by future highway maintenance, reconstruction or new construction, will be the responsibility of the permittee.
- Driveway plans should be prepared in accordance with NYS DOT POLICY AND STANDARDS FOR ENTRANCES TO STATE HIGHWAYS.
- The permittee must coordinate the work with any State construction being conducted.

10. TRAFFIC MAINTENANCE: A plan detailing how the permittee intends to maintain and protect traffic shall be submitted with work plans. Traffic shall be maintained on the highway in a safe manner during working and non-working hours until construction is completed. The permittee is responsible for traffic protection and maintenance, including adequate use of signs, barriers, and flag persons during working and non-working hours until construction is completed. All sketches will be stamped with "MAINTENANCE OF TRAFFIC SHALL BE IN CONFORMANCE WITH THE NATIONAL MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."

11. COST OF INSPECTION AND SUPERVISION: Prior to issuance of the Highway Work Permit, the permittee may be required to sign an INSPECTION PAYMENT AGREEMENT FOR HIGHWAY WORK PERMITS (FORM PERM 50) agreeing to the payment of construction inspection charges, based on the number of work days involved. In certain cases, the permittee may also be required to sign a PAYMENT AGREEMENT FOR HIGHWAY WORK PERMITS DESIGN REVIEW (FORM PERM 51) agreeing to design review charges, based on the number of work hours in which Department employees were engaged in design review activity.

12. SCOPE:

- **Areas Covered:** Permits issued are for highways, bridges and culverts over which the New York State Department of Transportation has jurisdiction. (Local governments issue permits for highways under their jurisdiction.) Work locations must be approved by the Department.
- **Maintenance:** Unless noted otherwise, applicant shall be fully responsible for the maintenance of all items installed and/or altered as shown on the approved permit plans and documents. Property owners having access to a state highway shall be fully responsible for the maintenance of their driveway in accordance with POLICY AND STANDARDS FOR ENTRANCES TO STATE HIGHWAYS.
- **Work Commencement:** The Permittee shall have a copy of the permit available at the site during the construction period. Work should start within 30 days from validation date of permit or said permit may be revoked.

13. REPORTING ACCIDENTS: Permittee is required to report any accidents that occur during the course of the permit work to their insurance company, and to provide the Department with a copy of any such report.

14. COMPLETION OF PROJECT: Upon completion of the work within the State highway right-of-way authorized by the work permit, the person and his or its successors in interest shall be responsible for the maintenance and repair of such work or portion of such work as set forth within the Terms and Conditions of the Highway Work Permit.

PERM 33 Submission Package Requirements

Submit three (3) copies of the final submission package: Submission package must include the entire PERM 33 with all work plans and supporting documents, including the following (check all that apply):

	Stamped Final Plans – Submit in PDF file format on CD, with three (3) paper copies (1" = 50'), or as requested
	ACORD 25 - Certificate of Insurance, with NYSDOT named as Additional Insured (See line 3 below).
	ACORD 855 - New York Construction Certificate of Liability Insurance Addendum (See line 3 below).
	PERM 1, 2, 6 or 16 - Undertaking Agreement, if applicable (See line 4 below).
	PERM 36 - Attachment to Highway Work Permit – Consultant Inspection, if applicable
	PERM 44 - Surety Bond – Performance bond in Applicant's name, or deposit (Bank cashier's check required)
	PERM 50 – Inspection/Supervision Payment Agreement, if applicable
	Proof of Worker's Compensation Insurance (Form C-105.2, U-26.3 or SI-12), or proof of exemption (Form CE-200)
	Proof of Disability Benefits Coverage (Form DB-120.1 or DB-155), or proof of exemption (Form CE-200)
	Permit Fee (Include \$25 Insurance Fee for residential operations)
	Other (specify):

Insurance Requirements

- 1) In most cases, Permittee must provide proof of **Commercial General Liability** insurance coverage with limits of liability not less than **\$1,000,000** per claim/occurrence, unless any of the following circumstances exist, in which case the limits of liability shall not be less than **\$5,000,000** per claim/occurrence:
 - (a) The estimated value of permitted work in state right-of-way is \$250,000 or more (see line 6 below);
 - (b) The permitted work requires or includes the construction, alteration or maintenance of underground features at any depth five feet or more below grade;
 - (c) The permitted work requires or includes the construction, alteration or maintenance of overhead features that include, but are not limited to, traffic signals, overhead sign structures, retaining walls or other grade separation structures.
- 2) Exceptions to the above liability limits include: (a) Annual maintenance permits require limits of liability not less than \$5,000,000 per claim/occurrence; (b) Permits for vegetation control activities require limits of liability not less than \$1,000,000 per claim/occurrence; (c) Residential driveway permits require limits of liability not less than \$500,000 per claim/occurrence; and (d) Adopt-a-Highway permits are exempt.
- 3) **ACORD 25** with **ACORD 855** (New York Construction Addendum) shall be submitted as an acceptable proof of liability coverage. New York State Department of Transportation should be named as Additional Insured and as the Certificate Holder at the address of the issuing office.
- 4) Municipalities, public utilities, public authorities and railroads may elect to provide a fully executed Undertaking Agreement as a substitute for providing proof of insurance coverage, or any other financial security otherwise required.
- 5) Homeowners may pay a \$25 Insurance Fee in lieu of providing proof of insurance, however any contractor performing on behalf of a homeowner and who is named on the permit must provide proof of insurance as outlined above.
- 6) When the estimated cost of work being performed in the right-of-way equals or exceeds \$250,000, Permittee must additionally provide proof of a **Protective Liability (OCP)** insurance policy with a minimum liability limit of \$1,000,000 per occurrence, with New York State Department of Transportation as Named Insured.

Permittee agrees to maintain liability insurance in full force and effect throughout the term of the highway work permit. Expiration of, or lack of, liability insurance coverage automatically terminates the permit.

For more information on insurance requirements, go to: www.dot.ny.gov/permits-insurance

STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION
HIGHWAY WORK PERMIT APPLICATION FOR NON-UTILITY WORK

Application is hereby made for a highway work permit:

For Joint application, name and address of Applicant 2 below:

Name _____

Name _____

Address _____

Address _____

City _____ State _____ Zip _____

City _____ State _____ Zip _____

Applicant Phone (____) _____

Applicant 2 Phone (____) _____

Applicant Email Address _____

Applicant 2 Email Address _____

Emergency Contact _____

Emergency Phone (____) _____

RETURN PERMIT TO: (if different from Permittee)

RETURN DEPOSIT/BOND TO: (if different from Permittee)

Name _____

Name _____

Address _____

Address _____

City _____ State _____ Zip _____

City _____ State _____ Zip _____

DESCRIPTION OF PROPOSED WORK: _____

Estimated cost of work being performed in highway right-of-way: \$ _____

Anticipated duration of work: From _____ to _____ (applies to the operations indicated on the reverse side)

WILL OVERHEAD OR UNDERGROUND (5'+) OPERATIONS BE INVOLVED IN THE PROPOSED WORK? YES ____ NO ____

ATTACHED: Plans _____ Specifications _____

LOCATION: State Route: _____ Located Between Reference Markers _____ and _____

City/Town/Village of _____ County of _____

SEQR REVIEW (select one)

[] Type II [] Type I [] Unlisted LEAD AGENCY: _____ DATE OF DETERMINATION: _____

Insurance (check one): _____ General Liability Insurance _____ Undertaking _____ Insurance Fee (residential operations only)

NOTE: PERMIT IS ISSUED CONTINGENT UPON ALL LOCAL REQUIREMENTS BEING SATISFIED

ACKNOWLEDGMENT: ON BEHALF OF THE APPLICANT, I HEREBY REQUEST A HIGHWAY WORK PERMIT, AND DO ACKNOWLEDGE AND AGREE TO THE RESPONSIBILITIES OF PERMITTEE AND THE OTHER OBLIGATIONS SET FORTH IN THIS PERMIT AND WARRANT COMPLIANCE THEREWITH.

Applicant Signature _____

Date _____

Applicant 2 Signature _____

Date _____

Approval recommended by Resident Engineer _____ Res No _____ Date _____

Approved by Regional Traffic Engineer _____ Reg No _____ Date _____

Operational Type and Description		Permit Fee	Insurance Fee	Total Fees
DRIVEWAYS				
5a1	Residential Driveway (includes field entrances)	15	25	
5a6	Temporary access road or street	200		
<i>For Commercial Driveways and subdivisions streets, use form PERM 33-COM</i>				
IMPROVEMENTS				
5b1	Residential	15	25	
5b2a	Commercial- Sidewalk, curb paving, drainage, etc.	200		
5b2b	Commercial – Grade, seed, improve land contour, clear brush	100		
5b2c	Commercial – Resurface existing road or driveway	50		
5b2d1	Annual resurfacing of roadways and driveways – PER COUNTY	150		
	Number of counties:			
5b2d2	Annual resurfacing of roadways and driveways – PER REGION	400		
TREE WORK				
5c1	Residential	15	25	
5c2a	Commercial removal or planting	25		
5c2b	Commercial pruning, applying chemicals to stumps	25		
5c3	Vegetation control for advertising signs – PER SIGN	150		
	Number of Signs:			
MISCELLANEOUS CONSTRUCTION AND WORK OPERATIONS				
5d1	Beautify ROW (civic groups only)	N/C		
5d2a	Temporary signs, banners, décor (not-for-profit organizations)	N/C		
5d2b	Temporary signs, banners, décor (other organizations)	25		
5d3	Traffic control signals	500		
5d4	Warning and entrance signs	25		
5d5	Miscellaneous – Requiring substantial review (describe below)	400		
5d6	Miscellaneous (describe below)	25		
OTHER TYPES OF HIGHWAY WORK PERMITS				
6	Encroachment caused by DOT acquisition of property	25		
7a1	Compulsory permit required for demolition requested by DOT	N/C		
7a2	Compulsory permit required for moving requested by DOT	N/C		
7b	Improvement to meet Department standards	N/C		
8	Miscellaneous (describe below)	25		
9	Adopt-a-Highway (exempt from insurance requirement)	N/C		
Description of Miscellaneous Operation:				

PERFORMANCE SECURITY (Select one): Guarantee Deposit - Cash [] Performance Bond [] Letter of Credit []

Guarantee Deposit Amount: _____

Guarantee Deposit Check Number or Bond Number _____

(To be completed by NYSDOT issuing office)

Project Identification Number _____

Highway Work Permit No. _____

State Highway (SH) Number _____

Record ID Number _____

APPENDIX D
Grants and Funding Opportunities

*Chestertown to Pottersville Trail Linkage Plan: First Wilderness Heritage Corridor
NYS Contract #C1000561; First Wilderness Heritage Corridor Component #4*

GRANT/SERVICE	DESCRIPTION	ELIGIBILITY	DEADLINES	AMOUNT
NPS Rivers, Trail and Conservation Assistance	Supports community-led natural resource conservation and outdoor recreation projects with trail and park design, river access improvements and conservation, special places protections, and recreation opportunity development.	State or local agency, Tribe, nonprofit, or citizen group	June 30	Contact NPS HQ or Regional Office
NYS DEC Adirondack Park Community Smart Growth Program	Supports planning projects that foster sustainable development, environmental protection and community livability. The program also supports implementation of key projects identified as priorities in plans.	A County, Town, Village, or Not-for-profit Organization in the Adirondack Park	Late 2018 (anticipated)	Variable, with no match required.
NYS DOS Local Waterfront Revitalization Program Grants	Matching funds for local governments through Warren County's First Wilderness Heritage Program to participate in the State's Coastal Management Program (CMP) by preparing and adopting a Local Waterfront Revitalization Program (LWRP).	Local government along the State's coast or designated inland waterway.	CFA, by July 27	No limit, but requires a 25% match
NYS OPRHP Parks Grant Program	Matching grant for the acquisition, development and planning of parks and recreational facilities to preserve, rehabilitate or restore lands, waters or structures for park, recreation or conservation purposes and for structural assessments and/or planning for such projects.	Not-for-profit corporation, or municipality	CFA, by July 27	Max of \$500,000
NYS OPRHP Recreational Trails Program	Grants for the maintenance and restoration of existing recreational trails, development and rehabilitation of trailside and trailhead facilities and trail linkages for recreational trails, purchase and lease of recreational trail construction and maintenance equipment, construction of new recreational trails, acquisition of easements and fee simple title to property for recreational trails or recreational trail corridors, and assessment of trail conditions for accessibility and maintenance.	Non-profit, municipal or state agency, or other governmental entity	Every other year by July 27 through the CFA	Max of \$200,000 or 80% project cost, and 20% match
PeopleForBikes Community Grant	Grant funds for bicycle infrastructure projects such as bike paths, lanes, trails, and bridges; mountain bike facilities; end-of-trip facilities such as bike racks, bike parking, bike repair stations and bike storage; and related advocacy projects.	Non-profit, city or county agency or department, or state agency	Spring Cycle Dec 11-Apr 6	\$10,000 or max 50% project budget

*Chestertown to Pottersville Trail Linkage Plan: First Wilderness Heritage Corridor
 NYS Contract #C1000561; First Wilderness Heritage Corridor Component #4*

			Fall Cycle Jun 11-Oct 19	
Saratoga County Farmland Protection and Open Space Grant	Matching grant program for the purchase development rights in productive agricultural lands and acquire open space lands whose preservation is deemed to be of significant public benefit.	Saratoga County municipality	Application period from June to September	Max of 50% project cost
NYS DEC Urban and Community Forestry Program	Support and assistance to communities in comprehensive planning, management, and education to create healthy urban and community forests, and enhance the quality of life for urban residents	Any governmental entity and not-for-profit	July 12 by 2PM	Max of \$75,000, and 25% match

APPENDIX E

Conceptual Plan for Dynamite Hill Recreation Area Improvements



TO DYNAMITE HILL SKI AREA AND TRAIL NETWORK

EXISTING BUILDINGS, BALL FIELD INFRASTRUCTURE TO REMAIN

BIKE RACKS, TRASH AND RECYCLING RECEPTACLES

NEW PLAYGROUND EQUIPMENT (5-12 YEARS PLAY AGE)

PROVIDED SEATING WITHIN PLAYGROUND

EXISTING SNOWMOBILE TRAIL

NEW HIKE - BIKE PATH

DYNAMITE HILL ROAD

IMPROVED CONNECTIVITY BETWEEN CHAMBER BUILDING, PARK, AND SKI AREA

NORTH WARREN CHAMBER OF COMMERCE

PICNIC AREA

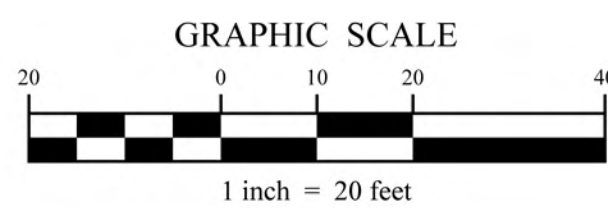
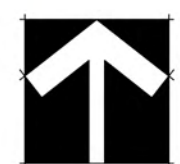
PRIMARY FUTURE TRAIL CIRCULATION OPTION

NY 8

IMPROVED PARKING (20 SPACES) AND ENTRY DRIVE

EXISTING SNOWMOBILE TRAIL

CHESTER CREEK



Town of Chester Trail Feasibility Plan

Chestertown to Pottersville

Title

Conceptual Plan for Dynamite Hill Recreation Area Improvements



This document was prepared for the New York State Department of State with funds provided under Title 11 of the Environmental Protection Fund



APPENDIX F
Construction Requirement Analysis

CONSTRUCTION REQUIREMENT ANALYSIS

Funding and Predevelopment

1. The Town of Chester will have to satisfy State Environmental Quality Review (SEQR) by filing an Environmental Assessment Form (EAF) and making a finding under SEQR.
2. Complete a feasibility and comparative analysis to determine the cost-benefit for the development of alternative trails. Variables to include are land ownership, grade, existing infrastructure, permits, use agreements, proposed trail length, safety, connections, access points, and required predevelopment and construction costs.
3. Investigate the purchase of the Audubon Society of NY (Audubon International) property through the Open Space Institute (OSI) and New York State Office of Parks, Recreation and Historic Preservation (NYSOPRHP). Continue dialogue with Jenks Swamp landowner to obtain an easement and/or landowner permission for the trail.
4. Conduct design and engineering of the trail, including but not limited to, boundary and topographic surveys, establishment of the official trail route, development of uniform trail design standards and signage, and a determination of additional infrastructure that will be necessary for the trail to be safely used by the public. It is recommended that new trails be constructed as two- to -three-foot wide natural surface, single track trails. Sidewalk extensions should match existing sidewalks, with a minimum four-foot pedestrian accessible route free of vertical and horizontal obstructions. At least two estimates for building materials, labor, and overhead costs from local suppliers and contractors will be required to properly assess the total project cost.
5. Obtain an agreement on the route and type of trail from all private property owners. Purchasing a trail easement and/or signing a binding agreement between the Town and the private landowner may be required to allocate land for a public trail. Potential partnership options include the use of a revocable trail agreement, a trail or conservation easement, or the acquisition of the necessary land through a gift or sale.
6. Identify a source to build and install signage.
7. Identify a source to purchase and install bike racks.
8. Identify a source to install the walkway railing for the trail over Chester Creek of Trail Segment #3.
9. Coordinate with the Town of Chester Highway Department for estimates for the purchase and installation of either pedestrian hazard signs or a reduced speed limit on both sides of the Schroon River Road bridge over Chester Creek in Trail Segment #5 and on both sides of the East Schroon River Road bridge over Schroon River in Trail Segment #6 Option B.
10. Coordinate with the Town of Horicon Highway Department for estimates for the purchase and installation of either pedestrian hazard signs or a reduced speed limit on both sides of the Glendale Road bridge over Schroon River.
11. Apply for funding assistance for future projects through:
 - First Wilderness Heritage Corridor (Warren County and the New York State Department of State (NYS DOS)). The annual deadline for this application is in July.
 - Rivers, Trails, and Conservation Assistance Program (RTCA) through the National Park Service (NPS). The annual deadline for this application is in June.

- Urban and Community Forestry Program through the New York State Department of Environmental Conservation (NYSDEC). The annual deadline for this application is in July.

Trail Segment #1: Town of Chester Municipal Center to State Route 9 and State Route 8 Intersection

1. Obtain and file a Highway Work Permit for Non-Utility Work (PERM 33) and supplementary forms with the New York State Department of Transportation (NYSDOT) for the construction of a trail and/or designation for pedestrian and cyclist access in the State Route 9 right-of-way, across the bridge over Chester Creek to the intersection with State Route 8. The Town will be responsible for the construction, maintenance and conformance of a trail. Work should begin within 30-days of permit validation. Additional requirements and responsibilities are detailed on the PERM 33 application form. For more information and assistance with the permitting process, contact:

Gaetano Tedesco
New York State Department of Transportation
(518) 457-9934
Gaetano.tedesco@dot.ny.gov

2. Purchase and install a public bike rack along the existing parking lot adjacent to the Town Hall.
3. Construct trail and crosswalk with Town Highway crew and local resources. Provide construction overnight and administration as needed.
4. Install trail markers and signage. It is recommended that descriptive signage and a map of the trail with listed allowable uses be posted to the existing trailhead kiosk at the Town of Chester Municipal Center. Additional signage should include regulatory signage on allowable trail uses and wayfinding signage at the north side of the State Route 9 and State Route 8 intersection, and trail markers installed along the trail as desired by the Town of Chester.

Trail Segment #2: State Route 9 and State Route 8 Intersection to Dynamite Hill Recreation Area

1. Purchase and install a public bike rack along the existing parking lot at the Dynamite Hill Recreation Area trailhead.
2. Construct trail with Town Highway crew and local resources. Provide construction overnight and administration as needed.
3. Install trail markers and signage. It is recommended that descriptive signage and a map of the trail with listed allowable uses be posted to the existing trailhead kiosk at the North Warren Chamber of Commerce. Additional signage should include regulatory signage on allowable trail uses and wayfinding at the end of the Dynamite Hill Recreation Area parking lot where the following segment of the trail begins, and trail markers installed along the trail as desired by the Town of Chester.

Trail Segment #3: Dynamite Hill Recreation Area to North Warren Central School

1. Obtain and file a Highway Work Permit for Non-Utility Work (PERM 33) and supplementary forms with the New York State Department of Transportation (NYSDOT) to convert the existing natural path along the right-of-way for State Route 8 to a new pedestrian/bike trail and to layout a new crosswalk across the state route to the North Warren Central School. The Town will be responsible for the construction, maintenance and conformance of a trail. Work should begin within 30-days of permit validation. Additional requirements and responsibilities are detailed on the PERM 33 application form. Consult with NYSDOT on state standards for the trail design and construction. For more information and assistance with the permitting process, contact:

Gaetano Tedesco
New York State Department of Transportation
(518) 457-9934
Gaetano.tedesco@dot.ny.gov

2. Purchase and install a public bike rack along the public parking lot beside the Cougar Natural Trailhead at the North Warren Central School.
3. Construct trail with Town Highway crew and local resources. Provide construction overnight and administration as needed.
4. Install a suitable walkway railing where the trail will traverse Chester Creek.
5. Install planting buffers along State Route 8. Fill gaps where necessary to create a natural separation between the North Warren Emergency Squad property, the trail, and State Route 8. Consultation with NYSDOT will be required. For more information and assistance, contact:

New York State Department of Transportation
Region 1 Office of Right of Way
(518) 457-9783

or

Kay Biltucci, Assistant Director
New York State Department of Transportation
Office of Right of Way
(518)457-2430

6. Install trail markers and signage. It is recommended that descriptive signage and a map of the trail with listed allowable uses be posted at the Cougar Natural Trailhead at the North Warren Central School. Additional signage should include regulatory signage on allowable trail uses and wayfinding signage at either end of the State Route 8 crosswalk between the North Warren Emergency Squad property and North Warren Central School, and trail markers installed along the trail as desired by the Town of Chester.

Trail Segment #4: North Warren Central School to I-87 Exit 25 Northern Ramp

1. Obtain and file a Highway Work Permit for Non-Utility Work (PERM 33) and supplementary forms with the New York State Department of Transportation (NYSDOT) to convert the existing natural path along the right-of-way for State Route 8 to a new pedestrian/bike trail and to layout a new crosswalk across the Exit 25 ramps. The Town will be responsible for the construction, maintenance and conformance of a trail. Work should begin within 30-days of permit validation. Additional requirements and responsibilities are detailed on the PERM 33 application form. For more information and assistance with the permitting process, contact:

Gaetano Tedesco
New York State Department of Transportation
(518) 457-9934
Gaetano.tedesco@dot.ny.gov

2. Coordinate with NYSDOT for the construction of a trail and culvert crossing at the NYSDOT property along State Route 8. Reach out to the facilities manager or contact:

Joseph Nolan
New York State Department of Transportation
Region 1 Real Estate
(518) 457-9783

3. Construct trail, crosswalks and infrastructure with Town Highway crew and local resources. Provide construction overnight and administration as needed.
4. Coordinate with NYSDOT on potential required barriers along State Route 8 to separate and protect trail users. For more information and assistance, contact:

New York State Department of Transportation
Region 1 Office of Right of Way
(518) 457-9783

or

Kay Biltucci, Assistant Director
New York State Department of Transportation
Office of Right of Way
(518)457-2430

5. Install trail markers and signage. Signage should include regulatory signage on allowable trail uses and wayfinding signage at the end of the trail to the North Warren Central School maintenance building and at the start of the Steven Lewis Memorial Trail, and trail markers installed along the trail as desired by the Town of Chester.

Trail Segment #5: I-87 Exit 25 Northern Ramp to Starbuckville Dam

1. Purchase and install a public bike rack at the parking lot for Starbuckville Dam Park.
2. Construct trail, crosswalks and infrastructure with Town Highway crew and local resources. Provide construction overnight and administration as needed.
3. Purchase and install either pedestrian hazard signs or reduced speed limit signs on both sides of the Schroon River Road bridge over Chester Creek with Town Highway crew and local resources.
4. Install trail markers and signage. It is recommended that descriptive signage and a map of the trail with listed allowable uses be posted at the Starbuckville Dam parking lot. Additional signage should include regulatory signage on allowable trail uses and wayfinding at Crossroads Outdoors Country Store and Sport Shop and the parking lot for Starbuckville Dam, and trail markers installed along the trail as desired by the Town of Chester.

Trail Segment #6 Option A: Starbuckville Dam to Pottersville via Carl Turner Road and Valley Farm Road

1. Obtain and file a Highway Work Permit for Non-Utility Work (PERM 33) and supplementary forms with the New York State Department of Transportation (NYSDOT) to convert the existing natural path along the right-of-way for State Route 9 to a new pedestrian/bike trail and to construct a new crosswalk across State Route 9 at the intersection with Valley Farm Road and across Olmstedville Road at the intersection with State Route 9. The Town will be responsible for the construction, maintenance and conformance of a trail. Work should begin within 30-days of permit validation. Additional requirements and responsibilities are detailed on the PERM 33 application form. For more information and assistance with the permitting process, contact:

Gaetano Tedesco
New York State Department of Transportation
(518) 457-9934
Gaetano.tedesco@dot.ny.gov

2. Purchase and install a public bike rack at the Pottersville Corner Park.
3. Purchase the property, obtain a trail easement or develop a cooperative agreement with the Audubon Society of NY for the development of a trail across Jenks Swamp.
4. Obtain a trail easement or develop a cooperative agreement with Coyne & Son's General Construction, LLC for the development of a trail across Jenks Swamp.
5. Construct trail, crosswalks and infrastructure with Town Highway crew and local resources. Provide construction overnight and administration as needed.
6. Install trail markers and signage. It is recommended that descriptive signage and a map of the trail with listed allowable uses be posted at the Pottersville Corner Park. Additional signage should include regulatory signage on allowable trail uses and wayfinding at the end of Carl Turner Road, at the entrance to Jenks Swamp, at the end of Jenks Swamp, and at the intersection of Valley Farm Road and State Route 9, and trail markers installed along the trail as desired by the Town of Chester.

Trail Segment #6 Option B: Starbuckville Dam to Pottersville via East Schroon River Road

1. Purchase and install a public bike rack at the Horicon State Boat Launch.
2. Construct trail, crosswalks and infrastructure with Town Highway crew and local resources. Provide construction overnight and administration as needed.
3. Purchase and install either pedestrian hazard signs or reduced speed limit signs on both sides of the East Schroon River Road bridge over Schroon River with Town Highway crew and local resources.
4. Install trail markers and signage. It is recommended that descriptive signage and a map of the trail with listed allowable uses be posted at the Horicon State Boat Launch. Additional signage should include regulatory signage on allowable trail uses and wayfinding signage where East Schroon River Road turns west at the intersection with Valentine Pond Road and at the parking lot for the Horicon State Boat Launch where the proposed trail segment ends, and trail markers installed along the trail as desired by the towns of Chester and Horicon.

Trail Segment #7: Horicon Boat Launch to Scaroon Manor Campground and Day Use Area

1. Obtain and file a Highway Work Permit for Non-Utility Work (PERM 33) and supplementary forms with the New York State Department of Transportation (NYSDOT) for all proposed pedestrian/bike trails along the right-of-way for State Route 9. The Town will be responsible for the construction, maintenance and conformance of a trail. Work should begin within 30-days of permit validation. Additional requirements and responsibilities are detailed on the PERM 33 application form. For more information and assistance with the permitting process, contact:

Gaetano Tedesco
New York State Department of Transportation
(518) 457-9934
Gaetano.tedesco@dot.ny.gov

2. Purchase and install a public bike rack at the Scaroon Manor Campground and Day Use Area.
3. Construct trail and infrastructure with Town Highway crew and local resources. Provide construction overnight and administration as needed.
4. Purchase and install either pedestrian hazard signs or reduced speed limit signs on both sides of the Glendale Road bridge over Schroon River with Town Highway crew and local resources.
5. Install trail markers and signage. It is recommended that descriptive signage and a map of the trail with listed allowable uses be posted at the Scaroon Manor Campground and Day Use Area. Additional signage should include regulatory signage on allowable trail uses and wayfinding signage at the intersection of Glendale Road and State Route 9, where the trail passes the entrance to the Word of Life Ranch & Wild property, where the trail passes the entrance to Eagle Point State Campground, and at the trails terminus at the Scaroon Manor Campground and Day Use Area, and trail markers installed along the trail as desired by the towns of Chester and Horicon.